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AMENDMENT 1

25 JUN 2015

CONSULT NOTAM FOR LATEST INFORMATION

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIP Amendment 1

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GEN 0.5 List of Hand Amendments to the AIP – Not applicable

ANNEX 4 – AERONAUTICAL CHARTS	
Chapter 1	Definitions
Air taxiway	The U.S. does not depict defined surfaces for air-taxiing of helicopters.
Final approach and take-off area (FATO)	The U.S. does not depict final approach and take-off areas (FATOs).
Prohibited area Restricted area	The U.S. will employ the terms “prohibited area” and “restricted area” substantially in accordance with the definitions established and, additionally, will use the following terms: “Alert area.” Airspace which may contain a high volume of pilot training activities or an unusual type of aerial activity, neither of which is hazardous to aircraft. “Controlled firing area.” Airspace wherein activities are conducted under conditions so controlled as to eliminate the hazards to nonparticipating aircraft and to ensure the safety of persons and property on the ground. “Warning area.” Airspace which may contain hazards to nonparticipating aircraft in international airspace. “Maneuvering area.” This term is not used by the U.S. “Military operations area (MOA).” An MOA is an airspace assignment of defined vertical and lateral dimensions established outside Class A airspace to separate/segregate certain military activities from IFR traffic and to identify for VFR traffic where these activities are conducted. “Movement area.” Movement area is defined by the U.S. as the runways, taxiways, and other areas of an airport which are utilized for taxiing, take-off, and landing of aircraft, exclusive of loading ramp and parking areas.
Touchdown and lift-off area (TLOF)	The U.S. does not use this term.
Chapter 1.1	Definitions
Aerodrome reference point	Airport Reference Point is the approximate geometric center of all usable runway surfaces.
Area Minimum Altitude	Off Route Obstruction Clearance Altitude (OROCA) used.
Air Transit Route	Term “Helicopter Route” used.
Arrival Routes	Arrival routes are also identified on Standard Terminal Arrival (STAR).
Danger Area	The term “danger area” will not be used in reference to areas within the U.S. or in any of its possessions or territories.
Flight Level	Flight level is related to a reference datum of 29.92 inches of mercury.
Glide Path	Glideslope is used instead of glide path.
Helicopter Stand	Helipad is used vice helicopter stand.
Minimum obstacle clearance altitude (MOCA)	MOCA also assures acceptable navigational signal coverage within 22 NM of a VOR.
Minimum sector altitude	Minimum Sector Altitude is centered on the navigation facility upon which the procedure is predicated.
Missed approach point	Missed approach point based on acquiring the required visual reference.

Movement Area	Movement area also includes areas used by helicopters in taxiing. It does not include loading ramps or parking areas.
Obstacle	Obstacles may include terrain and objects of natural growth.
Obstacle clearance altitude (OCA) or Obstacle clearance height (OCH)	Decision Altitude and Decision Height used vice Obstacle Clearance Altitude and Obstacle Clearance Height.
Terminal arrival altitude (TAA)	Terminal Arrival Areas defined by the extension of the IAF legs and the intermediate segment course.
Touchdown zone	Touchdown zone is the first 3000 feet of the runway beginning at the threshold.
Visual approach procedure	Visual approach procedure is conducted on an IFR flight plan which authorizes the pilot to proceed visually and clear of clouds to the airport.
Chapter 1.2	Applicability
1.2.2	Charts vary in their conformance to ICAO Standards.
1.2.2.1	Charts vary in their conformance to ICAO Recommended Practices.
Chapter 2	General Specifications
2.1.7	Charts are True North oriented except as indicated.
2.1.8	Sheet size of charts varies dependent on chart type.
2.2.1	The marginal note layouts, in some cases, differ from those set forth in Appendices 1, 5, and 6.
2.3.1	Marginal note layouts vary by chart type
2.4	Symbols do not universally conform to Appendix 2.
2.4.1	Symbols do not universally conform to Appendix 2.
2.5.4	Linear dimensions are expressed in feet.
2.5.7	Conversion scales are not universally used.
2.6.2	Some charts have no linear scale.
2.9.2	Abbreviations used are from FAA Order 7340.1, not ICAO Doc 8400.
2.11	Color schemes differ by chart series.
2.12.2	Hypsometric tints differ by chart series.
2.14.1	Airspace depiction differs by chart.
2.15.4	Each aerodrome has its own magnetic variation assigned. IACC specifications require individually assigned magnetic variation values for each airport.
2.18.3.1	Julian Calendar is also used. Local times are used on select charts.
Chapter 3	Aerodrome Obstacle Chart – ICAO Type A (Operating Limitations)
3.1	This data is available digitally and is depicted on other individual flight products to which it is pertinent.
Chapter 4	Aerodrome Obstacle Chart – ICAO Type B
4.1	This data is available digitally and is depicted on other individual flight products to which it is pertinent.

INTST	intensity
IRU	Inertial Reference Unit
J	
J-bar	jet runway barrier
K	
KHZ	kilohertz
L	
L	left (used only to designate rwys; e.g., rwy 12L)
ICAO:	L – left/runway identification/locator
LAT	latitude
LB	pounds (weight)
LCTD	located
LDA	localizer type directional aid
ICAO:	LDA – landing distance available LLZ – localizer
LGTD	lighted
LMM	compass locator at ILS middle marker
LNDG	landing
ICAO:	LDG – landing
LOC	localizer
ICAO:	LOC-localizer or locally or location or located
LOM	compass locator at ILS outer marker
LONG	longitude
LRCO	limited remote communications outlet
M	
MAA	maximum authorized altitude
MAG	magnetic
MAINT	maintain, maintenance
ICAO:	MNTN – maintain; MAINT – maintenance
MALS	medium intensity approach light system
MALSR	medium intensity approach light system with runway alignment indicator lights
MAP	missed approach point
ICAO:	MAP – aeronautical maps and charts
MAX	maximum
MCA	minimum crossing altitude
MDA	minimum descent altitude
MEA	minimum en route IFR altitude
MHZ	megahertz
MIN	minimum or minute
MIRL	medium intensity runway edge lights
MM	middle marker ILS
MOCA	minimum obstruction clearance altitude

MRA	minimum reception altitude
MSA	minimum safe altitude
MSL	mean sea level
MUNI	municipal
N	
N	north
NA	not authorized
NATL	national
NAVAID	navigational aid
NDB	nondirectional radio beacon
NM	nautical mile(s)
NOPT	no procedure turn required
NR	number
O	
OBSTN	obstruction
ODALS	omnidirectional approach lighting system
OM	outer marker ILS
OPER	operate
OPN	operation
ICAO:	OPR – operator/operate/operative/operating/operational
ORIG	original
OTS	out of service
OVRN	overrun
P	
PAR	precision approach radar
PAT	pattern
PCN	pavement classification number
PERMLY	permanently
POB	persons on board
PPR	prior permission required
PROC	procedure
Q	
QUAD	quadrant
R	
R	right (used only to designate rwys; e.g., rwy 19R)
ICAO:	R – received (acknowledgement of receipt)/red/restricted area (followed by identification)/right (runway identification)
RADAR	radio detection and ranging
RAPCON	radar approach control (USAF)
RCAG	remote communications air/ground

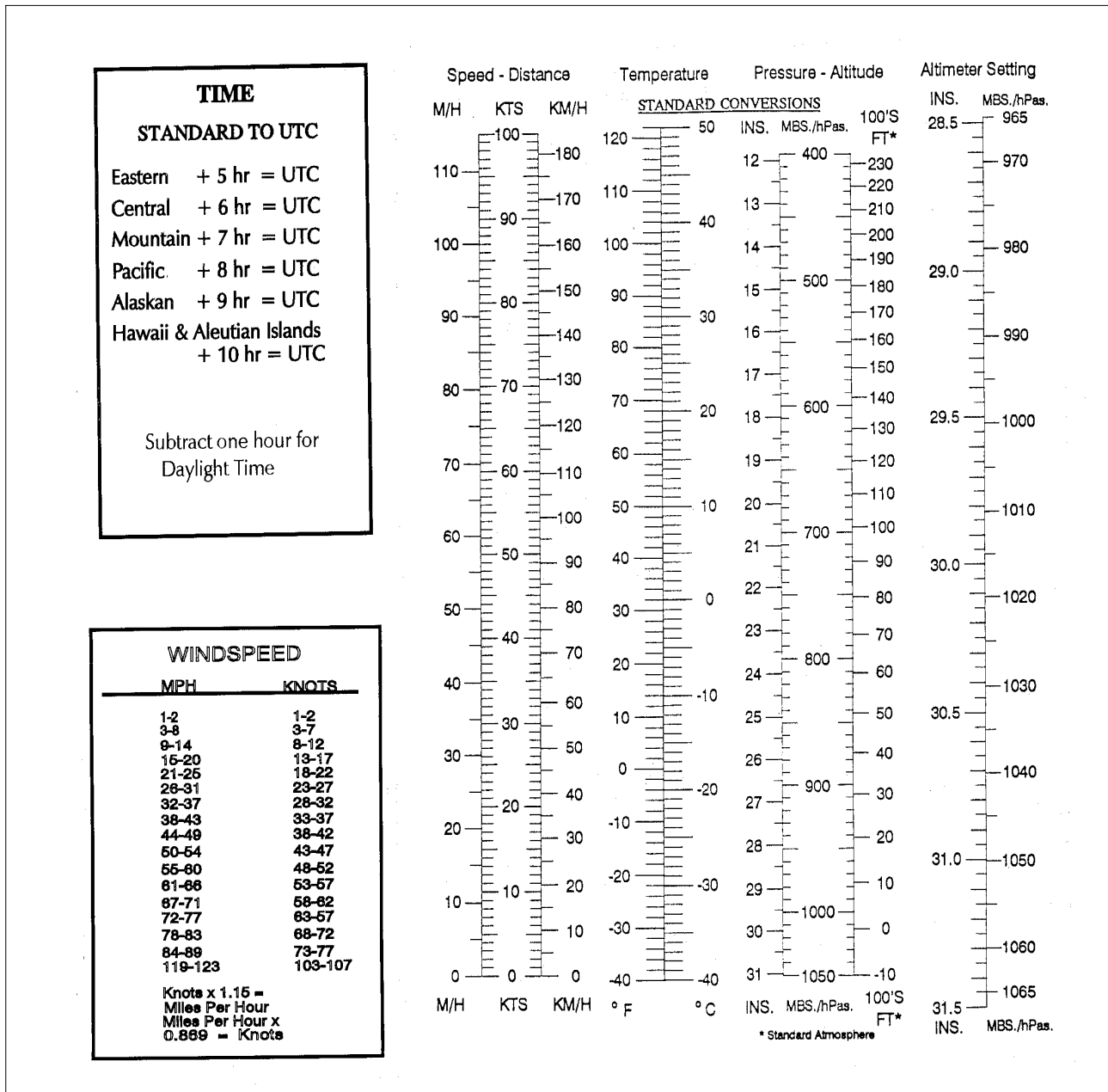
RCLS	runway centerline lights system
ICAO:	RCL – runway centerline
RCO	remote communications outlet
RCV	receive
RCVG	receiving
REIL	runway end identifier lights
REQ	request
RNAV	area navigation
RRP	runway reference point
REL	runway entrance lights
RLLS	Runway Lead-in Light System
RSTRD	restricted
RTS	returned to service
RVR	runway visual range
RVRM	runway visual range midpoint
RVRR	runway visual range rollout
RVRT	runway visual range touchdown
RVV	runway visibility values
RWSL	runway status light
RWY	runway
ICAO:	RWY–runway
S	
S	runway weight bearing capacity for aircraft with single-wheel type landing gear
S	south
ICAO:	S – south/south latitude
SDF	simplified directional facility
SEC	second
SFC	surface
SFL	sequenced flashing lights
SI	straight-in approach
ICAO:	STA – straight-in approach
SM	statute mile(s)
SR	sunrise
SS	sunset
ICAO:	SS – sandstorm
SSALF	simplified short approach lighting system with sequenced flashers
SSALR	simplified short approach lighting system with runway alignment indicator lights
SSALS	simplified short approach lighting system
STOL	short take-off and landing runway
ICAO:	STOL – short takeoff and landing

SVC	service
ICAO:	SVC – service message
T	
T	true (after a bearing)
ICAO:	T – temperature
TAC	terminal area chart
TACAN	UHF navigational facility – omnidirectional course and distance information
ICAO:	TACAN – VHF tactical navigational aid
TAS	true air speed
ICAO:	TMA – TERMINAL CONTROL AREA
TCH	threshold crossing height
TFC	traffic
THL	takeoff hold lights
THR	threshold
THRU	through
ICAO:	THRU – through/I am connecting you to another switchboard
TKOF	take-off
TEMPRLY	temporarily
TMPRY	temporary/temporarily
ICAO:	TEMPO – Temporary/temporarily
TPA	traffic pattern altitude
TRACON	terminal radar approach control
TRML	terminal
TRSA	terminal radar service area
TSNT	transient
TWEB	transcribed weather broadcast
TWR	tower
TWY	taxiway
U	
UAS	Unmanned Aircraft System
UAVBL	unavailable
UHF	ultra high frequency
UNLGTD	unlighted
UNMON	unmonitored
UNSKED	unscheduled
UNUSBL	unusable
ICAO:	U/S – unserviceable
V	
VASI	visual approach slope indicator
VCNTY	vicinity

VDP	visual descent point
VFR	visual flight rules
VHF	very high frequency
VOR	VHF omni-directional radio range
VORTAC	Combined VOR and TACAN system (collocated)
VOT	a VOR Receiver testing facility
VSBY	visibility
ICAO:	VIS – visibility
W	
W	west

WEA	weather
ICAO:	WX – weather
WKDAY	weekday
WKEND	weekend
WPT	waypoint
WS	Weather Service
WT	weight
Z	
Z	Coordinated Universal Time
ICAO:	UTC – Coordinated Universal Time

FIG GEN 3.5-1
Weather Elements Conversion Tables



telephone directory under Department of Transportation, Federal Aviation Administration.

3.5.3 Other Sources of Weather Information

3.5.3.1 Telephone Information Briefing Service (TIBS) (FSS); and in Alaska, Transcribed Weather Broadcast (TWEB) locations, and telephone access to the TWEB (TEL-TWEB) provide continuously updated recorded weather information for short or local flights. Separate paragraphs in this section give additional information regarding these services.

3.5.3.2 Weather and aeronautical information is also available from numerous private industry sources on an individual or contract pay basis. Information on how to obtain this service should be available from local pilot organizations.

3.5.3.3 Pilots can access the Direct User Access Terminal System (DUATS) and Lockheed Martin Flight Services with a current medical certificate via the internet. Pilots can receive preflight weather data and file domestic VFR and IFR flight plans. The following are the contract DUATS vendors:

Computer Sciences Corporation (CSC)
Internet Access: <http://www.duats.com>
For customer service: (800) 345-3828

Data Transformation Corporation (DTC)
Internet Access: <http://www.duat.com>
For customer service: (800) 243-3828

Lockheed Martin Flight Services
Internet Access: <http://www.1800wxbrief.com>
For customer service: (866) 936-6826

3.5.4 Inflight weather information is available from any FSS within radio range. The common frequency for all FSSs is 122.2. Discrete frequencies for individual stations are listed in the Airport/Facility Directory. See paragraph 6 for information on broadcasts. En Route Flight Advisory Service (EFAS) is provided to serve the non-routine weather needs of pilots in flight. See Paragraph 3.8, En Route Flight Advisory Service (EFAS), for details on this service.

3.6 Use of Aviation Weather Products

3.6.1 Air carriers and operators certificated under the provisions of 14 CFR Part 119 are required to use the aeronautical weather information systems defined in the Operations Specifications issued to that certificate holder by the FAA. These systems may utilize basic FAA/National Weather Service (NWS) weather services, contractor- or operator-proprietary weather services and/or Enhanced Weather Information System (EWINS) when approved in the Operations Specifications. As an integral part of this system approval, the procedures for collecting, producing and disseminating aeronautical weather information, as well as the crew member and dispatcher training to support the use of system weather products, must be accepted or approved.

3.6.2 Operators not certificated under the provisions of 14 CFR Part 119 are encouraged to use FAA/NWS products through Flight Service Stations, Direct User Access Terminal System (DUATS), Lockheed Martin Flight Services, and/or Flight Information Services-Broadcast (FIS-B).

3.6.3 The suite of available aviation weather product types is expanding, with the development of new sensor systems, algorithms and forecast models. The FAA and NWS, supported by various weather research laboratories and corporations under contract to the Government, develop and implement new aviation weather product types. The FAA's NextGen Aviation Weather Research Program (AWRP) facilitates collaboration between the NWS, the FAA, and various industry and research representatives. This collaboration ensures that user needs and technical readiness requirements are met before experimental products mature to operational application.

3.6.4 The AWRP manages the transfer of aviation weather R&D to operational use through technical review panels and conducting safety assessments to ensure that newly developed aviation weather products meet regulatory requirements and enhance safety.

3.6.5 The AWRP review and decision-making process applies criteria to weather products at various stages. The stages are composed of the following:

3.6.5.1 Sponsorship of user needs.

3.6.5.2 R & D and controlled testing.

3.6.5.3 Experimental application.

PART 2 – EN ROUTE (ENR)

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- ENR 0.1 Preface – Not applicable
ENR 0.2 Record of AIP Amendments – See GEN 0.2-1
ENR 0.3 Record of AIP Supplements – Not applicable

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ENR 0.5 List of Hand Amendments to the AIP – Not applicable

3.5.4 To provide information and instructions to aircraft operating within Class D airspace. In an example of this situation, the local controller would use the radar to advise a pilot on an extended downwind when to turn base leg.

NOTE—

The above tower radar applications are intended to augment the standard functions of the local control position. There is no controller requirement to maintain constant radar identification and, in fact, such a requirement could compromise the local controller's ability to visually scan the airport and local area to meet FAA responsibilities to the aircraft operating on the runways and within Class D airspace. Normally, pilots will not be advised of being in radar contact since that continued status cannot be guaranteed and since the purpose of the radar identification is not to establish a link for the provision of radar services.

3.6 A few of the radar-equipped towers are authorized to use the radar to ensure separation between aircraft in specific situations, while still others may function as limited radar approach controls. The various radar uses are strictly a function of FAA operational need. The facilities may be indistinguishable to pilots since they are all referred to as tower and no publication lists the degree of radar use. THEREFORE, WHEN IN COMMUNICATION WITH A TOWER CONTROLLER WHO MAY HAVE RADAR AVAILABLE, DO NOT ASSUME THAT CONSTANT RADAR MONITORING AND COMPLETE ATC RADAR SERVICES ARE BEING PROVIDED.

4. Traffic Patterns

4.1 At most airports and military air bases, traffic pattern altitudes for propeller driven aircraft generally extend from 600 feet to as high as 1,500 feet above the ground. Also, traffic pattern altitudes for military turbojet aircraft sometimes extend up to 2,500 feet above the ground. Therefore, pilots of en route aircraft should be constantly on the alert for other aircraft in traffic patterns and avoid these areas whenever possible. Traffic pattern altitudes should be maintained unless otherwise required by the applicable distance from cloud criteria (14 CFR Section 91.155.) (See FIG ENR 1.1-2 and FIG ENR 1.1-3.) Unless otherwise indicated, all turns in the traffic pattern should be made to the left. On Sectional Aeronautical and VFR Terminal Area Charts, right traffic patterns are indicated at

public-use and joint-use airports by the abbreviation "RP" (for Right Pattern), followed by the appropriate runway number(s), at the bottom of the airport data block.

EXAMPLE—

RP 9, 18, 22R

NOTE—

1. RP* indicates special conditions exist and refers pilots to the Airport/Facility Directory.

2. Right traffic patterns are not shown at airports with full-time control towers.

4.2 Wind conditions affect all airplanes in varying degrees. FIG ENR 1.1-4 is an example of a chart used to determine the headwind, crosswind, and tailwind components based on wind direction and velocity relative to the runway. Pilots should refer to similar information provided by the aircraft manufacturer when determining these wind components.

4.3 Unexpected Maneuvers in the Airport Traffic Pattern

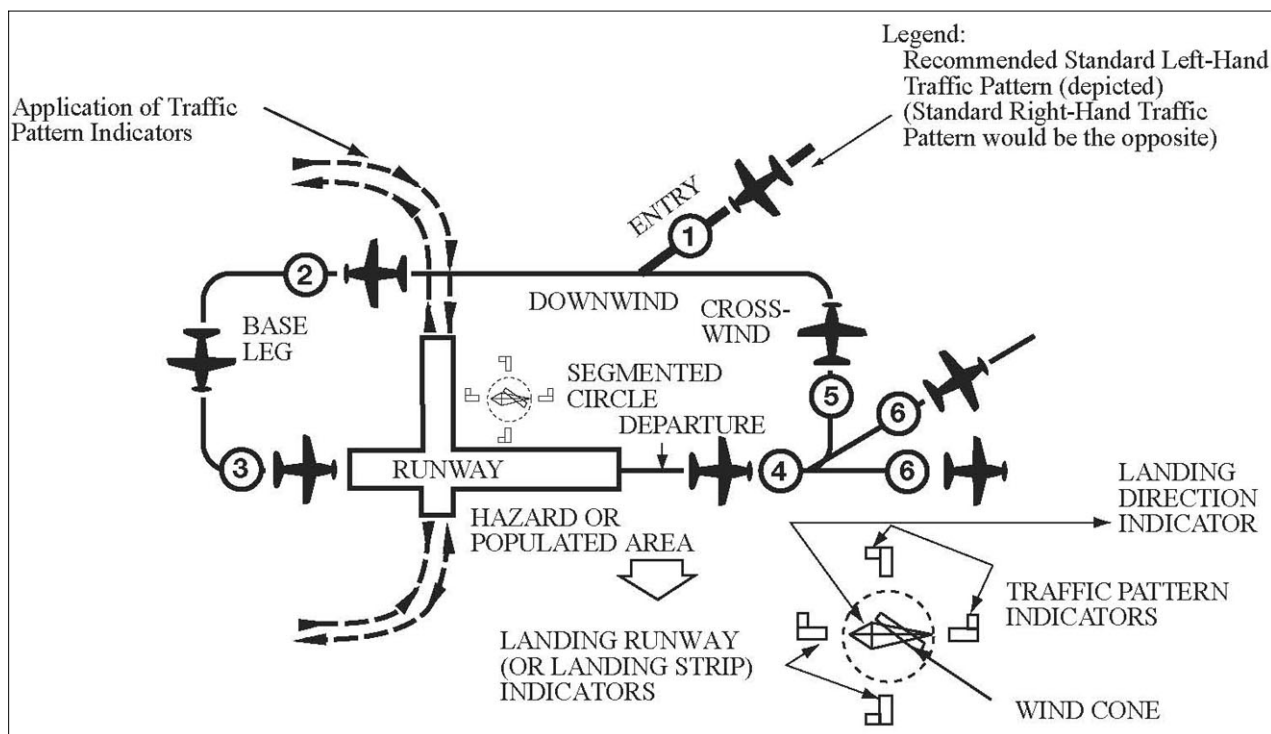
4.3.1 There have been several incidents in the vicinity of controlled airports that were caused primarily by aircraft executing unexpected maneuvers. ATC service is based upon observed or known traffic and airport conditions. Controllers establish the sequence of arriving and departing aircraft by requiring them to adjust flight as necessary to achieve proper spacing. These adjustments can only be based on observed traffic, accurate pilot reports, and anticipated aircraft maneuvers. Pilots are expected to cooperate so as to preclude disruption of traffic flow or creation of conflicting patterns. The pilot in command of an aircraft is directly responsible for and is the final authority as to the operation of that aircraft.

4.3.2 On occasion it may be necessary for pilots to maneuver their aircraft to maintain spacing with the traffic they have been sequenced to follow. The controller can anticipate minor maneuvering such as shallow "S" turns. The controller cannot, however, anticipate a major maneuver such as a 360-degree turn. If a pilot makes a 360-degree turn after obtaining a landing sequence, the result is usually a gap in the landing interval and more importantly it causes a chain reaction which may result in a conflict with following traffic and interruption of the sequence established by the tower or approach controller. Should a pilot decide to make maneuvering turns to maintain spacing behind a preceding aircraft, the pilot should always advise the controller

if at all possible. Except when requested by the controller or in emergency situations, a 360-degree turn should never be executed in the traffic pattern or

when receiving radar service without first advising the controller.

FIG ENR 1.1-2
Traffic Pattern Operations
Single Runway



EXAMPLE –
KEY TO TRAFFIC PATTERN OPERATIONS

1. Enter pattern in level flight, abeam the midpoint of the runway, at pattern altitude. (1,000' AGL is recommended pattern altitude unless established otherwise.)

2. Maintain pattern altitude until abeam approach end of the landing runway on downwind leg.

3. Complete turn to final at least $\frac{1}{4}$ mile from the runway.

4. Continue straight ahead until beyond departure end of runway.

5. If remaining in the traffic pattern, commence turn to crosswind leg beyond the departure end of the runway within 300 feet of pattern altitude.

6. If departing the traffic pattern, continue straight out, or exit with a 45 degree turn (to the left when in a left-hand traffic pattern; to the right when in a right-hand traffic pattern) beyond the departure end of the runway, after reaching pattern altitude.

5. Visual Indicators at Airports Without an Operating Control Tower

5.1 At those airports without an operating control tower, a segmented circle visual indicator system, if installed, is designed to provide traffic pattern information. The segmented circle system consists of the following components:

5.1.1 The Segmented Circle. Located in a position affording maximum visibility to pilots in the air and on the ground and providing a centralized location for other elements of the system.

5.1.2 The Wind Direction Indicator. A wind cone, wind sock, or wind tee installed near the operational runway to indicate wind direction. The large end of the wind cone/wind sock points into the wind as does the large end (cross bar) of the wind tee. In lieu of a tetrahedron and where a wind sock or wind cone is collocated with a wind tee, the wind tee may be manually aligned with the runway in use to indicate landing direction. These signaling devices may be located in the center of the segmented circle and may be lighted for night use. Pilots are cautioned against using a tetrahedron to indicate wind direction.

5.1.3 The Landing Direction Indicator. A tetrahedron is installed when conditions at the airport warrant its use. It may be used to indicate the direction of landings and takeoffs. A tetrahedron may be located at the center of a segmented circle and may be lighted for night operations. The small end of the tetrahedron points in the direction of landing. Pilots are cautioned against using a tetrahedron for any purpose other than as an indicator of landing direction. Further, pilots should use extreme caution when making runway selection by use of a tetrahedron in very light or calm wind conditions as the tetrahedron may not be aligned with the designated calm-wind runway. At airports with control towers, the tetrahedron should only be referenced when the control tower is not in operation. Tower instructions supersede tetrahedron indications.

5.1.4 Landing Strip Indicators. Installed in pairs as shown in the segmented circle diagram, and used to show the alignment of landing strips.

5.1.5 Traffic Pattern Indicators. Arranged in pairs in conjunction with landing strip indicators and used to indicate the direction of turns when there is a variation from the normal left traffic pattern. If there

is no segmented circle installed at the airport, traffic pattern indicators may be installed on or near the end of the runway.

5.2 Preparatory to landing at an airport without a control tower, or when the control tower is not in operation, the pilot should concern himself with the indicator for the approach end of the runway to be used. When approaching for landing, all turns must be made to the left unless a traffic pattern indicator indicates that turns should be made to the right. If the pilot will mentally enlarge the indicator for the runway to be used, the base and final approach legs of the traffic pattern to be flown immediately become apparent. Similar treatment of the indicator at the departure end of the runway will clearly indicate the direction of turn after takeoff.

5.3 When two or more aircraft are approaching an airport for the purpose of landing, the pilot of the aircraft at the lower altitude has the right-of-way over the pilot of the aircraft at the higher altitude. However, the pilot operating at the lower altitude should not take advantage of another aircraft, which is on final approach to land, by cutting in front of, or overtaking that aircraft.

6. Ground Control Frequencies

6.1 Pilots of departing aircraft should communicate with the control tower on the appropriate ground control/clearance delivery frequency prior to starting engines to receive engine start time, taxi and/or clearance information. Unless otherwise advised by the tower, remain on that frequency during taxiing and runup, then change to local control frequency when ready to request takeoff clearance.

NOTE—

Pilots are encouraged to monitor the local tower frequency as soon as practical consistent with other ATC requirements.

6.2 The tower controller will consider that pilots of turbine-powered aircraft are ready for takeoff when they reach the runway or warm-up block unless advised otherwise.

6.3 The majority of ground control frequencies are in the 121.6–121.9 MHz bandwidth. Ground control frequencies are provided to eliminate frequency congestion on the tower (local control) frequency and are limited to communications between the tower and aircraft on the ground and between the tower and utility vehicles on the airport, provide a clear VHF

channel for arriving and departing aircraft. They are used for issuance of taxi information, clearances, and other necessary contacts between the tower and aircraft or other vehicles operated on the airport. A pilot who has just landed should not change from the tower frequency to the ground control frequency until directed to do so by the controller. Normally, only one ground control frequency is assigned at an airport; however, at locations where the amount of traffic so warrants, a second ground control frequency and/or another frequency designated as a clearance delivery frequency, may be assigned.

6.4 A controller may omit the ground or local control frequency if the controller believes the pilot knows which frequency is in use. If the ground control frequency is in the 121 MHz bandwidth the controller may omit the numbers preceding the decimal point; e.g., 121.7, "CONTACT GROUND POINT SEVEN." However, if any doubt exists as to what frequency is in use, the pilot should promptly request the controller to provide that information.

6.5 Controllers will normally avoid issuing a radio frequency change to helicopters, known to be single-piloted, which are hovering, air taxiing, or flying near the ground. At times, it may be necessary for pilots to alert ATC regarding single pilot operations to minimize delay of essential ATC communications. Whenever possible, ATC instructions will be relayed through the frequency being monitored until a frequency change can be accomplished. Pilots must promptly advise ATC if they are unable to comply with a frequency change. Also, pilots should advise ATC if they must land to accomplish the frequency change unless it is clear the

landing; e.g., on a taxiway or in a helicopter operating area, will have no impact on other air traffic.

7. Traffic Control Light Signals

7.1 The following procedures are used by airport traffic control towers in the control of aircraft, ground vehicles, equipment, and personnel not equipped with radio. These same procedures will be used to control aircraft, ground vehicles, equipment, and personnel equipped with radio if radio contact cannot be established. Airport traffic control personnel use a directive traffic control signal which emits an intense narrow beam of a selected color (either red, white, or green) when controlling traffic by light signals.

7.2 Although the traffic signal light offers the advantage that some control may be exercised over nonradio-equipped aircraft, pilots should be cognizant of the disadvantages which are:

7.2.1 The pilot may not be looking at the control tower at the time a signal is directed toward him/her; and

7.2.2 The directions transmitted by a light signal are very limited since only approval of a pilot's anticipated actions may be transmitted. No supplement or explanatory information may be transmitted except by the use of the "General Warning Signal" which advises the pilot to be on the alert.

7.3 Between sunset and sunrise, a pilot wishing to attract the attention of the control tower should turn on a landing light and taxi the aircraft into a position, clear of the active runway, so that light is visible to the tower. The landing light should remain on until appropriate signals are received from the tower.

TBL ENR 1.1-1
Airport Traffic Control Tower Light Gun Signals

Meaning			
Color and Type of Signal	Movement of Vehicles, Equipment and Personnel	Aircraft on the Ground	Aircraft in Flight
Steady green	Cleared to cross, proceed or go	Cleared for takeoff	Cleared to land
Flashing green	Not applicable	Cleared for taxi	Return for landing (to be followed by steady green at the proper time)
Steady red	STOP	STOP	Give way to other aircraft and continue circling
Flashing red	Clear the taxiway/runway	Taxi clear of the runway in use	Airport unsafe, do not land
Flashing white	Return to starting point on airport	Return to starting point on airport	Not applicable
Alternating red and green	Exercise extreme caution	Exercise extreme caution	Exercise extreme caution

by controllers only when the flight will continue IFR or when weather conditions prevent VFR descent and continued VFR flight in airspace not affected by the CFR. All other requests for deviation should be made by contacting the nearest FSS or air traffic facility in person or by telephone. The nearest ARTCC will normally be the controlling agency and is responsible for coordinating requests involving deviations in other ARTCC's areas.

37.7.7 Transponder Operation Under Visual Flight Rules (VFR)

37.7.7.1 Unless otherwise instructed by an ATC Facility, adjust transponder to reply on Mode 3/A Code 1200 regardless of altitude.

NOTE—

1. Aircraft not in contact with an ATC facility may squawk 1255 in lieu of 1200 while en route to, from, or within the designated fire fighting area(s).
2. VFR aircraft which fly authorized SAR missions for the USAF or USCG may be advised to squawk 1277 in lieu of 1200 while en route to, from, or within the designated search area.
3. Gliders not in contact with an ATC facility should squawk 1202 in lieu of 1200.

REFERENCE—

FAAO 7110.66, National Beacon Code Allocation Plan.

37.7.7.2 Adjust transponder to reply on Mode C, with altitude reporting capability activated if the aircraft is so equipped, unless deactivation is directed by ATC or unless the installed equipment has not been tested and calibrated as required by 14 CFR Section 91.217. If deactivation is required and your transponder is so designed, turn off the altitude reporting switch and continue to transmit Mode C framing pulses. If this capability does not exist, turn off Mode C.

37.7.8 Radar Beacon Phraseology

37.7.8.1 Air traffic controllers, both civil and military, will use the following phraseology when referring to operation of the ATCRBS. Instructions by ATC refer only to Mode A/3 or Mode C operations and do not affect the operation of the transponder on other modes.

a) SQUAWK (number). Operate radar beacon transponder on designated code in Mode A/3.

b) IDENT. Engage the "IDENT" feature (military I/P) of the transponder.

c) SQUAWK (number) AND IDENT. Operate transponder on specified code in Mode A/3 and engage the "IDENT" (military I/P) feature.

d) SQUAWK STANDBY. Switch transponder to standby position.

e) SQUAWK LOW/NORMAL. Operate transponder on low or normal sensitivity as specified. Transponder is operated in "NORMAL" position unless ATC specified "LOW." ("ON" is used instead of "NORMAL" as a master control label on some types of transponders.)

f) SQUAWK ALTITUDE. Activate Mode C with automatic altitude reporting.

g) STOP ALTITUDE SQUAWK. Turn off altitude reporting switch and continue transmitting Mode C framing pulses. If your equipment does not have this capability, turn off Mode C.

h) STOP SQUAWK (mode in use). Switch off specified mode. (Use for military aircraft when the controller is unaware if a military service requires the aircraft to continue operating on another mode.)

i) STOP SQUAWK. Switch off transponder.

j) SQUAWK MAYDAY. Operate transponder in the emergency position. (Mode A Code 7700 for civil transponder. Mode 3 Code 7700 and emergency feature for military transponder.)

k) SQUAWK VFR. Operate radar beacon transponder on code 1200 in the MODE A/3, or other appropriate VFR code.

37.8 Emergency Operation

37.8.1 When an emergency occurs, the pilot of an aircraft equipped with a coded radar beacon transponder who desires to alert a ground radar facility to an emergency condition and who cannot establish communications without delay with an ATC facility may adjust the transponder to reply on Mode A/3, Code 7700.

37.8.2 Pilots should understand that they may not be within a radar coverage area and that, even if they are, certain radar facilities are not yet equipped to automatically recognize Code 7700 as an emergency signal. Therefore, they should establish radio communications with an ATC facility as soon as possible.

37.9 Radio Failure Operation

37.9.1 Should the pilot of an aircraft equipped with a coded radar beacon transponder experience a loss of two-way radio capability the pilot should:

37.9.1.1 Adjust the transponder to reply on MODE A/3, Code 7600.

37.9.1.2 Understand that the aircraft may not be in an area of radar coverage.

37.9.2 Pilots should understand that they may not be in an area of radar coverage. Also, many radar facilities are not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on Code 7700 first, increases the probability of early detection of a radio failure condition.

37.10 Radar Services

37.10.1 Safety Alert

37.10.1.1 A safety alert will be issued to pilots of aircraft being controlled by ATC if the controller is aware the aircraft is at an altitude which, in the controller's judgment, places the aircraft in unsafe proximity to terrain, obstructions, or other aircraft. The provision of this service is contingent upon the capability of the controller to have an awareness of situations involving unsafe proximity to terrain, obstructions, and uncontrolled aircraft. The issuance of a safety alert cannot be mandated, but it can be expected on a reasonable, though intermittent, basis. Once the alert is issued, it is solely the pilot's prerogative to determine what course of action, if any, will be taken. This procedure is intended for use in time critical situations where aircraft safety is in question. Noncritical situations should be handled via the normal traffic alert procedures.

37.10.2 Terrain/Obstruction Alert

37.10.2.1 Controllers will immediately issue an alert to the pilots of aircraft under their control when they recognize that the aircraft is at an altitude which, in their judgment, may be in unsafe proximity to terrain/obstructions. The primary method of detecting unsafe proximity is through Mode C automatic altitude reports.

EXAMPLE–

Low altitude alert Cessna Three Four Juliet, check your altitude immediately. And if the aircraft is not yet on final

approach, the MVA (MEA/MIA/MOCA) in your area is six thousand.

37.10.2.2 Terminal Automated Radar Terminal System (ARTS) IIIA, Common ARTS (to include ARTS IIIE and ARTS IIE) (CARTS), Micro En Route Automated Radar Tracking System (MEARTS), and Standard Terminal Automation Replacement System (STARS) facilities have an automated function which, if operating, alerts controllers when a tracked Mode C equipped aircraft under their control is below or is predicted to be below a predetermined minimum safe altitude. This function, called Minimum Safe Altitude Warning (MSAW), is designed solely as a controller aid in detecting potentially unsafe aircraft proximity to terrain/obstructions. The ARTS IIIA, CARTS, MEARTS, and STARS facility will, when MSAW is operating, provide MSAW monitoring for all aircraft with an operating Mode C altitude encoding transponder that are tracked by the system and are:

a) Operating on a IFR flight plan.

b) Operating VFR and have requested MSAW monitoring.

37.10.2.3 Terminal AN/TPX-42A (number beacon decoder system) facilities have an automated function called Low Altitude Alert System (LAAS). Although not as sophisticated as MSAW, LAAS alerts the controller when a Mode C transponder equipped aircraft operating on a IFR flight plan is below a predetermined minimum safe altitude.

NOTE–

Pilots operating VFR may request MSAW or LAAS monitoring if their aircraft are equipped with Mode C transponders.

EXAMPLE–

Apache Three Three Papa requests MSAW/LAAS.

37.10.3 Aircraft Conflict Alert

37.10.3.1 Controllers will immediately issue an alert to the pilots of aircraft under their control if they are aware of an aircraft that is not under their control at an altitude which, in the controller's judgment, places both aircraft in unsafe proximity to each other. With the alert, when feasible, the controller will offer the pilot the position of the traffic if time permits and an alternate course(s) of action. Any alternate course of action the controller may recommend to the pilot will be predicated only on other traffic in the controller's jurisdiction.

EXAMPLE–

American Three, traffic alert, (position of traffic, if time

permits), advise you turn right/left heading (degrees) and/or climb/descend to (altitude) immediately.

37.10.4 Radar Traffic Information Service (RTIS)

37.10.4.1 This is a service provided by radar ATC facilities. Pilots receiving this service are advised of any radar target observed on the radar display which may be in such proximity to the position of their aircraft or its intended route of flight that it warrants their attention. This service is not intended to relieve the pilot of the responsibility for continual vigilance to see and avoid other aircraft.

a) Purpose of this Service

1) The issuance of traffic information as observed on a radar display is based on the principle of assisting and advising a pilot that a particular radar target's position and track indicates it may intersect or pass in such proximity to the intended flight path that it warrants the pilot's attention. This is to alert the pilot to the traffic, to be on the lookout for it, and thereby be in a better position to take appropriate action should the need arise.

2) Pilots are reminded that the surveillance radar used by ATC does not provide altitude information unless the aircraft is equipped with Mode C and the radar facility is capable of displaying altitude information.

b) Provisions of the Service

1) Many factors, such as limitations of the radar, volume of traffic, controller workload, and communications frequency congestion could prevent the controller from providing this service. Controllers possess complete discretion for determining whether they are able to provide or continue to provide this service in a specific case. The controller's reason against providing or continuing to provide the service in a particular case is not subject to question nor need it be communicated to the pilot. In other words, the provision of this service is entirely dependent upon whether controllers believe they are in a position to provide it. Traffic information is routinely provided to all aircraft operating on IFR flight plans except when the pilot declines the service, or the pilot is operating within Class A airspace. Traffic information may be provided to flights not operating on IFR Flight Plans when requested by pilots of such flights.

NOTE–

Radar ATC facilities normally display and monitor both primary and secondary radar when it is available, except that secondary radar may be used as the sole display source in Class A airspace, and under some circumstances outside of Class A airspace (beyond primary coverage and in en route areas where only secondary is available). Secondary radar may also be used outside Class A airspace as the sole display source when the primary radar is temporarily unusable or out of service. Pilots in contact with the affected ATC facility are normally advised when a temporary outage occurs; i.e., “primary radar out of service; traffic advisories available on transponder aircraft only.” This means simply that only the aircraft which have transponders installed and in use will be depicted on ATC radar indicators when the primary radar is temporarily out of service.

2) When receiving VFR radar advisory service, pilots should monitor the assigned frequency at all times. This is to preclude controllers' concern for radio failure of emergency assistance to aircraft under the controller's jurisdiction. VFR radar advisory service does not include vectors away from conflicting traffic unless requested by the pilot. When advisory service is no longer desired, advise the controller before changing frequencies, then change your transponder code to 1200 if applicable. THE, as appropriate, MEA/MVA/MOCA IN YOUR AREA IS (altitude) or if past the final approach fix, THE, as appropriate, MDA/DH (if known) is (altitude). Except in programs where radar service is automatically terminated, the controller will advise the aircraft when radar is terminated.

NOTE–

Participation by VFR pilots in formal programs implemented at certain terminal locations constitutes pilot request. This also applies to participating pilots at those locations where arriving VFR flights are encouraged to make their first contact with the tower on the approach control frequency.

c) Issuance of Traffic Information. Traffic information will include the following concerning a target which may constitute traffic for an aircraft that is:

1) Radar identified.

(a) Azimuth from the aircraft in terms of the twelve hour clock.

(b) When rapidly maneuvering civil test or military aircraft prevent accurate issuance of traffic as in a) above, specify the direction from an aircraft's position in terms of the eight cardinal compass points (N, NE, E, SE, S, SW, W, NW). This method must be terminated at the pilot's request.

(c) Distance from the aircraft in nautical miles.

(d) Direction in which the target is proceeding.

(e) Type of aircraft and altitude if known.

EXAMPLE–

Traffic 10 o'clock, 3 miles, west-bound (type aircraft and altitude, if known, of the observed traffic). The altitude may be known, by means of Mode C, but not verified with the pilot for accuracy. (To be valid for separation purposes by ATC, the accuracy of Mode C readouts must be verified. This is usually accomplished upon initial entry into the radar system by a comparison of the readout to pilot stated altitude, or the field elevation in the case of continuous readout being received from an aircraft on the airport.) When necessary to issue traffic advisories containing unverified altitude information, the controller will issue the advisory in the same manner as if it were verified due to the accuracy of these readouts. The pilot may, upon receipt of traffic information, request a vector (heading) to avoid such traffic. The vector will be provided to the extent possible as determined by the controller provided the aircraft to be vectored is within the airspace under the jurisdiction of the controller.

2) Not radar identified

(a) Distance and direction with respect to a fix.

(b) Direction in which the target is proceeding.

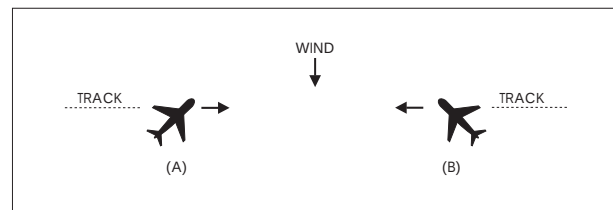
(c) Type of aircraft and altitude if known.

EXAMPLE–

Traffic 8 miles south of the airport northeastbound, (type aircraft and altitude if known).

(d) The examples depicted in FIG ENR 1.1–27 and FIG ENR 1.1–28 point out the possible error in the position of this traffic when it is necessary for a pilot to apply drift correction to maintain this track. This error could also occur in the event a change in course is made at the time radar traffic information is issued.

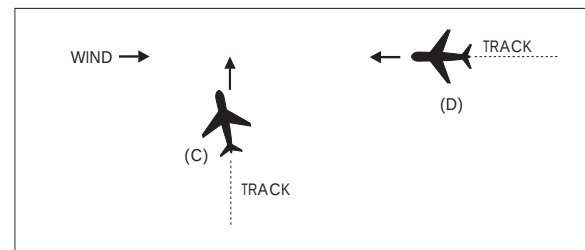
FIG ENR 1.1–27
Induced Error in Position of Traffic



EXAMPLE–

In FIG ENR 1.1–27, traffic information would be issued to the pilot of aircraft "A" as 12 o'clock. The actual position of the traffic as seen by the pilot of aircraft "A" would be one o'clock. Traffic information issued to aircraft "B" would also be given as 12 o'clock, but in this case, the pilot of "B" would see the traffic at 11 o'clock.

FIG ENR 1.1–28
Induced Error in Position of Traffic



EXAMPLE–

In FIG ENR 1.1–28, traffic information would be issued to the pilot of aircraft "C" as two o'clock. The actual position of the traffic as seen by the pilot of aircraft "C" would be three o'clock. Traffic information issued to aircraft "D" would be at an 11 o'clock position. Since it is not necessary for the pilot of aircraft "D" to apply wind correction (CRAB) to remain on track, the actual position of the traffic issued would be correct. Since the radar controller can only observe aircraft track (course) on the radar display, traffic advisories are issued accordingly, and pilots should give due consideration to this fact when looking for reported traffic.

37.11 Radar Assistance to VFR Aircraft

37.11.1 Radar equipped FAA ATC facilities provide radar assistance and navigation service (vectors) to VFR aircraft provided the aircraft can communicate with the facility, are within radar coverage, and can be radar identified.

37.11.2 Pilots should clearly understand that authorization to proceed in accordance with such radar navigational assistance does not constitute authorization for the pilot to violate Federal Aviation Regulations. In effect, assistance provided is on the basis that navigational guidance information issued is

13. Special Instrument Approach Procedures

13.1 Instrument Approach Procedure (IAP) charts reflect the criteria associated with the U.S. Standard for Terminal Instrument [Approach] Procedures (TERPs), which prescribes standardized methods for use in developing IAPs. Standard IAPs are published in the Federal Register (FR) in accordance with Title 14 of the Code of Federal Regulations, Part 97, and are available for use by appropriately qualified pilots operating properly equipped and airworthy aircraft in accordance with operating rules and procedures acceptable to the FAA. Special IAPs are also developed using TERPS but are not given public notice in the FR. The FAA authorizes only certain individual pilots and/or pilots in individual organizations to use special IAPs, and may require additional crew training and/or aircraft equipment or performance, and may also require the use of landing aids, communications, or weather services not available for public use. Additionally, IAPs that service private use airports or heliports are generally special IAPs. FDC NOTAMs for Specials, FDC T-NOTAMs, may also be used to promulgate safety-of-flight information relating to Specials provided the location has a valid landing area identifier and is serviced by the United States NOTAM system. Pilots may access NOTAMs online or through an FAA Flight Service Station (FSS). FSS specialists will not automatically provide NOTAM information to pilots for special IAPs during telephone pre-flight briefings. Pilots who are authorized by the FAA to use special IAPs must specifically request FDC NOTAM information for the particular special IAP they plan to use.

14. Radar Approaches

14.1 The only airborne radio equipment required for radar approaches is a functioning radio transmitter and receiver. The radar controller vectors the aircraft to align it with the runway centerline. The controller continues the vectors to keep the aircraft on course until the pilot can complete the approach and landing by visual reference to the surface. There are two types of radar approaches, “Precision” (PAR) and “Surveillance” (ASR).

14.2 A radar approach may be given to any aircraft upon request and may be offered to pilots of aircraft in distress or to expedite traffic; however, a surveillance approach might not be approved unless

there is an ATC operational requirement, or in an unusual or emergency situation. Acceptance of a precision or surveillance approach by a pilot does not waive the prescribed weather minimums for the airport or for the particular aircraft operator concerned. The decision to make a radar approach when the reported weather is below the established minimums rests with the pilot.

14.3 Precision and surveillance approach minimums are published on separate pages in the Federal Aviation Administration Instrument Approach Procedure charts.

14.3.1 A Precision Approach (PAR) is one in which a controller provides highly accurate navigational guidance in azimuth and elevation to a pilot. Pilots are given headings to fly to direct them to and keep their aircraft aligned with the extended centerline of the landing runway. They are told to anticipate glidepath interception approximately 10 to 30 seconds before it occurs and when to start descent. The published decision height will be given only if the pilot requests it. If the aircraft is observed to deviate above or below the glidepath, the pilot is given the relative amount of deviation by use of terms “slightly” or “well” and is expected to adjust the aircraft’s rate of descent to return to the glidepath. Trend information is also issued with respect to the elevation of the aircraft and may be modified by the terms “rapidly” and “slowly”; e.g., “well above glidepath, coming down rapidly.” Range from touchdown is given at least once each mile. If an aircraft is observed by the controller to proceed outside of specified safety zone limits in azimuth and/or elevation and continues to operate outside these prescribed limits, the pilot will be directed to execute a missed approach or to fly a specified course unless the pilot has the runway environment (runway, approach lights, etc.) in sight. Navigational guidance in azimuth and elevation is provided the pilot until the aircraft reaches the published decision height (DH). Advisory course and glidepath information is furnished by the controller until the aircraft passes over the landing threshold, at which point the pilot is advised of any deviation from the runway centerline. Radar service is automatically terminated upon completion of the approach.

14.3.2 A Surveillance Approach (ASR) is one in which a controller provides navigational guidance in azimuth only. The pilot is furnished headings to fly to align the aircraft with the extended centerline of the

landing runway. Since the radar information used for a surveillance approach is considerably less precise than that used for a precision approach, the accuracy of the approach will not be as great, and higher minimums will apply. Guidance in elevation is not possible but the pilot will be advised when to commence descent to the minimum descent altitude (MDA) or, if appropriate, to an intermediate “step down fix” minimum crossing altitude and subsequently to the prescribed MDA. In addition, the pilot will be advised of the location of the missed approach point (MAP) prescribed for the procedure and the aircraft’s position each mile on final from the runway, airport/heliport, or MAP, as appropriate. If requested by the pilot, recommended altitudes will be issued at each mile, based on the descent gradient established for the procedure, down to the last mile that is at or above the MDA. Normally, navigational guidance will be provided until the aircraft reaches the MAP. Controllers will terminate guidance and instruct the pilot to execute a missed approach unless at the MAP the pilot has the runway, airport/heliport in sight or, for a helicopter point-in-space approach, the prescribed visual reference with the surface is established. Also, if at any time during the approach the controller considers that safe guidance for the remainder of the approach cannot be provided, the controller will terminate guidance and instruct the pilot to execute a missed approach. Similarly, guidance termination and missed approach will be effected upon pilot request, and for civil aircraft only, controllers may terminate guidance when the pilot reports the runway, airport/heliport, or visual surface route (point-in-space approach) in sight or otherwise indicates that continued guidance is not required. Radar service is automatically terminated at the completion of a radar approach.

NOTE–

1. *The published MDA for straight-in approaches will be issued to the pilot before beginning descent. When a surveillance approach will terminate in a circle-to-land maneuver, the pilot must furnish the aircraft approach category to the controller. The controller will then provide the pilot with the appropriate MDA.*

2. *ASR approaches are not available when an ATC facility is using center radar arts presentation/ processing (CENRAP).*

14.3.3 A No-Gyro Approach is available to a pilot under radar control who experiences circumstances wherein the directional gyro or other stabilized

compass is inoperative or inaccurate. When this occurs, the pilot should so advise ATC and request a No-Gyro vector or approach. Pilots of aircraft not equipped with a directional gyro or other stabilized compass who desire radar handling may also request a No-Gyro vector or approach. The pilot should make all turns at standard rate and should execute the turn immediately upon receipt of instructions. For example, “TURN RIGHT,” “STOP TURN.” When a surveillance or precision approach is made, the pilot will be advised after the aircraft has been turned onto final approach to make turns at half standard rate.

15. Radar Monitoring of Instrument Approaches

15.1 PAR facilities operated by the FAA and the military services at some joint-use (civil/military) and military installations monitor aircraft on instrument approaches and issue radar advisories to the pilot when weather is below VFR minimum (1,000 and 3), at night, or when requested by a pilot. This service is provided only when the PAR final approach course coincides with the final approach of the navigational aid and only during the operational hours of the PAR. The radar advisories serve only as a secondary aid since the pilot has selected the navigational aid as the primary aid for the approach.

15.2 Prior to starting final approach, the pilot will be advised of the frequency on which the advisories will be transmitted. If, for any reason, radar advisories cannot be furnished, the pilot will be so advised.

15.3 Advisory information, derived from radar observations, includes information on:

15.3.1 Passing the final approach fix inbound (nonprecision approach) or passing the outer marker or the fix used in lieu of the outer marker inbound (precision approach).

15.3.2 Trend advisories with respect to elevation and/or azimuth radar position and movement will be provided.

NOTE–

At this point, the pilot may be requested to report sighting the approach lights or the runway.

NOTE–

Whenever the aircraft nears the PAR safety limit, the pilot will be advised that the aircraft is well above or below the glidepath or well left or right of course. Glidepath information is given only to those aircraft executing a precision approach, such as ILS. Altitude information is

not transmitted to aircraft executing other than precision approaches because the descent portions of these approaches generally do not coincide with the depicted PAR glidepath.

15.3.3 If, after repeated advisories, the aircraft proceeds outside the PAR safety limit or if a radical deviation is observed, the pilot will be advised to execute a missed approach if not visual.

15.4 Radar service is automatically terminated upon completion of the approach.

16. ILS Approach

16.1 Communications should be established with the appropriate FAA control tower or with the FAA FSS where there is no control tower, prior to starting an ILS approach. This is in order to receive advisory information as to the operation of the facility. It is also recommended that the aural signal of the ILS be monitored during an approach as to assure continued reception and receipt of advisory information, when available.

17. ILS Approaches to Parallel Runways

17.1 ATC procedures permit ILS/RNAV/GLS instrument approach operations to dual or triple parallel runway configurations. ILS/RNAV/GLS approaches to parallel runways are grouped into three classes: Simultaneous Parallel Dependent Approaches; Simultaneous (Parallel) Independent Approaches; and Simultaneous Close Parallel PRM Approaches. (See FIG ENR 1.5–29.) RNAV approach procedures that are approved for simultaneous operations require GPS as the sensor for position updating. VOR/DME, DME/DME and IRU RNAV updating is not authorized. The classification of a parallel runway approach procedure is dependent on adjacent parallel runway centerline separation, ATC procedures, and airport ATC radar monitoring and communications capabilities. At some airports one or more parallel localizer courses may be offset up to 3 degrees. ILS approaches with offset localizer configurations result in loss of Category II/III capabilities and an increase in decision altitude/height (50').

17.2 Parallel approach operations demand heightened pilot situational awareness. A thorough Approach Procedure Chart review should be conducted with, as a minimum, emphasis on the

following approach chart information: name and number of the approach, localizer frequency, inbound localizer/azimuth course, glide slope intercept altitude, glideslope crossing altitude at the final approach fix, decision height, missed approach instructions, special notes/procedures, and the assigned runway location/proximity to adjacent runways. Pilots will be advised that simultaneous dependent approaches, simultaneous approaches, or simultaneous close parallel PRM approaches are in use. This information may be provided through the ATIS.

17.3 The close proximity of adjacent aircraft conducting simultaneous (parallel) independent approaches and simultaneous close parallel PRM approaches mandates strict pilot compliance with all ATC clearances. ATC assigned airspeeds, altitudes, and headings must be complied with in a timely manner. Autopilot coupled approaches require pilot knowledge of procedures necessary to comply with ATC instructions. Simultaneous (parallel) independent approaches and simultaneous close parallel PRM approaches necessitate precise approach course tracking to minimize final monitor controller intervention, and unwanted No Transgression Zone (NTZ) penetration. In the unlikely event of a breakout, ATC will not assign altitudes lower than the minimum vectoring altitude. Pilots should notify ATC immediately if there is a degradation of aircraft or navigation systems.

17.4 Strict radio discipline is mandatory during simultaneous (parallel) independent and simultaneous close parallel PRM approach operations. This includes an alert listening watch and the avoidance of lengthy, unnecessary radio transmissions. Attention must be given to proper call sign usage to prevent the inadvertent execution of clearances intended for another aircraft. Use of abbreviated call signs must be avoided to preclude confusion of aircraft with similar sounding call signs. Pilots must be alert to unusually long periods of silence or any unusual background sounds in their radio receiver. A stuck microphone may block the issuance of ATC instructions on the tower frequency by the final monitor controller during simultaneous (parallel) independent and simultaneous close parallel PRM approaches. In the case of PRM approaches, the use of a second frequency by the monitor controller mitigates the “stuck mike” or other blockage on the tower frequency.

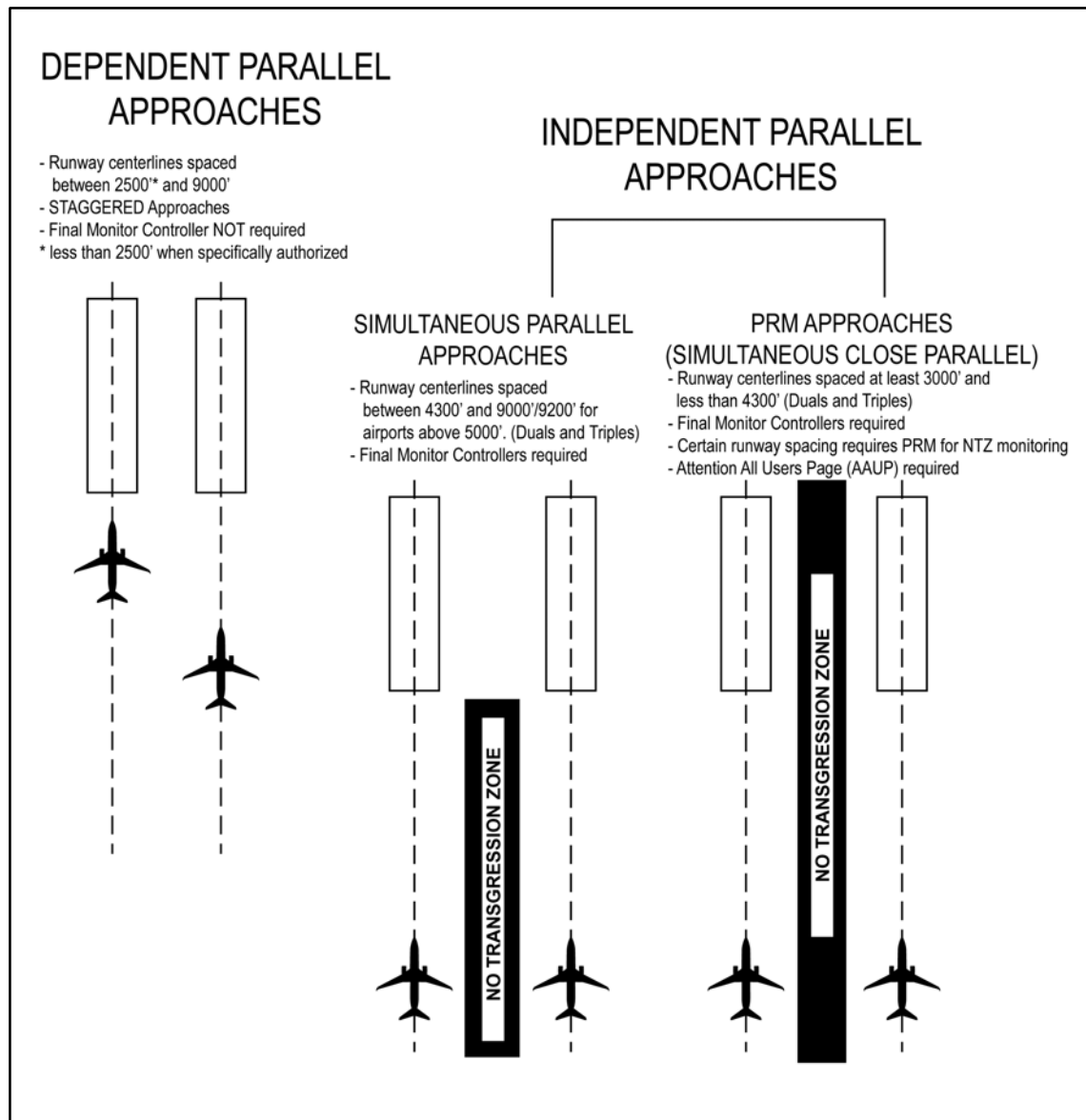
REFERENCE-

AIP GEN 3.4-4.4, *Radio Communications Phraseology and Techniques*, gives additional communications information.

17.5 Use of Traffic Collision Avoidance Systems (TCAS) provides an additional element of safety to

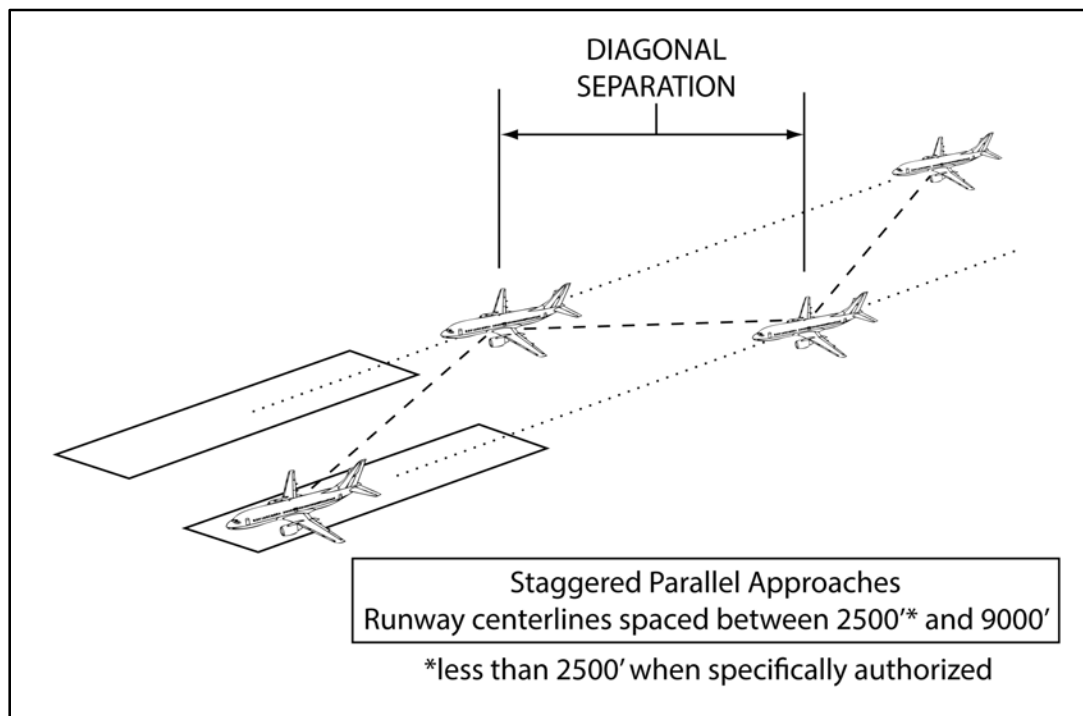
parallel approach operations. Pilots should follow recommended TCAS operating procedures presented in approved flight manuals, original equipment manufacturer recommendations, professional newsletters, and FAA publications.

FIG ENR 1.5-29
Simultaneous Parallel Approaches
(Parallel Runways and Approach Courses and Offset Approach Courses between 2.5 and 3.0 degrees)



18. Parallel ILS Approaches (Dependent) (See FIG ENR 1.5-30)

FIG ENR 1.5-30
Simultaneous (Parallel) Dependent Approaches



18.1 Simultaneous (parallel) dependent approaches are an ATC procedure permitting approaches to airports having parallel runway centerlines separated by between 2,500 feet and 9,000 feet. Integral parts of a total system are ILS, radar, communications, ATC procedures, and required airborne equipment. RNAV equipment in the aircraft or GLS equipment on the ground and in the aircraft may replace the required airborne and ground based ILS equipment.

18.2 A simultaneous (parallel) dependent approach differs from a simultaneous (parallel) independent approach in that, the minimum distance between parallel runway centerlines is reduced; there is no requirement for radar monitoring or advisories; and a staggered separation of aircraft on the adjacent final course is required.

18.3 A minimum of 1.5 NM radar separation (diagonal) is required between successive aircraft on the adjacent final approach course when runway centerlines are at least 2,500 feet but no more than 4,300 feet apart. When runway centerlines are more than 4,300 feet but no more than 9,000 feet apart a minimum of 2 NM diagonal radar separation is

provided. Aircraft on the same final approach course within 10 NM of the runway end are provided a minimum of 3 NM radar separation, reduced to 2.5 NM in certain circumstances. In addition, a minimum of 1,000 feet vertical or a minimum of three miles radar separation is provided between aircraft during turn on to the parallel final approach course.

18.4 Whenever parallel approaches are in progress, pilots are informed by ATC or via the ATIS that approaches to both runways are in use. The charted IAP also notes which runways may be used simultaneously. In addition, the radar controller will have the interphone capability of communicating with the tower controller where separation responsibility has not been delegated to the tower.

NOTE—

ATC will specifically identify these operations as being dependent when advertised on the ATIS.

EXAMPLE—

Simultaneous dependent ILS runway 19R and 19L in progress.

18.5 At certain airports, simultaneous (parallel) dependent approaches are permitted to runways

spaced less than 2500 feet apart. In this case, ATC will stagger aircraft on the parallel approaches with the leaders always arriving on the same runway. The trailing aircraft is permitted diagonal separation of not less than 1.5 NM, instead of the single runway separation normally utilized for runways spaced less than 2500 feet apart. For wake turbulence mitigation reasons: a) 1.5 NM spacing is only permitted when the leader is either in the large or small wake turbulence category, and b) all aircraft must descend on the glideslope from the altitude at which they were cleared for the approach during these operations. When 1.5 NM reduced separation is authorized, the IAP briefing strip which indicates that simultaneous

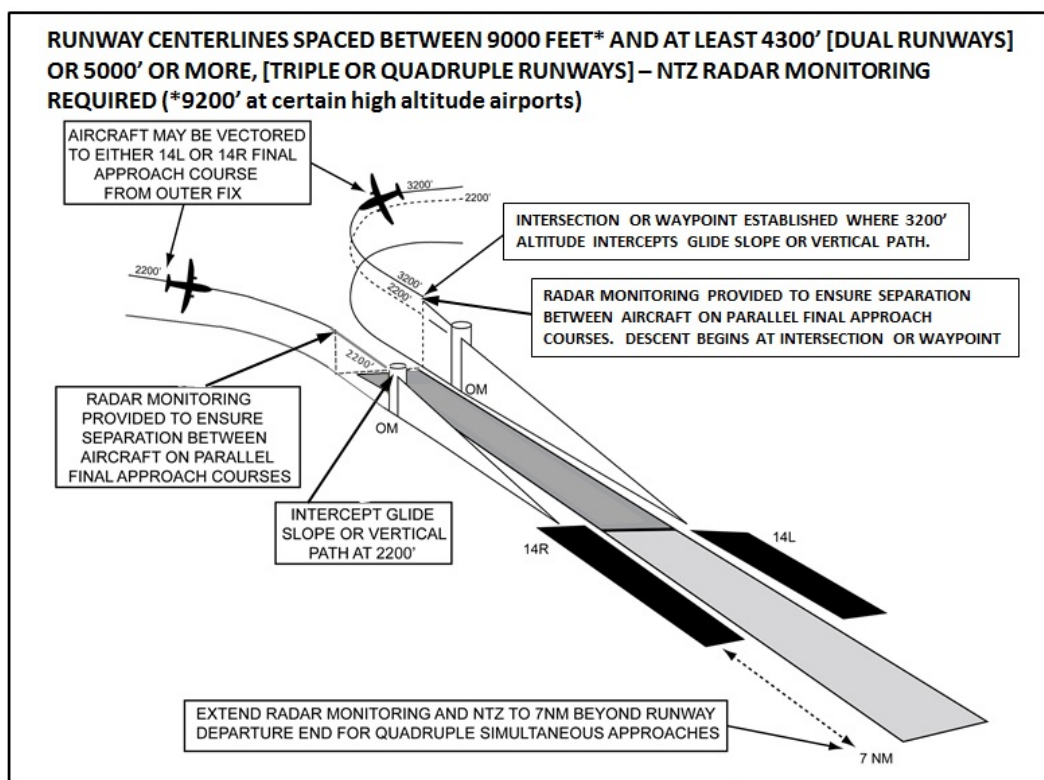
operations require the use of vertical guidance and that the pilot should maintain last assigned altitude until intercepting the glideslope. No special pilot training is required to participate in these operations.

NOTE-

Either simultaneous dependent ILS approaches or SOIA LDA PRM and ILS PRM approaches may be conducted to these runways depending on weather conditions and traffic volume. Pilots should use caution so as not to confuse these operations. Use SOIA procedures only when the ATIS advertises PRM approaches are in use, refer to AIP ENR 1.5-20. SFO is the only airport where both procedures are presently conducted.

19. Simultaneous (Parallel) Independent ILS/RNAV/GLS Approaches (See FIG ENR 1.5–31)

FIG ENR 1.5–31
Simultaneous (Parallel) Independent ILS/RNAV/GLS Approaches



19.1 System. An approach system permitting simultaneous ILS/RNAV/GLS approaches to parallel runways with centerlines separated by 4,300 to 9,000 feet (9,200' for airports above 5,000') utilizing NTZ final monitor controllers. Simultaneous (parallel) independent approaches require NTZ radar monitoring to ensure separation between aircraft on the adjacent parallel approach course. Aircraft position is tracked by final monitor controllers who will issue instructions to aircraft observed deviating from the assigned final approach course. Staggered radar separation procedures are not utilized. Integral parts of a total system are ILS, radar, communications, ATC procedures, and required airborne equipment. A chart note identifies that the approach is authorized for simultaneous use. When simultaneous operations are in progress, it will be advertised on the ATIS. When advised that simultaneous approaches are in progress, pilots must advise approach control immediately of malfunctioning or

inoperative receivers, or if a simultaneous approach is not desired.

NOTE–

ATC does not use the word *independent* or *parallel* when advertising these operations on the ATIS.

EXAMPLE–

Simultaneous ILS 24L and ILS 24R approaches in progress.

19.2 Radar Services. These services are provided for each simultaneous (parallel) independent approach.

19.2.1 During turn on to parallel final approach, aircraft will be provided 3 miles radar separation or a minimum of 1,000 feet vertical separation. The assigned altitude must be maintained until intercepting the glide path, unless cleared otherwise by ATC. Aircraft will not be vectored to intercept the final approach course at an angle greater than thirty degrees.

to the endangered aircraft. The pilot will not have any warning that a breakout is imminent because the blundering aircraft will be on another frequency. It is important that, when a pilot receives breakout instructions, he/she assumes that a blundering aircraft is about to or has penetrated the NTZ and is heading toward his/her approach course. The pilot must initiate a breakout as soon as safety allows. While conducting PRM approaches, pilots must maintain an increased sense of awareness in order to immediately react to an ATC instruction (**breakout**) and maneuver as instructed by ATC, away from a blundering aircraft.

20.5.2 Communications. To help in avoiding communication problems caused by stuck microphones and two parties talking at the same time, two frequencies for each runway will be in use during ILS PRM and LDA PRM approach operations, the primary tower frequency and the PRM monitor frequency. The tower controller transmits and receives in a normal fashion on the primary frequency and also transmits on the PRM monitor frequency. The monitor controller's transmissions override on both frequencies. The pilots flying the approach will listen to both frequencies but only transmit on the primary tower frequency. If the PRM monitor controller initiates a breakout and the primary frequency is blocked by another transmission, the breakout instruction will still be heard on the PRM monitor frequency.

NOTE—

At some airports, the override capability may be on other than the tower frequency (KSFO overrides the final radar controller frequency). Pilots should carefully review the dual communications requirements on the AAUP prior to accepting a PRM approach.

20.5.3 Breakouts. The probability is extremely low that an aircraft will “blunder” from its assigned approach course and enter the NTZ, causing ATC to “breakout” the aircraft approaching on the adjacent ILS or LDA course. However, because of the close proximity of the final approach courses, it is essential that pilots follow the ATC breakout instructions precisely and expeditiously. The controller's “breakout” instructions provide conflict resolution for the threatened aircraft, with the turn portion of the “breakout” being the single most important element in achieving maximum protection. A descending breakout will only be issued when it is the only controller option. In no case will the controller

descend an aircraft below the MVA, which will provide at least 1,000 feet clearance above obstacles. The pilot is not expected to exceed 1,000 feet per minute rate of descent in the event a descending breakout is issued.

20.5.4 Hand-flown Breakouts. The use of the autopilot is encouraged while flying an ILS PRM or LDA PRM approach, but the autopilot must be disengaged in the rare event that a breakout is issued. Simulation studies of breakouts have shown that a hand-flown breakout can be initiated consistently faster than a breakout performed using the autopilot.

20.5.5 TCAS. The ATC breakout instruction is the primary means of conflict resolution. TCAS, if installed, provides another form of conflict resolution in the unlikely event other separation standards would fail. TCAS is not required to conduct a closely spaced approach.

The TCAS provides only vertical resolution of aircraft conflicts, while the ATC breakout instruction provides both vertical and horizontal guidance for conflict resolutions. Pilots should always immediately follow the TCAS Resolution Advisory (RA), whenever it is received. Should a TCAS RA be received before, during, or after an ATC breakout instruction is issued, the pilot should follow the RA, even if it conflicts with the climb/descent portion of the breakout maneuver. If following an RA requires deviating from an ATC clearance, the pilot must advise ATC as soon as practical. While following an RA, it is **extremely important** that the pilot also comply with the turn portion of the ATC breakout instruction unless the pilot determines safety to be factor. Adhering to these procedures assures the pilot that acceptable “breakout” separation margins will always be provided, even in the face of a normal procedural or system failure.

21. Simultaneous Converging Instrument Approaches

21.1 ATC may conduct instrument approaches simultaneously to converging runways; i.e., runways having an included angle from 15 to 100 degrees, at airports where a program has been specifically approved to do so.

21.2 The basic concept requires that dedicated, separate standard instrument approach procedures be developed for each converging runway included. These approaches can be identified by the letter “V” ■

in the title; for example, “ILS V Rwy 17 (CONVERGING)”. Missed approach points must be at least 3 miles apart and missed approach procedures ensure that missed approach protected airspace does not overlap.

21.3 Other requirements are: radar availability, nonintersecting final approach courses, precision approach capability for each runway and, if runways intersect, controllers must be able to apply visual separation as well as intersecting runway separation criteria. Intersecting runways also require minimums of at least 700 foot ceilings and 2 miles visibility. Straight in approaches and landings must be made.

21.4 Whenever simultaneous converging approaches are in progress, aircraft will be informed by the controller as soon as feasible after initial contact or via ATIS. Additionally, the radar controller will have direct communications capability with the tower controller where separation responsibility has not been delegated to the tower.

22. Timed Approaches From a Holding Fix

22.1 Timed approaches may be conducted when the following conditions are met:

22.1.1 A control tower is in operation at the airport where the approaches are conducted.

22.1.2 Direct communications are maintained between the pilot and the center/approach controller until the pilot is instructed to contact the tower.

22.1.3 If more than one missed approach procedure is available, none requires a course reversal.

22.1.4 If only one missed approach procedure is available, the following conditions are met.

22.1.4.1 Course reversal is not required.

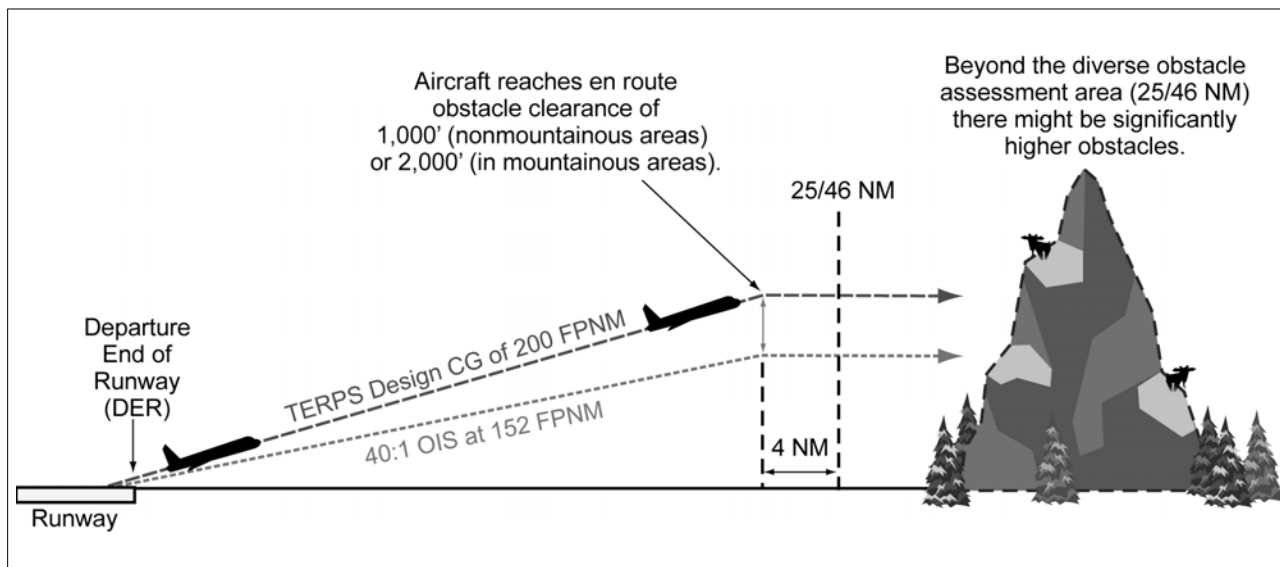
22.1.4.2 Reported ceiling and visibility are equal to or greater than the highest prescribed circling minimums for the instrument approach procedure.

22.1.5 When cleared for the approach, pilots must not execute a procedure turn. (See 14 CFR Section 91.175j.)

22.2 Although the controller will not specifically state that “timed approaches are in progress,” the assigning a time to depart the final approach fix inbound (nonprecision approach) or the outer marker or the fix used in lieu of the outer marker inbound (precision approach) is indicative that timed approach procedures are being utilized, or in lieu of holding, the controller may use radar vectors to the final approach course to establish a mileage interval between aircraft that will insure the appropriate time sequence between the final approach fix/outer marker or the fix used in lieu of the outer marker and the airport.

22.3 Each pilot in an approach sequence will be given advance notice as to the time he/she should leave the holding point on approach to the airport. When a time to leave the holding point has been received, the pilot should adjust his/her flight path to leave the fix as closely as possible to the designated time. (See FIG ENR 1.5–34.)

FIG ENR 1.5-38
Diverse Departure Obstacle Assessment to 25/46 NM



EXAMPLE—

“TAKEOFF MINIMUMS: RWY 27, Standard with a minimum climb of 280’ per NM to 2500, ATC climb of 310’ per NM to 4000 ft.” A climb of at least 280 FPNM is required to 2500 and is mandatory when the departure procedure is included in the ATC clearance. ATC requires a climb gradient of 310 FPNM to 4000, however, this ATC climb gradient may be amended or canceled.

36.3.6 Climb gradients may be specified only to an altitude/fix, above which the normal gradient applies.

EXAMPLE—

“Minimum climb 340 FPNM to ALPHA.” The pilot climbs at least 340 FPNM to ALPHA, then at least 200 FPNM to MIA.

36.3.7 Some DPs established solely for obstacle avoidance require a climb in visual conditions to cross the airport or an on-airport NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over the Airport (VCOA).

36.4 Who is responsible for obstacle clearance? DPs are designed so that adherence to the procedure by the pilot will ensure obstacle protection. Additionally:

36.4.1 Obstacle clearance responsibility also rests with the pilot when he/she chooses to climb in visual conditions in lieu of flying a DP and/or depart under increased takeoff minima rather than fly the climb gradient. Standard takeoff minima are one statute mile for aircraft having two engines or less and

one-half statute mile for aircraft having more than two engines. Specified ceiling and visibility minima (VCOA or increased takeoff minima) will allow visual avoidance of obstacles until the pilot enters the standard obstacle protection area. Obstacle avoidance is not guaranteed if the pilot maneuvers farther from the airport than the specified visibility minimum prior to reaching the specified altitude. DPs may also contain what are called Low Close in Obstacles. These obstacles are less than 200 feet above the departure end of runway elevation and within one NM of the runway end, and do not require increased takeoff minima. These obstacles are identified on the SID chart or in the Take-off Minimums and (Obstacle) Departure Procedures section of the U. S. Terminal Procedure booklet. These obstacles are especially critical to aircraft that do not lift off until close to the departure end of the runway or which climb at the minimum rate. Pilots should also consider drift following lift-off to ensure sufficient clearance from these obstacles. That segment of the procedure that requires the pilot to see and avoid obstacles ends when the aircraft crosses the specified point at the required altitude. In all cases continued obstacle clearance is based on having climbed a minimum of 200 feet per nautical mile to the specified point and then continuing to climb at least 200 foot per nautical mile during the departure until reaching the minimum enroute altitude, unless specified otherwise.

36.4.2 ATC may assume responsibility for obstacle clearance by vectoring the aircraft prior to reaching the minimum vectoring altitude by using a Diverse Vector Area (DVA). The DVA may be established below the Minimum Vectoring Altitude (MVA) or Minimum IFR Altitude (MIA) in a radar environment at the request of Air Traffic. This type of DP meets the TERPS criteria for diverse departures, obstacles, and terrain avoidance in which random radar vectors below the MVA/MIA may be issued to departing aircraft. The DVA has been assessed for departures which do not follow a specific ground track, but will remain within the specified area.

36.4.2.1 The existence of a DVA will be noted in the Takeoff Minimums and Obstacle Departure Procedure section of the U.S. Terminal Procedures Publication (TPP). The Takeoff Departure procedure will be listed first, followed by any applicable DVA.

EXAMPLE—

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 14289 (FAA)

Rwy 6R, headings as assigned by ATC; requires minimum climb of 290' per NM to 400.

Rwys 6L, 7L, 7R, 24R, 25R, headings as assigned by ATC.

36.4.2.2 Pilots should be aware that Air Traffic facilities may utilize a climb gradient greater than the standard 200 FPNM in a DVA. This information will be identified in the DVA text for pilot evaluation against the aircraft's available climb performance. Pilots should note that the DVA has been assessed for departures which do not follow a specific ground track. ATC may also vector an aircraft off a previously assigned DP. In all cases, the minimum 200 FPNM climb gradient is assumed unless a higher climb gradient is specified on the departure, and obstacle clearance is not provided by ATC until the controller begins to provide navigational guidance in the form of radar vectors.

NOTE—

As is always the case, when used by the controller during departure, the term "radar contact" should not be interpreted as relieving pilots of their responsibility to maintain appropriate terrain and obstruction clearance which may include flying the obstacle DP.

36.4.3 Pilots must preplan to determine if the aircraft can meet the climb gradient (expressed in feet per

nautical mile) required by the departure procedure, and be aware that flying at a higher than anticipated ground speed increases the climb rate requirement in feet per minute. Higher than standard climb gradients are specified by a note on the departure procedure chart for graphic DPs, or in the Take-Off Minimums and (Obstacle) Departure Procedures section of the U.S. Terminal Procedures booklet for textual ODPs. The required climb gradient, or higher, must be maintained to the specified altitude or fix, then the standard climb gradient of 200 ft/NM can be resumed. A table for the conversion of climb gradient (feet per nautical mile) to climb rate (feet per minute), at a given ground speed, is included on the inside of the back cover of the U.S. Terminal Procedures booklets.

36.5 Where are DPs located? DPs will be listed by airport in the IFR Takeoff Minimums and (Obstacle) Departure Procedures Section, Section L, of the Terminal Procedures Publications (TPPs). If the DP is textual, it will be described in TPP Section L. SIDs and complex ODPs will be published graphically and named. The name will be listed by airport name and runway in Section L. Graphic ODPs will also have the term "(OBSTACLE)" printed in the charted procedure title, differentiating them from SIDs.

36.5.1 An ODP that has been developed solely for obstacle avoidance will be indicated with the symbol "T" on appropriate Instrument Approach Procedure (IAP) charts and DP charts for that airport. The "T" symbol will continue to refer users to TPP Section C. In the case of a graphic ODP, the TPP Section C will only contain the name of the ODP. Since there may be both a textual and a graphic DP, Section C should still be checked for additional information. The nonstandard minimums and minimum climb gradients found in TPP Section C also apply to charted DPs and radar vector departures unless different minimums are specified on the charted DP. Takeoff minimums and departure procedures apply to all runways unless otherwise specified. New graphic DPs will have all the information printed on the graphic depiction. As a general rule, ATC will only assign an ODP from a nontowered airport when compliance with the ODP is necessary for aircraft to aircraft separation. Pilots may use the ODP to help ensure separation from terrain and obstacles.

36.6 Responsibilities

36.6.1 Each pilot, prior to departing an airport on an IFR flight should:

36.6.1.1 Consider the type of terrain and other obstacles on or in the vicinity of the departure airport;

36.6.1.2 Determine whether an ODP is available;

36.6.1.3 Determine if obstacle avoidance can be maintained visually or if the ODP should be flown; and

36.6.1.4 Consider the effect of degraded climb performance and the actions to take in the event of an engine loss during the departure. Pilots should notify ATC as soon as possible of reduced climb capability in that circumstance.

NOTE—

Guidance concerning contingency procedures that address an engine failure on takeoff after V_1 speed on a large or turbine-powered transport category airplane may be found in AC 120-91, Airport Obstacle Analysis.

36.6.2 Pilots should not exceed a published speed restriction associated with a SID waypoint until passing that waypoint.

36.6.3 After an aircraft is established on an SID and subsequently vectored or cleared off of the SID or SID transition, pilots must consider the SID canceled, unless the controller adds “expect to resume SID.” Aircraft may not be vectored off of an ODP until at or above the MVA/MIA, at which time the ODP is canceled.

36.6.4 Aircraft instructed to resume a procedure such as a DP or SID which contains speed and/or altitude restrictions, must be:

36.6.4.1 Issued/reissued all applicable restrictions, or

36.6.4.2 Advised to comply with restrictions or resume published speed.

EXAMPLE—

“Resume the Solar One departure, comply with restrictions.”

“Proceed direct CIROS, resume the Solar One departure, comply with restrictions.”

36.6.5 A clearance for a SID which contains published altitude restrictions may be issued using the phraseology “climb via.” Climb via is an abbreviated clearance that requires compliance with

the procedure lateral path, associated speed and altitude restrictions along the cleared route or procedure. Clearance to “climb via” authorizes the pilot to:

36.6.5.1 When used in the IFR departure clearance, in a PDC, DCL or when cleared to a waypoint depicted on a SID, to join the procedure after departure or to resume the procedure.

36.6.5.2 When vertical navigation is interrupted and an altitude is assigned to maintain which is not contained on the published procedure, to climb from that previously-assigned altitude at pilot’s discretion to the altitude depicted for the next waypoint.

36.6.5.3 Once established on the depicted departure, to navigate laterally and climb to meet all published or assigned altitude and speed restrictions.

NOTE—

1. When otherwise cleared along a route or procedure that contains published speed restrictions, the pilot must comply with those speed restrictions independent of a climb via clearance.

2. ATC anticipates pilots will begin adjusting speed the minimum distance necessary prior to a published speed restriction so as to cross the waypoint/fix at the published speed. Once at the published speed ATC expects pilots will maintain the published speed until additional adjustment is required to comply with further published or ATC assigned speed restrictions or as required to ensure compliance with 14 CFR Section 91.117.

3. If ATC interrupts lateral/vertical navigation while an aircraft is flying a SID, ATC must ensure obstacle clearance. When issuing a “climb via” clearance to join or resume a procedure ATC must ensure obstacle clearance until the aircraft is established on the lateral and vertical path of the SID.

4. ATC will assign an altitude to cross if no altitude is depicted at a waypoint/fix or when otherwise necessary/required, for an aircraft on a direct route to a waypoint/fix where the SID will be joined or resumed.

5. SIDs will have a “top altitude;” the “top altitude” is the charted “maintain” altitude contained in the procedure description or assigned by ATC.

EXAMPLE—

1. Lateral route clearance:

“Cleared Loop Six departure.”

NOTE—

The aircraft must comply with the SID lateral path, and any published speed restrictions.

2. Routing with assigned altitude:

“Cleared Loop Six departure, climb and maintain four thousand.”

NOTE–

The aircraft must comply with the SID lateral path, and any published speed restriction while climbing unrestricted to four thousand.

3. (A pilot filed a flight plan to the Johnston Airport using the Scott One departure, Jonez transition, then Q-145. The pilot filed for FL350. The Scott One includes altitude restrictions, a top altitude and instructions to expect the filed altitude ten minutes after departure). Before departure ATC uses PDC, DCL or clearance delivery to issue the clearance:

“Cleared to Johnston Airport, Scott One departure, Jonez transition, Q-OneForty-five. Climb via SID.”

NOTE–

In Example 3, the aircraft must comply with the Scott One departure lateral path and any published speed and altitude restrictions while climbing to the SID top altitude.

4. (Using the Example 3 flight plan, ATC determines the top altitude must be changed to FL180). The clearance will read:

“Cleared to Johnston Airport, Scott One departure, Jonez transition, Q-One Forty-five, Climb via SID except maintain flight level one eight zero.”

NOTE–

In Example 4, the aircraft must comply with the Scott One departure lateral path and any published speed and altitude restrictions while climbing to FL180. The aircraft must stop climb at FL180 until issued further clearance by ATC.

5. (An aircraft was issued the Suzan Two departure, “climb via SID” in the IFR departure clearance. After departure ATC must change a waypoint crossing restriction). The clearance will be:

“Climb via SID except cross Mkala at or above seven thousand.”

NOTE–

In Example 5, the aircraft will comply with the Suzan Two departure lateral path and any published speed and altitude restrictions and climb so as to cross Mkala at or above 7,000; remainder of the departure must be flown as published.

6. (An aircraft was issued the Teddd One departure, “climb via SID” in the IFR departure clearance. An interim altitude of 10,000 was issued instead of the published top altitude of FL 230). After departure ATC is able to issue the published top altitude. The clearance will be:

“Climb via SID.”

NOTE–

In Example 6, the aircraft will track laterally and vertically on the Teddd One departure and initially climb to 10,000; Once re-issued the “climb via” clearance the interim altitude is canceled aircraft will continue climb to FL230 while complying with published restrictions.

7. (An aircraft was issued the Bbear Two departure, “climb via SID” in the IFR departure clearance. An interim altitude of 16,000 was issued instead of the published top altitude of FL 190). After departure, ATC is able to issue a top altitude of FL300 and still requires compliance with the published SID restrictions. The clearance will be:

“Climb via SID except maintain flight level three zero zero.”

NOTE–

In Example 7, the aircraft will track laterally and vertically on the Bbear Two departure and initially climb to 16,000; Once re-issued the “climb via” clearance the interim altitude is canceled and the aircraft will continue climb to FL300 while complying with published restrictions.

8. (An aircraft was issued the Bizze Two departure, “climb via SID.” After departure, ATC vectors the aircraft off of the SID, and then issues a direct routing to rejoin the SID at Rockr waypoint which does not have a published altitude restriction. ATC wants the aircraft to cross at or above 10,000). The clearance will read:

“Proceed direct Rockr, cross Rockr at or above one-zero thousand, climb via the Bizze Two departure.”

NOTE–

In Example 8, the aircraft will join the Bizze Two SID at Rockr at or above 10,000 and then comply with the published lateral path and any published speed or altitude restrictions while climbing to the SID top altitude.

9. (An aircraft was issued the Suzan Two departure, “climb via SID” in the IFR departure clearance. After departure ATC vectors the aircraft off of the SID, and then clears the aircraft to rejoin the SID at Dvine waypoint, which has a published crossing restriction). The clearance will read:

“Proceed direct Dvine, Climb via the Suzan Two departure.”

NOTE–

In Example 9, the aircraft will join the Suzan Two departure at Dvine, at the published altitude, and then comply with the published lateral path and any published speed or altitude restrictions.

36.6.6 Pilots cleared for vertical navigation using the phraseology “climb via” must inform ATC, upon initial contact, of the altitude leaving and any assigned restrictions not published on the procedure.

EXAMPLE–

1. (Cactus 711 is cleared to climb via the Laura Two departure. The Laura Two has a top altitude of FL190):

“Cactus Seven Eleven leaving two thousand, climbing via the Laura Two departure.”

2. (Cactus 711 is cleared to climb via the Laura Two departure, but ATC changed the top altitude to 16,000):

“Cactus Seven Eleven leaving two thousand for one-six thousand, climbing via the Laura Two departure.”

36.6.7 If prior to or after takeoff an altitude restriction is issued by ATC, all previously issued “ATC” altitude restrictions are canceled including those published on a SID. Pilots must still comply with all speed restrictions and lateral path requirements published on the SID unless canceled by ATC.

EXAMPLE–

Prior to takeoff or after departure ATC issues an altitude change clearance to an aircraft cleared to climb via a SID but ATC no longer requires compliance with published altitude restrictions:

“Climb and maintain flight level two four zero.”

NOTE–

The published SID altitude restrictions are canceled; The aircraft should comply with the SID lateral path and begin

an unrestricted climb to FL240. Compliance with published speed restrictions is still required unless specifically deleted by ATC.

36.6.8 Altitude restrictions published on an ODP are necessary for obstacle clearance and/or design constraints. Compliance with these restrictions is mandatory and CANNOT be lowered or cancelled by ATC.

36.7 RNAV Departure Procedures

36.7.1 All public RNAV SIDs and graphic ODPs are RNAV 1. These procedures generally start with an initial RNAV or heading leg near the departure end of runway (DER). In addition, these procedures require system performance currently met by GPS or DME/DME/IRU RNAV systems that satisfy the criteria discussed in AC 90–100A, U.S. Terminal and En Route Area Navigation (RNAV) Operations. RNAV 1 procedures must maintain a total system error of not more than 1 NM for 95% of the total flight time.

REFERENCE–

ENR 4.1 Paragraph 16.2.5.11, Impact of Magnetic Variation on PBN Systems

13. Simplified Directional Facility (SDF)

13.1 The SDF provides a final approach course similar to that of the ILS localizer. It does not provide glide slope information. A clear understanding of the ILS localizer and the additional factors listed below completely describe the operational characteristics and use of the SDF.

13.2 The SDF transmits signals within the range of 108.10 to 111.95 MHz.

13.3 The approach techniques and procedures used in an SDF instrument approach are essentially the same as those employed in executing a standard no-glide-slope localizer approach except the SDF course may not be aligned with the runway and the course may be wider, resulting in less precision.

13.4 Usable off-course indications are limited to 35 degrees either side of the course centerline. Instrument indications received beyond 35 degrees should be disregarded.

13.5 The SDF antenna may be offset from the runway centerline. Because of this, the angle of convergence between the final approach course and the runway bearing should be determined by reference to the instrument approach procedure chart. This angle is generally not more than 3 degrees. However, it should be noted that inasmuch as the approach course originates at the antenna site, an approach which is continued beyond the runway threshold will lead the aircraft to the SDF offset position rather than along the runway centerline.

13.6 The SDF signal is fixed at either 6 degrees or 12 degrees as necessary to provide maximum “fly ability” and optimum course quality.

13.7 Identification consists of a three-letter identifier transmitted in Morse Code on the SDF frequency. The appropriate instrument approach chart will indicate the identifier used at a particular airport.

14. LORAN

NOTE–

In accordance with the 2010 DHS Appropriations Act, the U.S. Coast Guard (USCG) terminated the transmission of all U.S. LORAN–C signals on 08 Feb 2010. The USCG also terminated the transmission of the Russian American signals on 01 Aug 2010, and the Canadian LORAN–C signals on 03 Aug 2010. For more information, visit <http://www.navcen.uscg.gov>. Operators should also note that TSO–C60b, AIRBORNE AREA NAVIGATION EQUIPMENT USING LORAN–C INPUTS, has been canceled by the FAA.

15. Inertial Reference Unit (IRU), Inertial Navigation System (INS), and Attitude Heading Reference System (AHRS)

15.1 IRUs are self-contained systems comprised of gyros and accelerometers that provide aircraft attitude (pitch, roll, and heading), position, and velocity information in response to signals resulting from inertial effects on system components. Once aligned with a known position, IRUs continuously calculate position and velocity. IRU position accuracy decays with time. This degradation is known as “drift.”

15.2 INSs combine the components of an IRU with an internal navigation computer. By programming a series of waypoints, these systems will navigate along a predetermined track.

15.3 AHRSs are electronic devices that provide attitude information to aircraft systems such as weather radar and autopilot, but do not directly compute position information.

15.4 Aircraft equipped with slaved compass systems may be susceptible to heading errors caused by exposure to magnetic field disturbances (flux fields) found in materials that are commonly located on the surface or buried under taxiways and ramps. These materials generate a magnetic flux field that can be sensed by the aircraft’s compass system flux detector or “gate”, which can cause the aircraft’s system to align with the material’s magnetic field rather than the earth’s natural magnetic field. The system’s erroneous heading may not self-correct. Prior to take off pilots should be aware that a heading misalignment may have occurred during taxi. Pilots are encouraged to follow the manufacturer’s or other appropriate procedures to correct possible heading misalignment before take off is commenced.

16. Global Positioning System (GPS)

16.1 System Overview

16.1.1 System Description. The Global Positioning System is a space-based radio navigation system used to determine precise position anywhere in the world. The 24 satellite constellation is designed to ensure at least five satellites are always visible to a user worldwide. A minimum of four satellites is necessary for receivers to establish an accurate three-dimensional position. The receiver uses data from satellites above the mask angle (the lowest angle above the horizon at which a receiver can use a satellite). The Department of Defense (DOD) is responsible for operating the GPS satellite constellation and monitors the GPS satellites to ensure proper operation. Each satellite’s orbital parameters (ephemeris data) are sent to each satellite for broadcast as part of the data message embedded in the GPS signal. The GPS coordinate system is the Cartesian earth-centered, earth-fixed coordinates as specified in the World Geodetic System 1984 (WGS–84).

16.1.2 System Availability and Reliability

16.1.2.1 The status of GPS satellites is broadcast as part of the data message transmitted by the GPS satellites. GPS status information is also available by means of the U.S. Coast Guard navigation information service: (703) 313–5907, Internet: <http://www.navcen.uscg.gov/>. Additionally, satellite status is available through the Notice to Airmen (NOTAM) system.

16.1.2.2 GNSS operational status depends on the type of equipment being used. For GPS-only equipment TSO–C129 or TSO–C196(), the operational status of non-precision approach capability for flight planning purposes is provided through a prediction program that is embedded in the receiver or provided separately.

16.1.3 Receiver Autonomous Integrity Monitoring (RAIM). RAIM is the capability of a GPS receiver to perform integrity monitoring on itself by ensuring available satellite signals meet the integrity requirements for a given phase of flight. Without RAIM, the pilot has no assurance of the GPS position integrity. RAIM provides immediate feedback to the pilot. This fault detection is critical for performance-based navigation (PBN)(see ENR 1.17, Performance-Based Navigation (PBN) and Area Navigation (RNAV), for an introduction to PBN), because delays of up to two hours can occur before an erroneous

satellite transmission is detected and corrected by the satellite control segment.

16.1.3.1 In order for RAIM to determine if a satellite is providing corrupted information, at least one satellite, in addition to those required for navigation, must be in view for the receiver to perform the RAIM function. RAIM requires a minimum of 5 satellites, or 4 satellites and barometric altimeter input (baro-aiding), to detect an integrity anomaly. Baro-aiding is a method of augmenting the GPS integrity solution by using a non-satellite input source in lieu of the fifth satellite. Some GPS receivers also have a RAIM capability, called fault detection and exclusion (FDE), that excludes a failed satellite from the position solution; GPS receivers capable of FDE require 6 satellites or 5 satellites with baro-aiding. This allows the GPS receiver to isolate the corrupt satellite signal, remove it from the position solution, and still provide an integrity-assured position. To ensure that baro-aiding is available, enter the current altimeter setting into the receiver as described in the operating manual. Do not use the GPS derived altitude due to the large GPS vertical errors that will make the integrity monitoring function invalid.

16.1.3.2 There are generally two types of RAIM fault messages. The first type of message indicates that there are not enough satellites available to provide RAIM integrity monitoring. The GPS navigation solution may be acceptable, but the integrity of the solution cannot be determined. The second type indicates that the RAIM integrity monitor has detected a potential error and that there is an inconsistency in the navigation solution for the given phase of flight. Without RAIM capability, the pilot has no assurance of the accuracy of the GPS position.

16.1.4 Selective Availability. Selective Availability (SA) is a method by which the accuracy of GPS is intentionally degraded. This feature was designed to deny hostile use of precise GPS positioning data. SA was discontinued on May 1, 2000, but many GPS receivers are designed to assume that SA is still active. New receivers may take advantage of the discontinuance of SA based on the performance values in ICAO Annex 10.

16.2 Operational Use of GPS. U.S. civil operators may use approved GPS equipment in oceanic airspace, certain remote areas, the National Airspace System and other States as authorized (please consult

the applicable Aeronautical Information Publication). Equipment other than GPS may be required for the desired operation. GPS navigation is used for both Visual Flight Rules (VFR) and Instrument Flight Rules (IFR) operations.

16.2.1 VFR Operations

16.2.1.1 GPS navigation has become an asset to VFR pilots by providing increased navigational capabilities and enhanced situational awareness. Although GPS has provided many benefits to the VFR pilot, care must be exercised to ensure that system capabilities are not exceeded. VFR pilots should integrate GPS navigation with electronic navigation (when possible), as well as pilotage and dead reckoning.

16.2.1.2 GPS receivers used for VFR navigation vary from fully integrated IFR/VFR installation used to support VFR operations to hand-held devices. Pilots must understand the limitations of the receivers prior to using in flight to avoid misusing navigation information. (See TBL ENR 4.1–5.) Most receivers are not intuitive. The pilot must learn the various keystrokes, knob functions, and displays that are used in the operation of the receiver. Some manufacturers provide computer-based tutorials or simulations of their receivers that pilots can use to become familiar with operating the equipment.

16.2.1.3 When using GPS for VFR operations, RAIM capability, database currency, and antenna location are critical areas of concern.

a) RAIM Capability. VFR GPS panel mount receivers and hand-held units have no RAIM alerting capability. This prevents the pilot from being alerted to the loss of the required number of satellites in view, or the detection of a position error. Pilots should use a systematic cross-check with other navigation techniques to verify position. Be suspicious of the GPS position if a disagreement exists between the two positions.

b) Database Currency. Check the currency of the database. Databases must be updated for IFR operations and should be updated for all other operations. However, there is no requirement for databases to be updated for VFR navigation. It is not recommended to use a moving map with an outdated database in and around critical airspace. Pilots using an outdated database should verify waypoints using current aeronautical products; for example, Airport/

Facility Directory, Sectional Chart, or En Route Chart.

c) Antenna Location. The antenna location for GPS receivers used for IFR and VFR operations may differ. VFR antennae are typically placed for convenience more than performance, while IFR installations ensure a clear view is provided with the satellites. Antennae not providing a clear view have a greater opportunity to lose the satellite navigational signal. This is especially true in the case of hand-held GPS receivers. Typically, suction cups are used to place the GPS antennas on the inside of cockpit windows. While this method has great utility, the antenna location is limited to the cockpit or cabin which rarely provides a clear view of all available satellites. Consequently, signal losses may occur due to aircraft structure blocking satellite signals, causing a loss of navigation capability. These losses, coupled with a lack of RAIM capability, could present erroneous position and navigation information with no warning to the pilot. While the use of a hand-held GPS for VFR operations is not limited by regulation, modification of the aircraft, such as installing a panel- or yoke-mounted holder, is governed by 14 CFR Part 43. Consult with your mechanic to ensure compliance with the regulation and safe installation.

16.2.1.4 Do not solely rely on GPS for VFR navigation. No design standard of accuracy or integrity is used for a VFR GPS receiver. VFR GPS receivers should be used in conjunction with other forms of navigation during VFR operations to ensure a correct route of flight is maintained. Minimize head-down time in the aircraft by being familiar with your GPS receiver's operation and by keeping eyes outside scanning for traffic, terrain, and obstacles.

16.2.1.5 VFR Waypoints

a) VFR waypoints provide VFR pilots with a supplementary tool to assist with position awareness while navigating visually in aircraft equipped with area navigation receivers. VFR waypoints should be used as a tool to supplement current navigation procedures. The uses of VFR waypoints include providing navigational aids for pilots unfamiliar with an area, waypoint definition of existing reporting points, enhanced navigation in and around Class B and Class C airspace, and enhanced navigation around Special Use Airspace. VFR pilots should rely on appropriate and current aeronautical charts

published specifically for visual navigation. If operating in a terminal area, pilots should take advantage of the Terminal Area Chart available for that area, if published. The use of VFR waypoints does not relieve the pilot of any responsibility to comply with the operational requirements of 14 CFR Part 91.

b) VFR waypoint names (for computer-entry and flight plans) consist of five letters beginning with the letters "VP" and are retrievable from navigation databases. The VFR waypoint names are not intended to be pronounceable, and they are not for use in ATC communications. On VFR charts, stand-alone VFR waypoints will be portrayed using the same four-point star symbol used for IFR waypoints. VFR waypoints collocated with visual check points on the chart will be identified by small magenta flag symbols. VFR waypoints collocated with visual check points will be pronounceable based on the name of the visual check point and may be used for ATC communications. Each VFR waypoint name will appear in parentheses adjacent to the geographic location on the chart. Latitude/longitude data for all established VFR waypoints may be found in the appropriate regional Airport/Facility Directory (A/FD).

c) VFR waypoints may not be used on IFR flight plans. VFR waypoints are not recognized by the IFR system and will be rejected for IFR routing purposes.

d) Pilots may use the five-letter identifier as a waypoint in the route of flight section on a VFR flight plan. Pilots may use the VFR waypoints only when operating under VFR conditions. The point may represent an intended course change or describe the planned route of flight. This VFR filing would be similar to how a VOR would be used in a route of flight.

e) VFR waypoints intended for use during flight should be loaded into the receiver while on the ground. Once airborne, pilots should avoid programming routes or VFR waypoint chains into their receivers.

f) Pilots should be vigilant to see and avoid other traffic when near VFR waypoints. With the increased use of GPS navigation and accuracy, expect increased traffic near VFR waypoints. Regardless of the class of airspace, monitor the available ATC frequency for traffic information on other aircraft operating in the

vicinity. See ENR 5.7, Paragraph 2. VFR in Congested Areas, for more information.

16.2.2 IFR Use of GPS

16.2.2.1 General Requirements. Authorization to conduct any GPS operation under IFR requires:

a) GPS navigation equipment used for IFR operations must be approved in accordance with the requirements specified in Technical Standard Order (TSO) TSO-C129(), TSO-C196(), TSO-C145(), or TSO-C146(), and the installation must be done in accordance with Advisory Circular AC 20-138(), *Airworthiness Approval of Positioning and Navigation Systems*. Equipment approved in accordance with TSO-C115a does not meet the requirements of TSO-C129. Visual flight rules (VFR) and hand-held GPS systems are not authorized for IFR navigation, instrument approaches, or as a principal instrument flight reference.

b) Aircraft using un-augmented GPS (TSO-C129() or TSO-C196()) for navigation under IFR must be equipped with an alternate approved and operational means of navigation suitable for navigating the proposed route of flight. (Examples of alternate navigation equipment include VOR or DME/DME/IRU capability). Active monitoring of alternative navigation equipment is not required when RAIM is available for integrity monitoring. Active monitoring of an alternate means of navigation is required when the GPS RAIM capability is lost.

c) Procedures must be established for use in the event that the loss of RAIM capability is predicted to occur. In situations where RAIM is predicted to be unavailable, the flight must rely on other approved navigation equipment, re-route to where RAIM is available, delay departure, or cancel the flight.

d) The GPS operation must be conducted in accordance with the FAA-approved aircraft flight manual (AFM) or flight manual supplement. Flight crew members must be thoroughly familiar with the particular GPS equipment installed in the aircraft, the receiver operation manual, and the AFM or flight manual supplement. Operation, receiver presentation and capabilities of GPS equipment vary. Due to these differences, operation of GPS receivers of different brands, or even models of the same brand, under IFR should not be attempted without thorough operation-

al knowledge. Most receivers have a built-in simulator mode, which allows the pilot to become familiar with operation prior to attempting operation in the aircraft.

e) Aircraft navigating by IFR-approved GPS are considered to be performance-based navigation (PBN) aircraft and have special equipment suffixes. File the appropriate equipment suffix in accordance with TBL ENR 1.10-3 on the ATC flight plan. If GPS avionics become inoperative, the pilot should advise ATC and amend the equipment suffix.

f) Prior to any GPS IFR operation, the pilot must review appropriate NOTAMs and aeronautical information. (See GPS NOTAMs/Aeronautical Information).

16.2.2.2 Database Requirements. The onboard navigation data must be current and appropriate for the region of intended operation and should include the navigation aids, waypoints, and relevant coded terminal airspace procedures for the departure, arrival, and alternate airfields.

a) Further database guidance for terminal and en route requirements may be found in AC 90-100(), *U.S. Terminal and En Route Area Navigation (RNAV) Operations*.

b) Further database guidance on Required Navigation Performance (RNP) instrument approach operations, RNP terminal, and RNP en route requirements may be found in AC 90-105(), *Approval Guidance for RNP Operations and Barometric Vertical Navigation in the U.S. National Airspace System*.

c) All approach procedures to be flown must be retrievable from the current airborne navigation database supplied by the equipment manufacturer or other FAA-approved source. The system must be able to retrieve the procedure by name from the aircraft navigation database, not just as a manually entered series of waypoints. Manual entry of waypoints using latitude/longitude or place/bearing is not permitted for approach procedures.

d) Prior to using a procedure or waypoint retrieved from the airborne navigation database, the pilot should verify the validity of the database. This verification should include the following preflight and inflight steps:

1) Preflight:

(a) Determine the date of database issuance, and verify that the date/time of proposed use is before the expiration date/time.

(b) Verify that the database provider has not published a notice limiting the use of the specific waypoint or procedure.

2) Inflight:

(a) Determine that the waypoints and transition names coincide with names found on the procedure chart. Do not use waypoints which do not exactly match the spelling shown on published procedure charts.

(b) Determine that the waypoints are logical in location, in the correct order, and their orientation to each other is as found on the procedure chart, both laterally and vertically.

NOTE–

There is no specific requirement to check each waypoint latitude and longitude, type of waypoint and/or altitude constraint, only the general relationship of waypoints in the procedure, or the logic of an individual waypoint's location.

(c) If the cursory check of procedure logic or individual waypoint location, specified in [b] above, indicates a potential error, do not use the retrieved procedure or waypoint until a verification of latitude and longitude, waypoint type, and altitude constraints indicate full conformity with the published data.

e) Air carrier and commercial operators must meet the appropriate provisions of their approved operations specifications.

1) During domestic operations for commerce or for hire, operators must have a second navigation system capable of reversion or contingency operations.

2) Operators must have two independent navigation systems appropriate to the route to be flown, or one system that is suitable and a second, independent backup capability that allows the operator to proceed safely and land at a different airport, and the aircraft must have sufficient fuel (reference 14 CFR 121.349, 125.203, 129.17, and 135.165). These rules ensure the safety of the operation by preventing a single point of failure.

NOTE–

An aircraft approved for multi-sensor navigation and

equipped with a single navigation system must maintain an ability to navigate or proceed safely in the event that any one component of the navigation system fails, including the flight management system (FMS). Retaining a FMS-independent VOR capability would satisfy this requirement.

3) The requirements for a second system apply to the entire set of equipment needed to achieve the navigation capability, not just the individual components of the system such as the radio navigation receiver. For example, to use two RNAV systems (e.g., GPS and DME/DME/IRU) to comply with the requirements, the aircraft must be equipped with two independent radio navigation receivers and two independent navigation computers (e.g., flight management systems (FMS)). Alternatively, to comply with the requirements using a single RNAV system with an installed and operable VOR capability, the VOR capability must be independent of the FMS.

4) To satisfy the requirement for two independent navigation systems, if the primary navigation system is GPS-based, the second system must be independent of GPS (for example, VOR or DME/DME/IRU). This allows continued navigation in case of failure of the GPS or WAAS services. Recognizing that GPS interference and test events resulting in the loss of GPS services have become more common, the FAA requires operators conducting IFR operations under 14 CFR 121.349, 125.203, 129.17 and 135.65 to retain a non-GPS navigation capability consisting of either DME/DME, IRU, or VOR for en route and terminal operations, and VOR and ILS for final approach. Since this system is to be used as a reversionary capability, single equipage is sufficient.

16.2.3 Oceanic, Domestic, En Route, and Terminal Area Operations

16.2.3.1 Conduct GPS IFR operations in oceanic areas only when approved avionics systems are installed. TSO-C196() users and TSO-C129() GPS users authorized for Class A1, A2, B1, B2, C1, or C2 operations may use GPS in place of another approved means of long-range navigation, such as dual INS. (See TBL ENR 4.1–4 and TBL ENR 4.1–5.) Aircraft with a single installation GPS, meeting the above specifications, are authorized to operate on short oceanic routes requiring one means of long-range navigation (reference AC 20-138(), Appendix 1).

16.2.3.2 Conduct GPS domestic, en route, and terminal IFR operations only when approved avionics systems are installed. Pilots may use GPS via TSO-C129() authorized for Class A1, B1, B3, C1, or C3 operations GPS via TSO-C196(); or GPS/WAAS with either TSO-C145() or TSO-C146(). When using TSO-C129() or TSO-C196() receivers, the avionics necessary to receive all of the ground-based facilities appropriate for the route to the destination airport and any required alternate airport must be installed and operational. Ground-based facilities necessary for these routes must be operational.

a) GPS en route IFR operations may be conducted in Alaska outside the operational service volume of ground-based navigation aids when a TSO-C145() or TSO-C146() GPS/wide area augmentation system (WAAS) system is installed and operating. WAAS is the U.S. version of a satellite-based augmentation system (SBAS).

1) In Alaska, aircraft may operate on GNSS Q-routes with GPS (TSO-C129 () or TSO-C196 ()) equipment while the aircraft remains in Air Traffic Control (ATC) radar surveillance or with GPS/WAAS (TSO-C145 () or TSO-C146 ()) which does not require ATC radar surveillance.

2) In Alaska, aircraft may only operate on GNSS T-routes with GPS/WAAS (TSO-C145 () or TSO-C146 ()) equipment.

b) Ground-based navigation equipment is not required to be installed and operating for en route IFR operations when using GPS/WAAS navigation systems. All operators should ensure that an alternate means of navigation is available in the unlikely event the GPS/WAAS navigation system becomes inoperative.

c) Q-routes and T-routes outside Alaska. Q-routes require system performance currently met by GPS, GPS/WAAS, or DME/DME/IRU RNAV systems that satisfy the criteria discussed in AC 90–100(), *U.S. Terminal and En Route Area Navigation (RNAV) Operations*. T-routes require GPS or GPS/WAAS equipment.

REFERENCE—

ENR 3.5, Paragraph 1. *Airways and Route Systems*

16.2.3.3 GPS IFR approach/departure operations can be conducted when approved avionics systems are installed and the following requirements are met:

a) The aircraft is TSO-C145() or TSO-C146() or TSO-C196() or TSO-C129() in Class A1, B1, B3, C1, or C3; and

b) The approach/departure must be retrievable from the current airborne navigation database in the navigation computer. The system must be able to retrieve the procedure by name from the aircraft navigation database. Manual entry of waypoints using latitude/longitude or place/bearing is not permitted for approach procedures.

c) The authorization to fly instrument approaches/departures with GPS is limited to U.S. airspace.

d) The use of GPS in any other airspace must be expressly authorized by the FAA Administrator.

e) GPS instrument approach/departure operations outside the U.S. must be authorized by the appropriate sovereign authority.

16.2.4 Departures and Instrument Departure Procedures (DPs)

The GPS receiver must be set to terminal (± 1 NM) CDI sensitivity and the navigation routes contained in the database in order to fly published IFR charted departures and DPs. Terminal RAIM should be automatically provided by the receiver. (Terminal RAIM for departure may not be available unless the waypoints are part of the active flight plan rather than proceeding direct to the first destination.) Certain segments of a DP may require some manual intervention by the pilot, especially when radar vectored to a course or required to intercept a specific course to a waypoint. The database may not contain all of the transitions or departures from all runways and some GPS receivers do not contain DPs in the database. It is necessary that helicopter procedures be flown at 70 knots or less since helicopter departure procedures and missed approaches use a 20:1 obstacle clearance surface (OCS), which is double the fixed-wing OCS, and turning areas are based on this speed as well.

16.2.5 GPS Instrument Approach Procedures

16.2.5.1 GPS overlay approaches are designated non-precision instrument approach procedures that pilots are authorized to fly using GPS avionics. Localizer (LOC), localizer type directional aid (LDA), and simplified directional facility (SDF) procedures are not authorized. Overlay procedures are identified by the “name of the procedure” and “or GPS” (e.g., VOR/DME or GPS RWY 15) in the title.

Authorized procedures must be retrievable from a current onboard navigation database. The navigation database may also enhance position orientation by displaying a map containing information on conventional NAVAID approaches. This approach information should not be confused with a GPS overlay approach (see the receiver operating manual, AFM, or AFM Supplement for details on how to identify these approaches in the navigation database).

NOTE—

Overlay approaches do not adhere to the design criteria described in ENR 1.5 paragraph 12.13, Area Navigation (RNAV) Instrument Approach Charts, for stand-alone GPS approaches. Overlay approach criteria is based on the design criteria used for ground-based NAVAID approaches.

16.2.5.2 Stand-alone approach procedures specifically designed for GPS systems have replaced many of the original overlay approaches. All approaches that contain “GPS” in the title (e.g., “VOR or GPS RWY 24,” “GPS RWY 24,” or “RNAV (GPS) RWY 24”) can be flown using GPS. GPS-equipped aircraft do not need underlying ground-based NAVAIDs or associated aircraft avionics to fly the approach. Monitoring the underlying approach with ground-based NAVAIDs is suggested when able. Existing overlay approaches may be requested using the GPS title; for example, the VOR or GPS RWY 24 may be requested as “GPS RWY 24.” Some GPS procedures have a Terminal Arrival Area (TAA) with an underlining RNAV approach.

16.2.5.3 For flight planning purposes, TSO-C129() and TSO-C196()—equipped users (GPS users) whose navigation systems have fault detection and exclusion (FDE) capability, who perform a preflight RAIM prediction for the approach integrity at the airport where the RNAV (GPS) approach will be flown, and have proper knowledge and any required training and/or approval to conduct a GPS-based IAP, may file based on a GPS-based IAP at either the destination or the alternate airport, but not at both locations. At the alternate airport, pilots may plan for:

- a) Lateral navigation (LNAV) or circling minimum descent altitude (MDA);
- b) LNAV/vertical navigation (LNAV/VNAV) DA, if equipped with and using approved barometric vertical navigation (baro-VNAV) equipment;

- c) RNP 0.3 DA on an RNAV (RNP) IAP, if they are specifically authorized users using approved baro-VNAV equipment and the pilot has verified required navigation performance (RNP) availability through an approved prediction program.

16.2.5.4 If the above conditions cannot be met, any required alternate airport must have an approved instrument approach procedure other than GPS-based that is anticipated to be operational and available at the estimated time of arrival, and which the aircraft is equipped to fly.

16.2.5.5 Procedures for Accomplishing GPS Approaches

- a) An RNAV (GPS) procedure may be associated with a Terminal Arrival Area (TAA). The basic design of the RNAV procedure is the “T” design or a modification of the “T” (See ENR 1.5, Paragraph 12.4, Terminal Arrival Area (TAA), for complete information).

- b) Pilots cleared by ATC for an RNAV (GPS) approach should fly the full approach from an Initial Approach Waypoint (IAWP) or feeder fix. Randomly joining an approach at an intermediate fix does not assure terrain clearance.

- c) When an approach has been loaded in the navigation system, GPS receivers will give an “arm” annunciation 30 NM straight line distance from the airport/heliport reference point. Pilots should arm the approach mode at this time if not already armed (some receivers arm automatically). Without arming, the receiver will not change from en route CDI and RAIM sensitivity of ± 5 NM either side of centerline to ± 1 NM terminal sensitivity. Where the IAWP is inside this 30 mile point, a CDI sensitivity change will occur once the approach mode is armed and the aircraft is inside 30 NM. Where the IAWP is beyond 30 NM from the airport/heliport reference point and the approach is armed, the CDI sensitivity will not change until the aircraft is within 30 miles of the airport/heliport reference point. Feeder route obstacle clearance is predicated on the receiver being in terminal (± 1 NM) CDI sensitivity and RAIM within 30 NM of the airport/heliport reference point; therefore, the receiver should always be armed (if required) not later than the 30 NM annunciation.

- d) The pilot must be aware of what bank angle/turn rate the particular receiver uses to compute turn anticipation, and whether wind and airspeed are included in the receiver’s calculations. This informa-

tion should be in the receiver operating manual. Over or under banking the turn onto the final approach course may significantly delay getting on course and may result in high descent rates to achieve the next segment altitude.

e) When within 2 NM of the Final Approach Waypoint (FAWP) with the approach mode armed, the approach mode will switch to active, which results in RAIM and CDI changing to approach sensitivity. Beginning 2 NM prior to the FAWP, the full scale CDI sensitivity will smoothly change from ± 1 NM to ± 0.3 NM at the FAWP. As sensitivity changes from ± 1 NM to ± 0.3 NM approaching the FAWP, with the CDI not centered, the corresponding increase in CDI displacement may give the impression that the aircraft is moving further away from the intended course even though it is on an acceptable intercept heading. Referencing the digital track displacement information (cross track error), if it is available in the approach mode, may help the pilot remain position oriented in this situation. Being established on the final approach course prior to the beginning of the sensitivity change at 2 NM will help prevent problems in interpreting the CDI display during ramp down. Therefore, requesting or accepting vectors which will cause the aircraft to intercept the final approach course within 2 NM of the FAWP is not recommended.

f) When receiving vectors to final, most receiver operating manuals suggest placing the receiver in the non-sequencing mode on the FAWP and manually setting the course. This provides an extended final approach course in cases where the aircraft is vectored onto the final approach course outside of any existing segment which is aligned with the runway. Assigned altitudes must be maintained until established on a published segment of the approach. Required altitudes at waypoints outside the FAWP or stepdown fixes must be considered. Calculating the distance to the FAWP may be required in order to descend at the proper location.

g) Overriding an automatically selected sensitivity during an approach will cancel the approach mode annunciation. If the approach mode is not armed by 2 NM prior to the FAWP, the approach mode will not become active at 2 NM prior to the FAWP, and the equipment will flag. In these conditions, the RAIM and CDI sensitivity will not ramp down, and the pilot

should not descend to MDA, but fly to the MAWP and execute a missed approach. The approach active annunciator and/or the receiver should be checked to ensure the approach mode is active prior to the FAWP.

h) Do not attempt to fly an approach unless the procedure in the onboard database is current and identified as “GPS” on the approach chart. The navigation database may contain information about non-overlay approach procedures that enhances position orientation generally by providing a map, while flying these approaches using conventional NAVAIDs. This approach information should not be confused with a GPS overlay approach (see the receiver operating manual, AFM, or AFM Supplement for details on how to identify these procedures in the navigation database). Flying point to point on the approach does not assure compliance with the published approach procedure. The proper RAIM sensitivity will not be available and the CDI sensitivity will not automatically change to ± 0.3 NM. Manually setting CDI sensitivity does not automatically change the RAIM sensitivity on some receivers. Some existing non-precision approach procedures cannot be coded for use with GPS and will not be available as overlays.

i) Pilots should pay particular attention to the exact operation of their GPS receivers for performing holding patterns and in the case of overlay approaches, operations such as procedure turns. These procedures may require manual intervention by the pilot to stop the sequencing of waypoints by the receiver and to resume automatic GPS navigation sequencing once the maneuver is complete. The same waypoint may appear in the route of flight more than once consecutively (for example, IAWP, FAWP, MAHWP on a procedure turn). Care must be exercised to ensure that the receiver is sequenced to the appropriate waypoint for the segment of the procedure being flown, especially if one or more fly-overs are skipped (for example, FAWP rather than IAWP if the procedure turn is not flown). The pilot may have to sequence past one or more fly-overs of the same waypoint in order to start GPS automatic sequencing at the proper place in the sequence of waypoints.

j) Incorrect inputs into the GPS receiver are especially critical during approaches. In some cases, an incorrect entry can cause the receiver to leave the approach mode.

k) A fix on an overlay approach identified by a DME fix will not be in the waypoint sequence on the GPS receiver unless there is a published name assigned to it. When a name is assigned, the along track distance (ATD) to the waypoint may be zero rather than the DME stated on the approach chart. The pilot should be alert for this on any overlay procedure where the original approach used DME.

l) If a visual descent point (VDP) is published, it will not be included in the sequence of waypoints. Pilots are expected to use normal piloting techniques for beginning the visual descent, such as ATD.

m) Unnamed stepdown fixes in the final approach segment may or may not be coded in the waypoint sequence of the aircraft's navigation database and must be identified using ATD. Stepdown fixes in the final approach segment of RNAV (GPS) approaches are being named, in addition to being identified by ATD. However, GPS avionics may or may not accommodate waypoints between the FAF and MAP. Pilots must know the capabilities of their GPS equipment and continue to identify stepdown fixes using ATD when necessary.

16.2.5.6 Missed Approach

a) A GPS missed approach requires pilot action to sequence the receiver past the MAWP to the missed approach portion of the procedure. The pilot must be thoroughly familiar with the activation procedure for the particular GPS receiver installed in the aircraft and must initiate appropriate action after the MAWP. Activating the missed approach prior to the MAWP will cause CDI sensitivity to immediately change to terminal (± 1 NM) sensitivity and the receiver will continue to navigate to the MAWP. The receiver will not sequence past the MAWP. Turns should not begin prior to the MAWP. If the missed approach is not activated, the GPS receiver will display an extension of the inbound final approach course and the ATD will increase from the MAWP until it is manually sequenced after crossing the MAWP.

b) Missed approach routings in which the first track is via a course rather than direct to the next waypoint require additional action by the pilot to set the course. Being familiar with all of the inputs required is especially critical during this phase of flight.

16.2.5.7 GPS NOTAMs/Aeronautical Information

a) GPS satellite outages are issued as GPS NOTAMs both domestically and internationally. However, the effect of an outage on the intended operation cannot be determined unless the pilot has a RAIM availability prediction program which allows excluding a satellite which is predicted to be out of service based on the NOTAM information.

b) The terms UNRELIABLE and MAY NOT BE AVAILABLE are used in conjunction with GPS NOTAMs. Both UNRELIABLE and MAY NOT BE AVAILABLE are advisories to pilots indicating the expected level of service may not be available. UNRELIABLE does not mean there is a problem with GPS signal integrity. If GPS service is available, pilots may continue operations. If the LNAV or LNAV/VNAV service is available, pilots may use the displayed level of service to fly the approach. GPS operation may be NOTAMed UNRELIABLE or MAY NOT BE AVAILABLE due to testing or anomalies. (Pilots are encouraged to report GPS anomalies, including degraded operation and/or loss of service, as soon as possible, reference ENR 4.1 paragraph 22.) When GPS testing NOTAMS are published and testing is actually occurring, Air Traffic Control will advise pilots requesting or cleared for a GPS or RNAV (GPS) approach that GPS may not be available and request intentions. If pilots have reported GPS anomalies, Air Traffic Control will request the pilot's intentions and/or clear the pilot for an alternate approach, if available and operational.

EXAMPLE—

The following is an example of a GPS testing NOTAM:
!GPS 06/001 ZAB NAV GPS (INCLUDING WAAS, GBAS, AND ADS-B) MAY NOT BE AVAILABLE WITHIN A 468NM RADIUS CENTERED AT 330702N1062540W (TCS 093044) FL400-UNL DECREASING IN AREA WITH A DECREASE IN ALTITUDE DEFINED AS: 425NM RADIUS AT FL250, 360NM RADIUS AT 10000FT, 354NM RADIUS AT 4000FT AGL, 327NM RADIUS AT 50FT AGL. 1406070300-1406071200.

c) Civilian pilots may obtain GPS RAIM availability information for non-precision approach procedures by: using a manufacturer-supplied RAIM prediction tool; or using the generic tool at www.raimprediction.net. The FAA is developing a replacement prediction tool at www.sapt.faa.gov scheduled for transition in 2014. Pilots can also request GPS RAIM aeronautical information from a

flight service station during preflight briefings. GPS RAIM aeronautical information can be obtained for a period of 3 hours (for example, if you are scheduled to arrive at 1215 hours, then the GPS RAIM information is available from 1100 to 1400 hours) or a 24-hour timeframe at a particular airport. FAA briefers will provide RAIM information for a period of 1 hour before to 1 hour after the ETA hour, unless a specific timeframe is requested by the pilot. If flying a published GPS departure, a RAIM prediction should also be requested for the departure airport.

d) The military provides airfield specific GPS RAIM NOTAMs for non-precision approach procedures at military airfields. The RAIM outages are issued as M-series NOTAMs and may be obtained for up to 24 hours from the time of request.

e) Receiver manufacturers and/or database suppliers may supply “NOTAM” type information concerning database errors. Pilots should check these sources, when available, to ensure that they have the most current information concerning their electronic database.

16.2.5.8 Receiver Autonomous Integrity Monitoring (RAIM)

a) RAIM outages may occur due to an insufficient number of satellites or due to unsuitable satellite geometry which causes the error in the position solution to become too large. Loss of satellite reception and RAIM warnings may occur due to aircraft dynamics (changes in pitch or bank angle). Antenna location on the aircraft, satellite position relative to the horizon, and aircraft attitude may affect reception of one or more satellites. Since the relative positions of the satellites are constantly changing, prior experience with the airport does not guarantee reception at all times, and RAIM availability should always be checked.

b) If RAIM is not available, use another type of navigation and approach system, select another route or destination, or delay the trip until RAIM is predicted to be available on arrival. On longer flights, pilots should consider rechecking the RAIM prediction for the destination during the flight. This may provide an early indication that an unscheduled satellite outage has occurred since takeoff.

c) If a RAIM failure/status annunciation occurs prior to the final approach waypoint (FAWP), the approach should not be completed since GPS no

longer provides the required integrity. The receiver performs a RAIM prediction by 2 NM prior to the FAWP to ensure that RAIM is available as a condition for entering the approach mode. The pilot should ensure the receiver has sequenced from “Armed” to “Approach” prior to the FAWP (normally occurs 2 NM prior). Failure to sequence may be an indication of the detection of a satellite anomaly, failure to arm the receiver (if required), or other problems which preclude flying the approach.

d) If the receiver does not sequence into the approach mode or a RAIM failure/status annunciation occurs prior to the FAWP, the pilot must not initiate the approach or descend, but instead proceed to the missed approach waypoint (MAWP) via the FAWP, perform a missed approach, and contact ATC as soon as practical. The GPS receiver may continue to operate after a RAIM flag/status annunciation appears, but the navigation information should be considered advisory only. Refer to the receiver operating manual for specific indications and instructions associated with loss of RAIM prior to the FAF.

e) If the RAIM flag/status annunciation appears after the FAWP, the pilot should initiate a climb and execute the missed approach. The GPS receiver may continue to operate after a RAIM flag/status annunciation appears, but the navigation information should be considered advisory only. Refer to the receiver operating manual for operating mode information during a RAIM annunciation.

16.2.5.9 Waypoints

a) GPS receivers navigate from one defined point to another retrieved from the aircraft’s onboard navigational database. These points are waypoints (5-letter pronounceable name), existing VHF intersections, DME fixes with 5-letter pronounceable names and 3-letter NAVAID IDs. Each waypoint is a geographical location defined by a latitude/longitude geographic coordinate. These 5-letter waypoints, VHF intersections, 5-letter pronounceable DME fixes and 3-letter NAVAID IDs are published on various FAA aeronautical navigation products (IFR Enroute Charts, VFR Charts, Terminal Procedures Publications, etc.).

b) A Computer Navigation Fix (CNF) is also a point defined by a latitude/longitude coordinate and is required to support Performance-Based Navigation (PBN) operations. The GPS receiver uses CNFs

in conjunction with waypoints to navigate from point to point. However, CNFs are not recognized by ATC. ATC does not maintain CNFs in their database and they do not use CNFs for any air traffic control purpose. CNFs may or may not be charted on FAA aeronautical navigation products, are listed in the chart legends, and are for advisory purposes only. Pilots are not to use CNFs for point to point navigation (proceed direct), filing a flight plan, or in aircraft/ATC communications. CNFs that do appear on aeronautical charts allow pilots increased situational awareness by identifying points in the aircraft database route of flight with points on the aeronautical chart. CNFs are random five-letter identifiers, not pronounceable like waypoints and placed in parenthesis. Eventually, all CNFs will begin with the letters “CF” followed by three consonants (for example, CFWBG). This five-letter identifier will be found next to an “x” on enroute charts and possibly on an approach chart. On instrument approach procedures (charts) in the terminal procedures publication, CNFs may represent unnamed DME fixes, beginning and ending points of DME arcs, and sensor (ground-based signal i.e., VOR, NDB, ILS) final approach fixes on GPS overlay approaches. These CNFs provide the GPS with points on the procedure that allow the overlay approach to mirror the ground-based sensor approach. These points should only be used by the GPS system for navigation and should not be used by pilots for any other purpose on the approach. The CNF concept has not been adopted or recognized by the International Civil Aviation Organization (ICAO).

c) GPS approaches use fly-over and fly-by waypoints to join route segments on an approach. Fly-by waypoints connect the two segments by allowing the aircraft to turn prior to the current waypoint in order to roll out on course to the next waypoint. This is known as turn anticipation and is compensated for in the airspace and terrain clearances. The MAWP and the missed approach holding waypoint (MAHWP) are normally the only two waypoints on the approach that are not fly-by waypoints. Fly-over waypoints are used when the aircraft must overfly the waypoint prior to starting a turn to the new course. The symbol for a fly-over waypoint is a circled waypoint. Some waypoints may have dual use; for example, as a fly-by waypoint when used as an IF for a NoPT route and as a fly-over

waypoint when the same waypoint is also used as an IAF/IF hold-in-lieu of PT. When this occurs, the less restrictive (fly-by) symbology will be charted. Overlay approach charts and some early stand-alone GPS approach charts may not reflect this convention.

d) Unnamed waypoints for each airport will be uniquely identified in the database. Although the identifier may be used at different airports (for example, RW36 will be the identifier at each airport with a runway 36), the actual point, at each airport, is defined by a specific latitude/longitude coordinate.

e) The runway threshold waypoint, normally the MAWP, may have a five-letter identifier (for example, SNEEZ) or be coded as RW## (for example, RW36, RW36L). MAWPs located at the runway threshold are being changed to the RW## identifier, while MAWPs not located at the threshold will have a five-letter identifier. This may cause the approach chart to differ from the aircraft database until all changes are complete. The runway threshold waypoint is also used as the center of the Minimum Safe Altitude (MSA) on most GPS approaches.

16.2.5.10 Position Orientation

Pilots should pay particular attention to position orientation while using GPS. Distance and track information are provided to the next active waypoint, not to a fixed navigation aid. Receivers may sequence when the pilot is not flying along an active route, such as when being vectored or deviating for weather, due to the proximity to another waypoint in the route. This can be prevented by placing the receiver in the non-sequencing mode. When the receiver is in the non-sequencing mode, bearing and distance are provided to the selected waypoint and the receiver will not sequence to the next waypoint in the route until placed back in the auto sequence mode or the pilot selects a different waypoint. The pilot may have to compute the ATD to stepdown fixes and other points on overlay approaches, due to the receiver showing ATD to the next waypoint rather than DME to the VOR or ILS ground station.

16.2.5.11 Impact of Magnetic Variation on PBN Systems

a) Differences may exist between PBN systems and the charted magnetic courses on ground-based NAVAID instrument flight procedures (IFP), enroute charts, approach charts, and Standard Instrument Departure/Standard Terminal Arrival (SID/STAR)

charts. These differences are due to the magnetic variance used to calculate the magnetic course. Every leg of an instrument procedure is first computed along a desired ground track with reference to true north. A magnetic variation correction is then applied to the true course in order to calculate a magnetic course for publication. The type of procedure will determine what magnetic variation value is added to the true course. A ground-based NAVAID IFP applies the facility magnetic variation of record to the true course to get the charted magnetic course. Magnetic courses on PBN procedures are calculated two different ways. SID/STAR procedures use the airport magnetic variation of record, while IFR enroute charts use magnetic reference bearing. PBN systems make a correction to true north by adding a magnetic variation calculated with an algorithm based on aircraft position, or by adding the magnetic variation coded in their navigational database. This may result in the PBN system and the procedure designer using a different magnetic variation, which causes the magnetic course **displayed** by the PBN system and the magnetic course **charted** on the IFP plate to be different. It is important to understand, however, that PBN systems, (with the exception of VOR/DME RNAV equipment) navigate by reference to true north and display magnetic course only for pilot reference. As such, a **properly functioning** PBN system, containing a **current and accurate navigational database**, should fly the correct ground track for any loaded instrument procedure, despite differences in displayed magnetic course that may be attributed to magnetic variation application. Should significant differences between the approach chart and the PBN system avionics' application of the navigation database arise, the published approach chart, supplemented by NOTAMs, holds precedence.

b) The course into a waypoint may not always be 180 degrees different from the course leaving the previous waypoint, due to the PBN system avionics' computation of geodesic paths, distance between waypoints, and differences in magnetic variation application. Variations in distances may also occur since PBN system distance-to-waypoint values are

ATDs computed to the next waypoint and the DME values published on underlying procedures are slant-range distances measured to the station. This difference increases with aircraft altitude and proximity to the NAVAID.

16.2.5.12 GPS Familiarization

Pilots should practice GPS approaches in visual meteorological conditions (VMC) until thoroughly proficient with all aspects of their equipment (receiver and installation) prior to attempting flight in instrument meteorological conditions (IMC). Pilots should be proficient in the following areas:

- a)** Using the receiver autonomous integrity monitoring (RAIM) prediction function;
- b)** Inserting a DP into the flight plan, including setting terminal CDI sensitivity, if required, and the conditions under which terminal RAIM is available for departure;
- c)** Programming the destination airport;
- d)** Programming and flying the approaches (especially procedure turns and arcs);
- e)** Changing to another approach after selecting an approach;
- f)** Programming and flying "direct" missed approaches;
- g)** Programming and flying "routed" missed approaches;
- h)** Entering, flying, and exiting holding patterns, particularly on approaches with a second waypoint in the holding pattern;
- i)** Programming and flying a "route" from a holding pattern;
- j)** Programming and flying an approach with radar vectors to the intermediate segment;
- k)** Indication of the actions required for RAIM failure both before and after the FAWP; and
- l)** Programming a radial and distance from a VOR (often used in departure instructions).

TBL ENR 4.1–4
GPS IFR Equipment Classes/Categories

TSO–C129						
Equipment Class	RAIM	Int. Nav Sys. to Prov. RAIM Equiv.	Oceanic	En Route	Terminal	Nonprecision Approach Capable
Class A – GPS sensor and navigation capability.						
A1	yes		yes	yes	yes	yes
A2	yes		yes	yes	yes	no
Class B – GPS sensor data to an integrated navigation system (i.e. FMS, multi-sensor navigation system, etc.).						
B1	yes		yes	yes	yes	yes
B2	yes		yes	yes	yes	no
B3		yes	yes	yes	yes	yes
B4		yes	yes	yes	yes	no
Class C – GPS sensor data to an integrated navigation system (as in Class B) which provides enhanced guidance to an autopilot, or flight director, to reduce flight tech. errors. Limited to 14 CFR Part 121 or equivalent criteria.						
C1	yes		yes	yes	yes	yes
C2	yes		yes	yes	yes	no
C3		yes	yes	yes	yes	yes
C4		yes	yes	yes	yes	no

TBL ENR 4.1–5
GPS Approval Required/Authorized Use

Equipment Type ¹	Installation Approval Required	Operational Approval Required	IFR En Route ²	IFR Terminal ²	IFR Approach ³	Oceanic Remote	In Lieu of ADF and/or DME ³
Hand held ⁴	X ⁵						
VFR Panel Mount ⁴	X						
IFR En Route and Terminal	X	X	X	X			X
IFR Oceanic/Remote	X	X	X	X		X	X
IFR En Route, Terminal, and Approach	X	X	X	X	X		X

NOTE–

¹To determine equipment approvals and limitations, refer to the AFM, AFM supplements, or pilot guides.

²Requires verification of data for correctness if database is expired.

³Requires current database or verification that the procedure has not been amended since the expiration of the database.

⁴VFR and hand-held GPS systems are not authorized for IFR navigation, instrument approaches, or as a primary instrument flight reference. During IFR operations they may be considered only an aid to situational awareness.

⁵Hand-held receivers require no approval. However, any aircraft modification to support the hand-held receiver; i.e., installation of an external antenna or a permanent mounting bracket, does require approval.

17. Wide Area Augmentation System (WAAS)

17.1 General

17.1.1 The FAA developed the WAAS to improve the accuracy, integrity and availability of GPS signals. WAAS will allow GPS to be used, as the aviation navigation system, from takeoff through approach when it is complete. WAAS is a critical component of the FAA's strategic objective for a seamless satellite navigation system for civil aviation, improving capacity and safety.

17.1.2 The International Civil Aviation Organization (ICAO) has defined Standards and Recommended Practices (SARPs) for satellite-based augmentation systems (SBAS) such as WAAS. Japan, India, and Europe are building similar systems: EGNOS, the European Geostationary Navigation Overlay System; India's GPS and Geo-Augmented Navigation (GAGAN) system; and Japan's Multi-functional Transport Satellite (MT-SAT)-based Satellite Augmentation System (MSAS). The merging of these systems will create an expansive navigation capability similar to GPS, but with greater accuracy, availability, and integrity.

17.1.3 Unlike traditional ground-based navigation aids, WAAS will cover a more extensive service area. Precisely surveyed wide-area reference stations (WRS) are linked to form the U.S. WAAS network. Signals from the GPS satellites are monitored by these WRSs to determine satellite clock and ephemeris corrections and to model the propagation effects of the ionosphere. Each station in the network relays the data to a wide-area master station (WMS) where the correction information is computed. A correction message is prepared and uplinked to a geostationary earth orbit satellite (GEO) via a GEO uplink subsystem (GUS) which is located at the ground earth station (GES). The message is then broadcast on the same frequency as GPS (L1, 1575.42 MHz) to WAAS receivers within the broadcast coverage area of the WAAS GEO.

17.1.4 In addition to providing the correction signal, the WAAS GEO provides an additional pseudorange measurement to the aircraft receiver, improving the availability of GPS by providing, in effect, an additional GPS satellite in view. The integrity of GPS is improved through real-time monitoring, and the accuracy is improved by providing differential

corrections to reduce errors. The performance improvement is sufficient to enable approach procedures with GPS/WAAS glide paths (vertical guidance).

17.1.5 The FAA has completed installation of 3 GEO satellite links, 38 WRSs, 3 WMSs, 6 GES, and the required terrestrial communications to support the WAAS network including 2 operational control centers. Prior to the commissioning of the WAAS for public use, the FAA conducted a series of test and validation activities. Future dual frequency operations are planned.

17.1.6 GNSS navigation, including GPS and WAAS, is referenced to the WGS-84 coordinate system. It should only be used where the Aeronautical Information Publications (including electronic data and aeronautical charts) conform to WGS-84 or equivalent. Other countries civil aviation authorities may impose additional limitations on the use of their SBAS systems.

17.2 Instrument Approach Capabilities

17.2.1 A class of approach procedures which provide vertical guidance, but which do not meet the ICAO Annex 10 requirements for precision approaches has been developed to support satellite navigation use for aviation applications worldwide. These procedures are not precision and are referred to as Approach with Vertical Guidance (APV), are defined in ICAO Annex 6, and include approaches such as the LNAV/VNAV and localizer performance with vertical guidance (LPV). These approaches provide vertical guidance, but do not meet the more stringent standards of a precision approach. Properly certified WAAS receivers will be able to fly to LPV minima and LNAV/VNAV minima, using a WAAS electronic glide path, which eliminates the errors that can be introduced by using Barometric altimetry.

17.2.2 LPV minima takes advantage of the high accuracy guidance and increased integrity provided by WAAS. This WAAS generated angular guidance allows the use of the same TERPS approach criteria used for ILS approaches. LPV minima may have a decision altitude as low as 200 feet height above touchdown with visibility minimums as low as $\frac{1}{2}$ mile, when the terrain and airport infrastructure support the lowest minima. LPV minima is published on the RNAV (GPS) approach charts (see Paragraph 12., Instrument Approach Procedure Charts).

17.2.3 A different WAAS-based line of minima, called Localizer Performance (LP) is being added in locations where the terrain or obstructions do not allow publication of vertically guided LPV minima. LP takes advantage of the angular lateral guidance and smaller position errors provided by WAAS to provide a lateral only procedure similar to an ILS Localizer. LP procedures may provide lower minima than a LNAV procedure due to the narrower obstacle clearance surface.

NOTE–

WAAS receivers certified prior to TSO–C145b and TSO–C146b, even if they have LPV capability, do not contain LP capability unless the receiver has been upgraded. Receivers capable of flying LP procedures must contain a statement in the Aircraft Flight Manual (AFM), AFM Supplement, or Approved Supplemental Flight Manual stating that the receiver has LP capability, as well as the capability for the other WAAS and GPS approach procedure types.

17.2.4 WAAS provides a level of service that supports all phases of flight, including RNAV (GPS) approaches to LNAV, LP, LNAV/VNAV and LPV lines of minima, within system coverage. Some locations close to the edge of the coverage may have a lower availability of vertical guidance.

17.3 General Requirements

17.3.1 WAAS avionics must be certified in accordance with Technical Standard Order (TSO) TSO–C145(), Airborne Navigation Sensors Using the (GPS) Augmented by the Wide Area Augmentation System (WAAS); or TSO–C146(), Stand-Alone Airborne Navigation Equipment Using the Global Positioning System (GPS) Augmented by the Wide Area Augmentation System (WAAS), and installed in accordance with Advisory Circular (AC) 20–138(), *Airworthiness Approval of Positioning and Navigation Systems*.

17.3.2 GPS/WAAS operation must be conducted in accordance with the FAA–approved aircraft flight manual (AFM) and flight manual supplements. Flight manual supplements will state the level of approach procedure that the receiver supports. IFR approved WAAS receivers support all GPS only operations as long as lateral capability at the appropriate level is functional. WAAS monitors both GPS and WAAS satellites and provides integrity.

17.3.3 GPS/WAAS equipment is inherently capable of supporting oceanic and remote operations if the

operator obtains a fault detection and exclusion (FDE) prediction program.

17.3.4 Air carrier and commercial operators must meet the appropriate provisions of their approved operations specifications.

17.3.5 Prior to GPS/WAAS IFR operation, the pilot must review appropriate Notices to Airmen (NOTAMs) and aeronautical information. This information is available on request from an Automated Flight Service Station. The FAA will provide NOTAMs to advise pilots of the status of the WAAS and level of service available.

17.3.5.1 The term MAY NOT BE AVBL is used in conjunction with WAAS NOTAMs and indicates that due to ionospheric conditions, lateral guidance may still be available when vertical guidance is unavailable. Under certain conditions, both lateral and vertical guidance may be unavailable. This NOTAM language is an advisory to pilots indicating the expected level of WAAS service (LNAV/VNAV, LPV, LP) may not be available.

EXAMPLE–

!FDC FDC NAV WAAS VNAV/LPV/LP MINIMA MAY NOT BE AVBL 1306111330-1306141930EST

or

!FDC FDC NAV WAAS VNAV/LPV MINIMA NOT AVBL, WAAS LP MINIMA MAY NOT BE AVBL 1306021200-1306031200EST

WAAS MAY NOT BE AVBL NOTAMs are predictive in nature and published for flight planning purposes. Upon commencing an approach at locations NOTAMed WAAS MAY NOT BE AVBL, if the WAAS avionics indicate LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the approach, reversion to LNAV minima or an alternate instrument approach procedure may be required. When GPS testing NOTAMS are published and testing is actually occurring, Air Traffic Control will advise pilots requesting or cleared for a GPS or RNAV (GPS) approach that GPS may not be available and request intentions. If pilots have reported GPS anomalies, Air Traffic Control will request the pilot's intentions and/or clear the pilot for an alternate approach, if available and operational.

17.3.5.2 WAAS area-wide NOTAMs are originated when WAAS assets are out of service and impact the service area. Area-wide WAAS NOT AVAILABLE (AVBL) NOTAMs indicate loss or malfunction of the

WAAS system. In flight, Air Traffic Control will advise pilots requesting a GPS or RNAV (GPS) approach of WAAS NOT AVBL NOTAMs if not contained in the ATIS broadcast.

EXAMPLE–

For unscheduled loss of signal or service, an example NOTAM is: !FDC FDC NAV WAAS NOT AVBL 1311160600–1311191200EST.

For scheduled loss of signal or service, an example NOTAM is: !FDC FDC NAV WAAS NOT AVBL 1312041015–1312082000EST

17.3.5.3 Site-specific WAAS MAY NOT BE AVBL NOTAMs indicate an expected level of service; for example, LNAV/VNAV, LP, or LPV may not be available. Pilots must request site-specific WAAS NOTAMs during flight planning. In flight, Air Traffic Control will not advise pilots of WAAS MAY NOT BE AVBL NOTAMs.

NOTE–

Though currently unavailable, the FAA is updating its prediction tool software to provide this site-service in the future.

17.3.5.4 Most of North America has redundant coverage by two or more geostationary satellites. One exception is the northern slope of Alaska. If there is a problem with the satellite providing coverage to this area, a NOTAM similar to the following example will be issued:

EXAMPLE–

!FDC 4/3406 (PAZA A0173/14) ZAN NAV WAAS SIGNAL MAY NOT BE AVBL NORTH OF LINE FROM 7000N150000W TO 6400N16400W. RMK WAAS USERS SHOULD CONFIRM RAIM AVAILABILITY FOR IFR OPERATIONS IN THIS AREA. T-ROUTES IN THIS SECTOR NOT AVBL. ANY REQUIRED ALTERNATE AIRPORT IN THIS AREA MUST HAVE AN APPROVED INSTRUMENT APPROACH PROCEDURE OTHER THAN GPS THAT IS ANTICIPATED TO BE OPERATIONAL AND AVAILABLE AT THE ESTIMATED TIME OF ARRIVAL AND WHICH THE AIRCRAFT IS EQUIPPED TO FLY. 1406030812–1406050812EST.

17.3.6 When GPS-testing NOTAMS are published and testing is actually occurring, Air Traffic Control will advise pilots requesting or cleared for a GPS or RNAV (GPS) approach that GPS may not be available and request intentions. If pilots have reported GPS anomalies, Air Traffic Control will request the pilot's intentions and/or clear the pilot for an alternate approach, if available and operational.

EXAMPLE–

Here is an example of a GPS testing NOTAM:

!GPS 06/001 ZAB NAV GPS (INCLUDING WAAS, GBAS, AND ADS-B) MAY NOT BE AVAILABLE WITHIN A 468NM RADIUS CENTERED AT 330702N1062540W (TCS 093044) FL400–UNL DECREASING IN AREA WITH A DECREASE IN ALTITUDE DEFINED AS: 425NM RADIUS AT FL250, 360NM RADIUS AT 10000FT, 354NM RADIUS AT 4000FT AGL, 327NM RADIUS AT 50FT AGL. 1406070300–1406071200.

17.3.7 When the approach chart is annotated with the **W** symbol, site-specific WAAS MAY NOT BE AVBL NOTAMs or Air Traffic advisories are not provided for outages in WAAS LNAV/VNAV and LPV vertical service. Vertical outages may occur daily at these locations due to being close to the edge of WAAS system coverage. Use LNAV or circling minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then the vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required.

NOTE–

*Area-wide WAAS NOT AVBL NOTAMs apply to all airports in the WAAS NOT AVBL area designated in the NOTAM, including approaches at airports where an approach chart is annotated with the **W** symbol.*

17.3.8 GPS/WAAS was developed to be used within GEO coverage over North America without the need for other radio navigation equipment appropriate to the route of flight to be flown. Outside the WAAS coverage or in the event of a WAAS failure, GPS/WAAS equipment reverts to GPS-only operation and satisfies the requirements for basic GPS equipment. (See ENR 4.1 paragraph 17. for these requirements).

17.3.9 Unlike TSO-C129 avionics, which were certified as a supplement to other means of navigation, WAAS avionics are evaluated without reliance on other navigation systems. As such, installation of WAAS avionics does not require the aircraft to have other equipment appropriate to the route to be flown. (See ENR 4.1 paragraph 17. for more information on equipment requirements.)

17.3.9.1 Pilots with WAAS receivers may flight plan to use any instrument approach procedure authorized for use with their WAAS avionics as the planned approach at a required alternate, with the following

restrictions. When using WAAS at an alternate airport, flight planning must be based on flying the RNAV (GPS) LNAV or circling minima line, or minima on a GPS approach procedure, or conventional approach procedure with “or GPS” in the title. Code of Federal Regulation (CFR) Part 91 nonprecision weather requirements must be used for planning. Upon arrival at an alternate, when the WAAS navigation system indicates that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. The FAA has begun removing the **▲ NA** (Alternate Minimums Not Authorized) symbol from select RNAV (GPS) and GPS approach procedures so they may be used by approach approved WAAS receivers at alternate airports. Some approach procedures will still require the **▲ NA** for other reasons, such as no weather reporting, so it cannot be removed from all procedures. Since every procedure must be individually evaluated, removal of the **▲ NA** from RNAV (GPS) and GPS procedures will take some time.

NOTE–

Properly trained and approved, as required, TSO-C145() and TSO-C146() equipped users (WAAS users) with and using approved baro-VNAV equipment may plan for LNAV/VNAV DA at an alternate airport. Specifically authorized WAAS users with and using approved baro-VNAV equipment may also plan for RNP 0.3 DA at the alternate airport as long as the pilot has verified RNP availability through an approved prediction program.

17.4 Flying procedures with WAAS

17.4.1 WAAS receivers support all basic GPS approach functions and provide additional capabilities. One of the major improvements is the ability to generate glide path guidance, independent of ground equipment or barometric aiding. This eliminates several problems such as hot and cold temperature effects, incorrect altimeter setting or lack of a local altimeter source. It also allows approach procedures to be built without the cost of installing ground stations at each airport or runway. Some approach certified receivers may only generate a glide path with performance similar to Baro-VNAV and are only approved to fly the LNAV/VNAV line of minima on the RNAV (GPS) approach charts. Receivers with additional capability (including faster update rates and smaller integrity limits) are approved to fly the LPV line of minima. The lateral integrity changes dramatically from the 0.3 NM (556 meter) limit for

GPS, LNAV and LNAV/VNAV approach mode, to 40 meters for LPV. It also provides vertical integrity monitoring, which bounds the vertical error to 50 meters for LNAV/VNAV and LPVs with minima of 250’ or above, and bounds the vertical error to 35 meters for LPVs with minima below 250’.

17.4.2 When an approach procedure is selected and active, the receiver will notify the pilot of the most accurate level of service supported by the combination of the WAAS signal, the receiver, and the selected approach, using the naming conventions on the minima lines of the selected approach procedure. For example, if an approach is published with LPV minima and the receiver is only certified for LNAV/VNAV, the equipment would indicate “LNAV/VNAV available,” even though the WAAS signal would support LPV. If flying an existing LNAV/VNAV procedure with no LPV minima, the receiver will notify the pilot “LNAV/VNAV available,” even if the receiver is certified for LPV and the signal supports LPV. If the signal does not support vertical guidance on procedures with LPV and/or LNAV/VNAV minima, the receiver annunciation will read “LNAV available.” On lateral only procedures with LP and LNAV minima the receiver will indicate “LP available” or “LNAV available” based on the level of lateral service available. Once the level of service notification has been given, the receiver will operate in this mode for the duration of the approach procedure, unless that level of service becomes unavailable. The receiver cannot change back to a more accurate level of service until the next time an approach is activated.

NOTE–

Receivers do not “fail down” to lower levels of service once the approach has been activated. If only the vertical off flag appears, the pilot may elect to use the LNAV minima if the rules under which the flight is operating allow changing the type of approach being flown after commencing the procedure. If the lateral integrity limit is exceeded on an LP approach, a missed approach will be necessary since there is no way to reset the lateral alarm limit while the approach is active.

17.4.3 Another additional feature of WAAS receivers is the ability to exclude a bad GPS signal and continue operating normally. This is normally accomplished by the WAAS correction information. Outside WAAS coverage or when WAAS is not available, it is accomplished through a receiver algorithm called FDE. In most cases this operation will be invisible to the pilot since the receiver will

continue to operate with other available satellites after excluding the “bad” signal. This capability increases the reliability of navigation.

17.4.4 Both lateral and vertical scaling for the LNAV/VNAV and LPV approach procedures are different than the linear scaling of basic GPS. When the complete published procedure is flown, ± 1 NM linear scaling is provided until two (2) NM prior to the FAF, where the sensitivity increases to be similar to the angular scaling of an ILS. There are two differences in the WAAS scaling and ILS: 1) on long final approach segments, the initial scaling will be ± 0.3 NM to achieve equivalent performance to GPS (and better than ILS, which is less sensitive far from the runway); 2) close to the runway threshold, the scaling changes to linear instead of continuing to become more sensitive. The width of the final approach course is tailored so that the total width is usually 700 feet at the runway threshold. Since the origin point of the lateral splay for the angular portion of the final is not fixed due to antenna placement like localizer, the splay angle can remain fixed, making a consistent width of final for aircraft being vectored onto the final approach course on different length runways. When the complete published procedure is not flown, and instead the aircraft needs to capture the extended final approach course similar to ILS, the vector to final (VTF) mode is used. Under VTF the scaling is linear at ± 1 NM until the point where the ILS angular splay reaches a width of ± 1 NM regardless of the distance from the FAWP.

17.4.5 The WAAS scaling is also different than GPS TSO-C129() in the initial portion of the missed approach. Two differences occur here. First, the scaling abruptly changes from the approach scaling to the missed approach scaling, at approximately the departure end of the runway or when the pilot selects missed approach guidance rather than ramping as GPS does. Second, when the first leg of the missed approach is a Track to Fix (TF) leg aligned within 3 degrees of the inbound course, the receiver will change to 0.3 NM linear sensitivity until the turn initiation point for the first waypoint in the missed approach procedure, at which time it will abruptly change to terminal (± 1 NM) sensitivity. This allows the elimination of close in obstacles in the early part of the missed approach that may otherwise cause the DA to be raised.

17.4.6 There are two ways to select the final approach segment of an instrument approach. Most receivers use menus where the pilot selects the airport, the runway, the specific approach procedure and finally the IAF, there is also a channel number selection method. The pilot enters a unique 5–digit number provided on the approach chart, and the receiver recalls the matching final approach segment from the aircraft database. A list of information including the available IAFs is displayed and the pilot selects the appropriate IAF. The pilot should confirm that the correct final approach segment was loaded by cross checking the Approach ID, which is also provided on the approach chart.

17.4.7 The Along–Track Distance (ATD) during the final approach segment of an LNAV procedure (with a minimum descent altitude) will be to the MAWP. On LNAV/VNAV and LPV approaches to a decision altitude, there is no missed approach waypoint so the along–track distance is displayed to a point normally located at the runway threshold. In most cases, the MAWP for the LNAV approach is located on the runway threshold at the centerline, so these distances will be the same. This distance will always vary slightly from any ILS DME that may be present, since the ILS DME is located further down the runway. Initiation of the missed approach on the LNAV/VNAV and LPV approaches is still based on reaching the decision altitude without any of the items listed in 14 CFR Section 91.175 being visible, and must not be delayed while waiting for the ATD to reach zero. The WAAS receiver, unlike a GPS receiver, will automatically sequence past the MAWP if the missed approach procedure has been designed for RNAV. The pilot may also select missed approach prior to the MAWP; however, navigation will continue to the MAWP prior to waypoint sequencing taking place.

18. Ground Based Augmentation System (GBAS) Landing System (GLS)

18.1 General

18.1.1 The GLS provides precision navigation guidance for exact alignment and descent of aircraft on approach to a runway. It provides differential augmentation to the Global Navigation Satellite System (GNSS).

18.1.2 LAAS was developed as an “ILS look–alike” system from the pilot perspective. LAAS is based on

GPS signals augmented by ground equipment and has been developed to provide GLS precision approaches similar to ILS at airfields.

18.1.3 GLS provides guidance similar to ILS approaches for the final approach segment; portions of the GLS approach prior to and after the final approach segment will be based on Area Navigation (RNAV) or Required Navigation Performance (RNP).

18.1.4 The equipment consists of a GBAS Ground Facility (GGF), four reference stations, a VHF Data Broadcast (VDB) uplink antenna, and an aircraft GBAS receiver.

18.2 Procedure

18.2.1 Pilots will select the five digit GBAS channel number of the associated approach within the Flight Management System (FMS) menu or manually select the five digits (system dependent). Selection of the GBAS channel number also tunes the VDB.

18.2.2 Following procedure selection, confirmation that the correct LAAS procedure is loaded can be accomplished by cross checking the charted Reference Path Indicator (RPI) or approach ID with the cockpit displayed RPI or audio identification of the RPI with Morse Code (for some systems).

18.2.3 The pilot will fly the GLS approach using the same techniques as an ILS, once selected and identified.

19. Precision Approach Systems Other than ILS and GLS

19.1 General

Approval and use of precision approach systems other than ILS and GLS require the issuance of special instrument approach procedures.

19.2 Special Instrument Approach Procedure

19.2.1 Special instrument approach procedures must be issued to the aircraft operator if pilot training, aircraft equipment, and/or aircraft performance is different than published procedures. Special instrument approach procedures are not distributed for general public use. These procedures are issued to an aircraft operator when the conditions for operations approval are satisfied.

19.2.2 General aviation operators requesting approval for special procedures should contact the local Flight Standards District Office to obtain a letter of authorization. Air carrier operators requesting approval for use of special procedures should contact their Certificate Holding District Office for authorization through their Operations Specification.

19.3 Transponder Landing System (TLS)

19.3.1 The TLS is designed to provide approach guidance utilizing existing airborne ILS localizer, glide slope, and transponder equipment.

19.3.2 Ground equipment consists of a transponder interrogator, sensor arrays to detect lateral and vertical position, and ILS frequency transmitters. The TLS detects the aircraft's position by interrogating its transponder. It then broadcasts ILS frequency signals to guide the aircraft along the desired approach path.

19.3.3 TLS instrument approach procedures are designated Special Instrument Approach Procedures. Special aircrew training is required. TLS ground equipment provides approach guidance for only one aircraft at a time. Even though the TLS signal is received using the ILS receiver, no fixed course or glidepath is generated. The concept of operation is very similar to an air traffic controller providing radar vectors, and just as with radar vectors, the guidance is valid only for the intended aircraft. The TLS ground equipment tracks one aircraft, based on its transponder code, and provides correction signals to course and glidepath based on the position of the tracked aircraft. Flying the TLS corrections computed for another aircraft will not provide guidance relative to the approach; therefore, aircrews must not use the TLS signal for navigation unless they have received approach clearance and completed the required coordination with the TLS ground equipment operator. Navigation fixes based on conventional NAVAIDs or GPS are provided in the special instrument approach procedure to allow aircrews to verify the TLS guidance.

19.4 Special Category I Differential GPS (SCAT-IDGPS)

19.4.1 The SCAT-I DGPS is designed to provide approach guidance by broadcasting differential correction to GPS.

19.4.2 SCAT-I DGPS procedures require aircraft equipment and pilot training.

19.4.3 Ground equipment consists of GPS receivers and a VHF digital radio transmitter. The SCAT-I

DGPS detects the position of GPS satellites relative to GPS receiver equipment and broadcasts differential corrections over the VHF digital radio.

19.4.4 Category I Ground Based Augmentation System (GBAS) will displace SCAT-I DGPS as the public-use service.

20. Area Navigation

20.1 General

20.1.1 Area Navigation (RNAV) provides enhanced navigational capability to the pilot. RNAV equipment can compute the airplane position, actual track and ground speed and then provide meaningful information relative to a route of flight selected by the pilot. Typical equipment will provide the pilot with distance, time, bearing and crosstrack error relative to the selected “TO” or “active” waypoint and the selected route. Several navigational systems with different navigational performance characteristics are capable of providing area navigational functions. Present day RNAV includes INS, VOR/DME, and GPS systems. Modern multi-sensor systems can integrate one or more of the above systems to provide a more accurate and reliable navigational system. Due to the different levels of performance, area navigational capabilities can satisfy different levels of required navigation performance (RNP).

20.2 RNAV Operations Incorporating RNP

20.2.1 During the past four decades, domestic and international air navigation have been conducted using a system of airways and instrument procedures based upon ground-based navigational systems such as NDB, VOR, and ILS. Reliance on ground-based navigational systems has served the aviation community well, but often results in less than optimal routes or instrument procedures and an inefficient use of airspace. With the widespread deployment of RNAV systems and the advent of GPS-based navigation, greater flexibility in defining routes, procedures, and airspace design is now possible with an associated increase in flight safety. To capitalize on the potential of RNAV systems, both the FAA and International Civil Aviation Organization (ICAO) are affecting a shift toward a new standard of navigation and airspace management called RNP.

20.2.2 Navigational systems are typically described as being sensor specific, such as a VOR or ILS system. By specifying airspace requirements as RNP,

various navigation systems or combination of systems may be used as long as the aircraft can achieve the RNP. RNP is intended to provide a single performance standard that can be used and applied by aircraft and aircraft equipment manufacturers, airspace planners, aircraft certification and operations, pilots and controllers, and international aviation authorities. RNP can be applied to obstacle clearance or aircraft separation requirements to ensure a consistent application level.

20.2.3 ICAO has defined RNP values for the four typical navigation phases of flight: oceanic, en route, terminal, and approach. The RNP applicable to a selected airspace, route, or procedure is designated by its RNP Level or Type. As defined in the Pilot/Controller Glossary, the RNP Level or Type is a value typically expressed as a distance, in nautical miles, from the procedure, route or path within which an aircraft would typically operate. RNP applications also provide performance to protect against larger errors at some multiple of RNP level (e.g., twice the RNP level).

20.3 Standard RNP Levels

20.3.1 U.S. standard values supporting typical RNP airspace are as specified in TBL ENR 4.1–6 below. Other RNP levels as identified by ICAO, other states and the FAA may also be used.

TBL ENR 4.1–6
U.S. Standard RNP Levels

RNP Level	Typical Application
.3	Approach
1	Departure, Terminal
2	En Route

20.3.1.1 Application of Standard RNP Levels. U.S. standard levels of RNP typically used for various routes and procedures supporting RNAV operations may be based on use of a specific navigational system or sensor such as GPS, or on multi-sensor RNAV systems having suitable performance. New RNAV routes and procedures will be FAA’s first public use procedures to include a specified RNP level. These procedures are being developed based on earth referenced navigation and do not rely on conventional ground-based navigational aids. Unless otherwise noted on affected charts or procedures, depiction of a specified RNP level will not preclude the use of other airborne RNAV navigational systems.

20.3.1.2 Depiction of Standard RNP Levels. The applicable RNP level will be depicted on affected charts and procedures. For example, an RNAV departure procedure may contain a notation referring to eligible aircraft by equipment suffix and a phrase “or RNP-1.0.” A typical RNAV approach procedure may include a notation referring to eligible aircraft by specific navigation sensor(s), equipment suffix, and a phrase “or RNP-0.3.” Specific guidelines for the depiction of RNP levels will be provided through chart bulletins and accompany affected charting changes.

20.4 Aircraft and Airborne Equipment Eligibility for RNP Operations. Aircraft meeting RNP criteria will have an appropriate entry including special conditions and limitations, if any, in its Aircraft/Rotorcraft Flight Manual (AFM), or supplement. RNAV installations with AFM-RNP certification based on GPS or systems integrating GPS are considered to meet U.S. standard RNP levels for all phases of flight. Aircraft with AFM-RNP certification without GPS may be limited to certain RNP levels, or phases of flight. For example, RNP based on DME/DME without other augmentation may not be appropriate for phases of flight outside the certified DME service volume. Operators of aircraft not having specific AFM-RNP certification may be issued operational approval including special conditions and limitations, if any, for specific RNP levels. Aircraft navigation systems eligible for RNP airspace will be indicated on charts, or announced through other FAA media such as NOTAMs and chart bulletins.

20.5 Understanding RNP Operations. Pilots should have a clear understanding of the aircraft requirements for operation in a given RNP environment, and advise ATC if an equipment failure or other malfunction causes the aircraft to lose its ability to continue operating in the designated RNP airspace. When a pilot determines a specified RNP level cannot be achieved, he/she should be prepared to revise the route, or delay the operation until an appropriate RNP level can be ensured. Some airborne systems use terms other than RNP to indicate the current level of performance. Depending on the airborne system implementation, this may be displayed, and referred to, as actual navigation performance (ANP), estimate of position error (EPE), or other.

20.6 Other RNP Applications Outside the U.S. The FAA, in cooperation with ICAO member states has led initiatives in implementing the RNP concept to oceanic operations. For example, RNP-10 routes have been established in the northern Pacific (NOPAC) which has increased capacity and efficiency by reducing the distance between tracks to 50 NM. Additionally, the FAA has assisted those U.S. air carriers operating in Europe where the routes have been designated as RNP-5. TBL ENR 4.1–7 below, shows examples of current and future RNP levels of airspace.

TBL ENR 4.1–7

RNP Levels Supported for International Operations

RNP Level	Typical Application
4	Projected for oceanic/remote areas where 30 NM horizontal separation is applied
5	European Basic RNAV (B-RNAV)
10	Oceanic/remote areas where 50 NM horizontal separation is applied

20.7 RNAV and RNP Operations**20.7.1 Pilot**

20.7.1.1 If unable to comply with the requirements of an RNAV or RNP procedure, pilots must advise air traffic control as soon as possible. For example, “N1234, failure of GPS system, unable RNAV, request amended clearance.”

20.7.1.2 Pilots are not authorized to fly a published RNAV or RNP procedure (instrument approach, departure, or arrival procedure) unless it is retrievable by the procedure name from the current aircraft navigation database and conforms to the charted procedure. The system must be able to retrieve the procedure by name from the aircraft navigation database, not just as a manually entered series of waypoints.

20.7.1.3 Whenever possible, RNAV routes (Q- or T-route) should be extracted from the database in their entirety, rather than loading RNAV route waypoints from the database into the flight plan individually. However, selecting and inserting individual, named fixes from the database is permitted, provided all fixes along the published route to be flown are inserted.

20.7.1.4 Pilots must not change any database waypoint type from a fly-by to fly-over, or vice

versa. No other modification of database waypoints or the creation of user-defined waypoints on published RNAV or RNP procedures is permitted, except to:

a) Change altitude and/or airspeed waypoint constraints to comply with an ATC clearance/instruction.

b) Insert a waypoint along the published route to assist in complying with ATC instruction, example, “Descend via the WILMS arrival except cross 30 north of BRUCE at/or below FL 210.” This is limited only to systems that allow along-track waypoint construction.

20.7.1.5 Pilots of FMS-equipped aircraft, who are assigned an RNAV DP or STAR procedure and subsequently receive a change of runway, transition or procedure, must verify that the appropriate changes are loaded and available for navigation.

20.7.1.6 For RNAV 1 DPs and STARs, pilots must use a CDI, flight director and/or autopilot, in lateral navigation mode. Other methods providing an equivalent level of performance may also be acceptable.

20.7.1.7 For RNAV 1 DPs and STARs, pilots of aircraft without GPS, using DME/DME/IRU, must ensure the aircraft navigation system position is confirmed, within 1,000 feet, at the start point of take-off roll. The use of an automatic or manual runway update is an acceptable means of compliance with this requirement. Other methods providing an equivalent level of performance may also be acceptable.

20.7.1.8 For procedures or routes requiring the use of GPS, if the navigation system does not automatically alert the flight crew of a loss of GPS, the operator must develop procedures to verify correct GPS operation.

20.7.1.9 RNAV terminal procedures (DP and STAR) may be amended by ATC issuing radar vectors and/or clearances direct to a waypoint. Pilots should avoid premature manual deletion of waypoints from their active “legs” page to allow for rejoining procedures.

20.7.1.10 RAIM Prediction: If TSO-C129 equipment is used to solely satisfy the RNAV and RNP requirement, GPS RAIM availability must be confirmed for the intended route of flight (route and

time). If RAIM is not available, pilots need an approved alternate means of navigation.

REFERENCE—

AIP, RNAV and RNP Operations, ENR 1.10 para 11.3.

20.7.1.11 Definition of “established” for RNAV and RNP operations: An aircraft is considered to be established on-course during RNAV and RNP operations anytime it is within 1 times the required accuracy for the segment being flown. For example, while operating on a Q-Route (RNAV 2), the aircraft is considered to be established on-course when it is within 2 nm of the course centerline.

NOTE—

Pilots must be aware of how their navigation system operates, along with any AFM limitations, and confirm that the aircraft’s lateral deviation display (or map display if being used as an allowed alternate means) is suitable for the accuracy of the segment being flown. Automatic scaling and alerting changes are appropriate for some operations. For example, TSO-C129 systems change within 30 miles of destination and within 2 miles of FAF to support approach operations. For some navigation systems and operations, manual selection of scaling will be necessary.

(a) Pilots flying FMS equipped aircraft with barometric vertical navigation (Baro-VNAV) may descend when the aircraft is established on-course following FMS leg transition to the next segment. Leg transition normally occurs at the turn bisector for a fly-by waypoint (reference paragraph 1-2-1 for more on waypoints). When using full automation, pilots should monitor the aircraft to ensure the aircraft is turning at appropriate lead times and descending once established on-course.

(b) Pilots flying TSO-C129 navigation system equipped aircraft without full automation should use normal lead points to begin the turn. Pilots may descend when established on-course on the next segment of the approach.

21. NAVAID Identifier Removal During Maintenance

21.1 During periods of routine or emergency maintenance, coded identification (or code and voice, where applicable) is removed from certain FAA NAVAIDs. Removal of the identification serves as warning to pilots that the facility is officially off the air for tune-up or repair and may be unreliable even though intermittent or constant signals are received.

NOTE—

During periods of maintenance, VHF ranges may radiate a T-E-S-T code (— ● ●●●—).

NOTE—

DO NOT attempt to fly a procedure that is NOTAMed out

of service even if the identification is present. In certain cases, the identification may be transmitted for short periods as part of the testing.

