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

STATE	CITY NAME	AIRPORT NAME
AZ	GLENDAL.....	LUKE AFB
AZ	TUCSON.....	DAVIS MONTHAN AFB
AZ	YUMA.....	LAGUNA AAF (YUMA PROVING GROUND)
CA	CHINA LAKE.....	CHINA LAKE NAWA (ARMITAGE FLD)
CA	EDWARDS.....	EDWARDS AF AUX NORTH BASE
CA	EDWARDS.....	EDWARDS AFB
CA	EL CENTRO.....	EL CENTRO NAF
CA	FAIRFIELD.....	TRAVIS AFB
CA	HERLONG.....	AMEDEE AAF
CA	HUNTER LIGGETT.....	TUSI AHP (HUNTER LIGGETT)
CA	LEMOORE.....	LEMOORE NAS (REEVES FLD)
CA	LOMPOC.....	VANDENBERG AFB
CA	LOS ALAMITOS.....	LOS ALAMITOS AAF
CA	MARYSVILLE.....	BEALE AFB
CA	MOUNTAIN VIEW.....	MOFFETT FEDERAL AFLD
CA	OCEANSIDE.....	CAMP PENDELTON MCAS (MUNN FLD)
CA	POINT MUGU.....	POINT MUGU NAS (NAVAL BASE VENTURA CO)
CA	SAN CLEMENTE ISLAND.....	SAN CLEMENTE ISLAND NALF (FREDRICK SHERMAN FLD)
CA	SAN DIEGO.....	IMPERIAL BEACH NOLF (REAM FLD)
CA	SAN DIEGO.....	MIRAMAR MCAS
CA	SAN DIEGO.....	NORTH ISLAND NAS (HALSEY FLD)
CA	SAN NICOLAS ISLAND.....	SAN NICOLAS ISLAND NOLF
CA	TWENTYNINE PALMS.....	TWENTYNINE PALMS SELF
CO	AURORA.....	BUCKLEY AFB
CO	FORT CARSON.....	BUTTS AAF
NM	ALAMOGORDO.....	HOLLOMAN AFB
NM	CLOVIS.....	CANNON AFB
UT	OGDEN.....	HILL AFB
UT	DUGWAY PROVING GROUND.....	MICHAEL AAF (DUGWAY PROVING GROUND)

SEAPLANE LANDING AREAS

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

STATE	CITY NAME	FACILITY NAME
CA	FOLSOM.....	FOLSOM LAKE SEAPLANE BASE
CA	HOLLISTER.....	FRAZIER LAKE AIRPARK
CA	LOS BANOS.....	SAN LUIS RESERVOIR
CA	NAPA.....	LAKE BERRYESSA
CA	OROVILLE.....	LAKE OROVILLE LANDING AREA
CA	STOCKTON.....	LOST ISLE
NM	CONCHAS DAM.....	CONCHAS LAKE

2012 U.S. & CANADIAN MILITARY AERIAL AIRCRAFT/PARACHUTE DEMONSTRATIONS

During CY 2012, the U.S. and Canadian Military Aerial Demonstration Teams (Thunderbirds, Blue Angels, Snowbirds, and Golden Knights) will be performing on the dates and locations listed below.

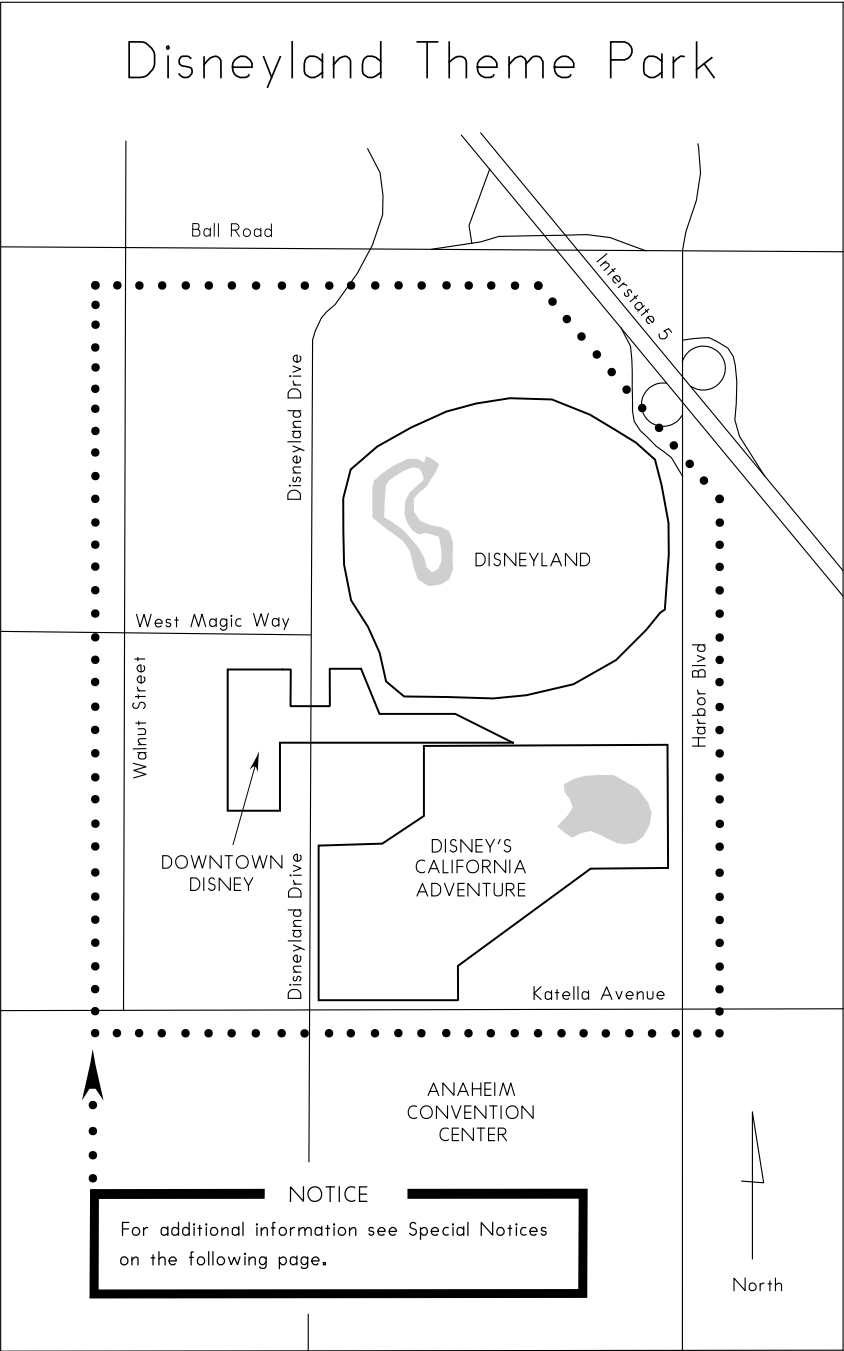
Pilots should expect Temporary Flight Restrictions (TFR) in accordance with 14 CFR Section 91.145, Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events. The dimensions and effective times of the TFRs may vary based upon the specific aerial demonstration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

The currently scheduled 2012 aerial demonstration locations, subject to change without notice, are:

DATE	USAF Thunderbirds	USN Blue Angels	USA Golden Knights	Canadian Golden Knights
April	14–15 Davis Monthan AFB, AZ	NAS Kingsville, TX		
	21–22 Barksdale AFB, LA	NAS/JRB New Orleans, LA		
	28–29 Fort Lauderdale, FL	Warner Robins AFB, GA	Abilene, TX	
May	5–6 Shaw AFB, SC	Cherry Point, NC	Shaw AFB, SC	
	12–13 JB McGuire–Dix–Lakehurst, NJ	Smyrna, TN		
	19–20 March ARB, CA	Andrews AFB, MD	Andrews AFB, MD Whiteman AFB, MO	
	23 USAF Academy, CO			
	26–27 Hill AFB, UT	Jones Beach, NY	Wantaugh, NY Janesville, WI	Jones Beach, NY
	29	Annapolis, MD		
June	2–3 Rockford, IL	Virginia Beach, VA	Rockford, IL	
	9–10 Ocean City, MD	Mankato, MN	Rome, NY Bronx, NY	
	16–17 North Kingston, RI	Baltimore, MD	Dover, DE Norfolk, NE	
	23–24 Indianapolis, IN	Latrobe, PA	Tobyhanna, PA	
June 30–Jul 1	Battle Creek, MI	Portsmouth, NH	Cape Girardeau, MO	
July	3		Dubuque, IA	
	4		St Louis, MO	Minot, ND
	7–8 Gary, IN	Dayton, OH	Gary, IN	
	14	Pensacola Beach, FL		
	14–15		Bronx, NY	
	21–22 JB Lewis–McChord, WA	Sioux Falls, SD	JB Lewis–McChord, WA	
	28–29 JB Elemendorf–Richardson, AK	Twin Falls, ID	JB Elemendorf–Richardson, AK Twin Falls, ID	
August	4–5 Hillsboro, OR	Seattle, WA	Hillsboro, OR Milwaukee, WI	
	11–12		Ft Campbell, KY	
	17 Atlantic City, NJ		Atlantic City, NJ	
	18–19	Chicago, IL	Chicago, IL	
	25–26 Brunswick, ME		Bellevue, IL	
September	1–2 Davenport, IA	Cleveland, OH	Cleveland, OH Ft Wayne, IN	
	8–9 Sacramento, CA	Little Rock AFB, AR	Kirksville, MO	Waukegan, IL
	15–16 Scott AFB, IL	NAS Oceana, VA		
	22–23 Salinas, CA	Grand Junction, CO	Duluth, MN Winston–Salem, NC	Duluth, MN
	29–30 McConnell AFB, KS	MCAS Kane'ohe Bay, HI		Rome, GA

DATE		USAF Thunderbirds	USN Blue Angels	USA Golden Knights	Canadian Golden Knights
October	6-7	Fort Worth, TX	San Francisco, CA	Latrobe, PA Washington, D.C.	Forth Worth, TX
	13-14	Daytona Beach, FL	Miramar, CA	San Diego, CA	Daytona Beach, FL
	20-21	El Paso, TX	Jacksonville, FL	El Paso, TX	
	27-28	Moody AFB, GA	Houston, TX		
November	2-3		Pensacola, FL		
	3-4	Homestead ARB, FL		Homestead ARB, FL	
	10-11	Nellis AFB, NV			

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



DISNEYLAND THEME PARK**NOTICE**

Pursuant to Public Law 108–199, Section 521, aircraft flight operations are prohibited at and below 3,000 feet AGL within a 3 nautical mile radius of the Disneyland Theme Park (334805N/1175517W or the Seal Beach (SLI) VORTAC 066 degree radial at 6.8 nautical miles). This restriction does not apply to: (A) those aircraft authorized by ATC for operational or safety purposes, including aircraft arriving or departing from an airport using standard air traffic procedures; (B) Department of Defense, law enforcement, or aeromedical flight operations that are in contact with ATC; Those who meet any of the following criteria may apply for a waiver to these restrictions: (A) for operational purposes of the venue, including the transportation of equipment or officials of the governing body; (b) for safety and security purposes of the venue.

**RADAR HAZARD
BEALE AFB (KBAB)**

Avoid flight below 6000' MSL within 1 NM of PAVE PAWS radar site located at Beale TACAN 072° radial, 4.2 DME (N39.13° W121.35°) to prevent hazard to aircraft carrying electro-explosive devices.

**LIGHTS-OUT OPERATIONS
Desert/Reveille MOAs, Nevada and Utah**

Lights-out night vision goggle flight training operations conducted within the Desert and Reveille North/South Military Operations Areas (MOAs) at all altitudes, Monday through Friday between sunset and sunrise when the MOAs are active. Traffic advisories are available from the Nellis ATC Facility (Nellis Control) on 126.65 or 124.95.

**LIGHTS-OUT OPERATIONS
Lucin/Seveir/Gandy MOAs, Utah**

Lights-out night vision goggle flight training operations conducted within the Lucin, Seveir, and Gandy Military Operations Areas (MOAs) at all altitudes, Monday through Friday between sunset and sunrise when the MOAs are active. Traffic advisories are available from the Clover ATC Facility (Clover Control) on 118.45 or 134.1.

**INTERSECTION DEPARTURES DURING PERIOD OF DARKNESS
SAN FRANCISCO INTERNATIONAL AIRPORT (SFO)
SAN FRANCISCO, CALIFORNIA**

San Francisco International Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into "position and hold" at an intersection, between sunset and sunrise.

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

Runway 1R at Taxiway Mike

Runway 10L at Taxiways Romeo or Uniform

Runway 10R at Taxiway Uniform

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

**INTERSECTION DEPARTURES DURING PERIOD OF DARKNESS
LAS VEGAS-MCCARRAN INTERNATIONAL AIRPORT (LAS)
LAS VEGAS, NEVADA**

Las Vegas-McCarran International Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into "position and hold" at an intersection, between sunset and sunrise.

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

Runway 07L at Taxiways "A8" or Delta

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

**LOS ANGELES, CA, LOS ANGELES INTERNATIONAL AIRPORT (LAX)
NOISE ABATEMENT PROCEDURES**

Successive or simultaneous departures from Runways 24L/R and Runways 25L/R are authorized, with course divergence beginning within 2 miles from the departure end of parallel runways, due to noise abatement restrictions.

MODEL AIRCRAFT ACTIVITY—EL TORO, CALIFORNIA

Model aircraft activity conducted 500' AGL and below, 0.5 NM radius of apch end of Rwy 25L. CLOSED MCAS El Toro, daily 1500–0400Z. For NOTAM information contact Prescott AFSS on 800–992–7433.

MODEL AIRCRAFT ACTIVITY—WITTMANN, ARIZONA

Model aircraft activity conducted 1000' AGL and below. 1 NM radius of the Buckeye VORTAC (BXX) R-034 at 24 DME. Daily, Sunrise–Sunset.

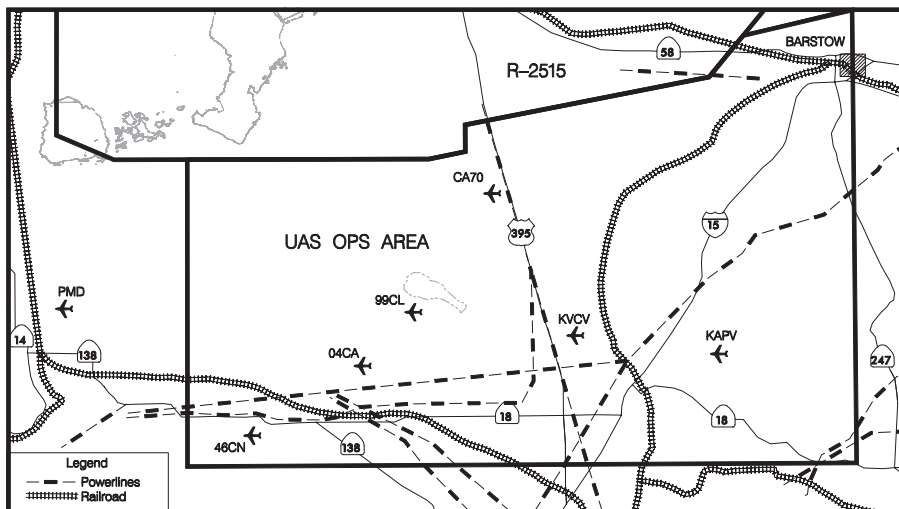
UNMANNED AIRCRAFT SYSTEM (UAS) SOUTHEASTERN, AZ

Unmanned aircraft system activity along the international border in southeastern Arizona. Pilots flying near the international border between Nogales, Arizona and the New Mexico border should be alert for unmanned aircraft systems operating from 14,000' MSL to 16,000' MSL inclusive, 0000–1500 UTC daily.

OPERATIONS IN SOUTHERN CALIFORNIA

UAS operations are conducted sunrise to sunset within three (3) nautical miles of El Mirage Field Adelanto (N34°37'30", W117°36'20") and Grey Butte (N34°33'55", W117°40'50") at or below 6,000 feet MSL. From sunset to sunrise operations may be conducted within four (4) nautical miles at and below 4,000 feet AGL. Contact Joshua control on 124.55 or 363.0 for activity information and advisory service.

UAS operations may be conducted in accordance with Visual Flight Rules (VFR) accompanied by a chase aircraft below 14,000 feet MSL in an area bounded by N34°58'00" W117°00'00", N34°27'00" W117°00'00", N34°27'00" W117°55'00", N34°48'00" W117°55'00", N34°48'00" W117°35'03", N34°48'30" W117°32'03", N34°50'20" W117°32'03", N34°53'30" W117°11'53", N34°56'20" W117°09'03" thence to point of beginning.



OPERATIONS IN EASTERN COLORADO

Unmanned Aircraft System activity occurring in the Eastern portion of Colorado. Pilots flying in Eastern Colorado should be alert for unmanned aircraft systems operation from the surface to 1,000 feet Above Ground level (AGL) inclusive. Activity will be intermittent until November 2011.

OPERATIONS IN MESA COUNTY, COLORADO

Unmanned Aircraft System activity within Mesa County, Colorado. Pilots flying within Mesa County Colorado should be alert for unmanned aircraft systems operating from the surface to 400' Above Ground level (AGL) inclusive.

OPERATIONS IN WESTERN COLORADO

Unmanned Aircraft System activity within Western Colorado. Pilots flying within Western Colorado should be alert for unmanned aircraft systems operating at or below 1000' Above the Ground (AGL) inclusive.

OPERATIONS IN NORTHERN NEVADA

UAS operations are continuously conducted within the Fallon Approach Control Airspace and the Fallon Range Training Complex at all altitudes when the Special Use Airspace areas are active. Contact Desert Control on 126.2 MHz. for activity status.

OPERATIONS IN NEVADA AND UTAH

There is continuously unmanned aircraft systems flight activity conducted within the desert and reveille military operations areas (MOAs) at all altitudes when the MOAs are active. Traffic advisories are available from the Nellis Air Traffic Control facility (Nellis Control) on 126.65.

DENVER TERMINAL RADAR APPROACH CONTROL
Denver, Colorado

The Denver Terminal Radar Approach Control has been issued a waiver which enables controllers to assign speed restrictions without obtaining pilot concurrences; e.g., speeds of less than 250 knots below FL280 and speeds of less than 210 knots when the aircraft is greater than 20 flying miles from the threshold of the airport of intended landing.

EXTENSIVE HELICOPTER FLIGHT TRAINING IN THE VICINITY OF ROCKY MOUNTAIN METROPOLITAN AIRPORT (BJC), BROOMFIELD, COLORADO

Frequent usage of Runway 11R–29L, Taxiway D, and the north end of Runway 20 by helicopter flight schools. Pilots are cautioned to listen carefully to ATC for turnoff instructions when landing on Runway 11R–29L. Helicopters flight schools use three primary local procedures: Charlie Two, Ball, and Erie. CHARLIE TWO; Expect departures to the south thence turning to the northwest. Expect arrivals from the northwest. BALL; Expect departures to the south thence turning east. Expect arrivals from the east. ERIE; Expect departures northbound. Expect arrivals from the north.

INTENSE HELICOPTER OPERATIONS
LOS ANGELES BASIN AREA, CALIFORNIA

CAUTION: Intense helicopter operation below 2000'AGL. All pilots transitioning the area at or below 2000'AGL are encouraged to make regular position reports on frequency 123.025.

LASER LIGHT DEMONSTRATIONS
Anaheim, California

A laser light demonstration will be conducted nightly between sundown and midnight at Disneyland, Anaheim, California (SLI VORTAC 060 radial at 7NM LAT 33°48'40"N/LON 117°55'00"W). The beam may be injurious to eyes if viewed within 300 feet vertically and 600 feet laterally of the light sources. Cockpit illumination–flash blindness may occur beyond these distances.

Knotts Berry Farm
Buena Park, California

A permanent laser light demonstration is being conducted at Knotts Berry Farm, 33°49'45"N/117°59'35"W, Seal Beach Vortac SLI 022/005, 0445 to 0600 UTC DLY. Laser light beam may be injurious to pilots/passengers eyes within 800 feet vertically and 1400 feet laterally of the light source. Flash blindness or cockpit illumination may occur beyond these distances.

Long Beach, California

A laser light demonstration will be conducted nightly between sundown and 11 PM at the Pine Avenue Theater Complex, Pine Avenue, Long Beach, California (SLI VORTAC 250 radial at 8NM LAT 33°46'12"N/LON 118°11'30"W). The beam may be injurious to eyes if viewed within 100 feet vertically and 1,900 feet laterally of the light source. Cockpit illumination–flash blindness may occur beyond these distances.

Palomar Observatory

A laser light operation is conducted intermittently between sunset and sunrise at the Palomar Observatory N33–21–22/W 116–51–53, Julian VOR (JLI) 298 degree radial at 19 nautical miles. The laser beam may be injurious to eyes if viewed on axis. Cockpit illumination and flash blindness may also occur if the beam enters the cockpit. Los Angeles ARTCC, (661) 265–8205 is the FAA coordination facility.

San Francisco, California

A Laser Light Demonstration will be conducted nightly between 8:30 pm and 2:00 am at Pier 39, San Francisco, California (SAU VORTAC 100 radial at 12 NM LAT 37°48'40" N; LON 122°24'35" W). The beam may be injurious to Pilots/Passengers' eyes if viewed within 800 feet vertically and 800 feet laterally of the light source. Cockpit illumination–flash blindness may occur beyond these distances.

CHRISTMAN AIRPORT, FORT COLLINS, COLORADO

A laser light operation for testing and alignment is being conducted at Christman Airport, 40°35'24"N/105°08'26"W, GLL VORTAC 270/28NM. This testing is ongoing, intermittently, 24 hours per day 7 days a week. Laser light beams may be injurious to pilot's/passenger's eyes within 4479 feet of the light source, to 8958 feet AGL. The secondary effects of flash blindness or cockpit illumination may occur beyond these distances. Denver TRACON, 303–342–1590 is the FAA coordination facility.

CONTROLLED FIRING AREA (CFA) EAST OF YUMA, AZ

The military has established a controlled firing area (CFA) east of Yuma, AZ. The CFA is bordered by the following fixes: BZA058015 - BZA068035 - BZA072034 - BZA075030 - BZA075015 - BZA058015. Operations will be conducted at or below 3000'AGL. The hours of operation are Monday through Saturday from sunrise to sunset.

SAN DIEGO, CALIFORNIA SOUTHBOUND INTERNATIONAL BORDER CROSSING

Pilots crossing the International border southbound into Mexican airspace, in the vicinity of San Diego, are encouraged to cross Tijuana International Airport at midfield to avoid arriving and departing aircraft. Pilots requesting transition through the Brown Field CLASS D airspace should contact Brown Tower on frequency 126.5. All others should contact Tijuana Approach Control on frequency 119.5 prior to crossing the border. Southbound aircraft are requested to squawk 1260 prior to crossing the border unless otherwise advised by ATC.

**EXTENSIVE PARACHUTE DROP ACTIVITIES
SAN DIEGO, CALIFORNIA**

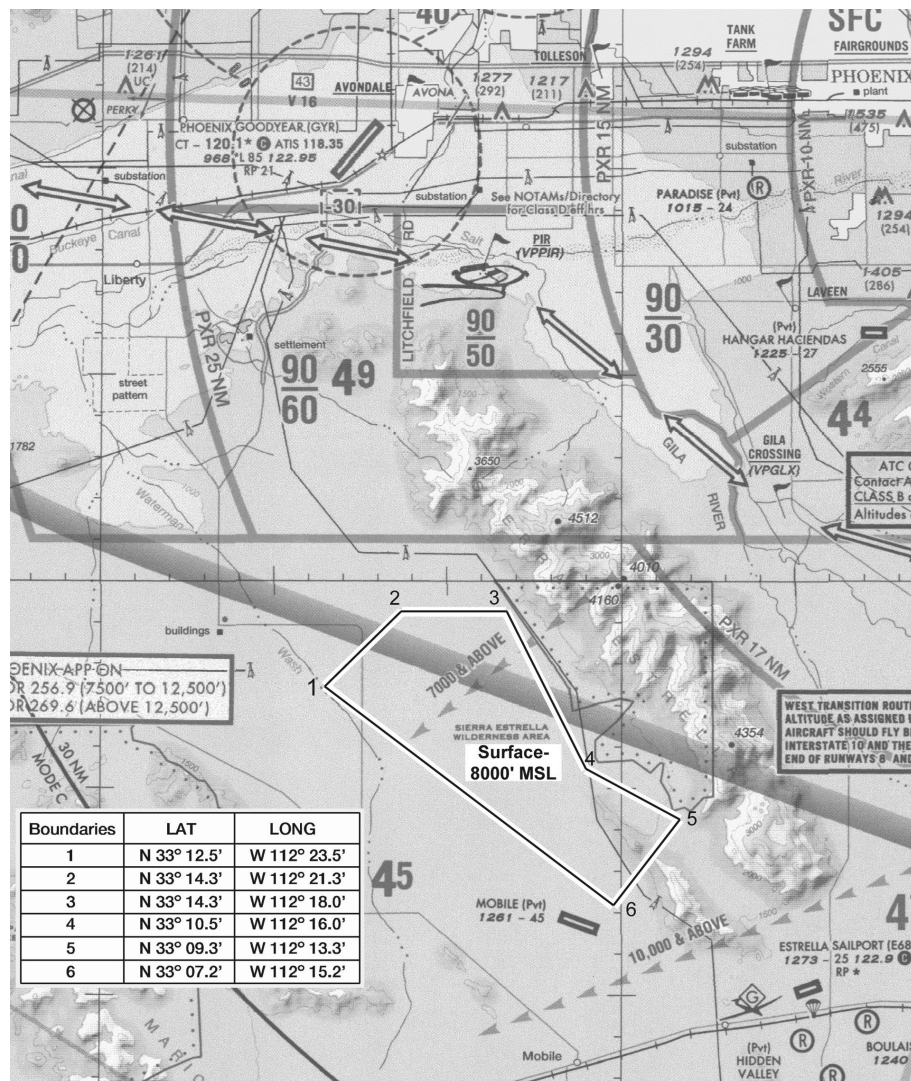
Use caution when transiting the corridor south of San Diego Class B airspace and north of the international border between the coast and east to the Tecate area. A wide variety of civilian and military aircraft types (Cessna 182-C-130) use this corridor to make high rates of ascent and descent from the surface to 15000 MSL. Note the San Diego, Trident, and Otay Reservoir jumping areas located in this corridor and to the northeast of Brown Field Municipal Airport. Use VHF 121.95 to monitor parachute drop activities.

**Aerobatic Operation Northeast of Santa Paula, Ca
and Northwest of Burbank and Ban Nuys Airports**

Practice and competitive aerobatic maneuvers are regularly scheduled over the FIM VORTAC and associated airways seven days a week SR-SS, 1,500' AGL to 5,500' MSL. The Aerobatic Area is defined by FIM 220/004, to FIM 260/008, to FIM 285/009, to FIM 360/005, to FIM 055/014, to FIM 070/013. The practice area is for waiver holders only. Pilots should use caution in this area. Frequency 122.775 is provided for air-to-air communications with other pilots using or transiting the area. Pilots may monitor ATC on frequencies 120.4 and 134.2. ATC minimum vectoring altitude in this area is 4,000' to 5,000' MSL.

AEROBATIC OPERATIONS SOUTHEAST OF PHOENIX GOODYEAR AIRPORT, GOODYEAR, ARIZONA

The aerobatic training area center point is located on the Stanfield VOR 300° radial at 26.5 DME. The area exists approximately 2 nautical miles on each side of the TFD VOR 300° radial from 22 to 31 DME, surface to 8000' MSL. Pilots should use caution in this area. Frequency 128.92 is provided for air-to-air communications with pilots using or transiting the area. For information regarding hours of operation, contact 623-932-1650.



**Restricted Area R-2305
Gila Bend, Arizona
Transit Information**

A transit route extends from Gila Bend to the Eric Marcus Airport over Arizona Highway 85 at 500 feet above ground level (AGL). VFR rules govern civilian flight through the Goldwater Air Force Range. Aircrac flights will be given priority over all other air traffic other than inflight emergencies. The Aircrac call sign will be used only when the aircraft is on an actual air evacuation mission. Department of Public Safety (DPS) "Ranger" call signs must indicate they are on an Aircrac mission to receive priority. Military aircraft will have priority over all remaining aircraft. Aircraft requesting to transition this airspace may encounter delays.

General aviation aircraft must coordinate their route of flight, departure, and return times with Range Operations prior to departure. Phone (623) 856-8818/8819. Once airborne, aircraft from the north contact Gila Bend AFAT Tower (primary) on 257.65/127.75 (UHF/VHF) or Range Operations (secondary) on 264.125/122.775. Aircraft from the south contact Range Operations 264.125/122.775. Aircraft must hold outside restricted airspace until clearance is granted to transit the area. After receiving clearance into the Restricted Airspace, pilots shall monitor Range Operations frequency.

The preferred VFR procedure will be to fly over Highway 85 at 500 feet AGL, monitoring Range Ops on VHF 122.775. At night aircraft will fly over Highway 85 at or below 1000 feet AGL. Military aircraft on manned ranges will be instructed to remain clear of Highway 85 or to transit the highway 500 feet above altitude of transiting aircraft.

Caution: Due to repeater transmissions and mountainous terrain, flights north of the Saucedo Mountains (Black Gap) will normally only be able to contact Gila Bend Tower. Flights south of the mountains should contact Range Operations. Military aircraft on the Range may be operating lights out.

The normal hours of the Goldwater Air Force Range are from 0630-2400 local Monday through Saturday. When the range is not active, Gila Bend AFAT Tower and Range Operations are closed. If unable to contact the Tower or Range Operations, contact Albuquerque ARTCC on 126.45 or 125.25 for clearance.

LOW ALTITUDE TACTICAL NAVIGATION AREA (LATN) EAST OF TUCSON, AZ

The military has established a Low Altitude Tactical Navigation Area (LATN) east of Tucson bordered by the following fixes: TUS037017-TUS025022-TUS038037-CIE323030-CIE294015-CIE255022-TUS090028-TUS055029-TUS037017. The LATN is not a restricted area and will continue to be available for use by civilian aircraft in accordance with FAA rules and regulations. The primary operations will be conducted by HH-3/MH-60 helicopters from 100 ft AGL to 600 ft AGL. The hours of operations will be daily from 1500-0100Z

**ORANGE COUNTY GREAT PARK TETHERED BALLOON
IRVINE, CALIFORNIA
(Until Further Notice)**

Tethered balloon 780' MSL daily (1700-0600Z), Located on the El Toro VOR/DME 234 radial at 1 mile (ELB234001).

**SEA WORLD TETHERED BALLOON
SAN DIEGO, CALIFORNIA
(Until Further Notice)**

Tethered balloon 367' MSL daily (1700-0400), Located on the Mission Bay VORTAC 180 radial at 1 mile (MZB180001).

**UNAUTHORIZED TRANSMISSION
ARIZONA, CALIFORNIA, AND NEVADA AREA
(Until Further Notice)**

Attention all aircraft: Be alert to the possibility of UNAUTHORIZED AIR TRAFFIC CLEARANCES issued on ATC frequencies in the Arizona, California, and Nevada areas. If you received a transmission that is questionable verify with AIR TRAFFIC CONTROL.

**SAN FRANCISCO INTERNATIONAL AIRPORT EXPANDED CHARTED
VISUAL FLIGHT PROCEDURES
(Until Further Notice)**

*****GENERAL*****

San Francisco International Airport (SFO) is subject to stratus moving slowly from West to East, creating a reportable weather ceiling over the airport, while the final approach area for Runways 28R and 28L have no significant ceiling or visibility conditions. And expanded charted visual flight procedure (E/CVFP) has been developed to maximize the level of airport efficiency during the unusual weather conditions described above.

*****MINIMUMS*****

The E/CVFP incorporates the following weather minimums:

SFO ceiling 2100 feet and visibility 5 miles; or,

SFO ceiling 1000 feet and visibility 3 miles, and,

visibility 5 miles in the Eastern quadrant (030–120), and,

ceiling 2400 and visibility 5 miles at the automated weather observing system (AWOS) located at N37°34.33' W122°15.59'

LOM. In the event the AWOS is inoperative, weather at San Carlos (SQL) is required to be at least ceiling 2400 feet and visibility 5 miles.

Although the listed weather minima are in effect aircraft should not expect simultaneous E/CVFP approaches unless N37°34.33' W122°15.59' AWOS ceiling is at least 3500 feet and visibility is at least 5 miles.

*****SPACING AND SEQUENCING*****

Controllers will clear aircraft for the E/CVFP in accordance with the provisions of Order 7110.65, Air Traffic Control. They will not utilize phrases requesting or requiring aircraft to "fly right alongside", "wingtip to wingtip", or "directly abeam" other aircraft. Additionally, controllers will not assign instructions or require aircraft to pass and/or overtake other aircraft on the adjacent final approach course. Preferably, aircraft will be vectored to achieve a slightly staggered position of approximately $\frac{1}{8}$ to $\frac{1}{4}$ mile behind the aircraft on the adjacent final approach course. Heavy aircraft and B757's will not be authorized to overtake another aircraft on the adjacent final approach course. Wake turbulence cautionary advisories will be issued, as appropriate.

*****GO-AROUND PROCEDURE*****

The Tipp Toe and Quiet Bridge approaches are visual approaches, and as such have no missed approach segment. If a go-around is necessary, aircraft will be issued an appropriate advisory/clearance/instruction by the tower or tracon. To ensure standard separation from other traffic, these instructions will include the assignment of a specific heading and altitude. Normally, the following procedures will apply:

Tipp Toe Visual Runway 28L

In the event of a go-around turn left heading 265, climb and maintain 3000; or as directed by Air Traffic Control.

Quiet Bridge Visual Runway 28R

In the event of a go-around turn right heading 310, climb and maintain 3000; or as directed by Air Traffic Control.

AEROBATIC OPERATIONS IN ARIZONA

The following practice and competitive aerobatic areas are in use without notice SR–SS daily.

5 NMR DMA	17,500 and below
2 NMR INW195055/PAN	9,600 and below
1 NM N–S and 7 NM E–W of the PXR017022	6,500 and below
PXR019020	7,500 and below
PXR128013	5,500 and below
1 Square mile of the PXR194023	5,000 and below
1 NMR PXR129018	5,000 and below
1 NMR PXR316026.2	6,600 and below
3 NMR PXR 323024	6,000 and below
2 NM N–S and 4 NM E–W PXR325027	8,000 and below
1 NM Square TFD 3000 18/E60	6,300 and below
1 NMR TFD065025/P08	5,500 and below
1 NMR TFD143021	3,000 and below
4 NMR TFD010020	4,800 and below
1NMR TFD107036	5,000 and below
P08–COOLIDGE	10,000 and below
12 NW of DVT	6,500 and below
5 NMR DRK215013	11,500 and below

Pilots should use caution in these areas. For further information contact Prescott AFSS on 1–800–992–7433.

AEROBATIC OPERATIONS NORTHWEST OF TUCSON, AZ.

Practice and competitive aerobatic maneuvers are regularly scheduled on the Tucson VORTAC 295 radial at 25 miles and Tucson VORTAC 308 radial at 22 miles, sunrise to sunset, up to 5,000 MSL.

AEROBATIC OPERATIONS NORTHEAST OF REDLANDS, CA

Practice and competitive aerobatic maneuvers are regularly scheduled in the vicinity of the PDZ VORTAC 045 radial at 23 nautical miles from 1,500' AGL up to and including 7,500' MSL. The practice area is for waiver holders only. Pilots should use caution in this area. Frequency 123.3 is provided for air-to-air communications with other pilots using or transiting the area.

AEROBATIC OPERATIONS NORTHEAST OF SANTA PAULA, CA

Practice and competitive aerobatic maneuvers are regularly scheduled over the FIM VORTAC and associated airways seven days a week SR–SS, 1,500' AGL to 5,550' MSL. The Aerobatic Area is defined by FIM 220/004, to FIM 260/008, to FIM 285/009, to FIM 360/005, to FIM 055/014, to FIM 070/013. The practice area is for waiver holders only. Pilots should use caution in this area. Frequency 122.775 is provided for air to air communications with other pilots using or transiting the area. Pilots may monitor ATC on frequencies 120.4 and 134.2. ATC minimum vectoring altitude in this area is 4,000' to 5,000 MSL.

AEROBATIC OPERATIONS IN NORTHERN CALIFORNIA

Upon NOTAM issuance, practice and competitive aerobatic maneuvers are scheduled regularly during daylight hours in the vicinity of the King City, Mesa Del Rey Airport (KIC) and/or the Metz Private Airport (3CA7). Operations are authorized for waiver holders only. Pilots are advised to avoid these aerobatic areas entirely along with contacting Flight Service at 1–800–WX–BRIEF (800–992–7433) in order to obtain the exact date, time, and altitude.

AEROBATIC OPERATIONS IN COLORADO

Practice and competitive aerobatic maneuvers are regularly conducted during daylight hours at the following locations:

- 2 NM radius GLL 180/009, 10000 MSL and below.
- 1 NM radius Sterling Muni (STK), 4000 AGL and below.
- 1 kilometer square, 800 to 3000 AGL 3 statute miles east of RWY 17–35, Kelly Airpark (C015).
- 1 statute mile square, surface to 4000 AGL. Center of the area is located 2850 feet east of RWY 18–36. Western boundary is 1000 feet from RWY 18–36 and northern boundary is 100 feet from RWY 08–26, Lamar Airport (LAA). The (LAA) ASOS will broadcast aerobatic area information when this area is active. For further information, contact Flight Services 1–800–WX–BRIEF.
- 1 kilometer square, 5000 AGL .5 statute mile east of Ft. Morgan Muni (FMM).
- 1 NM radius GLL 315/006, 10000 MSL and below. Mon–Sat 1500–2359, Sun 1600–2359.
- 1 NM radius 10000 MSL and below. 6.2 statute miles northwest of Vance Brand (LMO) Mon–Sat 1500–2359, Sun 1600–2359.

**AEROBATIC PRACTICE AREA
JEAN AIRPORT, JEAN, NEVADA**

Aerobatic flight activity will be conducted within a 3300' square box, located 2 miles west of Jean Airport (Specific area of operation is ½ mile radius from a point described by the LAS 190/20). Flights will occur from SFC to 6500 MSL, between 1 hour after sunrise to 1 hour before sunset daily. Pilots should use caution when operating within this area. To obtain a copy of the Certificate of Waiver outlining appropriate procedures for utilization of the practice area, ctc Henderson Executive Airport at (702) 261-4800.

**AEROBATIC PRACTICE AREA
VAUGHN MUNICIPAL AIRPORT (N17), VAUGHN, NEW MEXICO**

Aerobatic practice will be conducted within a 3 NM radius of the Vaughn Municipal Airport (N17), SFC to 11,000 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992)-7433).

**EXTENSIVE FLIGHT TRAINING IN VICINITY OF
ERNEST A. LOVE FIELD, PRESCOTT, ARIZONA**

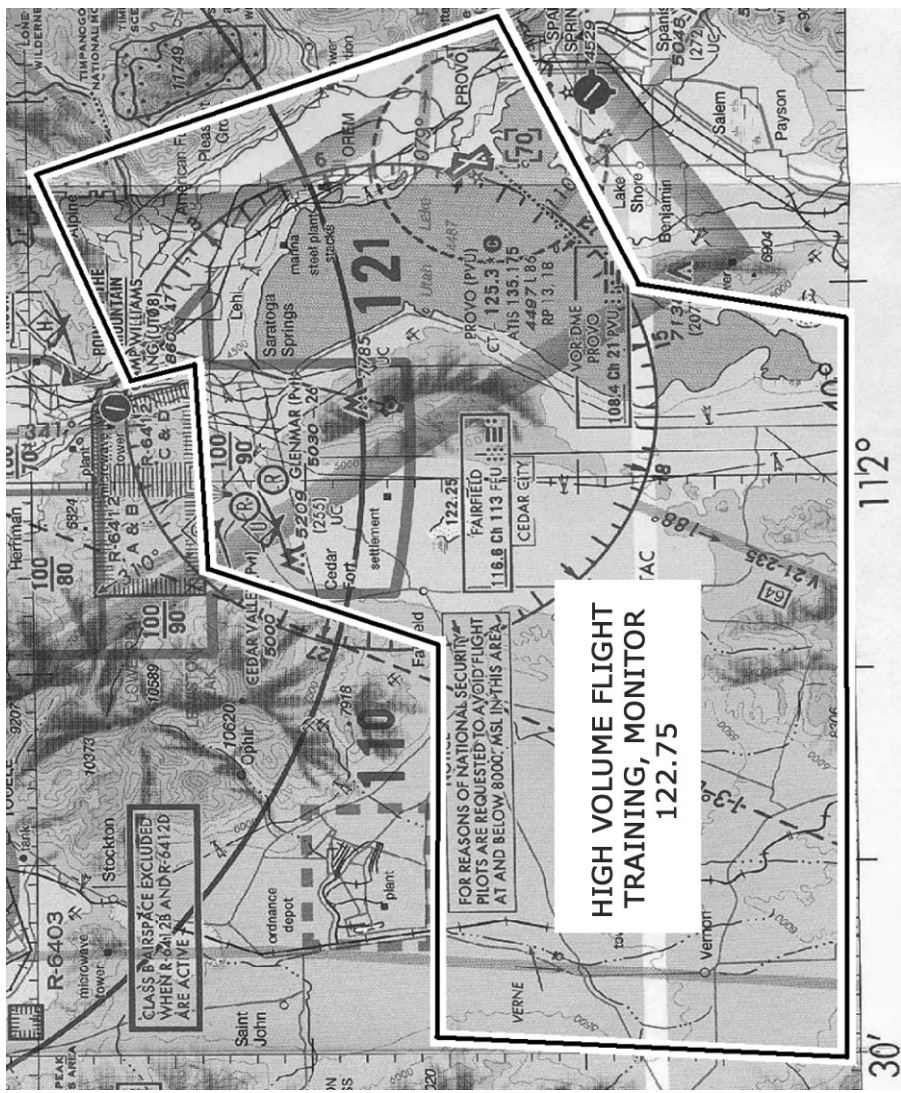
Extensive flight training activity in areas 5 to 38 miles from the Prescott Airport 14,000 MSL and below. These areas are in use from sunrise to sunset daily. Participating traffic reports on 123.5.

