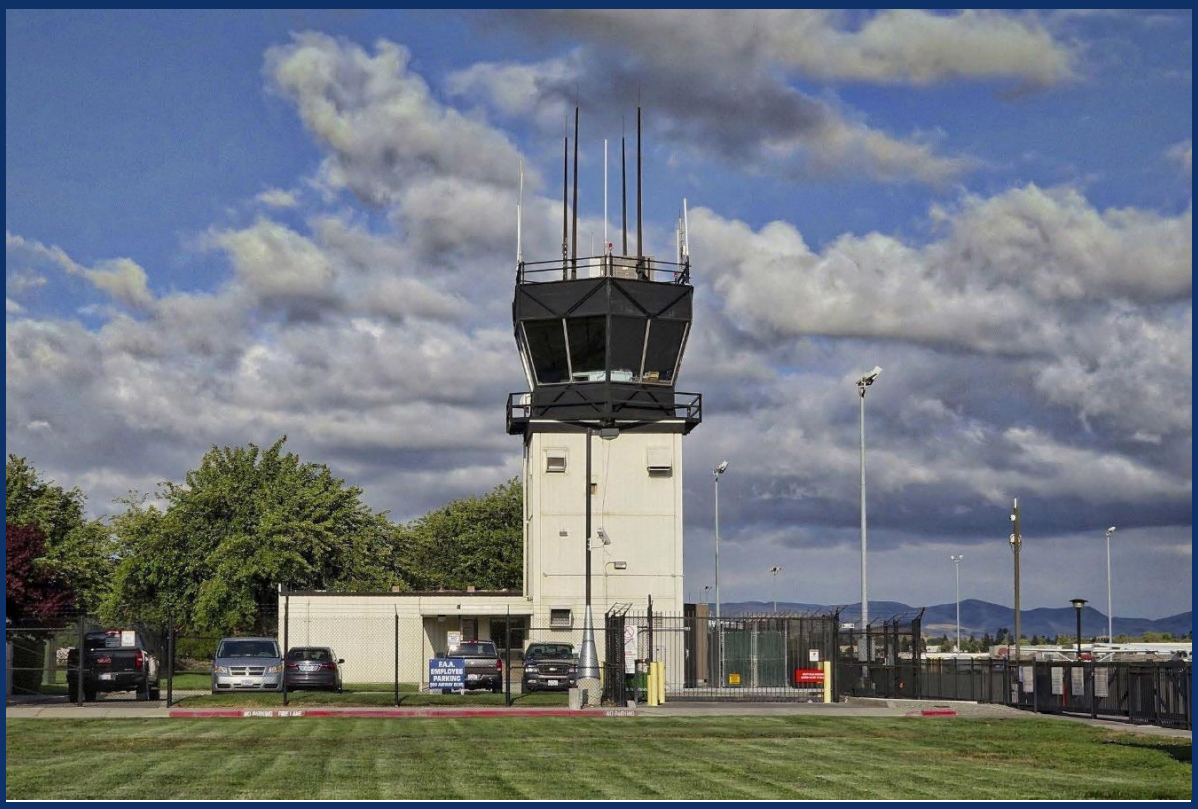

LIVERMORE MUNICIPIAL AIRPORT (LVK)

PILOT INFORMATION

Updated: 02/23/2023

LVK Tower Administrative Office
Business Phone 925-443-0667
Open 0800 to 1600 – Monday through Friday

Federal Aviation Administration

Introduction

The purpose of this document is to supplement the From the Flight Deck Videos that are produced by the FAA Runway Safety Group. Here you will also find information provided by the local air traffic controllers at the airport where you intend to fly.

Table of Contents

IMPORTANT NOTICE

The information in this facility supplement is subject to change. Not for navigation or legal* pre-flight action. Always refer to official pre-flight materials such as, but not limited to, NOTAMs, airport diagrams, VFR charts and airport construction notices for the latest airport-specific details.

General Links

Here are some links to current FAA information.

- **Aeronautical Information Services**
- **Airport Construction**
- **Airport Diagram**
- **Chart Supplement**
- **From the Flight Deck Videos**
- **Hot Spots**
- **NOTAMS**
- **VFR Charts**

Some Advisory Circulars for Reference

- AC 90-66B Non-Towered Airport Flight Operations (faa.gov) Subject: Non-Towered Airport Flight Operations – 2/25/19
- AC 91-73B (faa.gov) Subject: Parts 91 and 135 Single Pilot, Flight School Procedures During Taxi Operations – 7/30/12
- AC 91-92 (faa.gov) Subject: Pilot's Guide to a Preflight Briefing - 3/15/21
- AC 90-48E (faa.gov) Subject: Subject: Pilots' Role in Collision Avoidance – 10/20/22

LVK Specific Section

Livermore Municipal Airport 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 LVK home.

1. From the Flight Deck (FTFD) Video Notes

- 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.

2. Airspace

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

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

Class C Airspace Requirements (CFR §91.130 and AIM 3-1-4; 3-2-4)

○ Visibility	3 statute miles
○ Distance from Clouds	500 feet below | 1,000 ft above | 2,000 ft horizontal
○ Communications	Establish communications (controller response)
○ Pilot	No special certification required
○ Equipment	Two-way radio, operable radar transponder with altitude reporting and ADS-B Out

3. 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 TXY A as RWY 25R

Landing

- ✓ 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 7RL/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 TXY A as RWY 25R

Surface Risk – Movement Area

- ✓ Runway incursion risks exists 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.

