

Know Before You Go

This information is subject to change. Not for navigation or legal pre-flight action.



[View the FAA's From the Flight Deck video](#) to see actual KLVK airport runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

Livermore Municipal Airport (KLVK) is a small to medium sized airport located 25 miles east of San Francisco International Airport. It is primarily a general aviation airport. Numerous flight schools, maintenance facilities, fixed base operators along with a multitude of based airplanes call KLVK home.

KLVK Tower Administrative Office

Business Phone 925-443-0667

Open 0600 to 1600 – Monday through Friday

- ✓ Closely spaced, staggered (1300 feet), parallel RWYs 7R/25L and 7L/25R.
- ✓ Parallel TWYs are located on the north and south sides of the runways.
- ✓ Wrong surface landings are possible issues – be vigilant to ensure proper runway alignment.
- ✓ Cleared for the option clearances will always include the runway number. It is not a clearance to deviate to the other RWY.
- ✓ There have been attempted landings on TWY A from wither RWY 7L or RWY 25R.
- ✓ Aircraft have also attempted to depart on TWY A instead of RWY 25R.
- ✓ Hot Spots 1 through 5 call out a common runway incursion problem. Aircraft that are taxiing to a runway are not cleared to cross any other runway unless specifically cleared to cross.
- ✓ Pilots mistake TWY A for TWY J and inadvertently cross TWY A and taxi onto RWY 7L/25R.
- ✓ Hot Spot 6. Pilots taxiing out on TWY J sometimes mistake the intersection RWY 7L and TWY G as the end of the runway and fail to make the turn onto TWY A.
- ✓ Hot Spot 1 – RWY 25R run-up areas at TWYS J, A and B have ILS hold markings before aircraft are fully into the run-up area. The only times these ILS critical areas need to be protected is when the ceiling is 800 feet or less or the visibility is two miles or less.

Airspace

The **airspace** at KLVK is **Class D** with a 2900' MSL ceiling. KLVK lies within the 30 NM radius of KSFO Class B requirement for Mode C & ADSB. (Refer to Sectional Chart)

- NOTE: KLVK Radar coverage is not useable below 1400 MSL. Pilots need to be especially vigilant at or below 1400 MSL.



Cautions

Hot Spots

- HS 1** Pilots instructed to hold short of RWY 25R at TWY B sometimes fail to comply.
Pilots sometimes land on RWY 25R without clearance.
- HS 2** Pilots instructed to hold short of RWY 25L at TWY C sometimes fail to comply.
- HS 3** Pilots instructed to hold short of RWY 07L at TWY H sometimes fail to comply.
- HS 4** Pilots instructed to hold short of RWY 07R at TWY G sometimes fail to comply.
- HS 5** Pilots instructed to hold short of RWY 25R at TWY G sometimes fail to comply.
- HS 6** Pilots may be confused at the intersections of TWY J, TWY A, and TWY G. Sometimes fail to comply with taxi instructions.

Departure

- ✓ Verify proper heading prior to starting takeoff roll on all intersection departures.
- ✓ Wrong surface departure exists here – shorter RWY is offset by 1300 feet.
- ✓ Aircraft attempt to depart TWY A when assigned RWY 25R.
- ✓ Pilots should review taxiway/runway markings, lighting and signage to ensure that they are departing the assigned runway – pilots have mistaken TWY A as RWY 25R.

Landing - See [Arrival Alert Notices](#).

- ✓ Wrong Surface Landing risk exists here.
- ✓ Positive identification of the landing RWY needs to be a part of every pilot's landing checklist.
- ✓ Closely spaced, staggered, parallel RWYs 7R/25L and 7L/25R.
- ✓ RWY 7R/25L is noticeably narrower and shorter than RWY 7L/25R.
- ✓ TWY A lies just north of RWY 7L/25R – pilots have mistaken TWY A as RWY 25R.

Surface Risk – Movement Area

- ✓ Runway incursion risks exist here.
- ✓ Aircraft that are cleared to taxi to a runway are not authorized to cross another runway unless specific crossing clearance is issued.

Additional Cautions

- ✓ If ever in doubt about your position or instructions, ask the TWR.

Communications

KLVK Tower (TWR) operates from 0700L-2100L

Daily

When TWR is closed:

- ✓ The airspace becomes class G.
- ✓ CTAF Frequency 118.1
- ✓ For Clearance Delivery when TWR is closed, Contact NORCAL Approach at 916-361-0516 Cancellng Flight Plan
- ✓ VFR – contact Oakland Flight Service on frequency 122.5 or 122.2 or call 888-766- 8267
- ✓ IFR – Contact NORCAL at 916-361-0516

From the KLVK Control Tower

Local information that your KLVK TWR controllers want you to know.

General

- ✓ None of the runways have an overrun.
- ✓ If there are no numerals, this is not a runway.
- ✓ Listen closely to your call sign – when busy, controllers do not have a lot of time to repeat instructions.

Traffic Patterns

- ✓ Remember, there are no standard patterns at controlled airports when TWR is in operation. Pilots will follow TWR directions.
- ✓ When TWR is closed conduct Right Patterns on RWYs 07R and 25L.
- ✓ When TWR is closed conduct Left Patterns for RWY 07L and 25L.
- ✓ Traffic pattern altitude – 1400 MSL.

Ground

- ✓ Do not mistake TWY A (north of RWY 25R/07L) as a runway.

Takeoff/Departure

- ✓ LIVERMORE THREE DEPARTURE (OBSTACLE) – LVK3 is an obstacle departure.

Arrival/Landing

- ✓ Be aware that during peak hours, the longer runway may not be available for practice pattern work.

Special Traffic (Military / Commercial / Helicopter, etc.)

- ✓ Helipad located on Southwest Apron.



Additional Information for KLVK

- ✓ Considerable bird activity on and in vicinity of airport.
- ✓ Noise sensitive areas $\frac{3}{4}$ mile east and 2 miles west of airport.
- ✓ Voluntary restraint from night flying 2200L to 0600L.

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