**EXTENSIVE FLIGHT TRAINING IN VICINITY OF
ANGWIN-PARRETT FIELD (203), ANGWIN, CALIFORNIA**

Extensive flight training activity within a 10 NM radius of STS056024 (MAUCH INT), 4,500 MSL and below. This area is in use from 1400-0300 UTC daily. Participating traffic reports on 123.0.

EXTENSIVE FLIGHT TRAINING IN VICINITY OF PROVO MUNICIPAL AIRPORT

Extensive flight training activity in areas from 5 to 30 miles Southwest to Northeast of Provo Municipal Airport from the PVU 190R clockwise to PVU 020R at 9000 MSL and below. Outside of Provo Class D airspace, Monitor 122.75, Utah Valley Traffic.



ROCKET FIRING SOUTHEAST OF RENO, NEVADA

Rocket firing occurs approximately on the Mustang VORTAC 107 radial at 7 miles, normally seven days a week, sunrise to sunset, up to but not including 1,000 ft above ground level.

GLIDER OPERATIONS NORTHWEST OF TUCSON, ARIZONA

There is regularly scheduled glider/soaring activity conducted from El Tiro Airport, which is located approximately on the Tucson VORTAC (116.0 MHz) 297° radial at 31 nautical miles; this is south of Pinal (Marana) Airpark and bordered by V16, V66, and V105. Activity at El Tiro is normally scheduled for Saturday, Sunday, and Wednesday, with much of the soaring conducted near the intersection of V66 and V105 at altitudes up to, but not including flight level 180.

EXTENSIVE PARAGLIDING OPERATIONS BETWEEN SLC AND PVU AIRPORTS IN UTAH

CAUTION: Extensive paragliding operations in the vicinity of Point of the Mountain. All aircraft transitioning the area should be vigilant for solo and groups of paragliders.

CAUTION-TETHERED AEROSTAT RADAR SYSTEM (TARS)

A TARS (a large helium-filled balloon) operates continuously up to 15,000 feet, except during inclement weather or when the system is down for maintenance, in R-2312 near Fort Huachuca, Arizona. The tether is unmarked and is virtually impossible to see from only a few hundred feet. See the Phoenix Sectional Chart for location.

YOSEMITE NATIONAL PARK

Public law prohibits flight of VFR helicopters or fixed-wing acft below 2000 feet above the surface of Yosemite National Park. "Surface" refers to the highest terrain within the park within 2000 feet laterally of the route of flight or, within the Yosemite Valley, the uppermost rim of the valley.

CALIFORNIA CONDORS

Central California Coast Ranges

California Condors are currently being reintroduced to the Central California Coast by the Ventana Wilderness Society. There are two release sites; one below Anderson Peak near Big Sur (BSR VOR radial 150, 2 NM), the other in the Pinnacles National Monument (SNS VOR radial 099, 24 NM). California Condors can be identified in the air by their distinctive size and flight patterns. Like the Turkey Vulture, the California Condor is a large black bird with a naked head which uses topography and associated wind patterns for soaring flight. However, the California Condor is nearly twice as large as the Turkey Vulture, with a wingspan approaching ten feet. Condors normally soar at altitudes between 500 and 6,000 feet AGL. They have been known to fly up to 190 miles in a single day and could therefore be found over a very large area. Please be alert for the presence of these highly endangered birds throughout the Coastal Range from Mt Hamilton near San Jose, south to the Simi Valley, near Fillmore VOR (FIM), as well as the foothills along the west side of the San Joaquin Valley. For further information contact the Ventana Wilderness Society at 831-455-9514.

CALIFORNIA CONDORS

Grand Canyon National Park

The adult California Condors in Grand Canyon National Park weigh approximately 20 pounds and have a wingspan of 9.5 feet. This endangered species could present a significant in-flight hazard. Condors are capable of soaring to an altitude of 15,000 feet but are more common between 2,000 and 10,000 feet MSL. High and moderate use condor flight areas in Grand Canyon National Park have been identified using GPS tracking devices. The high use area is roughly centered between Plateau Point and Dana Butte and has a radius of approximately 4 miles. The current designated air tour routes do not traverse the high use area. However, the Dragon Corridor crosses a 7 mile wide moderate condor use zone directly above the canyon. Pilots should practice see-and-avoid strategies at all times. This notice does not alter the Special Flight Rules Area (SFRA-50-2) rules in any way.

CALIFORNIA CONDORS

Pinnacles National Monument

California Condors are the largest land birds in North America and are currently being reintroduced at Pinnacles National Monument in central California. Weighing 15-25 pounds and with a wingspan of 9.5 feet, this endangered species presents a formidable in-flight hazard. Condors are capable of soaring at an altitude of 15,000 feet, although they are more often found between altitudes of 2,000-9,000 feet. Using GPS tracking devices on four condors, a high-use condor flight area was identified over Pinnacles National Monument. The Monument is requesting a clearance of 3,000 feet AGL over an approximately 11.5 square mile area, as indicated, where these and other condors are consistently soaring. Monument personnel hope that such a restriction will be a manageable compromise for the continued conservation of this endangered species and the safety of all pilots. For further information, please contact Pinnacles National Monument at (831) 389-4485.

GRAND CANYON

SPECIAL FLIGHT RULES AREA

Effective on September 22, 1988

GRAND CANYON—Special Flight Rules Area, SFAR-50-2. Special regulations apply to all aircraft operations below 14,500 feet MSL. Except in an emergency or if otherwise authorized by the Las Vegas Flight Standards District Office for certain limited operations, remain at or above the following altitudes: a) in the Eastern sector from Lees Ferry to North Canyon at 5,000 feet MSL; b) in the Eastern sector from North Canyon to Boundary Ridge at 6,000 feet MSL; c) in the Central sector from Boundary Ridge to Supai Point at 10,000 feet MSL; d) in the Central sector from Supai Point to Diamond Creek at 9,000 feet MSL; e) in the Western sector from Diamond Creek to the Grand Wash Cliffs at 8,000 feet MSL. In flight corridors use the following altitudes: northbound at 11,500 or 13,500 feet MSL; southbound at 10,500 or 12,500 feet MSL. Remain clear of the indicated flight-free zones.

CAUTION: High volume of tour operations within the area. The procedures do not relieve pilots from see-and-avoid responsibility or compliance with FAR 91.119. Pilots should contact a local FSS for NOTAM information prior to flight within the Special Flight Rules Area. Utilize the Las Vegas (LAS) altimeter setting west of Mt. Dellenbaugh and the Grand Canyon (GCN) altimeter setting east of Mt. Dellenbaugh. Monitor the frequencies indicated for each sector (Western-121.95; Central-127.05; Eastern-120.05). Refer to the Grand Canyon sectional chart and NOTAMS for additional information.

SPECIAL NORTH ATLANTIC, CARIBBEAN AND PACIFIC AREA COMMUNICATIONS

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

Frequencies have been designated as follows:

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

U.S. SPECIAL CUSTOMS REQUIREMENT

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

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

MILITARY TRAINING ROUTES

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

CIVIL USE OF MILITARY FIELDS

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

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

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

Use of USAF installations must be specifically justified.

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

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

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

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

AIRCRAFT LANDING RESTRICTIONS

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

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

FAR-PART 139 CERTIFICATED AIRPORTS

Additional Certificated Airports
not contained in this Directory

NAME OF AIRPORT	IDENT	INDEX
	NEVADA	
TONOPAH, Tonopah Test Range	TNX	E

CONTINUOUS POWER FACILITIES

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

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

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

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

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

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

NATURAL GAS FLARE CARLSBAD/CAVERN CITY, NEW MEXICO

A natural gas flare is located at approximately N32-27-50.5/W104-34-24.2 (CNM 300/021), SFC to 4200 feet MSL. Pilots should use caution when operating in this area. For further information, contact Albuquerque AFSS on 1-505-243-7831.

SAN DIEGO INTERNATIONAL AIRPORT (SAN) AIRCRAFT NOISE PROHIBITIONS/RESTRICTIONS

No departures or engine run-ups above idle power 0730-1430Z $\pm$. FAR Part 36 Stage 2 departures prohibited 0600-1500Z $\pm$. Per current FAA standards all helicopters are Stage 2. Valid emergency operations or mercy flights exempt from noise abatement restrictions. Operator must provide written report to SAN noise abatement office. Noise monitoring in effect continuously. All operations of aircraft which exceed 104 Effective Perceived Noise Decibels at the takeoff reference point per FAA AC 36 Series documentation are prohibited. Noise sensitive areas all quadrants; recommend pilots use best noise abatement procedures. Pilots are requested to minimize use of reverse thrust consistent with safe operations of aircraft to minimize noise impact on surrounding community. For additional noise level restrictions and information call 619-400-2781.

SPECIAL PROCEDURES SAN FRANCISCO INTERNATIONAL AIRPORT NOISE ABATEMENT PROCEDURES

Fly Quiet Program:

The Fly Quiet Program was developed to help pilots understand the rules and regulations for noise abatement at SFO and to show the public how well airline's participate in the noise abatement programs. The purpose of the Program is to encourage individual airlines to operate as quietly as possible at SFO. The Program promotes a participatory approach in complying with noise abatement procedures by grading airlines' performance and presenting these scores to the public via a published report. The Program consists of five grading elements:

- 1) The overall noise quality of each airline's fleet operating at SFO.
- 2) A measure of how well each airline complies with the nighttime Preferential Runway Use Program.
- 3) Assessment of how well each airline adheres to the Gap departure profile.
- 4) Assessment of how well each airline adheres to the Shoreline departure profile.
- 5) Evaluation of single overflight noise level exceedances.

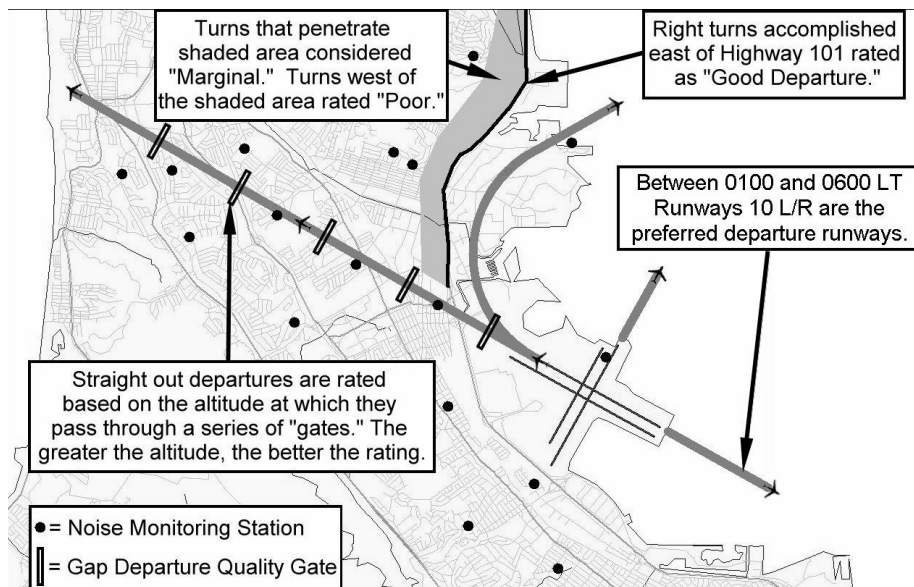
Flight Crews: By operating your aircraft as quietly as possible, you can directly influence your airline's Fly Quiet Program score. Here are some guidelines for maintaining a high score in the Fly Quiet Program:

(a) Preferential Runway Use Program—Between 0100 and 0600 (LT) the preferred departure runways for noise abatement are Runways 10 L/R. Pilots of heavy aircraft can significantly improve their airline's Fly Quiet Program scores by departing on Runways 10 L/R (weather permitting).

(b) Shoreline Departure Turn Quality—The radius of the initial turn after departure off Runways 28 L/R is a grading element of the Fly Quiet Program. Runway 28 L/R departures making excessively wide right turns overfly residential neighborhoods. By completing the initial right turn prior to crossing Highway 101, aircraft remain over industrial and commercial areas. **This applies to all Instrument Departure Procedures (IDPs) requiring right turns after departing Runways 28 L/R.**

(c) Gap Departure Climb Quality—Aircraft making straight out departures off Runways 28 L/R overfly heavily populated areas immediately west of the airport. Since "higher is quieter," the Airport monitors aircraft altitudes along the departure route. Scores are assigned at specific points, or gates, set approximately one mile apart, with higher scores given to those aircraft that reach higher altitudes at the gates. **It is preferred that aircraft making straight-out departures from Runways 28 L/R climb as rapidly as possible.**

(d) Noise Exceedance Rating—Maximum noise level limits are established for selected noise monitor stations surrounding SFO. Pilots can improve their airline's exceedance rating by utilizing the Preferential Runway Use Program and complying precisely with the Gap and Shoreline Departure Procedures.



**SPECIAL PROCEDURES
SAN FRANCISCO INTERNATIONAL AIRPORT
NOISE ABATEMENT PROCEDURES
PREFERENTIAL RUNWAYS**

The SFO Nighttime Preferential Runway Use Program is a voluntary Program that was developed in 1988. SFO operates on two sets of parallel runways for both arrivals and departures, based on this runway configuration, there are three preferred nighttime preferential runway procedures:

- 1) The primary goal of the Program is to use Runways 10 L/R for take-off because they offer departure routing over the bay which will reduce the noise impacts over the communities surrounding SFO.
- 2) When departures from Runways 10 L/R are not possible, the second preference would be to depart Runways 28 L/R on the Shoreline or Quiet Departure Procedures. Both of these Procedures incorporate an immediate right turn after departure to avoid residential communities northwest of SFO.
- 3) The third preference is to depart on Runways 01 L/R. While this procedure directs aircraft over the bay, jet blast from these departures affects communities south of SFO.

The least desirable departure procedure at SFO is a straight-out departure on Runways 28 L/R these departures overfly densely populated communities immediately west of SFO and are discouraged at all hours.

The Airport Director has established a Nighttime Noise Clearance Center operated during 2200–0700 by a duty officer whose responsibilities include monitoring compliance with SFO's Preferential Runway Use Program and responding to requests for exemptions to the noise regulations.

ENGINE RUN-UP RESTRICTIONS

Run-ups of mounted aircraft engines for maintenance or test purposes is prohibited between the hours of 2200–0700 daily except as provided below:

- 1) An idle check of a single engine is allowed under the following conditions:
 - (a) An idle check of a single engine not to exceed a 5-minute duration may be conducted in the lease hold area. If more than one engine is to be checked, each engine must be checked separately and the cumulative duration of the idle checks cannot exceed 5-minutes.
 - (b) An idle check of a single engine or multiple engines (checked separately) which will exceed a duration of five minutes will be accomplished in the designated run-up areas. For purposes of noise abatement monitoring, this will be considered a power run-up.

During the hours of 2200–0700, the Operations Supervisor shall be called and permission received prior to any engine idle check or engine idle run-up, including any idle run for more than a cumulative duration of 5-minutes.

During other hours, the Operations Supervisor shall be called and permission received prior to any engine run-up. Any request for an engine run-up during the hours 2200–0700, other than that described above, which is the result of unusual or emergency circumstances, may be approved by the Nighttime Noise Clearance Center.

When approved and accomplished, the Maintenance Supervisor of the airline concerned must provide to the Airport Director a monthly report detailing the following:

- (a) Date and time of the run-up
- (b) Type of aircraft
- (c) Aircraft identification number
- (d) Location of the run-up
- (e) Duration of the run-up
- (f) An explanation of the unusual or emergency circumstances making the run-up necessary

Reports will be submitted to the Airport Director, Attn: Airport Operations within three working days after the last day of each calendar month.

SPECIAL PROCEDURES SAN FRANCISCO INTERNATIONAL AIRPORT NOISE ABATEMENT PROCEDURES

APU OPERATING RESTRICTIONS

Operators are encouraged to use ground power and air sources whenever practicable. APU's may be used when aircraft are being towed.

1) Domestic terminals—Use of APU's is prohibited between the hours of 2200–0600 except 30 minutes prior to departure, when passengers are aboard, or it is needed to test other aircraft equipment.

2) International Terminal—The following procedures apply:

(a) Aircraft scheduled to be at a gate in Boarding Areas A and G for more than 45 minutes between the hours of 0700–2200, are required to use 400Hz ground power and pre-conditioned air, where available. APU's are not authorized without prior permission is received from Airport Operations, during the use of ground power and pre-conditioned air until 30 minutes prior to push-back.

(b) All aircraft scheduled to be at an International Terminal gate between 2200–0700 hours are required to use 400Hz ground power and pre-conditioned air, where available, regardless of scheduled time at the gate. APU's are not authorized, unless prior permission is received from Airport Operations, during the use of ground power and pre-conditioned air until 30 minutes prior to push-back.

NOISE MONITORING SYSTEM

As of January 2005, the Airport installed a new Aircraft Noise Management System (ANMS) us Airport Noisz

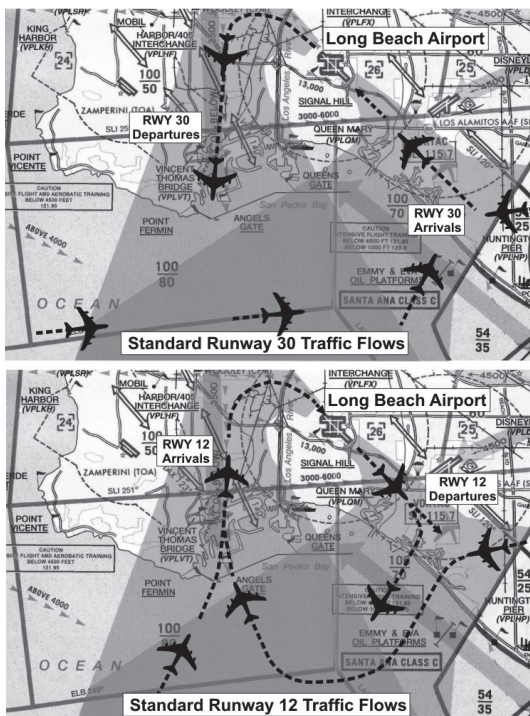
AIR CARRIER OPERATIONS VICINITY OF LONG BEACH (DAUGHERTY FIELD), CA.

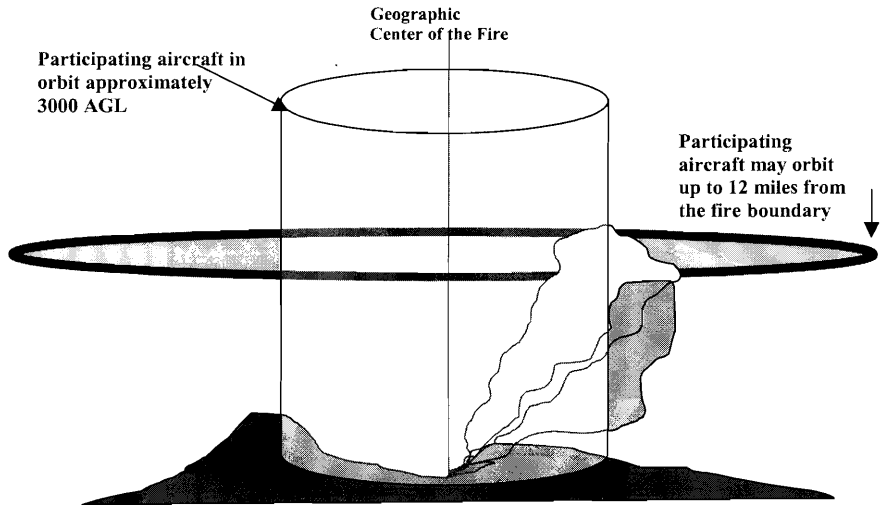
A wide mix of aircraft types including Air Carriers landing and departing Long Beach Daugherty Field, utilize the airspace south of Long Beach Airport (Daugherty Field) (LGB), Long Beach, California. The Class E airspace between Point Vicente, Catalina Island, and Huntington Beach accommodates pilot training from local flight schools, numerous IFR and VFR enroute aircraft, and helicopter and other aviation activities.

Participating flight training aircraft in Class E airspace south of Long Beach may:

- Utilize helicopter frequency 122.85 at or below 2,000 MSL.
- Utilize air-to-air frequency 121.95 above 2,000 MSL and below 4,500 MSL.
- Participants are encouraged to make position reports relative to Palos Verde Point, Point Vicente and Point Fermin, Angels Gate, Queens Gate, Emmy & Eva Oil Platforms and the Queen Mary.

VFR flight following may be available from SOCAL TRACON as indicated on the LA Terminal Area Chart.

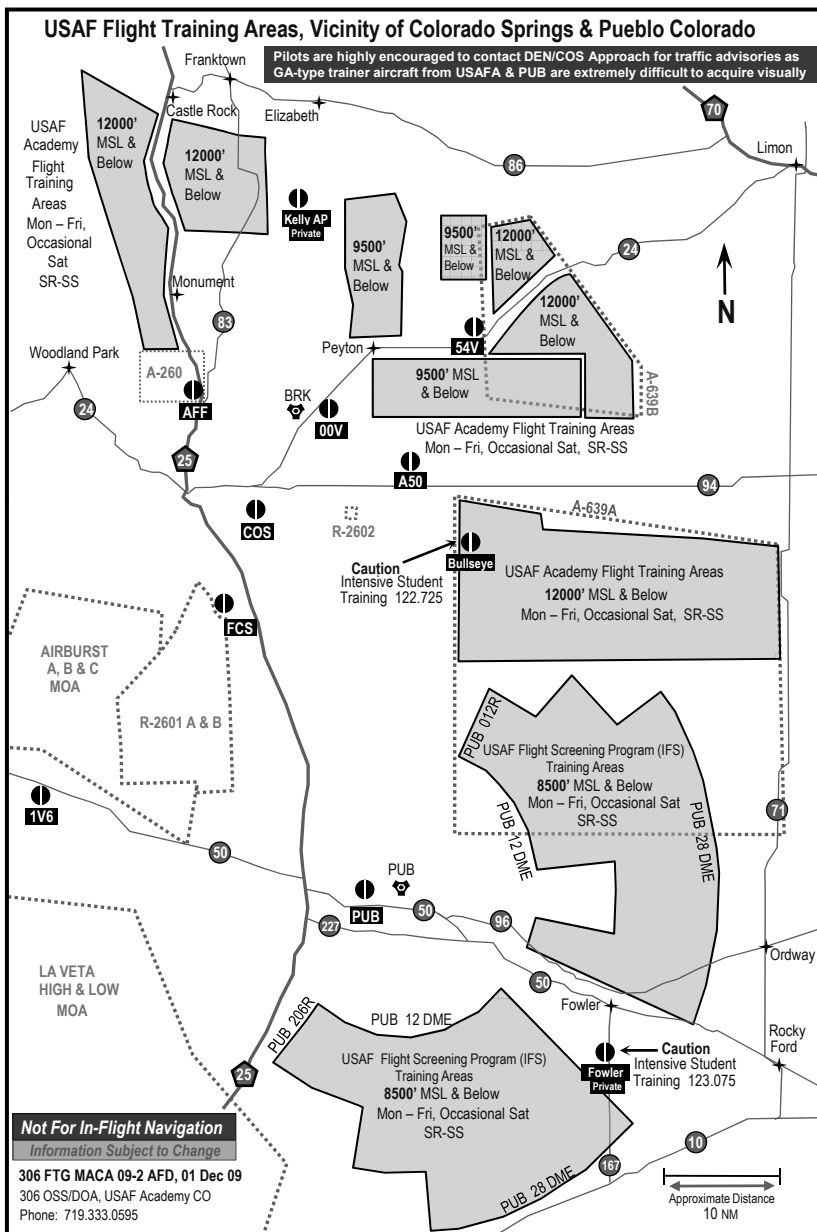


FIREFIGHTING TRAFFIC AREAS

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

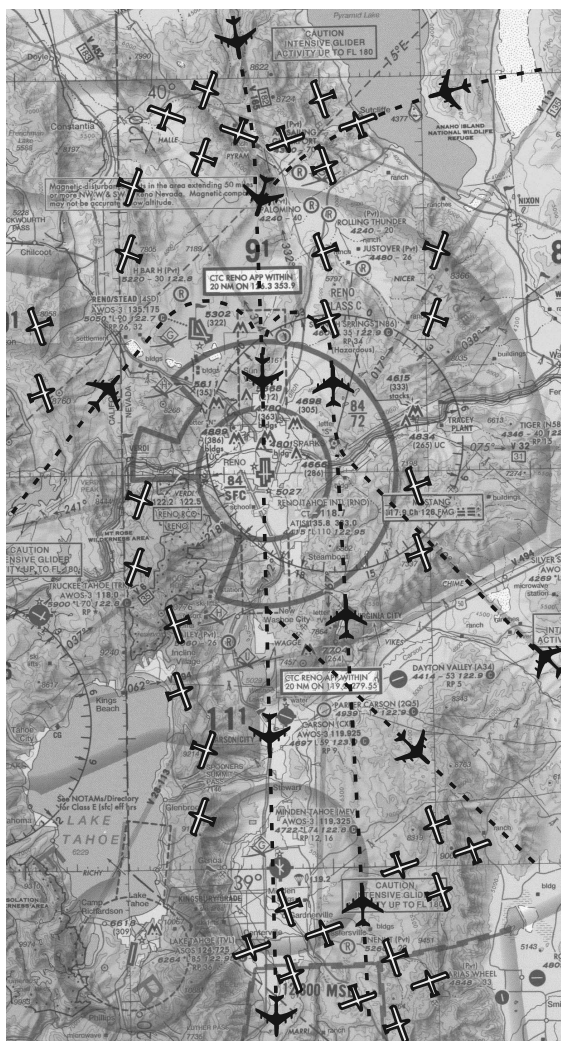
The wild-land fire environment can be very complex and involve a large number and variety of aircraft types including fixed and rotary wing aircraft. Some of the aircraft are small single and multi-engine command and control platforms that can be especially difficult to see and may give the appearance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

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



GLIDER/SOARING ACTIVITIES AROUND THE RENO-TAHOE INTERNATIONAL AIRPORT

There is intense glider activity up to FL180 near the Reno-Tahoe International Airport. Gliders conduct aerobatic maneuvers and other soaring activities in airspace on or near arrival routes, departure routes, final approach courses and holding fixes for the Reno-Tahoe International Airport. Gliders operations may originate from the Air Sailing, Minden-Tahoe and Truckee (California) Airports. The Air Sailing Airport is located near the Mustang (FMG) 337 radial at 20 nautical miles, between Anaho, Pyram and Takle intersections. The Minden-Tahoe Airport is located near the FMG 172 radial at 32 nautical miles, between J5 and J94. The Truckee California Airport is located near the FMG 225 radial at 26 nautical miles, north of the Squaw Valley VOR between J32 and V392. Federal Aviation Regulations do not require gliders operators to equip, activate or to broadcast the location of their aircraft via transponder or radio communications while operating outside of Class A or C airspace. Atmospheric conditions attract large quantities of gliders to the area and activity near mountain ridges or "hot spots" may be intense. Altitudes up to 17,999 have been observed and pilots should exercise due diligence when exiting Class A and C airspace. Pilots are encouraged to refer to the SFO Sectional Aeronautical Chart and to the remarks in the Airport/Facility Directory, Southwest US for the Reno-Tahoe International Airport (RNO) regarding glider activity. For further information, call Reno ATCT/TRACON at (775) 784-5582.



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

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

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

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

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

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

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

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

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

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

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

LUKE AIR FORCE BASE (AFB), AZ SPECIAL AIR TRAFFIC RULE F.A.R PART 93 EFFECTIVE MAY 6, 2010

Title 14, Code of Federal Regulations, part 93, subpart O, has prescribed special air traffic rules and communication requirements for aircraft operating under Visual Flight Rules (VFR) in the vicinity of Luke Air Force Base.

Pilots are required to establish two-way communication with Luke Approach Control on 118.15 north of Luke AFB or 125.45 south of Luke AFB prior to entering the special air traffic rule area. See Phoenix Terminal Area Chart.

Pilots of non-radio equipped aircraft must request permission to enter the special air traffic rule area at least 24 hours before the proposed operation by telephoning Luke Approach Control at 623-856-6448.

FSS TELEPHONE NUMBERS

Flight Service Station (FSS) facilities provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a network of large FSS facilities and a few select remote facilities some of which operate part-time. Because of the interconnectivity between the facilities, all FSS services including radio frequencies are available continuously using published data.

Telephone Information Briefing Service (TIBS) is a FSS service that provides continuous recordings of meteorological and/or aeronautical information. A touch-tone telephone is required to fully utilize this service.

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

NATIONAL FSS TELEPHONE NUMBER

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

OTHER FSS TELEPHONE NUMBERS (except in Alaska)

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

Clearance Delivery Only 1-888-766-8267

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

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

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

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

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

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

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

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

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

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

QUALIFIER

Intensity or Proximity

- Light "no sign" Moderate + Heavy

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

Descriptor

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

WEATHER PHENOMENA

Precipitation

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

UP Unknown precipitation in automated observations

Obscuration

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

Other

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

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

UNITED STATES DEPARTMENT OF COMMERCE

NOAA/PA 96052

National Oceanic and Atmospheric Administration—National Weather Service

FAA AND NWS

KEY AIR TRAFFIC FACILITIES

Air Traffic Control System Command Center

Main Number.....703-904-4400

RGNL AIR TRAFFIC DIVISIONS

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

AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

ARTCC NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque	817-222-5006	7:30 a.m.-4:00 p.m.	505-856-4300
Anchorage	907-271-5936	7:30 a.m.-4:00 p.m.	907-269-1137
Atlanta	404-305-5180	7:30 a.m.-5:00 p.m.	770-210-7601
Boston	617-238-7001	7:30 a.m.-4:00 p.m.	603-879-6633
Chicago	847-294-8400	8:00 a.m.-4:00 p.m.	630-906-8221
Cleveland	847-294-8400	8:00 a.m.-4:00 p.m.	440-774-0310
Denver	425-227-1389	7:30 a.m.-4:00 p.m.	303-651-4100
Ft. Worth	817-222-5006	7:30 a.m.-4:00 p.m.	817-858-7300
Houston	817-222-5006	7:30 a.m.-4:00 p.m.	281-230-5300
Indianapolis	847-294-8400	8:00 a.m.-4:00 p.m.	317-247-2231
Jacksonville	404-305-5180	8:00 a.m.-4:30 p.m.	904-549-1501
Kansas City	816-329-3000	7:30 a.m.-4:00 p.m.	913-254-8500
Los Angeles	661-265-8200	7:30 a.m.-4:00 p.m.	661-265-8200
Memphis	404-305-5180	7:30 a.m.-4:00 p.m.	901-368-8103
Miami	404-305-5180	7:00 a.m.-3:30 p.m.	305-716-1500
Minneapolis	847-294-8400	8:00 a.m.-4:00 p.m.	651-463-5580
New York	718-995-5426	8:00 a.m.-4:40 p.m.	631-468-1001
Oakland	310-725-3300	6:30 a.m.-3:00 p.m.	510-745-3331
Salt Lake City	425-227-1389	7:30 a.m.-4:00 p.m.	801-320-2500
Seattle	425-227-1389	7:30 a.m.-4:00 p.m.	253-351-3500
Washington	718-995-5426	8:00 a.m.-4:30 p.m.	703-771-3401

MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONS)

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

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

KEY AIR TRAFFIC FACILITIES

DAILY NAS REPORTABLE AIRPORTS

AIRPORT NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque Intl Sunport, NM	817-222-5006	8:00 a.m.-5:00 p.m.	505-842-4366
Andrews AFB, MD	718-995-5426	8:00 a.m.-4:30 p.m.	301-735-2380
Baltimore/Washington Intl Thurgood Marshall, MD	718-995-5426	8:00 a.m.-4:30 p.m.	410-962-3555
Boston Logan Intl, MA	781-238-7001	7:30 a.m.-4:00 p.m.	617-455-3100
Bradley Intl, CT	617-238-7001	7:30 a.m.-4:00 p.m.	203-627-3428
Burbank/Bob Hope, CA	310-725-3300	7:00 a.m.-5:30 p.m.	818-567-4806
Charlotte Douglas Intl, NC	404-305-5180	8:00 a.m.-4:30 p.m.	704-344-6487
Chicago Midway, IL	847-294-8400	8:00 a.m.-4:00 p.m.	773-884-3670
Chicago O'Hare Intl, IL	847-294-8400	8:00 a.m.-4:00 p.m.	773-601-7600
Cleveland Hopkins Intl, OH	847-294-8400	8:00 a.m.-4:00 p.m.	216-898-2020
Covington/Cincinnati, OH	708-294-7401	8:00 a.m.-4:30 p.m.	606-767-1006
Dallas/Ft. Worth Intl, TX	817-222-5006	8:30 a.m.-5:00 p.m.	972-615-2531
Dayton Cox Intl, OH	847-294-8400	7:30 a.m.-4:00 p.m.	937-454-7300
Denver Intl, CO	425-227-1389	7:30 a.m.-4:00 p.m.	303-342-1600
Detroit Metro, MI	847-294-8400	8:00 a.m.-4:00 p.m.	734-955-5000
Fairbanks Intl, AK	907-271-5936	7:30 a.m.-4:00 p.m.	907-474-0050
Fort Lauderdale Intl, FL	404-305-5180	7:00 a.m.-3:30 p.m.	305-356-7932
George Bush Intercontinental/Houston, TX	817-222-5006	7:30 a.m.-4:00 p.m.	713-230-8400
Hartsfield-Jackson Atlanta Intl, GA	404-305-5180	7:00 a.m.-3:30 p.m.	404-669-1200
Honolulu Intl, HI	310-725-3300	7:30 a.m.-4:00 p.m.	808-840-6100
Houston Hobby, TX	817-222-5006	8:00 a.m.-5:00 p.m.	713-847-1400
Indianapolis Intl, IN	847-294-8400	8:00 a.m.-4:00 p.m.	317-484-6600
Kahului/Maui, HI	310-725-3300	7:30 a.m.-4:00 p.m.	808-877-0725
Kansas City Intl, MO	816-329-3000	7:30 a.m.-4:00 p.m.	816-329-2700
Las Vegas McCarran, NV	310-725-3300	7:30 a.m.-4:00 p.m.	702-262-5978
Los Angeles Intl, CA	310-725-3300	7:00 a.m.-3:30 p.m.	310-342-4900
Louis Armstrong New Orleans Intl, LA	817-222-5006	7:00 a.m.-4:30 p.m.	504-471-4300
Memphis Intl, TN	404-305-5180	7:30 a.m.-4:00 p.m.	901-322-3350
Miami Intl, FL	404-305-5180	7:00 a.m.-4:00 p.m.	305-869-5400
Minneapolis/St. Paul, MN	847-294-8400	8:00 a.m.-4:00p.m.	612-713-4000
Nashville Intl, TN	404-305-5180	7:00 a.m.-3:30 p.m.	615-781-5460
New York Kennedy Intl, NY	718-995-5426	8:00 a.m.-4:30 p.m.	718-656-0335
New York La Guardia, NY	718-995-5426	8:00 a.m.-4:30 p.m.	718-335-5461
Newark Liberty Intl, NJ	718-995-5426	7:30 a.m.-4:00 p.m.	973-565-5000
Norman Y. Mineta San Jose Intl, CA	310-725-3300	7:30 a.m.-4:00 p.m.	408-982-0750
Ontario Intl, CA	310-725-3300	7:30 a.m.-4:00 p.m.	909-983-7518
Orlando Intl, FL	404-305-5180	7:30 a.m.-5:00 p.m.	407-850-7000
Philadelphia Intl, PA	718-995-5426	8:00 a.m.-4:30 p.m.	215-492-4100
Phoenix Sky Harbor Intl, AZ	310-725-3300	7:30 a.m.-4:00 p.m.	602-379-4226
Pittsburgh Intl, PA	718-995-5426	8:00 a.m.-4:30 p.m.	412-269-9237
Portland Intl, OR	425-227-1389	7:30 a.m.-4:00 p.m.	503-493-7500
Raleigh-Durham, NC	404-305-5180	8:00 a.m.-4:30 p.m.	919-380-3125
Ronald Reagan Washington National, DC	718-995-5426	8:00 a.m.-4:30 p.m.	703-413-1535
Salt Lake City, UT	425-227-1389	7:30 a.m.-4:00 p.m.	801-325-9600
San Antonio Intl, TX	817-222-5006	8:00 a.m.-4:30 p.m.	210-805-5507
San Diego Lindbergh Intl, CA	310-725-3300	8:00 a.m.-4:30 p.m.	619-299-0677
San Francisco Intl, CA	310-725-3300	7:00 a.m.-3:30 p.m.	650-876-2883
San Juan Intl, PR	404-305-5180	7:30 a.m.-5:00 p.m.	809-253-8663
Seattle-Tacoma Intl, WA	425-227-1389	7:30 a.m.-4:00 p.m.	206-768-2900
St. Louis Lambert, MO	816-329-3000	7:30 a.m.-4:00 p.m.	314-890-1000
Tampa Intl, FL	404-305-5180	7:30 a.m.-4:00 p.m.	813-371-7700
Ted Stevens Anchorage Intl, AK	907-271-5936	7:30 a.m.-4:00 p.m.	907-271-2700
Teterboro, NJ	718-995-5426	8:00 a.m.-4:30 p.m.	201-288-1889
Washington Dulles Intl, DC	718-995-5426	8:00 a.m.-4:30 p.m.	571-323-6372
West Palm Beach, FL	404-305-5180	8:00 a.m.-4:30 p.m.	561-683-1867
Westchester Co, NY	718-995-5426	8:00 a.m.-4:30 p.m.	914-948-6520

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

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

®ALBUQUERQUE CENTER – 134.6 132.8	H-4-5-6-7, L-5-6-7-8-10-15-17-19
Alamogordo – 132.65 132.65	
Animas – 134.45 133.0	(KZAB)
Carlsbad – 135.875	
Childs Peak – 135.15 132.45 126.45 125.25	
Clines Corner – 133.65 132.8 125.075	
Globe Nr 1 – 135.725 132.9 132.9	
Globe Nr 2 – 135.15 133.85 132.35 132.35 125.4	
Mesa Rica – 128.675 125.075	
Mount Dora – 133.05 128.225 127.85	
Prescott – 135.325 134.325 128.45	
Raton – 132.8	
Roswell – 132.65 132.65	
Sandia Mountain – 132.8	
Silver City – 134.45	
Tesuque Peak – 132.8	
Truth or Consequences – 128.2	
Tucson – 134.45 133.0	
Tucumcari – 132.32 126.92 126.85 119.45	
West Mesa – 134.6 133.65 133.65 124.325 119.45	
Winslow – 128.125 124.5	
Zuni – 134.6 132.9 132.9 124.325 120.55	

®DENVER CENTER – 125.9	H-1-2-3-4-5-6, L-8-9-10-11-12-13-14-15
Alamosa – 132.225 128.375	(KZDV)
Aspen – 134.5 132.85 125.35 119.85	
Brush A – 133.95 133.95	
Brush B – 118.475 118.475	
Cortez – 134.7 118.575	
Denver – 133.4 132.85 128.65 126.875 125.95	
Denver A – 126.5 126.5	
Denver B – 119.85 119.85	
Durango – 118.575 118.575	
Eastonville – 134.975 132.225 128.375	
Farmington – 128.125 125.675 118.575	
Goodland – 132.5	
Grand Mesa – 135.125 135.125 134.275 126.725 125.675	
Grand Mesa A – 125.35	
Grand Mesa B – 134.5 134.5	
Gunnison – 133.525 125.35	
Hanksville – 127.55 127.55	
Hayden – 128.325 120.475	
Kremmling – 132.85 128.65	
La Junta – 134.125 133.4 132.225 128.37	
Loveland – 121.5 121.5	
Montrose – 125.35 125.35	
Pueblo – 135.4 132.225 128.375	
Tuba City – 132.875 127.55 118.225	
Walton Peak – 126.5 126.5	

®L. A. CENTER	H-3-4, L-3-4-5-7-8-9, A-2
Arr—Dep U.S. – 135.45 134.55 134.4 133.4 132.15 128.05 127.4 126.4 126.0 119.0	(KZLA)
Bakersfield – 127.1	
Baldwin Hills – 132.85	
Barstow – 134.65 133.55 132.5 132.3 126.35 125.725	
Blythe – 134.475 127.525	
Cedar City – 135.55 135.25 127.35 124.2	
Edom Hill – 133.75 126.7	
Gaviota – 121.5 121.5	
Julian – 127.525 126.775	
Keeler – 124.625 124.625	
Laguna – 128.6 128.15 125.65 125.65 119.95	
Lebec – 135.3 128.375	
Mount Potosi – 132.625 124.625 124.625	
Nelson – 134.65 127.35 124.85 124.2 118.025	
Ontario – 125.65	
Palmdale – 132.5 125.275 121.5 121.5	

Peach Springs – 128.075
 Pleasants Peak – 132.85 125.275 **119.95**
 Riverside – 126.35
 Saddle Peak – 132.6 125.8
 San Luis Obispo – 119.05
 Santa Barbara – 135.5 **132.15 126.525 119.05**
 Santa Catalina – 134.575
 Seligman – **133.2** 124.85
 Tonopah – 124.625
 Twentynine Palms – **133.2** 128.15 126.35
 Whittier – 125.275
 Yuma – **126.775**