4. Communications

LVK 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 916-361-0516Cancelling 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

5. From the LVK Control Tower

Local Information that your LVK TWR controllers want you to know.

General

- ✓ All RWYS do not 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 7R and 25L
- ✓ When TWR is closed conduct Left Patterns for RWY 7L 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

6. Additional Information for LVK

- ✓ Considerable bird activity on and in vicinity of airport.

- ✓ Noise sensitive areas ¾ mile east and 2 miles west of airport.
- ✓ Voluntary restraint from night flying 2200L to 0600L.

End of LVK Specific Section

General Information Section

1. Some Best Practices

Do:

- ✓ Refer to the airfield diagram and/or airport moving map while stopped and/or prior to taxiing.
- ✓ Keep your eyes outside to observe traffic, potential threats and airport signs and markings.
- ✓ Ask the controller to repeat instructions and clearances if you are not sure.
- ✓ Ask for progressive taxi instructions if you are unfamiliar or have lost situational awareness.
- ✓ Taxi your aircraft to the side of the run-up area to allow other aircraft to taxi around you if you are not ready for departure.
- ✓ Advise TWR on initial contact (ground or air) if you are a student pilot.
- ✓ Using runway and/or taxiway designators to describe your position, and turning on exterior lights will assist the controller in identifying you.
- ✓ Acknowledge all ATC instructions and read back all hold short restrictions with your call sign.
- ✓ Always make sure that your aircraft is completely behind all hold-short lines.
- ✓ Advise GND/TWR if you want an intersection departure and wait for TWR clearance to take off. There may be a delay due to wake turbulence or traffic.
- ✓ When using any RWY, verify mag heading and look for the white markings to avoid a wrong surface event.
- ✓ Consider backing up a visual approach with an underlying instrument (ILS/LOC/GPS) approach if time and workload allows.
- ✓ Remember that you must have a clearance to cross all RWYs, active and not active.
- ✓ Use caution when taxiing smaller aircraft/helicopters in the vicinity of larger aircraft/helicopters. Controllers may use the words rotor wash, jet blast, or prop wash when issuing cautionary advisories. A general rule of thumb is 100 feet behind a jet aircraft.
- ✓ Reference GPS User Waypoint, or if available, the assigned runway's instrument approach. If unsure that you are aligned for the assigned runway, announce going around and why.
- ✓ Verify proper heading prior to starting takeoff roll on all departures. Consider checking and calling out, Wet compass, runway heading, runway paint/signage for departure runway, and directional gyro shows runway heading.

Do Not:

- ✓ Do not taxi on your own without obtaining taxi instructions from ATC.
- ✓ Do not cross an active RWY without specific controller permission to cross that RWY.
- ✓ Do not use a RWY as a turn-off during landing unless cleared to do so by TWR.
- ✓ Do not wait until you are ready for departure to request an IFR clearance. Making your request to clearance delivery or ground control prior to taxiing will allow time for ATC coordination.
- ✓ Do not, on departure, leave TWR frequency while still in TWR airspace unless previously approved. (Note: frequency change outside of TWR airspace is at pilot's discretion.)

2. Lost Communications Tips (Additional information in the Aeronautical Information Manual (AIM) Chapter 6 - Section 4)

- ✓ Squawk **Transponder Code 7600** if you experience loss of two-way radio capability.
- ✓ If you can hear other aircraft but nobody responds to your calls then you should check forproper

frequency selection, popped circuit breaker, radio panel setup, or an improperly hooked up intercom.

- ✓ Weak batteries in intercoms are often the cause of “radio failure”. Your emergency checklistmay come in handy for checking other areas specific to your aircraft.
- ✓ If you can’t hear anything on the receiver, check the volume control, squelch, intercom, circuit breaker, or a stuck mike.
- ✓ After you have determined the extent of the radio failure, you can determine how to communicate with the ATC.

3. Emergencies

- ✓ Each pilot in command who (though not deviating from a rule of this subpart) is given priority by ATC in an emergency and shall submit a detailed report of that emergency within 48 hours to the manager of that ATC facility, if requested by ATC. Ref: CFR §91.123 (d)
- ✓ It is extremely rare that a pilot is asked to justify declaring an emergency. In most cases,when a report is needed, it can usually be accomplished with a phone call.
- ✓ Additional information is also found in the AIM in Chapter 6 – Emergency Procedures

4. Special VFR (AIM 4-4-6)

- ✓ Special VFR is primarily intended to offer pilots a way to operate into, out of, and through tower controlled airspace when local weather restricts the visibility or ceiling tobelow VFR minimums.
- ✓ There are times, for instance, when visibility is below three miles due to ground fog or the ceiling is below 1000 feet AGL due to a cold front passage, it may be advantageousto use the Special VFR rules to be able to get to VFR conditions.
- ✓ There are rules and conditions that apply to Special VFR and the one that controllers deal with the most often is the requirement that the pilot must request the clearance. We cannot offer it, as we cannot determine your abilities as a pilot and have no wish totalk you into accepting a clearance that may be beyond your experience level.

The basic requirements for Special VFR are:

- ✈ The clearance must be requested by the pilot.
- ✈ If it is after sunset and before sunrise the pilot requesting the clearance must be IFRrated and the aircraft must be certified for IFR flight.
- ✈ A minimum of 1 mile visibility must exist as reported by the tower.

What you may do with a Special VFR clearance:

- ✈ You may depart for another destination
- ✈ You may transition
- ✈ You may enter and land
- ✈ You may do touch and go landings

End of General Section