22. User Reports Requested on NAVAID or Global Navigation Satellite System (GNSS) Performance or Interference

22.1 Users of the National Airspace System (NAS) can render valuable assistance in the early correction of NAVAID malfunctions or GNSS problems and are encouraged to report their observations of undesirable performance. Although NAVAIDs are monitored by electronic detectors, adverse effects of electronic interference, new obstructions or changes in terrain near the NAVAID can exist without detection by the ground monitors. Some of the characteristics of malfunction or deteriorating performance which should be reported are: erratic course or bearing indications; intermittent, or full, flag alarm; garbled, missing or obviously improper coded identification; poor quality communications reception; or, in the case of frequency interference, an audible hum or tone accompanying radio communications or NAVAID identification. GNSS problems are often characterized by navigation degradation or service loss indications.

22.2 Reporters should identify the NAVAID (for example, VOR) malfunction or GNSS problem, location of the aircraft (i.e., latitude, longitude or bearing/distance from a NAVAID), magnetic heading, altitude, date and time of the observation, type

of aircraft (make/model/call sign), and description of the condition observed, and the type of receivers in use (i.e., make/model/software revision). For GNSS problems, if possible, please note the number of satellites being tracked at the time of the anomaly. Reports can be made in any of the following ways:

22.2.1 Immediately, by radio communication to the controlling Air Route Traffic Control Center (ARTCC), Control Tower, or FSS.

22.2.2 By telephone to the nearest FAA facility.

22.2.3 For GNSS problems, by internet via the GPS Anomaly Reporting Form at http://www.faa.gov/air_traffic/nas/gps_reports/.

22.3 In aircraft that have more than one receiver, there are many combinations of possible interference between units. This can cause either erroneous navigation indications or, complete or partial blanking out of the communications. Pilots should be familiar enough with the radio installation of particular airplanes they fly to recognize this type of interference.

23. Radio Communications and Navigation Facilities

23.1 A complete listing of air traffic radio communications facilities and frequencies and radio navigation facilities and frequencies are contained in the Airport/Facility Directory. Similar information for the Pacific and Alaskan areas is contained in the Pacific and Alaskan Supplements.

PART 3 – AERODROMES (AD)

AD 0.

AD 0.1 Preface – Not applicable

AD 0.2 Record of AIP Amendments – See GEN 0.2-1

AD 0.3 Record of AIP Supplements – Not applicable

AD 0.4 Checklist of Pages

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AD 0.5 List of Hand Amendments to the AIP – Not applicable

8. Maintenance of Aerodrome Movement Areas

8.1 It is the responsibility of the relevant aerodrome authority to maintain the aerodrome in a satisfactory condition.

8.2 Clearance of snow and measurement of snow, ice, standing water, braking action, etc., and the reporting of such pavement conditions is within the responsibility of the aerodrome authority.

9. Dissemination of Information on the Condition of Paved Surface

9.1 Information on surface condition of runways, taxiways and aprons will be published, when available and when necessary.

9.2 At aerodromes where an ATS unit is established, if a runway is affected by standing water, snow, slush or ice during the approach of an aircraft for landing, and such conditions are notified by the aerodrome management to the ATS unit, such conditions will be made available to the aircraft.

10. Rescue and Fire Fighting Facilities

10.1 Adequate rescue and fire-fighting vehicles, equipment and personnel are provided at aerodromes available for international commercial air transport.

10.2 Temporary interruptions to rescue and fire-fighting service, or non-availability of such services, are made known by NOTAM.

10.3 Certificated Aerodromes (14 CFR Part 139)

Aerodromes serving certain air carriers under 14 CFR Part 139 are indicated by a CFR Index which relates to the availability of crash, fire, and rescue equipment. (See TBL AD 1.1-1.)

11. Bird Concentrations in the Vicinity of Aerodromes

11.1 Animal and bird notices are not normally published in aerodrome remarks. Pilots should be aware that animals and birds are frequently found in the vicinity of aerodromes and should exercise due caution. However, selected bird notices may be published, but only after approval by the appropriate Regional Bird Hazard Group.

TBL AD 1.1-1

14 CFR PART 139 CERTIFICATED AIRPORTS

Indexes and Fire Fighting and Rescue Equipment Requirements

Airport Index	Required Number of Vehicles	Aircraft Length	Agent & Water for Foam
A	1	< 90'	500# DC or 450# DC + 100 gal H ₂ O
B	1 or 2	≥ 90' & < 126'	Index A + 1500 gal H ₂ O
C	2 or 3	≥ 126' & < 159'	Index A + 3000 gal H ₂ O
D	3	≥ 159' & < 200'	Index A + 4000 gal H ₂ O
E	3	≥ 200'	Index A + 6000 gal H ₂ O
> Greater Than; < Less Than; ≥ Equal To or Greater Than; H ₂ O Water; DC Dry Chemical			
NOTE- Vehicle and capacity requirements for airports holding limited operating certificates are determined on a case-by-case basis.			

12. Airport Lighting Aids

12.1 Approach Light Systems (ALS)

12.1.1 Approach light systems provide the basic means for transition from instrument flight to visual flight for landing. Operational requirements dictate the sophistication and configuration of the approach light system for a particular runway.

12.1.2 Approach light systems are a configuration of signal lights starting at the landing threshold and extending into the approach area a distance of 2400–3000 feet for precision instrument runways and 1400–1500 feet for nonprecision instrument runways. Some systems include sequenced flashing lights which appear to the pilot as a ball of light traveling towards the runway at high speed (twice each second).

12.2 Visual Glideslope Indicators

12.2.1 Visual Approach Slope Indicator (VASI)

12.2.1.1 The VASI is a system of lights so arranged to provide visual descent guidance information during the approach to a runway. These lights are visible from 3–5 miles during the day and up to 20 miles or more at night. The visual glide path of the VASI provides safe obstruction clearance within plus or minus 10 degrees of the extended runway centerline and to 4 NM from the runway threshold. Descent, using the VASI, should not be initiated until the aircraft is visually aligned with the runway. Lateral course guidance is provided by the runway or runway lights. In certain circumstances, the safe obstruction clearance area may be reduced by narrowing the beam width or shortening the usable distance due to local limitations, or the VASI may be offset from the extended runway centerline. This will be noted in the Airport/ Facility Directory and/or applicable notices to airmen (NOTAM).

12.2.1.2 VASI installations may consist of either 2, 4, 6, 12, or 16 light units arranged in bars referred to as near, middle, and far bars. Most VASI installations consist of 2 bars, near and far, and may consist of 2, 4, or 12 light units. Some airports have VASIs consisting of three bars, near, middle, and far, which provide an additional visual glide path to accommodate high cockpit aircraft. This installation may consist of either 6 or 16 light units. VASI installations consisting of 2, 4, or 6 light units are located on one side of the runway, usually the left. Where the

installation consists of 12 or 16 light units, the light units are located on both sides of the runway.

12.2.1.3 Two-bar VASI installations provide one visual glide path which is normally set at 3 degrees. Three-bar VASI installations provide two visual glide paths. The lower glide path is provided by the near and middle bars and is normally set at 3 degrees while the upper glide path, provided by the middle and far bars, is normally $1\frac{1}{4}$ degree higher. This higher glide path is intended for use only by high cockpit aircraft to provide a sufficient threshold crossing height. Although normal glide path angles are three degrees, angles at some locations may be as high as 4.5 degrees to give proper obstacle clearance. Pilots of high performance aircraft are cautioned that use of VASI angles in excess of 3.5 degrees may cause an increase in runway length required for landing and rollout.

12.2.1.4 The basic principle of the VASI is that of color differentiation between red and white. Each light unit projects a beam of light having a white segment in the upper part of the beam and red segment in the lower part of the beam. The light units are arranged so that the pilot using the VASIs during an approach will see the combination of lights shown below.

12.2.1.5 For 2-BAR VASI (4 light units), see FIG AD 1.1-2.

12.2.1.6 For 3-BAR VASI (6 light units), see FIG AD 1.1-3.

12.2.1.7 For other VASI configurations, see FIG AD 1.1-4.

12.2.2 Precision Approach Path Indicator (PAPI). The precision approach path indicator (PAPI) uses light units similar to the VASI but are installed in a single row of either two or four light units. These lights are visible from about 5 miles during the day and up to 20 miles at night. The visual glide path of the PAPI typically provides safe obstruction clearance within plus or minus 10 degrees of the extended runway centerline and to 4 SM from the runway threshold. Descent, using the PAPI, should not be initiated until the aircraft is visually aligned with the runway. The row of light units is normally installed on the left side of the runway and the glide path indications are as depicted. Lateral course guidance is provided by the runway or runway lights. In certain circumstances, the safe obstruction clearance area may be reduced by narrowing the

beam width or shortening the usable distance due to local limitations, or the PAPI may be offset from the extended runway centerline. This will be noted in the Airport/Facility Directory and/or applicable NOTAMs. (See FIG AD 1.1-5.)

12.2.3 Tri-color Systems. Tri-color visual approach slope indicators normally consist of a single light unit, projecting a three-color visual approach path into the final approach area of the runway upon which the indicator is installed. The below glide path indication is red, the above glide path indication is amber, and the on glide path indication is green. These types of indicators have a useful range of approximately $\frac{1}{2}$ to 1 mile during the day and up to 5 miles at night depending upon the visibility conditions. (See FIG AD 1.1-6.)

12.2.4 Pulsating Systems. Pulsating visual approach slope indicators normally consist of a single light unit projecting a two-color visual approach path into the final approach area of the runway upon which the indicator is installed. The on glide path indication is a steady white light. The slightly below glide path indication is a steady red light. If the aircraft descends further below the glide path, the red light starts to pulsate. The above glide path indication is a pulsating white light. The pulsating rate increases as the aircraft gets further above or below the desired glide slope. The useful range of the system is about four miles during the day and up to ten miles at night. (See FIG AD 1.1-7.)

12.2.5 Alignment of Elements Systems. Alignment of elements systems are installed on some small general aviation airports and are a low cost system consisting of painted plywood panels, normally black and white or fluorescent orange. Some of these systems are lighted for night use. The useful range of these systems is approximately $\frac{3}{4}$ mile. To use the system the pilot positions the aircraft so the elements are in alignment. The glide path indications are shown in FIG AD 1.1-8.

12.3 Runway End Identifier Lights (REIL)

12.3.1 REILs are installed at many airfields to provide rapid and positive identification of the approach end of a particular runway. The system consists of a pair of synchronized flashing lights, one of which is located laterally on each side of the runway threshold facing the approach area. They are effective for:

12.3.1.1 Identification of a runway surrounded by a preponderance of other lighting.

12.3.1.2 Identification of a runway which lacks contrast with surrounding terrain.

12.3.1.3 Identification of a runway during reduced visibility.

12.4 Runway Edge Light Systems

12.4.1 Runway edge lights are used to outline the edges of runways during periods of darkness or restricted visibility conditions. These light systems are classified according to the intensity or brightness they are capable of producing; they are the High Intensity Runway Lights (HIRL), Medium Intensity Runway Lights (MIRL), and the Low Intensity Runway Lights (LIRL). The HIRL and MIRL systems have variable intensity controls; whereas, the LIRLs normally have one intensity setting.

12.4.2 The runway edge lights are white; except on instrument runways, yellow replaces white on the last 2,000 feet or half the runway length, whichever is less, to form a caution zone for landings.

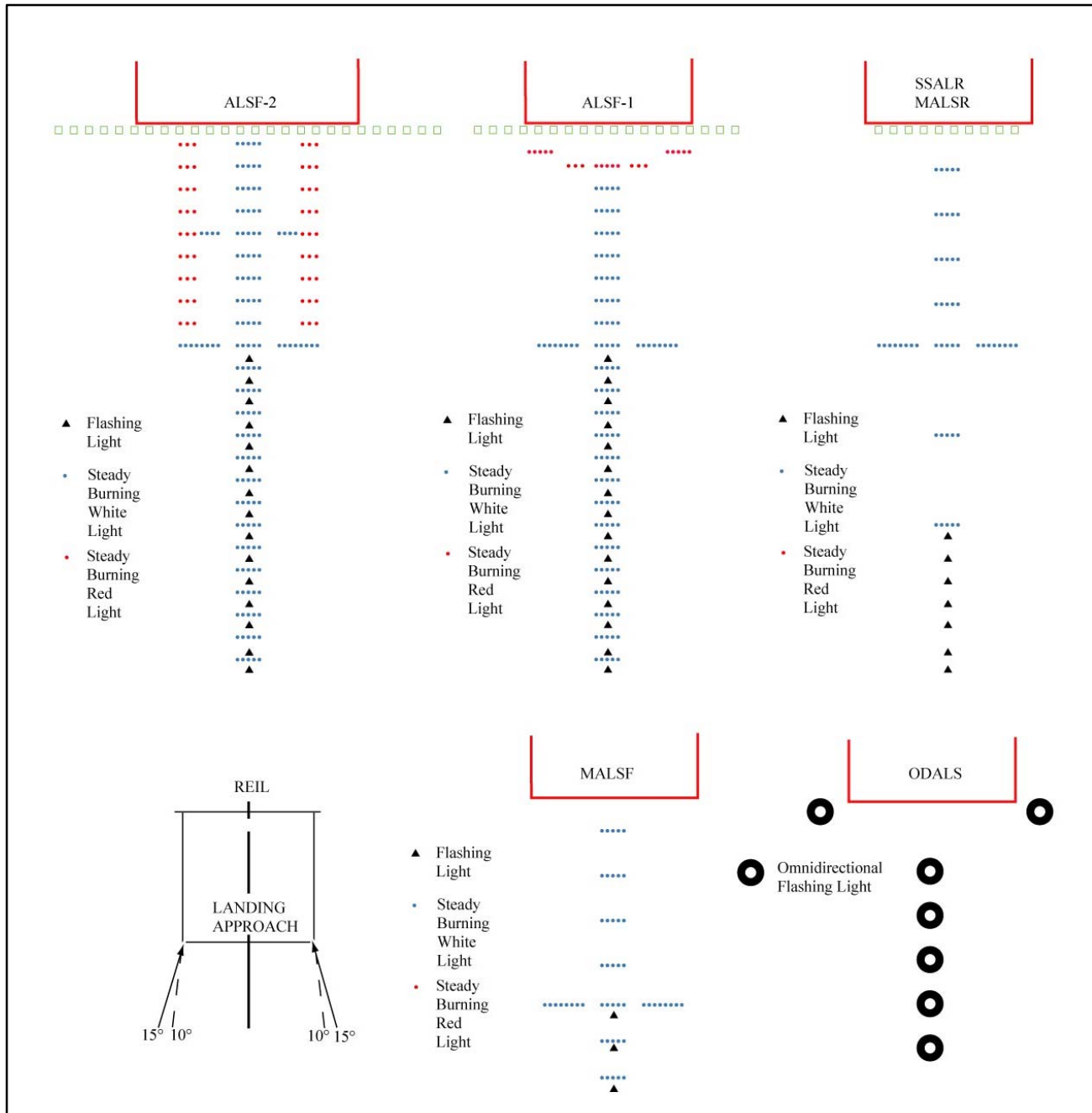
12.4.3 The lights marking the ends of the runway emit red light toward the runway to indicate the end of the runway to a departing aircraft and emit green outward from the runway end to indicate the threshold to landing aircraft.

12.5 In-Runway Lighting

12.5.1 Runway Centerline Lighting System (RCLS). Runway centerline lights are installed on some precision approach runways to facilitate landing under adverse visibility conditions. They are located along the runway centerline and are spaced at 50-foot intervals. When viewed from the landing threshold, the runway centerline lights are white until the last 3,000 feet of the runway. The white lights begin to alternate with red for the next 2,000 feet, and for the last 1,000 feet of the runway, all centerline lights are red.

12.5.2 Touchdown Zone Lights (TDZL). Touchdown zone lights are installed on some precision approach runways to indicate the touchdown zone when landing under adverse visibility conditions. They consist of two rows of transverse light bars disposed symmetrically about the runway centerline. The system consists of steady-burning white lights which start 100 feet beyond the landing threshold and extend to 3,000 feet beyond the landing threshold or to the midpoint of the runway, whichever is less.

FIG AD 1.1-1
Precision & Nonprecision Configurations



NOTE-
Civil ALSF-2 may be operated as SSALR during favorable weather conditions.

AD 2. AERODROMES

1. The following is a partial list of U.S. airports designated to serve international operations. This list contains U.S. airports with scheduled passenger service in large aircraft and certain airports designated as alternate service airports. Omitted from this list are designated general aviation airports, airports with scheduled cargo but no scheduled passenger service, and certain airports having international service in commuter-type aircraft.

ICAO ID	Location	Airport Name	Designation
Alaska			
PANC	Anchorage	Ted Stevens Anchorage International	Regular
PAED	Anchorage	Elmendorf AFB	Alternate
PACD	Cold Bay	Cold Bay	Alternate
PAEI	Fairbanks	Eielson AFB	Alternate
PAFA	Fairbanks	Fairbanks International	Regular
PAJN	Juneau	Juneau International	Regular
PAKN	King Salmon	King Salmon	Alternate
American Samoa			
NSTU	Pago Pago	Pago Pago International	Regular
Arizona			
KPHX	Phoenix	Phoenix Sky Harbor International	Regular
KTUS	Tucson	Tucson International	Regular
California			
KFAT	Fresno	Fresno Yosemite International	Alternate
KLAX	Los Angeles	Los Angeles International	Regular
KOAK	Oakland	Metropolitan Oakland International	Regular
KONT	Ontario	Ontario International	Alternate
KPMD	Palmdale	Palmdale Regional/USAF Plant 42	Alternate
KSMF	Sacramento	Sacramento International	Alternate

ICAO ID	Location	Airport Name	Designation
KSAN	San Diego	San Diego International	Regular
KSFO	San Francisco	San Francisco International	Regular
KSJC	San Jose	San Jose Norman Y. Mineta International	Regular
KSCK	Stockton	Stockton Metropolitan	Alternate
Colorado			
KDEN	Denver	Denver International	Regular
KPUB	Pueblo	Pueblo Memorial	Alternate
Connecticut			
KBDL	Windsor Locks	Bradley International	Regular
District of Columbia			
KIAD	Washington	Washington Dulles International	Regular
Florida			
KFLL	Fort Lauderdale	Fort Lauderdale-Hollywood International	Regular
KRSW	Fort Myers	Southwest Florida International	Regular
KMIA	Miami	Miami International	Regular
KMCO	Orlando	Orlando International	Regular
KTPA	Tampa	Tampa International	Regular
KPBI	West Palm Beach	Palm Beach International	Regular
Georgia			
KATL	Atlanta	Hartsfield - Jackson Atlanta International	Regular
Guam			
PGUM	Agana	Guam International	Regular
PGUA	Guam Island	Andersen AFB	Alternate
Hawaii			
PHTO	Hilo	Hilo International	Alternate
PHNL	Honolulu	Honolulu International	Regular
PHOG	Kahului	Kahului	Regular

ICAO ID	Location	Airport Name	Designation
Illinois			
KORD	Chicago	Chicago–O’Hare International	Regular
Indiana			
KIND	Indianapolis	Indianapolis International	Regular
Kansas			
KICT	Wichita	Wichita Mid–Continent	Alternate
Kentucky			
KCVG	Covington	Cincinnati/ Northern Kentucky International	Regular
Louisiana			
KMSY	New Orleans	Louis Armstrong New Orleans International	Regular
Maine			
KBGR	Bangor	Bangor International	Alternate
Maryland			
KBWI	Baltimore	Baltimore–Washington International Thurgood Marshall	Regular
Massachusetts			
KBOS	Boston	General Edward Lawrence Logan International	Regular
Michigan			
KDTW	Detroit	Detroit Metropolitan Wayne County	Regular
Minnesota			
KMSP	Minneapolis	Minneapolis–St. Paul International (Wold–Chamberlain)	Regular
Missouri			
KMCI	Kansas City	Kansas City International	Regular
KSTL	St. Louis	Lambert–St. Louis International	Regular
Nevada			
KLAS	Las Vegas	McCarran International	Regular
KRNO	Reno	Reno/Tahoe International	Regular

ICAO ID	Location	Airport Name	Designation
New Jersey			
KEWR	Newark	Newark Liberty International	Regular
New York			
KJFK	New York	John F. Kennedy International	Regular
KIAG	Niagara Falls	Niagara Falls International	Alternate
KSYR	Syracuse	Syracuse Hancock International	Regular
North Carolina			
KCLT	Charlotte	Charlotte/ Douglas International	Regular
KRDU	Raleigh–Durham	Raleigh–Durham International	Regular
Northern Mariana Islands			
PGSN	Saipan Island	Francisco C. Ada/Saipan International	Regular
Ohio			
KCLE	Cleveland	Cleveland–Hopkins International	Regular
KCMH	Columbus	Port Columbus International	Regular
Oregon			
KPDY	Portland	Portland International	Regular
Palau Island			
PTRO	Babelthup Island	Babelthup/ Koror	Regular
Pennsylvania			
KPHL	Philadelphia	Philadelphia International	Regular
KPIT	Pittsburgh	Pittsburgh International	Regular
Puerto Rico			
TJMZ	Mayaguez	Eugenio Maria De Hostos	Regular
TJSJ	San Juan	Luis Munoz Marin International	Regular
Tennessee			
KMEM	Memphis	Memphis International	Regular
KBNA	Nashville	Nashville International	Regular

ICAO ID	Location	Airport Name	Designation
Texas			
KDFW	Dallas	Dallas–Fort Worth International	Regular
KELP	El Paso	El Paso International	Regular
KIAH	Houston	George Bush Intercontinental/ Houston	Regular
KLRD	Laredo	Laredo International	Regular
KSAT	San Antonio	San Antonio International	Regular
Utah			
KSLC	Salt Lake City	Salt Lake City International	Regular
Virgin Islands			
TIST	Charlotte Amalie St. Thomas	Cyril E King	Regular
TISX	Christiansted St. Croix	Henry E Rohlsen	Regular
Washington			
KPAE	Everett	Snohomish County (Paine Field)	Alternate
KSEA	Seattle	Seattle–Tacoma International	Regular
KGEG	Spokane	Spokane International	Alternate

ICAO ID	Location	Airport Name	Designation
Wisconsin			
KMKE	Milwaukee	General Mitchell International	Regular

1.1 Diagrams of these airports, arranged alphabetically by state and in the order listed above, are on the pages following. The most up-to-date diagrams of these and other U.S. airports are in the Terminal Procedures Publication (TPP). For additional information on these airports, see the U.S. Airport/ Facility Directory (A/FD).

1.2 Public sales of A/FD and TPP are available through a network of FAA chart agents primarily located at or near major civil airports. A listing of products, dates of latest editions, and agents is available on the AeroNav website at: http://www.faa.gov/air_traffic/flight_info/aeronav.

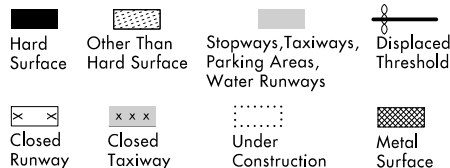
Instrument Approach Procedures (Charts) Airport Diagram/Airport Sketch

12096
LEGEND

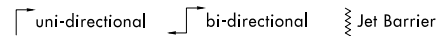
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

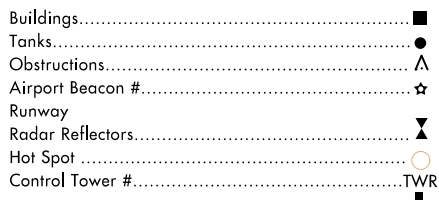


ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



ARRESTING SYSTEM

REFERENCE FEATURES



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.

Runway Weight Bearing Capacity/PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325

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
(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.

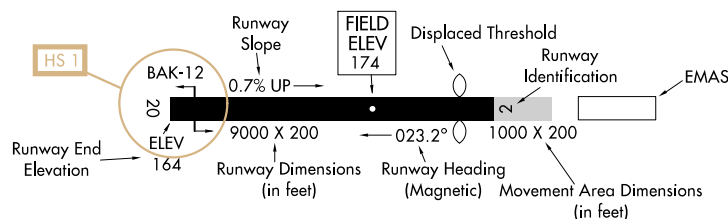
Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

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)



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

LEGEND

31 MAY 2012 to 28 JUN 2012

31 MAY 2012 to 28 JUN 2012

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AIRPORT DIAGRAM

TED STEVENS ANCHORAGE INTL (ANC) (P.A.NC)
 AL-1500 (FAA) ANCHORAGE, ALASKA

ANCHORAGE, ALASKA

ATIS
 135.5
ANCHORAGE TOWER
 118.3 257.8
GND CON
 121.9 338.25
CLNC DEL
 119.4 323.1
D

RWY 07L-25R
 PCN 81 F/A/W/T
 S-75, D-175, 2D-400, 2D/2D2-900
RWY 07R-25L
 PCN 81 F/A/W/T
 S-75, D-175, 2D-400, 2D/2D2-1300
RWY 15-33
 PCN 81 F/A/W/T
 S-75, D-175, 2D-400, 2D/2D2-900

61°12'N
 61°11'N
 61°10'N
 61°09'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

150°02'W 150°01'W 150°00'W 149°59'W 149°58'W 149°57'W

15120

AIRPORT DIAGRAM

TED STEVENS ANCHORAGE INTL (ANC) (P.A.NC)

ANCHORAGE, ALASKA

Anchorage, AK
Ted Stevens Anchorage Intl
ICAO Identifier PANC

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 61-10-26.96N / 149-59-53.48W
2.2.2 From City: 4 Miles SW Of Anchorage, AK
2.2.3 Elevation: 151.4 ft
2.2.5 Magnetic variation: 19E (2010)
2.2.6 Airport Contact: John Parrott
BOX 196960
Anchorage, AK 99519
(907-266-2525)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100,100LL,A,A1
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I E
certified on 4/1/2005

AD 2.12 Runway physical characteristics

2.12.1 Designation: 07L
2.12.2 True Bearing: 90
2.12.3 Dimensions: 10600 ft x 150 ft
2.12.4 PCN: 81 F/A/W/T
2.12.5 Coordinates: 61-10-11.15N / 150-00-30.00W
2.12.6 Threshold elevation: 128 ft
2.12.6 Touchdown zone elevation: 128 ft
2.12.7 Slope: 0.5DOWN

2.12.1 Designation: 25R
2.12.2 True Bearing: 270
2.12.3 Dimensions: 10600 ft x 150 ft
2.12.4 PCN: 81 F/A/W/T
2.12.5 Coordinates: 61-10-11.32N / 149-56-53.88W

2.12.6 Threshold elevation: 92 ft
2.12.6 Touchdown zone elevation: 92 ft

2.12.1 Designation: 07R
2.12.2 True Bearing: 90
2.12.3 Dimensions: 12400 ft x 200 ft
2.12.4 PCN: 81 F/A/W/T
2.12.5 Coordinates: 61-10-00.00N / 150-02-34.34W
2.12.6 Threshold elevation: 132 ft
2.12.6 Touchdown zone elevation: 132 ft

2.12.1 Designation: 25L
2.12.2 True Bearing: 270
2.12.3 Dimensions: 12400 ft x 200 ft
2.12.4 PCN: 81 F/A/W/T
2.12.5 Coordinates: 61-10-00.00N / 149-58-21.54W
2.12.6 Threshold elevation: 100 ft
2.12.6 Touchdown zone elevation: 115 ft
2.12.7 Slope: 0.4UP

2.12.1 Designation: 15
2.12.2 True Bearing: 165
2.12.3 Dimensions: 10960 ft x 150 ft
2.12.4 PCN: 81 F/A/W/T
2.12.5 Coordinates: 61-11-59.97N / 150-00-52.84W
2.12.6 Threshold elevation: 151 ft
2.12.6 Touchdown zone elevation: 151 ft
2.12.7 Slope: 0.5DOWN

2.12.1 Designation: 33
2.12.2 True Bearing: 345
2.12.3 Dimensions: 10960 ft x 150 ft
2.12.4 PCN: 81 F/A/W/T
2.12.5 Coordinates: 61-10-15.78N / 149-59-54.53W
2.12.6 Threshold elevation: 121 ft
2.12.6 Touchdown zone elevation: 121 ft

AD 2.13 Declared distances

2.13.1 Designation: 07L
2.13.2 Takeoff run available: 10600
2.13.3 Takeoff distance available: 10600
2.13.4 Accelerate-stop distance available: 10600
2.13.5 Landing distance available: 10600

2.13.1 Designation: 25R
2.13.2 Takeoff run available: 10600
2.13.3 Takeoff distance available: 10600
2.13.4 Accelerate-stop distance available: 10600
2.13.5 Landing distance available: 10600

2.13.1 Designation: 07R
2.13.2 Takeoff run available: 10900
2.13.3 Takeoff distance available: 10900
2.13.4 Accelerate-stop distance available: 10900
2.13.5 Landing distance available: 12400

2.13.1 Designation: 25L
2.13.2 Takeoff run available: 12400
2.13.3 Takeoff distance available: 12400
2.13.4 Accelerate-stop distance available: 12000
2.13.5 Landing distance available: 12000

2.13.1 Designation: 15
2.13.2 Takeoff run available: 10760
2.13.3 Takeoff distance available: 10760
2.13.4 Accelerate-stop distance available: 10094
2.13.5 Landing distance available: 10094

2.13.1 Designation: 33
2.13.2 Takeoff run available: 10960
2.13.3 Takeoff distance available: 11960
2.13.4 Accelerate-stop distance available: 10960
2.13.5 Landing distance available: 10694

AD 2.14 Approach and runway lighting

2.14.1 Designation: 07L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 25R
2.14.4 Visual approach slope indicator system: 6-box VASI on left
2.14.10 Remarks: Upwind Threshold Crossing Height 64.19' GA 3.25 Deg; Dwnwnd Threshold Crossing Height 39.31' GA 3.00 Deg.

2.14.1 Designation: 07R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 25L
2.14.4 Visual approach slope indicator system: 4-light PAPI on left
2.14.10 Remarks: PAPI, Runway 25L, Upwind Threshold Crossing Height 101 Ft Glide Angle 3.25 Deg; Dwnwnd Threshold Crossing Height 75 Ft Glide Angle 3.00 Deg.

2.14.1 Designation: 15
2.14.2 Approach lighting system: Omnidirectional approach lighting system
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 33
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.3 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
2.18.3 Service designation: 118.6 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C IC
2.18.3 Service designation: 118.6 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
2.18.3 Service designation: 119.1 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
2.18.3 Service designation: 119.1 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 119.4 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C

2.18.3 Service designation: 123.8 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C

2.18.3 Service designation: 126.4 MHz

2.18.1 Service designation: CD/S

2.18.3 Service designation: 128.65 MHz

2.18.1 Service designation: APCH/S

2.18.3 Service designation: 134.1 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 257.8 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C

2.18.3 Service designation: 257.9 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C

2.18.3 Service designation: 257.9 MHz

2.18.1 Service designation: RDR

2.18.3 Service designation: 259.1 MHz

2.18.1 Service designation: RDR

2.18.3 Service designation: 271.3 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C IC

2.18.3 Service designation: 290.5 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C

2.18.3 Service designation: 290.5 MHz

2.18.1 Service designation: RDR

2.18.3 Service designation: 320.1 MHz

2.18.1 Service designation: CD/P

2.18.3 Service designation: 323.1 MHz

2.18.1 Service designation: RDR

2.18.3 Service designation: 324.3 MHz

2.18.1 Service designation: RDR

2.18.3 Service designation: 327.1 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C

2.18.3 Service designation: 363.2 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C

2.18.3 Service designation: 363.2 MHz

2.18.1 Service designation: USB ANG OPS

2.18.3 Service designation: 4897.5 MHz

2.18.1 Service designation: ANG OPS

2.18.3 Service designation: 311 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 338.25 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 135.5 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: ANG OPNS

2.18.3 Service designation: 140.15 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 07L. Magnetic variation: 19E

2.19.2 ILS identification: TGN

2.19.5 Coordinates: 61-10-11.33N / 149-56-32.65W

2.19.6 Site elevation: 84.7 ft

2.19.1 ILS type: Outer Marker for runway 07L. Magnetic variation: 19E

2.19.2 ILS identification: TGN

2.19.5 Coordinates: 61-10-00.00N / 150-10-37.20W

2.19.6 Site elevation:

2.19.1 ILS type: Glide Slope for runway 07L. Magnetic variation: 19E

2.19.2 ILS identification: TGN

2.19.5 Coordinates: 61-10-13.64N / 150-00-10.18W

2.19.6 Site elevation: 123.3 ft

2.19.1 ILS type: DME for runway 07L. Magnetic variation: 19E

2.19.2 ILS identification: TGN

2.19.5 Coordinates: 61-10-14.06N / 149-56-33.03W

2.19.6 Site elevation: 105.5 ft

2.19.1 ILS type: Localizer for runway 07R. Magnetic variation: 19E

2.19.2 ILS identification: ANC

2.19.5 Coordinates: 61-10-00.00N / 149-57-55.50W

2.19.6 Site elevation: 97.7 ft

2.19.1 ILS type: Outer Marker for runway 07R. Magnetic variation: 19E

2.19.2 ILS identification: ANC

2.19.5 Coordinates: 61-10-00.00N / 150-10-37.20W

2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 07R. Magnetic variation: 19E

2.19.2 ILS identification: ANC

2.19.5 Coordinates: 61-10-00.00N / 150-02-56.82W

2.19.6 Site elevation:

2.19.1 ILS type: Glide Slope for runway 07R. Magnetic variation: 19E

2.19.2 ILS identification: ANC

2.19.5 Coordinates: 61-10-00.00N / 150-02-12.46W

2.19.6 Site elevation: 124.9 ft

2.19.1 ILS type: Inner Marker for runway 07R. Magnetic variation: 19E

2.19.2 ILS identification: ANC

2.19.5 Coordinates: 61-10-00.00N / 150-02-51.67W

2.19.6 Site elevation: 127 ft

2.19.1 ILS type: DME for runway 07R. Magnetic variation: 19E

2.19.2 ILS identification: ANC

2.19.5 Coordinates: 61-10-00.00N / 149-57-58.40W

2.19.6 Site elevation: 112 ft

2.19.1 ILS type: DME for runway 15. Magnetic variation: 19E

2.19.2 ILS identification: BSC

2.19.5 Coordinates: 61-10-00.00N / 149-59-40.34W

2.19.6 Site elevation: 134.7 ft

2.19.1 ILS type: Localizer for runway 15. Magnetic variation: 19E

2.19.2 ILS identification: BSC

2.19.5 Coordinates: 61-09-59.92N / 149-59-45.64W

2.19.6 Site elevation: 120.9 ft

2.19.1 ILS type: Glide Slope for runway 15. Magnetic variation: 19E

2.19.2 ILS identification: BSC

2.19.5 Coordinates: 61-11-45.22N / 150-00-52.61W

2.19.6 Site elevation: 141.9 ft

General Remarks:

MIGRATORY BIRDS IN THE VICINITY OF AIRPORT SPRING THROUGH FALL.

ONE HR PRIOR PERMISSION REQUIRED FOR NON-TRANSPONDER AIRCRAFT OPERATIONS. PRIOR PERMISSION REQUIRED FOR NON-RADIO AIRCRAFT OPERATIONS. NO NIGHTTIME NON-RADIO AIRCRAFT OPERATIONS PERMITTED. PILOTS MUST PROVIDE AN ESTIMATED TIME OF ARRIVAL & REMAIN WITHIN PLUS OR MINUS 15 MINUTES OF ESTIMATED TIME OF ARRIVAL.

FOR WEATHER SERVICE OFFICE PHONE 907-266-5105.

NOISE SENSITIVE AREA IN EFFECT; CONTACT AIRPORT MANAGER AT 907-266-2525 OR AIRPORT OPERATIONS 907-266-2600 FOR FURTHER INFORMATION.

TO COORDINATE NON-TRANSPONDER OR NON-RADIO OPERATIONS CONTACT AERONAUTICAL CHART ATCT AT 907-271-2700 DURING ADMIN HRS (0730-1600 WKDAYS). DURING NON-ADMIN HRS & HOLIDAYS CONTACT FAA AT 907-271-5936.

UNLIGHTED 489 FT TOWER 2 1/2 MILES NORTHEAST.

PORTIONS OF TAXIWAY K BETWEEN TAXIWAY H & TAXIWAY J NOT VISIBILITY FROM ATCT.

NO COMPASS CALIBRATION PAD.

RIGHT TURN OUT OF RAMP PARKING AREA R-2 THROUGH R-4 PROHIBITED.

USE FREQ 122.55 (RCO) FOR FILING, ACTIVATING & CANCELING FLIGHT PLANS IN THE ANCHORAGE BOWL AREA.

FAA RAMP PRIOR PERMISSION REQUIRED - CONTACT AERONAUTICAL CHART FLIGHT INSPECTION FIELD OFFICE FREQ 135.85, 907-271-2414 OR AVIATION 405-954-9780 MON-FRI 0600-1430L.

ANCHORAGE WX CAMERA AVAILABLE ON INTERNET AT [HTTP://AVCAMS.FAA.GOV](http://AVCAMS.FAA.GOV)

TAXIWAY V SECURITY GATE EAST OF TAXIWAY E; KEY 121.75 5 TIMES TO ACTIVATE. TWY V RESTRICTED TO AIRCRAFT WEIGHING 12500 LBS OR LESS. SUBJECT TO JET BLAST WEST OF TAXIWAY E.

TRANSIENT MILITARY AIRCRAFT PRIOR PERMISSION REQUIRED.

RUNWAY 07R: BACK TAXIING FROM TAXIWAY J FOR DEP PROHIBITED.

REMOTE PARKING SPOTS R12-14 LEAD-IN LIGHTS OUT OF SERVICE INDEFINITELY.

13234

AIRPORT DIAGRAM

ELMENDORF AFB (PAED)
ANCHORAGE, ALASKA

ATIS ★ 124.3 273.5
ELMENDORF TOWER
127.2 352.05
GND CON
121.8 275.8
CLNC DEL
128.8 306.925

AUGUST 2013
ANNUAL RATE OF CHANGE
0.3°W

WEST RAMP
HANGAR
OPS RAMP
PASSENGER TERMINAL
BASE OPS/TA
FIRE STATION
RED FLAG WEST
HANGAR
CONTROL TOWER 335
HANGAR
RED FLAG SOUTH
BLUE RAMP
GOLD RAMP
HANGAR 22
BULL DOG RAMP
HANGAR 26 ELBOW
HANGAR -15
CHARLIE LOOP
SECONDARY HOT CARGO
NORTH RAMP
AERIAL PORT
HANGAR
HELO PAD
HANGAR
C130 RAMP
JMC RAMP
C17 RAMP
PRIMARY HOT CARGO
EAST RAMP
HANGAR 23
FIELD ELEV 213

VAR 18.0°E

ELEV 174
ELEV 219
ELEV 185
ELEV 201
ELEV 213

BAK-12
BAK-12
BAK-12

N1
N2
N3
N4

U
Z

1000 x 200
10,000 x 200
700 x 150
7493 x 150
1000 x 150

342.0°
162.0°
242.0°

0.3% UP
0.4% UP

149°51'W
149°50'W
149°49'W
149°48'W
149°47'W

61°15'N
61°16'N

Rwy 6-24
PCN 60 R/B/W/T

Rwy 16-34
PCN 60 R/B/W/T

ANCHORAGE, ALASKA
ELMENDORF AFB (PAED)

Anchorage, AK
Elmendorf AFB
ICAO Identifier PAED

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 61-15-00.00N / 149-48-23.45W
2.2.2 From City: 3 Miles NE Of Anchorage, AK
2.2.3 Elevation: 213 ft
2.2.5 Magnetic variation: 18E (2015)
2.2.6 Airport Contact: Airfield Mgr
300SS/DOFJ
Elmendorf AFB, AK 99506
(907-552-2444)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: None
2.4.4 De-icing facilities: Fluid: Presair, De-Ice, Nitrogen-Lhnt.
2.4.5 Hangar space: No
2.4.6 Repair facilities: None

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: None
2.6.4 Remarks: ARFF FAA Index D/ Cat 8/10.

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 24
2.10.1.b Type of obstacle: Pline Pole. Not Lighted or Marked

2.10.1.a. Runway designation: 16
2.10.1.b Type of obstacle: Trees Hill. Not Lighted or Marked

2.10.1.a. Runway designation: 34
2.10.1.b Type of obstacle: Pline Tree. Not Lighted or Marked

AD 2.12 Runway physical characteristics

2.12.1 Designation: 06
2.12.2 True Bearing: 80
2.12.3 Dimensions: 10000 ft x 200 ft
2.12.4 PCN: 60 R/B/W/T
2.12.5 Coordinates: 61-14-55.08N / 149-50-39.33W
2.12.6 Threshold elevation: 174 ft
2.12.6 Touchdown zone elevation: 174 ft

2.12.1 Designation: 24
2.12.2 True Bearing: 260
2.12.3 Dimensions: 10000 ft x 200 ft
2.12.4 PCN: 60 R/B/W/T
2.12.5 Coordinates: 61-15-12.17N / 149-47-18.01W
2.12.6 Threshold elevation: 201 ft
2.12.6 Touchdown zone elevation: 201 ft

2.12.1 Designation: 16
2.12.2 True Bearing: 180
2.12.3 Dimensions: 7493 ft x 150 ft
2.12.4 PCN: 60 R/B/W/T
2.12.5 Coordinates: 61-15-43.43N / 149-47-36.52W
2.12.6 Threshold elevation: 213 ft
2.12.6 Touchdown zone elevation: 212 ft

2.12.1 Designation: 34
2.12.2 True Bearing: 360
2.12.3 Dimensions: 7493 ft x 150 ft
2.12.4 PCN: 60 R/B/W/T
2.12.5 Coordinates: 61-14-29.64N / 149-47-36.57W
2.12.6 Threshold elevation: 185 ft
2.12.6 Touchdown zone elevation: 194 ft
2.12.7 Slope: 0.4UP

AD 2.14 Approach and runway lighting

2.14.1 Designation: 06
2.14.2 Approach lighting system: ALSAF: 3000 feet high intensity approach lighting system with centerline sequence flashers
2.14.4 Visual approach slope indicator system: 4-light PAPI on left
2.14.10 Remarks: Approach Lights Extended 15" Above Surface Up To 100' Prior To Threshold Runway 06 PAPI Unusable Beyond 8 Degs Either Side Of Course Path.

2.14.1 Designation: 24
2.14.4 Visual approach slope indicator system: 4-light PAPI on left
2.14.10 Remarks: PAPI Runway 24 Unusable Beyond 7 Degrees Right Of Course.

2.14.1 Designation: 16
2.14.4 Visual approach slope indicator system: 4-light PAPI on left
2.14.10 Remarks: Non-Standard PAPI Glide Angle 4.2 Degs On Runway 16 Due To High Terrain.

2.14.1 Designation: 34
2.14.2 Approach lighting system: ALSAF: 3000 feet high intensity approach lighting system with centerline

sequence flashers
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: 11AF RESCUE COORD
CNTR
2.18.3 Service designation: 123.1 MHz

2.18.1 Service designation: ATIS
2.18.3 Service designation: 124.3 MHz
2.18.4 Hours of operation: 0700-2300

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 127.2 MHz

2.18.1 Service designation: PTD
2.18.3 Service designation: 134.8 MHz

2.18.1 Service designation: ATIS
2.18.3 Service designation: 273.5 MHz
2.18.4 Hours of operation: 0700-2300

2.18.1 Service designation: 11AF RESCUE COORD
CNTR
2.18.3 Service designation: 282.8 MHz

2.18.1 Service designation: PMSV
2.18.3 Service designation: 346.6 MHz

2.18.1 Service designation: PTD
2.18.3 Service designation: 372.2 MHz

2.18.1 Service designation: 11AF COMD CEN
2.18.3 Service designation: 381 MHz

2.18.1 Service designation: AIR MOBILITY CTRL
CNTR (CALL "DENALI")
2.18.3 Service designation: 381 MHz

2.18.1 Service designation: AIR MOBILITY CTRL
CNTR (CALL "DENALI")

General Remarks:

LANDING RUNWAY 16 NOT RECOMMENDED FOR JET AIRCRAFT EXCEPT DURING DAY VFR DUE
OBSTRUCTION 337' MSL LOCATED 1950' FROM THR & 574' W OF CENTERLINE.

HANGAR SPACE & WARM STORAGE EXTREMELY LIMITED OCT-MAY.

PREVENTIVE MAINT: TACAN WED AND FRI 1600-1700Z; ILS TUE AND THR 1500-1700Z; PRECISION
APPROACH RADAR SAT-SUN 1800-2000Z; AIRPORT SURVEILLANCE RADAR SAT-SUN 2000-2200.

2.18.3 Service designation: 134.1 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 352.05 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 275.8 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 128.8 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 306.925 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.8 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 06. Magnetic vari-
ation: 18E

2.19.2 ILS identification: EDF

2.19.5 Coordinates: 61-15-14.34N / 149-46-52.33W

2.19.6 Site elevation: 212 ft

2.19.1 ILS type: Middle Marker for runway 06. Magnet-
ic variation: 18E

2.19.2 ILS identification: EDF

2.19.5 Coordinates: 61-14-49.02N / 149-51-49.94W

2.19.6 Site elevation:

2.19.1 ILS type: Glide Slope for runway 06. Magnetic
variation: 18E

2.19.2 ILS identification: EDF

2.19.5 Coordinates: 61-15-00.00N / 149-50-16.98W

2.19.6 Site elevation: 168 ft

2.19.1 ILS type: Inner Marker for runway 06. Magnetic
variation: 18E

2.19.2 ILS identification: EDF

2.19.5 Coordinates: 61-14-52.87N / 149-51-00.00W

2.19.6 Site elevation: 192 ft

QUIET HR 0630-1400Z WEEKDAYS; 0630-1600Z WEEKEND & HOLS, AIR MOBILITY COMMAND AIRCRAFT EXEMPT.

CAUTION: MOOSE ON & IN THE VICINITY OF RUNWAY.

DURING VISUAL METEOROLOGICAL CONDITIONS DEPS/MISSED APCHS/GO AROUNDS; AIRCRAFT SHALL MAINTAIN AT OR BELOW 1200' MSL UNTIL DEP END OF RUNWAY 05.

ALL FIGHTER AIRCRAFT ON ARR EXPECT REDUCED SEPARATION; SAME TYPE AIRCRAFT AND DAY 3000 FT; DISSIMILAR AIRCRAFT AND/OR NIGHT 6000 FT; AHEAD/BEHIND FORMATION LANDING-6000 FT.

NOTICE: A RIDGE EXTENDING FROM APPROXIMATELY 260 - 020 DEGREES ONE TO TWO MILES FROM THE TOWER PREVENTS OBSERVATION OF FOG OVER KNIK ARM. VISIBILITY MAY DROP RAPIDLY AS FOG POURS OVER RIDGE.

AIRCRAFT REQUIRING CUSTOMS CONTACT BASE OPERATIONS 90 MIN PRIOR TO ARRIVAL BY WAY OF GLOBAL RADIO.

ALL AIRCRAFT MAINTAIN IDLE POWER ON OUTBOARD ENGINE WHILE TAXIING.

NO SIGNS OR PAINTED HOLD SHORT LINES ON INTERSECTING RUNWAYS.

PRIOR PERMISSION REQUIRED NUMBERS WILL BE PROVIDED BETWEEN 24 HRS & 5 DAYS PRIOR TO ARR, CONTACT BASE OPERATIONS DSN 317-552-2107/1202 OR C907-552-2107/1202.

EXTENSIVE SERVICE DELAY FOR FUEL.

ALL VIP AIRCRAFT CONTACT BASE OPERATIONS 30 MIN PRIOR TO ARR.

FREQUENT ACTIVITY IN R2203. WHEN UNABLE TO AVOID CONTACT ATCT.

ALL TRANSIENT AIRCREWS OPER OUT OF ELMENDORF INTENDING ON LOCAL MISSIONS MUST RECIEVE A LOCAL BRIEFING FROM 3 OG/CC AT 317-552-2262.

SPECIAL AIR TRAFFIC RULES FAR PART 93, SEE REGULATORY NOTICES IN THE SUPPLEMENT.

FIRST 1000 FT RUNWAY 06 & FIRST 1200 FT RUNWAY 24 ARE CONCRETE, MIDDLE 7800 FT IS ASPHALT. FOR CURRENT RCR/RCS'S ON RUNWAY 06/24 AND RUNWAY 16/34, AND AIRFIELD RCRS CONTACT TOWER.

LIMITED MAINTENANCE CAPABILITIES ON WEEKEND.

JOAP, JOINT OIL ANALYSIS PROGRAM AVAILABLE. L/H NIT, LOW & HIGH PRESSURE NITROGEN SERVICING AVAILABLE.

CHANGE JET AIRCRAFT STARTING UNITS (JASU) TO, (A/M32A-86), MC-1A), (MC-2A), (AM32A-60A). (AM32-95)150 +/-5 LBS/MIN (2055 +/-68CFM) AT 51 +/-02 PSIA. LASS 150 +/-5 LBS/MIN @ 49 +/-2 PSIA.

FUEL: J8

OIL: O-123, O-128, O-133, O-148, O-156, JOAP.

JOAP & LOW & HIGH PRESURE NITROGEN SERVICING FURNISHED DURING NORMAL DUTY HOURS, OTHER TIMES ON REQUEST.

FLUID: PRESAIR, DE-ICE, NITROGEN-L/H NIT.

ALL AIRCRAFT REQUIRE BARRIER REMOVAL MUST CONTACT AIRFIELD MANAGEMENT PRIOR TO DEPARTING PREVIOUS STATION.

PRIOR PERMISSION REQUIRED NRS VALID 6 HRS PRIOR TO OR AFTER ESTIMATED TIME OF ARRIVAL.

UNITS DEPLOYING, INTENDING TO FLY ANY SORTIES THAT ORIGINATE AND TERMINATE AT ELMENDORF MUST DEPLOY WITH CREW CHIEFS AND CONTACT 3 WG SCHEDULING DSN 317-552-2406 NOT LATER THAN 90 DAYS PRIOR TO ARRIVAL TO OBTAIN SPONSORING UNIT INFORMATION.

RUNWAY 16/34 RUBBER ACCUMULATE NORTH & SOUTH 1000FT.

TRANSIENT MAINTENANCE: AIRCRAFT SERVICES ARE LIMITED TO POL SERVICING, INTAKE/EXHAUST INSPECTIONS, F-16 CHIP DETECTOR INSPECTIONS AND END OF RUNWAY INSPECTIONS.

IFF SERVICE AVAILABLE. AIRFIELD WX IS AUTOMATICALLY MONITOR BY AN/FQ-19 AUTOMATED WX OBSERVING SYSTEM AND BACKED-UP/ AUGMENTED BY HUMAN OBSERVER WHEN NECESSARY 24/7. DSN 317-552-4903/4397OR C907-552-4903/4397. FULL SERVICE WX BRIEFING 24HRS 17 OPERATIONAL WEATHER SQUADRON DSN 315-449-8333 OR C808-449-8333.

C17/C130 OVERT LIGHTS AVAILABLE ON RY16/34. C17/C130 COVERT LIGHTS AVAILABLE ON RUNWAY 16.

NIGHT VISION GOGGLE OPERATIONS ON RUNWAY 16/34 & RUNWAY 06/24 MON-FRI FROM 0400-1000Z++.

DURING EVACUATION OF WX STATION, CONTACT 17 OPERATIONAL WX SQUADRON AT DSN 315-449-8333.

ALTERNATE WX LOCATION VISIBILITY OBSTRUCTED FROM SE-W DUE TO HANGARS. USE PHONE PATCH WHEN WX RELOCATES TO ALTERNATE LOCATION.PHONE PATCH CAPABILITY THROUGH 3 WG/CP AT 907-552-3000.

CAUTION: NUMEROUS AIRCRAFT WILL BE OPR IFR BETWEEN 1500-2000 MSL FROM BGQ 092/10 INTO R2203 TO EDF 320/07 IN THE VICINITY OF BIG LAKE, PALMER, BIRCHWOOD, GOOSEBAY AND WASILLA, AK., MON-SAT 0300-0800Z++, AND TUES AND THU 1800-2200Z++.

ALL NON-BASED ASSIGNED AIRCRAFT REQUIRE PRIOR PERMISSION REQUIRED.

CAUTION: HEAVY RAINFALL MAY CAUSE HIGH POTENTIAL FOR HYDROPLANING FOR CONCRETE ENDS OF RUNWAY 06 AND RUNWAY 24.

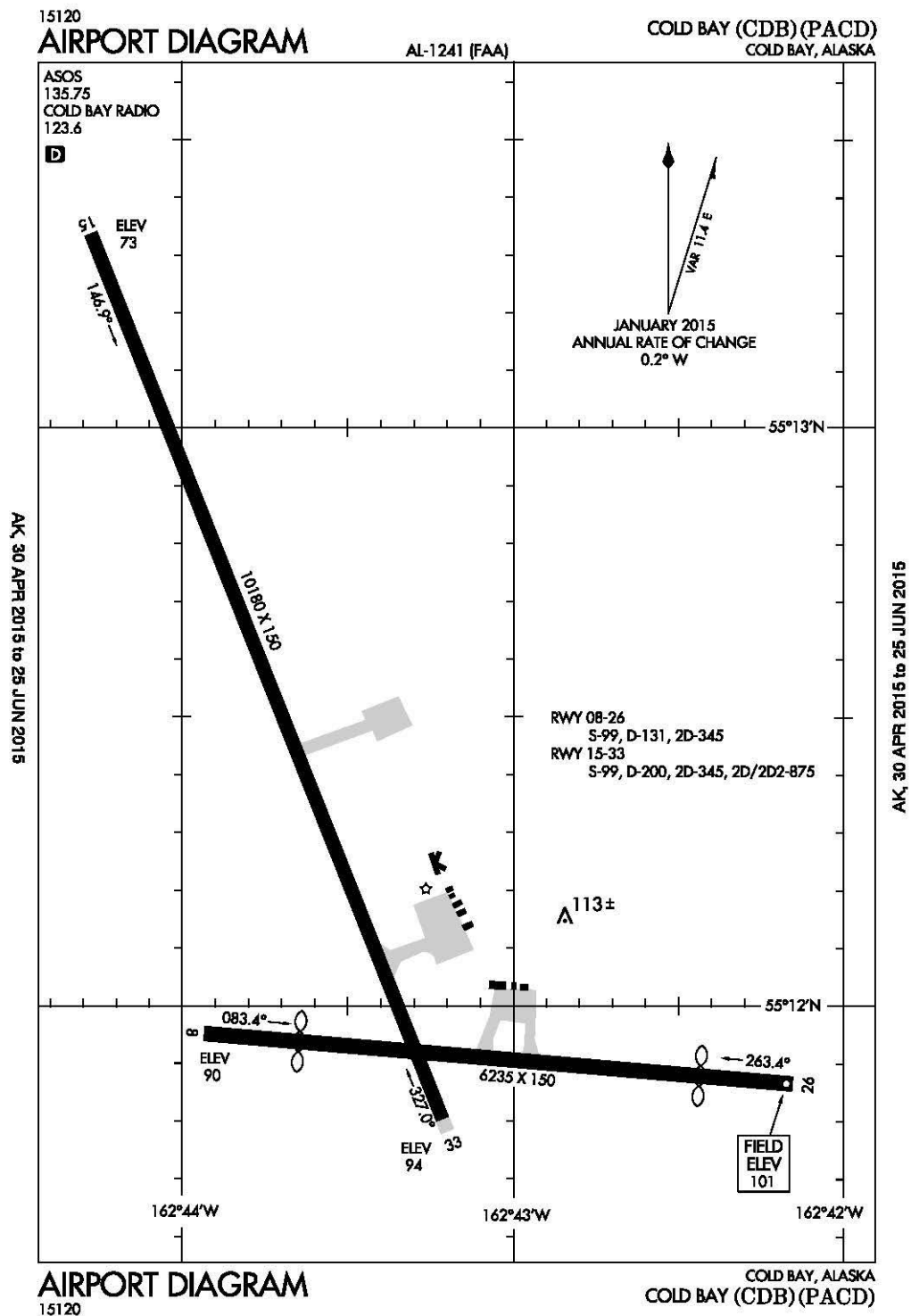
RUNWAY 34 DEPARTURES FOR AIRCRAFT WITH WINGSPANS GREATER THAN 98 FT REQUIRE PRIOR COORD WITH AIR MOBILITY COMMAND, ATC TOWER, OR ALD MANAGEMENT.

DV SPOTS 1 AND 3 LIMITED TO AIRCRAFT WITH WINGSPANS OF 136 FT OR LESS.

CAUTION: UNLIT TERRAIN 0 FT AGL/341 FT MSL, 1909 FT PRIOR TO THRESHOLD, 1914 FT RIGHT OF COURSE.

CAUTION: WHEN RUNWAY 16 VGSI INOPERATIVE, STR-IN TO RUNWAY 16 ONLY AUTHORIZED AT NIGHT WITH MAJCOM A3 APPROVAL.

Cold Bay, Alaska
Cold Bay
ICAO Identifier PACD



Cold Bay, AK
Cold Bay
ICAO Identifier PACD

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 55-12-18.94N / 162-43-28.28W
2.2.2 From City: 0 Miles N Of Cold Bay, AK
2.2.3 Elevation: 101.3 ft
2.2.5 Magnetic variation: 12E (2015)
2.2.6 Airport Contact: Harold Kremer
BOX 97
Cold Bay, AK 99571
(907-532-5000)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: OCT-APR Months, ALL Days, 0530-1800 Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: None
2.4.7 Remarks: Maint Duty Hrs: 0700 - 1800 Sun Thru Sat (1 May - 30 Sep); 0530 - 1800 (1 Oct - 30 Apr).

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
B certified on 4/1/2005
2.6.4 Remarks: Closed To Aircraft 0 Operations With More Than 30 Passenger Seats Except Prior Permission Required In Writing To Airport Manager Box 97 Cold Bay Ak 99571. ARFF Is Available For Part 121 Carriers Involved In Etops Operations With 30 Minutes Notice.

AD 2.12 Runway physical characteristics

2.12.1 Designation: 15
2.12.2 True Bearing: 158
2.12.3 Dimensions: 10180 ft x 150 ft
2.12.5 Coordinates: 55-13-20.50N / 162-44-16.42W
2.12.6 Threshold elevation: 73 ft
2.12.6 Touchdown zone elevation: 75 ft

2.12.1 Designation: 33
2.12.2 True Bearing: 338
2.12.3 Dimensions: 10180 ft x 150 ft
2.12.5 Coordinates: 55-11-47.24N / 162-43-11.70W
2.12.6 Threshold elevation: 94 ft

2.12.6 Touchdown zone elevation: 94 ft

2.12.1 Designation: 08
2.12.2 True Bearing: 95
2.12.3 Dimensions: 6235 ft x 150 ft
2.12.5 Coordinates: 55-11-57.13N / 162-43-56.04W
2.12.6 Threshold elevation: 90 ft
2.12.6 Touchdown zone elevation: 98 ft
2.12.7 Slope: 0.2UP

2.12.1 Designation: 26
2.12.2 True Bearing: 275
2.12.3 Dimensions: 6235 ft x 150 ft
2.12.5 Coordinates: 55-11-52.01N / 162-42-00.00W
2.12.6 Threshold elevation: 101 ft
2.12.6 Touchdown zone elevation: 101 ft

AD 2.13 Declared distances

2.13.1 Designation: 08
2.13.2 Takeoff run available: 6235
2.13.3 Takeoff distance available: 6235
2.13.4 Accelerate-stop distance available: 5900
2.13.5 Landing distance available: 4900

2.13.1 Designation: 26
2.13.2 Takeoff run available: 6235
2.13.3 Takeoff distance available: 6235
2.13.4 Accelerate-stop distance available: 5900
2.13.5 Landing distance available: 4900

AD 2.14 Approach and runway lighting

2.14.1 Designation: 15
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.1 Designation: 33
2.14.4 Visual approach slope indicator system: 4-box VASI on left

2.14.1 Designation: 08
2.14.4 Visual approach slope indicator system: 4-box VASI on left
2.14.10 Remarks: Line Of Sight For VASI Rwy 08 Offset 5 Degrees To The North.

2.14.1 Designation: 26
2.14.4 Visual approach slope indicator system: 4-box VASI on left

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 15. Magnetic variation: 12E

2.19.2 ILS identification: CDB

2.19.5 Coordinates: 55-11-41.00N / 162-43-00.00W

2.19.6 Site elevation: 85.3 ft

2.19.1 ILS type: Outer Marker for runway 15. Magnetic variation: 12E

2.19.2 ILS identification: CDB

2.19.5 Coordinates: 55-17-49.16N / 162-47-24.07W

2.19.6 Site elevation: 36 ft

2.19.1 ILS type: Middle Marker for runway 15.

Magnetic variation: 12E

2.19.2 ILS identification: CDB

2.19.5 Coordinates: 55-13-53.76N / 162-44-39.55W

2.19.6 Site elevation:

2.19.1 ILS type: Glide Slope for runway 15. Magnetic variation: 12E

2.19.2 ILS identification: CDB

2.19.5 Coordinates: 55-13-12.78N / 162-44-00.00W

2.19.6 Site elevation: 71.3 ft

General Remarks:

SNOW & ICE REMOVAL AND AIRPORT HAZARD REPORTING ONLY PERFORMED DURING DUTY HRS UNLESS BY PRIOR ARRANGEMENT IN WRITING WITH AIRPORT MANAGER.

LARGE BIRDS NEAR APPROACH ENDS OF ALL RUNWAYS.

BRAKELOCK TURNS NOT ALLOWED ON RUNWAYS.

CODE OF FEDERAL REGULATIONS INDEX B. INDEX MAY BE REDUCED FOR AIRCRAFT LESS THAN 90'.

NO CUSTOMS AVAILABLE; WRITTEN PERMISSION REQUIRED FOR REFUELING STOPS 24-48 HRS IN ADVANCE IF ARRIVING FROM A FOREIGN COUNTRY; FAX 907-271-2684 OR 907-271-2686.

TOWER 4.8 NAUTICAL MILE NW OF AIRPORT UNLIGHTED.

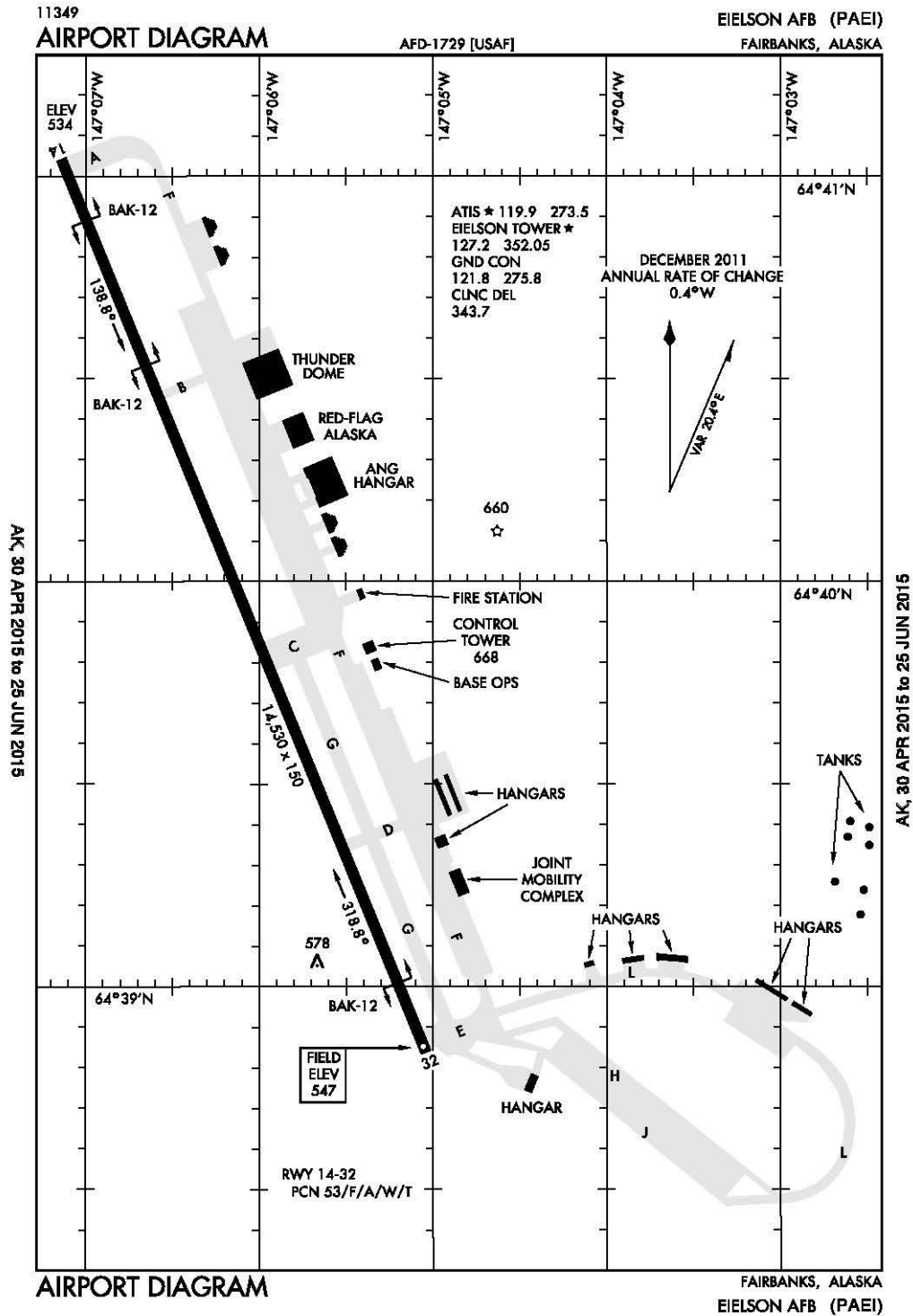
PERSONNEL AND EQUIPMENT MAY BE WORKING ON THE RUNWAY AT ANY TIME.

AIRPORT SAND LARGER GRADATION THAN FAA RECOMMENDED/SEE AC150/5200-30.

WX CAMERA AVAILABLE ON INTERNET AT [HTTP://AVCAMS.FAA.GOV](http://AVCAMS.FAA.GOV)

ROTATING BEACON OPERATIONS UNMONITORED WHEN CDB FSS UNMANNED.

Fairbanks, Alaska
Eielson AFB
ICAO Identifier PAEI



Fairbanks, AK
Eielson AFB
ICAO Identifier PAEI

AD 2.2 Aerodrome geographical and administrative data

- 2.2.1 Reference Point: 64-39-56.32N / 147-06-00.00W
- 2.2.2 From City: 17 Miles SE Of Fairbanks, AK
- 2.2.3 Elevation: 547 ft
- 2.2.5 Magnetic variation: 19E (2015)
- 2.2.6 Airport Contact: Chief Airfield Management
343 CSG/OTM
Eielson AFB, AK 99702
(907-377-3201)
- 2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

- 2.3.1 - 2.3.11: ALL Months, ALL Days, 1600-0800Z++
Hours

AD 2.4 Handling services and facilities

- 2.4.1 Cargo handling facilities: No
- 2.4.2 Fuel types: None
- 2.4.4 De-icing facilities: None
- 2.4.5 Hangar space: Yes
- 2.4.6 Repair facilities: None

AD 2.6 Rescue and firefighting services

- 2.6.1 Aerodrome category for firefighting: None

AD 2.10 Aerodrome obstacles

- 2.10.1.a. Runway designation: 32
- 2.10.1.b Type of obstacle: Trees. Not Lighted or Marked

AD 2.12 Runway physical characteristics

- 2.12.1 Designation: 14
- 2.12.2 True Bearing: 159
- 2.12.3 Dimensions: 14530 ft x 150 ft
- 2.12.4 PCN: 53 F/A/W/T
- 2.12.5 Coordinates: 64-41-00.00N / 147-07-00.00W
- 2.12.6 Threshold elevation: 534 ft
- 2.12.6 Touchdown zone elevation: 536 ft

- 2.12.1 Designation: 32
- 2.12.2 True Bearing: 339
- 2.12.3 Dimensions: 14530 ft x 150 ft
- 2.12.4 PCN: 53 F/A/W/T
- 2.12.5 Coordinates: 64-38-49.49N / 147-05-00.00W
- 2.12.6 Threshold elevation: 547 ft
- 2.12.6 Touchdown zone elevation: 547 ft

AD 2.14 Approach and runway lighting

- 2.14.1 Designation: 14
- 2.14.2 Approach lighting system: ALSF1: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category 1 configuration
- 2.14.4 Visual approach slope indicator system: 4-light PAPI on left

- 2.14.1 Designation: 32
- 2.14.2 Approach lighting system: ALSF1: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category 1 configuration
- 2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

- 2.18.1 Service designation: RDR SFA
- 2.18.3 Service designation: 118.6 MHz

- 2.18.1 Service designation: GND/P
- 2.18.3 Service designation: 121.8 MHz

- 2.18.1 Service designation: SUAIS RADIO
- 2.18.3 Service designation: 125.3 MHz

- 2.18.1 Service designation: LCL/P
- 2.18.3 Service designation: 127.2 MHz

- 2.18.1 Service designation: RDR SFA
- 2.18.3 Service designation: 259.1 MHz

- 2.18.1 Service designation: ATIS
- 2.18.3 Service designation: 273.5 MHz
- 2.18.4 Hours of operation: 1600-0800Z++

- 2.18.1 Service designation: GND/P
- 2.18.3 Service designation: 275.8 MHz

- 2.18.1 Service designation: RDR SFA
- 2.18.3 Service designation: 318.2 MHz

- 2.18.1 Service designation: RDR SFA
- 2.18.3 Service designation: 320.1 MHz

- 2.18.1 Service designation: RDR SFA
- 2.18.3 Service designation: 324.3 MHz

- 2.18.1 Service designation: CD
- 2.18.3 Service designation: 343.7 MHz

- 2.18.1 Service designation: PMSV

2.18.3 Service designation: 346.6 MHz

2.18.1 Service designation: PTD

2.18.3 Service designation: 372.2 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 352.05 MHz

2.18.1 Service designation: PTD

2.18.3 Service designation: 139.3 MHz

2.18.1 Service designation: COMD POST/IGLOO OPS

2.18.3 Service designation: 259.5 MHz

2.18.1 Service designation: SOURDOUGH

2.18.3 Service designation: 139.6 MHz

2.18.1 Service designation: CP (HAVE QUICK)

2.18.3 Service designation: 289.4 MHz

2.18.1 Service designation: 168 ANG OPS

2.18.3 Service designation: 238.3 MHz

2.18.1 Service designation: 168 ANG OPS

2.18.3 Service designation: 293.6 MHz

2.18.1 Service designation: ATIS

2.18.3 Service designation: 119.9 MHz

2.18.4 Hours of operation: 1600-0800Z++

2.18.1 Service designation: SOURDOUGH

2.18.3 Service designation: 359.15 MHz

General Remarks:

TRANSMIT ALERT SERVICE AVAILABLE 0700-0000 MON-FRI EXCEPT HOLIDAY; OTHER TIMES PRIOR PERMISSION REQUIRED THROUGH BASE OPERATIONS OFFICE.

CRYPTO MATERIALS NOT AVAILABLE TRANSIENT CREW. ALL AIRCRAFT WITH VIP CONTACT AIRFIELD MANAGEMENT 20-30 MINUTES PRIOR TO ESTIMATED TIME OF ARRIVAL WITH FIRM CHOCK TIME. LIMITED FLEET SERVICE AVAILABLE, NO POTABLE WATER.

OVERHEAD TRAFFIC PATTERN ALTITUDE 2000 FT MSL; RECTANGULAR TRAFFIC PATTERN ALTITUDE 1500 FT MSL.

AVOID SMALL ARMS RANGE LOCATED 2.5 NAUTICAL MILE E OF APPROACH END RUNWAY 32. SMALL ARM RANGE ACTIVE WEEKEND 1700-0100Z++, SURFACE TO 3500 FT AGL.

CARGO & PASSENGER CARRYING AIRCRAFT CALL COMMAND POST 3 HRS PROIR TO LANDING AND 30 MIN PROIR TO LANDING AND STATE NUMBER OF PASSENGERS.

BASH PHASE II MONTHS ARE APR, MAY, AUG AND SEPT. DURING PERIODS OF STANDING WATER ON THE AIRFIELD, GULLS, DUCKS, GEESE AND OTHER BIRDS POSE A SIGNIFICANT HAZARD TO AIRCRAFT. REPORT ALL BIRD AND ANIMAL STRIKES ON & IN THE VICINITY OF EILSON TO AIRFIELD MANAGEMENT,

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 14. Magnetic variation: 19E

2.19.2 ILS identification: EIL

2.19.5 Coordinates: 64-38-33.05N / 147-04-51.27W

2.19.6 Site elevation: 548 ft

2.19.1 ILS type: Glide Slope for runway 14. Magnetic variation: 19E

2.19.2 ILS identification: EIL

2.19.5 Coordinates: 64-40-51.59N / 147-07-00.00W

2.19.6 Site elevation: 532 ft

2.19.1 ILS type: Glide Slope for runway 32. Magnetic variation: 19E

2.19.2 ILS identification: EAF

2.19.5 Coordinates: 64-38-58.93N / 147-05-25.28W

2.19.6 Site elevation: 540 ft

2.19.1 ILS type: Middle Marker for runway 32. Magnetic variation: 19E

2.19.2 ILS identification: EAF

2.19.5 Coordinates: 64-38-10.49N / 147-04-32.62W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 32. Magnetic variation: 19E

2.19.2 ILS identification: EAF

2.19.5 Coordinates: 64-41-22.13N / 147-07-21.41W

2.19.6 Site elevation: 528 ft

DSN 317-377-186, PILOT TO DISPATCH OR 354 FW/SE DSN 317-377-4110.

TO AVOID DELAY FILE FLIGHT PLAN AT LEAST 2 HRS PRIOR TO ESTIMATED TIME OF DEPARTURE. ARRIVALS REQUIRING CUSTOMS MUST NOTIFY AIRFIELD MANAGEMENT 1.5 HRS PRIOR TO LANDING. U.S. IMMIGRATION SERVICE NOT AVAILABLE. AIR TERMINAL AND GROUND HANDLING SERVICE OPRS 1630-0030Z++ WEEKDAYS.

DEP AIRCRAFT REMAIN AT OR BELOW 1500 FT UNTIL DEP END OF RUNWAY.

ALL PACAF FIGHTER AIRCRAFT ON ARR EXPECT REDUCED RUNWAY SEPARATION; SIMILAR FIGHTER TYPE/DAY - 3000 FT; DISSIMILAR FIGHTER TYPE AND/OR NIGHT WET RUNWAY OR RUNWAY CONDITION READING REPORT LESS THAN 17 - 6000 FT; BEHIND FORMATION LANDING - 6000 FT; FIGHTER TYPE LANDING BEHIND NON-FTR TYPE - 9000 FT; RUNWAY CONDITION READING VALIDATED AS CONDITIONS WARRANT.

TRANSMIT BILLETING EXTREMELY LIMITED/EXTENSIVE FUEL DELAYS DURING RED FLAG ALASKA EXERCISE (APR-OCT).

AIR TERMINAL AND GROUND HANDLING SERVICE OPRS 1630-0030Z++ WEEKDAYS. AIRCRAFT REQUIRING TERMINAL AND GROUND HANDLING SERVICE ARE REQUIRED TO PROVIDE ADVANCE NOTICE OR DELAYS IN SERVICE MAY BE EXPERIENCED. AIRCRAFT REQUIRING SERVICE SHOULD MAKE PRIOR COORDINATION WITH AIRFIELD MANAGEMENT.

ALASKA ANG 168TH AREFS OPERATIONS DSN (317-377-8800, C 907-377-8800) ANG OPR 24 HRS. AIRFIELD MANAGEMENT DSN 317-377-1861/3201.

FOR FLIGHT ADVISORIES OR STATUS OF RESTRICTED & MOAS CONTACT EIELSON RANGE CONTROL ON SAUIS RADIO 125.3 OR CALL 1-800-758-8723.

RUNWAY 14 & 32 PAPI GS NOT COINCIDENTAL WITH ILS GS.

CONTACT AIRFIELD MANAGEMENT DSN 317-377-1861, C907-377-1861 FOR PRIOR PERMISSION REQUIRED NUMBER NO EARLIER THAN 5 DAYS AND NO LATER THAN 24 HR PRIOR TO ARR. EXPECT ARRIVAL TIME RESTRICTION FOR ALL AIRCRAFT, EXCEPT AIREVAC & DV CODE 7 OR HIGHER

DURING BIRD WATCH CONDITION MODERATE LOCAL PATTERN WORK LIMITED TO MIN REQUIRE WITH OG/CC APPROVAL, NO TOUCH AND GO LANDING, FORMATION TKOF/LNDG PROHIBITED AND LOW APPROACH LIMITED TO 300 FT AGL. DURING BIRD WATCH CONDITION SEVERE; TAKE-OFF, PATTERN, AND LANDING PROHIBITED WITHOUT OG/CC APPROVAL, EXCEPT FOR EMERGENCY.

MOOSE HAVE BEEN SPOTTED ON OR NEAR THE RUNWAY ENVIRONMENT ALL HRS OF THE DAY.

N & S BARRIER RUNOUT REDUCED TO 950 FT.

ALL TRANSIENT AIRCREWS MUST REGISTER WITH AIRFIELD MANAGEMENT UPON ARRIVAL. SEE AP1 SUPPLEMENTARY AIRPORT REMARKS. LIMITED SECRET AND COMSEC STORAGE AVAILABLE AT AIRFIELD MANAGEMENT.

LIMITED SECRET AND COMSEC STORAGE AVAILABLE AT BASE OPERATIONS. AIRFIELD MANAGEMENT DOES NOT HAVE COMSEC RESPONSIBILITIES. FOR TOP SECRET AND COMSEC ISSUE/STORAGE CONTACT COMMAND COMMAND POST DSN 317-377-1500.

PORTIONS OF APRON 'O' ROW AND SOUTH RAMP NOT VISIBLE FROM TOWER.

ALL CONTINGENCY OPER CONTACT AIRPORT MANAGER FOR COORDINATION.

TRANSIENT ALERT: TRANSIENT MAINT LIMITED TO F16 SERVICING UPON AIRCREW REQ. THRU FLIGHT/BPO/PREFLIGHT INSPECTION OF F16 NOT AVAILABLE.

AIRPORT OPR 1600-0800Z++. QUIET HRS 0700-1600Z++, EXCEPTIONS REQUIRE OPERATIONS GROUP COMMANDER APPROVAL.

RADIO/NAV/WEATHER REMARKS - (F) 1500-0700Z ++ DAILY.

PERSONNEL AND EQUIPMENT WORKING ON RUNWAY 14-32 WHEN TOWER UNMANNED.

PRE-COORDINATE WITH MAINT OPERATIONS CENTER DSN 317-377-1205 NO LATER THAN 48 HRS FROM ESTIMATED TIME OF ARRIVAL. UHF IS THE PREFERRED PATTERN FREQ.

AIRPORT REMARKS: PRIME KNIGHT NOT AVAILABLE.

AIRPORT REMARKS: RUNWAY 300 FT WIDE ENTIRE LENGTH, CENTER 150 FT USABLE.

FAIRBANKS FSS LOCAL CONTROL 474-0137. FOR FLIGHT ADVISORIES OR STATUS OF RESTRICTED AND MILITARY OPERATING AREAS, CONTACT EIELSON RANGE CONTROL ON SUAIS RADIO 125.3 OR TELEPHONE 1-800-758-8723.

BASE OPERATIONS DOES NOT HAVE COMSEC RESPONSIBILITIES. BASE OPERATIONS WILL NOT ISSUE COMSEC.

PMSV: METRO BELOW 3000 FT RECEPTION FROM 300-090 IS LIMITED BEYOND 15NM BY TERRAIN, BELOW 15000 FT LIMITED BEYOND 75NM, NO LIMITATIONS WITHIN 100NM AT 20000 FT.

AUGMENTATION CAPABLE DURING NORMAL OPR HR. DUR EVACUATION OF WX STATION CONTACT OP WX SQUADRON AT NUMBER ABOVE. ALTITUDE WX LOCATION VISIBILITY SEVERELY LIMITED DUE TO BUILDING AND PARK AIRCRAFT.

PHONE PATCH CAPABILITY THROUGH 354 FW/CP AT 907-377-1500. FMQ19 907-377-5846.

CAUTION: NONSTANDARD LIGHT, 2000 FT OF RUNWAY EDGE LIGHT BETWEEN DELTA-CHARLIE TAXIWAYS LOCATED 12 FT FR RUNWAY EDGE.

UNMONITORED WHEN PAEI TOWER CLOSED. FULL SERVICE AVAILABLE 1600-0800Z++, LIMITED SERVICE ON TIME. FULL SERVICE VARY WITH LOCAL FLYNG SCHEDULE. WX BRIEFING AVAILABLE DSN 317-377-3140/1160.

BRIEFING FOR TRANSIENT AIRCREWS BEYOND NORMAL OPERATING HRS BY WAY OF 17TH OWS AT JOINT BASE PEARL HARBOR-HICKAM DSN 315-449-8333/7950 C808-449-8333/7950 OR DSN 315-448-3809, C808-448-3809.

CAUTION: FIRE HYDRANTS LOCATED 64 FT NE OF TAXIWAY H CNTLN.

NO ENGINE RUNNING ON-LOADS/OFF-LOADS (ERO) SERVICES AVAILABLE FOR AIR MOBILITY COMMAND AIRCRAFT.

VHF PILOT TO DISPATCH FREQUENCY IS UNMONITORED.

QUIET HRS 0700-1500Z++ EXCEPTIONS REQUIRE OPERATIONS GROUP COMMANDER APPROVAL.

LOOP TAXIWAY EAST OF CORROSION/ HANGAR 1348 THROUGH THE 4/8 BAY AREA RESTRICTED TO AIRCRAFT W/WINGSPAN OF 45 FT OR SMALLER.

NONSTANDARD RUNWAY EDGE LIGHTS; LIGHT SPACING AT SOUTH ARRESTING GEAR SYSTEM IS 613 FT AND NORTH ARRESTING GEAR SYSTEMS 600 FT.

AIRPORT DIAGRAM

AL-1234 (FAA)

FAIRBANKS INTL (FAI) (PAFA)
FAIRBANKS, ALASKA

ATIS
124.4
FAIRBANKS TOWER
118.3 257.8
GND CON
121.9
CLNC DEL
127.6

D

JANUARY 2015
ANNUAL RATE OF CHANGE
0.4° W

NWS

TERMINAL/
CUSTOMS

FIRE STATION

HAZARDOUS
MATERIALS
LOADING

HEAVY
CARGO

ELEV 436

ELEV 433

400 X 240

WEST RAMP

HS 1

11800 X 150

8801 X 100

FIELD
ELEV 439

400 X 240

ELEV 423

ELEV 434

ELEV 433

ELEV 433

TWR 540

RWY 02L-20R
PCN 78 F/A/W/T
5-75, D-220, 2D-580, 2D/2D2-1100

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

147°53'W 147°52'W 147°51'W 147°50'W

64°50'N 64°49'N 64°48'N

AIRPORT DIAGRAM

FAIRBANKS, ALASKA
FAIRBANKS INTL (FAI) (PAFA)

15064

Fairbanks, AK
Fairbanks Intl
ICAO Identifier PAFA

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 64-48-54.40N / 147-51-23.20W
2.2.2 From City: 3 Miles SW Of Fairbanks, AK
2.2.3 Elevation: 439 ft
2.2.5 Magnetic variation: 21E (2010)
2.2.6 Airport Contact: Jesse Vanderzanden
6450 AIRPORT WAY - SUITE 1
Fairbanks, AK 99709 (907-474-2500)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A1
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
C certified on 3/1/2005

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 20W
2.10.1.b Type of obstacle: Fence (11 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 0 ft from Centerline

2.10.1.a. Runway designation: 02W
2.10.1.b Type of obstacle: Fence (14 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 170 ft from Centerline

2.10.1.a. Runway designation: 02R
2.10.1.b Type of obstacle: Trees (79 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 350 ft from Centerline

2.10.1.a. Runway designation: 02L
2.10.1.b Type of obstacle: Tree (72 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 652 ft from Centerline

2.10.1.a. Runway designation: 20R

2.10.1.b Type of obstacle: Tree (86 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 430 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 02W
2.12.2 True Bearing: 38
2.12.3 Dimensions: 5400 ft x 100 ft
2.12.5 Coordinates: 64-48-58.00N / 147-51-16.59W
2.12.6 Threshold elevation: 423 ft
2.12.6 Touchdown zone elevation: 423 ft

2.12.1 Designation: 20W
2.12.2 True Bearing: 218
2.12.3 Dimensions: 5400 ft x 100 ft
2.12.5 Coordinates: 64-49-39.83N / 147-49-59.63W
2.12.6 Threshold elevation: 423 ft
2.12.6 Touchdown zone elevation: 423 ft

2.12.1 Designation: 02R
2.12.2 True Bearing: 38
2.12.3 Dimensions: 6501 ft x 100 ft
2.12.5 Coordinates: 64-48-00.00N / 147-52-32.24W
2.12.6 Threshold elevation: 433 ft
2.12.6 Touchdown zone elevation: 433 ft

2.12.1 Designation: 20L
2.12.2 True Bearing: 218
2.12.3 Dimensions: 6501 ft x 100 ft
2.12.5 Coordinates: 64-48-51.24N / 147-50-59.67W
2.12.6 Threshold elevation: 433 ft
2.12.6 Touchdown zone elevation: 434 ft

2.12.1 Designation: 02
2.12.2 True Bearing: 38
2.12.3 Dimensions: 2900 ft x 75 ft
2.12.5 Coordinates: 64-48-57.80N / 147-50-47.60W
2.12.6 Threshold elevation: 433 ft
2.12.6 Touchdown zone elevation: 435 ft

2.12.1 Designation: 20
2.12.2 True Bearing: 218
2.12.3 Dimensions: 2900 ft x 75 ft
2.12.5 Coordinates: 64-49-20.26N / 147-50-00.00W
2.12.6 Threshold elevation: 434 ft
2.12.6 Touchdown zone elevation: 435 ft

2.12.1 Designation: 02L
2.12.2 True Bearing: 38
2.12.3 Dimensions: 11800 ft x 150 ft
2.12.4 PCN: 78 F/A/W/T

2.12.5 Coordinates: 64-48-00.00N / 147-53-00.00W
2.12.6 Threshold elevation: 436 ft
2.12.6 Touchdown zone elevation: 439 ft

2.12.1 Designation: 20R
2.12.2 True Bearing: 218
2.12.3 Dimensions: 11800 ft x 150 ft
2.12.4 PCN: 78 F/A/W/T
2.12.5 Coordinates: 64-49-40.91N / 147-50-21.13W
2.12.6 Threshold elevation: 439 ft
2.12.6 Touchdown zone elevation: 439 ft

AD 2.13 Declared distances

2.13.1 Designation: 02L
2.13.2 Takeoff run available: 11800
2.13.3 Takeoff distance available: 12800
2.13.4 Accelerate-stop distance available: 11800
2.13.5 Landing distance available: 11050

2.13.1 Designation: 20R
2.13.2 Takeoff run available: 11800
2.13.3 Takeoff distance available: 12800
2.13.4 Accelerate-stop distance available: 11800
2.13.5 Landing distance available: 11050

AD 2.14 Approach and runway lighting

2.14.1 Designation: 02R
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 20L
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 02L
2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-
quenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 20R
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left
2.14.10 Remarks: Runway 20R PAPI Unusable Beyond
8 Degs Right Of Centerline .

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.3 MHz

2.18.1 Service designation: APCH/S
2.18.3 Service designation: 118.6 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: ATIS(907-456-1244)
2.18.3 Service designation: 124.4 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: APCH/P DEP/P TRSA IC
2.18.3 Service designation: 125.35 MHz

2.18.1 Service designation: APCH/P DEP/P TRSA
2.18.3 Service designation: 126.5 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 127.6 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 257.8 MHz

2.18.1 Service designation: DEP/S
2.18.3 Service designation: 327.1 MHz

2.18.1 Service designation: APCH/P DEP/P TRSA IC
2.18.3 Service designation: 363.2 MHz

2.18.1 Service designation: APCH/P DEP/P TRSA
2.18.3 Service designation: 381.4 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 02L. Magnetic
variation: 21E
2.19.2 ILS identification: CNA
2.19.5 Coordinates: 64-49-49.84N / 147-50-00.00W
2.19.6 Site elevation: 438.1 ft

2.19.1 ILS type: DME for runway 02L. Magnetic vari-
ation: 21E
2.19.2 ILS identification: CNA

2.19.5 Coordinates: 64-49-50.74N / 147-50-15.02W
2.19.6 Site elevation: 434.8 ft

2.19.1 ILS type: Middle Marker for runway 02L. Magnetic variation: 21E
2.19.2 ILS identification: CNA
2.19.5 Coordinates: 64-47-53.40N / 147-53-39.80W
2.19.6 Site elevation:

2.19.1 ILS type: Glide Slope for runway 02L. Magnetic variation: 21E
2.19.2 ILS identification: CNA
2.19.5 Coordinates: 64-48-21.00N / 147-52-36.30W
2.19.6 Site elevation: 431.4 ft

2.19.1 ILS type: Inner Marker for runway 02L. Magnetic variation: 21E
2.19.2 ILS identification: CNA
2.19.5 Coordinates: 64-48-00.00N / 147-53-12.53W
2.19.6 Site elevation: 429.8 ft

2.19.1 ILS type: Outer Marker for runway 20R. Magnetic variation: 21E
2.19.2 ILS identification: FAI
2.19.5 Coordinates: 64-53-59.27N / 147-42-24.01W

2.19.6 Site elevation: 655 ft

2.19.1 ILS type: DME for runway 20R. Magnetic variation: 21E

2.19.2 ILS identification: FAI
2.19.5 Coordinates: 64-48-00.00N / 147-53-28.16W
2.19.6 Site elevation: 430 ft

2.19.1 ILS type: Localizer for runway 20R. Magnetic variation: 21E
2.19.2 ILS identification: FAI
2.19.5 Coordinates: 64-48-00.00N / 147-53-23.88W
2.19.6 Site elevation: 429.1 ft

2.19.1 ILS type: Glide Slope for runway 20R. Magnetic variation: 21E
2.19.2 ILS identification: FAI
2.19.5 Coordinates: 64-49-24.42N / 147-50-39.71W
2.19.6 Site elevation: 434.3 ft

2.19.1 ILS type: Middle Marker for runway 20R. Magnetic variation: 21E
2.19.2 ILS identification: FAI
2.19.5 Coordinates: 64-49-56.80N / 147-49-51.90W
2.19.6 Site elevation:

General Remarks:

MIGRATORY BIRDS IN THE VICINITY OF AIRPORT DURING SPRING THRU FALL.

ATCT LOCATED AT 64-48-39.438N 147-50-55.722W ELEVATION 538' MSL.

SEAPLANE BASE CONTROLLED BY FAIRBANKS INTL ATCT. CONTACT ATCT ON FREQ 118.3 AS SOON AS PRACTICAL AFTER START UP FOR TAXI ON THE POND. FLOAT POND TRAFFIC AS ASSIGNED BY FAIRBANKS ATCT. LIMITED TRANSIENT FLOAT PLANE PARKING AVAILABLE, CONTACT OPERATIONS 907-474-2530 FOR INFORMATION. SURFACE FROZEN IN WINTER, NOT MONITORED.

BE ALERT FOR SNOW REMOVAL EQUIPMENT OPERATIONS FROM 1 OCT TO 15 MAY.

MILITARY CONTRACT FUEL AVAILABLE.

FOR FLIGHTS IN MOA'S EAST OF FAIRBANKS RECOMMEND CONTACTING EIELSON RANGR CONTROL ON 125.3 OR CALL 1-800-758-8723 FOR INFORMATION ON MILITARY ACTIVITIES.

NOISE ABATEMENT PROCEDURES IN EFFECT FROM 2200-0800 ALL LARGE AIRCRAFT, TURBINE ENGINE, AND HEAVY AIRCRAFT UTILIZE RUNWAY 02L FOR ARRIS AND 20R FOR DEPS WHEN WIND IS NOT AN OPERATIONAL FACTOR. CONTACT AIRPORT OPERATIONS FOR ENGINE RUN-UP LOCATIONS.

RUNWAY 02R/20L CLOSED TO JET AIRCRAFT.

TRANSIENT PARKING EAST RAMP FOR NON JET AIRCRAFT WITH WINGSPAN LESS THAN 79 FT. NO TRANSIENT AIRCRAFT PARKING ON WEST RAMP, CONTACT APT OPERATIONS 907-474-2530 FOR

INFORMATION & MEDIVAC PARKING.

RUNWAYS 02W & 20W TOUCHDOWN REFERENCE MARKERS 500 FT FROM SHORELINE, MARKED WITH BUOYS DURING FLOAT SEASON.

FOR AVAILABILITY OF SUMMER GRAVEL STRIP RUNWAY 02/20 AND WINTER SKI STRIP RUNWAY 02/20 CONSULT LOCAL NOTAMS AND CONTACT TOWER PRIOR TO ARRIVAL /DEPARTURE.

N/S TAXIWAY (TWY A) IS WEST AND PARALLEL TO RUNWAY 02L/20R. BE ALERT TO AVOID LANDING ON TAXIWAY.

NE COMPASS ROSE CLOSED TO HELICOPTERS OVER 12,500 LBS. FROST HEAVES SOUTH 2600 FT RUNWAY 02R/20L CONTACT AIRPORT OPERS 907-474-2530 WITH SAFETY CONCERNS.

SEAPLANE BASE REMARKS: NO STEP TAXI EXCEPT IN CHANNEL - RUNWAYS 02W/20W.

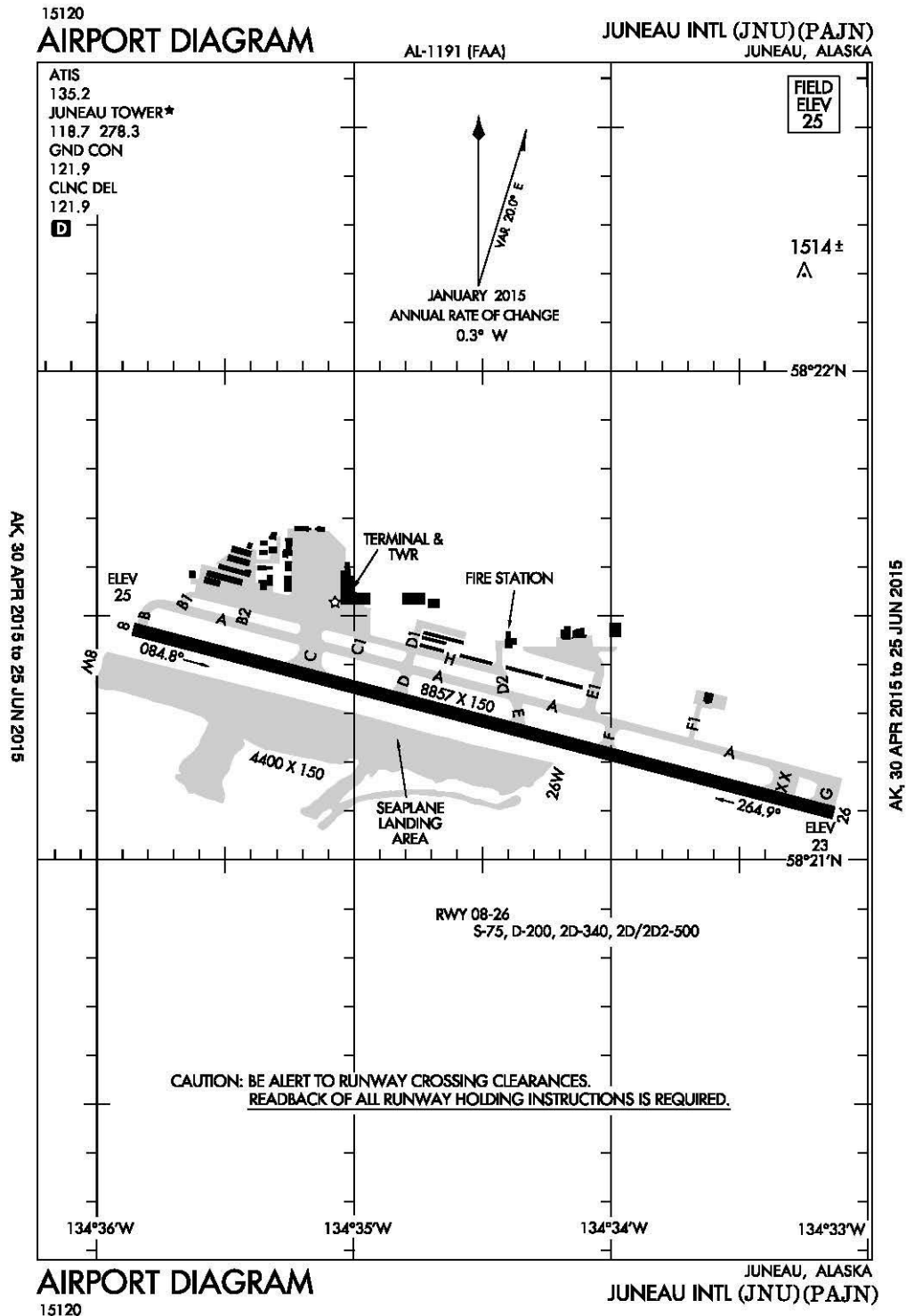
WX CAMERA AVAILABLE ON INTERNET AT [HTTP://AVCAMS.FAA.GOV](http://AVCAMS.FAA.GOV)

ALL RUNWAY HOLD LINES AND COMPASS ROSE AT TAXIWAY W OBSCURED OCTOBER 1 THRU APRIL 1.

FOR TRANSIENT HELICOPTER PARKING CALL AIRPORT OPERATIONS 907-474-2530.

COLD TEMPERATURE RESTRICTED AIRPORT. ALTITUDE CORRECTION REQUIRED AT OR BELOW -20C/-4F.

Juneau, Alaska
Juneau International
ICAO Identifier PAJN



Juneau, AK
Juneau Intl
ICAO Identifier PAJN

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 58-21-17.07N / 134-34-28.86W
2.2.2 From City: 7 Miles NW Of Juneau, AK
2.2.3 Elevation: 25.3 ft
2.2.5 Magnetic variation: 20E (2015)
2.2.6 Airport Contact: Patricia Delabruere
1873 SHELL SIMMONS DR, SUITE 201
Juneau, AK 99801 (907-789-7821)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL, A1+
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major
2.4.7 Remarks: Airframe/Power Plant Service For
Single/Twin Prop Eng Aircraft Turbin & Avionics.

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
B certified on 4/1/2005

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 08
2.10.1.b Type of obstacle: Tower (573 ft). Marked and
Lighted
2.10.1.c Location of obstacle: 900 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 08
2.12.2 True Bearing: 105
2.12.3 Dimensions: 8857 ft x 150 ft
2.12.5 Coordinates: 58-21-28.25N / 134-35-49.09W
2.12.6 Threshold elevation: 25 ft
2.12.6 Touchdown zone elevation: 25 ft

2.12.1 Designation: 26
2.12.2 True Bearing: 285
2.12.3 Dimensions: 8857 ft x 150 ft
2.12.5 Coordinates: 58-21-00.00N / 134-33-00.00W
2.12.6 Threshold elevation: 23 ft
2.12.6 Touchdown zone elevation: 23 ft

2.12.1 Designation: 08W
2.12.3 Dimensions: 4400 ft x 150 ft
2.12.1 Designation: 26W
2.12.3 Dimensions: 4400 ft x 150 ft

AD 2.13 Declared distances

2.13.1 Designation: 08
2.13.2 Takeoff run available: 8857
2.13.3 Takeoff distance available: 8857
2.13.4 Accelerate-stop distance available: 8457
2.13.5 Landing distance available: 8457

2.13.1 Designation: 26
2.13.2 Takeoff run available: 8857
2.13.3 Takeoff distance available: 8857
2.13.4 Accelerate-stop distance available: 8457
2.13.5 Landing distance available: 8457

AD 2.14 Approach and runway lighting

2.14.1 Designation: 08
2.14.4 Visual approach slope indicator system: 4-box
VASI on left
2.14.10 Remarks: VASI Aligned Aprxly 13 Degr Right
Of Runway Centerline And Is Not Visible On Runway
Cntrl. VASI Unusable Beyond 06 Degr Left Of Crs. Rlls
Lights: (Jnub Battleship Island, Jnuu Engineers Cut,
jnu Wetlands/Flats)

2.14.1 Designation: 26
2.14.2 Approach lighting system: MALS: 1400 feet me-
dium intensity approach lighting system
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left
2.14.10 Remarks: Runway 26 PAPI Unusable Beyond 2
Nm Due To Terrain.

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.7 MHz

2.18.1 Service designation: CD
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: NG OPS
2.18.3 Service designation: 124.65 MHz

2.18.1 Service designation: ATIS
2.18.3 Service designation: 135.2 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 278.3 MHz

2.18.1 Service designation: NG OPS

2.18.3 Service designation: 64.7 MHz

2.18.1 Service designation: SEASONAL USE ONLY.

2.18.3 Service designation: 120.7 MHz

2.19.1 ILS type: DME for runway 08. Magnetic variation: 20E

2.19.2 ILS identification: JDL

2.19.5 Coordinates: 58-21-31.02N / 134-38-10.22W

2.19.6 Site elevation: 179.8 ft

2.19.1 ILS type: Localizer for runway 08. Magnetic variation: 20E

2.19.2 ILS identification: JDL

2.19.5 Coordinates: 58-21-32.04N / 134-38-10.39W

2.19.6 Site elevation: 165 ft

AD 2.19 Radio navigation and landing aids

General Remarks:

NATIONAL GUARD 24 HR PRIOR PERMISSION REQUIRED DUE TO LIMITED PARKING C907-789-3366. 0730-1600 WEEKDAYS CONTACT GUARD OPERATIONS 10 MIN PRIOR TO LANDING ON 124.65.

WILDLIFE & BIRDS ON & IN THE VICINITY OF AIRPORT.

BATTLESHIP ISLAND RUNWAY LEAD-IN LIGHTING SYSTEM GROUPING; CENTER LIGHT 582132.88N 1344012.22W. IJDL-LOCALIZER RUNWAY LEAD-IN LIGHTING SYSTEM GROUPING; CENTER LIGHT 582132.02N 1343810.39W.

INCREASED HELICOPTER/LIGHT AIRCRAFT ACTIVITY APR 15-OCT 1 ENTIRE LENGTH ON GASTINEAU CHANNEL & WITHIN 5 MILES OF AIRPORT.

PARAGLIDING ACTIVITY 3 MILES N OF AIRPORT IN THE VICINITY OF THUNDER MOUNTAIN & OVER GASTINEAU CHANNEL NEARS DOWNTOWN APR 15-OCT 1 6000 FT & BELOW.

TRAFFIC PATTERN ALTITUDE 1500 AGL FOR LARGE TURBINE AIRCRAFT; 1000 FT AGL FOR FIXED WING AIRCRAFT; 500 FT AGL FOR HELICOPTERS.

FOR A LOCAL CALL TO JNU AUTOMATED FLIGHT SERVICE STATION CALL 907-789-7380.

TRANSIENT DOCK AVAILABLE FOR PUBLIC USE FOR UP TO SIX AIRCRAFT, SW CORNER.

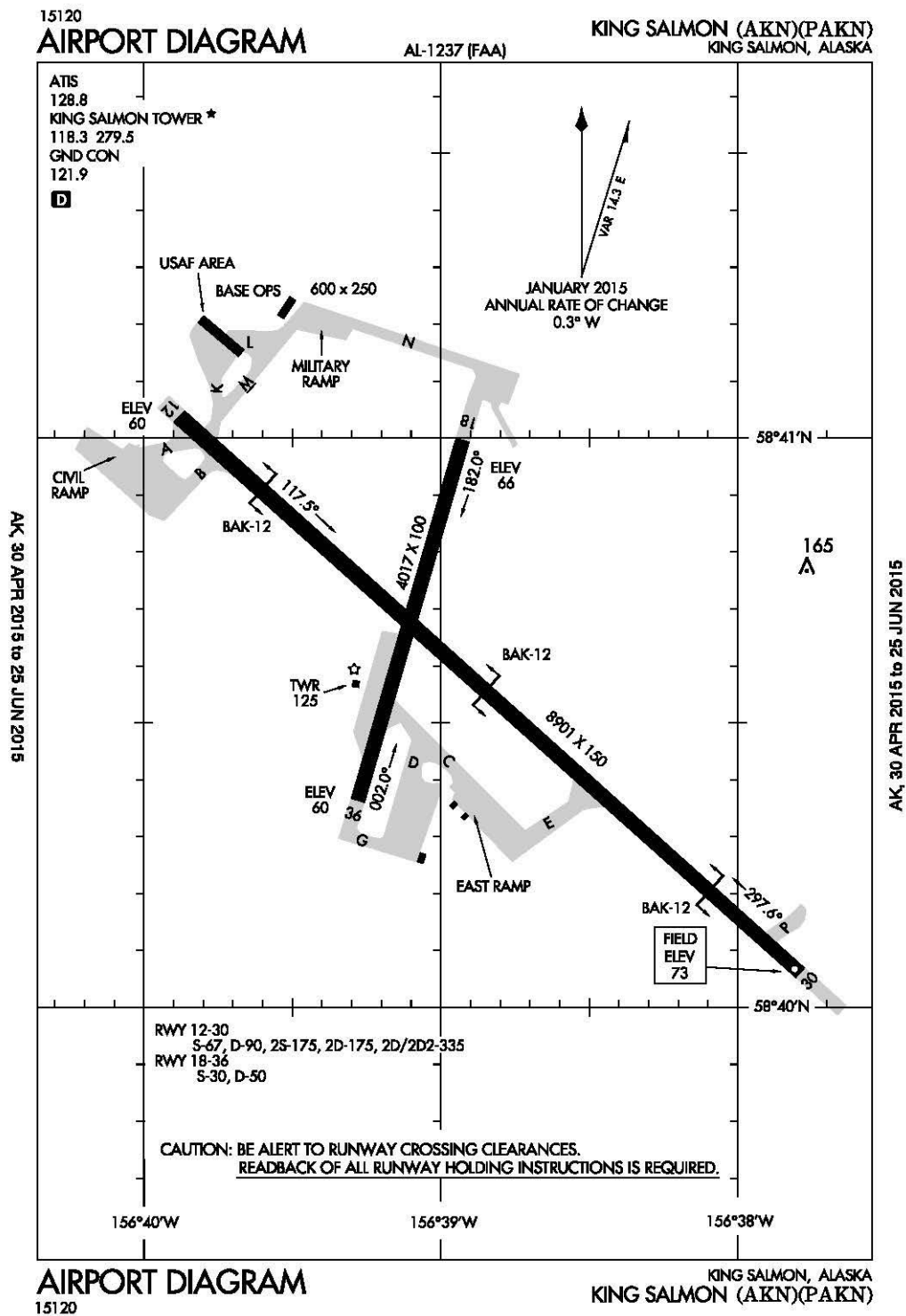
SEE SPECIAL NOTICES AND GENERAL NOTICES FOR ADDITIONAL INFORMATION ON OPERATIONS IN JUNEAU AREA.

LENA POINT, PEDERSON HILL AND SISTERS ISLAND WX CAMERAS AVAILABLE ON INTERNET AT [HTTP://AVCAMS.FAA.GOV](http://AVCAMS.FAA.GOV)

RUNWAY 08/26 SAND USED TO ENHANCE RUNWAY FRICTION MAY NOT MEET FAA SPECS.

COLD TEMPERATURE RESTRICTED AIRPORT. ALTITUDE CORRECTION REQUIRED AT OR BELOW -22C/-8F.

King Salmon, Alaska
King Salmon
ICAO Identifier PAKN



King Salmon, AK
King Salmon
ICAO Identifier PAKN

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 58-40-35.38N / 156-38-55.29W
2.2.2 From City: 0 Miles SE Of King Salmon, AK
2.2.3 Elevation: 73 ft
2.2.5 Magnetic variation: 16E (2010)
2.2.6 Airport Contact: Kyler Hylton
PO BOX 65
King Salmon, AK 99613
(907-246-3325)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, 0800-1800 Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: No
2.4.6 Repair facilities: Major
2.4.7 Remarks: Transient Parking Marked At North End Of General Aviation Ramp And East End Of Cargo Ramp.

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
A certified on 3/21/2005
2.6.4 Remarks: Closed To Aircraft 0 Operations With More Than 30 Passenger Seats Except Prior Permission Required In Writing To Airport Manager PO Box 65 King Salmon Ak, 99613.

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 18
2.10.1.b Type of obstacle: Trees (40 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 0 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: NW
2.12.3 Dimensions: 4000 ft x 500 ft
2.12.1 Designation: SE
2.12.3 Dimensions: 4000 ft x 500 ft
2.12.1 Designation: 18

2.12.2 True Bearing: 196
2.12.3 Dimensions: 4017 ft x 100 ft
2.12.5 Coordinates: 58-40-59.78N / 156-38-55.61W
2.12.6 Threshold elevation: 66 ft
2.12.6 Touchdown zone elevation: 66 ft

2.12.1 Designation: 36
2.12.2 True Bearing: 16
2.12.3 Dimensions: 4017 ft x 100 ft
2.12.5 Coordinates: 58-40-21.80N / 156-39-16.96W
2.12.6 Threshold elevation: 60 ft
2.12.6 Touchdown zone elevation: 65 ft

2.12.1 Designation: 12
2.12.2 True Bearing: 132
2.12.3 Dimensions: 8901 ft x 150 ft
2.12.5 Coordinates: 58-41-00.00N / 156-39-53.02W
2.12.6 Threshold elevation: 60 ft
2.12.6 Touchdown zone elevation: 62 ft

2.12.1 Designation: 30
2.12.2 True Bearing: 312
2.12.3 Dimensions: 8901 ft x 150 ft
2.12.5 Coordinates: 58-40-00.00N / 156-37-47.63W
2.12.6 Threshold elevation: 73 ft
2.12.6 Touchdown zone elevation: 73 ft

AD 2.13 Declared distances

2.13.1 Designation: 12
2.13.2 Takeoff run available: 8901
2.13.3 Takeoff distance available: 8901
2.13.4 Accelerate-stop distance available: 8501
2.13.5 Landing distance available: 8501

2.13.1 Designation: 30
2.13.2 Takeoff run available: 8901
2.13.3 Takeoff distance available: 8901
2.13.4 Accelerate-stop distance available: 8501
2.13.5 Landing distance available: 8501

AD 2.14 Approach and runway lighting

2.14.1 Designation: 12
2.14.2 Approach lighting system: SSALR: Simplified short approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 30
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.3 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: ATIS
2.18.3 Service designation: 128.8 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: PTD
2.18.3 Service designation: 372.2 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 279.5 MHz

2.19.6 Site elevation:

2.19.1 ILS type: Glide Slope for runway 12. Magnetic variation: 16E

2.19.2 ILS identification: AKN

2.19.5 Coordinates: 58-40-57.34N / 156-39-29.89W

2.19.6 Site elevation: 64 ft

2.19.1 ILS type: Middle Marker for runway 12. Magnetic variation: 16E

2.19.2 ILS identification: AKN

2.19.5 Coordinates: 58-41-25.44N / 156-40-42.92W

2.19.6 Site elevation: 1 ft

2.19.1 ILS type: DME for runway 12. Magnetic variation: 16E

2.19.2 ILS identification: AKN

2.19.5 Coordinates: 58-39-59.60N / 156-37-31.70W

2.19.6 Site elevation: 78 ft

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Outer Marker for runway 12. Magnetic variation: 16E

2.19.2 ILS identification: AKN

2.19.5 Coordinates: 58-44-14.14N / 156-46-45.49W

2.19.1 ILS type: Localizer for runway 12. Magnetic variation: 16E

2.19.2 ILS identification: AKN

2.19.5 Coordinates: 58-39-56.55N / 156-37-32.37W

2.19.6 Site elevation: 78 ft

General Remarks:

LANDING AREA RUNWAY NW/SE ALSO USED BY BOATS.

FLOCKS OF LARGE MIGRATORY BIRDS IN VICINITY DURING SEASON.

OFF PAVEMENT OPERATIONS BY AIRCRAFT; INCLUDING HELICOPTERS; NOT AUTHORIZED AT THE AIR CARRIER APRON. NO LANDING; PARKING OR TAKE-OFFS PERMITTED FROM DIRT OR GRASS.

ONE INCH DIP ON CENTERLINE 1850 FT FROM APPROACH END RUNWAY 36 EXTENDS TO THREE INCH DIP 25 FT WIDE ON WEST EDGE.

CIVILIAN TRANSIENT PARKING ON SE RAMP ONLY; OTHER PARKING LONGER THAN 48 HRS REQUIRES PERMIT.

ALL FIGHTER AIRCRAFT ON ARR EXPECT REDUCED SEPARATION; SIMILAR APPROACH CHARACTERISTICS AND DAY - 3000 FT; DISSIMILAR APPROACH CHARACTERISTICS AND/OR NIGHT - 6000 FT; AHEAD/BEHIND FORMATION LANDING - 6000 FT.

600 FT SAFETY AREA APPROACH END RUNWAY 12.

RUNWAY CONDITION READING UPDATED AS REQUIRED DURING 11TH AF FIGHTER FLYING WINDOW. AIRCREWS COORD RUNWAY CONDITION READING CHECKS WITH KING SALMON OPERATIONS - 907-439-3001 OR 907-439-6000. AIRCRAFT OPERATIONS RESTRICTED TO LOW APPROACH/FULL STOP LANDING ONLY.

FIGHTER AIRCRAFT COORDINATE DESIRED BARRIER CONFIGURATION OR ENGAGEMENT AS EARLY AS POSSIBLE. EXPECT AT LEAST 30 MIN DELAY FOR SHORT-NOTICE REQUIREMENT.

FLIGHTS ORIG OUTSIDE ALASKA REFER TO USAF FOREIGN CLEARANCE GUIDE. NO CUSTOMS AVAILABLE.

SNOW, ICE REMOVAL & AIRPORT HAZARD CONDITION PERFORMED & REPORTED DURING MAINT DUTY HRS.

USAF FACILITIES MINIMALLY OPR BY CIVILIAN CONTRACTORS WITH LIMITED SUPPORT CAPABILITY. CALL TO CONFIRM OPR HRS NOT LATER THAN 24 HRS IN ADVANCE OF EXPECTED ARRIVAL. MILITARY AIRCRAFT NEED TO CONFIRM FUEL REQUIREMENTS 24-48 HOURS IN ADVANCE.

MILITARY FTRS/EMERGENCY DIVERTS CALL WARRIOR SOF/ELMENDORF SOF ON UHF AT 395.15. NON-EMERG/NON-FTR AIRCRAFT CALL KING SALMON OPERATIONS; 24 HR POINT NORMALLY MONITORS COMMON TRAFFIC ADVISORY FREQUENCY DURING OPR HRS.

RUNWAY 18/36 NOT INSPECTED FOR MILITARY OPERATIONS.

AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT STAFFED DURING PERIODS OF AIR CARRIER ACTIVITY ONLY.

PRIVATE JETS MAY PARK ON THE SE SECTION OF E RAMP; CALL AIRPORT MANAGER AT 907-246-3325 FOR INFORMATION.

AIRPORT MAINT DUTY HRS 0800-1700.

AIRPORT SAND FINER MATERIAL THAN FAA RECOMMENDED/SEE AC150/5200-30.

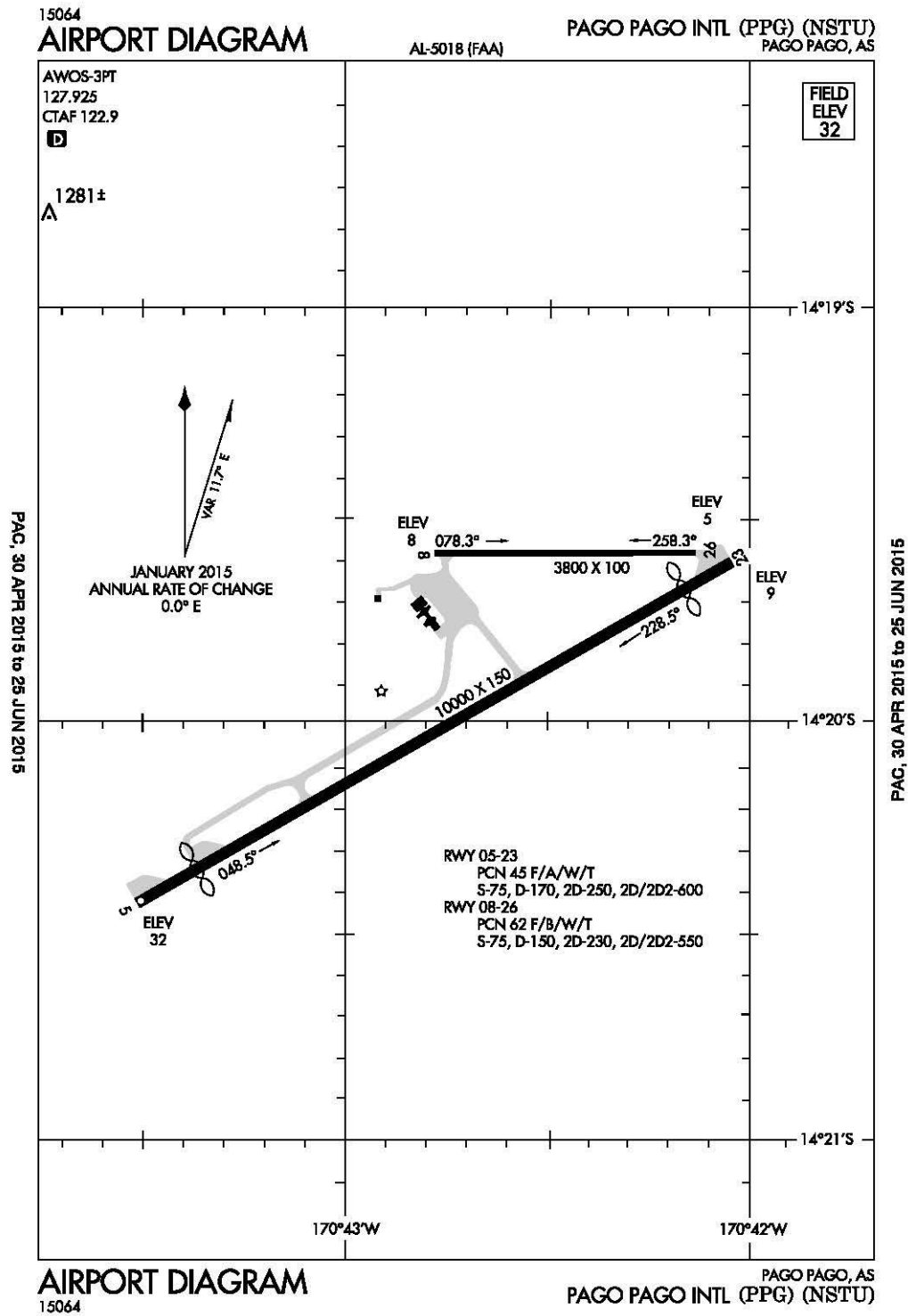
GENERAL AVIATION APRON, PAVEMENT CRUMBLING, POSSIBLE FOREIGN OBJECT DAMAGE HAZARD. JET AIRCRAFT BE ALERT DURING RUN-UP TO AVOID DAMAGE WITH JET WASH.

WX CAMERA AVAILABLE ON INTERNET AT [HTTP://AVCAMS.FAA.GOV](http://AVCAMS.FAA.GOV)

APRON SPOTS 4, 5, 6, 7 NORTH OF MILITARY HANGARS CLOSED EXCEPT PROPELLER AIRCRAFT. TAXIWAY P CLOSED.

AIRCRAFT RESCUE AND FIRE FIGHTING IS AVAILABLE FOR PART 121 CARRIERS INVOLVED IN ETOPS OPERATIONS WITH 30 MINUTES NOTICE.

Pago Pago, American Samoa
Pago Pago/International
ICAO Identifier NSTU



Pago Pago, AS
Pago Pago Intl
ICAO Identifier NSTU

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 14-19-53.98S / 170-42-41.41W
2.2.2 From City: 3 Miles SW Of Pago Pago, AS
2.2.3 Elevation: 32 ft
2.2.5 Magnetic variation: 12E (1990)
2.2.6 Airport Contact: Dr. Claire Poumele
DEPT OF PORT ADMIN, BOX 1539
Pago Pago, AS 96799 (684-733-4510)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100,A1+
2.4.4 De-icing facilities: None
2.4.5 Hangar space: No
2.4.6 Repair facilities: None

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
C certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 05
2.10.1.b Type of obstacle: Hill (446 ft). Lighted
2.10.1.c Location of obstacle: 1000 ft from Centerline

2.10.1.a. Runway designation: 23
2.10.1.b Type of obstacle: Fence (8 ft). Lighted

AD 2.12 Runway physical characteristics

2.12.1 Designation: 08
2.12.2 True Bearing: 90
2.12.3 Dimensions: 3800 ft x 100 ft
2.12.4 PCN: 62 F/B/W/T
2.12.5 Coordinates: 14-19-35.13S / 170-42-46.75W
2.12.6 Threshold elevation: 8 ft
2.12.6 Touchdown zone elevation: 6 ft

2.12.1 Designation: 26
2.12.2 True Bearing: 270
2.12.3 Dimensions: 3800 ft x 100 ft
2.12.4 PCN: 62 F/B/W/T
2.12.5 Coordinates: 14-19-35.10S / 170-42-00.00W

2.12.6 Threshold elevation: 5 ft
2.12.6 Touchdown zone elevation: 6 ft

2.12.1 Designation: 05
2.12.2 True Bearing: 60
2.12.3 Dimensions: 10000 ft x 150 ft
2.12.4 PCN: 45 F/A/W/T
2.12.5 Coordinates: 14-20-25.82S / 170-43-30.84W
2.12.6 Threshold elevation: 32 ft
2.12.6 Touchdown zone elevation: 30 ft

2.12.1 Designation: 23
2.12.2 True Bearing: 240
2.12.3 Dimensions: 10000 ft x 150 ft
2.12.4 PCN: 45 F/A/W/T
2.12.5 Coordinates: 14-19-36.47S / 170-42-00.00W
2.12.6 Threshold elevation: 9 ft
2.12.6 Touchdown zone elevation: 9 ft

AD 2.13 Declared distances

2.13.1 Designation: 05
2.13.2 Takeoff run available: 9200
2.13.3 Takeoff distance available: 10200
2.13.4 Accelerate-stop distance available: 9200
2.13.5 Landing distance available: 8200

2.13.1 Designation: 23
2.13.2 Takeoff run available: 10000
2.13.3 Takeoff distance available: 10000
2.13.4 Accelerate-stop distance available: 10000
2.13.5 Landing distance available: 9200

AD 2.14 Approach and runway lighting

2.14.1 Designation: 05
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-box VASI on left

2.14.1 Designation: 23
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 05. Magnetic variation: 12E
2.19.2 ILS identification: TUT
2.19.5 Coordinates: 14-19-38.78S / 170-42-12.90W
2.19.6 Site elevation: 6 ft

2.19.1 ILS type: DME for runway 05. Magnetic variation: 12E
2.19.2 ILS identification: TUT
2.19.5 Coordinates: 14-19-37.63S / 170-42-14.71W
2.19.6 Site elevation: 22 ft

2.19.1 ILS type: Glide Slope for runway 05. Magnetic variation: 12E
2.19.2 ILS identification: TUT

2.19.5 Coordinates: 14-20-13.06S / 170-43-15.19W
2.19.6 Site elevation: 25 ft

2.19.1 ILS type: Middle Marker for runway 05. Magnetic variation: 12E
2.19.2 ILS identification: TUT
2.19.5 Coordinates: 14-20-36.10S / 170-43-49.30W
2.19.6 Site elevation: 74 ft

General Remarks:

PERMANENT CABLE ACROSS MID PAGO PAGO HARBOR 4SM NNE AIRPORT, RISES ABRUPTLY TO 1609' MOUNTAIN ALAVA N SIDE OF HARBOR, EXTREMELY HAZARDOUS TO AIRCRAFT.

ALL FLIGHTS (EXCEPT SCHEDULED) PRIOR PERMISSION FROM AIRPORT MANAGER WITH 24 HRS PRIOR NOTICE.

SEA SPRAY FROM SURF & BLOW HOLES MAY DRIFT ACROSS RUNWAY 05/23 UNDER ROUGH SEA CONDITIONS.

ALL AIRCRAFT TRANSITING PAGO PAGO (EXCEPT COMMERCIAL CARRIERS) MUST MAKE FUEL ARRANGEMENTS WITH PPG AT 684-733-3158.

ALL AIRCRAFT EXCEEDING 100000 GROSS WEIGHT UPON TOUCHDOWN TAXI TO THR TURN- AROUND BEFORE TAXIING TO APRON. AIRCRAFT UNDER 100000 MAKE TURN-ARND WHERE FEASIBLE.

OLOTELE MOUNTAIN 1617 FT MSL 3.5 MILES WEST OF THRESHOLD RUNWAY 08.

PERMANENTLY LIGHTED & MARKED 226' TOWER ATOP MOUNTAIN ALAVA 4.3SM NNE AIRPORT.

Phoenix, AZ
Phoenix Sky Harbor Intl
ICAO Identifier KPHX

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 33-26-00.00N / 112-00-41.70W
2.2.2 From City: 3 Miles E Of Phoenix, AZ
2.2.3 Elevation: 1135 ft
2.2.5 Magnetic variation: 12E (2000)
2.2.6 Airport Contact: Danny Murphy
3400 SKY HARBOR BLVD, SUITE 3300
Phoenix, AZ 85034 (602-273-3300)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
D certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 08
2.10.1.b Type of obstacle: Bldg (66 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 503 ft from Centerline

2.10.1.a. Runway designation: 26
2.10.1.b Type of obstacle: Road (9 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 540 ft from Centerline

2.10.1.a. Runway designation: 07L
2.10.1.b Type of obstacle: Pole (62 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 750 ft from Centerline

2.10.1.a. Runway designation: 25R
2.10.1.b Type of obstacle: Ant (416 ft). Marked and Lighted
2.10.1.c Location of obstacle: 600 ft from Centerline

2.10.1.a. Runway designation: 25L

2.10.1.b Type of obstacle: Ant (424 ft). Marked and Lighted
2.10.1.c Location of obstacle: 1193 ft from Centerline

2.10.1.a. Runway designation: 07R
2.10.1.b Type of obstacle: Pole (33 ft). Lighted
2.10.1.c Location of obstacle: 640 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 08
2.12.2 True Bearing: 90
2.12.3 Dimensions: 11489 ft x 150 ft
2.12.4 PCN: 74 R/B/W/T
2.12.5 Coordinates: 33-26-27.10N / 112-01-47.26W
2.12.6 Threshold elevation: 1111 ft
2.12.6 Touchdown zone elevation: 1118 ft

2.12.1 Designation: 26
2.12.2 True Bearing: 270
2.12.3 Dimensions: 11489 ft x 150 ft
2.12.4 PCN: 74 R/B/W/T
2.12.5 Coordinates: 33-26-26.96N / 111-59-31.69W
2.12.6 Threshold elevation: 1135 ft
2.12.6 Touchdown zone elevation: 1135 ft

2.12.1 Designation: 07L
2.12.2 True Bearing: 90
2.12.3 Dimensions: 10300 ft x 150 ft
2.12.4 PCN: 70 R/B/W/T
2.12.5 Coordinates: 33-25-51.81N / 112-01-37.56W
2.12.6 Threshold elevation: 1110 ft
2.12.6 Touchdown zone elevation: 1116 ft

2.12.1 Designation: 25R
2.12.2 True Bearing: 270
2.12.3 Dimensions: 10300 ft x 150 ft
2.12.4 PCN: 70 R/B/W/T
2.12.5 Coordinates: 33-25-51.73N / 111-59-36.05W
2.12.6 Threshold elevation: 1134 ft
2.12.6 Touchdown zone elevation: 1134 ft

2.12.1 Designation: 07R
2.12.2 True Bearing: 90
2.12.3 Dimensions: 7800 ft x 150 ft
2.12.4 PCN: 79 R/B/W/T
2.12.5 Coordinates: 33-25-43.89N / 112-01-37.57W
2.12.6 Threshold elevation: 1111 ft
2.12.6 Touchdown zone elevation: 1116 ft

2.12.1 Designation: 25L
2.12.2 True Bearing: 270

2.12.3 Dimensions: 7800 ft x 150 ft
2.12.4 PCN: 79 R/B/W/T
2.12.5 Coordinates: 33-25-43.84N / 112-00-00.00W
2.12.6 Threshold elevation: 1126 ft
2.12.6 Touchdown zone elevation: 1126 ft

AD 2.13 Declared distances

2.13.1 Designation: 08
2.13.2 Takeoff run available: 11489
2.13.3 Takeoff distance available: 11489
2.13.4 Accelerate-stop distance available: 11489
2.13.5 Landing distance available: 10591

2.13.1 Designation: 26
2.13.2 Takeoff run available: 11489
2.13.3 Takeoff distance available: 11489
2.13.4 Accelerate-stop distance available: 11489
2.13.5 Landing distance available: 11489

AD 2.14 Approach and runway lighting

2.14.1 Designation: 08
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 26
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 07L
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 25R
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 07R
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 25L
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light

PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: CD/P
2.18.3 Service designation: 118.1 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.7 MHz

2.18.1 Service designation: GND/P (NORTH)
2.18.3 Service designation: 119.75 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 120.9 MHz

2.18.1 Service designation: GND/P (SOUTH)
2.18.3 Service designation: 132.55 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 254.3 MHz

2.18.1 Service designation: GND/P CD/P
2.18.3 Service designation: 269.2 MHz

2.18.1 Service designation: ATIS
2.18.3 Service designation: 127.575 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 278.8 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: DME for runway 08. Magnetic vari-
ation: 12E
2.19.2 ILS identification: SYQ
2.19.5 Coordinates: 33-26-24.32N / 111-59-19.70W
2.19.6 Site elevation: 1149 ft

2.19.1 ILS type: Glide Slope for runway 08. Magnetic
variation: 12E
2.19.2 ILS identification: SYQ
2.19.5 Coordinates: 33-26-29.65N / 112-01-24.63W
2.19.6 Site elevation: 1111 ft

2.19.1 ILS type: Localizer for runway 08. Magnetic vari-
ation: 12E
2.19.2 ILS identification: SYQ
2.19.5 Coordinates: 33-26-26.95N / 111-59-19.75W

2.19.6 Site elevation: 1145 ft

2.19.1 ILS type: DME for runway 26. Magnetic variation: 12E

2.19.2 ILS identification: CWJ

2.19.5 Coordinates: 33-26-24.18N / 112-01-59.25W

2.19.6 Site elevation: 1119 ft

2.19.1 ILS type: Glide Slope for runway 26. Magnetic variation: 12E

2.19.2 ILS identification: CWJ

2.19.5 Coordinates: 33-26-29.60N / 111-59-44.43W

2.19.6 Site elevation: 1129 ft

2.19.1 ILS type: Localizer for runway 26. Magnetic variation: 12E

2.19.2 ILS identification: CWJ

2.19.5 Coordinates: 33-26-27.11N / 112-01-59.23W

2.19.6 Site elevation: 1105 ft

2.19.1 ILS type: Glide Slope for runway 07L. Magnetic variation: 12E

2.19.2 ILS identification: PHX

2.19.5 Coordinates: 33-25-49.05N / 112-01-25.22W

2.19.6 Site elevation: 1106 ft

2.19.1 ILS type: Middle Marker for runway 07L. Magnetic variation: 12E

2.19.2 ILS identification: PHX

2.19.5 Coordinates: 33-25-51.76N / 112-02-00.00W

2.19.6 Site elevation: 1304 ft

2.19.1 ILS type: Localizer for runway 07L. Magnetic variation: 12E

2.19.2 ILS identification: PHX

2.19.5 Coordinates: 33-25-51.72N / 111-59-20.41W

2.19.6 Site elevation: 1133 ft

2.19.1 ILS type: DME for runway 07L. Magnetic variation: 12E

2.19.2 ILS identification: PHX

2.19.5 Coordinates: 33-25-54.14N / 111-59-19.06W

2.19.6 Site elevation: 1142 ft

2.19.1 ILS type: Outer Marker for runway 07L. Magnetic variation: 12E

2.19.2 ILS identification: PHX

2.19.5 Coordinates: 33-25-53.81N / 112-06-23.58W

2.19.6 Site elevation: 1056 ft

2.19.1 ILS type: DME for runway 25L. Magnetic variation: 12E

2.19.2 ILS identification: RJG

2.19.5 Coordinates: 33-25-43.83N / 111-59-52.33W

2.19.6 Site elevation: 1112 ft

2.19.1 ILS type: Glide Slope for runway 25L. Magnetic variation: 12E

2.19.2 ILS identification: RJG

2.19.5 Coordinates: 33-25-40.93N / 112-00-16.87W

2.19.6 Site elevation: 1120 ft

2.19.1 ILS type: Localizer for runway 25L. Magnetic variation: 12E

2.19.2 ILS identification: RJG

2.19.5 Coordinates: 33-25-43.90N / 112-01-50.78W

2.19.6 Site elevation: 1110 ft

2.19.1 ILS type: DME for runway 07R. Magnetic variation: 12E

2.19.2 ILS identification: AHA

2.19.5 Coordinates: 33-25-43.83N / 111-59-52.33W

2.19.6 Site elevation: 1112 ft

2.19.1 ILS type: Glide Slope for runway 07R. Magnetic variation: 12E

2.19.2 ILS identification: AHA

2.19.5 Coordinates: 33-25-46.63N / 112-01-25.09W

2.19.6 Site elevation: 1108 ft

2.19.1 ILS type: Localizer for runway 07R. Magnetic variation: 12E

2.19.2 ILS identification: AHA

2.19.5 Coordinates: 33-25-43.83N / 111-59-52.33W

2.19.6 Site elevation: 1135 ft

General Remarks:

FEE FOR ALL CHARTERS; TRAVEL CLUBS AND CERTAIN REVENUE PRODUCING AIRCRAFT.

NOISE ABATEMENT PROCEDURES ARE IN AFFECT AT ALL TIMES. CONTACT 602-273-4300 FOR MORE INFORMATION.

BIRD ACTIVITY WITHIN 10 MILES OF AIRPORT UP TO 10,000 MSL.

TAXIWAY R AND PORTIONS OF TAXIWAYS S AND T DIRECTLY BELOW THE ATCT ARE NON VISIBLE AREAS FROM THE ATCT. PHOENIX ATCT UNABLE TO PROVIDE AIR TRAFFIC CONTROL SERVICES TO AIRCRAFT WHILE ON TAXIWAY R, AND PORTIONS OF TAXIWAYS S AND T.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

TAXIWAY D BETWEEN INTERSECTIONS TAXIWAYS D8 & D9 RESTRICTED TO AIRCRAFT WITH WINGSPAN 135 FT OR LESS.

TAXIWAY R OVERHEAD TRAIN BRIDGE AT MIDPOINT PROVIDES 82FT-4 IN. CLEARANCE.

TRANSIENT AIRCRAFT USE FBO SWIFT AVIATION FOR SERVICE C602-273-3770, 132.00.”

FAA NAV EQUIPMENT SHACKS LOCATED 117 FT NORTH AND 117 FT SOUTH OF TAXIWAY F CENTERLINE BETWEEN TAXIWAYS G2 AND G3 INTERSECTIONS.

NO EXPERIMENTAL FLIGHT OR GROUND DMSTRN ON AIRPORT WITHOUT PRIOR WRITTEN CONSENT FROM THE AIRPORT.

THIS AIRPORT HAS BEEN SURVEYED BY THE NATIONAL GEODETIC SURVEY.

NATIONAL GUARD HAS LIMITED TRANSIENT MAINTENANCE AND PARKING REMAINING OVERNIGHT BY PRIOR PERMISSION.

AIRCRAFT DESIGN GROUP VI OPERATIONS WITH PRIOR PERMISSION REQUIRED.

NO TOUCH AND GO OR STOP AND GO OPERATIONS ALLOWED BETWEEN 0600 AND 2300 WITHOUT PRIOR WRITTEN CONSENT FROM THE AIRPORT.

OVERNIGHT PARKING FEE.

NO ENGINE RUNS ON AIRPORT WITHOUT PRIOR COORDN WITH AIRSIDE OPERATIONS.

NO ENGINE RUNS ON AIRPORT BETWEEN 2300L - 0500L.

INTERNATIONAL GATE USE REQUEST SUPPLEMENTARY FLIGHT PLAN COORDN WITH AIRPORT OPERATIONS 48 HOURS PRIOR TO ARRIVAL.

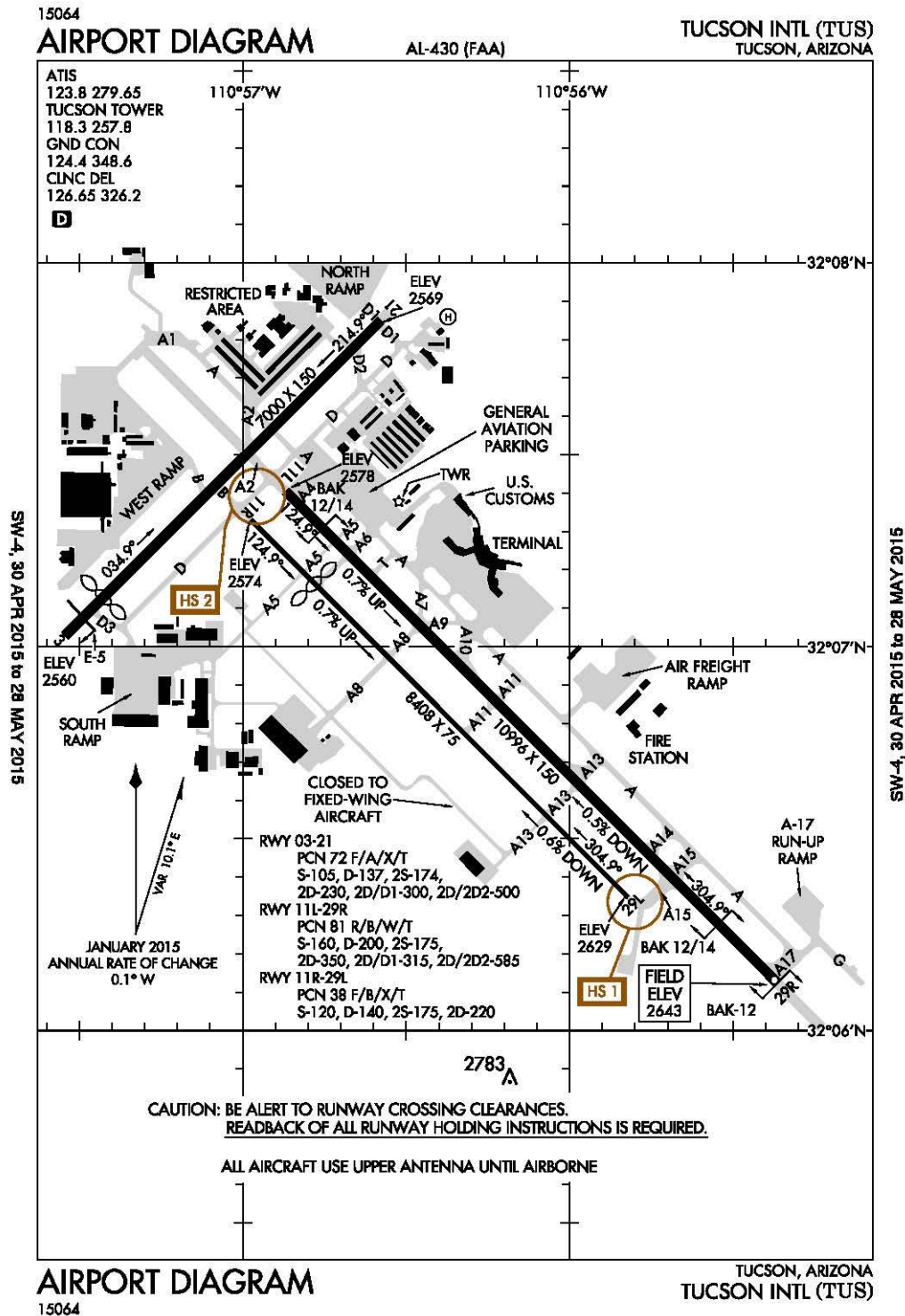
INTERNATIONAL LANDING RIGHTS REQUIRES US CUSTOMS AND BORDER PROTECTION NOTIFICATION 48 HOURS PRIOR TO LANDING.

GA SHOULD REVIEW AIRPORT SAFETY VIDEO [HTTP://SKYHARBOR.COM/ABOUT/FORPILOTS.HTML](http://skyharbor.com/about/forpilots.html)

FAA NAVIGATIONAL ANTS LOCATED 114 FT N AND S OF TAXIWAY F CENTERLINE, 525 W TAXIWAY G3 INTERSECTION.

RUNWAY STATUS LIGHTS ARE IN OPN.

Tucson, Arizona
Tucson International
ICAO Identifier KTUS



Tucson, AZ
Tucson Intl
ICAO Identifier KTUS

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 32-06-57.90N / 110-56-27.70W
2.2.2 From City: 6 Miles S Of Tucson, AZ
2.2.3 Elevation: 2643.1 ft
2.2.5 Magnetic variation: 12E (1995)
2.2.6 Airport Contact: Bonnie Allin
TUCSON APT AUTH 7005 S PLUMER
Tucson, AZ 85756 (520-573-8100)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: No
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
C certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 29L
2.10.1.b Type of obstacle: Pole (37 ft). Lighted
2.10.1.c Location of obstacle: 350 ft from Centerline

2.10.1.a. Runway designation: 03
2.10.1.b Type of obstacle: Rr (21 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 250 ft from Centerline

2.10.1.a. Runway designation: 29R
2.10.1.b Type of obstacle: Gnd (8 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 500 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 11R
2.12.2 True Bearing: 135
2.12.3 Dimensions: 8408 ft x 75 ft
2.12.4 PCN: 38 F/B/X/T
2.12.5 Coordinates: 32-07-19.57N / 110-56-58.75W
2.12.6 Threshold elevation: 2574 ft

2.12.6 Touchdown zone elevation: 2605 ft
2.12.7 Slope: 0.7UP

2.12.1 Designation: 29L
2.12.2 True Bearing: 315
2.12.3 Dimensions: 8408 ft x 75 ft
2.12.4 PCN: 38 F/B/X/T
2.12.5 Coordinates: 32-06-20.72N / 110-55-49.66W
2.12.6 Threshold elevation: 2629 ft
2.12.6 Touchdown zone elevation: 2629 ft
2.12.7 Slope: 0.6DOWN

2.12.1 Designation: 03
2.12.2 True Bearing: 45
2.12.3 Dimensions: 7000 ft x 150 ft
2.12.4 PCN: 72 F/A/X/T
2.12.5 Coordinates: 32-07-00.00N / 110-57-32.55W
2.12.6 Threshold elevation: 2560 ft
2.12.6 Touchdown zone elevation: 2572 ft

2.12.1 Designation: 21
2.12.2 True Bearing: 225
2.12.3 Dimensions: 7000 ft x 150 ft
2.12.4 PCN: 72 F/A/X/T
2.12.5 Coordinates: 32-07-50.74N / 110-56-34.96W
2.12.6 Threshold elevation: 2569 ft
2.12.6 Touchdown zone elevation: 2573 ft

2.12.1 Designation: 11L
2.12.2 True Bearing: 135
2.12.3 Dimensions: 10996 ft x 150 ft
2.12.4 PCN: 81 R/B/W/T
2.12.5 Coordinates: 32-07-24.13N / 110-56-52.49W
2.12.6 Threshold elevation: 2578 ft
2.12.6 Touchdown zone elevation: 2599 ft
2.12.7 Slope: 0.7UP

2.12.1 Designation: 29R
2.12.2 True Bearing: 315
2.12.3 Dimensions: 10996 ft x 150 ft
2.12.4 PCN: 81 R/B/W/T
2.12.5 Coordinates: 32-06-00.00N / 110-55-22.14W
2.12.6 Threshold elevation: 2643 ft
2.12.6 Touchdown zone elevation: 2643 ft
2.12.7 Slope: 0.5DOWN

AD 2.13 Declared distances

2.13.1 Designation: 03
2.13.2 Takeoff run available: 7000
2.13.3 Takeoff distance available: 7000
2.13.4 Accelerate-stop distance available: 7000

2.13.5 Landing distance available: 6150

2.13.1 Designation: 21

2.13.2 Takeoff run available: 6000

2.13.3 Takeoff distance available: 7000

2.13.4 Accelerate-stop distance available: 6000

2.13.5 Landing distance available: 6000

AD 2.14 Approach and runway lighting

2.14.1 Designation: 11R

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 21

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 11L

2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 29R

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 118.3 MHz

2.18.1 Service designation: LCL/S

2.18.3 Service designation: 119 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: ATIS

2.18.3 Service designation: 123.8 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: GND/P

2.18.3 Service designation: 124.4 MHz

|

2.18.1 Service designation: CD

2.18.3 Service designation: 126.65 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 257.8 MHz

2.18.1 Service designation: CD

2.18.3 Service designation: 326.2 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: ANG COMD POST

2.18.3 Service designation: 138.525 MHz

2.18.1 Service designation: ATIS

2.18.3 Service designation: 279.65 MHz

2.18.4 Hours of operation: 24

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Glide Slope for runway 11L. Magnetic
variation: 12E

2.19.2 ILS identification: TUS

2.19.5 Coordinates: 32-07-14.77N / 110-56-48.06W

2.19.6 Site elevation: 2580.3 ft

2.19.1 ILS type: Middle Marker for runway 11L. Mag-
netic variation: 12E

2.19.2 ILS identification: TUS

2.19.5 Coordinates: 32-07-51.90N / 110-57-22.60W

2.19.6 Site elevation: 2550 ft

2.19.1 ILS type: DME for runway 11L. Magnetic vari-
ation: 12E

2.19.2 ILS identification: TUS

2.19.5 Coordinates: 32-05-54.98N / 110-55-00.00W

2.19.6 Site elevation: 2676.1 ft

2.19.1 ILS type: Localizer for runway 11L. Magnetic
variation: 12E

2.19.2 ILS identification: TUS

2.19.5 Coordinates: 32-05-53.51N / 110-55-00.00W

2.19.6 Site elevation: 2660 ft

2.19.1 ILS type: Outer Marker for runway 11L. Magnet-
ic variation: 12E

2.19.2 ILS identification: TUS

2.19.5 Coordinates: 32-10-54.55N / 111-00-57.52W

2.19.6 Site elevation: 2500 ft

General Remarks:

AIRCRAFT DEPG RUNWAY 11R REQUIRED TO ATTAIN AT LEAST 400 FT AGL PRIOR TO STARTING TURN.

PORTIONS OF TAXIWAY D NOT VISIBLE FROM ATCT DUE TO HANGARS.

RUNWAY 11L/29R HAS DISTANCE REMAINING MARKINGS ON NE SIDE. RUNWAY 03/21 HAS DISTANCE REMAINING MARKERS ON SE SIDE.

NO B-747 TRAINING EXCEPT PRIOR PERMISSION REQUIRED; NO FLIGHT TRAINING 2200-0600 EXCEPT PRIOR PERMISSION REQUIRED; CALL AIRSIDE OPERATIONS DEPT. (520) 573-8190.

B747 AIRCRAFT TAXI WITH INBOARD ENGINES ONLY.

TAXIWAY T - GENERAL AVIATION TAXIWAY, 30,000 LBS OR LESS.

AIR CARRIERS USE RUNWAY 11L/29R.

RUNWAY 11R/29L RESTRICTED TO TKOF/LAND AIRCRAFT WITH WINGSPAN LESS THAN 73 FT & LANDING SPEED LESS THAN 120 KNOTS.

SERVICE-A-GEAR: BAK-14/BAK-12B APPROACH END RUNWAY 11L AND BAK-14/BAK-12B APPROACH END RUNWAY 29R, ENGAGEMENTS AVAILABLE ONLY DUR ANG DUTY HR AND 15 MIN PRIOR NOTICE REQUIRE. BAK-12B OVERRUN RUNWAY 29R AND BAK-12B OVERRUN RUNWAY 11L SERVICEABLE BUT NOT CERTIFIED. BAK-12B IN RUNWAY 11L OVERRUN HAS 850' RUN OUT.

HELICOPTER OPERATIONS LOCATED SOUTH OF RUNWAY 11R/29L & WEST OF TAXIWAY A13.

TAXIWAY A5 LIMITED TO 70,000 LBS OR LESS.

ANG - OFFICIAL BUSINESS ONLY. PRIOR PERMISSION REQUIRED DSN 844-6731, C520-295-6731, FAX EXTENSION 6732. 24 HR NOTIFICATION REQ FOR ALL PPR'S. BASE OPERATIONS OPR 1300-2200Z++ MON-FRI EXCEPT HOLIDAY. NO TRANSIENT ALERT MAINT AVAILABLE. NO CONTRACT FUEL AVAILABLE. TRANSIENT AIRCRAFT EXPECT STR-IN FULL STOP ONLY.

ALL AIRCRAFT USE UPPER ANTENNA UNTIL AIRBORNE.

NO PUBLIC SERVICES AVAILABLE AT THE TUS EXECUTIVE TERMINAL.

CALL OPERATIONS OFFICE AT 520-573-8190.

ANG: TAXIWAY ONTO APRON FENCE OPENING 78 FT 10 IN WIDE, 10 FT 2 IN HIGH.

SERVICE-FUEL: A++(MIL)

[illegible]

Fresno, CA
Fresno Yosemite Intl
ICAO Identifier KFAT

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 36-46-35.60N / 119-43-00.00W
2.2.2 From City: 5 Miles NE Of Fresno, CA
2.2.3 Elevation: 335.9 ft
2.2.5 Magnetic variation: 14E (2005)
2.2.6 Airport Contact: Kevin R. Meikle
4995 E CLINTON WAY
Fresno, CA 93727
(559-621-4500)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
B certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 11L
2.10.1.b Type of obstacle: Pole (31 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 650 ft from Centerline

2.10.1.a. Runway designation: 29R
2.10.1.b Type of obstacle: Road (16 ft). Lighted
2.10.1.c Location of obstacle: 580 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 11L
2.12.2 True Bearing: 125
2.12.3 Dimensions: 9539 ft x 150 ft
2.12.5 Coordinates: 36-47-00.00N / 119-43-48.31W
2.12.6 Threshold elevation: 333 ft
2.12.6 Touchdown zone elevation: 336 ft

2.12.1 Designation: 29R
2.12.2 True Bearing: 305
2.12.3 Dimensions: 9539 ft x 150 ft

2.12.5 Coordinates: 36-46-00.00N / 119-42-12.69W
2.12.6 Threshold elevation: 332 ft
2.12.6 Touchdown zone elevation: 333 ft

2.12.1 Designation: 11R
2.12.2 True Bearing: 125
2.12.3 Dimensions: 8008 ft x 150 ft
2.12.5 Coordinates: 36-46-59.02N / 119-43-56.71W
2.12.6 Threshold elevation: 330 ft
2.12.6 Touchdown zone elevation: 333 ft

2.12.1 Designation: 29L
2.12.2 True Bearing: 305
2.12.3 Dimensions: 8008 ft x 150 ft
2.12.5 Coordinates: 36-46-13.21N / 119-42-36.44W
2.12.6 Threshold elevation: 330 ft
2.12.6 Touchdown zone elevation: 331 ft

AD 2.13 Declared distances

2.13.1 Designation: 11L
2.13.2 Takeoff run available: 9539
2.13.3 Takeoff distance available: 9539
2.13.4 Accelerate-stop distance available: 9279
2.13.5 Landing distance available: 9279

2.13.1 Designation: 29R
2.13.2 Takeoff run available: 9539
2.13.3 Takeoff distance available: 9539
2.13.4 Accelerate-stop distance available: 9539
2.13.5 Landing distance available: 9227

AD 2.14 Approach and runway lighting

2.14.1 Designation: 11L
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 29R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 29L
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.2 MHz

2.18.1 Service designation: APCH/S DEP/S
2.18.3 Service designation: 118.5 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
IC
2.18.3 Service designation: 119.6 MHz

2.18.1 Service designation: ATIS
2.18.3 Service designation: 121.35 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.7 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 124.35 MHz

2.18.1 Service designation: NG OPS
2.18.3 Service designation: 132 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
2.18.3 Service designation: 132.35 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 251.1 MHz

2.18.1 Service designation: NG OPNS
2.18.3 Service designation: 255.8 MHz

2.18.1 Service designation: ATIS
2.18.3 Service designation: 273.6 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: ANG
2.18.3 Service designation: 298.3 MHz

2.18.1 Service designation: GND/P CD/P
2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: NG OPNS
2.18.3 Service designation: 40.95 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
2.18.3 Service designation: 323.25 MHz

2.18.1 Service designation: APCH/S DEP/S
2.18.3 Service designation: 268.7 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
IC
2.18.3 Service designation: 351.95 MHz

2.18.1 Service designation: ANG
2.18.3 Service designation: 140 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: DME for runway 11L. Magnetic variation: 14E

2.19.2 ILS identification: RPW

2.19.5 Coordinates: 36-47-10.81N / 119-43-56.63W

2.19.6 Site elevation: 347.3 ft

2.19.1 ILS type: Localizer for runway 11L. Magnetic variation: 14E

2.19.2 ILS identification: RPW

2.19.5 Coordinates: 36-46-00.00N / 119-42-00.00W

2.19.6 Site elevation: 331.4 ft

2.19.1 ILS type: Localizer for runway 29R. Magnetic variation: 14E

2.19.2 ILS identification: FAT

2.19.5 Coordinates: 36-47-00.00N / 119-43-58.60W

2.19.6 Site elevation: 333.8 ft

2.19.1 ILS type: Glide Slope for runway 29R. Magnetic variation: 14E

2.19.2 ILS identification: FAT

2.19.5 Coordinates: 36-46-18.84N / 119-42-23.48W

2.19.6 Site elevation: 332.3 ft

2.19.1 ILS type: Outer Marker for runway 29R. Magnetic variation: 14E

2.19.2 ILS identification: FAT

2.19.5 Coordinates: 36-43-48.19N / 119-38-00.00W

2.19.6 Site elevation: 340 ft

2.19.1 ILS type: Middle Marker for runway 29R. Magnetic variation: 14E

2.19.2 ILS identification: FAT

2.19.5 Coordinates: 36-45-47.67N / 119-41-37.41W

2.19.6 Site elevation: 330 ft

2.19.1 ILS type: DME for runway 29R. Magnetic variation: 14E

2.19.2 ILS identification: FAT

2.19.5 Coordinates: 36-47-10.81N / 119-43-56.63W

2.19.6 Site elevation: 347.2 ft

2.19.2 ILS identification: FAT

2.19.5 Coordinates: 36-46-00.00N / 119-42-00.00W

2.19.1 ILS type: Inner Marker for runway 29R. Magnetic variation: 14E

2.19.6 Site elevation: 330.7 ft

General Remarks:

FRESNO YOSEMITE INTL IS NOISE SENSITIVE; NOISE ABATEMENT PROCEDURES IN EFFECT.

NO MULTIPLE APPROACHES AND LANDINGS MON-SAT 2200-0700 AND SUN 1800-1000.

POSSIBLE WAKE TURBULENCE OR WIND SHEAR ARR TO RUNWAY 29L OR DEP FROM RUNWAY 11R. JET TESTING CONDUCTED AT AIR NATIONAL GUARD RAMP LOCATED AT SE CORNER OF AIRPORT.

NUMEROUS BIRDS IN THE VICINITY OF AIRPORT.

LIGHTED RUNWAY DISTANCE REMAINING MARKERS ON SOUTH SIDE OF RUNWAY 11R/29L; LIGHTED RUNWAY DISTANCE REMAINING MARKERS BOTH SIDES OF RUNWAY 11L/29R- 11L DRM ON NORTH SIDE; 29R DRM ON SOUTH SIDE.

RETRACTABLE BAK-12/14 AVAILABLE ON RUNWAY 11L AND RUNWAY 29R ARE KEPT IN RECESSED POSITION UNTIL REQ FOR USE; TOWER MUST BE NOTIFIED AT LEAST 5 SECONDS PRIOR TO ENGAGEMENT SO THAT THE AIR GROUND CABLE MAY BE RAISED.

SERVICE-JASU: (AM32A-60) 2(AGPU)

SERVICE-FUEL: SIGNATURE FLIGHT SUPPORT, C559-981-2490

[illegible]

Los Angeles, CA
Los Angeles Intl
ICAO Identifier KLAX

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 33-56-33.00N / 118-24-29.07W
2.2.2 From City: 9 Miles SW Of Los Angeles, CA
2.2.3 Elevation: 127.7 ft
2.2.5 Magnetic variation: 14E (1980)
2.2.6 Airport Contact: Jacqueline Yaft
ONE WORLD WAY
Los Angeles, CA 90009
(424-646-5060)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: No
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
E certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 25R
2.10.1.b Type of obstacle: Rr (25 ft). Lighted
2.10.1.c Location of obstacle: 0 ft from Centerline

2.10.1.a. Runway designation: 07R
2.10.1.b Type of obstacle: Pole (67 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 825 ft from Centerline

2.10.1.a. Runway designation: 25L
2.10.1.b Type of obstacle: Rr (21 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 600 ft from Centerline

2.10.1.a. Runway designation: 06L
2.10.1.b Type of obstacle: Pole (61 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 300 ft from Centerline

2.10.1.a. Runway designation: 24R

2.10.1.b Type of obstacle: Sign (42 ft). Lighted
2.10.1.c Location of obstacle: 350 ft from Centerline

2.10.1.a. Runway designation: 06R
2.10.1.b Type of obstacle: Pole (9 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 375 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 07L
2.12.2 True Bearing: 83
2.12.3 Dimensions: 12091 ft x 150 ft
2.12.4 PCN: 70 R/A/W/T
2.12.5 Coordinates: 33-56-00.00N / 118-25-00.00W
2.12.6 Threshold elevation: 120 ft
2.12.6 Touchdown zone elevation: 128 ft

2.12.1 Designation: 25R
2.12.2 True Bearing: 263
2.12.3 Dimensions: 12091 ft x 150 ft
2.12.4 PCN: 70 R/A/W/T
2.12.5 Coordinates: 33-56-23.56N / 118-22-47.20W
2.12.6 Threshold elevation: 94 ft
2.12.6 Touchdown zone elevation: 104 ft

2.12.1 Designation: 07R
2.12.2 True Bearing: 83
2.12.3 Dimensions: 11095 ft x 200 ft
2.12.4 PCN: 75 R/A/W/T
2.12.5 Coordinates: 33-56-00.00N / 118-25-00.00W
2.12.6 Threshold elevation: 122 ft
2.12.6 Touchdown zone elevation: 128 ft

2.12.1 Designation: 25L
2.12.2 True Bearing: 263
2.12.3 Dimensions: 11095 ft x 200 ft
2.12.4 PCN: 75 R/A/W/T
2.12.5 Coordinates: 33-56-14.51N / 118-22-57.77W
2.12.6 Threshold elevation: 98 ft
2.12.6 Touchdown zone elevation: 104 ft

2.12.1 Designation: 06L
2.12.2 True Bearing: 83
2.12.3 Dimensions: 8926 ft x 150 ft
2.12.4 PCN: 70 R/A/W/T
2.12.5 Coordinates: 33-56-56.80N / 118-25-52.18W
2.12.6 Threshold elevation: 113 ft
2.12.6 Touchdown zone elevation: 119 ft

2.12.1 Designation: 24R
2.12.2 True Bearing: 263

2.12.3 Dimensions: 8926 ft x 150 ft
2.12.4 PCN: 70 R/A/W/T
2.12.5 Coordinates: 33-57-00.00N / 118-24-00.00W
2.12.6 Threshold elevation: 119 ft
2.12.6 Touchdown zone elevation: 122 ft

2.12.1 Designation: 06R
2.12.2 True Bearing: 83
2.12.3 Dimensions: 10285 ft x 150 ft
2.12.4 PCN: 70 R/A/W/T
2.12.5 Coordinates: 33-56-48.29N / 118-26-00.00W
2.12.6 Threshold elevation: 110 ft
2.12.6 Touchdown zone elevation: 115 ft

2.12.1 Designation: 24L
2.12.2 True Bearing: 263
2.12.3 Dimensions: 10285 ft x 150 ft
2.12.4 PCN: 70 R/A/W/T
2.12.5 Coordinates: 33-57-00.00N / 118-24-00.00W
2.12.6 Threshold elevation: 113 ft
2.12.6 Touchdown zone elevation: 123 ft

AD 2.14 Approach and runway lighting

2.14.1 Designation: 07L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 25R
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 07R
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 25L
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on right
2.14.10 Remarks: ALSF2 Operates As SSALR Till Wx

Goes Below Vfr.

2.14.1 Designation: 06L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 24R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left
2.14.10 Remarks: ALSF2 Operates As SSALR Till Wx Goes Below Vfr.

2.14.1 Designation: 06R
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 24L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 119.8 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 120.35 MHz

2.18.1 Service designation: LCL/P IC
2.18.3 Service designation: 120.95 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.4 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.65 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.75 MHz

2.18.1 Service designation: SPECIAL FLIGHT RULE
AREA

2.18.3 Service designation: 128.55 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 133.8 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: LCL/P IC

2.18.3 Service designation: 133.9 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 135.65 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: LCL/P IC

2.18.3 Service designation: 239.3 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 243 MHz

2.18.1 Service designation: GND/P CD

2.18.3 Service designation: 327 MHz

2.18.1 Service designation: SAMSO FLT OPS

2.18.3 Service designation: 372.2 MHz

2.18.1 Service designation: LCL/P IC

2.18.3 Service designation: 379.1 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Glide Slope for runway 07L. Magnetic
variation: 14E

2.19.2 ILS identification: IAS

2.19.5 Coordinates: 33-56-00.00N / 118-24-57.38W

2.19.6 Site elevation: 121.5 ft

2.19.1 ILS type: Localizer for runway 07L. Magnetic
variation: 14E

2.19.2 ILS identification: IAS

2.19.5 Coordinates: 33-56-24.76N / 118-22-35.45W

2.19.6 Site elevation: 112.2 ft

2.19.1 ILS type: DME for runway 07L. Magnetic vari-
ation: 14E

2.19.2 ILS identification: IAS

2.19.5 Coordinates: 33-56-00.00N / 118-25-19.71W

2.19.6 Site elevation: 124.8 ft

2.19.1 ILS type: Middle Marker for runway 07L. Mag-
netic variation: 14E

2.19.2 ILS identification: IAS

2.19.5 Coordinates: 33-56-00.00N / 118-25-46.90W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 25R. Magnetic
variation: 13E

2.19.2 ILS identification: CFN

2.19.5 Coordinates: 33-56-00.00N / 118-25-18.03W

2.19.6 Site elevation: 120.9 ft

2.19.1 ILS type: Glide Slope for runway 25R. Magnetic
variation: 13E

2.19.2 ILS identification: CFN

2.19.5 Coordinates: 33-56-17.87N / 118-23-10.22W

2.19.6 Site elevation: 97.7 ft

2.19.1 ILS type: Outer Marker for runway 25R. Magnet-
ic variation: 13E

2.19.2 ILS identification: CFN

2.19.5 Coordinates: 33-56-53.50N / 118-16-32.20W

2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 25R. Magnetic vari-
ation: 13E

2.19.2 ILS identification: CFN

2.19.5 Coordinates: 33-56-00.00N / 118-25-19.71W

2.19.6 Site elevation: 124.8 ft

2.19.1 ILS type: Middle Marker for runway 25R. Mag-
netic variation: 13E

2.19.2 ILS identification: CFN

2.19.5 Coordinates: 33-56-25.90N / 118-22-24.40W

2.19.6 Site elevation: 87 ft

2.19.1 ILS type: Localizer for runway 07R. Magnetic
variation: 14E

2.19.2 ILS identification: MKZ

2.19.5 Coordinates: 33-56-15.79N / 118-22-45.24W

2.19.6 Site elevation: 92.5 ft

2.19.1 ILS type: Glide Slope for runway 07R. Magnetic
variation: 14E

2.19.2 ILS identification: MKZ

2.19.5 Coordinates: 33-56-00.00N / 118-24-55.78W

2.19.6 Site elevation: 121.1 ft

2.19.1 ILS type: Middle Marker for runway 07R. Mag-
netic variation: 14E

2.19.2 ILS identification: MKZ

2.19.5 Coordinates: 33-55-58.50N / 118-25-41.70W
2.19.6 Site elevation: 104 ft

2.19.1 ILS type: DME for runway 07R. Magnetic variation: 14E

2.19.2 ILS identification: MKZ

2.19.5 Coordinates: 33-56-00.00N / 118-25-20.79W

2.19.6 Site elevation: 126 ft

2.19.1 ILS type: Glide Slope for runway 25L. Magnetic variation: 12E

2.19.2 ILS identification: LAX

2.19.5 Coordinates: 33-56-17.77N / 118-23-10.21W

2.19.6 Site elevation: 97.3 ft

2.19.1 ILS type: Outer Marker for runway 25L. Magnetic variation: 12E

2.19.2 ILS identification: LAX

2.19.5 Coordinates: 33-56-53.50N / 118-16-32.20W

2.19.6 Site elevation: 127 ft

2.19.1 ILS type: Middle Marker for runway 25L. Magnetic variation: 12E

2.19.2 ILS identification: LAX

2.19.5 Coordinates: 33-56-18.50N / 118-22-23.90W

2.19.6 Site elevation: 84 ft

2.19.1 ILS type: Localizer for runway 25L. Magnetic variation: 12E

2.19.2 ILS identification: LAX

2.19.5 Coordinates: 33-55-59.86N / 118-25-20.87W

2.19.6 Site elevation: 118.4 ft

2.19.1 ILS type: DME for runway 25L. Magnetic variation: 12E

2.19.2 ILS identification: LAX

2.19.5 Coordinates: 33-56-00.00N / 118-25-20.79W

2.19.6 Site elevation: 126 ft

2.19.1 ILS type: Inner Marker for runway 25L. Magnetic variation: 12E

2.19.2 ILS identification: LAX

2.19.5 Coordinates: 33-56-15.69N / 118-22-46.13W

2.19.6 Site elevation: 92.6 ft

2.19.1 ILS type: Localizer for runway 06L. Magnetic variation: 14E

2.19.2 ILS identification: UWU

2.19.5 Coordinates: 33-57-00.00N / 118-23-57.20W

2.19.6 Site elevation: 108.5 ft

2.19.1 ILS type: Glide Slope for runway 06L. Magnetic variation: 14E

2.19.2 ILS identification: UWU

2.19.5 Coordinates: 33-56-54.59N / 118-25-39.82W

2.19.6 Site elevation: 110.5 ft

2.19.1 ILS type: DME for runway 06L. Magnetic variation: 14E

2.19.2 ILS identification: UWU

2.19.5 Coordinates: 33-56-50.75N / 118-26-26.62W

2.19.6 Site elevation: 139.3 ft

2.19.1 ILS type: Middle Marker for runway 06L. Magnetic variation: 14E

2.19.2 ILS identification: UWU

2.19.5 Coordinates: 33-56-50.80N / 118-26-25.80W

2.19.6 Site elevation: 121 ft

2.19.1 ILS type: DME for runway 24R. Magnetic variation: 12E

2.19.2 ILS identification: OSS

2.19.5 Coordinates: 33-56-50.75N / 118-26-26.62W

2.19.6 Site elevation: 139.3 ft

2.19.1 ILS type: Middle Marker for runway 24R. Magnetic variation: 12E

2.19.2 ILS identification: OSS

2.19.5 Coordinates: 33-57-11.00N / 118-23-33.00W

2.19.6 Site elevation: 104 ft

2.19.1 ILS type: Localizer for runway 24R. Magnetic variation: 12E

2.19.2 ILS identification: OSS

2.19.5 Coordinates: 33-56-53.16N / 118-26-27.68W

2.19.6 Site elevation: 125.5 ft

2.19.1 ILS type: Glide Slope for runway 24R. Magnetic variation: 12E

2.19.2 ILS identification: OSS

2.19.5 Coordinates: 33-57-00.00N / 118-24-18.52W

2.19.6 Site elevation: 120.5 ft

2.19.1 ILS type: Outer Marker for runway 24R. Magnetic variation: 12E

2.19.2 ILS identification: OSS

2.19.5 Coordinates: 33-57-53.70N / 118-16-40.70W

2.19.6 Site elevation: 136 ft

2.19.1 ILS type: Inner Marker for runway 24R. Magnetic variation: 12E

2.19.2 ILS identification: OSS

2.19.5 Coordinates: 33-57-00.00N / 118-23-55.75W

2.19.6 Site elevation: 107.7 ft

2.19.1 ILS type: DME for runway 06R. Magnetic variation: 14E

2.19.2 ILS identification: GPE

2.19.5 Coordinates: 33-56-49.92N / 118-26-22.77W

2.19.6 Site elevation: 134.3 ft

2.19.1 ILS type: Localizer for runway 06R. Magnetic variation: 14E

2.19.2 ILS identification: GPE

2.19.5 Coordinates: 33-57-00.00N / 118-23-55.64W

2.19.6 Site elevation: 108.4 ft

2.19.1 ILS type: Glide Slope for runway 06R. Magnetic variation: 14E

2.19.2 ILS identification: GPE

2.19.5 Coordinates: 33-56-52.62N / 118-25-54.10W

2.19.6 Site elevation: 107.4 ft

2.19.1 ILS type: Middle Marker for runway 06R. Magnetic variation: 14E

2.19.2 ILS identification: GPE

2.19.5 Coordinates: 33-56-45.50N / 118-26-33.30W

2.19.6 Site elevation: 65 ft

2.19.1 ILS type: Localizer for runway 24L. Magnetic

variation: 13E

2.19.2 ILS identification: HQB

2.19.5 Coordinates: 33-56-46.75N / 118-26-22.25W

2.19.6 Site elevation: 123.4 ft

2.19.1 ILS type: DME for runway 24L. Magnetic variation: 13E

2.19.2 ILS identification: HQB

2.19.5 Coordinates: 33-56-49.92N / 118-26-22.77W

2.19.6 Site elevation: 134.3 ft

2.19.1 ILS type: Glide Slope for runway 24L. Magnetic variation: 13E

2.19.2 ILS identification: HQB

2.19.5 Coordinates: 33-57-00.00N / 118-24-18.51W

2.19.6 Site elevation: 116.7 ft

2.19.1 ILS type: Middle Marker for runway 24L. Magnetic variation: 13E

2.19.2 ILS identification: HQB

2.19.5 Coordinates: 33-57-00.00N / 118-23-31.30W

2.19.6 Site elevation: 103 ft

2.19.1 ILS type: Outer Marker for runway 24L. Magnetic variation: 13E

2.19.2 ILS identification: HQB

2.19.5 Coordinates: 33-57-53.70N / 118-16-40.70W

2.19.6 Site elevation: 136 ft

General Remarks:

NUMEROUS BIRDS ON AND IN VICINITY OF AIRPORT.

TURBULENCE MAY BE DEFLECTED UPWARD FROM THE BLAST FENCE 180 FT E OF RUNWAY 25R.

700 FT X 500 FT CLEARWAY AT W END OF RUNWAY 24R.

NOISE SENSITIVITY AIRPORT ON WESTERLY TAKEOFFS NO TURNS BEFORE CROSSING SHORELINE OVER-OCEAN APPROACHES UTILIZED 0000-0630.

PRACTICE INSTRUMENT APPROACHES & TOUCH AND GO LANDINGS ARE PROHIBITED.

RUNWAY 25L PREFERRED EMERGENCY RUNWAY.

SIMULTANEOUS AIRCRAFT OPERATIONS PROHIBITED ON TAXIWAYS T AND H9 BETWEEN RUNWAYS 07L/25R AND 07R/25L.

SIMULTANEOUS AIRCRAFT OPERATIONS PROHIBITED ON TAXIWAY H2 AND G BETWEEN RUNWAYS 07L/25R AND 07R/25L.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

MILITARY RESTRICTED: ALL MILITARY AIRCRAFT OFFICIAL BUSINESS ONLY, MIN 24 HR PRIOR

PERMISSION REQUIRED, CONTACT 61 ABW/CP FLIGHT OPERATIONS DSN 633-3779/4014, C310-653-3779/4014.

MILITARY AF: ALL MILITARY AIRCREWS MUST CONTACT 61 ABW/CP FLIGHT OPERATIONS FOR PARK LOCATION/INSTR. NO GOVERNMENT TRANSPORTATION, QUARTERS OR SECURITY AVAILABLE. VIP NOTIFICATION PRO APPLY. USER FEES ASSESSED USING AVCARD CREDIT. CONTACT ATLANTIC AVIATION FBO 131.6 INBOUND. INBOUND RELAY ESTIMATED TIME OF ARRIVAL, VIP CODE, SERVICE REQUIRE 30 MIN PRIOR TO ARR.

WESTBOUND WIDEBODY 4-ENGINE AIRCRAFT ON TAXIWAY C PROHIBITED FROM SOUTHBOUND TURNS ONTO TAXIWAY P.

TAXIWAY D BETWEEN TAXIWAY D-7 AND D-8 (NORTH OF TERMINAL ONE) CLOSED TO AIRCRAFT WITH WINGSPAN GREATER THAN 157 FT.

WEST REMOTE GATES: AIRCRAFT USE OF OPEN GATES AS TAXI PATH IS PROHIBITED (GATES 206, 207, 208, 209).

TAXIWAY E13 S OF TAXIWAY E CLOSED TO AIRCRAFT WITH WINGSPAN OVER 125 FT.

AIRCRAFT TAXIING VICINITY TERMINALS REQUESTED TO USE MINIMUM POWER.

FOR AIRCRAFT WITH WINGSPAN GREATER THAN 214 FT CONTACT LAX AIRSIDE OPERATIONS (424)-646-5292 FOR AIRPORT RESTRICTIONS.

MAJOR CONSTRUCTION ON AIRPORT, DAILY.

RUNWAY 24L AT TAXIWAY E8 TAKE-OFF RUN AVAILABLE 9900 FT.

AMERICAN EAGLE TERMINAL SOUTHBOUND TAXING AIRCRAFT USE MINIMUM POWER DUE TO BLAST HAZARD.

WEST/REMOTE GATES RAMP GATE 208 SOUTHBOUND TURN NOT AVAIL

ANY AIRCRAFT THAT MUST COME TO A STOP, OR HAS ITS MOMENTUM INTRPD WHILE TAXIING INTO ITS PARKING POSITION, MUST STOP AND BE TOWED.

B773, A346 ARE PROHIBITED FROM USING TAXIWAY E7.