® OAKLAND CENTER

H-3-4, L-2-3-7-5-9-11, A-2
(KZOA)

Angels Camp – **134.375 132.95** 127.95 126.85 121.25 119.75
 Bishop – 125.75
 Fallon – **134.45** 128.8
 Ferndale – **134.15** 134.15
 Fresno – **134.375 133.7 132.8** 126.9 123.8
 Half Moon Bay – **134.15** 134.15 127.45 125.45 119.475
 Hollister – **127.45** 127.45
 Mina – **132.05 127.175** 125.75
 Mount Tamalpais – 127.8
 Priest – **134.55 133.7 132.8** 128.7
 Red Bluff – **134.975 132.2 119.975**
 Reno – **134.45** 128.8
 Sacramento – **132.95**
 San Luis Obispo – 128.7
 South Lake Tahoe – 134.3
 Squaw Valley – 127.95
 Tonopah – **132.05** 125.75
 Ukiah – **134.975 132.2 127.8 119.975**

® SALT LAKE CITY CENTER

H-1-2-3, L-9-11-12-13-14

Ashton – 132.4
 Battle Mountain – 132.25 **128.725**
 Bliss – 121.15
 Boise – 118.05
 Boysen – **133.25** 133.25
 Bozeman – 118.975
 Bryce Canyon – 133.6
 Butte – 133.4 **132.4** 132.4
 Cedar City – 135.25 125.575 124.2
 Delta – 127.825 125.575 **120.275**
 Elko – 132.25 **128.725**
 Ely – 133.45
 Fairfield – **135.775 133.9 127.825**
 Francis Peak – **135.775 127.7 119.95**
 Grassy Mountain – **128.55** 128.55
 Great Falls – **132.425** 132.425
 Hanksville – 133.6
 Judith – 126.85
 Lakeside – **119.75**
 Livingston – 118.975
 Malad – 133.8 127.7 **125.925**
 Miles – 133.4 **119.75** 119.75
 Myton – **135.775** 119.95
 Rome – 121.15
 Salmon – **132.4** 132.4
 Squaw – 121.15
 Sunnyside – 133.9 **127.925**
 Tonopah – **134.525 133.45** 133.45
 Wilson Creek – **134.525 133.45** 133.45 **127.925** 127.925
 Winnemucca – 132.25

(KZLC)

® SEATTLE CENTER

H-1-3, L-1-2-11-13

Antelope Mountain – 124.85
 Arcata – 124.85
 Ferndale – **135.15** 124.85
 Klamath Falls – **134.9** 127.6

(KZSE)

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

ALBUQUERQUE RADIO

ALBUQUERQUE RCO **122.55**
 ALAMOGORDO RCO 122.15
 ANTON CHICO VORTAC 117.8T 122.1R
 CARLSBAD RCO **122.65**
 CIMARRON VORTAC 116.4T 122.1R
 CLINES CORNERS RCO 122.3
 CLOVIS RCO 122.5
 CORONA VORTAC 115.5T 122.1R
 DEMING RCO 122.2
 FARMINGTON RCO **122.4**
 GALLUP VORTAC 115.1T 122.1R **122.6**
 HOBBS RCO 122.2
 LAS VEGAS RCO 122.6
 ROSWELL RCO **122.45**
 RUIDOSO RCO 122.25
 SANTA FE RCO 122.2
 SILVER CITY VORTAC 110.8T 122.1R
 SOCORRO VORTAC 116.8T 122.1Re
 TAOS VORTAC 117.6T 122.1R 122.25
 TRUTH OR CONSEQUENCES RCO 122.2
 TUCUMCARI RCO **122.35**
 ZUNI RCO 122.05

CEDAR CITY RADIO

ABAJO PEAK RCO 122.55
 BONNEVILLE VORTAC 112.3T 122.1R
 BRYCE CANYON RCO 122.2
 BULLFROG BASIN RCO **122.4**
 CARBON RCO 122.2
 CEDAR CITY RCO 122.2 122.6
 DELLE RCO **122.5**
 DELTA RCO 122.55
 FAIRFIELD RCO 122.25
 FRANCIS PEAK RCO 122.2
 HALLS CROSSING RCO 122.4
 HANKSVILLE RCO 122.65
 LUCIN VORTAC 113.6T 122.1R
 MILFORD VORTAC 112.1T 122.1R
 MOAB RCO 122.3
 MYTON VORTAC 112.7T 122.1R
 OGDEN RCO 122.45
 RICHFIELD RCO **122.5**
 ST GEORGE RCO 122.5
 SALT LAKE CITY RCO 122.4
 VERNAL RCO 122.35

DENVER RADIO

AKRON RCO 120.675
 ALAMOSA RCO 122.15
 BADGER MOUNTAIN RCO 122.2
 BLACK FOREST RCO 122.25
 BLUE MESA RCO 122.55
 CORTEZ RCO 122.3
 DENVER RCO 122.2 122.35 123.65
 DOVE CREEK RCO 122.5
 DURANGO RCO **122.35**
 EAGLE RCO 122.2
 FORT COLLINS-LOVELAND RCO 122.4
 GILL RCO 122.65
 GLENWOOD SPRINGS RCO 122.2
 GRAND JUNCTION RCO 122.6
 GRAND MESA RCO 122.2
 HAYDEN RCO 122.25
 KREMMLING RCO 122.3
 LA JUNTA RCO **122.6**

LAMAR VOR/DME 116.9T 122.1R
LIMON RCO 122.475
MEEKER RCO 122.15
MONTROSE RCO 122.65
PUEBLO RCO 122.2
RANGELY RCO 122.65
RED TABLE MOUNTAIN RCO 122.4
RIFLE RCO 122.5
STEAMBOAT SPRINGS RCO 122.2
TELLURIDE RCO 122.15
TRINIDAD RCO 122.2

HAWTHORNE RADIO

BURBANK RCO 122.35
FILLMORE VORTAC 112.5T 122.1R
GUADALUPE VOR 111.0T 122.1R
HAWTHORNE RCO 122.2 122.5
PASO ROBLES RCO 122.4
SAN MARCUS VORTAC 114.9T 122.1R 122.3

OAKLAND RADIO

ARCATA RCO 122.6
CRESCENT CITY RCO 122.3
EUREKA RCO 122.35
GARBERVILLE RCO 122.3
MOUNTAIN VIEW RCO **122.5**
MOUNT TAMALPAIS RCO **122.35**
OAKLAND RCO 121.5 122.2 **122.5**
POINT ARENA RCO 122.6
SALINAS RCO **122.6**
UKIAH RCO **122.35**

PRESCOTT RADIO

AJO RCO 122.65
BAGDAD RCO 122.5
BISBEE RCO 122.4
BLACK METAL PEAK RCO 122.55
BUCKEYE VORTAC 110.6T 122.1R
COCHISE VORTAC 115.8T 122.1R
DOUGLAS RCO 122.6
FLAGSTAFF VOR/DME 113.85T 123.65R
GILA BEND VORTAC 116.6T 122.1R
GLOBE RCO 122.3
GRAND CANYON RCO 123.65
KAYENTA RCO 122.45
KINGMAN VOR/DME 108.8T 122.1R
MINGUS MOUNTAIN RCO **122.3**
MOUNT LEMMON RCO 122.4
NEEDLES VORTAC 115.2T 122.1R
NOGALES RCO 122.4
PAGE RCO 122.6
PEACH SPRINGS RCO 122.25
PHOENIX RCO 122.2 122.6
PRESCOTT RCO 121.5 122.2 122.4
SAFFORD RCO 122.3
ST JOHNS VORTAC 112.3T 122.1R
STANFIELD VORTAC 114.8T 122.1R
TUBA CITY VORTAC 113.5T 122.05R
TUCSON RCO 122.2
WINSLOW RCO 122.6
YUMA RCO 122.2

RANCHO MURIETA RADIO

ANGELS CAMP RCO **122.3**
ANTELOPE MOUNTAIN RCO 122.4
BAKERSFIELD RCO **122.45**
CHICO VOR/DME 109.8T 122.1R
EL NIDO VOR/DME 114.2T 122.1R
FALL RIVER MILLS RCO 122.4
FELLOWS VORTAC 117.5T 122.1R
FORT JONES VOR/DME 109.6T 122.1R

FRESNO RCO 122.2 **122.55**
GORMAN VORTAC 116.1T 122.1R
HANGTOWN VOR/DME 115.5T 122.1R
MARYSVILLE VOR/DME 110.8T 122.1R 122.6
MAXWELL VORTAC 110.0T 122.1R
MODESTO VOR/DME 114.6T 122.1R
PANOCHE VORTAC 112.6T 122.1R
QUINCY RCO 122.4
RANCHO MURIETA RCO 122.2
RED BLUFF RCO **122.4**
REDDING VOR/DME 108.4T 122.1R
SACRAMENTO RCO **122.05**
STOCKTON RCO 122.65
TULE PORTERVILLE VOR/DME 109.2T 122.1R
VALSIA VOR/DME 109.4T 122.1R
WEAVERVILLE RCO 122.4

RENO RADIO

BEATTY VORTAC 114.7T 122.1R
COALDALE VORTAC 117.7T 122.1R
CURRANT RCO 122.3
ELKO RCO 122.6
ELY RCO 122.2
EUREKA RCO 122.3
HAZEN VORTAC 114.1T 122.1R
JACKPOT RCO 122.5
LAS VEGAS RCO 122.4
LOVELOCK RCO 122.4
MINA VORTAC 115.1T 122.1R
MORMON MESA VORTAC 114.3T 122.1R
MOUNT LEWIS RCO **122.65**
MOUNT POTOSI RCO 122.35
RENO RCO 122.2 122.5
SOD HOUSE RCO 122.6
SQUAW VALLEY RCO 122.25
TONOPAH RCO 122.6
WELLS VOR 114.2T 122.1R
WILSON CREEK VORTAC 116.3T 122.1R
WINNEMUCCA RCO 122.3

RIVERSIDE RADIO

BARSTOW RCO 122.3
BISHOP RCO 122.6
BLYTHE RCO 122.4
DAGGETT RCO 122.2
GOFFS VORTAC 114.4T 122.05R
FURNACE CREEK RCO 122.2
HECTOR VORTAC 112.7T 122.1R
HOMELAND VOR 113.4T 122.1R
LANCASTER RCO 122.2
MAMMOTH RCO 122.15
NEEDLES RCO 122.2
PALM SPRINGS VORTAC 115.5T 122.1R
PARKER VORTAC 117.9T 122.1R
POMONA RCO 123.65
RAND MOUNTAIN RCO 122.4
RIVERSIDE RCO 122.05 122.2
SANTA ANA RCO 122.45
THERMAL RCO **122.3**
TWENTYNINE PALMS VORTAC 114.2T 122.1R

SAN DIEGO RADIO

BARD VORTAC 116.8T 122.1R
IMPERIAL VORTAC 115.9T 122.1R 122.5
JULIAN RCO 123.65
OCEANSIDE VORTAC 115.3T 122.1R
SAN DIEGO RCO 122.2 122.4
YUMA RCO 122.6

FLIGHT STANDARDS DISTRICT OFFICES (FSDO)

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

ARIZONA

17777 N. Perimeter Drive, Suite 101
Scottsdale, AZ 85255
Telephone: 480-419-0111

CALIFORNIA

Fresno Air Terminal
4955 E. Anderson, Suite #110
Fresno, CA 93727-1573
Telephone: 559-487-5306

5001 Airport Plaza Drive, Suite #100
Long Beach, CA 90815
Telephone: 562-420-1755

2250 E. Imperial Highway, Suite #140
El Segundo, CA 90245
Telephone: 310-215-2150

1420 Harbor Bay Parkway, Suite 280
Alameda, CA 94502-7083
Telephone: 510-748-0122
Fax: 510-748-9559

6961 Flight Rd.
Riverside, CA 92504
Telephone: 951-276-6701

6650 Belleau Wood Lane
Sacramento, CA 95822
Telephone: 916-422-0272

8525 Gibbs Drive, Suite 120
San Diego, CA 92123
Telephone: 619-557-5281

San Francisco IFO
831 Mitten Road, Room 105
Burlingame, CA 94010-1303
Telephone: 650-876-2771

San Francisco CMO
863 Mitten Road, Building B
Burlingame, CA 94010-1303
Telephone: 650-876-9013

1250 Aviation Ave., Suite 295
San Jose, CA 95110-1130
Telephone: 408-291-7681

16501 Sherman Way, Suite 330
Van Nuys, CA 91406
Telephone: 818-904-6291

COLORADO

26805 E. 68th Avenue, Suite 200
Denver, CO 80249-6361
Telephone: 303-342-1100

NEVADA

7181 Amigo Street, Suite 180
Las Vegas, NV 89119
Telephone: 702-269-1445
Fax: 702-269-8013

4900 Energy Way
Reno, NV 89502
Telephone: 775-858-7700

NEW MEXICO

1601 Randolph Road SE, Suite 200N
Albuquerque, NM 87106
Telephone: 505-764-1200
1-800-531-8999 (NM only)
1-800-531-1124

UTAH

1020 North Flyer Way
Salt Lake City, UT 84116
Telephone: 801-257-5020

PREFERRED IFR ROUTES

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

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

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

1. Preferred routes beginning/ending with an airway number indicate that the airway essentially overlies the airport and flight are normally cleared directly on the airway.

2. Preferred IFR routes beginning/ending with a fix indicate that aircraft may be routed to/from these fixes via a Standard Instrument Departure (SID) route, radar vectors (RV), or a Standard Terminal Arrival Route (STAR).

3. Preferred IFR routes for major terminals selected are listed alphabetically under the name of the departure airport. Where several airports are in proximity they are listed under the principal airport and categorized as a metropolitan area; e.g., New York Metro Area.

4. Preferred IFR routes used in one direction only for selected segments, irrespective of point of departure or destination, are listed numerically showing the segment fixes and the direction and times effective.

5. Where more than one route is listed the routes have equal priority for use.

6. Official location identifiers are used in the route description for VOR/VORTAC nav aids.

7. Intersection names are spelled out.

8. Navaid and distance fixes (e.g., ARD201113) have been used in the route description in an expediency and intersection names will be assigned as soon as routine processing can be accomplished. Navaid radial (no distance stated) may be used to describe a route to intercept a specified airway (e.g., MIV MIV101 V39); another navaid radial (e.g., UIM UIM255 GSW081); or an intersection (e.g., GSW081 FITCH).

9. Where two nav aids, an intersection and a nav aid, a nav aid and a nav aid radial and distance point, or any navigable combination of these route descriptions follow in succession, the route is direct.

10. The effective times for the routes are in UTC. During periods of daylight saving time effective times will be one hour earlier than indicated. All states observe daylight saving time except Arizona, Puerto Rico and the Virgin Islands. Pilots planning flight between the terminals or route segments listed should file for the appropriate preferred IFR route.

11. (90–170 incl) altitude flight level assignment in hundred of feet.

12. The notations "pressurized" and "unpressurized" for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.

13. High Altitude Preferred IFR Routes are in effect during the following time periods unless otherwise noted.

Sun..... 1300–2259 local time.

Mon thru Fri 0701–2259 local time.

Sat 0701–1459 local time.

14. Use current SIDs and STARs for flight planning.

15. For high altitude routes, the portion of the routes contained in brackets [] is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

LOW ALTITUDE

Terminals	Route	Effective Times (UTC)
SAN FRANCISCO/OAKLAND METRO AREA		
From SAN FRANCISCO Area: West Bay		
Airports		
Los Angeles Area	(70–90–110–130–150–170) V27 VTU V299	
	SADDE V107 LAX	1400–0800
From OAKLAND Area: East Bay Airports		
Los Angeles Area	(70–90–110–130–150–170) V109 PXN V113	1400–0800
	V485 V299 SADDE V107 LAX	

HIGH ALTITUDE

Terminals	Route	Effective Times (UTC)
ALBUQUERQUE (ABQ)		
Chicago O'Hare (ORD)	J18 GCK J96 IRK BDF-STAR	1100-0400
	or	
	(Turbojets-RNAV 1) J18 GCK J96 IRK BENKY (RNAV)-STAR	1100-0400
Houston (HOU)	(Turbojets-non-advanced NAV only) LLO TEXNN-STAR	
	(Turbojets-DME/DME/IRU or GPS) LLO COACH (RNAV)-STAR	
Houston (IAH)	(DME/DME/IRU or GPS) LLO BAZBL (RNAV)-STAR	
	LLO RIICE-STAR	
BURBANK (BUR)		
Chicago O'Hare (ORD)	(all other Jets) DAG EED J6 DRK J96 IRK BDF-STAR	0000-2359
	or	
	(Turbojets-RNAV 1) TRM J78 DRK J96 IRK BENKY (RNAV)-STAR	
Detroit Metro-Wayne Co (DTW)	[BUR OBH] OBH J100 DBQ BAE POLAR-STAR	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG)	[BUR OBH] OBH J100 DBQ BAE MKG LAN SPRTN-STAR	1100-0300
FRESNO (FAT)		
Denver	OAL J148 DTA J84 EKR TOMSN-STAR	1400-0000
LAS VEGAS (LAS)		
Chicago O'Hare (ORD)	(FL240 and above, all other jets) PGS GUP J96 IRK BDF-STAR	0000-2359
	or	
	(Turbojets-RNAV 1) PGS GUP J96 IRK BENKY (RNAV)-STAR	
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	OBK CRL HIMEZ-STAR	
Detroit/Wayne Co (DTW)	BAE POLAR-STAR	
	or	
	PXV VHP FWA MIZAR-STAR	
Houston (HOU)	(Turbojets) LLO TEXNN-STAR	
	or	
	FST SAT LISSE-STAR	
Houston (IAH)	(Non-advanced NAV only) LLO RIICE-STAR	
	or	
	(Non-advanced NAV only at or above FL240) FST SAT CARNE-STAR	
	or	
	(DME/DME/IRU or GPS) LLO BAZBL (RNAV)-STAR	
	or	
	FST SAT SEEDS HAMM (RNAV)-STAR	
LONG BEACH (LGB)		
Dallas/Fort Worth (DFW)	TRM J169 TFD J50 SSO J4 INK JEN	1400-2300
Detroit Metro-Wayne Co (DTW)	J100 DBQ BAE POLAR-STAR	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG)	J100 DBQ BAE MKG LAN SPRTN-STAR	1100-0300
Portland, OR (PDX)	EHF J65 RBL	1300-0600
Seattle/Tacoma (SEA)	EHF CZQ LIN	1300-0500
LAS ANGELES (LAX)		
Boston (BOS)	J9 MLF J107 OCS J94 DBQ BAE J16 ALB GDM-STAR	
	or	
	J9 MLF J107 DDY J158 ABR J70 GEP J106 GRB J38 ECK J16 ALB GDM-STAR	
Chicago O'Hare (ORD)	(all other Jets) TRM J78 DRK J96 IRK BDF-STAR..	0000-2359
	or	

Terminals	Route	Effective Times (UTC)
	(Turbojets—RNAV 1) DAG EED J6 DRK J96 IRK BENKY (RNAV)—STAR	0000-2359
	or (Turbojets—RNAV 1) TRM J78 DRK J96 IRK BENKY (RNAV)—STAR	0000-2359
	or (all other jets) DAG EED J6 DRK J96 IRK BDF—STAR	0000-2359
	or (all other jets) TRM J78 DRK J96 IRK BDF—STAR	1100-0300
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	OBK CRL HIMEZ—STAR	
Detroit Metro—Wayne (DTW)	BAE POLAR—STAR	
	or PXV VHP FWA MIZAR—STAR	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG)	J100 DBQ BAE MKG LAN SPRTN—STAR	1100-0300
Houston (HOU)	FST J138 SAT LISSE—STAR	
Houston (IAH)	(Non—advanced NAV only at or above FL240) FST J138 SAT CARNE—STAR	
	(DME/DME/IRU or GPS) FST J138 SAT SEEDS HAMMU (RNAV)—STAR	
Kennedy (JFK)	DAG J100 OBK J584 CRL J554 JHW J70 LVZ LENDY—STAR	
	or J146 DVC J197 GLD J146 GIJ J554 JHW J70 LVZ LENDY—STAR	0000-1400
	or DAG J100 OBK J584 CRL J554 JHW J70 LVZ LENDY—STAR	1700-2359
Newark (EWR)	DAG J100 OBH J10 IOW J60 JOT J146 GIJ J554 CRL J584 SLT FQM—STAR	1700-1759 and 2100-2159
Pittsburgh (PIT)	JOT J146 J34 DJB V30 ACO V337 CUTTA	1300-0100
	or J146 DVC J197 GLD J192 IOW J146 J34 DJB V30 ACO V337 CUTTA	
Portland, OR (PDX)	EHF J65 RBL	1300-0600
Seattle/Tacoma (SEA)	EHF CZQ LIN	1300-0500
MONTEREY (MRY) Denver (DEN)	OAL J148 DTA J84 EKR TOMSN—STAR	1400-0000
OAKLAND (OAK) Chicago O'Hare (ORD)	(FL240 and above, Jets) to join ONL J94 DBQ JVL JVL—STAR	0000-2359
	or (Turbojets—RNAV 1) ONL J94 DBQ JVL BULLZ (RNAV)—STAR	
Denver (DEN)	J84 EKR TOMSN—STAR	1400-0000
	or FMG J94 BAM J154 TCH J56 CHE TOMSN—STAR ..	1400-0000
Detroit Metro-Wayne Co (DTW)	SAC FMG J94 DBQ BAE POLAR—STAR	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG)	SAC FMG J94 DBQ BAE MKG LAN SPRTN—STAR ...	1400-0400
Houston (HOU)	(Turbojets) PNH MQP ELLVR TEXNN—STAR	
Houston (IAH)	(Non—advanced NAV only) PNH MQP RIICE—STAR ..	
	or (DME/DME/IRU or GPS) PNH MQP BAZBL (RNAV)—STAR	
Newark (EWR)	SAC FMG J94 OBK J584 SLT FQM—STAR	0000-2359
	or FMG J94 OBK J584 CRL J584 SLT FQM—STAR	
Phoenix (PHX)	OAL J92 DRK	1600-0500
ONTARIO (ONT) Chicago O'Hare (ORD)	(FL240 and above, all other jets) TRM J78 DRK J96 IRK BDF	0000-2359
	or	

Terminals	Route	Effective Times (UTC)
	(Turbojets-RNAV 1) TRM J78 DRK J96 IRK BENKY (RNAV)-STAR	0000-2359
Dallas/Fort Worth (DFW)	TRM J169 TFD J50 SSO J4 INK JEN	1400-2300
Detroit Metro-Wayne Co (DTW)	DAG OBH J100 DBQ BAE POLAR-STAR	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG)	OBH J100 DBQ BAE MKG LAN SPRTN-STAR	1100-0300
Houston (HOU)	FST J138 SAT LISSE-STAR	
Houston (IAH)	FST J138 SAT GLAND-STAR	
Kennedy (JFK)	DAG J100 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR	1400-2200
Pittsburgh (PIT)	DAG J146 DVC J197 GLD J192 IOW J146 J34 DJB V30 ACO V337 CUTTA	1300-0100
Portland (PDX)	EHF J65 RBL	1300-0600
Seattle/Tacoma (SEA)	EHF CZQ LIN	1300-0500
Vancouver (CYVR)	EHF CZQ LIN	1800-2100
PALM SPRINGS (PSP)		and 2330-0200
Chicago O'Hare (ORD)	(FL240 and above, all other jets) PKE J78 DRK J96 IRK BDF-STAR	0000-2359
	or	
	(Turbojets-RNAV 1, FL240 and above) PKE J78 DRK J96 IRK BENKY (RNAV)-STAR	0000-2359
PHOENIX (PHX)		
Chicago O'Hare (ORD)	J18 SLN J96 IRK BDF-STAR	0000-2359
	or	
	(Turbojets-RNAV 1) J18 SLN J96 IRK BENKY (RNAV)-STAR	
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	OBK CRL HIMEZ-STAR	
Dallas/Fort Worth (DFW)	CIE J2 ELP J50 INK JEN	1400-2300
Detroit Metro-Wayne (DTW)	BAE POLAR-STAR	
	or	
	PXY VHP FWA MIZAR-STAR	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG)	PAYSO GUP J102 ALS J13 FQF J128 DBQ BAE MKG LAN SPRTN-STAR	1100-0300
Houston (HOU)	FST J138 SAT LISSE-STAR	
Houston (IAH)	(Non-advanced NAV only) FST J138 SAT CARNE-STAR	
	or	
	(DME/DME/IRU or GPS) FST J138 SAT SEEDS HAMMU (RNAV)-STAR	
Kennedy (JFK)	J18 GCK HYS PWE J192 IOW J60 JOT J146 GIJ J554 JHW J70 LVZ LENDY-STAR	0000-1429
	or	
	GUP J102 ALS PUB GLD J146 GIJ J554 JHW J70 LVZ LENDY-STAR	0000-1429
	or	
	GUP J102 ALS PUB GLD J197 OBH J100 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR	1430-2359
Newark (EWR)	J18 GCK HYS PWE J192 IOW J60 JOT J146 GIJ J554 CRL J584 FQM-STAR	
	or	
	GUP J102 ALS PUB GLD J146 GIJ J554 CRL J584 FQM-STAR	0000-1459
Oakland (OAK)	J92 OAL ECA V195	1600-0500
San Francisco (SFO)	J92 OAL MOD	1600-0500
San Jose (SJC)	J92 OAL HYP	1600-0500
RENO (RNO)		
Chicago O'Hare (ORD)	J32 CZI J82 FSD J16 MCW JVL-STAR	0000-2359
	or	
	(Turbojets-RNAV 1) J32 CZI J82 FSD J16 MCW BULLZ (RNAV)-STAR	
Denver (DEN)	MVA EKR TOMSN-STAR	1400-0000
	or	
	FMG J94 BAM J154 TCH J56 CHE TOMSN-STAR ..	1400-0000

Terminals	Route	Effective Times (UTC)
SACRAMENTO (SAC)		
Chicago O'Hare (ORD).....	(FL240 and above, Jets) to join ONL J94 DBQ JVL JVL-STAR.....	0000-2359
	or	
	(Turbojets-RNAV 1) ONL J94 DBQ JVL BULLZ (RNAV)-STAR.....	
Denver (DEN).....	J84 EKR TOMSN-STAR	1400-0000
	or	
	FMG J94 BAM J154 TCH J56 CHE TOMSN-STAR ..	1400-0000
Phoenix (PHX).....	OAL J92 DRK	
SALT LAKE CITY (SLC)		
Boston (BOS).....	TCH MCW J16 ECK BUF J16 ALB GDM GDM-STAR.....	
	or	
	OCS J107 DDY J158 ABR J70 GEP J106 GRB J38 ECK J16 ALB GDM-STAR.....	
	or	
	OCS J94 DBQ BAE J16 ALB GDM-STAR.....	
Chicago O'Hare (ORD).....	(FL240 and above, All) OCS J94 ONL J94 DBQ JVL JVL-STAR.....	0000-2359
	or	
	(Turbojets-RNAV 1) OCS J94 ONL J94 DBQ JVL BULLZ (RNAV)-STAR.....	
Houston (HOU).....	(Turbojets-Non-advanced NAV only) PNH MQP ELLVR TEXNN-STAR	
	or	
	(Turbojets-DME/DME/IRU or GPS) PHN MQP ELLVR COACH (RNAV)-STAR	
Houston (IAH).....	PNH MQP RIICE-STAR.....	
	or	
	(DME/DME/IRU or GPS) PNH MQP BAZBL (RNAV)-STAR.....	
Kennedy (JFK).....	OCS J94 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR	0700-2359
SAN DIEGO (SAN)		
Chicago O'Hare (ORD).....	(all other jets) TRM J78 DRK J96 IRK BDF-STAR ..	0000-2359
	or	
	(Turbojets-RNAV 1) TRM J78 DRK J96 IRK BENKY (RNAV)-STAR.....	0000-2359
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	OBK CRL HIMEZ-STAR.....	
Dallas/Fort Worth (DFW)	IPL J18 GBN J50 SSO J4 INK JEN.....	1400-2300
Detroit/Wayne (DTW)	BAE POLAR-STAR.....	
	or	
	PXV VHP FWA MIZAR-STAR.....	
Houston (HOU).....	FST J138 SAT LISSE-STAR.....	
Houston (IAH)	(Non-advanced NAV only at or above FL240) FST J138 SAT CARNE-STAR.....	
	or	
	(DME/DME/IRU or GPS) FST J138 SAT SEEDS HAMMU (RNAV)-STAR.....	
Kennedy (JFK).....	IPL J18 PXR J102 ALS PUB GLD J197 OBH J100 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR	1430-2359
Pittsburgh (PIT)	JOT J146 J34 DJB V30 ACO V337 CUTTA	1300-0100
	or	
	DVC J197 GLD J192 IOW J146 J34 DJB V30 ACO V337 CUTTA	
Portland (PDX)	EHF J65 RBL J1	1300-0600
Seattle/Tacoma (SEA)	EHF CZQ LIN J189 BTG OLM-STAR	1300-0500
Vancouver (CYVR).....	EHF CZQ LIN J189 LMT J65 SEA PAE ACORD-STAR.....	1800-2100 and 2330-0200
SAN FRANCISCO (SFO)		
Boston (BOS).....	FMG J94 DBQ BAE J16 ALB GDM-STAR	
Chicago O'Hare (ORD).....	FMG J32 CZI J82 FSD J16 MCW JVL-STAR	1500-0400
	or	

Terminals	Route	Effective Times (UTC)
	(Turbojets-RNAV 1) FMG J32 CZI J82 FSD J16 MCW BULLZ (RNAV)-STAR.....	
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	OBK CRL HIMEZ-STAR	
Denver (DEN)	J84 EKR TOMSN-STAR	1400-0000
	or	
Detroit Metro-Wayne (DTW)	FMG J94 BAM J154 TCH J56 CHE TOMSN-STAR ..	1400-0000
	PXV VHP FWA MIZAR-STAR	
	or	
	BAE POLAR-STAR	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG)	SAC FMG J94 DBQ BAE MKG LAN SPRTN-STAR	1400-0400
Houston (HOU)	(Turbojets) PNH MQP ELLVR TEXNN-STAR	
Houston (IAH)	(Non-advanced NAV only) PNH MQP RIICE-STAR ..	
	or	
	(DME/DME/IRU or GPS) PHN MQP BAZBL (RNAV)-STAR	
Kennedy (JFK)	FMG J94 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR	0000-2359
Newark (EWR)	FMG J94 OBK J584 SLT FQM-STAR	0000-2359
Phoenix (PHX)	OAL J92 DRK	1600-0500
Pittsburgh (PIT)	FMG J94 BFF OBH DSM IOW J60 JOT J146 J34 DJB V30 ACO V337 CUTTA	1300-0100
Toronto (CYYZ)	FMG J32 ABR J70 GEP J106 GRB J38 ECK YWT-STAR	
SAN JOSE (SJC)		
Chicago O'Hare (ORD)	(FL240 and above, All) J32 BAM J94 DBQ JVL JVL-STAR	0000-2359
	or	
	(Turbojets-RNAV 1) J32 BAM J94 DBQ JVL BULLZ (RNAV)-STAR	
Denver (DEN)	J84 EKR TOMSN-STAR	1400-0000
Houston (HOU)	(Turbojets (Non-advanced NAV only)) LLO TEXNN-STAR	
Houston (IAH)	LLO RIICE-STAR	
	or	
	(DME/DME/IRU or GPS) LLO BAZBL (RNAV)-STAR	
Phoenix (PHX)	OAL J92 DRK	1600-0500
SANTA ANA (SNA)		
Chicago O'Hare (ORD)	(all other jets) TRM J78 DRK J96 IRK BDF-STAR ..	0000-2359
	or	
	(Turbojets-RNAV 1) TRM J78 DRK J96 IRK BENKY (RNAV)-STAR	0000-2359
Dallas/Fort Worth (DFW)	TRM J169 TFD J50 SSO J4 INK JEN	1400-2300
Detroit Metro-Wayne Co (DTW)	TRM PKE J96 DRK FLG J10 FQF J128 DBQ BAE POLAR-STAR	
Portland (PDX)	EHF J65 RBL J1 OED	1300-0600
Seattle/Tacoma (SEA)	EHF CZQ LIN J189 LMT	1300-0500
TUCSON (TUS)		
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	OBK CRL HIMEZ-STAR	
Houston (HOU)	FST J138 SAT LISSE-STAR	
Houston (IAH)	FST J138 SAT CARNE-STAR	

SPECIAL HIGH ALTITUDE ARRIVAL ROUTES FOR DENVER TERMINAL AREA

SOUTHEAST

Denver over GCK DANDD-STAR
 over LBB LBL LAA QUAIL-STAR

SOUTH

Denver over ALS LARKS-STAR
 over HBU POWDR-STAR
 over PNH HGO QUAIL-STAR

SOUTHWEST

Denver over DVC J146 HBU POWDR-STAR
 over TBC J128 HBU POWDR-STAR
 or
 over TBC RSK LARKS-STAR
 over RSK LARKS-STAR
 over ALS LARKS-STAR

WEST

Denver over EKR TOMSN-STAR
 over SLC TCH J56 CHE TOMSN-STAR
 over OCS RAMMS-STAR
 over HVE J28 HBU POWDR-STAR

NORTHWEST

Denver over MBW RAMMS-STAR

NORTH

Denver over BFF LANDR-STAR

NORTHEAST

Denver over ONL J114 SNY LANDR-STAR
 over OBH J10 LBF SAYGE-STAR

EAST

Denver over OBH J10 LBF SAYGE-STAR
 over HYS J24 OATHE DANDD-STAR

SPECIAL HIGH ALTITUDE ARRIVAL ROUTES FOR SALT LAKE CITY TERMINAL AREA

SOUTHEAST

Salt Lake City over JNC J12 HELPR SPANE-STAR.....
 over EKR MTU SPANE-STAR

SOUTH

Salt Lake City over BCE DTA-TCH
 over MLF DTA-TCH

WEST

Salt Lake City over BVL BVL-STAR.....

NORTHWEST

Salt Lake City over BYI BEARR-STAR.....

NORTH

Salt Lake City over PIH BEARR-STAR
 over DBS BRIGHAM CITY-STAR

NORTHEAST

Salt Lake City over JAC BRIGHAM CITY-STAR

EAST

Salt Lake City over OCS BRIGHAM CITY-STAR

SPECIAL HIGH ALTITUDE DIRECTIONAL ROUTES

Terminals	Route	Effective Times (UTC)
Traffic overflying Salt Lake Center, westbound south of a line from Rock Springs VORTAC (OCS) to Mina VORTAC (MVA):		
Salt Lake City (ZLC)	TATOO DUGLE MADWIN-STAR	
	or	
	RUMPS OAL MODESTO-STAR	
	or	
	TPH CANDA EL NIDO (RNAV)-STAR	

PREFERRED IFR ROUTES

Traffic overflying Salt Lake Center, westbound north of a line from Rock Springs VORTAC (OCS) to Mina VORTAC (MVA):

Salt Lake City (ZLC) FMG RAIDR (RNAV)–STAR
 or
 FMG ILA PYE GOLDEN GATE–STAR
 or
 FMG EL NIDO (RNAV)–STAR

Transcon flights overflying Salt Lake City Center, westbound south of Wasatch VORTAC (TCH):

Salt Lake City (ZLC) DTA TATOO DUGLE MADWIN–STAR
 Salt Lake City (ZLC) DTA RUMPS OAL MODESTO–STAR
 Salt Lake City (ZLC) ILC TATOO DUGLE MADWIN–STAR
 Salt Lake City (ZLC) ILC RUMPS OAL MODESTO–STAR

Transcon flights overflying Salt Lake City Center, westbound Wasatch VORTAC (TCH) or north of (TCH):

Salt Lake City (ZLC) FMG RAIDR (RNAV)–STAR
 Salt Lake City (ZLC) FMG ILA PYE GOLDEN GATE–STAR

Traffic departing Salt Lake City Center, westbound south of Wasatch VORTAC (TCH):

Salt Lake City (ZLC) TPH CANDA EL NIDO–STAR

Traffic departing Salt Lake City Center, westbound from or north of Wasatch VORTAC (TCH):

Salt Lake City (ZLC) FMG EL NIDO–STAR

HIGH ALTITUDE—SINGLE DIRECTION ROUTES

Airway	Segment Fixes	Direction Effective	Effective Times (UTC)
J110	Farmington, NM to Boulder City, NV	West	1500–0300

Q-ROUTES REGULATORY

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

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

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

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

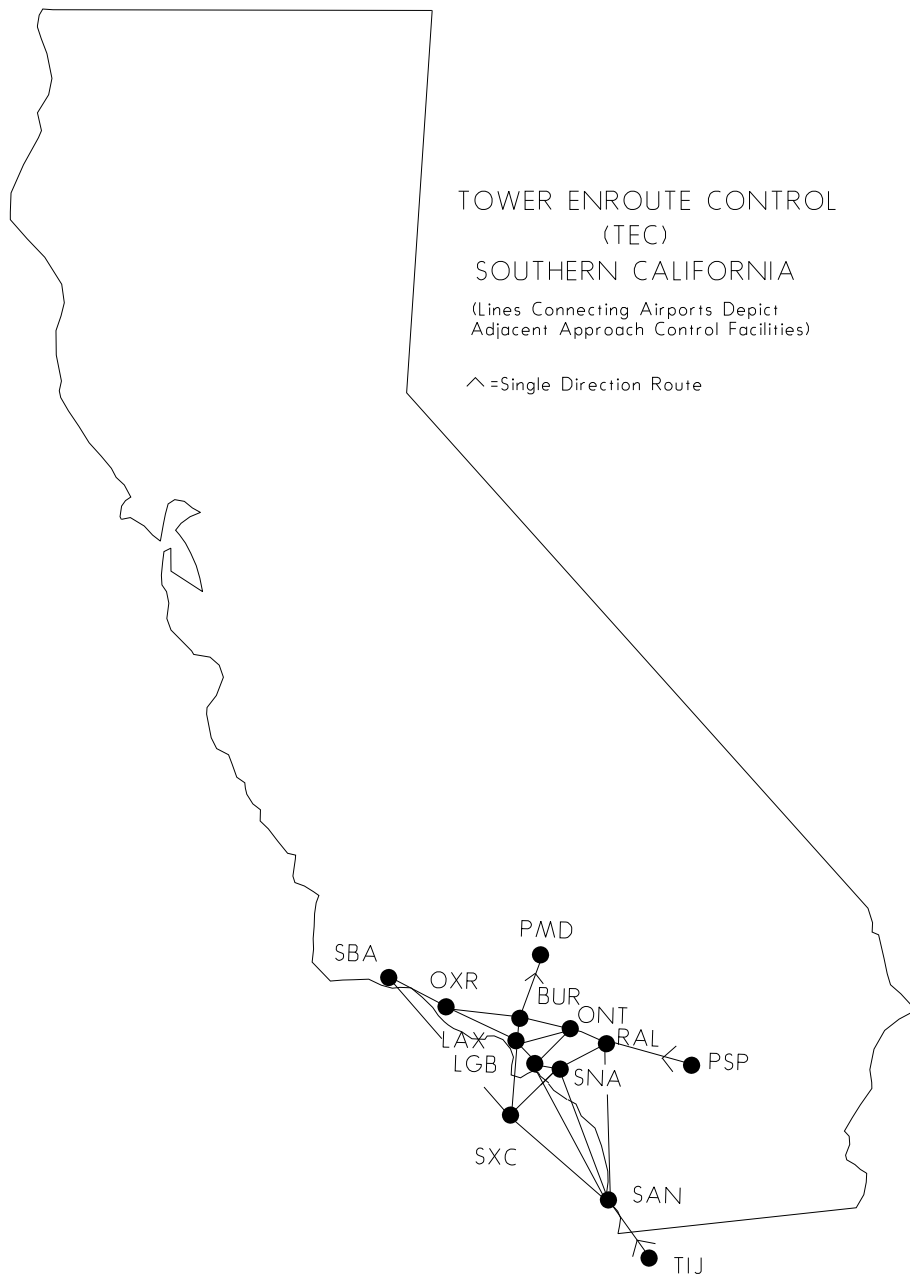
Route	Segment	DME
Q1	ELMAA-ERAVE	BTG, OLM, HQM, HUH, UBG
	ERAVE-EASON	BTG, OLM, HQM, HUH, LTJ, CVO, DSD, OED, UBG, ONP, EUG
	EASON-EBINY	CVO, DSD, OED, BTG, UBG, ONP, EUG, LMT
	EBINY-ENVIE	CVO, OED, EUG, LMT, RBL, ENI, ONP, FJS
	ENVIE-ETCHY	OED, PYE, OAK, LIN, ECA, LMT, RBL, ENI, SAC, FJS
Q2	ETCHY-POINT REYES	LIN, ECA, RBL, ENI, SAC, OAK
	BOILE-HEDVI	HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR
	HEDVI-HOBOL	BZA, GBN, BLH, EED, PXR, IPL, TFD, DRK, TUS
	HOBOL-ITUCO	TFD, GBN, BLH, PXR, TUS, CIE, SSO
	ITUCO-NEWMAN	EWM, TFD, PXR, CIE, SSO, TUS, TCS
Q3	FEPOT-FAMUK	OLM, TOU, HQM, CVO, BTG, DSD, LTJ, UBG, ONP, EUG
	FAMUK-FRFLY	BTG, DSD, OED, CVO, EUG, ONP, UBG, RBL, LMT
	FRFLY-FINER	OED, EUG, RBL, LMT, ENI, CVO, FJS
	FINER-FOWND	OED, PYE, ECA, LIN, OAK, ENI, RBL, LMT, SAC, FJS
	FOWND-POINT REYES	LIN, ECA, PYE, RBL, SAC, ENI
Q4	BOILE-HEDVI	HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR
	HEDVI-SCOLE	EED, BLH, BZA, GBN, TRM, IPL, TFD
	SCOLE-SPTFR	EED, BLH, BZA, GBN, TRM, IPL, TFD
	SPTFR-ZEBOL	EED, IPL, BZA, GBN, TFD, PXR, BLH
	ZEBOL-SKTTR	PXR, BLH, BZA, GBN, TFD, TUS, SSO, CIE, SVC, TCS
Q5	SKTTR-EL PASO	EWM, CUS, SVC, TCS, SSO, CIE, ELP, DMN, CME
	HAROB-HISKU	OLM, ONP, CVO, EUG, HQM, UBG, BTG, LTJ, DSD, HUH
	HISKU-HARPR	ONP, CVO, EUG, LTJ, DSD, UBG, BTG, RBL, OED, LMT, FJS, LKV
	HARPR-HOMEG	CVO, EUG, OED, RBL, LMT, ENI, FJS, LKV
	HOMEG-HUPTU	SAC, PYE, LIN, OAK, ECA, LMT, RBL, ENI, OED, FJS
Q7	HUPTU-STIKM	OAK, ECA, PYE, LIN, SAC, ENI, RBL
	JINMO-JOGEN	CVO, HQM, LTJ, UBG, BTG, ONP, IMB, EUG, OLM, DSD, YKM, PDT, SEA
	JOGEN-JUNEJ	LTJ, IMB, UBG, EUG, CVO, RBL, LMT, FMG, DSD, LKV, OED, BTG
	JUNEJ-JAGWA	RBL, LMT, FMG, LIN, SAC, ECA, ENI, MOD, SWR, OAK, LKV, CZQ, AVE, SNS
	JAGWA-AVENAL	OAK, MOD, ECA, EHF, PRB, AVE, SNS, CZQ
Q9	SUMMA-SMIGE	OLM, UBG, SEA, YKM, BTG, ONP, IMB, HQM, PDT, EUG, LTJ, CVO, DSD, OED, EPH, MWH
	SMIGE-SUNBE	IMB, UBG, EUG, IMB, RBL, LMT, FMG, SAC, OED, CVO, LKV, DSD, BTG
	SUNBE-REBRG	RBL, LMT, FMG, SAC, ECA, MVA, CZQ, OAK, EHF, PMD, LKV, LIN, MOD, AVE, OED, SWR
	REBRG-DERBB	CZQ, PMD, EHF, LAX, RZS, AVE, MOD, ECA
	PAAGE-PAWLI	EPH, UBG, CVO, EUG, HQM, YKM, OLM, PDT, BTG, ONP, IMB, LTJ, DSD, LKV, OED, SEA
Q11	PAWLI-PITVE	EUG, FMG, SAC, IMB, LKV, OED, DSD, RBL, LMT, CVO, REO
	PITVE-PUSHH	FMG, SAC, LIN, SWR, MOD, OAL, RBL, LKV, LMT, MVA, CZQ
	PUSHH-LOS ANGELES	SAC, ECA, FMG, LIN, OAL, MOD, EHF, LAX, PMD, PDZ, HEC, OCN, CZQ, AVE, RZS
	All segments	None; GNSS required
	All segments	None; GNSS required
Q13	PLESS-NASHVILLE	ENL, GQO, PXV, BNA, IUI, FAM, BWG, CSX
Q15	CORONA-HONDS	CNX, ABQ, ACH, ONM, TXO, LVS, TCC, CME
Q19	HONDS-UNNOS	CNX, INK, CME, TXO, TCC
Q20	UNNOS-FUSCO	FST, ACH, INK, CME, SJT, TXO, TCC
	FUSCO-JUNCTION	ABI, CWK, CSI, INK, LZZ, JCT, SJT, STV, FST
Q21	JONEZ-RAZORBACK	BYP, EOS, TUL, TXK, ADM, RZC, OKM
Q22	GUSTI-OYSTY	AEX, DAS, MCB, LLA, BTR, LCH, HRV, LFT, LEV
	OYSTY-ACMES	RQR, GCV, MCB, BTR, PCU, GPT, HRV, LEV, SJJ
	ACMES-CATLN	SJJ, MGM, MCB, BFM, GPT, GCV, HRV, CEW, MVC, PCU, MEI
Q23	FORT SMITH-RAZORBACK	OKM, RZC, EOS, TUL

Route	Segment	DME
Q24	LAKE CHARLES-BATON ROUGE BATON ROUGE-IRUBE IRUBE-PAYTN	AEX, DAS, LCH, MCB, LFT, BTR AEX, LEV, MCB, LCH, RQR, HRV, BTR, GCV, MCB, PCU, SJI, LBY GCV, MCB, JYU, PCU, MEI, HRV, CEW, SJI
Q25	MEEOW-WALNUT RIDGE WALNUT RIDGE-WLSUN WLSUN-POCKET CITY	ELD, MEM, LIT, FAM, RZC MEM, STL, BWG, PXV, ENL, FAM, ARG, BNA, CSX, TTH BWG, PXV, ENL, BNA, TTH
Q26	WALNUT RIDGE-DEVAC	LIT, JKS, GQO, MEM, BNA, FAM, ARG, DYR, VUZ, RMG
Q27	FORT SMITH-ZALDA	OKM, SGF, RZC, EOS, TUL
Q28	GRAZN-PYRMD PYRMD-HAKAT HAKAT-ESTEE ESTEE-POCKET CITY	EIC, LIT, ELD, OKM, TXK ARG, LIT, FAM, ELD, SGF, RZC, MEM, TXK ARG, LIT, FAM, SGF, MEM ARG, CSX, FAM, PXV, ENL, MEM, STL, BWG, TTH, BNA
Q29	HARES-MEMPHIS MEMPHIS-SIDAE SIDAE-POCKET CITY	MEM, ARG, LIT, JAN, ELD, SQS MEM, PXV, BNA, BWG, ARG, ENL PXV, TTH, BWG, ENL
Q30	SIDON-VULCAN	GLH, MEM, VUZ, JAN, JYU, MEI, MGM, SQS, RMG
Q31	DHART-JODOX JODOX-MARVELL MARVELL-TIIDE TIIDE-POCKET CITY	SQS, LIT, TXK SQS, LIT, ELD, MEM, ARG ARG, BWG, PXV, FAM, LIT, MEM, ENL, TTH BWG, PXV, ENL, TTH
Q32	EL DORADO-GAGLE GAGLE-CRAMM CRAMM-NASHVILLE NASHVILLE-SWAPP	AEX, JAN, MEM, SQS, SWB, ELD, LIT, TXK JAN, SQS, MEM, ARG, VUZ, BNA, LIT BWG, MEM, VUZ, BNA, GQO BWG, IIU, PXV, VXV, BNA, GQO
Q33	DHART-LITTLE ROCK	AEX, ELD, LIT, TXK, SWB, ARG, MEM, SQS
Q34	LITTLE ROCK-PROWL TEXARKANA-MATIE MATIE-MEMPHIS MEMPHIS-SWAPP	ELD, SGF, FAM, LIT, ARG, MEM, RZC, CSX, STL LIT, SWB, TXK, BYP, EIC, ELD, SQS LIT, ARG, MEM, ELD, SQS BWG, ARG, MEM, MKL, SQS, PXV, BNA, GQO, IIU, VXV
Q35	KIMBERLY-NEERO NEERO-WINEN WINEN-CORKR CORKR-DRAKE	LTJ, PDT, DSD, IMB, LKV, BOI, REO, BAM, SDO BQU, SDO, BAM, REO, BVL, ILC, DTA, ELY, CDC, MLF, BCE CDC, BCE, BLD, ILC, MLF, TBC, PGS, INW, DRK TBC, BCE, BLD, DRK, PGS, FLG, GCN, INW, TFD
Q36	RAZORBACK-TWITS TWITS-DEPEC DEPEC-NASHVILLE NASHVILLE-SWAPP	RZC, MEM, SGF, BUM, TUL, EOS, FAM, ARG, LIT MEM, GQO, BNA, BWG, FAM, ARG, PXV, IIU GQO, BWG, BNA, PXV, IIU VXV, BWG, BNA, GQO, PXV, IIU
Q37	FORT STOCKTON-CAVRN CAVRN-YORUB YORUB-IMMAS IMMAS-PUEBLO	SJT, ELP, INK, CME, FST TXO, ELP, CME, INK, FST, SJT CME, ABQ, TXO, ACH, FTI, CNX, TCC, CIM, INK FTI, CIM, ALS, PUB, LAA, HGO, FQF, DVV, DEN, BVR, BJC, AKO, ACH, TCC, TXO, CNX
Q38	ROKIT-INCIN INCIN-LAREY LAREY-BESOM	DAS, LCH, SWB, IAH, LFK, HUB, AEX JAN, MCB, SWB, AEX JAN, JYU, MEI, SQS, VUZ
Q40	ALEXANDRIA-DOOMS DOOMS-WINAP WINAP-MISLE	AEX, SWB, LCH, JAN, HEZ, MCB JAN, SQS, MEI, MCB MEI, VUZ, JYU
Q42	KIRKSVILLE-STRUK STRUK-DANVILLE DANVILLE-MUNCIE MUNCIE-HIDON HIDON-BUBAA BUBAA-PSYKO PSYKO-BRNNAN BRNNAN-MAALS MAALS-SUZIE SUZIE-EAST TEXAS EAST TEXAS-ELIOT BRNNAN-HOTEE HOTEE-BTRIX BTRIX-SPOTZ SPOTZ-ZIMMZ	CID, IOW, UIN, LMN, IRK, BDF, STL, DEC, ENL, CSX ENL, IOW, UIN, BDF, DEC, STL, CSX, SPI, TTH, BVT, JOT, VHP, OXI, ENL, OKK, OBK, GIJ, FWA, GSH, IRK GIJ, SPI, BDF, OBK, OKK, VHP, BVT, DEC, GSH, FWA, JOT, TTH, OXI, ROD, FLM FLM, VHP, GSH, TTH, GIJ, OKK, FWA, ROD, OXI, CRL, GSH, APE, DJB, DXO, HNN, AIR, HVQ, CXR, EWC AIR, APE, HNN, CXR, HVQ, EWC, DJB AIR, APE, DJB, CXR, HNN, EWC, SLT, CSN, JHW, ETG, PSB PSB, JHW, EWC, AIR, ETG, CSN, EMI, SLT EMI, SLT, CSN, EWC, PSB, ETG, SAX, RBV, HNK, HUO, SIE ETG, EMI, CSN, HUO, SIE, JFK, PSB, SLT, HNK JFK, EMI, PSB, SLT, HNK, SIE, RBV, SAX, HUO, CYN HUO, RBV, EMI, CYN, SAX, JFK, PSB, HNK SLT, PSB, THS, ETG, RAV, THS, HAR, SEG, LRP, EMI RAV, PSB, LRP, EMI, RBV, PTW, HNK, HUO, SIE, HNK, SAX FJC, SIE, CYN, LRP, SAX, JFK, PTW, ETX, EMI BWZ, SAX, CYN, ETX, HNK

Route	Segment	DME
Q62	NOLNN-WEEVR	DXO, GIJ, DJB, ROD, FWA
	WEEVR-PSKUR	APE, VWV, DJB, ROD, CRL, GSH, SKY, DXO, CXR, DJB, MFD
	PSKUR-FAALS	CRL, CXR, DJB, SKY, APE, DXO, EWC, MFD, AIR, ACO, BSV, YNG, ACO
	FAALS-ALEEE	YNG, ACO, EWC, DJB, AIR
	ALEEE-QUARM	CXR, JHW, EWC, DJB, AIR, ETG, CIP, PSB, MMJ
	QUARM-BURNI	PSB, JHW, TON, JST, EWC, PSB, SLT, REC, ETG
	BURNI-MCMAN	SEG, ETG, TON, SLT, EMI
	MCMAN-VALLO	SEG, PSB, TON, SLT, EMI
	VALLO-RAVINE	SEG, MIP, RAV, SLT, EMI, HAR, ETG, PSB
	RAVINE-SUZIE	SAX, EMI, RBV, MIP, PSB, LRP, ETG, PTW
	SUZIE-SARAA	LRP, SIE, SAX, PTW, ETX
Q104	DEFUN-HEVVN	PIE, PZD, CRG, SZW, TAY, JYU, CEW, MGM, OTK, CRG
	HEVVN-PLYER	PIE, ORL, OMN, SRQ, TAY, LAL, CRG, SZW, PZD
	PLYER-SWABE	PIE, ORL, OMN, SRQ, TAY
	SWABE-ST PETERSBURG	LAL, ORL, OMN, SRQ, PHK, PIE
Q106	ST PETERSBURG-CYPRESS	PHK, PBI, SRQ, PIE, VRB, ORL, FLL, LAL, OMN
	SMELZ-BULZI	LAL, ORL, OMN, PHK, PIE, CRG, VRB, TAY, OTK, PZD, AMG, SZW
	BULZI-DRABK	AMG, PZD, TAY, CRG, SZW, MGM, OTK, JYU, CEW, SJI
	DRABK-GADAY	MGM, PZD, OTK, JYU, SZW, CEW, SJI
	GADAY-HKUNA	CEW, JYU, MGM, SZW, RRS, PZD, MAI, OTK, GEF, MGR, TAY, AMG, CRG
	THNDR-JAYMC	SRQ, VRB, PIE, LAL, VKZ, ORL, PBI
	JAYMC-RVERO	VKZ, VRB, PHK, PIE, LAL, SRQ, ORL, OMN, PBI, DHP
	RVERO-KPASA	OMN, PIE, PBI, SRQ, ORL, LAL
	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS-GULFR	OMN, AMG, CRG, SZW, PIE, TAY, PZD, OTK
	GULFR-FEONA	TAY, MCN, PZD, CRG, OTK, SZW, AMG, MCN, ATL, MGM
	DEFUN-HEVVN	PIE, OTK, CRG, OMN, LAL, SZW, SRQ, ORL, VRB
	HEVVN-INPIN	JYU, PZD, CEW, SZW, MGM, OTK, TAY, AMG, PIE, CRG
Q112	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS-GULFR	OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK
	GULFR-CEEYA	MCN, AMG, PZD, OTK, SZW, TAY
	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
Q118	BRUTS-LENIE	OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK, MCN
	SACRAMENTO-ZORUN	LIN, OAK, ECA, PYE, HNW, SAC, MOD, SWR, MVA, HZN, LLC, FMG
	ZORUN-GALLI	HZN, FMG, MVA, BAM, LLC, SWR
	GALLI-BIG PINEY	MVA, BAM, REO, BQU, BVL, TWF, LCU, MLD, ELY, PIH, TCH, FFU, BPI, OCS, IDA, DBS, BOY
Q121	BIG PINEY-FOSIG	BOY, OCS, BPI, CKW, RIW, CZI, DDY, GCC, RAP, BFF, DPR
	FOSIG-REDWOOD FALLS	DPR, RAP, PIR, ONL, ABR, HON, FSD, MHE, RWF, FGT, DWN
	PARZZ-POCATELLO	LCU, DBS, PIH, MLD, TCH, IDA, BVL, BAM
	POCATELLO-TOUGH	GCC, MLS, DIK, BIL, CZI, BOY, DBS, BPI, IDA, DNW, PIH, JAC, MLD, TCH, LCU
	MOGEE-MACUS	LIN, OAK, ECA, PYE, HNW, MOD, SAC, SWR, FMG, HZN, LLC, MVA
	MACUS-MCORD	LLC, BAM, FMG, MVA, SDO, HZN
	MCORD-LUCIN	BVL, TCH, PIH, LCU, ELY, MLD, TWF, SDO, BAM, MVA, BQU, FMG, LLC
	LUCIN-BEARR	PIH, TCH, BVL, MLD, FFU, LCU, IDA
	BEARR-KURSE	PIH, TCH, BVL, LCU, MLD, OCS, BPI, CKW, MTU, BOY, CHE, RLG, CYS, BFF, CZI, DDY, GLL
	KURSE-ONEILL	BFF, CYS, CDR, SNY, AIA, HCT, ONL, TDD, OBH, CUZ, FSD
	ONEILL-FORT DODGE	YKN, OBH, ONL, OFK, FSD, SUX, FOD, OVR, SPW, MCW, DSM
	PARZZ-COKEE	BIL, MLS, GGW, LWT, HLN, HIA, BZN, DBS, IDA, LKT, PIH, MLD, LCU, BOI, BAM, BVL
	MOGEE-MACUS	LIN, OAK, ECA, PYE, HNW, MOD, SAC, SWR, FMG, HZN, LLC, MVA, BAM
	MACUS-MCORD	FMG, LLC, BAM, MVA, HZN, SDO
Q124	MCORD-SLOWN	BQU, SDO, BAM, MVA, FMG, LLC, HZN
	SLOWN-FASTE	BQU, SDO, BAM, BVL, TWF, LCU, ELY, FFU, DTA
	FASTE-BONNEVILLE	TCH, FFU, LCU, DTA, BVL, ELY
	BONNEVILLE-WAATS	TCH, OGD, LCU, DTA, BVL, FFU
Q125	PARZZ-WLLES	GTf, LWT, CTB, HLN, BZN, DLN, HIA, IDA, LKT, DBS, PIH, MLD, LCU, BVL, BOI, BAM
	TIPRE-INSLO	MOD, PYE, ECA, ENI, SAC, LIN, CZQ, OAK, FMG, HZN, MVA, LLC, TPH, OAL
	INSLO-GAROT	CDC, DTA, BVL, FFU, MLF, ILC, ELY, BQU, MVA, OAL, TPH, HZN, LLC
	GAROT-MEEKER	BVL, DTA, FFU, TCH, HVE, PUC, MTU, VEL, EKR, JNC, RIL
Q128	LINDEN-JSICA	MOD, PYE, ECA, SAC, CZQ, OAK, LIN, MVA, HZN, OAL, TPH
	JSICA-EDLES	MVA, OAL, TPH, ILC, CDC, DTA, ELY, MLF, BCE, HVE, PUC, JNC, DVC, MTJ, MTU

Route	Segment	DME
	EDLES-FLOOD	JNC, PUC, HVE, MTU, DVC, HBU, MTJ, RSK, EKR, ETL, ALS, RLG, FQF, HGO, PUB, BJC, LAA
	FLOOD-ZAROS	DEN, PUB, LAA, DVV, HGO, BVR, GLD, GCK, LBL
	ZAROS-BARTLESVILLE	GCK, LBL, GLD, DDC, GAG, PER, ANY, ICT, IFI, TUL, OKM
	BARTLESVILLE-RAZORBACK	OKM, PER, EOS, TUL, BVO, RZC, OSW, SGF
	RAZORBACK-PAMMO	OKM, EOS, TUL, RZC, SGF, HRO, FLP, LIT, ARG, MEM
	PAMMO-MEMPHIS	LIT, MEM, ARG, GQE, SQS, HLI
Q130	LINDEN-JSICA	MOD, PYE, SAC, ECA, CZQ, OAK, LIN, HZN, MVA, OAL, TPH
	JSICA-REANA	FMG, OAL, MVA, ILC, TPH, HZN, CDC, DTA, ELY, MLF, BCE
	REANA-MRRNY	BCE, ILC, CDC, DTA, MLF, HVE, TBC, PUC
	MRRNY-RATTLESNAKE	DRO, DVC, GUP, RSK, CEZ, HVE, TBC, BCE, DTA, PUC, PGA
	RATTLESNAKE-DIXAN	DRO, DVC, GUP, RSK, ABQ, ACH, TAS, FTI
	DIXAN-MIRME	ABQ, FTI, CIM, TAS, ACH, TCC, TXO, PNH
	MIRME-PANHANDLE	TCC, BGD, PNH, DHT, TXO, ACH
Q132	WEBGO-ANAHO	LLC, HZN, FMG, SAC, SWR, LIN
	ANAHO-MYBAD	LLC, HZN, FMG, SDO
	MYBAD-ZERAM	LLC, BAM, REO, MVA, SDO
	ZERAM-MAGPY	LLC, SDO, BAM, REO, MVA, FMG
Q134	DUGLE-TATOO	MOD, SAC, CZQ, ECA, LIN, OAL, MVA, TPH, LLC
	TATOO-JULIK	MVA, OAL, TPH, ILC, DTA, BVL, CDC, ELY, MLF, BCE, HCE
	JULIK-HERSH	BCE, MLF, DTA, HVE, CDC, TCH, PUC, MTU
	HERSH-VOAXA	HVE, PUC, MTU, JNC, MTJ, EKR, RIL, DBL, RLG, FQF
Q136	COALDALE-RUMPS	TPH, MVA, OAL
	RUMPS-KATTS	TPH, MVA, OAL, HZN, ILC
	KATTS-WEEMN	TPH, MVA, CDC, DTA, ILC, ELY, MLF, BVL, BCE, FFU, HVE, MTU, PUC, JNC, DVC, MTJ
	WEEMN-VOAXA	HVE, PUC, MTU, MTJ, JNC, EKR, RIL, DBL, RLG, FQF
Q138	WILLIAMS-FIMUV	ENI, RBL, MXW, PYE, ECA, ILA, LIN, SAC, FMG, SWR, HZN
	FIMUV-JENSA	FMG, RGL, HZN, LIN, SAC, LLC
	JENSA-PUHGI	HZN, BAM, FMG, MVA, SDO, LLC
	PUHGI-ROOHZ	REO, LLC, BAM, SDO, BQU
	ROOHZ-PARZZ	PIH, BVL, LCU, BAM, BQU, REO, SDO, LLC
	PARZZ-UROCO	BOY, MLD, IDA, DBS, BPI, PIH, BVL, TCH, LCU, BAM
	UROCO-RICCO	CZI, DDY, BOY, RLY, COD, BPI, DA, DBS, MLD
	RICCO-MOTLY	DIK, GCC, RAP, DPR, CZI, DDY, BOY, SHR
	MOTLY-ABERDEEN	FAR, FSD, HON, DPR, ABR, PIR, RAP, DIK, GCC
Q406	BROADWAY-DBABE	JFK, SAX, FJC, RBV, ARD, SBJ, STW, SIE, HTO, BWZ, CYN, HNK
	DBABE-BASYE	CMK, HTO, BDR, CYN, LGA
	BASYE-TRIBS	RBV, HTO, BDR, CYN, PWL, CMK, JFK, HNK
	TRIBS-BIGGO	SAX, HTO, BAF, BDR, PUT, IGN, CTR, HFD
	BIGGO-BARNES	HUO, HTO, IGN, BAF, HFD, CTR, BOS
Q448	POTTSTOWN-LANNA	CYN, HUO, ETX, JFK, SIE, STW
	LANNA-DBABE	SIE, SBJ, BWZ, FJC, JFK, CYN, ARD, STW, HTO, SAX
	DBABE-BASYE	CYN, LGA, BDR, CMK, HTO
	BASYE-TRIBS	CYN, RBV, BDR, PWL, HTO, HNK, CMK, JFK
	TRIBS-BIGGO	PUT, SAX, BAF, BDR, HTO, HFD, IGN, CTR
	BIGGO-BARNES	PUT, SAX, BAF, BDR, HTO, HFD, IGN, CTR
Q480	ZANDR-BELLAIRE	APE, CXR, JPU, CTW, DJB, HLG, EWC, AIR, HNN
	BELLAIRE-LEJOY	APE, AIR, EWC, HLG, CTW, AGC, MGW, IHD, JST, PSB
	LEJOY-VINSE	JST, PSB, EWC, GRV, IHD, REC, AIR, EMI, ETG, SLT, THS
	VINSE-BEETS	EMI, CSN, ETG, SLT, THS, HAR
	BEETS-HOTEE	EMI, CSN, HAR, SLT, THS, SIE, LRP, RAV, PSB, RAV
	HOTEE-BTRIX	EMI, PSB, RBV, RAV, LRP, PTW, HUO, SIE, HNK, SAX
	BTRIX-SPOTZ	FJC, SIE, CYN, LRP, SAX, JFK, PTW, ETX, EMI
	SPOTZ-CANDR	FJC, STW, CYN, ETX, LVZ, RBV, SBJ
	CANDR-JEFFF	JFK, STW, BWZ, SAX, SBJ, HNK, CYN
	JEFFK-KINGSTON	RBV, STW, CMK, HNK, SAX, JFK, HUO, IGN, RBV
	KINGSTON-LESWL	PUT, RBV, CMK, HNK, HUO, SAX, HTO, PVD
	LESWL-BARNES	BAF, SAX, JFK, HTO, PVD, HFD, HUO, BOS
	BARNES-KENNEBUNK	EEN, BOS, HFD, HTO, PUT, CTR, BAF, GDM, MHT, LWM, CON, LFV, ENE, PSM
Q501	VIXIS-GOPHER	ECK, FNT, APN, SSM, GRR, MBL, SAW, BAE, MNM, DLL, AUW, ODI, STE, FGT, EAU, DLH, GEP, BRD, MCW, MSP, ASP, TVC, GRB, RWF
	GOPHER-SOBME	FGT, BRD, MCW, GEP, ABR, FAR, DLH, ODI, RWF, FSD
Q502	KENPA-GOPHER	SSM, FNT, ECK, APN, SAW, GRB, BAE, DLL, AUW, ODI, FGT, DLH, EAU, MCW, MSP, MNM, ASP, TVC, GEP, RWF, BRD

Route	Segment	DME
Q504	GOPHER-SOBME	FGT, DLH, ODI, MCW, ABR, FAR, MSP, GEP, RWF, FSD, BRD
	NOTAP-CESNA	SSM, ECK, APN, GLR, PLN, ISQ, MNM, DLL, RHI, DLH, GEP, FGT, ODI, ASP, TVC, SAW, GRB, BRD
Q505	CESNA-HEMDI	ODI, GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, DLL, BRD
	OMAGA-RIMBE	SSM, TVC, ASP, SAW, GRB
	RIMBE-CESNA	SSM, RHI, DLL, DLH, GEP, FGT, TVC, SAW, GRB, BRD, ODI
	CESNA-HEMDI	GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, BRD, ODI, GRB



Within the national airspace system it is possible for a pilot to fly IFR from one point to another without leaving approach control airspace. This is referred to as "Tower Enroute" which allows flight beneath the enroute structure. The tower enroute concept has been expanded (where practical) by reallocating airspace vertically/geographically to allow flight planning between city pairs while remaining within approach control airspace. Pilots are encouraged to use the TEC route descriptions provided in the Southwest U.S. Airport/Facility Directory when filing flight plans. Other airways which appear to be more direct between two points may take the aircraft out of approach control airspace thereby resulting in additional delays or other complications. All published TEC routes are designed to avoid enroute airspace and the majority are within radar coverage. The following items should be noted before using the graphics and route descriptions.

1. The graphic is not to be used for navigation nor detailed flight planning. Not all city pairs are depicted. It is intended to show geographic areas connected by tower enroute control. Pilots should refer to route descriptions for specific flight planning.

2. The route description contains four columns of information after geographic area listed in the heading, where the departure airport is located; i.e., the airport/airports of intended landing using FAA three letter/letter-two number identifiers, the coded route number (this should be used when filing the flight plan and will be used by ATC in lieu of reading out the full route description), the specific route (airway, radial, etc.), the altitude allowed for type of aircraft and the routes.

3. The word "DIRECT" will appear as the route when radar vectors will be used or no airway exists. Also this indicates that a Standard Instrument Departure (SID) or Standard Terminal Arrival (STAR) may be applied by ATC.

4. When a NAVAID or intersection identifier appears with no airway immediately preceding or following the identifier, the routing is understood to be DIRECT to or from that point unless otherwise cleared by ATC or radials are listed (See item 5).

5. Routes beginning and ending with an airway indicate that the airway essentially overflies the airport or radar vectors will be applied.

6. Where more than one route is listed to the same destination, ensure you file correct route for type of aircraft which is denoted after the route in the altitude column using J,M,P, or Q. These are listed after item 10 under Aircraft Classification.

7. Although all airports are not listed under the destination column, IFR flight may be planned to satellite airports in the proximity of major airports via the same routing.

8. Los Angeles International Airport (LAX) and four other airports (ONT-SAN-TOA-SNA) have two options due to winds and these affect the traffic flows and runways in use. To indicate the difference the following symbols are used after the airport: Runway Number, W for west indicating normal conditions, E for East, and N for North indicating other than normal operation. If nothing follows the airport use this route on either West, East, or North plan. Other destinations have different arrivals due to LAX being East and they have the notation "(LAXE)." Torrance Airport is also unique in that the airport is shared between Los Angeles and Coast area of Southern California TRACON; for Runway 11 departures use Coast area routings and for Runway 29 departures use Los Angeles area routings.

9. When filing flight plans, the coded route identifier, i.e. SANL2, VTUL4, POML3 may be used in lieu of the route of flight.

10. Aircraft types i.e. J, M, P, and Q are listed at the beginning of the altitude and should be used with the route of flight filed. (See Aircraft Classification below). The altitudes shown are to be used for the route. This allows for separation of various arrival routes, departure routes, and overflights to, from, and over all airports in the Southern California area.

LEGENDS

AIRCRAFT CLASSIFICATION

(J) = Jet powered

(M) = Turbo Props/Special (cruise speed 190 knots or greater)

(P) = Non-jet (cruise speed 190 knots or greater)

(Q) = Non-jet (cruise speed 189 knots or less)

BURBANK AREA

FROM: BUR VNY WHP

TO:	ROUTE ID	ROUTE	ALTITUDE
HHR	BURN1	V186 ADAMM V394 HHR RY25 LOC	PQ50
HHR	BURN2	V186 V264 POM V394 HHR RY25 LOC ..	JM70
HHR (LAXE)	BURN3	VNY095R ELM00	JMPQ50
LAX	BURN4	VNY095R PURMS	JMPQ50
LAX (LAXE)	BURN5	VNY SMO	JM50PQ40
SMO	BURN6	VNY095R DARTS	JMPQ50
CCB	BURN7	V186 V264 POM	JM70PQ50
CNO EMT REI L65 AJO ONT POC RAL RIR			
RIV SBD	BURN8	V186 PDZ	PQ50
CNO EMT REI L65 AJO ONT POC RAL RIR			
RIV SBD	BURN9	V186 V264 POM V197 PDZ	JM70
HMT	BURN10	V186 PDZ V186 WESIN	PQ50
HMT	BURN11	V186 V264 POM V197 PDZ V186	
		WESIN	JM70
L67	BURN12	V186 PDZ PDZ078R EDITS	PQ50
L67	BURN13	V186 V264 POM V197 PDZ PDZ078R	
		EDITS	JM70
F70	BURN14	V186 PDZ V186 NIKKL	PQ50
F70	BURN15	V186 V264 POM V197 PDZ V186	
		NIKKL	JM70
AVX	BURN16	V186 BAYJY V363 DANAH SXC065R	
		SXC	PQ50
AVX	BURN17	TWINE V518 KIMMO V459 SLI V21 SXC	JM90
AVX (LAXE)	BURN18	V186 BAYJY V363 DANAH SXC065R	
		SXC	JM50
LGB FUL SLI TOA	BURN19	V186 ADAMM V394 SLI	PQ50
SNA	BURN20	V186 BAYJY V363 POXKU V8 SLI	PQ50
LGB SNA FUL SLI TOA	BURN21	TWINE V518 KIMMO V459 SLI	JM90
FUL SLI TOA (LAXE)	BURN22	V186 ADAMM V394 SLI	JM50
SNA (LAXE)	BURN23	V186 BAYJY V363 POXKU V8 SLI	JM50
LGB (LAXE)	BURN24	V186 ADAMM V394 SLI	M50
LGB (LAXE)	BURN25	V186 BAYJY V363 DANAH V23 SLI	J70
CRQ NFG NKX OKB	BURN26	V186 ROBNN V458 OCN	PQ70
CRQ NFG NKX OKB	BURN27	TWINE V518 KIMMO V459 SLI V23	
		OCN	JM90
CRQ NFG NKX OKB (LAXE)	BURN28	V186 BAYJY V363 DANAH V23 OCN	JM70
MYF NRS NZY SAN SDM SEE	BURN29	V186 HAILE V66 MZB	PQ90
MYF NRS NZY SAN SDM SEE	BURN30A	TWINE V518 KIMMO V459 SLI V23	
		KELPS MZB	M90
MYF NRS NZY SAN SDM SEE	BURN30B	TWINE V518 KIMMO V459 SLI SLI171	
		LAX118 CARDI MZB320 MZB	J110
MYF NRS NZY SAN SDM SEE (LAXE)	BURN31	V186 BAYJY V363 DANAH V23 KELPS	
		MZB	J110M90
SAN (SANE)	BURN32	V186 BAYJY V363 DANAH V165 SARGS	PQ50
SAN (SANE)	BURN33	TWINE V518 KIMMO V459 SLI V165	
		SARGS	J110M90
SAN (SANE) (LAXE)	BURN34	V186 POM164R V25 REDIN V165	
		SARGS	JM70
RNM	BURN35	V186 ROBNN V208 JLI	PQ70
RNM	BURN36	TWINE V518 KIMMO V459 SLI V23 OCN	
		V208 JLI	JM90
RNM (LAXE)	BURN37	V186 BAYJY V363 DANAH V23 OCN	
		V208 JLI	JM70
OXR CMA NTD	BURN38	FIM	JMPQ60
SBA	BURN39	FIM V186 DEANO V27 KWANG	JMPQ60

COAST AREA

FROM: FUL LGB SLI SNA TOA (RWY11)

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR	CSTN1	SLI V23 POPPR SMO125R SMO	
		SMO311R SILEX	PQ40
BUR	CSTN2	SLI V23 LAX LAX316R SILEX	JM60
WHP VNY	CSTN3	SLI V23 POPPR SMO125R SMO	
		SMO317R CANOG	PQ40
WHP VNY	CSTN4	SLI V23 LAX LAX320R CANOG	JM60
BUR VNY WHP (LAXE)	CSTN5	SLI SLI333R V186 VNY	JMPQ60
HHR	CSTN6	SLI SLI340R WELLZ HHR RY25 LOC	JM70PQ40

TO:	ROUTE ID	ROUTE	ALTITUDE
LAX	CSTN7	SLI	JM70PQ40
LAX (LAXE)	CSTN8	SLI V8 TANDY	JM50PQ40
SMO	CSTN9	SLI V23 POPPR SMO125R SMO	
		SMO059R ELMOO	PQ40
SMO	CSTN10	SLI V459 DARTS	JM80
SMO (LAXE)	CSTN11	SLI SLI333R V186 DARTS	JMPQ60
CCB EMT POC	CSTN12	SLI V8 POXKU V363 POM	JMPQ50
CNO REI L65 AJO ONT RAL RIR RIV SBD	CSTN13	SLI V8 PDZ	JM60PQ50
HMT	CSTN14	SLI V8 PDZ V186 WESIN	JM60PQ50
L67	CSTN15	SLI V8 PDZ PDZ078R EDITS	JM60PQ50
F70	CSTN16	SLI V8 PDZ V186 NIKKL	JM60PQ50
CRQ NFG NKX OKB	CSTN17	V25 PACIF V208 OCN	JM70
RNM	CSTN18	V25 PACIF V208 JLI	JM70
MYF NRS NZY SAN SDM SEE	CSTN19	V25 PACIF V208 LAX118R CARDI	
		MZB320R MZB	J110M90
SAN (SANE)	CSTN20	V25 REDIN V165 SARGS	J110M90
SBA	CSTN21	SLI V23 LAX V299 VTU VTU282R	
		KWANG	PQ60
SBA (LAXE)	CSTN22	SLI SLI333R V186 DEANO V27 KWANG..	MPQ60
SBA (LAXE)	CSTN23	SXC V208 VTU VTU282R KWANG	J100
NTD OXR CMA	CSTN24	SLI V23 POPPR SMO125R SMO VNY	PQ40
NTD CMA OXR (LAXE)	CSTN25	SLI SLI333R V186 FIM	MPQ60

FROM: LGB

TO:	ROUTE ID	ROUTE	ALTITUDE
SBA	CSTN26	LAX V299 VTU VTU282R KWANG	J100M80
NTD OXR CMA	CSTN27	SLI V23 LAX VNY	JM60

FROM: FUL SLI SNA TOA (RWY11)

TO:	ROUTE ID	ROUTE	ALTITUDE
SBA	CSTN28	SXC V208 VTU VTU282R KWANG	J100M80
NTD OXR CMA	CSTN29A	SLI V23 LAX VNY	M60
NTD OXR CMA	CSTN29B	SXC V208 VTU	J80

FROM: SNA

TO:	ROUTE ID	ROUTE	ALTITUDE
CRQ NFG NKX OKB	CSTN30	V23 OCN	PQ50
MYF NRS NZY SAN SDM SEE	CSTN31	V23 MZB	PQ50
RNM	CSTN32	V23 OCN V208 JLI	PQ70
SAN (SANE)	CSTN33	V23 OCN V165 SARGS	PQ50

FROM: FUL LGB SLI TOA (RWY11) when SNA South traffic

TO:	ROUTE ID	ROUTE	ALTITUDE
CRQ NFG NKX OKB	CSTN34	SLI V64 V363 DANAH V23 OCN	PQ50
RNM	CSTN35	SLI V64 V363 DANAH V23 OCN V208	
		JLI	PQ70
MYF NRS NZY SAN SDM SEE	CSTN36	SLI V64 V363 DANAH V23 MZB	PQ50
SAN (SANE)	CSTN37	SLI V64 V363 DANAH V165 SARGS	PQ50

FROM: FUL LGB SLI TOA (RWY 11) when SNA North traffic

TO:	ROUTE ID	ROUTE	ALTITUDE
CRQ NFG NKX OKB	CSTN38	V23 OCN	PQ50
MYF NRS NZY SAN SDM SEE	CSTN39	V23 MZB	PQ50
RNM	CSTN40	V23 OCN V208 JLI	PQ70
SAN (SANE)	CSTN41	V23 OCN V165 SARGS	PQ50

FROM: AVX

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR	CSTN42	SXC V21 SLI V23 POPPR SMO125R	
		SMO SMO311R SILEX	PQ40
BUR (LAXE)	CSTN43	SXC V21 SLI V23 LAX LAX316R SILEX ...	PQ40
BUR	CSTN44	SXC V21 SLI V23 LAX LAX316R SILEX ...	JM60
WHP VNY	CSTN45	SXC V21 SLI V23 POPPR SMO125R	
		SMO SMO317R CANOG	PQ40
WHP VNY (LAXE)	CSTN46	SXC V21 SLI V23 LAX LAX320R CANOG .	PQ40
WHP VNY	CSTN47	SXC V21 SLI V23 LAX LAX320R CANOG .	JM60
CCB EMT POC	CSTN48	SLI V8 POXKU V363 POM	JMPQ50

TO:	ROUTE ID	ROUTE	ALTITUDE
CNO REI L65 AJO ONT RAL RIR RIV SBD	CSTN49	SLI V8 PDZ	JM60PQ50
L67	CSTN50	SLI V8 PDZ PDZ078R EDITS	JM60PQ50
F70	CSTN51	SLI V8 PDZ V186 NIKKL	JM60PQ50
HMT	CSTN52	SLI V8 PDZ V186 WESIN	JM60PQ50
CRQ NFG NKX OKB	CSTN53	SXC V208 OCN	JMPQ50
MYF NRS NZY SAN SDM SEE	CSTN54	SXC V208 LAX118R CARDI MZB320R	
		MZB	J110M90
RNM	CSTN55	SXC V208 JLI	JMPQ70
MYF NRS NZY SAN SDM SEE	CSTN56	SXC V208 OCN V23 MZB	PQ50
SAN (SANE)	CSTN57	SXC V208 OCN V165 SARGs	PQ50
NTD OXR CMA	CSTN58	SXC V208 VTU	JM80PQ60
SBA	CSTN59	SXC V208 VTU VTU282R KWANG	J100M80PQ60

LOS ANGELES AREA

FROM: LAX West (J Class)

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR	LAXN1	LAX316R SILEX	J50
WHP VNY	LAXN2	LAX320R CANOG	J50
AVX	LAXN3	LAXX DP SLI V21 SXC	J50
FUL LGB SLI SNA TOA	LAXN4	LAXX DP SLI	J50
CCB EMT POC	LAXN5	LAXX DP SLI V8 POXKU V363 POM	J90
CNO REI L65 AJO RAL RIR RIV SBD ONT	LAXN6	LAXX DP SLI V8 PDZ	J90
HMT	LAXN7	LAXX DP SLI V8 PDZ V186 WESIN	J90
L67	LAXN8	LAXX DP SLI V8 PDZ PDZ078R EDITS	J90
F70	LAXN9	LAXX DP SLI V8 PDZ V186 NIKKL	J90
CRQ NFG NKX OKB	LAXN10	LAXX DP SLI SLI171R ALBAS V25 PACIF V208 OCN	J110
MYF NRS NZY SAN SDM SEE	LAXN11	LAXX DP MZB	J110
RNM	LAXN12	LAXX DP SLI SLI171R ALBAS V25 PACIF V208 JLI	J110
SAN (SANE)	LAXN13	LAXX DP SLI SLI171R ALBAS V25 REDIN V165 SARGs	J110
OXR CMA NTD	LAXN14	VENTURA DP VTU	J60
SBA	LAXN15	VENTURA DP VTU VTU282R KWANG	J100

FROM: LAX East (J Class)