ALL A346, B773, B77W AIRCRAFT ARE PROHIBITED ON TAXILANES C8 AND C9 BETWEEN TAXILANE C AND TAXIWAY B

B772 AIRCRAFT EASTBOUND ON TAXILANE C ARE NOT AUTHD TO TRANSITION TO TAXIWAY B AT TAXIWAY C9

B767 AND LARGER JETS ARE NOT AUTHD TO MAKE THE RIGHT TURN OUT OF TAXILANE C10 ONTO TAXIWAY C UNDER POWER

B747, B777, OR A340 AIRCRAFT OUTBOUND FROM TAXILANE D8 MAY NOT TURN WESTBOUND ONTO TAXILANE D UNDER POWER

AIRCRAFT WITH WINGSPAN GREATER THAN 157 FT ARE NOT AUTHD TO TAXI (POWER) ONTO GATE 123A FROM TAXIWAY D EASTBOUND

AIRCRAFT WITH WINGSPAN GREATER THAN 157 FT HOLDING ON TAXILANE C ABEAM T4 ARE NOT AUTHD TO MAKE THE LEFT TURN ON TAXIWAY C10 UNDER POWER

RUNWAY STATUS LIGHTS IN OPN.

[illegible]

Oakland, CA
Metropolitan Oakland Intl
ICAO Identifier KOAK

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 37-43-16.53N / 122-13-16.14W
2.2.2 From City: 4 Miles S Of Oakland, CA
2.2.3 Elevation: 9 ft
2.2.5 Magnetic variation: 14E (2015)
2.2.6 Airport Contact: Matt Davis
METROPOLITAN OAKLAND INTL ARPT
Oakland, CA 94621 (510-563-6436)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: No
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
D certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 28R
2.10.1.b Type of obstacle: Bldg (11 ft). Lighted
2.10.1.c Location of obstacle: 480 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 10L
2.12.2 True Bearing: 112
2.12.3 Dimensions: 5458 ft x 150 ft
2.12.4 PCN: 67 F/B/W/T
2.12.5 Coordinates: 37-43-49.69N / 122-13-19.85W
2.12.6 Threshold elevation: 6 ft
2.12.6 Touchdown zone elevation: 6 ft

2.12.1 Designation: 28R
2.12.2 True Bearing: 292
2.12.3 Dimensions: 5458 ft x 150 ft
2.12.4 PCN: 67 F/B/W/T
2.12.5 Coordinates: 37-43-29.32N / 122-12-16.93W
2.12.6 Threshold elevation: 6 ft
2.12.6 Touchdown zone elevation: 7 ft

2.12.1 Designation: 12
2.12.2 True Bearing: 129
2.12.3 Dimensions: 10520 ft x 150 ft
2.12.4 PCN: 75 F/A/W/T
2.12.5 Coordinates: 37-43-12.22N / 122-14-31.61W
2.12.6 Threshold elevation: 8 ft
2.12.6 Touchdown zone elevation: 9 ft

2.12.1 Designation: 30
2.12.2 True Bearing: 310
2.12.3 Dimensions: 10520 ft x 150 ft
2.12.4 PCN: 75 F/A/W/T
2.12.5 Coordinates: 37-42-00.00N / 122-12-51.32W
2.12.6 Threshold elevation: 9 ft
2.12.6 Touchdown zone elevation: 9 ft

2.12.1 Designation: 15
2.12.2 True Bearing: 164
2.12.3 Dimensions: 3376 ft x 75 ft
2.12.5 Coordinates: 37-44-25.05N / 122-13-22.11W
2.12.6 Threshold elevation: 2 ft
2.12.6 Touchdown zone elevation: 5 ft

2.12.1 Designation: 33
2.12.2 True Bearing: 344
2.12.3 Dimensions: 3376 ft x 75 ft
2.12.5 Coordinates: 37-43-52.90N / 122-13-10.83W
2.12.6 Threshold elevation: 4 ft
2.12.6 Touchdown zone elevation: 5 ft

2.12.1 Designation: 10R
2.12.2 True Bearing: 112
2.12.3 Dimensions: 6213 ft x 150 ft
2.12.4 PCN: 59 F/B/W/T
2.12.5 Coordinates: 37-43-43.35N / 122-13-33.25W
2.12.6 Threshold elevation: 8 ft
2.12.6 Touchdown zone elevation: 9 ft

2.12.1 Designation: 28L
2.12.2 True Bearing: 292
2.12.3 Dimensions: 6213 ft x 150 ft
2.12.4 PCN: 59 F/B/W/T
2.12.5 Coordinates: 37-43-20.18N / 122-12-21.63W
2.12.6 Threshold elevation: 8 ft
2.12.6 Touchdown zone elevation: 9 ft

AD 2.13 Declared distances

2.13.1 Designation: 12
2.13.2 Takeoff run available: 10000
2.13.3 Takeoff distance available: 10000
2.13.4 Accelerate-stop distance available: 10000

2.13.5 Landing distance available: 10000

2.13.1 Designation: 30

2.13.2 Takeoff run available: 10000

2.13.3 Takeoff distance available: 10000

2.13.4 Accelerate-stop distance available: 10000

2.13.5 Landing distance available: 10000

AD 2.14 Approach and runway lighting

2.14.1 Designation: 10L

2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

2.14.1 Designation: 28R

2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 12

2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 30

2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-
quenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 10R

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 28L

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 118.3 MHz

2.18.1 Service designation: CD

2.18.3 Service designation: 121.1 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.75 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: LCL/S

2.18.3 Service designation: 124.9 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 127.2 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 133.775 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: EMERG

2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 256.9 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 291.65 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Outer Marker for runway 28R. Magnet-
ic variation: 14E

2.19.2 ILS identification: OAK

2.19.5 Coordinates: 37-41-54.13N / 122-07-25.03W

2.19.6 Site elevation: 30 ft

2.19.1 ILS type: Glide Slope for runway 28R. Magnetic
variation: 14E

2.19.2 ILS identification: OAK

2.19.5 Coordinates: 37-43-28.60N / 122-12-30.62W

2.19.6 Site elevation: 3.3 ft

2.19.1 ILS type: Middle Marker for runway 28R. Mag-
netic variation: 14E

2.19.2 ILS identification: OAK

2.19.5 Coordinates: 37-43-16.88N / 122-11-38.86W

2.19.6 Site elevation: 10 ft

2.19.1 ILS type: Localizer for runway 28R. Magnetic
variation: 14E

2.19.2 ILS identification: OAK

2.19.5 Coordinates: 37-43-54.55N / 122-13-34.86W

2.19.6 Site elevation: 5.2 ft

2.19.1 ILS type: Outer Marker for runway 12. Magnetic
variation: 14E

2.19.2 ILS identification: AAZ

2.19.5 Coordinates: 37-46-54.04N / 122-19-53.69W

2.19.6 Site elevation: 5 ft

2.19.1 ILS type: Localizer for runway 12. Magnetic variation: 14E

2.19.2 ILS identification: AAZ

2.19.5 Coordinates: 37-42-00.00N / 122-12-46.65W

2.19.6 Site elevation: 7.2 ft

2.19.1 ILS type: Glide Slope for runway 12. Magnetic variation: 14E

2.19.2 ILS identification: AAZ

2.19.5 Coordinates: 37-43-00.00N / 122-14-22.82W

2.19.6 Site elevation: 2.9 ft

2.19.1 ILS type: Middle Marker for runway 12. Magnetic variation: 14E

2.19.2 ILS identification: AAZ

2.19.5 Coordinates: 37-43-31.45N / 122-15-00.00W

2.19.6 Site elevation: 5 ft

2.19.1 ILS type: Localizer for runway 30. Magnetic variation: 14E

2.19.2 ILS identification: INB

2.19.5 Coordinates: 37-43-29.87N / 122-14-58.10W

2.19.6 Site elevation: 9.3 ft

2.19.1 ILS type: Glide Slope for runway 30. Magnetic

variation: 14E

2.19.2 ILS identification: INB

2.19.5 Coordinates: 37-42-00.00N / 122-13-00.00W

2.19.6 Site elevation: 4.4 ft

2.19.1 ILS type: Middle Marker for runway 30. Magnetic variation: 14E

2.19.2 ILS identification: INB

2.19.5 Coordinates: 37-41-44.61N / 122-12-20.00W

2.19.6 Site elevation: 10 ft

2.19.1 ILS type: DME for runway 30. Magnetic variation: 14E

2.19.2 ILS identification: INB

2.19.5 Coordinates: 37-43-29.85N / 122-14-58.10W

2.19.6 Site elevation: 18 ft

2.19.1 ILS type: Outer Marker for runway 30. Magnetic variation: 14E

2.19.2 ILS identification: INB

2.19.5 Coordinates: 37-39-00.00N / 122-08-25.68W

2.19.6 Site elevation: 5 ft

2.19.1 ILS type: Inner Marker for runway 30. Magnetic variation: 14E

2.19.2 ILS identification: INB

2.19.5 Coordinates: 37-42-00.00N / 122-12-44.56W

2.19.6 Site elevation: 10 ft

General Remarks:

BIRDS ON & IN THE VICINITY OF AIRPORT.

400 FT BY 220 FT BLAST PAD RUNWAY 12 AND RUNWAY 30.

RUNWAYS 10L/28R & 10R/28L HAVE CENTERLINE REFLECTORS.

NOISE ABATEMENT PROCEDURES NOT APPLICABLE IN EMERGENCIES OR WHENEVER RUNWAY 12/30 IS CLOSED DUE TO MAINTENANCE, SAFETY, WINDS OR WEATHER.

AIRCRAFT WITH EXPERIMENTAL OR LIMITED CERTIFICATION HAVING OVER 1000 HORSEPOWER OR 4000 LBS ARE RESTRICTED TO RUNWAY 12/30.

1000 FT CLEARWAYS RUNWAY 12 & RUNWAY 30.

100 FT LIGHTED MICROWAVE ANTENNA TOWER LOCATED 1320 FT WSW OF OAK VORTAC; S OF UPWIND END OF RUNWAY 28L.

RUNWAYS 30, 28R AND RUNWAY 28L DISTANCE REMAINING SIGNS LEFT SIDE.

FOR NOISE ABATEMENT INFORMATION CONTACT NOISE ABATEMENT OFFICE AT (510) 563-6463.

RUNWAY 15/33 CLOSED TO AIR CARRIER AIRCRAFT.

PREFERENTIAL RUNWAY USE PROGRAM IN EFFECT 2200-0600. NORTH FIELD PREFERRED ARR RUNWAY 28L, NORTH FIELD PREFERRED DEP RUNWAYS 10R OR 28R. IF THESE RUNWAYS UNACCEPTABLE FOR SAFETY OR ATC INSTRUCTION THEN RUNWAY 12/30 MUST BE USED.

24 HR NOISE ABATEMENT PROCEDURE - TURBOJET AND TURBOFAN POWERED AIRCRAFT, TURBOROPS OVER 17, 000 LBS, FOUR-ENGINE RECIPROCATING POWERED AIRCRAFT, AND SURPLUS MILITARY AIRCRAFT OVER 12,500 POUNDS SHOULD NOT DEPART RUNWAYS 28L & 28R OR LAND ON RUNWAYS 10R & 10L.

TAXIWAY A, E, G, H BETWEEN RUNWAY 28R AND TAXIWAY C MAX AIRCRAFT WEIGHT 150,000 LBS.

TAXIWAY G & H BETWEEN RUNWAY 28L & 28R: MAX AIRCRAFT WEIGHT 12,500 LBS.

TAXIWAY P MAX AIRCRAFT WEIGHT 24,000 LBS SINGLE; 40,000 LBS DUAL.

TAXIWAY C BETWEEN RUNWAY 28R & TAXIWAY G AND TAXIWAYS B, J, AND D MAX AIRCRAFT WEIGHT 900,000 LBS.

TAXIWAY C BETWEEN TAXIWAY G & J MAX AIRCRAFT WEIGHT 25,000 LBS SINGLE; 175,000 LBS DUAL; 400,000 LBS TANDEM.

TAXIWAY C BETWEEN TAXIWAY J & F MAX AIRCRAFT WEIGHT 25,000 LBS SINGLE; 150,000 LBS DUAL; 155,000 LBS TANDEM (DUAL TANDEM NOT AUTHORIZED).

TAXIWAY K BETWEEN TAXIWAY D & INTERSECTION TAXIWAYS F, L, K MAX AIRCRAFT WEIGHT 25,000 LBS SINGLE; 115,000 LBS DUAL; 140,000 LBS TANDEM.

TAXIWAY K BETWEEN RUNWAY 10R AND INTERSECTION TAXIWAYS F, L, K MAX AIRCRAFT WEIGHT 25,000 LBS SINGLE; 45,000 LBS DUAL; TANDEM NOT AUTHORIZED.

[illegible]

Ontario, CA
Ontario Intl
ICAO Identifier KONT

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 34-03-21.60N / 117-36-00.00W
2.2.2 From City: 2 Miles E Of Ontario, CA
2.2.3 Elevation: 944 ft
2.2.5 Magnetic variation: 14E (1990)
2.2.6 Airport Contact: Jess Romo
ONTARIO INTERNATIONAL AIRPORT
Ontario, CA 91761 (909-544-5300)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: No
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
C certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 08L
2.10.1.b Type of obstacle: Rr (20 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 250 ft from Centerline

2.10.1.a. Runway designation: 26R
2.10.1.b Type of obstacle: Pole (40 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 400 ft from Centerline

2.10.1.a. Runway designation: 26L
2.10.1.b Type of obstacle: Pole (40 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 400 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 08L
2.12.2 True Bearing: 90
2.12.3 Dimensions: 12197 ft x 150 ft
2.12.5 Coordinates: 34-03-24.75N / 117-37-22.15W
2.12.6 Threshold elevation: 943 ft

2.12.6 Touchdown zone elevation: 944 ft

2.12.1 Designation: 26R
2.12.2 True Bearing: 270
2.12.3 Dimensions: 12197 ft x 150 ft
2.12.5 Coordinates: 34-03-24.82N / 117-34-57.19W
2.12.6 Threshold elevation: 932 ft
2.12.6 Touchdown zone elevation: 932 ft

2.12.1 Designation: 08R
2.12.2 True Bearing: 90
2.12.3 Dimensions: 10200 ft x 150 ft
2.12.5 Coordinates: 34-03-17.85N / 117-36-58.41W
2.12.6 Threshold elevation: 936 ft
2.12.6 Touchdown zone elevation: 936 ft

2.12.1 Designation: 26L
2.12.2 True Bearing: 270
2.12.3 Dimensions: 10200 ft x 150 ft
2.12.5 Coordinates: 34-03-17.89N / 117-34-57.19W
2.12.6 Threshold elevation: 926 ft
2.12.6 Touchdown zone elevation: 926 ft

AD 2.14 Approach and runway lighting

2.14.1 Designation: 08L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 26R
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 08R
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 26L
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: CD/P

2.18.3 Service designation: 118.1 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 120.6 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 124.25 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: EMERG

2.18.3 Service designation: 243 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 257.8 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 360.775 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 08L. Magnetic variation: 14E

2.19.2 ILS identification: AOD

2.19.5 Coordinates: 34-03-24.82N / 117-34-45.84W

2.19.6 Site elevation: 926.1 ft

2.19.1 ILS type: Glide Slope for runway 08L. Magnetic variation: 14E

2.19.2 ILS identification: AOD

2.19.5 Coordinates: 34-03-21.21N / 117-36-59.90W

2.19.6 Site elevation: 936 ft

2.19.1 ILS type: Middle Marker for runway 08L. Magnetic variation: 14E

2.19.2 ILS identification: AOD

2.19.5 Coordinates: 34-03-25.80N / 117-37-51.55W

2.19.6 Site elevation: 947 ft

2.19.1 ILS type: Localizer for runway 26R. Magnetic variation: 14E

2.19.2 ILS identification: ONT

2.19.5 Coordinates: 34-03-24.75N / 117-37-34.63W

2.19.6 Site elevation: 943 ft

2.19.1 ILS type: Outer Marker for runway 26R. Magnetic variation: 14E

2.19.2 ILS identification: ONT

2.19.5 Coordinates: 34-03-22.33N / 117-28-17.72W

2.19.6 Site elevation: 1010 ft

2.19.1 ILS type: Middle Marker for runway 26R. Magnetic variation: 14E

2.19.2 ILS identification: ONT

2.19.5 Coordinates: 34-03-24.79N / 117-34-24.33W

2.19.6 Site elevation: 940 ft

2.19.1 ILS type: DME for runway 26R. Magnetic variation: 14E

2.19.2 ILS identification: ONT

2.19.5 Coordinates: 34-03-22.03N / 117-37-33.66W

2.19.6 Site elevation: 955 ft

2.19.1 ILS type: Glide Slope for runway 26R. Magnetic variation: 14E

2.19.2 ILS identification: ONT

2.19.5 Coordinates: 34-03-22.01N / 117-35-10.97W

2.19.6 Site elevation: 925.8 ft

2.19.1 ILS type: DME for runway 26L. Magnetic variation: 12E

2.19.2 ILS identification: TWO

2.19.5 Coordinates: 34-03-20.47N / 117-37-00.00W

2.19.6 Site elevation: 947.9 ft

2.19.1 ILS type: Middle Marker for runway 26L. Magnetic variation: 12E

2.19.2 ILS identification: TWO

2.19.5 Coordinates: 34-03-17.88N / 117-34-24.41W

2.19.6 Site elevation: 924 ft

2.19.1 ILS type: Localizer for runway 26L. Magnetic variation: 12E

2.19.2 ILS identification: TWO

2.19.5 Coordinates: 34-03-17.84N / 117-37-10.29W

2.19.6 Site elevation: 931.3 ft

2.19.1 ILS type: Glide Slope for runway 26L. Magnetic variation: 12E

2.19.2 ILS identification: TWO

2.19.5 Coordinates: 34-03-21.89N / 117-35-10.97W

2.19.6 Site elevation: 925.3 ft

2.19.1 ILS type: Outer Marker for runway 26L. Magnetic variation: 12E

2.19.2 ILS identification: TWO

2.19.5 Coordinates: 34-03-22.33N / 117-28-17.72W

2.19.6 Site elevation: 1010 ft

2.19.1 ILS type: Inner Marker for runway 26L. Magnetic variation: 12E
2.19.2 ILS identification: TWO

2.19.5 Coordinates: 34-03-17.89N / 117-34-47.85W
2.19.6 Site elevation: 921 ft

General Remarks:

FBO ON FREQ 130.75.

TAXIWAY H RESTRICTED TO AIRCRAFT WITH WINGSPAN OF 124 FT OR SMALLER WHEN GATE 35A OCCUPIED BY B747 OR LARGER AIRCRAFT.

WILDLIFE HAZARD MANAGEMENT PLAN IN EFFECT; POTENTIAL BIRD HAZARDS MAY EXIST ON AND IN THE VICINITY OF AIRPORT; BE ALERT TO LARGE NUMBERS OF STARLINGS AND CROWS POSSIBLE ON APPROACH TO RUNWAY 26L AND RUNWAY 26R, HAWKS, EAGLES, FALCONS AND OWLS SPOTTED ON OCCASION.

TAXIWAY M, TAXIWAY S-3 AND TAXIWAY S-4 RESTRICTED TO AIRCRAFT WITH WINGSPAN 117 FT OR SMALLER.

PILOTS SHOULD USE JUDGEMENTAL OVERSTEER ON TAXIWAY M, TAXIWAY H, TAXIWAY S-3 AND TAXIWAY S-4.

NOISE ABATEMENT PROCEDURES IN EFFECT; FULL-LENGTH TURBOJET DEP ENCOURAGED, NIGHTLY PREFERENTIAL RUNWAY USAGE, 2100-0600.

EASTBOUND B747, B777, A330, A340 OR LARGER AIRCRAFT ON TAXIWAY S PROHIBITED FROM NORTHBOUND TURNS ONTO TAXIWAY K. B747, B777, A330, A340 OR LARGER AIRCRAFT ON TAXIWAY S PROHIBITED FROM NORTHBOUND TURNS ONTO TAXIWAY P.

AIRCRAFT PARKING AND CONTRACT GROUND SERVICES ARE LIMITED FOR NON-SCHEDULED OPERATIONS. FOR SCHEDULING INFORMATION CALL AIRFIELD OPERATIONS (909) 544-5344.

TAXIWAY W SOUTH OF TAXIWAY S IS A NON-MOVEMENT AREA; ALL AIRCRAFT CONTACT RAMP CONTROL 131.325 FOR ACCESS.

ALL MILITARY AND GENERAL AVIATION (FIXED OR ROTOR WING) AIRCRAFT OPERATIONS ARE RESTRICTED TO FBO FACILITIES WITH ADVANCE COORDINATION; OVERNIGHT TIEDOWN AND PARKING FEE.

TAXIWAY S SOUTH OF CENTERLINE BETWEEN TXLN S-2 AND S-3, AND THE SOUTHERN HALF OF TXLN S-2 AND S-3 ARE NOT VISIBLE FROM ATCT; PILOTS USE CAUTION ENTERING TXLN S-2 AND S-3.

TAXIWAY S2 RESTRICTED TO AIRCRAFT WITH WINGSPAN FOR 117 FT 5 INCH OR SMALLER. AIRCRAFT ACCESS TO TAXIWAY R FROM RUNWAY 26R PROHIBITED.

15064

AIRPORT DIAGRAM

AL-310 (FAA)

PALMDALE USAF PLANT 42 (PMD)
PALMDALE, CALIFORNIA

ATIS
118.275
PALMDALE TOWER*
123.7 317.6
GND CON
121.9 348.6

RWY 04-22
PCN 73 R/C/W/T
S-83, D-173, 2D-315, 2D/2D2-778
RWY 07-25
PCN 94 R/B/W/T
S-83, D-173, 2D-450, 2D/2D2-778
RWY 072-252
PCN 132 R/B/W/T

HOT CARGO

1000 X 200

ELEV 2540

073.9°

0.5% DOWN

12002 X 200

253.9°

ELEV 2499

12001 X 150

0.38 UP

252°

998 X 200

219°S

1000 X 150

ELEV 2491

SITE 10

ELEV 2590

LIGHT ON BUILDING 2699

SITE 9

LOS ANGELES WORLD AIRPORTS

PASSENGER TERMINAL

1000 X 150

FIELD ELEV 2543

SITE 8

0.6% DOWN

RAMP C

SITE 7 USAF

ELEV 2540

HOT CARGO

SITE 6

TWR

FIRE STATION NO. 1

0.35

0.38

VAR 12.3° E

JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

34°38'N

34°37'N

118°07'W

118°06'W

118°05'W

118°04'W

AIRPORT DIAGRAM

PALMDALE, CALIFORNIA
PALMDALE USAF PLANT 42 (PMD)

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
REAR OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

15064

Palmdale, CA
Palmdale Rgnl/USAF Plant 42
ICAO Identifier KPMD

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 34-37-45.80N / 118-05-00.00W
2.2.2 From City: 3 Miles NE Of Palmdale, CA
2.2.3 Elevation: 2543 ft
2.2.5 Magnetic variation: 15E (1980)
2.2.6 Airport Contact: Ken Neitzel

2503 E AVE P
Palmdale, CA 93550
(661-272-6715)

2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, 1330-0600Z++
Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: None
2.4.4 De-icing facilities: None
2.4.5 Hangar space: No
2.4.6 Repair facilities: None

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: None

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 04
2.10.1.b Type of obstacle: Hill. Not Lighted or Marked

AD 2.12 Runway physical characteristics

2.12.1 Designation: 07
2.12.2 True Bearing: 86
2.12.3 Dimensions: 12002 ft x 200 ft
2.12.4 PCN: 94 R/B/W/T
2.12.5 Coordinates: 34-37-50.11N / 118-06-47.03W
2.12.6 Threshold elevation: 2540 ft
2.12.6 Touchdown zone elevation: 2540 ft
2.12.7 Slope: 0.5DOWN

2.12.1 Designation: 25
2.12.2 True Bearing: 266
2.12.3 Dimensions: 12002 ft x 200 ft
2.12.4 PCN: 94 R/B/W/T
2.12.5 Coordinates: 34-37-57.99N / 118-04-23.74W
2.12.6 Threshold elevation: 2499 ft
2.12.6 Touchdown zone elevation: 2503 ft

2.12.7 Slope: 0.2UP

2.12.1 Designation: 04
2.12.2 True Bearing: 52
2.12.3 Dimensions: 12001 ft x 150 ft
2.12.4 PCN: 73 R/C/W/T
2.12.5 Coordinates: 34-37-00.00N / 118-05-29.80W
2.12.6 Threshold elevation: 2542 ft
2.12.6 Touchdown zone elevation: 2542 ft
2.12.7 Slope: 0.6DOWN

2.12.1 Designation: 22
2.12.2 True Bearing: 232
2.12.3 Dimensions: 12001 ft x 150 ft
2.12.4 PCN: 73 R/C/W/T
2.12.5 Coordinates: 34-38-14.24N / 118-03-36.97W
2.12.6 Threshold elevation: 2491 ft
2.12.6 Touchdown zone elevation: 2498 ft
2.12.7 Slope: 0.3UP

2.12.1 Designation: 072
2.12.3 Dimensions: 6000 ft x 75 ft
2.12.4 PCN: 132 R/B/W/T
2.12.1 Designation: 252
2.12.3 Dimensions: 6000 ft x 75 ft
2.12.4 PCN: 132 R/B/W/T

AD 2.14 Approach and runway lighting

2.14.1 Designation: 25
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 22
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Glide Slope for runway 25. Magnetic
variation: 15E
2.19.2 ILS identification: PMD
2.19.5 Coordinates: 34-38-00.00N / 118-04-40.08W
2.19.6 Site elevation: 2492 ft

2.19.1 ILS type: Middle Marker for runway 25. Magnet-
ic variation: 15E
2.19.2 ILS identification: PMD
2.19.5 Coordinates: 34-38-00.00N / 118-03-46.16W
2.19.6 Site elevation: 2492 ft

2.19.1 ILS type: Localizer for runway 25. Magnetic vari-
ation: 15E

2.19.2 ILS identification: PMD	variation: 15E
2.19.5 Coordinates: 34-37-48.79N / 118-07-10.91W	2.19.2 ILS identification: PMD
2.19.6 Site elevation: 2552 ft	2.19.5 Coordinates: 34-38-22.66N / 117-57-30.34W
	2.19.6 Site elevation: 2550 ft

2.19.1 ILS type: Outer Marker for runway 25. Magnetic

General Remarks:

MISC: INDUSTRIAL INSTALL - NO TRANSPORTATION, LODGING OR NORMAL SERVICE AVAILABLE ON SITE.

PARKING RAMP LOCATED S OF RUNWAY 22 & TAXIWAY V NOT VISIBLE FROM ATCT.

UNLIGHTED OBSTRUCTION SURROUND AIRFIELD.

DRAINAGE DITCHES PARALLEL RUNWAY 22 FROM TAXIWAY S TO TAXIWAY U.

BIRD HAZARD POTENTIAL EXISTS. MIGRATORY SEASON PHASE II 1 OCT - 31 AT SEA. DURING BIRD WATCH CONDITION MODERATE, TAKE-OFF AND LANDING PERMITTED. DURING BIRD WATCH CONDITION SEVERE, TAKE-OFF AND LANDING PROHIBITED.

MILITARY USE: ASSAULT LANDING ZONE LOCATED 1ST 6,000 EAST END OF TAXIWAY B, ASSAULT LANDING ZONE 25 OPEN TO C-130 AIRCRAFT, PRIOR PERMISSION REQUIRED ONLY; CALL 661-272-6715. ASSAULT LANDING ZONE ONE-WAY LANDING ASSAULT LANDING ZONE 25 ONLY.

MISC: WINDS ARE ESTIMATE DUE TO FMQ-13 WIND SENSORS BEING ACCURATE TO WITHIN ONLY +/- 2 KNOTS. ATC/WX WILL NOT INCLUDE/RELAY WIND CORRECTION INTO FORECAST/PHRASEOLOGY. THEREFORE, AIRCREWS WILL INCORPORATE A +/- 2 KNOTS ACCURACY INTO THEIR DECISION MAKING PROCESS FOR FLYING OPR.

SERVICE-LGT: GATED THRESHOLD LIGHT RUNWAY 07-25 AND RUNWAY 04-22.

TRANSIENT ALERT (1 OF 2): NO FLEET SERVICE AVAILABLE. LIMITED TRANSIENT SERVICE DUR NORMAL HR, WEEKEND AND HOLIDAY CAPABILITY EXTREMELY LIMITED AND MAY BE POSTPONED UNTIL NEXT DUTY DAY. NO FOLLOW ME SERVICE AVAILABLE. EXPECT PROGRESSIVE TAXI TO PARK. AIRCREW RESPONSIBLE FOR AIRCRAFT PINNING/SAFING.

MISC: COMSEC STORAGE UNAVAILABLE.

CAUTION: USE EXTREME CAUTION FOR UNMANNED AERIAL SYSTEMS (UAS) OPERATIONS IN VICINITY.

FUEL: A++ AVAILABLE. NO TRANSMIT AIRCRAFT FUEL SERVICE AVAILABLE. LIMITED FUELING AVAILABLE; GOVERNMENT AIRCRAFT ONLY 1600-2300Z++ MON-FRI. 24 HR PRIOR NOTICE WITH AIRFIELD MANAGER REQUIRE; NO SAME DAY REQ; GAS AND GO UNAVAILABLE. EXPECT 2+ HR DELAY FOR FUEL.

RESTRICTED - OFFICIAL BUSINESS ONLY. MILITARY AIRPORT. CIVIL USE REQUIRE USAF APPROVAL AND DD FORM 2400/01/02. PRIOR PERMISSION REQUIRED REQUIRE FOR FULL STOP LANDING ONLY. CALL C661-272-6619/6614. RUNWAY 252 MRK ONLY FOR C-130 ASSAULT OPR; ONE-WAY LANDING ONLY. USE OF ASSAULT STRIP LANDING ZONE PRIOR PERMISSION REQUIRED WITH 146 OSF/OSK DSN 893-7590, C805-986-7590.

TRANSIENT ALERT (2 OF 2): UNABLE TO SERVICE AIRCRAFT WITH ORDNANCE. LIMITED GRD SUPPORT EQUIPMENT AVAILABLE. NO POTABLE WATER SERVICE. NO TRANSIENT MAINT AVAILABLE. GROUND SERVICE UNAVAILABLE WHEN LIGHTNING WITHIN 5 NAUTICAL MILE.

MISC: FLIGHT PLANS MUST BE FILED AND ACTIVATED WITH P42 AIRFIELD MANAGEMENT. USE PRESCOTT FSS WHEN P42 AIRFIELD MANAGEMENT CLOSED.

CAUTION: VARIOUS AIRCRAFT TEST OPERATIONS MARKINGS PAINTED IN WHITE ON TAXIWAY UNIFORM.

CAUTION: RUNWAY 25 NONSTANDARD MRK: SPOT LANDING ZONE MRK LOCATED AT 6000 FT REMAINING MRK. RUNWAY 07-25 DECEPTIVE SURFACE MRK EXCEED STANDARD BY APPROX 50 FT.

RESTRICTED: OVERNIGHT PARK UNAUTHD ON C-RAMP.

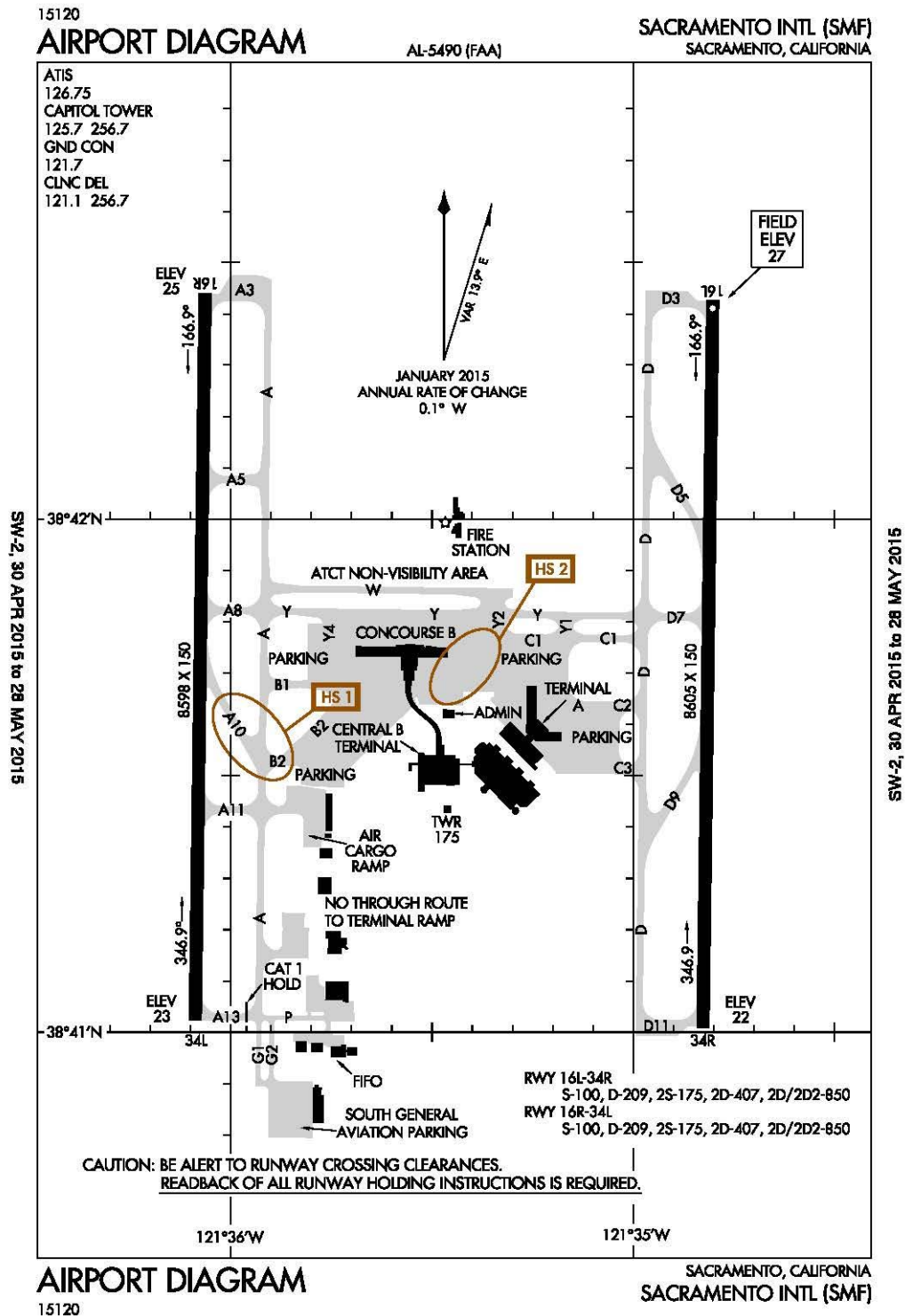
RESTRICTED: TAXIWAY L BETWEEN RUNWAY 04/22 AND PASSENGER TERMINAL UNLIGHTED AND USABLE FOR DAYLT VFR ONLY.

ALL DEPT AIRCRAFT MUST FILE FPL WITH P42 AIRFIELD MANAGEMENT OPERATIONS.

CAUTION: FOREIGN OBJECT DAMAGE HAZARD ON TAXIWAY S; ALL LARGE BODY AIRCRAFT MUST TAXI WITH OUTBOARD MOTORS SHUT OFF.

SERVICE-JASU: POWER CARS UNAVAILABLE.

Sacramento, California
Sacramento International
ICAO Identifier KSMF



Sacramento, CA
Sacramento Intl
ICAO Identifier KSMF

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 38-41-43.60N / 121-35-26.80W
2.2.2 From City: 10 Miles NW Of Sacramento, CA
2.2.3 Elevation: 26.9 ft
2.2.5 Magnetic variation: 13E (2020)
2.2.6 Airport Contact: Lance Mccasland
6900 AIRPORT BLVD
Sacramento, CA 95837
(916-874-0566)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: No
2.4.6 Repair facilities: Minor

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
C certified on 5/1/1973

AD 2.12 Runway physical characteristics

2.12.1 Designation: 16L
2.12.2 True Bearing: 181
2.12.3 Dimensions: 8605 ft x 150 ft
2.12.5 Coordinates: 38-42-25.70N / 121-34-48.21W
2.12.6 Threshold elevation: 27 ft
2.12.6 Touchdown zone elevation: 27 ft

2.12.1 Designation: 34R
2.12.2 True Bearing: 1
2.12.3 Dimensions: 8605 ft x 150 ft
2.12.5 Coordinates: 38-41-00.00N / 121-34-49.64W
2.12.6 Threshold elevation: 22 ft
2.12.6 Touchdown zone elevation: 24 ft

2.12.1 Designation: 16R
2.12.2 True Bearing: 181
2.12.3 Dimensions: 8598 ft x 150 ft
2.12.5 Coordinates: 38-42-26.42N / 121-36-00.00W
2.12.6 Threshold elevation: 25 ft
2.12.6 Touchdown zone elevation: 25 ft

2.12.1 Designation: 34L
2.12.2 True Bearing: 1
2.12.3 Dimensions: 8598 ft x 150 ft
2.12.5 Coordinates: 38-41-00.00N / 121-36-00.00W
2.12.6 Threshold elevation: 22 ft
2.12.6 Touchdown zone elevation: 24 ft

AD 2.14 Approach and runway lighting

2.14.1 Designation: 16L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 34R
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 16R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on right
2.14.10 Remarks: ALSF2 Unmonitored.

2.14.1 Designation: 34L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-box VASI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: CD/P
2.18.3 Service designation: 121.1 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.7 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 125.7 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 126.75 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: CD/P GND/P LCL/P
2.18.3 Service designation: 256.7 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Glide Slope for runway 16L. Magnetic variation: 13E

2.19.2 ILS identification: MDK

2.19.5 Coordinates: 38-42-15.23N / 121-34-44.36W

2.19.6 Site elevation: 21.7 ft

2.19.1 ILS type: Localizer for runway 16L. Magnetic variation: 13E

2.19.2 ILS identification: MDK

2.19.5 Coordinates: 38-40-50.25N / 121-34-49.82W

2.19.6 Site elevation: 17.4 ft

2.19.1 ILS type: DME for runway 16L. Magnetic variation: 13E

2.19.2 ILS identification: MDK

2.19.5 Coordinates: 38-40-50.22N / 121-34-46.30W

2.19.6 Site elevation: 30.9 ft

2.19.1 ILS type: Localizer for runway 16R. Magnetic variation: 13E

2.19.2 ILS identification: SMF

2.19.5 Coordinates: 38-40-35.75N / 121-36-00.00W

2.19.6 Site elevation: 19.6 ft

2.19.1 ILS type: DME for runway 16R. Magnetic variation: 13E

2.19.2 ILS identification: SMF

2.19.5 Coordinates: 38-40-34.70N / 121-36-00.00W

2.19.6 Site elevation: 34 ft

2.19.1 ILS type: Glide Slope for runway 16R. Magnetic variation: 13E

2.19.2 ILS identification: SMF

2.19.5 Coordinates: 38-42-15.86N / 121-36-00.00W

2.19.6 Site elevation: 22.9 ft

2.19.1 ILS type: Inner Marker for runway 16R. Magnetic variation: 13E

2.19.2 ILS identification: SMF

2.19.5 Coordinates: 38-42-34.10N / 121-36-00.00W

2.19.6 Site elevation: 23 ft

2.19.1 ILS type: Middle Marker for runway 16R. Magnetic variation: 13E

2.19.2 ILS identification: SMF

2.19.5 Coordinates: 38-42-53.08N / 121-36-00.00W

2.19.6 Site elevation: 22 ft

2.19.1 ILS type: Outer Marker for runway 16R. Magnetic variation: 13E

2.19.2 ILS identification: SMF

2.19.5 Coordinates: 38-47-41.76N / 121-35-57.70W

2.19.6 Site elevation: 22 ft

2.19.1 ILS type: Outer Marker for runway 34L. Magnetic variation: 13E

2.19.2 ILS identification: HUX

2.19.5 Coordinates: 38-37-00.00N / 121-36-11.87W

2.19.6 Site elevation: 15 ft

2.19.1 ILS type: DME for runway 34L. Magnetic variation: 13E

2.19.2 ILS identification: HUX

2.19.5 Coordinates: 38-42-36.91N / 121-36-00.00W

2.19.6 Site elevation: 36.7 ft

2.19.1 ILS type: Localizer for runway 34L. Magnetic variation: 13E

2.19.2 ILS identification: HUX

2.19.5 Coordinates: 38-42-36.65N / 121-36-00.00W

2.19.6 Site elevation: 22 ft

2.19.1 ILS type: Glide Slope for runway 34L. Magnetic variation: 13E

2.19.2 ILS identification: HUX

2.19.5 Coordinates: 38-41-12.50N / 121-36-00.00W

2.19.6 Site elevation: 21.7 ft

2.19.1 ILS type: Middle Marker for runway 34L. Magnetic variation: 13E

2.19.2 ILS identification: HUX

2.19.5 Coordinates: 38-40-32.75N / 121-36-00.00W

2.19.6 Site elevation: 17 ft

General Remarks:

BIRDS ON AND IN VICINITY OF AIRPORT.

FAA GROSS WEIGHT STRENGTH EVALUATION MD-11 = 590,000 LBS.

NOISE SENSITIVE AREAS W OF AIRPORT ON SAC RIVER. LOCAL TURN DISCOURAGED FOR JET AIRCRAFT. WHEN CONDUCTING IFR APPROACH IN VFR CONDITIONS EXECUTE MISSED APPROACH AT DEP END OF RUNWAYS. PLAN VFR PATTERNS TO E. USE MIN POWER SETTINGS.

ALL AIRCRAFT CONTACT ATC GROUND CONTROL PRIOR TO MOVEMENT ON RAMP.

CROP DUSTERS OPER IN THE VICINITY OF AIRPORT AT OR BELOW 200 FT AGL.

(A49A-16R) ALSF2 OPERS AS SSALR TILL WEATHER GOES BELOW VFR.

TAXIWAY REMARK #2: THE MAXIMUM ALLOWABLE GROSS AIRCRAFT LOAD FOR TAXIWAYS G1, G2, AND THE GENERAL AVIATION PARKING APRON IS: 70,000 LBS FOR SINGLE GEAR AIRCRAFT; 170,000 LBS FOR DUAL GEAR AIRCRAFT; AND 250,000 LBS FOR DUAL TANDEM GEAR AIRCRAFT.

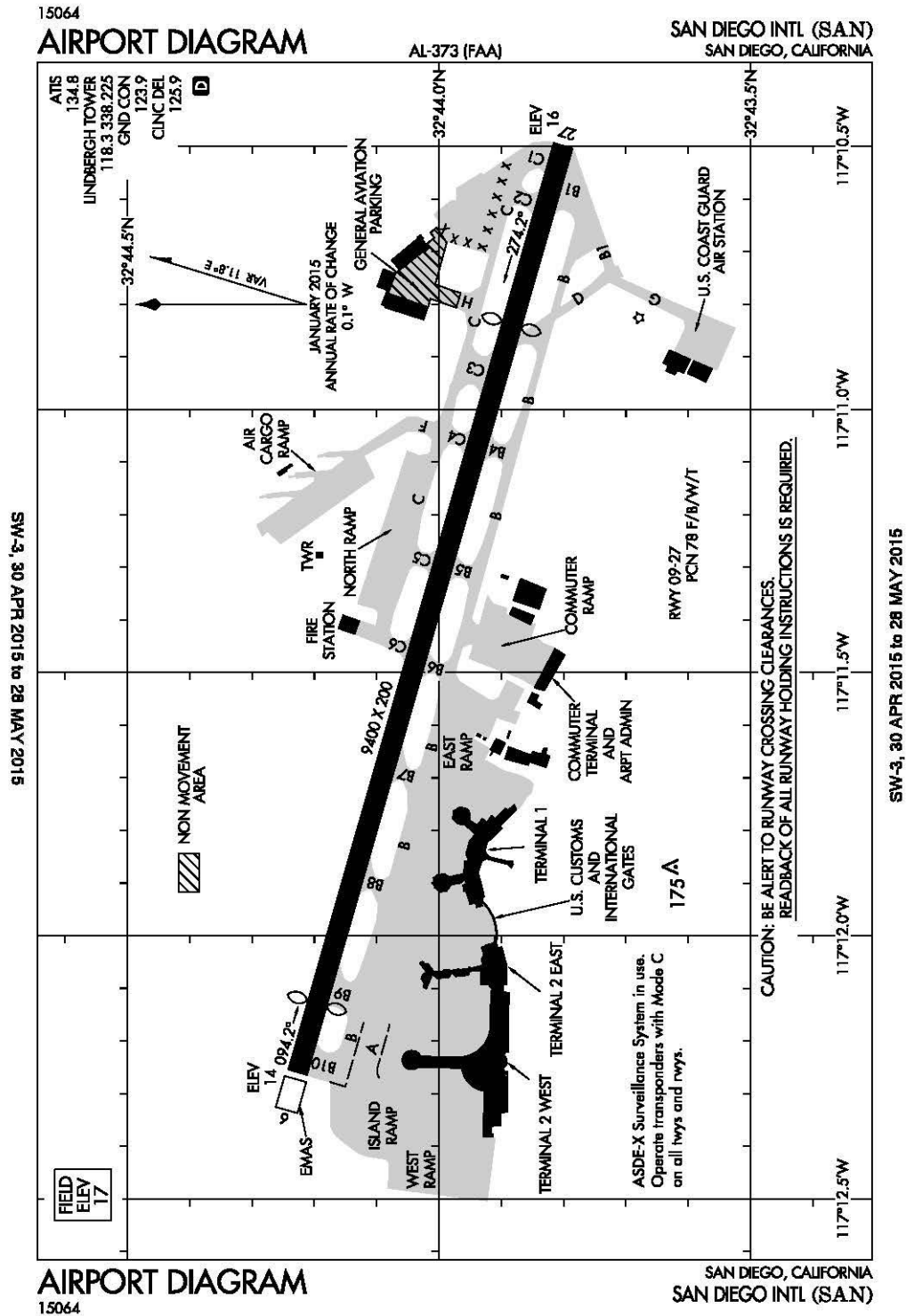
TAXIWAY REMARK #2 CONT'D: AN AIRCRAFT CANNOT EXCEED THE AIRPLANE DESIGN GROUP III CRITERIA AND MUST HAVE A WHEEL BASE OF LESS THAN 60 FT.

MILITARY AIRCRAFT PARKING LIMITED. CONTACT AIRPORT OPERATIONS IF PARKING IS REQUIRED (916) 806-5309.

PORTION OF TAXIWAY W 500 FT EAST OF TAXIWAY A TO 2100 FT EAST OF TAXIWAY A IS NOT VISIBLE FROM ATCT.

TAXIWAY Y4 RESTRICTED TO AIRCRAFT WITH A WINGSPAN OF LESS THAN 118 FT (GROUP III).

San Diego, California
San Diego International
ICAO Identifier KSAN



San Diego, CA
San Diego Intl
ICAO Identifier KSAN

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 32-44-00.00N / 117-11-22.80W
2.2.2 From City: 2 Miles W Of San Diego, CA
2.2.3 Elevation: 16.8 ft
2.2.5 Magnetic variation: 14E (1980)
2.2.6 Airport Contact: Dean Robbins
3225 N HARBOR DRIVE
San Diego, CA 92101
(619) 400-2710
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Minor

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
D certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 09
2.10.1.b Type of obstacle: Tree (31 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 385 ft from Centerline

2.10.1.a. Runway designation: 27
2.10.1.b Type of obstacle: Sign (61 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 500 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 09
2.12.2 True Bearing: 106
2.12.3 Dimensions: 9400 ft x 200 ft
2.12.4 PCN: 78 F/B/W/T
2.12.5 Coordinates: 32-44-13.64N / 117-12-15.68W
2.12.6 Threshold elevation: 14 ft
2.12.6 Touchdown zone elevation: 17 ft

2.12.1 Designation: 27

2.12.2 True Bearing: 286
2.12.3 Dimensions: 9400 ft x 200 ft
2.12.4 PCN: 78 F/B/W/T
2.12.5 Coordinates: 32-43-48.01N / 117-10-29.90W
2.12.6 Threshold elevation: 16 ft
2.12.6 Touchdown zone elevation: 17 ft

AD 2.13 Declared distances

2.13.1 Designation: 09
2.13.2 Takeoff run available: 9401
2.13.3 Takeoff distance available: 9401
2.13.4 Accelerate-stop distance available: 8280
2.13.5 Landing distance available: 7580

2.13.1 Designation: 27
2.13.2 Takeoff run available: 9401
2.13.3 Takeoff distance available: 9401
2.13.4 Accelerate-stop distance available: 9401
2.13.5 Landing distance available: 7591

AD 2.14 Approach and runway lighting

2.14.1 Designation: 09
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.1 Designation: 27
2.14.2 Approach lighting system: MALS: 1400 feet medium intensity approach lighting system
2.14.4 Visual approach slope indicator system: 4-light PAPI on left
2.14.10 Remarks: MALS Rwy 27 Threshold To 1400'. PAPI 4-Box(L) 3.5 Degrees Angle; Threshold Crossing Height 65 Ft From Displaced Threshold; Baffled Horizontally 5.0 Degrees N Of Centerline And 10.0 Degrees S Of Centerline ; Lateral Coverage Has Been Narrowed To Avoid Obstacles; Close Alignment To Runway Centerline Is Necessary; Use Of Localizer Recommended.

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.3 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 123.9 MHz

2.18.1 Service designation: CD
2.18.3 Service designation: 125.9 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 134.8 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 338.225 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: DME for runway 09. Magnetic variation: 14E

2.19.2 ILS identification: SAN

2.19.5 Coordinates: 32-43-47.08N / 117-10-28.47W

2.19.6 Site elevation: 27.4 ft

2.19.1 ILS type: Localizer for runway 09. Magnetic variation: 14E

2.19.2 ILS identification: SAN

2.19.5 Coordinates: 32-43-47.60N / 117-10-28.24W

2.19.6 Site elevation: 25.9 ft

2.19.1 ILS type: Glide Slope for runway 09. Magnetic variation: 14E

2.19.2 ILS identification: SAN

2.19.5 Coordinates: 32-44-10.45N / 117-11-49.96W

2.19.6 Site elevation: 13 ft

2.19.1 ILS type: Middle Marker for runway 09. Magnetic variation: 14E

2.19.2 ILS identification: SAN

2.19.5 Coordinates: 32-44-23.65N / 117-12-57.08W

2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 27. Magnetic variation: 14E

2.19.2 ILS identification: UBR

2.19.5 Coordinates: 32-44-11.46N / 117-12-20.06W

2.19.6 Site elevation: 22.7 ft

2.19.1 ILS type: Localizer for runway 27. Magnetic variation: 14E

2.19.2 ILS identification: UBR

2.19.5 Coordinates: 32-44-14.79N / 117-12-20.43W

2.19.6 Site elevation: 10.9 ft

General Remarks:

TERRAIN & BUILDINGS TO 500' MSL N & E WITHIN 1 1/2 MI.

PRACTICE APPROACHES AND TOUCH AND GO LANDING PROHIBITED.

TO REDUCE JET BLAST IMPACT AT N END OF TAXIWAY F AIRCRAFT WILL NOT START ENGINE UNTIL 800 FT FROM N END OF TAXIWAY F; ABEAM THE SECOND PARKING PAD.

ULTRALIGHT VEHICLES PROHIBITED ON AIRPORT.

747 AND LARGER AIRCRAFT ARE PROHIBITED FROM MAKING INTERSECTION TAKE-OFFS.

INTERMITTENT PRESENCE OF BIRDS ON AND IN THE VICINITY OF OF AIRPORT.

CROSS-BLEED ENGINE STARTS PERMITTED ONLY ON PARALLEL TAXIWAY WITH AIRCRAFT ALIGNED ON TAXIWAY CENTERLINE.

OUTBOARD ENGINES OF FOUR-ENGINE AIRCRAFT ARE TO BE KEPT AT IDLE POWER FOR ALL GROUND MANEUVERING.

TAXIING AIRCRAFT ARE PROHIBITED FROM PASSING TO THE SOUTH OF AIRCRAFT LOCATED ON TAXIWAY B INTO ALLEY LOCATED BETWEEN GATES 7 AND 14. TAXIING AIRCRAFT SHALL FOLLOW LEAD-IN LINES UNTIL THE NOSE WHEEL OF THE AIRCRAFT HAS ENTERED THE NON-MOVEMENT AREA OF THE ALLEY.

PILOTS REQUIRED TO CONTACT ATCT GROUND CONTROLLER PRIOR TO PUSHBACK, TOW OUT AND TAXI FOR TRAFFIC ADVISORIES.

MILITARY AIRCRAFT ON OFFICIAL BUSINESS ONLY CONTACT AIRPORT OPERATIONS AT 619-400-2710 FOR PRIOR PERMISSION REQUIRED.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS

AND RUNWAYS.

TAXIWAY C EDGE LIGHTS OUT OF SERVICE INDEFINITELY.

AIRCRAFT CROSSING RUNWAY 09/27 ON TAXIWAY C6, HOLD SHORT OF TAXIWAY C6 FACING WEST ON TAXIWAY C, PARALLEL TO RUNWAY.

DUE TO PERSONNEL AND EQUIPMENT WORKING ON RUNWAY 09-27, 30 MINUTE PRIOR PERMISSION REQUIRED 0830-1230Z FOR ALL LANDINGS AND DEPARTURES CALL 619-400-2710.

30 MIN PRIOR PERMISSION REQUIRED (619-400-2710) FOR AIRCRAFT WITH OVER 171 FT WINGSPAN.

IN THE EVENT OF A DIVERSION OR IRREGULAR OPERATIONS EVENTS, AIRCRAFT OPERATORS CONTACT THE APT DUTY MANAGER (619) 400-2710 FOR PRIOR PERMISSION REQUIRED DUE TO LIMITATIONS ASSOCIATED WITH HANDLING DIVERTED FLIGHTS. LIMITATIONS INCLUDE RESTRICTED GATE SPACE, CUSTOMS SERVICES AS WELL AS AIRCRAFT SERVICING & PARKING.

FOR ACCESS TO/FR TERMINAL 2: GATES 23, 25, 27, 29, 31, 33-51 AND THE ISLAND AND WEST REMAINING OVERNIGHT PARKING RAMPS, CONTACT RAMP CONTROL ON 129.775 FR 0600-2400. FR 0000-0600 CONTACT GROUND CONTROL ON 123.9. TAXILANE A RESTRICTED TO AIRCRAFT WITH WINGSPANS OF 171 FT OR LESS. AIRCRAFT WITH WINGSPANS GREATER THAN 200 FT INBOUND TO WEST RAMP OR GATES 47 OR 51 MUST ACCESS BY WAY OF TRANSFER OF CONTROL POINT #1.

TAXIWAY B RESTRICTED TO AIRCRAFT WITH WINGSPANS GREATER THAN 171 FT BETWEEN TAXIWAY B6 & TAXIWAY D.

AIRCRAFT WITH WINGSPANS GREATER THAN 171 FT (52M) RESTRICTED FROM USING TAXIWAY D SOUTH OF TAXIWAY B, AND WHEN EXITING RUNWAY 9 WESTBOUND ON TAXIWAY B.

15064

AIRPORT DIAGRAM

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

ATIS
113.7 115.8
118.85 135.45
SAN FRANCISCO TOWER
120.5 269.1
GND CON
121.8
CINC DEL
118.2

ASSC Surveillance System in use.
Operate transponders with Mode C on all twys and rwy's.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

15064

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

San Francisco, CA
San Francisco Intl
ICAO Identifier KSFO

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 37-37-00.00N / 122-22-31.54W
2.2.2 From City: 8 Miles SE Of San Francisco, CA
2.2.3 Elevation: 13.2 ft
2.2.5 Magnetic variation: 14E (2015)
2.2.6 Airport Contact: John L. Martin
PO BOX 8097
San Francisco, CA 94128
(650-821-5000)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
E certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 10L
2.10.1.b Type of obstacle: Tower (88 ft). Marked and Lighted
2.10.1.c Location of obstacle: 1300 ft from Centerline

2.10.1.a. Runway designation: 10R
2.10.1.b Type of obstacle: Tower (87 ft). Marked and Lighted
2.10.1.c Location of obstacle: 950 ft from Centerline

2.10.1.a. Runway designation: 01R
2.10.1.b Type of obstacle: Tree (177 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 200 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 28X
2.12.3 Dimensions: 0 ft x 0 ft
2.12.1 Designation: 01L
2.12.2 True Bearing: 27

2.12.3 Dimensions: 7650 ft x 200 ft
2.12.4 PCN: 90 F/B/X/T
2.12.5 Coordinates: 37-36-28.43N / 122-22-58.54W
2.12.6 Threshold elevation: 11 ft
2.12.6 Touchdown zone elevation: 11 ft

2.12.1 Designation: 19R
2.12.2 True Bearing: 207
2.12.3 Dimensions: 7650 ft x 200 ft
2.12.4 PCN: 90 F/B/X/T
2.12.5 Coordinates: 37-37-35.33N / 122-22-14.19W
2.12.6 Threshold elevation: 9 ft
2.12.6 Touchdown zone elevation: 11 ft

2.12.1 Designation: 10L
2.12.2 True Bearing: 117
2.12.3 Dimensions: 11870 ft x 200 ft
2.12.4 PCN: 80 F/B/X/T
2.12.5 Coordinates: 37-37-43.46N / 122-23-36.21W
2.12.6 Threshold elevation: 6 ft
2.12.6 Touchdown zone elevation: 7 ft

2.12.1 Designation: 28R
2.12.2 True Bearing: 297
2.12.3 Dimensions: 11870 ft x 200 ft
2.12.4 PCN: 80 F/B/X/T
2.12.5 Coordinates: 37-36-48.72N / 122-21-25.71W
2.12.6 Threshold elevation: 13 ft
2.12.6 Touchdown zone elevation: 13 ft

2.12.1 Designation: 10R
2.12.2 True Bearing: 117
2.12.3 Dimensions: 11381 ft x 200 ft
2.12.4 PCN: 80 F/B/X/T
2.12.5 Coordinates: 37-37-34.64N / 122-23-35.18W
2.12.6 Threshold elevation: 7 ft
2.12.6 Touchdown zone elevation: 10 ft

2.12.1 Designation: 28L
2.12.2 True Bearing: 297
2.12.3 Dimensions: 11381 ft x 200 ft
2.12.4 PCN: 80 F/B/X/T
2.12.5 Coordinates: 37-36-42.15N / 122-21-30.03W
2.12.6 Threshold elevation: 13 ft
2.12.6 Touchdown zone elevation: 13 ft

2.12.1 Designation: 01R
2.12.2 True Bearing: 27
2.12.3 Dimensions: 8650 ft x 200 ft
2.12.4 PCN: 100 F/B/X/T
2.12.5 Coordinates: 37-36-22.78N / 122-22-51.75W

2.12.6 Threshold elevation: 12 ft
2.12.6 Touchdown zone elevation: 11 ft

2.12.1 Designation: 19L
2.12.2 True Bearing: 207
2.12.3 Dimensions: 8650 ft x 200 ft
2.12.4 PCN: 100 F/B/X/T
2.12.5 Coordinates: 37-37-38.43N / 122-22-00.00W
2.12.6 Threshold elevation: 11 ft
2.12.6 Touchdown zone elevation: 11 ft

AD 2.13 Declared distances

2.13.1 Designation: 01L
2.13.2 Takeoff run available: 7650
2.13.3 Takeoff distance available: 7650
2.13.4 Accelerate-stop distance available: 7650
2.13.5 Landing distance available: 7010

2.13.1 Designation: 19R
2.13.2 Takeoff run available: 7650
2.13.3 Takeoff distance available: 7650
2.13.4 Accelerate-stop distance available: 7650
2.13.5 Landing distance available: 7650

2.13.1 Designation: 10L
2.13.2 Takeoff run available: 11870
2.13.3 Takeoff distance available: 11870
2.13.4 Accelerate-stop distance available: 11193
2.13.5 Landing distance available: 11193

2.13.1 Designation: 28R
2.13.2 Takeoff run available: 11870
2.13.3 Takeoff distance available: 11870
2.13.4 Accelerate-stop distance available: 11870
2.13.5 Landing distance available: 11570

2.13.1 Designation: 10R
2.13.2 Takeoff run available: 11381
2.13.3 Takeoff distance available: 11381
2.13.4 Accelerate-stop distance available: 10704
2.13.5 Landing distance available: 10704

2.13.1 Designation: 28L
2.13.2 Takeoff run available: 11381
2.13.3 Takeoff distance available: 11381
2.13.4 Accelerate-stop distance available: 10981
2.13.5 Landing distance available: 10681

2.13.1 Designation: 01R
2.13.2 Takeoff run available: 8650
2.13.3 Takeoff distance available: 8650

2.13.4 Accelerate-stop distance available: 8650
2.13.5 Landing distance available: 8090

2.13.1 Designation: 19L
2.13.2 Takeoff run available: 8650
2.13.3 Takeoff distance available: 8650
2.13.4 Accelerate-stop distance available: 8650
2.13.5 Landing distance available: 8650

AD 2.14 Approach and runway lighting

2.14.1 Designation: 19R
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 10L
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 28R
2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-
quenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 10R
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 28L
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 19L
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left
2.14.10 Remarks: Runway 19L MALSF Has A Non
Standard Length Of 1,115 Ft With 3 Sequenced Flashers.

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 113.7 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 115.8 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: CD/P PTC
2.18.3 Service designation: 118.2 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 118.85 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 120.5 MHz

2.18.1 Service designation: LDA PRM RY 28R IC
2.18.3 Service designation: 120.5 MHz

2.18.1 Service designation: ILS PRM RY 28L IC
2.18.3 Service designation: 120.5 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.8 MHz

2.18.1 Service designation: AS ASGND
2.18.3 Service designation: 128.65 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 135.45 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 269.1 MHz

2.18.1 Service designation: IC
2.18.3 Service designation: 351.8 MHz

2.18.1 Service designation: MONITOR ILS PRM RY 28L
2.18.3 Service designation: 125.15 MHz

2.18.1 Service designation: MONITOR LDA PRM RY 28R
2.18.3 Service designation: 127.675 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: DME for runway 28X. Magnetic variation: 14E
2.19.2 ILS identification: FNP
2.19.5 Coordinates: 37-37-14.92N / 122-22-00.00W
2.19.6 Site elevation: 22.2 ft

2.19.1 ILS type: Localizer for runway 28X. Magnetic

variation: 14E
2.19.2 ILS identification: FNP
2.19.5 Coordinates: 37-37-16.68N / 122-22-00.00W
2.19.6 Site elevation: 8.7 ft

2.19.1 ILS type: Glide Slope for runway 28X. Magnetic variation: 14E
2.19.2 ILS identification: FNP
2.19.5 Coordinates: 37-36-49.94N / 122-21-40.24W
2.19.6 Site elevation: 9 ft

2.19.1 ILS type: DME for runway 28R. Magnetic variation: 14E
2.19.2 ILS identification: GWQ
2.19.5 Coordinates: 37-37-48.01N / 122-23-40.29W
2.19.6 Site elevation: 13.9 ft

2.19.1 ILS type: Outer Marker for runway 28R. Magnetic variation: 14E
2.19.2 ILS identification: GWQ
2.19.5 Coordinates: 37-34-19.93N / 122-15-35.65W
2.19.6 Site elevation: 11 ft

2.19.1 ILS type: Localizer for runway 28R. Magnetic variation: 14E
2.19.2 ILS identification: GWQ
2.19.5 Coordinates: 37-37-46.35N / 122-23-43.12W
2.19.6 Site elevation: 5.2 ft

2.19.1 ILS type: Glide Slope for runway 28R. Magnetic variation: 14E
2.19.2 ILS identification: GWQ
2.19.5 Coordinates: 37-36-51.40N / 122-21-43.13W
2.19.6 Site elevation: 7 ft

2.19.1 ILS type: Inner Marker for runway 28R. Magnetic variation: 14E
2.19.2 ILS identification: GWQ
2.19.5 Coordinates: 37-36-46.20N / 122-21-19.65W
2.19.6 Site elevation: 14.5 ft

2.19.1 ILS type: Middle Marker for runway 28R. Magnetic variation: 14E
2.19.2 ILS identification: GWQ
2.19.5 Coordinates: 37-36-33.79N / 122-20-50.18W
2.19.6 Site elevation: 11 ft

2.19.1 ILS type: Localizer for runway 28L. Magnetic variation: 14E
2.19.2 ILS identification: SFO
2.19.5 Coordinates: 37-37-37.46N / 122-23-41.89W

2.19.6 Site elevation: 5.9 ft

2.19.1 ILS type: Glide Slope for runway 28L. Magnetic variation: 14E

2.19.2 ILS identification: SFO

2.19.5 Coordinates: 37-36-51.28N / 122-21-43.21W

2.19.6 Site elevation: 6.7 ft

2.19.1 ILS type: Outer Marker for runway 28L. Magnetic variation: 14E

2.19.2 ILS identification: SFO

2.19.5 Coordinates: 37-34-19.93N / 122-15-35.65W

2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 28L. Magnetic variation: 14E

2.19.2 ILS identification: SFO

2.19.5 Coordinates: 37-37-39.54N / 122-23-41.45W

2.19.6 Site elevation: 5.9 ft

2.19.1 ILS type: Localizer for runway 19L. Magnetic variation: 14E

2.19.2 ILS identification: SIA

2.19.5 Coordinates: 37-36-16.28N / 122-22-56.06W

2.19.6 Site elevation: 10.3 ft

2.19.1 ILS type: Glide Slope for runway 19L. Magnetic variation: 14E

2.19.2 ILS identification: SIA

2.19.5 Coordinates: 37-37-30.73N / 122-22-11.06W

2.19.6 Site elevation: 7 ft

2.19.1 ILS type: Middle Marker for runway 19L. Magnetic variation: 14E

2.19.2 ILS identification: SIA

2.19.5 Coordinates: 37-38-10.77N / 122-21-40.14W

2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 19L. Magnetic variation: 14E

2.19.2 ILS identification: SIA

2.19.5 Coordinates: 37-36-18.71N / 122-22-59.41W

2.19.6 Site elevation: 21 ft

General Remarks:

FLOCKS OF BIRDS FEEDING ALONG SHORELINE ADJACENT TO AIRPORT; ON OCCASIONS FLY ACROSS VARIOUS PARTS OF THE AIRPORT.

HIGH SPEED TAXIWAY (T) GRAVELLED FULL WIDTH BETWEEN RUNWAY 28R AND 28L.

NOISE SENSITIVE AIRPORT; FOR NOISE ABATEMENT PROCEDURES CONTACT AIRPORT NOISE OFFICE MON-FRI 0800-1700 BY CALLING 650-821-5100.

747-400'S SHALL TAXI AT A SPEED OF LESS THAN 10 MPH ON ALL NON-RESTRICTED TAXIWAYS ON THE TERMINAL SIDE OF THE INTERSECTING RUNWAYS. MOVEMENT SPEED OF NOT MORE THAN 5 MPH IS REQUIRED WHEN TWO 747-400'S PASS OR OVERTAKE EACH OTHER ON PARALLEL TAXIWAYS A & B.

SEVERAL RUNWAY HOLD POSITION SIGNS ARE ON THE RIGHT RATHER THAN THE LEFT SIDE OF THE TAXIWAYS.

NO GROOVING EXISTS AT AIRPORT RUNWAY INTERSECTIONS.

RUNWAY 10 PREFERRED RUNWAY BETWEEN 0100-0600 WEATHER AND FLIGHT CONDITIONS PERMITTING.

AIRLINE PILOTS SHALL STRICTLY FOLLOW THE PAINTED NOSE GEAR LINES AND NO OVERSTEERING ADJUSTMENT IS PERMITTED.

PERSONNEL AND EQUIPMENT WORKING APPROACH END RUNWAYS 28L, 28R, 19L INDEFINITELY.

RUNWAYS 01L/19R, 01R/19L, 10R/28L, 10L/28R GROOVED FULL LENGTH EXCEPT AT RUNWAY INTERSECTIONS.

B747, B777, A330, A340 OR LARGER AIRCRAFT ARE RESTRICTED FROM USING TAXIWAY A1 WHEN B747-400, A340-600, OR LARGER AIRCRAFT ARE HOLDING SHORT OF RUNWAY 1R ON TAXIWAY A.

RAMP CLOSED TO AIRCRAFT WITH WINGSPANS OVER 117 FT AT TERMINAL 1, GATE C41 INDEFINITELY.

ALL OUTBOUND TAXIWAY YANKEE HEAVY AIRCRAFT WITH A WINGSPAN OF 171 FT. OR GREATER UNDER POWER PROHIBITED FROM ENTERING WESTBOUND TAXIWAY ZULU.

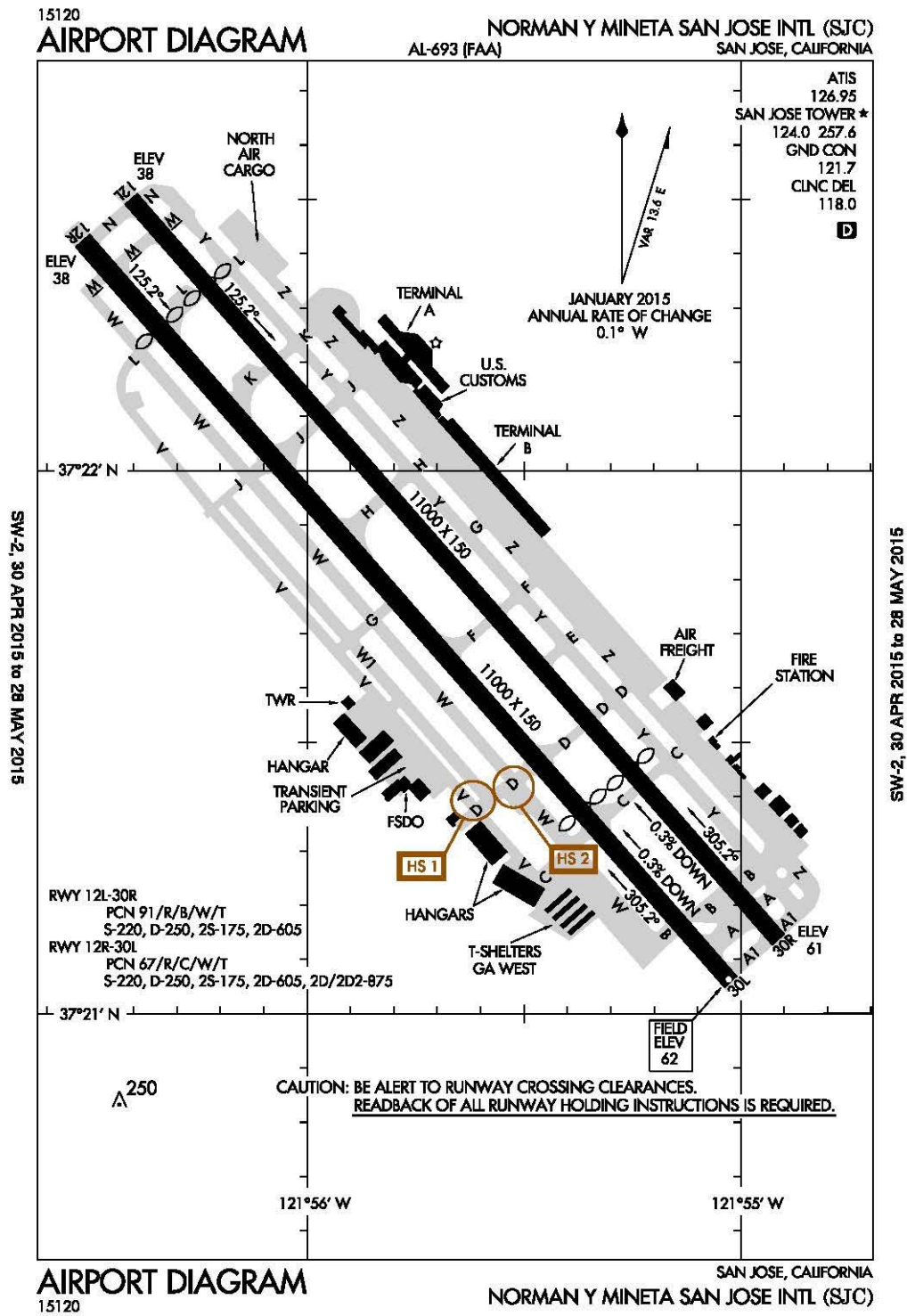
SIMULTANEOUS OPERATIONS IN EFFECT ALL RUNWAYS.

TAXIWAY Z1 NORTHBOUND ENTRANCE CLOSED TO RUNWAY 10R FOR JET AIRCRAFT AND FOUR ENGINE TURBOPROPS.

ASSC SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

RUNWAY 1L CLOSED TO DEPARTING TRIJET AIRCRAFT WITH WINGSPAN GREATER THAN 155 FT.

San Jose, California
Norman Y. Mineta San Jose International
ICAO Identifier KSJC



San Jose, CA
Norman Y. Mineta San Jose Intl
ICAO Identifier KSJC

AD 2.2 Aerodrome geographical and administrative data

- 2.2.1 Reference Point: 37-21-45.60N / 121-55-44.80W
- 2.2.2 From City: 2 Miles NW Of San Jose, CA
- 2.2.3 Elevation: 62.2 ft
- 2.2.5 Magnetic variation: 16E (1990)
- 2.2.6 Airport Contact: Kimberly Becker Aguirre
1701 AIRPORT BLVD., SUITE B-1130
San Jose, CA 95110 (408-392-3600)
- 2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

- 2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

- 2.4.1 Cargo handling facilities: No
- 2.4.2 Fuel types: 100LL,A
- 2.4.4 De-icing facilities: None
- 2.4.5 Hangar space: Yes
- 2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

- 2.6.1 Aerodrome category for firefighting: ARFF Index I
- C certified on 5/1/1973

AD 2.10 Aerodrome obstacles

- 2.10.1.a. Runway designation: 12L
- 2.10.1.b Type of obstacle: Pole (32 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 580 ft from Centerline
- 2.10.1.a. Runway designation: 30R
- 2.10.1.b Type of obstacle: Tree (54 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 550 ft from Centerline
- 2.10.1.a. Runway designation: 12R
- 2.10.1.b Type of obstacle: Pole (29 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 480 ft from Centerline
- 2.10.1.a. Runway designation: 30L
- 2.10.1.b Type of obstacle: Fence (14 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 170 ft from Centerline

AD 2.12 Runway physical characteristics

- 2.12.1 Designation: 12L
- 2.12.2 True Bearing: 139
- 2.12.3 Dimensions: 11000 ft x 150 ft
- 2.12.4 PCN: 91 R/B/W/T
- 2.12.5 Coordinates: 37-22-29.97N / 121-56-24.63W
- 2.12.6 Threshold elevation: 38 ft
- 2.12.6 Touchdown zone elevation: 44 ft

- 2.12.1 Designation: 30R
- 2.12.2 True Bearing: 319
- 2.12.3 Dimensions: 11000 ft x 150 ft
- 2.12.4 PCN: 91 R/B/W/T
- 2.12.5 Coordinates: 37-21-00.00N / 121-54-54.92W
- 2.12.6 Threshold elevation: 61 ft
- 2.12.6 Touchdown zone elevation: 55 ft
- 2.12.7 Slope: 0.3DOWN

- 2.12.1 Designation: 12R
- 2.12.2 True Bearing: 139
- 2.12.3 Dimensions: 11000 ft x 150 ft
- 2.12.4 PCN: 67 R/C/W/T
- 2.12.5 Coordinates: 37-22-25.42N / 121-56-31.15W
- 2.12.6 Threshold elevation: 38 ft
- 2.12.6 Touchdown zone elevation: 46 ft

- 2.12.1 Designation: 30L
- 2.12.2 True Bearing: 319
- 2.12.3 Dimensions: 11000 ft x 150 ft
- 2.12.4 PCN: 67 R/C/W/T
- 2.12.5 Coordinates: 37-21-00.00N / 121-55-00.00W
- 2.12.6 Threshold elevation: 62 ft
- 2.12.6 Touchdown zone elevation: 57 ft
- 2.12.7 Slope: 0.3DOWN

AD 2.13 Declared distances

- 2.13.1 Designation: 12L
- 2.13.2 Takeoff run available: 10139
- 2.13.3 Takeoff distance available: 11000
- 2.13.4 Accelerate-stop distance available: 10139
- 2.13.5 Landing distance available: 8833

- 2.13.1 Designation: 30R
- 2.13.2 Takeoff run available: 10134
- 2.13.3 Takeoff distance available: 11000
- 2.13.4 Accelerate-stop distance available: 10134
- 2.13.5 Landing distance available: 7597

- 2.13.1 Designation: 12R
- 2.13.2 Takeoff run available: 9883
- 2.13.3 Takeoff distance available: 11000
- 2.13.4 Accelerate-stop distance available: 9883

2.13.5 Landing distance available: 8587

2.13.1 Designation: 30L

2.13.2 Takeoff run available: 10152

2.13.3 Takeoff distance available: 11000

2.13.4 Accelerate-stop distance available: 10152

2.13.5 Landing distance available: 7614

AD 2.14 Approach and runway lighting

2.14.1 Designation: 12L

2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

2.14.1 Designation: 30R

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 12R

2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

2.14.1 Designation: 30L

2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.10 Remarks: Runway 30L PAPI Unusable Beyond
7 Degrees Of Cntrl Of Ry.

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: CD/P PTC

2.18.3 Service designation: 118 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.7 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 124 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 126.95 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: LCL/P IC

2.18.3 Service designation: 257.6 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Glide Slope for runway 12R. Magnetic
variation: 16E

2.19.2 ILS identification: SLV

2.19.5 Coordinates: 37-22-00.00N / 121-56-14.58W

2.19.6 Site elevation: 36.5 ft

2.19.1 ILS type: Middle Marker for runway 12R. Mag-
netic variation: 16E

2.19.2 ILS identification: SLV

2.19.5 Coordinates: 37-22-36.25N / 121-56-43.05W

2.19.6 Site elevation: 32 ft

2.19.1 ILS type: Localizer for runway 12R. Magnetic
variation: 16E

2.19.2 ILS identification: SLV

2.19.5 Coordinates: 37-21-00.00N / 121-55-00.00W

2.19.6 Site elevation: 61 ft

2.19.1 ILS type: DME for runway 12R. Magnetic vari-
ation: 16E

2.19.2 ILS identification: SLV

2.19.5 Coordinates: 37-21-00.00N / 121-55-00.00W

2.19.6 Site elevation: 81.1 ft

2.19.1 ILS type: Localizer for runway 30L. Magnetic
variation: 16E

2.19.2 ILS identification: SJC

2.19.5 Coordinates: 37-22-27.19N / 121-56-33.10W

2.19.6 Site elevation: 34.6 ft

2.19.1 ILS type: Glide Slope for runway 30L. Magnetic
variation: 16E

2.19.2 ILS identification: SJC

2.19.5 Coordinates: 37-21-33.00N / 121-55-27.87W

2.19.6 Site elevation: 48.6 ft

2.19.1 ILS type: DME for runway 30L. Magnetic vari-
ation: 16E

2.19.2 ILS identification: SJC

2.19.5 Coordinates: 37-22-27.56N / 121-56-32.60W

2.19.6 Site elevation: 55.9 ft

General Remarks:

BIRDS FREQUENTLY ON OR IN VICINITY OF AIRPORT.

TAXIWAY Y WILL BE PERIODICALLY RESTRICTED TO AIRCRAFT WITH A WINGSPAN OF LESS THAN 171
FT (MD-11 OR SMALLER) DURING B-777 OPERATIONS ON RUNWAY 12L/30R.

TAXIWAY Z WILL BE PERIODICALLY RESTRICTED TO AIRCRAFT WITH A WINGSPAN OF LESS THAN 118 FT (BBJ OR SMALLER) DURING B-777 OPERATIONS.

TAXIWAY V LIMITED TO AIRCRAFT WITH WINGSPAN OF LESS THAN 118 FT (A321 OR SMALLER).

UNSCHEDULED OPERATIONS BY GROUP 5 AIRCRAFT (B747) AND LARGER NOT AUTH EXCEPT WITH PRIOR AIRPORT APPROVAL CONTACT AIRPORT MANAGER (408) 392-3501.

NOISE ABATEMENT PROCEDURE: RUNWAY 30L/12R IS PREFERRED ARRIVAL RUNWAY FOR JET AIRCRAFT AND RUNWAY 12L/30R IS THE PREFERRED DEP RUNWAY FOR JET AIRCRAFT. ALL JET AIRCRAFT TAKE-OFFS ARE TO BE INITIATED FROM END OF RUNWAY UNLESS DIRECTED OTHERWISE BY ATCT.

CURFEW HRS 2300-0700 FAR 36 STAGE II, 2330-0630 FAR 36 STAGE III AIRCRAFT LISTED ON THE SCHEDULE OF AUTHORIZED AIRCRAFT ISSUED BY THE DIRECTOR OF AVIATION. DELAYED SCHEDULED FLIGHTS, AND ALTERNATE/EMERGENCY OPERATIONS MAY BE EXEMPT FROM CURFEW HOUR RESTRICTIONS.

PRIOR AIRPORT NOTIFICATION IS REQUIRED FOR ALL LATE/EARLY ARRIVALS. CONTACT MANAGER ON DUTY AT (408) 392-3501.

FIRST 400 FT RUNWAY 30R & RUNWAY 30L CLOSED FOR TAKE-OFF DC10, MD11, L1011.

ALL ENGINE RUN-UPS REQUIRE PRIOR AIRPORT APPROVAL, CONTACT MANAGER ON DUTY (408) 392-3501.

TAXIWAY D BETWEEN TAXIWAY W AND TAXIWAY V LIMITED TO AIRCRAFT WITH A WINGSPAN OF LESS THAN 118 FT (A-321 OR SMALLER).

TAXIWAY W BETWEEN TAXIWAY J AND TAXIWAY L CAN SUPPORT GROUP IV AIRCRAFT.

HOT SPOT 3: RUNWAY 11-29 IS NOW TAXIWAY W1. SURFACE IS USABLE ONLY AS TAXIWAY AND IS MARKED AND SIGNED AS A TAXIWAY.

HIGH INTENSITY LIGHT ACTIVITY: HIGH INTENSITY LIGHTS (LASERS AND LARGE MEDIA SCREENS) MAY BE VISIBLE TO ARR AND DEP AIRCRAFT TO SAN JOSE INTERNATIONAL AIRPORT DURING EVENTS AT THE LEVI STADIUM COMPLEX (37-24-15N/121-58-14W, SJC VORTAC R-303/2.1 DME). FLIGHT CREWS SHOULD USE CAUTION WHEN OPERATING IN THIS AREA DURING STADIUM EVENTS. COCKPIT ILLUMINATION AND GLARE EFFECT REDUCING VISIBILITY MAY BE INTENSIFIED DURING ARR AND DEP OPERATIONS ESPECIALLY AT NIGHT.

RUNWAY 12L DEPS MAY NOTICE SURFACE VARIATION ACROSS RUNWAY AT TAXIWAY J INTERSECTION.

[illegible]

Stockton, CA
Stockton Metropolitan
ICAO Identifier KSCK

AD 2.2 Aerodrome geographical and administrative data

- 2.2.1 Reference Point: 37-53-39.00N / 121-14-17.90W
- 2.2.2 From City: 3 Miles SE Of Stockton, CA
- 2.2.3 Elevation: 33 ft
- 2.2.5 Magnetic variation: 14E (2010)
- 2.2.6 Airport Contact: Harry Mavrogenes
5000 S. AIRPORT WAY ROOM 202
Stockton, CA 95206 (209-468-4700)
- 2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

- 2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

- 2.4.1 Cargo handling facilities: No
- 2.4.2 Fuel types: 100,100LL,A
- 2.4.4 De-icing facilities: None
- 2.4.5 Hangar space: Yes
- 2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

- 2.6.1 Aerodrome category for firefighting: ARFF Index I
B certified on 5/1/1973
- 2.6.4 Remarks: Closed To Unscheduled Air Carrier Operations With More Than 30 Passenger Seats Except One Hr Prior Permission Required Call Airport Manager (209) 468-4700 Or 4722; After Hrs Call (209) 468-4722.

AD 2.12 Runway physical characteristics

- 2.12.1 Designation: H1
- 2.12.3 Dimensions: 70 ft x 70 ft
- 2.12.1 Designation: 11L
- 2.12.2 True Bearing: 128
- 2.12.3 Dimensions: 10650 ft x 150 ft
- 2.12.5 Coordinates: 37-54-00.00N / 121-15-00.00W
- 2.12.6 Threshold elevation: 26 ft
- 2.12.6 Touchdown zone elevation: 29 ft
- 2.12.1 Designation: 29R
- 2.12.2 True Bearing: 308
- 2.12.3 Dimensions: 10650 ft x 150 ft
- 2.12.5 Coordinates: 37-53-00.00N / 121-13-17.91W
- 2.12.6 Threshold elevation: 33 ft
- 2.12.6 Touchdown zone elevation: 32 ft

- 2.12.1 Designation: 11R
- 2.12.2 True Bearing: 128
- 2.12.3 Dimensions: 4448 ft x 75 ft
- 2.12.5 Coordinates: 37-53-58.67N / 121-14-57.42W
- 2.12.6 Threshold elevation: 26 ft
- 2.12.6 Touchdown zone elevation: 26 ft

- 2.12.1 Designation: 29L
- 2.12.2 True Bearing: 308
- 2.12.3 Dimensions: 4448 ft x 75 ft
- 2.12.5 Coordinates: 37-53-31.86N / 121-14-13.45W
- 2.12.6 Threshold elevation: 26 ft
- 2.12.6 Touchdown zone elevation: 26 ft

AD 2.13 Declared distances

- 2.13.1 Designation: 11L
- 2.13.2 Takeoff run available: 9600
- 2.13.3 Takeoff distance available: 10600
- 2.13.4 Accelerate-stop distance available: 9690
- 2.13.5 Landing distance available: 8690

- 2.13.1 Designation: 29R
- 2.13.2 Takeoff run available: 10037
- 2.13.3 Takeoff distance available: 11037
- 2.13.4 Accelerate-stop distance available: 9701
- 2.13.5 Landing distance available: 8701

AD 2.14 Approach and runway lighting

- 2.14.1 Designation: 11L
- 2.14.4 Visual approach slope indicator system: 4-light PAPI on left

- 2.14.1 Designation: 29R
- 2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
- 2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

- 2.18.1 Service designation: ATIS
- 2.18.3 Service designation: 118.25 MHz
- 2.18.4 Hours of operation: 24

- 2.18.1 Service designation: LCL/P
- 2.18.3 Service designation: 120.3 MHz

- 2.18.1 Service designation: GND/P
- 2.18.3 Service designation: 121.9 MHz

- 2.18.1 Service designation: LCL/P

2.18.3 Service designation: 239 MHz

2.18.1 Service designation: ANG OPNS

2.18.3 Service designation: 49 MHz

2.18.1 Service designation: NG OPS

2.18.3 Service designation: 139.4 MHz

2.18.1 Service designation: NG OPS

2.18.3 Service designation: 356.9 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 29R. Magnetic variation: 14E

2.19.2 ILS identification: SCK

2.19.5 Coordinates: 37-54-14.45N / 121-15-13.08W

2.19.6 Site elevation: 31 ft

2.19.1 ILS type: Outer Marker for runway 29R. Magnetic variation: 14E

2.19.2 ILS identification: SCK

2.19.5 Coordinates: 37-49-54.29N / 121-08-00.00W

2.19.6 Site elevation: 52 ft

2.19.1 ILS type: Middle Marker for runway 29R. Magnetic variation: 14E

2.19.2 ILS identification: SCK

2.19.5 Coordinates: 37-52-53.73N / 121-13-00.00W

2.19.6 Site elevation: 30 ft

2.19.1 ILS type: Glide Slope for runway 29R. Magnetic variation: 14E

2.19.2 ILS identification: SCK

2.19.5 Coordinates: 37-53-20.81N / 121-13-36.95W

2.19.6 Site elevation: 29 ft

General Remarks:

SEAGULLS ON AND IN VICINITY OF AIRPORT MOSTLY DURING RAINY WEATHER.

AVOID OVERFLYING SAN JOAQUIN GENERAL HOSPITAL & THE CITY OF MANTECA.

AIRPORT CLOSED TO TOUCH AND GO LANDING & PLANNED LOW APPROACHES FOR TURBOJET AIRCRAFT 2200-0700 EXCEPT BY PRIOR PERMISSION REQUIRED FROM AIRPORT MANAGER PART 36 STAGE 3 AIRCRAFT.

PRACTICE CIRCLING APPROACHES TO RUNWAYS 11L/11R NOT AUTHORIZED FOR ANY TURBINE POWERED ACFT/PROP DRIVEN AIRCRAFT EXCEEDING 12500 LBS EXCEPT BY PRIOR PERMISSION REQUIRED FROM AIRPORT MANAGER.

MILITARY USE: ARRANGE OPR 1500-2330Z++ MON-FRI. DSN 466-5319, C209-983-5319, FAX 5391. PRIOR PERMISSION REQUIRED. LIMITED TRANSIENT SERVICE AND MAINT AVAILABLE FOR CH47.

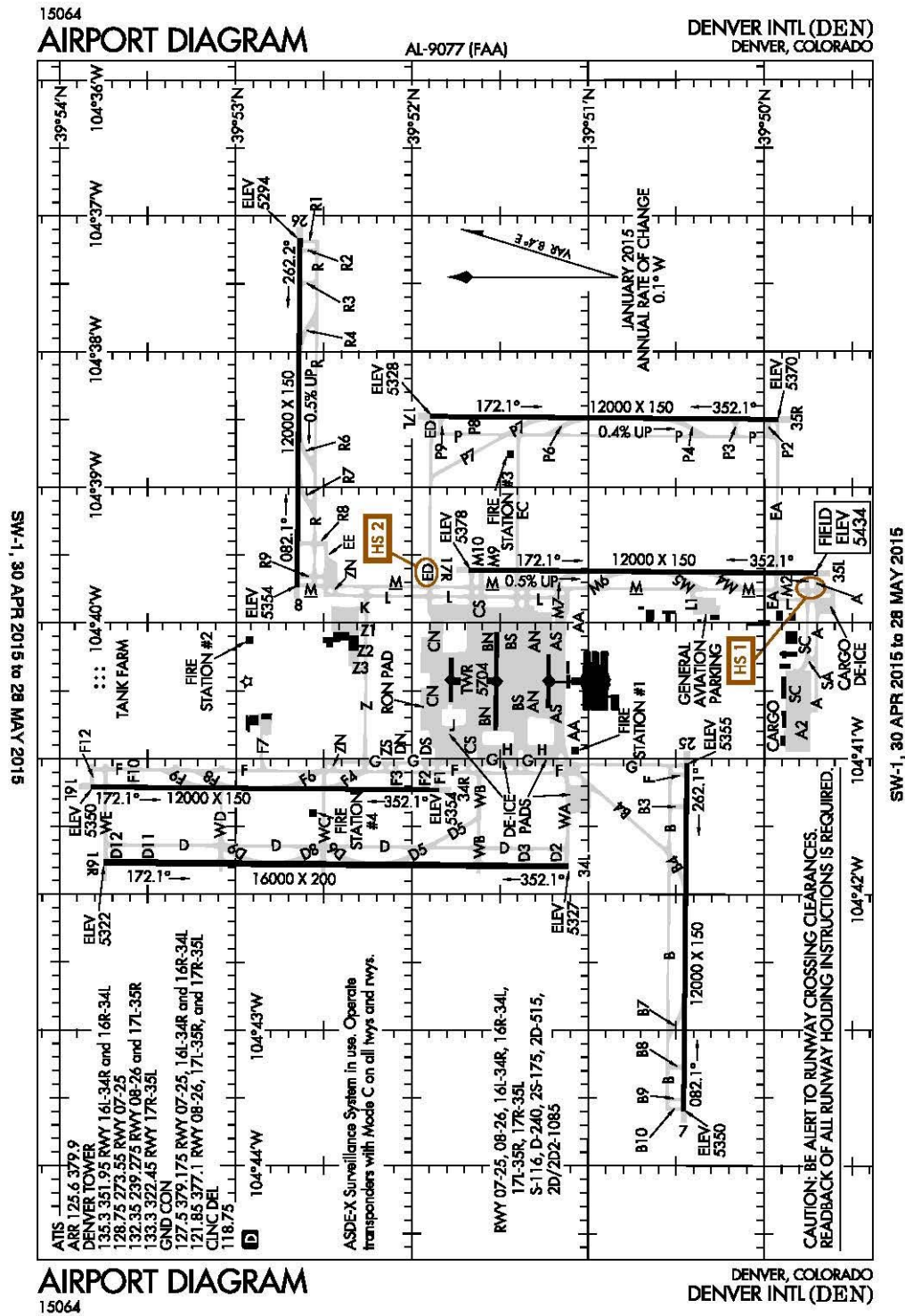
THE FOLLOWING AREAS NOT VISIBLE FROM ATCT: TAXIWAY B FROM TERMINAL APRON TO INTERSECTION AT TAXIWAY M; TAXIWAY B FROM 300 FT W OF TAXIWAY J TO 375 FT E OF TAXIWAY J; MOVEMENT AREA S OF TAXIWAY B FROM TERMINAL APRON TO 200 FT W OF TAXIWAY H; SE HALF OF TERMINAL APRON; TRANSIENT PARKING APRON.

TRANSIENT PARKING AVAILABLE AT FBO.

BE ALERT TO ELEVATED MALSR APPROACH END RUNWAY 29R LOCATED AT DSPLCD THRESHOLD DEMARCATION BAR WHEN USING FULL LENGTH OF RUNWAY 29R.

TERMINAL APRON AND TAXIWAYS B, F, D, D9, AND H FOR AIRCRAFT ABOVE 12,500 LBS. ALL OTHER TAXIWAYS RESTRICTED TO AIRCRAFT LESS THAN 12,500 LBS.

Denver, Colorado
Denver International
ICAO Identifier KDEN



Denver, CO
Denver Intl
ICAO Identifier KDEN

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 39-51-42.00N / 104-40-23.40W
2.2.2 From City: 16 Miles NE Of Denver, CO
2.2.3 Elevation: 5433.8 ft
2.2.5 Magnetic variation: 8E (2015)
2.2.6 Airport Contact: Kim Day

ADMIN BLDG, 8500 PENA BLVD
Denver, CO 80249 (303-342-2200)

2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100,100LL,A,MOGAS
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
E certified on 2/1/1995

AD 2.12 Runway physical characteristics

2.12.1 Designation: 16L
2.12.2 True Bearing: 181
2.12.3 Dimensions: 12000 ft x 150 ft
2.12.4 PCN: 92 R/B/W/T
2.12.5 Coordinates: 39-53-49.33N / 104-41-12.50W
2.12.6 Threshold elevation: 5350 ft
2.12.6 Touchdown zone elevation: 5357 ft

2.12.1 Designation: 34R
2.12.2 True Bearing: 1
2.12.3 Dimensions: 12000 ft x 150 ft
2.12.4 PCN: 92 R/B/W/T
2.12.5 Coordinates: 39-51-50.77N / 104-41-13.88W
2.12.6 Threshold elevation: 5354 ft
2.12.6 Touchdown zone elevation: 5354 ft

2.12.1 Designation: 07
2.12.2 True Bearing: 90
2.12.3 Dimensions: 12000 ft x 150 ft
2.12.4 PCN: 92 R/B/W/T
2.12.5 Coordinates: 39-50-27.40N / 104-43-35.96W

2.12.6 Threshold elevation: 5350 ft
2.12.6 Touchdown zone elevation: 5352 ft

2.12.1 Designation: 25
2.12.2 True Bearing: 271
2.12.3 Dimensions: 12000 ft x 150 ft
2.12.4 PCN: 92 R/B/W/T
2.12.5 Coordinates: 39-50-26.37N / 104-41-00.00W
2.12.6 Threshold elevation: 5355 ft
2.12.6 Touchdown zone elevation: 5355 ft

2.12.1 Designation: 08
2.12.2 True Bearing: 91
2.12.3 Dimensions: 12000 ft x 150 ft
2.12.4 PCN: 92 R/B/W/T
2.12.5 Coordinates: 39-52-39.20N / 104-39-44.03W
2.12.6 Threshold elevation: 5354 ft
2.12.6 Touchdown zone elevation: 5354 ft

2.12.1 Designation: 26
2.12.2 True Bearing: 271
2.12.3 Dimensions: 12000 ft x 150 ft
2.12.4 PCN: 92 R/B/W/T
2.12.5 Coordinates: 39-52-38.08N / 104-37-10.15W
2.12.6 Threshold elevation: 5294 ft
2.12.6 Touchdown zone elevation: 5309 ft

2.12.1 Designation: 17L
2.12.2 True Bearing: 181
2.12.3 Dimensions: 12000 ft x 150 ft
2.12.4 PCN: 92 R/B/W/T
2.12.5 Coordinates: 39-51-53.83N / 104-38-28.70W
2.12.6 Threshold elevation: 5328 ft
2.12.6 Touchdown zone elevation: 5338 ft

2.12.1 Designation: 35R
2.12.2 True Bearing: 1
2.12.3 Dimensions: 12000 ft x 150 ft
2.12.4 PCN: 92 R/B/W/T
2.12.5 Coordinates: 39-49-55.27N / 104-38-30.16W
2.12.6 Threshold elevation: 5370 ft
2.12.6 Touchdown zone elevation: 5370 ft

2.12.1 Designation: 17R
2.12.2 True Bearing: 181
2.12.3 Dimensions: 12000 ft x 150 ft
2.12.4 PCN: 92 R/B/W/T
2.12.5 Coordinates: 39-51-40.48N / 104-39-36.56W
2.12.6 Threshold elevation: 5378 ft
2.12.6 Touchdown zone elevation: 5392 ft

2.12.1 Designation: 35L
2.12.2 True Bearing: 1
2.12.3 Dimensions: 12000 ft x 150 ft
2.12.4 PCN: 92 R/B/W/T
2.12.5 Coordinates: 39-49-41.93N / 104-39-37.98W
2.12.6 Threshold elevation: 5434 ft
2.12.6 Touchdown zone elevation: 5434 ft

2.12.1 Designation: 16R
2.12.2 True Bearing: 181
2.12.3 Dimensions: 16000 ft x 200 ft
2.12.4 PCN: 92 R/B/W/T
2.12.5 Coordinates: 39-53-44.87N / 104-41-45.90W
2.12.6 Threshold elevation: 5322 ft
2.12.6 Touchdown zone elevation: 5326 ft

2.12.1 Designation: 34L
2.12.2 True Bearing: 1
2.12.3 Dimensions: 16000 ft x 200 ft
2.12.4 PCN: 92 R/B/W/T
2.12.5 Coordinates: 39-51-00.00N / 104-41-47.72W
2.12.6 Threshold elevation: 5327 ft
2.12.6 Touchdown zone elevation: 5327 ft

AD 2.13 Declared distances

2.13.1 Designation: 16L
2.13.2 Takeoff run available: 12000
2.13.3 Takeoff distance available: 12000
2.13.4 Accelerate-stop distance available: 12000
2.13.5 Landing distance available: 12000

2.13.1 Designation: 34R
2.13.2 Takeoff run available: 12000
2.13.3 Takeoff distance available: 13000
2.13.4 Accelerate-stop distance available: 12000
2.13.5 Landing distance available: 12000

2.13.1 Designation: 07
2.13.2 Takeoff run available: 12000
2.13.3 Takeoff distance available: 12000
2.13.4 Accelerate-stop distance available: 12000
2.13.5 Landing distance available: 12000

2.13.1 Designation: 25
2.13.2 Takeoff run available: 12000
2.13.3 Takeoff distance available: 13000
2.13.4 Accelerate-stop distance available: 12000
2.13.5 Landing distance available: 12000

2.13.1 Designation: 08
2.13.2 Takeoff run available: 12000

2.13.3 Takeoff distance available: 13000
2.13.4 Accelerate-stop distance available: 12000
2.13.5 Landing distance available: 12000

2.13.1 Designation: 26
2.13.2 Takeoff run available: 12000
2.13.3 Takeoff distance available: 12000
2.13.4 Accelerate-stop distance available: 12000
2.13.5 Landing distance available: 12000

2.13.1 Designation: 17L
2.13.2 Takeoff run available: 12000
2.13.3 Takeoff distance available: 12000
2.13.4 Accelerate-stop distance available: 12000
2.13.5 Landing distance available: 12000

2.13.1 Designation: 35R
2.13.2 Takeoff run available: 12000
2.13.3 Takeoff distance available: 12000
2.13.4 Accelerate-stop distance available: 12000
2.13.5 Landing distance available: 12000

2.13.1 Designation: 17R
2.13.2 Takeoff run available: 12000
2.13.3 Takeoff distance available: 12000
2.13.4 Accelerate-stop distance available: 12000
2.13.5 Landing distance available: 12000

2.13.1 Designation: 35L
2.13.2 Takeoff run available: 12000
2.13.3 Takeoff distance available: 12000
2.13.4 Accelerate-stop distance available: 12000
2.13.5 Landing distance available: 12000

2.13.1 Designation: 16R
2.13.2 Takeoff run available: 16000
2.13.3 Takeoff distance available: 16000
2.13.4 Accelerate-stop distance available: 16000
2.13.5 Landing distance available: 16000

2.13.1 Designation: 34L
2.13.2 Takeoff run available: 16000
2.13.3 Takeoff distance available: 16000
2.13.4 Accelerate-stop distance available: 16000
2.13.5 Landing distance available: 16000

AD 2.14 Approach and runway lighting

2.14.1 Designation: 16L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 34R

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 07

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 25

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 08

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 26

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 17L

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 35R

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 17R

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 35L

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 16R

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 34L

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: CD/P

2.18.3 Service designation: 118.75 MHz

2.18.1 Service designation: APCH/P

2.18.3 Service designation: 120.35 MHz

2.18.1 Service designation: FINAL CTL

2.18.3 Service designation: 120.8 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.85 MHz

2.18.1 Service designation: CLASS B DEP/P

2.18.3 Service designation: 126.1 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 127.05 MHz

2.18.1 Service designation: CLASS B DEP/P

2.18.3 Service designation: 128.25 MHz

2.18.1 Service designation: CLASS B DEP/P

2.18.3 Service designation: 128.45 MHz	2.18.3 Service designation: 346.4 MHz
2.18.1 Service designation: LCL/P 2.18.3 Service designation: 133.3 MHz	2.18.1 Service designation: APCH/S 2.18.3 Service designation: 126.55 MHz
2.18.1 Service designation: CLASS B 2.18.3 Service designation: 134.85 MHz	2.18.1 Service designation: APCH/S 2.18.3 Service designation: 269.525 MHz
2.18.1 Service designation: LCL/P 2.18.3 Service designation: 322.45 MHz	2.18.1 Service designation: APCH/P 2.18.3 Service designation: 119.3 MHz
2.18.1 Service designation: CLASS B DEP/P 2.18.3 Service designation: 360.75 MHz	2.18.1 Service designation: APCH/P 2.18.3 Service designation: 307.3 MHz
2.18.1 Service designation: DEP/P 2.18.3 Service designation: 363.25 MHz	2.18.1 Service designation: LCL/P 2.18.3 Service designation: 239.275 MHz
2.18.1 Service designation: CLASS B DEP/P 2.18.3 Service designation: 371.95 MHz	2.18.1 Service designation: D-ATIS 2.18.3 Service designation: 134.025 MHz 2.18.4 Hours of operation: 24
2.18.1 Service designation: GND/P 2.18.3 Service designation: 377.1 MHz	2.18.1 Service designation: D-ATIS 2.18.3 Service designation: 125.6 MHz 2.18.4 Hours of operation: 24
2.18.1 Service designation: CLASS B DEP/P 2.18.3 Service designation: 251.075 MHz	2.18.1 Service designation: D-ATIS 2.18.3 Service designation: 379.9 MHz 2.18.4 Hours of operation: 24
2.18.1 Service designation: CLASS B 2.18.3 Service designation: 251.125 MHz	
2.18.1 Service designation: GND/P 2.18.3 Service designation: 127.5 MHz	2.18.1 Service designation: LCL/P 2.18.3 Service designation: 132.35 MHz
2.18.1 Service designation: LCL/P 2.18.3 Service designation: 273.55 MHz	2.18.1 Service designation: LCL/P 2.18.3 Service designation: 128.75 MHz
2.18.1 Service designation: LCL/P 2.18.3 Service designation: 135.3 MHz	2.18.1 Service designation: CD/P 2.18.3 Service designation: 118.75 MHz
2.18.1 Service designation: LCL/P 2.18.3 Service designation: 351.95 MHz	2.18.1 Service designation: APCH/P 2.18.3 Service designation: 120.35 MHz
2.18.1 Service designation: GND/P 2.18.3 Service designation: 379.175 MHz	2.18.1 Service designation: FINAL CTL 2.18.3 Service designation: 120.8 MHz
2.18.1 Service designation: APCH/P 2.18.3 Service designation: 379.3 MHz	2.18.1 Service designation: GND/P 2.18.3 Service designation: 121.85 MHz
2.18.1 Service designation: APCH/S 2.18.3 Service designation: 124.95 MHz	2.18.1 Service designation: CLASS B DEP/P 2.18.3 Service designation: 126.1 MHz
2.18.1 Service designation: APCH/S	2.18.1 Service designation: DEP/P

2.18.3 Service designation: 127.05 MHz

2.18.3 Service designation: 379.3 MHz

2.18.1 Service designation: CLASS B DEP/P
2.18.3 Service designation: 128.25 MHz

2.18.1 Service designation: APCH/S
2.18.3 Service designation: 124.95 MHz

2.18.1 Service designation: CLASS B DEP/P
2.18.3 Service designation: 128.45 MHz

2.18.1 Service designation: APCH/S
2.18.3 Service designation: 346.4 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 133.3 MHz

2.18.1 Service designation: APCH/S
2.18.3 Service designation: 126.55 MHz

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 134.85 MHz

2.18.1 Service designation: APCH/S
2.18.3 Service designation: 269.525 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 322.45 MHz

2.18.1 Service designation: APCH/P
2.18.3 Service designation: 119.3 MHz

2.18.1 Service designation: CLASS B DEP/P
2.18.3 Service designation: 360.75 MHz

2.18.1 Service designation: APCH/P
2.18.3 Service designation: 307.3 MHz

2.18.1 Service designation: DEP/P
2.18.3 Service designation: 363.25 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 239.275 MHz

2.18.1 Service designation: CLASS B DEP/P
2.18.3 Service designation: 371.95 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 134.025 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: GND/P
2.18.3 Service designation: 377.1 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 125.6 MHz

2.18.1 Service designation: CLASS B DEP/P
2.18.3 Service designation: 251.075 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 251.125 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 379.9 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: GND/P
2.18.3 Service designation: 127.5 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 132.35 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 273.55 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 128.75 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 135.3 MHz

AD 2.19 Radio navigation and landing aids

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 351.95 MHz

2.19.1 ILS type: Localizer for runway 16L. Magnetic variation: 8E

2.18.1 Service designation: GND/P
2.18.3 Service designation: 379.175 MHz

2.19.2 ILS identification: LTT

2.18.1 Service designation: APCH/P

2.19.5 Coordinates: 39-51-40.67N / 104-41-14.00W

2.19.6 Site elevation: 5343.2 ft

2.19.1 ILS type: Glide Slope for runway 16L. Magnetic variation: 8E

2.19.2 ILS identification: LTT

2.19.5 Coordinates: 39-53-39.55N / 104-41-17.87W
2.19.6 Site elevation: 5346.5 ft

2.19.1 ILS type: Outer Marker for runway 16L. Magnetic variation: 8E

2.19.2 ILS identification: LTT

2.19.5 Coordinates: 39-58-19.70N / 104-41-26.10W
2.19.6 Site elevation: 5161 ft

2.19.1 ILS type: Middle Marker for runway 16L. Magnetic variation: 8E

2.19.2 ILS identification: LTT

2.19.5 Coordinates: 39-54-18.00N / 104-41-12.20W
2.19.6 Site elevation: 5347 ft

2.19.1 ILS type: DME for runway 16L. Magnetic variation: 8E

2.19.2 ILS identification: LTT

2.19.5 Coordinates: 39-53-59.61N / 104-41-15.77W
2.19.6 Site elevation: 5357 ft

2.19.1 ILS type: Localizer for runway 34R. Magnetic variation: 8E

2.19.2 ILS identification: OUF

2.19.5 Coordinates: 39-53-59.44N / 104-41-12.38W
2.19.6 Site elevation: 5350 ft

2.19.1 ILS type: DME for runway 34R. Magnetic variation: 8E

2.19.2 ILS identification: OUF

2.19.5 Coordinates: 39-53-59.61N / 104-41-15.77W
2.19.6 Site elevation: 5357 ft

2.19.1 ILS type: Outer Marker for runway 34R. Magnetic variation: 8E

2.19.2 ILS identification: OUF

2.19.5 Coordinates: 39-47-00.00N / 104-41-33.80W
2.19.6 Site elevation: 5561 ft

2.19.1 ILS type: Middle Marker for runway 34R. Magnetic variation: 8E

2.19.2 ILS identification: OUF

2.19.5 Coordinates: 39-51-23.40N / 104-41-14.10W
2.19.6 Site elevation: 5298 ft

2.19.1 ILS type: Glide Slope for runway 34R. Magnetic variation: 8E

2.19.2 ILS identification: OUF

2.19.5 Coordinates: 39-52-00.00N / 104-41-19.01W
2.19.6 Site elevation: 5346 ft

2.19.1 ILS type: Inner Marker for runway 34R. Magnetic variation: 8E

2.19.2 ILS identification: OUF

2.19.5 Coordinates: 39-51-42.29N / 104-41-13.98W
2.19.6 Site elevation: 5345 ft

2.19.1 ILS type: Localizer for runway 07. Magnetic variation: 8E

2.19.2 ILS identification: DZG

2.19.5 Coordinates: 39-50-26.28N / 104-40-49.06W
2.19.6 Site elevation: 5355 ft

2.19.1 ILS type: Glide Slope for runway 07. Magnetic variation: 8E

2.19.2 ILS identification: DZG

2.19.5 Coordinates: 39-50-23.27N / 104-43-22.66W
2.19.6 Site elevation: 5341 ft

2.19.1 ILS type: Outer Marker for runway 07. Magnetic variation: 8E

2.19.2 ILS identification: DZG

2.19.5 Coordinates: 39-50-31.70N / 104-49-41.50W
2.19.6 Site elevation: 5215 ft

2.19.1 ILS type: DME for runway 07. Magnetic variation: 8E

2.19.2 ILS identification: DZG

2.19.5 Coordinates: 39-50-23.66N / 104-40-48.62W
2.19.6 Site elevation: 5359 ft

2.19.1 ILS type: Middle Marker for runway 07. Magnetic variation: 8E

2.19.2 ILS identification: DZG

2.19.5 Coordinates: 39-50-27.60N / 104-44-11.80W
2.19.6 Site elevation: 5283 ft

2.19.1 ILS type: Outer Marker for runway 25. Magnetic variation: 8E

2.19.2 ILS identification: ERP

2.19.5 Coordinates: 39-50-15.80N / 104-34-56.30W
2.19.6 Site elevation: 5319 ft

2.19.1 ILS type: Middle Marker for runway 25. Magnetic variation: 8E

2.19.2 ILS identification: ERP

2.19.5 Coordinates: 39-50-26.10N / 104-40-25.50W
2.19.6 Site elevation: 5325 ft

2.19.1 ILS type: Localizer for runway 25. Magnetic variation: 8E

2.19.2 ILS identification: ERP

2.19.5 Coordinates: 39-50-27.49N / 104-43-49.07W
2.19.6 Site elevation: 5349 ft

2.19.1 ILS type: DME for runway 25. Magnetic variation: 8E

2.19.2 ILS identification: ERP

2.19.5 Coordinates: 39-50-23.66N / 104-40-48.62W

2.19.6 Site elevation: 5359 ft

2.19.1 ILS type: Glide Slope for runway 25. Magnetic variation: 8E

2.19.2 ILS identification: ERP

2.19.5 Coordinates: 39-50-22.41N / 104-41-15.79W

2.19.6 Site elevation: 5344 ft

2.19.1 ILS type: Glide Slope for runway 08. Magnetic variation: 8E

2.19.2 ILS identification: FUI

2.19.5 Coordinates: 39-52-43.15N / 104-39-29.86W

2.19.6 Site elevation: 5342 ft

2.19.1 ILS type: Middle Marker for runway 08. Magnetic variation: 8E

2.19.2 ILS identification: FUI

2.19.5 Coordinates: 39-52-39.40N / 104-40-19.50W

2.19.6 Site elevation: 5352 ft

2.19.1 ILS type: Localizer for runway 08. Magnetic variation: 8E

2.19.2 ILS identification: FUI

2.19.5 Coordinates: 39-52-37.98N / 104-36-57.04W

2.19.6 Site elevation: 5283 ft

2.19.1 ILS type: DME for runway 08. Magnetic variation: 8E

2.19.2 ILS identification: FUI

2.19.5 Coordinates: 39-52-41.88N / 104-39-57.51W

2.19.6 Site elevation: 5360 ft

2.19.1 ILS type: Outer Marker for runway 08. Magnetic variation: 8E

2.19.2 ILS identification: FUI

2.19.5 Coordinates: 39-52-40.50N / 104-46-20.00W

2.19.6 Site elevation: 5245 ft

2.19.1 ILS type: Glide Slope for runway 26. Magnetic variation: 8E

2.19.2 ILS identification: JOY

2.19.5 Coordinates: 39-52-42.22N / 104-37-22.39W

2.19.6 Site elevation: 5293 ft

2.19.1 ILS type: Middle Marker for runway 26. Magnetic variation: 8E

2.19.2 ILS identification: JOY

2.19.5 Coordinates: 39-52-37.80N / 104-36-31.00W

2.19.6 Site elevation: 5256 ft

2.19.1 ILS type: Localizer for runway 26. Magnetic variation: 8E

2.19.2 ILS identification: JOY

2.19.5 Coordinates: 39-52-39.30N / 104-39-57.14W

2.19.6 Site elevation: 5348 ft

2.19.1 ILS type: DME for runway 26. Magnetic variation: 8E

2.19.2 ILS identification: JOY

2.19.5 Coordinates: 39-52-41.88N / 104-39-57.51W

2.19.6 Site elevation: 5360 ft

2.19.1 ILS type: Outer Marker for runway 26. Magnetic variation: 8E

2.19.2 ILS identification: JOY

2.19.5 Coordinates: 39-52-34.30N / 104-29-18.70W

2.19.6 Site elevation: 5111 ft

2.19.1 ILS type: DME for runway 17L. Magnetic variation: 8E

2.19.2 ILS identification: BXP

2.19.5 Coordinates: 39-52-00.00N / 104-38-25.19W

2.19.6 Site elevation: 5345 ft

2.19.1 ILS type: Glide Slope for runway 17L. Magnetic variation: 8E

2.19.2 ILS identification: BXP

2.19.5 Coordinates: 39-51-44.06N / 104-38-23.56W

2.19.6 Site elevation: 5326 ft

2.19.1 ILS type: Middle Marker for runway 17L. Magnetic variation: 8E

2.19.2 ILS identification: BXP

2.19.5 Coordinates: 39-52-23.20N / 104-38-28.30W

2.19.6 Site elevation: 5323 ft

2.19.1 ILS type: Localizer for runway 17L. Magnetic variation: 8E

2.19.2 ILS identification: BXP

2.19.5 Coordinates: 39-49-45.17N / 104-38-30.28W

2.19.6 Site elevation: 5363 ft

2.19.1 ILS type: Outer Marker for runway 17L. Magnetic variation: 8E

2.19.2 ILS identification: BXP

2.19.5 Coordinates: 39-56-35.40N / 104-38-23.70W
2.19.6 Site elevation: 5161 ft

2.19.1 ILS type: DME for runway 35R. Magnetic variation: 8E

2.19.2 ILS identification: DPP

2.19.5 Coordinates: 39-52-00.00N / 104-38-25.19W

2.19.6 Site elevation: 5345.1 ft

2.19.1 ILS type: Outer Marker for runway 35R. Magnetic variation: 8E

2.19.2 ILS identification: DPP

2.19.5 Coordinates: 39-45-13.10N / 104-38-27.20W

2.19.6 Site elevation: 5504 ft

2.19.1 ILS type: Localizer for runway 35R. Magnetic variation: 8E

2.19.2 ILS identification: DPP

2.19.5 Coordinates: 39-52-00.00N / 104-38-28.57W

2.19.6 Site elevation: 5335.5 ft

2.19.1 ILS type: Glide Slope for runway 35R. Magnetic variation: 8E

2.19.2 ILS identification: DPP

2.19.5 Coordinates: 39-50-00.00N / 104-38-24.77W

2.19.6 Site elevation: 5359.9 ft

2.19.1 ILS type: Inner Marker for runway 35R. Magnetic variation: 8E

2.19.2 ILS identification: DPP

2.19.5 Coordinates: 39-49-46.78N / 104-38-30.27W

2.19.6 Site elevation: 5365 ft

2.19.1 ILS type: Middle Marker for runway 35R. Magnetic variation: 8E

2.19.2 ILS identification: DPP

2.19.5 Coordinates: 39-49-27.90N / 104-38-30.60W

2.19.6 Site elevation: 5356 ft

2.19.1 ILS type: DME for runway 17R. Magnetic variation: 8E

2.19.2 ILS identification: ACX

2.19.5 Coordinates: 39-51-50.92N / 104-39-33.05W

2.19.6 Site elevation: 5388 ft

2.19.1 ILS type: Outer Marker for runway 17R. Magnetic variation: 8E

2.19.2 ILS identification: ACX

2.19.5 Coordinates: 39-56-35.50N / 104-39-32.20W

2.19.6 Site elevation: 5286 ft

2.19.1 ILS type: Middle Marker for runway 17R. Magnetic variation: 8E

2.19.2 ILS identification: ACX

2.19.5 Coordinates: 39-52-10.50N / 104-39-36.20W

2.19.6 Site elevation: 5365 ft

2.19.1 ILS type: Localizer for runway 17R. Magnetic variation: 8E

2.19.2 ILS identification: ACX

2.19.5 Coordinates: 39-49-31.82N / 104-39-38.10W

2.19.6 Site elevation: 5427.6 ft

2.19.1 ILS type: Glide Slope for runway 17R. Magnetic variation: 8E

2.19.2 ILS identification: ACX

2.19.5 Coordinates: 39-51-30.91N / 104-39-31.42W

2.19.6 Site elevation: 5378 ft

2.19.1 ILS type: Localizer for runway 35L. Magnetic variation: 8E

2.19.2 ILS identification: AQD

2.19.5 Coordinates: 39-51-50.60N / 104-39-36.44W

2.19.6 Site elevation: 5377 ft

2.19.1 ILS type: Glide Slope for runway 35L. Magnetic variation: 8E

2.19.2 ILS identification: AQD

2.19.5 Coordinates: 39-49-52.76N / 104-39-32.60W

2.19.6 Site elevation: 5422.6 ft

2.19.1 ILS type: Middle Marker for runway 35L. Magnetic variation: 8E

2.19.2 ILS identification: AQD

2.19.5 Coordinates: 39-49-14.60N / 104-39-38.40W

2.19.6 Site elevation: 5411 ft

2.19.1 ILS type: Outer Marker for runway 35L. Magnetic variation: 8E

2.19.2 ILS identification: AQD

2.19.5 Coordinates: 39-45-13.30N / 104-39-48.60W

2.19.6 Site elevation: 5606 ft

2.19.1 ILS type: DME for runway 35L. Magnetic variation: 8E

2.19.2 ILS identification: AQD

2.19.5 Coordinates: 39-51-50.92N / 104-39-33.05W

2.19.6 Site elevation: 5388 ft

2.19.1 ILS type: Inner Marker for runway 35L. Magnetic variation: 8E

2.19.2 ILS identification: AQD

2.19.5 Coordinates: 39-49-33.44N / 104-39-38.09W

2.19.6 Site elevation: 5429 ft

2.19.1 ILS type: DME for runway 16R. Magnetic variation: 8E

2.19.2 ILS identification: DQQ

2.19.5 Coordinates: 39-53-55.74N / 104-41-50.90W

2.19.6 Site elevation: 5323.5 ft

2.19.1 ILS type: Glide Slope for runway 16R. Magnetic variation: 8E

2.19.2 ILS identification: DQQ

2.19.5 Coordinates: 39-53-34.82N / 104-41-51.28W

2.19.6 Site elevation: 5316.8 ft

2.19.1 ILS type: Localizer for runway 16R. Magnetic variation: 8E

2.19.2 ILS identification: DQQ

2.19.5 Coordinates: 39-50-56.78N / 104-41-47.83W

2.19.6 Site elevation: 5320.8 ft

2.19.1 ILS type: DME for runway 34L. Magnetic vari-

ation: 8E

2.19.2 ILS identification: DXU

2.19.5 Coordinates: 39-53-55.74N / 104-41-50.90W

2.19.6 Site elevation: 5324 ft

2.19.1 ILS type: Glide Slope for runway 34L. Magnetic variation: 8E

2.19.2 ILS identification: DXU

2.19.5 Coordinates: 39-51-17.60N / 104-41-52.85W

2.19.6 Site elevation: 5318 ft

2.19.1 ILS type: Localizer for runway 34L. Magnetic variation: 8E

2.19.2 ILS identification: DXU

2.19.5 Coordinates: 39-53-54.88N / 104-41-45.78W

2.19.6 Site elevation: 5320 ft

2.19.1 ILS type: Inner Marker for runway 34L. Magnetic variation: 8E

2.19.2 ILS identification: DXU

2.19.5 Coordinates: 39-50-58.30N / 104-41-47.81W

2.19.6 Site elevation: 5321 ft

General Remarks:

OVERHEAD PASSENGER BRIDGE ON SOUTH SIDE OF CONCOURSE 'A' PROVIDES 42 FT TAIL & 118 FT WINGSPAN CLEARANCE WHEN ON TAXIWAY CENTERLINE.

CUSTOMS AVAILABLE WITH PRIOR PERMISSION.

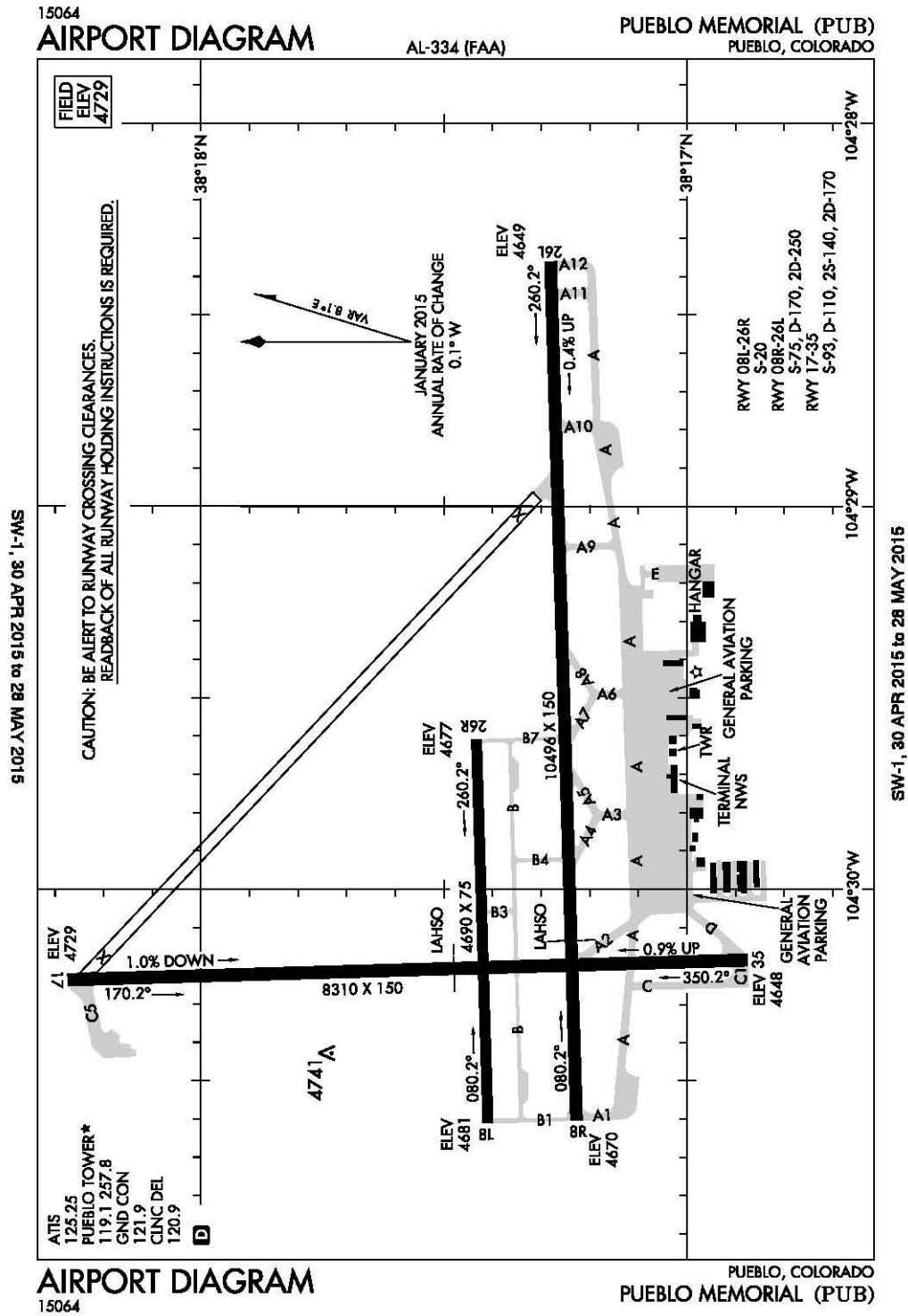
INFORMAL RUNWAY USE PROGRAM IS IN EFFECT 24 HRS A DAY. FOR ADDITIONAL NOISE ABATEMENT INFORMATION CONTACT AIRPORT MANAGEMENT AT 303-342-4200.

WATERFOWL AND MIGRATORY BIRD ACTIVITY IN THE VICINITY OF AIRPORT YEAR ROUND.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

AIRPORT MAINTAINS CLEARWAYS (500 FT X 1,000 FT, 1.25% SLOPE) ON DEP RUNWAY 08, RUNWAY 25, & RUNWAY 34R.

Pueblo, Colorado
Pueblo Memorial
ICAO Identifier KPUB



Pueblo, CO
Pueblo Memorial
ICAO Identifier KPUB

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 38-17-23.80N / 104-29-52.90W
2.2.2 From City: 5 Miles E Of Pueblo, CO
2.2.3 Elevation: 4729 ft
2.2.5 Magnetic variation: 8E (2015)
2.2.6 Airport Contact: Mark Lovin
31201 BRYAN CIRCLE
Pueblo, CO 81001
(719-553-2760)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, 0600-2200
Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index
II A certified on 5/1/1973

AD 2.12 Runway physical characteristics

2.12.1 Designation: 17
2.12.2 True Bearing: 178
2.12.3 Dimensions: 8310 ft x 150 ft
2.12.5 Coordinates: 38-18-15.06N / 104-30-14.69W
2.12.6 Threshold elevation: 4729 ft
2.12.6 Touchdown zone elevation: 4729 ft
2.12.7 Slope: 1DOWN

2.12.1 Designation: 35
2.12.2 True Bearing: 358
2.12.3 Dimensions: 8310 ft x 150 ft
2.12.5 Coordinates: 38-16-52.97N / 104-30-11.65W
2.12.6 Threshold elevation: 4648 ft
2.12.6 Touchdown zone elevation: 4677 ft
2.12.7 Slope: 0.9UP

2.12.1 Designation: 08R
2.12.2 True Bearing: 88
2.12.3 Dimensions: 10496 ft x 150 ft

2.12.5 Coordinates: 38-17-13.65N / 104-30-36.23W
2.12.6 Threshold elevation: 4670 ft
2.12.6 Touchdown zone elevation: 4671 ft

2.12.1 Designation: 26L
2.12.2 True Bearing: 268
2.12.3 Dimensions: 10496 ft x 150 ft
2.12.5 Coordinates: 38-17-16.77N / 104-28-24.67W
2.12.6 Threshold elevation: 4649 ft
2.12.6 Touchdown zone elevation: 4659 ft
2.12.7 Slope: 0.4UP

2.12.1 Designation: 08L
2.12.2 True Bearing: 88
2.12.3 Dimensions: 4690 ft x 75 ft
2.12.5 Coordinates: 38-17-24.31N / 104-30-36.65W
2.12.6 Threshold elevation: 4681 ft
2.12.6 Touchdown zone elevation: 4681 ft
2.12.7 Slope: 0DOWN

2.12.1 Designation: 26R
2.12.2 True Bearing: 268
2.12.3 Dimensions: 4690 ft x 75 ft
2.12.5 Coordinates: 38-17-25.70N / 104-29-37.86W
2.12.6 Threshold elevation: 4677 ft
2.12.6 Touchdown zone elevation: 4678 ft

AD 2.13 Declared distances

2.13.1 Designation: 17
2.13.2 Takeoff run available: 8308
2.13.3 Takeoff distance available: 8308
2.13.4 Accelerate-stop distance available: 8308
2.13.5 Landing distance available: 8308

2.13.1 Designation: 35
2.13.2 Takeoff run available: 8308
2.13.3 Takeoff distance available: 8308
2.13.4 Accelerate-stop distance available: 8308
2.13.5 Landing distance available: 8308

2.13.1 Designation: 08R
2.13.2 Takeoff run available: 10496
2.13.3 Takeoff distance available: 10496
2.13.4 Accelerate-stop distance available: 10496
2.13.5 Landing distance available: 10496

2.13.1 Designation: 26L
2.13.2 Takeoff run available: 10496
2.13.3 Takeoff distance available: 10496
2.13.4 Accelerate-stop distance available: 10496
2.13.5 Landing distance available: 10496

2.13.1 Designation: 08L
2.13.2 Takeoff run available: 4690
2.13.3 Takeoff distance available: 4690
2.13.4 Accelerate-stop distance available: 4690
2.13.5 Landing distance available: 4690

2.13.1 Designation: 26R
2.13.2 Takeoff run available: 4690
2.13.3 Takeoff distance available: 4690
2.13.4 Accelerate-stop distance available: 4690
2.13.5 Landing distance available: 4690

AD 2.14 Approach and runway lighting

2.14.1 Designation: 17
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 35
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 08R
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 26L
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 08L
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 26R
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 119.1 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: ATIS

2.18.3 Service designation: 125.25 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 257.8 MHz

2.18.1 Service designation: CLNC DEL
2.18.3 Service designation: 120.9 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Glide Slope for runway 26L. Magnetic
variation: 8E
2.19.2 ILS identification: TFR
2.19.5 Coordinates: 38-17-21.36N / 104-28-39.20W
2.19.6 Site elevation: 4650 ft

2.19.1 ILS type: Localizer for runway 26L. Magnetic
variation: 8E
2.19.2 ILS identification: TFR
2.19.5 Coordinates: 38-17-13.25N / 104-30-52.56W
2.19.6 Site elevation: 4668 ft

2.19.1 ILS type: Outer Marker for runway 26L. Magnet-
ic variation: 8E
2.19.2 ILS identification: TFR
2.19.5 Coordinates: 38-17-26.64N / 104-21-17.89W
2.19.6 Site elevation: 4660 ft

2.19.1 ILS type: Middle Marker for runway 26L. Mag-
netic variation: 8E
2.19.2 ILS identification: TFR
2.19.5 Coordinates: 38-17-17.69N / 104-27-45.32W
2.19.6 Site elevation: 4640 ft

2.19.1 ILS type: Glide Slope for runway 08R. Magnetic
variation: 8E
2.19.2 ILS identification: PUB
2.19.5 Coordinates: 38-17-18.93N / 104-30-21.58W
2.19.6 Site elevation: 4673 ft

2.19.1 ILS type: Middle Marker for runway 08R. Mag-
netic variation: 8E
2.19.2 ILS identification: PUB
2.19.5 Coordinates: 38-17-12.61N / 104-31-20.10W
2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 08R. Magnetic
variation: 8E

2.19.2 ILS identification: PUB

ic variation: 8E

2.19.5 Coordinates: 38-17-17.20N / 104-28-00.00W

2.19.2 ILS identification: PUB

2.19.6 Site elevation: 4653 ft

2.19.5 Coordinates: 38-17-00.00N / 104-38-49.50W

2.19.6 Site elevation: 4730 ft

2.19.1 ILS type: Outer Marker for runway 08R. Magnet-

General Remarks:

HIGH VOLUME TRAINING DA-20 AIRCRAFT SR-SS MON-FRI. OVERHEAD PATTERN DURING TRAINING. EXTENSIVE USE OF TRAINING AREA 12-28 DME N-SW OF AIRPORT 500 FT AGL-8500 FT MSL.

BE ALERT; INTENSIVE USAF STUDENT TRAINING IN VICINITY OF COLORADO SPRINGS & PUEBLO COLORADO.

SEE FLIGHT INFORMATION PUBLICATION AP/1 SUPPLEMENTARY AIRPORT INFORMATION.

15064

BRADLEY INTL (BDL)
WINDSOR LOCKS, CONNECTICUT

AL-460 (FAA)

ATIS
118.15
BRADLEY TOWER
120.3 351.8
GND CON
121.9 348.6
CLNC DEL
121.75 322.3

D

JANUARY 2015
ANNUAL RATE OF CHANGE
0.0°E

41°57'N

986 X 200
ELEV 161

61
ELEV 169
LAHSO

HS 1

ARMY NATIONAL GUARD

EMBRAER SERVICE CENTER

TWR 345

9510 X 200

193.0°

4268 X 100

013.0°

ELEV 171

6847 X 150

LAHSO

LAHSO

LAHSO

HS 2

HS 3

GENERAL AVIATION

AIR CARGO

ELEV 169

51 W 148.4°

U S

CONNECTICUT ANG

DE-ICE AREA

FIELD ELEV 173

038.4°

INT'L ARRIVALS TERMINAL

41°56'N

FAA FSDO

ELEV 168

328.4°

33

RWY 01-19
S-60, D-190, 2S-175, 2D-328

RWY 06-24
S-200, D-200, 2S-175, 2D-350
2D/202-710

RWY 15-33
S-200, D-200, 2S-175, 2D-350

ASDE-X Surveillance System in use.
Operate transponders with Mode C
on all twys and rwys.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

72°42'W

72°41'W

15064

BRADLEY INTL (BDL)
WINDSOR LOCKS, CONNECTICUT

Windsor Locks, CT
Bradley Intl
ICAO Identifier KBDL

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 41-56-20.92N / 72-41-00.00W
2.2.2 From City: 3 Miles W Of Windsor Locks, CT
2.2.3 Elevation: 173.2 ft
2.2.5 Magnetic variation: 14W (1980)
2.2.6 Airport Contact: Eric Waldron, A.A.E. Ace
BRADLEY INTL AIRPORT
Windsor Locks, CT 6096
(860-292-2003)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
D certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 15
2.10.1.b Type of obstacle: Trees (75 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 0 ft from Centerline

2.10.1.a. Runway designation: 33
2.10.1.b Type of obstacle: Trees (44 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 430 ft from Centerline

2.10.1.a. Runway designation: 06
2.10.1.b Type of obstacle: Trees (185 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 400 ft from Centerline

2.10.1.a. Runway designation: 24
2.10.1.b Type of obstacle: Trees (71 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 0 ft from Centerline

2.10.1.a. Runway designation: 01
2.10.1.b Type of obstacle: Acft (40 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 350 ft from Centerline

2.10.1.a. Runway designation: 19
2.10.1.b Type of obstacle: Trees (90 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 0 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 15
2.12.2 True Bearing: 134
2.12.3 Dimensions: 6847 ft x 150 ft
2.12.5 Coordinates: 41-56-32.63N / 72-41-35.71W
2.12.6 Threshold elevation: 169 ft
2.12.6 Touchdown zone elevation: 171 ft

2.12.1 Designation: 33
2.12.2 True Bearing: 314
2.12.3 Dimensions: 6847 ft x 150 ft
2.12.5 Coordinates: 41-55-45.32N / 72-40-30.96W
2.12.6 Threshold elevation: 168 ft
2.12.6 Touchdown zone elevation: 171 ft

2.12.1 Designation: 06
2.12.2 True Bearing: 44
2.12.3 Dimensions: 9510 ft x 200 ft
2.12.5 Coordinates: 41-55-55.25N / 72-41-47.69W
2.12.6 Threshold elevation: 173 ft
2.12.6 Touchdown zone elevation: 173 ft

2.12.1 Designation: 24
2.12.2 True Bearing: 224
2.12.3 Dimensions: 9510 ft x 200 ft
2.12.5 Coordinates: 41-57-00.00N / 72-40-19.68W
2.12.6 Threshold elevation: 161 ft
2.12.6 Touchdown zone elevation: 170 ft

2.12.1 Designation: 01
2.12.2 True Bearing: 359
2.12.3 Dimensions: 4268 ft x 100 ft
2.12.5 Coordinates: 41-56-00.00N / 72-40-46.63W
2.12.6 Threshold elevation: 171 ft
2.12.6 Touchdown zone elevation: 171 ft

2.12.1 Designation: 19
2.12.2 True Bearing: 179
2.12.3 Dimensions: 4268 ft x 100 ft
2.12.5 Coordinates: 41-56-43.56N / 72-40-47.58W
2.12.6 Threshold elevation: 169 ft

2.12.6 Touchdown zone elevation: 170 ft

AD 2.13 Declared distances

2.13.1 Designation: 15

2.13.2 Takeoff run available: 6847

2.13.3 Takeoff distance available: 6847

2.13.4 Accelerate-stop distance available: 6847

2.13.5 Landing distance available: 6847

2.13.1 Designation: 33

2.13.2 Takeoff run available: 6847

2.13.3 Takeoff distance available: 6847

2.13.4 Accelerate-stop distance available: 6847

2.13.5 Landing distance available: 6847

2.13.1 Designation: 06

2.13.2 Takeoff run available: 9509

2.13.3 Takeoff distance available: 9509

2.13.4 Accelerate-stop distance available: 9509

2.13.5 Landing distance available: 9509

2.13.1 Designation: 24

2.13.2 Takeoff run available: 9509

2.13.3 Takeoff distance available: 9509

2.13.4 Accelerate-stop distance available: 9509

2.13.5 Landing distance available: 9509

2.13.1 Designation: 01

2.13.2 Takeoff run available: 4268

2.13.3 Takeoff distance available: 4268

2.13.4 Accelerate-stop distance available: 4268

2.13.1 Designation: 19

2.13.5 Landing distance available: 4268

AD 2.14 Approach and runway lighting

2.14.1 Designation: 15

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 33

2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

2.14.10 Remarks: Vgsi And Glidepath Not Coincident.

2.14.1 Designation: 06

2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-
quenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.10 Remarks: Vgsi And Glidepath Not Coincident.

2.14.1 Designation: 24

2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.10 Remarks: Vgsi And Glidepath Not Coincident.

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 118.15 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 120.3 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: CD/P

2.18.3 Service designation: 121.75 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: NG OPS

2.18.3 Service designation: 123.45 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
IC

2.18.3 Service designation: 123.95 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
IC

2.18.3 Service designation: 125.35 MHz

2.18.1 Service designation: AS ASGND

2.18.3 Service designation: 125.65 MHz

2.18.1 Service designation: APCH/P CLASS C

2.18.3 Service designation: 127.225 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 243 MHz

2.18.1 Service designation: NG OPS

2.18.3 Service designation: 243.9 MHz

2.18.1 Service designation: CD/P

2.18.3 Service designation: 322.3 MHz	ation: 14W
2.18.1 Service designation: APCH/P CLASS C	2.19.2 ILS identification: IKX
2.18.3 Service designation: 323.2 MHz	2.19.5 Coordinates: 41-56-37.97N / 72-41-47.43W
	2.19.6 Site elevation: 183 ft
2.18.1 Service designation: APCH/S DEP/S CLASS C	2.19.1 ILS type: Localizer for runway 06. Magnetic vari-
2.18.3 Service designation: 327.1 MHz	ation: 14W
	2.19.2 ILS identification: BDL
2.18.1 Service designation: GND/P	2.19.5 Coordinates: 41-57-17.85N / 72-39-59.41W
2.18.3 Service designation: 348.6 MHz	2.19.6 Site elevation: 149.4 ft
2.18.1 Service designation: ANG-OPS	2.19.1 ILS type: Glide Slope for runway 06. Magnetic
2.18.3 Service designation: 349.7 MHz	variation: 14W
	2.19.2 ILS identification: BDL
2.18.1 Service designation: LCL/P	2.19.5 Coordinates: 41-56-00.00N / 72-41-41.89W
2.18.3 Service designation: 351.8 MHz	2.19.6 Site elevation: 169.1 ft
2.18.1 Service designation: NG OPS	2.19.1 ILS type: Outer Marker for runway 06. Magnetic
2.18.3 Service designation: 41.9 MHz	variation: 14W
	2.19.2 ILS identification: BDL
2.18.1 Service designation: ANG OPS	2.19.5 Coordinates: 41-52-38.58N / 72-45-58.34W
2.18.3 Service designation: 138.55 MHz	2.19.6 Site elevation:
2.18.1 Service designation: APCH/P DEP/P CLASS C	2.19.1 ILS type: DME for runway 06. Magnetic vari-
IC	ation: 14W
2.18.3 Service designation: 281.5 MHz	2.19.2 ILS identification: BDL
	2.19.5 Coordinates: 41-57-17.28N / 72-39-56.50W
2.18.1 Service designation: APCH/P DEP/P CLASS C	2.19.6 Site elevation: 163.8 ft
IC	2.19.1 ILS type: Inner Marker for runway 06. Magnetic
2.18.3 Service designation: 290.55 MHz	variation: 14W
	2.19.2 ILS identification: BDL
AD 2.19 Radio navigation and landing aids	2.19.5 Coordinates: 41-55-49.46N / 72-41-56.05W
2.19.1 ILS type: Localizer for runway 33. Magnetic vari-	2.19.6 Site elevation: 173 ft
ation: 14W	2.19.1 ILS type: Middle Marker for runway 06. Magnet-
2.19.2 ILS identification: IKX	ic variation: 14W
2.19.5 Coordinates: 41-56-40.16N / 72-41-46.01W	2.19.2 ILS identification: BDL
2.19.6 Site elevation: 168 ft	2.19.5 Coordinates: 41-55-35.77N / 72-42-13.17W
	2.19.6 Site elevation: 166 ft
2.19.1 ILS type: Glide Slope for runway 33. Magnetic	2.19.1 ILS type: Glide Slope for runway 24. Magnetic
variation: 14W	variation: 14W
2.19.2 ILS identification: IKX	2.19.2 ILS identification: MYQ
2.19.5 Coordinates: 41-55-54.77N / 72-40-38.59W	2.19.5 Coordinates: 41-56-53.58N / 72-40-25.96W
2.19.6 Site elevation: 167 ft	2.19.6 Site elevation: 157 ft
2.19.1 ILS type: Outer Marker for runway 33. Magnetic	2.19.1 ILS type: Outer Marker for runway 24. Magnetic
variation: 14W	variation: 14W
2.19.2 ILS identification: IKX	2.19.2 ILS identification: MYQ
2.19.5 Coordinates: 41-52-13.60N / 72-35-40.58W	2.19.5 Coordinates: 42-01-16.18N / 72-34-53.96W
2.19.6 Site elevation: 125 ft	
2.19.1 ILS type: DME for runway 33. Magnetic vari-	

2.19.6 Site elevation: 114 ft

2.19.1 ILS type: Middle Marker for runway 24. Magnetic variation: 14W

2.19.2 ILS identification: MYQ

2.19.5 Coordinates: 41-57-20.88N / 72-39-55.38W

2.19.6 Site elevation: 159 ft

2.19.1 ILS type: Localizer for runway 24. Magnetic variation: 14W

2.19.2 ILS identification: MYQ

2.19.5 Coordinates: 41-55-47.66N / 72-41-57.63W

2.19.6 Site elevation: 170 ft

2.19.1 ILS type: DME for runway 24. Magnetic variation: 14W

2.19.2 ILS identification: MYQ

2.19.5 Coordinates: 41-57-17.28N / 72-39-56.50W

2.19.6 Site elevation: 164 ft

2.19.1 ILS type: Inner Marker for runway 24. Magnetic variation: 14W

2.19.2 ILS identification: MYQ

2.19.5 Coordinates: 41-57-12.08N / 72-40-00.00W

2.19.6 Site elevation: 141 ft

General Remarks:

NUMEROUS BIRDS FREQUENTLY ON OR IN VICINITY OF AIRPORT.

OPERATIONS CONTACT AUTOVON 636-8385; COMMERCIAL 860-627-3001.

ANG - OPR 0700-1530 TUES/FRI/SAT; 0700-2300 WED/THUR.

ANG - PRIOR PERMISSION REQUIRED V220-2356.

NO DE-ICING AVAILABLE AT ANG.

TAXIWAY J CLOSED BETWEEN S & R TO AIRCRAFT WITH WINGSPANS IN EXCESS OF 170 FT.

NO TRAINING FLIGHTS; NO PRACTICE APPROACHES; NO TOUCH AND GO LANDING BETWEEN: 2300 - 0700 MON THRU SAT & 2300 - 1200 SUN.

(E117) CT ANG AND U.S. ARMY NATIONAL GUARD.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS & RUNWAYS.

EXCEPT FOR TAXIING, RUNWAY 01/19 OPEN FOR AIRCRAFT WITH WINGSPAN LESS THAN 79 FT.

RUNWAY 01 IS CLOSED FOR ARRS TO ALL FIXED WING AIRCRAFT.

RUNWAY 19 CLOSED FOR DEPS TO ALL FIXED WING AIRCRAFT.

ANG: NONSTANDARD YELLOW AEROSPACE GROUND EQUIPMENT AND FIRE BOTTLE BOXES PAINTED ON ANG RAMP.

ARRANGE - DSN 636-7519/7520. C860-292-4519/4520.

ANG: AIRFIELD MANAGER DOES NOT ISSUE OR STORE COMSEC FOR TRANSIENT CREWS.

CAUTION: ANG RAMP MRK MAY NOT BE APPROPRIATE FOR LARGE AIRCRAFT: FOLLOW MARSHALLERS INSTR. KC35 AIRCRAFT USE CAUTION, FIRE HYDRANTS ARE 33" AND ARE LESS THAN 84 FT FROM TAXILANE CENTERLINE.

PARALLEL TAXIWAY OPERATIONS ON TAXIWAY C AND TAXIWAY B RESTRICTED TO AIRCRAFT WITH WINGSPANS OF 171 FT OR LESS.

AIRCRAFT REQUESTING US CUSTOMS SERVICES MUST PARK ON THE CUSTOMS SPOT WITH THE NOSE OF THE AIRCRAFT FACING SOUTHWEST. CONTACT CUSTOMS AT 860-292-1314 WHEN PARKED.

BASH PHASE II INCREASED BIRD ACTIVITY SEP-OCT AND MAR-APR.

FUEL: A++ (MIL).

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

AL-5100 (FAA)

ATIS
134.85
DULLES TOWER
120.1 317.8 (RWY 01R-19L)
120.25 348.6 (RWY 01C-19C)
134.425 348.6
(RWYS 01L-19R, 12-30)
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
CLNC DEL
135.7 317.8
MIDFIELD RAMP CON
129.55

D
ASDE-X Surveillance System in use. Operate transponders with Mode C on all twys and rwy's.

Runway Status Lights in operation.

FIELD ELEV 313

JANUARY 2015
ANNUAL RATE OF CHANGE
0.0° W

GENERAL AVIATION TERMINAL AND RAMP
U.S. CUSTOMS

CARGO RAMP

CARGO RAMP

SEE INSET

TWR 632 ±

HOLD BLOCK

RWYS 01C-19C, 01L-19R, 01R-19L, 12-30
PCN 81 R/C/W/T
S-200, D-250, 2D-450, 2D/2D2-875

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)

Washington, DC
Washington Dulles Intl
ICAO Identifier KIAD

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 38-56-50.80N / 77-27-35.80W
2.2.2 From City: 20 Miles W Of Washington, VA
2.2.3 Elevation: 313 ft
2.2.5 Magnetic variation: 10W (2000)
2.2.6 Airport Contact: Christopher Browne
1 SAARINEN CIRCLE
Dulles, VA 20166
(703-572-2730)
2.2.7 Traffic: IFR/VFR
2.2.8 Remarks: Located In Both Fairfax County Va And Loudoun County Va.

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
E certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 19L
2.10.1.b Type of obstacle: Pole (38 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 720 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 12
2.12.2 True Bearing: 111
2.12.3 Dimensions: 10501 ft x 150 ft
2.12.4 PCN: 81 R/C/W/T
2.12.5 Coordinates: 38-56-37.58N / 77-29-25.60W
2.12.6 Threshold elevation: 310 ft
2.12.6 Touchdown zone elevation: 310 ft

2.12.1 Designation: 30
2.12.2 True Bearing: 291
2.12.3 Dimensions: 10501 ft x 150 ft
2.12.4 PCN: 81 R/C/W/T

2.12.5 Coordinates: 38-56-00.00N / 77-27-21.23W
2.12.6 Threshold elevation: 288 ft
2.12.6 Touchdown zone elevation: 288 ft
2.12.7 Slope: 0.4UP

2.12.1 Designation: 01L
2.12.2 True Bearing: 1
2.12.3 Dimensions: 9400 ft x 150 ft
2.12.4 PCN: 81 R/C/W/T
2.12.5 Coordinates: 38-56-41.88N / 77-28-29.32W
2.12.6 Threshold elevation: 296 ft
2.12.6 Touchdown zone elevation: 296 ft
2.12.7 Slope: 0.3DOWN

2.12.1 Designation: 19R
2.12.2 True Bearing: 181
2.12.3 Dimensions: 9400 ft x 150 ft
2.12.4 PCN: 81 R/C/W/T
2.12.5 Coordinates: 38-58-14.78N / 77-28-27.98W
2.12.6 Threshold elevation: 277 ft
2.12.6 Touchdown zone elevation: 278 ft

2.12.1 Designation: 01R
2.12.2 True Bearing: 1
2.12.3 Dimensions: 11500 ft x 150 ft
2.12.4 PCN: 81 R/C/W/T
2.12.5 Coordinates: 38-55-25.53N / 77-26-11.22W
2.12.6 Threshold elevation: 312 ft
2.12.6 Touchdown zone elevation: 312 ft
2.12.7 Slope: 0.3DOWN

2.12.1 Designation: 19L
2.12.2 True Bearing: 181
2.12.3 Dimensions: 11500 ft x 150 ft
2.12.4 PCN: 81 R/C/W/T
2.12.5 Coordinates: 38-57-19.19N / 77-26-00.00W
2.12.6 Threshold elevation: 293 ft
2.12.6 Touchdown zone elevation: 302 ft
2.12.7 Slope: 0.3UP

2.12.1 Designation: 01C
2.12.2 True Bearing: 1
2.12.3 Dimensions: 11500 ft x 150 ft
2.12.4 PCN: 81 R/C/W/T
2.12.5 Coordinates: 38-56-20.64N / 77-27-35.20W
2.12.6 Threshold elevation: 286 ft
2.12.6 Touchdown zone elevation: 286 ft

2.12.1 Designation: 19C
2.12.2 True Bearing: 181
2.12.3 Dimensions: 11500 ft x 150 ft

2.12.4 PCN: 81 R/C/W/T
2.12.5 Coordinates: 38-58-14.31N / 77-27-33.55W
2.12.6 Threshold elevation: 268 ft
2.12.6 Touchdown zone elevation: 271 ft

AD 2.13 Declared distances

2.13.1 Designation: 12
2.13.2 Takeoff run available: 10501
2.13.3 Takeoff distance available: 10501
2.13.4 Accelerate-stop distance available: 10501
2.13.5 Landing distance available: 10501

2.13.1 Designation: 30
2.13.2 Takeoff run available: 10501
2.13.3 Takeoff distance available: 10501
2.13.4 Accelerate-stop distance available: 10501
2.13.5 Landing distance available: 10501

2.13.1 Designation: 01L
2.13.2 Takeoff run available: 9400
2.13.3 Takeoff distance available: 9400
2.13.4 Accelerate-stop distance available: 9400
2.13.5 Landing distance available: 9400

2.13.1 Designation: 19R
2.13.2 Takeoff run available: 9400
2.13.3 Takeoff distance available: 9400
2.13.4 Accelerate-stop distance available: 9400
2.13.5 Landing distance available: 9400

2.13.1 Designation: 01R
2.13.2 Takeoff run available: 11500
2.13.3 Takeoff distance available: 11500
2.13.4 Accelerate-stop distance available: 11500
2.13.5 Landing distance available: 11500

2.13.1 Designation: 19L
2.13.2 Takeoff run available: 11500
2.13.3 Takeoff distance available: 11500
2.13.4 Accelerate-stop distance available: 11500
2.13.5 Landing distance available: 11500

2.13.1 Designation: 01C
2.13.2 Takeoff run available: 11500
2.13.3 Takeoff distance available: 11500
2.13.4 Accelerate-stop distance available: 11500
2.13.5 Landing distance available: 11500

2.13.1 Designation: 19C
2.13.2 Takeoff run available: 11500
2.13.3 Takeoff distance available: 11500

2.13.4 Accelerate-stop distance available: 11500
2.13.5 Landing distance available: 11500

AD 2.14 Approach and runway lighting

2.14.1 Designation: 12
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 30
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 01L
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 19R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 01R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 19L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 01C
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 19C

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LC/P
2.18.3 Service designation: 120.1 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: AS ASGND
2.18.3 Service designation: 125.8 MHz

2.18.1 Service designation: AS ASGND
2.18.3 Service designation: 128.42 MHz

2.18.1 Service designation: MIDFLD RAMP CTL
2.18.3 Service designation: 129.55 MHz

2.18.1 Service designation: AS ASGND
2.18.3 Service designation: 132.45 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 134.85 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: CD/P
2.18.3 Service designation: 135.7 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: LC/P
2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: LC/P
2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 317.8 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 317.8 MHz

2.18.1 Service designation: LC/P

2.18.3 Service designation: 317.8 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 120.25 MHz

2.18.1 Service designation: LC/P
2.18.3 Service designation: 134.425 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.625 MHz

2.18.1 Service designation: APCH/P CLASS B
2.18.3 Service designation: 128.525 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 12. Magnetic variation: 10W

2.19.2 ILS identification: AJU
2.19.5 Coordinates: 38-55-57.51N / 77-27-00.00W
2.19.6 Site elevation: 281 ft

2.19.1 ILS type: Outer Marker for runway 12. Magnetic variation: 10W

2.19.2 ILS identification: AJU
2.19.5 Coordinates: 38-58-35.61N / 77-36-00.00W
2.19.6 Site elevation: 382 ft

2.19.1 ILS type: Glide Slope for runway 12. Magnetic variation: 10W

2.19.2 ILS identification: AJU
2.19.5 Coordinates: 38-56-30.40N / 77-29-15.54W
2.19.6 Site elevation: 303.5 ft

2.19.1 ILS type: Middle Marker for runway 12. Magnetic variation: 10W

2.19.2 ILS identification: AJU
2.19.5 Coordinates: 38-56-47.20N / 77-29-58.37W
2.19.6 Site elevation: 319 ft

2.19.1 ILS type: Localizer for runway 01L. Magnetic variation: 10W

2.19.2 ILS identification: OIU
2.19.5 Coordinates: 38-58-24.77N / 77-28-27.84W
2.19.6 Site elevation: 277 ft

2.19.1 ILS type: Glide Slope for runway 01L. Magnetic variation: 10W

2.19.2 ILS identification: OIU

2.19.5 Coordinates: 38-56-52.87N / 77-28-34.35W
2.19.6 Site elevation: 288 ft

2.19.1 ILS type: DME for runway 01L. Magnetic variation: 10W

2.19.2 ILS identification: OIU

2.19.5 Coordinates: 38-58-25.08N / 77-28-31.16W

2.19.6 Site elevation: 279 ft

2.19.1 ILS type: Inner Marker for runway 01L. Magnetic variation: 10W

2.19.2 ILS identification: OIU

2.19.5 Coordinates: 38-56-33.39N / 77-28-29.45W

2.19.6 Site elevation: 275 ft

2.19.1 ILS type: Inner Marker for runway 19R. Magnetic variation: 10W

2.19.2 ILS identification: ISU

2.19.5 Coordinates: 38-58-23.51N / 77-28-27.86W

2.19.6 Site elevation: 276 ft

2.19.1 ILS type: Localizer for runway 19R. Magnetic variation: 10W

2.19.2 ILS identification: ISU

2.19.5 Coordinates: 38-56-31.90N / 77-28-29.46W

2.19.6 Site elevation: 298 ft

2.19.1 ILS type: Glide Slope for runway 19R. Magnetic variation: 10W

2.19.2 ILS identification: ISU

2.19.5 Coordinates: 38-58-00.00N / 77-28-33.32W

2.19.6 Site elevation: 272 ft

2.19.1 ILS type: DME for runway 19R. Magnetic variation: 10W

2.19.2 ILS identification: ISU

2.19.5 Coordinates: 38-58-25.08N / 77-28-31.16W

2.19.6 Site elevation: 279 ft

2.19.1 ILS type: Outer Marker for runway 01R. Magnetic variation: 10W

2.19.2 ILS identification: IAD

2.19.5 Coordinates: 38-50-50.18N / 77-26-16.38W

2.19.6 Site elevation: 242 ft

2.19.1 ILS type: Localizer for runway 01R. Magnetic variation: 10W

2.19.2 ILS identification: IAD

2.19.5 Coordinates: 38-57-30.87N / 77-26-00.00W

2.19.6 Site elevation: 302 ft

2.19.1 ILS type: Glide Slope for runway 01R. Magnetic variation: 10W

2.19.2 ILS identification: IAD

2.19.5 Coordinates: 38-55-35.85N / 77-26-00.00W

2.19.6 Site elevation: 307 ft

2.19.1 ILS type: Inner Marker for runway 01R. Magnetic variation: 10W

2.19.2 ILS identification: IAD

2.19.5 Coordinates: 38-55-17.13N / 77-26-11.35W

2.19.6 Site elevation: 319 ft

2.19.1 ILS type: Middle Marker for runway 01R. Magnetic variation: 10W

2.19.2 ILS identification: IAD

2.19.5 Coordinates: 38-54-53.77N / 77-26-11.67W

2.19.6 Site elevation: 317 ft

2.19.1 ILS type: DME for runway 01R. Magnetic variation: 10W

2.19.2 ILS identification: IAD

2.19.5 Coordinates: 38-55-11.08N / 77-26-00.00W

2.19.6 Site elevation: 314 ft

2.19.1 ILS type: Glide Slope for runway 19L. Magnetic variation: 10W

2.19.2 ILS identification: SGC

2.19.5 Coordinates: 38-57-00.00N / 77-26-00.00W

2.19.6 Site elevation: 291 ft

2.19.1 ILS type: Middle Marker for runway 19L. Magnetic variation: 10W

2.19.2 ILS identification: SGC

2.19.5 Coordinates: 38-57-43.15N / 77-26-00.00W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 19L. Magnetic variation: 10W

2.19.2 ILS identification: SGC

2.19.5 Coordinates: 38-55-11.81N / 77-26-11.43W

2.19.6 Site elevation: 315 ft

2.19.1 ILS type: Outer Marker for runway 19L. Magnetic variation: 10W

2.19.2 ILS identification: SGC

2.19.5 Coordinates: 39-01-14.61N / 77-25-55.33W

2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 19L. Magnetic variation: 10W

2.19.2 ILS identification: SGC

2.19.5 Coordinates: 38-55-11.08N / 77-26-00.00W

2.19.6 Site elevation: 314 ft

2.19.1 ILS type: Localizer for runway 01C. Magnetic variation: 10W

2.19.2 ILS identification: OSZ

2.19.5 Coordinates: 38-58-24.67N / 77-27-33.39W

2.19.6 Site elevation: 263 ft

2.19.1 ILS type: Glide Slope for runway 01C. Magnetic variation: 10W

2.19.2 ILS identification: OSZ

2.19.5 Coordinates: 38-56-31.06N / 77-27-40.74W

2.19.6 Site elevation: 283.3 ft

2.19.1 ILS type: Outer Marker for runway 01C. Magnetic variation: 10W

2.19.2 ILS identification: OSZ

2.19.5 Coordinates: 38-50-31.20N / 77-27-35.06W

2.19.6 Site elevation: 219 ft

2.19.1 ILS type: Middle Marker for runway 01C. Magnetic variation: 10W

2.19.2 ILS identification: OSZ

2.19.5 Coordinates: 38-55-53.17N / 77-27-35.57W

2.19.6 Site elevation: 272 ft

2.19.1 ILS type: Localizer for runway 19C. Magnetic

variation: 10W

2.19.2 ILS identification: DLX

2.19.5 Coordinates: 38-56-14.61N / 77-27-35.29W

2.19.6 Site elevation: 284 ft

2.19.1 ILS type: Glide Slope for runway 19C. Magnetic variation: 10W

2.19.2 ILS identification: DLX

2.19.5 Coordinates: 38-58-00.00N / 77-27-38.00W

2.19.6 Site elevation: 266.3 ft

2.19.1 ILS type: Middle Marker for runway 19C. Magnetic variation: 10W

2.19.2 ILS identification: DLX

2.19.5 Coordinates: 38-58-46.70N / 77-27-33.10W

2.19.6 Site elevation:

2.19.1 ILS type: Outer Marker for runway 19C. Magnetic variation: 10W

2.19.2 ILS identification: DLX

2.19.5 Coordinates: 39-01-50.27N / 77-27-29.64W

2.19.6 Site elevation: 234 ft

2.19.1 ILS type: Inner Marker for runway 19C. Magnetic variation: 10W

2.19.2 ILS identification: DLX

2.19.5 Coordinates: 38-58-22.94N / 77-27-33.42W

2.19.6 Site elevation: 263.4 ft

General Remarks:

ITINERANT AIRCRAFT CONTACT FBO ON 122.95 FOR SERVICES.

AIR CARRIER PUSH BACKS & POWER FROM ALL APRON POSITIONS REQUIRE CLEARANCE FROM MWAA RAMP TOWER.

DEER/LARGE FLOCKS OF BIRDS ON & IN THE VICINITY OF AIRPORT.

DURING PERIODS OF AIRCRAFT SATURATION LONG TERM PARKING MAY NOT BE AVAILABLE. SERVICES FOR FUEL AND GO ONLY WILL BE AVAILABLE.
FLIGHT TRAINING BETWEEN 2200-0700 IS PROHIBITED.

TAXILANE 'C' ACTIVE; PUSHBACK CLEARANCES ON NORTH SIDE OF MIDFIELD TERMINAL ARE ONTO TAXILANE 'D' ONLY UNLESS OTHERWISE AUTH.

ALL AIRCRAFT WITH WINGSPAN EXCEEDING 118 FT ARE RESTRICTED FROM USING TAXILANE A BETWEEN A1 & A5.

RUNUP BLOCKS FOR RUNWAY 30 DESIGNATED AS NON-MOVEMENT AREA.

ALL 180 DEGREE TURNS OUT OF APRON POSITIONS SHALL BE MADE USING MINIMUM POWER.

LANDING FEE. FLIGHT NOTIFICATION SERVICE (ADCUS) AVAILABLE. NOTE: SEE SPECIAL NOTICES --CONTINUOUS POWER FACILITIES.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

TAXIWAY E1 RESTRICTED TO AIRCRAFT WITH A WINGSPAN LESS THAN 79 FT.

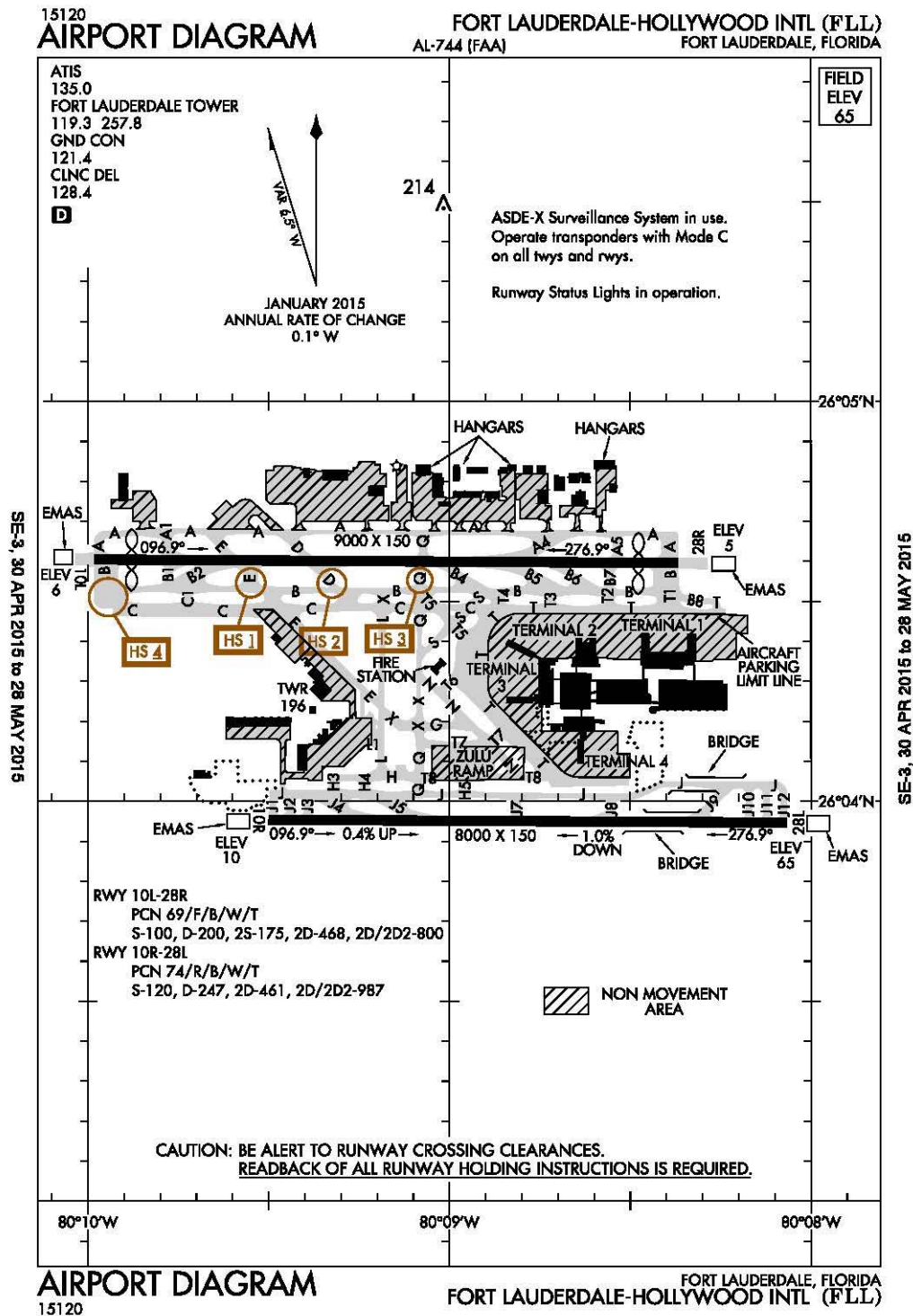
B747-8 RESTRICTED TO MAXIMUM TAXI SPEED 17 KTS (20 MPH) ON TAXIWAY J.

ENGINE RUN-UPS BETWEEN 2200L & 0700L REQUIRE PRIOR APPROVAL FROM AIRPORT OPERATIONS.

RUNWAY STATUS LIGHTS ARE IN OPN.

RUNWAY 30 DEPARTURES USE UPPER ANTENNA FOR ATC COMMUNICATIONS.

Fort Lauderdale, Florida
Fort Lauderdale-Hollywood International
ICAO Identifier KFLI



Fort Lauderdale, FL
Fort Lauderdale/Hollywood Intl
ICAO Identifier KFLL

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 26-04-18.00N / 80-08-58.90W
2.2.2 From City: 3 Miles SW Of Fort Lauderdale, FL
2.2.3 Elevation: 64.9 ft
2.2.5 Magnetic variation: 6W (2015)
2.2.6 Airport Contact: Kent George
2200 SW 45TH STREET, SUITE 101
Dania Beach, FL 33312 (954-359-6100)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
D certified on 5/21/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 10L
2.10.1.b Type of obstacle: Road (14 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 0 ft from Centerline

2.10.1.a. Runway designation: 28R
2.10.1.b Type of obstacle: Rr (33 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 530 ft from Centerline

2.10.1.a. Runway designation: 10R
2.10.1.b Type of obstacle: Pole (35 ft). Lighted
2.10.1.c Location of obstacle: 587 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 10L
2.12.2 True Bearing: 90
2.12.3 Dimensions: 9000 ft x 150 ft
2.12.4 PCN: 69 F/B/W/T
2.12.5 Coordinates: 26-04-37.02N / 80-09-59.54W
2.12.6 Threshold elevation: 6 ft

2.12.6 Touchdown zone elevation: 7 ft

2.12.1 Designation: 28R
2.12.2 True Bearing: 270
2.12.3 Dimensions: 9000 ft x 150 ft
2.12.4 PCN: 69 F/B/W/T
2.12.5 Coordinates: 26-04-36.45N / 80-08-20.84W
2.12.6 Threshold elevation: 5 ft
2.12.6 Touchdown zone elevation: 6 ft

2.12.1 Designation: 10R
2.12.2 True Bearing: 90
2.12.3 Dimensions: 8000 ft x 150 ft
2.12.4 PCN: 74 R/B/W/T
2.12.5 Coordinates: 26-03-57.19N / 80-09-30.06W
2.12.6 Threshold elevation: 10 ft
2.12.6 Touchdown zone elevation: 14 ft
2.12.7 Slope: 0.4UP

2.12.1 Designation: 28L
2.12.2 True Bearing: 270
2.12.3 Dimensions: 8000 ft x 150 ft
2.12.4 PCN: 74 R/B/W/T
2.12.5 Coordinates: 26-03-56.67N / 80-08-00.00W
2.12.6 Threshold elevation: 65 ft
2.12.6 Touchdown zone elevation: 65 ft
2.12.7 Slope: 0.1DOWN

AD 2.13 Declared distances

2.13.1 Designation: 10L
2.13.2 Takeoff run available: 9000
2.13.3 Takeoff distance available: 9000
2.13.4 Accelerate-stop distance available: 9000
2.13.5 Landing distance available: 8423

2.13.1 Designation: 28R
2.13.2 Takeoff run available: 9000
2.13.3 Takeoff distance available: 9000
2.13.4 Accelerate-stop distance available: 9000
2.13.5 Landing distance available: 8396

2.13.1 Designation: 10R
2.13.2 Takeoff run available: 8000
2.13.3 Takeoff distance available: 8000
2.13.4 Accelerate-stop distance available: 8000
2.13.5 Landing distance available: 8000

2.13.1 Designation: 28L
2.13.2 Takeoff run available: 8000
2.13.3 Takeoff distance available: 8000
2.13.4 Accelerate-stop distance available: 8000

2.13.5 Landing distance available: 8000

AD 2.14 Approach and runway lighting

2.14.1 Designation: 10L

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 28R

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 10R

2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.10 Remarks: Rwy 10R MALSF Non Standard With A 370 Ft Gap Between 8+00 And Station 11+70. The Standard Is 200 Ft Between Stations.

2.14.1 Designation: 28L

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 119.3 MHz

2.18.1 Service designation: LCL/S

2.18.3 Service designation: 120.2 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.4 MHz

2.18.1 Service designation: GND/ALTERNATE

2.18.3 Service designation: 121.7 MHz

2.18.1 Service designation: CD/P PTC

2.18.3 Service designation: 128.4 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 135 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 257.8 MHz

2.18.1 Service designation: RAMP CTL

2.18.3 Service designation: 118.175 MHz

2.18.1 Service designation: RAMP CTL

2.18.3 Service designation: 129.875 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: DME for runway 10L. Magnetic variation: 6W

2.19.2 ILS identification: LHI

2.19.5 Coordinates: 26-04-40.18N / 80-08-15.67W

2.19.6 Site elevation: 11.3 ft

2.19.1 ILS type: Middle Marker for runway 10L. Magnetic variation: 6W

2.19.2 ILS identification: LHI

2.19.5 Coordinates: 26-04-37.62N / 80-10-35.57W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 10L. Magnetic variation: 6W

2.19.2 ILS identification: LHI

2.19.5 Coordinates: 26-04-36.41N / 80-08-13.15W

2.19.6 Site elevation: 4.2 ft

2.19.1 ILS type: Glide Slope for runway 10L. Magnetic variation: 6W

2.19.2 ILS identification: LHI

2.19.5 Coordinates: 26-04-39.64N / 80-09-42.34W

2.19.6 Site elevation: 2.7 ft

2.19.1 ILS type: Glide Slope for runway 28R. Magnetic variation: 6W

2.19.2 ILS identification: UDL

2.19.5 Coordinates: 26-04-39.63N / 80-08-39.07W

2.19.6 Site elevation: 5 ft

2.19.1 ILS type: Middle Marker for runway 28R. Magnetic variation: 6W

2.19.2 ILS identification: UDL

2.19.5 Coordinates: 26-04-36.29N / 80-07-54.09W

2.19.6 Site elevation: 10 ft

2.19.1 ILS type: Localizer for runway 28R. Magnetic variation: 6W

2.19.2 ILS identification: UDL

2.19.5 Coordinates: 26-04-37.04N / 80-10-00.00W

2.19.6 Site elevation: 4.6 ft

2.19.1 ILS type: DME for runway 28R. Magnetic variation: 6W

2.19.2 ILS identification: UDL
2.19.5 Coordinates: 26-04-34.53N / 80-10-00.00W
2.19.6 Site elevation: 10.9 ft

2.19.1 ILS type: DME for runway 10R. Magnetic variation: 6W
2.19.2 ILS identification: FLL
2.19.5 Coordinates: 26-03-58.83N / 80-07-55.71W
2.19.6 Site elevation: 68.2 ft

2.19.1 ILS type: Glide Slope for runway 10R. Magnetic variation: 6W
2.19.2 ILS identification: FLL
2.19.5 Coordinates: 26-03-53.11N / 80-09-18.59W
2.19.6 Site elevation: 5.5 ft

2.19.1 ILS type: Localizer for runway 10R. Magnetic variation: 6W
2.19.2 ILS identification: FLL
2.19.5 Coordinates: 26-03-56.63N / 80-07-55.57W

2.19.6 Site elevation: 64.4 ft

2.19.1 ILS type: DME for runway 28L. Magnetic variation: 6W
2.19.2 ILS identification: ADI
2.19.5 Coordinates: 26-03-59.49N / 80-09-40.45W
2.19.6 Site elevation: 14.9 ft

2.19.1 ILS type: Glide Slope for runway 28L. Magnetic variation: 6W
2.19.2 ILS identification: ADI
2.19.5 Coordinates: 26-03-52.74N / 80-08-15.53W
2.19.6 Site elevation: 44.9 ft

2.19.1 ILS type: Localizer for runway 28L. Magnetic variation: 6W
2.19.2 ILS identification: ADI
2.19.5 Coordinates: 26-03-57.24N / 80-09-37.77W
2.19.6 Site elevation: 7.4 ft

General Remarks:

CLOSED TO AIR CARRIER TRAINING. CLOSED TO LARGE AIRCRAFT TRAINING OVER 58000 LBS MAX CERTIFIED GROSS TAKE-OFF WEIGHT. CLOSED TO ALL TRAINING 2300-0700.