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR	LAXN16	LAX316R SILEX	J50
WHP VNY	LAXN17	LAX320R CANOG	J50
AVX	LAXN18	LAXX DP SLI V21 SXC	J50
FUL LGB SLI SNA TOA	LAXN19	LAXX DP SLI	J40
CCB EMT POC	LAXN20	LAXX DP SLI V8 POXKU V363 POM	J90
CNO REI L65 AJO RAL RIR RIV SBD ONT	LAXN21	LAXX DP SLI V8 PDZ	J90
HMT	LAXN22	LAXX DP SLI V8 PDZ V186 WESIN	J90
L67	LAXN23	LAXX DP SLI V8 PDZ PDZ078R EDITS	J90
F70	LAXN24	LAXX DP SLI V8 PDZ V186 NIKKL	J90
CRQ NFG NKX OKB	LAXN25	LAXX DP SLI SLI148R V25 PACIF V208 OCN	J110
MYF NRS NZY SAN SDM SEE	LAXN26	LAXX DP SLI SLI148R V25 PACIF V208 LAX118R CARDI MZB320R MZB	J110
RNM	LAXN27	LAXX DP SLI SLI148R V25 PACIF V208 JLI	J110
SAN (SANE)	LAXN28	LAXX DP SLI SLI148R V25 REDIN V165 SARGs	J110
OXR CMA NTD	LAXN29	VENTURA DP VTU	J60
SBA	LAXN30	VENTURA DP VTU VTU282R KWANG	J100

FROM: LAX West and East (M Class)

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR	LAXN31	LAX316R SILEX	M50
WHP VNY	LAXN32	LAX320R CANOG	M50
AVX	LAXN33	SEAL BEACH DP SLI V21 SXC	M50
FUL LGB SLI SNA TOA	LAXN34	SEAL BEACH DP SLI	M50
CCB EMT POC	LAXN35	SEAL BEACH DP SLI V8 POXKU V363 POM	M50
CNO REI L65 AJO RAL RIR RIV SBD ONT	LAXN36	SEAL BEACH DP SLI V8 PDZ	M50

TO:	ROUTE ID	ROUTE	ALTITUDE
HMT	LAXN37	SEAL BEACH DP SLI V8 PDZ V186	
L67	LAXN38	WESIN	M50
F70	LAXN39	SEAL BEACH DP SLI V8 PDZ PDZ078R	
CRQ NFG NKX OKB (LAXW)	LAXN40	EDITS	M50
CRQ NFG NKX OKB (LAXE)	LAXN41	SEAL BEACH DP SLI V8 PDZ V186	
MYF NRS NZY SAN SDM SEE (LAXW)	LAXN42	NIKKL	M50
MYF NRS NZY SAN SDM SEE (LAXE)	LAXN43	SEAL BEACH DP SLI SLI171R ALBAS	
SAN (SANE) (LAXW)	LAXN44	V25 PACIF V208 OCN	M90
SAN (SANE) (LAXE)	LAXN45	SEAL BEACH DP SLI SLI148R V25 PACIF	
RNM(LAXW)	LAXN46	V208 OCN	M90
RNM(LAXE)	LAXN47	SEAL BEACH DP SLI SLI171R ALBAS	
OXR CMA NTD (LAXW)	LAXN48	V25 PACIF V208 JLI	M90
OXR CMA NTD (LAXE)	LAXN49	SEAL BEACH DP SLI SLI148R V25 PACIF	
SBA (LAXW)	LAXN50	V208 MZB320R MZB	M90
SBA (LAXE)	LAXN51	SEAL BEACH DP SLI SLI171R ALBAS	
		V25 REDIN V165 SARGS	M90
		SEAL BEACH DP SLI SLI148R V25	
		REDIN V165 SARGS	M90
		SEAL BEACH DP SLI SLI171R ALBAS	
		V25 PACIF V208 JLI	M90
		SEAL BEACH DP SLI SLI148R V25 PACIF	
		V208 JLI	M90
		VENTURA DP VTU	M60
		CHATY DP VTU	M60
		VENTURA DP VTU VTU282R KWANG	M60
		CHATY DP KWANG	M60

FROM: LAX West and East (P and Q Class)

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR	LAXN52	LAX316R SILEX	PQ40
WHP VNY	LAXN53	LAX320R CANOG	PQ40
AVX	LAXN54	SEAL BEACH DP SLI V21 SXC	PQ40
FUL LGB SLI SNA TOA	LAXN55	SEAL BEACH DP SLI	PQ40
CCB EMT POC	LAXN56	SEAL BEACH DP SLI V8 POXKU V363	
CNO REI L65 AJO RAL RIR RIV SBD ONT ...	LAXN57	POM	PQ50
HMT	LAXN58	SEAL BEACH DP SLI V8 PDZ	PQ50
L67	LAXN59	SEAL BEACH DP SLI V8 PDZ V186	
F70	LAXN60	WESIN	PQ50
CRQ NFG NKX OKB	LAXN61	SEAL BEACH DP SLI V8 PDZ PDZ078R	
CRQ NFG NKX OKB (SNAN)	LAXN62	EDITS	PQ50
MYF NRS NZY SAN SDM SEE	LAXN63	SEAL BEACH DP SLI V8 PDZ V186	
MYF NRS NZY SAN SDM SEE (SNAN)	LAXN64	NIKKL	PQ50
RNM	LAXN65	SEAL BEACH DP SLI V64 V363 DANA	
RNM (SNAN)	LAXN66	V23 OCN	PQ50
SAN (SANE)	LAXN67	SEAL BEACH DP SLI V23 OCN	PQ50
OXR CMA NTD	LAXN68	SEAL BEACH DP SLI V64 V363 DANA	
SBA (LAXW)	LAXN69	V23 MZB	PQ50
SBA (LAXE)	LAXN70	SEAL BEACH DP SLI V23 MZB	PQ50
		SEAL BEACH DP SLI V64 V363 DANA	
		V23 OCN JLI	PQ70
		SEAL BEACH DP SLI V23 OCN V208 JLI ..	PQ70
		SEAL BEACH DP SLI V64 V363 DANA	
		V165 SARGS	PQ50
		VNY	PQ40
		VENTURA DP VTU VTU282R KWANG	PQ60
		CHATY DP KWANG	PQ60

FROM: HHR TOA (RWY29)

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR	SCTN1	SMO SMO311R SILEX	JM50PQ40
WHP VNY	SCTN2	SMO SMO317R CANOG	JM50PQ40
AVX	SCTN3	SXC	JM50PQ40
FUL LGB SLI SNA TOA	SCTN4	LIMBO V64 SLI	JM50PQ40
FUL LGB SLI SNA TOA (LAXE)	SCTN5	SLI	JMPQ40
CCB EMT POC	SCTN6	LIMBO V64 SLI V8 POXKU V363 POM ...	J90MPQ50
CNO REI L65 AJO RAL RIR RIV SBD ONT	SCTN7	LIMBO V64 SLI V8 PDZ	J90MPQ50
HMT	SCTN8	LIMBO V64 SLI V8 PDZ V186 WESIN	J90MPQ50

TO:	ROUTE ID	ROUTE	ALTITUDE
L67	SCTN9	LIMBO V64 SLI V8 PDZ PDZ078R EDITS.	J90MPQ50
F70	SCTN10	LIMBO V64 SLI V8 PDZ V186 NIKKL	J90MPQ50
CRQ NFG NKX OKB	SCTN11	LIMBO V64 V363 DANAH V23 OCN	PQ50
CRQ NFG NKX OKB	SCTN12	LIMBO V64 SLI V23 OCN	J110M90
CRQ NFG NKX OKB (LAXE)	SCTN13	SLI SLI148R V25 PACIF V208 OCN	J110M90
CRQ NFG NKX OKB (SNAN)	SCTN14	LIMBO V64 SLI V23 OCN	PQ50
MYF NRS NZY SAN SDM SEE	SCTN15	LIMBO V64 V363 DANAH V23 MZB	PQ50
MYF NRS NZY SAN SDM SEE (LAXE)	SCTN16	SLI V64 V363 DANAH V23 MZB	PQ50
MYF NRS NZY SAN SDM SEE	SCTN17	LIMBO V64 WILMA V25 PACIF V208	
		LAX118R CARDI MZB320R MZB	J110M90
MYF NRS NZY SAN SDM SEE (LAXE)	SCTN18	SLI SLI148R V25 PACIF V208 MZB320R	
		MZB	J110M90
MYF NRS NZY SAN SDM SEE (SNAN)	SCTN19	LIMBO V64 SLI V23 MZB	PQ50
RNM	SCTN20	LIMBO V64 V363 DANAH V23 OCN	
		V208 JLI	PQ70
RNM (SNAN)	SCTN21	LIMBO V64 SLI V23 OCN V208 JLI	PQ70
RNM	SCTN22	LIMBO V64 SLI V23 OCN V208 JLI	J110M90
RNM (LAXE)	SCTN23	SLI SLI148R V25 PACIF V208 JLI	J110M90
SAN (SANE)	SCTN24	LIMBO V64 V363 DANAH V165 SARGs ..	PQ50
SAN (SANE)	SCTN25	LIMBO V64 WILMA V25 REDIN V165	
		SARGs	J110M90
OXR CMA NTD	SCTN26	SMO VNY	PQ40
OXR CMA NTD	SCTN27	LAX VTU	JM60
SBA	SCTN28	SMO V107 SADDE V299 VTU VTU282R	
		KWANG	J100MPQ60
SBA (LAXE)	SCTN29	LAX V23 V186 DEANO V27 KWANG	JM50PQ40
EDW LOO MHV PMD WJF IYK NID TSP			
VCV	SCTN30	LAX V165 LANGE V518 PMD	JMPQ70
FROM: SMO			
TO:	ROUTE ID	ROUTE	ALTITUDE
BUR	SMON1	SMO SMO311R SILEX	JM50PQ40
WHP VNY	SMON2	SMO SMO317R CANOG	JM50PQ40
AVX	SMON3	SMO SMO125R SXC350R SXC	M50PQ40
FUL LGB SLI SNA TOA	SMON4	SMO SMO125R V64 SLI	M50PQ40
FUL LGB SLI SNA TOA	SMON5	SLI	J50
FUL LGB SLI SNA TOA (LAXE)	SMON6	SMO LAX V23 SLI	JMPQ40
CCB EMT POC	SMON7	SMO SMO125R V64 SLI V8 POXKU	
		V363 POM	MPQ50
CCB EMT POC	SMON8	SLI V8 POXKU V363 POM	J90
CNO REI L65 AJO RAL RIR RIV SBD ONT ..	SMON9	SMO SMO125R V64 SLI V8 PDZ	MPQ50
CNO REI L65 AJO RAL RIR RIV SBD ONT	SMON10	SLI V8 PDZ	J90
HMT	SMON11	SMO SMO125R V64 SLI V8 PDZ V186	
		WESIN	MPQ50
HMT	SMON12	SLI V8 PDZ V186 WESIN	J90
L67	SMON13	SMO SMO125R V64 SLI V8 PDZ	
		PDZ078R EDITS	MPQ50
L67	SMON14	SLI V8 PDZ PDZ078R EDITS	J90
F70	SMON15	SMO SMO125R V64 SLI V8 PDZ V186	
		NIKKL	MPQ50
F70	SMON16	SLI V8 PDZ V186 NIKKL	J90
CRQ NFG NKX OKB	SMON17	SMO SMO125R V64 V363 DANAH V23	
		OCN	PQ50
CRQ NFG NKX OKB	SMON18	SMO SMO125R V64 SLI V23 OCN	M90
CRQ NFG NKX OKB	SMON19	SXC V208 OCN	J110
CRQ NFG NKX OKB (LAXE)	SMON20	SMO LAX V23 SLI SLI148R V25 PACIF	
		V208 OCN	J110M90
CRQ NFG NKX OKB (SNAN)	SMON21	SMO SMO125R V64 SLI V23 OCN	PQ50
MYF NRS NZY SAN SDM SEE	SMON22	SMO SMO125R V64 V363 DANAH V23	
		MZB	PQ50
MYF NRS NZY SAN SDM SEE (LAXE)	SMON23	SMO LAX V23 SLI V64 V363 DANAH	
		V23 MZB	PQ50
MYF NRS NZY SAN SDM SEE	SMON24	SMO SMO125R V64 SLI V23 MZB	M90
MYF NRS NZY SAN SDM SEE	SMON25	SXC V208 LAX118R CARDI MZB320R	
		MZB	J110
MYF NRS NZY SAN SDM SEE (LAXE)	SMON26	SMO LAX V23 SLI SLI148R V25 PACIF	
		V208 LAX118R CARDI MZB320R MZB ...	J110M90
MYF NRS NZY SAN SDM SEE (SNAN)	SMON27	SMO SMO125R V64 SLI V23 MZB	PQ50

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TO:	ROUTE ID	ROUTE	ALTITUDE
RNM.....	SMON28	SMO SMO125R V64 V363 DANAH V23	
		OCN V208 JLI.....	PQ70
RNM (SNAN).....	SMON29	SMO SMO125R V64 SLI V23 OCN V208	
		JLI.....	PQ70
RNM.....	SMON30	SMO SMO125R V64 SLI V23 OCN V208	
		JLI.....	M90
RNM.....	SMON31	SXC V208 JLI.....	J110
RNM (LAXE).....	SMON32	SMO LAX V23 SLI V23 OCN V208 JLI.....	J110M90
SAN (SANE).....	SMON33	SMO SMO125R V64 V363 DANAH V165	
		SARGS.....	PQ50
SAN (SANE).....	SMON34	SMO SMO125R V64 SLI V165 SARGS ...	M90
SAN (SANE).....	SMON35	SXC V208 PACIF V25 REDIN V165	
		SARGS.....	J110
OXR CMA NTD.....	SMON36	SMO VNY	PQ40
OXR CMA NTD.....	SMON37	VTU	JM60
SBA.....	SMON38	SMO V107 SADDE V299 VTU VTU282R	
		KWANG	J100MPQ60
SBA (LAXE).....	SMON39	LAX V23 V186 DEANO V27 KWANG	JM50PQ40

EMPIRE AREA

FROM: CCB CNO EMT HMT REI L65 AJO L67
RAL RIR RIV SBD F70 ONT POC

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR VNY WHP	ONTN1	PDZ V186 VNY.....	PQ60
BUR VNY WHP	ONTN2	PDZ V197 POM V264 V186 VNY	JM80
HHR	ONTN3	PDZ PDZ270R HHR RY25 LOC	JMPQ30
LAX	ONTN4	PDZ PDZ270R LAX RWY 24R LOC.....	JMPQ40
LAX (LAXE)	ONTN5	PDZ PDZ270R V394 AHEIM V8 TANDY ...	PQ40
LAX (LAXE)	ONTN6	PDZ V16 PRADO V363 DANAH V23 SLI	
		V8 TANDY	JM80
SMO.....	ONTN7	PDZ V186 DARTS.....	JMPQ60
AVX	ONTN8	PDZ V16 PRADO V363 DANAH SXC065R	
		SXC	JMPQ70
FUL LGB SLI TOA.....	ONTN9	PDZ PDZ270R V394 SLI.....	JMPQ40
SNA.....	ONTN10	PDZ PDZ270R V363 POXKU V8 SLI	JMPQ40
CRQ NFG NKX OKB	ONTN11	PDZ V186 ROBNN V458 OCN.....	JM110PQ70
MYF NRS NZY SAN SDM SEE.....	ONTN12	PDZ V186 HAILE V66 MZB	JM110PQ90
RNM.....	ONTN13	PDZ V186 ROBNN V208 JLI	JM110PQ70
CMA OXR NTD.....	ONTN14	PDZ V186 FIM	PQ60
CMA OXR NTD.....	ONTN15	PDZ V197 POM V264 V186 FIM	JM80
SBA.....	ONTN16	PDZ V186 DEANO V27 KWANG.....	PQ60
SBA.....	ONTN17	PDZ V197 POM V264 V186 DEANO V27	
		KWANG	JM80

PT MUGU AREA

FROM: OXR CMA

TO:	ROUTE ID	ROUTE	ALTITUDE
SBA.....	VTUN1	KWANG	JMPQ40
BUR	VTUN2	VTU054R TOAKS	JMPQ50
WHP VNY	VTUN3	CMA CMA072R GINNA	JMPQ50
PMD WJF EDW NID VCV IYK L00			
MHV TSP.....	VTUN4	FIM V386 PMD.....	JMPQ70
AVX	VTUN5	VTU V208 SXC	JM70PQ50
FUL LGB SLI TOA.....	VTUN6	VTU044R GINNA V326 VNY V186	
		ADAMM V394 SLI	PQ50
SNA.....	VTUN7	VTU044R GINNA V326 VNY V186 BAYJY	
		V363 POXKU V8 SLI	PQ50
HHR	VTUN8	VTU V299 SADDE V107 SMO SMO125R	
		POPPR V23 SLI	PQ50
FUL LGB SLI TOA SNA HHR.....	VTUN9	VTU V208 SXC SLI.....	JM70
HHR (LAXE)	VTUN10	VTU044R GINNA V326 VNY V186	
		ELMOO	JM70PQ50
LAX	VTUN11	VTU V299 SADDE V107 SMO	JMPQ50
LAX (LAXE)	VTUN12	VTU V25 EXERT	JMPQ50
SMO.....	VTUN13	VTU044R GINNA V326 VNY V186	
		DARTS	JMPQ50
CCB.....	VTUN14	VTU044R GINNA V326 VNY V186 V264	
		POM	JM70PQ50

TO:	ROUTE ID	ROUTE	ALTITUDE
CNO EMT REI L65 AJO ONT POC RAL RIR RIV SBD.....	VTUN15	VTU044R GINNA V326 VNY V186 PDZ ...	PQ50
CNO EMT REI L65 AJO ONT POC RAL RIR RIV SBD.....	VTUN16	VTU044R GINNA V326 VNY V186 V264 POM V197 PDZ	JM70
HMT	VTUN17	VTU044R GINNA V326 VNY V186 PDZ V186 WESIN	PQ50
HMT	VTUN18	VTU044R GINNA V326 VNY V186 V264 POM V197 PDZ V186 WESIN	JM70
L67	VTUN19	VTU044R GINNA V326 VNY V186 PDZ PDZ078R EDITS	PQ50
L67	VTUN20	VTU044R GINNA V326 VNY V186 V264 POM V197 PDZ PDZ078R EDITS	JM70
F70	VTUN21	VTU044R GINNA V326 VNY V186 PDZ V186 NIKKL	PQ50
F70	VTUN22	VTU044R GINNA V326 VNY V186 V264 POM V197 PDZ V186 NIKKL	JM70
CRQ NFG NKX OKB	VTUN23	VTU044R GINNA V326 VNY V186 ROBNN V458 OCN.....	PQ70
CRQ NFG NKX OKB (LAXE)	VTUN24	VTU044R GINNA V326 VNY V186 ROBNN V458 OCN	PQ70
CRQ NFG NKX OKB	VTUN25	VTU V208 SXC V208 OCN	J110M90
MYF NRS NZY SAN SDM SEE	VTUN26	VTU044R GINNA V326 VNY V186 HAILE V66 MZB.....	PQ90
MYF NRS NZY SAN SDM SEE (LAXE)	VTUN27	VTU044R GINNA V326 VNY V186 HAILE V66 MZB	PQ70
MYF NRS NZY SAN SDM SEE	VTUN28	VTU V208 SXC V208 LAX118R CARDI MZB320R MZB	J110M90
RNM	VTUN29	VTU044R GINNA V326 VNY V186 ROBNN V208 JLI	PQ70
RNM (LAXE)	VTUN30	VTU044R GINNA V326 VNY V186 ROBNN V208 JLI	PQ70
RNM	VTUN31	VTU V208 SXC V208 JLI.....	J110M90
SAN (SANE)	VTUN32	VTU044R GINNA V326 VNY V186 BAYJY V363 DANAH V165 SARGs	PQ50
SAN (SANE)	VTUN33	VTU V208 SXC V27 REDIN V165 SARGs.....	J110M90
SMX	VTUN34	V25 RZS RZS286R KOAKS	JMPQ80
IZA	VTUN35	V25 RZS RZS277R CALLI	JMPQ60
LPC	VTUN36	V27 GVO	JMPQ60

SAN DIEGO AREA

FROM: CRQ MYF NFG NKX NRS NZY SAN
SDM SEE RNM OKB L18 TIJ

TO:	ROUTE ID	ROUTE	ALTITUDE
AVX	SANN1	MZB V23 OCN V208 SXC	PQ60
AVX	SANN2	MZB293R V27 SXC	J100M80
FUL LGB SNA SLI TOA LAX	SANN3	OCN V23 SLI	PQ60
FUL LGB SNA SLI TOA LAX	SANN4	MZB293R SLI148R SLI	J100M80
LAX (LAXE)	SANN5	OCN V23 SLI V8 TANDY	PQ60
LAX (LAXE)	SANN6	MZB293R SLI148R VTU114R V8 TANDY	J100M80
HHR	SANN7	OCN V23 SLI SLI340R WELLZ HHR RY25 LOC	PQ60
HHR	SANN8	MZB293R SLI148R SLI SLI340R WELLZ HHR RY25 LOC	J100M80
SMO	SANN9	OCN V23 POPPR SMO125R SMO SMO059R ELM00	PQ60
SMO	SANN10	MZB293R SLI148R SLI V459 DARTS	J100M80
SMO (LAXE)	SANN11	OCN V23 SLI SLI333R V186 DARTS	PQ60
SMO (LAXE)	SANN12	MZB293R SLI148R SLI SLI333R V186 DARTS	J100M80
BUR.....	SANN13	OCN V23 POPPR SMO125R SMO SMO311R SILEX	PQ60
BUR	SANN14	MZB293R SLI148R SLI V23 LAX LAX316R SILEX.....	J100M80
WHP VNY	SANN15	OCN V23 POPPR SMO125R SMO SMO317R CANOG	PQ60

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TO:	ROUTE ID	ROUTE	ALTITUDE
WHP VNY	SANN16	MZB293R SLI148R SLI V23 LAX	
		LAX320R CANOG.....	J100M80
BUR VNY WHP (LAXE).....	SANN17	OCN V23 SLI SLI333R V186 VNY	PQ60
BUR VNY WHP (LAXE).....	SANN18	MZB293R SLI148R SLI SLI333R V186	
		VNY.....	J100M80
CNO AJO L65 REI ONT RAL RIR SBD RIV....	SANN19	OCN V23 DANAH V363 POXKU V8 PDZ...	PQ60
ONT SBD.....	SANN20	V186 TANNR HDF PETIS.....	JM100
CNO AJO RAL RIR	SANN21	V186 PDZ	JM100
L65 REI RIV	SANN22	V186 TANNR HDF.....	JM100
CCB EMT POC.....	SANN23	OCN V23 DANAH V363 POM	PQ60
CCB EMT POC.....	SANN24	MZB293R POM164R POM	J100M80
HMT	SANN25	OCN V23 DANAH V363 POXKU V8 PDZ	
		V186 WESIN.....	PQ60
HMT	SANN26	V186 WESIN.....	JM100
L67	SANN27	OCN V23 DANAH V363 POXKU V8 PDZ	
		PDZ078R EDITS.....	PQ60
L67	SANN28	V186 PDZ PDZ078R EDITS.....	JM100
F70	SANN29	OCN V23 DANAH V363 POXKU V8 PDZ	
		V186 NIKKL	PQ60
F70	SANN30	V186 NIKKL	JM100
OXR CMA NTD.....	SANN31	OCN V23 SLI SLI272R SMO125R SMO	
		VNY	PQ60
OXR CMA NTD.....	SANN32	MZB293R V27 SXC V208 VTU	J100M80
CMA OXR NTD (LAXE).....	SANN33	OCN V23 SLI SLI333R V186 FIM.....	PQ60
CMA OXR NTD (LAXE).....	SANN34	MZB293R SLI148R SLI SLI333R V186	
		FIM	J100M80
SBA.....	SANN35	OCN V23 LAX V299 VTU VTU282R	
		KWANG	PQ60
SBA.....	SANN36	MZB293R V27 SXC V208 VTU VTU282R	
		KWANG	J100M80
SBA (LAXE).....	SANN37	OCN V23 DANAH V363 BAYJY V186	
		DEANO V27 KWANG.....	PQ60

SANTA BARBARA AREA

FROM: SBA

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR	SBAN1	KWANG CMA CMA078R TOAKS	PQ50
WHP VNY	SBAN2	KWANG CMA CMA072R GINNA	PQ50
BUR VNY.....	SBAN3	HENER V186 FIM FERNANDO STAR.....	J110M90
AVX	SBAN4	KWANG VTU V208 SXC	JM70PQ50
FUL LGB SLI TOA	SBAN5	KWANG CMA VNY V186 ADAMM V394	
		SLI	PQ50
SNA.....	SBAN6	KWANG CMA VNY V186 BAYJY V363	
		POXKU V8 SLI.....	PQ50
HHR	SBAN7	KWANG VTU V299 SADDE V107 SMO	
		SMO125R POPPR V23 SLI.....	PQ50
FUL LGB SLI TOA SNA HHR.....	SBAN8	KWANG VTU V208 SXC SLI	J110M90
HHR (LAXE)	SBAN9	KWANG CMA VNY V186 ELM00	PQ50
LAX	SBAN10	KWANG VTU V299 SADDE V107 SMO	JM110PQ50
LAX (LAXE)	SBAN11	KWANG VTU V25 EXERT	JM70PQ50
SMO	SBAN12	KWANG CMA VNY V186 DARTS	PQ50
SMO.....	SBAN13	HENER FIM V186 DARTS	J110M90
CCB.....	SBAN14	KWANG CMA VNY V186 V264 POM.....	PQ50
CCB.....	SBAN15	HENER V186 FIM V186 V264 POM.....	JM70
CNO EMT REI L65 AJO POC ONT RAL RIR			
RIV SBD	SBAN16	KWANG CMA VNY V186 PDZ.....	PQ50
CNO EMT REI L65 AJO POC ONT RAL RIR			
RIV SBD	SBAN17	HENER FIM V186 V264 POM V197 PDZ .	J110M90
HMT	SBAN18	KWANG CMA VNY V186 PDZ V186	
		WESIN	PQ50
HMT	SBAN19	HENER V186 V264 POM V197 PDZ	
		V186 WESIN.....	J110M90
L67	SBAN20	KWANG CMA VNY V186 PDZ PDZ078R	
		EDITS	PQ50
L67	SBAN21	HENER FIM V186 V264 POM V197 PDZ	
		PDZ078R EDITS.....	J110M90

TO:	ROUTE ID	ROUTE	ALTITUDE
F70	SBAN22	KWANG CMA VNY V186 PDZ V186 NIKKL	PQ50
F70	SBAN23	HENER FIM V186 V264 POM V197 PDZ V186 NIKKL	J110M90
CRQ NFG NKX OKB	SBAN24	HENER V186 DARTS V597 OCN	PQ90
CRQ NFG NKX OKB (LAXE)	SBAN25	KWANG CMA VNY V186 ROBNN V458 OCN	PQ70
CRQ NFG NKX OKB	SBAN26	KWANG VTU V208 SXC V208 OCN	J110M90
MYF NRS NZY SAN SDM SEE	SBAN27	HENER V186 DARTS V597 MZB	PQ90
MYF NRS NZY SAN SDM SEE (LAXE)	SBAN28	KWANG CMA VNY V186 HAILE V66 MZB	PQ70
MYF NRS NZY SAN SDM SEE	SBAN29	KWANG VTU V208 SXC V208 LAX118R CARDI MZB320R MZB.....	J110M90
SAN (SANE)	SBAN30	KWANG CMA VNY V186 BAYJY V363 DANAH V165 SARGs	PQ50
SAN (SANE)	SBAN31	KWANG VTU V208 SXC V27 REDIN V165 SARGs.....	J110M90
RNM	SBAN32	HENER V186 DARTS V597 OCN V208 JLI.....	PQ90
RNM (LAXE)	SBAN33	KWANG CMA VNY V186 ROBNN V208 JLI	PQ70
RNM	SBAN34	KWANG VTU V208 JLI	J110M90
OXR CMA NTD	SBAN35	KWANG CMA	JMPQ30
PSP UDD TRM.....	SBAN36	FIM V186 NIKKL V64 TRM PSP	PQ110

SANTA BARBARA AREA**FROM:** SBP SMX VBG LPC IZA

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR VNY WHP	SBAN37	RZS V186 FIM	PQ70
BUR VNY	SBAN38	RZS V386 FIM FERNANDO STAR.....	J110M90
AVX	SBAN39	RZS VTU V208 SXC	JMPQ70
FUL LGB SLI TOA	SBAN40	RZS V186 ADAMM V394 SLI.....	PQ70
SNA	SBAN41	RZS V186 BAYJY V363 POXKU V8 SLI....	PQ70
HHR	SBAN42	RZS VTU V299 SADDE V107 SMO SMO125R POPPR V23 SLI	PQ70
FUL LGB SLI TOA SNA HHR	SBAN43	RZS VTU V208 SXC SLI	J110M90
HHR (LAXE)	SBAN44	RZS V186 ELM00	PQ70
LAX	SBAN45	RZS VTU SADDE STAR	JM110PQ70
LAX (LAXE)	SBAN46	RZS VTU V25 EXERT	JM70PQ50
SMO	SBAN47	RZS V186 DARTS	PQ70
SMO	SBAN48	RZS V386 FIM V186 DARTS	J110M90
CCB.....	SBAN49	RZS V186 V264 POM	PQ70
CCB.....	SBAN50	RZS V386 FIM V186 V264 POM	J110M90
CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD.....	SBAN51	RZS V186 PDZ.....	PQ70
CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD	SBAN52	RZS V386 FIM V186 V264 POM V197 PDZ	J110M90
HMT	SBAN53	RZS V186 PDZ V186 WESIN	PQ70
HMT	SBAN54	RZS V386 FIM V186 V264 POM V197 PDZ V186 WESIN	J110M90
L67	SBAN55	RZS V186 PDZ PDZ078R EDITS	PQ70
L67	SBAN56	RZS V386 FIM V186 V264 POM V197 PDZ PDZ078R EDITS	J110M90
F70	SBAN57	RZS V186 PDZ V186 NIKKL	PQ70
F70	SBAN58	RZS V386 FIM V186 V264 POM V197 PDZ V186 NIKKL	J110M90
CRQ NFG NKX OKB	SBAN59	RZS V597 OCN	PQ90
CRQ NFG NKX OKB (LAXE)	SBAN60	RZS V186 ROBNN V458 OCN.....	PQ70
CRQ NFG NKX OKB	SBAN61	RZS VTU V208 SXC V208 OCN.....	J110M90
MYF NRS NZY SAN SDM SEE	SBAN62	RZS V597 MZB	PQ90
MYF NRS NZY SAN SDM SEE (LAXE)	SBAN63	RZS V186 HAILE V66 MZB	PQ70
MYF NRS NZY SAN SDM SEE	SBAN64	RZS VTU V208 SXC V208 LAX118R CARDI MZB320R MZB.....	J110M90
SAN (SANE)	SBAN65	RZS V186 VNY V186 BAYJY V363 DANAH V165 SARGs	PQ70
SAN (SANE)	SBAN66	RZS VTU V208 SXC V27 REDIN V165 SARGs.....	J110M90
RNM	SBAN67	RZS V597 OCN V208 JLI	PQ90

TOWER ENROUTE CONTROL

405

TO:	ROUTE ID	ROUTE	ALTITUDE
RNM (LAXE)	SBAN68	RZS V186 ROBNN V208 JLI	PQ70
RNM	SBAN69	RZS VTU V208 JLI	J110M90
OXR CMA NTD	SBAN70	RZS VTU	JMPQ70
PSP UDD TRM	SBAN71	RZS V386 FIM V186 NIKKL V64 TRM	
		PSP	PQ110

PALM SPRINGS AREA

FROM: PSP UDD TRM

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR VNY WHP	PSPN1	V388 PDZ V186 VNY	PQ100
BUR VNY WHP	PSPN2	V388 PDZ V197 POM V264 V186 VNY ...	JM120
AJO CNO RAL RIR ONT RIV SBD	PSPN3	V388 PDZ	JM120PQ100
HMT	PSPN4	V388 PDZ V186 WESIN	JM120PQ100
EMT POC CCB	PSPN5	V388 PDZ PDZ270R V363 POM	JM120PQ100
L67	PSPN6	V388 PDZ PDZ078R EDITS	JM120PQ100
F70	PSPN7	V388 PDZ V186 NIKKL	JM120PQ100
FUL LGB SLI TOA SNA	PSPN8	V388 ACINS V283 SLI	JM120PQ100
HHR	PSPN9	V388 PDZ PDZ270R HHR RY25 LOC	JM120PQ100
LAX	PSPN10A	V388 PDZ V16 LAHAB	M120PQ100
LAX	PSPN10B	V388 LENHO SEAVU SEAVU ARRIVAL	J120
LAX (LAXE)	PSPN11	V388 PDZ PDZ270R V394 SLI V8	
		TANDY	PQ100
LAX (LAXE)	PSPN12	V388 ACINS V283 SLI V8 TANDY	JM120
SMO	PSPN13	V388 PDZ V186 DARTS	JM120PQ100
CMA OXR NTD	PSPN14	V388 PDZ V186 FIM	PQ100
CMA OXR NTD	PSPN15	V388 PDZ V197 POM V264 V186 FIM	JM120
SBA	PSPN16	V388 PDZ V186 DEANO V27 KWANG	PQ100
SBA	PSPN17	V388 PDZ V197 POM V264 V186	
		DEANO V27 KWANG	M120

PALMDALE AREA

FROM: EDW LOO MHV PMD WJF

TO:	ROUTE ID	ROUTE	ALTITUDE
HHR	EDWN1	PMD V518 KIMMO V459 DARTS V186	
		ADAMM V394 HHR RY25 LOC	JMPQ80
FUL LGB SLI SNA TOA	EDWN2	PMD V201 BERRI V459 SLI	JMPQ90
FUL LGB SLI SNA TOA (LAXE)	EDWN3	PMD V386 V23 LAX V25 ALBAS SLI	MPQ80

RNAV Routing Pitch and Catch Points

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

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

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

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

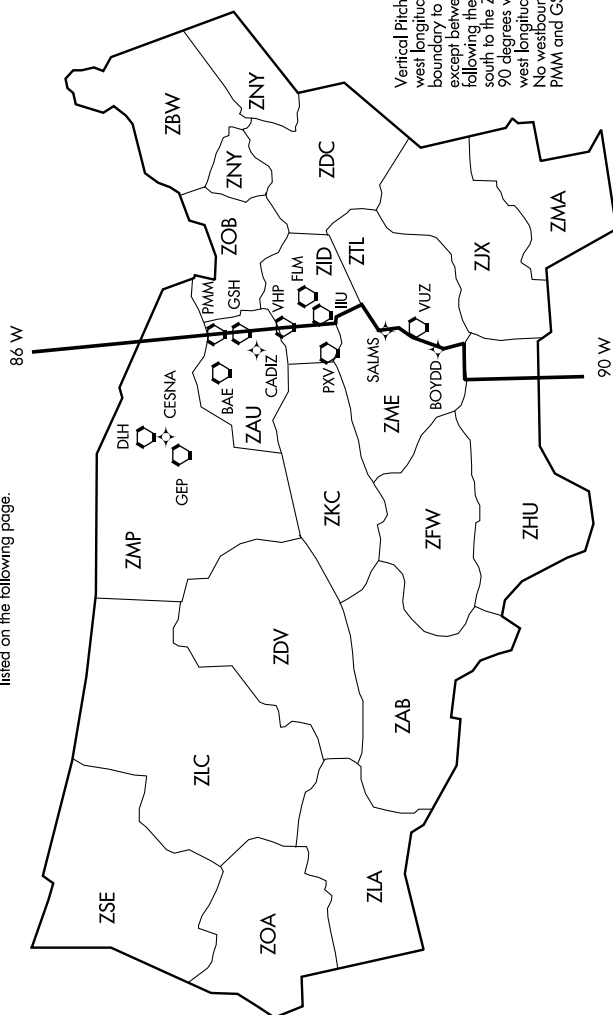
Additionally, information concerning the location and schedule of Special Use Airspace (SUA) and Air Traffic Control Assigned Airspace (ATCAA) can be found on the Web Site: <http://sua.faa.gov/sua/Welcome.do>. ATCAA refers to airspace in the high altitude structure supporting military and other special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

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

HIGH ALTITUDE REDESIGN (HAR) PHASE 1 RNAV ROUTING

High Altitude Redesign (HAR) Phase One Expansion Airspace

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



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

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

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

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

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

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

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

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

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

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

Catch Points for Airports Located Outside HAR Phase I Expansion Airspace

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

Atlanta Terminal Area	Aircraft through ZME airspace from ZKC airspace east of FAM, Pless Q19 BNA or Aircraft through ZME airspace from ZKC airspace west of FAM, ARG Q26 DEVA or MEM or Aircraft through ZME airspace from ZID airspace west of a line from VHP to BWG, BNA or Aircraft through ZME airspace from ZID airspace east of a line from VHP to BWG, BWG or Aircraft through ZME airspace from ZFW airspace, MEM or MEI HONIE (RNAV)–STAR or PATYN HONIE (RNAV)–STAR
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Baltimore–Washington*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA or VUZ
Boston*	GEP, CRL, ECK, IIU, BNA or VUZ
Buffalo*	GEP, CRL
Hartford Bradley*	GEP, CRL
Canton–Akron*	GIJ, VHP, GEP
Charlotte	BNA, VUZ
Cincinnati Terminal Area	BNA, PXV or Aircraft north of SLC, JOT or Aircraft over or south of SLC, ENL or SLC or SFO departures, ENL, JOT
Cleveland Terminal Area*	OBK
Detroit Terminal Area	BAE MKG POLAR–STAR or VHP FWA MIZAR–STAR
Detroit Young	VHP FWA or LAN SPRTN–STAR
Indianapolis Terminal Area	BIB, SPI, JOT
Louisville	ENL, MEM
Newark*	GEP, VHP, FLM, IIU, BNA, VUZ or IOW GIJ J554 CRL J584 SLT FQM
New York Kennedy*	GEP, VHP, FLM, IIU, BNA, VUZ or DBQ J94 PMM J70 LVZ LENDY–STAR
New York LaGuardia*	GIJ, GEP, VHP, BAE, FLM, IIU, BNA, VUZ
Philadelphia Terminal Area*	GIJ, GEP, VHP, BAE, WHETT, BNA, VUZ
Pittsburgh Terminal Area*	VHP, GIJ, BAE, GEP
Pontiac	LFD, LAN, VHP, FWA, GEP
Providence	JHW, HEMDI, CESNA, GEP, GRB, TVC, ASP, VHP, IIU, BNA, VUZ
Raleigh–Durham	FLM, IIU, BNA, VUZ
Toronto Terminal Area	ECK, SVM, SSM, GEP
Teterboro*	GEP, VHP, CRL, BNA, VUZ
Washington Dulles/National*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA, VUZ
White Plains*	GEP, VHP, CRL, FLM, IIU, BNA, VUZ
Willow Run*	LAN, LFD, VHP, FWA, GEP

*Eastbound aircraft over flying ZMP center airspace entering Toronto center airspace, file direct SSM or via J63, J522, Q505, Q504, Q502, Q501

or

Entering ZAU or ZOB airspace from north of DPR J16 MCW, GEP

or

Entering ZAU or ZOB airspace from or south of DPR J16 MCW, CRL.

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

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

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

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

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

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

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

VISUAL FLIGHT RULES (VFR) WAYPOINTS

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

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

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

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

BALTIMORE–WASHINGTON TERMINAL AREA CHART/FLYWAY CHART

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

BOSTON HELICOPTER CHART

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

BOSTON TERMINAL AREA CHART

VPCOH	COHASSET	N42°13.58' / W070°48.94'
VPCUT	CUTTYHUNK HARBOR	N41°25.50' / W070°55.03'
VPFRA	FRAMINGHAM SHOPPING CENTER	N42°18.16' / W071°23.65'
VPHOL	WOODS HOLE	N41°31.06' / W070°40.60'
VPHUL	HULL	N42°18.20' / W070°55.30'
VPLPT	NANTUCKET GREAT POINT	N41°23.41' / W070°02.78'
VPNED	NEEDHAM TOWERS	N42°18.51' / W071°14.64'
VPPEA	PEABODY SHOPPING CENTER	N42°32.52' / W070°56.69'
VPROC	ROCKINGHAM RACE TRACK	N42°46.29' / W071°13.57'
VPSCI	SCITUATE	N42°11.89' / W070°43.69'
VPTPT	NANTUCKET THIRD POINT	N41°18.51' / W070°03.37'
VPTUC	TUCKERNUCK	N41°18.31' / W070°15.43'
VPWAK	WAKEFIELD	N42°30.72' / W071°05.24'
VPWAN	WANG TOWERS	N42°36.88' / W071°19.45'

CHARLOTTE SECTIONAL CHART

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

CHICAGO SECTIONAL CHART

VPAON	_____	N42°04.68' /W087°51.82'
VPBNG	_____	N42°16.04' /W088°07.86'
VPFTS	_____	N42°12.78' /W087°48.22'
VPRAN	_____	N42°05.05' /W087°55.99'

CHICAGO TERMINAL AREA CHART/FLYWAY CHART

VPAON	_____	N42°04.68' /W087°51.82'
VPBNG	_____	N42°16.04' /W088°07.86'
VPFTS	_____	N42°12.78' /W087°48.22'
VPRAN	_____	N42°05.05' /W087°55.99'

DENVER TERMINAL AREA CHART/FLYWAY CHART

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

HOUSTON TERMINAL AREA CHART/FLYWAY CHART

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

JACKSONVILLE SECTIONAL CHART

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

KANSAS CITY SECTIONAL CHART

VPAGO	_____	N37°50.33' /W090°29.03'
VPBEK	_____	N37°15.07' /W092°30.67'
VPDEN	_____	N37°46.75' /W092°19.20'

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPENE	_____	N37°44.75'/W091°55.78'
VPSS	_____	N36°59.48'/W091°00.88'
VPFME	_____	N37°41.00'/W092°38.33'
VPGXY	_____	N37°15.50'/W091°40.17'
VPMBE	_____	N37°11.08'/W090°27.92'
VPMKE	_____	N37°24.47'/W092°40.00'
VPROV	_____	N38°01.72'/W091°12.81'
VPUTT	_____	N37°52.05'/W092°01.20'
VPWOC	_____	N37°18.03'/W092°18.63'
VPWRO	_____	N37°39.12'/W091°45.68'
VPXIZ	_____	N37°26.60'/W092°05.42'

KANSAS CITY TERMINAL AREA CHART

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

KLAMATH FALLS SECTION CHART

VPORO	_____	N43°57.38'/W123°02.22'
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LOS ANGELES HELICOPTER CHART

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

WAYPOINT IDENT

VPSEP
VPSFR
VPSTC
VPSTK

COLLOCATED VFR CHECKPOINT

SATICOY BRIDGE

LOCATION

N34°05.80'/W118°28.63'
N34°17.45'/W118°28.07'
N34°16.62'/W119°08.34'
N34°13.97'/W118°24.60'

LOS ANGELES SECTIONAL CHART

VPCNG
VPCSU
VPFPL
VPSTC

CONEJO GRADE US HWY 101
CSU CHANNEL ISLANDS
OXNARD FINANCIAL PLAZA
SATICOY BRIDGE

N34°12.54'/W118°59.61'
N34°09.76'/W119°02.53'
N34°13.71'/W119°10.39'
N34°16.62'/W119°08.34'

LOS ANGELES TERMINAL AREA CHART/FLYWAY CHART

VPCNG
VPCSU
VPGTY
VPLBP
VPLCC
VPLCP
VPLDL
VPLDP
VPLDS
VPLFX
VPLGP
VPLHF
VPLHP
VPLKH
VPLLC
VPLLM
VPLMM
VPLMS
VPLPD
VPLPP
VPLQM
VPLRB
VPLRT
VPLSA
VPLSB
VPLSC
VPLSF
VPLSP
VPLSR
VPLSS
VPLTW
VPLVT
VPLWT
VPNEW
VPSTC

CONEJO GRADE US HWY 101
CSU CHANNEL ISLANDS
GETTY CENTER
BANNING PASS
CHAFFEY COLLEGE
CAJON PASS
DISNEYLAND
DANA POINT
DODGER STADIUM
91/605 INTERCHANGE
GRIFFITH PARK OBSERVATORY
110/405 FWYS
HUNTINGTON PIER
KING HARBOR
L.A. COLISEUM
LAKE MATHEWS
MAGIC MOUNTAIN
MILE SQUARE PARK
PRADO DAM
PACIFIC PALISADES
QUEEN MARY
ROSE BOWL
SANTA ANITA RACE TRACK
SANTA ANA CANYON
SANTA FE FLOOD BASIN
STATE COLLEGE
SAN FERNANDO RESERVOIR
SIGNAL PEAK
HAWTHORNE & 405 FREEWAY
SANTA SUSANA PASS
TUJUNGA WASH & FOOTHILL
VINCENT THOMAS BRIDGE
WATER TANK
NEWHALL PASS
SATICOY BRIDGE

N34°12.54'/W118°59.61'
N34°09.76'/W119°02.53'
N34°04.84'/W118°28.66'
N33°56.05'/W116°59.63'
N34°08.87'/W117°34.33'
N34°18.07'/W117°27.68'
N33°48.72'/W117°55.13'
N33°27.62'/W117°42.87'
N34°04.42'/W118°14.42'
N33°52.38'/W118°06.08'
N34°07.10'/W118°18.02'
N33°51.42'/W118°17.10'
N33°39.32'/W118°00.25'
N33°50.75'/W118°23.88'
N34°00.83'/W118°17.27'
N33°50.58'/W117°26.85'
N34°26.20'/W118°36.28'
N33°43.40'/W117°56.77'
N33°53.40'/W117°38.48'
N34°02.13'/W118°32.15'
N33°45.17'/W118°11.37'
N34°09.67'/W118°10.05'
N34°08.45'/W118°02.65'
N33°52.03'/W117°42.68'
N34°07.72'/W117°57.30'
N33°52.97'/W117°53.13'
N34°17.87'/W118°29.00'
N33°36.33'/W117°48.63'
N33°53.07'/W118°21.13'
N34°16.00'/W118°38.43'
N34°16.40'/W118°20.30'
N33°44.97'/W118°16.32'
N34°10.82'/W118°46.27'
N34°20.18'/W118°30.72'
N34°16.62'/W119°08.34'

MIAMI SECTIONAL CHART

VPACH
VPBOV
VPCLE
VPCTE
VPDAD
VPDUT
VPDZE
VPEAR
VPEDY
VPFAH
VPGPE
VPHRO
VPHUC
VPIBR
VPKER
VPKOE
VPLYY
VPMBO

DADE CITY

CLEARWATER BEACH
ANDYTOWN TOLLGATE

ST PETE BEACH

LAKE PARKER

GULFSTREAM PARK

N26°00.92'/W080°06.93'
N27°57.00'/W080°46.75'
N26°27.07'/W082°00.88'
N26°09.28'/W081°20.70'
N28°22.57'/W082°11.25'
N27°37.70'/W082°09.10'
N27°19.00'/W080°44.17'
N27°58.67'/W082°49.83'
N26°08.78'/W080°28.00'
N26°25.40'/W081°29.67'
N27°43.50'/W082°44.67'
N27°05.97'/W082°12.20'
N28°19.87'/W082°43.77'
N27°12.47'/W081°40.22'
N28°04.00'/W081°56.00'
N24°40.08'/W081°20.55'
N24°49.07'/W080°49.17'
N25°58.57'/W080°08.17'

WAYPOINT IDENT

VPOBA
VPRBI
VPRNL
VPWMO

COLLOCATED VFR CHECKPOINT

PUMPING STATION

RANGER STATION

LOCATION

N26°28.30'/W080°26.75'
N25°50.67'/W080°55.18'
N25°22.92'/W080°36.58'
N27°03.00'/W080°35.00'

MIAMI TERMINAL AREA CHART/FLYWAY CHART

VPACH
VPEDY
VPMBO
VPOBA
VPRBI
VPRNL

HOLLYWOOD BEACH
ANDYTOWN TOLLGATE
GULFSTREAM PARK
PUMPING STATION

RANGER STATION

N26°00.92'/W080°06.93'
N26°08.78'/W080°28.00'
N25°58.57'/W080°08.17'
N26°28.30'/W080°26.75'
N25°50.67'/W080°55.18'
N25°22.92'/W080°36.58'

NEW ORLEANS SECTIONAL CHART

VPGPT
VPLIP
VPMAI
VPMOB
VPRAM
VPRER
VPRIV
VPSAW
VPTHR

PHILLIPS INLET

N30°25.95'/W089°05.62'
N30°16.23'/W085°59.25'
N30°50.02'/W084°56.63'
N30°23.00'/W088°31.72'
N30°18.95'/W089°35.88'
N30°13.87'/W085°20.67'
N30°54.85'/W087°57.82'
N30°49.65'/W089°07.42'
N30°19.93'/W087°08.50'

NEW YORK HELICOPTER CHART

VPJAY
VPLYD
VPROK

N40°59.00'/W073°07.00'
N40°57.37'/W073°29.59'
N40°52.70'/W073°44.24'

NEW YORK SECTIONAL CHART

VPBRK

BARKHAMSTED RESERVOIR

N41°55.60'/W072°57.20'

PHOENIX TERMINAL AREA CHART/FLYWAY CHART

VPALL
VPAQU
VPARM
VPAWG
VPAZM
VPBAR
VPCCC
VPCNL
VPFRB
VPFTN
VPLGX
VPGPP
VPMAR
VPMHS
VPNRV
VPNTT
VPIR
VPQTR
VPREN
VPRVC
VPSMC
VPSQP
VPSSS
VPSTN
VPSTT

ALLENVILLE
AQUEDUCT PUMPING STATION
ARROWHEAD MALL
AHWATUKEE GOLF COURSE
ARIZONA MILLS
BARTLETT DAM
COUNTRY CLUB & CANAL
CANAL
FIREBIRD LAKE
FOUNTAIN HILLS
GILA CROSSING
GLENDALE POWER PLANT
MARICOPA
MESQUITE HIGH SCHOOL
NEW RIVER
NORTH TEST TRACK
PIR
QUINTERO GOLF COURSE
RENAISSANCE FESTIVAL
RIO VERDE COMMUNITY
SOUTH MOUNTAIN COLLEGE
SQUAW PEAK
SUPERSTITION SPRINGS MALL
SANTAN MOUNTAINS
SOUTH TEST TRACK

N33°20.97'/W112°35.20'
N33°40.05'/W112°41.38'
N33°38.52'/W112°13.48'
N33°19.98'/W111°59.08'
N33°23.43'/W111°57.88'
N33°49.10'/W111°37.92'
N33°30.73'/W111°50.37'
N33°33.23'/W111°46.89'
N33°16.35'/W111°58.10'
N33°36.12'/W111°42.72'
N33°16.55'/W112°10.08'
N33°33.27'/W112°13.00'
N33°03.42'/W112°02.88'
N33°20.53'/W111°49.58'
N33°55.08'/W112°08.45'
N33°03.50'/W111°55.83'
N33°22.52'/W112°18.90'
N33°49.53'/W112°23.58'
N33°19.12'/W111°25.77'
N33°44.37'/W111°39.62'
N33°23.02'/W112°02.12'
N33°32.83'/W112°01.27'
N33°23.50'/W111°41.37'
N33°09.23'/W111°40.92'
N32°56.25'/W111°59.67'

ST LOUIS TERMINAL AREA CHART/FLYWAY CHART

VPAGN
VPBPE
VPCJY
VPCOJ

TV ANTENNA

HOLIDAY SHORES
WINFIELD DAM

N38°32.08'/W090°22.42'
N38°23.80'/W090°20.38'
N38°55.00'/W089°56.00'
N39°00.28'/W090°41.23'

WAYPOINT IDENT

VPDFA
VPEAZ
VPEDZ
VPEOX
VPFAI
VPFFY
VPGPF
VPGVI
VPHRQ
VPIBO
VPJMU
VPKNY
VPLES
VPLIW
VPLXU
VPNSY
VPNZY
VPRAZ
VPRMO
VPWKO
VPXXI
VPYID

COLLOCATED VFR CHECKPOINT

JEFFERSON BARRACKS BRIDGE
BUSCH STADIUM
WATER TANKS
ST PETERS
HOWELL ISLAND

CHAIN OF ROCKS BRIDGE
WATERLOO
HORSESHOE LAKE
PACIFIC
ST CHARLES
SIX FLAGS
GATEWAY ARCH
WOOD RIVER REFINERIES
WENTZVILLE
JERSEYVILLE
FOREST PARK
COLUMBIA
MILLSTADT
MOSENTHIN ISLAND

LOCATION

N38°29.18'/W090°16.47'
N38°37.43'/W090°11.55'
N38°45.30'/W090°34.87'
N38°47.17'/W090°39.25'
N38°40.00'/W090°43.00'
N38°55.37'/W090°17.30'
N38°35.60'/W090°26.92'
N38°32.30'/W090°27.80'
N38°45.88'/W090°10.42'
N38°20.00'/W090°09.00'
N38°41.00'/W090°05.00'
N38°29.00'/W090°44.00'
N38°47.00'/W090°30.00'
N38°30.67'/W090°40.47'
N38°37.50'/W090°11.00'
N38°50.00'/W090°05.00'
N38°48.83'/W090°50.98'
N39°07.00'/W090°20.00'
N38°38.00'/W090°17.00'
N38°27.00'/W090°12.00'
N38°27.50'/W090°05.68'
N38°43.00'/W090°12.25'

SALT LAKE CITY HELICOPTER CHART

VPAIR
VPBEE
VPBRN
VPCAP
VPCHS
VPCOP
VPCWY
VPCYN
VPFPC
VPFPK
VPGFS
VPHVE
VPJRT
VPKSL
VPLGN
VPMDH
VPMMT
VPMSh
VPNSL
VPNTF
VPOGE
VPOPS
VPPEN
VPPPT
VPPMT
VPPVO
VPRWY
VPSLC
VPTIP
VPWBR
VPWBT

SALT AIR
SOUTH INTERCHANGE
BARN
STATE CAPITOL

BINGHAM COPPER MINE
CAUSEWAY
PARLEYS CANYON
FREE PORT CENTER
FRANCIS PEAK
GARFIELD STACK
SPAGHETTI BOWL
JORDAN RIVER TEMPLE
KSL ANTENNA
LAGOON AMUSEMENT PARK
MCKAY DEE HOSPITAL
MICROWAVE TOWERS

GRAIN ELEVATOR
POWER STATION
STATE PRISON
PROMONTORY POINT
POINT OF THE MOUNTAIN
PROVO CANYON

I-15/I-80 INTERCHANGE
SOUTH TIP
WEBER CANYON

N40°44.85'/W112°11.22'
N40°38.18'/W111°54.23'
N40°54.28'/W112°10.15'
N40°46.67'/W111°53.25'
N40°42.28'/W112°05.92'
N40°31.38'/W112°09.00'
N41°05.37'/W112°07.17'
N40°42.67'/W111°48.10'
N41°05.92'/W112°02.27'
N41°01.98'/W111°50.30'
N40°43.28'/W112°11.88'
N40°43.50'/W111°54.22'
N40°35.02'/W111°55.58'
N40°46.80'/W112°05.80'
N40°59.08'/W111°53.57'
N41°11.50'/W111°57.08'
N40°48.50'/W111°53.37'
N41°01.67'/W112°02.47'
N40°50.15'/W111°54.90'
N41°03.57'/W112°14.23'
N41°13.13'/W112°00.45'
N41°20.38'/W112°02.78'
N40°29.88'/W111°53.62'
N41°12.28'/W112°25.73'
N40°27.42'/W111°54.83'
N40°18.77'/W111°39.45'
N40°48.48'/W112°00.33'
N40°45.83'/W111°54.85'
N40°50.93'/W112°10.92'
N41°08.17'/W111°54.83'
N40°38.00'/W112°03.33'

SALT LAKE CITY TERMINAL AREA CHART/FLYWAY CHART

VPAIR
VPBEE
VPBRN
VPCAP
VPCHS
VPCOP
VPCVI
VPCWY

SALT AIR
SOUTH INTERCHANGE
BARN
STATE CAPITOL

BINGHAM COPPER MINE
CENTERVILLE INTERCHANGE
CAUSEWAY

N40°44.85'/W112°11.22'
N40°38.18'/W111°54.23'
N40°54.28'/W112°10.15'
N40°46.67'/W111°53.25'
N40°42.28'/W112°05.92'
N40°31.38'/W112°09.00'
N40°55.30'/W111°53.43'
N41°05.37'/W112°07.17'

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPCYN	PARLEYS CANYON	N40°42.67'/W111°48.10'
VPFPC	FREE PORT CENTER	N41°05.92'/W112°02.27'
VPFPK	FRANCIS PEAK	N41°01.98'/W111°50.30'
VPGFS	GARFIELD STACK	N40°43.28'/W112°11.88'
VPHVE	SPAGHETTI BOWL	N40°43.50'/W111°54.22'
VPJRT	JORDAN RIVER TEMPLE	N40°35.02'/W111°55.58'
VPKSL	KSL ANTENNA	N40°46.80'/W111°05.80'
VPLGN	LAGOON AMUSEMENT PARK	N40°59.08'/W111°53.57'
VPMDH	MCKAY DEE HOSPITAL	N41°11.50'/W111°57.08'
VPMMT	MICROWAVE TOWERS	N40°48.50'/W111°53.37'
VPMSH	_____	N41°01.67'/W112°02.47'
VPNSL	_____	N40°50.15'/W111°54.90'
VPNTP	_____	N41°03.57'/W112°14.23'
VPOGE	GRAIN ELEVATOR	N41°13.13'/W112°00.45'
VPOPS	POWER STATION	N41°20.38'/W112°02.78'
VPPEN	STATE PRISON	N40°29.88'/W111°53.62'
VPPPT	PROMONTORY POINT	N41°12.28'/W112°25.73'
VPPTM	POINT OF THE MOUNTAIN	N40°27.42'/W111°54.83'
VPPVO	PROVO CANYON	N40°18.77'/W111°39.45'
VPRWY	_____	N40°48.48'/W112°00.33'
VPSLC	I-15/I-80 INTERCHANGE	N40°45.83'/W111°54.85'
VP TIP	SOUTH TIP	N40°50.93'/W112°10.92'
VPUOU	U OF U EVENTS CENTER	N40°45.73'/W111°50.28'
VPWBR	WEBER CANYON	N41°08.17'/W111°54.83'
VPWBT	_____	N40°38.00'/W112°03.33'
VPZOO	HOGLE ZOO	N40°45.00'/W111°48.95'

SAN DIEGO TERMINAL AREA CHART/FLYWAY CHART

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

SAN FRANCISCO SECTIONAL CHART

VPKBG	KINGSBURY GRADE	N38°58.75'/W119°53.20'
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SAN FRANCISCO TERMINAL AREA CHART/FLYWAY CHART

VPALT	ALTAMONT PASS	N37°44.35'/W121°35.42'
VPANT	ANTIOCH BRIDGE	N38°01.45'/W121°45.02'
VPBBR	BENICIA BRIDGE	N38°02.50'/W122°07.45'
VPCL	CALAVERAS RESERVOIR	N37°28.16'/W121°48.93'
VP CBT	LAKE CHABOT	N37°43.68'/W122°06.94'

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPCOY	COYOTE HILLS	N37°32.50'/W122°05.06'
VPCQZ	CARQUINEZ BRIDGE	N38°03.66'/W122°13.52'
VPCRL		N37°11.00'/W121°41.06'
VPCRY	CRYSTAL SPRINGS CAUSEWAY	N37°30.56'/W122°21.10'
VPDUB	DUBLIN	N37°42.06'/W121°55.36'
VPEMB	EMBASSY SUITES	N37°26.05'/W121°53.83'
VPCSH	CAL STATE UNIVERSITY	N37°39.52'/W122°03.52'
VPDAM	DEL VALLE DAM	N37°36.91'/W121°44.78'
VPDLR		N37°07.00'/W121°47.06'
VPDUB	DUBLIN	N37°42.06'/W121°55.36'
VPEMB	EMBASSY SUITES	N37°26.05'/W121°53.83'
VPGGF	GOLDEN GATE FIELDS	N37°53.07'/W122°18.71'
VPGIL	GILROY	N37°01.37'/W121°33.99'
VPHHH	HAMILTON	N38°03.58'/W122°30.66'
VPKGO	KGO	N37°31.58'/W122°06.10'
VPLEX	LEXINGTON RESERVOIR	N37°11.66'/W121°59.18'
VP MID	MID-SPAN SAN MATEO BRIDGE	N37°36.28'/W122°11.81'
VP MOR	MORMON TEMPLE	N37°48.46'/W122°11.95'
VP NUM	NUMMI PLANT	N37°29.56'/W121°56.58'
VPPAC		N37°38.00'/W122°32.07'
VPPRU	PRUNEYARD	N37°17.33'/W121°56.01'
VPSAR	SARATOGA	N37°15.26'/W122°02.33'
VPSLA	SLAC/LINEAR ACCELERATOR	N37°24.75'/W122°14.35'
VPSTB	STINSON BEACH	N37°54.45'/W122°40.41'
VPSUN	SUNOL GOLF COURSE	N37°34.85'/W121°53.23'
VPUTC	U.T.C.	N37°13.93'/W121°41.35'
VPWAL	WALNUT CREEK	N37°53.78'/W122°04.30'
VPWAM		N37°30.28'/W122°10.00'
VPWFR	CEMENT PLANT	N37°30.88'/W122°12.26'

TAMPA/ORLANDO TERMINAL AREA CHART/FLYWAY CHART

VPBOV		N27°57.00'/W080°46.75'
VPCNY		N28°30.00'/W080°45.00'
VPDAD	DADE CITY	N28°22.57'/W082°11.25'
VPDFI		N29°00.17'/W081°20.85'
VPDUT		N27°37.70'/W082°09.10'
VPEAR	CLEARWATER BEACH	N27°58.67'/W082°49.83'
VPFFU		N28°57.08'/W081°00.33'
VP GPE	ST PETE BEACH	N27°43.50'/W082°44.67'
VP HUC		N28°19.87'/W082°43.77'
VP KER	LAKE PARKER	N28°04.00'/W081°56.00'
VP LEV		N28°48.00'/W080°52.00'
VP LJA		N29°00.00'/W080°51.00'

WASHINGTON SECTIONAL CHART

VPACE		N38°07.82'/W076°48.75'
VPAXI		N38°34.57'/W076°20.38'
VPBRA		N36°13.75'/W076°08.08'
VP GCE		N36°03.90'/W076°36.42'
VPWZO		N36°00.87'/W075°40.07'

VOR RECEIVER CHECK VOR RECEIVER CHECKPOINTS AND VOR TEST FACILITIES (VOT)

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

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

ARIZONA VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
Bard	116.8/BZA	A/2000	242	5.9	Over interstate 8 freeway crossing canal.
Drake (Ernest A. Love Fld).....	114.1/DRK	A/7000	124	5.0	Over apch end Rwy 30.
Flagstaff (Pulliam).....	113.85/FLG	A/8000	033	6.5	Over red and white square twr.
Fort Huachuca (Sierra Vista Muni/Libby AAF).....	113.6/FHU	G	80		Runup area Twy G at 26 end.
Kingman (Kingman).....	108.8/IGM	G	220	1.0	Center of runup area apch end Rwy 03.
Page (Page Muni).....	117.6/PGA	G	168	0.8	On Twy a runup near Rwy 33.
Phoenix-Mesa Gateway	113.3/IWA	G	299	1.4	On Twy G between Rwy 12R and Rwy 12C.
Tucson (Tucson Intl)	116.0/TUS	G	318	0.7	On runup pad northeast of Twy A17.
Willie (Phoenix-Mesa Gateway)	113.3/IWA	G	124	0.6	On Twy P runup area Rwy 30C.
Winslow (Winslow-Lindbergh Rgnl)	112.6/INW	A/6000	106	5.0	Over apch end Rwy 29.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks
Phoenix Sky Harbor Intl.	109.0	G	
Prescott (Ernest A. Love Fld)	110.0	G	

CALIFORNIA VOR RECEIVER CHECKPOINTS

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
Arcata (Arcata)	110.2/ACV	G	148	0.7	On runup area apch end Rwy 32.
Chico (Chico Muni).....	109.8/CIC	G	302	1.1	On north runup area.
Clovis (Fresno Yosemite Intl).....	112.9/CZQ	A/1400	130	7.2	Over apch end Rwy 11L.
Compton Woodley	113.6/LAX	A/1000	091	10.0	Over apch end Rwy 25L.
Concord (Buchanan Field).....	117.0/CCR	A/1200	172		Over apch end Rwy 19L.
Daggett (Barstow-Daggett)	113.2/DAG	A/2800	223	11.7	Over apch end Rwy 22.
El Nido (Merced Muni/Macready Fld).....	114.2/HYP	A/1200	290		Over apch end Rwy 30.
Fortuna (Murray Fld).....	114.0/FOT	A/1500	015	9.6	Over Rwy apch end 11.
Fortuna (Rohnerville).....	114.0/FOT	A/1400	130	8.2	Over apch end Rwy 11.
Guadalupe (Santa Maria Pub/Capt G Allan Hancock Fld)	111.0/GLJ	A/1200	118		Over apch end Rwy 30.
Imperial (Imperial County).....	115.9/IPL	A/1500	313	5.7	Over apch end Rwy 32.

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
Lake Hughes (General Wm J. Fox Airfield)	108.4/LHS	G	065	18.1	On the main ramp at east terminal gas pit.
Maxwell (Willows–Glenn County)	110.0/MXW	A/1200	342	11.5	Over apch end Rwy 34.
Modesto (Modesto City–Co–Harry Sham Fld)	114.6/MOD	G	093	0.6	On ramp area next to intersection of Taxiways A and A1.
Oakland (Metropolitan Oakland Intl)	116.8/OAK	G	081	0.9	On runup pad end of Rwys 27R and 27L.
Palmdale (General Wm. J. Fox Airfield)	114.5/PMD	A/5000	296	10.1	Over center taxiway/runway intersection.
Paso Robles (Paso Robles Muni).....	114.3/PRB	G	247	0.4	Transient parking ramp front of terminal.
Placerville (Placerville)	115.5/HNW	A/5200	076	8.7	Dam on west end of lake.
Pomona (Cable)	110.4/POM	A/3500	053	5.1	Over apch end of Rwy 06.
Red Bluff	115.7/RBL	A/1500	358	5.8	Over the center of Red Bluff Fairgrounds Race Track.
Redding (Redding Muni).....	108.4/RDD	G	308	.5	On ramp adjacent to Twy M1 at compass rose.
Sacramento (McClellan Airfield)	109.2/MCC	G	358	.9	On Taxiway at end of Rwy 16.
	109.2/MCC	G	015	0.4	On Taxiway B.
Sacramento (Sacramento Executive).....	115.2/SAC	A/1000	016	4.4	Over apch end Rwy 02.
Salinas (Salinas Muni)	117.3/SNS	G	247	0.4	Intersection of twys C and D.
San Francisco (San Francisco Intl).....	115.8/SFO	A/2000	153	6.7	Over Crystal Springs causway 5 NM west of San Carlos arpt.
San Jose (Norman Y. Mineta San Jose Intl) .	114.1/SJC	G	123	1.7	On Twy B and runup area Rwy 30L.
San Jose (Norman Y. Mineta San Jose Intl) .	114.1/SJC	G	132	0.6	Twy V abeam Twy J.
Santa Barbara	114.9/RZS	A/2000	279	11	Over Lake Cachuma Dam spillway.
Santa Barbara (Santa Barbara Muni).....	114.9/RZS	G	197	5.8	At intersection of Taxiway D and H.
Santa Rosa (Charles M. Schulz–Sonoma Co)	113.0/STS	A/2000	323	5.9	River bridge on Highway 101.
	113.0/STS	G	121		.5 NM runup Rwy 32.
	113.0/STS	G	344		.4 NM runup Rwy 14.
Scaggs Island (Napa County).....	112.1/SGD	A/1000	047	5.4	Over rotating beacon.
Thermal (Jacqueline Cochran Rgnl)	116.2/TRM	G	329	0.3	On centerline of twy 375' in front of hangar.
Van Nuys	113.1/VNY	G	169	0.5	At intersection of Twy D and Twy A.
	113.1/VNY	G	161	1.6	On West runup area rwy 34L.
	113.1/VNY	G	142	0.4	Runup area Rwy 16L.
Ventura (Camarillo)	108.2/VTU	G	330	6.1	Runup Rwy 26.
	108.2/VTU	G	320	6.5	Runup Rwy 08.
Ventura (Oxnard)	108.2/VTU	G	289	9.0	On parallel Twy W of Rwy 25 runup area.
Visalia (Visalia Muni)	109.4/VIS	A/1300	107	5.0	Over apch end rwy 12.
Woodside (Hayward Executive).....	113.9/OSI	G	009		Runup area Rwy 28L.
Woodside (San Carlos)	113.9/OSI	A/2000	355	7.2	Over Rwy 30 numbers.

VOR RECEIVER CHECK VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks
Bakersfield	111.2	G	
Hawthorne (Jack Northrop Fld/Hawthorne Muni)	113.9	G	Unusable on south taxiway.
Long Beach (Daugherty Field)	113.9	G	Unusable all areas except runup Rwy 25L at Taxiway J, runup Rwy 25R.
Los Angeles Intl	113.9	G	Unusable all areas except intersection of Twys A at G runup Rwy 25L at Twy F and intersection of Twy C at N.
Sacramento Executive	111.4	G	
Sacramento Intl	111.4	G	
San Diego (EL Cajon) (Gillespie Fld)	110.0	G	
San Diego (Mount Soledad) (San Diego Intl)	109.0	G	Unusable all areas except runup area Rwy 27.
San Diego (Mount Soledad) (Montgomery)	109.0	G	Unusable all areas except runup areas for Rwy 05 and 28L.
San Diego (Mount Soledad) (North Island NAS-Halsey Fld)	109.0	G	Unusable all areas except runup areas for Rwy 18 and 29.
San Francisco Intl	111.0	G	
Santa Ana (John Wayne Airport/Orange Co)	110.0	G	
Santa Monica Muni	113.9	G	Unusable all areas except runup areas for Rwy 03 and 21.
Torrance (Zamperini Fld)	113.9	G	

COLORADO VOR RECEIVER CHECKPOINTS

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
Akron	114.4/AKO	A/6000	179	7.0	Over lgtd twr.
Cortez (Cortez Muni)	108.4/CEZ	A/7000	196		Over apch end rwy 21.
Denver (Rocky Mountain Metropolitan)	115.4/BJC	G	060	0.6	Runup area at Alpha 17.
Durango (Durango-La Plata Co)		G	218		Runup area Rwy 03.
Hayden (Craig-Moffat)	115.6/CHE	A/7200	248	9.6	Over apch end rwy 25.
Pueblo (Pueblo Memorial)	116.7/PUB	G	249	3.8	On painted circle with arrow on runup pad S side apch end rwy 08L.
	116.7/PUB	A/7300	294	7.8	Over KOAA TV twr, 5.4 NM of arpt.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks
Centennial	108.2	G	VOT unusable east of Twy C-4.
(City of Colorado Springs Muni)	110.4	G	
Denver International	110.0	G	VOT unusable in terminal area N of Twy AA to Twy BN and W Twy L to Twy F.

VOR RECEIVER CHECK NEVADA VOR RECEIVER CHECKPOINTS

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
Bullion (Elko Rgnl)	114.5/BQU	A/7000	343	5.1	Over center of race track.
Ely (Ely Arpt/Yelland Fld)	110.6/ELY	G	059		Intersection of Twy A and Twy B.
Mustang (Reno/Stead)	117.9/FMG	A/7000	291	12.8	Over atct.
Wells (Wells Muni/Harriet Fld)	114.2/LWL	A/7000	286	8.3	Over radio twr.
Winnemucca Muni	108.2/INA	A/6000	024	6.5	Over highway bridge crossing railroad tracks.
	108.2/INA	G	134	.8	Runup area Rwy 32.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks
Las Vegas (North Las Vegas)	108.2	G	

NEW MEXICO

VOR RECEIVER CHECKPOINTS

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
Carlsbad (Carlsbad City Air Terminal)	116.3/CNM	G	333	5.4	On Twy A in front of fire department.
Hobbs (Lea County Rgnl)	111.0/HOB	G	030	3.5	On runup pad apch end Rwy 03.
Las Vegas (Las Vegas Muni)	117.3/FTI	A/8500	233	6.0	Over yellow water tank.
Roswell (Roswell Intl Air Center)	116.1/CME	G	100	5.2	On middle of W ramp adjacent to twy.
Santa Fe (Santa Fe County Muni)	110.6/SAF	G	334	4.7	At junction main intersection of twy and ramp. (Checkpoint unusable).
Silver City (Grant Co)	110.8/SVC	G	100	0.9	Twy entrance to Rwy 26 just west of approach end.
Texico (Clovis Muni)	112.2/TXO	A/6000	240	12.7	Over rotating beacon on steel twr adjacent to terminal bldg.
Truth or Consequences (Truth or Consequences Muni)	112.7/TCS	G	155	3.2	On Twy A 2000' from AER 31.
Tucumcari (Tucumcari Muni)	113.6/TCC	G	258	0.5	100' in front of terminal on twy.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks
Albuquerque Intl. Sunport	111.0	G	VOT unreliable in all areas except runup Rwy 08.

VOR RECEIVER CHECK UTAH

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VOR RECEIVER CHECKPOINTS

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd.	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
		AB/ALT			
Cedar City (Cedar City Rgnl).....	117.3/CDC	A/6500	177	4.7	Over apch end Rwy 20.
Delta (Delta Muni).....	116.1/DTA	A/6000	346	5.3	Over apch end of Rwy 17.
Provo (Provo Muni).....	108.4/PVU	G	180	0.4	Runup area Twy D.
	108.4/PVU	G	331	0.7	Runup area Twy B.
Vernal (Vernal Rgnl)	108.2/VEL	A/8000	021	6.5	Over towers on knoll.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks
Salt Lake City Intl	111.0	G	

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

All times are local and altitudes MSL unless otherwise specified.

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

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

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

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

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

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

- (1) Been in operation for at least 1 year.
- (2) Operate year round (at least on weekends).
- (3) Log 4,000 or more jumps each year.

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

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
ARIZONA			
(c) Buckeye Muni	8 NM; 089° Buckeye	14,000	Daily SR—2 hours after SS. 2 NM radius.
(c) Bullhead City, Eagle Airpark ..	10 NM; 300° Needles.....	15,000	3 NM Daily 0645–1835
(c) Casa Grande Muni	9 NM; 041° Stanfield.....	12,000	2 NM Daily 0600–1700.
(c) Coolidge Muni	25 NM; 070° Stanfield.....	17,999	15 NM radius, daily. High altitude, full canopy, free fall, and low level combat parachute jumping. Large military transports in vicinity of arpt.
(c) Cottonwood Arpt	22.1 NM; 072° Drake	14,000	Continuous during daylight hrs.
(c) Eloy Muni	17 NM; 094° Stanfield.....	17,500	Albuquerque Center 124.5 4 NM radius. Daily SR—2 hours after SS (cfc UNICOM for PAJA advisories. Landing area ¼ mile E of rwy centerline).
(c) Estrella Sailport	17 NM; 300° Stanfield.....	14,000	1 NM radius. Daily SR—SS.
Kingman Arpt	25 NM; 334° Kingman	12,000	5 NM radius, daily SR—SS.
(c) Laguna AAF/Yuma Proving Ground	11.8 NM; 048° Bard.....	25,000	Continuous 24 hrs. 5 NM radius, Laguna AAF Control Zone.
(c) Marana Rgnl	25 NM; 308° Tucson	17,999	15 NM radius, Continuous. Tucson Tower 125.1
(c) Marana, Pinal Airpark	33 NM; 308° Tucson	25,000	15 NM radius, Continuous.
CALIFORNIA			
Apple Valley Arpt	10 NM; 073° Victorville.....	15,000	2 NM radius, daily SR—SS.
(c) Brickland's Ranch	12.5 NM; 339° Redding.....	3,900	3 NM radius, May 1 thru Nov 1 yearly.
(c) Byron Arpt	23 NM; 250° Manteca	15,000	Daily SR—SS
(c) California City Muni Arpt	30 NM; 348° Palmdale	17,500	Daily SR—SS.
(c) Camarillo Arpt	8.4 NM; 000° Ventura	14,000	2 NM radius, usually blo 10,000', SR—SS; Listen for 1-minute call on Camarillo Twr freq.
(c) Cloverdale Muni Arpt	18 NM; 316° Santa Rosa.....	12,500	1 NM radius, Mon–Sun 0800–2100.
(c) Davis/Woodland/Winters, Yolo Co	16.5 NM; 283° Sacramento	13,500	3 NM radius, daily SR—2300.
(c) Fall River Mills Arpt	34.4 NM; 63° Redding.....	8,700	2 NM radius, daily May 1–Nov 30.
(c) Hemet/Diamond Valley	12.5 NM; 107° Homeland	14,000	3 NM radius. Wed–Fri 0900–SS. Sat–Sun 0800–SS, other days and times by request.
(c) Hollister Muni	16.6 NM; 017° Salinas.....	17,999	1 NM. Daily, all hours. Oakland Center 128.7
(c) Lake Elsinore, Skylark Fld	10.5 NM; 198° Homeland	14,000	1 NM radius, 0800–SS daily
(c) Lincoln Rgnl/Karl Harder Fld ..	14.7 NM; 353° McClellan.....	15,000	Daily 0800–SR
(c) Lodi Arpt	15 NM; 285° Linden	15,000	Continuous 24 hrs. 1 NM radius. Other altitudes by notam.
Lompoc Arpt	20 NM; 277° Gaviota.....	15,000	4 NM radius, Thu–Mon SR—SS.
(c) Lompoc	14 NM; 284° Gaviota.....	17,999	1 NM radius, daily 1600–0400.

PARACHUTE JUMPING AREAS

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LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
(c) Los Alamitos AAF	At field.....	1,500 AGL	Weekends and occasional weekdays
(c) Madera Muni Arpt	15.2 NM; 277° Clovis.....	15,000	3 NM radius. Daily SR-1 hour after SS.
(c) Marina Muni	7.6 NM; 259° Salinas.....	12,500	SR-SS Sat and Sun
Murrieta, Bear Creek Arpt.....	13 NM; 178° Homeland	11,500	1 NM radius. Mon-Fri 0800-sunset, Sat-Sun 0630-sunset.
(c) Oro Loma, Eagle Fld	12 NM; 010° Panoche	12,500	2 NM radius, Fri-Sun.
Palm Springs	12 NM; 130° Palm Springs.....	14,000	1 NM radius. Daily sunrise to sunset.
(c) Paradise Skypark Arpt	12 NM; 097° Chico	14,500	Daily, 0800-SS.
(c) Perris Valley Arpt.....	1 NM; 220° Homeland	14,500	Daily SR-SS
(c) Salinas, Davis Road Drop Zone.....	6 NM; 235° Salinas.....	18,000	1 NM radius, Daily 0500-1900
(c) San Diego, Brown Fld Muni ...	2.3 NM 157° Poggi.....	14,000	2 NM radius. Mon-Fri 0800-1800.
(c) San Diego, Leon Drop Zone ..	11.5 NM; 192° Mission Bay	2,800	Continuous. 1NM radius. Altitudes above 2800-15000 MSL avbl upon request, (ctc SOCAL prior to entering Terminal Control Area).
(c) San Diego, Otay Reservoir	4.4 NM; 058° Poggi.....	5,800	1NM radius. Daily SR-SS.
(c) San Diego, South Bay	7 NM; 136° Mission Bay	2,800	Daily SR-SS. 1NM radius altitudes above 2800-3300 MSL avbl upon request, (ctc SOCAL prior to entering Terminal Control Area).
(c) San Diego, Trident	5 NM; 111° Poggi.....	15,000	Daily SR-SS. 1NM radius
Santa Maria	5 NM; 021° Guadalupe	12,500 AGL	0900-SS, Sat, Sun and holidays
(c) Santa Ynez	8 NM; 293° Gaviota.....	17,999	1 NM radius, daily 1600-0400.
(c) Slate Creek	30 NM; 323° Redding.....	5,500	3 NM radius. May 1 thru Nov 1 yearly.
(c) Taft Drop Zone	25.7 NM; 197° Shafter	13,000	1 NM radius. SR-SS, occasional night jumps by NOTAM.
(c) Taft-Kern Co Arpt	21 NM; 066° Fellows.....	13,000	2 NM radius. Daily SR-SS, occasional ngt jumps by NOTAM.
(c) Tres Pinos Drop Zone	16 NM; 045° Salinas.....	12,500	1 NM radius. Daily SR-SS.
(c) Twentynine Palms	12 NM; 265° Twentynine Palms .	12,500	1 NM radius, 0900-SS, Sat, Sun, and holidays.
(c) Watsonville Muni Arpt	21.8 NM; 305° Salinas.....	14,000	2 NM Daylight hrs.
(c) Wilton Drop Zone	20.1 NM; 313° Salinas.....	14,000	1 NM Daylight hrs.
	17.5 NM; 080° Sacramento	1,500 AGL	Hvy equip, paratroopers.
COLORADO			
Boulder Muni	9 NM; 328° Jeffco	18,000	2 NM radius. Daylight hrs.
(c) Brush Muni.....	19.6 NM 277° Akron	17,700	2 NM radius, Daily 0800-SS.
(c) Canon City, Fremont County Arpt	32.9 NM; 271° Pueblo.....	17,500	2 NM radius. Daily 1300-0659.
(c) Colorado Springs, USAF Academy Airstrip	9 NM; 266° Black Forrest.....	17,500	Daily SR-SS occasionally til 2200.
(c) Fort Collins/Loveland Muni Arpt	19.5 NM; 248° Gill	17,500	3 NM Wed-Sun SR-1 hr after SS.
Greeley, Skydive the Farm	16 NM; 308° Gill.....	14,500	2 NM radius. Fri-Sun 0800-SS.
(c) Fort Morgan Muni Arpt.....	31 NM 278° Akron	17,500	3 NM radius Fri-Sun SR-SS.
(c) Hugo, Kelly Drop Zone.....	10 NM; 254° Hugo	8,000	2 NM radius. Heavy equipment paratroopers possible jumps during IFR/marginal VFR.
(c) Longmont, Vance Brand Arpt	15 NM; 346° Jeffco.....	17,900	2 NM radius. Daily SR-2 hrs after SS.
(c) Trinidad, Pinon Drop Zone	28 NM; 279° Tobe	8,000	2 NM radius. Heavy equipment paratroopers possible jumps during IFR/marginal VFR.