NOISE ABATEMENT IN EFFECT CONTACT AIRPORT NOISE ABATEMENT OFFICE-954-359-6181 FOR DETAILS. ALL RUNWAYS ARE NOISE SENSITIVE.

JET RUNUPS PROHIBITED 2300-0700.

FLOCKS OF BIRDS ON AND IN THE VICINITY OF THE AIRPORT.

PRIOR PERMISSION REQUIRED FOR AIRCRAFT WITH EXPLOSIVES.

AIRCRAFT WITH WINGSPANS GREATER THAN 118' MAY UTILIZE TAXIWAY E BETWEEN TAXIWAY C AND TAXIWAY L BY PRIOR PERMISSION REQUIRED ONLY.

ARR AIRCRAFT FROM THE NORTH MAINTAIN 6000 FT UNTIL ABEAM RUNWAY 10L ON DOWNWIND.

ARR AIRCRAFT FROM 'N' & 'W' MAINTAIN 6000 FT UNTIL ABEAM RUNWAY 28R ON DOWNWIND.

NO VFR APPROACHES OR BASE LEGS UNTIL OFFSHORE.

TAXIWAY B8 CLOSED TO AIRCRAFT WITH WINGSPAN GREATER THAN 126 FT AND TAIL HEIGHT GREATER THAN 46 FT.

AIR CARRIER AIRCRAFT USE RAMP PUSH BACK PROCEDURES AS PRESCRIBED BY AIRPORT OPERATIONS.

EAST SIDE OF CONCOURSE B AVAILABLE ONLY TO AIRCRAFT WITH A WINGSPAN OF LESS THAN

124.9 FT.

AIRCRAFT OPERATING FROM TERMINAL 1, 2, 3, 4 MUST CONTACT RAMP CONTROL. RAMP CONTROL EFFECTIVE 0600-2359.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

CONCENTRATION OF BIRDS BELOW 500 FT, 2.0 NAUTICAL MILE WEST OF THE APPROACH ENDS OF RUNWAY 10L AND 10R.

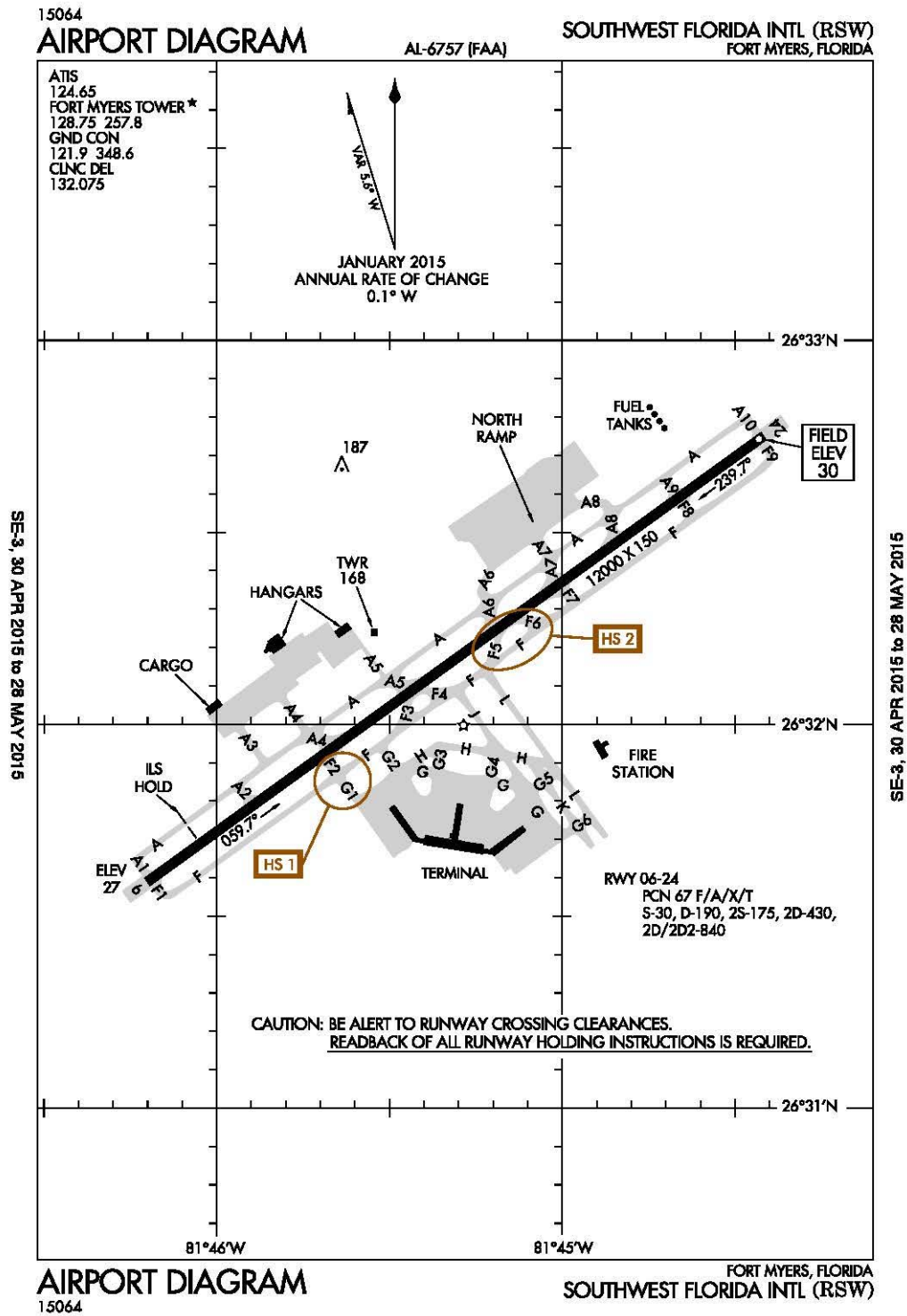
TURBULENCE BELOW 1000 FT OVER LANDFILL LOCATED 2NM WEST.

NUMEROUS CRANES SE QUADRANT OF AIRPORT.

TAXIWAY J BEGINS TO ELEV 900' EAST OF TAXIWAY Q. DUE TO ELEV ALL AIRCRAFT SHOULD REMAIN ON TAXIWAY CENTERLINE. TAXIWAY T8 AND TAXILANE T ARE NOT ACCESSIBLE FROM TAXIWAY J.

RUNWAY STATUS LIGHTS IN OPERATION.

Fort Myers, Florida
Southwest Florida International
ICAO Identifier KRSW



Fort Myers, FL
Southwest Florida Intl
ICAO Identifier KRSW

AD 2.2 Aerodrome geographical and administrative data

- 2.2.1 Reference Point: 26-32-10.20N / 81-45-18.60W
- 2.2.2 From City: 10 Miles SE Of Fort Myers, FL
- 2.2.3 Elevation: 29.7 ft
- 2.2.5 Magnetic variation: 4W (2000)
- 2.2.6 Airport Contact: Robert M. Ball
11000 TERMINAL ACCESS RD.
Fort Myers, FL 33913 (239-590-4800)
- 2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

- 2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

- 2.4.1 Cargo handling facilities: No
- 2.4.2 Fuel types: 100LL,A,A+
- 2.4.4 De-icing facilities: None
- 2.4.5 Hangar space: Yes
- 2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

- 2.6.1 Aerodrome category for firefighting: ARFF Index I
D certified on 5/1/1983

AD 2.10 Aerodrome obstacles

- 2.10.1.a. Runway designation: 06
- 2.10.1.b Type of obstacle: Trees (91 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 914 ft from Centerline
- 2.10.1.a. Runway designation: 24
- 2.10.1.b Type of obstacle: Trees (55 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 697 ft from Centerline

AD 2.12 Runway physical characteristics

- 2.12.1 Designation: 06
- 2.12.2 True Bearing: 54
- 2.12.3 Dimensions: 12000 ft x 150 ft
- 2.12.4 PCN: 67 F/A/X/T
- 2.12.5 Coordinates: 26-31-35.35N / 81-46-12.07W
- 2.12.6 Threshold elevation: 26 ft
- 2.12.6 Touchdown zone elevation: 27 ft

- 2.12.1 Designation: 24
- 2.12.2 True Bearing: 234

- 2.12.3 Dimensions: 12000 ft x 150 ft
- 2.12.4 PCN: 67 F/A/X/T
- 2.12.5 Coordinates: 26-32-45.02N / 81-44-25.03W
- 2.12.6 Threshold elevation: 30 ft
- 2.12.6 Touchdown zone elevation: 30 ft

AD 2.14 Approach and runway lighting

- 2.14.1 Designation: 06
- 2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
- 2.14.4 Visual approach slope indicator system: 4-light PAPI on left
- 2.14.1 Designation: 24
- 2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

- 2.18.1 Service designation: APCH/P DEP/P CLASS C
- 2.18.3 Service designation: 119.75 MHz
- 2.18.1 Service designation: ATIS
- 2.18.3 Service designation: 124.65 MHz
- 2.18.4 Hours of operation: 24
- 2.18.1 Service designation: APCH/P DEP/P CLASS C
- 2.18.3 Service designation: 125.15 MHz
- 2.18.1 Service designation: APCH/P DEP/P CLASS C
IC
- 2.18.3 Service designation: 126.8 MHz
- 2.18.1 Service designation: APCH/P DEP/P CLASS C
- 2.18.3 Service designation: 306.2 MHz
- 2.18.1 Service designation: APCH/P DEP/P CLASS C
- 2.18.3 Service designation: 327.8 MHz
- 2.18.1 Service designation: APCH/P DEP/P CLASS C
IC
- 2.18.3 Service designation: 343.75 MHz
- 2.18.1 Service designation: CD
- 2.18.3 Service designation: 132.075 MHz
- 2.18.1 Service designation: GND
- 2.18.3 Service designation: 348.6 MHz
- 2.18.1 Service designation: LCL
- 2.18.3 Service designation: 257.8 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 128.75 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: DME for runway 06. Magnetic variation: 4W

2.19.2 ILS identification: RSW

2.19.5 Coordinates: 26-32-53.21N / 81-44-17.42W

2.19.6 Site elevation: 26 ft

2.19.1 ILS type: Glide Slope for runway 06. Magnetic variation: 4W

2.19.2 ILS identification: RSW

2.19.5 Coordinates: 26-31-43.49N / 81-46-00.00W

2.19.6 Site elevation: 26 ft

2.19.1 ILS type: Localizer for runway 06. Magnetic variation: 4W

2.19.2 ILS identification: RSW

2.19.5 Coordinates: 26-32-51.12N / 81-44-15.66W

2.19.6 Site elevation: 28 ft

2.19.1 ILS type: Outer Marker for runway 06. Magnetic variation: 4W

2.19.2 ILS identification: RSW

2.19.5 Coordinates: 26-29-00.00N / 81-50-00.00W

2.19.6 Site elevation: 10 ft

General Remarks:

AIR CARRIER PILOTS USE RAMP PROC AS PRESCRIBED BY AIRPORT OPERATIONS.

NO HELICOPTER OPERATIONS PERMITTED ON TERMINAL APRON.

LIGHTS ON PARALLEL ROAD & PARKING LOT NW OF RUNWAY 06/24 CAN BE MISTAKEN FOR THE RUNWAY & APPROACH ENVIRONMENT.

GROUND CLEARANCE REQUIRED PRIOR TO ENTERING TAXIWAY G.

AIRPORT HAS RUNWAY USE PROGRAM. USE DISTANT NOISE ABATEMENT DEP PROFILE. VISUAL APPROACHES TO RUNWAY 06 W OF FORT MYERS BEACH ARE REQUESTED TO MAINTAIN 3000 FT UNTIL CROSSING FORT MYERS BEACH SHORELINE 12 NAUTICAL MILE SW OF AIRPORT. RUNWAY 24 PREFERRED BETWEEN 2200-0600. FOR NOISE ABATEMENT PROCEDURES CONTACT AIRPORT MANAGER 239-590-4810

[illegible]

Miami, FL
Miami Intl
ICAO Identifier KMIA

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 25-47-43.30N / 80-17-24.40W
2.2.2 From City: 8 Miles NW Of Miami, FL
2.2.3 Elevation: 8.5 ft
2.2.5 Magnetic variation: 5W (2000)
2.2.6 Airport Contact: Emilio T. Gonzalez
PO BOX 025504
Miami, FL 33102
(305-876-7077)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
E certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 12
2.10.1.b Type of obstacle: Tower (40 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 200 ft from Centerline

2.10.1.a. Runway designation: 30
2.10.1.b Type of obstacle: Tree (52 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 300 ft from Centerline

2.10.1.a. Runway designation: 09
2.10.1.b Type of obstacle: Rr (23 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 580 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 12
2.12.2 True Bearing: 119
2.12.3 Dimensions: 9355 ft x 150 ft
2.12.4 PCN: 70 F/A/X/T

2.12.5 Coordinates: 25-47-57.43N / 80-18-00.00W
2.12.6 Threshold elevation: 8 ft
2.12.6 Touchdown zone elevation: 8 ft

2.12.1 Designation: 30
2.12.2 True Bearing: 299
2.12.3 Dimensions: 9355 ft x 150 ft
2.12.4 PCN: 70 F/A/X/T
2.12.5 Coordinates: 25-47-11.85N / 80-16-39.13W
2.12.6 Threshold elevation: 8 ft
2.12.6 Touchdown zone elevation: 8 ft

2.12.1 Designation: 08L
2.12.2 True Bearing: 87
2.12.3 Dimensions: 8600 ft x 150 ft
2.12.4 PCN: 70 F/A/X/T
2.12.5 Coordinates: 25-48-10.43N / 80-18-00.00W
2.12.6 Threshold elevation: 8 ft
2.12.6 Touchdown zone elevation: 8 ft

2.12.1 Designation: 26R
2.12.2 True Bearing: 267
2.12.3 Dimensions: 8600 ft x 150 ft
2.12.4 PCN: 70 F/A/X/T
2.12.5 Coordinates: 25-48-14.32N / 80-16-31.55W
2.12.6 Threshold elevation: 8 ft
2.12.6 Touchdown zone elevation: 8 ft

2.12.1 Designation: 09
2.12.2 True Bearing: 87
2.12.3 Dimensions: 13016 ft x 150 ft
2.12.4 PCN: 70 F/A/X/T
2.12.5 Coordinates: 25-47-00.00N / 80-18-53.42W
2.12.6 Threshold elevation: 7 ft
2.12.6 Touchdown zone elevation: 7 ft

2.12.1 Designation: 27
2.12.2 True Bearing: 267
2.12.3 Dimensions: 13016 ft x 150 ft
2.12.4 PCN: 70 F/A/X/T
2.12.5 Coordinates: 25-47-15.83N / 80-16-31.17W
2.12.6 Threshold elevation: 8 ft
2.12.6 Touchdown zone elevation: 8 ft

2.12.1 Designation: 08R
2.12.2 True Bearing: 87
2.12.3 Dimensions: 10506 ft x 200 ft
2.12.4 PCN: 70 F/A/X/T
2.12.5 Coordinates: 25-48-00.00N / 80-18-00.00W
2.12.6 Threshold elevation: 8 ft
2.12.6 Touchdown zone elevation: 8 ft

2.12.1 Designation: 26L
2.12.2 True Bearing: 267
2.12.3 Dimensions: 10506 ft x 200 ft
2.12.4 PCN: 70 F/A/X/T
2.12.5 Coordinates: 25-48-00.00N / 80-16-10.33W
2.12.6 Threshold elevation: 8 ft
2.12.6 Touchdown zone elevation: 8 ft

AD 2.13 Declared distances

2.13.1 Designation: 12
2.13.2 Takeoff run available: 9355
2.13.3 Takeoff distance available: 9355
2.13.4 Accelerate-stop distance available: 8579
2.13.5 Landing distance available: 8579

2.13.1 Designation: 30
2.13.2 Takeoff run available: 9355
2.13.3 Takeoff distance available: 9355
2.13.4 Accelerate-stop distance available: 8853
2.13.5 Landing distance available: 7913

2.13.1 Designation: 08L
2.13.2 Takeoff run available: 8600
2.13.3 Takeoff distance available: 8600
2.13.4 Accelerate-stop distance available: 8600
2.13.5 Landing distance available: 8600

2.13.1 Designation: 26R
2.13.2 Takeoff run available: 8600
2.13.3 Takeoff distance available: 8600
2.13.4 Accelerate-stop distance available: 8600
2.13.5 Landing distance available: 8600

2.13.1 Designation: 09
2.13.2 Takeoff run available: 13016
2.13.3 Takeoff distance available: 13016
2.13.4 Accelerate-stop distance available: 12755
2.13.5 Landing distance available: 11397

2.13.1 Designation: 27
2.13.2 Takeoff run available: 13016
2.13.3 Takeoff distance available: 13016
2.13.4 Accelerate-stop distance available: 13016
2.13.5 Landing distance available: 12755

2.13.1 Designation: 08R
2.13.2 Takeoff run available: 10506
2.13.3 Takeoff distance available: 10506
2.13.4 Accelerate-stop distance available: 10506
2.13.5 Landing distance available: 10506

2.13.1 Designation: 26L
2.13.2 Takeoff run available: 10506
2.13.3 Takeoff distance available: 10506
2.13.4 Accelerate-stop distance available: 10506
2.13.5 Landing distance available: 10506

AD 2.14 Approach and runway lighting

2.14.1 Designation: 12
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 30
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 08L
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 26R
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 09
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 27
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 08R
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 26L
2.14.4 Visual approach slope indicator system: 4-light

PAPI on left

2.18.3 Service designation: 322.3 MHz

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P IC

2.18.1 Service designation: GND/P IC

2.18.3 Service designation: 118.3 MHz

2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: D-ATIS

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 119.15 MHz

2.18.3 Service designation: 354.1 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: APCH/P DEP/P CLASS B

2.18.1 Service designation: APCH/P DEP/P CLASS B

2.18.3 Service designation: 379.9 MHz

2.18.3 Service designation: 120.5 MHz

2.18.1 Service designation: D-ATIS

2.18.1 Service designation: EMERG

2.18.3 Service designation: 133.675 MHz

2.18.3 Service designation: 121.5 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: GND/P IC

2.18.1 Service designation: GATE HOLD

2.18.3 Service designation: 121.8 MHz

2.18.3 Service designation: 120.35 MHz

2.18.1 Service designation: LCL/P

2.18.1 Service designation: LCL/P IC

2.18.3 Service designation: 123.9 MHz

2.18.3 Service designation: 118.3 MHz

2.18.1 Service designation: RTIS(120-300 WITHIN 25 NM)

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 125.25 MHz

2.18.3 Service designation: 119.15 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: DEP/P

2.18.1 Service designation: APCH/P DEP/P CLASS B

2.18.3 Service designation: 125.5 MHz

2.18.3 Service designation: 120.5 MHz

2.18.1 Service designation: APCH/S

2.18.1 Service designation: EMERG

2.18.3 Service designation: 125.75 MHz

2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS B

2.18.1 Service designation: GND/P IC

2.18.3 Service designation: 125.75 MHz

2.18.3 Service designation: 121.8 MHz

2.18.1 Service designation: GND/P IC

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 127.5 MHz

2.18.3 Service designation: 123.9 MHz

2.18.1 Service designation: CD/P IC

2.18.1 Service designation: RTIS(120-300 WITHIN 25 NM)

2.18.3 Service designation: 135.35 MHz

2.18.3 Service designation: 125.25 MHz

2.18.1 Service designation: LCL/P IC

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 256.9 MHz

2.18.3 Service designation: 125.5 MHz

2.18.1 Service designation: DEP/P

2.18.1 Service designation: APCH/S

2.18.3 Service designation: 290.325 MHz

2.18.3 Service designation: 125.75 MHz

2.18.1 Service designation: APCH/S

2.18.1 Service designation: APCH/P DEP/P CLASS B

2.18.3 Service designation: 263.025 MHz

2.18.3 Service designation: 125.75 MHz

2.18.1 Service designation: APCH/P CLASS B IC

2.18.1 Service designation: GND/P IC

2.18.3 Service designation: 127.5 MHz

2.18.1 Service designation: CD/P IC

2.18.3 Service designation: 135.35 MHz

2.18.1 Service designation: LCL/P IC

2.18.3 Service designation: 256.9 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 290.325 MHz

2.18.1 Service designation: APCH/S

2.18.3 Service designation: 263.025 MHz

2.18.1 Service designation: APCH/P CLASS B IC

2.18.3 Service designation: 322.3 MHz

2.18.1 Service designation: GND/P IC

2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 354.1 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS B

2.18.3 Service designation: 379.9 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 133.675 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: GATE HOLD

2.18.3 Service designation: 120.35 MHz

2.18.1 Service designation: DEP/P IC

2.18.3 Service designation: 119.45 MHz

2.18.1 Service designation: APCH/P IC

2.18.3 Service designation: 124.85 MHz

2.18.1 Service designation: APCH/P IC

2.18.3 Service designation: 124.85 MHz

2.18.1 Service designation: DEP/P IC

2.18.3 Service designation: 119.45 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: DME for runway 12. Magnetic variation: 5W

2.19.2 ILS identification: GEM

2.19.5 Coordinates: 25-47-11.28N / 80-16-32.41W

2.19.6 Site elevation: 7.7 ft

2.19.1 ILS type: Localizer for runway 12. Magnetic variation: 5W

2.19.2 ILS identification: GEM

2.19.5 Coordinates: 25-47-00.00N / 80-16-34.81W

2.19.6 Site elevation: 7.7 ft

2.19.1 ILS type: Glide Slope for runway 12. Magnetic variation: 5W

2.19.2 ILS identification: GEM

2.19.5 Coordinates: 25-47-49.35N / 80-17-59.90W

2.19.6 Site elevation: 6.3 ft

2.19.1 ILS type: DME for runway 30. Magnetic variation: 5W

2.19.2 ILS identification: DCX

2.19.5 Coordinates: 25-47-57.77N / 80-18-14.51W

2.19.6 Site elevation: 7.3 ft

2.19.1 ILS type: Glide Slope for runway 30. Magnetic variation: 5W

2.19.2 ILS identification: DCX

2.19.5 Coordinates: 25-47-17.64N / 80-16-59.57W

2.19.6 Site elevation: 6.5 ft

2.19.1 ILS type: Localizer for runway 30. Magnetic variation: 5W

2.19.2 ILS identification: DCX

2.19.5 Coordinates: 25-47-59.88N / 80-18-13.04W

2.19.6 Site elevation: 8.3 ft

2.19.1 ILS type: DME for runway 08L. Magnetic variation: 5W

2.19.2 ILS identification: ROY

2.19.5 Coordinates: 25-48-17.24N / 80-16-20.63W

2.19.6 Site elevation: 5.2 ft

2.19.1 ILS type: Localizer for runway 08L. Magnetic variation: 5W

2.19.2 ILS identification: ROY

2.19.5 Coordinates: 25-48-14.77N / 80-16-20.62W

2.19.6 Site elevation: 6.8 ft

2.19.1 ILS type: DME for runway 26R. Magnetic variation: 5W

2.19.2 ILS identification: CNV

2.19.5 Coordinates: 25-48-00.00N / 80-18-16.47W

2.19.6 Site elevation: 6 ft

2.19.1 ILS type: Localizer for runway 26R. Magnetic variation: 5W

2.19.2 ILS identification: CNV

2.19.5 Coordinates: 25-48-00.00N / 80-18-16.48W
2.19.6 Site elevation: 6.9 ft

2.19.1 ILS type: DME for runway 08R. Magnetic variation: 5W

2.19.2 ILS identification: MFA

2.19.5 Coordinates: 25-48-00.00N / 80-16-00.00W
2.19.6 Site elevation: 4.8 ft

2.19.1 ILS type: Glide Slope for runway 08R. Magnetic variation: 5W

2.19.2 ILS identification: MFA

2.19.5 Coordinates: 25-48-00.00N / 80-17-54.81W
2.19.6 Site elevation: 4.1 ft

2.19.1 ILS type: Localizer for runway 26L. Magnetic variation: 5W

2.19.2 ILS identification: VIN

2.19.5 Coordinates: 25-48-00.00N / 80-18-13.77W
2.19.6 Site elevation: 7.1 ft

2.19.1 ILS type: Outer Marker for runway 26L. Magnetic variation: 5W

2.19.2 ILS identification: VIN

2.19.5 Coordinates: 25-48-18.83N / 80-11-42.26W
2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 26L. Magnetic variation: 5W

2.19.2 ILS identification: VIN

2.19.5 Coordinates: 25-48-00.00N / 80-18-13.80W
2.19.6 Site elevation: 5.8 ft

2.19.1 ILS type: Glide Slope for runway 26L. Magnetic variation: 5W

2.19.2 ILS identification: VIN

2.19.5 Coordinates: 25-48-00.00N / 80-16-22.51W
2.19.6 Site elevation: 5.5 ft

2.19.1 ILS type: Middle Marker for runway 26L. Magnetic variation: 5W

2.19.2 ILS identification: VIN

2.19.5 Coordinates: 25-48-00.00N / 80-15-44.08W
2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 09. Magnetic variation: 5W

2.19.2 ILS identification: BUL

2.19.5 Coordinates: 25-47-16.42N / 80-16-17.14W
2.19.6 Site elevation: 7 ft

2.19.1 ILS type: Glide Slope for runway 09. Magnetic variation: 5W

2.19.2 ILS identification: BUL

2.19.5 Coordinates: 25-47-00.00N / 80-18-26.71W
2.19.6 Site elevation: 6.8 ft

2.19.1 ILS type: Outer Marker for runway 09. Magnetic variation: 5W

2.19.2 ILS identification: BUL

2.19.5 Coordinates: 25-46-59.35N / 80-23-00.00W
2.19.6 Site elevation: 3.8 ft

2.19.1 ILS type: Middle Marker for runway 09. Magnetic variation: 5W

2.19.2 ILS identification: BUL

2.19.5 Coordinates: 25-47-00.00N / 80-19-00.00W
2.19.6 Site elevation: 5 ft

2.19.1 ILS type: Glide Slope for runway 27. Magnetic variation: 5W

2.19.2 ILS identification: MIA

2.19.5 Coordinates: 25-47-11.73N / 80-16-45.40W
2.19.6 Site elevation: 4 ft

2.19.1 ILS type: Middle Marker for runway 27. Magnetic variation: 5W

2.19.2 ILS identification: MIA

2.19.5 Coordinates: 25-47-16.87N / 80-16-12.26W
2.19.6 Site elevation: 5 ft

2.19.1 ILS type: Localizer for runway 27. Magnetic variation: 5W

2.19.2 ILS identification: MIA

2.19.5 Coordinates: 25-47-00.00N / 80-19-00.00W
2.19.6 Site elevation: 8.6 ft

2.19.1 ILS type: Outer Marker for runway 27. Magnetic variation: 5W

2.19.2 ILS identification: MIA

2.19.5 Coordinates: 25-47-26.47N / 80-11-39.14W
2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 08R. Magnetic variation: 5W

2.19.2 ILS identification: MFA

2.19.5 Coordinates: 25-48-00.00N / 80-16-00.00W
2.19.6 Site elevation: 5.7 ft

2.19.1 ILS type: Middle Marker for runway 08R. Magnetic variation: 5W

2.19.2 ILS identification: MFA

2.19.5 Coordinates: 25-48-00.00N / 80-18-43.38W

2.19.6 Site elevation: 7 ft

General Remarks:

CLOSED NON ENGINE AIRCRAFT.

AIRCRAFT WITH A WINGSPAN GREATER THAN 171 FT ARE PROHIBITED FROM TAXIING ON TAXIWAY P EAST OF TAXIWAY U. AIRCRAFT WITH A WINGSPAN GREATER THAN 143 FT ARE PROHIBITED FROM USING TAXIWAY AA.

ALL TURBOJET AIRCRAFT USE DISTANT NOISE ABATEMENT DEP PROFILE FROM ALL RUNWAYS EXCEPT A320, B727, B737-800, B767-400, AND DC9 WHICH SHOULD USE CLOSE-IN NOISE ABATEMENT ABATEMENT PROFILE.

BIRDS ON & IN THE VICINITY OF AIRPORT.

PRIOR PERMISSION REQUIRED 3 HRS PRIOR TO ALL ARRIVALS ON THE GENERAL AVIATION CENTER (GAC) RAMP. CONTACT RAMP CONTROL AT 305-876-7550 AND UPON ARRIVAL ON FREQUENCY 131.600. ACFT WITH WINGSPAN GREATER THAN 78 FT ARE PROHIBITED FROM ENTERING THE GENERAL AVIATION AIRCRAFT RAMP.

ALL MEDICAL EMERGENCIES ARRIVALS, WITH THE EXCEPTION OF AIR AMBULANCE FLIGHTS, MUST SECURE DOORS UNTIL AIRCRAFT RESCUE AND FIRE FIGHTING IS ON SCENE.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

PRIOR PERMISSION REQUIRED FOR INBOUND MILITARY FLIGHTS 100 NAUTICAL MILE ON FREQ 130.5.

[illegible]

Orlando, FL
Orlando Intl
ICAO Identifier KMCO

AD 2.2 Aerodrome geographical and administrative data

- 2.2.1 Reference Point: 28-25-45.80N / 81-18-32.40W
- 2.2.2 From City: 6 Miles SE Of Orlando, FL
- 2.2.3 Elevation: 96.4 ft
- 2.2.5 Magnetic variation: 6W (2015)
- 2.2.6 Airport Contact: Phillip N. Brown, A.A.E.
1 JEFF FUQUA BLVD
Orlando, FL 32827
(407-825-7445)
- 2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

- 2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

- 2.4.1 Cargo handling facilities: No
- 2.4.2 Fuel types: 100LL,A
- 2.4.4 De-icing facilities: None
- 2.4.5 Hangar space: Yes
- 2.4.6 Repair facilities: Minor

AD 2.6 Rescue and firefighting services

- 2.6.1 Aerodrome category for firefighting: ARFF Index I
- E certified on 5/21/1973

AD 2.12 Runway physical characteristics

- 2.12.1 Designation: 17R
- 2.12.2 True Bearing: 179
- 2.12.3 Dimensions: 10000 ft x 150 ft
- 2.12.4 PCN: 106 R/B/W/T
- 2.12.5 Coordinates: 28-26-00.00N / 81-17-45.17W
- 2.12.6 Threshold elevation: 90 ft
- 2.12.6 Touchdown zone elevation: 90 ft

- 2.12.1 Designation: 35L
- 2.12.2 True Bearing: 359
- 2.12.3 Dimensions: 10000 ft x 150 ft
- 2.12.4 PCN: 106 R/B/W/T
- 2.12.5 Coordinates: 28-24-29.20N / 81-17-44.13W
- 2.12.6 Threshold elevation: 87 ft
- 2.12.6 Touchdown zone elevation: 88 ft

- 2.12.1 Designation: 18L
- 2.12.2 True Bearing: 179
- 2.12.3 Dimensions: 12005 ft x 200 ft
- 2.12.4 PCN: 97 R/B/W/T

- 2.12.5 Coordinates: 28-26-54.00N / 81-19-20.30W
- 2.12.6 Threshold elevation: 92 ft
- 2.12.6 Touchdown zone elevation: 96 ft

- 2.12.1 Designation: 36R
- 2.12.2 True Bearing: 359
- 2.12.3 Dimensions: 12005 ft x 200 ft
- 2.12.4 PCN: 97 R/B/W/T
- 2.12.5 Coordinates: 28-24-55.15N / 81-19-19.04W
- 2.12.6 Threshold elevation: 91 ft
- 2.12.6 Touchdown zone elevation: 92 ft

- 2.12.1 Designation: 18R
- 2.12.2 True Bearing: 179
- 2.12.3 Dimensions: 12004 ft x 200 ft
- 2.12.4 PCN: 104 R/B/W/T
- 2.12.5 Coordinates: 28-26-53.86N / 81-19-37.11W
- 2.12.6 Threshold elevation: 92 ft
- 2.12.6 Touchdown zone elevation: 94 ft

- 2.12.1 Designation: 36L
- 2.12.2 True Bearing: 359
- 2.12.3 Dimensions: 12004 ft x 200 ft
- 2.12.4 PCN: 104 R/B/W/T
- 2.12.5 Coordinates: 28-24-55.01N / 81-19-35.83W
- 2.12.6 Threshold elevation: 91 ft
- 2.12.6 Touchdown zone elevation: 93 ft

- 2.12.1 Designation: 17L
- 2.12.2 True Bearing: 179
- 2.12.3 Dimensions: 9001 ft x 150 ft
- 2.12.4 PCN: 116 R/B/W/T
- 2.12.5 Coordinates: 28-26-37.31N / 81-16-57.29W
- 2.12.6 Threshold elevation: 90 ft
- 2.12.6 Touchdown zone elevation: 90 ft

- 2.12.1 Designation: 35R
- 2.12.2 True Bearing: 359
- 2.12.3 Dimensions: 9001 ft x 150 ft
- 2.12.4 PCN: 116 R/B/W/T
- 2.12.5 Coordinates: 28-25-00.00N / 81-16-56.38W
- 2.12.6 Threshold elevation: 90 ft
- 2.12.6 Touchdown zone elevation: 90 ft

- 2.12.1 Designation: H1
- 2.12.3 Dimensions: 44 ft x 44 ft

AD 2.13 Declared distances

- 2.13.1 Designation: 17R
- 2.13.2 Takeoff run available: 10000
- 2.13.3 Takeoff distance available: 10000

2.13.4 Accelerate-stop distance available: 10000
2.13.5 Landing distance available: 10000

2.13.1 Designation: 35L
2.13.2 Takeoff run available: 10000
2.13.3 Takeoff distance available: 10000
2.13.4 Accelerate-stop distance available: 10000
2.13.5 Landing distance available: 10000

2.13.1 Designation: 18L
2.13.2 Takeoff run available: 12004
2.13.3 Takeoff distance available: 12004
2.13.4 Accelerate-stop distance available: 12004
2.13.5 Landing distance available: 12004

2.13.1 Designation: 36R
2.13.2 Takeoff run available: 12004
2.13.3 Takeoff distance available: 12004
2.13.4 Accelerate-stop distance available: 11601
2.13.5 Landing distance available: 11601

2.13.1 Designation: 18R
2.13.2 Takeoff run available: 12005
2.13.3 Takeoff distance available: 12005
2.13.4 Accelerate-stop distance available: 12005
2.13.5 Landing distance available: 12005

2.13.1 Designation: 36L
2.13.2 Takeoff run available: 12005
2.13.3 Takeoff distance available: 12005
2.13.4 Accelerate-stop distance available: 11621
2.13.5 Landing distance available: 11621

2.13.1 Designation: 17L
2.13.2 Takeoff run available: 9000
2.13.3 Takeoff distance available: 9000
2.13.4 Accelerate-stop distance available: 9000
2.13.5 Landing distance available: 9000

2.13.1 Designation: 35R
2.13.2 Takeoff run available: 9000
2.13.3 Takeoff distance available: 9000
2.13.4 Accelerate-stop distance available: 9000
2.13.5 Landing distance available: 9000

AD 2.14 Approach and runway lighting

2.14.1 Designation: 17R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.1 Designation: 35L
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.1 Designation: 18L
2.14.4 Visual approach slope indicator system: 6-box VASI on left
2.14.10 Remarks: VASI Upwind Threshold Crossing Height 103.3 Ft GA 3.25 Degs Downwind Threshold Crossing Height 70.8 Ft GA 3.00 Degs.

2.14.1 Designation: 36R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 18R
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 36L
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 17L
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 35R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: D-ATIS ARR
2.18.3 Service designation: 121.25 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: LCL/P (RYS 18L/36R & 18R/36L)

2.18.3 Service designation: 124.3 MHz

2.18.1 Service designation: CD/P

2.18.3 Service designation: 134.7 MHz

2.18.1 Service designation: AR OPS

2.18.3 Service designation: 148.8 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 243 MHz

2.18.1 Service designation: CD/P

2.18.3 Service designation: 341.7 MHz

2.18.1 Service designation: AR OPS

2.18.3 Service designation: 41.5 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 120.525 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 253.5 MHz

2.18.1 Service designation: LCL/P (RYS 17L/35R & 17R/35L)

2.18.3 Service designation: 118.45 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.8 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 275.8 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 126.4 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: DME for runway 17R. Magnetic variation: 6W

2.19.2 ILS identification: DIZ

2.19.5 Coordinates: 28-24-18.95N / 81-17-47.08W

2.19.6 Site elevation: 86.4 ft

2.19.1 ILS type: Middle Marker for runway 17R. Magnetic variation: 6W

2.19.2 ILS identification: DIZ

2.19.5 Coordinates: 28-26-34.25N / 81-17-45.44W

2.19.6 Site elevation: 87.8 ft

2.19.1 ILS type: Localizer for runway 17R. Magnetic variation: 6W

2.19.2 ILS identification: DIZ

2.19.5 Coordinates: 28-24-18.77N / 81-17-44.03W

2.19.6 Site elevation: 81.6 ft

2.19.1 ILS type: Glide Slope for runway 17R. Magnetic variation: 6W

2.19.2 ILS identification: DIZ

2.19.5 Coordinates: 28-25-57.84N / 81-17-40.58W

2.19.6 Site elevation: 92.7 ft

2.19.1 ILS type: Inner Marker for runway 17R. Magnetic variation: 6W

2.19.2 ILS identification: DIZ

2.19.5 Coordinates: 28-26-16.70N / 81-17-45.26W

2.19.6 Site elevation: 84.9 ft

2.19.1 ILS type: Localizer for runway 35L. Magnetic variation: 6W

2.19.2 ILS identification: DDO

2.19.5 Coordinates: 28-26-18.60N / 81-17-45.27W

2.19.6 Site elevation: 87.7 ft

2.19.1 ILS type: DME for runway 35L. Magnetic variation: 6W

2.19.2 ILS identification: DDO

2.19.5 Coordinates: 28-26-18.39N / 81-17-48.15W

2.19.6 Site elevation: 95.5 ft

2.19.1 ILS type: Glide Slope for runway 35L. Magnetic variation: 6W

2.19.2 ILS identification: DDO

2.19.5 Coordinates: 28-24-39.53N / 81-17-39.76W

2.19.6 Site elevation: 83.7 ft

2.19.1 ILS type: Inner Marker for runway 35L. Magnetic variation: 6W

2.19.2 ILS identification: DDO

2.19.5 Coordinates: 28-24-20.53N / 81-17-44.04W

2.19.6 Site elevation: 82.1 ft

2.19.1 ILS type: Middle Marker for runway 35L. Magnetic variation: 6W

2.19.2 ILS identification: DDO

2.19.5 Coordinates: 28-24-00.00N / 81-17-43.86W

2.19.6 Site elevation: 82.4 ft

2.19.1 ILS type: Localizer for runway 36R. Magnetic variation: 6W

2.19.2 ILS identification: OJP

2.19.5 Coordinates: 28-27-00.00N / 81-19-20.38W
2.19.6 Site elevation: 90.8 ft

2.19.1 ILS type: Outer Marker for runway 36R. Magnetic variation: 6W

2.19.2 ILS identification: OJP

2.19.5 Coordinates: 28-20-38.35N / 81-19-18.23W
2.19.6 Site elevation: 68 ft

2.19.1 ILS type: Glide Slope for runway 36R. Magnetic variation: 6W

2.19.2 ILS identification: OJP

2.19.5 Coordinates: 28-25-00.00N / 81-19-23.63W
2.19.6 Site elevation: 87.7 ft

2.19.1 ILS type: Inner Marker for runway 36R. Magnetic variation: 6W

2.19.2 ILS identification: OJP

2.19.5 Coordinates: 28-24-46.65N / 81-19-18.94W
2.19.6 Site elevation: 86.6 ft

2.19.1 ILS type: DME for runway 36R. Magnetic variation: 6W

2.19.2 ILS identification: OJP

2.19.5 Coordinates: 28-27-00.00N / 81-19-18.01W
2.19.6 Site elevation: 96.2 ft

2.19.1 ILS type: Glide Slope for runway 18R. Magnetic variation: 6W

2.19.2 ILS identification: TFE

2.19.5 Coordinates: 28-26-43.50N / 81-19-32.52W
2.19.6 Site elevation: 89 ft

2.19.1 ILS type: Localizer for runway 18R. Magnetic variation: 6W

2.19.2 ILS identification: TFE

2.19.5 Coordinates: 28-24-42.58N / 81-19-35.70W
2.19.6 Site elevation: 86.8 ft

2.19.1 ILS type: Outer Marker for runway 18R. Magnetic variation: 6W

2.19.2 ILS identification: TFE

2.19.5 Coordinates: 28-33-00.00N / 81-19-38.75W
2.19.6 Site elevation: 103 ft

2.19.1 ILS type: DME for runway 18R. Magnetic variation: 6W

2.19.2 ILS identification: TFE

2.19.5 Coordinates: 28-24-42.20N / 81-19-38.58W
2.19.6 Site elevation: 94.7 ft

2.19.1 ILS type: DME for runway 17L. Magnetic variation: 6W

2.19.2 ILS identification: ARK

2.19.5 Coordinates: 28-24-57.99N / 81-16-51.74W
2.19.6 Site elevation: 97 ft

2.19.1 ILS type: Glide Slope for runway 17L. Magnetic variation: 6W

2.19.2 ILS identification: ARK

2.19.5 Coordinates: 28-26-27.05N / 81-16-52.59W
2.19.6 Site elevation: 94.4 ft

2.19.1 ILS type: Localizer for runway 17L. Magnetic variation: 6W

2.19.2 ILS identification: ARK

2.19.5 Coordinates: 28-24-57.89N / 81-16-56.27W
2.19.6 Site elevation: 89.1 ft

2.19.1 ILS type: Middle Marker for runway 17L. Magnetic variation: 6W

2.19.2 ILS identification: ARK

2.19.5 Coordinates: 28-26-59.77N / 81-16-57.52W
2.19.6 Site elevation: 89.1 ft

2.19.1 ILS type: Inner Marker for runway 17L. Magnetic variation: 6W

2.19.2 ILS identification: ARK

2.19.5 Coordinates: 28-26-45.82N / 81-16-57.40W
2.19.6 Site elevation: 89.6 ft

2.19.1 ILS type: DME for runway 35R. Magnetic variation: 6W

2.19.2 ILS identification: CER

2.19.5 Coordinates: 28-26-48.24N / 81-16-52.84W
2.19.6 Site elevation: 98.3 ft

2.19.1 ILS type: Glide Slope for runway 35R. Magnetic variation: 6W

2.19.2 ILS identification: CER

2.19.5 Coordinates: 28-25-18.63N / 81-16-51.87W
2.19.6 Site elevation: 87.3 ft

2.19.1 ILS type: Localizer for runway 35R. Magnetic variation: 6W

2.19.2 ILS identification: CER

2.19.5 Coordinates: 28-26-47.61N / 81-16-57.40W
2.19.6 Site elevation: 89.6 ft

2.19.1 ILS type: Inner Marker for runway 35R. Magnetic variation: 6W

2.19.2 ILS identification: CER

2.19.5 Coordinates: 28-24-59.68N / 81-16-56.29W

2.19.6 Site elevation: 89.2 ft

2.19.1 ILS type: Middle Marker for runway 35R. Magnetic variation: 6W

2.19.2 ILS identification: CER

2.19.5 Coordinates: 28-24-45.67N / 81-16-56.15W

2.19.6 Site elevation: 81.1 ft

2.19.1 ILS type: Middle Marker for runway 18R. Mag-

netic variation: 6W

2.19.2 ILS identification: TFE

2.19.5 Coordinates: 28-27-20.04N / 81-19-37.39W

2.19.6 Site elevation: 87.4 ft

2.19.1 ILS type: Middle Marker for runway 36R. Magnetic variation: 6W

2.19.2 ILS identification: OJP

2.19.5 Coordinates: 28-24-31.89N / 81-19-18.78W

2.19.6 Site elevation: 84.5 ft

General Remarks:

BIRDS & DEER ON & IN THE VICINITY OF AIRPORT.

AVOID CONTACT WITH TAXIWAY EDGE LIGHTS; ALL AIRCRAFT DETERMINED TO BE FAA DESIGN GROUP IV AND ABOVE MUST PERFORM JUDGEMENTAL OVERSTEERING INSTEAD OF COCKPIT CENTERLINE STEERING WHEN TAXIING.

WHEN OVERRUN LIGHTS ILS RUNWAY 7 AND MCO ILS RUNWAYS 17 & 18R SIMULTANEOUS OPERATIONS ARE CONDUCTED, ATC RADAR REQUIRED.

BRIGHT LIGHTS ON ROAD BETWEEN RUNWAY 17R/35L AND RUNWAY 17L/35R MAY BE MISTAKEN FOR RUNWAY LIGHTS.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

USE CAUTION IN VICINITY OF TAXIWAY "A" ALONG WEST RAMP.

UNLESS ADV BY AUTOMATIC TERMINAL INFORMATION SERVICE, DEP FLIGHTS ON INITIAL CONTACT WITH GROUND CONTROL: AIRCRAFT ON WEST RAMP, AIRSIDE 1 & 3 (GATES 1-59) USE GROUND CONTROL 121.8. AIRCRAFT AT AIRSIDE 2 & 4 (GATES 60 AND HIGHER), USE GROUND CONTROL 126.4.

TAXIWAY J3 AND TAXIWAY J4 RESTRICTED TO WINGSPAN OF LESS THAN 118 FT.

RUNWAY STATUS LIGHTS ARE IN OPERATION.

AIRCRAFT WITH WINGSPAN GREATER THAN 214 FT MUST ADHERE TO SPECIFIC RUNWAY AND TAXI ROUTES. CONTACT AIRFIELD OPERATIONS AT 407-825-2036 FOR DETAILS.

TAXIWAY A, SOUTH OF TAXIWAY A3 RESTRICTED TO WINGSPAN OF LESS THAN 118 FT. PRIOR PERMISSION REQUIRED FOR WINGSPAN 118 FT OR GREATER.

RUNWAY 17L-35R UNLIT 0400-1100Z.

15064

AL-416 (FAA) TAMPA INTL (TPA) TAMPA, FLORIDA ATIS ARR 126.45 DEP 128.475 TAMPA TOWER 119.5 269.4 GND CON 121.7 269.4 CLNC DEL 133.6 D

JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

VAR 3.5° W

27°59'N

27°58'N

82°32'W

82°31'W

FIELD ELEV 26

GENERAL AVIATION PARKING

HANGAR

GENERAL AVIATION

U.S. CUSTOMS

U.S. POST OFFICE

FIRE STATION

AIRSIDE A

AIRSIDE B

AIRSIDE C

AIRSIDE D

AIRSIDE E

AIRSIDE F

AIRSIDE G

AIRSIDE H

AIRSIDE I

AIRSIDE J

AIRSIDE K

AIRSIDE L

AIRSIDE M

AIRSIDE N

AIRSIDE O

AIRSIDE P

AIRSIDE Q

AIRSIDE R

AIRSIDE S

AIRSIDE T

AIRSIDE U

AIRSIDE V

AIRSIDE W

AIRSIDE X

AIRSIDE Y

AIRSIDE Z

AIRSIDE AA

AIRSIDE AB

AIRSIDE AC

AIRSIDE AD

AIRSIDE AE

AIRSIDE AF

AIRSIDE AG

AIRSIDE AH

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AIRSIDE BG

AIRSIDE BH

AIRSIDE BI

AIRSIDE BJ

AIRSIDE BK

AIRSIDE BL

AIRSIDE BM

AIRSIDE BN

AIRSIDE BO

AIRSIDE BP

AIRSIDE BQ

AIRSIDE BR

AIRSIDE BS

AIRSIDE BT

AIRSIDE BU

AIRSIDE BV

AIRSIDE BW

AIRSIDE BX

AIRSIDE BY

AIRSIDE BZ

AIRSIDE CA

AIRSIDE CB

AIRSIDE CC

AIRSIDE CD

AIRSIDE CE

AIRSIDE CF

AIRSIDE CG

AIRSIDE CH

AIRSIDE CI

AIRSIDE CJ

AIRSIDE CK

AIRSIDE CL

AIRSIDE CM

AIRSIDE CN

AIRSIDE CO

AIRSIDE CP

AIRSIDE CQ

AIRSIDE CR

AIRSIDE CS

AIRSIDE CT

AIRSIDE CU

AIRSIDE CV

AIRSIDE CW

AIRSIDE CX

AIRSIDE CY

AIRSIDE CZ

AIRSIDE DA

AIRSIDE DB

AIRSIDE DC

AIRSIDE DD

AIRSIDE DE

AIRSIDE DF

AIRSIDE DG

AIRSIDE DH

AIRSIDE DI

AIRSIDE DJ

AIRSIDE DK

AIRSIDE DL

AIRSIDE DM

AIRSIDE DN

AIRSIDE DO

AIRSIDE DP

AIRSIDE DQ

AIRSIDE DR

AIRSIDE DS

AIRSIDE DT

AIRSIDE DU

AIRSIDE DV

AIRSIDE DW

AIRSIDE DX

AIRSIDE DY

AIRSIDE DZ

AIRSIDE EA

AIRSIDE EB

AIRSIDE EC

AIRSIDE ED

AIRSIDE EE

AIRSIDE EF

AIRSIDE EG

AIRSIDE EH

AIRSIDE EI

AIRSIDE EJ

AIRSIDE EK

AIRSIDE EL

AIRSIDE EM

AIRSIDE EN

AIRSIDE EO

AIRSIDE EP

AIRSIDE EQ

AIRSIDE ER

AIRSIDE ES

AIRSIDE ET

AIRSIDE EU

AIRSIDE EV

AIRSIDE EW

AIRSIDE EX

AIRSIDE EY

AIRSIDE EZ

AIRSIDE FA

AIRSIDE FB

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AIRSIDE FV

AIRSIDE FW

AIRSIDE FX

AIRSIDE FY

AIRSIDE FZ

AIRSIDE GA

AIRSIDE GB

AIRSIDE GC

AIRSIDE GD

AIRSIDE GE

AIRSIDE GF

AIRSIDE GG

AIRSIDE GH

AIRSIDE GI

AIRSIDE GJ

AIRSIDE GK

AIRSIDE GL

AIRSIDE GM

AIRSIDE GN

AIRSIDE GO

AIRSIDE GP

AIRSIDE GQ

AIRSIDE GR

AIRSIDE GS

AIRSIDE GT

AIRSIDE GU

AIRSIDE GV

AIRSIDE GW

AIRSIDE GX

AIRSIDE GY

AIRSIDE GZ

AIRSIDE HA

AIRSIDE HB

AIRSIDE HC

AIRSIDE HD

AIRSIDE HE

AIRSIDE HF

AIRSIDE HG

AIRSIDE HH

AIRSIDE HI

AIRSIDE HJ

AIRSIDE HK

AIRSIDE HL

AIRSIDE HM

AIRSIDE HN

AIRSIDE HO

AIRSIDE HP

AIRSIDE HQ

AIRSIDE HR

AIRSIDE

Tampa, FL
Tampa Intl
ICAO Identifier KTPA

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 27-58-31.70N / 82-31-59.70W
2.2.2 From City: 6 Miles W Of Tampa, FL
2.2.3 Elevation: 26.4 ft
2.2.5 Magnetic variation: 5W (2010)
2.2.6 Airport Contact: John Tiliacos
PO BOX 22287
Tampa, FL 33622
(813-870-8700)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
E certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 10
2.10.1.b Type of obstacle: Trees (26 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 301 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 10
2.12.2 True Bearing: 92
2.12.3 Dimensions: 6999 ft x 150 ft
2.12.4 PCN: 67 F/B/X/U
2.12.5 Coordinates: 27-58-14.99N / 82-32-00.00W
2.12.6 Threshold elevation: 14 ft
2.12.6 Touchdown zone elevation: 20 ft

2.12.1 Designation: 28
2.12.2 True Bearing: 272
2.12.3 Dimensions: 6999 ft x 150 ft
2.12.4 PCN: 67 F/B/X/U
2.12.5 Coordinates: 27-58-12.89N / 82-30-51.88W
2.12.6 Threshold elevation: 26 ft

2.12.6 Touchdown zone elevation: 26 ft

2.12.1 Designation: 01R
2.12.2 True Bearing: 2
2.12.3 Dimensions: 8300 ft x 150 ft
2.12.4 PCN: 62 R/B/X/U
2.12.5 Coordinates: 27-57-51.52N / 82-31-44.37W
2.12.6 Threshold elevation: 18 ft
2.12.6 Touchdown zone elevation: 20 ft

2.12.1 Designation: 19L
2.12.2 True Bearing: 182
2.12.3 Dimensions: 8300 ft x 150 ft
2.12.4 PCN: 62 R/B/X/U
2.12.5 Coordinates: 27-59-13.66N / 82-31-41.57W
2.12.6 Threshold elevation: 26 ft
2.12.6 Touchdown zone elevation: 26 ft

2.12.1 Designation: 01L
2.12.2 True Bearing: 2
2.12.3 Dimensions: 11002 ft x 150 ft
2.12.4 PCN: 62 R/B/X/U
2.12.5 Coordinates: 27-57-47.86N / 82-32-32.48W
2.12.6 Threshold elevation: 11 ft
2.12.6 Touchdown zone elevation: 11 ft

2.12.1 Designation: 19R
2.12.2 True Bearing: 182
2.12.3 Dimensions: 11002 ft x 150 ft
2.12.4 PCN: 62 R/B/X/U
2.12.5 Coordinates: 27-59-36.74N / 82-32-28.78W
2.12.6 Threshold elevation: 21 ft
2.12.6 Touchdown zone elevation: 21 ft

AD 2.13 Declared distances

2.13.1 Designation: 10
2.13.2 Takeoff run available: 6999
2.13.3 Takeoff distance available: 6999
2.13.4 Accelerate-stop distance available: 6999
2.13.5 Landing distance available: 6999

2.13.1 Designation: 28
2.13.2 Takeoff run available: 6999
2.13.3 Takeoff distance available: 6999
2.13.4 Accelerate-stop distance available: 6500
2.13.5 Landing distance available: 6500

2.13.1 Designation: 01R
2.13.2 Takeoff run available: 8300
2.13.3 Takeoff distance available: 8300
2.13.4 Accelerate-stop distance available: 8300

2.13.5 Landing distance available: 8300

2.13.1 Designation: 19L

2.13.2 Takeoff run available: 8300

2.13.3 Takeoff distance available: 8300

2.13.4 Accelerate-stop distance available: 8300

2.13.5 Landing distance available: 8300

2.13.1 Designation: 01L

2.13.2 Takeoff run available: 11002

2.13.3 Takeoff distance available: 11002

2.13.4 Accelerate-stop distance available: 10800

2.13.5 Landing distance available: 10800

2.13.1 Designation: 19R

2.13.2 Takeoff run available: 11002

2.13.3 Takeoff distance available: 11002

2.13.4 Accelerate-stop distance available: 11002

2.13.5 Landing distance available: 11002

AD 2.14 Approach and runway lighting

2.14.1 Designation: 10

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 28

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 01R

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 19L

2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-
quenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 01L

2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-
quenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 19R

2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: APCH/P DEP/P

2.18.3 Service designation: 118.15 MHz

2.18.1 Service designation: FINAL-CTL IC

2.18.3 Service designation: 118.5 MHz

2.18.1 Service designation: APCH/P DEP/P

2.18.3 Service designation: 118.8 MHz

2.18.1 Service designation: LCL/S

2.18.3 Service designation: 119.05 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 119.5 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS B

2.18.3 Service designation: 119.65 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 119.9 MHz

2.18.1 Service designation: GND/S

2.18.3 Service designation: 121.35 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.7 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 125.3 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 126.45 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 128.475 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: CD/P

2.18.3 Service designation: 133.6 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 243 MHz

2.18.1 Service designation: APCH/P DEP/P
2.18.3 Service designation: 269.1 MHz

2.18.1 Service designation: GND/P LCL/P
2.18.3 Service designation: 269.4 MHz

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 290.3 MHz

2.18.1 Service designation: APCH/P DEP/P
2.18.3 Service designation: 285.625 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS B
2.18.3 Service designation: 353.575 MHz

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 316.05 MHz

2.18.1 Service designation: APCH/S DEP/S
2.18.3 Service designation: 353.75 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 19L. Magnetic variation: 5W

2.19.2 ILS identification: TPA
2.19.5 Coordinates: 27-57-40.97N / 82-31-44.73W
2.19.6 Site elevation: 13.7 ft

2.19.1 ILS type: Glide Slope for runway 19L. Magnetic variation: 5W

2.19.2 ILS identification: TPA
2.19.5 Coordinates: 27-59-00.00N / 82-31-37.46W
2.19.6 Site elevation: 23.8 ft

2.19.1 ILS type: Outer Marker for runway 19L. Magnetic variation: 5W

2.19.2 ILS identification: TPA
2.19.5 Coordinates: 28-05-00.00N / 82-31-30.89W
2.19.6 Site elevation: 42.5 ft

2.19.1 ILS type: Middle Marker for runway 19L. Magnetic variation: 5W

2.19.2 ILS identification: TPA
2.19.5 Coordinates: 27-59-40.39N / 82-31-40.66W
2.19.6 Site elevation: 29.4 ft

2.19.1 ILS type: Inner Marker for runway 19L. Magnetic variation: 5W

2.19.2 ILS identification: TPA
2.19.5 Coordinates: 27-59-23.66N / 82-31-41.23W
2.19.6 Site elevation: 25.7 ft

2.19.1 ILS type: Localizer for runway 01R. Magnetic variation: 5W

2.19.2 ILS identification: TWJ
2.19.5 Coordinates: 27-59-23.93N / 82-31-41.22W
2.19.6 Site elevation: 25.6 ft

2.19.1 ILS type: DME for runway 01R. Magnetic variation: 5W

2.19.2 ILS identification: TWJ
2.19.5 Coordinates: 27-59-22.98N / 82-31-38.43W
2.19.6 Site elevation: 35.9 ft

2.19.1 ILS type: DME for runway 19R. Magnetic variation: 5W

2.19.2 ILS identification: JRT
2.19.5 Coordinates: 27-57-37.34N / 82-32-31.94W
2.19.6 Site elevation: 5 ft

2.19.1 ILS type: Localizer for runway 19R. Magnetic variation: 5W

2.19.2 ILS identification: JRT
2.19.5 Coordinates: 27-57-37.46N / 82-32-32.84W
2.19.6 Site elevation: 5 ft

2.19.1 ILS type: Glide Slope for runway 19R. Magnetic variation: 5W

2.19.2 ILS identification: JRT
2.19.5 Coordinates: 27-59-26.46N / 82-32-33.59W
2.19.6 Site elevation: 17.2 ft

2.19.1 ILS type: Middle Marker for runway 19R. Magnetic variation: 5W

2.19.2 ILS identification: JRT
2.19.5 Coordinates: 28-00-00.00N / 82-32-27.94W
2.19.6 Site elevation: 21 ft

2.19.1 ILS type: Outer Marker for runway 01L. Magnetic variation: 5W

2.19.2 ILS identification: AMP
2.19.5 Coordinates: 27-51-40.24N / 82-32-44.87W
2.19.6 Site elevation: 5.8 ft

2.19.1 ILS type: DME for runway 01L. Magnetic variation: 5W

2.19.2 ILS identification: AMP
2.19.5 Coordinates: 27-59-43.40N / 82-32-25.65W
2.19.6 Site elevation: 20 ft

2.19.1 ILS type: Localizer for runway 01L. Magnetic variation: 5W

2.19.2 ILS identification: AMP

2.19.5 Coordinates: 27-59-44.79N / 82-32-28.50W

2.19.6 Site elevation: 20.6 ft

2.19.1 ILS type: Glide Slope for runway 01L. Magnetic variation: 5W

2.19.2 ILS identification: AMP

2.19.5 Coordinates: 27-57-58.24N / 82-32-36.59W

2.19.6 Site elevation: 7.6 ft

2.19.1 ILS type: Inner Marker for runway 01L. Magnetic

variation: 5W

2.19.2 ILS identification: AMP

2.19.5 Coordinates: 27-57-39.62N / 82-32-32.76W

2.19.6 Site elevation: 6.4 ft

2.19.1 ILS type: Middle Marker for runway 01L. Magnetic variation: 5W

2.19.2 ILS identification: AMP

2.19.5 Coordinates: 27-57-15.71N / 82-32-33.57W

2.19.6 Site elevation:

General Remarks:

RUNWAY 19L IS NOISE SENSITIVE TO TURBOJET DEPARTURES. RUNWAY 01R IS NOISE SENSITIVE TO TURBOJET ARRIVALS. PUBLISHED NOISE ABATEMENT PROCEDURES IN EFFECT.

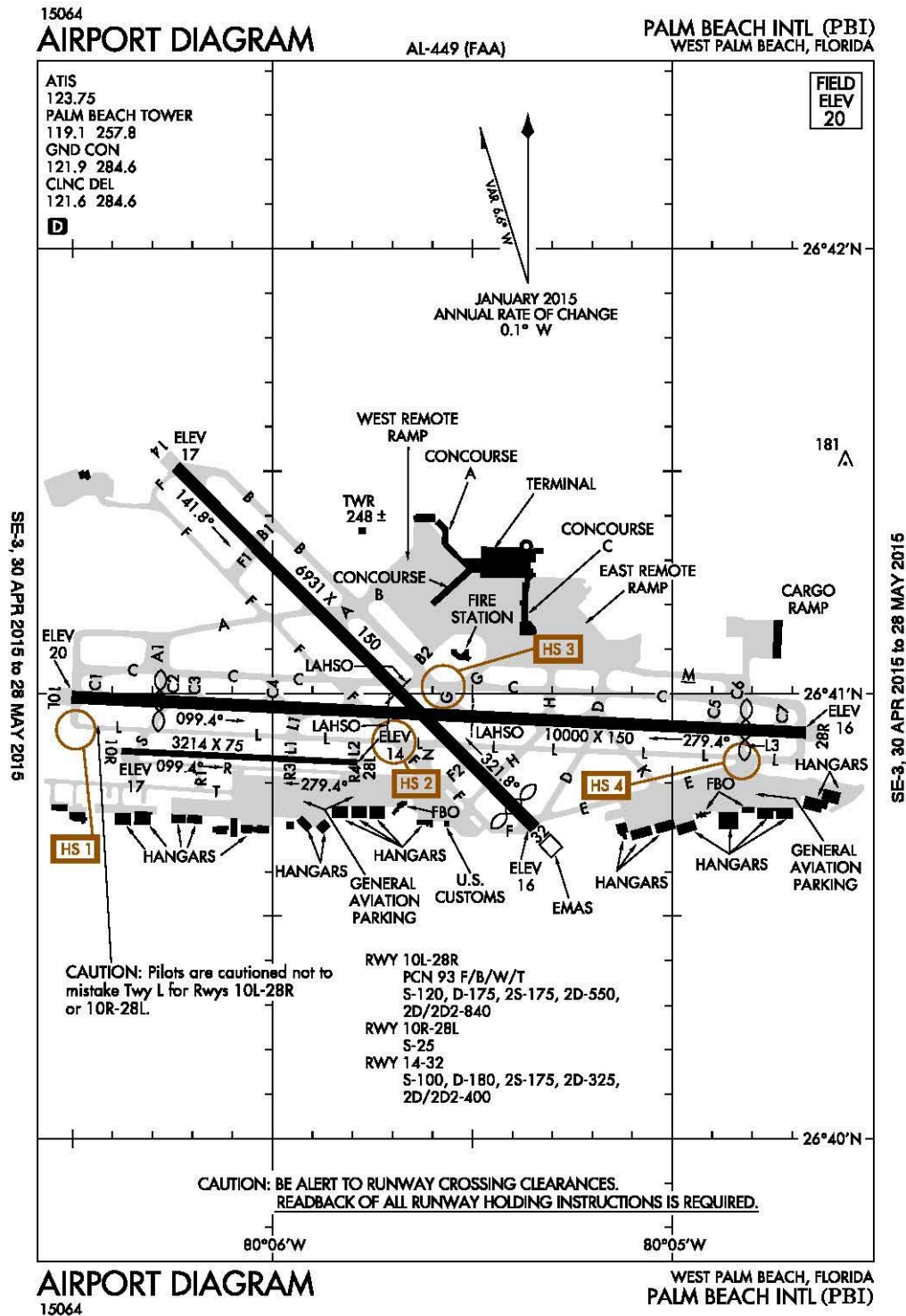
ONLY AIRCRAFT WITH PRIOR PERMISSION MAY USE TERMINAL APRON; ALL OTHERS USE GA APRON.

BIRD ACTIVITY ON AND IN VICINITY OF AIRPORT.

TAXIWAY RSTRS: AIRPLANE DESIGN GRP V OR LGR - TAXIWAY N WEST OF TAXIWAY L UNAVAILABLE. NORTH 1500 FT TAXIWAY E ALSO UNAVAILABLE FOR WINGSPAN GREATER THAN 171 FT UNLESS PRIOR PERMISSION REQUIRED FROM AIRPORT OPERATIONS.

TAXIWAY RSTRS: GRP IV AIRCRAFT WITH WINGSPAN GREATER THAN 118 FT -- TAXILANE E SOUTH OF TAXIWAY S, AND TAXILANE R EAST OF TAXIWAY D ARE NON-MOVEMENT AREAS AND UNAVAILABLE WO PRIOR PERMISSION REQUIRED FROM AIRPORT OPERATIONS.

West Palm Beach, Florida
Palm Beach International
ICAO Identifier KPBI



**West Palm Beach, FL
Palm Beach Intl
ICAO Identifier KPBI**

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 26-40-59.40N / 80-05-44.10W
2.2.2 From City: 3 Miles W Of West Palm Beach, FL
2.2.3 Elevation: 19.5 ft
2.2.5 Magnetic variation: 6W (2010)
2.2.6 Airport Contact: Bruce V Pelly
BLDG 846-PALM BEACH INTL
West Palm Beach, FL 33406
(561-471-7412)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: No
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
C certified on 5/21/1973
2.6.4 Remarks: Index D ARFF Equipment Available

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 14
2.10.1.b Type of obstacle: Trees (84 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 150 ft from Centerline

2.10.1.a. Runway designation: 32
2.10.1.b Type of obstacle: Road (32 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 250 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 10L
2.12.2 True Bearing: 93
2.12.3 Dimensions: 10000 ft x 150 ft
2.12.4 PCN: 93 F/B/W/T
2.12.5 Coordinates: 26-40-59.55N / 80-06-30.13W
2.12.6 Threshold elevation: 20 ft
2.12.6 Touchdown zone elevation: 16 ft

2.12.1 Designation: 28R
2.12.2 True Bearing: 273
2.12.3 Dimensions: 10000 ft x 150 ft
2.12.4 PCN: 93 F/B/W/T
2.12.5 Coordinates: 26-40-54.74N / 80-04-40.01W
2.12.6 Threshold elevation: 16 ft
2.12.6 Touchdown zone elevation: 18 ft

2.12.1 Designation: 10R
2.12.2 True Bearing: 93
2.12.3 Dimensions: 3214 ft x 75 ft
2.12.5 Coordinates: 26-40-52.28N / 80-06-22.64W
2.12.6 Threshold elevation: 17 ft
2.12.6 Touchdown zone elevation: 17 ft

2.12.1 Designation: 28L
2.12.2 True Bearing: 273
2.12.3 Dimensions: 3214 ft x 75 ft
2.12.5 Coordinates: 26-40-50.73N / 80-05-47.25W
2.12.6 Threshold elevation: 14 ft
2.12.6 Touchdown zone elevation: 17 ft

2.12.1 Designation: 14
2.12.2 True Bearing: 135
2.12.3 Dimensions: 6931 ft x 150 ft
2.12.5 Coordinates: 26-41-30.60N / 80-06-14.48W
2.12.6 Threshold elevation: 17 ft
2.12.6 Touchdown zone elevation: 17 ft

2.12.1 Designation: 32
2.12.2 True Bearing: 315
2.12.3 Dimensions: 6931 ft x 150 ft
2.12.5 Coordinates: 26-40-41.91N / 80-05-20.62W
2.12.6 Threshold elevation: 16 ft
2.12.6 Touchdown zone elevation: 16 ft

AD 2.13 Declared distances

2.13.1 Designation: 10L
2.13.2 Takeoff run available: 10000
2.13.3 Takeoff distance available: 10000
2.13.4 Accelerate-stop distance available: 10000
2.13.5 Landing distance available: 8800

2.13.1 Designation: 28R
2.13.2 Takeoff run available: 10000
2.13.3 Takeoff distance available: 10000
2.13.4 Accelerate-stop distance available: 10000
2.13.5 Landing distance available: 9189

2.13.1 Designation: 10R
2.13.2 Takeoff run available: 3213

2.13.3 Takeoff distance available: 3213
2.13.4 Accelerate-stop distance available: 3213
2.13.5 Landing distance available: 3213

2.13.1 Designation: 28L
2.13.2 Takeoff run available: 3213
2.13.3 Takeoff distance available: 3213
2.13.4 Accelerate-stop distance available: 3213
2.13.5 Landing distance available: 3213

2.13.1 Designation: 14
2.13.2 Takeoff run available: 6931
2.13.3 Takeoff distance available: 6931
2.13.4 Accelerate-stop distance available: 6000
2.13.5 Landing distance available: 6000

2.13.1 Designation: 32
2.13.2 Takeoff run available: 6931
2.13.3 Takeoff distance available: 6931
2.13.4 Accelerate-stop distance available: 6931
2.13.5 Landing distance available: 6513

AD 2.14 Approach and runway lighting

2.14.1 Designation: 10L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 28R
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 10R
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 28L
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 14
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 32
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/S
2.18.3 Service designation: 118.75 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 119.1 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 121.6 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 123.75 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: FINAL APCH
2.18.3 Service designation: 125 MHz

2.18.1 Service designation: DEP/P
2.18.3 Service designation: 125.2 MHz

2.18.1 Service designation: APCH/P CLASS C
2.18.3 Service designation: 125.2 MHz

2.18.1 Service designation: CLASS C /S
2.18.3 Service designation: 127.35 MHz

2.18.1 Service designation: APCH/P CLASS C IC
2.18.3 Service designation: 128.3 MHz

2.18.1 Service designation: DEP/P CLASS C
2.18.3 Service designation: 128.3 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: APCH/P CLASS C IC
2.18.3 Service designation: 317.4 MHz

2.18.1 Service designation: DEP/P CLASS C
2.18.3 Service designation: 343.6 MHz

2.18.1 Service designation: APCH/P CLASS C
2.18.3 Service designation: 343.6 MHz

2.18.1 Service designation: LCL/S

2.18.3 Service designation: 384.6 MHz

2.18.1 Service designation: CD/P

2.18.3 Service designation: 284.6 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 284.6 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 257.8 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Outer Marker for runway 10L. Magnetic variation: 6W

2.19.2 ILS identification: PBI

2.19.5 Coordinates: 26-41-15.72N / 80-12-36.74W

2.19.6 Site elevation: 17 ft

2.19.1 ILS type: Localizer for runway 10L. Magnetic variation: 6W

2.19.2 ILS identification: PBI

2.19.5 Coordinates: 26-40-54.27N / 80-04-28.92W

2.19.6 Site elevation: 12.8 ft

2.19.1 ILS type: Glide Slope for runway 10L. Magnetic variation: 6W

2.19.2 ILS identification: PBI

2.19.5 Coordinates: 26-40-55.98N / 80-06-00.00W

2.19.6 Site elevation: 14.4 ft

2.19.1 ILS type: Middle Marker for runway 10L. Magnetic variation: 6W

2.19.2 ILS identification: PBI

2.19.5 Coordinates: 26-41-00.00N / 80-06-56.66W

2.19.6 Site elevation: 18 ft

2.19.1 ILS type: DME for runway 10L. Magnetic variation: 6W

2.19.2 ILS identification: PBI

2.19.5 Coordinates: 26-40-51.40N / 80-04-28.90W

2.19.6 Site elevation: 13 ft

2.19.1 ILS type: Glide Slope for runway 28R. Magnetic variation: 6W

2.19.2 ILS identification: PWB

2.19.5 Coordinates: 26-40-53.09N / 80-05-00.00W

2.19.6 Site elevation: 13.4 ft

2.19.1 ILS type: Localizer for runway 28R. Magnetic variation: 6W

2.19.2 ILS identification: PWB

2.19.5 Coordinates: 26-40-59.91N / 80-06-38.53W

2.19.6 Site elevation: 18.3 ft

General Remarks:

MIGRATORY BIRDS ON AND IN THE VICINITY OF AIRPORT.

NOISE ABATEMENT PROCEDURES IN EFFECT. MULTIENGINE FLIGHT TRAINING PROHIBITED SS TO SR SUN AND HOLIDAY; STRICT ENVIRONMENTAL OPERATING STAGE 2 AIRCRAFT 0300-1200Z CALL NOISE ABATEMENT OFFICER 561-471-7467.

BE ALERT; RUNWAYS 28L & 28R THRESHOLDS STAGGERED BY 5400 FT.

RUNWAY 10R/28L NON-AIR CARRIER AIRCRAFT ONLY.

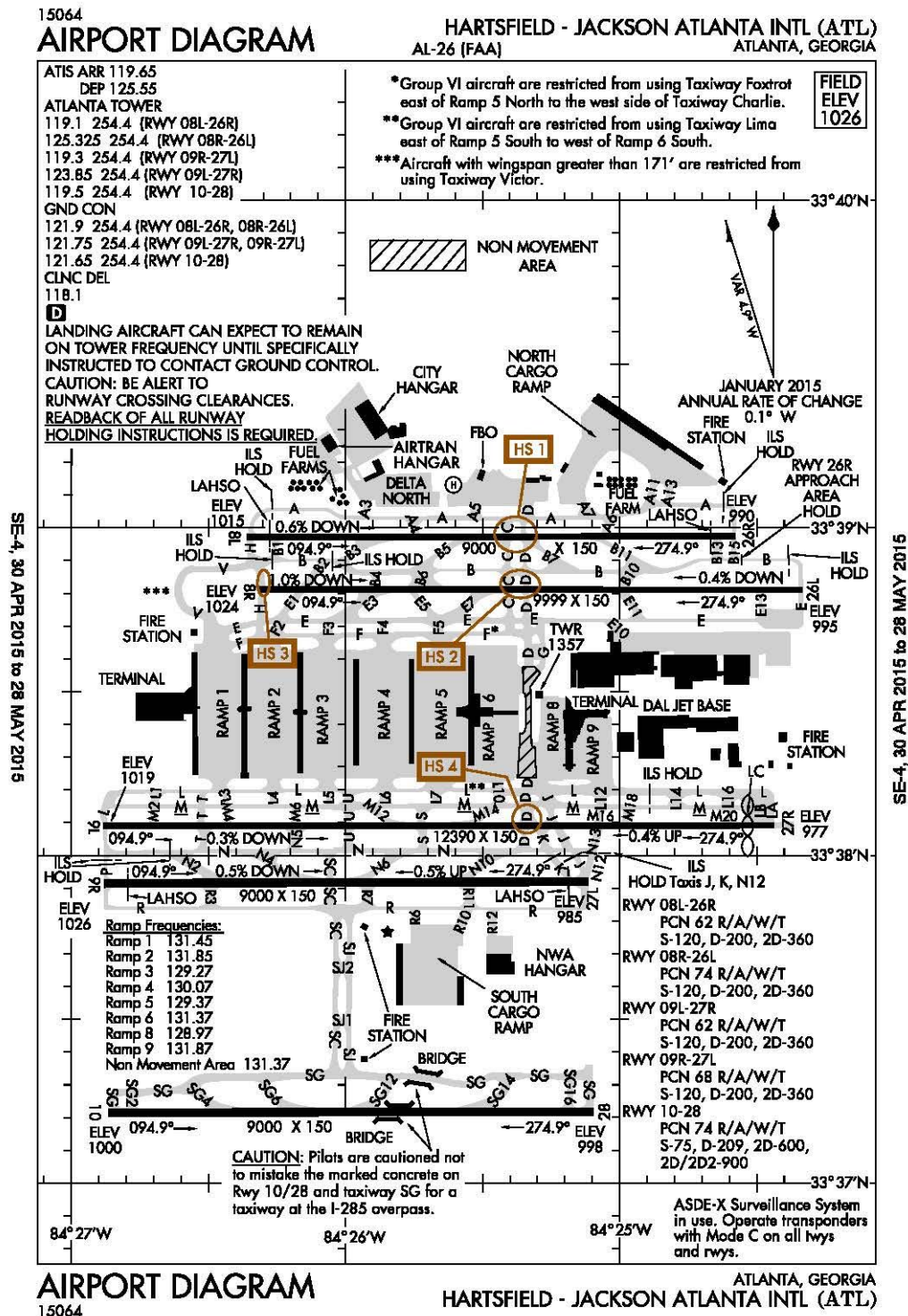
BE ALERT: TAXIWAY L IS LOCATED BETWEEN RUNWAYS 10L/28R & 10R/28L. TAXIWAY L IS WIDER AND LONGER THAN RUNWAY 10R/28L - DO NOT CONFUSE TAXIWAY L FOR RUNWAY. AIRCRAFT WITH WINGSPAN OF 118 FT OR GREATER IS PROHIBITED ON TAXIWAY L.

TAXIWAY R2 CLOSED.

NO AIRCRAFT WILL CROSS HOLD LINE WITHOUT AUTHORIZATION.

TAXIWAY E LIMITED TO WINGSPAN OF 108 FEET OR LESS.

Atlanta, Georgia
Hartsfield-Jackson Atlanta International
ICAO Identifier KATL



Atlanta, GA
Hartsfield – Jackson Atlanta Intl
ICAO Identifier KATL

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 33-38-12.12N / 84-25-40.31W
2.2.2 From City: 7 Miles S Of Atlanta, GA
2.2.3 Elevation: 1026.2 ft
2.2.5 Magnetic variation: 5W (2015)
2.2.6 Airport Contact: Miguel Southwell
PO BOX 20509
Atlanta, GA 30320 (404-530-6600)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100,100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I E
certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 09L
2.10.1.b Type of obstacle: Other (108 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 200 ft from Centerline

2.10.1.a. Runway designation: 09R
2.10.1.b Type of obstacle: Tower (88 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 1000 ft from Centerline

2.10.1.a. Runway designation: 08L
2.10.1.b Type of obstacle: Sign (14 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 400 ft from Centerline

2.10.1.a. Runway designation: 26R
2.10.1.b Type of obstacle: Ant (53 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 800 ft from Centerline

2.10.1.a. Runway designation: 08R
2.10.1.b Type of obstacle: Rr (64 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 500 ft from Centerline

2.10.1.a. Runway designation: 26L
2.10.1.b Type of obstacle: Other (13 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 560 ft from Centerline

2.10.1.a. Runway designation: 28
2.10.1.b Type of obstacle: Tower (136 ft). Lighted
2.10.1.c Location of obstacle: 410 ft from Centerline

2.10.1.a. Runway designation: 10
2.10.1.b Type of obstacle: Sign (51 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 770 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 09L
2.12.2 True Bearing: 90
2.12.3 Dimensions: 12390 ft x 150 ft
2.12.4 PCN: 62 R/A/W/T
2.12.5 Coordinates: 33-38-00.00N / 84-26-52.68W
2.12.6 Threshold elevation: 1019 ft
2.12.6 Touchdown zone elevation: 1019 ft
2.12.7 Slope: 0.3DOWN

2.12.1 Designation: 27R
2.12.2 True Bearing: 270
2.12.3 Dimensions: 12390 ft x 150 ft
2.12.4 PCN: 62 R/A/W/T
2.12.5 Coordinates: 33-38-00.00N / 84-24-26.16W
2.12.6 Threshold elevation: 977 ft
2.12.6 Touchdown zone elevation: 985 ft
2.12.7 Slope: 0.4UP

2.12.1 Designation: 09R

2.12.2 True Bearing: 90
2.12.3 Dimensions: 9000 ft x 150 ft
2.12.4 PCN: 68 R/A/W/T
2.12.5 Coordinates: 33-37-54.53N / 84-26-52.68W
2.12.6 Threshold elevation: 1026 ft
2.12.6 Touchdown zone elevation: 1026 ft
2.12.7 Slope: 0.4DOWN

2.12.1 Designation: 27L
2.12.2 True Bearing: 270
2.12.3 Dimensions: 9000 ft x 150 ft
2.12.4 PCN: 68 R/A/W/T
2.12.5 Coordinates: 33-37-54.56N / 84-25-00.00W
2.12.6 Threshold elevation: 985 ft
2.12.6 Touchdown zone elevation: 999 ft
2.12.7 Slope: 0.5DOWN

2.12.1 Designation: H1
2.12.3 Dimensions: 52 ft x 52 ft
2.12.1 Designation: 08L
2.12.2 True Bearing: 90
2.12.3 Dimensions: 9000 ft x 150 ft
2.12.4 PCN: 62 R/A/W/T
2.12.5 Coordinates: 33-38-58.32N / 84-26-20.49W
2.12.6 Threshold elevation: 1015 ft
2.12.6 Touchdown zone elevation: 1015 ft
2.12.7 Slope: 0.6DOWN

2.12.1 Designation: 26R
2.12.2 True Bearing: 270
2.12.3 Dimensions: 9000 ft x 150 ft
2.12.4 PCN: 62 R/A/W/T
2.12.5 Coordinates: 33-38-58.35N / 84-24-34.03W
2.12.6 Threshold elevation: 990 ft
2.12.6 Touchdown zone elevation: 990 ft

2.12.1 Designation: 08R
2.12.2 True Bearing: 90
2.12.3 Dimensions: 9999 ft x 150 ft
2.12.4 PCN: 74 R/A/W/T
2.12.5 Coordinates: 33-38-48.43N / 84-26-18.10W
2.12.6 Threshold elevation: 1024 ft
2.12.6 Touchdown zone elevation: 1024 ft
2.12.7 Slope: 1DOWN

2.12.1 Designation: 26L
2.12.2 True Bearing: 270
2.12.3 Dimensions: 9999 ft x 150 ft
2.12.4 PCN: 74 R/A/W/T
2.12.5 Coordinates: 33-38-48.46N / 84-24-19.83W
2.12.6 Threshold elevation: 995 ft
2.12.6 Touchdown zone elevation: 996 ft
2.12.7 Slope: 0.4DOWN

2.12.1 Designation: 10
2.12.2 True Bearing: 90
2.12.3 Dimensions: 9000 ft x 150 ft
2.12.4 PCN: 74 R/A/W/T
2.12.5 Coordinates: 33-37-12.98N / 84-26-52.36W
2.12.6 Threshold elevation: 1000 ft
2.12.6 Touchdown zone elevation: 1000 ft

2.12.1 Designation: 28
2.12.2 True Bearing: 270
2.12.3 Dimensions: 9000 ft x 150 ft
2.12.4 PCN: 74 R/A/W/T
2.12.5 Coordinates: 33-37-13.03N / 84-25-00.00W
2.12.6 Threshold elevation: 998 ft
2.12.6 Touchdown zone elevation: 998 ft

AD 2.13 Declared distances

2.13.1 Designation: 09L
2.13.2 Takeoff run available: 12390
2.13.3 Takeoff distance available: 12390
2.13.4 Accelerate-stop distance available: 11730
2.13.5 Landing distance available: 11730

2.13.1 Designation: 27R
2.13.2 Takeoff run available: 12390
2.13.3 Takeoff distance available: 12390
2.13.4 Accelerate-stop distance available: 12190
2.13.5 Landing distance available: 11690

2.13.1 Designation: 09R
2.13.2 Takeoff run available: 9000
2.13.3 Takeoff distance available: 9000
2.13.4 Accelerate-stop distance available: 8925
2.13.5 Landing distance available: 8925

2.13.1 Designation: 27L
2.13.2 Takeoff run available: 9000
2.13.3 Takeoff distance available: 9000
2.13.4 Accelerate-stop distance available: 8865
2.13.5 Landing distance available: 8865

2.13.1 Designation: 08L
2.13.2 Takeoff run available: 9000
2.13.3 Takeoff distance available: 9000
2.13.4 Accelerate-stop distance available: 8800
2.13.5 Landing distance available: 8800

2.13.1 Designation: 26R
2.13.2 Takeoff run available: 9000
2.13.3 Takeoff distance available: 9000
2.13.4 Accelerate-stop distance available: 8800
2.13.5 Landing distance available: 8800

2.13.1 Designation: 08R
2.13.2 Takeoff run available: 9999
2.13.3 Takeoff distance available: 10999
2.13.4 Accelerate-stop distance available: 9999
2.13.5 Landing distance available: 9999

2.13.1 Designation: 26L
2.13.2 Takeoff run available: 9999
2.13.3 Takeoff distance available: 9999
2.13.4 Accelerate-stop distance available: 9999
2.13.5 Landing distance available: 9999

2.13.1 Designation: 10
2.13.2 Takeoff run available: 9000
2.13.3 Takeoff distance available: 9000
2.13.4 Accelerate-stop distance available: 9000
2.13.5 Landing distance available: 9000

2.13.1 Designation: 28
2.13.2 Takeoff run available: 9000
2.13.3 Takeoff distance available: 9000
2.13.4 Accelerate-stop distance available: 9000
2.13.5 Landing distance available: 9000

AD 2.14 Approach and runway lighting

2.14.1 Designation: 09L

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 27R
2.14.2 Approach lighting system: MALS: 1400 feet medium intensity approach lighting system
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 09R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 27L
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 08L
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 26R
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 08R
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 26L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 10
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.1 Designation: 28
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 119.65 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.75 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 125.55 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 118.1 MHz

2.18.1 Service designation: ILS PRM LCL/P
2.18.3 Service designation: 119.1 MHz

2.18.1 Service designation: ILS PRM LCL/P
2.18.3 Service designation: 125.325 MHz

2.18.1 Service designation: ILS PRM LCL/P
2.18.3 Service designation: 123.85 MHz

2.18.1 Service designation: ILS PRM LCL/P
2.18.3 Service designation: 119.3 MHz

2.18.1 Service designation: ILS PRM LCL/P
2.18.3 Service designation: 119.5 MHz

2.18.1 Service designation: ILS PRM MONITOR/P
2.18.3 Service designation: 126.9 MHz

2.18.1 Service designation: ILS PRM MONITOR/P
2.18.3 Service designation: 132.55 MHz

2.18.1 Service designation: ILS PRM MONITOR/P
2.18.3 Service designation: 133.425 MHz

2.18.1 Service designation: DEP/P
2.18.3 Service designation: 135.375 MHz

2.18.1 Service designation: LCL/P GND/P
2.18.3 Service designation: 254.4 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.65 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Outer Marker for runway 09L. Magnetic variation: 5W

2.19.2 ILS identification: HZK

2.19.5 Coordinates: 33-37-57.07N / 84-32-00.00W

2.19.6 Site elevation:

2.19.1 ILS type: Glide Slope for runway 09L. Magnetic variation: 5W

2.19.2 ILS identification: HZK

2.19.5 Coordinates: 33-38-00.00N / 84-26-39.67W

2.19.6 Site elevation: 1016.6 ft

2.19.1 ILS type: Middle Marker for runway 09L. Magnetic

variation: 5W
2.19.2 ILS identification: HZK
2.19.5 Coordinates: 33-38-00.00N / 84-27-20.50W
2.19.6 Site elevation: 987 ft

2.19.1 ILS type: Localizer for runway 09L. Magnetic variation: 5W
2.19.2 ILS identification: HZK
2.19.5 Coordinates: 33-38-00.00N / 84-24-19.08W
2.19.6 Site elevation: 949.5 ft

2.19.1 ILS type: DME for runway 09L. Magnetic variation: 5W
2.19.2 ILS identification: HZK
2.19.5 Coordinates: 33-38-00.00N / 84-24-44.38W
2.19.6 Site elevation: 978 ft

2.19.1 ILS type: Glide Slope for runway 27R. Magnetic variation: 5W
2.19.2 ILS identification: AFA
2.19.5 Coordinates: 33-38-00.00N / 84-24-44.13W
2.19.6 Site elevation: 977.7 ft

2.19.1 ILS type: Middle Marker for runway 27R. Magnetic variation: 5W
2.19.2 ILS identification: AFA
2.19.5 Coordinates: 33-38-00.00N / 84-23-54.35W
2.19.6 Site elevation: 954 ft

2.19.1 ILS type: Localizer for runway 27R. Magnetic variation: 5W
2.19.2 ILS identification: AFA
2.19.5 Coordinates: 33-38-00.00N / 84-27-00.00W
2.19.6 Site elevation: 1019.5 ft

2.19.1 ILS type: Outer Marker for runway 27R. Magnetic variation: 5W
2.19.2 ILS identification: AFA
2.19.5 Coordinates: 33-38-00.00N / 84-18-36.44W
2.19.6 Site elevation: 905 ft

2.19.1 ILS type: DME for runway 09R. Magnetic variation: 5W
2.19.2 ILS identification: FUN

2.19.5 Coordinates: 33-37-56.63N / 84-24-54.24W
2.19.6 Site elevation: 995.5 ft

2.19.1 ILS type: Outer Marker for runway 09R. Magnetic variation: 5W
2.19.2 ILS identification: FUN
2.19.5 Coordinates: 33-37-57.07N / 84-32-34.28W
2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 09R. Magnetic variation: 5W
2.19.2 ILS identification: FUN
2.19.5 Coordinates: 33-37-54.57N / 84-24-52.61W
2.19.6 Site elevation: 976.2 ft

2.19.1 ILS type: Glide Slope for runway 09R. Magnetic variation: 5W
2.19.2 ILS identification: FUN
2.19.5 Coordinates: 33-37-58.48N / 84-26-39.05W
2.19.6 Site elevation: 1019.1 ft

2.19.1 ILS type: Inner Marker for runway 09R. Magnetic variation: 5W
2.19.2 ILS identification: FUN
2.19.5 Coordinates: 33-37-54.52N / 84-27-00.00W
2.19.6 Site elevation: 1029.2 ft

2.19.1 ILS type: Middle Marker for runway 09R. Magnetic variation: 5W
2.19.2 ILS identification: FUN
2.19.5 Coordinates: 33-37-55.49N / 84-27-19.57W
2.19.6 Site elevation: 992.6 ft

2.19.1 ILS type: Outer Marker for runway 27L. Magnetic variation: 5W
2.19.2 ILS identification: FSQ
2.19.5 Coordinates: 33-38-00.00N / 84-18-36.44W
2.19.6 Site elevation: 905 ft

2.19.1 ILS type: Localizer for runway 27L. Magnetic variation: 5W
2.19.2 ILS identification: FSQ
2.19.5 Coordinates: 33-37-54.53N / 84-27-00.00W

2.19.6 Site elevation: 1022.1 ft

2.19.1 ILS type: Glide Slope for runway 27L. Magnetic variation: 5W

2.19.2 ILS identification: FSQ

2.19.5 Coordinates: 33-37-58.50N / 84-25-18.96W

2.19.6 Site elevation: 986.7 ft

2.19.1 ILS type: Middle Marker for runway 27L. Magnetic variation: 5W

2.19.2 ILS identification: FSQ

2.19.5 Coordinates: 33-37-53.20N / 84-24-32.45W

2.19.6 Site elevation: 950.4 ft

2.19.1 ILS type: DME for runway 27L. Magnetic variation: 5W

2.19.2 ILS identification: FSQ

2.19.5 Coordinates: 33-37-52.64N / 84-27-00.00W

2.19.6 Site elevation: 1028.4 ft

2.19.1 ILS type: Inner Marker for runway 27L. Magnetic variation: 5W

2.19.2 ILS identification: FSQ

2.19.5 Coordinates: 33-37-54.59N / 84-24-52.99W

2.19.6 Site elevation: 983 ft

2.19.1 ILS type: Middle Marker for runway 08L. Magnetic variation: 5W

2.19.2 ILS identification: HFW

2.19.5 Coordinates: 33-38-58.31N / 84-26-47.75W

2.19.6 Site elevation: 1024 ft

2.19.1 ILS type: Localizer for runway 08L. Magnetic variation: 5W

2.19.2 ILS identification: HFW

2.19.5 Coordinates: 33-38-58.35N / 84-24-23.39W

2.19.6 Site elevation: 985.2 ft

2.19.1 ILS type: Glide Slope for runway 08L. Magnetic variation: 5W

2.19.2 ILS identification: HFW

2.19.5 Coordinates: 33-39-00.00N / 84-26-00.00W

2.19.6 Site elevation: 1001.7 ft

2.19.1 ILS type: Outer Marker for runway 08L. Magnetic variation: 5W

2.19.2 ILS identification: HFW

2.19.5 Coordinates: 33-38-48.52N / 84-32-31.60W

2.19.6 Site elevation: 956 ft

2.19.1 ILS type: Inner Marker for runway 08L. Magnetic variation: 5W

2.19.2 ILS identification: HFW

2.19.5 Coordinates: 33-38-58.31N / 84-26-30.52W

2.19.6 Site elevation: 1017.7 ft

2.19.1 ILS type: DME for runway 08L. Magnetic variation: 5W

2.19.2 ILS identification: HFW

2.19.5 Coordinates: 33-39-00.00N / 84-24-24.70W

2.19.6 Site elevation: 977.2 ft

2.19.1 ILS type: Localizer for runway 26R. Magnetic variation: 5W

2.19.2 ILS identification: GXZ

2.19.5 Coordinates: 33-38-58.32N / 84-26-30.19W

2.19.6 Site elevation: 1016 ft

2.19.1 ILS type: Outer Marker for runway 26R. Magnetic variation: 5W

2.19.2 ILS identification: GXZ

2.19.5 Coordinates: 33-38-43.61N / 84-18-39.88W

2.19.6 Site elevation: 834 ft

2.19.1 ILS type: Inner Marker for runway 26R. Magnetic variation: 5W

2.19.2 ILS identification: GXZ

2.19.5 Coordinates: 33-38-58.36N / 84-24-22.79W

2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 26R. Magnetic variation: 5W

2.19.2 ILS identification: GXZ

2.19.5 Coordinates: 33-38-56.36N / 84-23-56.86W

2.19.6 Site elevation: 945 ft

2.19.1 ILS type: DME for runway 26R. Magnetic variation: 5W

2.19.2 ILS identification: GXZ
2.19.5 Coordinates: 33-38-53.87N / 84-26-32.61W
2.19.6 Site elevation: 1008 ft

2.19.1 ILS type: Localizer for runway 08R. Magnetic variation: 5W
2.19.2 ILS identification: ATL
2.19.5 Coordinates: 33-38-48.46N / 84-24-00.00W
2.19.6 Site elevation: 986.8 ft

2.19.1 ILS type: Outer Marker for runway 08R. Magnetic variation: 5W
2.19.2 ILS identification: ATL
2.19.5 Coordinates: 33-38-48.52N / 84-32-31.60W
2.19.6 Site elevation: 956 ft

2.19.1 ILS type: Middle Marker for runway 08R. Magnetic variation: 5W
2.19.2 ILS identification: ATL
2.19.5 Coordinates: 33-38-49.69N / 84-26-48.58W
2.19.6 Site elevation: 1021.7 ft

2.19.1 ILS type: Glide Slope for runway 08R. Magnetic variation: 5W
2.19.2 ILS identification: ATL
2.19.5 Coordinates: 33-38-52.40N / 84-26-00.00W
2.19.6 Site elevation: 1005 ft

2.19.1 ILS type: Inner Marker for runway 08R. Magnetic variation: 5W
2.19.2 ILS identification: ATL
2.19.5 Coordinates: 33-38-48.43N / 84-26-28.57W
2.19.6 Site elevation: 1033 ft

2.19.1 ILS type: Localizer for runway 26L. Magnetic variation: 5W
2.19.2 ILS identification: BRU
2.19.5 Coordinates: 33-38-48.45N / 84-26-30.17W
2.19.6 Site elevation: 1021 ft

2.19.1 ILS type: Outer Marker for runway 26L. Magnetic variation: 5W
2.19.2 ILS identification: BRU
2.19.5 Coordinates: 33-38-43.61N / 84-18-39.88W

2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 26L. Magnetic variation: 5W
2.19.2 ILS identification: BRU
2.19.5 Coordinates: 33-38-48.54N / 84-23-43.58W
2.19.6 Site elevation: 993.5 ft

2.19.1 ILS type: Glide Slope for runway 26L. Magnetic variation: 5W
2.19.2 ILS identification: BRU
2.19.5 Coordinates: 33-38-52.41N / 84-24-32.84W
2.19.6 Site elevation: 993.7 ft

2.19.1 ILS type: DME for runway 26L. Magnetic variation: 5W
2.19.2 ILS identification: BRU
2.19.5 Coordinates: 33-38-49.10N / 84-26-30.17W
2.19.6 Site elevation: 1030.3 ft

2.19.1 ILS type: DME for runway 10. Magnetic variation: 5W
2.19.2 ILS identification: OMO
2.19.5 Coordinates: 33-37-12.45N / 84-24-53.95W
2.19.6 Site elevation: 999.7 ft

2.19.1 ILS type: Glide Slope for runway 10. Magnetic variation: 5W
2.19.2 ILS identification: OMO
2.19.5 Coordinates: 33-37-00.00N / 84-26-38.77W
2.19.6 Site elevation: 985.4 ft

2.19.1 ILS type: Localizer for runway 10. Magnetic variation: 5W
2.19.2 ILS identification: OMO
2.19.5 Coordinates: 33-37-13.02N / 84-24-53.96W
2.19.6 Site elevation: 991.1 ft

2.19.1 ILS type: Inner Marker for runway 10. Magnetic variation: 5W
2.19.2 ILS identification: OMO
2.19.5 Coordinates: 33-37-12.98N / 84-27-00.00W
2.19.6 Site elevation: 1001 ft

2.19.1 ILS type: DME for runway 28. Magnetic variation: 5W

2.19.2 ILS identification: PKU

2.19.5 Coordinates: 33-37-12.40N / 84-27-00.00W

2.19.6 Site elevation: 1003.5 ft

2.19.1 ILS type: Inner Marker for runway 28. Magnetic variation: 5W

2.19.2 ILS identification: PKU

2.19.5 Coordinates: 33-37-13.02N / 84-24-55.77W

2.19.6 Site elevation: 982.2 ft

2.19.1 ILS type: Glide Slope for runway 28. Magnetic variation: 5W

2.19.2 ILS identification: PKU

2.19.5 Coordinates: 33-37-17.06N / 84-25-18.94W

2.19.6 Site elevation: 989.2 ft

2.19.1 ILS type: DME for runway 08R. Magnetic variation: 5W

2.19.2 ILS identification: ATL

2.19.5 Coordinates: 33-38-45.77N / 84-24-00.00W

2.19.6 Site elevation: 992.1 ft

2.19.1 ILS type: Localizer for runway 28. Magnetic variation: 5W

2.19.2 ILS identification: PKU

2.19.5 Coordinates: 33-37-12.98N / 84-27-00.00W

2.19.6 Site elevation: 994.5 ft

2.19.1 ILS type: Glide Slope for runway 26R. Magnetic variation: 5W

2.19.2 ILS identification: GXZ

2.19.5 Coordinates: 33-39-00.00N / 84-24-47.63W

2.19.6 Site elevation: 983.8 ft

General Remarks:

BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

PREFERENTIAL RUNWAY USE IN EFFECT, EXPECT TO USE RUNWAYS 08R/26L, 09L/27R FOR DEPS; RUNWAYS 08L/26R, 09R/27L ARE USED PRIMARILY FOR ARRIVALS.

RUNUPS ARE PERMITTED AT VARIOUS SITES; COORDINATE USE OF CITY FACILITIES, MOVEMENT AREAS, ALLOWABLE NON-MOVEMENT AREAS WITH DEPT OF AVIATION OPERATIONS, 404-530-6620; AND COORDINATE THE USE OF THE AIRLINES' FACILITIES WITH THEM.

NOISE & OPERATIONS MONITORING SYSTEM (NOMS) PROGRAM IN EFFECT; CALL THE ATLANTA DEPT OF AVIATION 770-43-NOISE OR 770-436-6473 FOR MORE INFORMATION.

ALL RUNWAYS, TOUCH AND GO OPERATIONS, LOW APPROACHES, AND PRACTICE INSTRUMENT APPROACHES NOT PERMITTED.

GROUP VI AIRCRAFT (LOCKHEED GALAXY C-5; ANTONOV AN-124 & AN-125) WITH A WINGSPAN OF GREATER THAN 214 FT ARE RESTRICTED FROM USING TAXIWAY F EAST OF RAMP 5 NORTH AND WEST OF TAXIWAY DIXIE.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

AIRCRAFT WITH WINGSPAN GREATER THAN 171 FT ARE RESTRICTED FROM USING TAXIWAY V. AIRCRAFT WITH WINGSPAN GREATER THAN 171 FT ARE REQUIRED TO USE TAXI SPEEDS LESS THAN 15 MPH WHEN PASSING AIRCRAFT WITH WINGSPAN GREATER THAN 214FT ON TAXIWAY L/M (EAST OF L7).

RUNWAY 9L DEPARTURES CAN EXPECT INTERSECTION DEPARTURE FROM M2 WITH RUNWAY REMAINING 11,440 FT (TORA/TODA) AND 10,780 (ASDA).

ALL AIRCRAFT WITH WINGSPANS GREATER THAN 214 FT ARE REQUIRED TO USE TAXI SPEEDS NOT GREATER THAN 15 MPH ON TAXIWAYS A, L, M, AND SJ.

WHEN AIRCRAFT WITH WINGSPANS GREATER THAN 214 FT ARE PRESENT ON THE FIELD, ALL OTHER AIRCRAFT MUST ADHERE TO THE TAXIWAY CENTERLINE ON TAXIWAYS L AND M, TAXIWAYS E AND F, AND TAXIWAYS STRATOCUMULUS AND SJ BETWEEN SNOW GRAINS AND R DUE TO SEPARATION BETWEEN THE PARALLEL TAXIWAYS.

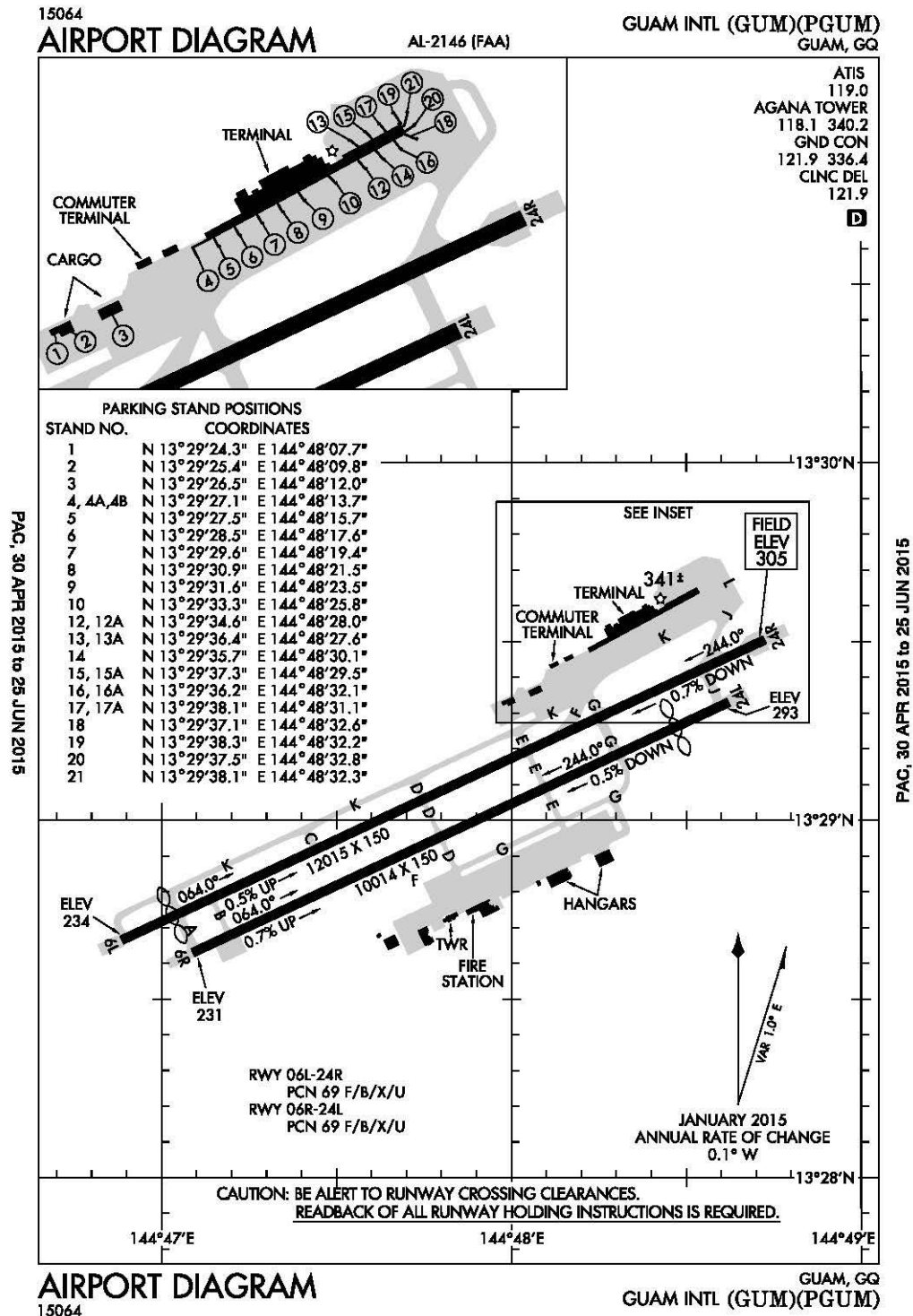
AIRCRAFT WITH WINGSPAN GREATER THAN 214 FT SHOULD EXPECT TO USE RUNWAYS 09L/27R AND 9R/27L.

TWO AIRCRAFT WITH WINGSPANS GREATER THAN OR EQUAL TO 225 FT MAY NOT TAXI SIMULTANEOUSLY ON ADJACENT PARALLEL TAXIWAYS L/M EXCEPT WEST OF L7 AT SPEEDS LESS THAN 15 MPH.

NO AIRCRAFT WITH WINGSPAN GREATER THAN 213 FT MAY PASS ANOTHER AIRCRAFT WITH WINGSPAN GREATER THAN OR EQUAL TO 225 FT ON TAXIWAY L/M EAST OF L7.

NO AIRCRAFT WITH WINGSPAN GEATER THAN OR EQUAL TO 225 FT MAY TAXI ON TAXIWAY M BETWEEN L14 AND L16, TAXIWAY N BETWEEN P AND STRATOCUMULUS, AND TAXIWAY N BETWEEN U AND K.

Agana, Guam
Guam International
ICAO Identifier PGUM



Agana, GU
Guam Intl
ICAO Identifier PGUM

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 13-29-00.00N / 144-47-49.68E
2.2.2 From City: 3 Miles NE Of Guam, GU
2.2.3 Elevation: 305.3 ft
2.2.5 Magnetic variation: 2E (2000)
2.2.6 Airport Contact: Charles H. Ada Ii
P.O. BOX 8770
Tamuning, GU 96931
(671-646-0300)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A1
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Minor

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
E certified on 4/1/1995

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 06L
2.10.1.b Type of obstacle: Tower (420 ft). Marked
2.10.1.c Location of obstacle: 1500 ft from Centerline

2.10.1.a. Runway designation: 06R
2.10.1.b Type of obstacle: Tower (420 ft). Marked
2.10.1.c Location of obstacle: 1500 ft from Centerline

2.10.1.a. Runway designation: 24L
2.10.1.b Type of obstacle: Hill (220 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 1200 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 06L
2.12.2 True Bearing: 65
2.12.3 Dimensions: 12015 ft x 150 ft
2.12.4 PCN: 69 F/B/X/U
2.12.5 Coordinates: 13-28-39.87N / 144-46-53.15E
2.12.6 Threshold elevation: 234 ft

2.12.6 Touchdown zone elevation: 240 ft

2.12.1 Designation: 24R
2.12.2 True Bearing: 245
2.12.3 Dimensions: 12015 ft x 150 ft
2.12.4 PCN: 69 F/B/X/U
2.12.5 Coordinates: 13-29-30.31N / 144-48-43.47E
2.12.6 Threshold elevation: 305 ft
2.12.6 Touchdown zone elevation: 305 ft

2.12.1 Designation: 06R
2.12.2 True Bearing: 65
2.12.3 Dimensions: 10014 ft x 150 ft
2.12.4 PCN: 69 F/B/X/U
2.12.5 Coordinates: 13-28-37.78N / 144-47-00.00E
2.12.6 Threshold elevation: 231 ft
2.12.6 Touchdown zone elevation: 258 ft
2.12.7 Slope: 0.7UP

2.12.1 Designation: 24L
2.12.2 True Bearing: 245
2.12.3 Dimensions: 10014 ft x 150 ft
2.12.4 PCN: 69 F/B/X/U
2.12.5 Coordinates: 13-29-19.82N / 144-48-37.29E
2.12.6 Threshold elevation: 293 ft
2.12.6 Touchdown zone elevation: 289 ft
2.12.7 Slope: 0.5DOWN

AD 2.13 Declared distances

2.13.1 Designation: 06L
2.13.2 Takeoff run available: 10015
2.13.3 Takeoff distance available: 10015
2.13.4 Accelerate-stop distance available: 10015
2.13.5 Landing distance available: 10015

2.13.1 Designation: 24R
2.13.2 Takeoff run available: 11015
2.13.3 Takeoff distance available: 11015
2.13.4 Accelerate-stop distance available: 11015
2.13.5 Landing distance available: 11015

2.13.1 Designation: 06R
2.13.2 Takeoff run available: 10014
2.13.3 Takeoff distance available: 10014
2.13.4 Accelerate-stop distance available: 10014
2.13.5 Landing distance available: 10014

2.13.1 Designation: 24L
2.13.2 Takeoff run available: 10014
2.13.3 Takeoff distance available: 10014
2.13.4 Accelerate-stop distance available: 10014

2.13.5 Landing distance available: 9014

AD 2.14 Approach and runway lighting

2.14.1 Designation: 06L

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 24R

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 06R

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 24L

2.14.4 Visual approach slope indicator system: PVASI on left

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 06L. Magnetic variation: 2E

2.19.2 ILS identification: GUM

2.19.5 Coordinates: 13-29-34.72N / 144-48-53.10E

2.19.6 Site elevation: 312.6 ft

2.19.1 ILS type: Glide Slope for runway 06L. Magnetic variation: 2E

2.19.2 ILS identification: GUM

2.19.5 Coordinates: 13-28-53.08N / 144-47-00.00E

2.19.6 Site elevation: 246 ft

General Remarks:

1000' OVERRUN S END & 450' OVERRUN N END RUNWAY 6L-24R.

FOR PARKING INFORMATION ALL AIRCRAFT CONTACT RAMP CONTROL. ALL AIRCRAFT DEP TERMINAL PARKING CONTACT RAMP CONTROL FOR ENGINE START AND PUSHBACK.

TRANSIENT AIRCRAFT PROVIDE 24 HRS ADVANCE INFORMATION TO EXECUTIVE MANAGER GUAM INTL AIRPORT AUTHORITY; 1-671-642-4455 MON-FRI 0800-1700 OR FAX 1-671-646-8823.

EFFECTIVE RUNWAY GRADIENT RUNWAY 06L 0.46% UP NE; RUNWAY 24R 0.70% DOWN SW; RUNWAY 06R 0.80 % UP NE; RUNWAY 24L 0.52% DOWN SW.

LIGHTED TOWER 780 FT 1.3 NAUTICAL MILE ENE OF RUNWAY 24L THRESHOLD.

RISING TERRAIN 75 FT FROM RUNWAY 24L THRESHOLD 140 FT EAST OF CENTERLINE EXTENDED +8 FT.

2.19.1 ILS type: Outer Marker for runway 06L. Magnetic variation: 2E

2.19.2 ILS identification: GUM

2.19.5 Coordinates: 13-26-41.70N / 144-42-29.30E

2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 06L. Magnetic variation: 2E

2.19.2 ILS identification: GUM

2.19.5 Coordinates: 13-28-33.30N / 144-46-31.80E

2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 06L. Magnetic variation: 2E

2.19.2 ILS identification: GUM

2.19.5 Coordinates: 13-29-38.08N / 144-48-51.50E

2.19.6 Site elevation: 331.8 ft

2.19.1 ILS type: Glide Slope for runway 06R. Magnetic variation: 2E

2.19.2 ILS identification: AWD

2.19.5 Coordinates: 13-28-38.00N / 144-47-15.40E

2.19.6 Site elevation: 237 ft

2.19.1 ILS type: Localizer for runway 06R. Magnetic variation: 2E

2.19.2 ILS identification: AWD

2.19.5 Coordinates: 13-29-24.23N / 144-48-46.93E

2.19.6 Site elevation: 311 ft

2.19.1 ILS type: DME for runway 06R. Magnetic variation: 2E

2.19.2 ILS identification: AWD

2.19.5 Coordinates: 13-29-21.74N / 144-48-48.12E

2.19.6 Site elevation: 316 ft

DEP VFR AIRCRAFT MAINT RUNWAY HEADING UNTIL PAST DEP END OF RUNWAY AND REACHING 1000 FT AGL; RIGHT PATTERN 24L/R DO NOT EXCEED 1500 FT AGL IN TRAFFIC PATTERN.

RUNWAY 06L/24R IN USE FOR DEPARTURES ONLY, NO LANDINGS.

Andersen, Mariana Island, GU
Andersen AFB
ICAO Identifier PGUA

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 13-35-00.00N / 144-55-48.21E
2.2.2 From City: 0 Miles N Of Andersen,
Mariana Island, GU
2.2.3 Elevation: 618 ft
2.2.5 Magnetic variation: 2E (1980)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: None
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: None

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: None

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 06R
2.10.1.b Type of obstacle: Tower-L. Not Lighted or Marked

AD 2.12 Runway physical characteristics

2.12.1 Designation: 06L
2.12.3 Dimensions: 10527 ft x 200 ft
2.12.4 PCN: 111 R/B/W/T
2.12.5 Coordinates: 13-34-49.28N / 144-54-56.32E
2.12.6 Threshold elevation: 540 ft

2.12.1 Designation: 24R
2.12.3 Dimensions: 10527 ft x 200 ft
2.12.4 PCN: 111 R/B/W/T
2.12.5 Coordinates: 13-35-31.93N / 144-56-33.74E
2.12.6 Threshold elevation: 618 ft

2.12.1 Designation: 06R
2.12.3 Dimensions: 11200 ft x 200 ft
2.12.4 PCN: 111 R/B/W/T
2.12.5 Coordinates: 13-34-31.17N / 144-54-59.38E
2.12.6 Threshold elevation: 557 ft

2.12.6 Touchdown zone elevation: 558 ft

2.12.1 Designation: 24L
2.12.3 Dimensions: 11200 ft x 200 ft
2.12.4 PCN: 111 R/B/W/T
2.12.5 Coordinates: 13-35-16.58N / 144-56-43.00E
2.12.6 Threshold elevation: 608 ft
2.12.6 Touchdown zone elevation: 608 ft

AD 2.14 Approach and runway lighting

2.14.1 Designation: 06L
2.14.2 Approach lighting system: SALS: Short approach lighting system
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 24R
2.14.2 Approach lighting system: ALSF1: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category 1 configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 06R
2.14.2 Approach lighting system: ALSF1: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category 1 configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 24L
2.14.2 Approach lighting system: SALS: Short approach lighting system
2.14.4 Visual approach slope indicator system: 4-light PAPI on left
2.14.10 Remarks: Mod 1300' Length.

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Glide Slope for runway 24L. Magnetic variation: 2E
2.19.2 ILS identification: PMY
2.19.5 Coordinates: 13-35-15.55N / 144-56-29.18E
2.19.6 Site elevation: 596.1 ft

2.19.1 ILS type: Localizer for runway 24L. Magnetic variation: 2E
2.19.2 ILS identification: PMY
2.19.5 Coordinates: 13-34-25.70N / 144-54-46.90E
2.19.6 Site elevation: 568.8 ft

General Remarks:

FREQUENT RAIN SHOWERS OF SHORT DURATION, EXPECT WET RUNWAY BRAKING ACTION.

HAZARDOUS AIR TURBULENCE FINAL APPROACH RUNWAYS 24L/24R. NO VISIBILITY REFERENCE AVAILABLE ON NIGHT TAKE-OFF BEYOND END RUNWAY 6.

ARRESTING GEAR BAK-12 RUNWAYS 06L & 06R 30 MIN NOTICE REQUIRE.

AREA BETWEEN 1000' ROLL BAR AND THU LIGHT RUNWAY 06R AND 06L UNLIGHTED. LAST 642' PRIOR TO THU LIGHT 24R UNLIGHTED.

MAINT AVAILABLE 0100-0400 WEEKDAY ONLY; CLOSED WEEKEND & HOLIDAY.

BASE OPERATIONS V366-4188; FAX V366-6217.

TAXIWAY B AND C BETWEEN TAXIWAY J AND K CLOSED DUE TO CONSTRUCTION.

NO ARRESTING GEAR MARKERS LOCATED ON THE LEFT SIDE OF ALL APPROACH END BARRIERS.

RESTRICTED: BRAKING ACTION ON BOTH RUNWAYS MAY BE LESS THAN EXPECT DUE TO RUBBER BUILD-UP; PROBABILITY OF HYDROPLANING EXISTS.

RESTRICTED: PRIOR PERMISSION NOT REQUIRED FOR AIR MOBILITY COMMAND MSN. ALL AEROMEDICAL EVACUATION MISSIONS ARE REQUIRED TO CONTACT AMCC (DSN 366-2961, C671-366-2961) BY ANY MEANS AVAIL 3 HRS PRIOR TO ARR. ALL AIR MOBILITY COMMAND AIRCRAFT REQUIRE TO MAKE UHF CALL 30 MIN PRIOR ARR.

MISC: AIRFIELD MANAGEMENT HAS NO COMSEC STORAGE AVAILABLE FOR TRANSIENT AIRCREWS. TRANSMIT AIRCREWS CAN STORE COMSEC AT 36WG CIRCULAR POLARIZATION; AIR MOBILITY COMMAND AIRCREWS CAN STORE COMSEC AT AMCC.

MISC: ALL NON-AMC AIRCREWS INTENDING TO REMAINING OVERNIGHT MUST CHECK INTO AIRFIELD MANAGEMENT OPERATIONS AND PROVIDE POC INFORMATION UPON ARRIVAL.

MISC: BASE WX STATION PROVIDES CONTINUOUS 24-HOUR SERVICE OBSN, LIMITED WX BRIEF SUPPORT. WX OBSERVERS VIEW OBSTRUCTED BY BUILDINGS N-SSW. REMOTE BRIEF AVAILABLE CONTINUOUS 24-HOUR SERVICE FOR USN/USMC FR FWCAD PH AT DSN 315-449-8333/7950.

RESTRICTED: ALL NON-AMC AIRCRAFT CONTACT 36 WG COMMAND POST 90 MIN OUT AND AT 30 MIN OUT PRIOR TO ARR.

MISC: AIRCRAFT EXCEEDING AIRFIELD WEIGHTS MUST REQUEST WEIGHT BEARING CAPACITY WAIVER WITH 24 HR NOTICE TO AIRFIELD OPERATIONS TO PROCESS ANY APPROVALS NEEDED. IF REQUESTS ARE NOT MADE WITHIN 24 HRS EXPECT DELAYS.

RESTRICTED #1 PART A: ALL AIRCRAFT DEP PGUA ARE REQUIRED TO HAVE A BROWN TREE SNAKE INSPECTION CONDUCTED BY USDA PRIOR TO ENGINE START.

RESTRICTED #1 PART B: OUTBND AIRCRAFT MUST CONTACT 36 WG COMMAND POST DSN 366-2981 3 HR PRIOR TO DEP AND/OR 3 HR PRIOR TO ESTIMATED TIME OF DEPARTURE CHANGE.

RESTRICTED #1 PART C: CONTACT 36 WG COMMAND POST AT DSN 366-2981 TO SCHEDULE BTS INSPECTIONS. FAILURE TO RECEIVE THIS INSPECTION WILL RESULT IN UNNECESSARY DELAYS AND PROBABLE DENIAL OF DEPARTURE CLEARANCE.

SERVICE-A-GEAR: CONTACT CONTROL TOWER 30 MIN PRIOR FOR DEPARTURE END BAK12 CABLE

CONFIGURATION. 30 MIN PRIOR NOTICE REQ FOR CHANGE CONFIGURATION. BAK12 HOUSING LOCATED 317' FROM RUNWAY CENTERLINE, 217' FROM RUNWAY EDGE, MAX HEIGHT 8'. NO ARRESTING-GEAR MARKER LOCATED ON LEFT SIDE OF ALL APPROACH END BARRIERS.

RESTRICTED: PRIOR PERMISSION REQUIRED DSN 366-4188/1010.

MISC: ATTENTION: ALL DRY ICE REQ MUST BE MADE THRU 734TH MS/ATOC DSN 315-366-3125/3137/3162 OR C671-366-3125/3137/3162. REQ MUST BE MADE AT LEAST 24 HR IN ADVANCE FOR AIRCRAFT LANDING TUE-FRI AND 72 HR IN ADVANCE FOR AIRCRAFT LANDING SAT-MON. DUR HOLIDAY, ADD 2 HR TO COORD TIME.

RESTRICTED: RESTRICTIONS TO FLIGHT OPERATIONS DUR EA BIRD WATCH CONDITION. MODERATE: NO TOUCH AND GO LANDING. RESTRICTED LOW APPROACH NO LOWER THAN 200' OR AS DETERMINED BY SOF. SEVERE: RESTRICTED LOW APPROACH NO LOWER THAN 200' OR AS DETERMINED BY SOF. EMERGENCY LANDING AND 36 OG/CC APPROVE DEP ONLY. PHASE I: PHASE I:1 APR - 31 JUL. PHASE II: 1 AUG - 31 AT SEA.

RESTRICTED 1 OF 2: THERE WILL BE NO OVERFLIGHT OF MARIANA CROW TERRITORIES BELOW 1,000 FT AGL FROM SEP-MAY. OVERFLIGHT BELOW 1,000 FT AGL IS ALLOWED BETWEEN JUNE AND AUG, THE CROW NON-BREEDING SEASON.

RESTRICTED 2 OF 2: CROW NESTING TERRITORIES ARE IDENT BY DEPARTMENT OF AQUATIC AND WILDLIFE RESOURCES (DAWR) AND UPDATES WILL BE PROVIDED TO 36 CES/CEV AND 36TH OSS STAFFS.

MISC: RUNWAY 06L AND 06R UNDERRUNS 1000' AVAILABLE FOR TWY/TKOF. RUNWAY 24R UNDERRUN AVAILABLE 500' FOR TAXI/TKOF.

CAUTION: USE EXTREME CAUTION FOR EXTV UAS OPERATIONS IN VICINITY OF ANDERSEN AFB.

NS ABATEMENT: QUIET HR 1200-2000Z (2200-0600L) DAILY. NO AFTERBURNER, OR OVER FLIGHT OF BASE AND LOCAL POPULATED AREAS. OTHER RESTRICTIONS BY NOTAM.

CAUTION: 47' TACAN ANTENNAE LOCATED 1,300 FT NE OF RUNWAY 24L & 1,300 FT SE OF RUNWAY 24R THRESHOLDS.

CAUTION: NONSTANDARD DSPLCD THRESHOLD MARKINGS FOR RUNWAYS 06R, 06L, AND 24R.

SERVICE-FLUID: C-5 NITROGEN SERVICE CAPABILITY UNAVAILABLE.

CAUTION: FAA SIZE 1 SIGNS LOCATED 74.3 FT FR TAXIWAY EDGES TO ACCOMMODATE B-52.

SERVICE-LGT: AIRPORT BEACON 763 FT MSL LOCATED 1.4 NAUTICAL MILE SSW OF AIRFIELD.

MISC: PAVEMENT PRIOR TO RUNWAY 06R AND RUNWAY 06L THRESHOLDS AVAILABLE FOR TAKE-OFF RUN WHEN NECESSARY FOR MSN ACCOMPLISHMENT.

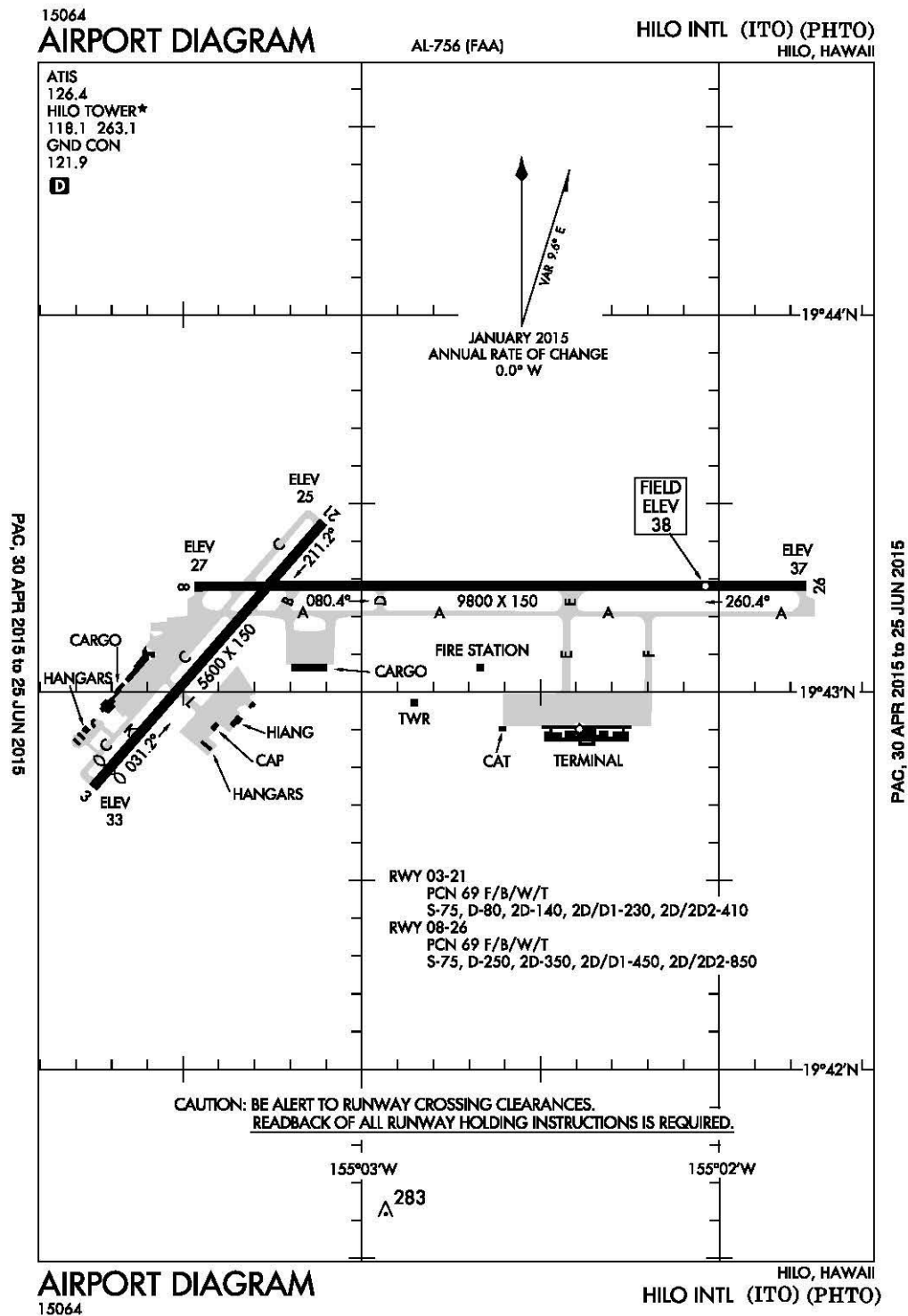
CAUTION: POTENTIAL FOR REDUCED BRAKING CAPABILITY AND/OR DIREC CONTROL EXISTS, PARTICULARLY DURING WET RESCUE SUB-CENTER FOR RUNWAY 06L.

MISC: PARK SPOTS C5, C7, C9, C11, & C13 CLOSED. ANDERSEN AFB DOES NOT HAVE CAPABILITY TO STORE REFRIGERATED CARGO.

RESTRICTED: AIRCRAFT MUST ADHERE TO PRIOR PERMISSION REQUIRED ARR +/- 30 MIN. AIRCRAFT WITH WINGSPANS GREATER THAN 261' NOT AUTHORIZED.

"TWY H N & TAXIWAY D FR SPOTS N29-N33 CLOSED."

Hilo, Hawaii
Hilo International
ICAO Identifier PHTO



Hilo, HI
Hilo Intl
ICAO Identifier PHTO

AD 2.2 Aerodrome geographical and administrative data

- 2.2.1 Reference Point: 19-43-12.95N / 155-02-54.49W
- 2.2.2 From City: 2 Miles E Of Hilo, HI
- 2.2.3 Elevation: 38 ft
- 2.2.5 Magnetic variation: 11E (1985)
- 2.2.6 Airport Contact: Steven J. Santiago
ASSISTANT AIRPORT DISTRICT MANAGER
Hilo, HI 96720 (808-961-9300)
- 2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

- 2.3.1 - 2.3.11: ALL Months, ALL Days, 0700-2030
Hours

AD 2.4 Handling services and facilities

- 2.4.1 Cargo handling facilities: No
- 2.4.2 Fuel types: 100LL,A
- 2.4.4 De-icing facilities: None
- 2.4.5 Hangar space: No
- 2.4.6 Repair facilities: Minor

AD 2.6 Rescue and firefighting services

- 2.6.1 Aerodrome category for firefighting: ARFF Index I
C certified on 5/1/1973

AD 2.10 Aerodrome obstacles

- 2.10.1.a. Runway designation: 08
- 2.10.1.b Type of obstacle: Tree (32 ft). Not Lighted or
Marked
- 2.10.1.c Location of obstacle: 600 ft from Centerline
- 2.10.1.a. Runway designation: 26
- 2.10.1.b Type of obstacle: Tree (25 ft). Not Lighted or
Marked
- 2.10.1.c Location of obstacle: 400 ft from Centerline
- 2.10.1.a. Runway designation: 03
- 2.10.1.b Type of obstacle: Fence (7 ft). Not Lighted or
Marked
- 2.10.1.c Location of obstacle: 0 ft from Centerline
- 2.10.1.a. Runway designation: 21
- 2.10.1.b Type of obstacle: Pole (37 ft). Not Lighted or
Marked
- 2.10.1.c Location of obstacle: 20 ft from Centerline

AD 2.12 Runway physical characteristics

- 2.12.1 Designation: 08
- 2.12.2 True Bearing: 90
- 2.12.3 Dimensions: 9800 ft x 150 ft
- 2.12.4 PCN: 69 F/B/W/T
- 2.12.5 Coordinates: 19-43-16.93N / 155-03-27.99W
- 2.12.6 Threshold elevation: 27 ft
- 2.12.6 Touchdown zone elevation: 30 ft

- 2.12.1 Designation: 26
- 2.12.2 True Bearing: 270
- 2.12.3 Dimensions: 9800 ft x 150 ft
- 2.12.4 PCN: 69 F/B/W/T
- 2.12.5 Coordinates: 19-43-16.92N / 155-01-45.41W
- 2.12.6 Threshold elevation: 37 ft
- 2.12.6 Touchdown zone elevation: 38 ft

- 2.12.1 Designation: 03
- 2.12.2 True Bearing: 41
- 2.12.3 Dimensions: 5600 ft x 150 ft
- 2.12.4 PCN: 69 F/B/W/T
- 2.12.5 Coordinates: 19-42-44.96N / 155-03-44.78W
- 2.12.6 Threshold elevation: 33 ft
- 2.12.6 Touchdown zone elevation: 34 ft
- 2.12.7 Slope: 0.1DOWN

- 2.12.1 Designation: 21
- 2.12.2 True Bearing: 221
- 2.12.3 Dimensions: 5600 ft x 150 ft
- 2.12.4 PCN: 69 F/B/W/T
- 2.12.5 Coordinates: 19-43-26.99N / 155-03-00.00W
- 2.12.6 Threshold elevation: 25 ft
- 2.12.6 Touchdown zone elevation: 31 ft
- 2.12.7 Slope: 0.1UP

AD 2.13 Declared distances

- 2.13.1 Designation: 03
- 2.13.2 Takeoff run available: 5600
- 2.13.3 Takeoff distance available: 5600
- 2.13.4 Accelerate-stop distance available: 5600
- 2.13.5 Landing distance available: 5251

- 2.13.1 Designation: 21
- 2.13.2 Takeoff run available: 5251
- 2.13.3 Takeoff distance available: 5251
- 2.13.4 Accelerate-stop distance available: 5510
- 2.13.5 Landing distance available: 5510

AD 2.14 Approach and runway lighting

- 2.14.1 Designation: 08
- 2.14.2 Approach lighting system: Omnidirectional ap-

proach lighting system
2.14.4 Visual approach slope indicator system: 6-box
VASI on left

2.14.1 Designation: 26
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-box
VASI on left

2.14.1 Designation: 03
2.14.4 Visual approach slope indicator system: 4-box
VASI on left
2.14.10 Remarks: VASI Usable Dist Limited To 4 Nm
From Threshold Due Obstruction.

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.1 MHz

2.18.1 Service designation: APCH/P DEP/P
2.18.3 Service designation: 119.7 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: ATIS
2.18.3 Service designation: 126.4 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

General Remarks:

RUNWAY 08 PAVED 1325' MARKED BY CHEVRONS, UNUSABLE FOR LANDING/TAKEOFF/OVERUN/STY;
CANNOT BE USED IN COMPUTING TAKE-OFF DATA.

ATCT CONTROLS ENTRY/EXIT TRAFFIC ON TAXIWAYS F&E TO EAST TERMINAL RAMP.

181' LIGHTED SMOKE STACK 1/2 STATUTE MILE SOUTH OF FIELD.

PRIOR PERMISSION REQUIRED FROM AIRPORT MANAGER FOR TRANSIENT PARKING.

BE ALERT OCCASIONAL BIRD FLOCKS ON AIRPORT AND IN FLIGHT ACROSS RUNWAY 08/26 AND 03/21.

(A70A) JET FUEL AVAILABLE MON-SAT 0800-1700 CALL (808) 935-6881/6122 OR 961-6601.

(E93) NO MARKED PAD, HELICOPTER OPER FROM FBO HANGER AREA.

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 263.1 MHz

2.18.1 Service designation: APCH/P DEP/P
2.18.3 Service designation: 269.2 MHz

2.18.1 Service designation: APCH/S DEP/S
2.18.3 Service designation: 323 MHz

2.18.1 Service designation: APCH/S DEP/S
2.18.3 Service designation: 120.25 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 26. Magnetic vari-
ation: 11E
2.19.2 ILS identification: ITO
2.19.5 Coordinates: 19-43-16.93N / 155-03-38.78W
2.19.6 Site elevation: 26 ft

2.19.1 ILS type: DME for runway 26. Magnetic vari-
ation: 11E
2.19.2 ILS identification: ITO
2.19.5 Coordinates: 19-43-13.74N / 155-03-39.51W
2.19.6 Site elevation: 39 ft

2.19.1 ILS type: Glide Slope for runway 26. Magnetic
variation: 11E
2.19.2 ILS identification: ITO
2.19.5 Coordinates: 19-43-20.89N / 155-01-58.10W
2.19.6 Site elevation: 33 ft

2.19.1 ILS type: Middle Marker for runway 26. Magnet-
ic variation: 11E
2.19.2 ILS identification: ITO
2.19.5 Coordinates: 19-43-16.90N / 155-01-00.00W
2.19.6 Site elevation: 26 ft

DIVISION 1.1, 1.2, 1.3 EXPLOSIVES PROHIBITED.

PRIOR PERMISSION REQUIRED FROM AIRPORT MANAGER FOR TRANSPORTATION OF DIVISION 1.4 EXPLOSIVES AND HAZARDOUS MATERIAL IN OR OUT OF AIRPORT.

NOISE ABATEMENT: AVOID OVERFLIGHT OF NOISE SENSITIVE RESIDENTIAL AREAS N, W AND SW OF AIRPORT.

RUNWAY 3/21 CLOSED TO TURBINE AIRCRAFT 1800-0600.

RUNWAY 08/26 SINGLE-BELLY TWIN TANDEM (SBTT) GROSS WEIGHT 450,000 LBS.

RUNWAY 03/21 SINGLE-BELLY TWIN TANDEM (SBTT) GROSS WEIGHT 230,000 LBS.

[illegible]

Honolulu, HI
Honolulu Intl
ICAO Identifier PHNL

AD 2.2 Aerodrome geographical and administrative data

- 2.2.1 Reference Point: 21-19-00.00N / 157-55-12.95W
- 2.2.2 From City: 3 Miles NW Of Honolulu, HI
- 2.2.3 Elevation: 13 ft
- 2.2.5 Magnetic variation: 11E (1990)
- 2.2.6 Airport Contact: Roy Sakata
300 RODGERS BLVD. #12
Honolulu, HI 96819
(808-836-6533)
- 2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

- 2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

- 2.4.1 Cargo handling facilities: No
- 2.4.2 Fuel types: 100,80,A,A1+,B
- 2.4.4 De-icing facilities: None
- 2.4.5 Hangar space: No
- 2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

- 2.6.1 Aerodrome category for firefighting: ARFF Index I
E certified on 5/1/1973

AD 2.10 Aerodrome obstacles

- 2.10.1.a. Runway designation: 26R
- 2.10.1.b Type of obstacle: Road (15 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 500 ft from Centerline
- 2.10.1.a. Runway designation: 22L
- 2.10.1.b Type of obstacle: Stack (74 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 475 ft from Centerline
- 2.10.1.a. Runway designation: 04R
- 2.10.1.b Type of obstacle: Tree (20 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 200 ft from Centerline
- 2.10.1.a. Runway designation: 22R
- 2.10.1.b Type of obstacle: Ant (50 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 20 ft from Centerline

AD 2.12 Runway physical characteristics

- 2.12.1 Designation: 08L
- 2.12.2 True Bearing: 89
- 2.12.3 Dimensions: 12312 ft x 150 ft
- 2.12.4 PCN: 79 R/B/W/T
- 2.12.5 Coordinates: 21-19-30.88N / 157-56-35.66W
- 2.12.6 Threshold elevation: 12 ft
- 2.12.6 Touchdown zone elevation: 13 ft

- 2.12.1 Designation: 26R
- 2.12.2 True Bearing: 270
- 2.12.3 Dimensions: 12312 ft x 150 ft
- 2.12.4 PCN: 79 R/B/W/T
- 2.12.5 Coordinates: 21-19-30.88N / 157-54-25.43W
- 2.12.6 Threshold elevation: 9 ft
- 2.12.6 Touchdown zone elevation: 9 ft

- 2.12.1 Designation: 08R
- 2.12.2 True Bearing: 90
- 2.12.3 Dimensions: 12000 ft x 200 ft
- 2.12.4 PCN: 98 F/B/X/T
- 2.12.5 Coordinates: 21-18-24.49N / 157-56-45.07W
- 2.12.6 Threshold elevation: 10 ft
- 2.12.6 Touchdown zone elevation: 10 ft

- 2.12.1 Designation: 26L
- 2.12.2 True Bearing: 270
- 2.12.3 Dimensions: 12000 ft x 200 ft
- 2.12.4 PCN: 98 F/B/X/T
- 2.12.5 Coordinates: 21-18-24.48N / 157-54-38.15W
- 2.12.6 Threshold elevation: 10 ft
- 2.12.6 Touchdown zone elevation: 10 ft

- 2.12.1 Designation: 04R
- 2.12.2 True Bearing: 53
- 2.12.3 Dimensions: 9000 ft x 150 ft
- 2.12.4 PCN: 57 F/B/X/T
- 2.12.5 Coordinates: 21-18-50.10N / 157-55-37.69W
- 2.12.6 Threshold elevation: 8 ft
- 2.12.6 Touchdown zone elevation: 9 ft

- 2.12.1 Designation: 22L
- 2.12.2 True Bearing: 233
- 2.12.3 Dimensions: 9000 ft x 150 ft
- 2.12.4 PCN: 57 F/B/X/T
- 2.12.5 Coordinates: 21-19-43.76N / 157-54-21.65W
- 2.12.6 Threshold elevation: 9 ft
- 2.12.6 Touchdown zone elevation: 9 ft

- 2.12.1 Designation: 04L
- 2.12.2 True Bearing: 53

2.12.3 Dimensions: 6952 ft x 150 ft
2.12.4 PCN: 31 F/B/X/T
2.12.5 Coordinates: 21-19-00.00N / 157-55-23.95W
2.12.6 Threshold elevation: 10 ft
2.12.6 Touchdown zone elevation: 10 ft

2.12.1 Designation: 22R
2.12.2 True Bearing: 233
2.12.3 Dimensions: 6952 ft x 150 ft
2.12.4 PCN: 31 F/B/X/T
2.12.5 Coordinates: 21-19-47.45N / 157-54-25.22W
2.12.6 Threshold elevation: 8 ft
2.12.6 Touchdown zone elevation: 10 ft

2.12.1 Designation: 04W
2.12.2 True Bearing: 51
2.12.3 Dimensions: 3000 ft x 150 ft
2.12.5 Coordinates: 21-18-53.09N / 157-54-46.44W

2.12.1 Designation: 22W
2.12.2 True Bearing: 231
2.12.3 Dimensions: 3000 ft x 150 ft
2.12.5 Coordinates: 21-19-11.80N / 157-54-21.78W

2.12.1 Designation: 08W
2.12.2 True Bearing: 91
2.12.3 Dimensions: 5000 ft x 300 ft
2.12.5 Coordinates: 21-18-40.85N / 157-55-00.00W

2.12.1 Designation: 26W
2.12.2 True Bearing: 271
2.12.3 Dimensions: 5000 ft x 300 ft
2.12.5 Coordinates: 21-18-39.98N / 157-54-00.00W

AD 2.13 Declared distances

2.13.1 Designation: 08L
2.13.2 Takeoff run available: 12300
2.13.3 Takeoff distance available: 12300
2.13.4 Accelerate-stop distance available: 12300
2.13.5 Landing distance available: 12300

2.13.1 Designation: 26R
2.13.2 Takeoff run available: 12300
2.13.3 Takeoff distance available: 12300
2.13.4 Accelerate-stop distance available: 12300
2.13.5 Landing distance available: 12300

2.13.1 Designation: 08R
2.13.2 Takeoff run available: 12000
2.13.3 Takeoff distance available: 12000
2.13.4 Accelerate-stop distance available: 12000

2.13.5 Landing distance available: 12000

2.13.1 Designation: 26L
2.13.2 Takeoff run available: 12000
2.13.3 Takeoff distance available: 12000
2.13.4 Accelerate-stop distance available: 12000
2.13.5 Landing distance available: 12000

2.13.1 Designation: 04R
2.13.2 Takeoff run available: 9000
2.13.3 Takeoff distance available: 9000
2.13.4 Accelerate-stop distance available: 8950
2.13.5 Landing distance available: 8950

2.13.1 Designation: 22L
2.13.2 Takeoff run available: 9000
2.13.3 Takeoff distance available: 9000
2.13.4 Accelerate-stop distance available: 8937
2.13.5 Landing distance available: 8937

2.13.1 Designation: 04L
2.13.2 Takeoff run available: 6952
2.13.3 Takeoff distance available: 6952
2.13.4 Accelerate-stop distance available: 6952
2.13.5 Landing distance available: 6952

2.13.1 Designation: 22R
2.13.2 Takeoff run available: 6952
2.13.3 Takeoff distance available: 6952
2.13.4 Accelerate-stop distance available: 6952
2.13.5 Landing distance available: 6952

AD 2.14 Approach and runway lighting

2.14.1 Designation: 08L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 26R
2.14.4 Visual approach slope indicator system: 4-light PAPI on left
2.14.10 Remarks: Rwy 26R PAPI Unusable Beyond 1.5 Nm From Thr

2.14.1 Designation: 08R
2.14.4 Visual approach slope indicator system: 6-box VASI on left
2.14.10 Remarks: Rwy 08R VASI Upper GA 3.25 Degrees Threshold Crossing Height 96 Ft; Lower GA 3.00

Degrees Threshold Crossing Height 52 Ft.

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.14.1 Designation: 26L

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.18.1 Service designation: LCL/S
2.18.3 Service designation: 123.9 MHz

2.14.10 Remarks: Rwy 26L PAPI Aligned 05 Degrees L
Of Rwy Centerline . Rwy 26L PAPI Unusable Beyond
5 Degrees R Of Rwy Centerline .

2.18.1 Service designation: DEP/P CLASS B
2.18.3 Service designation: 124.8 MHz

2.14.1 Designation: 04R

2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 127.9 MHz
2.18.4 Hours of operation: 24

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.18.1 Service designation: PTD
2.18.3 Service designation: 133.6 MHz

2.14.1 Designation: 22L

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.18.1 Service designation: HICKAM ADVSY RAMP
2.18.3 Service designation: 133.6 MHz

2.14.10 Remarks: Rwy 22L PAPI Unusable Beyond 2
Nm.

2.18.1 Service designation: CP
2.18.3 Service designation: 141.8 MHz

2.14.1 Designation: 04L

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 118.1 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 257.8 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 118.3 MHz

2.18.1 Service designation: DEP/P
2.18.3 Service designation: 269 MHz

2.18.1 Service designation: APCH/P

2.18.3 Service designation: 118.3 MHz

2.18.1 Service designation: APCH/P
2.18.3 Service designation: 269 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 119.1 MHz

2.18.1 Service designation: CD
2.18.3 Service designation: 281.4 MHz

2.18.1 Service designation: AS ASGND

2.18.3 Service designation: 120.9 MHz

2.18.1 Service designation: AS ASGND
2.18.3 Service designation: 285.4 MHz

2.18.1 Service designation: CD

2.18.3 Service designation: 121.4 MHz

2.18.1 Service designation: ANG-OPNS
2.18.3 Service designation: 293.7 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: SAC-OPNS
2.18.3 Service designation: 311 MHz

2.18.1 Service designation: HONOLULU RAMP AD-
VISORY

2.18.3 Service designation: 121.8 MHz

2.18.1 Service designation: DEP/P CLASS B
2.18.3 Service designation: 317.6 MHz

2.18.1 Service designation: APCH/P DEP/P
2.18.3 Service designation: 338.2 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: PTD
2.18.3 Service designation: 372.2 MHz

2.18.1 Service designation: COMD POST
2.18.3 Service designation: 292.5 MHz

2.18.1 Service designation: SHAKA OPS
2.18.3 Service designation: 125.3 MHz

2.18.1 Service designation: SHAKA OPS
2.18.3 Service designation: 349.4 MHz

2.18.1 Service designation: HICKAM RAMP ADVIS-
ORY
2.18.3 Service designation: 234.8 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 251.15 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 239.05 MHz

2.18.1 Service designation: LCL/S
2.18.3 Service designation: 273.575 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 08L. Magnetic
variation: 11E
2.19.2 ILS identification: HNL
2.19.5 Coordinates: 21-19-30.88N / 157-54-14.86W
2.19.6 Site elevation: 5 ft

2.19.1 ILS type: Glide Slope for runway 08L. Magnetic
variation: 11E
2.19.2 ILS identification: HNL
2.19.5 Coordinates: 21-19-26.68N / 157-56-22.59W
2.19.6 Site elevation: 7 ft
2.19.1 ILS type: Middle Marker for runway 08L. Mag-
netic variation: 11E
2.19.2 ILS identification: HNL

2.19.5 Coordinates: 21-19-31.00N / 157-57-10.30W
2.19.6 Site elevation:

2.19.1 ILS type: Outer Marker for runway 08L. Magnet-
ic variation: 11E

2.19.2 ILS identification: HNL
2.19.5 Coordinates: 21-19-29.70N / 158-02-55.90W
2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 26L. Magnetic vari-
ation: 11E

2.19.2 ILS identification: EPC
2.19.5 Coordinates: 21-19-36.96N / 157-54-25.90W
2.19.6 Site elevation: 21 ft

2.19.1 ILS type: Localizer for runway 26L. Magnetic
variation: 11E

2.19.2 ILS identification: EPC
2.19.5 Coordinates: 21-19-35.07N / 157-54-28.29W
2.19.6 Site elevation: 6.7 ft

2.19.1 ILS type: Localizer for runway 04R. Magnetic
variation: 11E

2.19.2 ILS identification: IUM
2.19.5 Coordinates: 21-19-49.82N / 157-54-13.05W
2.19.6 Site elevation: 5.3 ft

2.19.1 ILS type: DME for runway 04R. Magnetic vari-
ation: 11E

2.19.2 ILS identification: IUM
2.19.5 Coordinates: 21-19-47.86N / 157-54-11.08W
2.19.6 Site elevation: 20 ft

2.19.1 ILS type: Glide Slope for runway 04R. Magnetic
variation: 11E

2.19.2 ILS identification: IUM
2.19.5 Coordinates: 21-18-53.99N / 157-55-26.90W
2.19.6 Site elevation: 5.9 ft

2.19.1 ILS type: Middle Marker for runway 04R. Mag-
netic variation: 11E

2.19.2 ILS identification: IUM
2.19.5 Coordinates: 21-18-33.00N / 157-55-59.70W
2.19.6 Site elevation: 4 ft

General Remarks:

REMAIN AT LEAST 1 MILE OFF SHORE OF WAIKIKI DIAMOND HEAD KOKO HEAD & EWA BEACH. ARR
RUNWAY 08L; FLY ILS APPROACH PROC OR A CLOSE-IN BASE LEG REMAINING OVER CENTER OF PEARL
HARBOR CHANNEL. ARR 26L/R; RNM AT TRAFFIC PATTERN ALTITUDES AS LONG AS POSSIBLE BEFORE
BEGINNING DESCENT FOR LANDING.

RUNWAY 04R/22L DC10 450000+; L-1011 450000+; RUNWAY 04L/22R DC10 450000; L-1011 450000+; RUNWAY

08L/26R DC10 400000; L-1011 410000; RUNWAY 08R/26L DC10 415000; L-1011 400000.

PRIOR PERMISSION REQUIRED FROM AIRPORT MANAGER FOR TRANSPORTATION OF CLASS A OR B EXPLOSIVES IN AND/OR OUT OF HNL.

DUE TO NON-VISIBILITY TOWER UNABLE TO DETERMINE IF THE FOLLOWING AREAS ARE CLEAR OF OBSTRUCTIONS AND/OR TRAFFIC: PORTIONS OF TAXIWAY RB BETWEEN TAXIWAY B & RUNWAY 08R; PORTIONS OF INTER-ISLAND AIRCRAFT PARKING RAMP.

MILITARY: PRIOR PERMISSION REQUIRED ALL AIRCRAFT UNITS PLANNING TO STAGE OPERATIONS FROM HICKAM AFB MUST CONTACT 15 OSS/OSX DSN 315-449-1596/1597 AT LEAST 60 DAYS PRIOR TO ARRIVAL.

PERSONNEL AND EQUIPMENT WORKING 600-1300 FT EAST RUNWAY 22L & 22R THRESHOLD, 0700-1530 MON-FRI.

DUE TO LOCATION OF ATCT, CONTROLLERS UNABLE TO DETERMINE WHETHER AIRCRAFT ARE ON CORRECT FINAL APPROACH TO RUNWAYS 04L-04R AND 22L-22R.

TAXIWAYS G AND L BETWEEN TAXIWAY A AND INTER-ISLAND RAMP CLOSED TO WIDE-BODIED AND 4-ENGINE TURBO-JET AIRCRAFT UNDER POWER WITHOUT PRIOR PERMISSION FROM AIRPORT OPERATIONS MANAGER (808) 836-6428 MON-FRI 0745-1630.

RUNWAYS CLOSED 1730-1930 EVERY MONTH AS FOLLOWS; RUNWAY 04R/22L FIRST TUE; RUNWAY 08R/26L SECOND TUE; AND RUNWAY 08L/26R THIRD TUE.

CAUTION: DURING PERIODS OF REPEATED PRECIPITATION ANTICIPATE WET RUNWAY CONDITIONS, IF CURRENT CONDITIONS REQUIRE CONFIRMATION CONTACT HONOLULU TOWER ON INITIAL CONTACT.

CAUTION: RECREATIONAL BOATING ACTIVITIES ON AND IN THE VICINITY OF WATERWAYS.

MILITARY: ALL AIRCRAFT INBOUND TO HICKAM SHOULD ADDRESS FLIGHT PLAN TO PHIK.

MILITARY: ALL MILITARY AIRCRAFT WITH VIP CODE 7 OR ABOVE CONTACT 15WG COMMAND POST OR RELAY THRU HF/SSB AIRWAY 1 HR OUT TO CONFIRM BLOCKTIME.

TRAFFIC PATTERN OVERHEAD ALTITUDE 2000 FT, RESTRICTED TO HIANG AIRCRAFT.

MILITARY: ALL MILITARY AIRCRAFT REQUIRE CUSTOMS/AGRICULTURE/IMIGRATION INSPECTION MUST CONTACT 15WG COMMAND POST OR IF AIR MOBILITY COMMAND CONTACT HICKAM AMCC, NOT LATER THAN 3 HRS PRIOR TO ARR WITH DEPARTURE LOCATION, ESTIMATE BLOCK TIME, NR OF AIRCREW, CIV/MIL PASSENGER, FOREIGN NATIONALS, AND DV CODES.*

RUNWAYS 04W/22W AND 08W/26W RECREATIONAL BOATING ACTIVITIES ON AND IN THE VICINITY OF WATERWAYS.

BIRD STRIKE HAZARD ALL RUNWAYS.

MILITARY ARRESTING GEAR: HOOK MB100(B) LOCATED 200 FT FROM THRESHOLD RUNWAY 26R.

MILITARY: TO MINIMIZE FOREIGN OBJECT DAMAGE POTENTIAL, ALL AIRCRAFT SHOULD USE MINIMUM THRUST, ESPECIALLY OUTBOARD ENGINES, WHEN TAXIING PAST THE F-22 ALERT FACILITY ON TAXIWAY T.

MILITARY CAUTION: FOREIGN OBJECT DAMAGE HAZARD EXISTS ON ALL MOVEMENT AREAS E OF TAXIWAY S. FIGHTER AIRCRAFT EXERCISE EXTREME CAUTION WHEN TAXIING.

MILITARY CAUTION: A FOREIGN OBJECT DAMAGE HAZARD EXISTS ON ALL TAXIWAYS AND RUNWAYS BUT ESPECIALLY ON RUNWAY 4L/22R AND TAXIWAYS NORTH OF RUNWAY 8L/26R.

MILITARY CAUTION: NO F-16 TRANSIENT SUPPORT AVAILABLE IN ACCORDANCE WITH AREA CONTROL CENTER LSET FLASH SAFETY 06-02. TRANSIENT F-16 UNITS SHOULD PROVIDE THEIR OWN MAINTENANCE SUPPORT.

MILITARY RESTRICTED: ALL TRANSIENT AIRCRAFT, NOT ON AN AIR MOBILITY COMMAND MSN, WILL PROVIDE A 2-3 HR OUT CALL, AS WELL AS 20-30 MIN OUT CALL ON 292.5 TO THE 15 AW/CP (KOA CONTROL). UPON ARRIVAL, CREWS WILL PROCEED DIRECTLY TO COMMAND POST (BLDG 2050) AND COMPLETE AN OUTBOUND SETUP SHEET TO FACILITATE DEPARTURE REQUIREMENTS.

MILITARY/COMMUNICATIONS: BEDTIME (ALL CORONET W TANKERS USE 311.0 FOR TANKER-FIGHTER INTER-PLANE ON LAUNCH DAY. AFTER DUTY HR DSN 448-8888 613AOC/AMD, FLIGHT MGMT).

MILITARY MISC (1 OF 2): HICKAM BASE WX STATION OPEN MON-FRI 1400Z-0800Z; CLOSED WEEKENDS/HOL EXCEPT DUR LOCAL FLYING, AS MANNING PERMITS.

MILITARY MISC (2 OF 2 CONT'D): LIMITED WX BRIEF SUPPORT.REMOTE FLIGHT WX BRIEFINGS CONTACT 17TH WX SQUALL CONTINUOUS 24-HOUR SERVICE, DSN 315-449-7950/8333, FAX DSN 315-449-8336; 2 HR PRIOR NOTICE REQUIRE FOR TIMELY BRIEF.OFFICIAL OBSN TAKEN BY FAA. COOPERATIVE WX WATCH PROCEDURES DO NOT EXIST BETWEEN WX AND ATC.

MILITARY MISC: NO COMSEC MATERIAL AVAILABLE THRU HICKAM AIRFIELD OPERATIONS. TRANSIENT AIRCREWS SHOULD PLAN TO ARR WITH APPROPRIATE AMOUNT OF COMSEC TO COMPLETE ENTIRE MSN.

MILITARY REMARKS: SEE FLIGHT INFORMATION PUBLICATION AP/3 SUPPLEMENTARY AIRPORT INFORMATION, ROUTE AND AREA RESTRICTED, AND OAKLAND FIR FLIGHT HAZARD.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

MILITARY CAUTION: USE CAUTION FOR OBST 76FT FR TAXIWAY M CENTERLINE ON OCEANSIDE, APPROXIMATELY 200 FT FR PARK APRON.

MILITARY MISC: AIRFIELD OPERATIONS DSN 449-0046/0048 FAX DSN 449-7624.

MILITARY RESTRICTED: WIDE BODY AND 4 ENGINE TURBO-JETS LANDING ON RUNWAY 04R ROLL TO END OF RUNWAY, NO LEFT TURN AT TAXIWAY K WITHOUT TOWER APPROVAL. TAXIWAY K NOT A HIGH SPEED EXIT TAXIWAY. TAXIWAY RA HOLD SHORT APPROACH ZONE RUNWAY 04L/R AT HOLD LINE. TAXIWAY P CLOSED TO AIRCRAFT OVER 12,500 LB.

MILITARY SERVICE-A-GEAR: RUNWAY 4R/22L AND 8R/26L SURFACE GROOVED WITHIN 10 FT OF A-G SYSTEM. POTENTIAL FOR FIGHTER AIRCRAFT TAIL HOOK SKIP EXISTS.

MILITARY MISC 1 OF 2: DUE TO SENSITIVITIES OF CITIZENS, FIGHTER AIRCRAFT AND WATER-AUGMENTED AIRCRAFT DEP ONLY AUTHORIZED FR 1700-0700Z MON-SAT, AND 1800-0700Z SUN AND HOLIDAY. ALL REQ FOR WAIVERS WILL BE SENT TO THE 15/OG/CC AT LEAST 5 WORKING DAYS IN ADVANCE.

MILITARY MISC 2 OF 2: WAIVERS WILL BE GRANTED ON EXTREME NECESSARY. IF SHORT NOTICE MSN ESSENTIAL WAIVERS ARE NECESSARY, CONTACT 15OG/CC BY TELEPHONE THRU 15 WG COMMAND POST(15 WG/CP). 15 WG COMMAND POST WILL PASS APPROVAL TO HICKAM FLIGHT SERVICE AND ICKAM RAMP ADVISORY.

MILITARY TRANSIENT ALERT: 15 WG CAN PROVIDE EQUIPMENT BUT CREWS MUST PROVIDE OWN PERS

WHEN NEEDED.

MILITARY RESTRICTED: JBPH-H IS PRIOR PERMISSION REQUIRED TO ALL NON-AMC AIRCRAFT AND AIR MOBILITY COMMAND TRAINING MSN (QEN KEN PEN AEN), AND AIR MOBILITY COMMAND C130'S.

MILITARY RESTRICTED 1 OF 2: ALL TRANSIENT AIRCRAFT NOT ON AN AMC/TWCF MSN AND HOME STATION AIRCRAFT TERMINATING AT JBPH-H, WILL PROVIDE A 3 HR OUT CALL (COMM 808-448-6900) AS WELL AS A 20-30 MIN OUT CALL ON 292.5 TO THE 15 WG/CP (KOA CONTROL).

MILITARY RESTRICTED 2 OF 2: ALL TRANSIENT AIRCRAFT, NOT ON AIR MOBILITY COMMAND MSN, WILL PROVIDE 2-3 HR OUT CALL, AS WELL AS 20-30 MIN OUT CALL ON 292.5 TO 15 WG/CP (KOA CONTROL).

MILITARY RESTRICTED: MILITARY AIRCRAFT OPR DUR BIRD WATCH CONDITION MODERATE (INITIAL TAKE-OFF OR FULL STOP LANDING ONLY, NO MULTIPLE IFR/VFR APCH) AND SEVERE (TKOF AND LANDING PROH WO 15 OG/CC APPROVAL OR 154 OG/CC APPROVAL FOR HIANG ACFT) CONTACT HIK RAMP, PILOT TO DISPATCH, 15 WG COMMAND POST, 735 AIR MOBILITY COMMAND COMMAND POST, 154 WG COMMAND POST FOR CURRENT CONDITION.

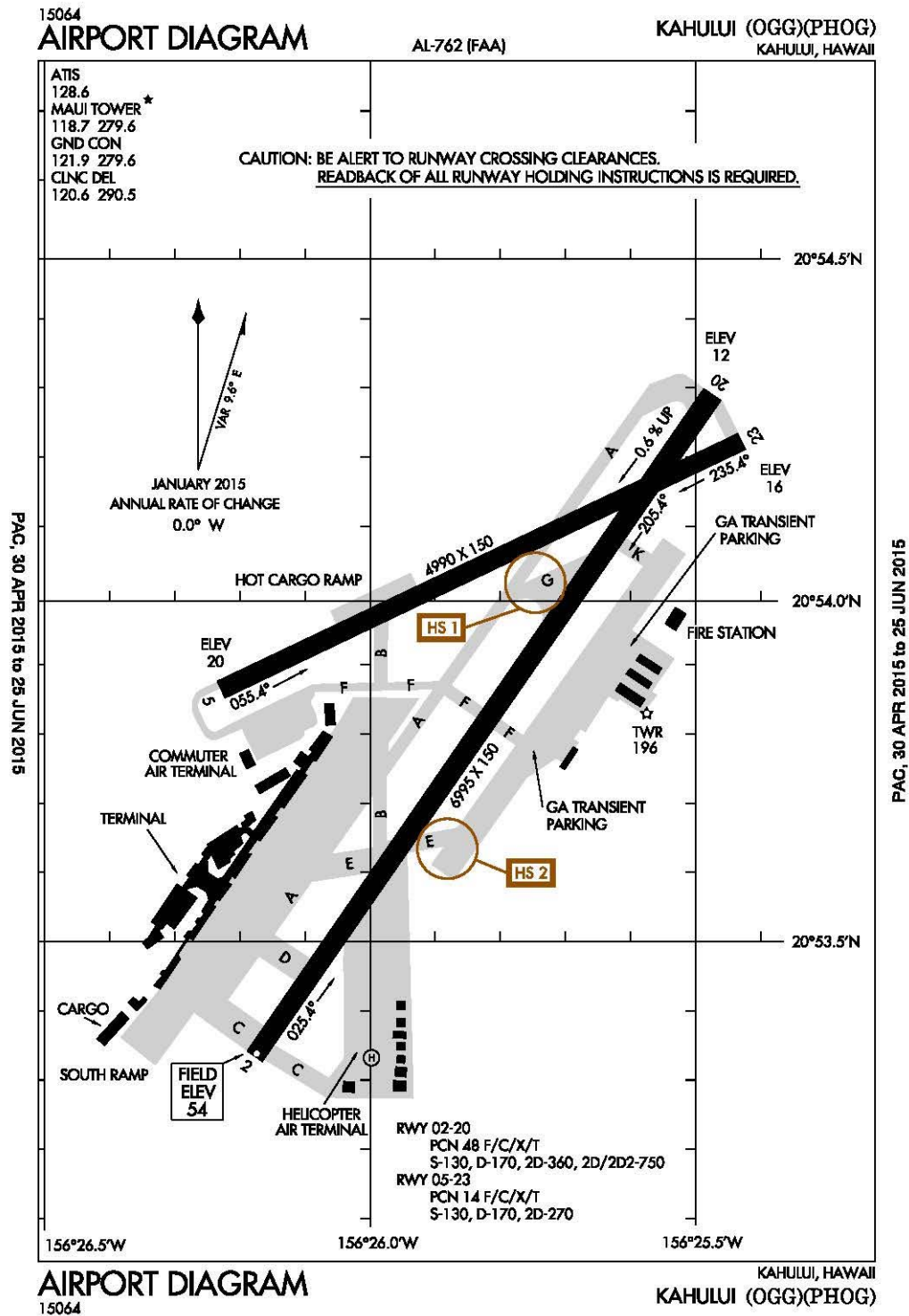
ALL JET AIRCRAFT CONTACT RAMP CONTROL PRIOR TO ENGINE START AT GATE OR HARD STAND.

CRANE 290 FT AGL APPROX 2,600 FT NORTH RUNWAY 08L, 2,500 FT WEST INTERMITTENT ISLAND TERMINAL 0630 - 1730 DAILY.

MILITARY CAUTION: TAXIWAY M UNLIGHTED BETWEEN M COMBAT AIRCRAFT PARKING APRON (CAPA) AND F22 APRON.

TAXIWAY K NOT A HIGH SPEED EXIT TAXIWAY. WIDE BODY AND 4 ENGINE TURBOJETS LANDING ON RUNWAY 04R ROLL TO END OF RUNWAY, NO LEFT TURN AT TAXIWAY K WO APPROVAL.

Kahului, Hawaii
Kahului
ICAO Identifier PHOG



Kahului, HI
Kahului
ICAO Identifier PHOG

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 20-53-55.14N / 156-25-49.65W
2.2.2 From City: 3 Miles E Of Kahului, HI
2.2.3 Elevation: 54 ft
2.2.5 Magnetic variation: 11E (1990)
2.2.6 Airport Contact: Marvin Moniz
1 KAHULUI AIRPORT ROAD, UNIT 5
Kahului, HI 96732 (808-872-3808)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: No
2.4.6 Repair facilities: Minor

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
D certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 02
2.10.1.b Type of obstacle: Stack (198 ft). Lighted
2.10.1.c Location of obstacle: 500 ft from Centerline

2.10.1.a. Runway designation: 20
2.10.1.b Type of obstacle: Bldg (5 ft). Marked
2.10.1.c Location of obstacle: 250 ft from Centerline

2.10.1.a. Runway designation: 05
2.10.1.b Type of obstacle: Trees (31 ft). Not Lighted or Marked

2.10.1.a. Runway designation: 23
2.10.1.b Type of obstacle: Pole (35 ft). Not Lighted or Marked

AD 2.12 Runway physical characteristics

2.12.1 Designation: 02
2.12.2 True Bearing: 35
2.12.3 Dimensions: 6995 ft x 150 ft
2.12.4 PCN: 48 F/C/X/T

2.12.5 Coordinates: 20-53-20.90N / 156-26-10.75W
2.12.6 Threshold elevation: 54 ft
2.12.6 Touchdown zone elevation: 54 ft

2.12.1 Designation: 20
2.12.2 True Bearing: 215
2.12.3 Dimensions: 6995 ft x 150 ft
2.12.4 PCN: 48 F/C/X/T
2.12.5 Coordinates: 20-54-17.71N / 156-25-28.47W
2.12.6 Threshold elevation: 12 ft
2.12.6 Touchdown zone elevation: 25 ft

2.12.1 Designation: 05
2.12.2 True Bearing: 65
2.12.3 Dimensions: 4990 ft x 150 ft
2.12.4 PCN: 14 F/C/X/T
2.12.5 Coordinates: 20-53-52.88N / 156-26-13.56W
2.12.6 Threshold elevation: 20 ft
2.12.6 Touchdown zone elevation: 20 ft

2.12.1 Designation: 23
2.12.2 True Bearing: 245
2.12.3 Dimensions: 4990 ft x 150 ft
2.12.4 PCN: 14 F/C/X/T
2.12.5 Coordinates: 20-54-13.75N / 156-25-25.85W
2.12.6 Threshold elevation: 16 ft
2.12.6 Touchdown zone elevation: 17 ft

2.12.1 Designation: H1
2.12.3 Dimensions: 125 ft x 125 ft

AD 2.14 Approach and runway lighting

2.14.1 Designation: 02
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-box VASI on left

2.14.1 Designation: 20
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 05
2.14.4 Visual approach slope indicator system: 4-box VASI on left
2.14.10 Remarks: VASI Unusable Beyond 4 Nm From Threshold Due To Rapidly Rising Terrain.

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.7 MHz

IC
2.18.3 Service designation: 322.4 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
IC
2.18.3 Service designation: 119.5 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
IC
2.18.3 Service designation: 225.4 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
IC
2.18.3 Service designation: 120.2 MHz

AD 2.19 Radio navigation and landing aids
2.19.1 ILS type: Localizer for runway 02. Magnetic variation: 11E
2.19.2 ILS identification: OGG
2.19.5 Coordinates: 20-54-22.18N / 156-25-25.15W
2.19.6 Site elevation: 7 ft

2.18.1 Service designation: CD
2.18.3 Service designation: 120.6 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.19.1 ILS type: Glide Slope for runway 02. Magnetic variation: 11E
2.19.2 ILS identification: OGG
2.19.5 Coordinates: 20-53-29.55N / 156-25-59.23W
2.19.6 Site elevation: 48 ft

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: ATIS
2.18.3 Service designation: 128.6 MHz
2.18.4 Hours of operation: 24

2.19.1 ILS type: Middle Marker for runway 02. Magnetic variation: 11E
2.19.2 ILS identification: OGG
2.19.5 Coordinates: 20-52-59.70N / 156-26-26.50W
2.19.6 Site elevation: 66 ft

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 279.6 MHz

2.19.1 ILS type: Outer Marker for runway 02. Magnetic variation: 11E
2.19.2 ILS identification: OGG
2.19.5 Coordinates: 20-48-13.30N / 156-29-59.30W
2.19.6 Site elevation: 39 ft

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 279.6 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 290.5 MHz

2.19.1 ILS type: DME for runway 02. Magnetic variation: 11E
2.19.2 ILS identification: OGG
2.19.5 Coordinates: 20-54-18.74N / 156-25-23.97W
2.19.6 Site elevation: 9 ft

2.18.1 Service designation: APCH/P DEP/P CLASS C

General Remarks:

570' LIGHTED TOWER APPROXIMATE 3 MI. W.

24 HRS PRIOR PERMISSION REQUIRED FOR DIVISION 1.1,1.2,1.3 EXPLOSIVES AND 4 HRS PRIOR PERMISSION REQUIRED FOR OTHER HAZARDOUS CARGO IN/OUT OF AIRPORT; CONTACT (808) 872-3830 0745-1630 OTHER TIMES (808) 872-3888.

RAMP AREA E SIDE RUNWAY 02 UNDER STATE AUTHORITY. FAA NOT RESPONSIBLE FOR DIRECTION & CONTROL GROUND TRAFFIC IN AREA.

MIGRATORY BIRD ACTIVITY BELOW 1500 FT WITHIN 5 NAUTICAL MILE RADIUS OF AIRPORT DURING AUG-MAY.

MILITARY HELICOPTER OPERATIONS RESTRICTED TO HAZMAT AREA N OF RUNWAY 05/23.

COMMUTER TERMINAL RAMP RESTRICTED TO AIRCRAFT 140000 LBS OR LESS.

AREA E OF APPROACH END RUNWAY 02 DESIGNATED AS HELICOPTER OPER AREA. NO FIXED WING AIRCRAFT MAY OPER ON HELIPAD DURING OPERATIONAL HRS SR-SS.

PRIOR PERMISSION REQUIRED FOR FIXED WING AIRCRAFT OPERATIONS ON HELIPAD DURING NON-OPERATIONAL HRS CALL (808) 872-3880 5:15A-10:00P.

ACCESS TO HELIPAD FROM TAXIWAY C ONLY.

DUE TO NONVISIBILITY ATCT UNABLE TO DETERMINE IF FOLLOWING AREA IS CLEAR OF OBSTRUCTIONS AND/OR TRAFFIC: PORTION OF TAXIWAY F BETWEEN THE COMMUTER AIR TERMINAL & APPROACH END RUNWAY 05.

DUE TO NONVISIBILITY ATCT UNABLE TO PROVIDE ATC SERVICE BETWEEN AIRCRAFT & GROUND VEHICLES ON THE COMMUTER AIR TERMINAL S OF TAXIWAY F AND THE HELICOPTER AIR TERMINAL E OF APPROACH END RUNWAY 02.

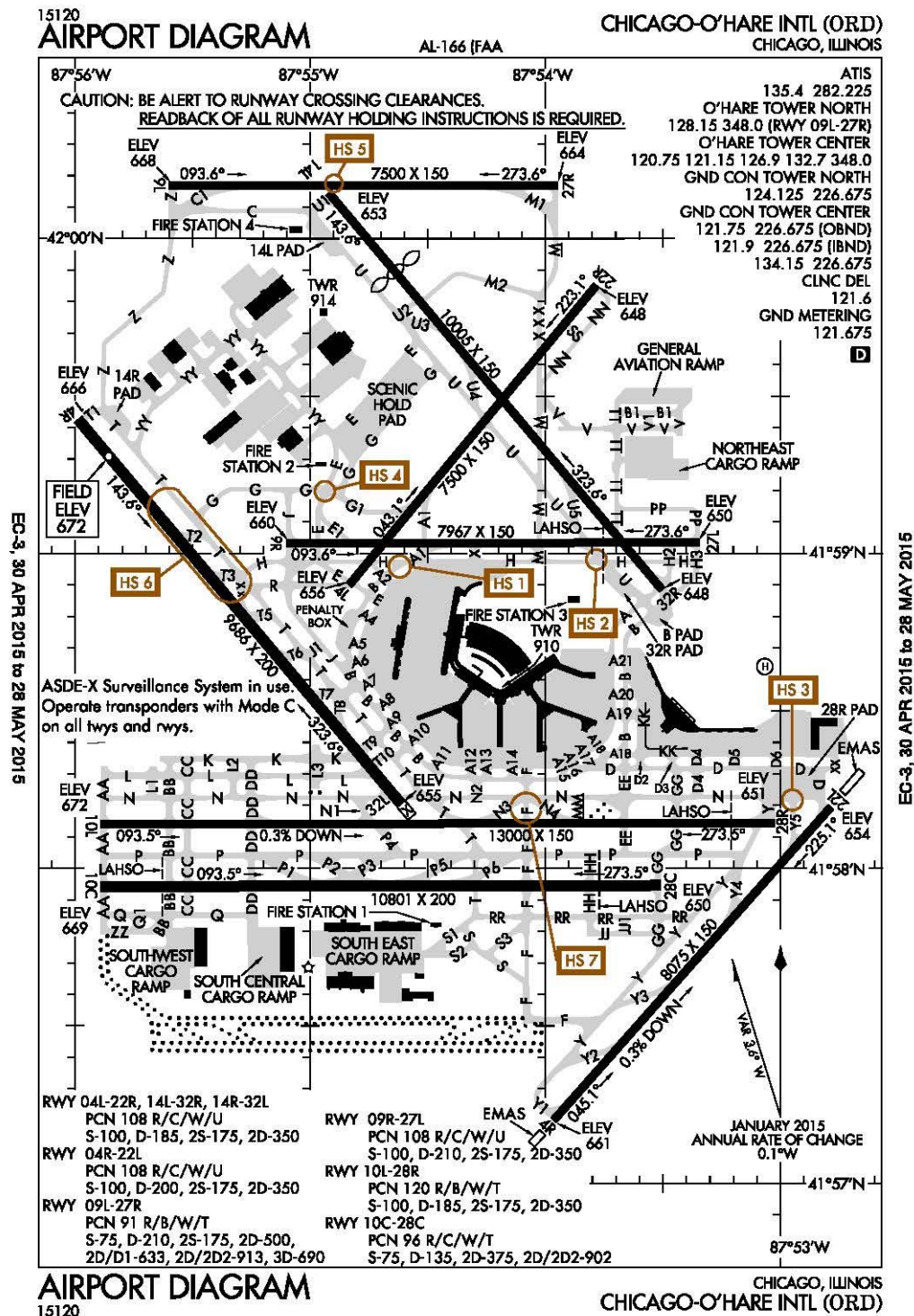
TRANSIENT PARKING LOCATED ON NE SECTION OF E RAMP.