PARACHUTE JUMPING AREAS

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
NEVADA			
(c) Boulder City Arpt.	3 NM; 164° Boulder City	17,000	0.5 NM radius. Daily SR-SS.
(c) El Dorado Jump Zone	7 NM; 195° Boulder City	17,000	0.5 NM radius. Daily, SR-SS.
Indian Springs AF Aux Arpt.	38 NM; 304° Las Vegas	10,000	5 NM radius. Daily SR-SS.
(c) Jean Drop Zone	24.1 NM; 191° Las Vegas	15,000	1 NM radius. Daily SR-SS.
(c) Mesquite Arpt.	11.4 NM; 054° Mormon Mesa ...	17,500	2 NM radius. Continuous SR-SS.
(c) Nellis AFB, Gunfighter Drop Zone	12.7 NM; 25° Las Vegas	17,500 AGL	1.3 NM east of rwys. SR-SS Sat-Sun. Other times by NOTAM.
(c) Pahrump	49 NM; 126° Beatty	12,500	Tue-Sun SR-SS
Reno/Stead Arpt.	15 NM; 292° Mustang	14,000	1.0 NM radius. Daily SR-SS.
(c) Tonopah Arpt.	10 NM; 270° Tonopah	10,000	1 NM radius. Daily SR-SS.
NEW MEXICO			
Albuquerque	6 NM; 050° Albuquerque	18,000	Weekends and holidays
	17 NM; 140° Albuquerque	17,000	SR-SS weekends.
(c) Belen, Alexander Muni	12 NM; 346° Socorro	16,000	1 NM radius. Daily SR-SS.
(c) Santa Teresa, Dona Ana Co at Santa Teresa Arpt	22 NM; 268° El Paso	13,000	1 NM radius. SR-SS Sat-Sun. S side of arpt.
UTAH			
(c) Cedar Fort, Cedar Valley Arpt	6.5 NM; 313° Fairfield	17,500	3 NM radius. Daily SR-2300.
Goshen Wells, Cedar Valley	4 NM; 270° Fairfield	10,000	0.25 NM radius. Occasional use
(c) Hurricane, General Dick Stout Fld	13 NM; 042° St George	15,000	1 NM radius. Daily SR-SS.
Logan, Logan-Cache Arpt.	7.2 NM; 051° Brigham City	15,000	0.5 NM radius 0900-sunset. Weekends and Holidays.
(c) Ogden-Hinckley	5 NM; 085° Ogden	17,999	2 NM radius. Daily SR-SS. NE corner Ogden Arpt.
(c) Bolinder Fld-Tooele Valley Arpt	24 NM; 215° Wasatch	17,000	2 NM radius. Daily 1300-0600.

The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical, VFR Terminal Area, and Helicopter Route Chart listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot, and major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain chart currency. The data is grouped by type and then by effective date. When a new edition of the Aeronautical Chart is published, the corrective tabulation will be removed from this bulletin. Inasmuch as this Bulletin provides major changes only, pilots should consult the airport listing in this directory for all new information. Users of U.S. World Aeronautical Charts (WAC) and U.S. Gulf Coast VFR Aeronautical Charts should consult the appropriate Sectional and VFR Terminal Area Charts for revisions. Positions are shown as degrees, minutes, seconds and hemisphere. Data is current as of 56 days prior to the date of this publication.

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

ALBUQUERQUE SECTIONAL

88th Edition, 20 Oct 2011

OBSTRUCTIONS

20 Oct 2011 No Major Changes.

15 Dec 2011 Add obst 6987' MSL (250' AGL), 35°48'46"N, 107°45'50"W.

Add obst 6003' MSL (250' AGL), 33°24'58"N, 105°26'05"W.

Add obst 6208' MSL (310' AGL), 35°56'42"N, 104°11'58"W.

Add obst 5689' MSL (300' AGL), 35°47'45"N, 103°50'16"W.

9 Feb 2012 Add obst 4095' MSL (260' AGL), 35°22'28"N, 103°24'29"W.

Add obst 5143' MSL (201' AGL), 32°18'58"N, 108°45'22"W.

5 Apr 2012 Add obst 5008' MSL (414' AGL), 34°36'48"N, 103°20'33"W.

Add obst 7530' MSL (260' AGL), 35°15'03"N, 108°45'40"W.

Add obst 3749' MSL (416' AGL), 33°35'47"N, 102°03'05"W.

AIRPORTS

20 Oct 2011 No Major Changes.

15 Dec 2011 Change CTAF 122.95 to 122.9 at MORIARTY arpt, 34°58'56"N, 106°00'18"W.

9 Feb 2012 – 5 Apr 2012 No Major Changes.

NAVAIDS

20 Oct 2011 – 5 Apr 2012 No Major Changes.

AIRSPACE

20 Oct 2011 – 5 Apr 2012 No Major Changes.

SPECIAL USE AIRSPACE

20 Oct 2011 – 5 Apr 2012 No Major Changes.

MILITARY TRAINING ROUTES

20 Oct 2011 – 5 Apr 2012 No Major Changes.

MISCELLANEOUS

20 Oct 2011 – 5 Apr 2012 No Major Changes.

CHEYENNE SECTIONAL

85th Edition, 12 Jan 2012

OBSTRUCTIONS

9 Feb 2012 Add obst 4168' MSL (483' AGL), 43°17'22"N, 102°16'16"W.

Add obst 5289' MSL (267' AGL), 42°35'40"N, 105°02'12"W.

Add windmill farm. 7398' is highest MSL, 41°56'42"N, 106°24'42"W.

5 Apr 2012 Add obst 3691' MSL (301' AGL), 43°17'02"N, 103°24'46"W.

AIRPORTS

9 Feb 2012 – 5 Apr 2012 No Major Changes.

NAVAIDS

9 Feb 2012 No Major Changes.

5 Apr 2012 Change CHADRON VOR-DME to TOADSTOOL VOR-DME, 42°33'32"N 103°18'44"W.

AIRSPACE

9 Feb 2012 Revise SPEARFISH, SD Class E: That airspace extending upward from 700 feet above the surface within a 7-mile radius of Black Hills Airport-Clyde Ice Field, and within 2.1 miles each side of the 305° bearing from the airport extending from the 7-mile radius to 8.3 miles northwest of the airport, and within 2 miles each side of the 135° bearing from the airport extending from the 7-mile radius to 18.3 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at 44°29'16"N, 103°56'55"W; to 44°13'37"N, 104°14'00"W; to 44°18'41"N, 104°23'24"W; to 44°44'11"N, 103°57'49"W; to 44°50'13"N, 103°28'11"W; to 44°47'27"N, 102°57'40"W; to 44°39'31"N, 102°56'34"W; to 44°38'27"N, 103°12'26"W; to 44°25'51"N, 103°37'45"W; to 44°25'58"N, 103°38'15"W; thence clockwise via the 7-mile radius of the airport to the point of beginning.

Revise STURGIS, SD Class E: That airspace extending upward from 700 feet above the surface within a 7-mile radius of Sturgis Municipal Airport, and within 1.7 miles each side of the 302 degree bearing from the airport extending from the 7-mile radius to 9 miles northwest of the airport.

5 Apr 2012 No Major Changes.

SPECIAL USE AIRSPACE

9 Feb 2012 – 5 Apr 2012 No Major Changes.

MILITARY TRAINING ROUTES

9 Feb 2012 – 5 Apr 2012 No Major Changes.

MISCELLANEOUS

9 Feb 2012 – 5 Apr 2012 No Major Changes.

DENVER SECTIONAL

86th Edition, 12 Jan 2012

OBSTRUCTIONS

9 Feb 2012 No Major Changes.

5 Apr 2012 Add obst 5057' MSL (350' AGL), 37°45'50"N, 103°52'38"W.

AIRPORTS

9 Feb 2012 – 5 Apr 2012 No Major Changes.

NAVAIDS

9 Feb 2012 – 5 Apr 2012 No Major Changes.

AIRSPACE

9 Feb 2012 – 5 Apr 2012 No Major Changes.

SPECIAL USE AIRSPACE

9 Feb 2012 – 5 Apr 2012 No Major Changes.

MILITARY TRAINING ROUTES

9 Feb 2012 – 5 Apr 2012 No Major Changes.

MISCELLANEOUS

9 Feb 2012 – 5 Apr 2012 No Major Changes.

DENVER/COLORADO SPRINGS TERMINAL AREA CHART
77th Edition, 12 Jan 2012**OBSTRUCTIONS**

9 Feb 2012 – 5 Apr 2012 No Major Changes.

AIRPORTS

9 Feb 2012 – 5 Apr 2012 No Major Changes.

NAVAIDS

9 Feb 2012 – 5 Apr 2012 No Major Changes.

AIRSPACE

9 Feb 2012 – 5 Apr 2012 No Major Changes.

SPECIAL USE AIRSPACE

9 Feb 2012 – 5 Apr 2012 No Major Changes.

MILITARY TRAINING ROUTES

9 Feb 2012 – 5 Apr 2012 No Major Changes.

MISCELLANEOUS

9 Feb 2012 – 5 Apr 2012 No Major Changes.

EL PASO SECTIONAL
88th Edition, 9 Feb 2012**OBSTRUCTIONS**

9 Feb 2012 No Major Changes.

5 Apr 2012 Add obst 4466' MSL (254' AGL), 31°49'53"N, 106°05'44"W.

AIRPORTS

9 Feb 2012 – 5 Apr 2012 No Major Changes.

NAVAIDS

9 Feb 2012 – 5 Apr 2012 No Major Changes.

AIRSPACE

9 Feb 2012 – 5 Apr 2012 No Major Changes.

SPECIAL USE AIRSPACE

9 Feb 2012 – 5 Apr 2012 No Major Changes.

MILITARY TRAINING ROUTES

9 Feb 2012 – 5 Apr 2012 No Major Changes.

MISCELLANEOUS

9 Feb 2012 – 5 Apr 2012 No Major Changes.

GRAND CANYON VFR AERONAUTICAL CHART
3rd Edition, 19 Apr 2001**OBSTRUCTIONS**

17 May 2001 – 5 Apr 2012 No Major Changes.

AIRPORTS

17 May 2001 – 10 May 2007 No Major Changes.

5 Jul 2007 Delete TASSI arpt, 36°15'09"N, 113°57'54"W.

Delete THE RANCH arpt, 36°00'37"N, 112°17'30"W.

30 Aug 2007 – 5 Apr 2012 No Major Changes.

NAVAIDS

17 May 2001 – 5 Apr 2012 No Major Changes.

AIRSPACE

17 May 2001 – 5 Apr 2012 No Major Changes.

SPECIAL USE AIRSPACE

17 May 2001 – 5 Apr 2012 No Major Changes.

MILITARY TRAINING ROUTES

17 May 2001 – 5 Apr 2012 No Major Changes.

MISCELLANEOUS

17 May 2001 Blue Direct North (BDN) west bound route, add 10,500 with a westbound arrow above the 8,500 figure just west of Supal/Diamond Creek Sector boundary.

12 Jul 2001 – 5 Apr 2012 No Major Changes.

KLAMATH FALLS SECTIONAL**86th Edition, 5 Apr 2012****OBSTRUCTIONS****5 Apr 2012** No Major Changes.**AIRPORTS****5 Apr 2012** No Major Changes.**NAVAIDS****5 Apr 2012** No Major Changes.**AIRSPACE****5 Apr 2012** No Major Changes.**SPECIAL USE AIRSPACE****5 Apr 2012** No Major Changes.**MILITARY TRAINING ROUTES****5 Apr 2012** No Major Changes.**MISCELLANEOUS****5 Apr 2012** No Major Changes.

LAS VEGAS SECTIONAL**87th Edition, 8 Mar 2012****OBSTRUCTIONS****5 Apr 2012** No Major Changes.**AIRPORTS****5 Apr 2012** Delete HUDSON arpt, 39°32'40"N, 117°45'02"W.**NAVAIDS****5 Apr 2012** No Major Changes.**AIRSPACE****5 Apr 2012** No Major Changes.**SPECIAL USE AIRSPACE****5 Apr 2012** No Major Changes.**MILITARY TRAINING ROUTES****5 Apr 2012** No Major Changes.**MISCELLANEOUS****5 Apr 2012** No Major Changes.

LAS VEGAS TERMINAL AREA CHART**76th Edition, 8 Mar 2012****OBSTRUCTIONS****5 Apr 2012** No Major Changes.**AIRPORTS****5 Apr 2012** No Major Changes.**NAVAIDS****5 Apr 2012** No Major Changes.**AIRSPACE****5 Apr 2012** No Major Changes.**SPECIAL USE AIRSPACE****5 Apr 2012** No Major Changes.**MILITARY TRAINING ROUTES****5 Apr 2012** No Major Changes.**MISCELLANEOUS****5 Apr 2012** No Major Changes.

LOS ANGELES HELICOPTER ROUTE CHART
9th Edition, 30 Jun 2011**OBSTRUCTIONS****30 Jun 2011 – 5 Apr 2012** No Major Changes.**AIRPORTS****30 Jun 2011** No Major Changes.**25 Aug 2011** Delete VA MEDICAL CENTER HELIPORT, 33°46'33"N, 118°07'10"W.**20 Oct 2011** Delete CORONA RGNL MEDICAL CENTER HELIPORT, 33°52'23"N, 117°34'03"W.**15 Dec 2011** No Major Changes.**9 Feb 2012** Delete helipad at BRACKETT arpt, 34°05'29"N, 117°46'54"W.**5 Apr 2012** No Major Changes.**NAVAIDS****30 Jun 2011 – 5 Apr 2012** No Major Changes.**AIRSPACE****30 Jun 2011 – 5 Apr 2012** No Major Changes.**SPECIAL USE AIRSPACE****30 Jun 2011 – 5 Apr 2012** No Major Changes.**MILITARY TRAINING ROUTES****30 Jun 2011 – 5 Apr 2012** No Major Changes.**MISCELLANEOUS****30 Jun 2011 – 5 Apr 2012** No Major Changes.

LOS ANGELES SECTIONAL
90th Edition, 15 Dec 2011**OBSTRUCTIONS****15 Dec 2011** No Major Changes.**9 Feb 2012** Add obst 266'MSL (210'AGL), 32°25'08"N, 115°03'59"W.

Add obst 880'MSL (285'AGL), 32°25'10"N, 115°18'16"W.

Add obst 2981'MSL (242'AGL), 34°51'32"N, 118°26'09"W.

Add obst 236'MSL (210'AGL), 32°30'33"N, 115°24'00"W.

Add obst 595'MSL (320'AGL), 32°31'33"N, 115°35'48"W.

Add obst 2514'MSL (271'AGL), 33°57'59"N, 117°09'26"W.

Add obst 4410'MSL (210'AGL), 32°32'17"N, 116°03'44"W.

Add obst 3472'MSL (215'AGL), 32°31'41"N, 116°20'49"W.

5 Apr 2012 Add obst 3738'MSL (408'AGL), 34°55'05"N, 118°26'14"W.**AIRPORTS****15 Dec 2011 – 5 Apr 2012** No Major Changes.**NAVAIDS****15 Dec 2011 – 5 Apr 2012** No Major Changes.**AIRSPACE****15 Dec 2011 – 5 Apr 2012** No Major Changes.**SPECIAL USE AIRSPACE****15 Dec 2011 – 5 Apr 2012** No Major Changes.**MILITARY TRAINING ROUTES****15 Dec 2011 – 5 Apr 2012** No Major Changes.**MISCELLANEOUS****15 Dec 2011** No Major Changes.**9 Feb 2012** Add LAX VORTAC symbol, 33°55'59"N, 118°25'55"W.**5 Apr 2012** No Major Changes.

LOS ANGELES TERMINAL AREA CHART

64th Edition, 15 Dec 2011

OBSTRUCTIONS**15 Dec 2011** No Major Changes.**9 Feb 2012** Add obst 2514' MSL (271' AGL), 33°57'59"N, 117°09'26"W.**5 Apr 2012** Add obst 1388' MSL (251' AGL), 33°57'32"N, 117°49'03"W.**AIRPORTS****15 Dec 2011 – 5 Apr 2012** No Major Changes.**NAVAIDS****15 Dec 2011 – 5 Apr 2012** No Major Changes.**AIRSPACE****15 Dec 2011 – 5 Apr 2012** No Major Changes.**SPECIAL USE AIRSPACE****15 Dec 2011 – 5 Apr 2012** No Major Changes.**MILITARY TRAINING ROUTES****15 Dec 2011 – 5 Apr 2012** No Major Changes.**MISCELLANEOUS****15 Dec 2011** No Major Changes.**9 Feb 2012** Add LAX VORTAC symbol, 33°55'59"N, 118°25'55"W.**5 Apr 2012** No Major Changes.

PHOENIX SECTIONAL

86th Edition, 20 Oct 2011

OBSTRUCTIONS**20 Oct 2011 – 15 Dec 2011** No Major Changes.**9 Feb 2012** Add obst 266' MSL (210' AGL), 32°25'08"N, 115°03'59"W.

Add obst 880' MSL (285' AGL), 32°25'10"N, 115°18'16"W.

Add obst 236' MSL (210' AGL), 32°30'33"N, 115°24'00"W.

Add obst 595' MSL (320' AGL), 32°31'33"N, 115°35'48"W.

Add obst 6579' MSL (398' AGL), 35°28'06"N, 112°20'02"W.

Add obst 6581' MSL (398' AGL), 35°28'38"N, 112°17'41"W.

5 Apr 2012 Add windmill farm. 7000' is highest MSL, 35°21'56"N, 112°19'04"W.**AIRPORTS****20 Oct 2011 – 5 Apr 2012** No Major Changes.**NAVAIDS****20 Oct 2011 – 5 Apr 2012** No Major Changes.**AIRSPACE****20 Oct 2011** No Major Changes.

15 Dec 2011 Revise BLYTHE, CA Class E: That airspace extending upward from 700 feet above the surface within a 6.7-mile radius of Blythe Airport, and within 4 miles south and 1.2 miles north of the 264° bearing from the airport extending from the 6.7-mile radius to 10 miles west of the airport. That airspace extending upward from 1,200 feet above the surface within an area bounded by 33°50'00"N, 114°21'00"W; to 33°42'00"N, 114°17'00"W; to 33°41'30"N, 114°07'30"W; to 33°27'00"N, 114°09'00"W; to 33°28'00"N, 114°13'00"W; to 33°28'28"N, 114°27'12"W, thence clockwise along the 15.8-mile radius of Blythe Airport to 33°26'30"N, 114°57'00"W; to 33°26'00"N, 115°04'00"W; to 33°53'00"N, 115°07'00"W; to 34°15'00"N, 114°50'00"W; to 34°15'00"N, 114°28'00"W; to 33°52'00"N, 114°29'00"W, thence to the point of beginning.

Add CHINLE, AZ Class E: That airspace extending upward from 700 feet above the surface within a 7.2-mile radius of Chinle Municipal Airport; that airspace extending upward from 1,200 feet above the surface within an area bounded by 36°34'00"N, 110°00'00"W; to 36°38'00"N, 109°35'00"W; to 36°16'00"N, 109°02'00"W; to 36°04'00"N, 109°25'00"W; to 35°38'00"N, 110°01'00"W; to 36°19'00"N, 110°21'00"W, thence to the point of beginning.

9 Feb 2012 No Major Changes.

5 Apr 2012 Revise SHOW LOW, AZ CLASS E: That airspace extending upward from 700 feet above the surface within a 6.7-mile radius of the Show Low Regional Airport and within 3 miles each side of the 038° bearing of the Show Low Regional Airport extending from the 6.7-mile radius to 10 miles northeast of the airport, and within 2.1 miles each side of the 085° bearing of the Show Low Regional Airport extending from the 6.7-mile radius to 7.9 miles east of the airport; that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at 34°35'00"N, 109°51'00"W; to 34°14'00"N, 109°22'00"W; to 33°49'00"N, 110°36'00"W; to 34°08'00"N, 110°45'00"W; thence to the point of beginning.

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SPECIAL USE AIRSPACE

20 Oct 2011 – 5 Apr 2012 No Major Changes.

MILITARY TRAINING ROUTES

20 Oct 2011 – 5 Apr 2012 No Major Changes.

MISCELLANEOUS

20 Oct 2011 – 5 Apr 2012 No Major Changes.

PHOENIX TERMINAL AREA CHART

45th Edition, 20 Oct 2011

OBSTRUCTIONS

20 Oct 2011 – 5 Apr 2012 No Major Changes.

AIRPORTS

20 Oct 2011 – 5 Apr 2012 No Major Changes.

NAVAIDS

20 Oct 2011 – 5 Apr 2012 No Major Changes.

AIRSPACE

20 Oct 2011 – 5 Apr 2012 No Major Changes.

SPECIAL USE AIRSPACE

20 Oct 2011 – 5 Apr 2012 No Major Changes.

MILITARY TRAINING ROUTES

20 Oct 2011 – 5 Apr 2012 No Major Changes.

MISCELLANEOUS

20 Oct 2011 – 5 Apr 2012 No Major Changes.

SALT LAKE CITY HELICOPTER ROUTE CHART

3rd Edition, 26 Oct 2006

OBSTRUCTIONS

23 Nov 2006 – 5 Apr 2012 No Major Changes.

AIRPORTS

23 Nov 2006 – 10 Apr 2008 No Major Changes.

5 Jun 2008 Delete PAYNE arpt, 41°05'54"N, 112°06'56"W.

Delete WARD heli, 40°35'59"N, 111°48'03"W.

31 Jul 2008 – 25 Sep 2008 No Major Changes.

20 Nov 2008 Delete CHANNEL 4 heli, 40°43'57"N, 111°57'20"W.

15 Jan 2009 – 3 Jun 2010 No Major Changes.

29 Jul 2010 CAMP WILLIAMS ANG arpt abandoned, 40°25'55"N, 111°55'51"W.

23 Sep 2010 – 5 Apr 2012 No Major Changes.

NAVAIDS

23 Nov 2006 – 5 Apr 2012 No Major Changes.

AIRSPACE

23 Nov 2006 – 5 Apr 2012 No Major Changes.

SPECIAL USE AIRSPACE

23 Nov 2006 – 5 Apr 2012 No Major Changes.

MILITARY TRAINING ROUTES

23 Nov 2006 – 5 Apr 2012 No Major Changes.

MISCELLANEOUS

23 Nov 2006 – 5 Apr 2012 No Major Changes.

SALT LAKE CITY SECTIONAL
87th Edition, 5 Apr 2012**OBSTRUCTIONS**

5 Apr 2012 No Major Changes.

AIRPORTS

5 Apr 2012 No Major Changes.

NAVAIDS

5 Apr 2012 No Major Changes.

AIRSPACE

5 Apr 2012 No Major Changes.

SPECIAL USE AIRSPACE

5 Apr 2012 No Major Changes.

MILITARY TRAINING ROUTES

5 Apr 2012 No Major Changes.

MISCELLANEOUS

5 Apr 2012 No Major Changes.

SALT LAKE CITY TERMINAL AREA CHART
46th Edition, 5 Apr 2012**OBSTRUCTIONS**

5 Apr 2012 No Major Changes.

AIRPORTS

5 Apr 2012 No Major Changes.

NAVAIDS

5 Apr 2012 No Major Changes.

AIRSPACE

5 Apr 2012 No Major Changes.

SPECIAL USE AIRSPACE

5 Apr 2012 No Major Changes.

MILITARY TRAINING ROUTES

5 Apr 2012 No Major Changes.

MISCELLANEOUS

5 Apr 2012 No Major Changes.

SAN DIEGO TERMINAL AREA CHART
63rd Edition, 15 Dec 2011**OBSTRUCTIONS**

15 Dec 2011 No Major Changes.

9 Feb 2012 Add obst 3472' MSL (215' AGL), 32°31'41"N, 116°20'49"W.

5 Apr 2012 No Major Changes.

AIRPORTS

15 Dec 2011 – 5 Apr 2012 No Major Changes.

NAVAIDS

15 Dec 2011 – 5 Apr 2012 No Major Changes.

AIRSPACE

15 Dec 2011 – 5 Apr 2012 No Major Changes.

SPECIAL USE AIRSPACE

15 Dec 2011 – 5 Apr 2012 No Major Changes.

MILITARY TRAINING ROUTES

15 Dec 2011 – 5 Apr 2012 No Major Changes.

MISCELLANEOUS

15 Dec 2011 – 5 Apr 2012 No Major Changes.

SAN FRANCISCO SECTIONAL
88th Edition, 8 Mar 2012**OBSTRUCTIONS****5 Apr 2012** No Major Changes.**AIRPORTS****5 Apr 2012** Delete PATTERSON arpt, 37°28'06"N, 121°10'09"W.**NAVAIDS****5 Apr 2012** No Major Changes.**AIRSPACE****5 Apr 2012** No Major Changes.**SPECIAL USE AIRSPACE****5 Apr 2012** No Major Changes.**MILITARY TRAINING ROUTES****5 Apr 2012** No Major Changes.**MISCELLANEOUS****5 Apr 2012** No Major Changes.

SAN FRANCISCO TERMINAL AREA CHART
80th Edition, 8 Mar 2012**OBSTRUCTIONS****5 Apr 2012** No Major Changes.**AIRPORTS****5 Apr 2012** No Major Changes.**NAVAIDS****5 Apr 2012** No Major Changes.**AIRSPACE****5 Apr 2012** No Major Changes.**SPECIAL USE AIRSPACE****5 Apr 2012** No Major Changes.**MILITARY TRAINING ROUTES****5 Apr 2012** No Major Changes.**MISCELLANEOUS****5 Apr 2012** No Major Changes.

WICHITA SECTIONAL
88th Edition, 12 Jan 2012

OBSTRUCTIONS

9 Feb 2012 Add obst 4204' MSL (350' AGL), 37°10'18"N, 102°11'13"W.

5 Apr 2012 Add obst 1675' MSL (315' AGL), 39°10'51"N, 97°19'01"W.

Add obst 2553' MSL (250' AGL), 38°50'54"N, 99°32'16"W.

Add obst 1967' MSL (211' AGL), 38°31'28"N, 98°21'17"W.

Add obst 1723' MSL (349' AGL), 38°10'21"N, 97°05'27"W.

Add obst 1758' MSL (308' AGL), 38°00'54"N, 97°40'58"W.

Add obst 1727' MSL (315' AGL), 39°37'40"N, 97°07'18"W.

Add obst 2839' MSL (315' AGL), 38°26'58"N, 100°11'25"W.

Add obst 2049' MSL (300' AGL), 39°45'32"N, 99°01'44"W.

Add obst 2165' MSL (393' AGL), 38°31'20"N, 98°10'18"W.

Add obst 1671' MSL (310' AGL), 38°13'36"N, 96°55'44"W.

Add obst 2596' MSL (300' AGL), 39°01'19"N, 99°34'09"W.

Add obst 3855' MSL (250' AGL), 38°16'32"N, 101°45'00"W.

Add obst 2929' MSL (315' AGL), 38°38'49"N, 100°10'32"W.

Add obst 3332' MSL (270' AGL), 37°38'38"N, 100°59'52"W.

Add obst 5057' MSL (350' AGL), 37°45'50"N, 103°52'38"W.

Add obst 2704' MSL (263' AGL), 36°29'55"N, 99°49'58"W.

AIRPORTS

9 Feb 2012 – 5 Apr 2012 No Major Changes.

NAVAIDS

9 Feb 2012 – 5 Apr 2012 No Major Changes.

AIRSPACE

9 Feb 2012 – 5 Apr 2012 No Major Changes.

SPECIAL USE AIRSPACE

9 Feb 2012 – 5 Apr 2012 No Major Changes.

MILITARY TRAINING ROUTES

9 Feb 2012 – 5 Apr 2012 No Major Changes.

MISCELLANEOUS

9 Feb 2012 – 5 Apr 2012 No Major Changes.

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SUPPLEMENTAL COMMUNICATION REFERENCE

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

UNITED STATES

FACILITY NAME	CHART & PANEL
Frankfort, IL (LL40)	L-28H
Chicago App/Dep Con 133.1 285.6	
Glasgow Industrial, MT (Ø7MT)	H-1E, 2F, L-13D
Salt Lake Center App/Dep Con 126.85 305.2	
USAF Academy Bullseye Aux Airfield, CO (C09Ø)	L-10F
ASOS 118.325	
West Kentucky Airpark, KY (5KY3)	L-16I
Memphis Center App/Dep Con 133.65 292.15	
William P Gwinn, FL (Ø6FA)	H-8I, L-23C
Gwinn Tower 120.4 279.25 (Mon-Fri 1300-2100Z‡)	
Gnd Con 121.65 279.25	

CANADA

FACILITY NAME	CHART & PANEL
Abbotsford, BC (CYXX)	H-1B, L-12F
ATIS 119.8 (1500-Ø700Z‡)	
Victoria Trml App/Dep Con 132.7 (Avbl on ground) 290.8	
Tower 119.4 (Inner) 121.0 (Outer) 295.0 (1500-Ø700Z‡) Gnd Con 121.8	
MF 119.4 295.0 (Ø700-1500Z‡) (Shape irregular to 4500')	
Amos/Maguy, QC (CYEY)	H-11B
Montreal Center App/Dep Con 125.9	
Atikokan Muni, ON (CYIB)	L-14I
MF 122.3 (5 NM to 4500' No ground station)	
Barrie-Orillia (Lake Simcoe Rgnl), ON (CYLS)	H-11B, L-31D
AWOS 122.55 (Pvt)	
Toronto Center App/Dep Con 124.025	
Bar River, ON (CPF2)	L-31C
Toronto Center App/Dep Con 132.65	
Bathurst, NB (CZBF)	L-32J
Moncton Center App/Dep Con 134.25	
Boundary Bay, BC (CZBB)	H-1B, L-1E
ATIS 125.5 (1500-Ø700Z‡)	
Vancouver App/Dep Con 132.3 363.8	
Tower 118.1 (Inner) 127.6 (Outer) (1500-Ø700Z‡) Gnd Con 124.3	
MF 118.1 (Ø700-1500Z‡ to 2000'. Vancouver Trml 125.2 above 2000'. Shape irregular to 2500'.)	
Brampton, ON (CNC3)	L-31D
Toronto Trml App/Dep Con 119.3 253.1	
Brandon Muni, MB (CYBR)	H-2H
Winnipeg Center App/Dep Con 132.25 285.4	
MF 122.1 (5 NM to 4000')	
Brantford, ON (CYFD)	L-31D
Toronto Trml App/Dep Con 128.27	
Brockville-Thousand Islands Rgnl Tackaberry, ON (CNL3)	L-32G
Montreal Center App/Dep Con 134.675	
Bromont, QC (CZBM)	L-32G
Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM to 3400')	
Burlington Airpark, ON (CZBA)	L-31D
Toronto Center App/Dep Con 119.3 253.1	
Castlegar/West Kootenay Rgnl, BC (CYCG)	H-1C
Vancouver Center App/Dep Con 134.2 227.3	
MF 122.1 (5 NM to 6500')	
Centralia/James T. Fld Muni, ON (CYCE)	H-10G, 11B, L-31D
Toronto Center App/Dep Con 135.30	
Charlottetown, PE (CYYG)	H-11E, L-32J
Moncton Center App/Dep Con 135.65 384.8 MF 118.0 (5 NM to 3200')	
Chatham-Kent, ON (CNZ3)	H-10G, L-30G
Cleveland Center App/Dep Con 132.25	

FACILITY NAME	CHART & PANEL
Collingwood, ON (CNY3) Toronto Center App/Dep Con 124.02	H-11B, L-31D
Cornwall Rgnl, ON (CYCC) Boston Center App/Dep Con 135.25 377.1	L-32G
Cranbrook/Canadian Rockies Intl, BC (CYXC) Vancouver Center App/Dep Con 133.6 MF 122.3 (5 NM to 6100')	H-1C
Debert, NS (CCQ3) Halifax Trml App/Dep Con 119.2	H-11E, L-32J
Digby, NS (CYID) Moncton Center App/Dep Con 123.9	L-32J
Downsview, ON (CYZD) Toronto Center App/Dep Con 133.4 MF 126.2 (1300-2300Z±, 3 NM to 1700')	H-11B, L-31E
Drummondville, QC (CSC3) Montreal Center App/Dep Con 132.35	L-32H
Earlton (Timiskaming Rgnl), ON (CYXR) MF 122.0 (5 NM to 3800') AWOS 128.6	H-11B
Elliot Lake Muni, ON (CYEL) Toronto Center App/Dep Con 135.4	L-31C
Fort Frances Muni, ON (CYAG) Minneapolis Center App/Dep Con 120.9	L-14H
Fredericton Intl, NB (CYFC) ATIS 127.55 (1045-0245Z±, OT AWOS) Moncton Center App/Dep Con 124.3 135.5 270.8 Tower 119.0 (1045-0245Z±) Gnd Con 121.7 (1045-0245Z±) MF 119.0 (0245-1045Z±, 5 NM to 3500')	H-11E, L-32I
Goderich, ON (CYGD) Toronto Center App/Dep 135.3 266.3	H-11B, L-31D
Greenwood, NS (CYZX) ATIS 128.85 244.3 (1100-0000Z±) App/Dep Con 120.6 335.9 Tower 119.5 126.2 236.6 324.3 Gnd Con 133.75 289.4 Clncl Del 128.025 283.9	H-11E, L-32J
Grimsby Air Park, ON (CNZ8) Toronto Trml App/Dep Con 128.27 268.75 Tower 125.0 308.475	L-31E
Halifax/Shearwater, NS (CYAW) ATIS 129.175 (Ltd hrs) App/Dep Con 119.2 MF Shearwater Advisory 119.0 126.2 340.2 360.2 (Ltd hrs) Gnd Con 121.7 250.1	H-11E, L-32J
Halifax/Stanfield Intl, NS (CYHZ) ATIS 121.0 Moncton Center App/Dep Con 135.3 Tower 118.4 236.6 Gnd Con 121.9 275.8 Clncl Del 123.95 Apron Advisory 122.125	H-11E, L-32J
Hamilton, ON (CYHM) ATIS 128.1 Toronto Trml App/Dep Con 128.27 268.75 Tower 119.7 125.0 Gnd Con 121.6	H-10H, 11B, L-11B
Kingston, ON (CYGK) Montreal Center App/Dep Con 135.05 398.4 (0400-1115Z±) MF 122.5 (1115-0400Z± 5 NM to 3300')	H-11C, L-31E, 32F
Kitchener/Waterloo, ON (CYKF) ATIS 125.1 (1200-0400Z±) Toronto Trml App/Dep Con 128.275 Waterloo Tower 126.0 118.55 (1200-0400Z±) Gnd Con 121.8 MF 126.0 (0400-1200Z± 5 NM to 4000')	H-11B, L-31D
Lachute, QC (CSE4) Montreal Center App Con 124.65 132.85 268.3 Montreal Center Dep Con 132.85 268.3	L-32G
La Tuque, QC (CYLQ) Montreal Center App/Dep Con 134.5	H-11C
Langley, BC (CYNJ) ATIS 124.5 (1630-0230Z, DT 1530-0330Z) Victoria Trml App/Dep Con 132.7 290.8 Tower 119.0 (1630-0230Z, DT 1530-0330Z) Gnd Con 121.9 MF 119.0 (0230-1630Z, DT 0330-1530Z 3 NM to 1900')	L-1E

FACILITY NAME	CHART & PANEL
Leamington, ON (CLM2) Cleveland Center App/Dep Con 132.45	L-30F
Lethbridge, AB (CYQL) ATIS 124.4 (1300-0545Z†) AWOS 124.4 (0545-1300Z†) Edmonton Center App/Dep Con 132.75 265.2 MF 121.0 (5 NM to 6000')	H-1D
Lindsay, ON (CNF4) Toronto Center App/Dep 134.25	L-31E, L-32F
Liverpool/South Shore Rgnl, NS (CYAU) Moncton Center App/Dep Con 123.9	L-32J
London, ON (CYXU) ATIS 127.8 (1120-0345Z†) Toronto Center App/Dep 135.3 135.625 Tower 119.4 125.65 (1120-0345Z†) Gnd Con 121.9 MF 119.4 (0345-1120Z† 5 NM to 3000')	H-10G, 11B, L-30G, 31D
Manitowaning/Manitoulin East Muni, ON (CYEM) Toronto Center App/Dep 135.4 260.9	L-31C
Maniwaki, QC (CYMW) Montreal Center App/Dep Con 126.57	L-32G
Mascouche, QC (CSK3) MF 122.35 (5 NM to 2500'. No gnd station. Excluding the portion S of the N shore of Riviere des Milles-Iles and 1 NM around Lac Agile Mascouche arpt.)	L-32G
Medicine Hat, AB (CYXH) ATIS 124.875 (1245-0345Z) AWOS 124.875 (0345-1245Z) MF 122.2 (1245-0345Z 5 NM to 5400')	H-1D
Midland/Huronina, ON (CYEE) Toronto Center App/Dep 124.025	L-31D
Miramichi, NB (CYCH) Moncton Center App/Dep Con 123.7	H-11E, L-32J
Moncton/Greater Moncton Intl, NB (CYQM) ATIS 128.65 App/Dep 124.4 Tower 120.8 236.6 Gnd Con 121.8 275.8 Apron Advisory 122.075	H-11E, L-32J
Mont-Laurier, QC (CSD4) Montreal Center App/Dep Con 126.57	L-32G
Montreal Intl (Mirabel), QC (CYMX) ATIS 125.7 Montreal Center App Con 124.65 132.85 268.3 Montreal Dep Con 132.85 268.3 MF 119.1 (7 NM shape irregular to 2000') VFR Advisory 134.15	H-11C, 12K, L-32G
Montreal/Pierre Elliott Trudeau Intl, QC (CYUL) ATIS 133.7 Montreal Trml App Con 118.9 124.65 126.9 132.85 268.3 Tower 119.9 267.1 Gnd Con 121.9 275.8 Cinc Del 125.6 Apron 122.075 Montreal Trml Dep Con 118.9 (SE-S-SW) 124.65 (W-NW-NE) 268.3 VFR Advisory 134.15	H-11C, 12K, L-32G
Montreal/St-Hubert, QC (CYHU) ATIS 124.9 (Apr-Oct 1045-0500Z†, Nov-Mar 1045-0400Z) AWOS 124.9 Montreal Center App/Dep Con 125.15 268.3 St. Hubert Tower 118.4 (Apr-Oct 1045-0500Z†, Nov-Mar 1045-0400Z) Gnd Con 126.4 MF 118.4 (Apr-Oct 0500-1045Z†, Nov-Mar 0400-1045Z 5 NM shape irregular to 2500') VFR Advisory 134.15	H-11C, L-32G
Muskoka, ON (CYQA) AWOS 124.575 Timmins Radio App/Dep Con 122.3 MF 122.3 (5 NM to 3900')	H-11B, L-31D
Nanaimo, BC (CYCD) Victoria Trml App/Dep 120.8 133.95 252.3 MF 122.1 291.8 1330-0530Z† (5 NM to 2500')	H-1B, L-1E
North Bay, ON (CYYB) ATIS 124.9 (1130-0330Z†) Toronto Center App/Dep 121.225 127.25 MF 118.3 (1130-0330Z† 7 NM to 5000')	H-11B, L31D

FACILITY NAME	CHART & PANEL
Oshawa, ON (CYOO) ATIS 125.675 (1130-0330Z‡) Toronto Trml App/Dep Con 133.4 Tower 120.1 (1130-0330Z‡) Gnd Con 118.4 MF 120.1 (0330-1130Z‡ 5 NM to 3000')	L-31E
Ottawa/Carp, ON (CYRP) ATIS 121.15 Ottawa Trml App/Dep Con 128.175	L-31E, 32F
Ottawa/Batineau, QC (CYND) Ottawa Trml App/Dep Con 127.7 128.175 MF 122.3 (5 NM shape irregular to 2500') VFR Advisory Ottawa Trml 127.7	H-11C, L-32G
Ottawa/MacDonald-Cartier Intl, ON (CYOW) ATIS 121.15 Ottawa App Con 135.15 Tower 118.8 (VFR South) 120.1 (VFR North) 118.8 341.3 Gnd Con 121.9 Clnc Del 119.4 Ottawa Dep Con 128.175	L-11C
Owen Sound/Billy Bishop Rgnl, ON (CYOS) Toronto Center App/Dep 132.575 290.6	L-31D
Pelee Island, ON (CYPT) Cleveland Center App/Dep Con 126.35 360.0	L-30F
Pembroke, ON (CYTA) Montreal Center App/Dep Con 135.2 Petawawa Advisory 126.4 250.1 (Mon-Fri 1300-2130Z‡, OT PPR)	H-11C, L-31E, 32F
Penticton, BC (CYF) Vancouver Center App/Dep Con 133.5 351.3 MF 118.5 (5 NM to 4100')	H-1B
Peterborough, ON (CYPQ) AWOS 126.925 Toronto Center App/Dep 134.25	H-11B, L-31E, 32F
Pincher Creek, AB (CZPC) AWOS 127.65 Edmonton Center App/Dep Con 132.75 265.2	H-1D
Pitt Meadows, BC (CYPK) ATIS 125.0 (1500-0700Z‡) Vancouver Center App Con 128.6 (Outer) 352.7 Pitt Tower 126.3 (1500-0700Z‡) Gnd Con 123.8 Vancouver Center Dep Con 132.3 (South) 363.8 MF 126.3 (0700-1500Z‡) (3NM to 2500')	L-1E
Quebec/Jean Lesage Intl, QC (CYQB) ATIS 134.6 Montreal Center App/Dep Con 124.0 127.85 135.025 270.9 322.8 Tower 118.65 236.6 Gnd Con 121.9 250.0	H-11D, L-32H
Riviere Du Loup, QC (CYRI) LWIS 122.025 (Pvt) Montreal Center App/Dep Con 125.1 299.6	H-11D
Rouyn Noranda, QC (CYUY) Montreal Center App/Dep Con 125.9 MF 122.2 (5 NM to 4000')	H-11B
Saint John, NB (CYSJ) Moncton Center App/Dep Con 124.3 135.5 270.8 MF 118.5 (5 NM to 3400')	H-11E, L-32J
Sarnia (Chris Hadfield), ON (CYZR) AWOS 119.125 Toronto Center App/Dep Con 134.375	H-10G, 11B, L-30F
Sault Ste Marie, ON (CYAM) ATIS 133.05 (1300-0100Z‡) Toronto Center App/Dep Con 132.65 344.5 Tower 118.8 (1300-0100Z‡) Gnd Con 121.7 (1300-0100Z‡) MF 118.8 (0100-1300Z‡ 5 NM irregular shape to 3000')	H-2K, L-31B
Sherbrooke, QC (CYSC) AWOS 126.25 Montreal Center App/Dep Con 132.55 MF 123.5 (Ltd hrs 5 NM to 3800')	H-11D, L-32H
South Renfrew Muni, ON (CNP3) Montreal Center App/Dep 124.275	L-31E, 32F