RUNWAY 02/20 SINGLE-BELLY TWIN TANDEM (SBTT) GROSS WEIGHT 460,000 LBS.

TAXIWAY G CLOSED TO AIRCRAFT OVER 30,000 LBS.

AIRCRAFT OVER 30,000 LB LANDING RUNWAY 02/20 UNABLE TO TURN OFF ONTO TAXIWAYS F, G, OR RUNWAY 05/23 DUE PAVEMENT CONDITION.

Chicago, Illinois
Chicago-O'Hare International
ICAO Identifier KORD



Chicago, IL
Chicago O'Hare Intl
ICAO Identifier KORD

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 41-58-45.60N / 87-54-26.60W
2.2.2 From City: 14 Miles NW Of Chicago, IL
2.2.3 Elevation: 672.1 ft
2.2.5 Magnetic variation: 3W (2010)
2.2.7 Traffic: IFR/VFR
2.2.8 Remarks: And Du Page Co.

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: No
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
E certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 32R
2.10.1.b Type of obstacle: Pole (43 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 725 ft from Centerline

2.10.1.a. Runway designation: 14R
2.10.1.b Type of obstacle: Pole (51 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 770 ft from Centerline

2.10.1.a. Runway designation: 09L
2.10.1.b Type of obstacle: Ant (743 ft). Marked and Lighted
2.10.1.c Location of obstacle: 4443 ft from Centerline

2.10.1.a. Runway designation: 27R
2.10.1.b Type of obstacle: Ant (87 ft). Marked and Lighted
2.10.1.c Location of obstacle: 118 ft from Centerline

2.10.1.a. Runway designation: 22L
2.10.1.b Type of obstacle: Ant (109 ft). Not Lighted or Marked

2.10.1.c Location of obstacle: 545 ft from Centerline

2.10.1.a. Runway designation: 10L
2.10.1.b Type of obstacle: Tree (68 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 770 ft from Centerline

2.10.1.a. Runway designation: 28R
2.10.1.b Type of obstacle: Sign (56 ft). Lighted
2.10.1.c Location of obstacle: 723 ft from Centerline

2.10.1.a. Runway designation: 04L
2.10.1.b Type of obstacle: Pole (29 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 411 ft from Centerline

2.10.1.a. Runway designation: 27L
2.10.1.b Type of obstacle: Rr (34 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 44 ft from Centerline

2.10.1.a. Runway designation: 10C
2.10.1.b Type of obstacle: Pole (48 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 759 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 14L
2.12.2 True Bearing: 140
2.12.3 Dimensions: 10005 ft x 150 ft
2.12.4 PCN: 108 R/C/W/U
2.12.5 Coordinates: 42-00-00.00N / 87-54-55.33W
2.12.6 Threshold elevation: 653 ft
2.12.6 Touchdown zone elevation: 653 ft

2.12.1 Designation: 32R
2.12.2 True Bearing: 320
2.12.3 Dimensions: 10005 ft x 150 ft
2.12.4 PCN: 108 R/C/W/U
2.12.5 Coordinates: 41-58-53.06N / 87-53-30.17W
2.12.6 Threshold elevation: 648 ft
2.12.6 Touchdown zone elevation: 653 ft

2.12.1 Designation: 14R
2.12.2 True Bearing: 140
2.12.3 Dimensions: 9686 ft x 200 ft
2.12.4 PCN: 108 R/C/W/U
2.12.5 Coordinates: 41-59-25.57N / 87-55-59.30W
2.12.6 Threshold elevation: 666 ft
2.12.6 Touchdown zone elevation: 668 ft

2.12.1 Designation: 32L
 2.12.2 True Bearing: 320
 2.12.3 Dimensions: 9686 ft x 200 ft
 2.12.4 PCN: 108 R/C/W/U
 2.12.5 Coordinates: 41-58-12.30N / 87-54-36.83W
 2.12.6 Threshold elevation: 655 ft
 2.12.6 Touchdown zone elevation: 659 ft

2.12.1 Designation: 09L
 2.12.2 True Bearing: 90
 2.12.3 Dimensions: 7500 ft x 150 ft
 2.12.4 PCN: 91 R/B/W/T
 2.12.5 Coordinates: 42-00-10.20N / 87-55-36.03W
 2.12.6 Threshold elevation: 668 ft
 2.12.6 Touchdown zone elevation: 668 ft
 2.12.7 Slope: 0.1DOWN

2.12.1 Designation: 27R
 2.12.2 True Bearing: 270
 2.12.3 Dimensions: 7500 ft x 150 ft
 2.12.4 PCN: 91 R/B/W/T
 2.12.5 Coordinates: 42-00-10.19N / 87-53-56.70W
 2.12.6 Threshold elevation: 664 ft
 2.12.6 Touchdown zone elevation: 664 ft
 2.12.7 Slope: 0.1UP

2.12.1 Designation: H1
 2.12.3 Dimensions: 200 ft x 100 ft
 2.12.1 Designation: 10L
 2.12.2 True Bearing: 90
 2.12.3 Dimensions: 13000 ft x 150 ft
 2.12.4 PCN: 120 R/B/W/T
 2.12.5 Coordinates: 41-58-00.00N / 87-55-53.51W
 2.12.6 Threshold elevation: 672 ft
 2.12.6 Touchdown zone elevation: 672 ft

2.12.1 Designation: 28R
 2.12.2 True Bearing: 270
 2.12.3 Dimensions: 13000 ft x 150 ft
 2.12.4 PCN: 120 R/B/W/T
 2.12.5 Coordinates: 41-58-00.00N / 87-53-00.00W
 2.12.6 Threshold elevation: 651 ft
 2.12.6 Touchdown zone elevation: 651 ft

2.12.1 Designation: 04L
 2.12.2 True Bearing: 39
 2.12.3 Dimensions: 7500 ft x 150 ft
 2.12.4 PCN: 108 R/C/W/U
 2.12.5 Coordinates: 41-58-53.96N / 87-54-50.10W
 2.12.6 Threshold elevation: 656 ft
 2.12.6 Touchdown zone elevation: 658 ft

2.12.1 Designation: 22R
 2.12.2 True Bearing: 219
 2.12.3 Dimensions: 7500 ft x 150 ft
 2.12.4 PCN: 108 R/C/W/U
 2.12.5 Coordinates: 41-59-51.13N / 87-53-46.94W
 2.12.6 Threshold elevation: 648 ft
 2.12.6 Touchdown zone elevation: 652 ft

2.12.1 Designation: 04R
 2.12.2 True Bearing: 42
 2.12.3 Dimensions: 8075 ft x 150 ft
 2.12.4 PCN: 108 R/C/W/U
 2.12.5 Coordinates: 41-57-11.98N / 87-53-57.91W
 2.12.6 Threshold elevation: 661 ft
 2.12.6 Touchdown zone elevation: 661 ft

2.12.1 Designation: 22L
 2.12.2 True Bearing: 222
 2.12.3 Dimensions: 8075 ft x 150 ft
 2.12.4 PCN: 108 R/C/W/U
 2.12.5 Coordinates: 41-58-11.72N / 87-52-47.08W
 2.12.6 Threshold elevation: 654 ft
 2.12.6 Touchdown zone elevation: 654 ft

2.12.1 Designation: 09R
 2.12.2 True Bearing: 90
 2.12.3 Dimensions: 7967 ft x 150 ft
 2.12.4 PCN: 108 R/C/W/U
 2.12.5 Coordinates: 41-59-00.00N / 87-55-00.00W
 2.12.6 Threshold elevation: 660 ft
 2.12.6 Touchdown zone elevation: 660 ft

2.12.1 Designation: 27L
 2.12.2 True Bearing: 270
 2.12.3 Dimensions: 7967 ft x 150 ft
 2.12.4 PCN: 108 R/C/W/U
 2.12.5 Coordinates: 41-59-00.00N / 87-53-20.58W
 2.12.6 Threshold elevation: 650 ft
 2.12.6 Touchdown zone elevation: 654 ft

2.12.1 Designation: 10C
 2.12.2 True Bearing: 90
 2.12.3 Dimensions: 10801 ft x 200 ft
 2.12.4 PCN: 96 R/C/W/T
 2.12.5 Coordinates: 41-57-56.53N / 87-55-53.48W
 2.12.6 Threshold elevation: 669 ft
 2.12.6 Touchdown zone elevation: 669 ft

2.12.1 Designation: 28C
 2.12.2 True Bearing: 270
 2.12.3 Dimensions: 10801 ft x 200 ft

2.12.4 PCN: 96 R/C/W/T
2.12.5 Coordinates: 41-57-56.76N / 87-53-30.52W
2.12.6 Threshold elevation: 650 ft
2.12.6 Touchdown zone elevation: 651 ft

AD 2.13 Declared distances

2.13.1 Designation: 14L
2.13.2 Takeoff run available: 10005
2.13.3 Takeoff distance available: 10005
2.13.4 Accelerate-stop distance available: 10005
2.13.5 Landing distance available: 8007

2.13.1 Designation: 32R
2.13.2 Takeoff run available: 10005
2.13.3 Takeoff distance available: 10005
2.13.4 Accelerate-stop distance available: 10005
2.13.5 Landing distance available: 10005

2.13.1 Designation: 14R
2.13.2 Takeoff run available: 9685
2.13.3 Takeoff distance available: 9685
2.13.4 Accelerate-stop distance available: 9662
2.13.5 Landing distance available: 8650

2.13.1 Designation: 32L
2.13.2 Takeoff run available: 9685
2.13.3 Takeoff distance available: 9685
2.13.4 Accelerate-stop distance available: 9685

2.13.1 Designation: 09L
2.13.2 Takeoff run available: 7500
2.13.3 Takeoff distance available: 7500
2.13.4 Accelerate-stop distance available: 7500
2.13.5 Landing distance available: 7500

2.13.1 Designation: 27R
2.13.2 Takeoff run available: 7500
2.13.3 Takeoff distance available: 7500
2.13.4 Accelerate-stop distance available: 7500
2.13.5 Landing distance available: 7500

2.13.1 Designation: 10L
2.13.2 Takeoff run available: 13000
2.13.3 Takeoff distance available: 13000
2.13.4 Accelerate-stop distance available: 13000
2.13.5 Landing distance available: 12246

2.13.1 Designation: 28R
2.13.2 Takeoff run available: 13000
2.13.3 Takeoff distance available: 13000
2.13.4 Accelerate-stop distance available: 13000

2.13.5 Landing distance available: 13000

2.13.1 Designation: 04L
2.13.2 Takeoff run available: 7500
2.13.3 Takeoff distance available: 7500
2.13.4 Accelerate-stop distance available: 7500
2.13.5 Landing distance available: 7500

2.13.1 Designation: 22R
2.13.2 Takeoff run available: 7500
2.13.3 Takeoff distance available: 7500
2.13.4 Accelerate-stop distance available: 7500
2.13.5 Landing distance available: 7500

2.13.1 Designation: 04R
2.13.2 Takeoff run available: 8075
2.13.3 Takeoff distance available: 8075
2.13.4 Accelerate-stop distance available: 8075
2.13.5 Landing distance available: 8075

2.13.1 Designation: 22L
2.13.2 Takeoff run available: 8075
2.13.3 Takeoff distance available: 8075
2.13.4 Accelerate-stop distance available: 8075
2.13.5 Landing distance available: 8075

2.13.1 Designation: 09R
2.13.2 Takeoff run available: 7967
2.13.3 Takeoff distance available: 7967
2.13.4 Accelerate-stop distance available: 7709
2.13.5 Landing distance available: 7709

2.13.1 Designation: 27L
2.13.2 Takeoff run available: 7967
2.13.3 Takeoff distance available: 7967
2.13.4 Accelerate-stop distance available: 7782
2.13.5 Landing distance available: 7782

2.13.1 Designation: 10C
2.13.2 Takeoff run available: 10801
2.13.3 Takeoff distance available: 10801
2.13.4 Accelerate-stop distance available: 10540
2.13.5 Landing distance available: 10540

2.13.1 Designation: 28C
2.13.2 Takeoff run available: 10801
2.13.3 Takeoff distance available: 10801
2.13.4 Accelerate-stop distance available: 10801
2.13.5 Landing distance available: 10801

AD 2.14 Approach and runway lighting

2.14.1 Designation: 14L

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 32R

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.1 Designation: 14R

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 09L

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.1 Designation: 27R

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.1 Designation: 10L

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 28R

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 22R

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.10 Remarks: Vgsi And ILS Glidepath Not Coincid-

ent.

2.14.1 Designation: 04R

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 22L

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 09R

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 27L

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 10C

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 28C

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: CD/S PTC/S

2.18.3 Service designation: 119.25 MHz

2.18.1 Service designation: O'HARE TWR CENTER LCL/P

2.18.3 Service designation: 121.15 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND METERING
2.18.3 Service designation: 121.675 MHz

2.18.1 Service designation: VFR ADV
2.18.3 Service designation: 126.8 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 135.4 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: ALCP
2.18.3 Service designation: 252.1 MHz

2.18.1 Service designation: O'HARE TWR CENTER
LCL/P
2.18.3 Service designation: 126.9 MHz

2.18.1 Service designation: O'HARE TWR CENTER
LCL/P
2.18.3 Service designation: 120.75 MHz

2.18.1 Service designation: O'HARE TWR CENTER
LCL/P
2.18.3 Service designation: 132.7 MHz

2.18.1 Service designation: LCL/S
2.18.3 Service designation: 127.925 MHz

2.18.1 Service designation: CLNC DEL/P
2.18.3 Service designation: 121.6 MHz

2.18.1 Service designation: O'HARE TWR NORTH
GC/P
2.18.3 Service designation: 124.125 MHz

2.18.1 Service designation: O'HARE TWR NORTH
LCL/P
2.18.3 Service designation: 128.15 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 282.225 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: GND CON CENTER (IN-
BOUND)

2.18.3 Service designation: 121.9 MHz
2.18.1 Service designation: GND CON CENTER (OUT-
BOUND)
2.18.3 Service designation: 121.75 MHz

2.18.1 Service designation: O'HARE ALL TWRS GC/P
2.18.3 Service designation: 226.675 MHz

2.18.1 Service designation: O'HARE TWR NORTH
LCL/P
2.18.3 Service designation: 348 MHz

2.18.1 Service designation: O'HARE TWR CENTER
LCL/P
2.18.3 Service designation: 348 MHz

2.18.1 Service designation: GND CON CENTER
2.18.3 Service designation: 134.15 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 14L. Magnetic
variation: 3W

2.19.2 ILS identification: OHA

2.19.5 Coordinates: 41-58-44.36N / 87-53-20.39W

2.19.6 Site elevation: 650.5 ft

2.19.1 ILS type: Glide Slope for runway 14L. Magnetic
variation: 3W

2.19.2 ILS identification: OHA

2.19.5 Coordinates: 41-59-48.18N / 87-54-25.13W

2.19.6 Site elevation: 647.8 ft

2.19.1 ILS type: Middle Marker for runway 14L. Mag-
netic variation: 3W

2.19.2 ILS identification: OHA

2.19.5 Coordinates: 42-00-29.46N / 87-55-18.64W

2.19.6 Site elevation:

2.19.1 ILS type: Outer Marker for runway 14L. Magnet-
ic variation: 3W

2.19.2 ILS identification: OHA

2.19.5 Coordinates: 42-04-00.00N / 87-59-27.18W

2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 14L. Magnetic vari-
ation: 3W

2.19.2 ILS identification: OHA

2.19.5 Coordinates: 41-58-43.19N / 87-53-23.65W

2.19.6 Site elevation: 666.7 ft

2.19.1 ILS type: Inner Marker for runway 14L. Magnetic

variation: 3W
2.19.2 ILS identification: OHA
2.19.5 Coordinates: 42-00-00.00N / 87-54-43.27W
2.19.6 Site elevation: 647.3 ft

2.19.1 ILS type: Glide Slope for runway 32R. Magnetic variation: 3W
2.19.2 ILS identification: IDN
2.19.5 Coordinates: 41-59-00.00N / 87-53-36.78W
2.19.6 Site elevation: 646.2 ft

2.19.1 ILS type: Middle Marker for runway 32R. Magnetic variation: 3W
2.19.2 ILS identification: IDN
2.19.5 Coordinates: 41-58-33.83N / 87-53-00.00W
2.19.6 Site elevation: 645 ft

2.19.1 ILS type: Localizer for runway 32R. Magnetic variation: 3W
2.19.2 ILS identification: IDN
2.19.5 Coordinates: 42-00-17.03N / 87-55-00.00W
2.19.6 Site elevation: 648.8 ft

2.19.1 ILS type: Outer Marker for runway 32R. Magnetic variation: 3W
2.19.2 ILS identification: IDN
2.19.5 Coordinates: 41-54-17.50N / 87-48-24.90W
2.19.6 Site elevation:

2.19.1 ILS type: Inner Marker for runway 32R. Magnetic variation: 3W
2.19.2 ILS identification: IDN
2.19.5 Coordinates: 42-00-16.11N / 87-55-00.00W
2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 14R. Magnetic variation: 3W
2.19.2 ILS identification: ORD
2.19.5 Coordinates: 41-57-37.70N / 87-54-00.00W
2.19.6 Site elevation: 665.4 ft

2.19.1 ILS type: Outer Marker for runway 14R. Magnetic variation: 3W
2.19.2 ILS identification: ORD
2.19.5 Coordinates: 42-03-21.36N / 88-00-28.05W
2.19.6 Site elevation: 693 ft

2.19.1 ILS type: Localizer for runway 14R. Magnetic variation: 3W
2.19.2 ILS identification: ORD
2.19.5 Coordinates: 41-58-00.00N / 87-54-28.47W

2.19.6 Site elevation: 653.3 ft
2.19.1 ILS type: Glide Slope for runway 14R. Magnetic variation: 3W
2.19.2 ILS identification: ORD
2.19.5 Coordinates: 41-59-15.81N / 87-55-55.22W
2.19.6 Site elevation: 662.1 ft

2.19.1 ILS type: Inner Marker for runway 14R. Magnetic variation: 3W
2.19.2 ILS identification: ORD
2.19.5 Coordinates: 41-59-32.73N / 87-56-00.00W
2.19.6 Site elevation: 657.8 ft

2.19.1 ILS type: Middle Marker for runway 14R. Magnetic variation: 3W
2.19.2 ILS identification: ORD
2.19.5 Coordinates: 41-59-46.54N / 87-56-22.90W
2.19.6 Site elevation: 674 ft

2.19.1 ILS type: DME for runway 09L. Magnetic variation: 3W
2.19.2 ILS identification: SAJ
2.19.5 Coordinates: 42-00-14.10N / 87-55-48.23W
2.19.6 Site elevation: 669.5 ft

2.19.1 ILS type: Glide Slope for runway 09L. Magnetic variation: 3W
2.19.2 ILS identification: SAJ
2.19.5 Coordinates: 42-00-14.22N / 87-55-20.67W
2.19.6 Site elevation: 651.3 ft

2.19.1 ILS type: Localizer for runway 09L. Magnetic variation: 3W
2.19.2 ILS identification: SAJ
2.19.5 Coordinates: 42-00-10.19N / 87-53-43.33W
2.19.6 Site elevation: 660.9 ft

2.19.1 ILS type: Inner Marker for runway 09L. Magnetic variation: 3W
2.19.2 ILS identification: SAJ
2.19.5 Coordinates: 42-00-10.19N / 87-55-47.42W
2.19.6 Site elevation: 668.8 ft

2.19.1 ILS type: Localizer for runway 27R. Magnetic variation: 3W
2.19.2 ILS identification: ABU
2.19.5 Coordinates: 42-00-10.19N / 87-55-50.20W
2.19.6 Site elevation: 668.1 ft

2.19.1 ILS type: Glide Slope for runway 27R. Magnetic variation: 3W

2.19.2 ILS identification: ABU
2.19.5 Coordinates: 42-00-14.21N / 87-54-11.74W
2.19.6 Site elevation: 648.4 ft

2.19.1 ILS type: DME for runway 27R. Magnetic variation: 3W

2.19.2 ILS identification: ABU
2.19.5 Coordinates: 42-00-14.10N / 87-55-48.23W
2.19.6 Site elevation: 669.5 ft

2.19.1 ILS type: Inner Marker for runway 27R. Magnetic variation: 3W

2.19.2 ILS identification: ABU
2.19.5 Coordinates: 42-00-00.00N / 87-53-45.30W
2.19.6 Site elevation: 663.1 ft

2.19.1 ILS type: Localizer for runway 10L. Magnetic variation: 3W

2.19.2 ILS identification: MED
2.19.5 Coordinates: 41-58-00.00N / 87-52-39.70W
2.19.6 Site elevation: 644.9 ft

2.19.1 ILS type: Glide Slope for runway 10L. Magnetic variation: 3W

2.19.2 ILS identification: MED
2.19.5 Coordinates: 41-58-00.00N / 87-55-38.77W
2.19.6 Site elevation: 665.3 ft

2.19.1 ILS type: Outer Marker for runway 10L. Magnetic variation: 3W

2.19.2 ILS identification: MED
2.19.5 Coordinates: 41-58-00.00N / 88-01-35.55W
2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 10L. Magnetic variation: 3W

2.19.2 ILS identification: MED
2.19.5 Coordinates: 41-58-00.00N / 87-52-41.68W
2.19.6 Site elevation: 656 ft

2.19.1 ILS type: Middle Marker for runway 10L. Magnetic variation: 3W

2.19.2 ILS identification: MED
2.19.5 Coordinates: 41-58-00.00N / 87-55-52.10W
2.19.6 Site elevation:

2.19.1 ILS type: Glide Slope for runway 28R. Magnetic variation: 3W

2.19.2 ILS identification: TSL
2.19.5 Coordinates: 41-58-00.00N / 87-53-15.05W
2.19.6 Site elevation: 648.2 ft

2.19.1 ILS type: Middle Marker for runway 28R. Magnetic variation: 3W

2.19.2 ILS identification: TSL
2.19.5 Coordinates: 41-58-00.00N / 87-52-23.76W
2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 28R. Magnetic variation: 3W

2.19.2 ILS identification: TSL
2.19.5 Coordinates: 41-58-00.00N / 87-56-00.00W
2.19.6 Site elevation: 679.1 ft

2.19.1 ILS type: DME for runway 28R. Magnetic variation: 3W

2.19.2 ILS identification: TSL
2.19.5 Coordinates: 41-58-00.00N / 87-52-41.68W
2.19.6 Site elevation: 656 ft

2.19.1 ILS type: Outer Marker for runway 28R. Magnetic variation: 3W

2.19.2 ILS identification: TSL
2.19.5 Coordinates: 41-58-00.00N / 87-47-22.63W
2.19.6 Site elevation:

2.19.1 ILS type: Inner Marker for runway 28R. Magnetic variation: 3W

2.19.2 ILS identification: TSL
2.19.5 Coordinates: 41-58-00.00N / 87-52-49.13W
2.19.6 Site elevation: 649 ft

2.19.1 ILS type: Localizer for runway 04L. Magnetic variation: 3W

2.19.2 ILS identification: HNA
2.19.5 Coordinates: 41-59-58.86N / 87-53-38.40W
2.19.6 Site elevation: 644.5 ft

2.19.1 ILS type: Outer Marker for runway 04L. Magnetic variation: 3W

2.19.2 ILS identification: HNA
2.19.5 Coordinates: 41-54-51.77N / 87-59-19.38W
2.19.6 Site elevation: 701.9 ft

2.19.1 ILS type: Localizer for runway 22R. Magnetic variation: 3W

2.19.2 ILS identification: RXZ
2.19.5 Coordinates: 41-58-46.49N / 87-54-58.35W
2.19.6 Site elevation: 655.5 ft

2.19.1 ILS type: Outer Marker for runway 22R. Magnetic variation: 3W

2.19.2 ILS identification: RXZ

2.19.5 Coordinates: 42-03-20.68N / 87-50-00.00W
2.19.6 Site elevation: 665 ft

2.19.1 ILS type: Glide Slope for runway 22R. Magnetic variation: 3W

2.19.2 ILS identification: RXZ

2.19.5 Coordinates: 41-59-46.51N / 87-53-59.03W

2.19.6 Site elevation: 645.1 ft

2.19.1 ILS type: Middle Marker for runway 22R. Magnetic variation: 3W

2.19.2 ILS identification: RXZ

2.19.5 Coordinates: 42-00-10.86N / 87-53-25.14W

2.19.6 Site elevation: 636 ft

2.19.1 ILS type: Localizer for runway 04R. Magnetic variation: 3W

2.19.2 ILS identification: FJU

2.19.5 Coordinates: 41-58-16.20N / 87-52-41.76W

2.19.6 Site elevation: 646.6 ft

2.19.1 ILS type: Outer Marker for runway 04R. Magnetic variation: 3W

2.19.2 ILS identification: FJU

2.19.5 Coordinates: 41-53-54.57N / 87-57-51.36W

2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 04R. Magnetic variation: 3W

2.19.2 ILS identification: FJU

2.19.5 Coordinates: 41-56-48.83N / 87-54-28.68W

2.19.6 Site elevation: 655 ft

2.19.1 ILS type: Glide Slope for runway 04R. Magnetic variation: 3W

2.19.2 ILS identification: FJU

2.19.5 Coordinates: 41-57-16.86N / 87-53-44.35W

2.19.6 Site elevation: 654.1 ft

2.19.1 ILS type: Localizer for runway 22L. Magnetic variation: 3W

2.19.2 ILS identification: LQQ

2.19.5 Coordinates: 41-57-00.00N / 87-54-00.00W

2.19.6 Site elevation: 653 ft

2.19.1 ILS type: Outer Marker for runway 22L. Magnetic variation: 3W

2.19.2 ILS identification: LQQ

2.19.5 Coordinates: 42-02-16.02N / 87-47-46.00W

2.19.6 Site elevation: 629 ft

2.19.1 ILS type: Middle Marker for runway 22L. Magnetic variation: 3W

2.19.2 ILS identification: LQQ

2.19.5 Coordinates: 41-58-34.71N / 87-52-19.73W

2.19.6 Site elevation: 642 ft

2.19.1 ILS type: Glide Slope for runway 22L. Magnetic variation: 3W

2.19.2 ILS identification: LQQ

2.19.5 Coordinates: 41-58-00.00N / 87-52-52.61W

2.19.6 Site elevation: 645.9 ft

2.19.1 ILS type: Outer Marker for runway 09R. Magnetic variation: 3W

2.19.2 ILS identification: JAV

2.19.5 Coordinates: 41-59-00.00N / 88-01-39.29W

2.19.6 Site elevation: 717 ft

2.19.1 ILS type: Middle Marker for runway 09R. Magnetic variation: 3W

2.19.2 ILS identification: JAV

2.19.5 Coordinates: 41-59-00.00N / 87-55-54.53W

2.19.6 Site elevation: 659 ft

2.19.1 ILS type: Localizer for runway 09R. Magnetic variation: 3W

2.19.2 ILS identification: JAV

2.19.5 Coordinates: 41-59-00.00N / 87-53-10.49W

2.19.6 Site elevation: 642.8 ft

2.19.1 ILS type: Glide Slope for runway 09R. Magnetic variation: 3W

2.19.2 ILS identification: JAV

2.19.5 Coordinates: 41-59-00.00N / 87-54-51.29W

2.19.6 Site elevation: 658 ft

2.19.1 ILS type: Localizer for runway 27L. Magnetic variation: 3W

2.19.2 ILS identification: IAC

2.19.5 Coordinates: 41-59-00.00N / 87-55-17.98W

2.19.6 Site elevation: 665 ft

2.19.1 ILS type: Outer Marker for runway 27L. Magnetic variation: 3W

2.19.2 ILS identification: IAC

2.19.5 Coordinates: 41-59-00.00N / 87-47-20.48W

2.19.6 Site elevation:

2.19.1 ILS type: Glide Slope for runway 27L. Magnetic variation: 3W

2.19.2 ILS identification: IAC

2.19.5 Coordinates: 41-59-00.00N / 87-53-34.35W
2.19.6 Site elevation: 646.5 ft

2.19.1 ILS type: Middle Marker for runway 27L. Magnetic variation: 3W
2.19.2 ILS identification: IAC
2.19.5 Coordinates: 41-59-00.00N / 87-52-41.36W
2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 27L. Magnetic variation: 3W
2.19.2 ILS identification: IAC
2.19.5 Coordinates: 41-59-00.00N / 87-53-10.23W
2.19.6 Site elevation: 653.7 ft

2.19.1 ILS type: Inner Marker for runway 27L. Magnetic variation: 3W
2.19.2 ILS identification: IAC
2.19.5 Coordinates: 41-59-00.00N / 87-53-00.00W
2.19.6 Site elevation: 641.5 ft

2.19.1 ILS type: Inner Marker for runway 28C. Magnetic variation: 3W
2.19.2 ILS identification: VZE
2.19.5 Coordinates: 41-57-58.75N / 87-53-19.17W
2.19.6 Site elevation: 648 ft

2.19.1 ILS type: DME for runway 09R. Magnetic variation: 3W
2.19.2 ILS identification: JAV
2.19.5 Coordinates: 41-59-00.00N / 87-53-10.23W
2.19.6 Site elevation: 653.7 ft

2.19.1 ILS type: DME for runway 10C. Magnetic variation: 3W
2.19.2 ILS identification: SXH
2.19.5 Coordinates: 41-58-00.00N / 87-56-00.00W

General Remarks:

AIRPORT NIGHTTIME NOISE ABATEMENT PROCEDURES ARE IN EFFECT FROM 2200 TO 0700; CONTACT AIRPORT MANAGER ON 773-686-2255.

BIRDS ON & IN THE VICINITY OF AIRPORT. PYROTECHNICS & BIRD CANNONS IN USE FOR BIRD CONTROL.

AIRCRAFT WITH WINGSPAN GREATER THAN 214 FT REQUIRE 48 HRS PRIOR PERMISSION REQUIRED - CALL 773-686-2255.

SEE LAND AND HOLD SHORT OPERATIONS SECTION.

DURING PERIODS OF COLD WEATHER; THE APPROACH CONTROL END OF RUNWAY 32R MAY NOT BE VISIBLE FROM THE ATCT DUE TO STEAM PLUME FROM AIRPORT HEATING PLANT.

BE ALERT: OF DUPLICATE ALPHA-NUMERIC TAXIWAY DESIGNATORS & TERMINAL GATE DESIGNATIONS

2.19.6 Site elevation: 689.3 ft

2.19.1 ILS type: Inner Marker for runway 10C. Magnetic variation: 3W

2.19.2 ILS identification: SXH
2.19.5 Coordinates: 41-57-56.50N / 87-56-00.00W
2.19.6 Site elevation: 674.3 ft

2.19.1 ILS type: Glide Slope for runway 10C. Magnetic variation: 3W
2.19.2 ILS identification: SXH
2.19.5 Coordinates: 41-57-52.85N / 87-55-39.02W
2.19.6 Site elevation: 663 ft

2.19.1 ILS type: Localizer for runway 10C. Magnetic variation: 3W
2.19.2 ILS identification: SXH
2.19.5 Coordinates: 41-57-56.80N / 87-52-57.29W
2.19.6 Site elevation: 646.3 ft

2.19.1 ILS type: DME for runway 28C. Magnetic variation: 3W
2.19.2 ILS identification: VZE
2.19.5 Coordinates: 41-58-00.00N / 87-56-00.00W
2.19.6 Site elevation: 689.3 ft

2.19.1 ILS type: Localizer for runway 28C. Magnetic variation: 3W
2.19.2 ILS identification: VZE
2.19.5 Coordinates: 41-57-56.50N / 87-56-00.00W
2.19.6 Site elevation: 676.4 ft

2.19.1 ILS type: Glide Slope for runway 28C. Magnetic variation: 3W
2.19.2 ILS identification: VZE
2.19.5 Coordinates: 41-57-53.03N / 87-53-44.32W
2.19.6 Site elevation: 642.4 ft

INVOLVING THE LETTERS C, G, H, K, L & M.

MAGNETIC DEVIATION POSSIBLE IMMEDIATELY WEST OF TAXIWAY Y & RUNWAY 22L APPROACH ON TAXIWAY N.

PERSONNEL AND EQUIPMENT WORKING NEAR VARIOUS TAXIWAYS.

PERIODIC FIRE DEPT TRAINING AT N SECTOR OF THE AIRPORT.

PRIMARY RUN-UP LOCATION GROUND RUN UP ENCLOSURE; SECONDARY RUN UP LOCATIONS AVAILABLE UPON REQ CONTACT CITY OPERATIONS 773-686-2255.

LINE UP AND WAIT AUTHORIZATION IN EFFECTIVE BETWEEN SS AND SR AT THE FOLLOWING INTENSE: RUNWAY 32L AT TAXIWAY T10 AND TAXIWAY L; RUNWAY 28R AT TAXIWAY GG, TAXIWAY EE, TAXIWAY N5, AND TAXIWAY MM; RUNWAY 14L AT TAXIWAY U2 AND TAXIWAY M; RUNWAY 32R AT TAXIWAY M; AND RUNWAY 10L AT TAXIWAY DD. THESE RUNWAYS WILL BE USED FOR DEPS ONLY WHEN EXERCISING THE PROVISIONS OF THIS AUTHORIZATION.

ALL PART 91 & UNSCHEDULED PART 125, 133 & 135 CHARTER OPERATORS CONTACT SIGNATURE FLIGHT SUPPORT AT 773-686-7000 REGARDING NEW SECURITY REGULATIONS PRIOR TO DEP.

RUNWAY H1, APPROACH/ DEP PATHS ARE EAST & WEST.

B747-400, B747-8, B777-300ER, B777-200LR(F), A340-600 OR A340-500 CANNOT PASS ON TAXIWAYS A & B INSUFFICIENT WINGTIP CLEARANCE. NO B747-8 CAN PASS ANOTHER GROUP VI OR ANY GROUP V AIRCRAFT ON TAXIWAYS E AND G BETWEEN TAXIWAYS YY AND G1.

ATCT IS AUTHORIZED TO CONDUCT ARRS TO RUNWAYS 14L & 14R WHILE CONDUCTING SIMULTANEOUS OPPOSITE DIRECTION DEPS OFF OF RUNWAY 09R & RUNWAY 28R DURING IFR WEATHER CONDITIONS. ATCT IS AUTHORIZED TO CONDUCT SIMULTANEOUS OPPOSITE DIRECTION DEPS ON RUNWAY 09R AND RUNWAY 28R DURING INSTRUMENT FLIGHT RULES (IFR) WX CONDITIONS.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

RUNWAY 9L/27R TRIPLE DUAL TANDEM 690,000 LBS; DUAL TANDUM W/DUAL WHEEL (2D/D1) 633,000 LBS. EAST AND WEST GATES ARE MANNED 24 HRS A DAY.

RUNWAY 32L CLOSED TO ARRIVALS. RUNWAY 14R/32L DUAL USE RY/TWY. EDGE/TDZL AVAILABLE FOR RUNWAY OPERATIONS; GREEN CL AVAILABLE FOR TAXI OPERATIONS.

ATC IS AUTHORIZED TO CONDUCT SIMULTANEOUS DEPS FROM RUNWAYS 14R/14L, 32L/32R, 4L/4R, 22R/22L, 9R WITH 9L OR 10L, AND 27L WITH 28R OR 27R WITH COURSE DIVERGENCE BEGINNING NO LATER THAN 4 MILES FROM RUNWAY END.

BE ALERT: TAXIWAY S-1 OUTBOUND OR EASTBOUND ONLY, TAXIWAY S-2 INBOUND OR WESTBOUND ONLY, TAXIWAY Y5 NORTHBOUND ONLY EXITING RUNWAY, TAXIWAY TELETYPEWRITER NORTHBOUND ONLY BETWEEN RUNWAY 14L-32R AND TAXIWAY PAY PERIOD, TAXIWAYS P1, P2, P3, P5, AND P6 NORTHBOUND ONLY, TAXIWAY A1 SOUTHBOUND ONLY FROM RUNWAY 09R-27L.

A380-800 OPERATIONAL CONSTRAINTS EXIST ON RUNWAYS, TAXIWAYS, AND RAMPS. CONTACT AIRPORT OPERATIONS FOR ADDNL INFORMATION 773-686-2255.

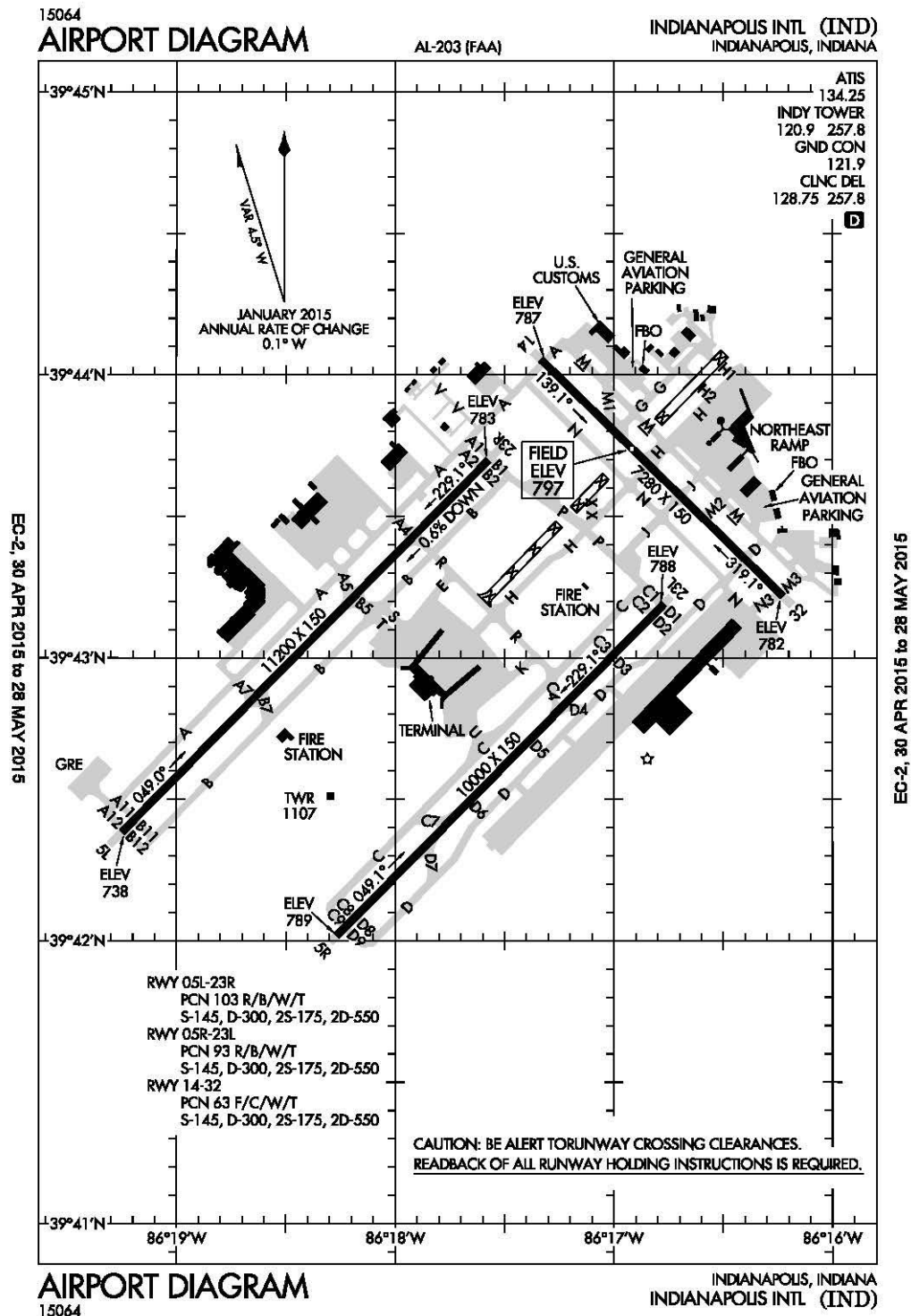
DIVERSION ACROSS WO A PRESENCE AT ORDER, INDICATION OF SHOULD CONTACT AIRPORT OPERATIONS 773-686-2255 PRIOR TO DIVERTING TO THE EXTENT PRACTICAL AND PROVIDE: CO, FLIGHT OPERATIONS CONTACT INFORMATION, AIRCRAFT TYPE, PERSONS ON BOARD, INTL OR DOMESTIC, ANY

GROUND HANDLER AGRMTS IN PLACE.

BE ALERT: THE NORTHEAST/SOUTHWEST PORTION OF TAXIWAY YY IS NOT VISIBLE FROM THE CENTER ATCT.

B747-8 OPERATIONS NOT AUTHORIZED ON RUNWAYS 9R/27L & 9L/27R.

Indianapolis, Indiana
Indianapolis International
ICAO Identifier KIND



Indianapolis, IN
Indianapolis Intl
ICAO Identifier KIND

AD 2.2 Aerodrome geographical and administrative data

- 2.2.1 Reference Point: 39-43-00.00N / 86-17-40.78W
- 2.2.2 From City: 7 Miles SW Of Indianapolis, IN
- 2.2.3 Elevation: 797 ft
- 2.2.5 Magnetic variation: 5W (2015)
- 2.2.6 Airport Contact: Mario Rodriguez
7800 COL. H. WEIR COOK MEMORIAL DR.
Indianapolis, IN 46241 (317-487-9594)
- 2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

- 2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

- 2.4.1 Cargo handling facilities: No
- 2.4.2 Fuel types: 100LL,A,A1+
- 2.4.4 De-icing facilities: None
- 2.4.5 Hangar space: No
- 2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

- 2.6.1 Aerodrome category for firefighting: ARFF Index I
D certified on 5/1/1973

AD 2.10 Aerodrome obstacles

- 2.10.1.a. Runway designation: 23R
- 2.10.1.b Type of obstacle: Ant (140 ft). Lighted
- 2.10.1.c Location of obstacle: 138 ft from Centerline
- 2.10.1.a. Runway designation: 23L
- 2.10.1.b Type of obstacle: Ant (78 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 484 ft from Centerline
- 2.10.1.a. Runway designation: 14
- 2.10.1.b Type of obstacle: Ant (61 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 756 ft from Centerline
- 2.10.1.a. Runway designation: 32
- 2.10.1.b Type of obstacle: Trees (56 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 391 ft from Centerline

AD 2.12 Runway physical characteristics

- 2.12.1 Designation: 05L

- 2.12.2 True Bearing: 45
- 2.12.3 Dimensions: 11200 ft x 150 ft
- 2.12.4 PCN: 103 R/B/W/T
- 2.12.5 Coordinates: 39-42-23.03N / 86-19-14.94W
- 2.12.6 Threshold elevation: 738 ft
- 2.12.6 Touchdown zone elevation: 748 ft

- 2.12.1 Designation: 23R
- 2.12.2 True Bearing: 225
- 2.12.3 Dimensions: 11200 ft x 150 ft
- 2.12.4 PCN: 103 R/B/W/T
- 2.12.5 Coordinates: 39-43-41.91N / 86-17-34.40W
- 2.12.6 Threshold elevation: 783 ft
- 2.12.6 Touchdown zone elevation: 783 ft

- 2.12.1 Designation: 05R
- 2.12.2 True Bearing: 45
- 2.12.3 Dimensions: 10000 ft x 150 ft
- 2.12.4 PCN: 93 R/B/W/T
- 2.12.5 Coordinates: 39-42-00.00N / 86-18-15.94W
- 2.12.6 Threshold elevation: 789 ft
- 2.12.6 Touchdown zone elevation: 791 ft

- 2.12.1 Designation: 23L
- 2.12.2 True Bearing: 225
- 2.12.3 Dimensions: 10000 ft x 150 ft
- 2.12.4 PCN: 93 R/B/W/T
- 2.12.5 Coordinates: 39-43-11.28N / 86-16-46.17W
- 2.12.6 Threshold elevation: 788 ft
- 2.12.6 Touchdown zone elevation: 790 ft

- 2.12.1 Designation: 14
- 2.12.2 True Bearing: 135
- 2.12.3 Dimensions: 7280 ft x 150 ft
- 2.12.4 PCN: 63 F/C/W/T
- 2.12.5 Coordinates: 39-44-00.00N / 86-17-19.81W
- 2.12.6 Threshold elevation: 787 ft
- 2.12.6 Touchdown zone elevation: 796 ft

- 2.12.1 Designation: 32
- 2.12.2 True Bearing: 315
- 2.12.3 Dimensions: 7280 ft x 150 ft
- 2.12.4 PCN: 63 F/C/W/T
- 2.12.5 Coordinates: 39-43-12.73N / 86-16-13.42W
- 2.12.6 Threshold elevation: 782 ft
- 2.12.6 Touchdown zone elevation: 792 ft

AD 2.13 Declared distances

- 2.13.1 Designation: 05L
- 2.13.2 Takeoff run available: 11200
- 2.13.3 Takeoff distance available: 11200

2.13.4 Accelerate-stop distance available: 11200
2.13.5 Landing distance available: 11200

2.13.1 Designation: 23R

2.13.2 Takeoff run available: 11200

2.13.3 Takeoff distance available: 11200

2.13.4 Accelerate-stop distance available: 11200

2.13.5 Landing distance available: 11200

2.13.1 Designation: 05R

2.13.2 Takeoff run available: 10000

2.13.3 Takeoff distance available: 10000

2.13.4 Accelerate-stop distance available: 10000

2.13.5 Landing distance available: 10000

2.13.1 Designation: 23L

2.13.2 Takeoff run available: 10000

2.13.3 Takeoff distance available: 10000

2.13.4 Accelerate-stop distance available: 10000

2.13.5 Landing distance available: 10000

2.13.1 Designation: 14

2.13.2 Takeoff run available: 7280

2.13.3 Takeoff distance available: 7280

2.13.4 Accelerate-stop distance available: 7280

2.13.5 Landing distance available: 7280

2.13.1 Designation: 32

2.13.2 Takeoff run available: 7280

2.13.3 Takeoff distance available: 7280

2.13.4 Accelerate-stop distance available: 7280

2.13.5 Landing distance available: 7280

AD 2.14 Approach and runway lighting

2.14.1 Designation: 05L

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 23R

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 05R

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with se-

quenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 23L

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 14

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.10 Remarks: Unusable Beyond 8 Degrees Right Of Course.

2.14.1 Designation: 32

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.10 Remarks: Vgsi And ILS Glidepath Not Coincident.

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: EMERG

2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/S

2.18.3 Service designation: 121.8 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: APCH/P CLASS C

2.18.3 Service designation: 124.65 MHz

2.18.1 Service designation: APCH/P CLASS C

2.18.3 Service designation: 127.15 MHz

2.18.1 Service designation: CD PRE TAXI CLNC

2.18.3 Service designation: 128.75 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 243 MHz

2.18.1 Service designation: CD LCL/P
2.18.3 Service designation: 257.8 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
2.18.3 Service designation: 317.8 MHz

2.18.1 Service designation: DEP/P
2.18.3 Service designation: 119.05 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 134.25 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: DEP/P CLASS C
2.18.3 Service designation: 124.95 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 120.9 MHz

2.18.1 Service designation: APCH/P IC
2.18.3 Service designation: 128.175 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 05L. Magnetic variation: 5W
2.19.2 ILS identification: IND
2.19.5 Coordinates: 39-43-49.02N / 86-17-25.33W
2.19.6 Site elevation: 788 ft

2.19.1 ILS type: Outer Marker for runway 05L. Magnetic variation: 5W
2.19.2 ILS identification: IND
2.19.5 Coordinates: 39-37-44.43N / 86-25-00.00W
2.19.6 Site elevation: 689 ft

2.19.1 ILS type: Middle Marker for runway 05L. Magnetic variation: 5W
2.19.2 ILS identification: IND
2.19.5 Coordinates: 39-42-00.00N / 86-19-43.10W
2.19.6 Site elevation: 726 ft

2.19.1 ILS type: Glide Slope for runway 05L. Magnetic variation: 5W
2.19.2 ILS identification: IND
2.19.5 Coordinates: 39-42-32.78N / 86-19-00.00W
2.19.6 Site elevation: 735 ft

2.19.1 ILS type: Inner Marker for runway 05L. Magnetic variation: 5W
2.19.2 ILS identification: IND
2.19.5 Coordinates: 39-42-15.71N / 86-19-24.44W

2.19.6 Site elevation: 736 ft

2.19.1 ILS type: DME for runway 05L. Magnetic variation: 5W

2.19.2 ILS identification: IND
2.19.5 Coordinates: 39-43-51.36N / 86-17-27.60W
2.19.6 Site elevation: 784 ft

2.19.1 ILS type: Middle Marker for runway 23R. Magnetic variation: 5W
2.19.2 ILS identification: UZK
2.19.5 Coordinates: 39-44-24.76N / 86-16-00.00W
2.19.6 Site elevation: 789 ft

2.19.1 ILS type: Localizer for runway 23R. Magnetic variation: 5W
2.19.2 ILS identification: UZK
2.19.5 Coordinates: 39-42-15.92N / 86-19-24.00W
2.19.6 Site elevation: 737 ft

2.19.1 ILS type: Glide Slope for runway 23R. Magnetic variation: 5W
2.19.2 ILS identification: UZK
2.19.5 Coordinates: 39-43-36.51N / 86-17-48.46W
2.19.6 Site elevation: 772 ft

2.19.1 ILS type: Outer Marker for runway 23R. Magnetic variation: 5W
2.19.2 ILS identification: UZK
2.19.5 Coordinates: 39-47-44.67N / 86-12-24.00W
2.19.6 Site elevation: 731 ft

2.19.1 ILS type: DME for runway 23R. Magnetic variation: 5W
2.19.2 ILS identification: UZK
2.19.5 Coordinates: 39-43-51.36N / 86-17-27.60W
2.19.6 Site elevation: 784 ft

2.19.1 ILS type: Glide Slope for runway 05R. Magnetic variation: 5W
2.19.2 ILS identification: OQV
2.19.5 Coordinates: 39-42-00.00N / 86-18-00.00W
2.19.6 Site elevation: 789 ft

2.19.1 ILS type: Outer Marker for runway 05R. Magnetic variation: 5W
2.19.2 ILS identification: OQV
2.19.5 Coordinates: 39-37-00.00N / 86-24-28.30W
2.19.6 Site elevation: 789 ft

2.19.1 ILS type: Middle Marker for runway 05R. Mag-

netic variation: 5W

2.19.2 ILS identification: OQV

2.19.5 Coordinates: 39-42-00.00N / 86-19-43.10W

2.19.6 Site elevation: 770 ft

2.19.1 ILS type: Localizer for runway 05R. Magnetic variation: 5W

2.19.2 ILS identification: OQV

2.19.5 Coordinates: 39-43-18.37N / 86-16-37.12W

2.19.6 Site elevation: 785 ft

2.19.1 ILS type: Inner Marker for runway 05R. Magnetic variation: 5W

2.19.2 ILS identification: OQV

2.19.5 Coordinates: 39-41-51.89N / 86-18-27.38W

2.19.6 Site elevation: 776 ft

2.19.1 ILS type: DME for runway 05R. Magnetic variation: 5W

2.19.2 ILS identification: OQV

2.19.5 Coordinates: 39-43-20.20N / 86-16-39.55W

2.19.6 Site elevation: 788 ft

2.19.1 ILS type: Localizer for runway 23L. Magnetic variation: 5W

2.19.2 ILS identification: FVJ

2.19.5 Coordinates: 39-41-53.56N / 86-18-25.27W

2.19.6 Site elevation: 777 ft

2.19.1 ILS type: Glide Slope for runway 23L. Magnetic variation: 5W

2.19.2 ILS identification: FVJ

2.19.5 Coordinates: 39-43-00.00N / 86-16-54.54W

2.19.6 Site elevation: 785 ft

2.19.1 ILS type: Middle Marker for runway 23L. Magnetic variation: 5W

2.19.2 ILS identification: FVJ

2.19.5 Coordinates: 39-43-30.36N / 86-16-21.76W

2.19.6 Site elevation: 785 ft

2.19.1 ILS type: DME for runway 23L. Magnetic variation: 5W

2.19.2 ILS identification: FVJ

2.19.5 Coordinates: 39-43-20.20N / 86-16-39.55W

2.19.6 Site elevation: 788 ft

2.19.1 ILS type: Outer Marker for runway 23L. Magnetic variation: 5W

2.19.2 ILS identification: FVJ

2.19.5 Coordinates: 39-47-11.14N / 86-11-46.42W

2.19.6 Site elevation: 710 ft

2.19.1 ILS type: Outer Marker for runway 14. Magnetic variation: 5W

2.19.2 ILS identification: BJP

2.19.5 Coordinates: 39-47-34.36N / 86-22-00.00W

2.19.6 Site elevation: 865 ft

2.19.1 ILS type: Localizer for runway 14. Magnetic variation: 5W

2.19.2 ILS identification: BJP

2.19.5 Coordinates: 39-43-00.00N / 86-16-00.00W

2.19.6 Site elevation: 764.1 ft

2.19.1 ILS type: Glide Slope for runway 14. Magnetic variation: 5W

2.19.2 ILS identification: BJP

2.19.5 Coordinates: 39-43-59.30N / 86-17-00.00W

2.19.6 Site elevation: 789.6 ft

2.19.1 ILS type: Middle Marker for runway 14. Magnetic variation: 5W

2.19.2 ILS identification: BJP

2.19.5 Coordinates: 39-44-19.96N / 86-17-42.27W

2.19.6 Site elevation: 776 ft

2.19.1 ILS type: Localizer for runway 32. Magnetic variation: 5W

2.19.2 ILS identification: COA

2.19.5 Coordinates: 39-44-10.34N / 86-17-29.16W

2.19.6 Site elevation: 782 ft

2.19.1 ILS type: Outer Marker for runway 32. Magnetic variation: 5W

2.19.2 ILS identification: COA

2.19.5 Coordinates: 39-39-24.69N / 86-11-00.00W

2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 32. Magnetic variation: 5W

2.19.2 ILS identification: COA

2.19.5 Coordinates: 39-42-52.06N / 86-15-44.56W

2.19.6 Site elevation: 752 ft

2.19.1 ILS type: Glide Slope for runway 32. Magnetic variation: 5W

2.19.2 ILS identification: COA

2.19.5 Coordinates: 39-43-16.26N / 86-16-25.54W

2.19.6 Site elevation: 783 ft

General Remarks:

PRIMARY STUDENT TOUCH AND GO LANDING NOT PERMITTED.

LARGE FLOCKS OF BIRDS ON & IN THE VICINITY OF AIRPORT.

NOISE ABATEMENT PROCEDURES IN EFFECT CONTACT AIRPORT MANAGEMENT ON 317-487-9594.

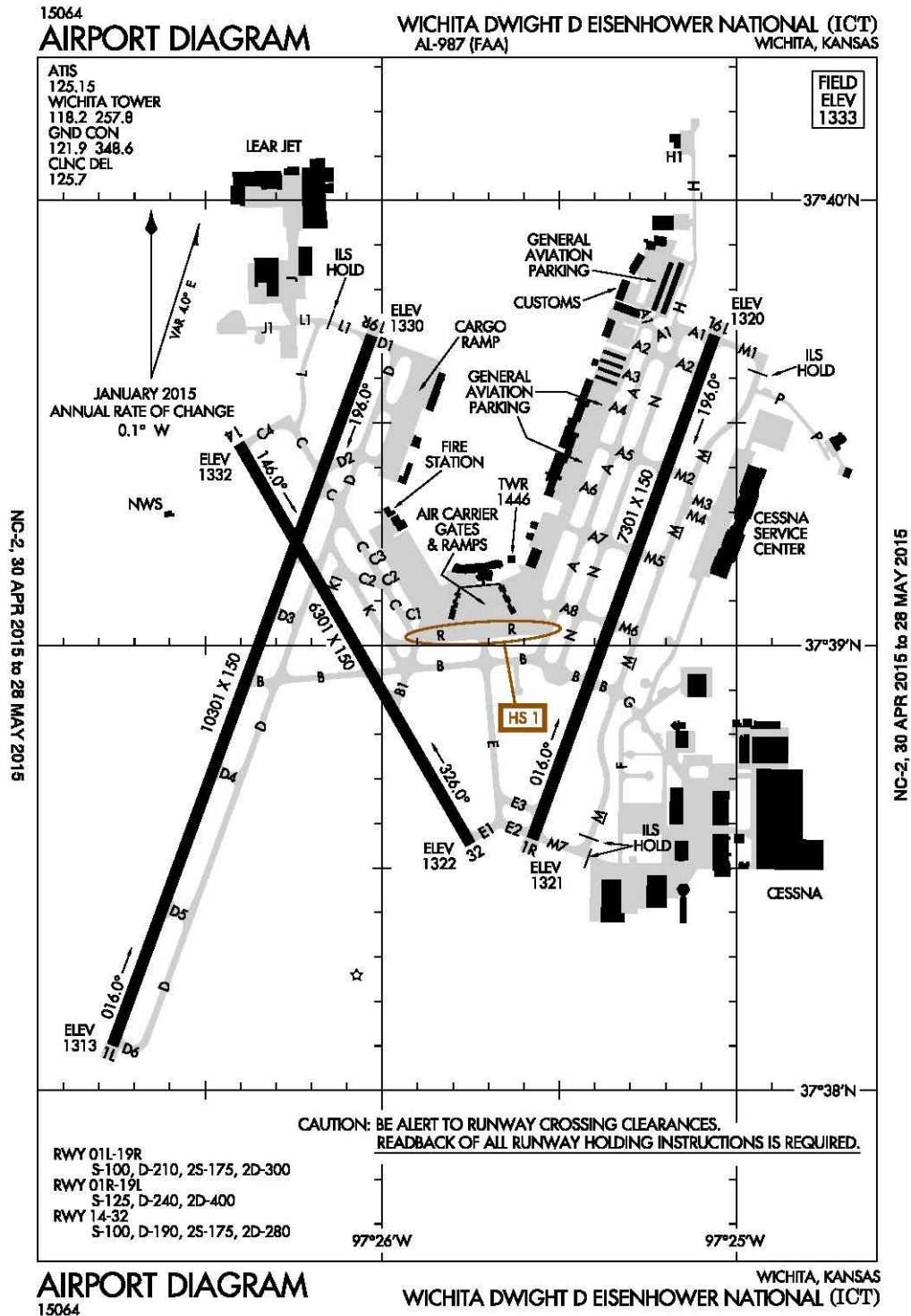
BE ALERT TO CLOSE PROXIMITY OF RUNWAY 14/32 TO NORTHEAST RAMP.

TAXIWAY 'H' RUNS CONTIGUOUS AT NORTHEAST RAMP.

RUNWAY 05R/23L & RUNWAY 14/32 HAVE 200 FT BLAST PADS BOTH ENDS. RUNWAY 5L/23R HAS 400 FT BLAST PAD AT BOTH ENDS.

TAXIWAY V IS NOT AVAILABLE FOR AIR CARRIER OPERATIONS.

Wichita, Kansas
Wichita Mid-Continent
ICAO Identifier KICT



Wichita, KS
Wichita Mid-Continent
ICAO Identifier KICT

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 37-38-59.80N / 97-25-59.00W
2.2.2 From City: 5 Miles SW Of Wichita, KS
2.2.3 Elevation: 1333 ft
2.2.5 Magnetic variation: 4E (2015)
2.2.6 Airport Contact: Mr. Victor White, A.A.E.
2173 AIR CARGO ROAD
Wichita, KS 67209
(316-946-4700)

2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
C certified on 5/1/1973

AD 2.12 Runway physical characteristics

2.12.1 Designation: 01L
2.12.2 True Bearing: 20
2.12.3 Dimensions: 10301 ft x 150 ft
2.12.5 Coordinates: 37-38-00.00N / 97-26-45.59W
2.12.6 Threshold elevation: 1313 ft
2.12.6 Touchdown zone elevation: 1314 ft

2.12.1 Designation: 19R
2.12.2 True Bearing: 200
2.12.3 Dimensions: 10301 ft x 150 ft
2.12.5 Coordinates: 37-39-41.76N / 97-26-00.00W
2.12.6 Threshold elevation: 1330 ft
2.12.6 Touchdown zone elevation: 1330 ft

2.12.1 Designation: 01R
2.12.2 True Bearing: 20
2.12.3 Dimensions: 7301 ft x 150 ft
2.12.5 Coordinates: 37-38-33.95N / 97-25-34.63W
2.12.6 Threshold elevation: 1321 ft
2.12.6 Touchdown zone elevation: 1321 ft

2.12.1 Designation: 19L
2.12.2 True Bearing: 200
2.12.3 Dimensions: 7301 ft x 150 ft
2.12.5 Coordinates: 37-39-41.77N / 97-25-00.00W
2.12.6 Threshold elevation: 1320 ft
2.12.6 Touchdown zone elevation: 1320 ft

2.12.1 Designation: 14
2.12.2 True Bearing: 150
2.12.3 Dimensions: 6301 ft x 150 ft
2.12.5 Coordinates: 37-39-27.16N / 97-26-24.27W
2.12.6 Threshold elevation: 1332 ft
2.12.6 Touchdown zone elevation: 1332 ft

2.12.1 Designation: 32
2.12.2 True Bearing: 330
2.12.3 Dimensions: 6301 ft x 150 ft
2.12.5 Coordinates: 37-38-33.22N / 97-25-45.10W
2.12.6 Threshold elevation: 1322 ft
2.12.6 Touchdown zone elevation: 1322 ft

AD 2.14 Approach and runway lighting

2.14.1 Designation: 01L
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.1 Designation: 19R
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.1 Designation: 01R
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.1 Designation: 19L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 14
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 32
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.2 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: APCH/P
2.18.3 Service designation: 125.5 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 125.7 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
IC
2.18.3 Service designation: 126.7 MHz

2.18.1 Service designation: CLASS C
2.18.3 Service designation: 134.85 MHz

2.18.1 Service designation: APCH/P DEP/P
2.18.3 Service designation: 134.85 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 257.8 MHz

2.18.1 Service designation: APCH/P
2.18.3 Service designation: 269.1 MHz

2.18.1 Service designation: APCH/P
2.18.3 Service designation: 325.8 MHz

2.18.1 Service designation: APCH/S DEP/S
2.18.3 Service designation: 327.1 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
IC
2.18.3 Service designation: 353.5 MHz

2.18.1 Service designation: CLASS C
2.18.3 Service designation: 134.8 MHz

2.18.1 Service designation: ATIS
2.18.3 Service designation: 125.15 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: APCH/P DEP/P
2.18.3 Service designation: 290.275 MHz

2.18.1 Service designation: CLASS C
2.18.3 Service designation: 290.275 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 01L. Magnetic
variation: 4E

2.19.2 ILS identification: TWI
2.19.5 Coordinates: 37-39-51.34N / 97-25-57.41W
2.19.6 Site elevation: 1320 ft

2.19.1 ILS type: Glide Slope for runway 01L. Magnetic
variation: 4E

2.19.2 ILS identification: TWI
2.19.5 Coordinates: 37-38-16.71N / 97-26-46.01W
2.19.6 Site elevation: 1310 ft

2.19.1 ILS type: Outer Marker for runway 01L. Magnet-
ic variation: 4E

2.19.2 ILS identification: TWI
2.19.5 Coordinates: 37-33-33.95N / 97-28-51.78W
2.19.6 Site elevation: 1310 ft

2.19.1 ILS type: Inner Marker for runway 01L. Magnetic
variation: 4E

2.19.2 ILS identification: TWI
2.19.5 Coordinates: 37-37-57.14N / 97-26-49.69W
2.19.6 Site elevation: 1317 ft

2.19.1 ILS type: Middle Marker for runway 01L. Mag-
netic variation: 4E

2.19.2 ILS identification: TWI
2.19.5 Coordinates: 37-37-39.47N / 97-26-57.83W
2.19.6 Site elevation: 1323 ft

2.19.1 ILS type: Localizer for runway 19R. Magnetic
variation: 4E

2.19.2 ILS identification: HOV
2.19.5 Coordinates: 37-37-54.74N / 97-26-50.78W
2.19.6 Site elevation: 1319 ft

2.19.1 ILS type: Glide Slope for runway 19R. Magnetic
variation: 4E

2.19.2 ILS identification: HOV
2.19.5 Coordinates: 37-39-33.86N / 97-26-10.83W

2.19.6 Site elevation: 1326 ft

2.19.1 ILS type: Middle Marker for runway 19R. Magnetic variation: 4E

2.19.2 ILS identification: HOV

2.19.5 Coordinates: 37-40-00.00N / 97-25-49.89W

2.19.6 Site elevation:

2.19.1 ILS type: Outer Marker for runway 19R. Magnetic variation: 4E

2.19.2 ILS identification: HOV

2.19.5 Coordinates: 37-44-16.61N / 97-24-00.00W

2.19.6 Site elevation: 8 ft

2.19.1 ILS type: Localizer for runway 01R. Magnetic variation: 4E

2.19.2 ILS identification: ICT

2.19.5 Coordinates: 37-39-51.99N / 97-24-58.88W

2.19.6 Site elevation: 1307 ft

2.19.1 ILS type: Glide Slope for runway 01R. Magnetic variation: 4E

2.19.2 ILS identification: ICT

2.19.5 Coordinates: 37-38-42.64N / 97-25-24.70W

2.19.6 Site elevation: 1314.7 ft

2.19.1 ILS type: Middle Marker for runway 01R. Magnetic variation: 4E

2.19.2 ILS identification: ICT

2.19.5 Coordinates: 37-38-00.00N / 97-25-49.07W

2.19.6 Site elevation: 999 ft

2.19.1 ILS type: Outer Marker for runway 01R. Magnetic variation: 4E

2.19.2 ILS identification: ICT

2.19.5 Coordinates: 37-34-41.50N / 97-27-21.09W

2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 01R. Magnetic variation: 4E

2.19.2 ILS identification: ICT

2.19.5 Coordinates: 37-39-52.04N / 97-25-00.00W

2.19.6 Site elevation: 1326.6 ft

2.19.1 ILS type: DME for runway 19L. Magnetic variation: 4E

2.19.2 ILS identification: MVP

2.19.5 Coordinates: 37-38-21.53N / 97-25-43.26W

2.19.6 Site elevation: 1320 ft

2.19.1 ILS type: Localizer for runway 19L. Magnetic variation: 4E

2.19.2 ILS identification: MVP

2.19.5 Coordinates: 37-38-21.32N / 97-25-40.42W

2.19.6 Site elevation: 1318 ft

2.19.1 ILS type: Glide Slope for runway 19L. Magnetic variation: 4E

2.19.2 ILS identification: MVP

2.19.5 Coordinates: 37-39-30.78N / 97-25-00.00W

2.19.6 Site elevation: 1312 ft

General Remarks:

MIGRATORY BIRDS ON & IN THE VICINITY OF AIRPORT.

PRIOR PERMISSION REQUIRED FOR AIRCRAFT CARRYING CLASS 1 - DIVISION 1.1; 1.2 OR 1.3 EXPLOSIVES AS DEFINED BY 49 CODE OF FEDERAL REGULATIONS 173.50.

TAXIWAYS F, G, H, J, P AND ALL PARKING RAMPS ARE NON-MOVEMENT AREAS.

PUSHBACK CLEARANCE REQUIRED AT TERMINAL GATES 5, 6, 11 AND 12. PUSHBACK ENTERS TAXIWAY R.

WEST TERMINAL RAMP CLOSED INDEFINITELY.

15064

AIRPORT DIAGRAM

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
AL-655 (FAA) COVINGTON, KENTUCKY

ATIS ARR 134.375
DEP 135.3
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 09/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
GND CON
121.3 (EAST)
121.7 (WEST)
CLNC DEL
127.175
D

39°04'N

8000 X 150

ELEV 865

185.8°

B6

B5

B4

B3

B2

B1

005.8°

39°03'N

ELEV 873

095.8°

K11

K10

K9

K8

K7

K6

K5

K4

K3

K2

K1

12000 X 150

ELEV 0.3% DOWN → 883

0.6% UP →

005.8°

39°02'N

11000 X 150

ELEV 841

36C

0.6% UP →

005.8°

84°41'W

84°40'W

84°39'W

10000 X 150

ELEV 886

185.8°

S8

T8

S7

T7

S6

T6

S5

T5

S4

T4

S3

T3

36R

005.8°

275.8°

M4

M3

M2

M1

N4

N3

N2

N1

CONCOURSE A

RAMP 2

CONCOURSE B

RAMP 3

RAMP 1

TERMINALS

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Covington, KY
Cincinnati/Northern Kentucky Intl
ICAO Identifier KCVG

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 39-02-55.81N / 84-40-00.00W
2.2.2 From City: 8 Miles SW Of Covington, KY
2.2.3 Elevation: 896 ft
2.2.5 Magnetic variation: 4W (1995)
2.2.6 Airport Contact: Candace McGraw
PO BOX 752000
Cincinnati, OH 45275
(859-767-3151)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
C certified on 5/1/1973

AD 2.12 Runway physical characteristics

2.12.1 Designation: 18C
2.12.2 True Bearing: 180
2.12.3 Dimensions: 11000 ft x 150 ft
2.12.5 Coordinates: 39-03-53.07N / 84-40-00.00W
2.12.6 Threshold elevation: 875 ft
2.12.6 Touchdown zone elevation: 875 ft

2.12.1 Designation: 36C
2.12.2 True Bearing: 0
2.12.3 Dimensions: 11000 ft x 150 ft
2.12.5 Coordinates: 39-02-00.00N / 84-40-00.00W
2.12.6 Threshold elevation: 841 ft
2.12.6 Touchdown zone elevation: 851 ft

2.12.1 Designation: 09
2.12.2 True Bearing: 90
2.12.3 Dimensions: 12000 ft x 150 ft
2.12.5 Coordinates: 39-02-46.91N / 84-41-42.36W
2.12.6 Threshold elevation: 883 ft
2.12.6 Touchdown zone elevation: 883 ft

2.12.1 Designation: 27
2.12.2 True Bearing: 270
2.12.3 Dimensions: 12000 ft x 150 ft
2.12.5 Coordinates: 39-02-46.54N / 84-39-10.26W
2.12.6 Threshold elevation: 875 ft
2.12.6 Touchdown zone elevation: 875 ft

2.12.1 Designation: 18L
2.12.2 True Bearing: 180
2.12.3 Dimensions: 10000 ft x 150 ft
2.12.5 Coordinates: 39-03-21.08N / 84-38-48.00W
2.12.6 Threshold elevation: 886 ft
2.12.6 Touchdown zone elevation: 889 ft

2.12.1 Designation: 36R
2.12.2 True Bearing: 0
2.12.3 Dimensions: 10000 ft x 150 ft
2.12.5 Coordinates: 39-01-42.24N / 84-38-48.46W
2.12.6 Threshold elevation: 896 ft
2.12.6 Touchdown zone elevation: 896 ft

2.12.1 Designation: 18R
2.12.2 True Bearing: 180
2.12.3 Dimensions: 8000 ft x 150 ft
2.12.5 Coordinates: 39-04-15.18N / 84-41-00.00W
2.12.6 Threshold elevation: 865 ft
2.12.6 Touchdown zone elevation: 868 ft

2.12.1 Designation: 36L
2.12.2 True Bearing: 0
2.12.3 Dimensions: 8000 ft x 150 ft
2.12.5 Coordinates: 39-02-56.11N / 84-41-00.00W
2.12.6 Threshold elevation: 873 ft
2.12.6 Touchdown zone elevation: 873 ft

AD 2.13 Declared distances

2.13.1 Designation: 18C
2.13.2 Takeoff run available: 11000
2.13.3 Takeoff distance available: 11000
2.13.4 Accelerate-stop distance available: 11000
2.13.5 Landing distance available: 11000

2.13.1 Designation: 36C
2.13.2 Takeoff run available: 11000
2.13.3 Takeoff distance available: 11000
2.13.4 Accelerate-stop distance available: 11000
2.13.5 Landing distance available: 11000

2.13.1 Designation: 09
2.13.2 Takeoff run available: 12000
2.13.3 Takeoff distance available: 12000

2.13.4 Accelerate-stop distance available: 11880
2.13.5 Landing distance available: 11880

2.13.1 Designation: 27
2.13.2 Takeoff run available: 12000
2.13.3 Takeoff distance available: 12000
2.13.4 Accelerate-stop distance available: 12000
2.13.5 Landing distance available: 12000

2.13.1 Designation: 18L
2.13.2 Takeoff run available: 10000
2.13.3 Takeoff distance available: 10000
2.13.4 Accelerate-stop distance available: 10000
2.13.5 Landing distance available: 10000

2.13.1 Designation: 36R
2.13.2 Takeoff run available: 10000
2.13.3 Takeoff distance available: 10000
2.13.4 Accelerate-stop distance available: 10000
2.13.5 Landing distance available: 10000

2.13.1 Designation: 18R
2.13.2 Takeoff run available: 8000
2.13.3 Takeoff distance available: 8000
2.13.4 Accelerate-stop distance available: 8000
2.13.5 Landing distance available: 8000

2.13.1 Designation: 36L
2.13.2 Takeoff run available: 8000
2.13.3 Takeoff distance available: 8000
2.13.4 Accelerate-stop distance available: 8000
2.13.5 Landing distance available: 8000

AD 2.14 Approach and runway lighting

2.14.1 Designation: 18C
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on right
2.14.10 Remarks: Out Of Service Indefinitely.

2.14.1 Designation: 36C
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 09
2.14.2 Approach lighting system: MALSR: 1400 feet

medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 27
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.1 Designation: 18L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 36R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 18R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.1 Designation: 36L
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.975 MHz

2.18.1 Service designation: APCH/P CLASS B
2.18.3 Service designation: 119.7 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.3 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.7 MHz

2.18.1 Service designation: APCH/P CLASS B

2.18.3 Service designation: 123.875 MHz

2.18.1 Service designation: (001-180)

2.18.3 Service designation: 126.65 MHz

2.18.1 Service designation: CD/P

2.18.3 Service designation: 127.175 MHz

2.18.1 Service designation: DEP/P CLASS B

2.18.3 Service designation: 128.7 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 134.375 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 135.3 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: EMERG

2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 360.85 MHz

2.18.1 Service designation: APCH/P CLASS B

2.18.3 Service designation: 254.25 MHz

2.18.1 Service designation: APCH/P CLASS B

2.18.3 Service designation: 363.15 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 118.3 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 133.325 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Glide Slope for runway 18C. Magnetic variation: 4W

2.19.2 ILS identification: SIC

2.19.5 Coordinates: 39-03-42.65N / 84-40-12.14W

2.19.6 Site elevation: 868 ft

2.19.1 ILS type: Outer Marker for runway 18C. Magnetic variation: 4W

2.19.2 ILS identification: SIC

2.19.5 Coordinates: 39-07-30.20N / 84-40-00.00W

2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 18C. Mag-

netic variation: 4W

2.19.2 ILS identification: SIC

2.19.5 Coordinates: 39-04-10.50N / 84-40-00.00W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 18C. Magnetic variation: 4W

2.19.2 ILS identification: SIC

2.19.5 Coordinates: 39-01-59.67N / 84-40-00.00W

2.19.6 Site elevation: 839 ft

2.19.1 ILS type: DME for runway 18C. Magnetic variation: 4W

2.19.2 ILS identification: SIC

2.19.5 Coordinates: 39-01-54.15N / 84-40-00.00W

2.19.6 Site elevation: 819 ft

2.19.1 ILS type: Glide Slope for runway 36C. Magnetic variation: 6W

2.19.2 ILS identification: CVG

2.19.5 Coordinates: 39-02-15.48N / 84-40-12.49W

2.19.6 Site elevation: 834 ft

2.19.1 ILS type: Middle Marker for runway 36C. Magnetic variation: 6W

2.19.2 ILS identification: CVG

2.19.5 Coordinates: 39-01-31.79N / 84-40-00.00W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 36C. Magnetic variation: 6W

2.19.2 ILS identification: CVG

2.19.5 Coordinates: 39-04-00.00N / 84-40-00.00W

2.19.6 Site elevation: 882 ft

2.19.1 ILS type: DME for runway 36C. Magnetic variation: 6W

2.19.2 ILS identification: CVG

2.19.5 Coordinates: 39-04-00.00N / 84-40-10.17W

2.19.6 Site elevation: 886 ft

2.19.1 ILS type: Inner Marker for runway 36C. Magnetic variation: 6W

2.19.2 ILS identification: CVG

2.19.5 Coordinates: 39-01-54.05N / 84-40-00.00W

2.19.6 Site elevation: 956 ft

2.19.1 ILS type: Localizer for runway 09. Magnetic variation: 4W

2.19.2 ILS identification: URN

2.19.5 Coordinates: 39-02-46.53N / 84-39-00.00W

2.19.6 Site elevation: 874 ft

2.19.1 ILS type: Glide Slope for runway 09. Magnetic variation: 4W

2.19.2 ILS identification: URN

2.19.5 Coordinates: 39-02-42.92N / 84-41-28.27W

2.19.6 Site elevation: 874 ft

2.19.1 ILS type: Middle Marker for runway 09. Magnetic variation: 4W

2.19.2 ILS identification: URN

2.19.5 Coordinates: 39-02-46.92N / 84-41-27.61W

2.19.6 Site elevation:

2.19.1 ILS type: Outer Marker for runway 09. Magnetic variation: 4W

2.19.2 ILS identification: URN

2.19.5 Coordinates: 39-02-44.69N / 84-46-22.67W

2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 09. Magnetic variation: 4W

2.19.2 ILS identification: URN

2.19.5 Coordinates: 39-02-43.95N / 84-39-00.00W

2.19.6 Site elevation: 872 ft

2.19.1 ILS type: Localizer for runway 27. Magnetic variation: 4W

2.19.2 ILS identification: JDP

2.19.5 Coordinates: 39-02-46.94N / 84-41-55.34W

2.19.6 Site elevation: 884 ft

2.19.1 ILS type: Glide Slope for runway 27. Magnetic variation: 4W

2.19.2 ILS identification: JDP

2.19.5 Coordinates: 39-02-42.63N / 84-39-25.16W

2.19.6 Site elevation: 867 ft

2.19.1 ILS type: Outer Marker for runway 27. Magnetic variation: 4W

2.19.2 ILS identification: JDP

2.19.5 Coordinates: 39-02-46.53N / 84-32-59.24W

2.19.6 Site elevation: 860 ft

2.19.1 ILS type: Middle Marker for runway 27. Magnetic variation: 4W

2.19.2 ILS identification: JDP

2.19.5 Coordinates: 39-02-46.46N / 84-38-37.56W

2.19.6 Site elevation: 890 ft

2.19.1 ILS type: DME for runway 18L. Magnetic vari-

ation: 4W

2.19.2 ILS identification: CIZ

2.19.5 Coordinates: 39-01-31.58N / 84-38-45.41W

2.19.6 Site elevation: 915 ft

2.19.1 ILS type: Localizer for runway 18L. Magnetic variation: 4W

2.19.2 ILS identification: CIZ

2.19.5 Coordinates: 39-01-31.79N / 84-38-48.50W

2.19.6 Site elevation: 899 ft

2.19.1 ILS type: Glide Slope for runway 18L. Magnetic variation: 4W

2.19.2 ILS identification: CIZ

2.19.5 Coordinates: 39-03-10.88N / 84-38-42.98W

2.19.6 Site elevation: 881.3 ft

2.19.1 ILS type: Middle Marker for runway 18L. Magnetic variation: 4W

2.19.2 ILS identification: CIZ

2.19.5 Coordinates: 39-03-47.57N / 84-38-48.51W

2.19.6 Site elevation: 872 ft

2.19.1 ILS type: Localizer for runway 36R. Magnetic variation: 6W

2.19.2 ILS identification: EEI

2.19.5 Coordinates: 39-03-31.49N / 84-38-47.95W

2.19.6 Site elevation: 892.1 ft

2.19.1 ILS type: Inner Marker for runway 36R. Magnetic variation: 6W

2.19.2 ILS identification: EEI

2.19.5 Coordinates: 39-01-33.56N / 84-38-48.50W

2.19.6 Site elevation: 899 ft

2.19.1 ILS type: Inner Marker for runway 36L. Magnetic variation: 6W

2.19.2 ILS identification: VAC

2.19.5 Coordinates: 39-02-44.31N / 84-41-00.00W

2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 36L. Magnetic variation: 6W

2.19.2 ILS identification: VAC

2.19.5 Coordinates: 39-04-25.03N / 84-41-00.00W

2.19.6 Site elevation: 848 ft

2.19.1 ILS type: Localizer for runway 36L. Magnetic variation: 6W

2.19.2 ILS identification: VAC

2.19.5 Coordinates: 39-04-25.49N / 84-41-00.00W

2.19.6 Site elevation: 855 ft

2.19.1 ILS type: Glide Slope for runway 36L. Magnetic variation: 6W

2.19.2 ILS identification: VAC

2.19.5 Coordinates: 39-03-00.00N / 84-41-00.00W

2.19.6 Site elevation: 867 ft

2.19.1 ILS type: Glide Slope for runway 18R. Magnetic variation: 6W

2.19.2 ILS identification: CJN

2.19.5 Coordinates: 39-04-00.00N / 84-41-00.00W

2.19.6 Site elevation: 860.5 ft

2.19.1 ILS type: Localizer for runway 18R. Magnetic variation: 6W

2.19.2 ILS identification: CJN

2.19.5 Coordinates: 39-02-41.27N / 84-41-00.00W

2.19.6 Site elevation: 871 ft

2.19.1 ILS type: Inner Marker for runway 18R. Magnetic variation: 6W

2.19.2 ILS identification: CJN

2.19.5 Coordinates: 39-04-23.57N / 84-41-00.00W

2.19.6 Site elevation: 856 ft

2.19.1 ILS type: DME for runway 18R. Magnetic variation: 6W

2.19.2 ILS identification: CJN

2.19.5 Coordinates: 39-02-41.52N / 84-41-00.00W

2.19.6 Site elevation: 869 ft

2.19.1 ILS type: Middle Marker for runway 36R. Magnetic variation: 6W

2.19.2 ILS identification: EEI

2.19.5 Coordinates: 39-01-16.54N / 84-38-48.58W

2.19.6 Site elevation: 915 ft

2.19.1 ILS type: Glide Slope for runway 36R. Magnetic variation: 6W

2.19.2 ILS identification: EEI

2.19.5 Coordinates: 39-01-52.80N / 84-38-43.34W

2.19.6 Site elevation: 890 ft

2.19.1 ILS type: DME for runway 36R. Magnetic variation: 6W

2.19.2 ILS identification: EEI

2.19.5 Coordinates: 39-03-30.88N / 84-38-51.18W

2.19.6 Site elevation: 905 ft

General Remarks:

NOISE SENSITIVE AREAS NORTH & SOUTH OF AIRPORT. RUNWAY ASSIGNMENTS BETWEEN 2200-0700 WILL BE PREDICATED ON NOISE ABATEMENT CONSIDERATIONS.

SUCCESSIVE OR SIMULTANEOUS DEPS FROM RUNWAYS 18L AND RUNWAY 18C ARE APPROVED WITH COURSE DIVERGENCE BEGINNING NO FURTHER THAN 2 MILES FROM END OF RUNWAY DUE TO NOISE ABATEMENT RESTRICTIONS.

RUNWAY 09/27 WEST 4200 FT CONCRETE; EAST 750 FT CONCRETE; REMAINDER ASPHALT OVERLAY.

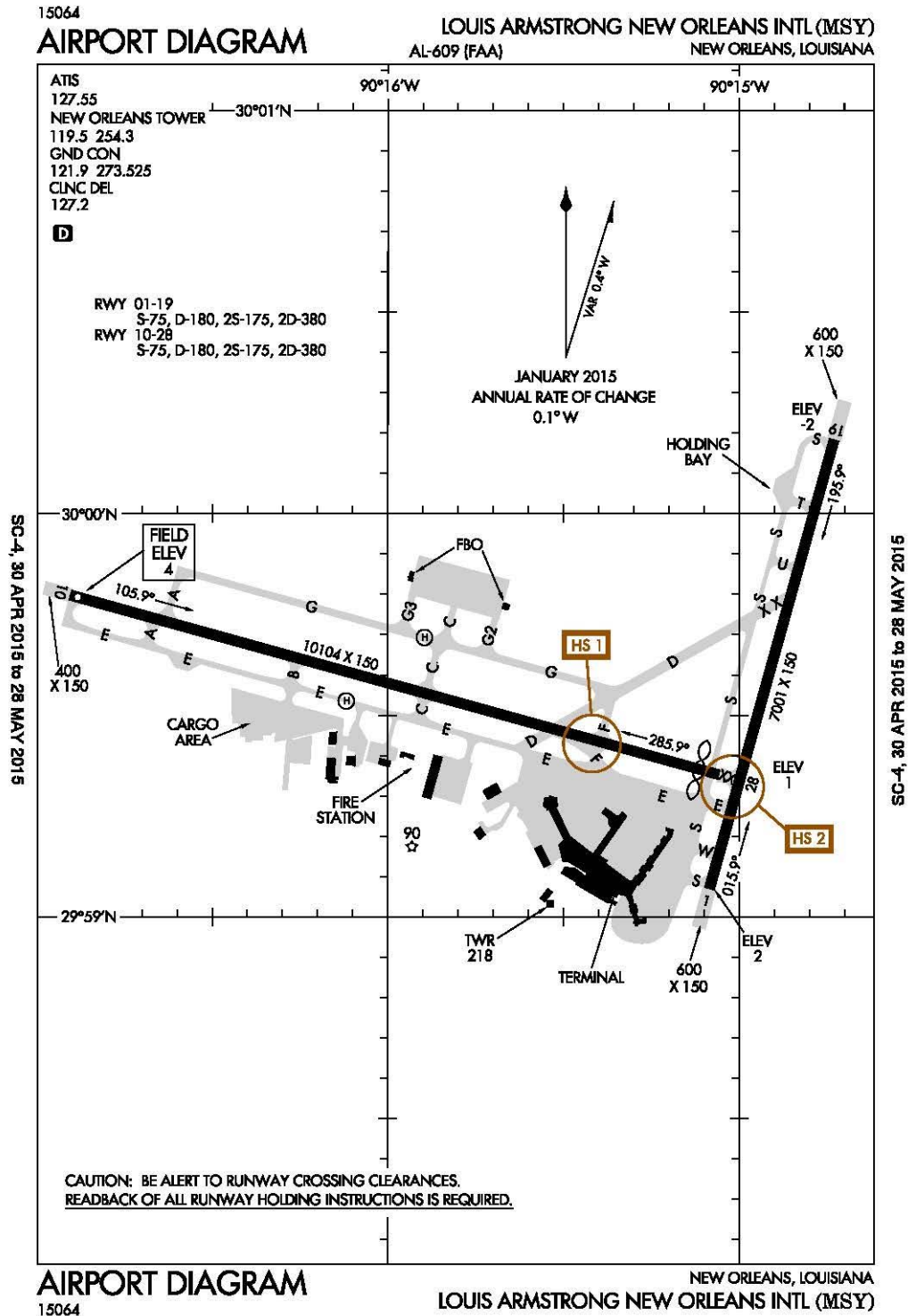
SUCCESSIVE OR SIMULTANEOUS DEPS FROM RUNWAY 36C & RUNWAY 36R ARE APPROVED WITH COURSE DIVERGENCE BEGINNING NO FURTHER THAN 2 MILES FROM END OF RUNWAY DUE TO NOISE ABATEMENT RESTRICTIONS.

CVG TAXIWAYS, ALL TAXIWAYS RESTRICTED TO 15 MPH OR LESS WITH WINGSPAN 214 FT/OVER WITH EFFECT FROM 1212132125.

SUCCESSIVE OR SIMULTANEOUS DEPARTURES FROM RUNWAY 36L AND RUNWAY 36R ARE APPROVED WITH COURSE DIVERGENCE BEGINNING NO FURTHER THAN 2 MILES FROM END OF RUNWAY DUE TO NOISE ABATEMENT RESTRICTIONS.

LARGE FLOCKS OF BIRDS ON AND IN THE VICINITY OF THE AIRPORT.

New Orleans, Louisiana
Louis Armstrong New Orleans International
ICAO Identifier KMSY



New Orleans, LA
Louis Armstrong New Orleans Intl
ICAO Identifier KMSY

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 29-59-35.80N / 90-15-32.50W
2.2.2 From City: 10 Miles W Of New Orleans, LA
2.2.3 Elevation: 3.7 ft
2.2.5 Magnetic variation: 2E (1990)
2.2.6 Airport Contact: Iftikhar Ahmad
PO BOX 20007
New Orleans, LA 70141
(504) 624-1160
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: No
2.4.6 Repair facilities: None

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
D certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 01
2.10.1.b Type of obstacle: Road (12 ft). Lighted
2.10.1.c Location of obstacle: 365 ft from Centerline

2.10.1.a. Runway designation: 19
2.10.1.b Type of obstacle: Road (13 ft). Lighted
2.10.1.c Location of obstacle: 289 ft from Centerline

2.10.1.a. Runway designation: 28
2.10.1.b Type of obstacle: Tree (53 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 694 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 01
2.12.2 True Bearing: 15
2.12.3 Dimensions: 7001 ft x 150 ft
2.12.5 Coordinates: 29-59-00.00N / 90-15-00.00W
2.12.6 Threshold elevation: 2 ft
2.12.6 Touchdown zone elevation: 3 ft

2.12.1 Designation: 19
2.12.2 True Bearing: 195
2.12.3 Dimensions: 7001 ft x 150 ft
2.12.5 Coordinates: 30-00-10.99N / 90-14-43.84W
2.12.6 Threshold elevation: -2 ft
2.12.6 Touchdown zone elevation: 0 ft

2.12.1 Designation: 10
2.12.2 True Bearing: 105
2.12.3 Dimensions: 10104 ft x 150 ft
2.12.5 Coordinates: 29-59-47.86N / 90-16-54.22W
2.12.6 Threshold elevation: 4 ft
2.12.6 Touchdown zone elevation: 4 ft

2.12.1 Designation: 28
2.12.2 True Bearing: 285
2.12.3 Dimensions: 10104 ft x 150 ft
2.12.5 Coordinates: 29-59-21.17N / 90-15-00.00W
2.12.6 Threshold elevation: 1 ft
2.12.6 Touchdown zone elevation: 3 ft

AD 2.13 Declared distances

2.13.1 Designation: 01
2.13.2 Takeoff run available: 7001
2.13.3 Takeoff distance available: 7001
2.13.4 Accelerate-stop distance available: 7001
2.13.5 Landing distance available: 7001

2.13.1 Designation: 19
2.13.2 Takeoff run available: 7001
2.13.3 Takeoff distance available: 7001
2.13.4 Accelerate-stop distance available: 7001
2.13.5 Landing distance available: 7001

2.13.1 Designation: 10
2.13.2 Takeoff run available: 10104
2.13.3 Takeoff distance available: 10104
2.13.4 Accelerate-stop distance available: 10104
2.13.5 Landing distance available: 10104

2.13.1 Designation: 28
2.13.2 Takeoff run available: 10104
2.13.3 Takeoff distance available: 10104
2.13.4 Accelerate-stop distance available: 10104
2.13.5 Landing distance available: 9800

AD 2.14 Approach and runway lighting

2.14.1 Designation: 01
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 19
2.14.2 Approach lighting system: MALS: 1400 feet medium intensity approach lighting system
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 10
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 28
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 119.5 MHz

2.18.1 Service designation: APCH/P
2.18.3 Service designation: 120.1 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS B
2.18.3 Service designation: 123.85 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS B
2.18.3 Service designation: 125.5 MHz

2.18.1 Service designation: IC
2.18.3 Service designation: 125.5 MHz

2.18.1 Service designation: CD/P PTC
2.18.3 Service designation: 127.2 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS B
2.18.3 Service designation: 133.15 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 254.3 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS B
2.18.3 Service designation: 256.9 MHz

2.18.1 Service designation: APCH/S
2.18.3 Service designation: 269.2 MHz

2.18.1 Service designation: IC
2.18.3 Service designation: 284.7 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS B
2.18.3 Service designation: 290.3 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS B
2.18.3 Service designation: 350.35 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 273.525 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 127.55 MHz
2.18.4 Hours of operation: 24

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 01. Magnetic variation: 2E
2.19.2 ILS identification: JFI
2.19.5 Coordinates: 30-00-20.51N / 90-14-40.81W
2.19.6 Site elevation: -4.2 ft

2.19.1 ILS type: DME for runway 01. Magnetic variation: 2E
2.19.2 ILS identification: JFI
2.19.5 Coordinates: 30-00-21.66N / 90-14-43.25W
2.19.6 Site elevation: 1.3 ft

2.19.1 ILS type: Glide Slope for runway 01. Magnetic variation: 2E
2.19.2 ILS identification: JFI
2.19.5 Coordinates: 29-59-13.61N / 90-14-58.56W
2.19.6 Site elevation: -0.9 ft

2.19.1 ILS type: Outer Marker for runway 01. Magnetic variation: 2E
2.19.2 ILS identification: JFI
2.19.5 Coordinates: 29-54-53.36N / 90-16-26.35W
2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 01. Magnet-

ic variation: 2E

2.19.2 ILS identification: JFI

2.19.5 Coordinates: 29-58-28.53N / 90-15-15.88W

2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 19. Magnetic variation: 2E

2.19.2 ILS identification: ONW

2.19.5 Coordinates: 30-00-21.66N / 90-14-43.25W

2.19.6 Site elevation: 1.3 ft

2.19.1 ILS type: Localizer for runway 19. Magnetic variation: 2E

2.19.2 ILS identification: ONW

2.19.5 Coordinates: 29-58-55.15N / 90-15-00.00W

2.19.6 Site elevation: 2.3 ft

2.19.1 ILS type: DME for runway 10. Magnetic variation: 0E

2.19.2 ILS identification: MSY

2.19.5 Coordinates: 29-59-17.21N / 90-14-55.72W

2.19.6 Site elevation: 12.4 ft

2.19.1 ILS type: Outer Marker for runway 10. Magnetic variation: 0E

2.19.2 ILS identification: MSY

2.19.5 Coordinates: 30-01-30.85N / 90-23-59.59W

2.19.6 Site elevation: 7.2 ft

2.19.1 ILS type: Localizer for runway 10. Magnetic variation: 0E

2.19.2 ILS identification: MSY

2.19.5 Coordinates: 29-59-19.32N / 90-14-55.85W

2.19.6 Site elevation: -0.5 ft

2.19.1 ILS type: Glide Slope for runway 10. Magnetic variation: 0E

2.19.2 ILS identification: MSY

2.19.5 Coordinates: 29-59-48.62N / 90-16-39.25W

2.19.6 Site elevation: -3.1 ft

2.19.1 ILS type: Inner Marker for runway 10. Magnetic variation: 0E

2.19.2 ILS identification: MSY

2.19.5 Coordinates: 29-59-50.26N / 90-17-00.00W

2.19.6 Site elevation: 4.4 ft

2.19.1 ILS type: Middle Marker for runway 10. Magnetic variation: 0E

2.19.2 ILS identification: MSY

2.19.5 Coordinates: 29-59-56.63N / 90-17-22.12W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 28. Magnetic variation: 2E

2.19.2 ILS identification: HOX

2.19.5 Coordinates: 29-59-50.52N / 90-17-00.00W

2.19.6 Site elevation: 4.4 ft

2.19.1 ILS type: Glide Slope for runway 28. Magnetic variation: 2E

2.19.2 ILS identification: HOX

2.19.5 Coordinates: 29-59-27.97N / 90-15-16.79W

2.19.6 Site elevation: 0.1 ft

2.19.1 ILS type: Middle Marker for runway 28. Magnetic variation: 2E

2.19.2 ILS identification: HOX

2.19.5 Coordinates: 29-59-15.11N / 90-14-37.70W

2.19.6 Site elevation: 1 ft

2.19.1 ILS type: DME for runway 28. Magnetic variation: 2E

2.19.2 ILS identification: HOX

2.19.5 Coordinates: 29-59-17.21N / 90-14-55.72W

2.19.6 Site elevation: 12.4 ft

2.19.1 ILS type: Outer Marker for runway 28. Magnetic variation: 2E

2.19.2 ILS identification: HOX

2.19.5 Coordinates: 29-58-12.35N / 90-10-27.99W

2.19.6 Site elevation: 5 ft

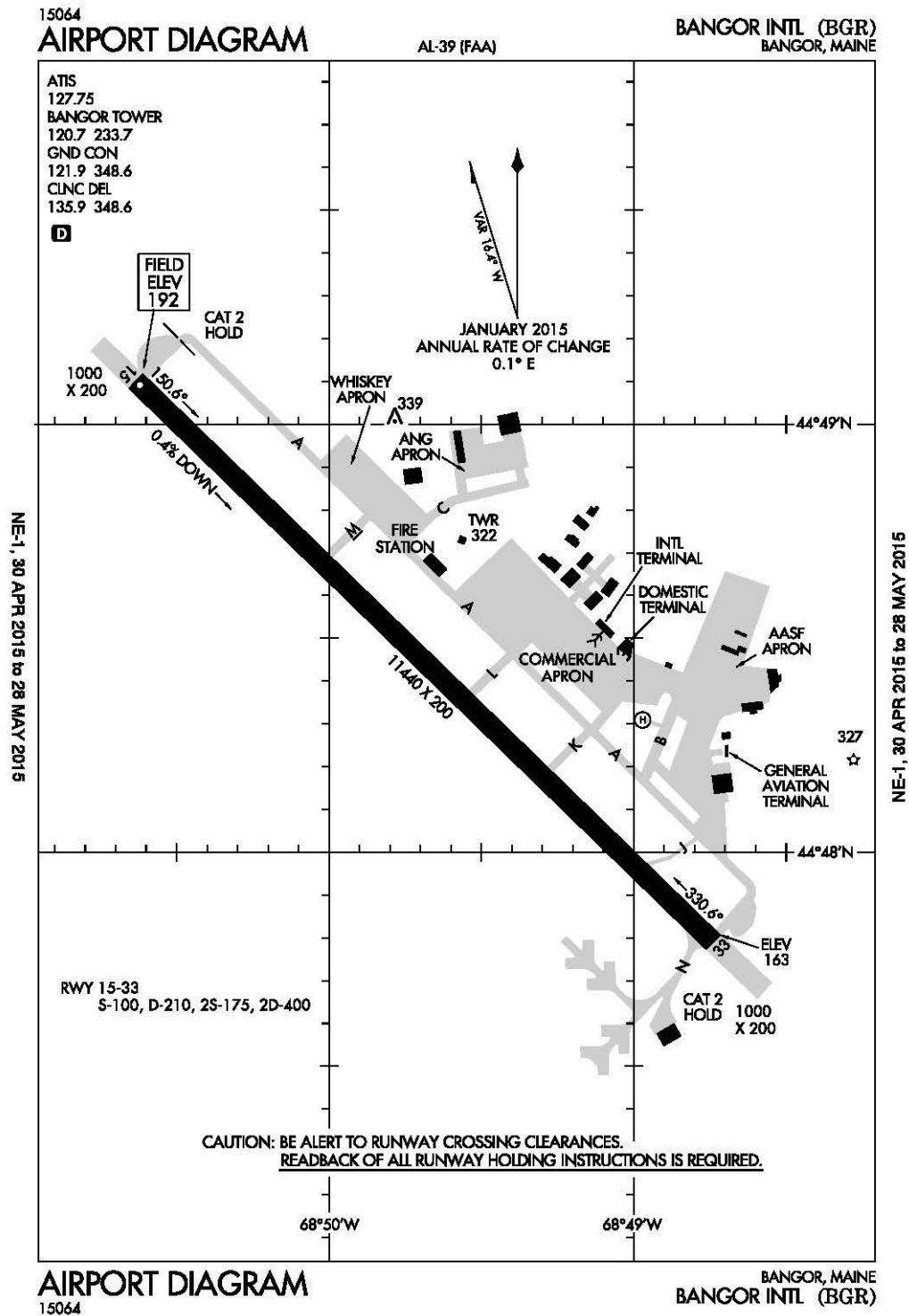
General Remarks:

180 DEGREE & LOCKED WHEEL TURNS PROHIBITED ON ASPHALT SURFACE AIRCRAFT 12500 LBS & OVER.

FLOCKS OF BIRDS ON & IN VICINITY OF AIRPORT.

RUNWAY 10 NOISE SENSITIVE FOR DEP; AVAILABLE FOR OPERATIONAL NECESSITY. ALL RUNWAYS NOISE SENSITIVE FOR ARR. ARRIVING TURBOJETS MUST MAKE 5 MILE FINAL APPROACH TO MINIMIZE NOISE.

Bangor, Maine
Bangor International
ICAO Identifier KBGR



Bangor, ME
Bangor Intl
ICAO Identifier KBGR

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 44-48-26.80N / 68-49-41.30W
2.2.2 From City: 3 Miles W Of Bangor, ME
2.2.3 Elevation: 192.1 ft
2.2.5 Magnetic variation: 19W (1985)
2.2.6 Airport Contact: Tony Caruso
BANGOR INTERNATIONAL ARPT
Bangor, ME 4401 (207-992-4600)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
E certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 33
2.10.1.b Type of obstacle: Trees (76 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 0 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 15
2.12.2 True Bearing: 134
2.12.3 Dimensions: 11440 ft x 200 ft
2.12.5 Coordinates: 44-49-00.00N / 68-50-38.15W
2.12.6 Threshold elevation: 192 ft
2.12.6 Touchdown zone elevation: 192 ft

2.12.1 Designation: 33
2.12.2 True Bearing: 314
2.12.3 Dimensions: 11440 ft x 200 ft
2.12.5 Coordinates: 44-47-47.41N / 68-48-44.36W
2.12.6 Threshold elevation: 163 ft
2.12.6 Touchdown zone elevation: 163 ft

2.12.1 Designation: H1

2.12.3 Dimensions: 100 ft x 100 ft

AD 2.13 Declared distances

2.13.1 Designation: 15
2.13.2 Takeoff run available: 11440
2.13.3 Takeoff distance available: 11440
2.13.4 Accelerate-stop distance available: 11440
2.13.5 Landing distance available: 11440

AD 2.14 Approach and runway lighting

2.14.1 Designation: 15
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 33
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 120.7 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: APCH/S DEP/S CLASS C/S
2.18.3 Service designation: 124.5 MHz

2.18.1 Service designation: ATIS
2.18.3 Service designation: 127.75 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: CD/P
2.18.3 Service designation: 135.9 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C IC
2.18.3 Service designation: 239.3 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: GND/P CD/P
2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: NG OPS
2.18.3 Service designation: 41.2 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C/P
IC
2.18.3 Service designation: 118.925 MHz

2.18.1 Service designation: LC/P
2.18.3 Service designation: 233.7 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 15. Magnetic variation: 17W

2.19.2 ILS identification: JVH
2.19.5 Coordinates: 44-47-40.37N / 68-48-34.19W
2.19.6 Site elevation: 162 ft

2.19.1 ILS type: Glide Slope for runway 15. Magnetic variation: 17W

2.19.2 ILS identification: JVH
2.19.5 Coordinates: 44-49-00.00N / 68-50-22.48W
2.19.6 Site elevation: 188 ft

2.19.1 ILS type: DME for runway 15. Magnetic variation: 17W

2.19.2 ILS identification: JVH
2.19.5 Coordinates: 44-47-42.50N / 68-48-31.81W
2.19.6 Site elevation: 166 ft

2.19.1 ILS type: Inner Marker for runway 15. Magnetic variation: 17W

2.19.2 ILS identification: JVH
2.19.5 Coordinates: 44-49-12.06N / 68-50-46.72W
2.19.6 Site elevation: 184 ft

2.19.1 ILS type: Middle Marker for runway 15. Magnetic variation: 17W

2.19.2 ILS identification: JVH
2.19.5 Coordinates: 44-49-23.69N / 68-51-00.00W
2.19.6 Site elevation: 158 ft

2.19.1 ILS type: Outer Marker for runway 15. Magnetic variation: 17W

2.19.2 ILS identification: JVH
2.19.5 Coordinates: 44-52-49.62N / 68-55-59.54W
2.19.6 Site elevation: 129 ft

2.19.1 ILS type: Localizer for runway 33. Magnetic variation: 19W

2.19.2 ILS identification: BGR
2.19.5 Coordinates: 44-49-13.62N / 68-50-48.98W
2.19.6 Site elevation: 181.7 ft

2.19.1 ILS type: Outer Marker for runway 33. Magnetic variation: 19W

2.19.2 ILS identification: BGR
2.19.5 Coordinates: 44-43-39.19N / 68-42-46.33W
2.19.6 Site elevation:

2.19.1 ILS type: Glide Slope for runway 33. Magnetic variation: 19W

2.19.2 ILS identification: BGR
2.19.5 Coordinates: 44-47-53.70N / 68-48-59.71W
2.19.6 Site elevation: 148.8 ft

2.19.1 ILS type: Middle Marker for runway 33. Magnetic variation: 19W

2.19.2 ILS identification: BGR
2.19.5 Coordinates: 44-47-30.62N / 68-48-20.24W
2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 33. Magnetic variation: 19W

2.19.2 ILS identification: BGR
2.19.5 Coordinates: 44-47-42.50N / 68-48-31.81W
2.19.6 Site elevation: 166.2 ft

General Remarks:

TAXIWAY J LIMITED TO AIRCRAFT 75000 LBS GROSS TAKEOFF WEIGHT

TRANSIENT AIRCRAFT MAY BE DIVERTED TO CIVILIAN SIDE DURING NON-DUTY HRS & WEEKENDS. FEE REQUIRED; NO ANG TRANSIENT ALERT.

RESTRICTED: TAXIWAY 'J' CLOSED DURING WINTER.

TRAFFIC PATTERN: RUNWAY 33 LEFT TRAFFIC, TURBO JET TRAFFIC 2000' MSL UNLESS OTHERWISE INSTR.

MISC: RUNWAY 15-33 GROOVED.

ANG: PRIOR PERMISSION REQUIRED DSN 698-7232 (COMM 207-990-7232), 3 HR OUT CALL (HF 6761) & 30 MIN OUT CALL (311.0) REQUIRED TO ENSURE CUSTOMS/AG AVAIL & TIMELY TRANSIENT SERVICE. TRANSIENT MAINT AVAILABLE BY PRIOR PERMISSION REQUIRED. TRANSIENT AIRCRAFT MAY BE DIVERTED TO CIVIL SIDE DURING OPERATING HRS.

ANG: FEE REQUIRED. ANG NOT EQUIPMENT OR MANNED WITH AN AERIAL PORT FLIGHT 30 OR MORE PASSENGER WILL BE SENT TO CITY FOR PROCESSING. CAN HANDLE ALL AIR MOBILITY COMMAND AIRCRAFT. SERVICE AVAILABLE 24/7. ALL HAZARD CARGO SHOULD BE PRE-COORD FOR SAFETY REASONS, NO HOT CARGO PAD AVAILABLE.

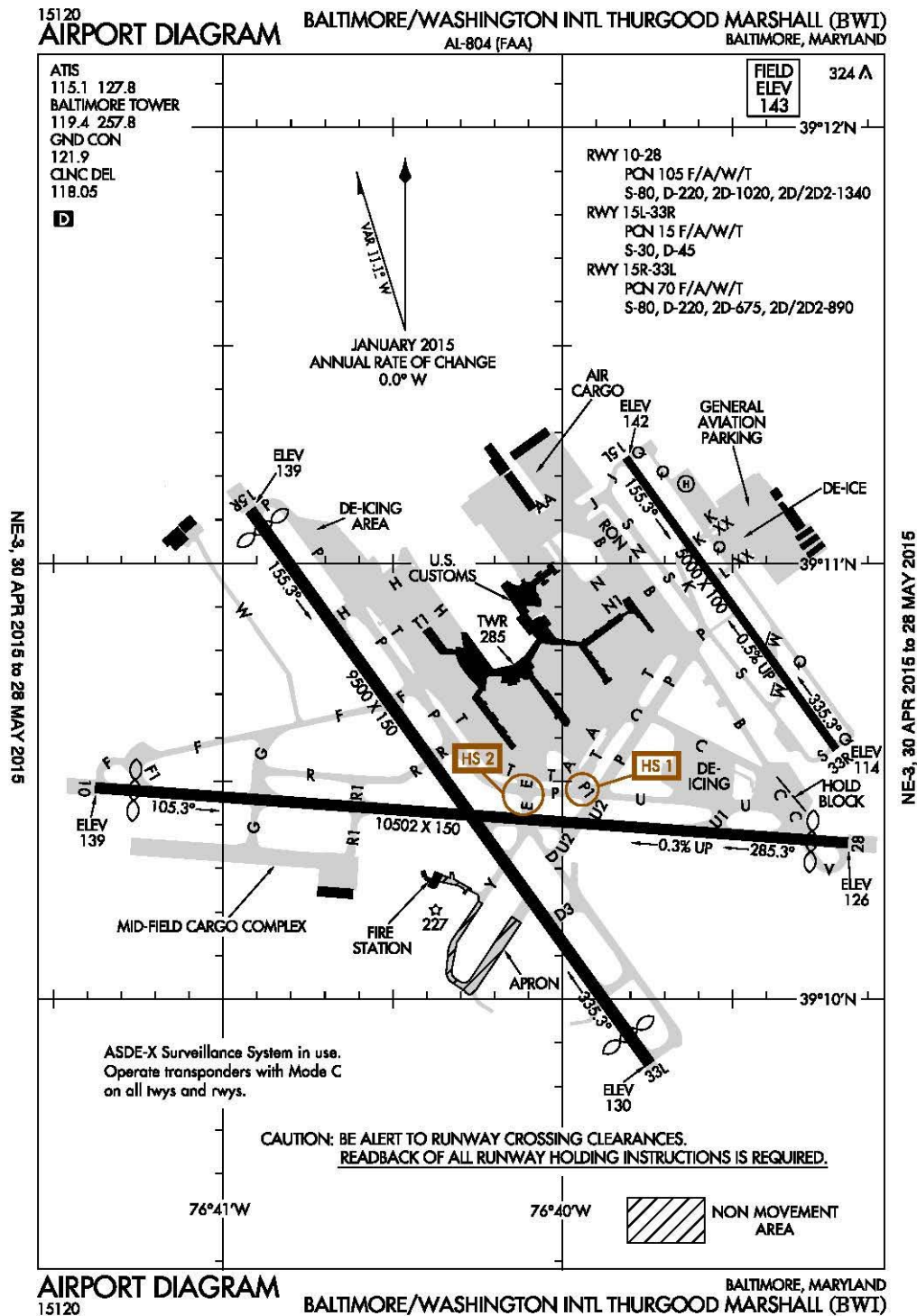
ARRANGE: OPR 1230-2100Z++ MON-FRI EXCEPT HOLIDAY. LIMITED MAINT. J8. PRIOR PERMISSION REQUIRED MAY-OCT SERVICE DSN 626-1100.

CAUTION: BASH PHASE II PERIOD OCT-NOV, APR-MAY. EXPECT INCREASED BIRD ACTIVITY. CONTACT BASE OPS/COMMAND POST/SOF FOR CURRENT BIRDWATCH CONDITION.

SERVICE-FLUID: REMARKS: FOREIGN MILITARY ONLY: ON BASE LOX SERVICE UNAVAILABLE. OFF-BASE CONTRACTED LOX AVAILABLE 24/7, CONTACT (207-825-1100) FOR PRE-COORDINATION.

FUEL: A++ (MIL).

Baltimore, Maryland
Baltimore-Washington International Thurgood Marshall
ICAO Identifier KBWI



Baltimore, MD
Baltimore/Washington Intl Thurgood Marshal
ICAO Identifier KBWI

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 39-10-31.26N / 76-40-00.00W
2.2.2 From City: 9 Miles S Of Baltimore, MD
2.2.3 Elevation: 143.2 ft
2.2.5 Magnetic variation: 11W (2000)
2.2.6 Airport Contact: John Stewart
PO BOX 8766
BWI Airport, MD 21240
(410-859-7018)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: RWY 28 De-Ice Pad Lane 1 R
Standard To Aircraft With Wingspan 171 Ft Or Less,
Lane 2 R Standard To Aircraft With Wingspan 135 Ft Or
Less, Lane 3 Is Used By Large Aircraft Max Wingspan
215 Ft And When In Use- Lanes 2 And 4 Are Unavail-
able. Lanes 4, 5 & 6 Are R Standard To Aircraft Wing-
span 135 Ft Or Less.
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
C certified on 5/1/1973
2.6.4 Remarks: BWI Is Officially An Index C Airport,
As Determined By FAA. ARFF Index D Equipment
Coverage Provided.

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 15L
2.10.1.b Type of obstacle: Pole (31 ft). Not Lighted or
Marked
2.10.1.c Location of obstacle: 615 ft from Centerline

2.10.1.a. Runway designation: 33R
2.10.1.b Type of obstacle: Tree (39 ft). Not Lighted or
Marked
2.10.1.c Location of obstacle: 585 ft from Centerline

2.10.1.a. Runway designation: 15R

2.10.1.b Type of obstacle: Ant (126 ft). Lighted
2.10.1.c Location of obstacle: 908 ft from Centerline

2.10.1.a. Runway designation: 33L
2.10.1.b Type of obstacle: Tower (154 ft). Not Lighted
or Marked
2.10.1.c Location of obstacle: 906 ft from Centerline

2.10.1.a. Runway designation: 10
2.10.1.b Type of obstacle: Tree (35 ft). Not Lighted or
Marked
2.10.1.c Location of obstacle: 305 ft from Centerline

2.10.1.a. Runway designation: 28
2.10.1.b Type of obstacle: Tree (31 ft). Not Lighted or
Marked
2.10.1.c Location of obstacle: 425 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 15L
2.12.2 True Bearing: 144
2.12.3 Dimensions: 5000 ft x 100 ft
2.12.4 PCN: 15 F/A/W/T
2.12.5 Coordinates: 39-11-14.54N / 76-39-48.74W
2.12.6 Threshold elevation: 142 ft
2.12.6 Touchdown zone elevation: 142 ft

2.12.1 Designation: 33R
2.12.2 True Bearing: 324
2.12.3 Dimensions: 5000 ft x 100 ft
2.12.4 PCN: 15 F/A/W/T
2.12.5 Coordinates: 39-10-34.45N / 76-39-11.63W
2.12.6 Threshold elevation: 114 ft
2.12.6 Touchdown zone elevation: 124 ft

2.12.1 Designation: 15R
2.12.2 True Bearing: 144
2.12.3 Dimensions: 9500 ft x 150 ft
2.12.4 PCN: 70 F/A/W/T
2.12.5 Coordinates: 39-11-00.00N / 76-40-55.17W
2.12.6 Threshold elevation: 139 ft
2.12.6 Touchdown zone elevation: 138 ft

2.12.1 Designation: 33L
2.12.2 True Bearing: 324
2.12.3 Dimensions: 9500 ft x 150 ft
2.12.4 PCN: 70 F/A/W/T
2.12.5 Coordinates: 39-09-51.13N / 76-39-44.61W
2.12.6 Threshold elevation: 130 ft
2.12.6 Touchdown zone elevation: 142 ft

2.12.1 Designation: H1
2.12.3 Dimensions: 100 ft x 100 ft

2.12.1 Designation: 10
2.12.2 True Bearing: 94
2.12.3 Dimensions: 10502 ft x 150 ft
2.12.4 PCN: 105 F/A/W/T
2.12.5 Coordinates: 39-10-29.09N / 76-41-22.63W
2.12.6 Threshold elevation: 139 ft
2.12.6 Touchdown zone elevation: 143 ft

2.12.1 Designation: 28
2.12.2 True Bearing: 274
2.12.3 Dimensions: 10502 ft x 150 ft
2.12.4 PCN: 105 F/A/W/T
2.12.5 Coordinates: 39-10-21.48N / 76-39-00.00W
2.12.6 Threshold elevation: 126 ft
2.12.6 Touchdown zone elevation: 142 ft
2.12.7 Slope: 0.3UP

AD 2.13 Declared distances

2.13.1 Designation: 15L
2.13.2 Takeoff run available: 5000
2.13.3 Takeoff distance available: 5000
2.13.4 Accelerate-stop distance available: 5000
2.13.5 Landing distance available: 5000

2.13.1 Designation: 33R
2.13.2 Takeoff run available: 5000
2.13.3 Takeoff distance available: 5000
2.13.4 Accelerate-stop distance available: 5000
2.13.5 Landing distance available: 5000

2.13.1 Designation: 15R
2.13.2 Takeoff run available: 9500
2.13.3 Takeoff distance available: 9500
2.13.4 Accelerate-stop distance available: 8600
2.13.5 Landing distance available: 9200

2.13.1 Designation: 33L
2.13.2 Takeoff run available: 9500
2.13.3 Takeoff distance available: 9500
2.13.4 Accelerate-stop distance available: 8800
2.13.5 Landing distance available: 9000

2.13.1 Designation: 10
2.13.2 Takeoff run available: 10502
2.13.3 Takeoff distance available: 10502
2.13.4 Accelerate-stop distance available: 10502
2.13.5 Landing distance available: 9952

2.13.1 Designation: 28
2.13.2 Takeoff run available: 10502
2.13.3 Takeoff distance available: 10502
2.13.4 Accelerate-stop distance available: 10502
2.13.5 Landing distance available: 10002

AD 2.14 Approach and runway lighting

2.14.1 Designation: 15L
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 33R
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 15R
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

2.14.1 Designation: 33L
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 10
2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-
quenced flashers, category II or III configuration

2.14.1 Designation: 28
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-box
VASI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 115.1 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: CD/P
2.18.3 Service designation: 118.05 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 119.4 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 127.8 MHz
2.18.4 Hours of operation: 24

|2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 257.8 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 15L. Magnetic variation: 11W
2.19.2 ILS identification: UQC
2.19.5 Coordinates: 39-10-31.22N / 76-39-00.00W
2.19.6 Site elevation: 102 ft

2.19.1 ILS type: Outer Marker for runway 15L. Magnetic variation: 11W
2.19.2 ILS identification: UQC
2.19.5 Coordinates: 39-14-55.34N / 76-43-16.63W
2.19.6 Site elevation: 301 ft

2.19.1 ILS type: Middle Marker for runway 15L. Magnetic variation: 11W
2.19.2 ILS identification: UQC
2.19.5 Coordinates: 39-11-37.14N / 76-40-00.00W
2.19.6 Site elevation: 180 ft

2.19.1 ILS type: Glide Slope for runway 15L. Magnetic variation: 11W
2.19.2 ILS identification: UQC
2.19.5 Coordinates: 39-11-00.00N / 76-39-44.24W
2.19.6 Site elevation: 138 ft

2.19.1 ILS type: Middle Marker for runway 33R. Magnetic variation: 11W
2.19.2 ILS identification: BWI
2.19.5 Coordinates: 39-10-00.00N / 76-38-48.58W
2.19.6 Site elevation: 80 ft

2.19.1 ILS type: DME for runway 33R. Magnetic vari-

ation: 11W
2.19.2 ILS identification: BWI
2.19.5 Coordinates: 39-11-18.90N / 76-39-48.50W
2.19.6 Site elevation: 128.7 ft

2.19.1 ILS type: Localizer for runway 33R. Magnetic variation: 11W
2.19.2 ILS identification: BWI
2.19.5 Coordinates: 39-11-16.97N / 76-39-50.99W
2.19.6 Site elevation: 135 ft

2.19.1 ILS type: Glide Slope for runway 33R. Magnetic variation: 11W
2.19.2 ILS identification: BWI
2.19.5 Coordinates: 39-10-40.05N / 76-39-21.19W
2.19.6 Site elevation: 110 ft

2.19.1 ILS type: Localizer for runway 15R. Magnetic variation: 11W
2.19.2 ILS identification: FND
2.19.5 Coordinates: 39-09-39.11N / 76-39-33.48W
2.19.6 Site elevation: 116 ft

2.19.1 ILS type: Outer Marker for runway 15R. Magnetic variation: 11W
2.19.2 ILS identification: FND
2.19.5 Coordinates: 39-14-13.45N / 76-43-52.10W
2.19.6 Site elevation:

2.19.1 ILS type: Glide Slope for runway 15R. Magnetic variation: 11W
2.19.2 ILS identification: FND
2.19.5 Coordinates: 39-10-53.60N / 76-40-48.90W
2.19.6 Site elevation: 130 ft

2.19.1 ILS type: Middle Marker for runway 15R. Magnetic variation: 11W
2.19.2 ILS identification: FND
2.19.5 Coordinates: 39-11-33.15N / 76-41-19.11W
2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 33L. Magnetic variation: 11W
2.19.2 ILS identification: RUX
2.19.5 Coordinates: 39-11-10.51N / 76-40-58.14W
2.19.6 Site elevation: 133 ft

2.19.1 ILS type: DME for runway 33L. Magnetic variation: 11W
2.19.2 ILS identification: RUX
2.19.5 Coordinates: 39-11-00.00N / 76-41-00.00W

2.19.6 Site elevation: 127 ft

2.19.1 ILS type: Glide Slope for runway 33L. Magnetic variation: 11W

2.19.2 ILS identification: RUX

2.19.5 Coordinates: 39-10-00.00N / 76-39-59.72W

2.19.6 Site elevation: 125 ft

2.19.1 ILS type: Middle Marker for runway 33L. Magnetic variation: 11W

2.19.2 ILS identification: RUX

2.19.5 Coordinates: 39-09-29.15N / 76-39-26.74W

2.19.6 Site elevation: 92 ft

2.19.1 ILS type: Outer Marker for runway 33L. Magnetic variation: 11W

2.19.2 ILS identification: RUX

2.19.5 Coordinates: 39-06-36.92N / 76-36-43.69W

2.19.6 Site elevation: 151 ft

2.19.1 ILS type: Outer Marker for runway 10. Magnetic variation: 11W

2.19.2 ILS identification: BAL

2.19.5 Coordinates: 39-10-45.89N / 76-46-00.00W

2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 10. Magnetic variation: 11W

2.19.2 ILS identification: BAL

2.19.5 Coordinates: 39-10-30.85N / 76-41-53.99W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 10. Magnetic variation: 11W

2.19.2 ILS identification: BAL

2.19.5 Coordinates: 39-10-20.59N / 76-38-54.29W

2.19.6 Site elevation: 137.6 ft

2.19.1 ILS type: Inner Marker for runway 10. Magnetic variation: 11W

2.19.2 ILS identification: BAL

2.19.5 Coordinates: 39-10-31.24N / 76-41-27.11W

2.19.6 Site elevation: 131 ft

2.19.1 ILS type: Outer Marker for runway 28. Magnetic variation: 11W

2.19.2 ILS identification: OEH

2.19.5 Coordinates: 39-09-56.02N / 76-31-00.00W

2.19.6 Site elevation: 39 ft

2.19.1 ILS type: Localizer for runway 28. Magnetic variation: 11W

2.19.2 ILS identification: OEH

2.19.5 Coordinates: 39-10-29.45N / 76-41-28.96W

2.19.6 Site elevation: 137 ft

2.19.1 ILS type: Glide Slope for runway 28. Magnetic variation: 11W

2.19.2 ILS identification: OEH

2.19.5 Coordinates: 39-10-18.84N / 76-39-28.42W

2.19.6 Site elevation: 130 ft

2.19.1 ILS type: Middle Marker for runway 28. Magnetic variation: 11W

2.19.2 ILS identification: OEH

2.19.5 Coordinates: 39-10-18.69N / 76-38-22.68W

2.19.6 Site elevation: 55 ft

2.19.1 ILS type: Glide Slope for runway 10. Magnetic variation: 11W

2.19.2 ILS identification: BAL

2.19.5 Coordinates: 39-10-24.02N / 76-41-00.00W

2.19.6 Site elevation: 137.6 ft

General Remarks:

PRACTICE LANDING & APPROACH BY TURBO-POWERED AIRCRAFT PROHIBITED 2200-0600; PRACTICE LANDING & TAKE-OFF BY B-747 AIRCRAFT PROHIBITED RUNWAY 15R/33L.

CONT MOWING OPERATIONS ADJACENT ALL RUNWAYS & TAXIWAYS - APR THRU NOV.

NO APRON PARKING FOR UNSCHEDULED AIR CARRIER.

DEER & BIRDS OCCASIONALLY ON & IN THE VICINITY OF AIRPORT.

DISTRACTING LIGHTS (GOLF DRIVING RANGE) RIGHT SIDE EXTENDED CENTERLINE RUNWAY 33L FROM APPROACH END RUNWAY TO 1/4 MI FINAL.

NOISE ABATEMENT PROCEDURES IN EFFECT - RESTRICTION FOR RUNWAY 15L/33R EXCEPT FOR EMERGENCIES OR MERCY FLIGHTS CONTACT AIRPORT MANAGER FOR INFORMATION.

MAJOR CONSTRUCTION ON AIRPORT DAILY; AIRCRAFT MOVEMENT & PARKING AREAS SUBJECT TO SHORT NOTICE CHANGE/CLOSURE. FOR CURRENT INFORMATION PHONE BWI OPERATIONS CENTER 410-859-7018.

AIRCRAFT ON VISUAL APPROACHES EXPECT TO MAINTAIN 3,000 FT UNTIL 10 DME FROM BALANCE VORTAC; DEPART AIRCRAFT SHOULD EXPECT TURNS BASED ON BALTIMORE DME.

TAXIING PROHIBITED BETWEEN GATE C14 & ADJACENT BUILDING STRUCTURE 'SW' OF PIER C.

RUNWAY 15R DEICE PAD, POSITION # 1, RESTRICTED TO AIRCRAFT WITH WINGSPAN OF 156 FT 1 INCH OR LESS & LENGTH OF 180 FT 3 INCHES OR LESS. PSN'S #2 & #3 ARE RESTRICTED TO AIRCRAFT WITH A WINGSPAN OF 156 FT 1 INCH OR LESS, POSITION #3 IS RESTRICTED TO AIRCRAFT WITH A WINGSPAN OF 156 FT 1 INCH OR LESS & LENGTH OF 180 FT 3 INCHES OR LESS; POSITION 4 RESTRICTED TO AIRCRAFT WITH WINGSPAN OF 213 FT OR LESS & LENGTH OF 229 FT 2 INCHES OR LESS.

TAXIWAY "S", SOUTH OF TAXIWAY "P", RESTRICTED TO AIRCRAFT 60,000 LBS. & LESS.

GENERAL AVIATION AIRCRAFT CONTACT UNICOM PRIOR TO ARRIVING AT GENERAL AVIATION RAMP FOR SECURITY PURPOSES.

TAXIWAY "T" IS RESTRICTED TO GROUP IV AIRCRAFT, WINGSPAN 171 FT OR LESS.

TAXILANES 'T-1' & 'H' RESTRICTED TO GROUP III AIRCRAFT WITH MAX WINGSPAN OF 118 FEET.

CONCOURSE A - ALTERNATE DEICING AREA IS RESTRICTED TO B737-800 SIZE AIRCRAFT WITH WINGLETS OR SMALLER ON SPOTS 6, 7A, AND 8A. B737-700 SIZE AIRCRAFT WITH WINGLETS OR SMALLER ARE RESTRICTED TO SPOTS 7B & 8B.

RUNWAY 28 DE-ICE PAD LANE 1 RESTRICTED TO AIRCRAFT WITH WINGSPAN 171 FT OR LESS, LANE 2 RESTRICTED TO AIRCRAFT WITH WINGSPAN 135 FT OR LESS, LANE 3 IS USED BY LARGE AIRCRAFT MAX WINGSPAN 215 FT AND WHEN IN USE- LANES 2 AND 4 ARE UNAVAILABLE. LANES 4, 5 & 6 ARE RESTRICTED TO AIRCRAFT WINGSPAN 135 FT OR LESS.

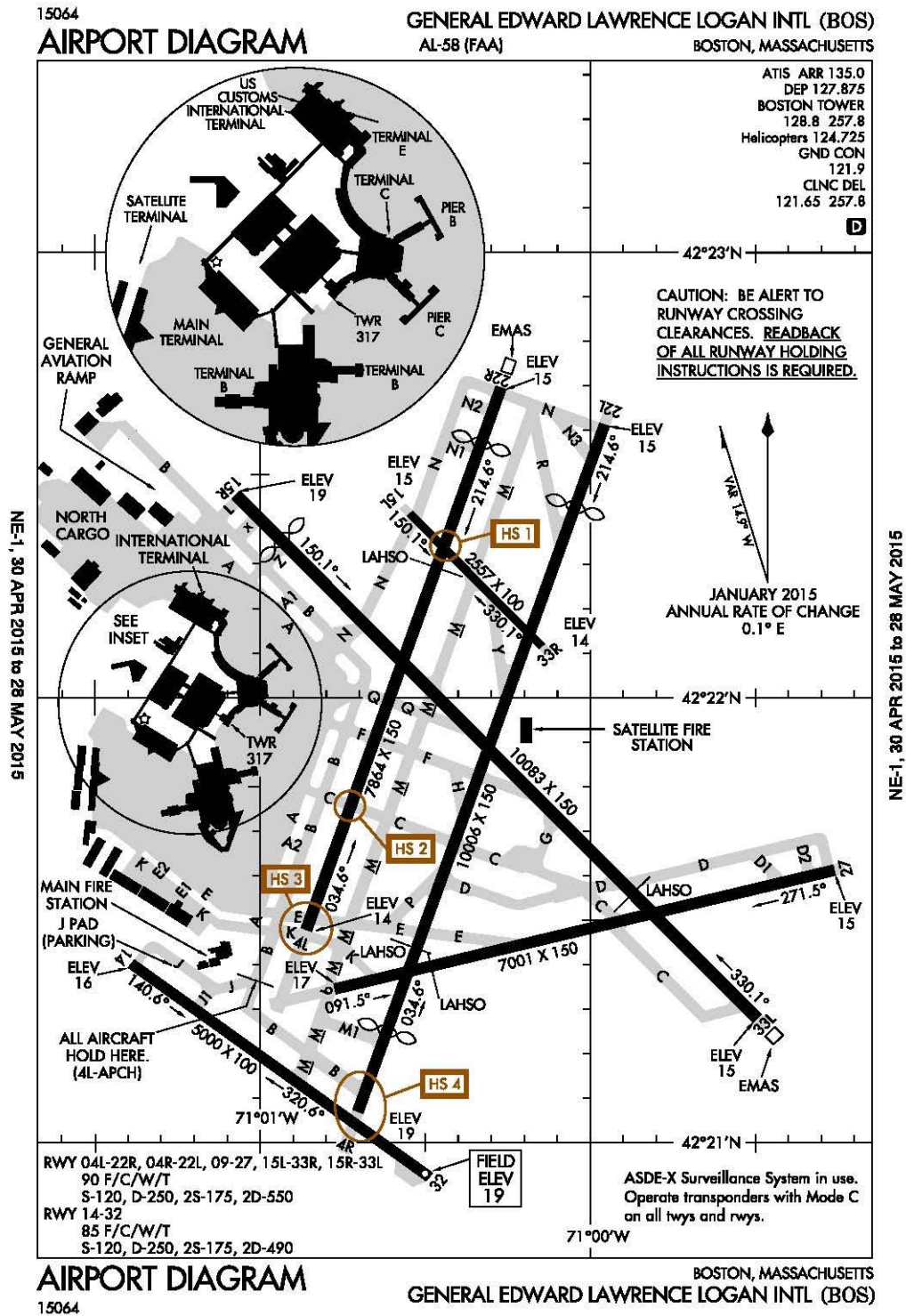
TAXIWAY "T" BETWEEN TAXIWAY "C" & TAXIWAY "H" RESTRICTED TO WINGSPANS OF 171 FT OR LESS.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

DUAL PARALLEL TAXILANES HAVE BEEN ADDED TO THE 'D'/'E' ALLEYWAY; TAXILANE 'N' AND TAXILANE 'N1'. TAXILANE 'N' IS DESIGNATED A "GROUP V" TAXILANE WITH MAX WINGSPAN OF 213 FT. TAXILANE 'N1' IS DESIGNATED A "GROUP IV" TAXILANE WITH MAX WINGSPAN OF 170 FT.

TAXIWAY 'A' IS RESTRICTED TO GROUP IV AIRCRAFT WINGSPAN 171 FT OR LESS..

Boston, Massachusetts
General Edward Lawrence Logan International
ICAO Identifier KBOS



Boston, MA
General Edward Lawrence Logan Intl
ICAO Identifier KBOS

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 42-21-46.67N / 71-00-23.13W
2.2.2 From City: 1 Miles E Of Boston, MA
2.2.3 Elevation: 19.1 ft
2.2.5 Magnetic variation: 16W (1995)
2.2.6 Airport Contact: Edward Freni
LOGAN INTERNATIONAL AIRPORT
East Boston, MA 2128 (617-567-5400)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: No
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
E certified on 9/1/1972

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 04L
2.10.1.b Type of obstacle: Boat (161 ft). Not Lighted or Marked

2.10.1.a. Runway designation: 22R
2.10.1.b Type of obstacle: Boat (44 ft). Not Lighted or Marked

2.10.1.a. Runway designation: 04R
2.10.1.b Type of obstacle: Boat (157 ft). Lighted

2.10.1.a. Runway designation: 22L
2.10.1.b Type of obstacle: Boat (45 ft). Not Lighted or Marked

2.10.1.a. Runway designation: 09
2.10.1.b Type of obstacle: Boat (158 ft). Lighted

2.10.1.a. Runway designation: 27
2.10.1.b Type of obstacle: Boat (45 ft). Lighted

2.10.1.a. Runway designation: 33L
2.10.1.b Type of obstacle: Boat (160 ft). Not Lighted or Marked

2.10.1.a. Runway designation: 15R
2.10.1.b Type of obstacle: Trees (62 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 140 ft from Centerline

2.10.1.a. Runway designation: 14
2.10.1.b Type of obstacle: Bldg (174 ft). Lighted
2.10.1.c Location of obstacle: 70 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 04L
2.12.2 True Bearing: 20
2.12.3 Dimensions: 7864 ft x 150 ft
2.12.4 PCN: 90 F/C/W/T
2.12.5 Coordinates: 42-21-28.76N / 71-00-51.62W
2.12.6 Threshold elevation: 14 ft
2.12.6 Touchdown zone elevation: 14 ft

2.12.1 Designation: 22R
2.12.2 True Bearing: 200
2.12.3 Dimensions: 7864 ft x 150 ft
2.12.4 PCN: 90 F/C/W/T
2.12.5 Coordinates: 42-22-41.85N / 71-00-16.26W
2.12.6 Threshold elevation: 15 ft
2.12.6 Touchdown zone elevation: 15 ft

2.12.1 Designation: 04R
2.12.2 True Bearing: 20
2.12.3 Dimensions: 10006 ft x 150 ft
2.12.4 PCN: 90 F/C/W/T
2.12.5 Coordinates: 42-21-00.00N / 71-00-42.46W
2.12.6 Threshold elevation: 19 ft
2.12.6 Touchdown zone elevation: 18 ft

2.12.1 Designation: 22L
2.12.2 True Bearing: 200
2.12.3 Dimensions: 10006 ft x 150 ft
2.12.4 PCN: 90 F/C/W/T
2.12.5 Coordinates: 42-22-36.84N / 70-59-57.45W
2.12.6 Threshold elevation: 14 ft
2.12.6 Touchdown zone elevation: 16 ft

2.12.1 Designation: 09
2.12.2 True Bearing: 77
2.12.3 Dimensions: 7001 ft x 150 ft
2.12.4 PCN: 90 F/C/W/T
2.12.5 Coordinates: 42-21-20.71N / 71-00-46.43W

2.12.6 Threshold elevation: 17 ft
2.12.6 Touchdown zone elevation: 17 ft

2.12.1 Designation: 27
2.12.2 True Bearing: 257
2.12.3 Dimensions: 7001 ft x 150 ft
2.12.4 PCN: 90 F/C/W/T
2.12.5 Coordinates: 42-21-36.78N / 70-59-15.73W
2.12.6 Threshold elevation: 14 ft
2.12.6 Touchdown zone elevation: 17 ft

2.12.1 Designation: 15L
2.12.2 True Bearing: 135
2.12.3 Dimensions: 2557 ft x 100 ft
2.12.4 PCN: 90 F/C/W/T
2.12.5 Coordinates: 42-22-24.89N / 71-00-32.86W
2.12.6 Threshold elevation: 15 ft

2.12.1 Designation: 33R
2.12.2 True Bearing: 315
2.12.3 Dimensions: 2557 ft x 100 ft
2.12.4 PCN: 90 F/C/W/T
2.12.5 Coordinates: 42-22-00.00N / 71-00-00.00W
2.12.6 Threshold elevation: 14 ft

2.12.1 Designation: 15R
2.12.2 True Bearing: 135
2.12.3 Dimensions: 10083 ft x 150 ft
2.12.4 PCN: 90 F/C/W/T
2.12.5 Coordinates: 42-22-27.38N / 71-01-00.00W
2.12.6 Threshold elevation: 19 ft
2.12.6 Touchdown zone elevation: 17 ft

2.12.1 Designation: 33L
2.12.2 True Bearing: 315
2.12.3 Dimensions: 10083 ft x 150 ft
2.12.4 PCN: 90 F/C/W/T
2.12.5 Coordinates: 42-21-16.74N / 70-59-29.71W
2.12.6 Threshold elevation: 15 ft
2.12.6 Touchdown zone elevation: 15 ft

2.12.1 Designation: 14
2.12.2 True Bearing: 125
2.12.3 Dimensions: 5000 ft x 100 ft
2.12.4 PCN: 85 F/C/W/T
2.12.5 Coordinates: 42-21-23.75N / 71-01-23.79W
2.12.6 Threshold elevation: 16 ft
2.12.6 Touchdown zone elevation: 19 ft

2.12.1 Designation: 32
2.12.2 True Bearing: 305

2.12.3 Dimensions: 5000 ft x 100 ft
2.12.4 PCN: 85 F/C/W/T
2.12.5 Coordinates: 42-20-54.96N / 71-00-29.68W
2.12.6 Threshold elevation: 19 ft
2.12.6 Touchdown zone elevation: 19 ft

AD 2.13 Declared distances

2.13.1 Designation: 04L
2.13.2 Takeoff run available: 7861
2.13.3 Takeoff distance available: 7861
2.13.4 Accelerate-stop distance available: 7861
2.13.5 Landing distance available: 7861

2.13.1 Designation: 22R
2.13.2 Takeoff run available: 7861
2.13.3 Takeoff distance available: 7861
2.13.4 Accelerate-stop distance available: 7861
2.13.5 Landing distance available: 7046

2.13.1 Designation: 04R
2.13.2 Takeoff run available: 10005
2.13.3 Takeoff distance available: 10005
2.13.4 Accelerate-stop distance available: 10005
2.13.5 Landing distance available: 8851

2.13.1 Designation: 22L
2.13.2 Takeoff run available: 10005
2.13.3 Takeoff distance available: 10005
2.13.4 Accelerate-stop distance available: 10005
2.13.5 Landing distance available: 8806

2.13.1 Designation: 09
2.13.2 Takeoff run available: 7000
2.13.3 Takeoff distance available: 7000
2.13.4 Accelerate-stop distance available: 7000
2.13.5 Landing distance available: 7000

2.13.1 Designation: 27
2.13.2 Takeoff run available: 7000
2.13.3 Takeoff distance available: 7000
2.13.4 Accelerate-stop distance available: 7000
2.13.5 Landing distance available: 7000

2.13.1 Designation: 15L
2.13.2 Takeoff run available: 2557
2.13.3 Takeoff distance available: 2557
2.13.4 Accelerate-stop distance available: 2557
2.13.5 Landing distance available: 2557

2.13.1 Designation: 33R
2.13.2 Takeoff run available: 2557

2.13.3 Takeoff distance available: 2557
2.13.4 Accelerate-stop distance available: 2557
2.13.5 Landing distance available: 2557

2.13.1 Designation: 15R
2.13.2 Takeoff run available: 10083
2.13.3 Takeoff distance available: 10083
2.13.4 Accelerate-stop distance available: 10083
2.13.5 Landing distance available: 9202

2.13.1 Designation: 33L
2.13.2 Takeoff run available: 10083
2.13.3 Takeoff distance available: 10083
2.13.4 Accelerate-stop distance available: 10083
2.13.5 Landing distance available: 10083

2.13.1 Designation: 14
2.13.2 Takeoff run available: 5000
2.13.3 Takeoff distance available: 5000
2.13.4 Accelerate-stop distance available: 5000
2.13.5 Landing distance available: 5000

2.13.1 Designation: 32
2.13.2 Takeoff run available: 5000
2.13.3 Takeoff distance available: 5000
2.13.4 Accelerate-stop distance available: 5000
2.13.5 Landing distance available: 5000

AD 2.14 Approach and runway lighting

2.14.1 Designation: 04L
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 22R
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 04R
2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-
quenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 22L
2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

2.14.1 Designation: 27
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 15R
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 33L
2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-
quenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

2.14.1 Designation: 32
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: CD/P PRE TAXI CLNC
2.18.3 Service designation: 121.65 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 124.725 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: LCL/P (ARR/DEP RY
14/32)
2.18.3 Service designation: 128.8 MHz

2.18.1 Service designation: LCL/P (ARR/DEP RYS
04R/22L 09/27)
2.18.3 Service designation: 128.8 MHz

2.18.1 Service designation: LCL/P (ARR/DEP RYS
4L/22R 15R/33L 15L/33R)
2.18.3 Service designation: 128.8 MHz

2.18.1 Service designation: GATE CTL
2.18.3 Service designation: 134.05 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P CD/P
2.18.3 Service designation: 257.8 MHz

2.18.1 Service designation: GND/S
2.18.3 Service designation: 121.75 MHz

2.18.1 Service designation: LCL/S (ARR/DEP RYS
04R/22L, 09/27)
2.18.3 Service designation: 132.225 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 127.875 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 135 MHz
2.18.4 Hours of operation: 24

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: DME for runway 04R. Magnetic variation: 16W
2.19.2 ILS identification: BOS
2.19.5 Coordinates: 42-22-57.48N / 70-59-50.90W
2.19.6 Site elevation: 33.9 ft

2.19.1 ILS type: Outer Marker for runway 04R. Magnetic variation: 16W
2.19.2 ILS identification: BOS
2.19.5 Coordinates: 42-16-25.52N / 71-02-56.95W
2.19.6 Site elevation: 6 ft

2.19.1 ILS type: Localizer for runway 04R. Magnetic variation: 16W
2.19.2 ILS identification: BOS
2.19.5 Coordinates: 42-22-55.97N / 70-59-48.19W
2.19.6 Site elevation: 17.6 ft

2.19.1 ILS type: Glide Slope for runway 04R. Magnetic variation: 16W
2.19.2 ILS identification: BOS
2.19.5 Coordinates: 42-21-21.82N / 71-00-24.55W
2.19.6 Site elevation: 10 ft

2.19.1 ILS type: Inner Marker for runway 04R. Magnetic variation: 16W
2.19.2 ILS identification: BOS
2.19.5 Coordinates: 42-21-00.00N / 71-00-39.89W
2.19.6 Site elevation: 16.5 ft

2.19.1 ILS type: Middle Marker for runway 04R. Magnetic variation: 16W
2.19.2 ILS identification: BOS
2.19.5 Coordinates: 42-20-53.19N / 71-00-47.61W
2.19.6 Site elevation: 12.2 ft

2.19.1 ILS type: DME for runway 22L. Magnetic variation: 16W
2.19.2 ILS identification: LQN
2.19.5 Coordinates: 42-22-57.48N / 70-59-50.90W
2.19.6 Site elevation: 33.9 ft

2.19.1 ILS type: Outer Marker for runway 22L. Magnetic variation: 16W
2.19.2 ILS identification: LQN
2.19.5 Coordinates: 42-27-00.00N / 70-57-47.83W
2.19.6 Site elevation: 13 ft

2.19.1 ILS type: Localizer for runway 22L. Magnetic variation: 16W
2.19.2 ILS identification: LQN
2.19.5 Coordinates: 42-21-00.00N / 71-00-44.28W
2.19.6 Site elevation: 14.5 ft

2.19.1 ILS type: Glide Slope for runway 22L. Magnetic variation: 16W
2.19.2 ILS identification: LQN
2.19.5 Coordinates: 42-22-17.00N / 71-00-11.99W
2.19.6 Site elevation: 11.2 ft

2.19.1 ILS type: Localizer for runway 27. Magnetic variation: 16W
2.19.2 ILS identification: DGU
2.19.5 Coordinates: 42-21-18.48N / 71-00-59.05W
2.19.6 Site elevation: 16.5 ft

2.19.1 ILS type: Glide Slope for runway 27. Magnetic variation: 16W
2.19.2 ILS identification: DGU
2.19.5 Coordinates: 42-21-31.29N / 70-59-28.36W
2.19.6 Site elevation: 12.2 ft

2.19.1 ILS type: DME for runway 27. Magnetic variation: 16W
2.19.2 ILS identification: DGU
2.19.5 Coordinates: 42-21-15.70N / 71-00-55.78W
2.19.6 Site elevation: 30.5 ft

2.19.1 ILS type: Localizer for runway 15R. Magnetic variation: 16W
2.19.2 ILS identification: MDC
2.19.5 Coordinates: 42-21-26.36N / 70-59-37.05W
2.19.6 Site elevation: 10.8 ft

2.19.1 ILS type: Glide Slope for runway 15R. Magnetic variation: 16W
2.19.2 ILS identification: MDC

2.19.5 Coordinates: 42-22-14.70N / 71-00-42.42W
2.19.6 Site elevation: 11.3 ft

2.19.1 ILS type: DME for runway 15R. Magnetic variation: 16W
2.19.2 ILS identification: MDC
2.19.5 Coordinates: 42-21-26.51N / 70-59-35.06W
2.19.6 Site elevation: 26.2 ft

2.19.1 ILS type: DME for runway 33L. Magnetic variation: 16W
2.19.2 ILS identification: LIP
2.19.5 Coordinates: 42-21-26.51N / 70-59-35.06W
2.19.6 Site elevation: 26.2 ft

2.19.1 ILS type: Middle Marker for runway 33L. Magnetic variation: 16W
2.19.2 ILS identification: LIP
2.19.5 Coordinates: 42-20-58.45N / 70-59-00.00W

2.19.6 Site elevation: 20 ft

2.19.1 ILS type: Localizer for runway 33L. Magnetic variation: 16W
2.19.2 ILS identification: LIP
2.19.5 Coordinates: 42-22-37.57N / 71-01-18.09W
2.19.6 Site elevation: 16 ft

2.19.1 ILS type: Glide Slope for runway 33L. Magnetic variation: 16W
2.19.2 ILS identification: LIP
2.19.5 Coordinates: 42-21-26.64N / 70-59-34.71W
2.19.6 Site elevation: 11 ft

2.19.1 ILS type: Outer Marker for runway 33L. Magnetic variation: 16W
2.19.2 ILS identification: LIP
2.19.5 Coordinates: 42-18-11.14N / 70-55-18.75W
2.19.6 Site elevation:

General Remarks:

BIRDS ON & IN THE VICINITY OF AIRPORT.

NOISE SENSITIVE AREA - HELICOPTERS OPERATING WITHIN THE CONTROL ZONE ARE REQUIRED TO MAINT THE HIGHEST POSSIBLE ALTITUDE.

BETWEEN 0000-0600 - RUNWAY 15R IS PREFERENTIAL NIGHT RUNWAY FOR TAKE-OFF & RUNWAY 33L IS PREFERENTIAL NIGHT RUNWAY FOR LANDING.

FOR NOISE ABATEMENT PROCEDURES CALL 617-561-1636 0900-1700 MON-FRI.

NO REMAINING OVERNIGHT PARKING FOR NON-TENANT CHARTER AIRCRAFT WITHOUT PRIOR MASSPORT PERMISSION.

TERMINAL E; NORTH & SOUTH CARGO ARRIVALS CONTACT MASSPORT GATE CONTROL ON FREQ 131.1 BEFORE ENTERING/DEPARTING RAMP AREA.

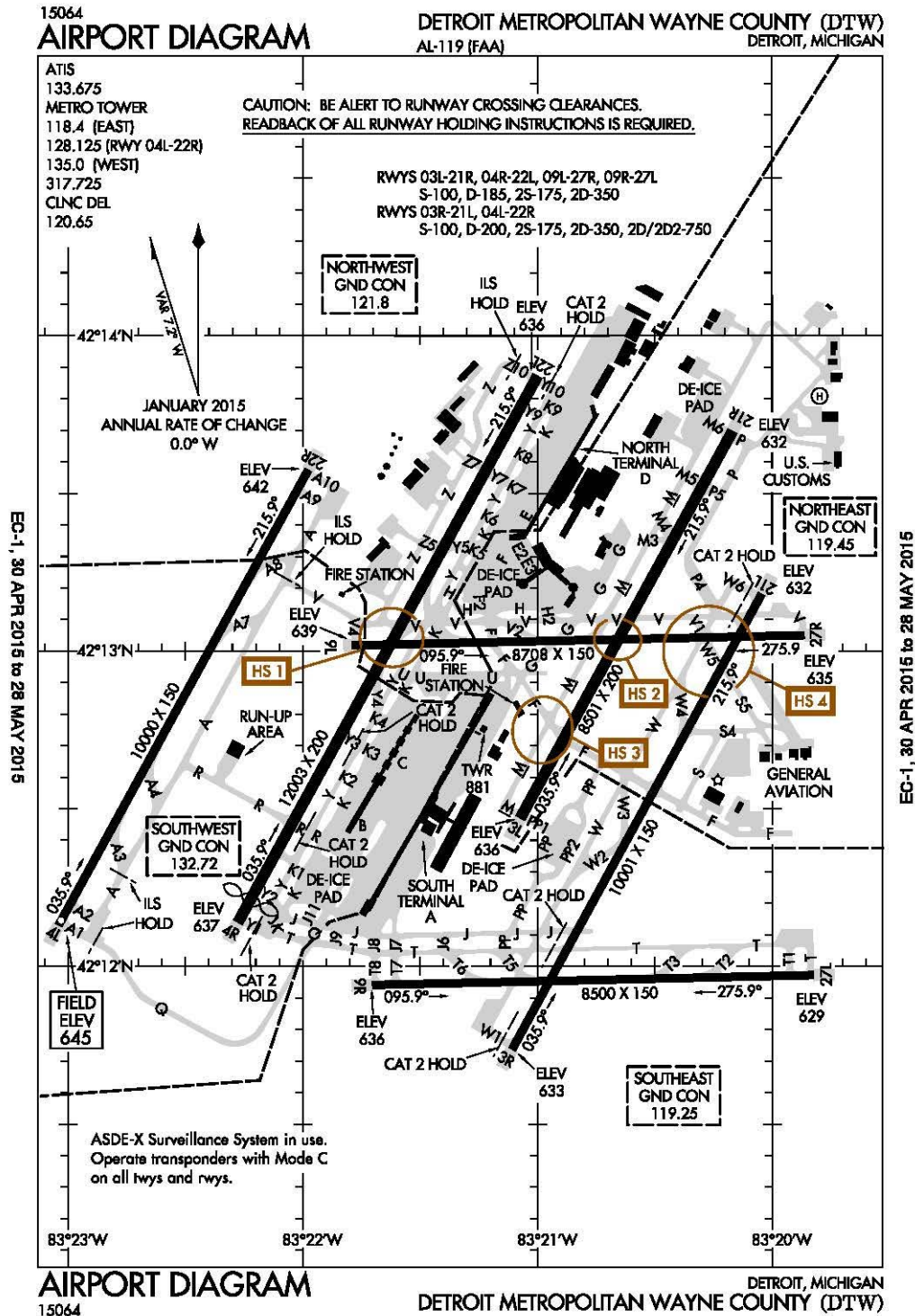
NUMEROUS CRANES ON & IN THE VICINITY OF OF AIRPORT UP TO & INCLUDING 250 FT. MSL.

RY14/32 UNIDIRECTIONAL; NO LANDINGS RUNWAY 14; NO TAKEOFFS RUNWAY 32.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

PILOTS SHOULD COMPLETE ALL CALCULATIONS PRIOR TO PUSHBACK FROM GATE.

Detroit, Michigan
Detroit Metropolitan Wayne County
ICAO Identifier KDTW



Detroit, MI
Detroit Metropolitan Wayne County
ICAO Identifier KDTW

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 42-12-44.70N / 83-21-12.20W
2.2.2 From City: 15 Miles S Of Detroit, MI
2.2.3 Elevation: 645.2 ft
2.2.5 Magnetic variation: 6W (1990)
2.2.6 Airport Contact: Thomas Naughton
L C SMITH TERMINAL MEZZANINE
Detroit, MI 48242 (734-942-3550)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: None

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
E certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 22L
2.10.1.b Type of obstacle: Rr (27 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 596 ft from Centerline

2.10.1.a. Runway designation: 21L
2.10.1.b Type of obstacle: Berm (5 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 496 ft from Centerline

2.10.1.a. Runway designation: 22R
2.10.1.b Type of obstacle: Ant (74 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 825 ft from Centerline

2.10.1.a. Runway designation: 21R
2.10.1.b Type of obstacle: Pole (42 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 179 ft from Centerline

2.10.1.a. Runway designation: 03L

2.10.1.b Type of obstacle: Pole (19 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 569 ft from Centerline

2.10.1.a. Runway designation: 09L
2.10.1.b Type of obstacle: Ant (107 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 461 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 04R
2.12.2 True Bearing: 29
2.12.3 Dimensions: 12003 ft x 200 ft
2.12.5 Coordinates: 42-12-00.00N / 83-22-16.57W
2.12.6 Threshold elevation: 637 ft
2.12.6 Touchdown zone elevation: 638 ft

2.12.1 Designation: 22L
2.12.2 True Bearing: 209
2.12.3 Dimensions: 12003 ft x 200 ft
2.12.5 Coordinates: 42-13-52.37N / 83-20-59.97W
2.12.6 Threshold elevation: 636 ft
2.12.6 Touchdown zone elevation: 637 ft

2.12.1 Designation: 03R
2.12.2 True Bearing: 29
2.12.3 Dimensions: 10001 ft x 150 ft
2.12.5 Coordinates: 42-11-44.21N / 83-21-00.00W
2.12.6 Threshold elevation: 633 ft
2.12.6 Touchdown zone elevation: 633 ft

2.12.1 Designation: 21L
2.12.2 True Bearing: 209
2.12.3 Dimensions: 10001 ft x 150 ft
2.12.5 Coordinates: 42-13-10.86N / 83-20-00.00W
2.12.6 Threshold elevation: 632 ft
2.12.6 Touchdown zone elevation: 632 ft

2.12.1 Designation: 04L
2.12.2 True Bearing: 29
2.12.3 Dimensions: 10000 ft x 150 ft
2.12.5 Coordinates: 42-12-00.00N / 83-23-00.00W
2.12.6 Threshold elevation: 645 ft
2.12.6 Touchdown zone elevation: 645 ft

2.12.1 Designation: 22R
2.12.2 True Bearing: 209
2.12.3 Dimensions: 10000 ft x 150 ft
2.12.5 Coordinates: 42-13-34.48N / 83-21-58.61W
2.12.6 Threshold elevation: 642 ft
2.12.6 Touchdown zone elevation: 642 ft

2.12.1 Designation: 09R
2.12.2 True Bearing: 89
2.12.3 Dimensions: 8500 ft x 150 ft
2.12.5 Coordinates: 42-11-56.46N / 83-21-42.23W
2.12.6 Threshold elevation: 636 ft
2.12.6 Touchdown zone elevation: 636 ft

2.12.1 Designation: 27L
2.12.2 True Bearing: 269
2.12.3 Dimensions: 8500 ft x 150 ft
2.12.5 Coordinates: 42-11-58.34N / 83-19-49.33W
2.12.6 Threshold elevation: 629 ft
2.12.6 Touchdown zone elevation: 630 ft

2.12.1 Designation: 09L
2.12.2 True Bearing: 89
2.12.3 Dimensions: 8708 ft x 150 ft
2.12.5 Coordinates: 42-13-00.00N / 83-21-47.41W
2.12.6 Threshold elevation: 639 ft
2.12.6 Touchdown zone elevation: 640 ft

2.12.1 Designation: 27R
2.12.2 True Bearing: 269
2.12.3 Dimensions: 8708 ft x 150 ft
2.12.5 Coordinates: 42-13-00.00N / 83-19-51.72W
2.12.6 Threshold elevation: 635 ft
2.12.6 Touchdown zone elevation: 635 ft

2.12.1 Designation: 04X
2.12.2 True Bearing: 29
2.12.3 Dimensions: 0 ft x 0 ft

2.12.1 Designation: 22X
2.12.2 True Bearing: 209
2.12.3 Dimensions: 0 ft x 0 ft

2.12.1 Designation: 03L
2.12.2 True Bearing: 29
2.12.3 Dimensions: 8501 ft x 200 ft
2.12.5 Coordinates: 42-12-28.21N / 83-21-00.00W
2.12.6 Threshold elevation: 636 ft
2.12.6 Touchdown zone elevation: 637 ft

2.12.1 Designation: 21R
2.12.2 True Bearing: 209
2.12.3 Dimensions: 8501 ft x 200 ft
2.12.5 Coordinates: 42-13-41.85N / 83-20-10.12W
2.12.6 Threshold elevation: 632 ft
2.12.6 Touchdown zone elevation: 634 ft

AD 2.13 Declared distances

2.13.1 Designation: 04R
2.13.2 Takeoff run available: 12003
2.13.3 Takeoff distance available: 12003
2.13.4 Accelerate-stop distance available: 12003
2.13.5 Landing distance available: 11494

2.13.1 Designation: 22L
2.13.2 Takeoff run available: 12003
2.13.3 Takeoff distance available: 12003
2.13.4 Accelerate-stop distance available: 12003
2.13.5 Landing distance available: 12003

2.13.1 Designation: 03R
2.13.2 Takeoff run available: 10001
2.13.3 Takeoff distance available: 10001
2.13.4 Accelerate-stop distance available: 10001
2.13.5 Landing distance available: 10001

2.13.1 Designation: 21L
2.13.2 Takeoff run available: 10001
2.13.3 Takeoff distance available: 10001
2.13.4 Accelerate-stop distance available: 10001
2.13.5 Landing distance available: 10001

2.13.1 Designation: 04L
2.13.2 Takeoff run available: 10000
2.13.3 Takeoff distance available: 10000
2.13.4 Accelerate-stop distance available: 10000
2.13.5 Landing distance available: 10000

2.13.1 Designation: 22R
2.13.2 Takeoff run available: 10000
2.13.3 Takeoff distance available: 10000
2.13.4 Accelerate-stop distance available: 10000
2.13.5 Landing distance available: 10000

2.13.1 Designation: 09R
2.13.2 Takeoff run available: 8500
2.13.3 Takeoff distance available: 8500
2.13.4 Accelerate-stop distance available: 8500
2.13.5 Landing distance available: 8500

2.13.1 Designation: 27L
2.13.2 Takeoff run available: 8500
2.13.3 Takeoff distance available: 8500
2.13.4 Accelerate-stop distance available: 8500
2.13.5 Landing distance available: 8500

2.13.1 Designation: 09L
2.13.2 Takeoff run available: 8708
2.13.3 Takeoff distance available: 8708

2.13.4 Accelerate-stop distance available: 8618
2.13.5 Landing distance available: 8618

2.13.1 Designation: 27R
2.13.2 Takeoff run available: 8708
2.13.3 Takeoff distance available: 8708
2.13.4 Accelerate-stop distance available: 8708
2.13.5 Landing distance available: 8708

2.13.1 Designation: 03L
2.13.2 Takeoff run available: 8501
2.13.3 Takeoff distance available: 8501
2.13.4 Accelerate-stop distance available: 8501
2.13.5 Landing distance available: 8501

2.13.1 Designation: 21R
2.13.2 Takeoff run available: 8501
2.13.3 Takeoff distance available: 8501
2.13.4 Accelerate-stop distance available: 8501
2.13.5 Landing distance available: 8501

AD 2.14 Approach and runway lighting

2.14.1 Designation: 04R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.10 Remarks: Also Has SSALR.

2.14.1 Designation: 22L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.1 Designation: 03R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on right
2.14.10 Remarks: ALSF2 Required When RVR/Visibility Is 6000/1 Mile Or Less. SSALR Operated When RVR/Visibility Is 6000/1 Mile. Runway 03R, PAPI Unusable Beyond 8 Degrees Left Of Course.

2.14.1 Designation: 21L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 04L
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 22R
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 27L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 27R
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 03L
2.14.4 Visual approach slope indicator system: 4-light PAPI on right
2.14.10 Remarks: Unusable 8 Degrees Left/Right Course.

2.14.1 Designation: 21R
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: APCH/S DEP/S
2.18.3 Service designation: 118.575 MHz

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 118.95 MHz

2.18.1 Service designation: DEP/P
2.18.3 Service designation: 118.95 MHz

2.18.1 Service designation: CD PRE TAXI CLNC
2.18.3 Service designation: 120.65 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.8 MHz

2.18.1 Service designation: APCH/P
2.18.3 Service designation: 124.05 MHz

2.18.1 Service designation: APCH/P
2.18.3 Service designation: 125.15 MHz

2.18.1 Service designation: DEP/P
2.18.3 Service designation: 125.525 MHz

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 126.85 MHz

2.18.1 Service designation: RDR
2.18.3 Service designation: 128.75 MHz

2.18.1 Service designation: DEP/P
2.18.3 Service designation: 132.025 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 132.72 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 133.675 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 134.3 MHz

2.18.1 Service designation: DEP/P
2.18.3 Service designation: 134.3 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: AIR-EVAC
2.18.3 Service designation: 259.6 MHz

2.18.1 Service designation: APCH/P
2.18.3 Service designation: 363.2 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 119.25 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 119.45 MHz

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 127.5 MHz

2.18.1 Service designation: DEP/P CLASS B
2.18.3 Service designation: 239.275 MHz

2.18.1 Service designation: APCH/P
2.18.3 Service designation: 124.975 MHz

2.18.1 Service designation: APCH/S
2.18.3 Service designation: 124.25 MHz

2.18.1 Service designation: PRM RY 4L/22R
2.18.3 Service designation: 127.05 MHz

2.18.1 Service designation: PRM RY 4R/22L
2.18.3 Service designation: 135.775 MHz

2.18.1 Service designation: PRM RY 3R/21L
2.18.3 Service designation: 128.35 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.4 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 135 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 128.125 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 317.725 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Outer Marker for runway 04R. Magnetic variation: 6W

2.19.2 ILS identification: DTW

2.19.5 Coordinates: 42-07-12.37N / 83-25-54.19W

2.19.6 Site elevation: 631 ft

2.19.1 ILS type: DME for runway 04R. Magnetic variation: 6W

2.19.2 ILS identification: DTW

2.19.5 Coordinates: 42-13-59.69N / 83-20-50.36W

2.19.6 Site elevation: 650 ft

2.19.1 ILS type: Glide Slope for runway 04R. Magnetic variation: 6W

2.19.2 ILS identification: DTW

2.19.5 Coordinates: 42-12-23.21N / 83-22-11.85W

2.19.6 Site elevation: 632 ft

2.19.1 ILS type: Middle Marker for runway 04R. Magnetic variation: 6W

2.19.2 ILS identification: DTW

2.19.5 Coordinates: 42-11-44.10N / 83-22-34.50W

2.19.6 Site elevation: 642 ft

2.19.1 ILS type: Localizer for runway 04R. Magnetic variation: 6W

2.19.2 ILS identification: DTW

2.19.5 Coordinates: 42-14-00.00N / 83-20-53.38W

2.19.6 Site elevation: 636 ft

2.19.1 ILS type: Inner Marker for runway 04R. Magnetic variation: 6W

2.19.2 ILS identification: DTW

2.19.5 Coordinates: 42-12-00.00N / 83-22-19.38W

2.19.6 Site elevation: 636.7 ft

2.19.1 ILS type: DME for runway 22L. Magnetic variation: 6W

2.19.2 ILS identification: DWC

2.19.5 Coordinates: 42-13-59.69N / 83-20-50.36W

2.19.6 Site elevation: 650 ft

2.19.1 ILS type: Outer Marker for runway 22L. Magnetic variation: 6W

2.19.2 ILS identification: DWC

2.19.5 Coordinates: 42-18-20.74N / 83-17-40.65W

2.19.6 Site elevation: 626 ft

2.19.1 ILS type: Localizer for runway 22L. Magnetic variation: 6W

2.19.2 ILS identification: DWC

2.19.5 Coordinates: 42-11-59.54N / 83-22-23.06W

2.19.6 Site elevation: 636 ft

2.19.1 ILS type: Glide Slope for runway 22L. Magnetic variation: 6W

2.19.2 ILS identification: DWC

2.19.5 Coordinates: 42-13-43.86N / 83-21-12.29W

2.19.6 Site elevation: 636 ft

2.19.1 ILS type: Middle Marker for runway 22L. Magnetic variation: 6W

2.19.2 ILS identification: DWC

2.19.5 Coordinates: 42-14-21.64N / 83-20-38.75W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 03R. Magnetic

variation: 6W

2.19.2 ILS identification: HUU

2.19.5 Coordinates: 42-13-20.38N / 83-19-55.63W

2.19.6 Site elevation: 635 ft

2.19.1 ILS type: Outer Marker for runway 03R. Magnetic variation: 6W

2.19.2 ILS identification: HUU

2.19.5 Coordinates: 42-06-27.60N / 83-24-57.66W

2.19.6 Site elevation: 625 ft

2.19.1 ILS type: Middle Marker for runway 03R. Magnetic variation: 6W

2.19.2 ILS identification: HUU

2.19.5 Coordinates: 42-11-20.09N / 83-21-24.29W

2.19.6 Site elevation: 633 ft

2.19.1 ILS type: DME for runway 03R. Magnetic variation: 6W

2.19.2 ILS identification: HUU

2.19.5 Coordinates: 42-11-34.31N / 83-21-00.00W

2.19.6 Site elevation: 630 ft

2.19.1 ILS type: Glide Slope for runway 03R. Magnetic variation: 6W

2.19.2 ILS identification: HUU

2.19.5 Coordinates: 42-11-51.13N / 83-20-54.98W

2.19.6 Site elevation: 630 ft

2.19.1 ILS type: Inner Marker for runway 03R. Magnetic variation: 6W

2.19.2 ILS identification: HUU

2.19.5 Coordinates: 42-11-36.55N / 83-21-12.14W

2.19.6 Site elevation: 630 ft

2.19.1 ILS type: Localizer for runway 21L. Magnetic variation: 6W

2.19.2 ILS identification: EJR

2.19.5 Coordinates: 42-11-34.94N / 83-21-13.32W

2.19.6 Site elevation: 631 ft

2.19.1 ILS type: Glide Slope for runway 21L. Magnetic variation: 6W

2.19.2 ILS identification: EJR

2.19.5 Coordinates: 42-12-58.50N / 83-20-00.00W

2.19.6 Site elevation: 629 ft

2.19.1 ILS type: Middle Marker for runway 21L. Magnetic variation: 6W

2.19.2 ILS identification: EJR

2.19.5 Coordinates: 42-13-38.34N / 83-19-46.25W

2.19.6 Site elevation: 630 ft

2.19.1 ILS type: Outer Marker for runway 21L. Magnetic variation: 6W

2.19.2 ILS identification: EJR

2.19.5 Coordinates: 42-18-00.00N / 83-16-20.34W

2.19.6 Site elevation: 604 ft

2.19.1 ILS type: DME for runway 21L. Magnetic variation: 6W

2.19.2 ILS identification: EJR

2.19.5 Coordinates: 42-11-34.31N / 83-21-00.00W

2.19.6 Site elevation: 630 ft

2.19.1 ILS type: DME for runway 04L. Magnetic variation: 6W

2.19.2 ILS identification: HJT

2.19.5 Coordinates: 42-13-41.92N / 83-21-48.73W

2.19.6 Site elevation: 650 ft

2.19.1 ILS type: Glide Slope for runway 04L. Magnetic variation: 6W

2.19.2 ILS identification: HJT

2.19.5 Coordinates: 42-12-18.95N / 83-23-00.00W

2.19.6 Site elevation: 641 ft

2.19.1 ILS type: Localizer for runway 04L. Magnetic variation: 6W

2.19.2 ILS identification: HJT

2.19.5 Coordinates: 42-13-43.23N / 83-21-52.16W

2.19.6 Site elevation: 642 ft

2.19.1 ILS type: Inner Marker for runway 04L. Magnetic variation: 6W

2.19.2 ILS identification: HJT

2.19.5 Coordinates: 42-12-00.00N / 83-23-00.00W

2.19.6 Site elevation: 646 ft

2.19.1 ILS type: DME for runway 22R. Magnetic variation: 6W

2.19.2 ILS identification: JKI

2.19.5 Coordinates: 42-13-41.92N / 83-21-48.73W

2.19.6 Site elevation: 650 ft

2.19.1 ILS type: Glide Slope for runway 22R. Magnetic variation: 6W

2.19.2 ILS identification: JKI

2.19.5 Coordinates: 42-13-27.23N / 83-22-10.00W

2.19.6 Site elevation: 637 ft

2.19.1 ILS type: Localizer for runway 22R. Magnetic

variation: 6W

2.19.2 ILS identification: JKI

2.19.5 Coordinates: 42-11-59.07N / 83-23-00.00W

2.19.6 Site elevation: 645 ft

2.19.1 ILS type: Outer Marker for runway 27L. Magnetic variation: 6W

2.19.2 ILS identification: EPA

2.19.5 Coordinates: 42-12-00.00N / 83-12-39.63W

2.19.6 Site elevation: 600 ft

2.19.1 ILS type: Glide Slope for runway 27L. Magnetic variation: 6W

2.19.2 ILS identification: EPA

2.19.5 Coordinates: 42-11-54.66N / 83-20-00.00W

2.19.6 Site elevation: 626 ft

2.19.1 ILS type: Middle Marker for runway 27L. Magnetic variation: 6W

2.19.2 ILS identification: EPA

2.19.5 Coordinates: 42-11-59.00N / 83-19-11.92W

2.19.6 Site elevation: 626 ft

2.19.1 ILS type: DME for runway 27L. Magnetic variation: 6W

2.19.2 ILS identification: EPA

2.19.5 Coordinates: 42-11-53.67N / 83-21-55.11W

2.19.6 Site elevation: 635 ft

2.19.1 ILS type: Localizer for runway 27L. Magnetic variation: 6W

2.19.2 ILS identification: EPA

2.19.5 Coordinates: 42-11-56.23N / 83-21-55.64W

2.19.6 Site elevation: 634 ft

2.19.1 ILS type: Outer Marker for runway 27R. Magnetic variation: 6W

2.19.2 ILS identification: DMI

2.19.5 Coordinates: 42-13-12.02N / 83-12-11.92W

2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 27R. Magnetic variation: 6W

2.19.2 ILS identification: DMI

2.19.5 Coordinates: 42-13-00.00N / 83-19-10.55W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 27R. Magnetic variation: 6W

2.19.2 ILS identification: DMI

2.19.5 Coordinates: 42-13-00.00N / 83-22-00.00W

2.19.6 Site elevation: 639 ft

2.19.1 ILS type: Glide Slope for runway 27R. Magnetic variation: 6W

2.19.2 ILS identification: DMI

2.19.5 Coordinates: 42-12-58.36N / 83-20-00.00W

2.19.6 Site elevation: 629 ft

2.19.1 ILS type: DME for runway 04X. Magnetic variation: 6W

2.19.2 ILS identification: ALA

2.19.5 Coordinates: 42-11-57.11N / 83-23-00.00W

2.19.6 Site elevation: 643 ft

2.19.1 ILS type: Glide Slope for runway 04X. Magnetic variation: 6W

2.19.2 ILS identification: ALA

2.19.5 Coordinates: 42-12-19.05N / 83-23-00.00W

2.19.6 Site elevation: 640.5 ft

2.19.1 ILS type: Localizer for runway 04X. Magnetic variation: 6W

2.19.2 ILS identification: ALA

2.19.5 Coordinates: 42-13-33.40N / 83-21-50.94W

2.19.6 Site elevation: 639 ft

2.19.1 ILS type: Localizer for runway 22X. Magnetic variation: 6W

2.19.2 ILS identification: BZB

2.19.5 Coordinates: 42-11-56.26N / 83-23-00.00W

2.19.6 Site elevation: 642 ft

2.19.1 ILS type: Glide Slope for runway 22X. Magnetic variation: 6W

2.19.2 ILS identification: BZB

2.19.5 Coordinates: 42-13-27.35N / 83-22-10.30W

2.19.6 Site elevation: 638 ft

2.19.1 ILS type: DME for runway 22X. Magnetic variation: 6W

2.19.2 ILS identification: BZB

2.19.5 Coordinates: 42-11-57.11N / 83-23-00.00W

2.19.6 Site elevation: 643 ft

General Remarks:

BRIGHTLY LIGHTED PARKING LOT 2.6 NAUTICAL MILE SW OF AIRPORT.

BE ALERT BIRDS, WATERFOWL, ON & IN THE VICINITY OF AIRPORT.

RUNWAY 21R DEPS BE ALERT FOR 'OPTICAL ILLUSION', AIRCRAFT TAXIING ON TAXIWAY 'T' MAY APPEAR AS THOUGH CROSSING RUNWAY 21R CENTERLINE.

AIRCRAFT ON TAXIWAY 'F' AND TAXIWAY 'V' DO NOT BLOCK FIRE STATION EXITS.

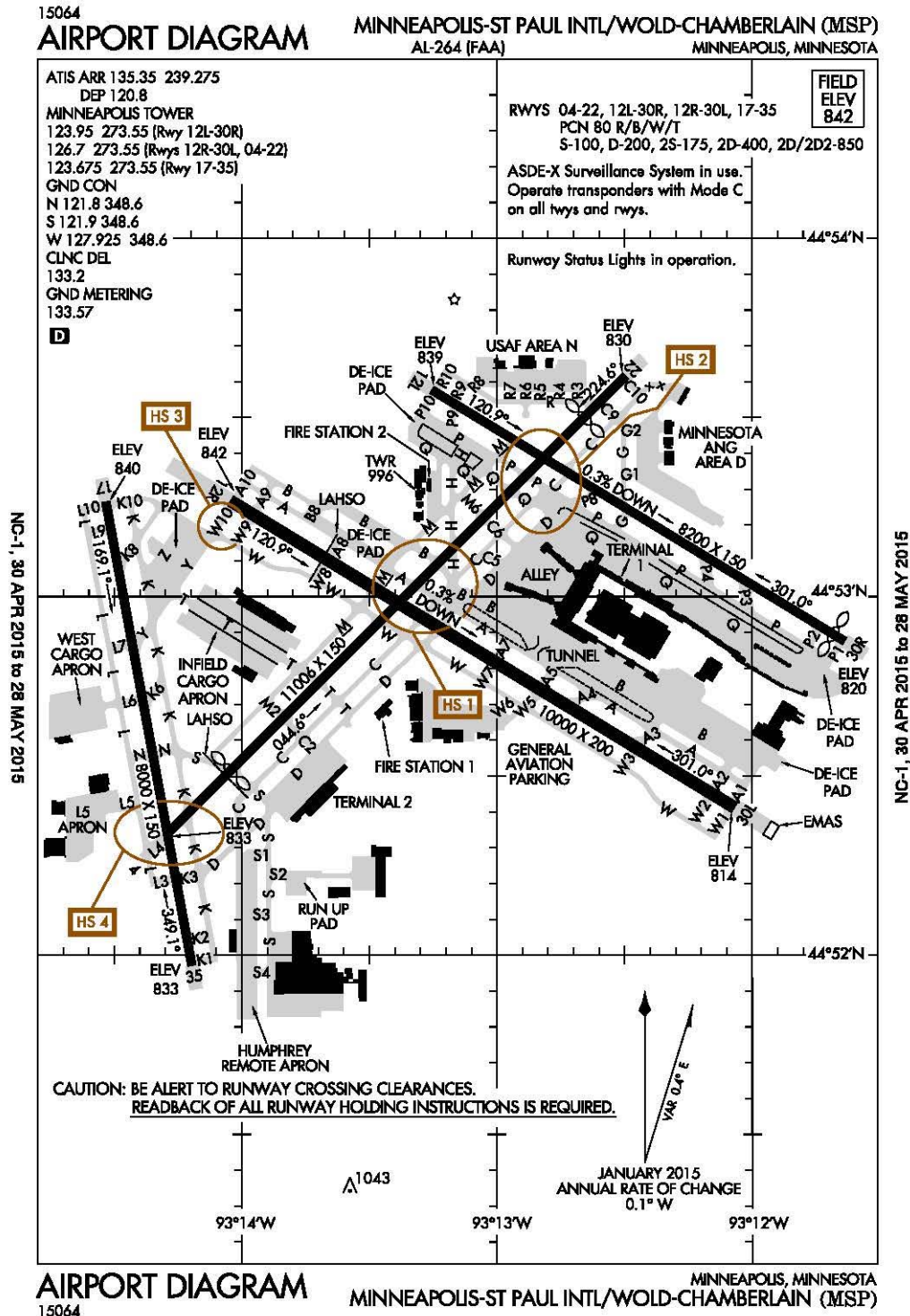
TAXIWAY 'G' N OF TAXIWAY 'V' IS A NON-MOVEMENT AREA.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

UNIDIRECTIONAL STOPBARS ON RUNWAY 27R WHEN BEING USED FOR TAXI.

TAXIWAY H OPEN BETWEEN TAXIWAY H2 AND TAXIWAY G, BUT IS RESTRICTED TO AIRCRAFT WITH WINGSPAN OF 118 FT OR LESS.

Minneapolis, Minnesota
Minneapolis-St. Paul International (Wold-Chamberlain)
ICAO Identifier KMSP



Minneapolis, MN
Minneapolis–St Paul Intl/Wold–Chamberlain
ICAO Identifier KMSP

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 44-52-55.10N / 93-13-18.40W

2.2.2 From City: 6 Miles SW Of Minneapolis, MN

2.2.3 Elevation: 841.9 ft

2.2.5 Magnetic variation: 0E (2015)

2.2.6 Airport Contact: Phil Burke

4300 GLUMACK SUITE 3000

St Paul, MN 55111

(612-725-6464)

2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No

2.4.2 Fuel types: 100LL,A

2.4.4 De-icing facilities: None

2.4.5 Hangar space: Yes

2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
E certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 12L

2.10.1.b Type of obstacle: Tree (61 ft). Not Lighted or Marked

2.10.1.c Location of obstacle: 667 ft from Centerline

2.10.1.a. Runway designation: 30R

2.10.1.b Type of obstacle: Tree (13 ft). Not Lighted or Marked

2.10.1.c Location of obstacle: 272 ft from Centerline

2.10.1.a. Runway designation: 30L

2.10.1.b Type of obstacle: Tree (36 ft). Lighted

2.10.1.c Location of obstacle: 562 ft from Centerline

2.10.1.a. Runway designation: 04

2.10.1.b Type of obstacle: Tree (101 ft). Not Lighted or Marked

2.10.1.c Location of obstacle: 834 ft from Centerline

2.10.1.a. Runway designation: 22

2.10.1.b Type of obstacle: Tree (66 ft). Not Lighted or Marked

2.10.1.c Location of obstacle: 636 ft from Centerline

2.10.1.a. Runway designation: 17

2.10.1.b Type of obstacle: Tree (52 ft). Not Lighted or Marked

2.10.1.c Location of obstacle: 732 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 12L

2.12.2 True Bearing: 121

2.12.3 Dimensions: 8200 ft x 150 ft

2.12.4 PCN: 80 R/B/W/T

2.12.5 Coordinates: 44-53-34.63N / 93-13-15.57W

2.12.6 Threshold elevation: 839 ft

2.12.6 Touchdown zone elevation: 839 ft

2.12.1 Designation: 30R

2.12.2 True Bearing: 301

2.12.3 Dimensions: 8200 ft x 150 ft

2.12.4 PCN: 80 R/B/W/T

2.12.5 Coordinates: 44-52-52.52N / 93-11-38.30W

2.12.6 Threshold elevation: 820 ft

2.12.6 Touchdown zone elevation: 822 ft

2.12.1 Designation: 12R

2.12.2 True Bearing: 121

2.12.3 Dimensions: 10000 ft x 200 ft

2.12.4 PCN: 80 R/B/W/T

2.12.5 Coordinates: 44-53-16.04N / 93-14-00.00W

2.12.6 Threshold elevation: 842 ft

2.12.6 Touchdown zone elevation: 842 ft

2.12.1 Designation: 30L

2.12.2 True Bearing: 301

2.12.3 Dimensions: 10000 ft x 200 ft

2.12.4 PCN: 80 R/B/W/T

2.12.5 Coordinates: 44-52-24.68N / 93-12-00.00W

2.12.6 Threshold elevation: 814 ft

2.12.6 Touchdown zone elevation: 823 ft

2.12.1 Designation: 04

2.12.2 True Bearing: 45

2.12.3 Dimensions: 11006 ft x 150 ft

2.12.4 PCN: 80 R/B/W/T

2.12.5 Coordinates: 44-52-20.16N / 93-14-17.94W

2.12.6 Threshold elevation: 833 ft

2.12.6 Touchdown zone elevation: 832 ft

2.12.1 Designation: 22

2.12.2 True Bearing: 225
2.12.3 Dimensions: 11006 ft x 150 ft
2.12.4 PCN: 80 R/B/W/T
2.12.5 Coordinates: 44-53-36.99N / 93-12-29.84W
2.12.6 Threshold elevation: 830 ft
2.12.6 Touchdown zone elevation: 828 ft

2.12.1 Designation: 17
2.12.2 True Bearing: 170
2.12.3 Dimensions: 8000 ft x 150 ft
2.12.4 PCN: 80 R/B/W/T
2.12.5 Coordinates: 44-53-15.91N / 93-14-32.11W
2.12.6 Threshold elevation: 840 ft
2.12.6 Touchdown zone elevation: 840 ft
2.12.7 Slope: 0.1DOWN

2.12.1 Designation: 35
2.12.2 True Bearing: 350
2.12.3 Dimensions: 8000 ft x 150 ft
2.12.4 PCN: 80 R/B/W/T
2.12.5 Coordinates: 44-51-58.24N / 93-14-11.92W
2.12.6 Threshold elevation: 833 ft
2.12.6 Touchdown zone elevation: 834 ft
2.12.7 Slope: 0.1UP

AD 2.13 Declared distances

2.13.1 Designation: 12L
2.13.2 Takeoff run available: 8200
2.13.3 Takeoff distance available: 8200
2.13.4 Accelerate-stop distance available: 7620
2.13.5 Landing distance available: 7620

2.13.1 Designation: 30R
2.13.2 Takeoff run available: 8200
2.13.3 Takeoff distance available: 8200
2.13.4 Accelerate-stop distance available: 8200
2.13.5 Landing distance available: 8000

2.13.1 Designation: 12R
2.13.2 Takeoff run available: 10000
2.13.3 Takeoff distance available: 10000
2.13.4 Accelerate-stop distance available: 10000
2.13.5 Landing distance available: 10000

2.13.1 Designation: 30L
2.13.2 Takeoff run available: 10000
2.13.3 Takeoff distance available: 10000
2.13.4 Accelerate-stop distance available: 10000
2.13.5 Landing distance available: 10000

2.13.1 Designation: 04

2.13.2 Takeoff run available: 11006
2.13.3 Takeoff distance available: 11006
2.13.4 Accelerate-stop distance available: 11006
2.13.5 Landing distance available: 9456

2.13.1 Designation: 22
2.13.2 Takeoff run available: 11006
2.13.3 Takeoff distance available: 11006
2.13.4 Accelerate-stop distance available: 11006
2.13.5 Landing distance available: 10006

2.13.1 Designation: 17
2.13.2 Takeoff run available: 8000
2.13.3 Takeoff distance available: 8000
2.13.4 Accelerate-stop distance available: 8000
2.13.5 Landing distance available: 8000

2.13.1 Designation: 35
2.13.2 Takeoff run available: 8000
2.13.3 Takeoff distance available: 8000
2.13.4 Accelerate-stop distance available: 8000
2.13.5 Landing distance available: 8000

AD 2.14 Approach and runway lighting

2.14.1 Designation: 12L
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 30R
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 12R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 30L
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 04
2.14.2 Approach lighting system: MALSR: 1400 feet

medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 22

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 17

2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 35

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 120.8 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: CLASS B IC

2.18.3 Service designation: 121.2 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.8 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 123.95 MHz

2.18.1 Service designation: CLASS B IC

2.18.3 Service designation: 126.5 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 126.7 MHz

2.18.1 Service designation: CD/P PRE TAXI CLNC

2.18.3 Service designation: 133.2 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 135.35 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: EMERG

2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 273.55 MHz

2.18.1 Service designation: DEP/S

2.18.3 Service designation: 284.7 MHz

2.18.1 Service designation: APCH/P

2.18.3 Service designation: 335.5 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 357.4 MHz

2.18.1 Service designation: GND METERING

2.18.3 Service designation: 133.57 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 124.7 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 127.925 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 125.75 MHz

2.18.1 Service designation: PTD

2.18.3 Service designation: 282.675 MHz

2.18.1 Service designation: CLASS B IC

2.18.3 Service designation: 134.7 MHz

2.18.1 Service designation: ATIS

2.18.3 Service designation: 239.275 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: PTD

2.18.3 Service designation: 324.1 MHz

2.18.1 Service designation: BAINY STAR

2.18.3 Service designation: 126.35 MHz

2.18.1 Service designation: MUSCL STAR

2.18.3 Service designation: 126.35 MHz

2.18.1 Service designation: KKILR STAR

2.18.3 Service designation: 126.35 MHz

2.18.1 Service designation: BLUEM STAR

2.18.3 Service designation: 135.47 MHz

2.18.1 Service designation: NITZR STAR

2.18.3 Service designation: 135.47 MHz

2.18.1 Service designation: TORGY STAR

2.18.3 Service designation: 135.47 MHz

2.18.1 Service designation: APCH/P

2.18.3 Service designation: 118.725 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 132.975 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 123.675 MHz

2.18.1 Service designation: APCH/P

2.18.3 Service designation: 119.3 MHz

2.18.1 Service designation: APCH/P

2.18.3 Service designation: 126.95 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Outer Marker for runway 12L. Magnetic variation: 0E

2.19.2 ILS identification: PJL

2.19.5 Coordinates: 44-56-37.77N / 93-20-26.52W

2.19.6 Site elevation: 900 ft

2.19.1 ILS type: Glide Slope for runway 12L. Magnetic variation: 0E

2.19.2 ILS identification: PJL

2.19.5 Coordinates: 44-53-31.12N / 93-12-56.70W

2.19.6 Site elevation: 831 ft

2.19.1 ILS type: Middle Marker for runway 12L. Magnetic variation: 0E

2.19.2 ILS identification: PJL

2.19.5 Coordinates: 44-53-47.98N / 93-13-46.30W

2.19.6 Site elevation: 832 ft

2.19.1 ILS type: Localizer for runway 30R. Magnetic variation: 0E

2.19.2 ILS identification: INN

2.19.5 Coordinates: 44-53-40.84N / 93-13-29.92W

2.19.6 Site elevation: 843 ft

2.19.1 ILS type: Glide Slope for runway 30R. Magnetic variation: 0E

2.19.2 ILS identification: INN

2.19.5 Coordinates: 44-53-00.00N / 93-11-48.85W

2.19.6 Site elevation: 813.2 ft

2.19.1 ILS type: Localizer for runway 12R. Magnetic variation: 0E

2.19.2 ILS identification: HKZ

2.19.5 Coordinates: 44-52-20.38N / 93-11-54.35W

2.19.6 Site elevation: 812.6 ft

2.19.1 ILS type: DME for runway 12R. Magnetic variation: 0E

2.19.2 ILS identification: HKZ

2.19.5 Coordinates: 44-52-26.93N / 93-12-20.56W

2.19.6 Site elevation: 826 ft

2.19.1 ILS type: Middle Marker for runway 12R. Magnetic variation: 0E

2.19.2 ILS identification: HKZ

2.19.5 Coordinates: 44-53-29.37N / 93-14-33.50W

2.19.6 Site elevation: 819 ft

2.19.1 ILS type: Glide Slope for runway 12R. Magnetic variation: 0E

2.19.2 ILS identification: HKZ

2.19.5 Coordinates: 44-53-00.00N / 93-13-53.62W

2.19.6 Site elevation: 835.1 ft

2.19.1 ILS type: Inner Marker for runway 12R. Magnetic variation: 0E

2.19.2 ILS identification: HKZ

2.19.5 Coordinates: 44-53-20.89N / 93-14-12.68W

2.19.6 Site elevation: 840 ft

2.19.1 ILS type: Middle Marker for runway 04. Magnetic variation: 0E

2.19.2 ILS identification: APL

2.19.5 Coordinates: 44-52-19.77N / 93-14-18.50W

2.19.6 Site elevation:

2.19.1 ILS type: Glide Slope for runway 04. Magnetic variation: 0E

2.19.2 ILS identification: APL

2.19.5 Coordinates: 44-52-40.53N / 93-13-55.93W

2.19.6 Site elevation: 826 ft

2.19.1 ILS type: DME for runway 35. Magnetic variation: 0E

2.19.2 ILS identification: BMA

2.19.5 Coordinates: 44-53-24.62N / 93-14-38.04W

2.19.6 Site elevation: 832.5 ft

2.19.1 ILS type: Localizer for runway 12L. Magnetic variation: 0E

2.19.2 ILS identification: PJL

2.19.5 Coordinates: 44-52-50.33N / 93-11-33.25W

2.19.6 Site elevation: 812.9 ft

2.19.1 ILS type: Inner Marker for runway 12L. Magnetic variation: 0E

2.19.2 ILS identification: PJL

2.19.5 Coordinates: 44-53-39.69N / 93-13-25.90W

2.19.6 Site elevation: 845.3 ft

2.19.1 ILS type: DME for runway 12L. Magnetic variation: 0E

2.19.2 ILS identification: PJL

2.19.5 Coordinates: 44-53-00.00N / 93-11-48.87W

2.19.6 Site elevation: 825.6 ft

2.19.1 ILS type: Outer Marker for runway 30R. Magnetic variation: 0E

2.19.2 ILS identification: INN

2.19.5 Coordinates: 44-49-57.40N / 93-05-00.00W

2.19.6 Site elevation: 821 ft

2.19.1 ILS type: DME for runway 30R. Magnetic variation: 0E

2.19.2 ILS identification: INN

2.19.5 Coordinates: 44-53-00.00N / 93-11-48.87W

2.19.6 Site elevation: 825.6 ft

2.19.1 ILS type: Middle Marker for runway 30R. Magnetic variation: 0E

2.19.2 ILS identification: INN

2.19.5 Coordinates: 44-52-38.68N / 93-11-00.00W

2.19.6 Site elevation: 705 ft

2.19.1 ILS type: Outer Marker for runway 12R. Magnetic variation: 0E

2.19.2 ILS identification: HKZ

2.19.5 Coordinates: 44-56-14.87N / 93-21-00.00W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 30L. Magnetic variation: 0E

2.19.2 ILS identification: MSP

2.19.5 Coordinates: 44-53-22.46N / 93-14-17.70W

2.19.6 Site elevation: 830 ft

2.19.1 ILS type: Glide Slope for runway 30L. Magnetic variation: 0E

2.19.2 ILS identification: MSP

2.19.5 Coordinates: 44-52-26.97N / 93-12-20.24W

2.19.6 Site elevation: 812.9 ft

2.19.1 ILS type: Middle Marker for runway 30L. Magnetic variation: 0E

2.19.2 ILS identification: MSP

2.19.5 Coordinates: 44-52-10.08N / 93-11-30.30W

2.19.6 Site elevation: 698 ft

2.19.1 ILS type: Outer Marker for runway 30L. Magnetic variation: 0E

2.19.2 ILS identification: MSP

2.19.5 Coordinates: 44-49-32.68N / 93-05-28.78W

2.19.6 Site elevation: 880 ft

2.19.1 ILS type: DME for runway 30L. Magnetic variation: 0E

2.19.2 ILS identification: MSP

2.19.5 Coordinates: 44-52-26.93N / 93-12-20.56W

2.19.6 Site elevation: 826 ft

2.19.1 ILS type: Inner Marker for runway 30L. Magnetic variation: 0E

2.19.2 ILS identification: MSP

2.19.5 Coordinates: 44-52-19.45N / 93-11-52.18W

2.19.6 Site elevation: 808 ft

2.19.1 ILS type: Localizer for runway 04. Magnetic variation: 0E

2.19.2 ILS identification: APL

2.19.5 Coordinates: 44-53-44.01N / 93-12-19.97W

2.19.6 Site elevation: 831.9 ft

2.19.1 ILS type: Outer Marker for runway 04. Magnetic variation: 0E

2.19.2 ILS identification: APL

2.19.5 Coordinates: 44-49-26.67N / 93-18-21.81W

2.19.6 Site elevation:

2.19.1 ILS type: Outer Marker for runway 22. Magnetic variation: 0E

2.19.2 ILS identification: SIJ

2.19.5 Coordinates: 44-57-00.00N / 93-07-23.03W

2.19.6 Site elevation: 898.3 ft

2.19.1 ILS type: Localizer for runway 22. Magnetic variation: 0E
2.19.2 ILS identification: SIJ
2.19.5 Coordinates: 44-52-12.79N / 93-14-28.30W
2.19.6 Site elevation: 831.2 ft

2.19.1 ILS type: Middle Marker for runway 22. Magnetic variation: 0E
2.19.2 ILS identification: SIJ
2.19.5 Coordinates: 44-53-55.58N / 93-12-00.00W
2.19.6 Site elevation: 821 ft

2.19.1 ILS type: Localizer for runway 17. Magnetic variation: 0E
2.19.2 ILS identification: TJZ
2.19.5 Coordinates: 44-51-48.44N / 93-14-00.00W
2.19.6 Site elevation: 830.2 ft

2.19.1 ILS type: Glide Slope for runway 35. Magnetic variation: 0E
2.19.2 ILS identification: BMA

2.19.5 Coordinates: 44-52-00.00N / 93-14-20.11W
2.19.6 Site elevation: 830.1 ft

2.19.1 ILS type: DME for runway 17. Magnetic variation: 0E
2.19.2 ILS identification: TJZ
2.19.5 Coordinates: 44-53-24.62N / 93-14-38.04W
2.19.6 Site elevation: 832.5 ft

2.19.1 ILS type: Localizer for runway 35. Magnetic variation: 0E
2.19.2 ILS identification: BMA
2.19.5 Coordinates: 44-53-25.72N / 93-14-34.65W
2.19.6 Site elevation: 822 ft

2.19.1 ILS type: Inner Marker for runway 35. Magnetic variation: 0E
2.19.2 ILS identification: BMA
2.19.5 Coordinates: 44-51-49.91N / 93-14-00.00W
2.19.6 Site elevation: 831.9 ft

General Remarks:

TRAINING FLIGHTS PROHIBITED. GA FLIGHTS MUST TERMINATE AT THE FBO OR US CUSTOMS UNLESS APPROVED BY AIRPORT MANAGER.

FOR NOISE ABATEMENT PROCEDURES CALL (612) 726-9411; NO STAGE 1 CATEGORY CIVIL AIRCRAFT; NIGHTTIME HRS ARE 2230-0600.

BIRDS ON & IN THE VICINITY OF AIRPORT. |

SIGNATURE FLIGHT SUPPORT 128.95

MILITARY REMARKS: ARFC 934 AW: OPR 1300--400Z++ MON-THU, 1300-2230Z++ FRI, CLOSED WEEKEND AND HOLIDAY, CONTACT BASE OPERATIONS FOR OPR HRS DURING UNIT TRAINING ASSEMBLY WEEKEND. TRANSMIT AIRCRAFT MUST OPR 1300-2145Z++ MON-FRI, EXCEPT HOLIDAY UNLESS DIRECTLY SUPPORTING 934 AW OR OTHER SPECIAL CIRCUMSTANCES.

MILITARY RESTRICTED: NO HAZARD CL/DIV 1.1 OR 1.2 EXPLOSIVES PERMITTED. LOADING OR UNLOADING OF HAZARD CL/DIV 1.3, 1.4, 1.5 OR 1.6 MUST BE APPROVE BY AIRPORT DIRECT PRIOR TO FLIGHT.

COMPLEX GEOMETRY AT RUNWAY 04 APPROACH END. RUNWAY 04 DEPARTURES CHECK COMPASS TO VERIFY CORRECT RUNWAY HEADING.

VEHICLES PARKED ALONG SOUTH END OF TAXIWAY 'S'.

133 AW BASE OPERATIONS - 324.1 REMARKS: (CALL LIGHTHOUSE).

COMMUNICATIONS: MINNEAPOLIS AIR RESERVE STATION JOINT COMMAND POST - 252.1 REMARKS: CALL NORTHSTAR.

934 AW BASE OPERATIONS - PILOT TO DISPATCH 282.675 REMARKS: (CALL VIKING OPS).

REMARKS: AFRC 934 AW: CONTACT PILOT TO DISPATCH (VIKING OPS) 20 MIN PRIOR LANDING.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

ALL UNSCHEDULED AIRCRAFT AT TERMINAL 2-HUMPHREY ARE REQUIRED TO CONTACT TERMINAL 2 GATE CONTROL ON 122.95 OR CALL 612-726-5742 PRIOR TO ARR.

ALL GROUP VI AIRCRAFT, WINGSPAN GREATER THAN 214 FEET, NEED TO CONTACT AIRSIDE OPERATIONS AT (612) 726-5111 PRIOR TO ARRIVAL TO OBTAIN (PRIOR PERMISSION REQUIRED) PRIOR PERMISSION REQUIRED.

RUNWAY STATUS LIGHTS ARE IN OPN.

ALL GA AIRCRAFT WITH LESS THAN 20 PASSENGERS THAT NEED TO CLEAR US CUSTOMS SHOULD CONTACT SIGNATURE FLIGHT SUPPORT AT 128.95 OR 612-726-5700 PRIOR TO ARR.

[illegible]

Kansas City, MO
Kansas City Intl
ICAO Identifier KMCI

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 39-17-51.40N / 94-42-50.00W
2.2.2 From City: 15 Miles NW Of Kansas City, MO
2.2.3 Elevation: 1026.9 ft
2.2.5 Magnetic variation: 2E (2015)
2.2.6 Airport Contact: Mr. Bob Johnson
P.O. BOX 20047
Kansas City, MO 64195
(816-243-5248)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: No
2.4.6 Repair facilities: None

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
C certified on 5/1/1973

AD 2.12 Runway physical characteristics

2.12.1 Designation: 09
2.12.2 True Bearing: 96
2.12.3 Dimensions: 9501 ft x 150 ft
2.12.4 PCN: 65 F/D/W/T
2.12.5 Coordinates: 39-17-27.10N / 94-43-35.74W
2.12.6 Threshold elevation: 1015 ft
2.12.6 Touchdown zone elevation: 1016 ft

2.12.1 Designation: 27
2.12.2 True Bearing: 276
2.12.3 Dimensions: 9501 ft x 150 ft
2.12.4 PCN: 65 F/D/W/T
2.12.5 Coordinates: 39-17-17.07N / 94-41-35.60W
2.12.6 Threshold elevation: 1027 ft
2.12.6 Touchdown zone elevation: 1027 ft

2.12.1 Designation: 01R
2.12.2 True Bearing: 13
2.12.3 Dimensions: 9500 ft x 150 ft
2.12.4 PCN: 71 R/B/W/T

2.12.5 Coordinates: 39-16-53.23N / 94-42-32.39W
2.12.6 Threshold elevation: 1017 ft
2.12.6 Touchdown zone elevation: 1017 ft

2.12.1 Designation: 19L
2.12.2 True Bearing: 193
2.12.3 Dimensions: 9500 ft x 150 ft
2.12.4 PCN: 71 R/B/W/T
2.12.5 Coordinates: 39-18-24.74N / 94-42-00.00W
2.12.6 Threshold elevation: 978 ft
2.12.6 Touchdown zone elevation: 995 ft

2.12.1 Designation: 01L
2.12.2 True Bearing: 13
2.12.3 Dimensions: 10801 ft x 150 ft
2.12.4 PCN: 93 F/D/W/T
2.12.5 Coordinates: 39-17-36.00N / 94-43-45.54W
2.12.6 Threshold elevation: 1014 ft
2.12.6 Touchdown zone elevation: 1014 ft

2.12.1 Designation: 19R
2.12.2 True Bearing: 193
2.12.3 Dimensions: 10801 ft x 150 ft
2.12.4 PCN: 93 F/D/W/T
2.12.5 Coordinates: 39-19-20.04N / 94-43-14.78W
2.12.6 Threshold elevation: 980 ft
2.12.6 Touchdown zone elevation: 990 ft

AD 2.14 Approach and runway lighting

2.14.1 Designation: 09
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.1 Designation: 27
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 01R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 19L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway

alignment indicator lights

2.14.1 Designation: 01L

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 19R

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light PAPI on right

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 118.9 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/S

2.18.3 Service designation: 121.65 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.8 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 124.7 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 124.7 MHz

2.18.1 Service designation: LCL/S

2.18.3 Service designation: 125.75 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 128.2 MHz

2.18.1 Service designation: CD/P

2.18.3 Service designation: 135.7 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 254.25 MHz

2.18.1 Service designation: APCH/P DEP/P

2.18.3 Service designation: 284.7 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 294.7 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 294.7 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 318.1 MHz

2.18.1 Service designation: APCH/P DEP/P

2.18.3 Service designation: 318.1 MHz

2.18.1 Service designation: APCH/P

2.18.3 Service designation: 120.95 MHz

2.18.1 Service designation: DEP/P IC

2.18.3 Service designation: 123.95 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 118.4 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 128.375 MHz

2.18.4 Hours of operation: 24

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 09. Magnetic variation: 2E

2.19.2 ILS identification: RNI

2.19.5 Coordinates: 39-17-16.01N / 94-41-22.93W

2.19.6 Site elevation: 1020.2 ft

2.19.1 ILS type: DME for runway 09. Magnetic variation: 2E

2.19.2 ILS identification: RNI

2.19.5 Coordinates: 39-17-18.90N / 94-41-21.70W

2.19.6 Site elevation: 1032.1 ft

2.19.1 ILS type: Glide Slope for runway 09. Magnetic variation: 2E

2.19.2 ILS identification: RNI

2.19.5 Coordinates: 39-17-21.08N / 94-43-22.95W

2.19.6 Site elevation: 1010.7 ft

2.19.1 ILS type: Middle Marker for runway 09. Magnetic variation: 2E

2.19.2 ILS identification: RNI

2.19.5 Coordinates: 39-17-30.00N / 94-44-10.10W

2.19.6 Site elevation:

2.19.1 ILS type: Outer Marker for runway 09. Magnetic variation: 2E
2.19.2 ILS identification: RNI
2.19.5 Coordinates: 39-18-00.00N / 94-51-00.00W
2.19.6 Site elevation: 761 ft

2.19.1 ILS type: Localizer for runway 27. Magnetic variation: 2E
2.19.2 ILS identification: UQY
2.19.5 Coordinates: 39-17-28.63N / 94-43-54.07W
2.19.6 Site elevation: 1015.3 ft

2.19.1 ILS type: Glide Slope for runway 27. Magnetic variation: 2E
2.19.2 ILS identification: UQY
2.19.5 Coordinates: 39-17-15.71N / 94-41-50.27W
2.19.6 Site elevation: 1021.4 ft

2.19.1 ILS type: DME for runway 27. Magnetic variation: 2E
2.19.2 ILS identification: UQY
2.19.5 Coordinates: 39-17-25.67N / 94-43-54.59W
2.19.6 Site elevation: 1024.3 ft

2.19.1 ILS type: Localizer for runway 01R. Magnetic variation: 2E
2.19.2 ILS identification: PVL
2.19.5 Coordinates: 39-18-34.40N / 94-42-00.00W
2.19.6 Site elevation: 963.3 ft

2.19.1 ILS type: Glide Slope for runway 01R. Magnetic variation: 2E
2.19.2 ILS identification: PVL
2.19.5 Coordinates: 39-17-00.00N / 94-42-24.23W
2.19.6 Site elevation: 1010.8 ft

2.19.1 ILS type: DME for runway 01R. Magnetic variation: 2E
2.19.2 ILS identification: PVL
2.19.5 Coordinates: 39-18-35.63N / 94-42-00.00W
2.19.6 Site elevation: 960 ft

2.19.1 ILS type: Inner Marker for runway 01R. Magnetic variation: 2E
2.19.2 ILS identification: PVL
2.19.5 Coordinates: 39-16-45.10N / 94-42-34.80W
2.19.6 Site elevation: 1011.1 ft

2.19.1 ILS type: Middle Marker for runway 01R. Magnetic variation: 2E
2.19.2 ILS identification: PVL

2.19.5 Coordinates: 39-16-27.63N / 94-42-39.97W
2.19.6 Site elevation: 994.9 ft

2.19.1 ILS type: Localizer for runway 19L. Magnetic variation: 2E
2.19.2 ILS identification: DYH
2.19.5 Coordinates: 39-16-43.58N / 94-42-35.25W
2.19.6 Site elevation: 1011.8 ft

2.19.1 ILS type: DME for runway 19L. Magnetic variation: 2E
2.19.2 ILS identification: DYH
2.19.5 Coordinates: 39-16-43.62N / 94-42-38.55W
2.19.6 Site elevation: 1017.5 ft

2.19.1 ILS type: Outer Marker for runway 19L. Magnetic variation: 2E
2.19.2 ILS identification: DYH
2.19.5 Coordinates: 39-23-12.92N / 94-40-37.14W
2.19.6 Site elevation: 830 ft

2.19.1 ILS type: Middle Marker for runway 19L. Magnetic variation: 2E
2.19.2 ILS identification: DYH
2.19.5 Coordinates: 39-18-51.61N / 94-41-57.37W
2.19.6 Site elevation: 970 ft

2.19.1 ILS type: Glide Slope for runway 19L. Magnetic variation: 2E
2.19.2 ILS identification: DYH
2.19.5 Coordinates: 39-18-13.95N / 94-42-00.00W
2.19.6 Site elevation: 977.9 ft

2.19.1 ILS type: Glide Slope for runway 01L. Magnetic variation: 2E
2.19.2 ILS identification: DOT
2.19.5 Coordinates: 39-17-48.27N / 94-43-47.13W
2.19.6 Site elevation: 1002.8 ft

2.19.1 ILS type: Middle Marker for runway 01L. Magnetic variation: 2E
2.19.2 ILS identification: DOT
2.19.5 Coordinates: 39-17-00.00N / 94-43-53.30W
2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 01L. Magnetic variation: 2E
2.19.2 ILS identification: DOT
2.19.5 Coordinates: 39-19-30.07N / 94-43-00.00W
2.19.6 Site elevation: 988.8 ft

2.19.1 ILS type: Localizer for runway 01L. Magnetic variation: 2E
2.19.2 ILS identification: DOT
2.19.5 Coordinates: 39-19-31.12N / 94-43-11.52W
2.19.6 Site elevation: 972.3 ft

2.19.1 ILS type: Outer Marker for runway 01L. Magnetic variation: 2E
2.19.2 ILS identification: DOT
2.19.5 Coordinates: 39-13-15.42N / 94-44-59.60W
2.19.6 Site elevation: 958.7 ft

2.19.1 ILS type: Localizer for runway 19R. Magnetic variation: 2E
2.19.2 ILS identification: PAJ
2.19.5 Coordinates: 39-17-23.12N / 94-43-49.35W
2.19.6 Site elevation: 1017.6 ft

2.19.1 ILS type: Glide Slope for runway 19R. Magnetic variation: 2E
2.19.2 ILS identification: PAJ
2.19.5 Coordinates: 39-19-11.05N / 94-43-22.68W
2.19.6 Site elevation: 976.8 ft

2.19.1 ILS type: Outer Marker for runway 19R. Magnetic variation: 2E
2.19.2 ILS identification: PAJ
2.19.5 Coordinates: 39-24-51.80N / 94-41-36.10W
2.19.6 Site elevation: 893 ft

2.19.1 ILS type: DME for runway 19R. Magnetic variation: 2E
2.19.2 ILS identification: PAJ
2.19.5 Coordinates: 39-17-25.78N / 94-43-51.96W
2.19.6 Site elevation: 1026 ft

2.19.1 ILS type: Inner Marker for runway 19R. Magnetic variation: 2E
2.19.2 ILS identification: PAJ
2.19.5 Coordinates: 39-19-30.12N / 94-43-11.82W
2.19.6 Site elevation: 972.4 ft

2.19.1 ILS type: Middle Marker for runway 19R. Magnetic variation: 2E
2.19.2 ILS identification: PAJ
2.19.5 Coordinates: 39-19-49.26N / 94-43-00.00W
2.19.6 Site elevation: 965.1 ft

General Remarks:

WATERFOWL ON AND IN THE VICINITY OF AIRPORT.

WINDSHEAR ALERT SYSTEM ON AIRPORT.

NOISE ABATEMENT PROCEDURES IN EFFECT 2200-0600 WITH LANDING ON RUNWAYS 01L & 19L; TAKEOFFS ON RUNWAYS 01R & 19R.

MILITARY AIRCRAFT MAY BE CHARGED RAMP/PARKING FEES.

FLIGHT NOTIFICATION SERVICE (ADCUS) AVAILABLE AT GATE 90.

PRIOR PERMISSION REQUIRED TO PARK AT AIRLINE GATES CONTACT RESPECTIVE AIRLINE.

WHEN USING HIGH-SPEED EXITS C5 & C6 CONTINUE UNTIL FIRST PARALLEL TAXIWAY, THEN USE EXTREME CARE WHEN TURNING IN EXCESS OF 90 DEGREES.

NO AIRCRAFT PARKING ON POSTAL APRON.

PUSHBACK CLEARANCE REQUIRED AT GATES 43 THRU 57 IN TERMINAL B AND GATES 68 THRU 77 IN TERMINAL C, PUSHBACK FROM THESE GATES ENTERS TAXIWAY D.

[illegible]

St Louis, MO
Lambert–St Louis Intl
ICAO Identifier KSTL

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 38-44-55.31N / 90-22-12.10W
2.2.2 From City: 10 Miles NW Of St Louis, MO
2.2.3 Elevation: 618 ft
2.2.5 Magnetic variation: 0E (2000)
2.2.6 Airport Contact: Ms. Rhonda Hamm-Niebruegge
BOX 10212
St Louis, MO 63145
(314-426-8000)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
D certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 06
2.10.1.b Type of obstacle: Tree (31 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 250 ft from Centerline

2.10.1.a. Runway designation: 24
2.10.1.b Type of obstacle: Sign (18 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 450 ft from Centerline

2.10.1.a. Runway designation: 30R
2.10.1.b Type of obstacle: Tower (42 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 580 ft from Centerline

2.10.1.a. Runway designation: 12L
2.10.1.b Type of obstacle: Bldg (54 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 600 ft from Centerline

2.10.1.a. Runway designation: 12R
2.10.1.b Type of obstacle: Road (30 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 500 ft from Centerline

2.10.1.a. Runway designation: 30L
2.10.1.b Type of obstacle: Sign (86 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 900 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 06
2.12.2 True Bearing: 63
2.12.3 Dimensions: 7607 ft x 150 ft
2.12.5 Coordinates: 38-44-48.04N / 90-22-52.43W
2.12.6 Threshold elevation: 551 ft
2.12.6 Touchdown zone elevation: 551 ft

2.12.1 Designation: 24
2.12.2 True Bearing: 243
2.12.3 Dimensions: 7607 ft x 150 ft
2.12.5 Coordinates: 38-45-22.38N / 90-21-27.02W
2.12.6 Threshold elevation: 534 ft
2.12.6 Touchdown zone elevation: 534 ft

2.12.1 Designation: 12L
2.12.2 True Bearing: 122
2.12.3 Dimensions: 9003 ft x 150 ft
2.12.5 Coordinates: 38-45-00.00N / 90-21-58.66W
2.12.6 Threshold elevation: 528 ft
2.12.6 Touchdown zone elevation: 541 ft
2.12.7 Slope: 0.7UP

2.12.1 Designation: 30R
2.12.2 True Bearing: 302
2.12.3 Dimensions: 9003 ft x 150 ft
2.12.5 Coordinates: 38-44-18.99N / 90-20-22.51W
2.12.6 Threshold elevation: 604 ft
2.12.6 Touchdown zone elevation: 604 ft
2.12.7 Slope: 1DOWN

2.12.1 Designation: 12R
2.12.2 True Bearing: 122
2.12.3 Dimensions: 11019 ft x 200 ft
2.12.5 Coordinates: 38-45-14.05N / 90-22-44.97W
2.12.6 Threshold elevation: 542 ft
2.12.6 Touchdown zone elevation: 540 ft

2.12.1 Designation: 30L
2.12.2 True Bearing: 302
2.12.3 Dimensions: 11019 ft x 200 ft

2.12.5 Coordinates: 38-44-16.01N / 90-20-47.27W
2.12.6 Threshold elevation: 586 ft
2.12.6 Touchdown zone elevation: 583 ft

2.12.1 Designation: 30X
2.12.3 Dimensions: 0 ft x 0 ft

2.12.1 Designation: 11
2.12.2 True Bearing: 122
2.12.3 Dimensions: 9001 ft x 150 ft
2.12.5 Coordinates: 38-45-35.83N / 90-24-35.55W
2.12.6 Threshold elevation: 618 ft
2.12.6 Touchdown zone elevation: 618 ft

2.12.1 Designation: 29
2.12.2 True Bearing: 302
2.12.3 Dimensions: 9001 ft x 150 ft
2.12.5 Coordinates: 38-44-48.46N / 90-22-59.39W
2.12.6 Threshold elevation: 556 ft
2.12.6 Touchdown zone elevation: 580 ft

AD 2.13 Declared distances

2.13.1 Designation: 06
2.13.2 Takeoff run available: 7602
2.13.3 Takeoff distance available: 7602
2.13.4 Accelerate-stop distance available: 7352
2.13.5 Landing distance available: 7352

2.13.1 Designation: 24
2.13.2 Takeoff run available: 7602
2.13.3 Takeoff distance available: 7602
2.13.4 Accelerate-stop distance available: 7602
2.13.5 Landing distance available: 7602

2.13.1 Designation: 12L
2.13.2 Takeoff run available: 9003
2.13.3 Takeoff distance available: 9003
2.13.4 Accelerate-stop distance available: 9003
2.13.5 Landing distance available: 9003

2.13.1 Designation: 30R
2.13.2 Takeoff run available: 9003
2.13.3 Takeoff distance available: 9003
2.13.4 Accelerate-stop distance available: 9003
2.13.5 Landing distance available: 9003

2.13.1 Designation: 12R
2.13.2 Takeoff run available: 11019
2.13.3 Takeoff distance available: 11019
2.13.4 Accelerate-stop distance available: 11019
2.13.5 Landing distance available: 10562

2.13.1 Designation: 30L
2.13.2 Takeoff run available: 11019
2.13.3 Takeoff distance available: 11019
2.13.4 Accelerate-stop distance available: 11019
2.13.5 Landing distance available: 10819

2.13.1 Designation: 11
2.13.2 Takeoff run available: 9001
2.13.3 Takeoff distance available: 9001
2.13.4 Accelerate-stop distance available: 9001
2.13.5 Landing distance available: 9001

2.13.1 Designation: 29
2.13.2 Takeoff run available: 9001
2.13.3 Takeoff distance available: 9001
2.13.4 Accelerate-stop distance available: 9001
2.13.5 Landing distance available: 9001

AD 2.14 Approach and runway lighting

2.14.1 Designation: 06
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 24
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 12L
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 30R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 12R
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light

PAPI on left	2.18.1 Service designation: CLASS B 2.18.3 Service designation: 124.2 MHz
2.14.1 Designation: 30L	
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights	2.18.1 Service designation: DEP/S 2.18.3 Service designation: 124.25 MHz
2.14.4 Visual approach slope indicator system: 4-light PAPI on right	2.18.1 Service designation: APCH/P 2.18.3 Service designation: 132.125 MHz
2.14.1 Designation: 11	2.18.1 Service designation: CLASS B
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration	2.18.3 Service designation: 126.5 MHz
2.14.4 Visual approach slope indicator system: 4-light PAPI on right	2.18.1 Service designation: EMERG 2.18.3 Service designation: 243 MHz
2.14.1 Designation: 29	2.18.1 Service designation: CLASS B
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration	2.18.3 Service designation: 254.3 MHz
2.14.4 Visual approach slope indicator system: 4-light PAPI on left	2.18.1 Service designation: LCL/P IC 2.18.3 Service designation: 257.7 MHz
AD 2.18 Air traffic services communication facilities	2.18.1 Service designation: LCL/P 2.18.3 Service designation: 284.6 MHz
2.18.1 Service designation: LCL/P IC	2.18.1 Service designation: DEP/P
2.18.3 Service designation: 118.5 MHz	2.18.3 Service designation: 307.05 MHz
2.18.1 Service designation: DEP/P	2.18.1 Service designation: GND/S
2.18.3 Service designation: 128.1 MHz	2.18.3 Service designation: 306.2 MHz
2.18.1 Service designation: DEP/P	2.18.1 Service designation: APCH/P IC
2.18.3 Service designation: 119.15 MHz	2.18.3 Service designation: 338.25 MHz
2.18.1 Service designation: DEP/S	2.18.1 Service designation: DEP/P
2.18.3 Service designation: 126.55 MHz	2.18.3 Service designation: 335.5 MHz
2.18.1 Service designation: LCL/P	2.18.1 Service designation: GND CTL INBOUND/P
2.18.3 Service designation: 120.05 MHz	2.18.3 Service designation: 348.6 MHz
2.18.1 Service designation: EMERG	2.18.1 Service designation: APCH/P
2.18.3 Service designation: 121.5 MHz	2.18.3 Service designation: 360.6 MHz
2.18.1 Service designation: GND CTL OUTBOUND/P	2.18.1 Service designation: CD/P
2.18.3 Service designation: 121.65 MHz	2.18.3 Service designation: 363.1 MHz
2.18.1 Service designation: GND CTL INBOUND/P	2.18.1 Service designation: DEP/S
2.18.3 Service designation: 121.9 MHz	2.18.3 Service designation: 270.35 MHz
2.18.1 Service designation: APCH/S	2.18.1 Service designation: CLASS B
2.18.3 Service designation: 123.7 MHz	2.18.3 Service designation: 353.9 MHz

2.18.1 Service designation: GND METER EAST
2.18.3 Service designation: 127.55 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 119.5 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 125.025 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 379.925 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: GND CTL OUTBOUND/P
2.18.3 Service designation: 387.05 MHz

2.18.1 Service designation: GND METER EAST
2.18.3 Service designation: 360.2 MHz

2.18.1 Service designation: GND METER WEST
2.18.3 Service designation: 121.075 MHz

2.18.1 Service designation: GND METER WEST
2.18.3 Service designation: 346.35 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 132.475 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 239.275 MHz

2.18.1 Service designation: GND CTL/P
2.18.3 Service designation: 118.925 MHz

2.18.1 Service designation: GND CTL/P
2.18.3 Service designation: 227.125 MHz

2.18.1 Service designation: PRM
2.18.3 Service designation: 278.3 MHz

2.18.1 Service designation: PRM
2.18.3 Service designation: 351.9 MHz

2.18.1 Service designation: APCH/P IC
2.18.3 Service designation: 121.02 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: DME for runway 06. Magnetic variation: 0E
2.19.2 ILS identification: JAK

2.19.5 Coordinates: 38-44-39.67N / 90-23-00.00W
2.19.6 Site elevation: 556 ft

2.19.1 ILS type: Glide Slope for runway 06. Magnetic variation: 0E

2.19.2 ILS identification: JAK
2.19.5 Coordinates: 38-44-54.72N / 90-22-40.02W
2.19.6 Site elevation: 536 ft

2.19.1 ILS type: Localizer for runway 06. Magnetic variation: 0E

2.19.2 ILS identification: JAK
2.19.5 Coordinates: 38-45-27.26N / 90-21-14.89W
2.19.6 Site elevation: 541 ft

2.19.1 ILS type: Localizer for runway 24. Magnetic variation: 0E

2.19.2 ILS identification: STL
2.19.5 Coordinates: 38-44-43.52N / 90-23-00.00W
2.19.6 Site elevation: 545 ft

2.19.1 ILS type: DME for runway 24. Magnetic variation: 0E

2.19.2 ILS identification: STL
2.19.5 Coordinates: 38-44-39.67N / 90-23-00.00W
2.19.6 Site elevation: 556.2 ft

2.19.1 ILS type: Glide Slope for runway 24. Magnetic variation: 0E

2.19.2 ILS identification: STL
2.19.5 Coordinates: 38-45-13.62N / 90-21-37.59W
2.19.6 Site elevation: 528 ft

2.19.1 ILS type: Middle Marker for runway 24. Magnetic variation: 0E

2.19.2 ILS identification: STL
2.19.5 Coordinates: 38-45-37.15N / 90-20-50.60W
2.19.6 Site elevation:

2.19.1 ILS type: Outer Marker for runway 24. Magnetic variation: 0E

2.19.2 ILS identification: STL
2.19.5 Coordinates: 38-47-16.98N / 90-16-43.91W
2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 30R. Magnetic variation: 0E

2.19.2 ILS identification: SJW
2.19.5 Coordinates: 38-45-14.12N / 90-22-00.00W
2.19.6 Site elevation: 546 ft

2.19.1 ILS type: Outer Marker for runway 30R. Magnetic variation: 0E
2.19.2 ILS identification: SJW
2.19.5 Coordinates: 38-41-46.48N / 90-15-44.59W
2.19.6 Site elevation: 530 ft

2.19.1 ILS type: Localizer for runway 30R. Magnetic variation: 0E
2.19.2 ILS identification: SJW
2.19.5 Coordinates: 38-45-11.41N / 90-22-00.00W
2.19.6 Site elevation: 530 ft

2.19.1 ILS type: Glide Slope for runway 30R. Magnetic variation: 0E
2.19.2 ILS identification: SJW
2.19.5 Coordinates: 38-44-21.96N / 90-20-38.02W
2.19.6 Site elevation: 592 ft

2.19.1 ILS type: Inner Marker for runway 30R. Magnetic variation: 0E
2.19.2 ILS identification: SJW
2.19.5 Coordinates: 38-44-14.66N / 90-20-13.73W
2.19.6 Site elevation: 602 ft

2.19.1 ILS type: Middle Marker for runway 30R. Magnetic variation: 0E
2.19.2 ILS identification: SJW
2.19.5 Coordinates: 38-44-00.00N / 90-19-57.56W
2.19.6 Site elevation: 534 ft

2.19.1 ILS type: Glide Slope for runway 12L. Magnetic variation: 0E
2.19.2 ILS identification: LDZ
2.19.5 Coordinates: 38-44-58.22N / 90-21-50.34W
2.19.6 Site elevation: 534 ft

2.19.1 ILS type: Outer Marker for runway 12L. Magnetic variation: 0E
2.19.2 ILS identification: LDZ
2.19.5 Coordinates: 38-48-00.00N / 90-28-29.10W
2.19.6 Site elevation: 446 ft

2.19.1 ILS type: Middle Marker for runway 12L. Magnetic variation: 0E
2.19.2 ILS identification: LDZ
2.19.5 Coordinates: 38-45-21.22N / 90-22-28.71W
2.19.6 Site elevation: 545 ft

2.19.1 ILS type: Localizer for runway 12L. Magnetic variation: 0E
2.19.2 ILS identification: LDZ

2.19.5 Coordinates: 38-44-13.67N / 90-20-11.72W
2.19.6 Site elevation: 602 ft

2.19.1 ILS type: DME for runway 12L. Magnetic variation: 0E
2.19.2 ILS identification: LDZ
2.19.5 Coordinates: 38-44-10.39N / 90-20-12.05W
2.19.6 Site elevation: 616 ft

2.19.1 ILS type: Inner Marker for runway 12L. Magnetic variation: 0E
2.19.2 ILS identification: LDZ
2.19.5 Coordinates: 38-45-11.93N / 90-22-00.00W
2.19.6 Site elevation: 530 ft

2.19.1 ILS type: Outer Marker for runway 12R. Magnetic variation: 0E
2.19.2 ILS identification: LMR
2.19.5 Coordinates: 38-48-00.00N / 90-28-29.10W
2.19.6 Site elevation: 446 ft

2.19.1 ILS type: Localizer for runway 12R. Magnetic variation: 0E
2.19.2 ILS identification: LMR
2.19.5 Coordinates: 38-44-10.22N / 90-20-35.52W
2.19.6 Site elevation: 595 ft

2.19.1 ILS type: Glide Slope for runway 12R. Magnetic variation: 0E
2.19.2 ILS identification: LMR
2.19.5 Coordinates: 38-45-00.00N / 90-22-24.90W
2.19.6 Site elevation: 532 ft

2.19.1 ILS type: Middle Marker for runway 12R. Magnetic variation: 0E
2.19.2 ILS identification: LMR
2.19.5 Coordinates: 38-45-32.78N / 90-23-23.72W
2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 12R. Magnetic variation: 0E
2.19.2 ILS identification: LMR
2.19.5 Coordinates: 38-44-00.00N / 90-20-39.90W
2.19.6 Site elevation: 592 ft

2.19.1 ILS type: Localizer for runway 30L. Magnetic variation: 0E
2.19.2 ILS identification: BKY
2.19.5 Coordinates: 38-45-19.34N / 90-22-55.70W
2.19.6 Site elevation: 551 ft

2.19.1 ILS type: Glide Slope for runway 30L. Magnetic variation: 0E
2.19.2 ILS identification: BKY
2.19.5 Coordinates: 38-44-28.10N / 90-21-00.00W
2.19.6 Site elevation: 563.9 ft

2.19.1 ILS type: Outer Marker for runway 30L. Magnetic variation: 0E
2.19.2 ILS identification: BKY
2.19.5 Coordinates: 38-41-45.98N / 90-15-44.21W
2.19.6 Site elevation: 530 ft

2.19.1 ILS type: Middle Marker for runway 30L. Magnetic variation: 0E
2.19.2 ILS identification: BKY
2.19.5 Coordinates: 38-44-00.00N / 90-20-20.21W
2.19.6 Site elevation: 590 ft

2.19.1 ILS type: Glide Slope for runway 11. Magnetic variation: 0E
2.19.2 ILS identification: OGZ
2.19.5 Coordinates: 38-45-26.04N / 90-24-25.38W
2.19.6 Site elevation: 598 ft

2.19.1 ILS type: Inner Marker for runway 11. Magnetic variation: 0E
2.19.2 ILS identification: OGZ
2.19.5 Coordinates: 38-45-40.35N / 90-24-44.74W
2.19.6 Site elevation: 614 ft

2.19.1 ILS type: Localizer for runway 11. Magnetic variation: 0E
2.19.2 ILS identification: OGZ

2.19.5 Coordinates: 38-44-38.72N / 90-22-39.63W
2.19.6 Site elevation: 545 ft

2.19.1 ILS type: DME for runway 11. Magnetic variation: 0E
2.19.2 ILS identification: OGZ
2.19.5 Coordinates: 38-44-36.71N / 90-22-41.69W
2.19.6 Site elevation: 548 ft

2.19.1 ILS type: Glide Slope for runway 29. Magnetic variation: 0E
2.19.2 ILS identification: RQN
2.19.5 Coordinates: 38-44-49.83N / 90-23-11.86W
2.19.6 Site elevation: 556 ft

2.19.1 ILS type: Inner Marker for runway 29. Magnetic variation: 0E
2.19.2 ILS identification: RQN
2.19.5 Coordinates: 38-44-41.36N / 90-22-44.97W
2.19.6 Site elevation: 541 ft

2.19.1 ILS type: Localizer for runway 29. Magnetic variation: 0E
2.19.2 ILS identification: RQN
2.19.5 Coordinates: 38-45-41.35N / 90-24-46.77W
2.19.6 Site elevation: 613 ft

2.19.1 ILS type: DME for runway 29. Magnetic variation: 0E
2.19.2 ILS identification: RQN
2.19.5 Coordinates: 38-45-43.83N / 90-24-44.64W
2.19.6 Site elevation: 608 ft

General Remarks:

NO DESIGNATED TAXILANES OR APRON TAXIWAYS LOCATED ON AIR CARRIER RAMPS.

WAIVER TO CONDUCT SIMULTANEOUS APPROACHES TO PARALLEL RUNWAYS SEPARATED BY 1,300 FT IN EFFECT.

WG TIP CLEARANCE WITH GROUND VEH NOT ADEQUATE ALONG N SIDE OF MAIN TERMINAL APRON.

MISC: MILITARY AIRCRAFT PLANNING TO ARR WHEN WX IS ANTICIPATED TO BE LESS THAN 1200'/5 MUST FILE F;T PLAN BEFORE 0900Z++.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

NO SERVICE AT MISSOURI ANG RAMP. BASE RE-ALIGNMENT IN PROCESS.

ARRESTING GEAR: A-G ARE KEPT IN RECESSED POSITION UNTIL REQ FOR USE. TOWER MUST BE NOTIFIED AT LEAST 5 SECOND PRIOR TO ENGAGEMENT SO THAT CABLE MAY BE RAISED.

ARRESTING GEAR: RUNWAY 06 1450 FT; RUNWAY 12R 1090 FT & RUNWAY 30L 1300 FT FROM THR.

TAXIWAY D OR TAXILANE C FROM TAXIWAY S TO TAXIWAY H, B-747 OR LARGER AIRCRAFT ARE NOT AUTHORIZED TO PASS OR BE PASSED BY B-767 OR LARGER AIRCRAFT OPERATING ON THE PARALLEL TWY/TAXILANE.

TAXIWAY P, EAST OF THE PAPA PAD TO TAXIWAY F, RESTRICTED TO AIRCRAFT WITH A WINGSPAN OF LESS THAN 79 FT (JS-41 AND E-120), WHEN AIRCRAFT ARE PARKED ON THE PAPA PAD. THIS AREA IS RESTRICTED TO ALL OPERATIONS WHEN AIRCRAFT ARE PERFORMING ENGINE RUN-UPS IN THE PAPA PAD.

TAXIWAY V, UNDERLYING THE RUNWAY 12L FINAL APPROACH COURSE IS RESTRICTED TO AIRCRAFT SMALLER THAN A DC-9 (25 FT OR LESS), WHEN AIRCRAFT ARE LANDING ON RUNWAY 12L.

TAXIWAY E, BETWEEN TAXIWAY P AND TAXIWAY N, RESTRICTED TO B-767 OR SMALLER AIRCRAFT (WINGSPAN LESS THAN 171 FT) WHEN AIRCRAFT ARE PARKED ON THE ECHO PAD.

TAXIWAY C, EAST OF TAXIWAY D ONE TO THE APPROACH END OF RUNWAY 30L, RESTRICTED TO B-727 OR SMALLER AIRCRAFT (WINGSPAN OF 118 FT OR LESS) WHEN AIRCRAFT ARE PARKED ON THE JULIET PAD.

TAXILANE C, FROM TAXIWAY S TO TAXIWAY R, RESTRICTED TO B-767 OR SMALLER AIRCRAFT (156 FT AVBL) WHEN AFTER ARE PARKED IN THE CHARLIE PAD. RESTRICTION IS FOR TAXIING AIRCRAFT, LARGER AIRCRAFT MAY BE TOWED THROUGH THE AREA.

TAXILANE C FROM TAXIWAY P TO TAXIWAY L, RESTRICTED TO A B-757 300 SERIES OR SMALLER WHEN PASSING BEHIND AIRCRAFT THAT HAVE MADE THE INITIAL 10 FT PUSHBACK.

TAXIWAY A EAST OF TAXIWAY T, TAXIWAY S AND RUNWAY 06/24 SOUTH OF TAXIWAY B, NO AIRCRAFT OR VEHICLE OPERATIONS WHEN DEPARTING RUNWAY 11 OR ARRIVING RUNWAY 29.

TAXIWAY L NORTH OF RUNWAY 12L/30R, AIRCRAFT LARGER THAN A G5 TAXIING NORTHBOUND ARE PROHIBITED FROM MAKING A RIGHT TURN EASTBOUND ON TAXIWAY F.

WET PAVEMENT MAY MAKE VISUAL RECOGNITION OF MARKINGS DIFFICULT ON AIR CARRIER RAMPS.

15120

AIRPORT DIAGRAM

AL-662 (FAA)

McCARRAN INTL (LAS)
LAS VEGAS, NEVADA

ATIS
132.4
LAS VEGAS TOWER
RWY 01L/19R, 01R/19L
RWY 07L/25R, 07R/25L
GND CON
121.1 270.8 E of 01R/19L
121.9 254.3 W of 01R/19L
CNC DEL
118.0 379.95

D

RWY 01L-19R, 01R-19L
PCN 100 R/B/W/T
S-120, D-250, 2S-175, 2D-550, 2D/2D2-1120
RWY 07L-25R
PCN 70 F/B/W/T
S-120, D-250, 2S-175, 2D-489, 2D/2D2-1016
RWY 100 R/B/W/T
PCN 100 R/B/W/T
S-120, D-250, 2S-175, 2D-633, 2D/2D2-1120

Aircraft that depart full length on Runway 7L and 1L must hold at the same hold line as there is no room to hold between the runway ends. Such aircraft should also verify that they are departing on the correct runway.

BLAST PAD 400 X 220
ELEV 2078
ELEV 2089
ELEV 2181
ATLANTIC AVIATION
GJAIL AIR
HANGAR 5
SIGNATURE EXECUTIVE TERMINAL
FIRE STATION
HOLDING PADS
"A" GATE
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Las Vegas, NV
Mc Carran Intl
ICAO Identifier KLAS

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 36-04-48.20N / 115-09-00.00W
2.2.2 From City: 5 Miles S Of Las Vegas, NV
2.2.3 Elevation: 2181.4 ft
2.2.5 Magnetic variation: 15E (1980)
2.2.6 Airport Contact: Rosemary A. Vassiliadis
5757 WAYNE NEWTON BLVD
Las Vegas, NV 89119
(702-261-5211)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100,100LL,A1+
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
E certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 07L
2.10.1.b Type of obstacle: Hangar (25 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 500 ft from Centerline

2.10.1.a. Runway designation: 07R
2.10.1.b Type of obstacle: Pole (53 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 540 ft from Centerline

2.10.1.a. Runway designation: 01R
2.10.1.b Type of obstacle: Rr (41 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 600 ft from Centerline

2.10.1.a. Runway designation: 19L
2.10.1.b Type of obstacle: Pole (17 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 17 ft from Centerline

2.10.1.a. Runway designation: 01L
2.10.1.b Type of obstacle: Rr (48 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 500 ft from Centerline

2.10.1.a. Runway designation: 19R
2.10.1.b Type of obstacle: Fence (25 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 150 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 07L
2.12.2 True Bearing: 90
2.12.3 Dimensions: 14512 ft x 150 ft
2.12.4 PCN: 70 F/B/W/T
2.12.5 Coordinates: 36-04-34.92N / 115-10-12.68W
2.12.6 Threshold elevation: 2179 ft
2.12.6 Touchdown zone elevation: 2155 ft
2.12.7 Slope: 1.1DOWN

2.12.1 Designation: 25R
2.12.2 True Bearing: 270
2.12.3 Dimensions: 14512 ft x 150 ft
2.12.4 PCN: 70 F/B/W/T
2.12.5 Coordinates: 36-04-35.07N / 115-07-15.93W
2.12.6 Threshold elevation: 2033 ft
2.12.6 Touchdown zone elevation: 2067 ft
2.12.7 Slope: 1.9UP

2.12.1 Designation: 07R
2.12.2 True Bearing: 90
2.12.3 Dimensions: 10525 ft x 150 ft
2.12.4 PCN: 100 R/B/W/T
2.12.5 Coordinates: 36-04-25.06N / 115-09-41.16W
2.12.6 Threshold elevation: 2157 ft
2.12.6 Touchdown zone elevation: 2157 ft
2.12.7 Slope: 1.1DOWN

2.12.1 Designation: 25L
2.12.2 True Bearing: 270
2.12.3 Dimensions: 10525 ft x 150 ft
2.12.4 PCN: 100 R/B/W/T
2.12.5 Coordinates: 36-04-25.17N / 115-07-32.97W
2.12.6 Threshold elevation: 2048 ft
2.12.6 Touchdown zone elevation: 2069 ft
2.12.7 Slope: 0.9UP

2.12.1 Designation: 01R
2.12.2 True Bearing: 25
2.12.3 Dimensions: 9771 ft x 150 ft
2.12.4 PCN: 100 R/B/W/T

2.12.5 Coordinates: 36-04-27.26N / 115-10-00.00W
2.12.6 Threshold elevation: 2175 ft
2.12.6 Touchdown zone elevation: 2170 ft
2.12.7 Slope: 1.1DOWN

2.12.1 Designation: 19L
2.12.2 True Bearing: 205
2.12.3 Dimensions: 9771 ft x 150 ft
2.12.4 PCN: 100 R/B/W/T
2.12.5 Coordinates: 36-05-54.88N / 115-09-12.80W
2.12.6 Threshold elevation: 2078 ft
2.12.6 Touchdown zone elevation: 2112 ft
2.12.7 Slope: 0.9UP

2.12.1 Designation: 01L
2.12.2 True Bearing: 25
2.12.3 Dimensions: 8988 ft x 150 ft
2.12.4 PCN: 100 R/B/W/T
2.12.5 Coordinates: 36-04-31.17N / 115-10-13.32W
2.12.6 Threshold elevation: 2181 ft
2.12.6 Touchdown zone elevation: 2176 ft
2.12.7 Slope: 1.1DOWN

2.12.1 Designation: 19R
2.12.2 True Bearing: 205
2.12.3 Dimensions: 8988 ft x 150 ft
2.12.4 PCN: 100 R/B/W/T
2.12.5 Coordinates: 36-05-51.77N / 115-09-27.19W
2.12.6 Threshold elevation: 2089 ft
2.12.6 Touchdown zone elevation: 2117 ft
2.12.7 Slope: 1UP

AD 2.13 Declared distances

2.13.1 Designation: 07L
2.13.2 Takeoff run available: 14512
2.13.3 Takeoff distance available: 15101
2.13.4 Accelerate-stop distance available: 14101
2.13.5 Landing distance available: 11968

2.13.1 Designation: 25R
2.13.2 Takeoff run available: 14512
2.13.3 Takeoff distance available: 15157
2.13.4 Accelerate-stop distance available: 14157
2.13.5 Landing distance available: 12757

2.13.1 Designation: 07R
2.13.2 Takeoff run available: 10525
2.13.3 Takeoff distance available: 10525
2.13.4 Accelerate-stop distance available: 10525
2.13.5 Landing distance available: 10525

2.13.1 Designation: 25L
2.13.2 Takeoff run available: 10525
2.13.3 Takeoff distance available: 10525
2.13.4 Accelerate-stop distance available: 10525
2.13.5 Landing distance available: 10525

2.13.1 Designation: 01R
2.13.2 Takeoff run available: 9771
2.13.3 Takeoff distance available: 10168
2.13.4 Accelerate-stop distance available: 9437
2.13.5 Landing distance available: 8677

2.13.1 Designation: 19L
2.13.2 Takeoff run available: 9771
2.13.3 Takeoff distance available: 10171
2.13.4 Accelerate-stop distance available: 9681
2.13.5 Landing distance available: 8741

2.13.1 Designation: 01L
2.13.2 Takeoff run available: 8988
2.13.3 Takeoff distance available: 8988
2.13.4 Accelerate-stop distance available: 8988
2.13.5 Landing distance available: 8401

2.13.1 Designation: 19R
2.13.2 Takeoff run available: 8988
2.13.3 Takeoff distance available: 9400
2.13.4 Accelerate-stop distance available: 8400
2.13.5 Landing distance available: 8400

AD 2.14 Approach and runway lighting

2.14.1 Designation: 07L
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 25R
2.14.2 Approach lighting system: MALS: 1400 feet medium intensity approach lighting system
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 07R
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 25L
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 01R
2.14.4 Visual approach slope indicator system: 4-light

PAPI on left

2.14.1 Designation: 19L

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 01L

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 19R

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: CD

2.18.3 Service designation: 118 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 118.4 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 118.75 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 119.9 MHz

2.18.1 Service designation: VFR FINAL APCH

2.18.3 Service designation: 120.45 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.1 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: RAMP CON

2.18.3 Service designation: 124.4 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 125.9 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 125.9 MHz

2.18.1 Service designation: RAMP CON

2.18.3 Service designation: 127.9 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 132.4 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: EMERG

2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 257.8 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 379.15 MHz

2.18.1 Service designation: APCH/P

2.18.3 Service designation: 379.15 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 379.15 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 379.15 MHz

2.18.1 Service designation: CD

2.18.3 Service designation: 379.95 MHz

2.18.1 Service designation: APCH/P

2.18.3 Service designation: 125.025 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 125.02 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 125.02 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 125.02 MHz

2.18.1 Service designation: APCH/P

2.18.3 Service designation: 282.2 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 353.7 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 353.7 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 254.3 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 307.25 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 270.8 MHz

2.18.1 Service designation: RAMP CON
2.18.3 Service designation: 129.175 MHz

2.18.1 Service designation: APCH/P
2.18.3 Service designation: 125.6 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 25R. Magnetic variation: 15E

2.19.2 ILS identification: LAS
2.19.5 Coordinates: 36-04-34.91N / 115-10-19.18W
2.19.6 Site elevation: 2186.5 ft

2.19.1 ILS type: Glide Slope for runway 25R. Magnetic variation: 15E
2.19.2 ILS identification: LAS
2.19.5 Coordinates: 36-04-32.08N / 115-07-46.67W
2.19.6 Site elevation: 2047.1 ft

2.19.1 ILS type: Outer Marker for runway 25R. Magnetic variation: 15E
2.19.2 ILS identification: LAS
2.19.5 Coordinates: 36-04-35.71N / 115-01-16.98W
2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 25R. Magnetic variation: 15E
2.19.2 ILS identification: LAS
2.19.5 Coordinates: 36-04-35.10N / 115-06-44.40W
2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 25R. Magnetic variation: 15E
2.19.2 ILS identification: LAS
2.19.5 Coordinates: 36-04-30.52N / 115-10-19.16W

2.19.6 Site elevation: 2202.5 ft

2.19.1 ILS type: Localizer for runway 25L. Magnetic variation: 15E

2.19.2 ILS identification: RLE
2.19.5 Coordinates: 36-04-25.05N / 115-09-53.34W
2.19.6 Site elevation: 2168.3 ft

2.19.1 ILS type: DME for runway 25L. Magnetic variation: 15E
2.19.2 ILS identification: RLE
2.19.5 Coordinates: 36-04-22.25N / 115-09-53.27W
2.19.6 Site elevation: 2182.3 ft

2.19.1 ILS type: Glide Slope for runway 25L. Magnetic variation: 15E
2.19.2 ILS identification: RLE
2.19.5 Coordinates: 36-04-22.00N / 115-07-46.66W
2.19.6 Site elevation: 2050.9 ft

2.19.1 ILS type: DME for runway 01L. Magnetic variation: 15E
2.19.2 ILS identification: CUA
2.19.5 Coordinates: 36-06-00.00N / 115-09-25.06W
2.19.6 Site elevation: 2086 ft

2.19.1 ILS type: Glide Slope for runway 01L. Magnetic variation: 15E
2.19.2 ILS identification: CUA
2.19.5 Coordinates: 36-04-49.14N / 115-10-00.00W
2.19.6 Site elevation: 2158.6 ft

2.19.1 ILS type: Localizer for runway 01L. Magnetic variation: 15E
2.19.2 ILS identification: CUA
2.19.5 Coordinates: 36-06-00.00N / 115-09-21.99W
2.19.6 Site elevation: 2079.1 ft

General Remarks:

EXTENSIVE GLIDER/SOARING OPERATIONS WEEKENDS & HOLS; SR-SS; LAS R187/020; ALTITUDES UP TO BUT NOT INCLUDING FL180. GLIDERS REMAIN CLEAR OF THE TCA BUT OTHERWISE OPERATE WITHIN THE ENTIRE SW QUADRANT OF THE TCA VEIL.

ALL NON-STD RUNWAY OPERATIONS PRIOR PERMISSION REQUIRED FROM DEPT OF AVIATION.

TURBOJET DEPS NOT PERMITTED ON RUNWAY 01R/19L OR RUNWAY 01L/19R 2000-0800. EXCEPTIONS FOR WX OR OPERATIONAL NECESSITY.

AIRCRAFT MAY EXPERIENCE REFLECTION OF SUN FROM GLASS HOTELS LOCATED NW OF AIRPORT. REFLECTION MAY OCCUR AT VARIOUS ALTITUDES HEADINGS & DISTANCES FROM AIRPORT.

DIRECTIONAL TAXIWAY SIGNS WILL BE INCOMPLETE DUE TO CONSTRUCTION.

GENERAL AVIATION PARKING VERY LIMITED. FOR PARKING AVAILABILITY CONTACT EITHER FBO (702) 736-1830 OR (702) 739-1100.

RUNWAY 01L/19R 496000 LBS GROSS WEIGHT FOR L-1011; 555000 LBS GROSS WEIGHT FOR DC-10; 602500 LBS GROSS WEIGHT FOR MD-11.

RUNWAY 07L 589 FT CLEARWAY; RUNWAY 25R 645 FT CLEARWAY.

LIGHTED GOLF RANGE 1400 FT SOUTH OF RUNWAYS 01L/19R AND 01R/19L.

TIEDOWN FEE.

(E98) PLUS 64 SHELTERS & 24 SHEDS.

AIRCRAFT USING FULL LENGTH DEP ON RUNWAY 07L USE MINIMAL POWER UNTIL PASSING THE POWER-UP POINT ON RUNWAY. POWER-UP POINT IS 348 FT EAST OF BALST PAD AND MARKED WITH SIGN AND STANDARD MARKINGS FOR BEGINNING OF RUNWAY.

LARGE NUMBERS OF BIRDS AND BATS IN THE VICINITY OF OF AIRPORT BETWEEN SUNSET AND SUNRISE.

AIRCRAFT DEPARTING RUNWAY 19R USE MINIMAL POWER UNTIL PASSING THE RUNWAY THRESHOLD. RUNWAY 19R THRESHOLD HAS STANDARD RUNWAY MARKINGS AND IS 780 FT SOUTH OF THE BLAST PAD.

AIRCRAFT OPER NEAR THE INTERSECTION OF TAXIWAYS S, D, G AND THE NORTH END OF TAXIWAY Z SHOULD BE ALERT AS THERE ARE CLOSELY ALIGNED TAXIWAY CENTERLINES AND RADIUS TURNS.

AIRCRAFT THAT DEPART FULL LENGTH OF RUNWAYS 01L AND 07L MUST HOLD AT THE SAME HOLD LINE AS THERE IS NO ROOM TO HOLD BETWEEN THE RUNWAY ENDS AND SUCH AIRCRAFT SHOULD VERIFY THAT THEY ARE ON THE CORRECT RUNWAY.

GENERAL AVIATION CUSTOMS AND IMMIGRATION LOCATED WEST SIDE OF AIRFIELD BETWEEN FBO'S.

AIRCRAFT LARGER THAN B757 PRIOR PERMISSION REQUIRED FROM DEPT OF AVIATION TO USE TAXIWAY H.

NUMEROUS HELICOPTER OPERATIONS ON WEST SIDE OF AIRPORT.
ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

GENERAL AVIATION AIRCRAFT REQUIRING IMMIGRATION/CUSTOMS SERVICES MUST CONTACT DEPARTMENT OF AVIATION FOR PARKING ARRANGEMENTS MINIMUM 2 HRS PRIOR TO ARRIVAL 702-261-4411. GENERAL AVIATION AIRCRAFT USING THE WEST SIDE CUSTOMS FACILITY MUST CONTACT RAMP CONTROL 124.4.

AIRCRAFT TAXIING WESTBOUND ON TAXIWAY B NEAR TAXIWAY E USE CARE NOT TO ENTER THE RUNWAY ON TAXIWAY Y, AIRCRAFT TAXIING WESTBOUND ON TAXIWAY W NEAR TAXIWAY E USE CARE NOT TO ENTER THE RUNWAY ON TAXIWAY U.

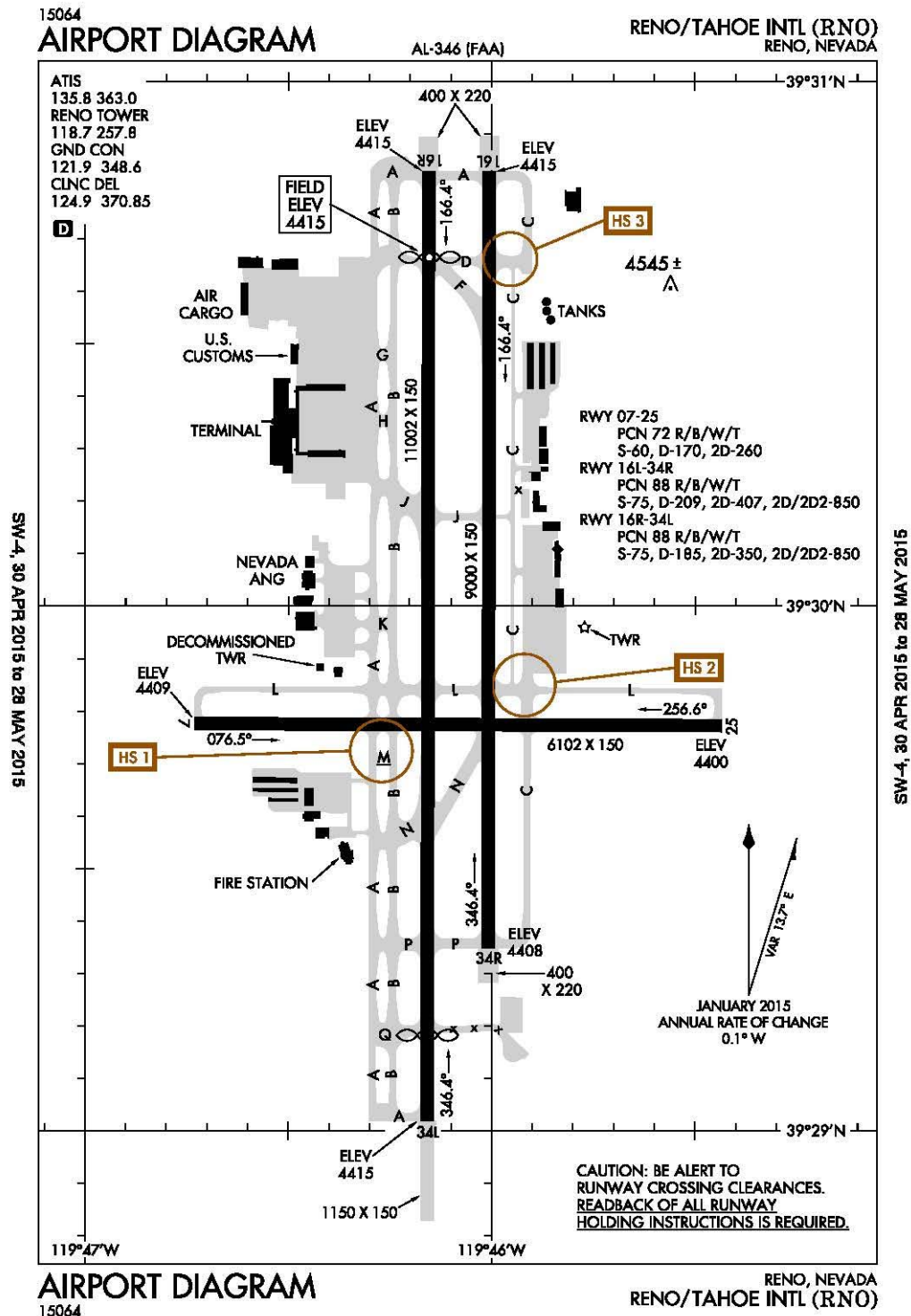
TAXIWAY C HAS NO CENTERLINE LIGHTS WEST OF TAXIWAY B6, HAS EDGE LIGHTS ON SOUTH SIDE OF TAXIWAY IN THIS AREA.

ALL AIRCRAFT CONTACT RAMP CONTROL ON FREQ 124.4 FOR OPERATIONS AT A,B, AND C GATES,

CONTACT RAMP CONTROL ON FREQ 127.9 FOR OPERATIONS AT D AND E GATES AND CARGO RAMP PRIOR TO ENTERING RAMP OR PUSHING BACK FROM GATE OR PARKING SPOT.

RUNWAY STATUS LIGHTS ARE IN OPN.

Reno, Nevada
Reno/Tahoe International
ICAO Identifier KRNO



Reno, NV
Reno/Tahoe Intl
ICAO Identifier KRNO

AD 2.2 Aerodrome geographical and administrative data

- 2.2.1 Reference Point: 39-29-56.80N / 119-46-00.00W
- 2.2.2 From City: 3 Miles SE Of Reno, NV
- 2.2.3 Elevation: 4415 ft
- 2.2.5 Magnetic variation: 16E (1985)
- 2.2.6 Airport Contact: Marilyn M. Mora
P O BOX 12490
Reno, NV 89510
(775-328-6400)
- 2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

- 2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

- 2.4.1 Cargo handling facilities: No
- 2.4.2 Fuel types: 100LL, A1+
- 2.4.4 De-icing facilities: None
- 2.4.5 Hangar space: No
- 2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

- 2.6.1 Aerodrome category for firefighting: ARFF Index I
C certified on 5/1/1973

AD 2.10 Aerodrome obstacles

- 2.10.1.a. Runway designation: 07
- 2.10.1.b Type of obstacle: Pole (118 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 500 ft from Centerline
- 2.10.1.a. Runway designation: 25
- 2.10.1.b Type of obstacle: Tree (44 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 275 ft from Centerline
- 2.10.1.a. Runway designation: 34L
- 2.10.1.b Type of obstacle: Gnd (243 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 1500 ft from Centerline

AD 2.12 Runway physical characteristics

- 2.12.1 Designation: 07
- 2.12.2 True Bearing: 90
- 2.12.3 Dimensions: 6102 ft x 150 ft
- 2.12.4 PCN: 72 R/B/W/T

- 2.12.5 Coordinates: 39-29-46.63N / 119-46-43.82W
- 2.12.6 Threshold elevation: 4409 ft
- 2.12.6 Touchdown zone elevation: 4409 ft

- 2.12.1 Designation: 25
- 2.12.2 True Bearing: 270
- 2.12.3 Dimensions: 6102 ft x 150 ft
- 2.12.4 PCN: 72 R/B/W/T
- 2.12.5 Coordinates: 39-29-46.37N / 119-45-25.99W
- 2.12.6 Threshold elevation: 4400 ft
- 2.12.6 Touchdown zone elevation: 4402 ft

- 2.12.1 Designation: 16L
- 2.12.2 True Bearing: 180
- 2.12.3 Dimensions: 9000 ft x 150 ft
- 2.12.4 PCN: 88 R/B/W/T
- 2.12.5 Coordinates: 39-30-49.82N / 119-46-00.00W
- 2.12.6 Threshold elevation: 4415 ft
- 2.12.6 Touchdown zone elevation: 4415 ft

- 2.12.1 Designation: 34R
- 2.12.2 True Bearing: 0
- 2.12.3 Dimensions: 9000 ft x 150 ft
- 2.12.4 PCN: 88 R/B/W/T
- 2.12.5 Coordinates: 39-29-20.89N / 119-46-00.00W
- 2.12.6 Threshold elevation: 4408 ft
- 2.12.6 Touchdown zone elevation: 4408 ft

- 2.12.1 Designation: 16R
- 2.12.2 True Bearing: 180
- 2.12.3 Dimensions: 11002 ft x 150 ft
- 2.12.4 PCN: 88 R/B/W/T
- 2.12.5 Coordinates: 39-30-49.84N / 119-46-00.00W
- 2.12.6 Threshold elevation: 4415 ft
- 2.12.6 Touchdown zone elevation: 4415 ft

- 2.12.1 Designation: 34L
- 2.12.2 True Bearing: 0
- 2.12.3 Dimensions: 11002 ft x 150 ft
- 2.12.4 PCN: 88 R/B/W/T
- 2.12.5 Coordinates: 39-29-00.00N / 119-46-00.00W
- 2.12.6 Threshold elevation: 4415 ft
- 2.12.6 Touchdown zone elevation: 4410 ft

AD 2.13 Declared distances

- 2.13.1 Designation: 07
- 2.13.2 Takeoff run available: 6102
- 2.13.3 Takeoff distance available: 6102
- 2.13.4 Accelerate-stop distance available: 5854
- 2.13.5 Landing distance available: 5854

2.13.1 Designation: 25
2.13.2 Takeoff run available: 6102
2.13.3 Takeoff distance available: 6102
2.13.4 Accelerate-stop distance available: 6102
2.13.5 Landing distance available: 6102

AD 2.14 Approach and runway lighting

2.14.1 Designation: 07
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 25
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left
2.14.10 Remarks: PAPI Not To Be Used Beyond 2 Nm
Due To Rapidly Rising Mountainous Terrain

2.14.1 Designation: 16L
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 34R
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left
2.14.10 Remarks: PAPI Not To Be Used Beyond 6 Nm
Due To High Terrain.

2.14.1 Designation: 16R
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 34L
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left
2.14.10 Remarks: PAPI Not To Be Used Beyond 6 Nm
Due To High Terrain.

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.7 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 124.9 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 135.8 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 257.8 MHz

2.18.1 Service designation: ANG/OPS
2.18.3 Service designation: 280 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: ANG COMD POST/
BASEOPS

2.18.3 Service designation: 8780 MHz

2.18.6 Remarks: Callsign - Caprock.

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 363 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: CD/P
2.18.3 Service designation: 370.85 MHz

2.18.1 Service designation: ANG COMD POST/
BASEOPS

2.18.3 Service designation: 378.4 MHz

2.18.6 Remarks: Callsign - Caprock.

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 16R. Magnetic
variation: 16E

2.19.2 ILS identification: RNO

2.19.5 Coordinates: 39-28-49.52N / 119-46-00.00W

2.19.6 Site elevation: 4419.6 ft

2.19.1 ILS type: DME for runway 16R. Magnetic vari-
ation: 16E

2.19.2 ILS identification: RNO

2.19.5 Coordinates: 39-28-48.05N / 119-46-00.00W

2.19.6 Site elevation: 4410.3 ft

2.19.1 ILS type: Outer Marker for runway 16R. Magnetic variation: 16E
2.19.2 ILS identification: RNO
2.19.5 Coordinates: 39-36-27.48N / 119-46-00.00W
2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 34L. Magnetic variation: 16E
2.19.2 ILS identification: AGY
2.19.5 Coordinates: 39-30-59.98N / 119-46-00.00W
2.19.6 Site elevation: 4418.2 ft

2.19.1 ILS type: Middle Marker for runway 16R. Magnetic variation: 16E
2.19.2 ILS identification: RNO
2.19.5 Coordinates: 39-31-10.35N / 119-46-00.00W
2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 34L. Magnetic variation: 16E
2.19.2 ILS identification: AGY
2.19.5 Coordinates: 39-31-00.00N / 119-46-12.58W
2.19.6 Site elevation: 4419.6 ft

2.19.1 ILS type: Glide Slope for runway 16R. Magnetic variation: 16E
2.19.2 ILS identification: RNO
2.19.5 Coordinates: 39-30-28.10N / 119-46-00.00W
2.19.6 Site elevation: 4408.4 ft

2.19.1 ILS type: Glide Slope for runway 34L. Magnetic variation: 16E
2.19.2 ILS identification: AGY
2.19.5 Coordinates: 39-29-19.55N / 119-46-00.00W
2.19.6 Site elevation: 4402.2 ft

General Remarks:

WATERFOWL ALL QUADRANTS ALL SEASONS. CONCENTRATED NW OF RUNWAY 16R AND E OF RUNWAY 16L.

24 HRS PRIOR PERMISSION REQUIRED FOR TRANSIENT AIRCRAFT PARKING WITH WINGSPANS GREATER THAN 75'.

TAXIWAY C BETWEEN TAXIWAY L & TAXIWAY D RESTRICTED TO AIRCRAFT 60000 LBS OR LESS.

NOISE SENSITIVE AREA ALL QUADS. PILOTS OF TURBOJET AIRCRAFT USE RECOMMENDED NOISE ABATEMENT PROCS; AVAILABLE ON REQUEST.

NOISE NOTE CONT: PILOTS OF NON-TURBOJET AIRCRAFT USE BEST ABATEMENT PROCS AND SETTINGS. AVOID AS MUCH AS FEASIBLE FLYING OVER POPULATED AREAS.

MILITARY AIRCRAFT: TRANSIENT AIRCRAFT EXECUTE STRAIGHT-IN FULL STOP APPROACH. OVERHEAD PATTERN NOT AUTH FOR TRANSIENT AIRCRAFT.

MILITARY AIRCRAFT: NOISE ABATEMENT CRITICAL TERMINATE AFTERBURNER ASAP THEN CLIMB TO 6500 FT MSL ASAP.

GLIDER/SOARING OPER 30-50 MILES SOUTH OF AIRPORT DURING VFR WEATHER & MOUNTAIN WAVE WIND CONDITIONS 1100 TO SS.

PURE JET TOUCH & GO LOW APPROACH & PRACTICE INSTRUMENT APPROACHES ARE PROHIBITED; AIRCRAFT OVER 12500 LBS REQUIRE PRIOR WRITTEN APPROVAL FOR TRAINING FLIGHTS; FOR FURTHER INFORMATION CONTACT AIRPORT OPERATIONS 1-877-736-6359.

TAXIWAY C BETWEEN TAXIWAY L AND TAXIWAY D CLOSED TO AIR CARRIER AIRCRAFT.

TAXIWAY A BETWEEN NORTH TAXIWAY B AND TAXIWAY D CLOSED TO AIRCRAFT WITH WINGSPAN GREATER THAN 149 FT.

ALL COMMERCIAL AIRCRAFT CONTACT GROUND CONTROL FOR ADVISORIES PRIOR TO PUSH BACK ON THE TERMINAL RAMP.

INTENSIVE GLIDER ACTIVITY IN THE VICINITY OF AIRPORT AND SURROUNDING AREAS UP TO 18,000 FT.

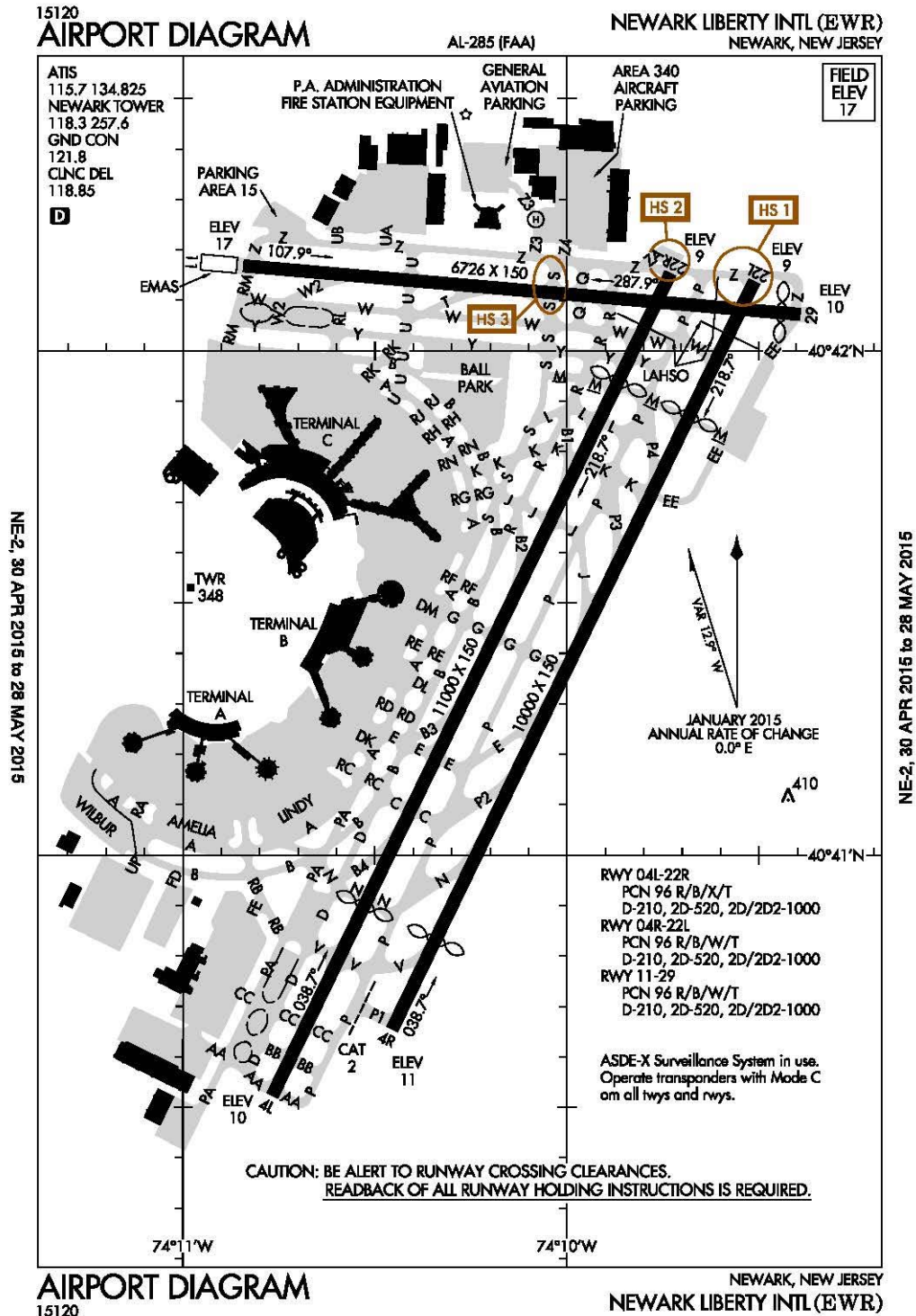
MILITARY: ANG OPERATIONS 1330-0200Z++ TUE-FRI EXCEPT HOLIDAY; DSN 830-4709.

TAXIWAY M CLOSED TO AIR CARRIER AIRCRAFT.

TAXIWAY J EAST OF RUNWAY 16L/34R CLOSED TO AIR CARRIER AIRCRAFT.

COLD TEMPERATURE RESTRICTED AIRPORT. ALTITUDE CORRECTION REQUIRED AT OR BELOW -18C/0F.

Newark, New Jersey
Newark Liberty International
ICAO Identifier KEWR



Newark, NJ
Newark Liberty Intl
ICAO Identifier KEWR

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 40-41-32.93N / 74-10-00.00W
2.2.2 From City: 3 Miles S Of Newark, NJ
2.2.3 Elevation: 17.4 ft
2.2.5 Magnetic variation: 13W (1985)
2.2.6 Airport Contact: Richard V. Heslin
BUILDING #1- CONRAD ROAD
Newark, NJ 7114 (973-961-6161)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I E
certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 11
2.10.1.b Type of obstacle: Bldg (158 ft). Lighted
2.10.1.c Location of obstacle: 1437 ft from Centerline

2.10.1.a. Runway designation: 29
2.10.1.b Type of obstacle: Sign (54 ft). Lighted
2.10.1.c Location of obstacle: 514 ft from Centerline

2.10.1.a. Runway designation: 22L
2.10.1.b Type of obstacle: Ant (30 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 534 ft from Centerline

2.10.1.a. Runway designation: 04L
2.10.1.b Type of obstacle: Tree (65 ft). Not Lighted or

Marked

2.10.1.c Location of obstacle: 572 ft from Centerline

2.10.1.a. Runway designation: 22R

2.10.1.b Type of obstacle: Pole (28 ft). Not Lighted or Marked

2.10.1.c Location of obstacle: 477 ft from Centerline

2.10.1.a. Runway designation: 04R

2.10.1.b Type of obstacle: Pole (28 ft). Lighted

2.10.1.c Location of obstacle: 600 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: H1

2.12.3 Dimensions: 54 ft x 54 ft

2.12.1 Designation: 11

2.12.2 True Bearing: 95

2.12.3 Dimensions: 6726 ft x 150 ft

2.12.4 PCN: 96 R/B/W/T

2.12.5 Coordinates: 40-42-10.10N / 74-10-50.55W

2.12.6 Threshold elevation: 17 ft

2.12.6 Touchdown zone elevation: 17 ft

2.12.1 Designation: 29

2.12.2 True Bearing: 275

2.12.3 Dimensions: 6726 ft x 150 ft

2.12.4 PCN: 96 R/B/W/T

2.12.5 Coordinates: 40-42-00.00N / 74-09-23.55W

2.12.6 Threshold elevation: 10 ft

2.12.6 Touchdown zone elevation: 10 ft

2.12.1 Designation: 04L

2.12.2 True Bearing: 26

2.12.3 Dimensions: 11000 ft x 150 ft

2.12.4 PCN: 96 R/B/X/T

2.12.5 Coordinates: 40-40-31.37N / 74-10-46.02W

2.12.6 Threshold elevation: 10 ft

2.12.6 Touchdown zone elevation: 10 ft

2.12.1 Designation: 22R

2.12.2 True Bearing: 206

2.12.3 Dimensions: 11000 ft x 150 ft

2.12.4 PCN: 96 R/B/X/T

2.12.5 Coordinates: 40-42-00.00N / 74-09-43.83W
2.12.6 Threshold elevation: 9 ft
2.12.6 Touchdown zone elevation: 10 ft

2.12.1 Designation: 04R
2.12.2 True Bearing: 26
2.12.3 Dimensions: 10000 ft x 150 ft
2.12.4 PCN: 96 R/B/W/T
2.12.5 Coordinates: 40-40-39.30N / 74-10-27.28W
2.12.6 Threshold elevation: 11 ft
2.12.6 Touchdown zone elevation: 11 ft

2.12.1 Designation: 22L
2.12.2 True Bearing: 206
2.12.3 Dimensions: 10000 ft x 150 ft
2.12.4 PCN: 96 R/B/W/T
2.12.5 Coordinates: 40-42-00.00N / 74-09-30.73W
2.12.6 Threshold elevation: 9 ft
2.12.6 Touchdown zone elevation: 11 ft

AD 2.13 Declared distances

2.13.1 Designation: 11
2.13.2 Takeoff run available: 6726
2.13.3 Takeoff distance available: 6726
2.13.4 Accelerate-stop distance available: 6726
2.13.5 Landing distance available: 6726

2.13.1 Designation: 29
2.13.2 Takeoff run available: 6726
2.13.3 Takeoff distance available: 6726
2.13.4 Accelerate-stop distance available: 6726
2.13.5 Landing distance available: 6502

2.13.1 Designation: 04L
2.13.2 Takeoff run available: 11000
2.13.3 Takeoff distance available: 11000
2.13.4 Accelerate-stop distance available: 11000
2.13.5 Landing distance available: 8460

2.13.1 Designation: 22R
2.13.2 Takeoff run available: 11000
2.13.3 Takeoff distance available: 11000
2.13.4 Accelerate-stop distance available: 11000
2.13.5 Landing distance available: 9560

2.13.1 Designation: 04R
2.13.2 Takeoff run available: 10000
2.13.3 Takeoff distance available: 10000
2.13.4 Accelerate-stop distance available: 10000
2.13.5 Landing distance available: 8810

2.13.1 Designation: 22L
2.13.2 Takeoff run available: 10000
2.13.3 Takeoff distance available: 10000
2.13.4 Accelerate-stop distance available: 10000
2.13.5 Landing distance available: 8207

AD 2.14 Approach and runway lighting

2.14.1 Designation: 11
2.14.4 Visual approach slope indicator system: 4-box VASI on left

2.14.1 Designation: 29
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 04L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left
2.14.10 Remarks: Runway 04L P4L Unusable 5 Degs L Of Centerline .

2.14.1 Designation: 22R
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 04R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 22L
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 115.7 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.3 MHz

2.18.1 Service designation: CD/P PRE TAXI CLNC
2.18.3 Service designation: 118.85 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.8 MHz

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 127.85 MHz

2.18.1 Service designation: LCL/S
2.18.3 Service designation: 134.05 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P CLASS B
2.18.3 Service designation: 257.6 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 134.825 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: GND/S
2.18.3 Service designation: 126.15 MHz

2.18.1 Service designation: GATE HOLD

2.18.3 Service designation: 132.45 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Glide Slope for runway 11. Magnetic variation: 13W

2.19.2 ILS identification: GPR

2.19.5 Coordinates: 40-42-10.84N / 74-10-35.03W

2.19.6 Site elevation: 9.5 ft

2.19.1 ILS type: DME for runway 11. Magnetic variation: 13W

2.19.2 ILS identification: GPR

2.19.5 Coordinates: 40-42-00.00N / 74-10-00.00W

2.19.6 Site elevation: 7 ft

2.19.1 ILS type: Localizer for runway 11. Magnetic variation: 13W

2.19.2 ILS identification: GPR

2.19.5 Coordinates: 40-42-00.00N / 74-10-00.00W

2.19.6 Site elevation: 7 ft

2.19.1 ILS type: Localizer for runway 04L. Magnetic variation: 13W

2.19.2 ILS identification: EWR

2.19.5 Coordinates: 40-42-18.19N / 74-09-38.11W

2.19.6 Site elevation: 8.7 ft

2.19.1 ILS type: Outer Marker for runway 04L. Magnetic variation: 13W

2.19.2 ILS identification: EWR

2.19.5 Coordinates: 40-35-37.20N / 74-13-48.00W

2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 04L. Magnetic variation: 13W

2.19.2 ILS identification: EWR

2.19.5 Coordinates: 40-42-15.69N / 74-09-33.74W

2.19.6 Site elevation: 34.3 ft

2.19.1 ILS type: Middle Marker for runway 04L. Magnetic variation: 13W

2.19.2 ILS identification: EWR

2.19.5 Coordinates: 40-40-21.10N / 74-10-52.50W

2.19.6 Site elevation:

2.19.1 ILS type: Glide Slope for runway 22R. Magnetic variation: 13W

2.19.2 ILS identification: JNN

2.19.5 Coordinates: 40-41-47.56N / 74-09-53.88W

2.19.6 Site elevation: 8 ft

2.19.1 ILS type: Localizer for runway 22R. Magnetic variation: 13W

2.19.2 ILS identification: JNN

2.19.5 Coordinates: 40-40-22.39N / 74-10-51.73W

2.19.6 Site elevation: 9.1 ft

2.19.1 ILS type: DME for runway 22R. Magnetic variation: 13W

2.19.2 ILS identification: JNN

2.19.5 Coordinates: 40-42-15.69N / 74-09-33.74W

2.19.6 Site elevation: 34.3 ft

2.19.1 ILS type: DME for runway 04R. Magnetic variation: 13W

2.19.2 ILS identification: EZA

2.19.5 Coordinates: 40-41-43.55N / 74-09-41.63W

2.19.6 Site elevation: 33.5 ft

2.19.1 ILS type: Localizer for runway 04R. Magnetic variation: 13W

2.19.2 ILS identification: EZA

2.19.5 Coordinates: 40-42-15.94N / 74-09-25.84W

2.19.6 Site elevation: 8.1 ft

2.19.1 ILS type: Glide Slope for runway 04R. Magnetic variation: 13W

2.19.2 ILS identification: EZA

2.19.5 Coordinates: 40-40-57.60N / 74-10-00.00W

2.19.6 Site elevation: 6 ft

2.19.1 ILS type: Inner Marker for runway 04R. Magnetic variation: 13W

2.19.2 ILS identification: EZA

2.19.5 Coordinates: 40-40-41.48N / 74-10-23.17W

2.19.6 Site elevation: 9 ft

2.19.1 ILS type: DME for runway 22L. Magnetic variation: 13W

2.19.2 ILS identification: LSQ

2.19.5 Coordinates: 40-41-43.55N / 74-09-41.63W

2.19.6 Site elevation: 33.5 ft

2.19.1 ILS type: Outer Marker for runway 22L. Magnetic variation: 13W

2.19.2 ILS identification: LSQ

2.19.5 Coordinates: 40-45-55.11N / 74-07-17.20W

2.19.6 Site elevation: 28.7 ft

2.19.1 ILS type: Localizer for runway 22L. Magnetic variation: 13W

2.19.2 ILS identification: LSQ

2.19.5 Coordinates: 40-40-28.95N / 74-10-33.87W

2.19.6 Site elevation: 9.4 ft

2.19.1 ILS type: Middle Marker for runway 22L. Magnetic variation: 13W

2.19.2 ILS identification: LSQ

2.19.5 Coordinates: 40-42-23.50N / 74-09-20.91W

2.19.6 Site elevation: 8 ft

2.19.1 ILS type: Glide Slope for runway 22L. Magnetic variation: 13W

2.19.2 ILS identification: LSQ

2.19.5 Coordinates: 40-41-43.67N / 74-09-41.74W

2.19.6 Site elevation: 7.4 ft

2.19.1 ILS type: Glide Slope for runway 04L. Magnetic variation: 13W

2.19.2 ILS identification: EWR

2.19.5 Coordinates: 40-41-00.00N / 74-10-22.50W

2.19.6 Site elevation: 7.8 ft

2.19.1 ILS type: Outer Marker for runway 22R. Magnetic variation: 13W

2.19.2 ILS identification: JNN

2.19.5 Coordinates: 40-45-55.11N / 74-07-17.20W

2.19.6 Site elevation: 29 ft

2.19.1 ILS type: Outer Marker for runway 04R. Magnetic variation: 13W

2.19.2 ILS identification: EZA

2.19.5 Coordinates: 40-36-26.40N / 74-13-00.00W

2.19.6 Site elevation: 10 ft

2.19.1 ILS type: Middle Marker for runway 04R. Magnetic variation: 13W

2.19.2 ILS identification: EZA

2.19.5 Coordinates: 40-40-26.62N / 74-10-35.32W

2.19.6 Site elevation: 11 ft

2.19.1 ILS type: Inner Marker for runway 22L. Magnetic variation: 13W

2.19.2 ILS identification: LSQ

2.19.5 Coordinates: 40-42-00.00N / 74-09-32.18W

2.19.6 Site elevation: 9.4 ft

General Remarks:

FLOCKS OF BIRDS ON & IN THE VICINITY OF AIRPORT.

FOR NOISE RESTRICTIONS CALL 212-435-3779 DURING NORMAL BUSINESS HOURS.

PARA-SAIL & BANNER TOWING OPERATIONS 1000 FT & BELOW IN UPPER & LOWER NEW YORK BAYS INCLUDING ROCKAWAY INLET INDEFINITELY.

TAXIWAY Z BETWEEN TAXIWAY U & UB RESTRICTED TO NARROW BODY AIRCRAFT INDEFINITELY.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

RUNWAYS 04R & 04L DEPARTURES USE UPPER ANTENNA FOR ATC COMMUNICATIONS.

HIGH VOLUME OF LOW LEVEL HELICOPTER TRAFFIC ARRIVING AND DEPARTING HELO KEARNY HELIPORT (65NJ) LOCATED 3.5 MILES NORTHEAST OF THE AIRPORT.

ENGINEERED MATERIALS ARRESTING SYSTEM (EMAS) 437 FT BY 178 FT IN WIDTH LOCATED AT THE DER 29.

15120
AIRPORT DIAGRAM
AL-610 (FAA)
JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK

ATIS
 128.725
 ARR NE 117.7
 ARR SW 115.4
 KENNEDY TOWER
 RWYS 04R-22L and 13L-31R
 119.1 281.55
 RWYS 04L-22R and 13R-31L
 123.9 281.55
 GND CON
 121.9 348.6
 CLNC DEL
 135.05 348.6

73°46'W
73°47'W
73°48'W
73°49'W
40°39'N
40°38'N

FIELD ELEV 13

VAR 13.1° W
JANUARY 2015
ANNUAL RATE OF CHANGE 0.0° E

INTERNATIONAL ARRIVAL TERMINAL
U.S. CUSTOMS
GENERAL AVIATION TERMINAL
FIRE STATION
AUX FIRE STATION
EMAS
ASDE-X Surveillance System in use.
Operate transponders with Mode C on all twys and rwy's.

RWYS 04L-22R, 04R-22L, 13L-31R
PCN 90 F/B/W/T
D-210, 25-175, 2D-550, 2D/2D2-1100
RWY 13R-31L
PCN 98 R/B/W/T
D-210, 25-175, 2D-550, 2D/2D2-1100

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NEW YORK, NEW YORK
JOHN F. KENNEDY INTL (JFK)

New York, NY
John F Kennedy Intl
ICAO Identifier KJFK

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 40-38-23.10N / 73-46-44.13W
2.2.2 From City: 13 Miles SE Of New York, NY
2.2.3 Elevation: 12.6 ft
2.2.5 Magnetic variation: 14W (2000)
2.2.6 Airport Contact: Michael Moran
BLDG 14
Jamaica, NY 11430
((718) 244-3501)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
E certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 22R
2.10.1.b Type of obstacle: Tree (70 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 37 ft from Centerline

2.10.1.a. Runway designation: 13L
2.10.1.b Type of obstacle: Pole (52 ft). Lighted
2.10.1.c Location of obstacle: 327 ft from Centerline

2.10.1.a. Runway designation: 31R
2.10.1.b Type of obstacle: Tree (79 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 392 ft from Centerline

2.10.1.a. Runway designation: 22L
2.10.1.b Type of obstacle: Tree (50 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 310 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 04L
2.12.2 True Bearing: 31
2.12.3 Dimensions: 11351 ft x 150 ft
2.12.4 PCN: 90 F/B/W/T
2.12.5 Coordinates: 40-37-19.26N / 73-47-00.00W
2.12.6 Threshold elevation: 12 ft
2.12.6 Touchdown zone elevation: 12 ft

2.12.1 Designation: 22R
2.12.2 True Bearing: 211
2.12.3 Dimensions: 11351 ft x 150 ft
2.12.4 PCN: 90 F/B/W/T
2.12.5 Coordinates: 40-38-55.65N / 73-45-52.80W
2.12.6 Threshold elevation: 12 ft
2.12.6 Touchdown zone elevation: 12 ft

2.12.1 Designation: 13L
2.12.2 True Bearing: 121
2.12.3 Dimensions: 9999 ft x 150 ft
2.12.4 PCN: 90 F/B/W/T
2.12.5 Coordinates: 40-39-27.95N / 73-47-24.86W
2.12.6 Threshold elevation: 12 ft
2.12.6 Touchdown zone elevation: 13 ft

2.12.1 Designation: 31R
2.12.2 True Bearing: 301
2.12.3 Dimensions: 9999 ft x 150 ft
2.12.4 PCN: 90 F/B/W/T
2.12.5 Coordinates: 40-38-37.41N / 73-45-33.40W
2.12.6 Threshold elevation: 12 ft
2.12.6 Touchdown zone elevation: 12 ft

2.12.1 Designation: 13R
2.12.2 True Bearing: 121
2.12.3 Dimensions: 14511 ft x 200 ft
2.12.4 PCN: 98 R/B/W/T
2.12.5 Coordinates: 40-38-54.10N / 73-49-00.00W
2.12.6 Threshold elevation: 12 ft
2.12.6 Touchdown zone elevation: 13 ft

2.12.1 Designation: 31L
2.12.2 True Bearing: 301
2.12.3 Dimensions: 14511 ft x 200 ft
2.12.4 PCN: 98 R/B/W/T
2.12.5 Coordinates: 40-37-40.78N / 73-46-18.41W
2.12.6 Threshold elevation: 12 ft
2.12.6 Touchdown zone elevation: 13 ft

2.12.1 Designation: 04R
2.12.2 True Bearing: 31

2.12.3 Dimensions: 8400 ft x 200 ft
2.12.4 PCN: 90 F/B/W/T
2.12.5 Coordinates: 40-37-31.53N / 73-46-13.25W
2.12.6 Threshold elevation: 12 ft
2.12.6 Touchdown zone elevation: 12 ft

2.12.1 Designation: 22L
2.12.2 True Bearing: 211
2.12.3 Dimensions: 8400 ft x 200 ft
2.12.4 PCN: 90 F/B/W/T
2.12.5 Coordinates: 40-38-42.85N / 73-45-17.51W
2.12.6 Threshold elevation: 12 ft
2.12.6 Touchdown zone elevation: 12 ft

AD 2.13 Declared distances

2.13.1 Designation: 04L
2.13.2 Takeoff run available: 11351
2.13.3 Takeoff distance available: 11351
2.13.4 Accelerate-stop distance available: 11351
2.13.5 Landing distance available: 11351

2.13.1 Designation: 22R
2.13.2 Takeoff run available: 11351
2.13.3 Takeoff distance available: 11351
2.13.4 Accelerate-stop distance available: 11351
2.13.5 Landing distance available: 8655

2.13.1 Designation: 13L
2.13.2 Takeoff run available: 10000
2.13.3 Takeoff distance available: 10000
2.13.4 Accelerate-stop distance available: 10000
2.13.5 Landing distance available: 9095

2.13.1 Designation: 31R
2.13.2 Takeoff run available: 10000
2.13.3 Takeoff distance available: 10000
2.13.4 Accelerate-stop distance available: 9513
2.13.5 Landing distance available: 8483

2.13.1 Designation: 13R
2.13.2 Takeoff run available: 14511
2.13.3 Takeoff distance available: 14511
2.13.4 Accelerate-stop distance available: 14511
2.13.5 Landing distance available: 12468

2.13.1 Designation: 31L
2.13.2 Takeoff run available: 14511
2.13.3 Takeoff distance available: 14511
2.13.4 Accelerate-stop distance available: 14511
2.13.5 Landing distance available: 11248

2.13.1 Designation: 04R
2.13.2 Takeoff run available: 8400
2.13.3 Takeoff distance available: 8400
2.13.4 Accelerate-stop distance available: 8400
2.13.5 Landing distance available: 8400

2.13.1 Designation: 22L
2.13.2 Takeoff run available: 8400
2.13.3 Takeoff distance available: 8400
2.13.4 Accelerate-stop distance available: 8400
2.13.5 Landing distance available: 8400

AD 2.14 Approach and runway lighting

2.14.1 Designation: 04L
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 13L
2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-
quenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 12-box
VASI on both sides
2.14.10 Remarks: Runway 13L VASI Unusable Left Of
Centerline .

2.14.1 Designation: 31R
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights

2.14.1 Designation: 13R
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left
2.14.10 Remarks: Runway 13R First P4L Horizontal
Offset 22 Degs Left.
ry 13R Has Second P4L With Transitional Threshold
Crossing Height And 3.00 Degrees Vgsi.

2.14.1 Designation: 31L
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 04R
2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-
quenced flashers, category II or III configuration

2.14.1 Designation: 22L
2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-

quenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left
2.14.10 Remarks: Non Standard Light Spacing. Runway
22L PAPI Horizontal Offset 4 Degrees To Left.

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 115.4 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 117.7 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 119.1 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/S
2.18.3 Service designation: 121.65 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 123.9 MHz

2.18.1 Service designation: GATE HOLD
2.18.3 Service designation: 125.05 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 128.725 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: CD/P PRE TAXI CLNC
2.18.3 Service designation: 135.05 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 281.55 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 281.55 MHz

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 281.55 MHz

2.18.1 Service designation: GND/P CD/P PRE TAXI
CLNC

2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 125.25 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 04L. Magnetic
variation: 14W

2.19.2 ILS identification: HIQ

2.19.5 Coordinates: 40-39-00.00N / 73-45-46.62W

2.19.6 Site elevation: 13 ft

2.19.1 ILS type: DME for runway 04L. Magnetic vari-
ation: 14W

2.19.2 ILS identification: HIQ

2.19.5 Coordinates: 40-37-43.82N / 73-46-40.58W

2.19.6 Site elevation: 24 ft

2.19.1 ILS type: Glide Slope for runway 04L. Magnetic
variation: 14W

2.19.2 ILS identification: HIQ

2.19.5 Coordinates: 40-37-27.25N / 73-46-58.13W

2.19.6 Site elevation: 8.2 ft

2.19.1 ILS type: Outer Marker for runway 04L. Magnet-
ic variation: 14W

2.19.2 ILS identification: HIQ

2.19.5 Coordinates: 40-35-00.00N / 73-48-56.17W

2.19.6 Site elevation: 9 ft

2.19.1 ILS type: Middle Marker for runway 22R. Mag-
netic variation: 14W

2.19.2 ILS identification: JOC

2.19.5 Coordinates: 40-39-00.00N / 73-45-46.80W

2.19.6 Site elevation:

2.19.1 ILS type: Glide Slope for runway 22R. Magnetic
variation: 14W

2.19.2 ILS identification: JOC

2.19.5 Coordinates: 40-38-21.28N / 73-46-13.91W

2.19.6 Site elevation: 8.6 ft

2.19.1 ILS type: DME for runway 22R. Magnetic vari-
ation: 14W

2.19.2 ILS identification: JOC

2.19.5 Coordinates: 40-38-53.29N / 73-45-13.18W

2.19.6 Site elevation: 29 ft

2.19.1 ILS type: Localizer for runway 22R. Magnetic

variation: 14W

2.19.2 ILS identification: JOC

2.19.5 Coordinates: 40-37-44.50N / 73-46-43.09W

2.19.6 Site elevation: 9 ft

2.19.1 ILS type: DME for runway 13L. Magnetic variation: 14W

2.19.2 ILS identification: TLK

2.19.5 Coordinates: 40-38-33.54N / 73-45-18.24W

2.19.6 Site elevation: 31 ft

2.19.1 ILS type: Middle Marker for runway 13L. Magnetic variation: 14W

2.19.2 ILS identification: TLK

2.19.5 Coordinates: 40-39-37.10N / 73-47-44.80W

2.19.6 Site elevation: 11 ft

2.19.1 ILS type: Localizer for runway 13L. Magnetic variation: 14W

2.19.2 ILS identification: TLK

2.19.5 Coordinates: 40-38-30.69N / 73-45-18.57W

2.19.6 Site elevation: 14 ft

2.19.1 ILS type: Glide Slope for runway 13L. Magnetic variation: 14W

2.19.2 ILS identification: TLK

2.19.5 Coordinates: 40-39-14.76N / 73-47-00.00W

2.19.6 Site elevation: 11 ft

2.19.1 ILS type: Outer Marker for runway 13L. Magnetic variation: 14W

2.19.2 ILS identification: TLK

2.19.5 Coordinates: 40-41-40.70N / 73-52-00.00W

2.19.6 Site elevation: 126 ft

2.19.1 ILS type: DME for runway 31R. Magnetic variation: 14W

2.19.2 ILS identification: RTH

2.19.5 Coordinates: 40-38-33.54N / 73-45-18.24W

2.19.6 Site elevation: 31 ft

2.19.1 ILS type: Outer Marker for runway 31R. Magnetic variation: 14W

2.19.2 ILS identification: RTH

2.19.5 Coordinates: 40-35-50.70N / 73-39-26.60W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 31R. Magnetic variation: 14W

2.19.2 ILS identification: RTH

2.19.5 Coordinates: 40-39-30.78N / 73-47-31.09W

2.19.6 Site elevation: 12 ft

2.19.1 ILS type: Glide Slope for runway 31R. Magnetic variation: 14W

2.19.2 ILS identification: RTH

2.19.5 Coordinates: 40-38-50.32N / 73-45-51.02W

2.19.6 Site elevation: 9.5 ft

2.19.1 ILS type: Middle Marker for runway 31R. Magnetic variation: 14W

2.19.2 ILS identification: RTH

2.19.5 Coordinates: 40-38-25.00N / 73-45-00.00W

2.19.6 Site elevation:

2.19.1 ILS type: Outer Marker for runway 31L. Magnetic variation: 14W

2.19.2 ILS identification: MOH

2.19.5 Coordinates: 40-35-27.30N / 73-41-00.00W

2.19.6 Site elevation: 6 ft

2.19.1 ILS type: Glide Slope for runway 31L. Magnetic variation: 14W

2.19.2 ILS identification: MOH

2.19.5 Coordinates: 40-37-59.87N / 73-47-00.00W

2.19.6 Site elevation: 8.7 ft

2.19.1 ILS type: Middle Marker for runway 31L. Magnetic variation: 14W

2.19.2 ILS identification: MOH

2.19.5 Coordinates: 40-37-39.50N / 73-46-15.80W

2.19.6 Site elevation: 12 ft

2.19.1 ILS type: Localizer for runway 31L. Magnetic variation: 14W

2.19.2 ILS identification: MOH

2.19.5 Coordinates: 40-38-59.65N / 73-49-12.42W

2.19.6 Site elevation: 14 ft

2.19.1 ILS type: DME for runway 04R. Magnetic variation: 14W

2.19.2 ILS identification: JFK

2.19.5 Coordinates: 40-38-53.29N / 73-45-13.18W

2.19.6 Site elevation: 29 ft

2.19.1 ILS type: Glide Slope for runway 04R. Magnetic variation: 14W

2.19.2 ILS identification: JFK

2.19.5 Coordinates: 40-37-42.10N / 73-46-11.05W

2.19.6 Site elevation: 12.2 ft

2.19.1 ILS type: Middle Marker for runway 04R. Mag-

netic variation: 14W
2.19.2 ILS identification: JFK
2.19.5 Coordinates: 40-37-00.00N / 73-46-30.60W
2.19.6 Site elevation: 12 ft

2.19.1 ILS type: Localizer for runway 04R. Magnetic variation: 14W
2.19.2 ILS identification: JFK
2.19.5 Coordinates: 40-38-51.57N / 73-45-10.68W
2.19.6 Site elevation: 13 ft

2.19.1 ILS type: Inner Marker for runway 04R. Magnetic variation: 14W
2.19.2 ILS identification: JFK
2.19.5 Coordinates: 40-37-23.90N / 73-46-19.10W
2.19.6 Site elevation: 12 ft

2.19.1 ILS type: Outer Marker for runway 22L. Magnetic variation: 14W
2.19.2 ILS identification: IWY
2.19.5 Coordinates: 40-43-31.10N / 73-41-35.40W
2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 22L. Magnetic variation: 14W
2.19.2 ILS identification: IWY

2.19.5 Coordinates: 40-37-43.82N / 73-46-40.58W
2.19.6 Site elevation: 24 ft

2.19.1 ILS type: Glide Slope for runway 22L. Magnetic variation: 14W
2.19.2 ILS identification: IWY
2.19.5 Coordinates: 40-38-32.95N / 73-45-19.99W
2.19.6 Site elevation: 13.1 ft

2.19.1 ILS type: Middle Marker for runway 22L. Magnetic variation: 14W
2.19.2 ILS identification: IWY
2.19.5 Coordinates: 40-39-12.30N / 73-44-54.50W
2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 22L. Magnetic variation: 14W
2.19.2 ILS identification: IWY
2.19.5 Coordinates: 40-37-27.51N / 73-46-16.39W
2.19.6 Site elevation: 11 ft

2.19.1 ILS type: Inner Marker for runway 22L. Magnetic variation: 14W
2.19.2 ILS identification: IWY
2.19.5 Coordinates: 40-38-51.13N / 73-45-11.04W
2.19.6 Site elevation: 12 ft

General Remarks:

FLOCKS OF BIRDS ON & IN THE VICINITY OF AIRPORT.

RUNWAY LEAD-IN LIGHTING SYSTEM RUNWAY 13L USES 1000' LIGHT STATION OF THE APPROACH LIGHT SYSTEM ONLY WITH CRI VOR APPROACHES & IS ANGLED TOWARD AQUEDUCT; ALSO 5 SEQUENCE FLASHING LIGHTS FROM 1200-2000' & A 5 SEQUENCE FLASHING LIGHTS GROUPING APPROXIMATELY 1 MI FROM RUNWAY +1 ADJACENT FORMING APPROACH. APPROACH GATE ANGLED 35 DEGS S OF RUNWAY 13L CENTERLINE DESIGNED TO PROVIDE EARLIER IDENT OF RUNWAY ENVI.

FOR NOISE ABATEMENT RESTRICTIONS CALL 212-435-3747 DURING NORMAL BUSINESS HOURS.

PARA-SAIL & BANNER TOWING OPERATIONS 1000 FT & BELOW IN UPPER & LOWER NEW YORK BAYS INCLUDING ROCKAWAY INLET INDEFINITELY..

SPECIAL AIR TRAFFIC RULES-PART 93 HIGH DENSITY AIRPORT. PRIOR RESERVATION REQUIRED. SEE AERONAUTICAL INFORMATION MANUAL.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

CONVERGING OPERATIONS ON RUNWAYS 13R AND 22L CONDUCTED BY WAY OF ARRIVAL DISTANCE WINDOW.

METERING PROCEDURES IN EFFECT- CONTACT RAMP CONTROL PRIOR TO PUSHBACK 1200Z-1500Z DAILY/1900Z-0300Z DAILY

TAXIWAY D CLOSED BETWEEN TAXIWAY C & APRON.

AIRCRAFT OPERATIONAL AND TAXIWAY RESTRICTIONS EXIST FOR A380, B747-800,B777-300ER AND A340-600, PLEASE CONTACT JFK AIRPORT OPERATIONS FOR MORE INFORMATION.

GAT HELIPAD NON-STANDARD MARKINGS & LIGHTING.

RUNWAY 13R HAS TWO (2) PAPI - P4L SYSTEMS. (RUNWAY 13R) OFFSET PAPI SUPPORTS VOR OR GPS RUNWAY 13R AND PARKWAY VISUAL RUNWAY 13R.

EMAS NON-STD ARRESTING GEAR/SYSTEM: ENGINEERED MATERIALS ARRESTING SYSTEM (EMAS) 405 FT IN LENGTH BY 227 FT WIDTH LOCATED AT DER 22L.

15064

AIRPORT DIAGRAM

AL-614 (FAA)

NIAGARA FALLS INTL (IAG)
 NIAGARA FALLS, NEW YORK

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD ELEV 593

VAR 10.6° W

**JANUARY 2015
ANNUAL RATE OF CHANGE
0.0° E**

ATS
 120.8 269.4
 NIAGARA TOWER *
 118.5 349.0
 GND CON
 121.7 275.8
 CLNC DEL
 119.25 251.1

USAF RESERVE

NEW YORK ANG

USAF RESERVE

BLAST PAD 1000 X 150

ELEV 592

ELEV 588

280.7'

240.7'

5189 X 130

ELEV 584

280.7'

3973 X 75

ELEV 584

100.7'

ELEV 583

10R

651' TW

TERMINAL

GENERAL AVIATION PARKING

WEST RAMP

NEW YORK ABNG

694 A

**PCN 06-24
S-120, D-250, 2D-462
RWY 10L-28R**

**PCN 74 R/B/W/T
S-120, D-240, 2D-447, 2D/2D2-957
RWY 10R-28L**

**PCN 29 F/C/X/T
S-73, D-97**

9829 X 150

**10L
ELEV 588**

43°06'N

78°58'W

43°07'N

78°57'W

78°56'W

AIRPORT DIAGRAM

15064

NIAGARA FALLS, NEW YORK
 NIAGARA FALLS INTL (IAG)

Niagara Falls, NY
Niagara Falls Intl
ICAO Identifier KIAG

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 43-06-27.21N / 78-56-45.03W
2.2.2 From City: 4 Miles E Of Niagara Falls, NY
2.2.3 Elevation: 592.5 ft
2.2.5 Magnetic variation: 10W (1985)
2.2.6 Airport Contact: Mr. Pascal Cohen
2035 NIAGARA FALLS BLVD
Niagara Falls, NY 14304 (716-855-6450)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A,A+
2.4.4 De-icing facilities: None
2.4.5 Hangar space: No
2.4.6 Repair facilities: Minor

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I B
certified on 7/1/1974
2.6.4 Remarks: ARFF Index E Equipment Coverage
Provided.

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 06
2.10.1.b Type of obstacle: Tree (46 ft). Not Lighted or
Marked
2.10.1.c Location of obstacle: 290 ft from Centerline

2.10.1.a. Runway designation: 24
2.10.1.b Type of obstacle: Tree (59 ft). Not Lighted or
Marked
2.10.1.c Location of obstacle: 320 ft from Centerline

2.10.1.a. Runway designation: 10L
2.10.1.b Type of obstacle: Tree (52 ft). Not Lighted or
Marked

2.10.1.c Location of obstacle: 480 ft from Centerline

2.10.1.a. Runway designation: 28R

2.10.1.b Type of obstacle: Tree (37 ft). Not Lighted or
Marked

2.10.1.c Location of obstacle: 400 ft from Centerline

2.10.1.a. Runway designation: 28L

2.10.1.b Type of obstacle: Stack (59 ft). Lighted

2.10.1.c Location of obstacle: 120 ft from Centerline

2.10.1.a. Runway designation: 10R

2.10.1.b Type of obstacle: Tree (64 ft). Not Lighted or
Marked

2.10.1.c Location of obstacle: 60 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 06
2.12.2 True Bearing: 50
2.12.3 Dimensions: 5189 ft x 150 ft
2.12.4 PCN: 69 F/B/W/T
2.12.5 Coordinates: 43-06-00.00N / 78-56-44.30W
2.12.6 Threshold elevation: 584 ft
2.12.6 Touchdown zone elevation: 586 ft

2.12.1 Designation: 24
2.12.2 True Bearing: 230
2.12.3 Dimensions: 5189 ft x 150 ft
2.12.4 PCN: 69 F/B/W/T
2.12.5 Coordinates: 43-06-39.20N / 78-55-50.61W
2.12.6 Threshold elevation: 592 ft
2.12.6 Touchdown zone elevation: 592 ft

2.12.1 Designation: 10L
2.12.2 True Bearing: 90
2.12.3 Dimensions: 9829 ft x 150 ft
2.12.4 PCN: 74 R/B/W/T
2.12.5 Coordinates: 43-06-34.34N / 78-58-00.00W
2.12.6 Threshold elevation: 588 ft
2.12.6 Touchdown zone elevation: 589 ft

2.12.1 Designation: 28R
2.12.2 True Bearing: 270
2.12.3 Dimensions: 9829 ft x 150 ft

2.12.4 PCN: 74 R/B/W/T
2.12.5 Coordinates: 43-06-34.16N / 78-55-55.32W
2.12.6 Threshold elevation: 588 ft
2.12.6 Touchdown zone elevation: 588 ft

2.12.1 Designation: 10R
2.12.2 True Bearing: 90
2.12.3 Dimensions: 3973 ft x 75 ft
2.12.4 PCN: 29 F/C/X/T
2.12.5 Coordinates: 43-06-15.60N / 78-57-00.00W
2.12.6 Threshold elevation: 583 ft
2.12.6 Touchdown zone elevation: 584 ft

2.12.1 Designation: 28L
2.12.2 True Bearing: 270
2.12.3 Dimensions: 3973 ft x 75 ft
2.12.4 PCN: 29 F/C/X/T
2.12.5 Coordinates: 43-06-15.51N / 78-56-13.46W
2.12.6 Threshold elevation: 584 ft
2.12.6 Touchdown zone elevation: 585 ft

AD 2.13 Declared distances

2.13.1 Designation: 06
2.13.2 Takeoff run available: 5188
2.13.3 Takeoff distance available: 5188
2.13.4 Accelerate-stop distance available: 5188
2.13.5 Landing distance available: 5188

2.13.1 Designation: 24
2.13.2 Takeoff run available: 5188
2.13.3 Takeoff distance available: 5188
2.13.4 Accelerate-stop distance available: 5108
2.13.5 Landing distance available: 5108

2.13.1 Designation: 10L
2.13.2 Takeoff run available: 9829
2.13.3 Takeoff distance available: 10829
2.13.4 Accelerate-stop distance available: 9829
2.13.5 Landing distance available: 9129

2.13.1 Designation: 28R
2.13.2 Takeoff run available: 9829
2.13.3 Takeoff distance available: 10529
2.13.4 Accelerate-stop distance available: 9129

2.13.5 Landing distance available: 9129

2.13.1 Designation: 10R
2.13.2 Takeoff run available: 3973
2.13.3 Takeoff distance available: 3973
2.13.4 Accelerate-stop distance available: 3973
2.13.5 Landing distance available: 3973

2.13.1 Designation: 28L
2.13.2 Takeoff run available: 3973
2.13.3 Takeoff distance available: 3973
2.13.4 Accelerate-stop distance available: 3973
2.13.5 Landing distance available: 3973

AD 2.14 Approach and runway lighting

2.14.1 Designation: 06
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 24
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 10L
2.14.4 Visual approach slope indicator system: 4-box VASI
on left

2.14.1 Designation: 28R
2.14.2 Approach lighting system: MALSR: 1400 feet me-
dium intensity approach lighting system with runway
alignment indicator lights

2.14.1 Designation: 10R
2.14.4 Visual approach slope indicator system: 2-light
PAPI on left

2.14.1 Designation: 28L
2.14.4 Visual approach slope indicator system: 2-light
PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.5 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 119.25 MHz

2.18.1 Service designation: ATIS
2.18.3 Service designation: 120.8 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.7 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 251.1 MHz

2.18.1 Service designation: ATIS
2.18.3 Service designation: 269.4 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: GND/P
2.18.3 Service designation: 275.8 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 349 MHz

2.18.1 Service designation: NG-OPNS
2.18.3 Service designation: 41 MHz

2.18.1 Service designation: AFR-OPS
2.18.3 Service designation: 340.24 MHz

2.18.1 Service designation: 914 AG COMD POST
2.18.3 Service designation: 340.025 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Outer Marker for runway 28R. Magnetic variation: 10W

2.19.2 ILS identification: IAG

2.19.5 Coordinates: 43-06-32.52N / 78-50-18.22W

2.19.6 Site elevation: 614.7 ft

2.19.1 ILS type: Glide Slope for runway 28R. Magnetic variation: 10W

2.19.2 ILS identification: IAG

2.19.5 Coordinates: 43-06-30.09N / 78-56-16.64W

2.19.6 Site elevation: 582.9 ft

2.19.1 ILS type: Middle Marker for runway 28R. Magnetic variation: 10W

2.19.2 ILS identification: IAG

2.19.5 Coordinates: 43-06-33.97N / 78-55-00.00W

2.19.6 Site elevation: 587 ft

2.19.1 ILS type: Localizer for runway 28R. Magnetic variation: 10W

2.19.2 ILS identification: IAG

2.19.5 Coordinates: 43-06-34.36N / 78-58-18.82W

2.19.6 Site elevation: 585.2 ft

General Remarks:

EXTENSIVE AIRCRAFT ACTIVITY OPERATING IN THE VICINITY OF US/CANADIAN FALLS ALL ALTITUDES.

CAUTION: HEAVY CONCENTRATIONS OF GULLS-BLACKBIRDS-STARLINGS UP TO 5000 AGL ON & IN THE VICINITY OF AIRPORT. BASH PHASE II OPERATIONS AT KIAG MAR-MAY AND SEP-NOV.

TAXIWAY D3 RESTRICTED TO 12500 LBS OR LESS.

TAXIWAY "E" CLOSED PERMANENTLY BETWEEN TAXIWAYS "C" AND "D".

TAXIWAY "E" CLOSED INDEFINITELY FROM RUNWAY 10L/28R TO RUNWAY 06/24.

ALL MILITARY AIRCRAFT ONLY OPERATIONS RESTRICTED DURING BIRD WATCH CONDITIONS. MODERATE - TAKE-OFF & LANDING PERMISSION ONLY WHEN DEP/ARR ROUTE AVOIDS IDENTIFIED BIRD ACTIVITY; NO LOCAL IFR/VFR TRAFFIC PATTERN ACTIVITY. SEVERE - TAKE-OFF & LANDING

PROHIBITED WO OG/CC APPROVAL; CONTACT COMMAND POST FOR CURRENT BIRD WATCH CONDITIONS.

ALL MILITARY AIRCRAFT ONLY MINIMAL CLASSIFIED MATERIALS AVAILABLE; AIRCREWS SHOULD ARRIVE WITH APPROPRIATE AMOUNT TO COMPLETE THEIR MISSION.

BEARING STRENGTH RUNWAY 06/24: ST110 TT145 SBTT281 TDT415 TRT252.

JASU: 2(A/M32A-86) 1(AM32A-60) 1(MA-1A).

FUEL: J8, A++ (MIL).

FLUID: SP LOX.

OIL: O-148(MIL).

REMARKS: SEE FLIGHT INFORMATION PUBLICATION AP/1 SUPPLEMENTARY AIRPORT REMARK.

MISC: LOCAL MISSION AIRCRAFT HAVE PRIORITY FOR DEICING; FULL AIRCRAFT DEICING FOR C-17 AND C-5 AIRCRAFT NOT AVAILABLE.

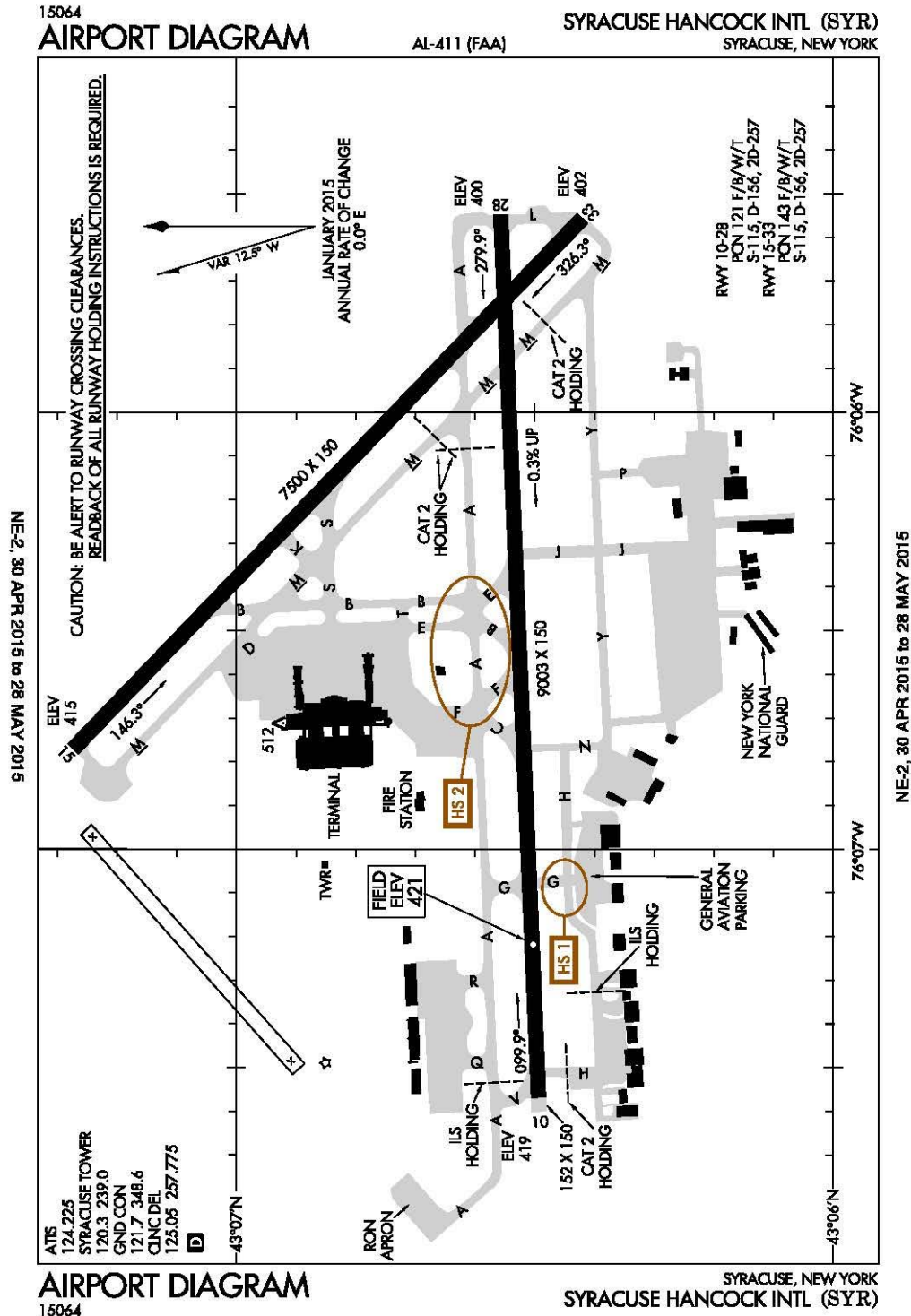
REMARKS-CAUTION: NIGHT VISION DEVICE OPERATIONS PERIODICALLY CONDUCTED IN THE AIRPORT TRAFFIC AREA.

REMARKS - MISC: FOR CURRENT MILITARY RUNWAY CONDITION READING (RCR) CALL OR CONTACT 914 AW COMMAND POST OR 914TH AW AIRFIELD MANAGEMENT.

AFRC/ANG: NONSTANDARD APRON MRKS IDENTIFYING PARK ROWS & PARK LCTNS.

PRIOR PERMISSION REQUIRED CONTACT AIRFIELD MANAGEMENT DSN: 238-2176.

Syracuse, New York
Syracuse Hancock International
ICAO Identifier KSYR



Syracuse, NY
Syracuse Hancock Intl
ICAO Identifier KSYR

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 43-06-40.30N / 76-06-22.70W
2.2.2 From City: 4 Miles NE Of Syracuse, NY
2.2.3 Elevation: 421 ft
2.2.5 Magnetic variation: 13W (2000)
2.2.6 Airport Contact: Christina R. Callahan
1000 COL EILEEN COLLINS BLVD
Syracuse, NY 13212 (315-454-3263)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
C certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 15
2.10.1.b Type of obstacle: Trees (51 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 380 ft from Centerline

2.10.1.a. Runway designation: 33
2.10.1.b Type of obstacle: Tree (34 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 520 ft from Centerline

2.10.1.a. Runway designation: 10
2.10.1.b Type of obstacle: Trees (64 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 686 ft from Centerline

2.10.1.a. Runway designation: 28
2.10.1.b Type of obstacle: Trees (80 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 287 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 15
2.12.2 True Bearing: 134
2.12.3 Dimensions: 7500 ft x 150 ft
2.12.4 PCN: 143 F/B/W/T
2.12.5 Coordinates: 43-07-16.42N / 76-06-46.20W
2.12.6 Threshold elevation: 415 ft
2.12.6 Touchdown zone elevation: 417 ft

2.12.1 Designation: 33
2.12.2 True Bearing: 314
2.12.3 Dimensions: 7500 ft x 150 ft
2.12.4 PCN: 143 F/B/W/T
2.12.5 Coordinates: 43-06-25.11N / 76-05-33.28W
2.12.6 Threshold elevation: 402 ft
2.12.6 Touchdown zone elevation: 409 ft

2.12.1 Designation: 10
2.12.2 True Bearing: 87
2.12.3 Dimensions: 9003 ft x 150 ft
2.12.4 PCN: 121 F/B/W/T
2.12.5 Coordinates: 43-06-29.52N / 76-07-34.15W
2.12.6 Threshold elevation: 419 ft
2.12.6 Touchdown zone elevation: 421 ft

2.12.1 Designation: 28
2.12.2 True Bearing: 267
2.12.3 Dimensions: 9003 ft x 150 ft
2.12.4 PCN: 121 F/B/W/T
2.12.5 Coordinates: 43-06-33.51N / 76-05-32.91W
2.12.6 Threshold elevation: 400 ft
2.12.6 Touchdown zone elevation: 413 ft
2.12.7 Slope: 0.3UP

AD 2.13 Declared distances

2.13.1 Designation: 15
2.13.2 Takeoff run available: 7500
2.13.3 Takeoff distance available: 7500
2.13.4 Accelerate-stop distance available: 7500
2.13.5 Landing distance available: 7500

2.13.1 Designation: 33
2.13.2 Takeoff run available: 7500
2.13.3 Takeoff distance available: 7500
2.13.4 Accelerate-stop distance available: 7500
2.13.5 Landing distance available: 7500

2.13.1 Designation: 10
2.13.2 Takeoff run available: 9003
2.13.3 Takeoff distance available: 9003
2.13.4 Accelerate-stop distance available: 9003
2.13.5 Landing distance available: 9003

2.13.1 Designation: 28
2.13.2 Takeoff run available: 9003
2.13.3 Takeoff distance available: 9003
2.13.4 Accelerate-stop distance available: 9003
2.13.5 Landing distance available: 9003

AD 2.14 Approach and runway lighting

2.14.1 Designation: 15
2.14.2 Approach lighting system: MALS: 1400 feet medium intensity approach lighting system
2.14.4 Visual approach slope indicator system: 4-box VASI on left

2.14.1 Designation: 33
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 10
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-box VASI on left

2.14.1 Designation: 28
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: AS ASGND
2.18.3 Service designation: 118.85 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 120.3 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.7 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 125.05 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
2.18.3 Service designation: 126.125 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C

IC
2.18.3 Service designation: 134.275 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 239 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: AR OPS
2.18.3 Service designation: 245.3 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
IC
2.18.3 Service designation: 279.6 MHz

2.18.1 Service designation: IC
2.18.3 Service designation: 279.6 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: ANG OPS
2.18.3 Service designation: 379.5 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 257.775 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
2.18.3 Service designation: 269.125 MHz

2.18.1 Service designation: ATIS
2.18.3 Service designation: 124.225 MHz
2.18.4 Hours of operation: 24

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 10. Magnetic variation: 13W

2.19.2 ILS identification: MRZ

2.19.5 Coordinates: 43-06-33.89N / 76-05-21.13W

2.19.6 Site elevation: 397 ft

2.19.1 ILS type: DME for runway 10. Magnetic variation: 13W

2.19.2 ILS identification: MRZ

2.19.5 Coordinates: 43-06-31.84N / 76-05-20.74W

2.19.6 Site elevation: 406 ft

2.19.1 ILS type: Middle Marker for runway 10. Magnetic variation: 13W

2.19.2 ILS identification: MRZ

2.19.5 Coordinates: 43-06-28.04N / 76-08-11.83W

2.19.6 Site elevation:

2.19.1 ILS type: Glide Slope for runway 10. Magnetic variation: 13W

2.19.2 ILS identification: MRZ

2.19.5 Coordinates: 43-06-26.02N / 76-07-20.15W

2.19.6 Site elevation: 423 ft

2.19.1 ILS type: DME for runway 28. Magnetic variation: 13W

2.19.2 ILS identification: SYR

2.19.5 Coordinates: 43-06-31.84N / 76-05-20.74W

2.19.6 Site elevation: 406 ft

2.19.1 ILS type: Middle Marker for runway 28. Magnetic variation: 13W

2.19.2 ILS identification: SYR

2.19.5 Coordinates: 43-06-34.93N / 76-04-49.53W

2.19.6 Site elevation: 406 ft

2.19.1 ILS type: Localizer for runway 28. Magnetic vari-

ation: 13W

2.19.2 ILS identification: SYR

2.19.5 Coordinates: 43-06-28.94N / 76-07-51.66W

2.19.6 Site elevation: 417 ft

2.19.1 ILS type: Glide Slope for runway 28. Magnetic variation: 13W

2.19.2 ILS identification: SYR

2.19.5 Coordinates: 43-06-39.47N / 76-05-46.43W

2.19.6 Site elevation: 404 ft

2.19.1 ILS type: Outer Marker for runway 28. Magnetic variation: 13W

2.19.2 ILS identification: SYR

2.19.5 Coordinates: 43-06-43.94N / 76-00-00.00W

2.19.6 Site elevation: 403 ft

2.19.1 ILS type: Inner Marker for runway 28. Magnetic variation: 13W

2.19.2 ILS identification: SYR

2.19.5 Coordinates: 43-06-34.10N / 76-05-18.52W

2.19.6 Site elevation: 395 ft

General Remarks:

NO CHARTER OPER THRU PASSENGER TERMINAL BUILDING WITHOUT PRIOR PERMISSION.

NOISE ABATEMENT PROCEDURES IN EFFECT.

DEER/COYOTE/BIRDS ON IN THE VICINITY OF AIRPORT.

NO JET ENGINE MAINT RUNS ABOVE IDLE BETWEEN 2300-0600.

NO TRANSIENT AIRCRAFT PARKING ON MAIN TERMINAL RAMP.

DIRECT CUSTOM NOTIFICATION IS REQUIRED. HOURS OF NOTIFICATION ARE MON-SAT 0800-1700. ARRIVALS OUTSIDE OF THESE HRS MUST MAKE ARRANGEMENTS DURING REGULAR WORK HRS; CALL 315-455-2271.

AIRPORT SURFACE DETECTION EQUIPMENT (ASDE) BEING TESTED AT SYRACUSE AIRPORT; ALL AIRCRAFT REQUESTED TO OPR TRANSPONDERS WHILE ON AIRPORT SURFACE.

FIELD CONDITION REPORTS RECORDING AVAILABLE CALL 315-455-3444.

HEAVY AIRCRAFT CONTACT AIRPORT COMMISSIONER FOR PARK AVAILABLE AT C315-455-3263. MILITARY PARK RAMP UNLIGHTED. LIMITED METRO AVAIL AT DSN 243-2185. C315-233-2185 OR CONTACT OWS DSN 576-9755/9702. ALL TRANSIENT AIRCRAFT REQ NOISE ABATEMENT BRIEFING.

RESTRICTED - TAXI U NOT USED. USE TAXI J TO ENTER ANG RAMP.

COMMUNICATIONS - ANG - OPERATIONS - 139.625 379.5 REMARKS: (COBRA OPS) CONTACT ANG OPERATIONS 15 MIN PRIOR TO ARR.

RESTRICTED: TAXIWAY J AND P SOUTH OF TAXIWAY Y CLOSED TO CIVIL OPERATIONS.

CAUTION: TAXIWAY J AND P SOUTH OF TAXIWAY Y AND ANG RAMP HAVE UNCTL VEH AND EQUIPMENT TRAFFIC.

ANG: OPR 1100-2000Z++ WEEKEND EXCEPT HOLIDAY. PRIOR PERMISSION REQUIRED TRANSMIT AIRCRAFT OFFICIAL BUSINESS ONLY. AIRFIELD MANAGER DSN 243-2208, AFTER DUTY HR CONTACT C315-530-2520. PRIOR PERMISSION REQUIRED FOR ALL TRANSIENT AIRCRAFT DUE LIMITED TRANSMIT SERVICE. NOTIFY AIRFIELD MANAGER OF ESTIMATED TIME OF ARRIVAL DELAY OVER 30 MIN OR MSN CANCEL IS REQUIRE.

ANG: HEAVY AIRCRAFT CONTACT AIRPORT COMMISSIONER FOR PARK AVAILABLE AT C315-455-3666. MILITARY PARK RAMP UNLIGHTED. ALL TRANSIENT AIRCRAFT REQUIRE NS ABATEMENT BRIEFING.

AIRPORT DIAGRAM

ATIS ARR 121.15
DEP 132.1

CHARLOTTE TOWER
118.1 257.8 (RWYS 18L-36R, 05-23)
126.4 257.8 (RWY 18C-36C)
133.35 257.8 (RWY 18R-36L)

GND CON
121.8 348.6 (180°-359°)
121.9 348.6 (360°-179°)
CLNC DEL
127.15 348.6

ASDE-X Surveillance System in use.
Operate transponders with Mode C
on all twys and rwys.

Runway Status Lights in operation.

ELEV 744
BLAST PAD 400 X 150
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W
BRIDGE
FIRE STATION
BRIDGE
ELEV 744
BLAST PAD 400 X 150
ELEV 742
BLAST PAD 200 X 150
0.6% DOWN
ELEV 746
EMAS
FIELD ELEV 748
C12 C11 C10 C9 C8 C7 C6 C5 C4 C3 C2 C1
D8 D7 D6 D5 D4 D3 D2 D1
M2 M1
AIR CARRIER TERMINAL
TWR 910
HARDSTAND
HS 1
HS 2
0.5% UP
ELEV 706
BLAST PAD 150 X 150
HOT CARGO AREA
AIR CARGO
GENERAL AVIATION RAMP
FIRE STATION
NC ANG
U.S. CUSTOMS
BLAST PAD 150 X 150
ELEV 747
BLAST PAD 150 X 150
BLAST PAD 36C 200 X 150
ELEV 692
BLAST PAD 400 X 150
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 05-23
S-200, D-350, 2S-175, 2D-650
RWYS 18C-36C, 18L-36R
S-140, D-200, 2S-175, 2D-350,
2D/2D2-650
RWY 18R-36L
S-140, D-200, 2S-175, 2D-175,
2D/2D2-350

80°58'W 80°57'W 80°56'W

35°14'N 35°13'N 35°12'N

AIRPORT DIAGRAM

15064

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

Charlotte, NC
Charlotte/Douglas Intl
ICAO Identifier KCLT

AD 2.2 Aerodrome geographical and administrative data

- 2.2.1 Reference Point: 35-12-49.47N / 80-56-56.65W
- 2.2.2 From City: 4 Miles W Of Charlotte, NC
- 2.2.3 Elevation: 748 ft
- 2.2.5 Magnetic variation: 7W (2000)
- 2.2.6 Airport Contact: Brent Cagel
PO BOX 19066
Charlotte, NC 28219
(704-359-4000)
- 2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

- 2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

- 2.4.1 Cargo handling facilities: No
- 2.4.2 Fuel types: 100LL,A
- 2.4.4 De-icing facilities: None
- 2.4.5 Hangar space: No
- 2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

- 2.6.1 Aerodrome category for firefighting: ARFF Index I
D certified on 5/1/1973

AD 2.10 Aerodrome obstacles

- 2.10.1.a. Runway designation: 18C
- 2.10.1.b Type of obstacle: Road (25 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 425 ft from Centerline
- 2.10.1.a. Runway designation: 05
- 2.10.1.b Type of obstacle: Trees (38 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 300 ft from Centerline
- 2.10.1.a. Runway designation: 18L
- 2.10.1.b Type of obstacle: Rr (19 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 0 ft from Centerline

AD 2.12 Runway physical characteristics

- 2.12.1 Designation: 18C
- 2.12.2 True Bearing: 176
- 2.12.3 Dimensions: 10000 ft x 150 ft
- 2.12.5 Coordinates: 35-13-38.63N / 80-57-11.41W

- 2.12.6 Threshold elevation: 742 ft
- 2.12.6 Touchdown zone elevation: 742 ft
- 2.12.7 Slope: 0.6DOWN

- 2.12.1 Designation: 36C
- 2.12.2 True Bearing: 356
- 2.12.3 Dimensions: 10000 ft x 150 ft
- 2.12.5 Coordinates: 35-11-59.97N / 80-57-00.00W
- 2.12.6 Threshold elevation: 692 ft
- 2.12.6 Touchdown zone elevation: 707 ft
- 2.12.7 Slope: 0.4UP

- 2.12.1 Designation: 05
- 2.12.2 True Bearing: 48
- 2.12.3 Dimensions: 7502 ft x 150 ft
- 2.12.5 Coordinates: 35-12-32.23N / 80-56-59.81W
- 2.12.6 Threshold elevation: 706 ft
- 2.12.6 Touchdown zone elevation: 716 ft
- 2.12.7 Slope: 0.5DOWN

- 2.12.1 Designation: 23
- 2.12.2 True Bearing: 228
- 2.12.3 Dimensions: 7502 ft x 150 ft
- 2.12.5 Coordinates: 35-13-21.42N / 80-55-52.12W
- 2.12.6 Threshold elevation: 747 ft
- 2.12.6 Touchdown zone elevation: 747 ft
- 2.12.7 Slope: 0.5UP

- 2.12.1 Designation: 18L
- 2.12.2 True Bearing: 176
- 2.12.3 Dimensions: 8676 ft x 150 ft
- 2.12.5 Coordinates: 35-13-29.04N / 80-56-10.17W
- 2.12.6 Threshold elevation: 746 ft
- 2.12.6 Touchdown zone elevation: 748 ft
- 2.12.7 Slope: 0.2DOWN

- 2.12.1 Designation: 36R
- 2.12.2 True Bearing: 356
- 2.12.3 Dimensions: 8676 ft x 150 ft
- 2.12.5 Coordinates: 35-12-00.00N / 80-56-00.00W
- 2.12.6 Threshold elevation: 724 ft
- 2.12.6 Touchdown zone elevation: 727 ft
- 2.12.7 Slope: 0.3UP

- 2.12.1 Designation: 18R
- 2.12.2 True Bearing: 176
- 2.12.3 Dimensions: 9000 ft x 150 ft
- 2.12.5 Coordinates: 35-13-31.02N / 80-58-00.00W
- 2.12.6 Threshold elevation: 744 ft
- 2.12.6 Touchdown zone elevation: 744 ft

2.12.1 Designation: 36L
2.12.2 True Bearing: 356
2.12.3 Dimensions: 9000 ft x 150 ft
2.12.5 Coordinates: 35-12-00.00N / 80-57-55.07W
2.12.6 Threshold elevation: 744 ft
2.12.6 Touchdown zone elevation: 744 ft

AD 2.13 Declared distances

2.13.1 Designation: 18C
2.13.2 Takeoff run available: 10000
2.13.3 Takeoff distance available: 10000
2.13.4 Accelerate-stop distance available: 10000
2.13.5 Landing distance available: 10000

2.13.1 Designation: 36C
2.13.2 Takeoff run available: 10000
2.13.3 Takeoff distance available: 10000
2.13.4 Accelerate-stop distance available: 10000
2.13.5 Landing distance available: 10000

2.13.1 Designation: 05
2.13.2 Takeoff run available: 7502
2.13.3 Takeoff distance available: 7502
2.13.4 Accelerate-stop distance available: 7092
2.13.5 Landing distance available: 7092

2.13.1 Designation: 23
2.13.2 Takeoff run available: 7502
2.13.3 Takeoff distance available: 7502
2.13.4 Accelerate-stop distance available: 7502
2.13.5 Landing distance available: 7502

2.13.1 Designation: 18L
2.13.2 Takeoff run available: 8676
2.13.3 Takeoff distance available: 8676
2.13.4 Accelerate-stop distance available: 8676
2.13.5 Landing distance available: 8676

2.13.1 Designation: 36R
2.13.2 Takeoff run available: 8676
2.13.3 Takeoff distance available: 8676
2.13.4 Accelerate-stop distance available: 8390
2.13.5 Landing distance available: 8390

2.13.1 Designation: 18R
2.13.2 Takeoff run available: 9000
2.13.3 Takeoff distance available: 9000
2.13.4 Accelerate-stop distance available: 9000
2.13.5 Landing distance available: 9000

2.13.1 Designation: 36L

2.13.2 Takeoff run available: 9000
2.13.3 Takeoff distance available: 9000
2.13.4 Accelerate-stop distance available: 9000
2.13.5 Landing distance available: 9000

AD 2.14 Approach and runway lighting

2.14.1 Designation: 18C
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 36C
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 05
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 23
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 18L
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 36R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 18R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 36L
2.14.2 Approach lighting system: ALSF2: Standard 2400

feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P (RYS 18L/36R & 05/23)

2.18.3 Service designation: 118.1 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS B IC

2.18.3 Service designation: 120.05 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS B IC

2.18.3 Service designation: 120.5 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 121.15 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: EMERG

2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.8 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS B IC

2.18.3 Service designation: 124 MHz

2.18.1 Service designation: LCL/P (RY 18C-36C)

2.18.3 Service designation: 126.4 MHz

2.18.1 Service designation: CD/P

2.18.3 Service designation: 127.15 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 132.1 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: APCH/P DEP/P CLASS B IC

2.18.3 Service designation: 134.75 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 243 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS B IC

2.18.3 Service designation: 257.2 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 257.8 MHz

2.18.1 Service designation: GND/P CD/P

2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS B IC

2.18.3 Service designation: 128.32 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS B IC

2.18.3 Service designation: 307.8 MHz

2.18.1 Service designation: LC/P

2.18.3 Service designation: 133.35 MHz

2.18.1 Service designation: ALCP

2.18.3 Service designation: 292.25 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 18C. Magnetic variation: 7W

2.19.2 ILS identification: PEP

2.19.5 Coordinates: 35-11-48.62N / 80-57-00.00W

2.19.6 Site elevation: 684 ft

2.19.1 ILS type: Glide Slope for runway 18C. Magnetic variation: 7W

2.19.2 ILS identification: PEP

2.19.5 Coordinates: 35-13-26.91N / 80-57-15.23W

2.19.6 Site elevation: 731.3 ft

2.19.1 ILS type: Outer Marker for runway 18C. Magnetic variation: 7W

2.19.2 ILS identification: PEP

2.19.5 Coordinates: 35-20-12.02N / 80-57-48.14W

2.19.6 Site elevation: 737 ft

2.19.1 ILS type: DME for runway 18C. Magnetic variation: 7W

2.19.2 ILS identification: PEP

2.19.5 Coordinates: 35-11-50.19N / 80-56-58.61W

2.19.6 Site elevation: 681.8 ft

2.19.1 ILS type: Middle Marker for runway 18C. Magnetic variation: 7W

2.19.2 ILS identification: PEP
2.19.5 Coordinates: 35-14-00.00N / 80-57-13.65W
2.19.6 Site elevation: 703 ft

2.19.1 ILS type: Localizer for runway 36C. Magnetic variation: 7W
2.19.2 ILS identification: DQG
2.19.5 Coordinates: 35-13-53.95N / 80-57-12.73W
2.19.6 Site elevation: 750 ft

2.19.1 ILS type: Glide Slope for runway 36C. Magnetic variation: 7W
2.19.2 ILS identification: DQG
2.19.5 Coordinates: 35-12-00.00N / 80-57-00.00W
2.19.6 Site elevation: 691 ft

2.19.1 ILS type: Outer Marker for runway 36C. Magnetic variation: 7W
2.19.2 ILS identification: DQG
2.19.5 Coordinates: 35-05-43.52N / 80-56-26.77W
2.19.6 Site elevation: 593 ft

2.19.1 ILS type: Middle Marker for runway 36C. Magnetic variation: 7W
2.19.2 ILS identification: DQG
2.19.5 Coordinates: 35-11-34.90N / 80-57-00.00W
2.19.6 Site elevation: 679 ft

2.19.1 ILS type: Inner Marker for runway 36C. Magnetic variation: 7W
2.19.2 ILS identification: DQG
2.19.5 Coordinates: 35-11-48.73N / 80-57-00.00W
2.19.6 Site elevation: 680 ft

2.19.1 ILS type: Outer Marker for runway 05. Magnetic variation: 7W
2.19.2 ILS identification: CLT
2.19.5 Coordinates: 35-09-29.30N / 81-01-14.12W
2.19.6 Site elevation: 691 ft

2.19.1 ILS type: Localizer for runway 05. Magnetic variation: 7W
2.19.2 ILS identification: CLT
2.19.5 Coordinates: 35-13-24.50N / 80-55-47.88W
2.19.6 Site elevation: 738 ft

2.19.1 ILS type: Glide Slope for runway 05. Magnetic variation: 7W
2.19.2 ILS identification: CLT
2.19.5 Coordinates: 35-12-43.05N / 80-56-52.18W
2.19.6 Site elevation: 695 ft

2.19.1 ILS type: Middle Marker for runway 05. Magnetic variation: 7W
2.19.2 ILS identification: CLT
2.19.5 Coordinates: 35-12-10.91N / 80-57-29.16W
2.19.6 Site elevation: 732 ft

2.19.1 ILS type: Localizer for runway 23. Magnetic variation: 7W
2.19.2 ILS identification: APU
2.19.5 Coordinates: 35-12-24.08N / 80-57-11.02W
2.19.6 Site elevation: 704 ft

2.19.1 ILS type: DME for runway 23. Magnetic variation: 7W
2.19.2 ILS identification: APU
2.19.5 Coordinates: 35-12-21.29N / 80-57-10.05W
2.19.6 Site elevation: 706 ft

2.19.1 ILS type: Glide Slope for runway 23. Magnetic variation: 7W
2.19.2 ILS identification: APU
2.19.5 Coordinates: 35-13-12.15N / 80-56-00.00W
2.19.6 Site elevation: 738 ft

2.19.1 ILS type: Localizer for runway 36R. Magnetic variation: 7W
2.19.2 ILS identification: BQC
2.19.5 Coordinates: 35-13-33.71N / 80-56-10.57W
2.19.6 Site elevation: 741.1 ft

2.19.1 ILS type: Glide Slope for runway 36R. Magnetic variation: 7W
2.19.2 ILS identification: BQC
2.19.5 Coordinates: 35-12-14.00N / 80-55-58.90W
2.19.6 Site elevation: 717.4 ft

2.19.1 ILS type: Middle Marker for runway 36R. Magnetic variation: 7W
2.19.2 ILS identification: BQC
2.19.5 Coordinates: 35-11-40.26N / 80-56-00.00W
2.19.6 Site elevation: 700 ft

2.19.1 ILS type: DME for runway 36R. Magnetic variation: 7W
2.19.2 ILS identification: BQC
2.19.5 Coordinates: 35-13-33.74N / 80-56-13.65W
2.19.6 Site elevation: 744 ft

2.19.1 ILS type: Inner Marker for runway 36R. Magnetic variation: 7W
2.19.2 ILS identification: BQC

2.19.5 Coordinates: 35-11-54.22N / 80-56-00.00W
2.19.6 Site elevation: 710 ft

2.19.1 ILS type: Outer Marker for runway 36R. Magnetic variation: 7W
2.19.2 ILS identification: BQC
2.19.5 Coordinates: 35-05-26.62N / 80-55-33.97W
2.19.6 Site elevation: 616 ft

2.19.1 ILS type: Localizer for runway 18L. Magnetic variation: 7W
2.19.2 ILS identification: VKQ
2.19.5 Coordinates: 35-11-50.60N / 80-56-00.00W
2.19.6 Site elevation: 719.1 ft

2.19.1 ILS type: Outer Marker for runway 18L. Magnetic variation: 7W
2.19.2 ILS identification: VKQ
2.19.5 Coordinates: 35-20-19.08N / 80-56-41.44W
2.19.6 Site elevation: 717 ft

2.19.1 ILS type: Middle Marker for runway 18L. Magnetic variation: 7W
2.19.2 ILS identification: VKQ
2.19.5 Coordinates: 35-14-00.00N / 80-56-14.34W
2.19.6 Site elevation: 739 ft

2.19.1 ILS type: Glide Slope for runway 18L. Magnetic variation: 7W
2.19.2 ILS identification: VKQ
2.19.5 Coordinates: 35-13-19.26N / 80-56-00.00W
2.19.6 Site elevation: 743.6 ft

2.19.1 ILS type: DME for runway 18L. Magnetic variation: 7W
2.19.2 ILS identification: VKQ
2.19.5 Coordinates: 35-11-50.25N / 80-57-00.00W
2.19.6 Site elevation: 710 ft

2.19.1 ILS type: Inner Marker for runway 18R. Magnetic variation: 7W
2.19.2 ILS identification: RGS
2.19.5 Coordinates: 35-13-38.82N / 80-58-00.00W

2.19.6 Site elevation: 739.2 ft

2.19.1 ILS type: DME for runway 18R. Magnetic variation: 7W
2.19.2 ILS identification: RGS
2.19.5 Coordinates: 35-12-13.28N / 80-58-00.00W
2.19.6 Site elevation: 731.7 ft

2.19.1 ILS type: Glide Slope for runway 18R. Magnetic variation: 7W
2.19.2 ILS identification: RGS
2.19.5 Coordinates: 35-13-20.08N / 80-58-00.00W
2.19.6 Site elevation: 733.1 ft

2.19.1 ILS type: Localizer for runway 18R. Magnetic variation: 7W
2.19.2 ILS identification: RGS
2.19.5 Coordinates: 35-11-51.86N / 80-57-54.19W
2.19.6 Site elevation: 738 ft

2.19.1 ILS type: DME for runway 36L. Magnetic variation: 7W
2.19.2 ILS identification: XUW
2.19.5 Coordinates: 35-13-19.81N / 80-58-00.00W
2.19.6 Site elevation: 733.1 ft

2.19.1 ILS type: Glide Slope for runway 36L. Magnetic variation: 7W
2.19.2 ILS identification: XUW
2.19.5 Coordinates: 35-12-12.99N / 80-58-00.00W
2.19.6 Site elevation: 731.7 ft

2.19.1 ILS type: Localizer for runway 36L. Magnetic variation: 7W
2.19.2 ILS identification: XUW
2.19.5 Coordinates: 35-13-41.39N / 80-58-00.00W
2.19.6 Site elevation: 738 ft

2.19.1 ILS type: Inner Marker for runway 36L. Magnetic variation: 7W
2.19.2 ILS identification: XUW
2.19.5 Coordinates: 35-11-54.43N / 80-57-54.41W
2.19.6 Site elevation: 739.2 ft

General Remarks:

RUNWAY SURFACE CONDITION INFORMATION DURING DUTY HRS PHONE ANG OPERATIONS V583-9177/9144 OR AIRBORNE 292.2.

NOISE ABATEMENT PROCEDURE IN EFFECT 2300-0700; LAND ON RUNWAY 05 TAKE-OFF RUNWAY 23.

BE ALERT FOR FLOCKS OF MIGRATORY BIRDS ON & IN THE VICINITY OF AIRPORT.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

ANG: CONTACT NEWSREEL 292.25 30 MIN PRIOR LANDING. AMOPS/COMD POST - 292.25 (CALL NEWSREEL).

SUCCESSIVE OR SIMULTANEOUS DEPARTURES FROM RUNWAY 18L AND RUNWAY 18C ARE APPROVED WITH COURSE DIVERGENCE BEGINNING NO FURTHER THAN 3 MILES FROM END OF RUNWAY.

RUNWAY STATUS LIGHTS IN OPR.

15064

AIRPORT DIAGRAM

AL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)
 RALEIGH/DURHAM, NORTH CAROLINA

ATIS
 123.8
 RALEIGH TOWER
 127.45 257.8 (EAST)
 (RWY 05R-23L, 14-32)
 119.3 257.8 (WEST)
 (RWY 05L-23R)
 GND CON
 121.9 348.6 (EAST)
 (RWY 05R-23L, 14-32)
 121.7 348.6 (WEST)
 (RWY 05L-23R)
 CLNC DEL
 120.1

D

JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.0° W

10000 X 150

ELEV 409

WEST

EAST

AIR CARGO

GENERAL AVIATION RAMP

BRIDGE

234.3°

NORTH CARGO RAMP

35°53'N

0.6% UP

ELEV 367

054.2°

TERMINAL 2

AIR CARGO

WEST

BRIDGES

35°52'N

EAST

0.4% UP

ELEV 397

054.2°

7500 X 150

FIELD ELEV 435

234.3°

HS 1

HOT CARGO

3570 X 100

ELEV 432

144.3°

322.3°

ELEV 425

NG RAMP

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTION IS REQUIRED.

RWY 05L-23R
 S-75, D-190, 2S-175, 2D-355, 2D/2D2-750
 RWY 05R-23L
 S-75, D-176, 2S-175, 2D-335, 2D/2D2-750
 RWY 14-32
 S-12

78°48'W

78°47'W

AIRPORT DIAGRAM

15064

RALEIGH/DURHAM, NORTH CAROLINA
 RALEIGH-DURHAM INTL (RDU)

Raleigh/Durham, NC
Raleigh-Durham Intl
ICAO Identifier KRDU

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 35-52-39.50N / 78-47-14.90W
2.2.2 From City: 9 Miles NW Of Raleigh/Durham, NC
2.2.3 Elevation: 435 ft
2.2.5 Magnetic variation: 7W (1985)
2.2.6 Airport Contact: Michael Landguth
P.O. BOX 80001
Rdu Airport, NC 27623
(919-840-7702)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
C certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 32
2.10.1.b Type of obstacle: Trees (120 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 1 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 05R
2.12.2 True Bearing: 45
2.12.3 Dimensions: 7500 ft x 150 ft
2.12.5 Coordinates: 35-51-52.67N / 78-47-50.42W
2.12.6 Threshold elevation: 397 ft
2.12.6 Touchdown zone elevation: 420 ft

2.12.1 Designation: 23L
2.12.2 True Bearing: 225
2.12.3 Dimensions: 7500 ft x 150 ft
2.12.5 Coordinates: 35-52-44.98N / 78-46-45.82W
2.12.6 Threshold elevation: 431 ft
2.12.6 Touchdown zone elevation: 435 ft

2.12.1 Designation: 05L
2.12.2 True Bearing: 45
2.12.3 Dimensions: 10000 ft x 150 ft
2.12.5 Coordinates: 35-52-28.02N / 78-48-00.00W
2.12.6 Threshold elevation: 367 ft
2.12.6 Touchdown zone elevation: 384 ft

2.12.1 Designation: 23R
2.12.2 True Bearing: 225
2.12.3 Dimensions: 10000 ft x 150 ft
2.12.5 Coordinates: 35-53-37.76N / 78-46-40.92W
2.12.6 Threshold elevation: 409 ft
2.12.6 Touchdown zone elevation: 409 ft

2.12.1 Designation: 14
2.12.2 True Bearing: 135
2.12.3 Dimensions: 3570 ft x 100 ft
2.12.5 Coordinates: 35-52-30.11N / 78-46-57.64W
2.12.6 Threshold elevation: 432 ft
2.12.6 Touchdown zone elevation: 432 ft

2.12.1 Designation: 32
2.12.2 True Bearing: 315
2.12.3 Dimensions: 3570 ft x 100 ft
2.12.5 Coordinates: 35-52-00.00N / 78-46-27.05W
2.12.6 Threshold elevation: 425 ft
2.12.6 Touchdown zone elevation: 429 ft

AD 2.13 Declared distances

2.13.1 Designation: 05R
2.13.2 Takeoff run available: 7500
2.13.3 Takeoff distance available: 7500
2.13.4 Accelerate-stop distance available: 7500
2.13.5 Landing distance available: 7500

2.13.1 Designation: 23L
2.13.2 Takeoff run available: 7500
2.13.3 Takeoff distance available: 7500
2.13.4 Accelerate-stop distance available: 7500
2.13.5 Landing distance available: 7500

2.13.1 Designation: 05L
2.13.2 Takeoff run available: 10000
2.13.3 Takeoff distance available: 10000
2.13.4 Accelerate-stop distance available: 10000
2.13.5 Landing distance available: 10000

2.13.1 Designation: 23R
2.13.2 Takeoff run available: 10000
2.13.3 Takeoff distance available: 10000
2.13.4 Accelerate-stop distance available: 10000

2.13.5 Landing distance available: 10000

AD 2.14 Approach and runway lighting

2.14.1 Designation: 05R

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 23L

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 05L

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 23R

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 32

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 119.3 MHz

2.18.1 Service designation: CD/P

2.18.3 Service designation: 120.1 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.7 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 123.8 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: FINAL CTL

2.18.3 Service designation: 124.8 MHz

2.18.1 Service designation: APCH/P

2.18.3 Service designation: 124.95 MHz

2.18.1 Service designation: CLASS C

2.18.3 Service designation: 125.3 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 125.3 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 127.45 MHz

2.18.1 Service designation: APCH/P IC

2.18.3 Service designation: 128.3 MHz

2.18.1 Service designation: CLASS C

2.18.3 Service designation: 132.35 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 132.35 MHz

2.18.1 Service designation: RDR

2.18.3 Service designation: 134.3 MHz

2.18.1 Service designation: CLASS C

2.18.3 Service designation: 256.9 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 256.9 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 257.8 MHz

2.18.1 Service designation: APCH/P IC

2.18.3 Service designation: 307.9 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: APCH/P

2.18.3 Service designation: 392.1 MHz

2.18.1 Service designation: FINAL CTL

2.18.3 Service designation: 395 MHz

2.18.1 Service designation: CLASS C
2.18.3 Service designation: 353.675 MHz

2.18.1 Service designation: DEP/P
2.18.3 Service designation: 353.675 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 05R. Magnetic variation: 7W

2.19.2 ILS identification: RDU

2.19.5 Coordinates: 35-52-52.09N / 78-46-37.05W

2.19.6 Site elevation: 400 ft

2.19.1 ILS type: Glide Slope for runway 05R. Magnetic variation: 7W

2.19.2 ILS identification: RDU

2.19.5 Coordinates: 35-51-57.02N / 78-47-38.17W

2.19.6 Site elevation: 400 ft

2.19.1 ILS type: Outer Marker for runway 05R. Magnetic variation: 7W

2.19.2 ILS identification: RDU

2.19.5 Coordinates: 35-47-48.98N / 78-52-58.70W

2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 05R. Magnetic variation: 7W

2.19.2 ILS identification: RDU

2.19.5 Coordinates: 35-51-26.40N / 78-48-22.84W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 23L. Magnetic variation: 7W

2.19.2 ILS identification: LEI

2.19.5 Coordinates: 35-51-45.63N / 78-47-59.10W

2.19.6 Site elevation: 358 ft

2.19.1 ILS type: Glide Slope for runway 23L. Magnetic variation: 7W

2.19.2 ILS identification: LEI

2.19.5 Coordinates: 35-52-36.26N / 78-46-52.29W

2.19.6 Site elevation: 430 ft

2.19.1 ILS type: Middle Marker for runway 23L. Magnetic variation: 7W

2.19.2 ILS identification: LEI

2.19.5 Coordinates: 35-53-00.00N / 78-46-24.99W

2.19.6 Site elevation: 376 ft

2.19.1 ILS type: Outer Marker for runway 23L. Magnetic variation: 7W

2.19.2 ILS identification: LEI

2.19.5 Coordinates: 35-55-38.51N / 78-43-19.67W

2.19.6 Site elevation: 500 ft

2.19.1 ILS type: Glide Slope for runway 05L. Magnetic variation: 7W

2.19.2 ILS identification: GKK

2.19.5 Coordinates: 35-52-37.80N / 78-48-00.00W

2.19.6 Site elevation: 366 ft

2.19.1 ILS type: Localizer for runway 05L. Magnetic variation: 7W

2.19.2 ILS identification: GKK

2.19.5 Coordinates: 35-53-48.07N / 78-46-28.19W

2.19.6 Site elevation: 409 ft

2.19.1 ILS type: DME for runway 05L. Magnetic variation: 7W

2.19.2 ILS identification: GKK

2.19.5 Coordinates: 35-53-47.52N / 78-46-27.57W

2.19.6 Site elevation: 411 ft

2.19.1 ILS type: Middle Marker for runway 05L. Magnetic variation: 7W

2.19.2 ILS identification: GKK

2.19.5 Coordinates: 35-52-00.00N / 78-48-41.35W

2.19.6 Site elevation: 334 ft

2.19.1 ILS type: DME for runway 23R. Magnetic variation: 9W

2.19.2 ILS identification: DMP

2.19.5 Coordinates: 35-52-19.51N / 78-48-13.82W

2.19.6 Site elevation: 370 ft

2.19.1 ILS type: Localizer for runway 23R. Magnetic variation: 9W

2.19.2 ILS identification: DMP

2.19.5 Coordinates: 35-52-21.03N / 78-48-15.70W

2.19.6 Site elevation: 359 ft

2.19.1 ILS type: Glide Slope for runway 23R. Magnetic variation: 9W

2.19.2 ILS identification: DMP

2.19.5 Coordinates: 35-53-32.48N / 78-46-54.35W

2.19.6 Site elevation: 396 ft

2.19.1 ILS type: Inner Marker for runway 23R. Magnetic variation: 9W

2.19.2 ILS identification: DMP

2.19.5 Coordinates: 35-53-43.88N / 78-46-33.36W

2.19.6 Site elevation: 402 ft

2.19.1 ILS type: Middle Marker for runway 23R. Magnetic variation: 9W
2.19.2 ILS identification: DMP

2.19.5 Coordinates: 35-53-54.73N / 78-46-19.97W
2.19.6 Site elevation: 410 ft

General Remarks:

NO JET ENGINE MAINTENANCE RUNS BETWEEN 0000-0600.

NATIONAL GUARD PRIOR PERMISSION REQUIRED FOR LANDING CONTACT V582-9181 C(919)664-9181.

NATIONAL GUARD 24 HR PRIOR PERMISSION REQUIRED FOR JET AIRCRAFT & TRANSMIT MILITARY AIRCRAFT - 919-840-2111.

NO APPROVAL REQUIRED FOR PUSHBACK AT TERMINAL GATES UNLESS AIRCRAFT REQUIRES USE OF TAXIWAY. CONTACT ATC PRIOR TO PUSHING ONTO TAXIWAY.

RESTRICTED: PRIOR PERMISSION REQUIRED FOR ALL MILITARY AIRCRAFT F/W - R/W & UNSCHEDULED CHARTER FLIGHTS WITH 30 OR MORE PASSENGERS. MILITARY PRACTICE APPROACHES REQUIRE APPROVAL. 24 HOURS PRIOR NOTICE REQUIRED. CONTACT AIRPORT OPERATIONS DSN 528-9181, C919-664-6181/ 919-840-2111. 24 HR PRIOR PERMISSION REQUIRED FOR ALL F/W AND R/W MILITARY AIRCRAFT GOING TO ARRANGE RAMP. POC DSN 582-9000, EXTENSION 16200, C919-804-5300, EXTENSION 16200. OSACOM FLIGHT DET DSN 582-9000, EXTENSION 16202, C919-804-5300, EXTENSION 16202.

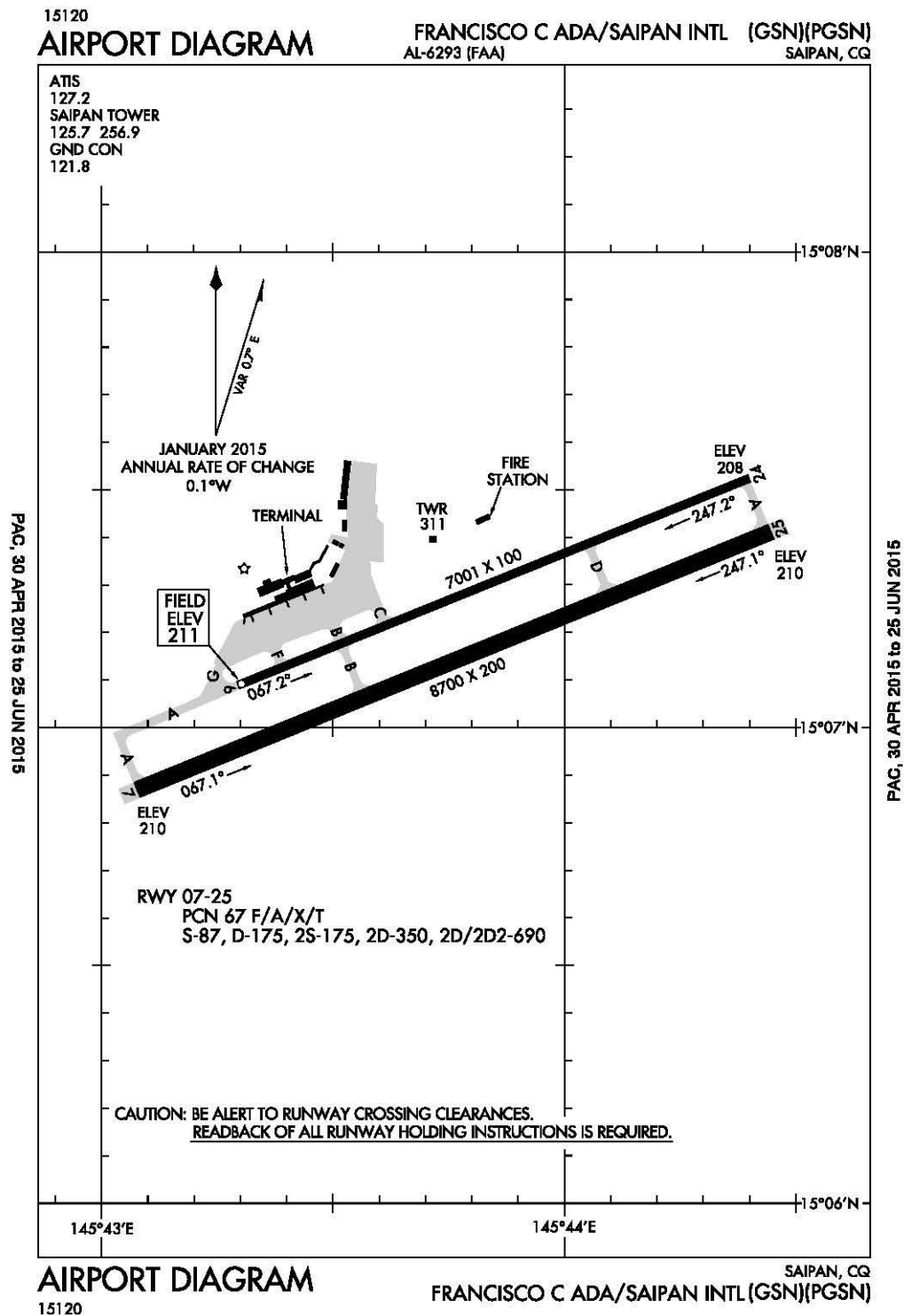
AIRPORT CLOSED TO AIRSHIPS.

TAXIWAY E BEHIND SOUTH CARGO 4 & TAXIWAY J BEHIND CORPORATE HANGARS NOT VISIBLE FROM ATCT.

CRAN 75 FT AGL.76 NAUTICAL MILE FROM APPROACH END RUNWAY 05R.

ARRANGE: LIMITED PARK. ARRANGE OPERATIONS DSN 582-9000, EXTENSION 16200, C919-804-5300 EXTENSION 16200, DSN 582-9000,X16200, C919-804-5300,X16200 CONTACT FORECAST BASE 10 MIN PRIOR LANDING. RAMP CLOSED TO ALL F/W EXCEPT ARMY & MILITARY TRANSPORT WITH PRIOR PERMISSION REQUIRED, FACILITY HRS 1300-2130Z++ MON-FRI EXCEPT HOLIDAY. MAKE APPT FOR AFTER DUTY HRS. NO FUEL EXCARNG FERRY AIRCRAFT. OSACOM FLIGHT DET DSN 582-9248, C919-664-6248.

North Mariana Islands, Saipan Island
Francisco C. Ada/Saipan International
ICAO Identifier PGSN



Saipan Island, CQ
Francisco C. Ada/Saipan Intl
ICAO Identifier PGSN

AD 2.2 Aerodrome geographical and administrative data

- 2.2.1 Reference Point: 15-07-12.92N / 145-43-47.94E
2.2.2 From City: 4 Miles SW Of Saipan Island, Cq
2.2.3 Elevation: 211 ft
2.2.5 Magnetic variation: 2E (1985)
2.2.6 Airport Contact: Mary Q. Lizama
PO BOX 501055
Saipan, MP 96950
(670) 237-6500
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

- 2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

- 2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100,100LL,A1+
2.4.4 De-icing facilities: None
2.4.5 Hangar space: No
2.4.6 Repair facilities: None

AD 2.6 Rescue and firefighting services

- 2.6.1 Aerodrome category for firefighting: ARFF Index I D certified on 1/1/1978
2.6.4 Remarks: Closed To Unscheduled Aircraft 0 Operations With More Than 30 Passenger Seats Except Prior Permission Required Call Or Write Airport Manager 670-237-6500/670-285-1512(Cell); P.O. Box 501055 Saipan Mp 96950.

AD 2.12 Runway physical characteristics

- 2.12.1 Designation: 07
2.12.2 True Bearing: 68
2.12.3 Dimensions: 8700 ft x 200 ft
2.12.4 PCN: 67 F/A/X/T
2.12.5 Coordinates: 15-06-52.11N / 145-43-00.00E
2.12.6 Threshold elevation: 210 ft
2.12.6 Touchdown zone elevation: 215 ft

- 2.12.1 Designation: 25

- 2.12.2 True Bearing: 248
2.12.3 Dimensions: 8700 ft x 200 ft
2.12.4 PCN: 67 F/A/X/T
2.12.5 Coordinates: 15-07-24.70N / 145-44-26.79E
2.12.6 Threshold elevation: 210 ft
2.12.6 Touchdown zone elevation: 210 ft

- 2.12.1 Designation: 06
2.12.2 True Bearing: 68
2.12.3 Dimensions: 7001 ft x 100 ft
2.12.5 Coordinates: 15-07-00.00N / 145-43-17.64E
2.12.6 Threshold elevation: 211 ft
2.12.6 Touchdown zone elevation: 211 ft

- 2.12.1 Designation: 24
2.12.2 True Bearing: 248
2.12.3 Dimensions: 7001 ft x 100 ft
2.12.5 Coordinates: 15-07-31.57N / 145-44-23.86E
2.12.6 Threshold elevation: 208 ft
2.12.6 Touchdown zone elevation: 208 ft

AD 2.14 Approach and runway lighting

- 2.14.1 Designation: 07
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-box VASI on left
2.14.10 Remarks: Restricted To 2.5nm & 5 Degrees Left & Right Of Runway Centerline Due To Intensity.

- 2.14.1 Designation: 25
2.14.4 Visual approach slope indicator system: 6-box VASI on left
2.14.10 Remarks: Restricted Beyond 2.5 Nm Due To Intensity.
vasi Upwind Threshold Crossing Height 105 Ft Glide Angle 3.25; Downwind Threshold Crossing Height 60 Ft Glide Angle 3.00. Threshold Crossing Height 105 Ft Applies To VASI 6 High Angle.

- 2.14.1 Designation: 06
2.14.4 Visual approach slope indicator system: PVASI on left

2.14.1 Designation: 24

2.14.4 Visual approach slope indicator system: PVASI on left

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 07. Magnetic variation: 2E

2.19.2 ILS identification: GSN

2.19.5 Coordinates: 15-07-28.47N / 145-44-36.29E

2.19.6 Site elevation: 207 ft

2.19.1 ILS type: Middle Marker for runway 07. Magnetic variation: 2E

2.19.2 ILS identification: GSN

2.19.5 Coordinates: 15-06-41.60N / 145-42-38.10E

2.19.6 Site elevation: 86 ft

2.19.1 ILS type: DME for runway 07. Magnetic variation: 2E

2.19.2 ILS identification: GSN

2.19.5 Coordinates: 15-07-30.49N / 145-44-34.11E

2.19.6 Site elevation: 220 ft

2.19.1 ILS type: Glide Slope for runway 07. Magnetic variation: 2E

2.19.2 ILS identification: GSN

2.19.5 Coordinates: 15-06-58.69N / 145-43-13.05E

2.19.6 Site elevation: 207.6 ft

General Remarks:

IMMIGRATION & CUSTOMS AVAILABLE DURING SCHEDULED OPERATIONS. OTHER TIMES PRIOR ARRANGEMENTS MUST BE MADE WITH CBP PORT DIRECTOR CALL (670)288-0025/26.

FOR AIRPORT SECURITY CALL (670) 237-6529.

RUNWAY 07/25 CLOSED 0700-1400Z.

RUNWAY 06/24 OPEN FOR TAXIING ONLY (NOT AVAIL FOR LANDING & TKOFF) 1300 - 1600 AND 0000 - 0500 OTHER TIMES BY NOTAM.

[illegible]

Cleveland, OH
Cleveland–Hopkins Intl
ICAO Identifier KCLE

AD 2.2 Aerodrome geographical and administrative data

- 2.2.1 Reference Point: 41-24-33.90N / 81-51-16.90W
- 2.2.2 From City: 9 Miles SW Of Cleveland, OH
- 2.2.3 Elevation: 799.4 ft
- 2.2.5 Magnetic variation: 7W (1990)
- 2.2.6 Airport Contact: Ricky Smith
P.O.B. 81009
Cleveland, OH 44181
(216-265-6000)
- 2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

- 2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

- 2.4.1 Cargo handling facilities: No
- 2.4.2 Fuel types: 100LL,A1+
- 2.4.4 De-icing facilities: None
- 2.4.5 Hangar space: Yes
- 2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

- 2.6.1 Aerodrome category for firefighting: ARFF Index I
C certified on 5/1/1973

AD 2.10 Aerodrome obstacles

- 2.10.1.a. Runway designation: 10
- 2.10.1.b Type of obstacle: Tree (51 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 490 ft from Centerline
- 2.10.1.a. Runway designation: 28
- 2.10.1.b Type of obstacle: Pole (25 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 392 ft from Centerline
- 2.10.1.a. Runway designation: 06R
- 2.10.1.b Type of obstacle: Trees (80 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 370 ft from Centerline
- 2.10.1.a. Runway designation: 06L
- 2.10.1.b Type of obstacle: Trees (97 ft). Not Lighted or Marked
- 2.10.1.c Location of obstacle: 847 ft from Centerline

AD 2.12 Runway physical characteristics

- 2.12.1 Designation: 10
- 2.12.2 True Bearing: 93
- 2.12.3 Dimensions: 6018 ft x 150 ft
- 2.12.5 Coordinates: 41-25-00.00N / 81-51-15.28W
- 2.12.6 Threshold elevation: 767 ft
- 2.12.6 Touchdown zone elevation: 783 ft

- 2.12.1 Designation: 28
- 2.12.2 True Bearing: 273
- 2.12.3 Dimensions: 6018 ft x 150 ft
- 2.12.5 Coordinates: 41-24-57.82N / 81-49-56.44W
- 2.12.6 Threshold elevation: 799 ft
- 2.12.6 Touchdown zone elevation: 799 ft

- 2.12.1 Designation: 06R
- 2.12.2 True Bearing: 50
- 2.12.3 Dimensions: 9956 ft x 150 ft
- 2.12.5 Coordinates: 41-23-51.85N / 81-52-11.38W
- 2.12.6 Threshold elevation: 776 ft
- 2.12.6 Touchdown zone elevation: 776 ft

- 2.12.1 Designation: 24L
- 2.12.2 True Bearing: 230
- 2.12.3 Dimensions: 9956 ft x 150 ft
- 2.12.5 Coordinates: 41-24-55.14N / 81-50-31.37W
- 2.12.6 Threshold elevation: 786 ft
- 2.12.6 Touchdown zone elevation: 786 ft

- 2.12.1 Designation: 06L
- 2.12.2 True Bearing: 50
- 2.12.3 Dimensions: 9000 ft x 150 ft
- 2.12.5 Coordinates: 41-23-59.53N / 81-52-24.55W
- 2.12.6 Threshold elevation: 770 ft
- 2.12.6 Touchdown zone elevation: 772 ft

- 2.12.1 Designation: 24R
- 2.12.2 True Bearing: 230
- 2.12.3 Dimensions: 9000 ft x 150 ft
- 2.12.5 Coordinates: 41-24-56.75N / 81-50-54.15W
- 2.12.6 Threshold elevation: 780 ft
- 2.12.6 Touchdown zone elevation: 780 ft

- 2.12.1 Designation: 06X
- 2.12.3 Dimensions: 0 ft x 0 ft
- 2.12.1 Designation: 24X
- 2.12.3 Dimensions: 0 ft x 0 ft

AD 2.13 Declared distances

- 2.13.1 Designation: 10
- 2.13.2 Takeoff run available: 6017

2.13.3 Takeoff distance available: 6017
2.13.4 Accelerate-stop distance available: 6017
2.13.5 Landing distance available: 6017

2.13.1 Designation: 28
2.13.2 Takeoff run available: 6017
2.13.3 Takeoff distance available: 6017
2.13.4 Accelerate-stop distance available: 6017
2.13.5 Landing distance available: 6017

2.13.1 Designation: 06R
2.13.2 Takeoff run available: 9956
2.13.3 Takeoff distance available: 9956
2.13.4 Accelerate-stop distance available: 9956
2.13.5 Landing distance available: 8030

2.13.1 Designation: 24L
2.13.2 Takeoff run available: 9956
2.13.3 Takeoff distance available: 9956
2.13.4 Accelerate-stop distance available: 9956
2.13.5 Landing distance available: 9956

2.13.1 Designation: 06L
2.13.2 Takeoff run available: 9000
2.13.3 Takeoff distance available: 9000
2.13.4 Accelerate-stop distance available: 9000
2.13.5 Landing distance available: 9000

2.13.1 Designation: 24R
2.13.2 Takeoff run available: 9000
2.13.3 Takeoff distance available: 9000
2.13.4 Accelerate-stop distance available: 9000
2.13.5 Landing distance available: 9000

AD 2.14 Approach and runway lighting

2.14.1 Designation: 10
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 28
2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

2.14.1 Designation: 06R
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 24L

2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

2.14.1 Designation: 06L
2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-
quenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 24R
2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-
quenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: CD/P PTC
2.18.3 Service designation: 125.05 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: RAMP CONTROL
2.18.3 Service designation: 129.17 MHz

2.18.1 Service designation: DEP/P
2.18.3 Service designation: 118.15 MHz

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 125.35 MHz

2.18.1 Service designation: DEP/P
2.18.3 Service designation: 128.25 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 127.85 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 132.375 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: LCL/S

2.18.3 Service designation: 135.225 MHz

2.18.1 Service designation: LC/P

2.18.3 Service designation: 124.5 MHz

2.18.1 Service designation: GROUND METERING

2.18.3 Service designation: 127.275 MHz

2.18.1 Service designation: APCH/P

2.18.3 Service designation: 124 MHz

2.18.1 Service designation: APCH/P

2.18.3 Service designation: 126.55 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 120.9 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 133.6 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 126.35 MHz

2.18.1 Service designation: LDA PRM RY 06L/24R

2.18.3 Service designation: 118.975 MHz

2.18.1 Service designation: LDA PRM RY 06R/24L

2.18.3 Service designation: 135.875 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.7 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 346.325 MHz

2.18.1 Service designation: LCL/P GND/P CD/P

2.18.3 Service designation: 273.45 MHz

2.18.1 Service designation: APCH/P IC

2.18.3 Service designation: 354.025 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 28. Magnetic variation: 7W

2.19.2 ILS identification: PXP

2.19.5 Coordinates: 41-25-00.00N / 81-51-21.25W

2.19.6 Site elevation: 756.2 ft

2.19.1 ILS type: Outer Marker for runway 28. Magnetic variation: 7W

2.19.2 ILS identification: PXP

2.19.5 Coordinates: 41-24-34.70N / 81-42-32.40W

2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 28. Magnetic variation: 7W

2.19.2 ILS identification: PXP

2.19.5 Coordinates: 41-24-55.88N / 81-49-10.69W

2.19.6 Site elevation:

2.19.1 ILS type: Glide Slope for runway 28. Magnetic variation: 7W

2.19.2 ILS identification: PXP

2.19.5 Coordinates: 41-25-00.00N / 81-50-00.00W

2.19.6 Site elevation: 786 ft

2.19.1 ILS type: DME for runway 28. Magnetic variation: 7W

2.19.2 ILS identification: PXP

2.19.5 Coordinates: 41-24-58.72N / 81-51-23.84W

2.19.6 Site elevation: 766.2 ft

2.19.1 ILS type: Glide Slope for runway 06R. Magnetic variation: 7W

2.19.2 ILS identification: CLE

2.19.5 Coordinates: 41-24-13.72N / 81-51-45.28W

2.19.6 Site elevation: 766 ft

2.19.1 ILS type: Middle Marker for runway 06R. Magnetic variation: 7W

2.19.2 ILS identification: CLE

2.19.5 Coordinates: 41-23-44.19N / 81-52-23.50W

2.19.6 Site elevation: 768 ft

2.19.1 ILS type: DME for runway 06R. Magnetic variation: 7W

2.19.2 ILS identification: CLE

2.19.5 Coordinates: 41-25-00.00N / 81-50-11.10W

2.19.6 Site elevation: 794.2 ft

2.19.1 ILS type: Localizer for runway 06R. Magnetic variation: 7W

2.19.2 ILS identification: CLE

2.19.5 Coordinates: 41-25-00.00N / 81-50-15.51W

2.19.6 Site elevation: 785.7 ft

2.19.1 ILS type: Inner Marker for runway 06R. Magnetic variation: 7W

2.19.2 ILS identification: CLE

2.19.5 Coordinates: 41-23-57.23N / 81-52-00.00W

2.19.6 Site elevation: 760 ft

2.19.1 ILS type: Outer Marker for runway 06R. Magnetic variation: 7W

2.19.2 ILS identification: CLE

2.19.5 Coordinates: 41-20-19.06N / 81-57-51.96W

2.19.6 Site elevation: 800 ft

2.19.1 ILS type: Glide Slope for runway 24L. Magnetic variation: 7W

2.19.2 ILS identification: HPI

2.19.5 Coordinates: 41-24-51.95N / 81-50-45.31W

2.19.6 Site elevation: 782.2 ft

2.19.1 ILS type: Middle Marker for runway 24L. Magnetic variation: 7W

2.19.2 ILS identification: HPI

2.19.5 Coordinates: 41-25-22.70N / 81-49-43.90W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 24L. Magnetic variation: 7W

2.19.2 ILS identification: HPI

2.19.5 Coordinates: 41-23-45.43N / 81-52-21.52W

2.19.6 Site elevation: 771.9 ft

2.19.1 ILS type: DME for runway 24L. Magnetic variation: 7W

2.19.2 ILS identification: HPI

2.19.5 Coordinates: 41-23-44.34N / 81-52-18.08W

2.19.6 Site elevation: 778.9 ft

2.19.1 ILS type: Outer Marker for runway 24L. Magnetic variation: 7W

2.19.2 ILS identification: HPI

2.19.5 Coordinates: 41-28-00.00N / 81-43-35.83W

2.19.6 Site elevation: 736 ft

2.19.1 ILS type: DME for runway 06L. Magnetic variation: 7W

2.19.2 ILS identification: LIZ

2.19.5 Coordinates: 41-25-11.94N / 81-50-35.68W

2.19.6 Site elevation: 783.3 ft

2.19.1 ILS type: Glide Slope for runway 06L. Magnetic variation: 7W

2.19.2 ILS identification: LIZ

2.19.5 Coordinates: 41-24-00.00N / 81-52-17.52W

2.19.6 Site elevation: 764.3 ft

2.19.1 ILS type: Localizer for runway 06L. Magnetic variation: 7W

2.19.2 ILS identification: LIZ

2.19.5 Coordinates: 41-25-10.19N / 81-50-32.90W

2.19.6 Site elevation: 778.7 ft

2.19.1 ILS type: Inner Marker for runway 06L. Magnetic variation: 7W

2.19.2 ILS identification: LIZ

2.19.5 Coordinates: 41-23-53.94N / 81-52-33.40W

2.19.6 Site elevation: 761.3 ft

2.19.1 ILS type: DME for runway 24R. Magnetic variation: 7W

2.19.2 ILS identification: PVY

2.19.5 Coordinates: 41-25-11.94N / 81-50-35.68W

2.19.6 Site elevation: 783.3 ft

2.19.1 ILS type: Glide Slope for runway 24R. Magnetic variation: 7W

2.19.2 ILS identification: PVY

2.19.5 Coordinates: 41-24-53.01N / 81-51-00.00W

2.19.6 Site elevation: 768.4 ft

2.19.1 ILS type: Localizer for runway 24R. Magnetic variation: 7W

2.19.2 ILS identification: PVY

2.19.5 Coordinates: 41-23-53.08N / 81-52-34.75W

2.19.6 Site elevation: 760.5 ft

2.19.1 ILS type: DME for runway 06X. Magnetic variation: 7W

2.19.2 ILS identification: EYU

2.19.5 Coordinates: 41-25-00.00N / 81-50-00.00W

2.19.6 Site elevation: 800.8 ft

2.19.1 ILS type: Glide Slope for runway 06X. Magnetic variation: 7W

2.19.2 ILS identification: EYU

2.19.5 Coordinates: 41-24-13.65N / 81-51-45.21W

2.19.6 Site elevation: 765.5 ft

2.19.1 ILS type: Localizer for runway 06X. Magnetic variation: 7W

2.19.2 ILS identification: EYU

2.19.5 Coordinates: 41-25-00.00N / 81-50-00.00W

2.19.6 Site elevation: 785.5 ft

2.19.1 ILS type: DME for runway 24X. Magnetic variation: 7W

2.19.2 ILS identification: FVZ

2.19.5 Coordinates: 41-25-00.00N / 81-50-00.00W

2.19.6 Site elevation: 786 ft

2.19.1 ILS type: Glide Slope for runway 24X. Magnetic variation: 7W

2.19.2 ILS identification: FVZ

2.19.5 Coordinates: 41-24-51.95N / 81-50-45.31W

2.19.6 Site elevation: 782 ft

2.19.1 ILS type: Localizer for runway 24X. Magnetic variation: 7W

2.19.2 ILS identification: FVZ

2.19.5 Coordinates: 41-23-42.96N / 81-52-14.07W

2.19.6 Site elevation: 770.5 ft

2.19.1 ILS type: Inner Marker for runway 24R. Magnetic variation: 7W

2.19.2 ILS identification: PVY

2.19.5 Coordinates: 41-25-00.00N / 81-50-47.31W

2.19.6 Site elevation: 778.7 ft

General Remarks:

DEER & BIRDS INCLUDING WATERFOWL ON & IN THE VICINITY OF AIRPORT.

ADVISE CUSTOMS AVAILABLE MON-SUN 0800-1800; ALL REQ FOR SERVICE MUST BE MADE WITH THE U.S. CUSTOMS SERVICE OFFICE LOCATED AT GATE A-14 CALL (216) 267-3600 DURING LISTED HRS.

NASA GLENN RESEARCH CENTER; NASA RAMP PRIOR PERMISSION REQUIRED CALL 216-433-2020; 0800-1730 MON-FRI. CONTACT NASA OPERATIONS ON FREQ 122.925 WITHIN 50 NAUTICAL MILE.

TAXIWAY 'L2' PAVEMENT HAS BEEN REMOVED.

PAD 2 RESTRICTED TO GROUP II AIRCRAFT, LESS THAN 79 FT WINGSPAN.

ALL APPROACHES ARE OVER NOISE SENSITIVE AREAS. AIRPORT LATE NIGHT NOISE ABATEMENT PROCEDURES ARE IN EFFECT 2300-0600. ADDITIONAL NOISE ABATEMENT PROCEDURES ARE IN EFFECT CALL AIRPORT MANAGER NORMAL BUSINESS HRS AT 216-265-6090.

THE FOLLOWING TAXIWAYS ARE CLOSED ANNUALLY FR 15 OCT THRU 15 APR TO SUPPORT DEICING OPERATIONS AT CLE: TAXIWAY M; TAXIWAY M1 BETWEEN TAXIWAY L & TAXIWAY J1; TAXIWAY M2 BETWEEN TAXIWAY L & TAXIWAY J1; TAXIWAY J2 BETWEEN TAXIWAY A & TAXIWAY K.

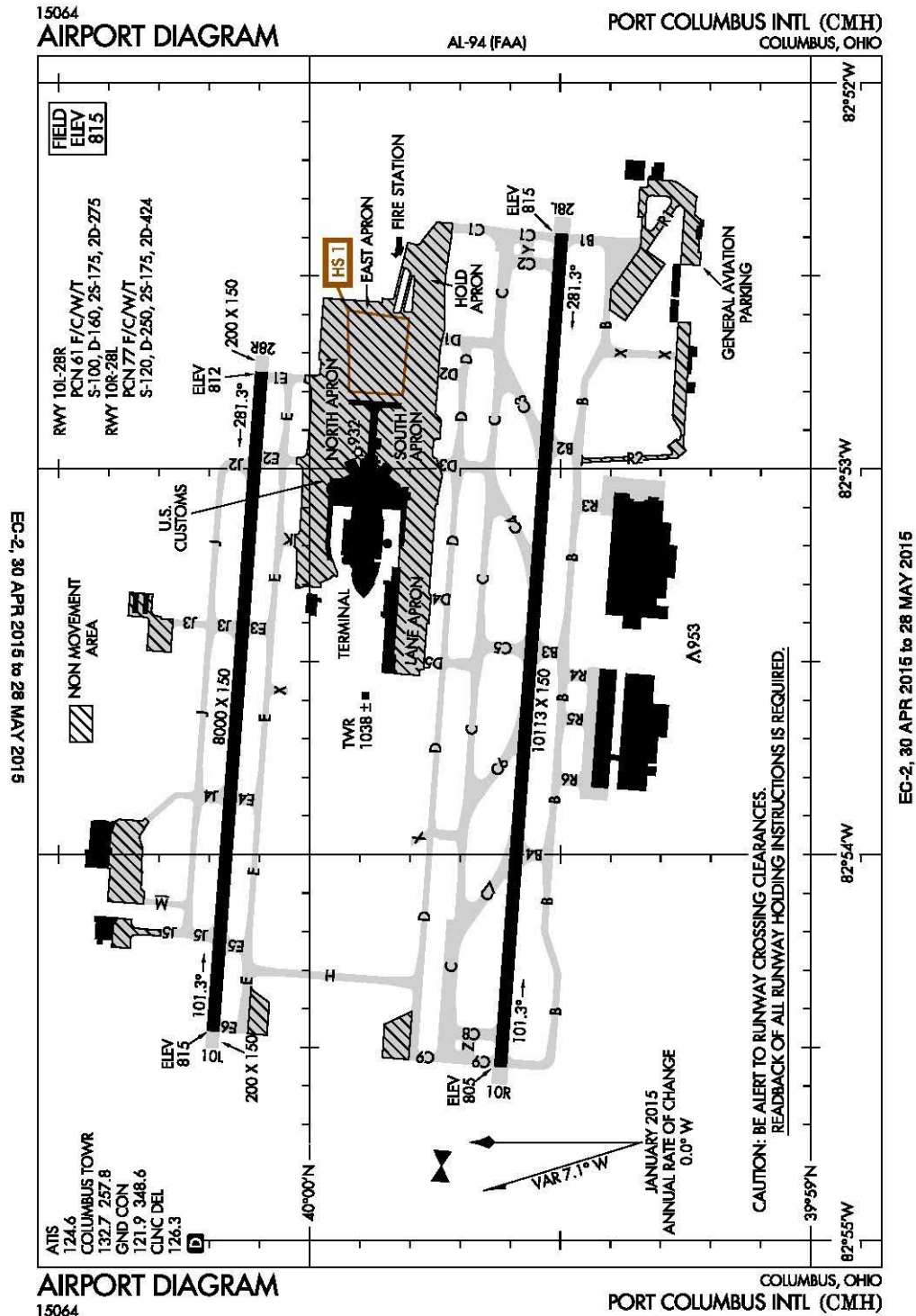
RAMP AREA CONOURSE D BETWEEN GATES D1, D28 CLOSED EXCEPT AIRCRAFT WINGSPAN LESS THAN 86 FT.

CONCOURSE C RAMP TAXILANE BETWEEN SPOT 2 AND SPOT 5 CLOSED TO AIRCRAFT WITH WINGSPAN 118 FT AND GREATER.

PAD 3 BAYS 1-5 CLOSED TO AIRCRAFT WITH WINGSPAN OVER 134 FT.

PAD 3 BAY 6 CLOSED TO AIRCRAFT WITH WINGSPAN OVER 94 FT.

Columbus, Ohio
Port Columbus International
ICAO Identifier KCMH



Columbus, OH
Port Columbus Intl
ICAO Identifier KCMH

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 39-59-49.00N / 82-53-31.80W
2.2.2 From City: 6 Miles E Of Columbus, OH
2.2.3 Elevation: 815 ft
2.2.5 Magnetic variation: 7W (2015)
2.2.6 Airport Contact: Elaine Roberts, A.A.E.
COLUMBUS RGNL ARPT AUTH
Columbus, OH 43219 (614-239-4000)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100,A1+
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
C certified on 5/1/1973

AD 2.12 Runway physical characteristics

2.12.1 Designation: 10L
2.12.2 True Bearing: 94
2.12.3 Dimensions: 8000 ft x 150 ft
2.12.4 PCN: 61 F/C/W/T
2.12.5 Coordinates: 40-00-11.53N / 82-54-27.49W
2.12.6 Threshold elevation: 815 ft
2.12.6 Touchdown zone elevation: 815 ft

2.12.1 Designation: 28R
2.12.2 True Bearing: 274
2.12.3 Dimensions: 8000 ft x 150 ft
2.12.4 PCN: 61 F/C/W/T
2.12.5 Coordinates: 40-00-00.00N / 82-52-44.97W
2.12.6 Threshold elevation: 812 ft
2.12.6 Touchdown zone elevation: 813 ft

2.12.1 Designation: 10R
2.12.2 True Bearing: 94
2.12.3 Dimensions: 10113 ft x 150 ft
2.12.4 PCN: 77 F/C/W/T
2.12.5 Coordinates: 39-59-37.14N / 82-54-33.04W

2.12.6 Threshold elevation: 805 ft
2.12.6 Touchdown zone elevation: 809 ft

2.12.1 Designation: 28L
2.12.2 True Bearing: 274
2.12.3 Dimensions: 10113 ft x 150 ft
2.12.4 PCN: 77 F/C/W/T
2.12.5 Coordinates: 39-59-29.81N / 82-52-23.46W
2.12.6 Threshold elevation: 815 ft
2.12.6 Touchdown zone elevation: 815 ft

AD 2.13 Declared distances

2.13.1 Designation: 10L
2.13.2 Takeoff run available: 8000
2.13.3 Takeoff distance available: 8000
2.13.4 Accelerate-stop distance available: 8000
2.13.5 Landing distance available: 8000

2.13.1 Designation: 28R
2.13.2 Takeoff run available: 8000
2.13.3 Takeoff distance available: 8000
2.13.4 Accelerate-stop distance available: 8000
2.13.5 Landing distance available: 8000

2.13.1 Designation: 10R
2.13.2 Takeoff run available: 10113
2.13.3 Takeoff distance available: 10113
2.13.4 Accelerate-stop distance available: 10113
2.13.5 Landing distance available: 10113

2.13.1 Designation: 28L
2.13.2 Takeoff run available: 10113
2.13.3 Takeoff distance available: 10113
2.13.4 Accelerate-stop distance available: 10113
2.13.5 Landing distance available: 10113

AD 2.14 Approach and runway lighting

2.14.1 Designation: 10L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 28R
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 10R
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 28L
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: APCH/S
2.18.3 Service designation: 118.2 MHz

2.18.1 Service designation: APCH/P DEP/P
2.18.3 Service designation: 119.15 MHz

2.18.1 Service designation: CLASS C
2.18.3 Service designation: 119.15 MHz

2.18.1 Service designation: APCH/S
2.18.3 Service designation: 119.65 MHz

2.18.1 Service designation: APCH/S DEP/S
2.18.3 Service designation: 120.2 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 124.6 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: APCH/P DEP/P IC
2.18.3 Service designation: 125.95 MHz

2.18.1 Service designation: CLASS C
2.18.3 Service designation: 125.95 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 126.3 MHz

2.18.1 Service designation: APCH/S DEP/S
2.18.3 Service designation: 132.3 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 132.7 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 257.8 MHz

2.18.1 Service designation: APCH/P DEP/P
2.18.3 Service designation: 279.6 MHz

2.18.1 Service designation: CLASS C
2.18.3 Service designation: 279.6 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: APCH/S
2.18.3 Service designation: 353.9 MHz

2.18.1 Service designation: APCH/P DEP/P
2.18.3 Service designation: 317.775 MHz

2.18.1 Service designation: CLASS C
2.18.3 Service designation: 317.775 MHz

2.18.1 Service designation: APCH/P DEP/P
2.18.3 Service designation: 338.225 MHz

2.18.1 Service designation: APCH/P DEP/P IC
2.18.3 Service designation: 371.975 MHz

2.18.1 Service designation: APCH/S DEP/S
2.18.3 Service designation: 118 MHz

2.18.1 Service designation: RADAR
2.18.3 Service designation: 294.7 MHz

2.18.1 Service designation: APCH/S DEP/S
2.18.3 Service designation: 324.5 MHz

2.18.1 Service designation: APCH/S DEP/S
2.18.3 Service designation: 353.7 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 10L. Magnetic
variation: 7W

2.19.2 ILS identification: CBP

2.19.5 Coordinates: 40-00-00.00N / 82-52-32.03W

2.19.6 Site elevation: 799.4 ft

2.19.1 ILS type: Glide Slope for runway 10L. Magnetic variation: 7W

2.19.2 ILS identification: CBP

2.19.5 Coordinates: 40-00-14.28N / 82-54-14.87W

2.19.6 Site elevation: 809.9 ft

2.19.1 ILS type: Middle Marker for runway 10L. Magnetic variation: 7W

2.19.2 ILS identification: CBP

2.19.5 Coordinates: 40-00-12.93N / 82-54-52.25W

2.19.6 Site elevation:

2.19.1 ILS type: Outer Marker for runway 10L. Magnetic variation: 7W

2.19.2 ILS identification: CBP

2.19.5 Coordinates: 40-00-36.46N / 83-01-44.26W

2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 10L. Magnetic variation: 7W

2.19.2 ILS identification: CBP

2.19.5 Coordinates: 40-00-00.00N / 82-54-41.03W

2.19.6 Site elevation: 822.3 ft

2.19.1 ILS type: Localizer for runway 28R. Magnetic variation: 7W

2.19.2 ILS identification: ONB

2.19.5 Coordinates: 40-00-12.27N / 82-54-40.56W

2.19.6 Site elevation: 811.6 ft

2.19.1 ILS type: Glide Slope for runway 28R. Magnetic variation: 7W

2.19.2 ILS identification: ONB

2.19.5 Coordinates: 40-00-00.00N / 82-52-56.99W

2.19.6 Site elevation: 808.4 ft

2.19.1 ILS type: Outer Marker for runway 28R. Magnetic variation: 7W

2.19.2 ILS identification: ONB

2.19.5 Coordinates: 39-59-46.26N / 82-46-18.93W

2.19.6 Site elevation: 1040 ft

2.19.1 ILS type: DME for runway 28R. Magnetic variation: 7W

2.19.2 ILS identification: ONB

2.19.5 Coordinates: 40-00-00.00N / 82-54-41.03W

2.19.6 Site elevation: 822.3 ft

2.19.1 ILS type: Outer Marker for runway 10R. Magnetic variation: 7W

2.19.2 ILS identification: AQI

2.19.5 Coordinates: 40-00-00.00N / 83-01-45.46W

2.19.6 Site elevation: 747.4 ft

2.19.1 ILS type: Localizer for runway 10R. Magnetic variation: 7W

2.19.2 ILS identification: AQI

2.19.5 Coordinates: 39-59-29.07N / 82-52-10.41W

2.19.6 Site elevation: 814.2 ft

2.19.1 ILS type: Glide Slope for runway 10R. Magnetic variation: 7W

2.19.2 ILS identification: AQI

2.19.5 Coordinates: 39-59-32.38N / 82-54-20.61W

2.19.6 Site elevation: 802.5 ft

2.19.1 ILS type: Middle Marker for runway 10R. Magnetic variation: 7W

2.19.2 ILS identification: AQI

2.19.5 Coordinates: 39-59-46.12N / 82-55-00.00W

2.19.6 Site elevation: 812 ft

2.19.1 ILS type: DME for runway 10R. Magnetic variation: 7W

2.19.2 ILS identification: AQI

2.19.5 Coordinates: 39-59-33.74N / 82-54-45.93W

2.19.6 Site elevation: 815.1 ft

2.19.1 ILS type: Glide Slope for runway 28L. Magnetic variation: 7W

2.19.2 ILS identification: CMH

2.19.5 Coordinates: 39-59-26.50N / 82-52-36.66W

2.19.6 Site elevation: 810.7 ft

2.19.1 ILS type: Middle Marker for runway 28L. Magnetic variation: 7W

2.19.2 ILS identification: CMH

2.19.5 Coordinates: 39-59-34.84N / 82-51-48.16W

2.19.6 Site elevation: 787 ft

2.19.1 ILS type: DME for runway 28L. Magnetic variation: 7W

2.19.2 ILS identification: CMH

2.19.5 Coordinates: 39-59-33.74N / 82-54-45.93W

2.19.6 Site elevation: 815.1 ft

2.19.1 ILS type: Outer Marker for runway 28L. Magnetic variation: 7W

2.19.2 ILS identification: CMH

2.19.5 Coordinates: 39-59-10.24N / 82-45-15.66W

2.19.6 Site elevation: 1067.1 ft

2.19.1 ILS type: Localizer for runway 28L. Magnetic

variation: 7W
2.19.2 ILS identification: CMH

2.19.5 Coordinates: 39-59-37.88N / 82-54-46.09W
2.19.6 Site elevation: 805.9 ft

General Remarks:

MODEL AIRCRAFT TRAFFIC WITHIN A 1 NAUTICAL MILE RADIUS OF A POINT 8 NAUTICAL MILE ON A 010 DEGREE BEARING FROM THE AIRPORT; SURFACE - 5000 FT AGL; SR-SS DAILY.

BIRDS IN THE VICINITY OF AIRPORT.

TAXIWAY D-5 PAVEMENT (NORTH OF TAXIWAY D) IS RESTRICTED TO AIRCRAFT WITH WINGSPAN LESS THAN 79 FT.

BE ALERT: RUNWAY 10L/28R RESTRICTIONS ON STAGE I & II TURBOJET AIRCRAFT 2200-0800 & ON STAGE III TURBOJET AIRCRAFT 2200-0700. PRACTICE APPROACHES FOR HIGH NOISE LEVEL TYPE AIRCRAFT INCLUDING NON-STAGE III MILITARY JET AIRCRAFT SHALL NOT BE APPROVED UNLESS RUNWAY 10R/28L IS IN USE & THE APPROACH TERMINATES IN A FULL STOP TAXI-BACK OPN.

ALL SURFACES AROUND TERMINAL; NORTH OF TAXIWAY 'D' & SOUTH OF TAXIWAY 'E' ARE NON-MOVEMENT AREAS.

NOISE BARRIER LOCATED AT SE SIDE OF AIRFIELD RESTRICTED TO AIRCRAFT WITH WINGSPAN LESS THAN 79 FT.

PERSONNEL AND EQUIPMENT WORKING ADJACENT ALL RUNWAYS AND TAXIWAYS.

TO REQUEST LANDING RIGHTS CONTACT US CUSTOMS BETWEEN 1230-0300Z, MON-FRI AT 614-497-1865.

FLIGHT NOTIFICATION SERVICE (ADCUS) AVAILABLE.

TAXIWAY J2 RESTRICTED TO AIRCRAFT WITH WINGSPAN LESS THAN 120 FT.

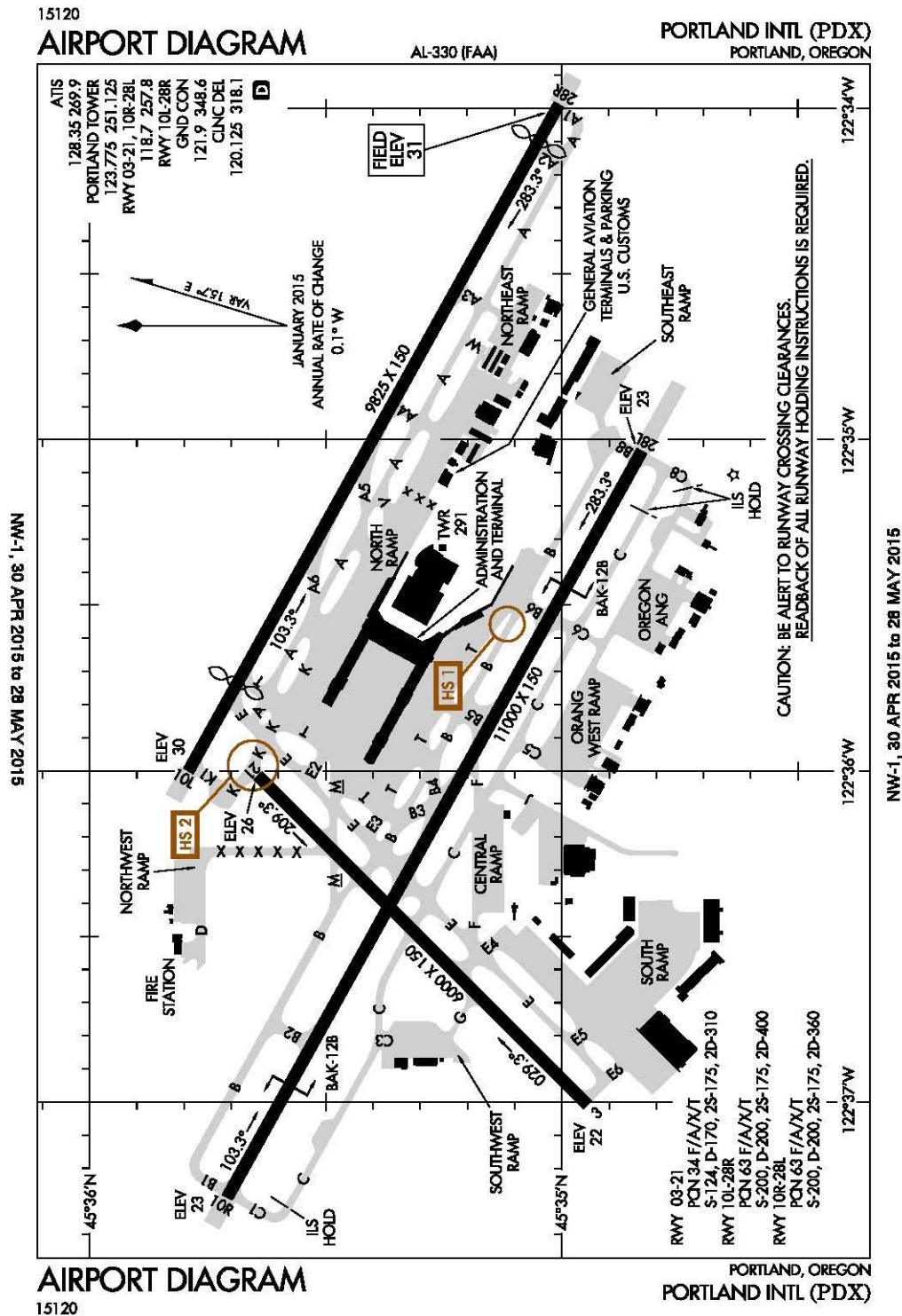
TAXIWAYS R2, R3, R4, R5 AND R6 RESTRICTED TO WINGSPAN LESS THAN 118 FT.

TAXIWAY R1 RESTRICTED TO AIRCRAFT WITH WINGSPAN LESS THAN 79 FT.

TAXILANE N OF C CONCOURSE BETWEEN TAXIWAY E2 AND TAXIWAY K RESTRICTED TO AIRCRAFT WITH WINGSPAN LESS THAN 118 FT.

RUNWAY 10L-28R PATCHES OF UNGROOVED PAVEMENT.

Portland, Oregon
Portland International
ICAO Identifier KPDX



Portland, OR
Portland Intl
ICAO Identifier KPDX

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 45-35-19.35N / 122-35-48.73W
2.2.2 From City: 4 Miles NE Of Portland, OR
2.2.3 Elevation: 30.8 ft
2.2.5 Magnetic variation: 16E (2010)
2.2.6 Airport Contact: Daren Griffin
7200 NE AIRPORT WAY
Portland, OR 97218
(503-415-6195)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
E certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 21
2.10.1.b Type of obstacle: Road (19 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 0 ft from Centerline

2.10.1.a. Runway designation: 28R
2.10.1.b Type of obstacle: Road (32 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 408 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 03
2.12.2 True Bearing: 45
2.12.3 Dimensions: 6000 ft x 150 ft
2.12.4 PCN: 34 F/A/X/T
2.12.5 Coordinates: 45-34-56.73N / 122-37-00.00W
2.12.6 Threshold elevation: 22 ft
2.12.6 Touchdown zone elevation: 23 ft

2.12.1 Designation: 21

2.12.2 True Bearing: 225
2.12.3 Dimensions: 6000 ft x 150 ft
2.12.4 PCN: 34 F/A/X/T
2.12.5 Coordinates: 45-35-38.61N / 122-36-00.00W
2.12.6 Threshold elevation: 26 ft
2.12.6 Touchdown zone elevation: 26 ft

2.12.1 Designation: 10L
2.12.2 True Bearing: 119
2.12.3 Dimensions: 9825 ft x 150 ft
2.12.4 PCN: 63 F/A/X/T
2.12.5 Coordinates: 45-35-47.45N / 122-36-00.00W
2.12.6 Threshold elevation: 30 ft
2.12.6 Touchdown zone elevation: 30 ft

2.12.1 Designation: 28R
2.12.2 True Bearing: 299
2.12.3 Dimensions: 9825 ft x 150 ft
2.12.4 PCN: 63 F/A/X/T
2.12.5 Coordinates: 45-35-00.00N / 122-33-59.26W
2.12.6 Threshold elevation: 31 ft
2.12.6 Touchdown zone elevation: 31 ft

2.12.1 Designation: 10R
2.12.2 True Bearing: 119
2.12.3 Dimensions: 11000 ft x 150 ft
2.12.4 PCN: 63 F/A/X/T
2.12.5 Coordinates: 45-35-42.53N / 122-37-17.30W
2.12.6 Threshold elevation: 23 ft
2.12.6 Touchdown zone elevation: 24 ft

2.12.1 Designation: 28L
2.12.2 True Bearing: 299
2.12.3 Dimensions: 11000 ft x 150 ft
2.12.4 PCN: 63 F/A/X/T
2.12.5 Coordinates: 45-34-49.85N / 122-35-00.00W
2.12.6 Threshold elevation: 23 ft
2.12.6 Touchdown zone elevation: 23 ft

AD 2.13 Declared distances

2.13.1 Designation: 03
2.13.2 Takeoff run available: 6000
2.13.3 Takeoff distance available: 6000
2.13.4 Accelerate-stop distance available: 6000
2.13.5 Landing distance available: 6000

2.13.1 Designation: 21
2.13.2 Takeoff run available: 6000
2.13.3 Takeoff distance available: 6000
2.13.4 Accelerate-stop distance available: 6000
2.13.5 Landing distance available: 6000

2.13.1 Designation: 10L
2.13.2 Takeoff run available: 9825
2.13.3 Takeoff distance available: 9825
2.13.4 Accelerate-stop distance available: 9825
2.13.5 Landing distance available: 8535

2.13.1 Designation: 28R
2.13.2 Takeoff run available: 9825
2.13.3 Takeoff distance available: 9825
2.13.4 Accelerate-stop distance available: 9825
2.13.5 Landing distance available: 9290

2.13.1 Designation: 10R
2.13.2 Takeoff run available: 11000
2.13.3 Takeoff distance available: 11000
2.13.4 Accelerate-stop distance available: 11000
2.13.5 Landing distance available: 11000

2.13.1 Designation: 28L
2.13.2 Takeoff run available: 11000
2.13.3 Takeoff distance available: 11000
2.13.4 Accelerate-stop distance available: 11000
2.13.5 Landing distance available: 11000

AD 2.14 Approach and runway lighting

2.14.1 Designation: 03
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 21
2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

2.14.1 Designation: 10L
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 28R
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

2.14.1 Designation: 10R
2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-
quenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

2.14.1 Designation: 28L
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: DEP/P CLASS C
2.18.3 Service designation: 118.1 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
2.18.3 Service designation: 118.1 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 120.125 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
IC DEP/S
2.18.3 Service designation: 124.35 MHz

2.18.1 Service designation: APCH FINAL CTL
2.18.3 Service designation: 126.9 MHz

2.18.1 Service designation: DEP/S RDR
2.18.3 Service designation: 127.85 MHz

2.18.1 Service designation: AFR OPNS
2.18.3 Service designation: 138.45 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: AFR OPNS
2.18.3 Service designation: 252.8 MHz

2.18.1 Service designation: ANG OPNS
2.18.3 Service designation: 280.5 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
2.18.3 Service designation: 284.6 MHz

2.18.1 Service designation: DEP/S
2.18.3 Service designation: 290.3 MHz

2.18.1 Service designation: APCH/S RDR
2.18.3 Service designation: 294.7 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 318.1 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
IC
2.18.3 Service designation: 299.2 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.7 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 123.775 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 251.125 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 257.8 MHz

2.18.1 Service designation: GND/S
2.18.3 Service designation: 132.275 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 128.35 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 269.9 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: ANG COMD POST/
GUARD COMD POST
2.18.3 Service designation: 288.9 MHz

2.18.1 Service designation: PORTLAND GUARD OPS
2.18.3 Service designation: 281.2 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 21. Magnetic vari-
ation: 16E
2.19.2 ILS identification: GPO
2.19.5 Coordinates: 45-34-49.75N / 122-37-10.47W

2.19.6 Site elevation: 11 ft

2.19.1 ILS type: DME for runway 21. Magnetic vari-
ation: 16E

2.19.2 ILS identification: GPO

2.19.5 Coordinates: 45-34-47.97N / 122-37-00.00W

2.19.6 Site elevation: 31 ft

2.19.1 ILS type: Localizer for runway 10L. Magnetic
variation: 16E

2.19.2 ILS identification: VDG

2.19.5 Coordinates: 45-34-55.53N / 122-33-46.85W

2.19.6 Site elevation: 29 ft

2.19.1 ILS type: Glide Slope for runway 10L. Magnetic
variation: 16E

2.19.2 ILS identification: VDG

2.19.5 Coordinates: 45-35-39.76N / 122-35-30.17W

2.19.6 Site elevation: 31 ft

2.19.1 ILS type: DME for runway 10L. Magnetic vari-
ation: 16E

2.19.2 ILS identification: VDG

2.19.5 Coordinates: 45-35-47.95N / 122-36-13.55W

2.19.6 Site elevation: 26 ft

2.19.1 ILS type: Localizer for runway 28R. Magnetic
variation: 16E

2.19.2 ILS identification: IAP

2.19.5 Coordinates: 45-35-52.30N / 122-36-12.47W

2.19.6 Site elevation: 25.6 ft

2.19.1 ILS type: Glide Slope for runway 28R. Magnetic
variation: 16E

2.19.2 ILS identification: IAP

2.19.5 Coordinates: 45-35-10.93N / 122-34-16.40W

2.19.6 Site elevation: 30.1 ft

2.19.1 ILS type: Outer Marker for runway 28R. Magnet-
ic variation: 16E

2.19.2 ILS identification: IAP

2.19.5 Coordinates: 45-32-28.06N / 122-27-44.78W

2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 28R. Magnetic vari-
ation: 16E

2.19.2 ILS identification: IAP

2.19.5 Coordinates: 45-35-47.95N / 122-36-13.55W

2.19.6 Site elevation: 25.5 ft

2.19.1 ILS type: Middle Marker for runway 28R. Mag-

netic variation: 16E
2.19.2 ILS identification: IAP
2.19.5 Coordinates: 45-34-44.97N / 122-33-19.90W
2.19.6 Site elevation:

variation: 16E
2.19.2 ILS identification: PDX
2.19.5 Coordinates: 45-35-46.71N / 122-37-28.03W
2.19.6 Site elevation: 17 ft

2.19.1 ILS type: DME for runway 10R. Magnetic variation: 16E
2.19.2 ILS identification: PDX
2.19.5 Coordinates: 45-34-46.74N / 122-34-45.23W
2.19.6 Site elevation: 36 ft

2.19.1 ILS type: Middle Marker for runway 10R. Magnetic variation: 16E
2.19.2 ILS identification: PDX
2.19.5 Coordinates: 45-35-58.13N / 122-37-57.39W
2.19.6 Site elevation: 25 ft

2.19.1 ILS type: Outer Marker for runway 10R. Magnetic variation: 16E
2.19.2 ILS identification: PDX
2.19.5 Coordinates: 45-37-24.12N / 122-41-48.15W
2.19.6 Site elevation: 26 ft

2.19.1 ILS type: DME for runway 28L. Magnetic variation: 16E
2.19.2 ILS identification: JMJ
2.19.5 Coordinates: 45-34-46.74N / 122-34-45.23W
2.19.6 Site elevation: 36 ft

2.19.1 ILS type: Localizer for runway 10R. Magnetic variation: 16E
2.19.2 ILS identification: PDX
2.19.5 Coordinates: 45-34-43.53N / 122-34-45.82W
2.19.6 Site elevation: 20 ft

2.19.1 ILS type: Glide Slope for runway 28L. Magnetic variation: 16E
2.19.2 ILS identification: JMJ
2.19.5 Coordinates: 45-34-52.63N / 122-35-16.71W
2.19.6 Site elevation: 19.9 ft

2.19.1 ILS type: Glide Slope for runway 10R. Magnetic variation: 16E
2.19.2 ILS identification: PDX
2.19.5 Coordinates: 45-35-33.90N / 122-37-00.00W
2.19.6 Site elevation: 16 ft

2.19.1 ILS type: Localizer for runway 28L. Magnetic variation: 16E
2.19.2 ILS identification: JMJ
2.19.5 Coordinates: 45-35-50.52N / 122-37-37.81W
2.19.6 Site elevation: 24.8 ft

2.19.1 ILS type: Inner Marker for runway 10R. Magnetic

General Remarks:

AIRPORT CLOSED TO NON-POWERED AIRCRAFT EXCEPT IN EMERGENCY.

TAXIWAY T BETWEEN EXITS B5 & B6 CLOSED TO AIRCRAFT WITH WINGSPAN OF 118 FT AND GREATER.

MIGRATORY & WINTERING FLOCKS OF LARGE WATERFOWL ON & IN THE VICINITY OF AIRPORT. HEAVY SEAGULL ACTIVITY SEP THRU APR; EXPECT HIGH NUMBER OF BIRDS YEAR AROUND; CHECK LOCAL ADVISORIES.

NOISE ABATEMENT PROCEDURES IN EFFECT; CALL NOISE OFFICE AT 503-460-4100. RUNWAY 28L ARRIVALS ARE NOISE SENSITIVE, EXPECT APPROACH TO 28R WITH TRANSITION TO 28L.

180 DEGREE TURNS BY AIRCRAFT WEIGHING IN EXCESS OF 12500 LBS PROHIBITED ON RUNWAY 10L/28R, RUNWAY 03/21 AND ALL TAXIWAYS.

UNCONTROLLED TRAFFIC AT PEARSON FIELD VANCOUVER AIRMET 3 NAUTICAL MILE W OF RUNWAY 10L THRESHOLD ON EXTENDED CENTERLINE.

(E143-20) LOCALIZER ONLY.RWY 21.

(E94) WSFO/WSO/FW/RFC.

AREA OF TAXIWAY T BETWEEN M AND E3 NOT VISIBLE FROM TOWER.

AIRCRAFT AUTHORIZED TO UTILIZE THE NORTHWEST RAMP WILL BE TOWED TO/FROM THIS RAMP.

AT THE WEST END ARM/DEARM AREA ON TAXIWAY C NO AIRCRAFT OF ANY TYPE MAY TAXI PAST THE ARM/DEARM AREA WHILE IT IS BEING USED.

BEARING STRENGTH: RUNWAY 03-21 ST 175, RUNWAY 10L-28R ST175, RUNWAY 10R-28L ST175.

JASU - 4(A/M32A-86) (MC-11) 1(MA-1A).

FUEL - A (AIR BP - ATLANTIC AVIATION SERVICES. C503-331-4220) J8(MIL) (NC-100LL, A)

FLUID - LHOXRB.

OIL - O-128-133-148(MIL).

MISC: FLIGHT NOTIFICATION SERVICE, ADVISE CUSTOMS, AVAILABLE.

ANG: PRIOR PERMISSION REQUIRED/OFFICIAL BUSINESS ONLY. BASE OPERATIONS OPR 1500-2300Z++ MON-FRI EXCEPT HOLIDAY.; DSN 638-4390, C503-335-4390. CONTACT BASE OPERATIONS 15 MIN PRIOR TO LANDING AND AFTER DEP ON 281.2. TRANSIENT QUARTERS NOT AVAILABLE. CAUTION: OBST LIGHTING IS NOT NVD COMPATIBLE. NVD NOT AUTHORIZED WHILE AIRBORNE IN VICINITY OF AIRFIELD.

TAXIWAY V CLOSED TO AIRCRAFT WITH WINGSPAN GREATER THAN 135 FT. AIRCRAFT WITH WINGSPAN GREATER THAN 91 FT PROHIBITED FROM TURNING WESTBOUND ONTO TAXIWAY A FROM TAXIWAY V UNLESS UNDER TOW.

ANG: SEE FLIGHT INFORMATION PUBLICATION AP/1 FOR SUPPLEMENTARY AIRPORT INFORMATION. HAZARDOUS BIRD CONDITION EXIST. PHASE 1 MAY-OCT, PHASE II NOV-APR. CURRENT BIRD WATCH CONDITIONS ARE NOT REPORTED ON AUTOMATIC TERMINAL INFORMATION SERVICE.

TAXIWAY W BETWEEN TAXIWAY A & THE GENERAL AVIATION RAMP CLOSED TO AIRCRAFT WITH WINGSPAN GREATER THAN 95 FT. AIRCRAFT WITH WINGSPAN BETWEEN 79 FT AND 95 FT MUST BE TOWED. TAXIWAY K BETWEEN THE NORTH RAMP AND THE GENERAL AVIATION RAMP CLOSED TO THROUGH TRAFFIC.

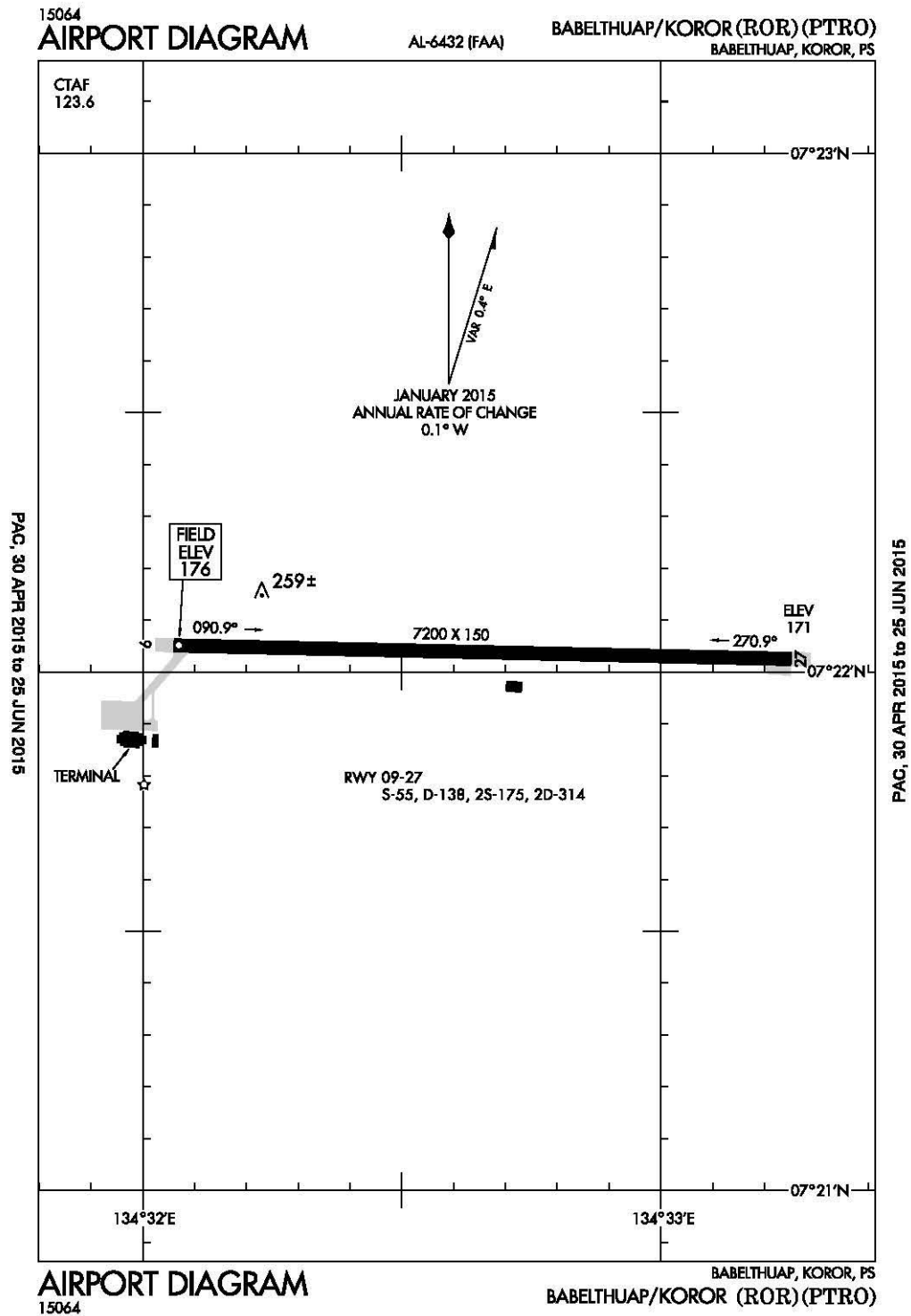
NONSTANDARD YELLOW PARK SPOT DESIGNATORS AND EQUIPMENT TOOL BOX LOCATION PAINTED ON RAMP. PLEASE CONTACT BASE OPERATIONS OR REQ FOLLOW ME IF NOT FAMILIAR WITH PANGB PARK PROCEDURES.

TAXIWAY C3 CLOSED TO AIRCRAFT WITH WINGSPAN EQUAL TO OR GREATER THAN 79 FT.

PDX HAS FACILITY CONSTRAINTS THAT LIMIT ITS ABILITY TO ACCOMMODATE DIVERTED FLIGHTS AND MAINTAIN THE AIRPORTS SAFE OPERATION DURING IRREG OPERATIONS. AIRCRAFT OPERATORS SHOULD CTCT THE ON-DUTY AIRPORT OPERATIONS SUPERVISOR (AOS) FOR AIRSIDE AT (503)460-4134 TO COORDINATE DIVERTED FLIGHTS EXCEPT IN THE CASE OF A DECLARED IN-FLIGHT EMERGENCY.

ACFTT WITH WINGSPAN GREATER THAN 118 FEET ARE PROHIBITED FROM TURNING EASTBOUND ON TAXIWAY C FROM SOUTHWESTBOUND ON TAXIWAY F UNLESS UNDER TOW.

Babelthuap Island
Babelthuap/Koror
ICAO Identifier PTRO



Babelthuap Island, PW
Babelthuap/Koror
ICAO Identifier PTRO

AD 2.2 Aerodrome geographical and administrative data

AD 2.12 Runway physical characteristics

2.2.1 Reference Point: 07-22-00.00N / 134-32-39.40E
2.2.2 From City: 4 Miles NE Of Babelthuap Island, Pw
2.2.3 Elevation: 176.2 ft
2.2.5 Magnetic variation: 1E (1990)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 115,A1
2.4.4 De-icing facilities: None
2.4.5 Hangar space: No
2.4.6 Repair facilities: None

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: None

AD 2.10 Aerodrome obstacles

General Remarks:

ALL UNSCHEDULED FLIGHTS MUST FILE A FLIGHT PLAN AT LEAST 7 DAYS PRIOR TO ARRIVAL AND ALL FLIGHTS MUST CONTACT KOROR COMMUNICATIONS ON 123.6 AT LEAST 20 MINUTES PRIOR TO ARRIVAL.

AIRCRAFT RESCUE AND FIRE FIGHTING AVAILABLE 2 HRS PRIOR TO SCHEDULE AIRCRAFT ARR AND UNTIL 1 HR AFTER DEP.

BE ALERT TO LARGE NUMBER OF BIRDS ON RUNWAY AT NIGHT.

ALL AIRCRAFT EXCEEDING 100000 LBS GROSS WEIGHT TAXI TO THR TURN AROUND BEFORE TAXING TO APRON. AIRCRAFT UNDER 100000 LBS GROSS WEIGHT MAY MAKE A TURN AROUND WHERE FEASIBLE.

ENTRY PERMIT REQUIRED CALL 011-680-488-2498 FAX 011-680-488-4385; LANDING PERMIT REQUIRED MUST GIVE SEVEN DAYS NOTICE CALL 011-680-488-2111 FAX 011-680-488-3207.

(E94) WX STATION 5 MI FROM AIRPORT.

2.10.1.a. Runway designation: 27
2.10.1.b Type of obstacle: Trees (11 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 75 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 09
2.12.2 True Bearing: 91
2.12.3 Dimensions: 7200 ft x 150 ft
2.12.5 Coordinates: 07-22-00.00N / 134-32-00.00E
2.12.6 Threshold elevation: 176 ft
2.12.6 Touchdown zone elevation: 176 ft

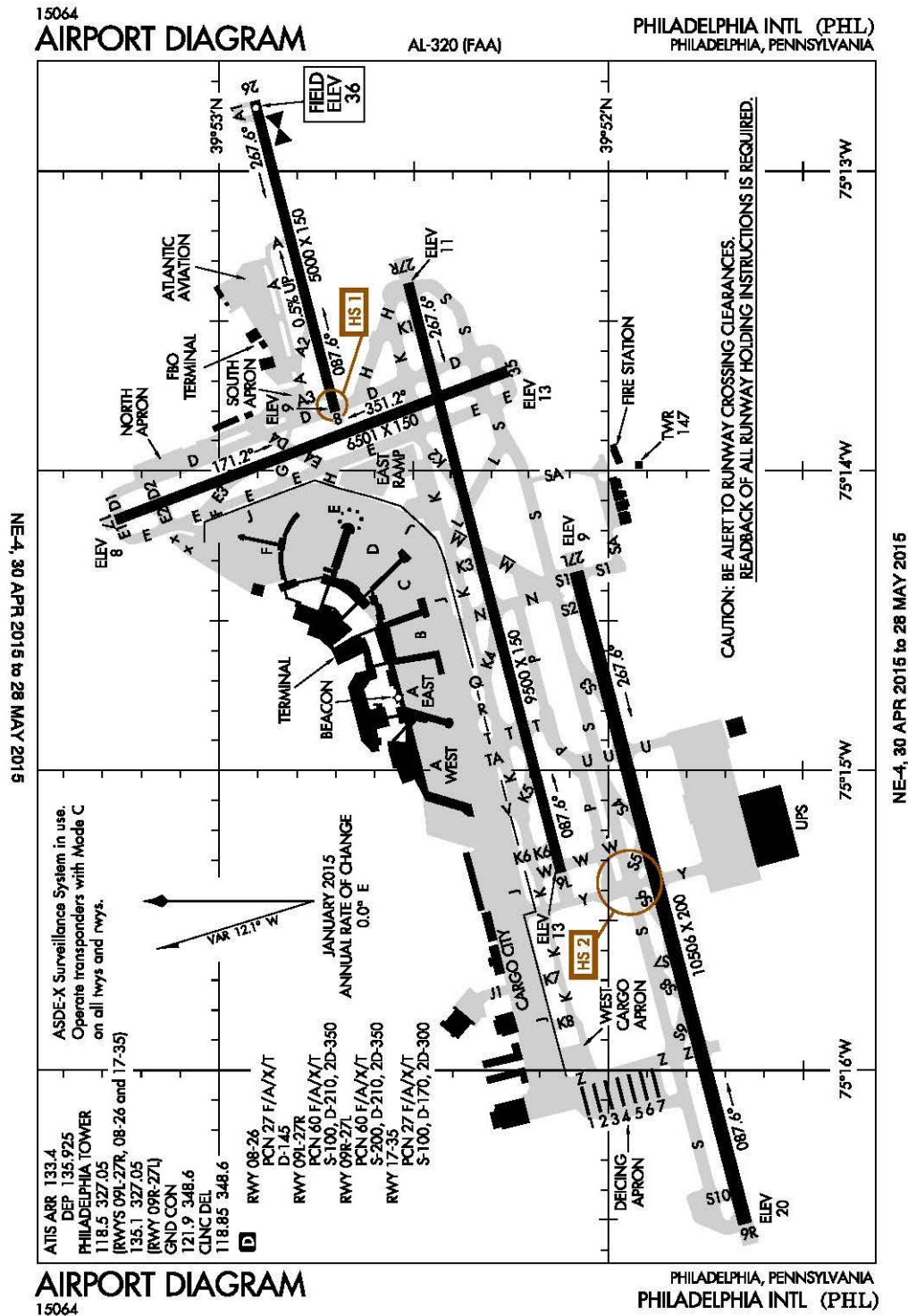
2.12.1 Designation: 27
2.12.2 True Bearing: 271
2.12.3 Dimensions: 7200 ft x 150 ft
2.12.5 Coordinates: 07-22-00.00N / 134-33-15.17E
2.12.6 Threshold elevation: 171 ft
2.12.6 Touchdown zone elevation: 176 ft

AD 2.14 Approach and runway lighting

2.14.1 Designation: 09
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 27
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

Philadelphia, Pennsylvania
Philadelphia International
ICAO Identifier KPHL



Philadelphia, PA
Philadelphia Intl
ICAO Identifier KPHL

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 39-52-20.10N / 75-14-27.12W
2.2.2 From City: 5 Miles SW Of Philadelphia, PA
2.2.3 Elevation: 36.1 ft
2.2.5 Magnetic variation: 10W (1980)
2.2.6 Airport Contact: Mark Gale
DIV OF AVIATION TERMINAL E
Philadelphia, PA 19153 (215-937-6914)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
E certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 09L
2.10.1.b Type of obstacle: Gnd (15 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 442 ft from Centerline

2.10.1.a. Runway designation: 27R
2.10.1.b Type of obstacle: Boat (189 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 0 ft from Centerline

2.10.1.a. Runway designation: 09R
2.10.1.b Type of obstacle: Tree (26 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 318 ft from Centerline

2.10.1.a. Runway designation: 27L
2.10.1.b Type of obstacle: Boat (189 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 0 ft from Centerline

2.10.1.a. Runway designation: 17

2.10.1.b Type of obstacle: Trees (80 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 802 ft from Centerline

2.10.1.a. Runway designation: 35
2.10.1.b Type of obstacle: Boat (189 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 0 ft from Centerline

2.10.1.a. Runway designation: 26
2.10.1.b Type of obstacle: Fence (10 ft). Lighted
2.10.1.c Location of obstacle: 283 ft from Centerline

2.10.1.a. Runway designation: 08
2.10.1.b Type of obstacle: Bldg (185 ft). Lighted
2.10.1.c Location of obstacle: 158 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 09L
2.12.2 True Bearing: 75
2.12.3 Dimensions: 9500 ft x 150 ft
2.12.4 PCN: 60 F/A/X/T
2.12.5 Coordinates: 39-52-00.00N / 75-15-20.39W
2.12.6 Threshold elevation: 13 ft
2.12.6 Touchdown zone elevation: 13 ft

2.12.1 Designation: 27R
2.12.2 True Bearing: 255
2.12.3 Dimensions: 9500 ft x 150 ft
2.12.4 PCN: 60 F/A/X/T
2.12.5 Coordinates: 39-52-30.79N / 75-13-22.44W
2.12.6 Threshold elevation: 11 ft
2.12.6 Touchdown zone elevation: 11 ft

2.12.1 Designation: 09R
2.12.2 True Bearing: 75
2.12.3 Dimensions: 10506 ft x 200 ft
2.12.4 PCN: 60 F/A/X/T
2.12.5 Coordinates: 39-51-38.92N / 75-16-30.70W
2.12.6 Threshold elevation: 20 ft
2.12.6 Touchdown zone elevation: 21 ft

2.12.1 Designation: 27L
2.12.2 True Bearing: 255
2.12.3 Dimensions: 10506 ft x 200 ft
2.12.4 PCN: 60 F/A/X/T
2.12.5 Coordinates: 39-52-00.00N / 75-14-20.27W
2.12.6 Threshold elevation: 9 ft
2.12.6 Touchdown zone elevation: 10 ft

2.12.1 Designation: 17

2.12.2 True Bearing: 159
2.12.3 Dimensions: 6501 ft x 150 ft
2.12.4 PCN: 27 F/A/X/T
2.12.5 Coordinates: 39-53-15.57N / 75-14-00.00W
2.12.6 Threshold elevation: 8 ft
2.12.6 Touchdown zone elevation: 10 ft

2.12.1 Designation: 35
2.12.2 True Bearing: 339
2.12.3 Dimensions: 6501 ft x 150 ft
2.12.4 PCN: 27 F/A/X/T
2.12.5 Coordinates: 39-52-15.57N / 75-13-40.13W
2.12.6 Threshold elevation: 13 ft
2.12.6 Touchdown zone elevation: 14 ft

2.12.1 Designation: 08
2.12.2 True Bearing: 75
2.12.3 Dimensions: 5000 ft x 150 ft
2.12.4 PCN: 27 F/A/X/T
2.12.5 Coordinates: 39-52-42.02N / 75-13-48.04W
2.12.6 Threshold elevation: 9 ft
2.12.6 Touchdown zone elevation: 20 ft

2.12.1 Designation: 26
2.12.2 True Bearing: 256
2.12.3 Dimensions: 5000 ft x 150 ft
2.12.4 PCN: 27 F/A/X/T
2.12.5 Coordinates: 39-52-54.38N / 75-12-45.94W
2.12.6 Threshold elevation: 36 ft
2.12.6 Touchdown zone elevation: 36 ft

AD 2.13 Declared distances

2.13.1 Designation: 09L
2.13.2 Takeoff run available: 9500
2.13.3 Takeoff distance available: 9500
2.13.4 Accelerate-stop distance available: 9500
2.13.5 Landing distance available: 9500

2.13.1 Designation: 27R
2.13.2 Takeoff run available: 9500
2.13.3 Takeoff distance available: 9500
2.13.4 Accelerate-stop distance available: 9500
2.13.5 Landing distance available: 8864

2.13.1 Designation: 09R
2.13.2 Takeoff run available: 10506
2.13.3 Takeoff distance available: 10506
2.13.4 Accelerate-stop distance available: 10506
2.13.5 Landing distance available: 10506

2.13.1 Designation: 27L

2.13.2 Takeoff run available: 10506
2.13.3 Takeoff distance available: 10506
2.13.4 Accelerate-stop distance available: 10331
2.13.5 Landing distance available: 10331

2.13.1 Designation: 17
2.13.2 Takeoff run available: 6501
2.13.3 Takeoff distance available: 6501
2.13.4 Accelerate-stop distance available: 6501
2.13.5 Landing distance available: 6501
2.13.1 Designation: 35
2.13.2 Takeoff run available: 6501
2.13.3 Takeoff distance available: 6501
2.13.4 Accelerate-stop distance available: 6501
2.13.5 Landing distance available: 6501

2.13.1 Designation: 08
2.13.2 Takeoff run available: 5000
2.13.3 Takeoff distance available: 5000
2.13.4 Accelerate-stop distance available: 5000
2.13.5 Landing distance available: 5000

2.13.1 Designation: 26
2.13.2 Takeoff run available: 5000
2.13.3 Takeoff distance available: 5000
2.13.4 Accelerate-stop distance available: 5000
2.13.5 Landing distance available: 5000

AD 2.14 Approach and runway lighting

2.14.1 Designation: 09L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.1 Designation: 27R
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 09R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.1 Designation: 27L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light

PAPI on right	2.18.1 Service designation: APCH/P DEP/P 2.18.3 Service designation: 124.35 MHz
2.14.1 Designation: 17	
2.14.4 Visual approach slope indicator system: 4-light PAPI on left	2.18.1 Service designation: CLASS B 2.18.3 Service designation: 124.35 MHz
2.14.1 Designation: 35	2.18.1 Service designation: CLASS B
2.14.4 Visual approach slope indicator system: 4-light PAPI on left	2.18.3 Service designation: 124.35 MHz
2.14.1 Designation: 26	2.18.1 Service designation: CLASS B
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights	2.18.3 Service designation: 124.35 MHz
2.14.4 Visual approach slope indicator system: 4-light PAPI on right	2.18.1 Service designation: CLASS B 2.18.3 Service designation: 124.35 MHz
2.14.10 Remarks: Runway 26 PAPI Unusable Beyond 8 Degs Right Of Centerline .	2.18.1 Service designation: DEP/P 2.18.3 Service designation: 124.35 MHz
AD 2.18 Air traffic services communication facilities	2.18.1 Service designation: FINAL APCH 2.18.3 Service designation: 125.4 MHz
2.18.1 Service designation: CLASS B	
2.18.3 Service designation: 118.35 MHz	2.18.1 Service designation: APCH/P ABOVE 5000 FT 2.18.3 Service designation: 126.6 MHz
2.18.1 Service designation: CD/P	
2.18.3 Service designation: 118.85 MHz	2.18.1 Service designation: CLASS B 2.18.3 Service designation: 126.85 MHz
2.18.1 Service designation: CLASS B	
2.18.3 Service designation: 119.75 MHz	2.18.1 Service designation: APCH/P AT OR BELOW 5000 FT. 2.18.3 Service designation: 126.85 MHz
2.18.1 Service designation: CLASS B	
2.18.3 Service designation: 119.75 MHz	2.18.1 Service designation: CLASS B 2.18.3 Service designation: 127.35 MHz
2.18.1 Service designation: DEP/P	
2.18.3 Service designation: 119.75 MHz	2.18.1 Service designation: CLASS B 2.18.3 Service designation: 127.35 MHz
2.18.1 Service designation: EMERG	
2.18.3 Service designation: 121.5 MHz	2.18.1 Service designation: APCH/P AT OR BELOW 5000 FT. 2.18.3 Service designation: 127.35 MHz
2.18.1 Service designation: GND/S	
2.18.3 Service designation: 121.65 MHz	2.18.1 Service designation: CLASS B 2.18.3 Service designation: 128.4 MHz
2.18.1 Service designation: GND/P	
2.18.3 Service designation: 121.9 MHz	2.18.1 Service designation: CLASS B 2.18.3 Service designation: 128.4 MHz
2.18.1 Service designation: CLASS B	
2.18.3 Service designation: 123.8 MHz	2.18.1 Service designation: CLASS B 2.18.3 Service designation: 128.4 MHz
2.18.1 Service designation: APCH/P AT OR BELOW 5000 FT.	
2.18.3 Service designation: 123.8 MHz	2.18.1 Service designation: APCH/P ABOVE 5000 FT.

2.18.3 Service designation: 128.4 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 243 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 263.125 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 263.125 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 263.125 MHz

2.18.1 Service designation: APCH/P AT OR BLO 5000 FT.

2.18.3 Service designation: 263.125 MHz

2.18.1 Service designation: APCH/P AT OR BLO 5000 FT.

2.18.3 Service designation: 263.125 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 269.25 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 269.25 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 269.25 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 273.575 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 273.575 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 273.575 MHz

2.18.1 Service designation: APCH/P ABOVE 5000 FT

2.18.3 Service designation: 273.575 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 291.7 MHz

2.18.1 Service designation: APCH/P AT OR BLO 5000 FT.

2.18.3 Service designation: 291.7 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 317.55 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 317.55 MHz

2.18.1 Service designation: APCH/P ABOVE 5000 FT IC

2.18.3 Service designation: 317.55 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 319.15 MHz

2.18.1 Service designation: IC

2.18.3 Service designation: 319.15 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 320.1 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 320.1 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 320.1 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 320.1 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 323.1 MHz

2.18.1 Service designation: CD/P GND/P

2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 133.4 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 135.925 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: ILS PRM LCL/P

2.18.3 Service designation: 118.5 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 118.5 MHz

2.18.1 Service designation: ILS PRM LCL/P

2.18.3 Service designation: 135.1 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 135.1 MHz

2.18.1 Service designation: ILS PRM LCL/P

2.18.3 Service designation: 327.05 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 327.05 MHz

2.18.1 Service designation: ILS PRM MONITOR/P

2.18.3 Service designation: 123.6 MHz

2.18.1 Service designation: ILS PRM MONITOR/P

2.18.3 Service designation: 120.425 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 133.875 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 133.875 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 09L. Magnetic variation: 10W

2.19.2 ILS identification: VII

2.19.5 Coordinates: 39-52-33.39N / 75-13-00.00W

2.19.6 Site elevation: 8 ft

2.19.1 ILS type: Glide Slope for runway 09L. Magnetic variation: 10W

2.19.2 ILS identification: VII

2.19.5 Coordinates: 39-52-00.00N / 75-15-00.00W

2.19.6 Site elevation: 9 ft

2.19.1 ILS type: Outer Marker for runway 09L. Magnetic variation: 10W

2.19.2 ILS identification: VII

2.19.5 Coordinates: 39-50-29.30N / 75-22-57.40W

2.19.6 Site elevation: 47 ft

2.19.1 ILS type: DME for runway 09L. Magnetic variation: 10W

2.19.2 ILS identification: VII

2.19.5 Coordinates: 39-52-35.47N / 75-13-11.51W

2.19.6 Site elevation: 20 ft

2.19.1 ILS type: Middle Marker for runway 09L. Magnetic variation: 10W

2.19.2 ILS identification: VII

2.19.5 Coordinates: 39-52-00.00N / 75-15-55.00W

2.19.6 Site elevation: 9 ft

2.19.1 ILS type: DME for runway 27R. Magnetic variation: 10W

2.19.2 ILS identification: PDP

2.19.5 Coordinates: 39-52-35.47N / 75-13-11.51W

2.19.6 Site elevation: 20 ft

2.19.1 ILS type: Outer Marker for runway 27R. Magnetic variation: 10W

2.19.2 ILS identification: PDP

2.19.5 Coordinates: 39-54-00.00N / 75-05-41.51W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 27R. Magnetic variation: 10W

2.19.2 ILS identification: PDP

2.19.5 Coordinates: 39-52-00.00N / 75-15-32.93W

2.19.6 Site elevation: 9 ft

2.19.1 ILS type: Glide Slope for runway 27R. Magnetic variation: 10W

2.19.2 ILS identification: PDP

2.19.5 Coordinates: 39-52-24.05N / 75-13-35.81W

2.19.6 Site elevation: 8 ft

2.19.1 ILS type: Middle Marker for runway 27R. Magnetic variation: 10W

2.19.2 ILS identification: PDP

2.19.5 Coordinates: 39-52-38.00N / 75-12-46.40W

2.19.6 Site elevation:

2.19.1 ILS type: Glide Slope for runway 09R. Magnetic variation: 12W

2.19.2 ILS identification: PHL

2.19.5 Coordinates: 39-51-37.82N / 75-16-15.73W

2.19.6 Site elevation: 13.5 ft

2.19.1 ILS type: Middle Marker for runway 09R. Magnetic variation: 12W

2.19.2 ILS identification: PHL

2.19.5 Coordinates: 39-51-31.82N / 75-17-00.00W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 09R. Magnetic variation: 12W

2.19.2 ILS identification: PHL

2.19.5 Coordinates: 39-52-00.00N / 75-14-00.00W

2.19.6 Site elevation: 7.4 ft

2.19.1 ILS type: Outer Marker for runway 09R. Magnetic variation: 12W

2.19.2 ILS identification: PHL

2.19.5 Coordinates: 39-50-29.30N / 75-22-57.40W
2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 09R. Magnetic variation: 12W
2.19.2 ILS identification: PHL
2.19.5 Coordinates: 39-52-00.00N / 75-14-00.00W
2.19.6 Site elevation: 17.8 ft

2.19.1 ILS type: Inner Marker for runway 09R. Magnetic variation: 12W
2.19.2 ILS identification: PHL
2.19.5 Coordinates: 39-51-36.74N / 75-16-41.58W
2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 27L. Magnetic variation: 10W
2.19.2 ILS identification: GLC
2.19.5 Coordinates: 39-51-36.27N / 75-16-43.95W
2.19.6 Site elevation: 7 ft

2.19.1 ILS type: DME for runway 27L. Magnetic variation: 10W
2.19.2 ILS identification: GLC
2.19.5 Coordinates: 39-52-00.00N / 75-14-00.00W
2.19.6 Site elevation: 18 ft

2.19.1 ILS type: Glide Slope for runway 27L. Magnetic variation: 10W
2.19.2 ILS identification: GLC
2.19.5 Coordinates: 39-51-58.71N / 75-14-31.14W
2.19.6 Site elevation: 9 ft

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2.19.1 ILS type: Middle Marker for runway 27L. Magnetic variation: 10W
2.19.2 ILS identification: GLC
2.19.5 Coordinates: 39-52-12.91N / 75-13-40.55W
2.19.6 Site elevation: 21 ft

2.19.1 ILS type: Outer Marker for runway 17. Magnetic variation: 10W
2.19.2 ILS identification: MYY
2.19.5 Coordinates: 39-58-30.97N / 75-16-44.21W

General Remarks:

BIRDS ON & IN THE VICINITY OF AIRPORT.

RUNWAYS 27L, 27R & 35 SHIP CHANNEL (DELAWARE RIVER) MAX HEIGHT OF SHIPS 189 FT. RUNWAY 26 SHIP CHANNEL (SCHUYLKILL) MAX HEIGHT OF SHIPS 149 FT.

AIRPORT IS LOCATED IN A NOISE SENSITIVE AREA. AIRPORT NOISE ABATEMENT TAKEOFF PROCEDURES ARE TO BE USED.

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 17. Magnetic variation: 10W

2.19.2 ILS identification: MYY
2.19.5 Coordinates: 39-52-00.00N / 75-13-35.55W
2.19.6 Site elevation: 11.7 ft

2.19.1 ILS type: Glide Slope for runway 17. Magnetic variation: 10W
2.19.2 ILS identification: MYY
2.19.5 Coordinates: 39-53-00.00N / 75-14-00.00W
2.19.6 Site elevation: 5.6 ft

2.19.1 ILS type: Middle Marker for runway 17. Magnetic variation: 10W
2.19.2 ILS identification: MYY
2.19.5 Coordinates: 39-53-43.20N / 75-14-27.10W
2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 17. Magnetic variation: 10W
2.19.2 ILS identification: MYY
2.19.5 Coordinates: 39-52-00.00N / 75-13-39.56W
2.19.6 Site elevation: 10.8 ft

2.19.1 ILS type: DME for runway 26. Magnetic variation: 10W
2.19.2 ILS identification: LLH
2.19.5 Coordinates: 39-52-42.22N / 75-13-32.38W
2.19.6 Site elevation: 19 ft

2.19.1 ILS type: Glide Slope for runway 26. Magnetic variation: 10W
2.19.2 ILS identification: LLH
2.19.5 Coordinates: 39-52-49.37N / 75-12-58.35W
2.19.6 Site elevation: 22 ft

2.19.1 ILS type: Localizer for runway 26. Magnetic variation: 10W
2.19.2 ILS identification: LLH
2.19.5 Coordinates: 39-52-42.38N / 75-13-31.83W
2.19.6 Site elevation: 6 ft

TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM EQUIPPED ACFT-TCAS ALERT MAY BE CAUSED BY TRANSPONDER EQUIPPED SHIPS LOCATED PHL NAVAL BASE 3 NAUTICAL MILE E.

UNLIGHTED STACK 288 FT MSL (271 FT AGL) 2.3 NAUTICAL MILE SW OF AIRPORT.

RUNWAY 09R ROLLOUT RUNWAY VISUAL RANGE USED FOR RUNWAY 09L MIDPOINT RUNWAY VISUAL RANGE.

ALL ENGINE RUNUPS REQUIRE PRIOR PERMISSION REQUIRED FROM DUTY OPERATIONS OFFICER AT 937-6914/6800; RUNUPS 20 MIN MAXIMUM.

ALL AIRCRAFT TRAVELING ON TAXIWAY J MUST USE MINIMUM POWER WHEN TURNING SOUTH DUE TO JETBLAST CONCERNS.

TAXIWAY J BETWEEN TAXIWAYS K3 AND Q RESTRICTED TO AIRCRAFT WITH WINGSPANS 171 FT AND LESS.

ONLY NOSE-IN PARKING PERMITTED ON NORTH & EAST REMOTE APRONS. PRIOR PERMISSION REQUIRED FROM AIRPORT OPERATIONS FOR ALL AIRCRAFT PARKING ON NORTH & EAST REMOTE APRONS; CONTACT 215-937-6914/6800.

POSSIBLE UNMARKED SHIP OBSTRUCTION TRANSITING EAST OR WESTBOUND ALONG THE DELAWARE RIVER REACHING HEIGHTS OF 189' - BE ALERT WHEN APPROACHING PHL RUNWAY 35 AND WHENEVER CIRCLING OR VISUALLY APPROACHING ALL OTHER RUNWAYS.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

ATIS ARR 127.25
DEP 135.9
PITTSBURGH TOWER
 128.3 291.7 R/WY 10L-28R
 119.1 270.325 R/WY 10R-28L
 135.025 270.325
 RWYS 10C-28C and 14-32
 GND CON
 121.9 348.6 SOUTH
 127.8 348.6 NORTH
 CLNC DEL
 126.75 353.7

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
REARBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD ELEV 1203

Y NORTH DECKING PAD
Y SOUTH DECKING PAD
DECKING PAD C
DECKING PAD S
DECKING PAD E
DECKING PAD W
DECKING PAD X
DECKING PAD Y
DECKING PAD Z
DECKING PAD AA
DECKING PAD AB
DECKING PAD AC
DECKING PAD AD
DECKING PAD AE
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DECKING PAD IH
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DECKING PAD IP
DECKING PAD IQ
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DECKING PAD IU
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DECKING PAD IY
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DECKING PAD JC
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DECKING PAD KO
DECKING PAD KP
DECKING PAD KQ</

Pittsburgh, PA
Pittsburgh Intl
ICAO Identifier KPIT

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 40-29-29.10N / 80-13-57.70W
2.2.2 From City: 12 Miles NW Of Pittsburgh, PA
2.2.3 Elevation: 1202.9 ft
2.2.5 Magnetic variation: 8W (1995)
2.2.6 Airport Contact: Christina A. Cassotis
PO BOX 12370, SUITE 4000
Pittsburgh, PA 15231
(412) 472-3509
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Minor

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
D certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 14
2.10.1.b Type of obstacle: Pole (24 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 508 ft from Centerline

2.10.1.a. Runway designation: 32
2.10.1.b Type of obstacle: Trees (27 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 511 ft from Centerline

2.10.1.a. Runway designation: 10C
2.10.1.b Type of obstacle: Pole (35 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 308 ft from Centerline

2.10.1.a. Runway designation: 28C
2.10.1.b Type of obstacle: Tree (13 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 225 ft from Centerline

2.10.1.a. Runway designation: 10L
2.10.1.b Type of obstacle: Trees (52 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 577 ft from Centerline

2.10.1.a. Runway designation: 28R
2.10.1.b Type of obstacle: Tree (62 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 152 ft from Centerline

2.10.1.a. Runway designation: 10R
2.10.1.b Type of obstacle: Tree (17 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 545 ft from Centerline

2.10.1.a. Runway designation: 28L
2.10.1.b Type of obstacle: Trees (149 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 181 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 14
2.12.2 True Bearing: 136
2.12.3 Dimensions: 8101 ft x 150 ft
2.12.4 PCN: 71 R/B/X/T
2.12.5 Coordinates: 40-29-45.65N / 80-13-29.52W
2.12.6 Threshold elevation: 1148 ft
2.12.6 Touchdown zone elevation: 1148 ft
2.12.7 Slope: 0.5DOWN

2.12.1 Designation: 32
2.12.2 True Bearing: 316
2.12.3 Dimensions: 8101 ft x 150 ft
2.12.4 PCN: 71 R/B/X/T
2.12.5 Coordinates: 40-28-47.69N / 80-12-17.22W
2.12.6 Threshold elevation: 1113 ft
2.12.6 Touchdown zone elevation: 1124 ft
2.12.7 Slope: 0.3UP

2.12.1 Designation: 10C
2.12.2 True Bearing: 92
2.12.3 Dimensions: 10775 ft x 150 ft
2.12.4 PCN: 68 R/B/X/T
2.12.5 Coordinates: 40-29-23.70N / 80-14-52.55W
2.12.6 Threshold elevation: 1140 ft
2.12.6 Touchdown zone elevation: 1141 ft

2.12.1 Designation: 28C
2.12.2 True Bearing: 272
2.12.3 Dimensions: 10775 ft x 150 ft
2.12.4 PCN: 68 R/B/X/T

2.12.5 Coordinates: 40-29-20.04N / 80-12-33.18W
2.12.6 Threshold elevation: 1137 ft
2.12.6 Touchdown zone elevation: 1134 ft

2.12.1 Designation: 10L
2.12.2 True Bearing: 92
2.12.3 Dimensions: 10502 ft x 150 ft
2.12.4 PCN: 65 R/B/X/T
2.12.5 Coordinates: 40-30-00.00N / 80-16-16.27W
2.12.6 Threshold elevation: 1203 ft
2.12.6 Touchdown zone elevation: 1203 ft

2.12.1 Designation: 28R
2.12.2 True Bearing: 272
2.12.3 Dimensions: 10502 ft x 150 ft
2.12.4 PCN: 65 R/B/X/T
2.12.5 Coordinates: 40-30-00.00N / 80-14-00.00W
2.12.6 Threshold elevation: 1174 ft
2.12.6 Touchdown zone elevation: 1174 ft
2.12.7 Slope: 0.3UP

2.12.1 Designation: 10R
2.12.2 True Bearing: 92
2.12.3 Dimensions: 11500 ft x 200 ft
2.12.4 PCN: 80 R/B/X/T
2.12.5 Coordinates: 40-29-12.22N / 80-15-00.00W
2.12.6 Threshold elevation: 1135 ft
2.12.6 Touchdown zone elevation: 1135 ft

2.12.1 Designation: 28L
2.12.2 True Bearing: 272
2.12.3 Dimensions: 11500 ft x 200 ft
2.12.4 PCN: 80 R/B/X/T
2.12.5 Coordinates: 40-29-00.00N / 80-12-38.12W
2.12.6 Threshold elevation: 1122 ft
2.12.6 Touchdown zone elevation: 1125 ft
2.12.7 Slope: 0.3UP

2.12.1 Designation: H1
2.12.3 Dimensions: 60 ft x 60 ft

AD 2.13 Declared distances

2.13.1 Designation: 14
2.13.2 Takeoff run available: 8101
2.13.3 Takeoff distance available: 8101
2.13.4 Accelerate-stop distance available: 7366
2.13.5 Landing distance available: 7366

2.13.1 Designation: 32
2.13.2 Takeoff run available: 8101
2.13.3 Takeoff distance available: 8101

2.13.4 Accelerate-stop distance available: 7801
2.13.5 Landing distance available: 7466

2.13.1 Designation: 10C
2.13.2 Takeoff run available: 10774
2.13.3 Takeoff distance available: 10774
2.13.4 Accelerate-stop distance available: 10172
2.13.5 Landing distance available: 9708

2.13.1 Designation: 28C
2.13.2 Takeoff run available: 10774
2.13.3 Takeoff distance available: 10774
2.13.4 Accelerate-stop distance available: 10309
2.13.5 Landing distance available: 9708

2.13.1 Designation: 10L
2.13.2 Takeoff run available: 10502
2.13.3 Takeoff distance available: 10502
2.13.4 Accelerate-stop distance available: 10502
2.13.5 Landing distance available: 10502

2.13.1 Designation: 28R
2.13.2 Takeoff run available: 10502
2.13.3 Takeoff distance available: 10502
2.13.4 Accelerate-stop distance available: 10102
2.13.5 Landing distance available: 10102

2.13.1 Designation: 10R
2.13.2 Takeoff run available: 11500
2.13.3 Takeoff distance available: 11500
2.13.4 Accelerate-stop distance available: 11500
2.13.5 Landing distance available: 11500

2.13.1 Designation: 28L
2.13.2 Takeoff run available: 11500
2.13.3 Takeoff distance available: 11500
2.13.4 Accelerate-stop distance available: 11500
2.13.5 Landing distance available: 11500

AD 2.14 Approach and runway lighting

2.14.1 Designation: 14
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 32
2.14.2 Approach lighting system: MALS: 1400 feet medium intensity approach lighting system
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 10C

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 28C

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 10L

2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-
quenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.10 Remarks: ALSF2/SSALR Is A Dual Mode Sys-
tem & Controlled By ATCt & Remote Monitored.

2.14.1 Designation: 28R

2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 10R

2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-
quenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 28L

2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P IC

2.18.3 Service designation: 119.1 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 119.35 MHz

2.18.1 Service designation: APCH/P CLASS B

2.18.3 Service designation: 121.25 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: APCH/P CLASS B IC

2.18.3 Service designation: 123.95 MHz

2.18.1 Service designation: APCH/P CLASS B

2.18.3 Service designation: 124.15 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 124.75 MHz

2.18.1 Service designation: CD/P PRE TAXI CLNC

2.18.3 Service designation: 126.75 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 127.8 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 128.3 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 135.025 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 270.325 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 243 MHz

2.18.1 Service designation: CP

2.18.3 Service designation: 252.1 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 291.7 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 338.2 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: CD/P

2.18.3 Service designation: 353.7 MHz

2.18.1 Service designation: OPS

2.18.3 Service designation: 36.35 MHz

2.18.1 Service designation: APCH/P CLASS B

2.18.3 Service designation: 360.8 MHz

2.18.1 Service designation: APCH/P CLASS B

2.18.3 Service designation: 279.625 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 285.575 MHz

2.18.1 Service designation: APCH/P DEP/P

2.18.3 Service designation: 336.2 MHz

2.18.1 Service designation: ANG-OPS

2.18.3 Service designation: 311 MHz

2.18.1 Service designation: DEP/S

2.18.3 Service designation: 125.275 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 135.9 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 127.25 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: APCH/P CLASS B

2.18.3 Service designation: 133.7 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Glide Slope for runway 32. Magnetic variation: 8W

2.19.2 ILS identification: TQW

2.19.5 Coordinates: 40-28-52.66N / 80-12-29.14W

2.19.6 Site elevation: 1112.2 ft

2.19.1 ILS type: Outer Marker for runway 32. Magnetic variation: 8W

2.19.2 ILS identification: TQW

2.19.5 Coordinates: 40-25-53.20N / 80-08-44.60W

2.19.6 Site elevation: 1180 ft

2.19.1 ILS type: Middle Marker for runway 32. Magnetic variation: 8W

2.19.2 ILS identification: TQW

2.19.5 Coordinates: 40-28-25.30N / 80-11-49.10W

2.19.6 Site elevation: 1100 ft

2.19.1 ILS type: Localizer for runway 32. Magnetic variation: 8W

2.19.2 ILS identification: TQW

2.19.5 Coordinates: 40-29-50.41N / 80-13-35.46W

2.19.6 Site elevation: 1139.1 ft

2.19.1 ILS type: DME for runway 32. Magnetic vari-

ation: 8W

2.19.2 ILS identification: TQW

2.19.5 Coordinates: 40-29-48.85N / 80-13-37.58W

2.19.6 Site elevation: 1134 ft

2.19.1 ILS type: Outer Marker for runway 10L. Magnetic variation: 8W

2.19.2 ILS identification: LXB

2.19.5 Coordinates: 40-30-17.54N / 80-21-59.03W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 10L. Magnetic variation: 8W

2.19.2 ILS identification: LXB

2.19.5 Coordinates: 40-30-00.00N / 80-13-47.14W

2.19.6 Site elevation: 1160.8 ft

2.19.1 ILS type: Glide Slope for runway 10L. Magnetic variation: 8W

2.19.2 ILS identification: LXB

2.19.5 Coordinates: 40-30-11.92N / 80-15-59.90W

2.19.6 Site elevation: 1195 ft

2.19.1 ILS type: Inner Marker for runway 10L. Magnetic variation: 8W

2.19.2 ILS identification: LXB

2.19.5 Coordinates: 40-30-00.00N / 80-16-27.00W

2.19.6 Site elevation: 1175.5 ft

2.19.1 ILS type: Middle Marker for runway 10L. Magnetic variation: 8W

2.19.2 ILS identification: LXB

2.19.5 Coordinates: 40-30-00.00N / 80-16-48.80W

2.19.6 Site elevation:

2.19.1 ILS type: Outer Marker for runway 28R. Magnetic variation: 8W

2.19.2 ILS identification: HFE

2.19.5 Coordinates: 40-29-58.85N / 80-07-00.00W

2.19.6 Site elevation: 938 ft

2.19.1 ILS type: Localizer for runway 28R. Magnetic variation: 8W

2.19.2 ILS identification: HFE

2.19.5 Coordinates: 40-30-00.00N / 80-16-31.33W

2.19.6 Site elevation: 1214.2 ft

2.19.1 ILS type: Glide Slope for runway 28R. Magnetic variation: 8W

2.19.2 ILS identification: HFE

2.19.5 Coordinates: 40-30-00.00N / 80-14-14.63W

2.19.6 Site elevation: 1170.6 ft

2.19.1 ILS type: Middle Marker for runway 28R. Magnetic variation: 8W

2.19.2 ILS identification: HFE

2.19.5 Coordinates: 40-30-00.00N / 80-13-26.81W

2.19.6 Site elevation: 1164 ft

2.19.1 ILS type: Glide Slope for runway 10R. Magnetic variation: 8W

2.19.2 ILS identification: GUT

2.19.5 Coordinates: 40-29-15.35N / 80-14-53.78W

2.19.6 Site elevation: 1129.2 ft

2.19.1 ILS type: Inner Marker for runway 10R. Magnetic variation: 8W

2.19.2 ILS identification: GUT

2.19.5 Coordinates: 40-29-12.54N / 80-15-18.88W

2.19.6 Site elevation: 1144.8 ft

2.19.1 ILS type: Localizer for runway 10R. Magnetic variation: 8W

2.19.2 ILS identification: GUT

2.19.5 Coordinates: 40-29-00.00N / 80-12-34.12W

2.19.6 Site elevation: 1116.6 ft

2.19.1 ILS type: Outer Marker for runway 10R. Magnetic variation: 8W

2.19.2 ILS identification: GUT

2.19.5 Coordinates: 40-29-14.90N / 80-22-13.90W

2.19.6 Site elevation: 1081 ft

2.19.1 ILS type: Middle Marker for runway 10R. Magnetic variation: 8W

2.19.2 ILS identification: GUT

2.19.5 Coordinates: 40-29-13.15N / 80-15-42.43W

2.19.6 Site elevation: 1155 ft

2.19.1 ILS type: Localizer for runway 28L. Magnetic variation: 8W

2.19.2 ILS identification: PFS

2.19.5 Coordinates: 40-29-12.64N / 80-15-23.03W

2.19.6 Site elevation: 1141.2 ft

2.19.1 ILS type: Outer Marker for runway 28L. Magnetic variation: 8W

2.19.2 ILS identification: PFS

2.19.5 Coordinates: 40-29-00.00N / 80-06-00.00W

2.19.6 Site elevation: 1043 ft

2.19.1 ILS type: Glide Slope for runway 28L. Magnetic variation: 8W

2.19.2 ILS identification: PFS

2.19.5 Coordinates: 40-29-00.00N / 80-12-51.27W

2.19.6 Site elevation: 1120.3 ft

2.19.1 ILS type: Middle Marker for runway 28L. Magnetic variation: 8W

2.19.2 ILS identification: PFS

2.19.5 Coordinates: 40-29-00.00N / 80-12-00.00W

2.19.6 Site elevation: 1069 ft

General Remarks:

DEER & BIRDS ON & IN THE VICINITY OF AIRPORT.

ALL JETS DEPARTING RUNWAY 28R MUST BE ALIGNED WITHIN RUNWAY PRIOR TO APPLYING TAKE-OFF POWER.

AIRCRAFT USING TAXIWAY 'N' PROHIBITED TO STOP ON OVERPASS AREA DUE TO POSSIBLE EMERGENCY EVACUATION HAZARD.

ANG AIRCRAFT MUST CONTACT TANKER 303.0/FTR OPERATIONS 293.7 BEFORE CROSSING RUNWAY 28L TO OBTAIN CLEARANCE TO ENTER.

TERMINAL TAXILANES E OF CONCOURSES A & B RESTRD TO GROUP 3 AIRCRAFT & SMALLER.

TERMINAL APRON CONTROL FREQS ARE 130.77 FOR NORTH APRON; 131.37 FOR SOUTH APRON.

ATCT IS AUTHORIZED TO HAVE AIRCRAFT LINE-UP & WAIT ON RUNWAYS 28L AT TAXIWAY 'P' DURING HRS OF DARKNESS. THE SPECIFIC RUNWAY SHALL BE USED ONLY FOR DEPARTURES & THE INTERSECTION MUST BE VISIBLE FROM ATCT.

SERVICE-JASU: (ANG) (A/M32A-86) (AM 32-95; (AFRC - 2(A/M32-86 (AM32-95).

SERVICE-FLUID: LPOX L/H NIT.

SERVICE-OIL: O-156.

SERVICE-TRAN ALERT: NO PRIORITY BASIS.

AFRC: CALL PITT COMMAND POST PRIOR TO ENTRY TO S RAMP, MAIN RAMP.

ANG: OPR 1130-2030Z++ MON-FRI EXCEPT HOLIDAY (CLOSED EVERY OTH MON).

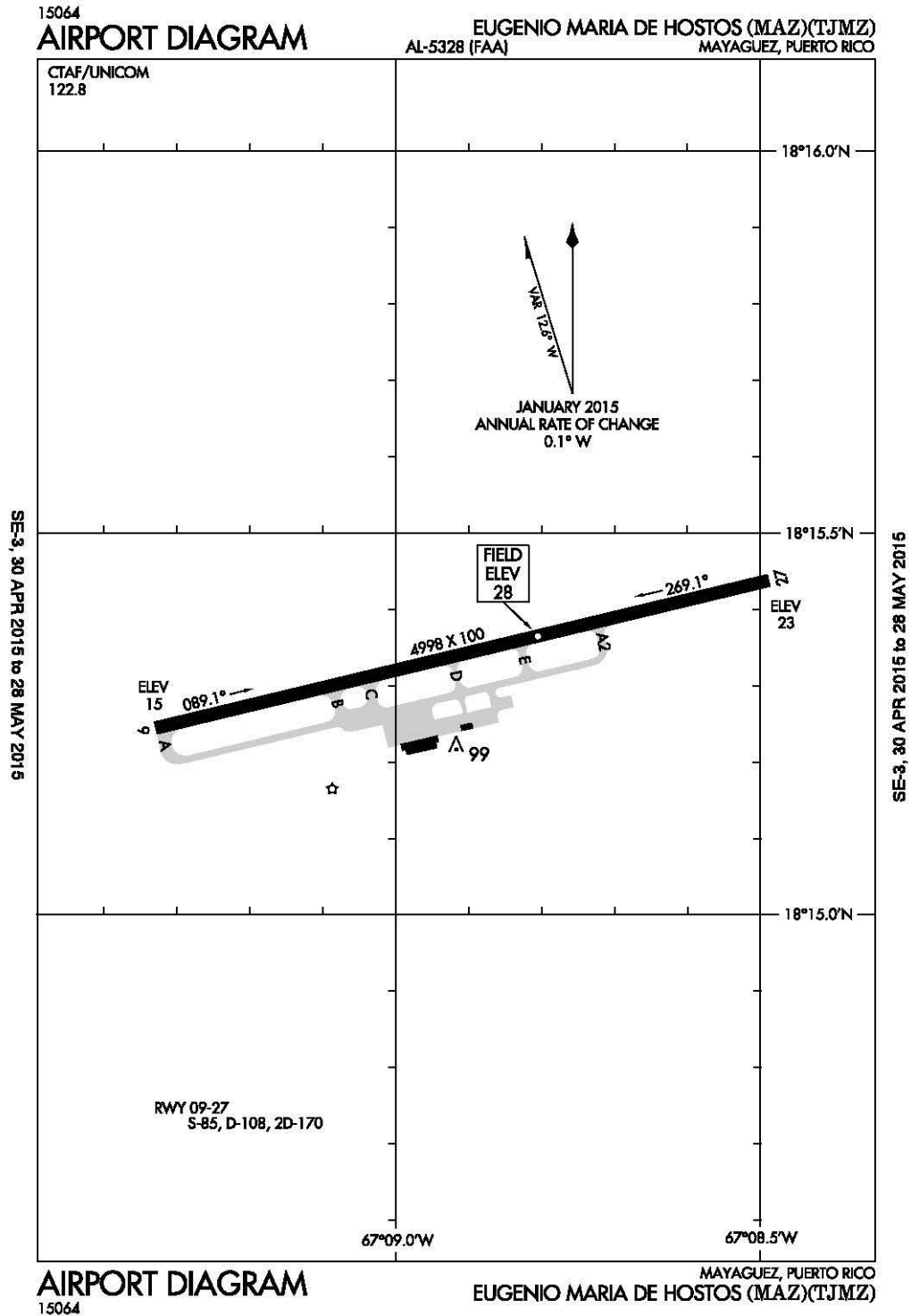
ANG: OPR 1130-2030Z++MON-FRI EXCEPT HOLIDAY. CLOSED EVERY OTHER MON. OFFICIAL BUSINESS ONLY. PRIOR PERMISSION REQUIRED 48 HR PRIOR NOTICE REQUIRE. CALL DSN 294-7374/7260, C412-776-7374/7260.

AFRC: MIN 48HR PRIOR NOTICE REQUIRE FOR C5, C141 DUE TO LIMITED PARKING, LIGHT, AND SERVICE. NO TRANSIENT SERVICE. TRANSIENT AIRCRAFT CALL FBO AVIATION CENTER C412-472-6700. NORMAL DUTY HR 1330-0400Z++ EXCEPT HOLIDAY. UNIT TRAINING ASSEMBLY 1300-2100Z++ SAT. AND SUN.

TAXIWAY G INTERSECTION AT RUNWAY 10L/28R RIGHT TURN NOT AUTHORIZED.

FUEL: A++ PROVIDED BY ANG AND AFRC.(MIL).

Mayaguez, Puerto Rico
Eugenio Maria De Hostos
ICAO Identifier TJMZ



Mayaguez, PR
Eugenio Maria De Hostos
ICAO Identifier TJMZ

Marked
2.10.1.c Location of obstacle: 0 ft from Centerline

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 18-15-20.50N / 67-08-54.50W
2.2.2 From City: 3 Miles N Of Mayaguez, PR
2.2.3 Elevation: 28 ft
2.2.5 Magnetic variation: 10W (1985)
2.2.6 Airport Contact: Jorge Santiago
BOX 710
Mayaguez, PR 709 (787-832-3390)
2.2.7 Traffic: IFR/VFR

2.10.1.a. Runway designation: 27
2.10.1.b Type of obstacle: Trees (65 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 249 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 09
2.12.2 True Bearing: 76
2.12.3 Dimensions: 4998 ft x 100 ft
2.12.5 Coordinates: 18-15-14.68N / 67-09-19.73W
2.12.6 Threshold elevation: 15 ft
2.12.6 Touchdown zone elevation: 28 ft

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, MON-FRI Days, 0730-1600 Hours

2.12.1 Designation: 27
2.12.2 True Bearing: 256
2.12.3 Dimensions: 4998 ft x 100 ft
2.12.5 Coordinates: 18-15-26.25N / 67-08-29.30W
2.12.6 Threshold elevation: 23 ft
2.12.6 Touchdown zone elevation: 28 ft

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: None
2.4.4 De-icing facilities: None
2.4.5 Hangar space: No
2.4.6 Repair facilities: None

AD 2.14 Approach and runway lighting

2.14.1 Designation: 09
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: None

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 09
2.10.1.b Type of obstacle: Trees (38 ft). Not Lighted or

2.14.1 Designation: 27
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

General Remarks:

1200' TOWER /1207' MSL/ 9 NAUTICAL MILE NNW.

BIRDS ON AND IN THE VICINITY OF AIRPORT.

PERSONNEL AND EQUIPMENT WORKING RUNWAY 09/27 0730-1600 LOCAL M-F.

15064

AIRPORT DIAGRAM

AL-784 (FAA)

LUIS MUNOZ MARIN INTL (SJU)(TJSJ)
SAN JUAN, PUERTO RICO

ATIS
125.8
 SAN JUAN TOWER
132.05 257.8
 GND CON
121.9 348.6
 CLNC DEL
126.4 284.6

D

JANUARY 2015
 ANNUAL RATE OF CHANGE
 0.0° W

18°27'N
 18°26'N
 18°25'N

66°01'W
 66°00'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 08-26
 S-100, D-200, 2D-350
 RWY 10-28
 S-100, D-200, 2D-350

AIRPORT DIAGRAM

15064

SAN JUAN, PUERTO RICO
 LUIS MUNOZ MARIN INTL (SJU)(TJSJ)

San Juan, PR
Luis Munoz Marin Intl
ICAO Identifier TJSJ

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 18-26-21.84N / 66-00-00.00W
2.2.2 From City: 3 Miles SE Of San Juan, PR
2.2.3 Elevation: 9.4 ft
2.2.5 Magnetic variation: 11W (1985)
2.2.6 Airport Contact: Ismael Bonilla
P. O. BOX 38085
San Juan, PR 937 ((787) 253-0979)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100,115,A+
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I D
certified on 5/1/2005

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 10
2.10.1.b Type of obstacle: Tree (50 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 300 ft from Centerline

2.10.1.a. Runway designation: 28
2.10.1.b Type of obstacle: Trees (24 ft). Not Lighted or Marked

2.10.1.a. Runway designation: 08
2.10.1.b Type of obstacle: Tree (59 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 300 ft from Centerline

2.10.1.a. Runway designation: 26

2.10.1.b Type of obstacle: Tree (72 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 800 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 10
2.12.2 True Bearing: 90
2.12.3 Dimensions: 8016 ft x 150 ft
2.12.5 Coordinates: 18-26-00.00N / 66-00-49.42W
2.12.6 Threshold elevation: 9 ft
2.12.6 Touchdown zone elevation: 9 ft

2.12.1 Designation: 28
2.12.2 True Bearing: 270
2.12.3 Dimensions: 8016 ft x 150 ft
2.12.5 Coordinates: 18-26-00.00N / 65-59-26.16W
2.12.6 Threshold elevation: 9 ft
2.12.6 Touchdown zone elevation: 9 ft

2.12.1 Designation: 08
2.12.2 True Bearing: 67
2.12.3 Dimensions: 10400 ft x 200 ft
2.12.5 Coordinates: 18-26-17.97N / 66-00-57.32W
2.12.6 Threshold elevation: 8 ft
2.12.6 Touchdown zone elevation: 9 ft

2.12.1 Designation: 26
2.12.2 True Bearing: 247
2.12.3 Dimensions: 10400 ft x 200 ft
2.12.5 Coordinates: 18-26-58.27N / 65-59-17.89W
2.12.6 Threshold elevation: 7 ft
2.12.6 Touchdown zone elevation: 7 ft

AD 2.13 Declared distances

2.13.1 Designation: 10
2.13.2 Takeoff run available: 8016
2.13.3 Takeoff distance available: 8016
2.13.4 Accelerate-stop distance available: 8016
2.13.5 Landing distance available: 8016

2.13.1 Designation: 28
2.13.2 Takeoff run available: 8016
2.13.3 Takeoff distance available: 8016
2.13.4 Accelerate-stop distance available: 8016

2.13.5 Landing distance available: 8016

2.13.1 Designation: 08

2.13.2 Takeoff run available: 9784

2.13.3 Takeoff distance available: 10400

2.13.4 Accelerate-stop distance available: 9784

2.13.5 Landing distance available: 9384

2.13.1 Designation: 26

2.13.2 Takeoff run available: 8128

2.13.3 Takeoff distance available: 10400

2.13.4 Accelerate-stop distance available: 9600

2.13.5 Landing distance available: 9600

AD 2.14 Approach and runway lighting

2.14.1 Designation: 10

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 28

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 08

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 26

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: APCH/P DEP/P CLASS C

2.18.3 Service designation: 119.4 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C IC

2.18.3 Service designation: 120.9 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 125.8 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: CD PRE TAXI CLNC

2.18.3 Service designation: 126.4 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 257.8 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C

2.18.3 Service designation: 269.2 MHz

2.18.1 Service designation: CD

2.18.3 Service designation: 284.6 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C IC

2.18.3 Service designation: 290.2 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 132.05 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Glide Slope for runway 10. Magnetic variation: 11W

2.19.2 ILS identification: CLA

2.19.5 Coordinates: 18-25-57.56N / 66-00-39.05W

2.19.6 Site elevation: 5 ft

2.19.1 ILS type: Middle Marker for runway 10. Magnetic variation: 11W

2.19.2 ILS identification: CLA

2.19.5 Coordinates: 18-26-00.00N / 66-01-15.39W

2.19.6 Site elevation: 1 ft

2.19.1 ILS type: DME for runway 10. Magnetic variation: 11W

2.19.2 ILS identification: CLA

2.19.5 Coordinates: 18-26-00.00N / 65-59-15.70W

2.19.6 Site elevation: 6.1 ft

2.19.1 ILS type: Localizer for runway 10. Magnetic variation: 11W

2.19.2 ILS identification: CLA

2.19.5 Coordinates: 18-26-00.00N / 65-59-15.53W

2.19.6 Site elevation: 9 ft

2.19.1 ILS type: Outer Marker for runway 10. Magnetic variation: 11W

2.19.2 ILS identification: CLA

2.19.5 Coordinates: 18-26-00.00N / 66-05-00.00W

2.19.6 Site elevation: 6 ft

2.19.1 ILS type: Localizer for runway 08. Magnetic variation: 11W

2.19.2 ILS identification: SJU

General Remarks:

APRON 12 AVAILABLE FOR GA AIRCRAFT ONLY.

ANG: BASE OPERATIONS 1130-2200Z TUE-FRI, CLOSED MON, WEEKEND, AND HOLIDAY.

TAXIWAY J BETWEEN J1 AND J6 (NOT INCLUDING J6) CLOSED TO AIRCRAFT WITH GREATER THAN 118 FT WINGSPAN.

TAXIWAY S BETWEEN TAXIWAY S2 AND TAXIWAY S5 CLOSED LIGHTED AND BARRICADED.

TAXIWAY N CLOSED TO AIRCRAFT WINGSPAN MORE THAN 160FT/ACFT MORE THAN 271000LB EXCEPT PRIOR PERMISSION REQUIRED.

ENGINE RUNUPS PROHIBITED ON GATES AREA.

AIRCRAFT 180 TURNS ON TAXIWAYS REQUIRES OPERATIONS COORDINATIONS.

FBO/GROUND HANDLER MUST SUBMIT 72 HRS PRIOR PERMISSION REQUIRED FOR ALL MILITARY AIRCRAFT TO: CCO@AEROSTARAIRPORTS.COM OR BY PHONE TO: 787-253-0979.

2.19.5 Coordinates: 18-26-58.59N / 65-59-17.09W

2.19.6 Site elevation: 5.9 ft

2.19.1 ILS type: Glide Slope for runway 08. Magnetic variation: 11W

2.19.2 ILS identification: SJU

2.19.5 Coordinates: 18-26-27.04N / 66-00-45.58W

2.19.6 Site elevation: 4 ft

2.19.1 ILS type: Outer Marker for runway 08. Magnetic variation: 11W

2.19.2 ILS identification: SJU

2.19.5 Coordinates: 18-24-31.82N / 66-05-21.83W

2.19.6 Site elevation: 67.1 ft

2.19.1 ILS type: Middle Marker for runway 08. Magnetic variation: 11W

2.19.2 ILS identification: SJU

2.19.5 Coordinates: 18-26-00.00N / 66-01-24.60W

2.19.6 Site elevation:

15120

AIRPORT DIAGRAM

AL-253 (FAA)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

ATIS
127.75
MEMPHIS TOWER
119.7 257.8
(RWY 18C-36C, 18L-36R)
128.425 257.8
(RWY 18R-36L)
118.3 257.8
(RWY 09-27)
GND CON
121.9 379.2
(RWY 18C-36C, 18L-36R)
121.65 379.2
(RWY 18R-36L)
121.0 379.2
(RWY 09-27)
CLNC DEL
125.2

FEDEX FEEDER RAMP
FUEL TANKS
FEDEX RAMP AREA
FEDEX HUB
FEDEX MAINTENANCE HANGAR
WINCHESTER RAMP
AIRLINE MAINTENANCE WILSON AIR CENTER
UPS HUB
UPS RAMP
NON MOVEMENT AREA
CARGO RAMP
TENNESSEE ANG

ASDE-X Surveillance System in use.
Operate transponders with Mode C on all twys and rwys.

35°04'N
35°03'N
35°02'N
89°59'W
89°58'W
89°57'W

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Memphis, TN
Memphis Intl
ICAO Identifier KMEM

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 35-02-32.70N / 89-58-36.00W
2.2.2 From City: 3 Miles S Of Memphis, TN
2.2.3 Elevation: 341 ft
2.2.5 Magnetic variation: 1E (2000)
2.2.6 Airport Contact: Scott A Brockman
2491 WINCHESTER RD.
Memphis, TN 38116
(901-922-8000)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
C certified on 5/21/1973
2.6.4 Remarks: Index D ARFF Equipment Available 24
Hours Per Day, 7 Days Per Week.

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 18C
2.10.1.b Type of obstacle: Pole (65 ft). Not Lighted or
Marked
2.10.1.c Location of obstacle: 803 ft from Centerline

2.10.1.a. Runway designation: 09
2.10.1.b Type of obstacle: Pole (28 ft). Not Lighted or
Marked
2.10.1.c Location of obstacle: 600 ft from Centerline

2.10.1.a. Runway designation: 27
2.10.1.b Type of obstacle: Pole (34 ft). Not Lighted or
Marked
2.10.1.c Location of obstacle: 300 ft from Centerline

2.10.1.a. Runway designation: 36R
2.10.1.b Type of obstacle: Ant (18 ft). Lighted
2.10.1.c Location of obstacle: 400 ft from Centerline

2.10.1.a. Runway designation: 36L
2.10.1.b Type of obstacle: Road (21 ft). Not Lighted or
Marked
2.10.1.c Location of obstacle: 600 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 18C
2.12.2 True Bearing: 179
2.12.3 Dimensions: 11120 ft x 150 ft
2.12.4 PCN: 82 R/C/W/T
2.12.5 Coordinates: 35-03-16.54N / 89-58-34.21W
2.12.6 Threshold elevation: 271 ft
2.12.6 Touchdown zone elevation: 290 ft

2.12.1 Designation: 36C
2.12.2 True Bearing: 359
2.12.3 Dimensions: 11120 ft x 150 ft
2.12.4 PCN: 82 R/C/W/T
2.12.5 Coordinates: 35-01-26.58N / 89-58-31.90W
2.12.6 Threshold elevation: 341 ft
2.12.6 Touchdown zone elevation: 341 ft

2.12.1 Designation: 09
2.12.2 True Bearing: 92
2.12.3 Dimensions: 8946 ft x 150 ft
2.12.4 PCN: 92 R/B/W/T
2.12.5 Coordinates: 35-03-31.04N / 89-59-00.00W
2.12.6 Threshold elevation: 253 ft
2.12.6 Touchdown zone elevation: 259 ft
2.12.7 Slope: 0.1UP

2.12.1 Designation: 27
2.12.2 True Bearing: 272
2.12.3 Dimensions: 8946 ft x 150 ft
2.12.4 PCN: 92 R/B/W/T
2.12.5 Coordinates: 35-03-28.01N / 89-57-21.08W
2.12.6 Threshold elevation: 292 ft
2.12.6 Touchdown zone elevation: 292 ft
2.12.7 Slope: 0.6DOWN

2.12.1 Designation: 18L
2.12.2 True Bearing: 179
2.12.3 Dimensions: 9000 ft x 150 ft
2.12.4 PCN: 82 R/C/W/T
2.12.5 Coordinates: 35-02-55.74N / 89-58-22.63W
2.12.6 Threshold elevation: 278 ft
2.12.6 Touchdown zone elevation: 301 ft

2.12.1 Designation: 36R
2.12.2 True Bearing: 359
2.12.3 Dimensions: 9000 ft x 150 ft

2.12.4 PCN: 82 R/C/W/T
2.12.5 Coordinates: 35-01-26.74N / 89-58-20.75W
2.12.6 Threshold elevation: 335 ft
2.12.6 Touchdown zone elevation: 335 ft

2.12.1 Designation: 18R
2.12.2 True Bearing: 179
2.12.3 Dimensions: 9320 ft x 150 ft
2.12.4 PCN: 82 R/C/W/T
2.12.5 Coordinates: 35-02-58.16N / 89-59-14.79W
2.12.6 Threshold elevation: 288 ft
2.12.6 Touchdown zone elevation: 295 ft

2.12.1 Designation: 36L
2.12.2 True Bearing: 359
2.12.3 Dimensions: 9320 ft x 150 ft
2.12.4 PCN: 82 R/C/W/T
2.12.5 Coordinates: 35-01-25.98N / 89-59-12.81W
2.12.6 Threshold elevation: 321 ft
2.12.6 Touchdown zone elevation: 321 ft

AD 2.13 Declared distances

2.13.1 Designation: 18C
2.13.2 Takeoff run available: 11120
2.13.3 Takeoff distance available: 11120
2.13.4 Accelerate-stop distance available: 11120
2.13.5 Landing distance available: 11120

2.13.1 Designation: 36C
2.13.2 Takeoff run available: 11120
2.13.3 Takeoff distance available: 11120
2.13.4 Accelerate-stop distance available: 11120
2.13.5 Landing distance available: 11120

2.13.1 Designation: 09
2.13.2 Takeoff run available: 8946
2.13.3 Takeoff distance available: 8946
2.13.4 Accelerate-stop distance available: 8946
2.13.5 Landing distance available: 8946

2.13.1 Designation: 27
2.13.2 Takeoff run available: 8946
2.13.3 Takeoff distance available: 8946
2.13.4 Accelerate-stop distance available: 8946
2.13.5 Landing distance available: 8946

2.13.1 Designation: 18L
2.13.2 Takeoff run available: 9000
2.13.3 Takeoff distance available: 9000
2.13.4 Accelerate-stop distance available: 9000
2.13.5 Landing distance available: 9000

2.13.1 Designation: 36R
2.13.2 Takeoff run available: 9000
2.13.3 Takeoff distance available: 9000
2.13.4 Accelerate-stop distance available: 9000
2.13.5 Landing distance available: 9000

2.13.1 Designation: 18R
2.13.2 Takeoff run available: 9320
2.13.3 Takeoff distance available: 9320
2.13.4 Accelerate-stop distance available: 9320
2.13.5 Landing distance available: 9320

2.13.1 Designation: 36L
2.13.2 Takeoff run available: 9320
2.13.3 Takeoff distance available: 9320
2.13.4 Accelerate-stop distance available: 9320
2.13.5 Landing distance available: 9320

AD 2.14 Approach and runway lighting

2.14.1 Designation: 18C
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.1 Designation: 36C
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.1 Designation: 09
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.1 Designation: 27
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 18L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 36R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with se-

quenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light
PAPI on right
2.14.10 Remarks: ALSF2 Unmonitored.

2.14.1 Designation: 18R
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights

2.14.1 Designation: 36L
2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-
quenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.3 MHz

2.18.1 Service designation: APCH/P CLASS B IC
2.18.3 Service designation: 119.1 MHz

2.18.1 Service designation: IC
2.18.3 Service designation: 119.1 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: DEP/P
2.18.3 Service designation: 124.15 MHz

2.18.1 Service designation: DEP/P
2.18.3 Service designation: 124.65 MHz

2.18.1 Service designation: CD/P PTC
2.18.3 Service designation: 125.2 MHz

2.18.1 Service designation: APCH/P CLASS B IC
2.18.3 Service designation: 125.8 MHz

2.18.1 Service designation: FINAL
2.18.3 Service designation: 126.7 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 127.75 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: ANG CP
2.18.3 Service designation: 138.1 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 257.8 MHz

2.18.1 Service designation: FINAL
2.18.3 Service designation: 263.6 MHz

2.18.1 Service designation: DEP/P
2.18.3 Service designation: 284.7 MHz

2.18.1 Service designation: APCH/P CLASS B IC
2.18.3 Service designation: 291.6 MHz

2.18.1 Service designation: IC
2.18.3 Service designation: 291.6 MHz

2.18.1 Service designation: APCH/P CLASS B IC
2.18.3 Service designation: 338.3 MHz

2.18.1 Service designation: DEP/P
2.18.3 Service designation: 385.45 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 379.2 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 119.7 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 128.425 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.65 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121 MHz

2.18.1 Service designation: FINAL
2.18.3 Service designation: 120.925 MHz

2.18.1 Service designation: FINAL RADAR 9/27
2.18.3 Service designation: 126.05 MHz

2.18.1 Service designation: SATELLITE
2.18.3 Service designation: 134.2 MHz

2.18.1 Service designation: ANG CP
2.18.3 Service designation: 353.45 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 18C. Magnetic variation: 1E

2.19.2 ILS identification: SDU

2.19.5 Coordinates: 35-01-10.23N / 89-58-31.56W

2.19.6 Site elevation: 346 ft

2.19.1 ILS type: Glide Slope for runway 18C. Magnetic variation: 1E

2.19.2 ILS identification: SDU

2.19.5 Coordinates: 35-03-00.00N / 89-58-37.51W

2.19.6 Site elevation: 273 ft

2.19.1 ILS type: Outer Marker for runway 18C. Magnetic variation: 1E

2.19.2 ILS identification: SDU

2.19.5 Coordinates: 35-07-45.23N / 89-58-37.90W

2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 18C. Magnetic variation: 1E

2.19.2 ILS identification: SDU

2.19.5 Coordinates: 35-03-51.13N / 89-58-34.92W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 36C. Magnetic variation: 1W

2.19.2 ILS identification: TSE

2.19.5 Coordinates: 35-03-22.50N / 89-58-34.34W

2.19.6 Site elevation: 261 ft

2.19.1 ILS type: Glide Slope for runway 36C. Magnetic variation: 1W

2.19.2 ILS identification: TSE

2.19.5 Coordinates: 35-01-38.08N / 89-58-36.94W

2.19.6 Site elevation: 330 ft

2.19.1 ILS type: Inner Marker for runway 36C. Magnetic variation: 1W

2.19.2 ILS identification: TSE

2.19.5 Coordinates: 35-01-17.65N / 89-58-31.71W

2.19.6 Site elevation: 318 ft

2.19.1 ILS type: Middle Marker for runway 36C. Magnetic variation: 1W

2.19.2 ILS identification: TSE

2.19.5 Coordinates: 35-01-00.00N / 89-58-31.42W

2.19.6 Site elevation: 326 ft

2.19.1 ILS type: DME for runway 36C. Magnetic variation: 1W

2.19.2 ILS identification: TSE

2.19.5 Coordinates: 35-03-22.23N / 89-58-37.26W

2.19.6 Site elevation: 253 ft

2.19.1 ILS type: Localizer for runway 09. Magnetic variation: 1E

2.19.2 ILS identification: MEM

2.19.5 Coordinates: 35-03-27.64N / 89-57-00.00W

2.19.6 Site elevation: 297 ft

2.19.1 ILS type: Glide Slope for runway 09. Magnetic variation: 1E

2.19.2 ILS identification: MEM

2.19.5 Coordinates: 35-03-27.21N / 89-58-56.22W

2.19.6 Site elevation: 253 ft

2.19.1 ILS type: Outer Marker for runway 09. Magnetic variation: 1E

2.19.2 ILS identification: MEM

2.19.5 Coordinates: 35-03-42.16N / 90-04-17.75W

2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 09. Magnetic variation: 1E

2.19.2 ILS identification: MEM

2.19.5 Coordinates: 35-03-32.06N / 89-59-45.42W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 27. Magnetic variation: 1E

2.19.2 ILS identification: JIM

2.19.5 Coordinates: 35-03-31.39N / 89-59-20.99W

2.19.6 Site elevation: 251 ft

2.19.1 ILS type: Outer Marker for runway 27. Magnetic variation: 1E

2.19.2 ILS identification: JIM

2.19.5 Coordinates: 35-03-21.52N / 89-51-53.89W

2.19.6 Site elevation: 326 ft

2.19.1 ILS type: Middle Marker for runway 27. Magnetic variation: 1E

2.19.2 ILS identification: JIM

2.19.5 Coordinates: 35-03-27.13N / 89-56-49.73W

2.19.6 Site elevation: 304 ft

2.19.1 ILS type: Glide Slope for runway 27. Magnetic variation: 1E

2.19.2 ILS identification: JIM

2.19.5 Coordinates: 35-03-24.48N / 89-57-36.25W
2.19.6 Site elevation: 277 ft

2.19.1 ILS type: Localizer for runway 18L. Magnetic variation: 1E

2.19.2 ILS identification: EXS

2.19.5 Coordinates: 35-01-16.82N / 89-58-20.55W

2.19.6 Site elevation: 315 ft

2.19.1 ILS type: DME for runway 18L. Magnetic variation: 1E

2.19.2 ILS identification: EXS

2.19.5 Coordinates: 35-01-16.86N / 89-58-19.30W

2.19.6 Site elevation: 382 ft

2.19.1 ILS type: Glide Slope for runway 18L. Magnetic variation: 1E

2.19.2 ILS identification: EXS

2.19.5 Coordinates: 35-02-46.77N / 89-58-17.63W

2.19.6 Site elevation: 279 ft

2.19.1 ILS type: DME for runway 36R. Magnetic variation: 1W

2.19.2 ILS identification: MYO

2.19.5 Coordinates: 35-03-00.00N / 89-58-19.67W

2.19.6 Site elevation: 281 ft

2.19.1 ILS type: Glide Slope for runway 36R. Magnetic variation: 1W

2.19.2 ILS identification: MYO

2.19.5 Coordinates: 35-01-37.99N / 89-58-16.18W

2.19.6 Site elevation: 324 ft

2.19.1 ILS type: Middle Marker for runway 36R. Magnetic variation: 1W

2.19.2 ILS identification: MYO

2.19.5 Coordinates: 35-01-00.00N / 89-58-20.21W

2.19.6 Site elevation: 305 ft

2.19.1 ILS type: Localizer for runway 36R. Magnetic variation: 1W

2.19.2 ILS identification: MYO

2.19.5 Coordinates: 35-03-00.00N / 89-58-22.84W

2.19.6 Site elevation: 279 ft

2.19.1 ILS type: Inner Marker for runway 36R. Magnetic variation: 1W

2.19.2 ILS identification: MYO

2.19.5 Coordinates: 35-01-18.39N / 89-58-20.58W

2.19.6 Site elevation: 324 ft

2.19.1 ILS type: Localizer for runway 18R. Magnetic

variation: 1E

2.19.2 ILS identification: OOI

2.19.5 Coordinates: 35-01-17.37N / 89-59-12.63W

2.19.6 Site elevation: 320 ft

2.19.1 ILS type: Glide Slope for runway 18R. Magnetic variation: 1E

2.19.2 ILS identification: OOI

2.19.5 Coordinates: 35-02-48.70N / 89-59-18.49W

2.19.6 Site elevation: 285 ft

2.19.1 ILS type: Middle Marker for runway 18R. Magnetic variation: 1E

2.19.2 ILS identification: OOI

2.19.5 Coordinates: 35-03-24.11N / 89-59-15.34W

2.19.6 Site elevation: 251 ft

2.19.1 ILS type: Outer Marker for runway 18R. Magnetic variation: 1E

2.19.2 ILS identification: OOI

2.19.5 Coordinates: 35-07-44.20N / 89-59-23.09W

2.19.6 Site elevation: 306 ft

2.19.1 ILS type: Localizer for runway 36L. Magnetic variation: 1W

2.19.2 ILS identification: OHN

2.19.5 Coordinates: 35-03-00.00N / 89-59-15.01W

2.19.6 Site elevation: 275.9 ft

2.19.1 ILS type: Glide Slope for runway 36L. Magnetic variation: 1W

2.19.2 ILS identification: OHN

2.19.5 Coordinates: 35-01-38.77N / 89-59-17.90W

2.19.6 Site elevation: 307 ft

2.19.1 ILS type: DME for runway 36L. Magnetic variation: 1W

2.19.2 ILS identification: OHN

2.19.5 Coordinates: 35-03-00.00N / 89-59-17.33W

2.19.6 Site elevation: 276 ft

2.19.1 ILS type: Inner Marker for runway 36L. Magnetic variation: 1W

2.19.2 ILS identification: OHN

2.19.5 Coordinates: 35-01-17.41N / 89-59-12.63W

2.19.6 Site elevation: 325 ft

2.19.1 ILS type: Outer Marker for runway 36L. Magnetic variation: 1W

2.19.2 ILS identification: OHN

2.19.5 Coordinates: 34-57-13.77N / 89-59-00.00W

2.19.6 Site elevation: 320 ft

2.19.2 ILS identification: OHN

2.19.5 Coordinates: 35-00-55.71N / 89-59-12.14W

2.19.1 ILS type: Middle Marker for runway 36L. Magnetic variation: 1W

2.19.6 Site elevation:

General Remarks:

ALL TRANSIENT AIRCRAFT REQUIRE -FOLLOW ME- ASSIST ENTERING ANG RAMP. USE OF ANG RAMP REQUIRES PRIOR PERMISSION REQUIRED V966-8131 -FOR OFFICIAL BUSINESS ONLY.

HELICOPTER OPERATIONS PROHIBITED TO/FROM TERMINAL BUILDING.

LARGE FLOCKS OF BIRDS IN THE VICINITY OF AIRPORT.

TAXIWAY N NORTH OF TAXIWAY V, TAXIWAY C NORTH OF TAXIWAY V AND TAXIWAY S NORTH OF TAXIWAY V DESIGNATED AS NON-MOVEMENT AREAS.

LARGE & HEAVY EASTBOUND AIRCRAFT ON TAXIWAY V FOR RUNWAY 27 HOLD SHORT AT MINIMUM THRUST AREA SIGN.

PRIOR PERMISSION REQUIRED FOR TAXI CLEARANCE ON TAXIWAY 'N' NORTH OF TAXIWAY 'V', TAXIWAY 'S' NORTH TAXIWAY 'V', AND TAXIWAY 'C' NORTH OF TAXIWAY 'V' CONTACT FEDEX RAMP ATCT ON FREQ 131.5.

IF POSSIBLE ALL AIRCRAFT CONDUCT GROUND OPERATIONS WITH TRANSPONDERS ON.

TAXIWAY V BETWEEN TAXIWAY B AND APPROACH END RUNWAY 27 RESTRICTED TO AIRCRAFT WITH WINGSPANS OF 171 FT 6 INCHES OR LESS.

TAXIWAY V BETWEEN TAXIWAY S TAXIWAY Y RESTRICTED TO AIRCRAFT WITH TAIL HEIGHTS LESS THAN 65 FT 10 INCHES.

ANG-PRIOR PERMISSION REQUIRED DSN 726-7131, C901-291-7148/7311/7312. OPER 1245-2215Z MON - FRI AND CLOSED ALTITUDE MON & HOLIDAY DUE TO ALTERNATE WORK SCHEDULE. TRANSIENT AIRCRAFT MAINT NOT AVAILABLE. REFUEL SERVICE FOR OTHER THAN C17 AIRCRAFT REQUIRE QUALIFIED CREW CHIEF OR CREWMEMBERS. NON-C17 AIRCRAFT SUPPORT PROVIDED BY CONTRACT FBO ON FIELD. SECURITY AVAILABLE 24 HRS, 901.

CONTACT RAMP CONTROL ON 121.8 FOR ENTRY ON TO ANG RAMP. ANG FREQS 138.95 353.45. AFTER HRS CONTACT COMMAND POST AT DSN 726-7148, C901-291-7311/7312 OR SECURITY FORCES AT DSN 726-7101, C901-291-7101/7133.

READ BACK ALL HOLD SHORT INSTRUCTIONS REQUIRED.

AIRCRAFT WITH WINGSPANS GREATER THAN 171 FT RESTRICTED FROM TAXI ON TAXIWAY 'N' BETWEEN TAXIWAY 'M7' & TAXIWAY 'T' NOR ON TAXIWAY 'J' NORTH OF TAXIWAY 'C3'.

BASH PHASE II MAR-APR AND OCT-NOV; CURRENT BIRD WATCH CONDITION ARE NOT RPT ON AUTOMATIC TERMINAL INFORMATION SERVICE.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

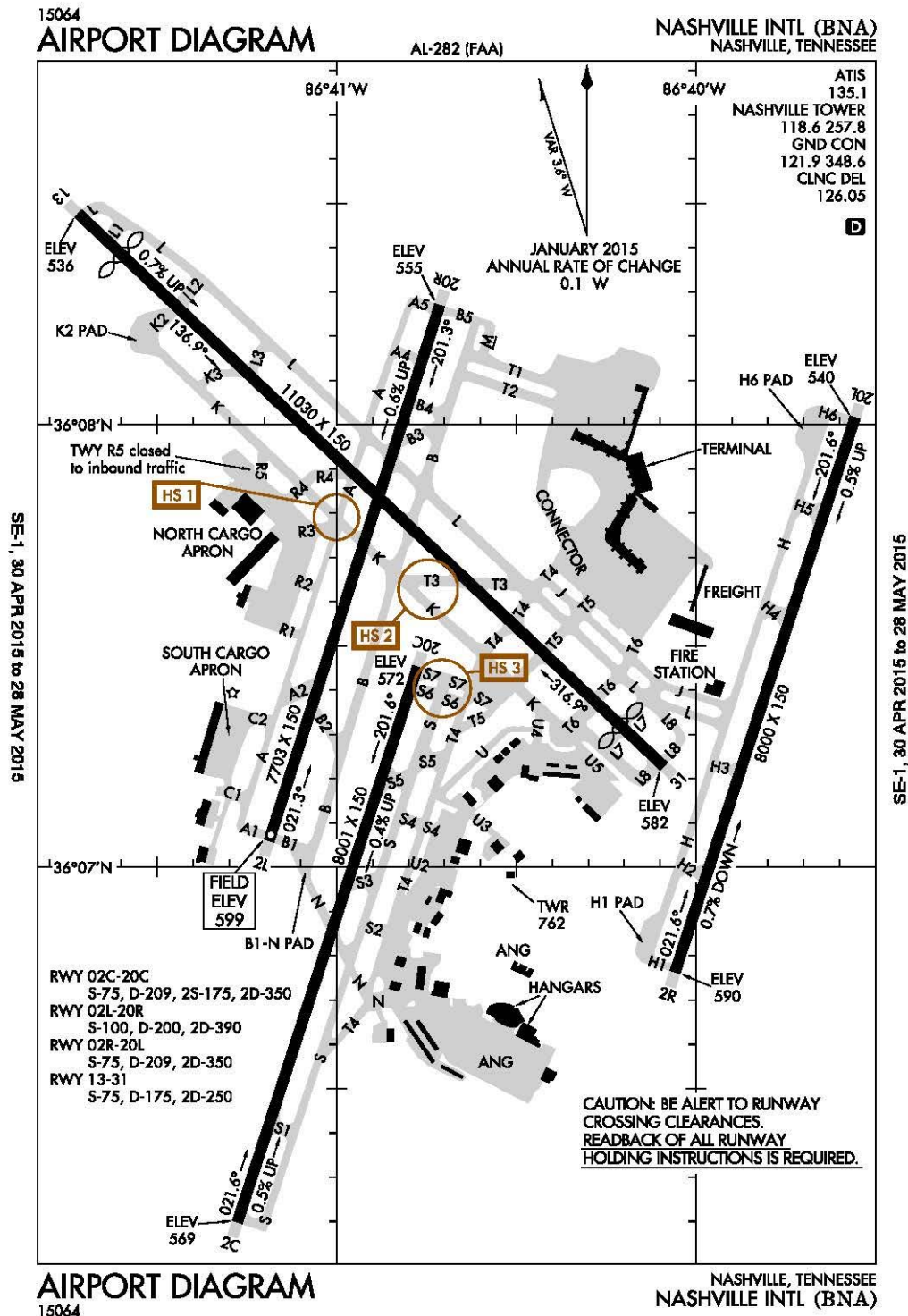
PRIOR PERMISSION REQUIRED FOR TAXI CLEARANCE FROM CARGO CENTRAL RAMP PARKING ON FREQUENCY 121.9.

COMMUNICATIONS-ANG COMMAND POST: RADIO CALL- "GRACELAND OPS".

TAXIWAY P1 AND TAXIWAY P2 ARE DESIGNATED AS NON-MOVEMENT AREAS.

NOISE ABATEMENT PROCEDURES IN EFFECT. SUCCESSIVE AND/OR SIMULTANEOUS DEPARTURES APPROVED ON RUNWAY 36L-18R AND RUNWAY 36C-18C OR RUNWAY 36L-18R AND RUNWAY 36R-18L WITH COURSE DIVERGENCE NO LATER THAN 2.27 NAUTICAL MILE FROM RUNWAY END.

Nashville, Tennessee
Nashville International
ICAO Identifier KBNA



Nashville, TN
Nashville Intl
ICAO Identifier KBNA

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 36-07-28.10N / 86-40-41.40W
2.2.2 From City: 5 Miles SE Of NASHville, TN
2.2.3 Elevation: 599 ft
2.2.5 Magnetic variation: 3W (2010)
2.2.6 Airport Contact: Rob Wigington
ONE TERMINAL DR. SUITE 501
Nashville, TN 37214 (615-275-1703)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
C certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 13
2.10.1.b Type of obstacle: Trees. Not Lighted or Marked

2.10.1.a. Runway designation: 31
2.10.1.b Type of obstacle: Tree. Not Lighted or Marked

AD 2.12 Runway physical characteristics

2.12.1 Designation: 13
2.12.2 True Bearing: 133
2.12.3 Dimensions: 11030 ft x 150 ft
2.12.5 Coordinates: 36-08-28.60N / 86-41-43.28W
2.12.6 Threshold elevation: 536 ft
2.12.6 Touchdown zone elevation: 567 ft

2.12.1 Designation: 31
2.12.2 True Bearing: 313
2.12.3 Dimensions: 11030 ft x 150 ft
2.12.5 Coordinates: 36-07-13.78N / 86-40-00.00W
2.12.6 Threshold elevation: 582 ft
2.12.6 Touchdown zone elevation: 577 ft

2.12.1 Designation: 02L
2.12.2 True Bearing: 18
2.12.3 Dimensions: 7703 ft x 150 ft
2.12.5 Coordinates: 36-07-00.00N / 86-41-11.31W
2.12.6 Threshold elevation: 599 ft
2.12.6 Touchdown zone elevation: 599 ft

2.12.1 Designation: 20R
2.12.2 True Bearing: 198
2.12.3 Dimensions: 7703 ft x 150 ft
2.12.5 Coordinates: 36-08-16.23N / 86-40-42.84W
2.12.6 Threshold elevation: 578 ft
2.12.6 Touchdown zone elevation: 578 ft

2.12.1 Designation: 02C
2.12.2 True Bearing: 18
2.12.3 Dimensions: 8001 ft x 150 ft
2.12.5 Coordinates: 36-06-11.99N / 86-41-16.66W
2.12.6 Threshold elevation: 569 ft
2.12.6 Touchdown zone elevation: 587 ft

2.12.1 Designation: 20C
2.12.2 True Bearing: 198
2.12.3 Dimensions: 8001 ft x 150 ft
2.12.5 Coordinates: 36-07-27.24N / 86-40-46.55W
2.12.6 Threshold elevation: 572 ft
2.12.6 Touchdown zone elevation: 588 ft

2.12.1 Designation: 02R
2.12.2 True Bearing: 18
2.12.3 Dimensions: 8000 ft x 150 ft
2.12.5 Coordinates: 36-06-45.77N / 86-40-00.00W
2.12.6 Threshold elevation: 590 ft
2.12.6 Touchdown zone elevation: 590 ft

2.12.1 Designation: 20L
2.12.2 True Bearing: 198
2.12.3 Dimensions: 8000 ft x 150 ft
2.12.5 Coordinates: 36-08-00.00N / 86-39-33.40W
2.12.6 Threshold elevation: 550 ft
2.12.6 Touchdown zone elevation: 550 ft

AD 2.13 Declared distances

2.13.1 Designation: 13
2.13.2 Takeoff run available: 10288
2.13.3 Takeoff distance available: 11029
2.13.4 Accelerate-stop distance available: 10288
2.13.5 Landing distance available: 9487

2.13.1 Designation: 31
2.13.2 Takeoff run available: 10228

2.13.3 Takeoff distance available: 11029
2.13.4 Accelerate-stop distance available: 10228
2.13.5 Landing distance available: 9487

2.13.1 Designation: 02L
2.13.2 Takeoff run available: 7702
2.13.3 Takeoff distance available: 7702
2.13.4 Accelerate-stop distance available: 7702
2.13.5 Landing distance available: 7702

2.13.1 Designation: 20R
2.13.2 Takeoff run available: 7702
2.13.3 Takeoff distance available: 7702
2.13.4 Accelerate-stop distance available: 7702
2.13.5 Landing distance available: 7702

2.13.1 Designation: 02C
2.13.2 Takeoff run available: 8000
2.13.3 Takeoff distance available: 8000
2.13.4 Accelerate-stop distance available: 8000
2.13.5 Landing distance available: 8000

2.13.1 Designation: 20C
2.13.2 Takeoff run available: 8000
2.13.3 Takeoff distance available: 8000
2.13.4 Accelerate-stop distance available: 8000
2.13.5 Landing distance available: 8000

2.13.1 Designation: 02R
2.13.2 Takeoff run available: 8000
2.13.3 Takeoff distance available: 8000
2.13.4 Accelerate-stop distance available: 8000
2.13.5 Landing distance available: 8000

2.13.1 Designation: 20L
2.13.2 Takeoff run available: 8000
2.13.3 Takeoff distance available: 8000
2.13.4 Accelerate-stop distance available: 8000
2.13.5 Landing distance available: 8000

AD 2.14 Approach and runway lighting

2.14.1 Designation: 13
2.14.4 Visual approach slope indicator system: 6-box
VASI on left

2.14.1 Designation: 02L
2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-
quenced flashers, category II or III configuration

2.14.1 Designation: 20R

2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

2.14.1 Designation: 02C
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights

2.14.1 Designation: 20C
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 02R
2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-
quenced flashers, category II or III configuration

2.14.1 Designation: 20L
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: APCH/P CLASS C IC
2.18.3 Service designation: 118.4 MHz

2.18.1 Service designation: DEP/P
2.18.3 Service designation: 118.4 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: CD/P PTC
2.18.3 Service designation: 126.05 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: ALCP
2.18.3 Service designation: 314.4 MHz

2.18.1 Service designation: APCH/P CLASS C IC
2.18.3 Service designation: 360.7 MHz

2.18.1 Service designation: DEP/P
2.18.3 Service designation: 360.7 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.6 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 257.8 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 135.1 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: APCH/P

2.18.3 Service designation: 372 MHz

2.18.1 Service designation: DEP/P CLASS C

2.18.3 Service designation: 372 MHz

2.18.1 Service designation: DEP/P CLASS C

2.18.3 Service designation: 119.35 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Outer Marker for runway 31. Magnetic variation: 3W

2.19.2 ILS identification: PNO

2.19.5 Coordinates: 36-03-16.09N / 86-34-51.59W

2.19.6 Site elevation: 520 ft

2.19.1 ILS type: Middle Marker for runway 31. Magnetic variation: 3W

2.19.2 ILS identification: PNO

2.19.5 Coordinates: 36-06-57.26N / 86-39-44.59W

2.19.6 Site elevation: 547 ft

2.19.1 ILS type: Localizer for runway 31. Magnetic variation: 3W

2.19.2 ILS identification: PNO

2.19.5 Coordinates: 36-08-30.65N / 86-41-45.97W

2.19.6 Site elevation: 540 ft

2.19.1 ILS type: Glide Slope for runway 02L. Magnetic variation: 3W

2.19.2 ILS identification: BNA

2.19.5 Coordinates: 36-07-12.95N / 86-41-00.00W

2.19.6 Site elevation: 590.8 ft

2.19.1 ILS type: Middle Marker for runway 02L. Magnetic variation: 3W

2.19.2 ILS identification: BNA

2.19.5 Coordinates: 36-06-35.04N / 86-41-22.51W

2.19.6 Site elevation:

2.19.1 ILS type: Outer Marker for runway 02L. Magnetic variation: 3W

2.19.2 ILS identification: BNA

2.19.5 Coordinates: 36-01-51.60N / 86-43-18.44W

2.19.6 Site elevation: 985 ft

2.19.1 ILS type: DME for runway 02L. Magnetic variation: 3W

2.19.2 ILS identification: BNA

2.19.5 Coordinates: 36-08-26.46N / 86-40-42.35W

2.19.6 Site elevation: 535 ft

2.19.1 ILS type: Inner Marker for runway 02L. Magnetic variation: 3W

2.19.2 ILS identification: BNA

2.19.5 Coordinates: 36-06-54.83N / 86-41-14.80W

2.19.6 Site elevation: 595 ft

2.19.1 ILS type: Outer Marker for runway 20R. Magnetic variation: 3W

2.19.2 ILS identification: VIY

2.19.5 Coordinates: 36-12-13.70N / 86-39-00.00W

2.19.6 Site elevation: 433 ft

2.19.1 ILS type: Localizer for runway 02R. Magnetic variation: 3W

2.19.2 ILS identification: UQU

2.19.5 Coordinates: 36-08-10.51N / 86-39-29.60W

2.19.6 Site elevation: 531 ft

2.19.1 ILS type: Glide Slope for runway 02R. Magnetic variation: 3W

2.19.2 ILS identification: UQU

2.19.5 Coordinates: 36-06-56.01N / 86-39-54.74W

2.19.6 Site elevation: 576.6 ft

2.19.1 ILS type: Inner Marker for runway 02R. Magnetic variation: 3W

2.19.2 ILS identification: UQU

2.19.5 Coordinates: 36-06-37.69N / 86-40-00.00W

2.19.6 Site elevation: 569 ft

2.19.1 ILS type: Middle Marker for runway 02R. Magnetic variation: 3W

2.19.2 ILS identification: UQU

2.19.5 Coordinates: 36-06-19.86N / 86-40-13.85W

2.19.6 Site elevation: 607 ft

2.19.1 ILS type: Glide Slope for runway 31. Magnetic variation: 3W

2.19.2 ILS identification: PNO

2.19.5 Coordinates: 36-07-28.27N / 86-40-18.60W
2.19.6 Site elevation: 566 ft

2.19.1 ILS type: Localizer for runway 02L. Magnetic variation: 3W
2.19.2 ILS identification: BNA
2.19.5 Coordinates: 36-08-25.75N / 86-40-39.10W
2.19.6 Site elevation: 552 ft

2.19.1 ILS type: Localizer for runway 20R. Magnetic variation: 3W
2.19.2 ILS identification: VIY
2.19.5 Coordinates: 36-06-49.68N / 86-41-16.79W
2.19.6 Site elevation: 587.1 ft

2.19.1 ILS type: Glide Slope for runway 20R. Magnetic variation: 3W
2.19.2 ILS identification: VIY
2.19.5 Coordinates: 36-08-00.00N / 86-40-42.76W
2.19.6 Site elevation: 554.8 ft

2.19.1 ILS type: DME for runway 02R. Magnetic variation: 3W
2.19.2 ILS identification: UQU
2.19.5 Coordinates: 36-08-00.00N / 86-39-35.72W
2.19.6 Site elevation: 520 ft

2.19.1 ILS type: Localizer for runway 20L. Magnetic variation: 3W
2.19.2 ILS identification: SSX
2.19.5 Coordinates: 36-06-30.02N / 86-40-00.00W

2.19.6 Site elevation: 613.3 ft

2.19.1 ILS type: Glide Slope for runway 20L. Magnetic variation: 3W
2.19.2 ILS identification: SSX
2.19.5 Coordinates: 36-07-50.03N / 86-39-33.12W
2.19.6 Site elevation: 534.3 ft

2.19.1 ILS type: DME for runway 20L. Magnetic variation: 3W
2.19.2 ILS identification: SSX
2.19.5 Coordinates: 36-06-30.96N / 86-40-12.89W
2.19.6 Site elevation: 621.1 ft

2.19.1 ILS type: Middle Marker for runway 20L. Magnetic variation: 3W
2.19.2 ILS identification: SSX
2.19.5 Coordinates: 36-08-25.51N / 86-39-23.69W
2.19.6 Site elevation: 610 ft

2.19.1 ILS type: Localizer for runway 02C. Magnetic variation: 3W
2.19.2 ILS identification: EZN
2.19.5 Coordinates: 36-07-31.97N / 86-40-44.66W
2.19.6 Site elevation: 574 ft

2.19.1 ILS type: Glide Slope for runway 02C. Magnetic variation: 3W
2.19.2 ILS identification: EZN
2.19.5 Coordinates: 36-06-22.64N / 86-41-16.89W
2.19.6 Site elevation: 570.5 ft

General Remarks:

READ BACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FLIGHT NOTIFICATION SERVICE (ADCUS) AVAILABLE.

PILOTS COMPLY WITH ALL HOLD SHORT INSTRUCTIONS PARTICULARLY AT TAXIWAY K & RUNWAY 20C APPROACH; TAXIWAY L8 & RUNWAY 31 APPROACH; TAXIWAY L AT RUNWAY 13 APPROACH; AND TAXIWAY H AT RUNWAY 31 APPROACH.

ALL TURBOJET RUNWAYS HAVE NOISE ABATEMENT PROCEDURES. MILITARY FIGHTER/ATTACK/TRAINER TURBOJETS USE RUNWAY 13/31 FOR ARRIVAL & DEPARTURE.

LIGHTED JET BLAST FENCE 598 MSL 1100 FT SE OF RUNWAY 31 THRESHOLD.

LIGHTED JET BLAST FENCE 568 FT MSL 1167 FT NW RUNWAY 13 THRESHOLD.

NO UNAUTHORIZED 180 DEGREE TURNS FOR AIRCRAFT OVER 12500 LBS ON ASPHALT SURFACES.

NO FLIGHT OVER MAIN TERMINAL BUILDING IS PERMITTED.

BIRD ACTIVITY ON & IN THE VICINITY OF AIRPORT.

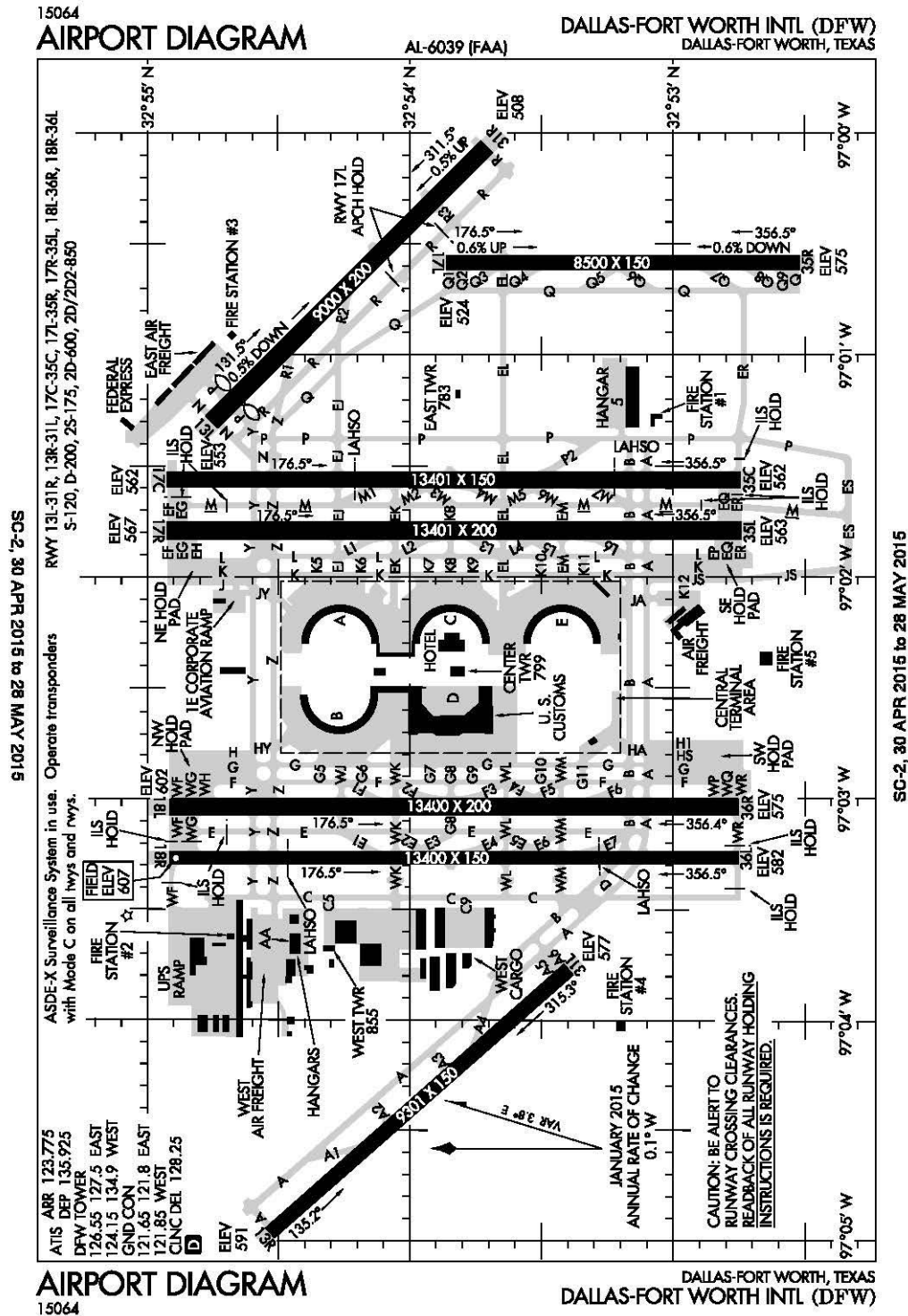
DO NOT CONFUSE 150 FT WIDE TAXIWAY S FOR RUNWAY 20C.

'C' CONCOURSE TAXILANES ARE; INNER TAXILANE FOR OUTBOUND TRAFFIC & OUTER TAXILANE FOR INBOUND TRAFFIC.

ANG: CALL SIGN MUSIC CITY OPERATIONS.

EFFECTIVE 1700Z ON 28 SEP 2012, THE ANG RAMP WILL BE CLOSED TO ALL TRANSIENT AIRCRAFT UNTIL FURTHER NOTICE. NO LOCAL MAINT SUPPORT WILL BE AVAILABLE. CONTACT FBO OF YOUR CHOICE TO MAKE TRANSIENT ARRANGEMENTS.

Dallas, Texas
Dallas-Fort Worth International
ICAO Identifier KDFW



Dallas-Fort Worth, TX
Dallas/Fort Worth Intl
ICAO Identifier KDFW

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 32-53-50.03N / 97-02-15.70W
2.2.2 From City: 12 Miles NW Of Dallas-Fort Worth, TX
2.2.3 Elevation: 607 ft
2.2.5 Magnetic variation: 4E (2015)
2.2.6 Airport Contact: Sean Donohue
PO BOX 619428
Dallas-Ft Worth, TX 75261
(972-973-3112)
2.2.7 Traffic: IFR/VFR
2.2.8 Remarks: And Dallas Co.

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: No
2.4.6 Repair facilities: None

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I E
certified on 7/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 17L
2.10.1.b Type of obstacle: Ant (150 ft). Lighted
2.10.1.c Location of obstacle: 798 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 18L
2.12.2 True Bearing: 180
2.12.3 Dimensions: 13400 ft x 200 ft
2.12.5 Coordinates: 32-54-56.88N / 97-03-00.00W
2.12.6 Threshold elevation: 602 ft
2.12.6 Touchdown zone elevation: 602 ft

2.12.1 Designation: 36R

2.12.2 True Bearing: 0
2.12.3 Dimensions: 13400 ft x 200 ft
2.12.5 Coordinates: 32-52-44.30N / 97-03-00.00W
2.12.6 Threshold elevation: 575 ft
2.12.6 Touchdown zone elevation: 580 ft

2.12.1 Designation: 18R
2.12.2 True Bearing: 180
2.12.3 Dimensions: 13400 ft x 150 ft
2.12.5 Coordinates: 32-54-56.93N / 97-03-16.71W
2.12.6 Threshold elevation: 607 ft
2.12.6 Touchdown zone elevation: 607 ft

2.12.1 Designation: 36L
2.12.2 True Bearing: 0
2.12.3 Dimensions: 13400 ft x 150 ft
2.12.5 Coordinates: 32-52-44.35N / 97-03-17.40W
2.12.6 Threshold elevation: 582 ft
2.12.6 Touchdown zone elevation: 588 ft

2.12.1 Designation: 13L
2.12.2 True Bearing: 135
2.12.3 Dimensions: 9000 ft x 200 ft
2.12.5 Coordinates: 32-54-45.20N / 97-01-17.32W
2.12.6 Threshold elevation: 553 ft
2.12.6 Touchdown zone elevation: 553 ft

2.12.1 Designation: 31R
2.12.2 True Bearing: 315
2.12.3 Dimensions: 9000 ft x 200 ft
2.12.5 Coordinates: 32-53-41.93N / 97-00-00.00W
2.12.6 Threshold elevation: 508 ft
2.12.6 Touchdown zone elevation: 523 ft

2.12.1 Designation: 17C
2.12.2 True Bearing: 180
2.12.3 Dimensions: 13401 ft x 150 ft
2.12.5 Coordinates: 32-54-56.55N / 97-01-33.49W
2.12.6 Threshold elevation: 562 ft
2.12.6 Touchdown zone elevation: 562 ft

2.12.1 Designation: 35C
2.12.2 True Bearing: 0
2.12.3 Dimensions: 13401 ft x 150 ft

2.12.5 Coordinates: 32-52-43.96N / 97-01-34.22W

2.12.6 Threshold elevation: 562 ft

2.12.6 Touchdown zone elevation: 562 ft

2.12.1 Designation: 13R

2.12.2 True Bearing: 139

2.12.3 Dimensions: 9301 ft x 150 ft

2.12.5 Coordinates: 32-54-34.47N / 97-04-59.28W

2.12.6 Threshold elevation: 591 ft

2.12.6 Touchdown zone elevation: 591 ft

2.12.1 Designation: 31L

2.12.2 True Bearing: 319

2.12.3 Dimensions: 9301 ft x 150 ft

2.12.5 Coordinates: 32-53-24.97N / 97-03-47.79W

2.12.6 Threshold elevation: 577 ft

2.12.6 Touchdown zone elevation: 581 ft

2.12.1 Designation: 17L

2.12.2 True Bearing: 180

2.12.3 Dimensions: 8500 ft x 150 ft

2.12.5 Coordinates: 32-53-53.95N / 97-00-35.20W

2.12.6 Threshold elevation: 524 ft

2.12.6 Touchdown zone elevation: 545 ft

2.12.1 Designation: 35R

2.12.2 True Bearing: 0

2.12.3 Dimensions: 8500 ft x 150 ft

2.12.5 Coordinates: 32-52-29.85N / 97-00-35.67W

2.12.6 Threshold elevation: 575 ft

2.12.6 Touchdown zone elevation: 575 ft

2.12.1 Designation: 17R

2.12.2 True Bearing: 180

2.12.3 Dimensions: 13401 ft x 200 ft

2.12.5 Coordinates: 32-54-56.60N / 97-01-47.58W

2.12.6 Threshold elevation: 566 ft

2.12.6 Touchdown zone elevation: 566 ft

2.12.1 Designation: 35L

2.12.2 True Bearing: 0

2.12.3 Dimensions: 13401 ft x 200 ft

2.12.5 Coordinates: 32-52-44.02N / 97-01-48.29W

2.12.6 Threshold elevation: 563 ft

2.12.6 Touchdown zone elevation: 564 ft

AD 2.13 Declared distances

2.13.1 Designation: 18L

2.13.2 Takeoff run available: 13400

2.13.3 Takeoff distance available: 13400

2.13.4 Accelerate-stop distance available: 13400

2.13.5 Landing distance available: 13400

2.13.1 Designation: 36R

2.13.2 Takeoff run available: 13400

2.13.3 Takeoff distance available: 13400

2.13.4 Accelerate-stop distance available: 13400

2.13.5 Landing distance available: 13400

2.13.1 Designation: 18R

2.13.2 Takeoff run available: 13400

2.13.3 Takeoff distance available: 13400

2.13.4 Accelerate-stop distance available: 13400

2.13.5 Landing distance available: 13400

2.13.1 Designation: 36L

2.13.2 Takeoff run available: 13400

2.13.3 Takeoff distance available: 13400

2.13.4 Accelerate-stop distance available: 13400

2.13.5 Landing distance available: 13400

2.13.1 Designation: 13L

2.13.2 Takeoff run available: 9000

2.13.3 Takeoff distance available: 9000

2.13.4 Accelerate-stop distance available: 9000

2.13.5 Landing distance available: 8375

2.13.1 Designation: 31R

2.13.2 Takeoff run available: 8375

2.13.3 Takeoff distance available: 8375

2.13.4 Accelerate-stop distance available: 8375

2.13.5 Landing distance available: 8375

2.13.1 Designation: 17C

2.13.2 Takeoff run available: 13401

2.13.3 Takeoff distance available: 13401

2.13.4 Accelerate-stop distance available: 13401

2.13.5 Landing distance available: 13401

2.13.1 Designation: 35C
2.13.2 Takeoff run available: 13401
2.13.3 Takeoff distance available: 13401
2.13.4 Accelerate-stop distance available: 13401
2.13.5 Landing distance available: 13401

2.13.1 Designation: 13R
2.13.2 Takeoff run available: 9301
2.13.3 Takeoff distance available: 9301
2.13.4 Accelerate-stop distance available: 9301
2.13.5 Landing distance available: 9301

2.13.1 Designation: 31L
2.13.2 Takeoff run available: 9301
2.13.3 Takeoff distance available: 9301
2.13.4 Accelerate-stop distance available: 9301
2.13.5 Landing distance available: 9301

2.13.1 Designation: 17L
2.13.2 Takeoff run available: 8500
2.13.3 Takeoff distance available: 8500
2.13.4 Accelerate-stop distance available: 8500
2.13.5 Landing distance available: 8500

2.13.1 Designation: 35R
2.13.2 Takeoff run available: 8500
2.13.3 Takeoff distance available: 8500
2.13.4 Accelerate-stop distance available: 8500
2.13.5 Landing distance available: 8500

2.13.1 Designation: 17R
2.13.2 Takeoff run available: 13401
2.13.3 Takeoff distance available: 13401
2.13.4 Accelerate-stop distance available: 13401
2.13.5 Landing distance available: 13401

2.13.1 Designation: 35L
2.13.2 Takeoff run available: 13401
2.13.3 Takeoff distance available: 13401
2.13.4 Accelerate-stop distance available: 13401
2.13.5 Landing distance available: 13401

AD 2.14 Approach and runway lighting

2.14.1 Designation: 18L

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 36R
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 18R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 36L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 13L
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 31R
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 17C
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 35C
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 13R
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 31L
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 17L
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 35R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 17R
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 35L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light

PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: CLASS B NW

2.18.3 Service designation: 118.1 MHz

2.18.1 Service designation: GND/P IC

2.18.3 Service designation: 121.65 MHz

2.18.1 Service designation: GND/P IC

2.18.3 Service designation: 121.8 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.85 MHz

2.18.1 Service designation: LCL/P IC

2.18.3 Service designation: 124.15 MHz

2.18.1 Service designation: CLASS B NE

2.18.3 Service designation: 124.3 MHz

2.18.1 Service designation: CLASS B SE

2.18.3 Service designation: 125.2 MHz

2.18.1 Service designation: LCL/P IC

2.18.3 Service designation: 126.55 MHz

2.18.1 Service designation: LCL/P IC

2.18.3 Service designation: 127.5 MHz

2.18.1 Service designation: CD/P

2.18.3 Service designation: 128.25 MHz

2.18.1 Service designation: LCL/P IC

2.18.3 Service designation: 134.9 MHz

2.18.1 Service designation: CLASS B SW

2.18.3 Service designation: 135.975 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 243 MHz

2.18.1 Service designation: CLASS B NW

2.18.3 Service designation: 306.95 MHz

2.18.1 Service designation: CLASS B SE
2.18.3 Service designation: 343.65 MHz

2.18.1 Service designation: CLASS B SW
2.18.3 Service designation: 379.9 MHz

2.18.1 Service designation: CLASS B NE
2.18.3 Service designation: 282.275 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 123.775 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 135.925 MHz
2.18.4 Hours of operation: 24

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Outer Marker for runway 18L. Magnetic variation: 4E
2.19.2 ILS identification: CIX
2.19.5 Coordinates: 32-59-42.30N / 97-02-58.02W
2.19.6 Site elevation: 571 ft

2.19.1 ILS type: Localizer for runway 18L. Magnetic variation: 4E
2.19.2 ILS identification: CIX
2.19.5 Coordinates: 32-52-33.61N / 97-03-00.00W
2.19.6 Site elevation: 570 ft

2.19.1 ILS type: Glide Slope for runway 18L. Magnetic variation: 4E
2.19.2 ILS identification: CIX
2.19.5 Coordinates: 32-54-45.22N / 97-03-00.00W
2.19.6 Site elevation: 594 ft

2.19.1 ILS type: Middle Marker for runway 18L. Magnetic variation: 4E
2.19.2 ILS identification: CIX
2.19.5 Coordinates: 32-55-00.00N / 97-03-00.00W
2.19.6 Site elevation: 600 ft

2.19.1 ILS type: DME for runway 18L. Magnetic variation: 4E

2.19.2 ILS identification: CIX
2.19.5 Coordinates: 32-55-00.00N / 97-03-00.00W
2.19.6 Site elevation: 594 ft

2.19.1 ILS type: Localizer for runway 36R. Magnetic variation: 4E
2.19.2 ILS identification: FJN
2.19.5 Coordinates: 32-55-00.00N / 97-03-00.00W
2.19.6 Site elevation: 595 ft

2.19.1 ILS type: Glide Slope for runway 36R. Magnetic variation: 4E
2.19.2 ILS identification: FJN
2.19.5 Coordinates: 32-52-54.85N / 97-03-00.00W
2.19.6 Site elevation: 577 ft

2.19.1 ILS type: Outer Marker for runway 36R. Magnetic variation: 4E
2.19.2 ILS identification: FJN
2.19.5 Coordinates: 32-47-34.94N / 97-03-00.00W
2.19.6 Site elevation: 523 ft

2.19.1 ILS type: Middle Marker for runway 36R. Magnetic variation: 4E
2.19.2 ILS identification: FJN
2.19.5 Coordinates: 32-52-17.10N / 97-03-00.00W
2.19.6 Site elevation: 560 ft

2.19.1 ILS type: DME for runway 36R. Magnetic variation: 4E
2.19.2 ILS identification: FJN
2.19.5 Coordinates: 32-55-00.00N / 97-03-00.00W
2.19.6 Site elevation: 594 ft

2.19.1 ILS type: Glide Slope for runway 18R. Magnetic variation: 4E
2.19.2 ILS identification: VYN
2.19.5 Coordinates: 32-54-45.47N / 97-03-21.57W
2.19.6 Site elevation: 599.6 ft

2.19.1 ILS type: Middle Marker for runway 18R. Magnetic variation: 4E
2.19.2 ILS identification: VYN
2.19.5 Coordinates: 32-55-00.00N / 97-03-16.70W

2.19.6 Site elevation: 600 ft

2.19.1 ILS type: Localizer for runway 18R. Magnetic variation: 4E

2.19.2 ILS identification: VYN

2.19.5 Coordinates: 32-52-33.93N / 97-03-17.46W

2.19.6 Site elevation: 580 ft

2.19.1 ILS type: DME for runway 18R. Magnetic variation: 4E

2.19.2 ILS identification: VYN

2.19.5 Coordinates: 32-52-34.09N / 97-03-12.60W

2.19.6 Site elevation: 584 ft

2.19.1 ILS type: Outer Marker for runway 18R. Magnetic variation: 4E

2.19.2 ILS identification: VYN

2.19.5 Coordinates: 32-59-42.30N / 97-02-58.02W

2.19.6 Site elevation: 571 ft

2.19.1 ILS type: Inner Marker for runway 18R. Magnetic variation: 4E

2.19.2 ILS identification: VYN

2.19.5 Coordinates: 32-55-00.00N / 97-03-16.69W

2.19.6 Site elevation: 604 ft

2.19.1 ILS type: DME for runway 36L. Magnetic variation: 4E

2.19.2 ILS identification: BXN

2.19.5 Coordinates: 32-52-34.09N / 97-03-12.60W

2.19.6 Site elevation: 584 ft

2.19.1 ILS type: Outer Marker for runway 36L. Magnetic variation: 4E

2.19.2 ILS identification: BXN

2.19.5 Coordinates: 32-47-34.94N / 97-03-00.00W

2.19.6 Site elevation: 523 ft

2.19.1 ILS type: Localizer for runway 36L. Magnetic variation: 4E

2.19.2 ILS identification: BXN

2.19.5 Coordinates: 32-55-00.00N / 97-03-16.69W

2.19.6 Site elevation: 601 ft

2.19.1 ILS type: Glide Slope for runway 36L. Magnetic variation: 4E

2.19.2 ILS identification: BXN

2.19.5 Coordinates: 32-52-54.41N / 97-03-22.04W

2.19.6 Site elevation: 580 ft

2.19.1 ILS type: Middle Marker for runway 36L. Magnetic variation: 4E

2.19.2 ILS identification: BXN

2.19.5 Coordinates: 32-52-15.86N / 97-03-17.54W

2.19.6 Site elevation: 542 ft

2.19.1 ILS type: Glide Slope for runway 31R. Magnetic variation: 4E

2.19.2 ILS identification: RRA

2.19.5 Coordinates: 32-53-51.74N / 97-00-00.00W

2.19.6 Site elevation: 509 ft

2.19.1 ILS type: Outer Marker for runway 31R. Magnetic variation: 4E

2.19.2 ILS identification: RRA

2.19.5 Coordinates: 32-49-51.37N / 96-55-27.13W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 31R. Magnetic variation: 4E

2.19.2 ILS identification: RRA

2.19.5 Coordinates: 32-54-48.11N / 97-01-20.75W

2.19.6 Site elevation: 552 ft

2.19.1 ILS type: DME for runway 31R. Magnetic variation: 4E

2.19.2 ILS identification: RRA

2.19.5 Coordinates: 32-54-46.09N / 97-01-22.58W

2.19.6 Site elevation: 548 ft

2.19.1 ILS type: Middle Marker for runway 31R. Magnetic variation: 4E

2.19.2 ILS identification: RRA

2.19.5 Coordinates: 32-53-20.76N / 96-59-38.13W

2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 17C. Magnetic variation: 4E

2.19.2 ILS identification: FLQ
2.19.5 Coordinates: 32-52-34.13N / 97-01-39.65W
2.19.6 Site elevation: 575.1 ft

2.19.1 ILS type: Glide Slope for runway 17C. Magnetic variation: 4E
2.19.2 ILS identification: FLQ
2.19.5 Coordinates: 32-54-45.64N / 97-01-28.77W
2.19.6 Site elevation: 555.8 ft

2.19.1 ILS type: Inner Marker for runway 17C. Magnetic variation: 4E
2.19.2 ILS identification: FLQ
2.19.5 Coordinates: 32-55-00.00N / 97-01-33.46W
2.19.6 Site elevation: 562 ft

2.19.1 ILS type: Middle Marker for runway 17C. Magnetic variation: 4E
2.19.2 ILS identification: FLQ
2.19.5 Coordinates: 32-55-00.00N / 97-01-33.35W
2.19.6 Site elevation: 561 ft

2.19.1 ILS type: Outer Marker for runway 17C. Magnetic variation: 4E
2.19.2 ILS identification: FLQ
2.19.5 Coordinates: 32-59-44.75N / 97-01-46.52W
2.19.6 Site elevation: 525 ft

2.19.1 ILS type: Glide Slope for runway 35C. Magnetic variation: 4E
2.19.2 ILS identification: PKQ
2.19.5 Coordinates: 32-52-54.33N / 97-01-29.47W
2.19.6 Site elevation: 556.9 ft

2.19.1 ILS type: Middle Marker for runway 35C. Magnetic variation: 4E
2.19.2 ILS identification: PKQ
2.19.5 Coordinates: 32-52-16.34N / 97-01-34.37W
2.19.6 Site elevation: 559 ft

2.19.1 ILS type: Inner Marker for runway 35C. Magnetic variation: 4E
2.19.2 ILS identification: PKQ
2.19.5 Coordinates: 32-52-35.30N / 97-01-34.26W

2.19.6 Site elevation: 875 ft

2.19.1 ILS type: DME for runway 35C. Magnetic variation: 4E
2.19.2 ILS identification: PKQ
2.19.5 Coordinates: 32-52-34.13N / 97-01-39.65W
2.19.6 Site elevation: 575.1 ft

2.19.1 ILS type: Outer Marker for runway 35C. Magnetic variation: 4E
2.19.2 ILS identification: PKQ
2.19.5 Coordinates: 32-48-00.00N / 97-01-38.86W
2.19.6 Site elevation: 480 ft

2.19.1 ILS type: Localizer for runway 13R. Magnetic variation: 4E
2.19.2 ILS identification: LWN
2.19.5 Coordinates: 32-53-17.46N / 97-03-40.07W
2.19.6 Site elevation: 577 ft

2.19.1 ILS type: Glide Slope for runway 13R. Magnetic variation: 4E
2.19.2 ILS identification: LWN
2.19.5 Coordinates: 32-54-24.13N / 97-04-54.08W
2.19.6 Site elevation: 588 ft

2.19.1 ILS type: Middle Marker for runway 13R. Magnetic variation: 4E
2.19.2 ILS identification: LWN
2.19.5 Coordinates: 32-54-55.16N / 97-05-20.58W
2.19.6 Site elevation: 610 ft

2.19.1 ILS type: Outer Marker for runway 13R. Magnetic variation: 4E
2.19.2 ILS identification: LWN
2.19.5 Coordinates: 32-58-20.35N / 97-08-45.76W
2.19.6 Site elevation: 605 ft

2.19.1 ILS type: DME for runway 13R. Magnetic variation: 4E
2.19.2 ILS identification: LWN
2.19.5 Coordinates: 32-53-16.07N / 97-03-42.77W
2.19.6 Site elevation: 590 ft

2.19.1 ILS type: DME for runway 17L. Magnetic variation: 4E

2.19.2 ILS identification: PPZ

2.19.5 Coordinates: 32-52-18.74N / 97-00-40.18W

2.19.6 Site elevation: 577.3 ft

2.19.1 ILS type: Outer Marker for runway 17L. Magnetic variation: 4E

2.19.2 ILS identification: PPZ

2.19.5 Coordinates: 32-58-00.00N / 97-00-26.70W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 17L. Magnetic variation: 4E

2.19.2 ILS identification: PPZ

2.19.5 Coordinates: 32-52-19.44N / 97-00-35.73W

2.19.6 Site elevation: 583.9 ft

2.19.1 ILS type: Glide Slope for runway 17L. Magnetic variation: 4E

2.19.2 ILS identification: PPZ

2.19.5 Coordinates: 32-53-45.23N / 97-00-31.14W

2.19.6 Site elevation: 526.1 ft

2.19.1 ILS type: Inner Marker for runway 17L. Magnetic variation: 4E

2.19.2 ILS identification: PPZ

2.19.5 Coordinates: 32-54-00.00N / 97-00-35.26W

2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 17L. Magnetic variation: 4E

2.19.2 ILS identification: PPZ

2.19.5 Coordinates: 32-54-24.15N / 97-00-35.04W

2.19.6 Site elevation: 0 ft

2.19.1 ILS type: DME for runway 35R. Magnetic variation: 4E

2.19.2 ILS identification: AJQ

2.19.5 Coordinates: 32-52-18.74N / 97-00-40.18W

2.19.6 Site elevation: 577 ft

2.19.1 ILS type: Outer Marker for runway 35R. Magnetic variation: 4E

2.19.2 ILS identification: AJQ

2.19.5 Coordinates: 32-48-20.28N / 97-00-26.58W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 35R. Magnetic variation: 4E

2.19.2 ILS identification: AJQ

2.19.5 Coordinates: 32-54-00.00N / 97-00-35.15W

2.19.6 Site elevation: 519 ft

2.19.1 ILS type: Glide Slope for runway 35R. Magnetic variation: 4E

2.19.2 ILS identification: AJQ

2.19.5 Coordinates: 32-52-43.44N / 97-00-30.90W

2.19.6 Site elevation: 559 ft

2.19.1 ILS type: Inner Marker for runway 35R. Magnetic variation: 4E

2.19.2 ILS identification: AJQ

2.19.5 Coordinates: 32-52-22.61N / 97-00-35.71W

2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 35R. Magnetic variation: 4E

2.19.2 ILS identification: AJQ

2.19.5 Coordinates: 32-52-00.00N / 97-00-35.82W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 35L. Magnetic variation: 4E

2.19.2 ILS identification: UWX

2.19.5 Coordinates: 32-55-00.00N / 97-01-47.52W

2.19.6 Site elevation: 567 ft

2.19.1 ILS type: Glide Slope for runway 35L. Magnetic variation: 4E

2.19.2 ILS identification: UWX

2.19.5 Coordinates: 32-52-54.98N / 97-01-43.53W

2.19.6 Site elevation: 559 ft

2.19.1 ILS type: Middle Marker for runway 35L. Magnetic variation: 4E

2.19.2 ILS identification: UWX

2.19.5 Coordinates: 32-52-17.25N / 97-01-48.43W

2.19.6 Site elevation: 554 ft

2.19.1 ILS type: DME for runway 35L. Magnetic variation: 4E

2.19.2 ILS identification: UWX

2.19.5 Coordinates: 32-52-33.67N / 97-01-53.66W

2.19.6 Site elevation: 550 ft

2.19.1 ILS type: Glide Slope for runway 17R. Magnetic variation: 4E

2.19.2 ILS identification: JHZ

2.19.5 Coordinates: 32-54-45.82N / 97-01-43.06W

2.19.6 Site elevation: 561.3 ft

2.19.1 ILS type: Middle Marker for runway 17R. Magnetic variation: 4E

2.19.2 ILS identification: JHZ

2.19.5 Coordinates: 32-55-26.68N / 97-01-47.42W

2.19.6 Site elevation: 561 ft

2.19.1 ILS type: Localizer for runway 17R. Magnetic variation: 4E

2.19.2 ILS identification: JHZ

2.19.5 Coordinates: 32-52-33.24N / 97-01-48.35W

2.19.6 Site elevation: 558.1 ft

2.19.1 ILS type: Outer Marker for runway 17R. Magnetic variation: 4E

2.19.2 ILS identification: JHZ

2.19.5 Coordinates: 32-59-44.75N / 97-01-46.52W

2.19.6 Site elevation: 525 ft

2.19.1 ILS type: DME for runway 17R. Magnetic variation: 4E

2.19.2 ILS identification: JHZ

2.19.5 Coordinates: 32-52-33.67N / 97-01-53.66W

2.19.6 Site elevation: 550 ft

2.19.1 ILS type: Outer Marker for runway 35L. Magnetic variation: 4E

2.19.2 ILS identification: UWX

2.19.5 Coordinates: 32-48-00.00N / 97-01-38.86W

2.19.6 Site elevation: 499 ft

2.19.1 ILS type: Localizer for runway 17C. Magnetic variation: 4E

2.19.2 ILS identification: FLQ

2.19.5 Coordinates: 32-52-33.15N / 97-01-34.28W

2.19.6 Site elevation: 562.7 ft

2.19.1 ILS type: Localizer for runway 35C. Magnetic variation: 4E

2.19.2 ILS identification: PKQ

2.19.5 Coordinates: 32-55-00.00N / 97-01-33.45W

2.19.6 Site elevation: 558 ft

General Remarks:

BIRDS ON & IN THE VICINITY OF AIRPORT.

PRIOR PERMISSION REQUIRED FROM THE PRIMARY TENANT AIRLINES TO OPERATE WITHIN THE CENTRAL TERMINAL AREA. PROPER MINIMUM OBJECT FREE AREA DISTANCES MAY NOT BE MAINTAINED FOR RAMP/APRON TAXILANES.

PRIOR PERMISSION REQUIRED FROM AIRPORT OPERATIONS FOR GENERAL AVIATION AIRCRAFT TO PROCEED TO AIRLINE TERMINAL GATE EXCEPT GENERAL AVIATION FACILITY.

STANDARD SAWED GROOVING 160 FT WIDE FULL LENGTH RUNWAYS 13L/31R; 18L/36R & 17R/35L. STANDARD GROOVING 130 FT WIDE FULL LENGTH RUNWAYS 17L/35R; 18R/36L; 13R/31L & 17C/35C.

AIRPORT UNDER CONSTRUCTION; PERSONNEL AND EQUIPMENT WORKING IN MOVEMENT AREAS.

TAKE-OFF DISTANCE FOR RUNWAY 17R FROM TAXIWAY EMERGENCY GEAR IS 13082 FT & FROM TAXIWAY EH IS 12816 FT.

LAND & HOLD SHORT SIGNS ON RUNWAY 17C AT TAXIWAY 'B' 10,460 FT S OF RUNWAY 17C THRESHOLD; RUNWAY 18R AT TAXIWAY 'B' 10,100 FT S OF RUNWAY 18R THRESHOLD; RUNWAY 35C AT TAXIWAY 'EJ'

9050 FT N OF RUNWAY 35C THRESHOLD; RUNWAY 36L AT TAXIWAY 'Z' 10,650 FT N OF RUNWAY 36L THRESHOLD; LIGHTED & MARKED WITH IN-PAVEMENT PULSATING WHITE LIGHTS.

TAKE-OFF DISTANCE FOR RUNWAY 36R FROM TAXIWAY WAYPOINT IS 12,815 FT; FROM TAXIWAY WQ IS 13,082 FT.

TAKE-OFF DISTANCE FOR RUNWAY 17L FROM TAXIWAY Q2 IS 8196 FT.

TAXIWAYS MAY REQUIRE JUDGMENTAL OVERSTEERING FOR LARGE AIRCRAFT.

TAKE-OFF DISTANCE FOR RUNWAY 35R FROM TAXIWAY Q9 IS 8196 FT.

TAKE-OFF DISTANCE FOR RUNWAY 35L FROM TAXIWAY EQ IS 13084 FT & FROM TAXIWAY EN ROUTE PENETRATION IS 12811 FT.

AIRCRAFT EXITING BY WAY OF APRON ENTRANCE/EXIT POINTS 42; 43 & 44 CONTACT GROUND CONTROL PRIOR TO TAXIING.

APRON ENTRANCE/EXIT POINTS 22, 24, 105, & 107 CLOSED TO AIRCRAFT WITH WINGSPAN 125 FT AND GREATER. APRON ENTRANCE/EXIT POINT 122 CLOSED TO AIRCRAFT WITH WINGSPAN GREATER THAN 118 FT.

TAXIWAY EDGE REFLECTORS ALONG ALL TAXIWAYS.

TERMINAL B APRON TAXILANE BETWEEN APRON ENTRANCE/EXIT POINT TAXILANES 107 & 115 CLOSED TO AIRCRAFT WITH WINGSPAN 118 FT AND GREATER.

TAKE-OFF DISTANCE FOR RUNWAY 18L FROM TAXIWAY WG IS 13,082; FROM TAXIWAY WH IS 12,815.

PRIOR PERMISSION REQUIRED GA OPERATIONS 0000-0500; CALL AIRPORT OPERATIONS 972-973-3112.

TAXIWAY G11 EAST OF TAXIWAY G CLOSED TO AIRCRAFT WITH WINGSPAN 125 FT & GREATER.

APRON ENTRANCE/EXIT POINT 124 CLOSED TO AIRCRAFT WITH WINGSPAN GREATER THAN 213 FT.

TAXIWAY A5 CLOSED TO AIRCRAFT WITH WINGSPAN 171 FT AND GREATER.

TAKE-OFF DISTANCE FOR RUNWAY 17C FROM TAXIWAY EMERGENCY GEAR IS 13,082 FT.

TAKE-OFF DISTANCE FOR RUNWAY 18R FROM TAXIWAY WG IS 13,082 FT.

AIRCRAFT USING GATES D6-D17 MUST OBTAIN APPROVAL FROM DFW RAMP TOWER 129.95 PRIOR TO ENTERING RAMP & PRIOR TO PUSHBACK 0615-2200. USE EXTREME CARE AT OTHER TIMES.

APRON ENTRANCE/EXIT POINTS 32, 33, 34, 35, 36, 37, 38, 39 & 53 CLOSED TO AIRCRAFT WITH WINGSPAN GREATER THAN 135 FT.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

PRIOR PERMISSION REQUIRED AIRCRAFT WITH WINGSPAN 215 FT OR GREATER (GROUP VI) CALL AIRPORT OPERATIONS 972-973-3112 FOR FOLLOW-ME SERVICES WHILE TAXIING TO & FROM RAMP & RUNWAYS.

RUNWAY VISUAL SCREEN 20 FT AGL 1180 FT S APPROACH END RUNWAY 35C.

RUNWAY VISUAL SCREEN 22 FT AGL 1179 FT S APPROACH END RUNWAY 35L.

APRON ENTRANCE/EXIT POINTS 5 & 7 CLOSED TO AIRCRAFT WITH WINGSPAN 118 FT & GREATER.

APRON ENTRANCE/EXIT POINTS 42 & 44 CLOSED TO AIRCRAFT WITH WINGSPAN GREATER THAN 118 FT.

APRON ENTRANCE/EXIT POINT 52 CLOSED TO AIRCRAFT WITH WINGSPAN GREATER THAN 118 FT.

APRON ENTRANCE/EXIT POINT 49 & 51 CLOSED TO AIRCRAFT WITH WINGSPAN GREATER THAN 118 FT.

AIRCRAFT USING TERMINAL E GATES MUST OBTAIN APPROVAL FROM DFW RAMP 131.0 PRIOR TO ENTERING RAMP AND PRIOR TO PUSHBACK 0430-0100.

15064

EL PASO INTL (ELP)
EL PASO, TEXAS

AL-134 (FAA)

106°21'W
106°22'W
106°23'W

31°48'N
31°49'N

FIELD ELEV 3962

**JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W**

VAR 8.4° E

26R
5499 X 75
ELEV 3962
264.9°
079.9°

26L
9027 X 150
ELEV 3952
084.9°

0.3% DOWN
221.8°

0.5% UP
084.9°

0.1% UP
084.9°

1200 X 150

AIR CARGO

FIRE STATION

GA RAMP

TWR 4105

FBO

NASA HANGARS

U.S. CUSTOMS

MILITARY RAMP

HANGARS

TERMINAL U.S. CUSTOMS

ELEV 3917

ELEV 3927

ELEV 3950

ELEV 3962

ELEV 3977

ATIS 120.0 254.3
EL PASO TOWER 118.3 239.275
GND CON 121.9 348.6
CLNC DEL 125.0 379.1

D

106°24'W

**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.**

RWY 04-22 S-100, D-180, 2S-175, 2D-350
RWY 08L-26R S-60, D-180, 2S-175
RWY 08R-26L S-100, D-180, 2S-175, 2D-350

EL PASO, TEXAS
EL PASO INTL (ELP)

15064

El Paso, TX
El Paso Intl
ICAO Identifier KELP

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 31-48-25.90N / 106-22-34.90W
2.2.2 From City: 4 Miles NE Of El Paso, TX
2.2.3 Elevation: 3961.7 ft
2.2.5 Magnetic variation: 8E (2015)
2.2.6 Airport Contact: Monica Lombrana
6701 CONVAIR RD
El Paso, TX 79925 (915-780-4749)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A1+,B+
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I C
certified on 5/1/1973

AD 2.12 Runway physical characteristics

2.12.1 Designation: 04
2.12.2 True Bearing: 50
2.12.3 Dimensions: 12020 ft x 150 ft
2.12.5 Coordinates: 31-48-00.00N / 106-23-59.46W
2.12.6 Threshold elevation: 3917 ft
2.12.6 Touchdown zone elevation: 3923 ft

2.12.1 Designation: 22
2.12.2 True Bearing: 230
2.12.3 Dimensions: 12020 ft x 150 ft
2.12.5 Coordinates: 31-49-22.01N / 106-22-12.78W
2.12.6 Threshold elevation: 3950 ft
2.12.6 Touchdown zone elevation: 3950 ft

2.12.1 Designation: 08L

2.12.2 True Bearing: 88
2.12.3 Dimensions: 5499 ft x 75 ft
2.12.5 Coordinates: 31-48-20.58N / 106-22-11.46W
2.12.6 Threshold elevation: 3952 ft
2.12.6 Touchdown zone elevation: 3957 ft

2.12.1 Designation: 26R
2.12.2 True Bearing: 268
2.12.3 Dimensions: 5499 ft x 75 ft
2.12.5 Coordinates: 31-48-22.17N / 106-21-00.00W
2.12.6 Threshold elevation: 3949 ft
2.12.6 Touchdown zone elevation: 3951 ft

2.12.1 Designation: 08R
2.12.2 True Bearing: 93
2.12.3 Dimensions: 9027 ft x 150 ft
2.12.5 Coordinates: 31-48-00.00N / 106-23-19.15W
2.12.6 Threshold elevation: 3927 ft
2.12.6 Touchdown zone elevation: 3940 ft
2.12.7 Slope: 0.3UP

2.12.1 Designation: 26L
2.12.2 True Bearing: 273
2.12.3 Dimensions: 9027 ft x 150 ft
2.12.5 Coordinates: 31-48-00.00N / 106-21-34.74W
2.12.6 Threshold elevation: 3962 ft
2.12.6 Touchdown zone elevation: 3962 ft

AD 2.13 Declared distances

2.13.1 Designation: 04
2.13.2 Takeoff run available: 12020
2.13.3 Takeoff distance available: 12020
2.13.4 Accelerate-stop distance available: 12020
2.13.5 Landing distance available: 12020

2.13.1 Designation: 22
2.13.2 Takeoff run available: 12020
2.13.3 Takeoff distance available: 12020
2.13.4 Accelerate-stop distance available: 12449
2.13.5 Landing distance available: 12020

2.13.1 Designation: 08L
2.13.2 Takeoff run available: 5493
2.13.3 Takeoff distance available: 5493

2.13.4 Accelerate-stop distance available: 5493
2.13.5 Landing distance available: 5493

2.13.1 Designation: 26R
2.13.2 Takeoff run available: 5493
2.13.3 Takeoff distance available: 5493
2.13.4 Accelerate-stop distance available: 5493
2.13.5 Landing distance available: 5493

2.13.1 Designation: 08R
2.13.2 Takeoff run available: 9025
2.13.3 Takeoff distance available: 9025
2.13.4 Accelerate-stop distance available: 9025
2.13.5 Landing distance available: 9025

2.13.1 Designation: 26L
2.13.2 Takeoff run available: 9025
2.13.3 Takeoff distance available: 9025
2.13.4 Accelerate-stop distance available: 9025
2.13.5 Landing distance available: 9025

AD 2.14 Approach and runway lighting

2.14.1 Designation: 04
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 22
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

2.14.1 Designation: 08R
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 26L
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.3 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 120 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: UTILITY
2.18.3 Service designation: 121.3 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: CD/P PTC
2.18.3 Service designation: 125 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 254.3 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: DEP/P
2.18.3 Service designation: 263 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: APCH/P CLASS C
2.18.3 Service designation: 353.5 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 379.1 MHz

2.18.1 Service designation: APCH/P CLASS C
2.18.3 Service designation: 119.15 MHz

2.18.1 Service designation: DEP/P CLASS C
2.18.3 Service designation: 119.15 MHz

2.18.1 Service designation: APCH/P CLASS C IC
2.18.3 Service designation: 124.25 MHz

2.18.1 Service designation: APCH/P CLASS C IC
2.18.3 Service designation: 298.85 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 239.275 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 04. Magnetic variation: 8E
2.19.2 ILS identification: ETF
2.19.5 Coordinates: 31-49-28.44N / 106-22-00.00W
2.19.6 Site elevation: 3950.5 ft

2.19.1 ILS type: DME for runway 04. Magnetic variation: 8E
2.19.2 ILS identification: ETF
2.19.5 Coordinates: 31-47-58.72N / 106-24-13.52W
2.19.6 Site elevation: 3926.8 ft

2.19.1 ILS type: Localizer for runway 22. Magnetic variation: 8E
2.19.2 ILS identification: ELP
2.19.5 Coordinates: 31-47-55.92N / 106-24-12.90W

2.19.6 Site elevation: 3910.9 ft

2.19.1 ILS type: DME for runway 22. Magnetic variation: 8E

2.19.2 ILS identification: ELP
2.19.5 Coordinates: 31-47-58.72N / 106-24-13.52W
2.19.6 Site elevation: 3926.8 ft

2.19.1 ILS type: Glide Slope for runway 22. Magnetic variation: 8E

2.19.2 ILS identification: ELP
2.19.5 Coordinates: 31-49-17.28N / 106-22-26.59W
2.19.6 Site elevation: 3940.3 ft

2.19.1 ILS type: Middle Marker for runway 22. Magnetic variation: 8E

2.19.2 ILS identification: ELP
2.19.5 Coordinates: 31-49-33.88N / 106-21-56.93W
2.19.6 Site elevation: 3947 ft

2.19.1 ILS type: Outer Marker for runway 22. Magnetic variation: 8E

2.19.2 ILS identification: ELP
2.19.5 Coordinates: 31-51-37.03N / 106-19-00.00W
2.19.6 Site elevation: 3993.1 ft

General Remarks:

24 HR PRIOR PERMISSION REQUIRED CLASS A EXPLOSIVES CONTACT 915-780-4749.

CAUTION: BIGGS AAF 2NM NW RUNWAY 21 CAN BE MISTAKEN FOR ELP RUNWAY 22.

SAILPLANE & ULTRALIGHT OPERATIONS IN THE VICINITY OF HORIZON AIRPORT 8 NAUTICAL MILE ESE.

NORTH BOUND TRAFFIC PROHIBITED ON TAXIWAY F SOUTH OF APPROACH END RUNWAY 08R.

TAXIWAY A FROM 700 FT NORTH OF RUNWAY 04 TO THE SOUTH; TAXIWAY J NE OF TAXIWAY K1; TAXIWAY K NE OF TAXIWAY K1 BETWEEN TAXIWAY J & NORTH CARGO RAMP; TAXIWAYS U & V SOUTH OF TAXIWAY L; & TAXIWAY K2 NOT VISIBLE FROM ATCT.

HOLDING POSITION MARKINGS FOR RUNWAY 8R APPROACH AND RUNWAY 4/22 ARE IN CLOSE PROXIMITY TO THE TERMINAL APRON; REVIEW AIRPORT DIAGRAM PRIOR TO PUSHBACK FROM THE GATE.

MILITARY USERS SHOULD REVIEW NOISE ABATEMENT PROCEDURES LISTED FOR BIGGS AAF.

NOISE ABATEMENT PROCEDURES IN EFFECT, CONTACT ATCT FOR DETAILS.

ENGINE POWER IS RESTRICTED TO IDLE POWER ON ONE ENGINE AT A TIME FOR MAX 5 MIN ON ANY

TERMINAL OR PARKING APRONS, CROSS-BLEED STARTS OR OTHER PRE DEP ACTIVITY ON MOVEMENT AREAS ONLY, MAINT OR OTHER REQUIREMENT NEEDING LONGER OR HIGHER POWER CONTACT TOWER FOR DIRECTIONS TO DESIGNATED RUNUP AREAS.

COMPASS ROSE CLOSED INDEFINITELY.

[illegible]

Houston, TX
George Bush Intercontinental/Houston
ICAO Identifier KIAH

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 29-59-00.00N / 95-20-29.20W
2.2.2 From City: 15 Miles N Of Houston, TX
2.2.3 Elevation: 96.4 ft
2.2.5 Magnetic variation: 3E (2015)
2.2.6 Airport Contact: Carl D. Newman
PO BOX 60106
Houston, TX 77205
(281-230-3100)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
E certified on 5/1/1973

AD 2.12 Runway physical characteristics

2.12.1 Designation: 15L
2.12.2 True Bearing: 152
2.12.3 Dimensions: 12001 ft x 150 ft
2.12.4 PCN: 72 R/A/W/T
2.12.5 Coordinates: 29-59-16.40N / 95-21-28.33W
2.12.6 Threshold elevation: 95 ft
2.12.6 Touchdown zone elevation: 95 ft

2.12.1 Designation: 33R
2.12.2 True Bearing: 332
2.12.3 Dimensions: 12001 ft x 150 ft
2.12.4 PCN: 72 R/A/W/T
2.12.5 Coordinates: 29-57-31.55N / 95-20-24.19W
2.12.6 Threshold elevation: 86 ft
2.12.6 Touchdown zone elevation: 88 ft

2.12.1 Designation: 15R
2.12.2 True Bearing: 152
2.12.3 Dimensions: 10000 ft x 150 ft
2.12.4 PCN: 94 R/B/W/T

2.12.5 Coordinates: 29-59-16.11N / 95-21-41.04W
2.12.6 Threshold elevation: 96 ft
2.12.6 Touchdown zone elevation: 96 ft

2.12.1 Designation: 33L
2.12.2 True Bearing: 332
2.12.3 Dimensions: 10000 ft x 150 ft
2.12.4 PCN: 94 R/B/W/T
2.12.5 Coordinates: 29-57-48.75N / 95-20-47.58W
2.12.6 Threshold elevation: 87 ft
2.12.6 Touchdown zone elevation: 90 ft

2.12.1 Designation: 08R
2.12.2 True Bearing: 90
2.12.3 Dimensions: 9402 ft x 150 ft
2.12.4 PCN: 72 R/A/W/T
2.12.5 Coordinates: 29-59-36.30N / 95-21-17.87W
2.12.6 Threshold elevation: 95 ft
2.12.6 Touchdown zone elevation: 96 ft

2.12.1 Designation: 26L
2.12.2 True Bearing: 270
2.12.3 Dimensions: 9402 ft x 150 ft
2.12.4 PCN: 72 R/A/W/T
2.12.5 Coordinates: 29-59-36.38N / 95-19-30.96W
2.12.6 Threshold elevation: 93 ft
2.12.6 Touchdown zone elevation: 95 ft

2.12.1 Designation: 09
2.12.2 True Bearing: 90
2.12.3 Dimensions: 10000 ft x 150 ft
2.12.4 PCN: 67 R/A/W/T
2.12.5 Coordinates: 29-58-39.34N / 95-20-00.00W
2.12.6 Threshold elevation: 91 ft
2.12.6 Touchdown zone elevation: 91 ft

2.12.1 Designation: 27
2.12.2 True Bearing: 270
2.12.3 Dimensions: 10000 ft x 150 ft
2.12.4 PCN: 67 R/A/W/T
2.12.5 Coordinates: 29-58-39.41N / 95-18-00.00W
2.12.6 Threshold elevation: 85 ft
2.12.6 Touchdown zone elevation: 87 ft

2.12.1 Designation: 08L
2.12.2 True Bearing: 90
2.12.3 Dimensions: 9000 ft x 150 ft
2.12.4 PCN: 72 R/A/W/T
2.12.5 Coordinates: 30-00-25.78N / 95-21-31.65W
2.12.6 Threshold elevation: 91 ft
2.12.6 Touchdown zone elevation: 95 ft

2.12.1 Designation: 26R
2.12.2 True Bearing: 270
2.12.3 Dimensions: 9000 ft x 150 ft
2.12.4 PCN: 72 R/A/W/T
2.12.5 Coordinates: 30-00-25.86N / 95-19-49.29W
2.12.6 Threshold elevation: 95 ft
2.12.6 Touchdown zone elevation: 96 ft

AD 2.13 Declared distances

2.13.1 Designation: 15L
2.13.2 Takeoff run available: 12001
2.13.3 Takeoff distance available: 12001
2.13.4 Accelerate-stop distance available: 12001
2.13.5 Landing distance available: 12001

2.13.1 Designation: 33R
2.13.2 Takeoff run available: 12001
2.13.3 Takeoff distance available: 12001
2.13.4 Accelerate-stop distance available: 12001
2.13.5 Landing distance available: 12001

2.13.1 Designation: 15R
2.13.2 Takeoff run available: 9999
2.13.3 Takeoff distance available: 9999
2.13.4 Accelerate-stop distance available: 9999
2.13.5 Landing distance available: 9999

2.13.1 Designation: 33L
2.13.2 Takeoff run available: 9999
2.13.3 Takeoff distance available: 9999
2.13.4 Accelerate-stop distance available: 9999
2.13.5 Landing distance available: 9999

2.13.1 Designation: 08R
2.13.2 Takeoff run available: 9402
2.13.3 Takeoff distance available: 9402
2.13.4 Accelerate-stop distance available: 9402
2.13.5 Landing distance available: 9402

2.13.1 Designation: 26L
2.13.2 Takeoff run available: 9402
2.13.3 Takeoff distance available: 9402
2.13.4 Accelerate-stop distance available: 9402
2.13.5 Landing distance available: 9402

2.13.1 Designation: 09
2.13.2 Takeoff run available: 10000
2.13.3 Takeoff distance available: 10000
2.13.4 Accelerate-stop distance available: 10000
2.13.5 Landing distance available: 10000

2.13.1 Designation: 27
2.13.2 Takeoff run available: 10000
2.13.3 Takeoff distance available: 10000
2.13.4 Accelerate-stop distance available: 10000
2.13.5 Landing distance available: 10000

2.13.1 Designation: 08L
2.13.2 Takeoff run available: 9000
2.13.3 Takeoff distance available: 9000
2.13.4 Accelerate-stop distance available: 9000
2.13.5 Landing distance available: 9000

2.13.1 Designation: 26R
2.13.2 Takeoff run available: 9000
2.13.3 Takeoff distance available: 9000
2.13.4 Accelerate-stop distance available: 9000
2.13.5 Landing distance available: 9000

AD 2.14 Approach and runway lighting

2.14.1 Designation: 15L
2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

2.14.1 Designation: 33R
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights

2.14.1 Designation: 15R
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 33L
2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

2.14.1 Designation: 08R
2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 26L
2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-
quenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light

PAPI on right

2.14.1 Designation: 09

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 27

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 08L

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.1 Designation: 26R

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: EMERG

2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: CD/P

2.18.3 Service designation: 128.1 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 120.725 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 135.15 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 125.35 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 290.2 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 127.3 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 288.25 MHz

2.18.1 Service designation: GND METERING

2.18.3 Service designation: 119.95 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 124.05 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: GND/P

2.18.3 Service designation: 118.575 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.7 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 33R. Magnetic variation: 3E

2.19.2 ILS identification: CDG

2.19.5 Coordinates: 29-59-31.62N / 95-21-37.64W

2.19.6 Site elevation: 92.5 ft

2.19.1 ILS type: Outer Marker for runway 33R. Magnetic variation: 3E

2.19.2 ILS identification: CDG

2.19.5 Coordinates: 29-53-33.65N / 95-17-56.01W

2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 33R. Magnetic variation: 3E

2.19.2 ILS identification: CDG

2.19.5 Coordinates: 29-57-00.00N / 95-20-00.00W

2.19.6 Site elevation:

2.19.1 ILS type: Glide Slope for runway 33R. Magnetic variation: 3E

2.19.2 ILS identification: CDG

2.19.5 Coordinates: 29-57-38.81N / 95-20-33.46W

2.19.6 Site elevation: 80.7 ft

2.19.1 ILS type: Glide Slope for runway 15R. Magnetic variation: 3E

2.19.2 ILS identification: LKM

2.19.5 Coordinates: 29-59-00.00N / 95-21-39.03W

2.19.6 Site elevation: 90.5 ft

2.19.1 ILS type: Localizer for runway 15R. Magnetic variation: 3E

2.19.2 ILS identification: LKM

2.19.5 Coordinates: 29-57-39.37N / 95-20-41.85W

2.19.6 Site elevation: 83.4 ft

2.19.1 ILS type: DME for runway 08R. Magnetic vari-

ation: 3E

2.19.2 ILS identification: IAH

2.19.5 Coordinates: 29-59-38.92N / 95-21-31.31W

2.19.6 Site elevation: 92.9 ft

2.19.1 ILS type: Outer Marker for runway 08R. Magnetic variation: 3E

2.19.2 ILS identification: IAH

2.19.5 Coordinates: 29-59-36.55N / 95-28-20.43W

2.19.6 Site elevation: 117 ft

2.19.1 ILS type: Middle Marker for runway 08R. Magnetic variation: 3E

2.19.2 ILS identification: IAH

2.19.5 Coordinates: 29-59-36.24N / 95-21-51.93W

2.19.6 Site elevation: 94 ft

2.19.1 ILS type: Localizer for runway 08R. Magnetic variation: 3E

2.19.2 ILS identification: IAH

2.19.5 Coordinates: 29-59-36.39N / 95-19-19.57W

2.19.6 Site elevation: 90.2 ft

2.19.1 ILS type: Glide Slope for runway 08R. Magnetic variation: 3E

2.19.2 ILS identification: IAH

2.19.5 Coordinates: 29-59-40.32N / 95-21-00.00W

2.19.6 Site elevation: 89.4 ft

2.19.1 ILS type: Inner Marker for runway 08R. Magnetic variation: 3E

2.19.2 ILS identification: IAH

2.19.5 Coordinates: 29-59-36.29N / 95-21-29.37W

2.19.6 Site elevation: 94 ft

2.19.1 ILS type: Localizer for runway 26L. Magnetic variation: 3E

2.19.2 ILS identification: JYV

2.19.5 Coordinates: 29-59-36.28N / 95-21-31.28W

2.19.6 Site elevation: 92.9 ft

2.19.1 ILS type: DME for runway 26L. Magnetic variation: 3E

2.19.2 ILS identification: JYV

2.19.5 Coordinates: 29-59-38.92N / 95-21-31.31W

2.19.6 Site elevation: 92.9 ft

2.19.1 ILS type: Outer Marker for runway 26L. Magnetic variation: 3E

2.19.2 ILS identification: JYV

2.19.5 Coordinates: 29-59-36.04N / 95-12-54.15W

2.19.6 Site elevation: 75 ft

2.19.1 ILS type: Middle Marker for runway 26L. Magnetic variation: 3E

2.19.2 ILS identification: JYV

2.19.5 Coordinates: 29-59-36.42N / 95-18-57.72W

2.19.6 Site elevation: 91 ft

2.19.1 ILS type: Glide Slope for runway 26L. Magnetic variation: 3E

2.19.2 ILS identification: JYV

2.19.5 Coordinates: 29-59-39.54N / 95-19-42.81W

2.19.6 Site elevation: 87.4 ft

2.19.1 ILS type: Inner Marker for runway 26L. Magnetic variation: 3E

2.19.2 ILS identification: JYV

2.19.5 Coordinates: 29-59-36.38N / 95-19-20.60W

2.19.6 Site elevation: 89.8 ft

2.19.1 ILS type: Localizer for runway 09. Magnetic variation: 3E

2.19.2 ILS identification: UYO

2.19.5 Coordinates: 29-58-39.41N / 95-17-57.58W

2.19.6 Site elevation: 81.6 ft

2.19.1 ILS type: DME for runway 09. Magnetic variation: 3E

2.19.2 ILS identification: UYO

2.19.5 Coordinates: 29-58-35.38N / 95-20-13.58W

2.19.6 Site elevation: 88.2 ft

2.19.1 ILS type: Outer Marker for runway 09. Magnetic variation: 3E

2.19.2 ILS identification: UYO

2.19.5 Coordinates: 29-58-44.10N / 95-26-00.00W

2.19.6 Site elevation: 105 ft

2.19.1 ILS type: Middle Marker for runway 09. Magnetic variation: 3E

2.19.2 ILS identification: UYO

2.19.5 Coordinates: 29-58-39.36N / 95-20-32.49W

2.19.6 Site elevation: 92 ft

2.19.1 ILS type: Glide Slope for runway 09. Magnetic variation: 3E

2.19.2 ILS identification: UYO

2.19.5 Coordinates: 29-58-35.39N / 95-19-50.68W

2.19.6 Site elevation: 86 ft

2.19.1 ILS type: Localizer for runway 27. Magnetic vari-

ation: 3E

2.19.2 ILS identification: GHI

2.19.5 Coordinates: 29-58-39.32N / 95-20-15.34W

2.19.6 Site elevation: 88.1 ft

2.19.1 ILS type: DME for runway 27. Magnetic variation: 3E

2.19.2 ILS identification: GHI

2.19.5 Coordinates: 29-58-35.38N / 95-20-13.58W

2.19.6 Site elevation: 88.2 ft

2.19.1 ILS type: Outer Marker for runway 27. Magnetic variation: 3E

2.19.2 ILS identification: GHI

2.19.5 Coordinates: 29-58-41.04N / 95-13-20.44W

2.19.6 Site elevation: 80 ft

2.19.1 ILS type: Middle Marker for runway 27. Magnetic variation: 3E

2.19.2 ILS identification: GHI

2.19.5 Coordinates: 29-58-39.42N / 95-17-37.46W

2.19.6 Site elevation: 83 ft

2.19.1 ILS type: Glide Slope for runway 27. Magnetic variation: 3E

2.19.2 ILS identification: GHI

2.19.5 Coordinates: 29-58-35.44N / 95-18-20.86W

2.19.6 Site elevation: 81 ft

2.19.1 ILS type: Inner Marker for runway 27. Magnetic variation: 3E

2.19.2 ILS identification: GHI

2.19.5 Coordinates: 29-58-39.41N / 95-17-59.17W

2.19.6 Site elevation: 81.7 ft

2.19.1 ILS type: DME for runway 26R. Magnetic variation: 3E

2.19.2 ILS identification: OND

2.19.5 Coordinates: 30-00-21.91N / 95-21-44.04W

2.19.6 Site elevation: 88 ft

2.19.1 ILS type: Glide Slope for runway 26R. Magnetic variation: 3E

2.19.2 ILS identification: OND

2.19.5 Coordinates: 30-00-29.81N / 95-20-00.00W

2.19.6 Site elevation: 90.3 ft

2.19.1 ILS type: Localizer for runway 26R. Magnetic variation: 3E

2.19.2 ILS identification: OND

2.19.5 Coordinates: 30-00-25.77N / 95-21-43.96W

2.19.6 Site elevation: 91.4 ft

2.19.1 ILS type: Inner Marker for runway 26R. Magnetic variation: 3E

2.19.2 ILS identification: OND

2.19.5 Coordinates: 30-00-25.87N / 95-19-40.42W

2.19.6 Site elevation: 95.3 ft

2.19.1 ILS type: DME for runway 08L. Magnetic variation: 3E

2.19.2 ILS identification: BZU

2.19.5 Coordinates: 30-00-29.73N / 95-19-36.90W

2.19.6 Site elevation: 90.8 ft

2.19.1 ILS type: Glide Slope for runway 08L. Magnetic variation: 3E

2.19.2 ILS identification: BZU

2.19.5 Coordinates: 30-00-29.75N / 95-21-18.69W

2.19.6 Site elevation: 86.6 ft

2.19.1 ILS type: Localizer for runway 08L. Magnetic variation: 3E

2.19.2 ILS identification: BZU

2.19.5 Coordinates: 30-00-25.87N / 95-19-36.97W

2.19.6 Site elevation: 95.1 ft

2.19.1 ILS type: Inner Marker for runway 08L. Magnetic variation: 3E

2.19.2 ILS identification: BZU

2.19.5 Coordinates: 30-00-25.77N / 95-21-40.86W

2.19.6 Site elevation: 91.6 ft

General Remarks:

BIRDS ON & IN VICINITY OF AIRPORT.

TAXIWAYS 'RA', 'RB' & 'SC' NORTH OF TAXIWAY 'SB' ARE DESIGNATED NON-MOVEMENT AREAS OPERATED BY UAL RAMP CONTROL.

APPROACH END RUNWAY 26L BRIGHT LIGHTS APPROXIMATELY ONE MILE FROM THRESHOLD & 900 FT S OF CENTERLINE.

9 FT AGL UNMARKED SECURITY FENCE ADJACENT TO FBO & CORPORATE BASE OPERATOR RAMPS AND

NONMOVEMENT AREA TAXILANES. HELICOPTER HOVER/TAXI RESTRICTED TO HARD SURFACE MOVEMENT AREAS ONLY.

TAXIWAY 'NR' CLOSED TO AIRCRAFT WITH WINGSPANS GREATER THAN 125 FT BETWEEN TAXIWAY 'WD' & TAXIWAY 'WB'.

TAXIWAY 'SF' BETWEEN THE SOUTH RAMP & TAXIWAY 'NB' IS DESIGNATED NON-MOVEMENT AREAS. FOR FLIGHT PLAN FILING CALL 1-800-WX-BRIEF.

DUAL TAXIWAY OPERATIONS TAXIWAY NK BETWEEN TAXIWAY NB & NORTH RAMP; WEST CENTERLINE RESTRICTED TO AIRCRAFT MAX WINGSPANS 125 FT & EAST CENTERLINE MAX WINGSPANS 214 FT.

THE FOLLOWING MOVEMENT AREAS ARE NOT VISIBLE FROM THE ATCT: PORTIONS OF TAXIWAYS 'WA' & 'WB' FROM TAXIWAY 'WH' TO THE APPROACH END RUNWAY 33R; TAXIWAYS 'WA' & 'WB' FROM TAXIWAY 'WD' NORTH FOR 400 FT; TAXIWAY 'WD' FROM TAXIWAY 'WA' TO TAXIWAY 'NR'; TAXIWAY 'NR'; TAXIWAY 'WL' FROM RUNWAY 15L TO TAXIWAY 'WB' & TAXIWAY 'WM'.

NORTH RAMP NORTH & SOUTH TAXI LANES CLOSED TO AIRCRAFT WITH WINGSPANS GREATER THAN 125 FT.

NORTH RAMP CONNECTOR RESTRICTED TO AIRCRAFT WITH WINGSPAN 125 FT AND BELOW.

RUNWAY 15L/33R MAGNETIC ANOMALIES MAY AFFECT COMPASS HEADING FOR TAKE-OFF.

TAXIWAYS AIRMET & WESTBOUND MAGNETIC ANOMALIES MAY AFFECT COMPASS HEADING.

NORTH RAMP TAXILANE BETWEEN TAXIWAYS NF & NR RESTRICTED TO AIRCRAFT WITH WINGSPAN 125 FT & BELOW.

TAXIWAY WC WEST OF RUNWAY 15R/33L RESTRICTED TO AIRCRAFT WITH 118 FT WINGSPAN AND BELOW.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

NOISE SENSITIVE AREA NORTH, EAST AND WEST OF AIRPORT.

TAXIWAY LANE RC CLOSED TO AIRCRAFT WITH WINGSPAN GREATER THAN 135 FT.

NJ TAXILANE BETWEEN SPOT 10 AND THE NORTH RAMP CONNECTOR CLOSED TO WINGSPANS OVER 135 FT.

RUNWAY STATUS LIGHTS ARE IN OPN.

TAXIWAY WJ CLOSED INDEFINITELY BETWEEN RUNWAY 15L/33R & TAXIWAY AIRMET; BARRACADED & LIGHTED.

TAXIWAY WEAK CLOSED INDEFINITELY BETWEEN RUNWAY 15L/33R & TWY WESTBOUND; BARRACADED & LIGHTED.

TAXIWAY WZ CLOSED INDEFINITELY BETWEEN RUNWAY 15L/33R & TAXIWAY WESTBOUND; BARRACADED & LIGHTED.

TAXIWAY WM CLOSED INDEFINITELY BETWEEN RUNWAY 15L/33R AND TAXIWAY WESTBOUND; BARRACADED & LIGHTED.

TAXIWAY WH CLOSED INDEFINITELY BETWEEN RUNWAY 15L/33R AND TAXIWAY WESTBOUND; BARRACADED AND LIGHTED.

TAXIWAY AIRMET CLOSED INDEFINITELY BETWEEN TAXIWAYS WILL & WZ.

TAXIWAY AIRMET CLOSED INDEFINITELY BETWEEN TAXIWAYS WG & WILL.

TAXIWAY WG CLOSED INDEFINITELY BETWEEN RUNWAY 15L/33R AND TAXIWAY AIRMET.

TAXIWAY WILL LIGHTS BETWEEN RUNWAY 15L/33R AND TAXIWAY WESTBOUND OUT OF SERVICE INDEFINITELY.

TAXIWAY SEVERE WEATHER FORECAST RUN UP PAD FOR RUNWAY 15L CLOSED TO AIRCRAFT WITH WINGSPAN 135 FT & OVER.

RUNWAY 09/27 CLOSED TO AIRCRAFT WITH WINGSPAN 215 FT & ABOVE.

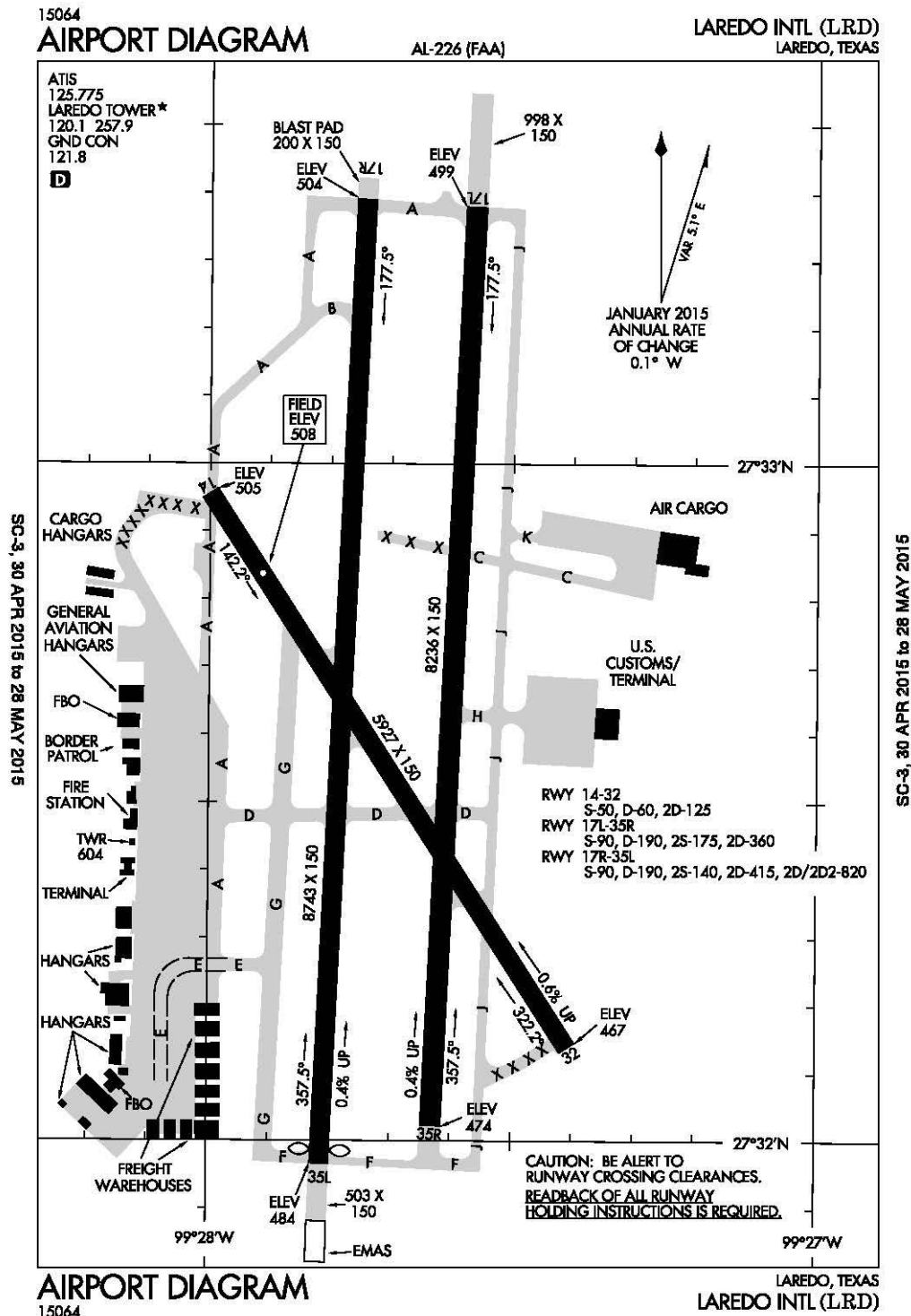
TAXIWAY STANDARD FORM BETWEEN RUNWAY 09/27 UP TO AND INCLUDING THE EAST BRIDGE CLOSED TO AIRCRAFT WITH WINGSPAN 215 FT & OVER.

TAXIWAY STRATOCUMULUS CLOSED TO AIRCRAFT WITH WINGSPAN 215 FT & OVER.

TAXIWAY NR BETWEEN TAXIWAY NO CHANGE AND TAXIWAY SEVERE WEATHER FORECAST CLOSED TO AIRCRAFT WINGSPAN MORE THAN 214 FT.

TAXIWAY SEVERE WEATHER FORECAST BETWEEN TAXIWAY NR AND TAXIWAY WESTBOUND CLOSED TO AIRCRAFT WINGSPAN MORE THAN 214 FT.

Laredo, Texas
Laredo International
ICAO Identifier KLRD



Laredo, TX
Laredo Intl
ICAO Identifier KLRD

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 27-32-39.10N / 99-27-41.70W
2.2.2 From City: 3 Miles NE Of Laredo, TX
2.2.3 Elevation: 508 ft
2.2.5 Magnetic variation: 8E (1985)
2.2.6 Airport Contact: Jose Flores
5210 BOB BULLOCK LOOP
Laredo, TX 78041 (956-795-2000)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: None

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I B
certified on 7/1/1975

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 32
2.10.1.b Type of obstacle: Road (12 ft). Not Lighted or
Marked
2.10.1.c Location of obstacle: 250 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 14
2.12.2 True Bearing: 147
2.12.3 Dimensions: 5927 ft x 150 ft
2.12.5 Coordinates: 27-32-58.02N / 99-28-00.00W
2.12.6 Threshold elevation: 505 ft
2.12.6 Touchdown zone elevation: 508 ft

2.12.1 Designation: 32
2.12.2 True Bearing: 327

2.12.3 Dimensions: 5927 ft x 150 ft
2.12.5 Coordinates: 27-32-00.00N / 99-27-24.67W
2.12.6 Threshold elevation: 467 ft
2.12.6 Touchdown zone elevation: 494 ft
2.12.7 Slope: 0.6UP

2.12.1 Designation: 17R
2.12.2 True Bearing: 183
2.12.3 Dimensions: 8743 ft x 150 ft
2.12.5 Coordinates: 27-33-23.37N / 99-27-44.71W
2.12.6 Threshold elevation: 504 ft
2.12.6 Touchdown zone elevation: 504 ft

2.12.1 Designation: 35L
2.12.2 True Bearing: 3
2.12.3 Dimensions: 8743 ft x 150 ft
2.12.5 Coordinates: 27-31-56.88N / 99-27-49.04W
2.12.6 Threshold elevation: 484 ft
2.12.6 Touchdown zone elevation: 497 ft
2.12.7 Slope: 0.4UP

2.12.1 Designation: 17L
2.12.2 True Bearing: 183
2.12.3 Dimensions: 8236 ft x 150 ft
2.12.5 Coordinates: 27-33-22.93N / 99-27-33.60W
2.12.6 Threshold elevation: 499 ft
2.12.6 Touchdown zone elevation: 499 ft
2.12.7 Slope: 0.2DOWN

2.12.1 Designation: 35R
2.12.2 True Bearing: 3
2.12.3 Dimensions: 8236 ft x 150 ft
2.12.5 Coordinates: 27-32-00.00N / 99-27-37.69W
2.12.6 Threshold elevation: 474 ft
2.12.6 Touchdown zone elevation: 487 ft
2.12.7 Slope: 0.4UP

AD 2.13 Declared distances

2.13.1 Designation: 14
2.13.2 Takeoff run available: 5927
2.13.3 Takeoff distance available: 5927
2.13.4 Accelerate-stop distance available: 5927
2.13.5 Landing distance available: 5927

2.13.1 Designation: 32
2.13.2 Takeoff run available: 5927
2.13.3 Takeoff distance available: 5927
2.13.4 Accelerate-stop distance available: 5927
2.13.5 Landing distance available: 5927

2.13.1 Designation: 17R
2.13.2 Takeoff run available: 8743
2.13.3 Takeoff distance available: 8743
2.13.4 Accelerate-stop distance available: 8743
2.13.5 Landing distance available: 8743

2.13.1 Designation: 35L
2.13.2 Takeoff run available: 8743
2.13.3 Takeoff distance available: 8743
2.13.4 Accelerate-stop distance available: 8743
2.13.5 Landing distance available: 8623

2.13.1 Designation: 17L
2.13.2 Takeoff run available: 8236
2.13.3 Takeoff distance available: 8236
2.13.4 Accelerate-stop distance available: 8236
2.13.5 Landing distance available: 8236

2.13.1 Designation: 35R
2.13.2 Takeoff run available: 8236
2.13.3 Takeoff distance available: 8236
2.13.4 Accelerate-stop distance available: 8236
2.13.5 Landing distance available: 8236

AD 2.14 Approach and runway lighting

2.14.1 Designation: 14
2.14.4 Visual approach slope indicator system: 4-box VASI on left

2.14.1 Designation: 32
2.14.4 Visual approach slope indicator system: 4-box VASI on left

2.14.1 Designation: 17R
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light

PAPI on left

2.14.1 Designation: 35L
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 17L
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 120.1 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.8 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 257.9 MHz

2.18.1 Service designation: ATIS
2.18.3 Service designation: 125.775 MHz
2.18.4 Hours of operation: 24

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Middle Marker for runway 17R. Magnetic variation: 8E

2.19.2 ILS identification: LRD
2.19.5 Coordinates: 27-33-41.55N / 99-27-43.80W
2.19.6 Site elevation: 484 ft

2.19.1 ILS type: Localizer for runway 17R. Magnetic variation: 8E

2.19.2 ILS identification: LRD
2.19.5 Coordinates: 27-31-51.74N / 99-27-49.30W
2.19.6 Site elevation: 477 ft

2.19.1 ILS type: Glide Slope for runway 17R. Magnetic variation: 8E

2.19.2 ILS identification: LRD
2.19.5 Coordinates: 27-33-12.50N / 99-27-40.70W

2.19.6 Site elevation: 497 ft

2.19.1 ILS type: Outer Marker for runway 17R. Magnetic variation: 8E

2.19.2 ILS identification: LRD

2.19.5 Coordinates: 27-38-32.52N / 99-27-29.32W

2.19.6 Site elevation: 675 ft

2.19.1 ILS type: DME for runway 17R. Magnetic variation: 8E

2.19.2 ILS identification: LRD

2.19.5 Coordinates: 27-31-50.88N / 99-27-46.67W

2.19.6 Site elevation: 477 ft

General Remarks:

RUNWAY 14/32 RESTRICTED TO AIRCRAFT LESS THAN 60,000 LBS DTW.

TAXIWAY C CLOSED BETWEEN RUNWAY 17L/35R & RUNWAY 17R INDEFINITELY.

FEDERAL INSPECTION STATION IS LOCATED ON THE WEST GENERAL AVIATION/CARGO APRON.

TAXIWAY LIMA CLOSED INDEFINITELY.

[illegible]

San Antonio, TX
San Antonio Intl
ICAO Identifier KSAT

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 29-32-00.00N / 98-28-00.00W
2.2.2 From City: 7 Miles N Of San Antonio, TX
2.2.3 Elevation: 809 ft
2.2.5 Magnetic variation: 8E (1980)
2.2.6 Airport Contact: Frank R. Miller
9800 AIRPORT BLVD
San Antonio, TX 78216
(210-207-3450)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I C
certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 30L
2.10.1.b Type of obstacle: Bldg (79 ft). Not Lighted or
Marked
2.10.1.c Location of obstacle: 300 ft from Centerline

2.10.1.a. Runway designation: 04
2.10.1.b Type of obstacle: Pole (46 ft). Lighted
2.10.1.c Location of obstacle: 225 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 12L
2.12.2 True Bearing: 132
2.12.3 Dimensions: 5519 ft x 100 ft
2.12.4 PCN: 61 F/C/W/T

2.12.5 Coordinates: 29-32-25.07N / 98-28-39.71W
2.12.6 Threshold elevation: 797 ft
2.12.6 Touchdown zone elevation: 797 ft

2.12.1 Designation: 30R
2.12.2 True Bearing: 312
2.12.3 Dimensions: 5519 ft x 100 ft
2.12.4 PCN: 61 F/C/W/T
2.12.5 Coordinates: 29-31-48.78N / 98-27-53.02W
2.12.6 Threshold elevation: 779 ft
2.12.6 Touchdown zone elevation: 788 ft

2.12.1 Designation: 12R
2.12.2 True Bearing: 132
2.12.3 Dimensions: 8502 ft x 150 ft
2.12.4 PCN: 86 R/B/W/T
2.12.5 Coordinates: 29-32-33.89N / 98-29-00.00W
2.12.6 Threshold elevation: 809 ft
2.12.6 Touchdown zone elevation: 809 ft

2.12.1 Designation: 30L
2.12.2 True Bearing: 312
2.12.3 Dimensions: 8502 ft x 150 ft
2.12.4 PCN: 86 R/B/W/T
2.12.5 Coordinates: 29-31-38.00N / 98-27-55.99W
2.12.6 Threshold elevation: 778 ft
2.12.6 Touchdown zone elevation: 790 ft

2.12.1 Designation: 04
2.12.2 True Bearing: 41
2.12.3 Dimensions: 8505 ft x 150 ft
2.12.4 PCN: 91 R/B/W/T
2.12.5 Coordinates: 29-31-23.64N / 98-28-11.66W
2.12.6 Threshold elevation: 786 ft
2.12.6 Touchdown zone elevation: 786 ft
2.12.7 Slope: 0.5UP

2.12.1 Designation: 22
2.12.2 True Bearing: 221
2.12.3 Dimensions: 8505 ft x 150 ft
2.12.4 PCN: 91 R/B/W/T
2.12.5 Coordinates: 29-32-27.39N / 98-27-00.00W
2.12.6 Threshold elevation: 754 ft
2.12.6 Touchdown zone elevation: 770 ft

2.12.7 Slope: 0.3DOWN

AD 2.13 Declared distances

2.13.1 Designation: 12L

2.13.2 Takeoff run available: 5519

2.13.3 Takeoff distance available: 5519

2.13.4 Accelerate-stop distance available: 5519

2.13.5 Landing distance available: 5519

2.13.1 Designation: 30R

2.13.2 Takeoff run available: 5519

2.13.3 Takeoff distance available: 5519

2.13.4 Accelerate-stop distance available: 5519

2.13.5 Landing distance available: 5519

2.13.1 Designation: 12R

2.13.2 Takeoff run available: 8502

2.13.3 Takeoff distance available: 8502

2.13.4 Accelerate-stop distance available: 8502

2.13.5 Landing distance available: 8502

2.13.1 Designation: 30L

2.13.2 Takeoff run available: 8502

2.13.3 Takeoff distance available: 8502

2.13.4 Accelerate-stop distance available: 8502

2.13.5 Landing distance available: 8502

2.13.1 Designation: 04

2.13.2 Takeoff run available: 8505

2.13.3 Takeoff distance available: 8505

2.13.4 Accelerate-stop distance available: 8505

2.13.5 Landing distance available: 8505

2.13.1 Designation: 22

2.13.2 Takeoff run available: 8505

2.13.3 Takeoff distance available: 8505

2.13.4 Accelerate-stop distance available: 8505

2.13.5 Landing distance available: 8505

AD 2.14 Approach and runway lighting

2.14.1 Designation: 12L

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 30R

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 12R

2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with se-
quenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 30L

2.14.2 Approach lighting system: MALSR: 1400 feet me-
dium intensity approach lighting system with runway
alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 04

2.14.2 Approach lighting system: MAL: 1400 feet medi-
um intensity approach lighting system

2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

2.14.1 Designation: 22

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: APCH/P DEP/P CLASS C

2.18.3 Service designation: 118.05 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 118.9 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 119.8 MHz

2.18.1 Service designation: AS ASGND

2.18.3 Service designation: 120.3 MHz

2.18.1 Service designation: AS ASGND

2.18.3 Service designation: 121.2 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
2.18.3 Service designation: 124.45 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C IC
2.18.3 Service designation: 125.1 MHz

2.18.1 Service designation: APCH/S DEP/S
2.18.3 Service designation: 125.7 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 126.7 MHz

2.18.1 Service designation: APCH/S DEP/S
2.18.3 Service designation: 127.1 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
2.18.3 Service designation: 128.05 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: APCH/S DEP/S
2.18.3 Service designation: 251.125 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 257.8 MHz

2.18.1 Service designation: AS ASGND
2.18.3 Service designation: 269.1 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C IC
2.18.3 Service designation: 307 MHz

2.18.1 Service designation: AS ASGND
2.18.3 Service designation: 317.5 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
2.18.3 Service designation: 318.1 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
2.18.3 Service designation: 353.5 MHz

2.18.1 Service designation: AS ASGND
2.18.3 Service designation: 285.45 MHz

2.18.1 Service designation: AS ASGND
2.18.3 Service designation: 239.025 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
2.18.3 Service designation: 335.625 MHz

2.18.1 Service designation: APCH/S DEP/S
2.18.3 Service designation: 290.225 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 12R. Magnetic variation: 5E

2.19.2 ILS identification: ANT

2.19.5 Coordinates: 29-31-31.31N / 98-27-47.38W

2.19.6 Site elevation: 771 ft

2.19.1 ILS type: DME for runway 12R. Magnetic variation: 5E

2.19.2 ILS identification: ANT

2.19.5 Coordinates: 29-31-29.11N / 98-27-49.94W

2.19.6 Site elevation: 791 ft

2.19.1 ILS type: Glide Slope for runway 12R. Magnetic variation: 5E

2.19.2 ILS identification: ANT

2.19.5 Coordinates: 29-32-28.99N / 98-28-54.82W

2.19.6 Site elevation: 801 ft

2.19.1 ILS type: Inner Marker for runway 12R. Magnetic variation: 5E

2.19.2 ILS identification: ANT

2.19.5 Coordinates: 29-32-38.99N / 98-29-14.51W

2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 12R. Magnetic

variation: 5E

2.19.2 ILS identification: ANT

2.19.5 Coordinates: 29-32-55.58N / 98-29-35.87W

2.19.6 Site elevation:

2.19.1 ILS type: Outer Marker for runway 12R. Magnetic variation: 5E

2.19.2 ILS identification: ANT

2.19.5 Coordinates: 29-36-27.45N / 98-34-10.92W

2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 30L. Magnetic variation: 8E

2.19.2 ILS identification: IZR

2.19.5 Coordinates: 29-31-20.34N / 98-27-33.19W

2.19.6 Site elevation: 761 ft

2.19.1 ILS type: Localizer for runway 30L. Magnetic variation: 8E

2.19.2 ILS identification: IZR

2.19.5 Coordinates: 29-32-42.30N / 98-29-18.78W

2.19.6 Site elevation: 810.4 ft

2.19.1 ILS type: DME for runway 30L. Magnetic variation: 8E

2.19.2 ILS identification: IZR

2.19.5 Coordinates: 29-31-29.11N / 98-27-49.94W

2.19.6 Site elevation: 791 ft

2.19.1 ILS type: Glide Slope for runway 30L. Magnetic variation: 8E

2.19.2 ILS identification: IZR

2.19.5 Coordinates: 29-31-47.90N / 98-28-00.00W

2.19.6 Site elevation: 778 ft

2.19.1 ILS type: Outer Marker for runway 30L. Magnetic variation: 8E

2.19.2 ILS identification: IZR

2.19.5 Coordinates: 29-28-00.00N / 98-23-19.32W

2.19.6 Site elevation: 692 ft

2.19.1 ILS type: Glide Slope for runway 04. Magnetic variation: 4E

2.19.2 ILS identification: SAT

2.19.5 Coordinates: 29-31-30.20N / 98-27-58.06W

2.19.6 Site elevation: 775 ft

2.19.1 ILS type: Middle Marker for runway 04. Magnetic variation: 4E

2.19.2 ILS identification: SAT

2.19.5 Coordinates: 29-31-00.00N / 98-28-35.26W

2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 04. Magnetic variation: 4E

2.19.2 ILS identification: SAT

2.19.5 Coordinates: 29-32-33.08N / 98-26-58.86W

2.19.6 Site elevation: 757.2 ft

2.19.1 ILS type: Localizer for runway 04. Magnetic variation: 4E

2.19.2 ILS identification: SAT

2.19.5 Coordinates: 29-32-35.07N / 98-27-00.00W

2.19.6 Site elevation: 748 ft

2.19.1 ILS type: Outer Marker for runway 04. Magnetic variation: 4E

2.19.2 ILS identification: SAT

2.19.5 Coordinates: 29-28-28.61N / 98-31-00.00W

2.19.6 Site elevation:

General Remarks:

TAXIWAY L CLOSED NORTHBOUND.

NUMEROUS FLOCKS OF BIRDS IN THE VICINITY OF AIRPORT.

GLIDER/SOARING OPERATIONS APPROXIMATELY 17 MILES NW OF AIRPORT DURING VFR.

TAXIWAY D NON-MOVEMENT AREA FROM TAXIWAY N TO 500 FT W OF TAXIWAY N.

NOISE SENSITIVE AREAS EXIST ON ALL SIDES OF THE AIRPORT: AT THE PILOT'S DISCRETION CLIMB

AS QUICKLY & QUIETLY AS SAFELY POSSIBLE ON DEP & USE CONSIDERATION WHEN FLYING OVER POPULATED AREAS BY MINIMIZING FLIGHT & HIGH POWER SETTINGS. ENGINE-UPS ARE PERMITTED BETWEEN 0600-2300.

AIRCRAFT TAXIING ON RUNWAY 04 NE BOUND LOOK FOR HOLD SHORT TO RUNWAY 30L.

AIRCRAFT TAXIING ON TAXIWAY N SW BOUND LOOK FOR HOLD SHORT TO RUNWAY 30R.

WORK IN PROGRESS SCHEDULED MAINTENANCE ON & ALONG TAXIWAYS AND RAMPS AREAS AT VARIOUS TIMES.

GROUND RUN-UP ENCLOSURE AVAILABLE 24 HRS.

TERMINAL GATES A1, A5, A6, A7 & A8 USE ONLY WITH PRIOR PERMISSION REQUIRED CALL OPERATIONS 210-413-4928.

RUNWAY 12L/30R NOT AVAILABLE FOR PART 121 AIR CARRIER OPERATIONS.

THE FOLLOWING TAXIWAYS ARE NOT AVAILABLE FOR AIRCRAFT 59,000 LBS OR OVER: TAXIWAYS A & J NORTH OF RUNWAY 12R/30L; TAXIWAYS M & P, TAXIWAY H NORTHEAST OF TAXIWAY Z & TAXIWAY E EAST OF RUNWAY 04/22.

TAXIWAY Z CLOSED TO AIRCRAFT WITH WINGSPAN GREATER THAN 118 FT.

C130 AND C141 TYPE AIRCRAFT SHALL PARK ON WEST RAMP TO CLEAR CUSTOMS.

INNER RAMP TAXILANE EAST OF TERMINAL A IS CLOSED TO AIRCRAFT WITH WINGSPAN GREATER THAN 118 FT EXCEPT FOR AIRCRAFT CROSSING THE INNER RAMP TO GATES A1 TO A5.

PRIOR PERMISSION REQUIRED WITH AIRPORT OPERATIONS FOR AIRCRAFT POWERING BACK FROM TERMINAL GATES.

TAXIWAYS L & B CLOSED TO AIRCRAFT WITH WINGSPANS GREATER THAN 118 FT EXITING RUNWAY 30L.

A BARRICADED PAVEMENT ELEVATION CHANGE EXISTS ALONG THE EASTERN SIDE OF THE WEST RAMP.

FREQUENT RUBBER ACCUMULATION NW 2500 RUNWAY 12R/30L

AIRCRAFT AT TERMINAL A & B ADVISE GROUND CONTROL PRIOR TO PUSH.

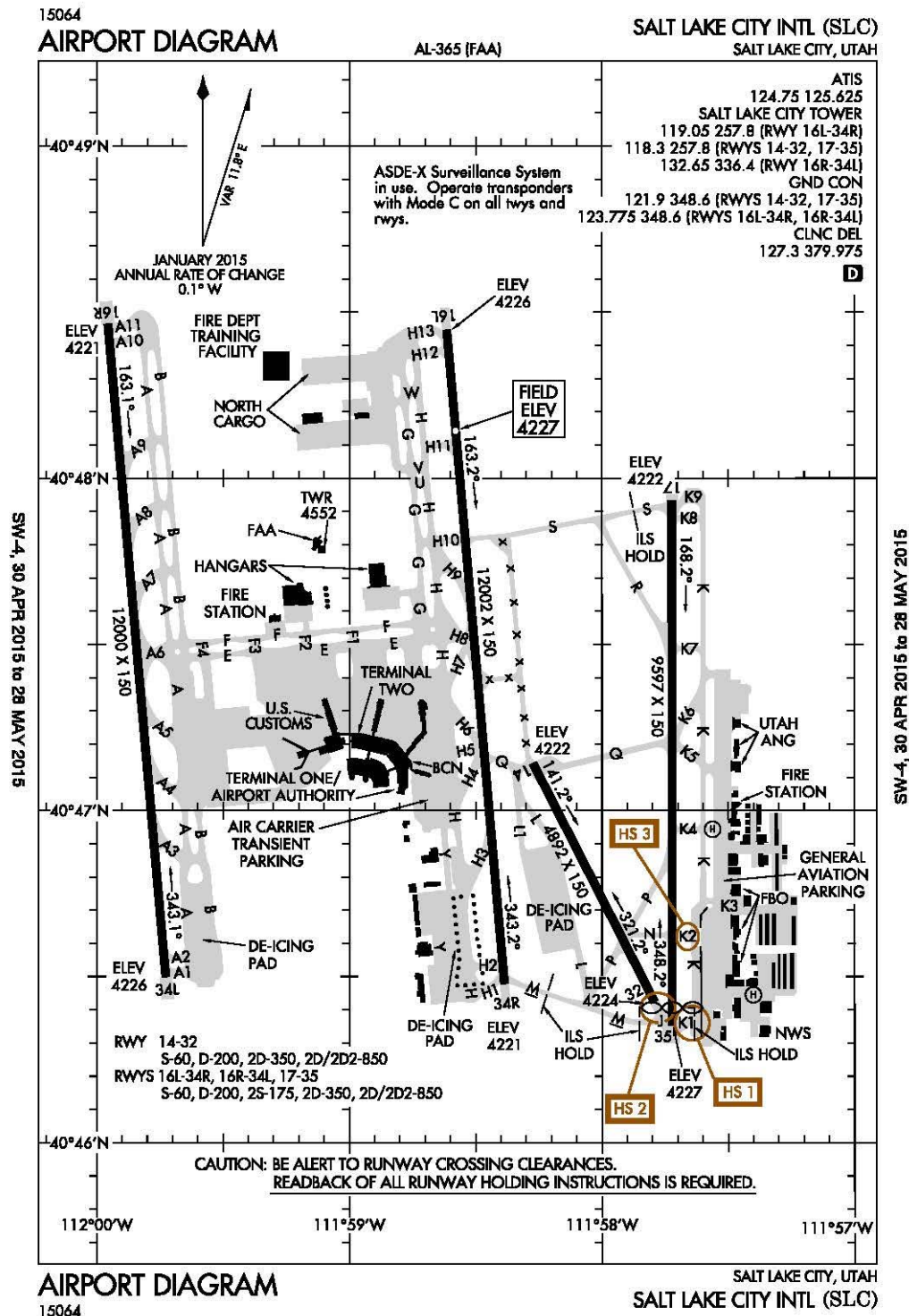
COMPASS DEVIATION MAY OCCUR AT THE NW PORTION OF TAXIWAY R DUE TO REBAR RE-ENFORCED CONCRETE BRIDGE LOCATED UNDER THE TAXIWAY.

TAXIWAY R WEST OF TAXIWAY D CLOSED TO AIRCRAFT OVER 270,000 LBS.

ALL INTERNATIONAL GA CLEAR U.S CUSTOMS AT SOUTH CUSTOMS RAMP, CALL U.S. CUSTOMS 210-821-6965 UPON ARRIVAL.

INNER TAXILANE NORTH OF TERMINAL A IS CLOSED TO AIRCRAFT WITH WINGSPAN GREATER THAN 171 FT.

Salt Lake City, Utah
Salt Lake City International
ICAO Identifier KSLC



Salt Lake City, UT
Salt Lake City Intl
ICAO Identifier KSLC

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 40-47-18.20N / 111-58-39.98W
2.2.2 From City: 3 Miles W Of Salt Lake City, UT
2.2.3 Elevation: 4227 ft
2.2.5 Magnetic variation: 14E (1995)
2.2.6 Airport Contact: Maureen Riley
P.O. BOX 145550
Salt Lake City, UT 84114
(801-575-2401)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A1+
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
E certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 35
2.10.1.b Type of obstacle: Ant (24 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 250 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 16L
2.12.2 True Bearing: 175
2.12.3 Dimensions: 12002 ft x 150 ft
2.12.5 Coordinates: 40-48-26.80N / 111-58-36.97W
2.12.6 Threshold elevation: 4226 ft
2.12.6 Touchdown zone elevation: 4227 ft

2.12.1 Designation: 34R
2.12.2 True Bearing: 355
2.12.3 Dimensions: 12002 ft x 150 ft
2.12.5 Coordinates: 40-46-28.68N / 111-58-23.25W
2.12.6 Threshold elevation: 4221 ft
2.12.6 Touchdown zone elevation: 4222 ft

2.12.1 Designation: 16R
2.12.2 True Bearing: 175
2.12.3 Dimensions: 12000 ft x 150 ft
2.12.5 Coordinates: 40-48-27.99N / 111-59-57.42W
2.12.6 Threshold elevation: 4221 ft
2.12.6 Touchdown zone elevation: 4223 ft

2.12.1 Designation: 34L
2.12.2 True Bearing: 355
2.12.3 Dimensions: 12000 ft x 150 ft
2.12.5 Coordinates: 40-46-29.90N / 111-59-43.69W
2.12.6 Threshold elevation: 4226 ft
2.12.6 Touchdown zone elevation: 4226 ft

2.12.1 Designation: 17
2.12.2 True Bearing: 180
2.12.3 Dimensions: 9597 ft x 150 ft
2.12.5 Coordinates: 40-47-56.10N / 111-57-43.46W
2.12.6 Threshold elevation: 4222 ft
2.12.6 Touchdown zone elevation: 4219 ft

2.12.1 Designation: 35
2.12.2 True Bearing: 360
2.12.3 Dimensions: 9597 ft x 150 ft
2.12.5 Coordinates: 40-46-21.29N / 111-57-43.44W
2.12.6 Threshold elevation: 4227 ft
2.12.6 Touchdown zone elevation: 4224 ft

2.12.1 Designation: 14
2.12.2 True Bearing: 153
2.12.3 Dimensions: 4892 ft x 150 ft
2.12.5 Coordinates: 40-47-00.00N / 111-58-16.45W
2.12.6 Threshold elevation: 4222 ft
2.12.6 Touchdown zone elevation: 4222 ft

2.12.1 Designation: 32
2.12.2 True Bearing: 333
2.12.3 Dimensions: 4892 ft x 150 ft
2.12.5 Coordinates: 40-46-25.51N / 111-57-47.58W
2.12.6 Threshold elevation: 4224 ft
2.12.6 Touchdown zone elevation: 4224 ft

2.12.1 Designation: HF
2.12.3 Dimensions: 60 ft x 60 ft

2.12.1 Designation: HB
2.12.3 Dimensions: 60 ft x 60 ft
2.12.5 Coordinates: 40-46-27.08N / 111-57-24.06W
2.12.6 Threshold elevation: 4220 ft

AD 2.13 Declared distances

2.13.1 Designation: 16L
2.13.2 Takeoff run available: 12002
2.13.3 Takeoff distance available: 12002
2.13.4 Accelerate-stop distance available: 12002
2.13.5 Landing distance available: 12002

2.13.1 Designation: 34R
2.13.2 Takeoff run available: 12002
2.13.3 Takeoff distance available: 12002
2.13.4 Accelerate-stop distance available: 12002
2.13.5 Landing distance available: 12002

2.13.1 Designation: 16R
2.13.2 Takeoff run available: 12000
2.13.3 Takeoff distance available: 12000
2.13.4 Accelerate-stop distance available: 12000
2.13.5 Landing distance available: 12000

2.13.1 Designation: 34L
2.13.2 Takeoff run available: 12000
2.13.3 Takeoff distance available: 12000
2.13.4 Accelerate-stop distance available: 12000
2.13.5 Landing distance available: 12000

2.13.1 Designation: 17
2.13.2 Takeoff run available: 9597
2.13.3 Takeoff distance available: 9597
2.13.4 Accelerate-stop distance available: 9597
2.13.5 Landing distance available: 9597

2.13.1 Designation: 35
2.13.2 Takeoff run available: 9597
2.13.3 Takeoff distance available: 9597
2.13.4 Accelerate-stop distance available: 9597
2.13.5 Landing distance available: 9273

2.13.1 Designation: 14
2.13.2 Takeoff run available: 4892
2.13.3 Takeoff distance available: 4892
2.13.4 Accelerate-stop distance available: 4892
2.13.5 Landing distance available: 4892

2.13.1 Designation: 32
2.13.2 Takeoff run available: 4892
2.13.3 Takeoff distance available: 4892
2.13.4 Accelerate-stop distance available: 4892
2.13.5 Landing distance available: 4892

AD 2.14 Approach and runway lighting

2.14.1 Designation: 16L

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 34R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 16R
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 34L
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 17
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 35
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 14
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 32
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 118.3 MHz	2.18.1 Service designation: APCH/S DEP/S 2.18.3 Service designation: 284.6 MHz
2.18.1 Service designation: LCL/P 2.18.3 Service designation: 119.05 MHz	2.18.1 Service designation: CLASS B 2.18.3 Service designation: 319.25 MHz
2.18.1 Service designation: CLASS B 2.18.3 Service designation: 120.9 MHz	2.18.1 Service designation: APCH/P DEP/P 2.18.3 Service designation: 307.05 MHz
2.18.1 Service designation: APCH/P DEP/P 2.18.3 Service designation: 120.9 MHz	2.18.1 Service designation: APCH/P DEP/P IC 2.18.3 Service designation: 322.3 MHz
2.18.1 Service designation: CLASS B 2.18.3 Service designation: 121.1 MHz	2.18.1 Service designation: GND/P 2.18.3 Service designation: 348.6 MHz
2.18.1 Service designation: APCH/P DEP/P 2.18.3 Service designation: 121.1 MHz	2.18.1 Service designation: APCH/P DEP/P 2.18.3 Service designation: 353.6 MHz
2.18.1 Service designation: EMERG 2.18.3 Service designation: 121.5 MHz	2.18.1 Service designation: LCL/P 2.18.3 Service designation: 336.4 MHz
2.18.1 Service designation: APCH/P DEP P IC 2.18.3 Service designation: 124.3 MHz	2.18.1 Service designation: AS ASGND 2.18.3 Service designation: 377.2 MHz
2.18.1 Service designation: APCH/P DEP/P 2.18.3 Service designation: 124.9 MHz	2.18.1 Service designation: GND/P 2.18.3 Service designation: 121.9 MHz
2.18.1 Service designation: APCH/P DEP/P 2.18.3 Service designation: 126.25 MHz	2.18.1 Service designation: CD/P 2.18.3 Service designation: 379.975 MHz
2.18.1 Service designation: CD/P PRE-TAXI CLNC PRE-DEP CLNC 2.18.3 Service designation: 127.3 MHz	2.18.1 Service designation: APCH/P DEP/P 2.18.3 Service designation: 353.825 MHz
2.18.1 Service designation: APCH/P DEP/P 2.18.3 Service designation: 128.1 MHz	2.18.1 Service designation: ANG COMD POST 2.18.3 Service designation: 303 MHz
2.18.1 Service designation: LCL/P 2.18.3 Service designation: 132.65 MHz	2.18.1 Service designation: ANG COMD POST 2.18.3 Service designation: 311 MHz
2.18.1 Service designation: APCH/P DEP/P 2.18.3 Service designation: 135.5 MHz	2.18.1 Service designation: D-ATIS 2.18.3 Service designation: 124.75 MHz 2.18.4 Hours of operation: 24
2.18.1 Service designation: EMERG 2.18.3 Service designation: 243 MHz	2.18.1 Service designation: D-ATIS 2.18.3 Service designation: 125.625 MHz 2.18.4 Hours of operation: 24
2.18.1 Service designation: CLASS B 2.18.3 Service designation: 257.2 MHz	2.18.1 Service designation: GND/P 2.18.3 Service designation: 123.775 MHz
2.18.1 Service designation: LCL/P 2.18.3 Service designation: 257.8 MHz	

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Glide Slope for runway 16L. Magnetic variation: 12E

2.19.2 ILS identification: MOY

2.19.5 Coordinates: 40-48-17.07N / 111-58-30.61W

2.19.6 Site elevation: 4222 ft

2.19.1 ILS type: Middle Marker for runway 16L. Magnetic variation: 12E

2.19.2 ILS identification: MOY

2.19.5 Coordinates: 40-48-55.10N / 111-58-40.28W

2.19.6 Site elevation: 4217 ft

2.19.1 ILS type: Localizer for runway 16L. Magnetic variation: 12E

2.19.2 ILS identification: MOY

2.19.5 Coordinates: 40-46-18.49N / 111-58-22.06W

2.19.6 Site elevation: 4224 ft

2.19.1 ILS type: DME for runway 16L. Magnetic variation: 12E

2.19.2 ILS identification: MOY

2.19.5 Coordinates: 40-46-18.71N / 111-58-18.11W

2.19.6 Site elevation: 4236 ft

2.19.1 ILS type: Inner Marker for runway 16L. Magnetic variation: 12E

2.19.2 ILS identification: MOY

2.19.5 Coordinates: 40-48-35.70N / 111-58-38.00W

2.19.6 Site elevation: 4223 ft

2.19.1 ILS type: Localizer for runway 34R. Magnetic variation: 12E

2.19.2 ILS identification: SLC

2.19.5 Coordinates: 40-48-37.67N / 111-58-38.21W

2.19.6 Site elevation: 4222 ft

2.19.1 ILS type: DME for runway 34R. Magnetic variation: 12E

2.19.2 ILS identification: SLC

2.19.5 Coordinates: 40-46-18.71N / 111-58-18.11W

2.19.6 Site elevation: 4236 ft

2.19.1 ILS type: Glide Slope for runway 34R. Magnetic variation: 12E

2.19.2 ILS identification: SLC

2.19.5 Coordinates: 40-46-39.32N / 111-58-19.28W

2.19.6 Site elevation: 4217 ft

2.19.1 ILS type: Inner Marker for runway 34R. Magnetic variation: 12E

2.19.2 ILS identification: SLC

2.19.5 Coordinates: 40-46-20.33N / 111-58-22.29W

2.19.6 Site elevation: 4222 ft

2.19.1 ILS type: Middle Marker for runway 34R. Magnetic variation: 12E

2.19.2 ILS identification: SLC

2.19.5 Coordinates: 40-46-00.00N / 111-58-18.28W

2.19.6 Site elevation: 4221 ft

2.19.1 ILS type: Outer Marker for runway 34R. Magnetic variation: 12E

2.19.2 ILS identification: SLC

2.19.5 Coordinates: 40-40-52.21N / 111-57-46.57W

2.19.6 Site elevation: 4310 ft

2.19.1 ILS type: Localizer for runway 16R. Magnetic variation: 12E

2.19.2 ILS identification: UAT

2.19.5 Coordinates: 40-46-19.93N / 111-59-42.52W

2.19.6 Site elevation: 4225 ft

2.19.1 ILS type: Glide Slope for runway 16R. Magnetic variation: 12E

2.19.2 ILS identification: UAT

2.19.5 Coordinates: 40-48-17.29N / 112-00-00.00W

2.19.6 Site elevation: 4216 ft

2.19.1 ILS type: DME for runway 16R. Magnetic variation: 12E

2.19.2 ILS identification: UAT

2.19.5 Coordinates: 40-46-19.61N / 111-59-46.36W

2.19.6 Site elevation: 4232 ft

2.19.1 ILS type: Inner Marker for runway 16R. Magnetic variation: 12E

2.19.2 ILS identification: UAT

2.19.5 Coordinates: 40-48-37.20N / 111-59-58.20W

2.19.6 Site elevation: 4218 ft

2.19.1 ILS type: Middle Marker for runway 16R. Magnetic variation: 12E

2.19.2 ILS identification: UAT

2.19.5 Coordinates: 40-48-56.30N / 112-00-00.00W

2.19.6 Site elevation: 4215 ft

2.19.1 ILS type: Glide Slope for runway 34L. Magnetic variation: 12E

2.19.2 ILS identification: UUH

2.19.5 Coordinates: 40-46-39.89N / 111-59-50.26W

2.19.6 Site elevation: 4220 ft

2.19.1 ILS type: Localizer for runway 34L. Magnetic variation: 12E
2.19.2 ILS identification: UUH
2.19.5 Coordinates: 40-48-37.96N / 111-59-58.58W
2.19.6 Site elevation: 4217 ft

2.19.1 ILS type: DME for runway 34L. Magnetic variation: 12E
2.19.2 ILS identification: UUH
2.19.5 Coordinates: 40-46-19.61N / 111-59-46.36W
2.19.6 Site elevation: 4232 ft

2.19.1 ILS type: DME for runway 17. Magnetic variation: 12E
2.19.2 ILS identification: BNT
2.19.5 Coordinates: 40-46-10.06N / 111-57-46.86W
2.19.6 Site elevation: 4238 ft

2.19.1 ILS type: Localizer for runway 17. Magnetic variation: 12E
2.19.2 ILS identification: BNT
2.19.5 Coordinates: 40-46-10.06N / 111-57-43.44W
2.19.6 Site elevation: 4225 ft

2.19.1 ILS type: Glide Slope for runway 17. Magnetic variation: 12E
2.19.2 ILS identification: BNT
2.19.5 Coordinates: 40-47-45.73N / 111-57-49.95W
2.19.6 Site elevation: 4214 ft

2.19.1 ILS type: Middle Marker for runway 17. Magnetic variation: 12E
2.19.2 ILS identification: BNT
2.19.5 Coordinates: 40-48-23.40N / 111-57-43.40W
2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 35. Magnetic variation: 12E
2.19.2 ILS identification: UTJ
2.19.5 Coordinates: 40-47-00.00N / 111-57-51.55W
2.19.6 Site elevation: 4217 ft

2.19.1 ILS type: Glide Slope for runway 35. Magnetic variation: 12E
2.19.2 ILS identification: UTJ
2.19.5 Coordinates: 40-46-35.14N / 111-57-48.63W
2.19.6 Site elevation: 4220 ft

2.19.1 ILS type: Outer Marker for runway 35. Magnetic variation: 12E
2.19.2 ILS identification: UTJ
2.19.5 Coordinates: 40-40-52.21N / 111-57-46.57W
2.19.6 Site elevation: 4310 ft

2.19.1 ILS type: DME for runway 35. Magnetic variation: 12E
2.19.2 ILS identification: UTJ
2.19.5 Coordinates: 40-46-10.06N / 111-57-46.86W
2.19.6 Site elevation: 4238 ft

General Remarks:

FLOCK OF BIRDS ON AND IN VICINITY OF AIRPORT.

HELIPADS B AND F LOCATED ON GENERAL AVIATION APRONS.

SURFACE MOVEMENT GUIDANCE CONTROL SYSTEM & LOW VISIBILITY TAXI PROCEDURES.

DUE TO TRAFFIC VOLUME, LOCAL DEPARTURE AND ARR OPERATIONS ARE DISCOURAGED AND DELAYS CAN BE EXPECTED BETWEEN 1000-1200 AND 2000-2300.

SPECIAL VFR IS NOT RECOMMEND AT THE AIRPORT, IF REQUIRED, EXPECT DELAYS.

ANG RAMP - OPR 1430-2230Z++ MON-THU. CLOSED FRI-SUN AND HOLIDAY. OFFICIAL BUSINESS ONLY. PRIOR PERMISSION REQUIRED 48 HR ALL AIRCRAFT, VALID 1 HR +/- ESTIMATED TIME OF ARRIVAL. TRANSIENT PRK/SVC EXTREMELY LIMITED. BASE OPERATIONS DSN 245-2274, C801-245-2274. MILITARY ALTITUDE HILL AFB (KHIF) 25 NAUTICAL MILE N. ALL AIRCRAFT CONTACT UTAH CONTROL (COMD POST) 20 MIN OUT WITH ESTIMATED TIME OF ARRIVAL AND REQ.

ANG RAMP - ALL AIRCRAFT CONTACT UTAH CONTROL WITH LANDING & DEP TIMES. COMMAND POST DSN: 245-2416/2417; C801-245-2416/2417. PHASE II WILDLIFE ACT DURING MIGRATION/MORNING/EVENING HRS FR OCT-APR. CONTACT UTAH CONTROL FOR CURRENT BIRD-WATCH CONDITION.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

SEE FLIGHT INFORMATION PUBLICATION AP/1 SUPPLEMENTARY AIRPORT INFORMATION.

COMMUNICATIONS-ANG COMMAND POST: CALL UTAH CONTROL.

USE CAUTION FOR EXTENSIVE PARAGLIDING OPERATIONS IN THE VICINITY OF POINT OF THE MOUNTAIN.

SEE CURRENT NOTAMS FOR DATES AND ADDITIONAL INFORMATION.

RUNWAY 34R DEICE PAD CONSTRUCTION APR 2013-SUMMER 2015.

ANG SERVICE-FUEL: A++.

TAXIWAY Y RESTRICTED TO WINGSPANS LESS THAN 171 FT.

NEW CONSTRUCTION CHARTS TAXIWAY H CLOSED BETWEEN TAXIWAY H3 AND H2 TAXIWAY H2 CLOSED
RUNWAY 34R DEICE PAD CLOSED

ACCESS TO NORTH CARGO BY WAY OF TAXIWAY V AND SPOT 97.

RUNWAY 16L RUNUP AREA CLOSED PERMANENTLY.

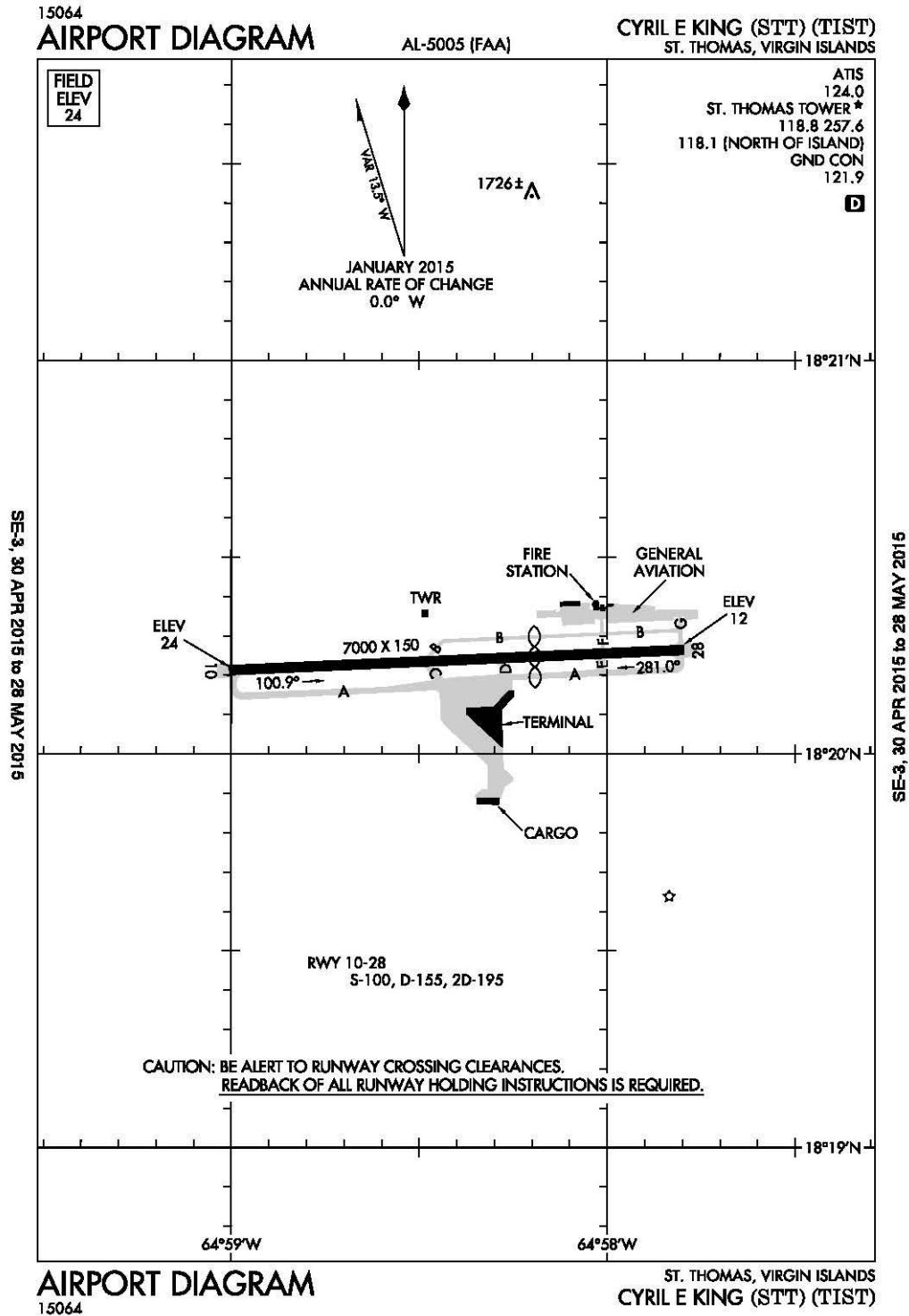
TAXIWAY G CLOSED N OF TAXIWAY V.

TAXIWAY W CLOSED PERMANENTLY.

USE MINIMUM THRUST IN CONSTRUCTION AREAS.

CONTACT GROUND ON 123.775 BEFORE TAXIING OUT OF NORTH CARGO.

Charlotte Amalie St. Thomas, Virgin Islands
Cyril E King
ICAO Identifier TIST



Charlotte Amalie, VI
Cyril E King
ICAO Identifier TIST

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 18-20-14.30N / 64-58-24.00W
2.2.2 From City: 2 Miles W Of Charlotte Amalie, VI
2.2.3 Elevation: 23.6 ft
2.2.5 Magnetic variation: 13W (2000)
2.2.6 Airport Contact: Mr. Jose Nazario
CYRIL E. KING AIRPORT
St Thomas, VI 802 (340-774-5100)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, 0700-2300 Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Minor

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I C
certified on 5/1/1973
2.6.4 Remarks: Closed To Unscheduled Aircraft 0 Operations
With More Than 30 Passenger Seats Except 24 Hrs
Prior Permission Required Call Airport Manager
340-774-5100.

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 10
2.10.1.b Type of obstacle: Pole. Not Lighted or Marked

2.10.1.a. Runway designation: 28
2.10.1.b Type of obstacle: Pole (28 ft). Not Lighted or
Marked
2.10.1.c Location of obstacle: 400 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 10
2.12.2 True Bearing: 87

2.12.3 Dimensions: 7000 ft x 150 ft
2.12.5 Coordinates: 18-20-12.72N / 64-59-00.00W
2.12.6 Threshold elevation: 24 ft
2.12.6 Touchdown zone elevation: 24 ft

2.12.1 Designation: 28
2.12.2 True Bearing: 267
2.12.3 Dimensions: 7000 ft x 150 ft
2.12.5 Coordinates: 18-20-15.81N / 64-57-47.74W
2.12.6 Threshold elevation: 12 ft
2.12.6 Touchdown zone elevation: 16 ft

AD 2.13 Declared distances

2.13.1 Designation: 10
2.13.2 Takeoff run available: 7000
2.13.3 Takeoff distance available: 7000
2.13.4 Accelerate-stop distance available: 7000
2.13.5 Landing distance available: 7000

2.13.1 Designation: 28
2.13.2 Takeoff run available: 7000
2.13.3 Takeoff distance available: 7000
2.13.4 Accelerate-stop distance available: 6000
2.13.5 Landing distance available: 3700

AD 2.14 Approach and runway lighting

2.14.1 Designation: 10
2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.1 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.8 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: ATIS

2.18.3 Service designation: 124 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 257.6 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Localizer for runway 10. Magnetic variation: 13W
2.19.2 ILS identification: TMN
2.19.5 Coordinates: 18-20-16.17N / 64-57-39.21W

2.19.6 Site elevation: 16 ft

2.19.1 ILS type: DME for runway 10. Magnetic variation: 13W

2.19.2 ILS identification: TMN

2.19.5 Coordinates: 18-20-18.77N / 64-57-39.48W

2.19.6 Site elevation: 22.6 ft

2.19.1 ILS type: Glide Slope for runway 10. Magnetic variation: 13W

2.19.2 ILS identification: TMN

2.19.5 Coordinates: 18-20-10.75N / 64-58-48.29W

2.19.6 Site elevation: 15.1 ft

General Remarks:

AIRCRAFT THAT BACK TAXI FOR DEP ON RUNWAY 28 SHALL MAKE THEIR 180 DEGREE TURN COUNTERCLOCKWISE.

NOISE SENSITIVE AREA: AVOID OVERFLIGHTS OF WATER ISLAND LOCATED 2 MI SE OF AIRPORT.

PILOTS MAY ENCOUNTER FALSE ILLUSORY INDICATIONS DURING NIGHT VISUAL APPROACHES TO RUNWAY 10 WHEN USING VISUAL CUES FOR VERTICAL GUIDANCE; RECOMMEND USE OF THE ILS GS & FREQUENT CROSS REFERENCE WITH THE AIRCRAFT ALTIMETER TO MAINT THE PROPER APPROACH PROFILE.

LIGHTS ON HILL 4 NAUTICAL MILE SE OF AIRPORT MAY BE MISTAKEN FOR RUNWAY 10/28 WHEN MAKING A VISUAL APPROACH FROM THE SOUTH.

RUNWAY 10 DEPS MAINTAIN RUNWAY HEADING UNTIL REACHING DEP END OF RUNWAY BEFORE TURNING ON COURSE OR ASSIGNED HEADING UNLESS OTHERWISE AUTHORIZED BY ATCT.

AIRCRAFT RESCUE AND FIRE FIGHTING UNAVAILABLE 2300-0630.

PILOTS CONTACT GROUND CONTROL PRIOR TO PUSHBACK.

15064

AIRPORT DIAGRAM

AL-5008 (FAA)

HENRY E ROHLSSEN (STX)(TISX)
CHRISTIANSTED, ST. CROIX, VIRGIN ISLANDS

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ATIS 135.65
ST. CROIX TOWER ★ 118.6 239.3
GND CON 121.7

RWY 10-28
S-100, D-175, 2S-175, 2D-300

253 ☆

ELEV 23

100 X 200

10004 X 150

0.6% DOWN

0.4% UP

277.6°

TERMINAL

TWR

VAR 13.6° W
JANUARY 2015
ANNUAL RATE OF CHANGE 0.0° W

17°42.5'N 17°41.5'N

64°49.0'W 64°48.5'W 64°48.0'W 64°47.5'W 64°47.0'W

AIRPORT DIAGRAM

CHRISTIANSTED, ST. CROIX, VIRGIN ISLANDS
HENRY E ROHLSSEN (STX)(TISX)

15064

Christiansted, VI
Henry E Rohlsen
ICAO Identifier TISX

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 17-42-00.00N / 64-48-00.00W
2.2.2 From City: 6 Miles SW Of Christiansted, VI
2.2.3 Elevation: 74 ft
2.2.5 Magnetic variation: 13W (2000)
2.2.6 Airport Contact: Mr. David Mapp
P.O. BOX 1134
St Croix, VI 821 (340-778-1012)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, 0500-2300
Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A1+
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
C certified on 5/1/1973
2.6.4 Remarks: Closed To Unscheduled Aircraft 0 Operations With More Than 30 Passenger Seats Except 24 Hrs Prior Permission Required Contact Airport Manager 340-778-1012 Or 340-778-1033(Fax). ARFF Service Unavailable 2300-0500.

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 28
2.10.1.b Type of obstacle: Bldg (217 ft). Marked
2.10.1.c Location of obstacle: 800 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 10
2.12.2 True Bearing: 84
2.12.3 Dimensions: 10004 ft x 150 ft
2.12.5 Coordinates: 17-42-00.00N / 64-48-58.45W
2.12.6 Threshold elevation: 74 ft
2.12.6 Touchdown zone elevation: 74 ft

2.12.1 Designation: 28
2.12.2 True Bearing: 264
2.12.3 Dimensions: 10004 ft x 150 ft

2.12.5 Coordinates: 17-42-10.62N / 64-47-15.54W
2.12.6 Threshold elevation: 22 ft
2.12.6 Touchdown zone elevation: 40 ft

AD 2.13 Declared distances

2.13.1 Designation: 10
2.13.2 Takeoff run available: 10004
2.13.3 Takeoff distance available: 10004
2.13.4 Accelerate-stop distance available: 9000
2.13.5 Landing distance available: 9000

2.13.1 Designation: 28
2.13.2 Takeoff run available: 10004
2.13.3 Takeoff distance available: 10004
2.13.4 Accelerate-stop distance available: 10004
2.13.5 Landing distance available: 9000

AD 2.14 Approach and runway lighting

2.14.1 Designation: 10
2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 28
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.6 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.7 MHz

2.18.1 Service designation: ATIS
2.18.3 Service designation: 135.65 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 239.3 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Outer Marker for runway 10. Magnetic

variation: 10W
2.19.2 ILS identification: STX
2.19.5 Coordinates: 17-41-30.90N / 64-53-00.00W
2.19.6 Site elevation:

variation: 10W
2.19.2 ILS identification: STX
2.19.5 Coordinates: 17-42-00.00N / 64-48-21.03W
2.19.6 Site elevation: 48 ft

2.19.1 ILS type: Localizer for runway 10. Magnetic variation: 10W
2.19.2 ILS identification: STX
2.19.5 Coordinates: 17-42-11.44N / 64-47-00.00W
2.19.6 Site elevation: 23 ft

2.19.1 ILS type: Middle Marker for runway 10. Magnetic variation: 10W
2.19.2 ILS identification: STX
2.19.5 Coordinates: 17-41-59.40N / 64-49-00.00W
2.19.6 Site elevation:

2.19.1 ILS type: Glide Slope for runway 10. Magnetic

General Remarks:

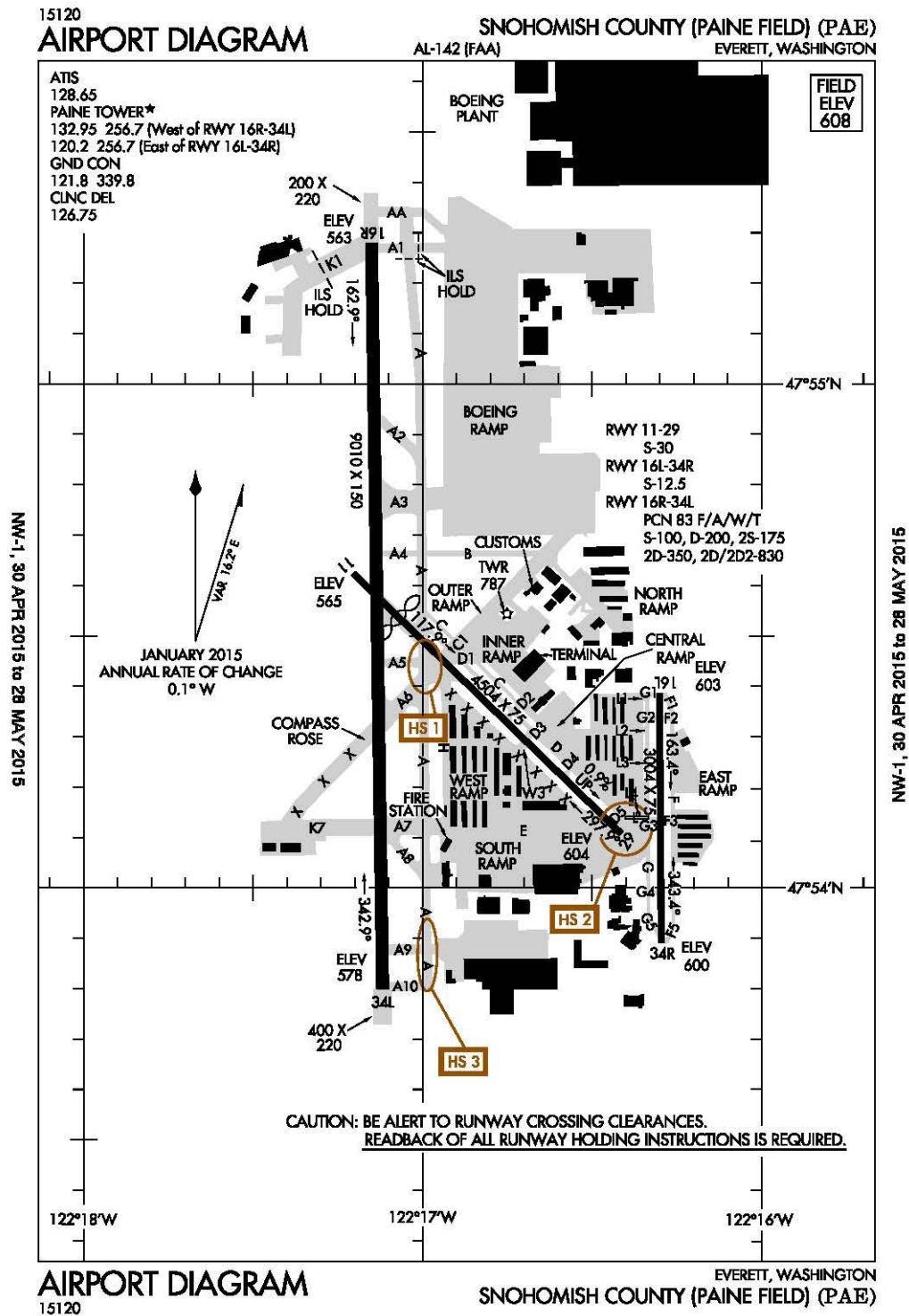
APPROACH TO RUNWAY 28 SOMETIMES OBSCURED BY SMOKE FROM LANDFILL LOCATED E OF AIRPORT.

RUNWAY 10 AND 28 100' X 200' BLAST PAD.

BIRDS & WILDLIFE ON & IN THE VICINITY OF AIRPORT.

TAXI INTO POSITION AND HOLD PROCEDURES NO LONGER IN EFFECT.

Everett, Washington
Snohomish County (Paine Field)
ICAO Identifier KPAE



Everett, WA
Snohomish County (Paine Fld)
ICAO Identifier KPAE

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 47-54-25.20N / 122-16-53.70W

2.2.2 From City: 6 Miles SW Of Everett, WA

2.2.3 Elevation: 607.5 ft

2.2.5 Magnetic variation: 17E (2010)

2.2.6 Airport Contact: Arif Ghouse

3220 100TH ST SW

Everett, WA 98204

(425-388-5125)

2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: MAY-OCT Months, ALL Days, 0700-2100
Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No

2.4.2 Fuel types: 100LL,A

2.4.4 De-icing facilities: None

2.4.5 Hangar space: Yes

2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index Iv
A certified on 11/1/1974

2.6.4 Remarks: Airport Closed To Aircraft 0 Operations
With More Than 30 Passenger Seats 2100-0700 Except
Prior Permission Required Contact Airport Operations
425-388-5110/5480. For Addl ARFF Capability Contact
Airport Operations 425-388-5110.

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 11

2.10.1.b Type of obstacle: Trees (9 ft). Not Lighted or
Marked

2.10.1.c Location of obstacle: 100 ft from Centerline

2.10.1.a. Runway designation: 29

2.10.1.b Type of obstacle: Trees (46 ft). Not Lighted or
Marked

2.10.1.c Location of obstacle: 0 ft from Centerline

2.10.1.a. Runway designation: 16L

2.10.1.b Type of obstacle: Pole (9 ft). Not Lighted or
Marked

2.10.1.c Location of obstacle: 100 ft from Centerline

2.10.1.a. Runway designation: 34R

2.10.1.b Type of obstacle: Pole (25 ft). Not Lighted or
Marked

2.10.1.c Location of obstacle: 125 ft from Centerline

2.10.1.a. Runway designation: 34L

2.10.1.b Type of obstacle: Trees (125 ft). Not Lighted or
Marked

2.10.1.c Location of obstacle: 930 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 11

2.12.2 True Bearing: 134

2.12.3 Dimensions: 4504 ft x 75 ft

2.12.5 Coordinates: 47-54-37.48N / 122-17-12.35W

2.12.6 Threshold elevation: 565 ft

2.12.6 Touchdown zone elevation: 608 ft

2.12.1 Designation: 29

2.12.2 True Bearing: 314

2.12.3 Dimensions: 4504 ft x 75 ft

2.12.5 Coordinates: 47-54-00.00N / 122-16-24.91W

2.12.6 Threshold elevation: 604 ft

2.12.6 Touchdown zone elevation: 608 ft

2.12.1 Designation: 16L

2.12.2 True Bearing: 180

2.12.3 Dimensions: 3004 ft x 75 ft

2.12.5 Coordinates: 47-54-23.13N / 122-16-18.09W

2.12.6 Threshold elevation: 603 ft

2.12.6 Touchdown zone elevation: 607 ft

2.12.1 Designation: 34R

2.12.2 True Bearing: 360

2.12.3 Dimensions: 3004 ft x 75 ft

2.12.5 Coordinates: 47-53-53.49N / 122-16-17.77W

2.12.6 Threshold elevation: 600 ft

2.12.6 Touchdown zone elevation: 607 ft

PAPI on left

2.12.1 Designation: 16R

2.12.2 True Bearing: 179

2.12.3 Dimensions: 9010 ft x 150 ft

2.12.4 PCN: 83 F/A/W/T

2.12.5 Coordinates: 47-55-16.81N / 122-17-00.00W

2.12.6 Threshold elevation: 563 ft

2.12.6 Touchdown zone elevation: 570 ft

2.12.1 Designation: 34L

2.12.2 True Bearing: 359

2.12.3 Dimensions: 9010 ft x 150 ft

2.12.4 PCN: 83 F/A/W/T

2.12.5 Coordinates: 47-53-47.90N / 122-17-00.00W

2.12.6 Threshold elevation: 578 ft

2.12.6 Touchdown zone elevation: 584 ft

AD 2.14 Approach and runway lighting

2.14.1 Designation: 11

2.14.4 Visual approach slope indicator system: 2-box VASI
on left

2.14.1 Designation: 29

2.14.4 Visual approach slope indicator system: 2-box VASI
on right

2.14.1 Designation: 16L

2.14.4 Visual approach slope indicator system: 2-light
PAPI on left

2.14.1 Designation: 34R

2.14.4 Visual approach slope indicator system: 2-light
PAPI on left

2.14.1 Designation: 16R

2.14.2 Approach lighting system: MALSR: 1400 feet me-
dium intensity approach lighting system with runway
alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

2.14.1 Designation: 34L

2.14.4 Visual approach slope indicator system: 4-light

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P(ACFT ARR E OF
CNTRLN OR DEP RY 16L/34R)

2.18.3 Service designation: 120.2 MHz

2.18.1 Service designation: LCL/P(ACFT ARR W OF
CNTRLN OR DEP RY 16R/34L)

2.18.3 Service designation: 132.95 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.8 MHz

2.18.1 Service designation: CD/P

2.18.3 Service designation: 126.75 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 256.7 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 339.8 MHz

2.18.1 Service designation: AR-OPNS

2.18.3 Service designation: 34.1 MHz

2.18.1 Service designation: ATIS

2.18.3 Service designation: 128.65 MHz

2.18.4 Hours of operation: 24

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Glide Slope for runway 16R. Magnetic
variation: 17E

2.19.2 ILS identification: PAE

2.19.5 Coordinates: 47-55-00.00N / 122-17-13.62W

2.19.6 Site elevation: 566.6 ft

2.19.1 ILS type: Outer Marker for runway 16R. Magnetic
variation: 17E

2.19.2 ILS identification: PAE

2.19.5 Coordinates: 48-03-10.00N / 122-17-19.50W

2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 16R. Magnetic

variation: 17E

2.19.2 ILS identification: PAE

2.19.5 Coordinates: 47-55-53.80N / 122-17-00.00W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 16R. Magnetic variation: 17E

2.19.2 ILS identification: PAE

2.19.5 Coordinates: 47-53-34.03N / 122-17-00.00W

2.19.6 Site elevation: 569.6 ft

General Remarks:

RUNWAYS 11/29 & 16L/34R CLOSED BETWEEN 2100-0700; LARGE AIRCRAFT FLY W PATTERN OVER WATER; SMALL AIRCRAFT FLY E PATTERN OVER AIRPORT.

NOISE SENSITIVE AIRPORT; FOR NOISE ABATEMENT PROCEDURES & TRAFFIC PROCEDURES CALL AIRPORT OPERATIONS 425-388-5125.

IT IS REQUESTED THAT PILOTS ADHERE TO THE FOLLOWING NOISE ABATEMENT PROCEDURES UNLESS OTHERWISE INSTRUCTED BY ATCT, ITINERANT ARRIVAL AND LOW APPROACH OF SMALL AIRCRAFT OVER 250 HORSEPOWER AUTHORIZED ON RUNWAYS 29, 16L AND 34R.

BE ALERT TO CONVERGE TRAFFIC ON BASE TO FINAL LEGS RUNWAYS 16R/34L 2100-0700.

AVOID OVERFLIGHT OF BOEING RAMP - NE CORNER OF AIRPORT DUE TO JET BLAST.

TRAINING FLIGHTS DISCOURAGED AFTER 2200. RUNWAY 16R-34L TOUCH AND GO LANDING PROHIBITED MON-FRI FORM 0700-0900.

AVOID INTERSECTION DEPS FROM RUNWAYS 16L/34R & 29. AVOID INTERSECTION DEPS FROM RUNWAY 11 EXCEPT FROM TAXIWAY DELTA 1 INTERSECTION.

FLOCKS OF LARGE & SMALL BIRDS IN THE VICINITY OF AIRPORT.

ITINERANT DEP OF SMALL AIRCRAFT OVER 250 HORSEPOWER ON RUNWAYS 11 AND 34R.

TAXIWAY A-2 RESTRICTED TO 30,000 LBS.

AREAS NOT VISIBLE FROM ATCT INCLUDE E EDGE OF S 1200 FT OF TAXIWAY A, TAXIWAY E FROM SE CORNER OF WEST HANGARS TO TAXIWAY A, MID SECTION OF OUTER TERMINAL RAMP, TAXIWAY H FROM NW EDGE OF WEST HANGARS TO TAXIWAY E, NE EDGE OF INNER TERMINAL RAMP.

RUNWAYS 16L/34R AND 11/29 LIMITED TO HELIPORT 8,000 LBS OR LESS.

TAXIWAY C CLOSED BETWEEN TAXIWAY D1 AND TAXIWAY A.

TAXIWAY W CLOSED INDEFINITE.

TAXIWAY INTENSE D2, D3, AND D4 CLOSED INDEFINITELY.

FOR NOISE ABATEMENT FROM 0500-1500Z++ IF AIRCRAFT PERFORMANCE/WIND ALLOWS, USE RUNWAY 16R FOR ARRIVALS AND RUNWAY 34L FOR DEPARTURES.

TAXIWAY ECHO LIMITED TO AIRCRAFT WITH A WINGSPAN OF 156 FT AND LESS. AIRCRAFT OVER A WINGSPAN OF 156 FT, TUG OPERATIONS ONLY.

TAXIWAY K6 CLOSED WEST OF COMPASS ROSE.

TAXIWAY C RESTRICTED TO WINGSPAN OF 68' OR LESS. TAXIWAY D BETWEEN D2 AND ALPHA

RESTRICTED TO WINGSPAN OF 118' OR LESS. TAXIWAY D BETWEEN D2 AND GOLF RESTRICTED TO WINGSPAN OF 49' OR LESS. TWYY A4, A5, K7 & B RESTRICTED TO WINGSPAN OF 118' OR LESS. TAXILANE H RESTRICTED TO WINGSPAN OF 49' OR LESS.

PAE HAS FACILITY CONSTRAINTS THAT LIMIT ITS ABILITY TO ACCOMMODATE DIVERTED FLIGHTS AND MAINTAIN THE ARPTS SAFE OPERATION DURING IRREGULAR OPERATIONS. AIRCRAFT OPERATORS SHOULD CTCT THE ON-DUTY AIRPORT OPERATIONS PERSONNEL (425-610-8411) TO COORDINATE DIVERTED FLIGHTS EXCEPT IN THE CASE OF A DECLARED IN-FLIGHT EMERGENCY.

PRIOR PERMISSION REQUIRED FOR ACCESS ON BOEING RAMP. CONTACT BOEING FLIGHT DISPATCH 206-544-5900 FOR APPROVAL. PRIOR TO TAXI ONTO BOEING RAMP CONTACT BOEING RADIO TOWER 123.475 OR CALL 425-342-5900.

TAXIWAY K1 CLOSED TO AIRCRAFT UNDER 30,000 LBS.

15064

AIRPORT DIAGRAM

**SEATTLE-TACOMA INTL (SEA.)
SEATTLE, WASHINGTON**

AL-582 (FAA)

ATIS
118.0
SEATTLE TOWER
119.9 239.3
(RWYS 16C-34C, 16L-34R)
120.95 239.3
(RWY 16R-34L)
GND CON
121.7
CLNC DEL
128.0

D

CAUTION: Pilots are cautioned not to mistake Twy T for a landing surface.

Runway Status Lights in operation.

RWY 16C-34C
PCN 71 R/B/W/T
S-100, D-200, 2S-175, 2D-350, 2D/2D2-800

RWY 16L-34R
PCN 110 R/B/W/T
S-100, D-230, 2D-600, 2D/2D2-1400

RWY 16R-34L
PCN 89 R/B/W/T
S-100, D-216, 2D-448, 2D/2D2-1157, C5-B17

ASDE-X Surveillance System in use.
Operate transponders with Mode C on all twys and rwys.

**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.**

**SEATTLE, WASHINGTON
SEATTLE-TACOMA INTL (SEA.)**

Seattle, WA
Seattle-Tacoma Intl
ICAO Identifier KSEA

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 47-26-59.60N / 122-18-42.40W
2.2.2 From City: 10 Miles S Of Seattle, WA
2.2.3 Elevation: 432.5 ft
2.2.5 Magnetic variation: 17E (2010)
2.2.6 Airport Contact: Mark Reis
BOX 68727
Seattle, WA 98168
(206-787-4682)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A,A1
2.4.4 De-icing facilities: None
2.4.5 Hangar space: No
2.4.6 Repair facilities: None

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
E certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 34C
2.10.1.b Type of obstacle: Tree (131 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 700 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 16R
2.12.2 True Bearing: 180
2.12.3 Dimensions: 8500 ft x 150 ft
2.12.4 PCN: 89 R/B/W/T
2.12.5 Coordinates: 47-27-49.81N / 122-19-00.00W
2.12.6 Threshold elevation: 415 ft
2.12.6 Touchdown zone elevation: 415 ft
2.12.7 Slope: 0.7DOWN

2.12.1 Designation: 34L
2.12.2 True Bearing: 0
2.12.3 Dimensions: 8500 ft x 150 ft
2.12.4 PCN: 89 R/B/W/T
2.12.5 Coordinates: 47-26-25.92N / 122-19-00.00W

2.12.6 Threshold elevation: 356 ft
2.12.6 Touchdown zone elevation: 379 ft
2.12.7 Slope: 0.7UP

2.12.1 Designation: 16L
2.12.2 True Bearing: 180
2.12.3 Dimensions: 11901 ft x 150 ft
2.12.4 PCN: 110 R/B/W/T
2.12.5 Coordinates: 47-27-49.66N / 122-18-27.90W
2.12.6 Threshold elevation: 432 ft
2.12.6 Touchdown zone elevation: 432 ft
2.12.7 Slope: 0.7DOWN

2.12.1 Designation: 34R
2.12.2 True Bearing: 0
2.12.3 Dimensions: 11901 ft x 150 ft
2.12.4 PCN: 110 R/B/W/T
2.12.5 Coordinates: 47-25-52.22N / 122-18-28.94W
2.12.6 Threshold elevation: 347 ft
2.12.6 Touchdown zone elevation: 372 ft
2.12.7 Slope: 0.7UP

2.12.1 Designation: 16C
2.12.2 True Bearing: 180
2.12.3 Dimensions: 9426 ft x 150 ft
2.12.4 PCN: 71 R/B/W/T
2.12.5 Coordinates: 47-27-49.71N / 122-18-39.55W
2.12.6 Threshold elevation: 430 ft
2.12.6 Touchdown zone elevation: 430 ft
2.12.7 Slope: 0.7DOWN

2.12.1 Designation: 34C
2.12.2 True Bearing: 0
2.12.3 Dimensions: 9426 ft x 150 ft
2.12.4 PCN: 71 R/B/W/T
2.12.5 Coordinates: 47-26-16.69N / 122-18-40.36W
2.12.6 Threshold elevation: 363 ft
2.12.6 Touchdown zone elevation: 387 ft
2.12.7 Slope: 0.7UP

AD 2.13 Declared distances

2.13.1 Designation: 16R
2.13.2 Takeoff run available: 8500
2.13.3 Takeoff distance available: 8500
2.13.4 Accelerate-stop distance available: 8500
2.13.5 Landing distance available: 8500

2.13.1 Designation: 34L
2.13.2 Takeoff run available: 8500
2.13.3 Takeoff distance available: 8500
2.13.4 Accelerate-stop distance available: 8500

2.13.5 Landing distance available: 8500

2.13.1 Designation: 16L

2.13.2 Takeoff run available: 11901

2.13.3 Takeoff distance available: 11901

2.13.4 Accelerate-stop distance available: 11901

2.13.5 Landing distance available: 11901

2.13.1 Designation: 34R

2.13.2 Takeoff run available: 11901

2.13.3 Takeoff distance available: 11901

2.13.4 Accelerate-stop distance available: 11901

2.13.5 Landing distance available: 11901

2.13.1 Designation: 16C

2.13.2 Takeoff run available: 9426

2.13.3 Takeoff distance available: 9426

2.13.4 Accelerate-stop distance available: 9426

2.13.5 Landing distance available: 9426

2.13.1 Designation: 34C

2.13.2 Takeoff run available: 9426

2.13.3 Takeoff distance available: 9426

2.13.4 Accelerate-stop distance available: 9426

2.13.5 Landing distance available: 9426

AD 2.14 Approach and runway lighting

2.14.1 Designation: 16R

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light PAPI on right

2.14.1 Designation: 34L

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 16L

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 34R

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway

alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 16C

2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 34C

2.14.2 Approach lighting system: MALSR: 1400 feet medium intensity approach lighting system with runway alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 119.2 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 119.2 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 119.2 MHz

2.18.1 Service designation: APCH/P DEP/P

2.18.3 Service designation: 120.1 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 120.1 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 120.4 MHz

2.18.1 Service designation: APCH/P DEP/P

2.18.3 Service designation: 120.4 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: APCH/S DEP/S

2.18.3 Service designation: 123.9 MHz

2.18.1 Service designation: APCH/P DEP/P

2.18.3 Service designation: 125.9 MHz

2.18.1 Service designation: CLASS B

2.18.3 Service designation: 125.9 MHz

2.18.1 Service designation: APCH/P DEP/P
2.18.3 Service designation: 125.9 MHz

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 125.9 MHz

2.18.1 Service designation: GATE CTL
2.18.3 Service designation: 126.25 MHz

2.18.1 Service designation: APCH/P DEP/P
2.18.3 Service designation: 126.5 MHz

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 126.5 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 284.7 MHz

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 284.7 MHz

2.18.1 Service designation: DEP/P
2.18.3 Service designation: 284.7 MHz

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 290.9 MHz

2.18.1 Service designation: APCH/P DEP/P
2.18.3 Service designation: 290.9 MHz

2.18.1 Service designation: APCH/P DEP/P
2.18.3 Service designation: 290.9 MHz

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 290.9 MHz

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 290.9 MHz

2.18.1 Service designation: APCH/P DEP/P
2.18.3 Service designation: 290.9 MHz

2.18.1 Service designation: APCH/S DEP/S
2.18.3 Service designation: 338.2 MHz

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 269.125 MHz

2.18.1 Service designation: APCH/P DEP/P
2.18.3 Service designation: 269.125 MHz

2.18.1 Service designation: APCH/S DEP/S
2.18.3 Service designation: 269.125 MHz

2.18.1 Service designation: APCH/P DEP/P
2.18.3 Service designation: 125.6 MHz

2.18.1 Service designation: GND CON
2.18.3 Service designation: 121.7 MHz

2.18.1 Service designation: NORTH RAMP/CARGO
2.18.3 Service designation: 126.87 MHz

2.18.1 Service designation: SOUTH RAMP
2.18.3 Service designation: 122.27 MHz

2.18.1 Service designation: APCH/P
2.18.3 Service designation: 133.65 MHz

2.18.1 Service designation: APCH/P
2.18.3 Service designation: 273.45 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 120.95 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 119.9 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 239.3 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 239.3 MHz

2.18.1 Service designation: APCH/P DEP/P
2.18.3 Service designation: 377.15 MHz

2.18.1 Service designation: CLASS B
2.18.3 Service designation: 377.15 MHz

2.18.1 Service designation: CD/P
2.18.3 Service designation: 128 MHz

2.18.1 Service designation: D-ATIS
2.18.3 Service designation: 118 MHz
2.18.4 Hours of operation: 24

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Inner Marker for runway 16R. Magnetic variation: 17E

2.19.2 ILS identification: CJL

2.19.5 Coordinates: 47-27-58.22N / 122-19-00.00W

2.19.6 Site elevation: 378.5 ft

2.19.1 ILS type: Localizer for runway 16R. Magnetic variation: 17E

2.19.2 ILS identification: CJL

2.19.5 Coordinates: 47-26-15.92N / 122-19-00.00W

2.19.6 Site elevation: 343.8 ft

2.19.1 ILS type: Glide Slope for runway 16R. Magnetic variation: 17E

2.19.2 ILS identification: CJL

2.19.5 Coordinates: 47-27-38.46N / 122-19-00.00W

2.19.6 Site elevation: 405.5 ft

2.19.1 ILS type: DME for runway 16R. Magnetic variation: 17E

2.19.2 ILS identification: CJL

2.19.5 Coordinates: 47-26-15.62N / 122-18-59.94W

2.19.6 Site elevation: 364.3 ft

2.19.1 ILS type: Localizer for runway 34L. Magnetic variation: 17E

2.19.2 ILS identification: BEJ

2.19.5 Coordinates: 47-27-59.78N / 122-19-00.00W

2.19.6 Site elevation: 371 ft

2.19.1 ILS type: Glide Slope for runway 34L. Magnetic variation: 17E

2.19.2 ILS identification: BEJ

2.19.5 Coordinates: 47-26-34.93N / 122-18-59.99W

2.19.6 Site elevation: 359 ft

2.19.1 ILS type: DME for runway 34L. Magnetic variation: 17E

2.19.2 ILS identification: BEJ

2.19.5 Coordinates: 47-26-15.62N / 122-18-59.94W

2.19.6 Site elevation: 364 ft

2.19.1 ILS type: Localizer for runway 16L. Magnetic variation: 17E

2.19.2 ILS identification: SNQ

2.19.5 Coordinates: 47-25-42.27N / 122-18-29.03W

2.19.6 Site elevation: 318.1 ft

2.19.1 ILS type: Glide Slope for runway 16L. Magnetic variation: 17E

2.19.2 ILS identification: SNQ

2.19.5 Coordinates: 47-27-38.94N / 122-18-33.82W

2.19.6 Site elevation: 425.3 ft

2.19.1 ILS type: Outer Marker for runway 16L. Magnetic variation: 17E

2.19.2 ILS identification: SNQ

2.19.5 Coordinates: 47-31-56.60N / 122-18-25.00W

2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 16L. Magnetic variation: 17E

2.19.2 ILS identification: SNQ

2.19.5 Coordinates: 47-28-20.04N / 122-18-39.69W

2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 16L. Magnetic variation: 17E

2.19.2 ILS identification: SNQ

2.19.5 Coordinates: 47-26-00.00N / 122-18-22.68W

2.19.6 Site elevation: 369.4 ft

2.19.1 ILS type: Inner Marker for runway 16L. Magnetic variation: 17E

2.19.2 ILS identification: SNQ

2.19.5 Coordinates: 47-27-57.65N / 122-18-27.84W

2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 34R. Magnetic variation: 17E

2.19.2 ILS identification: SEA

2.19.5 Coordinates: 47-26-00.00N / 122-18-22.68W

2.19.6 Site elevation: 369 ft

2.19.1 ILS type: Localizer for runway 34R. Magnetic variation: 17E

2.19.2 ILS identification: SEA

2.19.5 Coordinates: 47-27-54.27N / 122-18-27.86W

2.19.6 Site elevation: 428 ft

2.19.1 ILS type: Glide Slope for runway 34R. Magnetic variation: 17E

2.19.2 ILS identification: SEA

2.19.5 Coordinates: 47-26-00.00N / 122-18-23.03W

2.19.6 Site elevation: 355 ft

2.19.1 ILS type: Middle Marker for runway 34R. Magnetic variation: 17E

2.19.2 ILS identification: SEA

2.19.5 Coordinates: 47-25-18.10N / 122-18-29.30W

2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 16C. Magnetic variation: 17E
2.19.2 ILS identification: SZI
2.19.5 Coordinates: 47-26-00.00N / 122-18-44.23W
2.19.6 Site elevation: 369.8 ft

2.19.1 ILS type: Outer Marker for runway 16C. Magnetic variation: 17E
2.19.2 ILS identification: SZI
2.19.5 Coordinates: 47-31-56.59N / 122-18-25.04W
2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 16C. Magnetic variation: 17E
2.19.2 ILS identification: SZI
2.19.5 Coordinates: 47-26-00.00N / 122-18-40.45W
2.19.6 Site elevation: 351 ft

2.19.1 ILS type: Glide Slope for runway 16C. Magnetic variation: 17E
2.19.2 ILS identification: SZI
2.19.5 Coordinates: 47-27-38.69N / 122-18-45.46W
2.19.6 Site elevation: 417.7 ft

2.19.1 ILS type: Inner Marker for runway 16C. Magnetic variation: 17E
2.19.2 ILS identification: SZI
2.19.5 Coordinates: 47-27-58.58N / 122-18-39.29W
2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 16C. Magnetic variation: 17E
2.19.2 ILS identification: SZI
2.19.5 Coordinates: 47-28-20.04N / 122-18-39.69W
2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 34C. Magnetic variation: 17E
2.19.2 ILS identification: TUC
2.19.5 Coordinates: 47-27-54.35N / 122-18-39.51W
2.19.6 Site elevation: 422 ft

2.19.1 ILS type: DME for runway 34C. Magnetic variation: 17E
2.19.2 ILS identification: TUC
2.19.5 Coordinates: 47-26-00.00N / 122-18-44.23W
2.19.6 Site elevation: 370 ft

2.19.1 ILS type: Glide Slope for runway 34C. Magnetic variation: 17E
2.19.2 ILS identification: TUC
2.19.5 Coordinates: 47-26-25.60N / 122-18-46.17W
2.19.6 Site elevation: 367 ft

2.19.1 ILS type: Middle Marker for runway 34C. Magnetic variation: 17E
2.19.2 ILS identification: TUC
2.19.5 Coordinates: 47-25-49.76N / 122-18-42.14W
2.19.6 Site elevation: 289 ft

General Remarks:

BIRD FLOCKS WITHIN AIRPORT VICINITY - CHECK LOCAL ADVISORYS.

FLIGHT NOTIFICATION SERVICE (ADCUS) AVAILABLE.

BETWEEN THE HRS OF 2200-0700 THE USE OF EXTENDED REVERSE THRUST IS DISCOURAGED BEYOND WHAT IS NECESSARY FOR OPERATIONAL OR SAFETY REASONS. NOISE ABATEMENT PROCEDURES IN EFFECT BETWEEN 2200-0600. FOR FURTHER INFORMATION CONTACT SEA NOISE ABATEMENT OFFICE AT 206-787-7496.

HELICOPTERS LANDING & DEPARTING AVOID OVERFLYING FUEL FARM LOCATED AT THE SE CORNER OF THE AIRPORT.

(E110) CONTINUOUS POWER AIRPORT.

(E94) WSO/WSFO.

TAXIWAY A SOUTH OF TAXIWAY G RESTRICTED TO AIRCRAFT WITH WINGSPAN 225 FT AND SMALLER.

DO NOT MISTAKE TAXIWAY T FOR LANDING SURFACE.

ACCESS TO AIR CARGO 4 PARKING AND CARGO AREAS RESTRICTED TO AIRCRAFT WITH WINGSPANS OF

170 FT OR LESS.

TAXIWAY FOR CORPORATE HANGAR RAMP LIMITED TO AIRCRAFT WITH 104 FT OR LESS WINGSPAN FOR TAXI OPERATIONS. GA CUSTOMS PARKING IS VERY LIMITED.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

PRIOR PERMISSION REQUIRED FOR ALL GENERAL AVIATION PARKING AND SERVICES, CONTACT 206-433-5481.

TAXIWAY W RESTRICTED TO WINGSPAN OF 135 FT OR LESS NORTH OF TAXIWAY N AND 167 FT OR LESS SOUTH TO TELETYPEWRITER EXCHANGE SERVICE N. SEATTLE RAMP TOWER PROVIDES ADVSY CONTROL ONLY.

TAXIWAY J BETWEEN RUNWAY 16C/34C AND TAXIWAY H RESTRICTED TO AIRCRAFT WITH WINGSPAN 213 FT AND SMALLER.

GA LANDING FEES PAYABLE BY MAJOR CREDIT CARDS ONLY.

TAXILANE AROUND N SATELLITE RESTRICTED TO AIRCRAFT WITH WINGSPANS OF 200 FT OR LESS.

RUNWAY STATUS LIGHTS ARE IN OPN.

AIRPORT DIAGRAM

SPOKANE INTL (GEG)
SPOKANE, WASHINGTON

AL-403 (FAA)

15064

ATIS 124.325 254.375
SPOKANE TOWER 118.3 278.3
GND CON 121.9 348.6
CLNC DEL 127.55

VAR 15.0° E
JANUARY 2015
ANNUAL RATE OF CHANGE 0.1° W

RWY 03-21 S-200, D-200, 2S-175, 2D-400
RWY 07-25 S-150, D-180, 2S-175, 2D-280

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

SPOKANE, WASHINGTON
SPOKANE INTL (GEG)

Spokane, WA
Spokane Intl
ICAO Identifier KEGG

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 47-37-00.00N / 117-32-00.00W
2.2.2 From City: 5 Miles SW Of Spokane, WA
2.2.3 Elevation: 2385 ft
2.2.5 Magnetic variation: 18E (2000)
2.2.6 Airport Contact: Lawrence J Krauter
9000 W AIRPORT DR.
Spokane, WA 99224
(509-455-6419)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100,100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
B certified on 5/1/1973

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 21
2.10.1.b Type of obstacle: Gnd (9 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 500 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 03
2.12.2 True Bearing: 45
2.12.3 Dimensions: 11002 ft x 150 ft
2.12.5 Coordinates: 47-36-36.29N / 117-33-00.00W
2.12.6 Threshold elevation: 2385 ft
2.12.6 Touchdown zone elevation: 2385 ft
2.12.7 Slope: 0.5DOWN

2.12.1 Designation: 21
2.12.2 True Bearing: 225
2.12.3 Dimensions: 11002 ft x 150 ft
2.12.5 Coordinates: 47-37-52.38N / 117-31-00.00W
2.12.6 Threshold elevation: 2322 ft
2.12.6 Touchdown zone elevation: 2346 ft

2.12.7 Slope: 0.6UP

2.12.1 Designation: 07
2.12.2 True Bearing: 90
2.12.3 Dimensions: 8199 ft x 150 ft
2.12.5 Coordinates: 47-37-00.00N / 117-33-11.76W
2.12.6 Threshold elevation: 2376 ft
2.12.6 Touchdown zone elevation: 2376 ft

2.12.1 Designation: 25
2.12.2 True Bearing: 270
2.12.3 Dimensions: 8199 ft x 150 ft
2.12.5 Coordinates: 47-37-00.00N / 117-31-12.10W
2.12.6 Threshold elevation: 2372 ft
2.12.6 Touchdown zone elevation: 2372 ft

AD 2.13 Declared distances

2.13.1 Designation: 03
2.13.2 Takeoff run available: 11002
2.13.3 Takeoff distance available: 11002
2.13.4 Accelerate-stop distance available: 11002
2.13.5 Landing distance available: 11002

2.13.1 Designation: 21
2.13.2 Takeoff run available: 11002
2.13.3 Takeoff distance available: 11002
2.13.4 Accelerate-stop distance available: 11002
2.13.5 Landing distance available: 11002

2.13.1 Designation: 07
2.13.2 Takeoff run available: 8199
2.13.3 Takeoff distance available: 8199
2.13.4 Accelerate-stop distance available: 8199
2.13.5 Landing distance available: 8199

2.13.1 Designation: 25
2.13.2 Takeoff run available: 8199
2.13.3 Takeoff distance available: 8199
2.13.4 Accelerate-stop distance available: 8199
2.13.5 Landing distance available: 8199

AD 2.14 Approach and runway lighting

2.14.1 Designation: 03
2.14.2 Approach lighting system: ALSF2: Standard 2400 feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

2.14.1 Designation: 21
2.14.2 Approach lighting system: ALSF2: Standard 2400

feet high intensity approach lighting system with sequenced flashers, category II or III configuration
2.14.4 Visual approach slope indicator system: 4-light PAPI on left
2.14.10 Remarks: ALSF 2 May Be Operated As SSALR During Favorable Wx Conditions.

2.14.1 Designation: 07
2.14.4 Visual approach slope indicator system: 4-light PAPI on right
2.14.10 Remarks: Vgsi And Rnav Glidepath Not Coincident.

2.14.1 Designation: 25
2.14.4 Visual approach slope indicator system: 4-light PAPI on left

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 118.3 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 121.9 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C IC
2.18.3 Service designation: 123.75 MHz

2.18.1 Service designation: ATIS
2.18.3 Service designation: 124.325 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: CD/P
2.18.3 Service designation: 127.55 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C IC
2.18.3 Service designation: 133.35 MHz

2.18.1 Service designation: EMERG
2.18.3 Service designation: 243 MHz

2.18.1 Service designation: ATIS
2.18.3 Service designation: 254.375 MHz
2.18.4 Hours of operation: 24

2.18.1 Service designation: APCH/P DEP/P CLASS C IC

2.18.3 Service designation: 263 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C IC

2.18.3 Service designation: 282.25 MHz

2.18.1 Service designation: GND/P
2.18.3 Service designation: 348.6 MHz

2.18.1 Service designation: APCH/S DEP/S
2.18.3 Service designation: 372.9 MHz

2.18.1 Service designation: LCL/P
2.18.3 Service designation: 278.3 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Glide Slope for runway 03. Magnetic variation: 16E

2.19.2 ILS identification: OLJ

2.19.5 Coordinates: 47-36-47.56N / 117-32-51.88W

2.19.6 Site elevation: 2372 ft

2.19.1 ILS type: Middle Marker for runway 03. Magnetic variation: 16E

2.19.2 ILS identification: OLJ

2.19.5 Coordinates: 47-36-29.40N / 117-33-10.64W

2.19.6 Site elevation: 2378 ft

2.19.1 ILS type: Localizer for runway 03. Magnetic variation: 16E

2.19.2 ILS identification: OLJ

2.19.5 Coordinates: 47-37-59.68N / 117-30-54.77W

2.19.6 Site elevation: 2315.7 ft

2.19.1 ILS type: DME for runway 03. Magnetic variation: 16E

2.19.2 ILS identification: OLJ

2.19.5 Coordinates: 47-36-32.05N / 117-33-15.10W

2.19.6 Site elevation: 2380.2 ft

2.19.1 ILS type: Inner Marker for runway 03. Magnetic variation: 16E

2.19.2 ILS identification: OLJ

2.19.5 Coordinates: 47-36-30.06N / 117-33-00.00W

2.19.6 Site elevation: 2380.5 ft

2.19.1 ILS type: Outer Marker for runway 21. Magnetic variation: 16E

2.19.2 ILS identification: GEG

2.19.5 Coordinates: 47-40-37.34N / 117-27-00.00W

2.19.6 Site elevation:

2.19.1 ILS type: DME for runway 21. Magnetic variation: 16E
2.19.2 ILS identification: GEG
2.19.5 Coordinates: 47-36-32.05N / 117-33-15.10W
2.19.6 Site elevation: 2380.2 ft

2.19.1 ILS type: Localizer for runway 21. Magnetic variation: 16E
2.19.2 ILS identification: GEG
2.19.5 Coordinates: 47-36-29.20N / 117-33-10.95W
2.19.6 Site elevation: 2380.1 ft

2.19.1 ILS type: Glide Slope for runway 21. Magnetic variation: 16E
2.19.2 ILS identification: GEG

2.19.5 Coordinates: 47-37-48.96N / 117-31-19.45W
2.19.6 Site elevation: 2324.3 ft

2.19.1 ILS type: Inner Marker for runway 21. Magnetic variation: 16E
2.19.2 ILS identification: GEG
2.19.5 Coordinates: 47-38-00.00N / 117-30-49.60W
2.19.6 Site elevation: 96 ft

2.19.1 ILS type: Middle Marker for runway 21. Magnetic variation: 16E
2.19.2 ILS identification: GEG
2.19.5 Coordinates: 47-38-16.92N / 117-30-28.82W
2.19.6 Site elevation: 2233 ft

General Remarks:

BE ALERT TO TURBULENCE OVER SMOKE STACKS 1 MILE EAST OF AIRPORT.

WATERFOWL & BIRDS ON & IN THE VICINITY OF AIRPORT.

TAXIWAY K UNLIGHTED ON RAMP SIDE ALONG MAINTENANCE RAMP AND IS UNAVAILABLE BELOW 1200 RUNWAY VISUAL RANGE UNLESS UNDER ESCORT BY "FOLLOW ME".

PORTIONS OF TAXIWAY K NOT VISIBLE FROM ATCT.

COLD TEMPERATURE RESTRICTED AIRPORT. ALTITUDE CORRECTION REQUIRED AT OR BELOW -24C/-11F.

[illegible]

Milwaukee, WI
General Mitchell Intl
ICAO Identifier KMKE

AD 2.2 Aerodrome geographical and administrative data

2.2.1 Reference Point: 42-56-49.00N / 87-53-49.40W
2.2.2 From City: 5 Miles S Of Milwaukee, WI
2.2.3 Elevation: 728.5 ft
2.2.5 Magnetic variation: 2W (1995)
2.2.6 Airport Contact: C.B. Bateman
5300 S HOWELL AVE
Milwaukee, WI 53207
(414-747-5300)
2.2.7 Traffic: IFR/VFR

AD 2.3 Operational hours

2.3.1 - 2.3.11: ALL Months, ALL Days, ALL Hours

AD 2.4 Handling services and facilities

2.4.1 Cargo handling facilities: No
2.4.2 Fuel types: 100LL,A
2.4.4 De-icing facilities: None
2.4.5 Hangar space: Yes
2.4.6 Repair facilities: Major

AD 2.6 Rescue and firefighting services

2.6.1 Aerodrome category for firefighting: ARFF Index I
C certified on 5/1/1973
2.6.4 Remarks: ARFF Index D Equip Available Upon Request.

AD 2.10 Aerodrome obstacles

2.10.1.a. Runway designation: 13
2.10.1.b Type of obstacle: Pole (33 ft). Lighted
2.10.1.c Location of obstacle: 69 ft from Centerline

2.10.1.a. Runway designation: 31
2.10.1.b Type of obstacle: Rr (42 ft). Lighted
2.10.1.c Location of obstacle: 295 ft from Centerline

2.10.1.a. Runway designation: 07L
2.10.1.b Type of obstacle: Tree (44 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 187 ft from Centerline

2.10.1.a. Runway designation: 25R
2.10.1.b Type of obstacle: Pole (77 ft). Lighted
2.10.1.c Location of obstacle: 195 ft from Centerline

2.10.1.a. Runway designation: 01L

2.10.1.b Type of obstacle: Tree (82 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 985 ft from Centerline

2.10.1.a. Runway designation: 19R
2.10.1.b Type of obstacle: Fence (6 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 404 ft from Centerline

2.10.1.a. Runway designation: 19L
2.10.1.b Type of obstacle: Tree (125 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 463 ft from Centerline

2.10.1.a. Runway designation: 07R
2.10.1.b Type of obstacle: Tree (80 ft). Not Lighted or Marked
2.10.1.c Location of obstacle: 305 ft from Centerline

2.10.1.a. Runway designation: 25L
2.10.1.b Type of obstacle: Pole (41 ft). Lighted
2.10.1.c Location of obstacle: 464 ft from Centerline

AD 2.12 Runway physical characteristics

2.12.1 Designation: 13
2.12.2 True Bearing: 132
2.12.3 Dimensions: 5535 ft x 150 ft
2.12.4 PCN: 48 R/B/W/T
2.12.5 Coordinates: 42-57-29.26N / 87-54-12.27W
2.12.6 Threshold elevation: 671 ft
2.12.6 Touchdown zone elevation: 670 ft

2.12.1 Designation: 31
2.12.2 True Bearing: 312
2.12.3 Dimensions: 5535 ft x 150 ft
2.12.4 PCN: 48 R/B/W/T
2.12.5 Coordinates: 42-56-52.51N / 87-53-17.18W
2.12.6 Threshold elevation: 669 ft
2.12.6 Touchdown zone elevation: 670 ft

2.12.1 Designation: 07L
2.12.2 True Bearing: 72
2.12.3 Dimensions: 4800 ft x 100 ft
2.12.4 PCN: 20 F/A/X/T
2.12.5 Coordinates: 42-57-00.00N / 87-54-19.14W
2.12.6 Threshold elevation: 671 ft
2.12.6 Touchdown zone elevation: 672 ft

2.12.1 Designation: 25R
2.12.2 True Bearing: 252
2.12.3 Dimensions: 4800 ft x 100 ft

2.12.4 PCN: 20 F/A/X/T
2.12.5 Coordinates: 42-57-24.81N / 87-53-17.87W
2.12.6 Threshold elevation: 674 ft
2.12.6 Touchdown zone elevation: 674 ft

2.12.1 Designation: 07R
2.12.2 True Bearing: 72
2.12.3 Dimensions: 8300 ft x 150 ft
2.12.4 PCN: 58 R/A/W/T
2.12.5 Coordinates: 42-56-20.67N / 87-55-00.00W
2.12.6 Threshold elevation: 728 ft
2.12.6 Touchdown zone elevation: 728 ft
2.12.7 Slope: 1DOWN

2.12.1 Designation: 25L
2.12.2 True Bearing: 252
2.12.3 Dimensions: 8300 ft x 150 ft
2.12.4 PCN: 58 R/A/W/T
2.12.5 Coordinates: 42-56-46.47N / 87-53-18.00W
2.12.6 Threshold elevation: 670 ft
2.12.6 Touchdown zone elevation: 683 ft
2.12.7 Slope: 0.4UP

2.12.1 Designation: 01R
2.12.2 True Bearing: 7
2.12.3 Dimensions: 4183 ft x 150 ft
2.12.4 PCN: 23 R/B/W/T
2.12.5 Coordinates: 42-56-21.77N / 87-53-32.50W
2.12.6 Threshold elevation: 678 ft
2.12.6 Touchdown zone elevation: 678 ft

2.12.1 Designation: 19L
2.12.2 True Bearing: 187
2.12.3 Dimensions: 4183 ft x 150 ft
2.12.4 PCN: 23 R/B/W/T
2.12.5 Coordinates: 42-57-00.00N / 87-53-25.49W
2.12.6 Threshold elevation: 670 ft
2.12.6 Touchdown zone elevation: 674 ft

2.12.1 Designation: 01L
2.12.2 True Bearing: 7
2.12.3 Dimensions: 9990 ft x 200 ft
2.12.4 PCN: 64 R/A/W/T
2.12.5 Coordinates: 42-55-49.80N / 87-53-51.51W
2.12.6 Threshold elevation: 706 ft
2.12.6 Touchdown zone elevation: 704 ft

2.12.1 Designation: 19R
2.12.2 True Bearing: 187
2.12.3 Dimensions: 9990 ft x 200 ft
2.12.4 PCN: 64 R/A/W/T

2.12.5 Coordinates: 42-57-27.70N / 87-53-34.77W
2.12.6 Threshold elevation: 673 ft
2.12.6 Touchdown zone elevation: 672 ft

AD 2.13 Declared distances

2.13.1 Designation: 13
2.13.2 Takeoff run available: 5538
2.13.3 Takeoff distance available: 5538
2.13.4 Accelerate-stop distance available: 5538
2.13.5 Landing distance available: 4797

2.13.1 Designation: 31
2.13.2 Takeoff run available: 5538
2.13.3 Takeoff distance available: 5538
2.13.4 Accelerate-stop distance available: 5538
2.13.5 Landing distance available: 5334

2.13.1 Designation: 07L
2.13.2 Takeoff run available: 4800
2.13.3 Takeoff distance available: 4800
2.13.4 Accelerate-stop distance available: 4800
2.13.5 Landing distance available: 4800

2.13.1 Designation: 25R
2.13.2 Takeoff run available: 4800
2.13.3 Takeoff distance available: 4800
2.13.4 Accelerate-stop distance available: 4800
2.13.5 Landing distance available: 4800

2.13.1 Designation: 07R
2.13.2 Takeoff run available: 8300
2.13.3 Takeoff distance available: 8300
2.13.4 Accelerate-stop distance available: 8012
2.13.5 Landing distance available: 8012

2.13.1 Designation: 25L
2.13.2 Takeoff run available: 8300
2.13.3 Takeoff distance available: 8300
2.13.4 Accelerate-stop distance available: 8300
2.13.5 Landing distance available: 7868

2.13.1 Designation: 01R
2.13.2 Takeoff run available: 4183
2.13.3 Takeoff distance available: 4183
2.13.4 Accelerate-stop distance available: 4183
2.13.5 Landing distance available: 4183

2.13.1 Designation: 19L
2.13.2 Takeoff run available: 4183
2.13.3 Takeoff distance available: 4183
2.13.4 Accelerate-stop distance available: 4183

2.13.5 Landing distance available: 4183

2.13.1 Designation: 01L

2.13.2 Takeoff run available: 9990

2.13.3 Takeoff distance available: 9990

2.13.4 Accelerate-stop distance available: 9380

2.13.5 Landing distance available: 9080

2.13.1 Designation: 19R

2.13.2 Takeoff run available: 9990

2.13.3 Takeoff distance available: 9990

2.13.4 Accelerate-stop distance available: 9990

2.13.5 Landing distance available: 9205

AD 2.14 Approach and runway lighting

2.14.1 Designation: 13

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 31

2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

2.14.1 Designation: 07L

2.14.4 Visual approach slope indicator system: 4-box
VASI on left

2.14.1 Designation: 25R

2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

2.14.1 Designation: 07R

2.14.2 Approach lighting system: MALSR: 1400 feet
medium intensity approach lighting system with runway
alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 25L

2.14.4 Visual approach slope indicator system: 4-light
PAPI on left

2.14.1 Designation: 01L

2.14.2 Approach lighting system: ALSF2: Standard 2400
feet high intensity approach lighting system with
sequenced flashers, category II or III configuration

2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

2.14.1 Designation: 19R

2.14.2 Approach lighting system: MALSR: 1400 feet

medium intensity approach lighting system with runway
alignment indicator lights

2.14.4 Visual approach slope indicator system: 4-light
PAPI on right

AD 2.18 Air traffic services communication facilities

2.18.1 Service designation: APCH/P CLASS C

2.18.3 Service designation: 118 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 119.65 MHz

2.18.1 Service designation: CD/P

2.18.3 Service designation: 120.8 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 121.5 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 121.8 MHz

2.18.1 Service designation: DEP/P

2.18.3 Service designation: 125.35 MHz

2.18.1 Service designation: D-ATIS

2.18.3 Service designation: 126.4 MHz

2.18.4 Hours of operation: 24

2.18.1 Service designation: APCH/P CLASS C IC

2.18.3 Service designation: 126.5 MHz

2.18.1 Service designation: AS ASSIGNED

2.18.3 Service designation: 127.85 MHz

2.18.1 Service designation: OPNS

2.18.3 Service designation: 139.5 MHz

2.18.1 Service designation: EMERG

2.18.3 Service designation: 243 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C
IC

2.18.3 Service designation: 307 MHz

2.18.1 Service designation: GND/P

2.18.3 Service designation: 263.125 MHz

2.18.1 Service designation: APCH/P DEP/P CLASS C

2.18.3 Service designation: 317.725 MHz

2.18.1 Service designation: OPNS

2.18.3 Service designation: 311 MHz

2.18.1 Service designation: 128ARW (ANG) CMD
POST

2.18.3 Service designation: 321 MHz

2.18.1 Service designation: UPSET CTL

2.18.3 Service designation: 6761 MHz

2.18.1 Service designation: MAINT OPS (MOCC)

2.18.3 Service designation: 379.85 MHz

2.18.1 Service designation: APCH/P DEP/P

2.18.3 Service designation: 127 MHz

2.18.1 Service designation: APCH/P DEP/P

2.18.3 Service designation: 263.075 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 124.575 MHz

2.18.1 Service designation: LCL/P

2.18.3 Service designation: 269.05 MHz

AD 2.19 Radio navigation and landing aids

2.19.1 ILS type: Glide Slope for runway 07R. Magnetic
variation: 2W

2.19.2 ILS identification: GMF

2.19.5 Coordinates: 42-56-20.49N / 87-54-47.12W

2.19.6 Site elevation: 707.3 ft

2.19.1 ILS type: Outer Marker for runway 07R.
Magnetic variation: 2W

2.19.2 ILS identification: GMF

2.19.5 Coordinates: 42-54-32.56N / 88-02-27.51W

2.19.6 Site elevation:

2.19.1 ILS type: Middle Marker for runway 07R.
Magnetic variation: 2W

2.19.2 ILS identification: GMF

2.19.5 Coordinates: 42-56-12.13N / 87-55-35.49W

2.19.6 Site elevation: 744 ft

2.19.1 ILS type: Middle Marker for runway 19R.
Magnetic variation: 2W

2.19.2 ILS identification: BLY

2.19.5 Coordinates: 42-57-46.59N / 87-53-31.53W

2.19.6 Site elevation:

2.19.1 ILS type: Outer Marker for runway 19R.
Magnetic variation: 2W

2.19.2 ILS identification: BLY

2.19.5 Coordinates: 43-03-36.06N / 87-52-36.26W

2.19.6 Site elevation:

2.19.1 ILS type: Localizer for runway 07R. Magnetic
variation: 2W

2.19.2 ILS identification: GMF

2.19.5 Coordinates: 42-56-49.09N / 87-53-00.00W

2.19.6 Site elevation: 668.3 ft

2.19.1 ILS type: DME for runway 07R. Magnetic
variation: 2W

2.19.2 ILS identification: GMF

2.19.5 Coordinates: 42-56-18.51N / 87-55-23.66W

2.19.6 Site elevation: 729.8 ft

2.19.1 ILS type: DME for runway 25L. Magnetic
variation: 2W

2.19.2 ILS identification: PXY

2.19.5 Coordinates: 42-56-18.51N / 87-55-23.66W

2.19.6 Site elevation: 729.8 ft

2.19.1 ILS type: Localizer for runway 25L. Magnetic
variation: 2W

2.19.2 ILS identification: PXY

2.19.5 Coordinates: 42-56-16.07N / 87-55-22.78W

2.19.6 Site elevation: 727.9 ft

2.19.1 ILS type: Localizer for runway 01L. Magnetic
variation: 4W

2.19.2 ILS identification: MKE

2.19.5 Coordinates: 42-57-49.96N / 87-53-30.97W

2.19.6 Site elevation: 712.9 ft

2.19.1 ILS type: Outer Marker for runway 01L.
Magnetic variation: 4W

2.19.2 ILS identification: MKE

2.19.5 Coordinates: 42-50-22.60N / 87-54-46.83W

2.19.6 Site elevation: 678 ft

2.19.1 ILS type: DME for runway 01L. Magnetic
variation: 4W

2.19.2 ILS identification: MKE

2.19.5 Coordinates: 42-57-50.94N / 87-53-27.45W

2.19.6 Site elevation: 715.2 ft

2.19.1 ILS type: Glide Slope for runway 01L. Magnetic
variation: 4W

2.19.2 ILS identification: MKE

2.19.5 Coordinates: 42-56-00.00N / 87-53-43.05W

2.19.6 Site elevation: 691.2 ft

2.19.1 ILS type: Inner Marker for runway 01L. Magnetic variation: 4W
2.19.2 ILS identification: MKE
2.19.5 Coordinates: 42-55-44.66N / 87-53-52.40W
2.19.6 Site elevation: 705.8 ft

2.19.1 ILS type: Localizer for runway 19R. Magnetic variation: 2W
2.19.2 ILS identification: BLY
2.19.5 Coordinates: 42-55-38.30N / 87-53-53.48W
2.19.6 Site elevation: 709 ft

2.19.1 ILS type: Middle Marker for runway 01L. Magnetic variation: 4W
2.19.2 ILS identification: MKE
2.19.5 Coordinates: 42-55-26.50N / 87-53-55.50W
2.19.6 Site elevation: 701.2 ft

2.19.1 ILS type: Glide Slope for runway 19R. Magnetic variation: 2W
2.19.2 ILS identification: BLY
2.19.5 Coordinates: 42-57-00.00N / 87-53-32.52W
2.19.6 Site elevation: 666.3 ft

General Remarks:

RUNWAY 07L/25R CLOSED TO ALL JET AIRCRAFT.

TAXIWAY A CLOSED FROM TAXIWAY R TO TAXIWAY E AND TAXIWAY E CLOSED FROM TAXIWAY T TO TAXIWAY M AND TAXIWAY T NORTH OF RUNWAY 07R-25L CLOSED TO AIRCRAFT WITH TAIL HEIGHT GREATER THAN 54.5 FT DURING CAT II AND CAT III OPERATIONS.

RUNWAY 13/31 CLOSED JET AIRCRAFT, UNLESS PERMISSION FROM TOWER OR AIRPORT MANAGER 414-747-5325.

TRAINING FLIGHTS INVOLVING SUCCESSIVE USE OF ANY RUNWAY PROHIBITED 2200-0600.

RUNWAYS 13/31 & 01R/19L & 07L/25R CLOSED EXCEPT LIGHT WEIGHT SINGLE ENGINE AIRCRAFT 2200-0600 DAILY.

BIRDS ON & IN THE VICINITY OF AIRPORT.

PREFERRED USAGE BY AIRCRAFT BETWEEN 2200-0600 IS TAKE-OFF RUNWAY 19R & LANDING RUNWAY 01L.

ALL APPROACHES ARE OVER NOISE SENSITIVE AREAS; ALL TURBOJET AIRCRAFT SHOULD REFRAIN FROM CONDUCTING MULTI VFR TRAFFIC PATTERN APPROACHES & DEPS WITHOUT PRIOR APPROVAL FROM AIRPORT MANAGER CALL C414-747-5325.

ANG: PRIOR PERMISSION REQUIRED ALL AIRCRAFT, 48HR PRIOR NOTICE, CONTACT AIRFIELD OPERATIONS DSN 580-8241, C414-944-8241. 128 ARW IS A FULLY OPERATIONAL KC-135R BASE WITH HRS OF OPERATION MON-FRI 1200Z-1930Z++ TUE-FRI, CLOSED HOLIDAY, SAT-SUN EXCEPT UNIT TMG, CALL FOR AVAILABLE.

ANG: ANY MDS'S (OTHER THAN KC-135) IS LIMITED TO STANDARD TRANSIENT MARSHALLING AND PARKING. NO TECHNICAL DATA AVAILABLE FOR TRANSIENT MAINTENANCE. FUEL AND AGE EQUIPMENT SUPPORT AVAILABLE FOR SELF-SERVICE. THERE ARE NO ADDITIONAL CONFIGURATION ITEMS SUPPORTED SUCH AS LANTIRN PODS, EDM PODS, ETC.

ANG: END OF RUNWAY FACILITIES, AIRCRAFT SHELTERS/REVENUES, AND ALERT FACILITIES ARE NOT AVAILABLE. AIRFIELD/AIRCRAFT PARKING CONCERNS INCLUDE: LIMITED STATIC GROUNDING POINTS AND NO AIRCRAFT TIE DOWN POINTS.

ANG: NO FLEET SERVICE/HOT CARGO PARKING AVAILABLE. CONTACT UPSET CTRL 20 MIN PRIOR TO ARR TO RECEIVE CURRENT BIRD WATCH CONDITION AND PARKING INFORMATION.

ASDE-X SURVEILLANCE SYSTEM IN USE. OPERATE TRANSPONDERS WITH MODE C ON ALL TAXIWAYS AND RUNWAYS.

AIRCRAFT WITH WINGSPAN GREATER THAN 175 FT CANNOT PASS SIMULTANEOUSLY ON TAXIWAY 'E' & TAXIWAY 'Z'.

TAXIWAY B CLOSED BETWEEN TAXIWAY R AND TAXIWAY A1 TO AIRCRAFT WITH WINGSPAN GREATER THAN OR EQUAL TO 118 FT WITHOUT PERMISSION FROM AIRPORT DIRECTOR AT 414-747-5325.

TAXIWAYS D1, F2, H, J, F1, P AND F (EAST OF RUNWAY 19R) CLOSED TO AIRCRAFT WITH WINGSPAN GREATER THAN 78 FT.

TAXIWAY F (WEST OF TAXIWAY Z) CLOSED TO AIRCRAFT WITH WINGSPAN GREATER THAN OR EQUAL TO 118 FT UNLESS PERMISSION FROM AIRPORT DIRECTOR AT 414-747-5325.

RUNWAY 19R TAKE-OFF DISTANCE AVAILABLE 8,750 FT FROM INTERSECTION TAXIWAY V.

TAXIWAY V BETWEEN TAXIWAY D AND RUNWAY 7L/25R CLOSED TO AIRCRAFT WITH WINGSPAN GREATER THAN 170 FT WHEN RUNWAY 7L/25R IN USE.

TAXIWAY B BETWEEN TAXIWAY V AND TAXIWAY R CLOSED TO AFFECT WITH WINGSPAN GREATER THAN 170 FT.

HOLDING BAY AT RUNWAY 19R WHEN IN USE, TAXIWAY Z ADJACENT TO BAY IS LIMITED TO AIRCRAFT WITH WINGSPAN UP TO 170 FT.

RUNWAY 07L/25R NO AIRCRAFT 65,000 LBS OR GREATER ALLOWED TO TAXI BETWEEN TAXIWAY D & RUNWAY 13/31 AND EAST OF RUNWAY 19R.

RUNWAY 01R-19L AVAILABLE TO AIR CARRIERS FOR TAXI ONLY.

RUNWAY 7R HOLDING BAY, RESTRICTED TO AIRCRAFT WITH WINGSPAN UP TO AND INCLUDING 130 FT.

TAXIWAY S & TAXIWAY T BETWEEN TAXIWAY R & RUNWAY 07R/25L AND RUNWAY 07R/25L BETWEEN RUNWAY 1R/19L & TAXIWAY R CLOSED DURING CAT II & III OPERATIONS.

HOLDING BAY AT RUNWAY 01L CLOSED EXCEPT AIRCRAFT WITH WINGSPAN LESS THAN 118 FT.

ANG: NONSTANDARD MRK ON PARK APRON FOR WINGTIP CLEARANCE; SEE AIRFIELD MANAGEMENT FOR DETAILED MAP.

RUNWAY 7L/25R NOT AVAILABLE FOR SCHEDULED AIR CARRIER OPERATIONS INVOLVING AIRCRAFT DESIGNED FOR 10 OR MORE PASSENGER SEATS & UNSCHEDULED AIR CARRIER OPERATIONS INVOLVING AIRCRAFT DESIGNED FOR 31 OR MORE SEATS.

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