FACILITY NAME	CHART & PANEL
Southport, MB (CYPG) ATIS 120.85 (Mon–Fri 1400–2300Z† except holidays) Tower 126.2 384.2 (Mon–Fri 1400–2300Z† except holidays) Gnd Con 121.7 275.8	H–2H
Springwater Barrie Airpark, ON (CNA3) Toronto Center App/Dep Con 124.025	L–31D
St. Catharines/Niagara District, ON (CYSN) ATIS 128.525 (1215–0200Z†) Toronto Trml App/Dep Con 133.4 253.1 MF 123.25 (1215–0200Z† 5 NM to 3300')	H–10H, 11B, L–31E
St. Frederic, QC (CSZ4) Montreal Center App/Dep Con 135.025 270.9	L–32H
St. Georges, QC (CYSG) Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM 3900' ASL)	H–32H, L–11D
St. Jean, QC (CYJN) Montreal Center App/Dep Con 125.15 268.3 Tower 118.2 (Apr–Oct 1230–0230Z† Nov–Mar 1300–0200Z†) Gnd Con 121.7	L–32G
Sudbury, ON (CYSB) ATIS 127.4 Toronto Center App/Dep Con 135.5 MF 125.5 (7 NM to 4000')	H–31B, 10G, L–31D
Summerside, PE (CYSU) AWOS 122.55 (Pvt) Moncton Center App/Dep Con 124.4 384.8	H–11E, L–32J
Thunder Bay, ON (CYQT) ATIS 128.8 (1100–0400Z†) Winnipeg Center App/Dep Con 132.125 Tower 118.1 (1100–0400Z†) Gnd Con 121.9 (1100–0400Z†) App/Dep 119.2 MF 118.1 (0400–1100Z† 5 NM to 4000')	H–2J, L–14J
Timmins/Victor M. Power, ON (CYTS) ATIS 124.95 (1000–0500Z†) Toronto Center App/Dep Con 128.3 MF 122.3 (5 NM to 4000')	H–11B
Toronto/Buttonville Muni, ON (CYKZ) ATIS 127.1 (1200–0400Z†) Toronto Trml App/Dep Con 133.4 Tower 124.8 119.9 (1200–0400Z†) Gnd Con 121.8 (1200–0400Z†) MF 124.8 (0400–1200Z† No gnd station. 5 NM shape irregular to below 2500')	L–31E
Toronto/Billy Bishop Toronto City Airport, ON (CYTZ) AWOS 133.6 (0400–1130Z†) ATIS 133.6 (1130–0400Z†) App/Dep Con 133.4 Tower 118.2 119.2 (1130–0400Z†) Gnd Con 121.7	L–31E
Toronto/Lester B Pearson Intl, ON (CYYZ) ATIS 120.825 App Con 132.8 124.475 125.4 Dep Con 127.575 128.8 Tower 118.35 118.7 Gnd Con 121.9 121.65 119.1 Clnc Del 121.3 (1200–0400Z†)	H–11B, L–31D
Trenton, ON (CYTR) ATIS 135.45 257.7 App/Dep Con 128.4 324.3 Tower 128.7 236.6 Gnd Con 121.9 275.8 Clnc Del 124.35 286.4	H–11C, L–31E, 32F
Trenton/Mountain View, ON (CPZ3) Trenton Mil Advisory 268.0 or 122.35	H–11C, L–31E, 32F
Trois-Rivieres, QC (CYRQ) Montreal Center App/Dep Con 128.225 MF 123.0 (5 NM to 3200')	H–11C, L–32H
Val-d'Or, QC (CYVO) AWOS 128.15 (0325–1030Z†) Montreal Center App/Dep Con 125.9 308.3 MF 118.5 (1030–0325Z† 5 NM to 4000')	H–11B

FACILITY NAME	CHART & PANEL
Vancouver Intl, BC (CYVR) ATIS 124.6 App Con 128.6 128.17 (Outer) 133.1 134.225 (Inner) 352.7 Dep Con 126.125 (north) 132.3 (south) 363.8 Tower 118.7 (south) 119.55 (north) VFR 124.0 125.65 226.5 236.6 Gnd Con 121.7 (south) 127.15 (north) 275.8 Cinc Del 121.4	H-1B, L-1E
Victoria Intl, BC (CYYJ) ATIS 118.8 (1400-0800Z‡) App Con 125.95 Dep Con 133.85 Tower 119.1 (Outer) 119.7 (Inner) 239.6 Gnd Con 121.9 361.4 (1400-0800Z‡ OT ctc Kamloops 119.7) Cinc Del 126.4 (1400-0800Z‡)	H-1B, L-1E
Victoriaville, QC (CSR3) Montreal Center App Con 132.35	L-32H
Waterville/Kings Co Muni, NS (CCW3) Greenwood Trml App/Dep Con 120.6 335.9 Greenwood Tower 119.5 324.3	L-32J
Warton, ON (CYVY) Toronto Center App/Dep Con 132.575 MF 122.2 (5 NM to 3700')	H-11B, L-31D
Windsor, ON (CYQG) ATIS 134.5 (1130-0330Z‡) Detroit App/Dep Con 126.85 127.5 134.3 348.3 363.2 Tower 124.7 (1130-0330Z‡) Gnd Con 121.7 (1130-0330Z‡) MF 124.7 (0330-1130Z‡ 6 NM irregular shape to below 3000') VFR Advisory Detroit App Con 134.3	H-10G, L-8J
Yarmouth, NS (CYQI) Moncton Center App/Dep Con 123.9 368.5 MF 123.0 (5 NM to 3100')	H-11E, L-32I

MEXICO

FACILITY NAME	CHART & PANEL
Abraham Gonzalez Intl/Ciudad Juarez Intl (MMCS/CJS) Juarez App Con 119.9 Juarez Tower 118.9	H-4K, L-6F
Del Norte Intl (MMAN) ATIS 127.55 (1300-0300Z‡) Monterrey App 119.75 120.4 Tower 118.6	H-7B, L-20G
Durango Intl (MMDO/DGO) ATIS 132.1 Tower 118.1 Durango Info 122.3	H-7A
General Abelardo L Rodriguez Intl/Tijuana Intl (MMTJ) ATIS 127.9 Tijuana App Con 119.5 120.3 Tijuana Tower 118.1 Tijuana Cinc Del 122.35 Tijuana Info 132.1	H-4H, L-4H
General Lucio Blanco Intl/Reynosa Intl (MMRX) Reynosa App Con 118.8 Reynosa Tower 118.8	H-7B, L-20H
General Mariano Escobedo Intl/Monterrey Intl (MMMY) ATIS 127.7 Monterrey App Con 119.75 120.4 Monterrey Tower 118.1 Monterrey Gnd 121.9 Monterrey Info 122.45	H-7B, L-20G
General R Fierro Villalobos Intl/Chihuahua Intl (MMCU) ATIS 127.9 Chihuahua App Con 121.0 Chihuahua Tower 118.4	L-6I
General Rodolfo Sanchez Taboada Intl (MMML) ATIS 127.6 Mexicali App Con 118.2 (1400-0900Z‡) Mexicali Tower 118.2 (1400-0900Z‡) Mexicali Info 123.9 (1400-0900Z‡)	H-4H, L-4J, 5A
General Servando Canales Intl (MMMA) Matamoros App Con 118.0 Matamoros Tower 118.0	H-7C, L-21A
Plan De Guadalupe Intl/Saltito Intl (MMIO/SLW) Saltito App Con 127.4 Saltito Tower 118.4	H-7B
Quetzalcoatl Intl/Nuevo Laredo Intl (MMNL) Nuevo Laredo App Con 118.3 Nuevo Laredo Tower 118.3	H-7B, L-20G
Torreon Intl (MMTC) App Con 119.6 Tower 118.5	H-7A

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

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

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g.,   .
2. Approach lighting systems that do not bear a system identification are indicated with a negative "0" beside the name.

A star (★) indicates non-standard PCL, consult Directory/Supplement, e.g., .

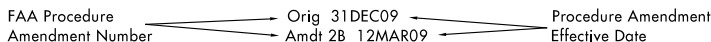
To activate lights, use frequency indicated in the communication section of the chart with a  or the appropriate lighting system identification e.g., UNICOM 122.8   .

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

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.



The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see A/FD or flight supplement.
- "Radar required" on the chart indicates that radar vectoring is required for the approach.
- Distances in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway Dimensions in feet. Elevations in feet. Mean Sea Level (MSL). Ceilings in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

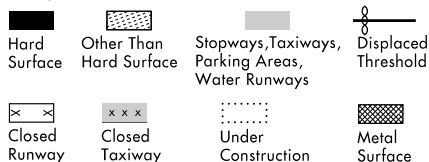
12096

LEGEND

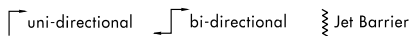
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

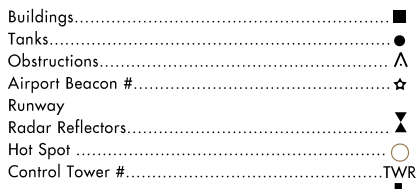


ARRESTING GEAR: Specific arresting gear systems; e.g., BAK-12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



ARRESTING SYSTEM

REFERENCE FEATURES



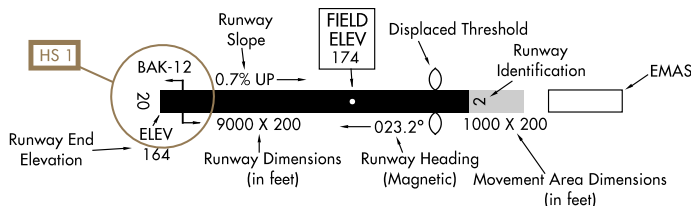
When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

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/or PCN Pavement Classification Number is shown as a codified expression.

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



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.

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)

HOT SPOTS

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

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

CITY/AIRPORT	HOT SPOT	DESCRIPTION
ARIZONA		
CHANDLER CHANDLER MUNI (CHD)	HS 1	Rwy 22R may be used as an alternate taxi route due to run-up area and twy congestion.
GLENDAL GLENDAL MUNI (GEU)	HS 1	Eastbound tfc from ramp must remain alert so as not to cross Twy A and enter rwy environment Acft exiting rwy at Twy A4. Twy A5 and Twy A6 must remain alert for acft on Twy A.
MESA FALCON FLD (FFZ)	HS 1	Acft approaching Twy D from the ramp and destined for Rwy 04R or Rwy 22L sometimes miss the turn into Twy D.
PHOENIX PHOENIX DEER VALLEY (DVT)	HS 1	Pilots sometimes cross Rwy 07R-25L at Twy B5 without ATC clearance.
	HS 2	Pilots sometimes cross Rwy 07R-25L at Twy B9 without ATC clearance.
PHOENIX PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex intersection.
PHOENIX PHOENIX SKY HARBOR INTL (PHX)	HS 1	Rwy 07L and Rwy 07R departures sometimes misidentify Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10 without authorization.
	HS 3	Acft taxiing from southern ramps have turned onto Rwy 25L when given instructions to cross Rwy 25L at Twy H3.
PRESCOTT ERNEST A. LOVE FLD (PRC)	HS 1	Run up area at Twy F1 not visible from the twr.
	HS 2	Complex intersection. Risk of entering Rwy 03R-21L from Twy C2. Twy E and Twy C2 holding position markings at edge of Twy C. Acft on Twy C or C2 cannot turn onto Twy E without crossing the hold line.
	HS 3	Twy A1, Twy B4 and Rwy 03L confusing intersection in close proximity to Rwy 03L. Twy A1 crosses apch end Rwy 03L. Pilots taxiing to/from hangars via Twy B4 sometime mistakenly taxi on Twy A1.
	HS 4	Twy H and Forest Service Complex not visible from the twr.
	HS 5	Twy C4, Twy D4 and Rwy 03R-21L intersection, frequent rwy crossings.
TUCSON RYAN FLD (RYN)	HS 1	Air tfc often taxies acft via Twy B and onto Rwy 33 for departure on Rwy 06R. Use caution not to enter Rwy 6R without ATC authorization.
TUCSON TUCSON INTL (TUS)	HS 1	Complex intersection.
	HS 2	Pilots instructed to hold short of Rwy 11L-29R or Rwy 11R-29L sometimes cross the apch area of these rwys without authorization.

HS 3	Rwy 29R sometimes mistaken for Rwy 29L.
HS 4	Pilots instructed to hold short of Rwy 11L–29R on Twy A5 and Twy A6 sometimes taxi onto rwy without authorization when departing the General Aviation Parking area.

CALIFORNIA

ATWATER		
CASTLE (MER)	HS 1	Complex area. Verify correct taxi route. Areas south of Twy A and Twy G are private ramp.
	HS 2	Tfc congestion due to large volume of acft proceeding to and from Rwy 31.
CARLSBAD		
MC CLELLAN–PALOMAR (CRQ)	HS 1	ATC has difficulty seeing small acft taxiing eastbound on Twy A, when "Large Jets" are parked on the ramps.
CHINO		
CHINO (CNO)	HS 1	Pilots taxiing south on Twy D, sometimes fail to turn onto Twy A and proceed onto Rwy 08L–26R by mistake.
	HS 2	Pilots taxiing west on Twy L, sometimes turn onto Rwy 03–21 by mistake.
CONCORD		
BUCHANAN FIELD (CCR)	HS 1	Pilots traveling southeast on Twy J and instructed to taxi via Twy E to Rwy 01L or Rwy 19R sometimes miss the turn onto Twy E and proceed onto Rwy 01L–19R at Twy J without clearance.
	HS 2	Pilots departing the Rwy 32L run-up area sometimes mistake Twy J for Twy 32L.
	HS 3	Complex intersection at Rwy 01R–19L, Twy J, Twy A, Twy C and Twy K.
	HS 4	Pilots on Twy A sometimes fail to comply with hold short instructions for Rwy 32L apch area.
HAWTHORNE		
JACK NORTHROP FIELD/ HAWTHORNE MUNI (HHR)	HS 1	Rwy 25 run-up area, do not depart the run-up area without ATC clearance.
HAYWARD		
HAYWARD EXECUTIVE (HWD)	HS 1	Acft approaching Twy A from the ramp sometimes fail to turn onto Twy A, proceeding onto Twy E and ultimately Rwy 10L–28R.
	HS 2	Area not visible from ATCT.
	HS 3	Area not visible from ATCT.
LANCASTER		
GENERAL WM J FOX AIRFIELD (WJF)	HS 1	Pilots taxiing from ramp sometimes mistake Rwy 06–24 for Twy A.
LIVERMORE		
LIVERMORE MUNI (LVK)	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.
LONG BEACH		
LONG BEACH DAUGHERTY FLD (LGB)	HS 1	Acft exiting Rwy 30 at Twy A turn left on Twy D, anticipate reaching their destination, and fail to hold short of Rwy 07L–25R.

	HS 2	Acft northbound on Twy B and instructed to hold short of Rwy 12–30 at Twy K sometimes miss the turn onto Twy K and proceed straight ahead onto Rwy 12–30 and Rwy 07L–25R.
	HS 3	Acft southbound on Twy B anticipate reaching their destination parking ramp and fail to hold short of Rwy 07R–25L.
	HS 4	Acft eastbound on Twy J instructed to taxi to Rwy 25L at Twy D sometimes miss the turn onto Twy D and proceed onto Rwy 12–30 without authorization.
	HS 5	Acft taxiing to Rwy 16R from the southwest ramp sometimes miss the left turn onto Twy B, continue eastbound onto Twy F, and enter Rwy 16R–34L.
	HS 6	After completing a run-up on inactive Rwy 34R, acft sometimes fail to hold short of Rwy 07R–25L.
	HS 7	Acft Idg Rwy 30, be aware that this rwy crosses every other rwy at the arpt. When exiting, pilots should ensure they are following a yellow, “lead-off” line onto a twy.
LOS ANGELES LOS ANGELES INTL (LAX)	HS 1	Pilots sometimes fail to hold short of Rwy 24L when exiting Rwy 24R at Twy AA.
	HS 2	At night, Twy E13 is often mistaken for Twy R when eastbound on Twy E.
	HS 3	Acft assigned Rwy 24L for departure sometimes get confused when taxiing via Twy D7 using Twy E7.
	HS 4	Pilots sometimes cross Rwy 25L and Rwy 25R “Hold Bars” at Twy F, without authorization.
	HS 5	Pilots sometimes fail to hold short of Twy M at Intermediate Holding Position Marking when taxiing westbound on Twy H.
	HS 6	Acft exiting Rwy 25L onto Twy H6 sometimes mistakenly transition to Twy M.
NAPA NAPA COUNTY (APC)	HS 1	Twy A, Twy C, Twy E, and the ramp. Complex intersection and high density tfc area.
	HS 2	Rwy 24, Twy A. Acft and vehicles transiting to and from the hangars via Twy A sometimes cross Rwy 24 at Twy A without clearance.
	HS 3	Rwy 24 and Rwy 36L. Acft taxiing on Rwy 24, do not cross Rwy 36L without clearance. Acft taxiing on Rwy 36L, do not cross Rwy 24 without clearance.
OAKLAND METROPOLITAN OAKLAND INTL (OAK)	HS 1	Twy A and Twy B both cross Rwy 27R. Pilots sometimes mistake Twy A for Twy B, and vice versa. Verify correct taxi route.
	HS 2	Acft departing the ramp sometimes miss their turn onto Twy C or Twy D, mistakenly proceeding onto Twy H or Twy G and ultimately Rwy 09L–27R.
	HS 3	Complex intersection. Pilots sometimes taxi onto Rwy 09L or Rwy 33 by mistake.
	HS 4	Area not visible from the South Twr.
PALM SPRINGS PALM SPRINGS INTL (PSP)	HS 1	Pilots sometimes mistake Twy C for Rwy 13R–31L or Rwy 13L–31R.
	HS 2	Pilots instructed to taxi to Rwy 13R via Twy B and Twy C sometimes miss the turn onto Twy C and enters Rwy 31R–31L without authorization.
	HS 3	Pilots approaching Rwy 31R on Twy B sometimes fail to hold short of Rwy 31R.
	HS 4	Pilots exiting Rwy 31L at Twy J sometimes miss the turn onto Twy C and enter Rwy 13L without authorization.
RIVERSIDE RIVERSIDE MUNI (RAL)	HS 1	Pilots instructed to hold short of Rwy 27 at Twy C sometimes fail to comply due to the close proximity of the ILS critical area boundary marking.

SACRAMENTO	HS 2	ATC non-visibility area.
SACRAMENTO INTL (SMF)	HS 1	Acraft approaching Twy A from the east on Twy A10 sometimes miss the turn onto Twy A.
SALINAS		
SALINAS MUNI (SNS)	HS 1	Acraft instructed to taxi from the ramp to Rwy 26 sometimes miss the turn onto Twy C and continue along Twy A, subsequently entering Rwy 26 at Twy A without ATC authorization.
SAN DIEGO		
MONTGOMERY FLD (MYF)	HS 1	Acraft taxiing northeast on Twy G sometimes miss the turn onto Twy H and proceed onto Rwy 10R-28L by mistake.
	HS 2	Acraft Idg Rwy 28R and exiting onto Twy G sometimes cross Rwy 28L without authorization.
	HS 3	Acraft Idg Rwy 28R and exiting onto Twy F sometimes cross Rwy 28L without authorization.
SAN FRANCISCO		
SAN FRANCISCO INTL (SFO)	HS 1	Pilots instructed to follow Twy B south sometimes continue onto Twy J or Twy F by mistake.
	HS 2	Pilots taxiing east on Twy C and instructed to turn right onto Twy E sometimes miss the turn onto Twy E and continue across Rwy 01L-19R by mistake.
	HS 3	Acraft exiting Rwy 28R on Twy T: manage your taxi speed. Expect to hold short of Rwy 28L.
SAN JOSE		
NORMAN Y. MINETA	HS 1	Some pilots may misidentify Twy D as Twy C. Twy D crosses Rwy 29.
SAN JOSE INTL (SJC)	HS 2	"Run-up Area" is asphalt/black-top and near active Rwy 30L and Twy D.
SAN JOSE		
REID-HILLVIEW OF	HS 1	Numerous inbound and outbounds at twy intersections Twy D, Twy Z, and Twy Y.
SANTA CLARA		
COUNTY (RHV)	HS 2	Numerous aircraft maneuvering at twy intersection of Twy Y, Twy Z, Twy A and the Rwy 31R run-up area.
SANTA ANA		
JOHN WAYNE	HS 1	ATC often instructs pilots to "Taxi up to and hold short" of Rwy 19L and Rwy 19R. As with normal hold short instruction, one must always stop short of the Runway Holding Position Markings.
AIRPORT-ORANGE		
CO (SNA)	HS 2	Pilots exiting Rwy 19R or Rwy 19L onto Twy H: short distance between runways. Expect to hold short of the parallel rwy. Manage your taxi speed. Do not cross the Runway Holding Position Markings for the parallel rwy without ATC authorization.
	HS 3	Pilots taxiing via Twy A, Twy H, and Twy C sometimes miss the turn from Twy H to Twy C.
SANTA BARBARA		
SANTA BARBARA	HS 1	Pilots are sometimes confused by the angle at which Twy C intersects Rwy 07-25.
MUNI (SBA)	HS 2	Very wide pavement area. Do not cross Rwy 15L or Rwy 15R without authorization.
	HS 3	ATC often utilizes Rwy 15L-33R and Rwy 15R-33L to taxi arriving aircraft off of Rwy 07-25.
	HS 4	Pilots instructed to taxi to Rwy 35 sometimes miss the turn onto Twy J, not realizing that the approach end of Rwy 25 begins at Twy J.
SANTA MARIA		
CAPTAIN G. ALLAN HANCOCK FLD	HS 1	Twy A, Twy C, and Twy D, Complex twy intersection in close proximity to the runways.
(SMX)	HS 2	Acraft on Twy A sometimes fail to hold short of Rwy 20.
	HS 3	Acraft on Twy B sometimes fail to hold short of Rwy 12.
SANTA ROSA		
CHARLES M. SCHULZ-SONOMA	HS 1	Rwy 14, Rwy 19 and Twy A, Twy Y complex intersection.
COUNTY (STS)	HS 2	Area not visible from the tower.
	HS 3	Rwy 32 Run-up area not visible from the tower.

STOCKTON STOCKTON METROPOLITAN (SCK)	HS 1	Intersection of Twy N and Twy M at Terminal Apron are not visible from the ctl twr.
TRUCKEE TRUCKEE-TAHOE (TRK)	HS 1	Simultaneous ops on Rwy 10-28 and Rwy 01-19.
VICTORVILLE SOUTHERN CALIFORNIA LOGISTICS (VCV)	HS 1	Wrong rwy departure risk.

COLORADO

ASPEN ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)	HS 1	Twy A2. Short taxi distance from ramp to rwy.
	HS 2	Twy A on west edge of ramp. Passengers and vehicles are required to stay east of Twy A unless cleared by ATC.
	HS 3	Twy A4. Short taxi distance from ramp to rwy.
COLORADO SPRINGS CITY OF COLORADO SPRINGS MUNI (COS)	HS 1	Rwy 13 and Rwy 17R apch end proximity; additionally, Twy A1: and its access to Rwy 12.
	HS 2	Intersection of Twy A4 and Twy G at Rwy 17R-35L. "High Volume" crossing point.
DENVER CENTENNIAL (APA)	HS 1	Intersection Twy A1. Hold line across run-up area.
	HS 2	Twy A, Twy A8, Twy A9 and Twy C1 congested intersections.
	HS 3	Twy C1 and Twy D1 close proximity to Rwy 10.
DENVER DENVER INTL (DEN)	HS 1	Pilots taxiing from Cargo ramp on Twy SC or Twy A sometimes miss the left turn onto Twy M and enter Rwy 35L without authorization. Rwy 35L hold signs may not be visible from Twy SC or Twy A until reaching Twy M.
	HS 2	Twy 17R apch area. ATC will direct pilots to hold short at APCH hold line when necessary for separation from tfc.
DENVER ROCKY MOUNTAIN METROPOLITAN (BJC)	HS 1	Frequent helicopter operations on north ends of Twy B and Rwy 02-20. Use caution in this area.
EAGLE EAGLE COUNTY RGNL (EGE)	HS 1	High density parking area on ramp east of Twy C2. Air carrier acft should not leave or enter Twy A east of Twy C2.
GRAND JUNCTION GRAND JUNCTION RGNL (GJT)	HS 1	Departure on Rwy 29 requires taxi via Rwy 22. Pilots must hold short of both rwys unless cleared for taxi on Rwy 22. Verify rwy heading to prevent possible wrong rwy departures.
PUEBLO PUEBLO MEMORIAL (PUB)	HS 1	Transition from Twy A to Twy A2 is in Rwy 08R safety area. Pilots should be prepared to stop at the APCH 08R hold short when instructed by ATC while taxiing to depart Rwy 08L.
	HS 2	Transition from Twy A to Twy A9 is in Rwy 26L safety area. Pilots should be prepared to stop at the Rwy 26L APCH hold short when instructed by ATC while taxiing to Rwy 26R.

NEVADA

LAS VEGAS HENDERSON EXECUTIVE (HND)	HS 1	Pilots should be aware of frequent jet acft taxiing to Rwy 17R for departure. Additionally, pilots have mistakenly lined up on Twy A for departure.
	HS 2	Pilots should be alert to frequent arriving and departing acft transitioning to/from parking at Twy E and Twy A.
	HS 3	Twy A run up area, pilots have mistakenly lined up on Twy A for departure instead of the rwy.

LAS VEGAS

MC CARRAN INTL (LAS)

HS 1	Exiting the ramp, use caution at Twy S not to cross the rwy holding position markings for Rwy 19L. Twy S intersects with Twy D, Twy Z, and Twy G, which require a turn to the north or south.
HS 2	Exiting Rwy 01R–19L use caution not to enter Twy U, and avoid entering Rwy 01L–19R without authorization.
HS 3	Exiting Rwy 01R–19L use caution not to enter Twy Y, and avoid entering Rwy 01L–19R without authorization.
HS 4	Rwy holding position markings for Rwy 07L and Rwy 01L are co-located, and located north of Rwy 07L. Verify rwy heading and alignment with proper rwy prior to departure.
HS 5	Twy E is often misidentified as a rwy. Verify rwy markings prior to departure.
HS 6	Twy D and Twy N intersection is not visible from the ctl twr.

LAS VEGAS

NORTH LAS VEGAS (VGT)

HS 1	ATC often requires Rwy 12R departures to hold short of Rwy 07. Common mistake is to cross Rwy 07 without ATC authorization.
HS 2	Pilots sometimes enter or cross Rwy 12R without authorization.
HS 3	Pilots taxiing east on Twy A and destined for Rwy 30L sometimes miss the turn onto Twy B, proceeding onto Rwy 12R without ATC authorization.
HS 4	Pilots taxiing east on Twy A sometimes fail to hold short of Rwy 12L, or neglect to turn onto Rwy 12L for departure, instead departing on Twy A.

MINDEN

MINDEN-TAHOE (MEV)

HS 1	Complex intersection, be vigilant for acft using intersecting rwy.
------	--

RENO

RENO/TAHOE INTL (RNO)

HS 2	Frequent crossings for sailplane ops.
HS 1	Pilots departing the southwest ramp and instructed to hold short of Rwy 07–25 sometimes fail to comply.
HS 2	Pilots northbound on Twy C sometimes proceed straight ahead into the ramp by mistake.
HS 3	Full length departures for Rwy 16L sometimes turn left at Twy D by mistake.

NEW MEXICO

ALBUQUERQUE

ALBUQUERQUE INTL SUNPORT (ABQ)

HS 1	A single Holding Position Marking on Twy E1 serves Rwy 08 and Rwy 12. When instructed by ATC to move beyond this point, ensure correct alignment on assigned rwy.
HS 2	Twy G and Twy G1 are adjacent to ramp entrance. Be alert not to enter Rwy 12–30 without ATC approval. Rwy 12 commonly used for expeditious General Aviation departures when Rwy 08 and Rwy 03 are active.
HS 3	Twy F, Twy C, and Twy G converge near Rwy 17–35 and Rwy 12–30. Twy G extends across Rwy 17–35 and Rwy 03–21. Be alert for Holding Position Markings and rwy assignment.

UTAH

OGDEN
OGDEN-HINCKLEY (OGD)

HS 1

When crossing Rwy 03-21 on Twy D there are no signs to indicate where Rwy 25 thld begins. Pilots have inadvertently turned onto Rwy 25.

HS 2

Pilots who miss the left turn on Twy B while traveling south on Twy A inadvertently taxi onto Rwy 16-34.

PROVO
PROVO MUNI (PVU)

HS 1

Pilots taxiing to Rwy 13 often take Twy A3 instead of Twy A. Twy A3 leads to intersection of two rwys.

SALT LAKE CITY
SALT LAKE CITY INTL (SLC)

HS 1

Caution do not cross hold line for Rwy 35 during taxi SE on Rwy 14-32. Hold line is on north side of Rwy 32 numbers.

HS 2

Possible confusion between ramp, twy and rwy due to large paved area. Do not cross rwy hold lines without ATC clearance. ATC clearance is needed to enter the movement area, which is immediately west of vehicle drive lanes and marked by movement/nonmovement boundary line.

HS 3

Not visible from twr. Hold line for Rwy 32 and Rwy 35 at K1 with short taxi distance from ramp. Wrong rwy departure risk.

HS 4

At AER 16L some acft experience radio communication problems. ATC will use tfc ctl light signals when radio ctc cannot be established.

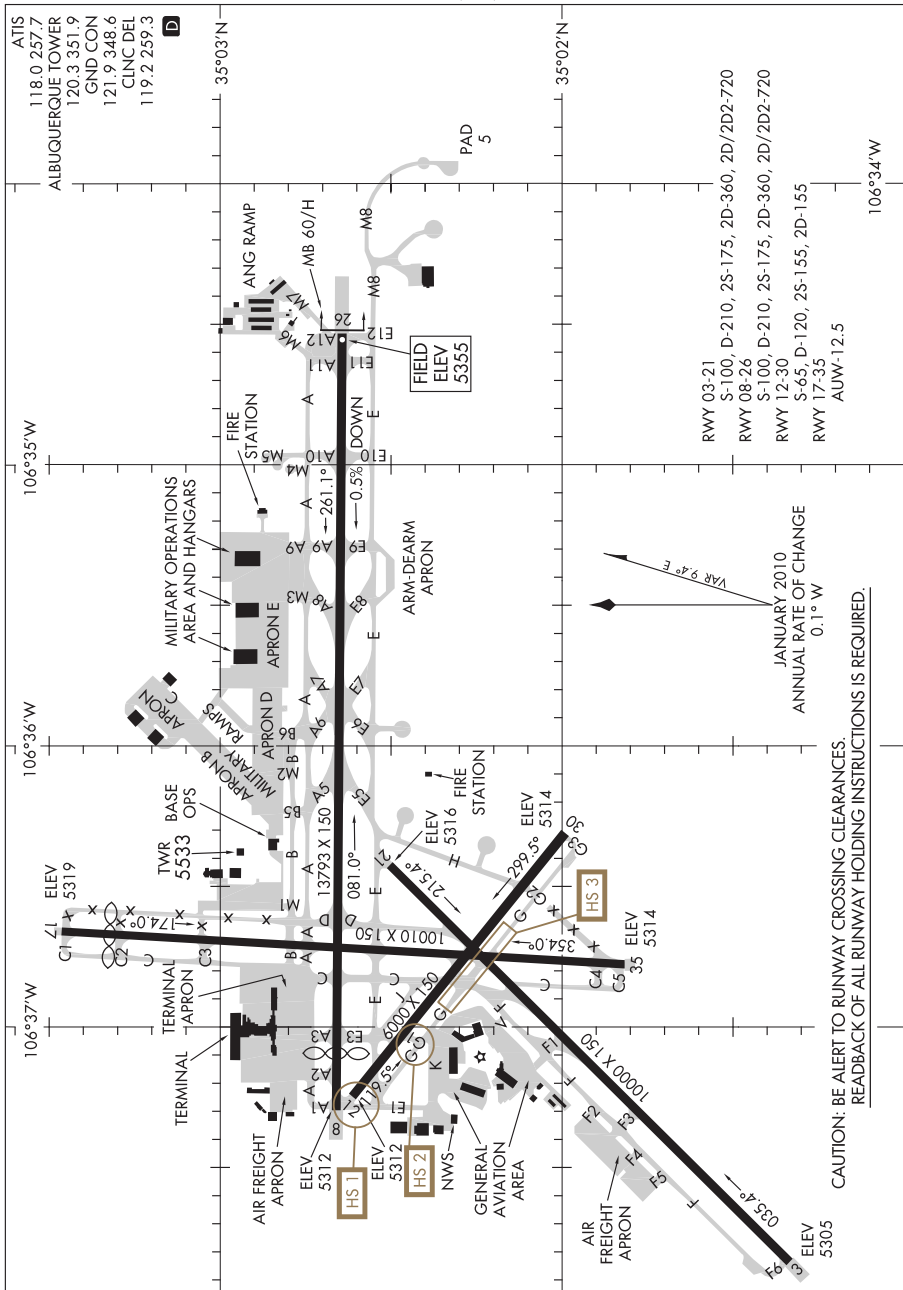
12096

AIRPORT DIAGRAM

ALBUQUERQUE INTL SUNPORT (ABQ)

AL-12 (FAA)

ALBUQUERQUE, NEW MEXICO



AIRPORT DIAGRAM

12096

ALBUQUERQUE, NEW MEXICO
ALBUQUERQUE INTL SUNPORT (ABQ)

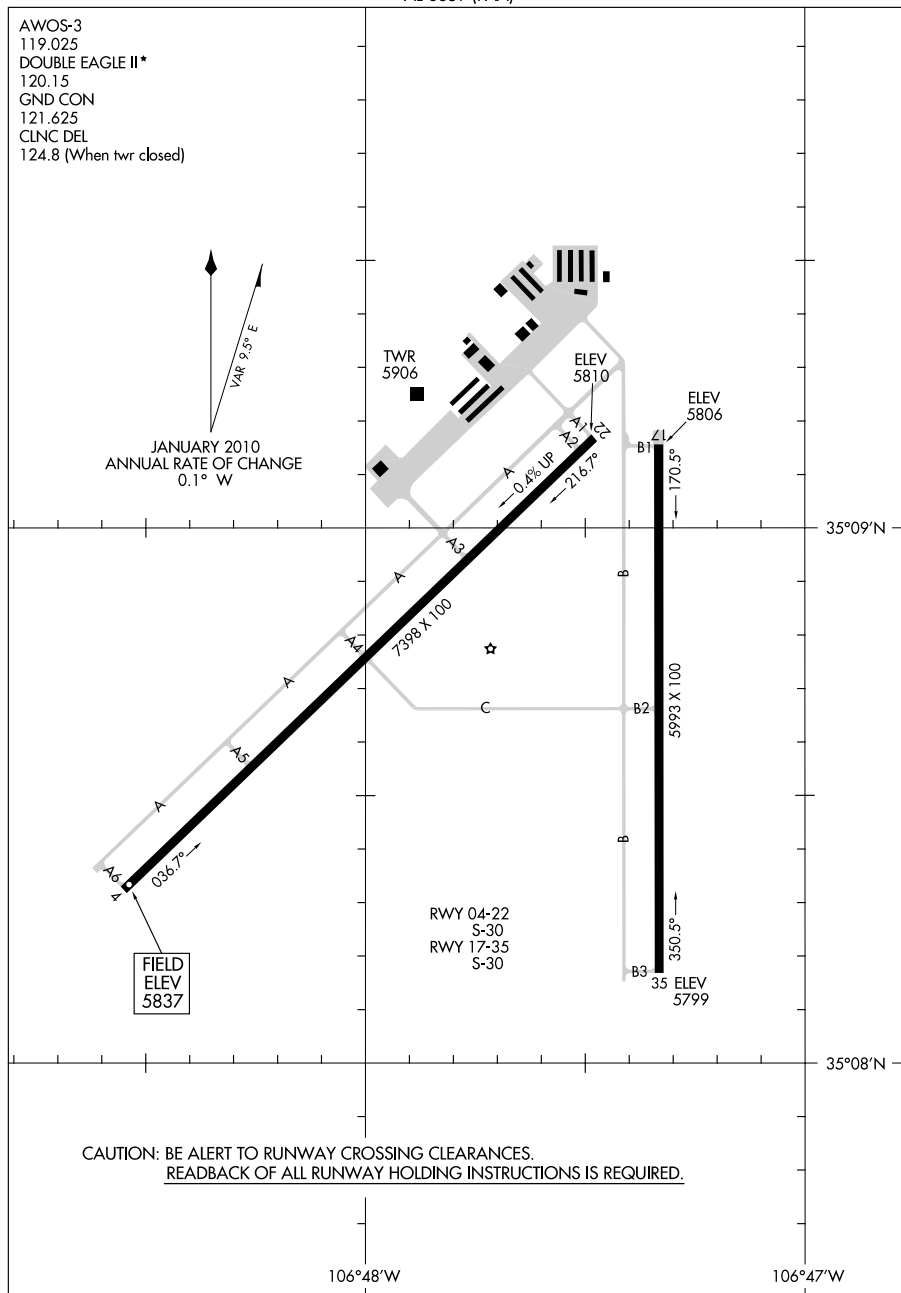
11293

AIRPORT DIAGRAM

AL-6859 (FAA)

ALBUQUERQUE/DOUBLE EAGLE II (AEG)
ALBUQUERQUE, NEW MEXICO

AWOS-3
119.025
DOUBLE EAGLE II*
120.15
GND CON
121.625
CLNC DEL
124.8 (When twr closed)



AIRPORT DIAGRAM

11293

ALBUQUERQUE, NEW MEXICO
ALBUQUERQUE/DOUBLE EAGLE II (AEG)

SW, 05 APR 2012 to 31 MAY 2012

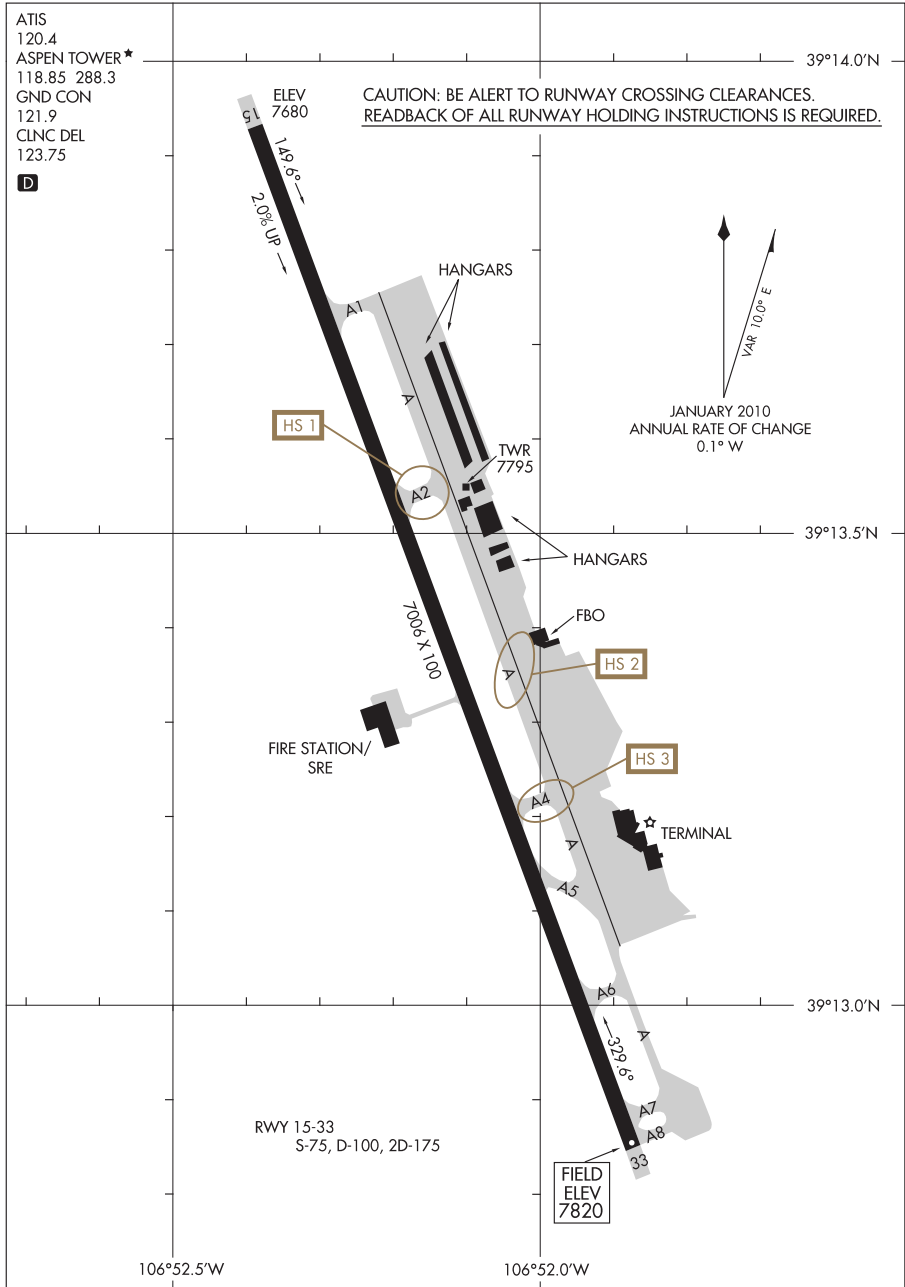
12096

AIRPORT DIAGRAM

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

AL-5889 (FAA)

ASPEN, COLORADO



AIRPORT DIAGRAM

12096

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
ASPEN, COLORADO

SW, 05 APR 2012 to 31 MAY 2012

12096

AIRPORT DIAGRAM

AL-568 (FAA)

ATWATER/CASTLE(MER)

ATWATER, CALIFORNIA

ATIS

124.475

CASTLE TOWER ★

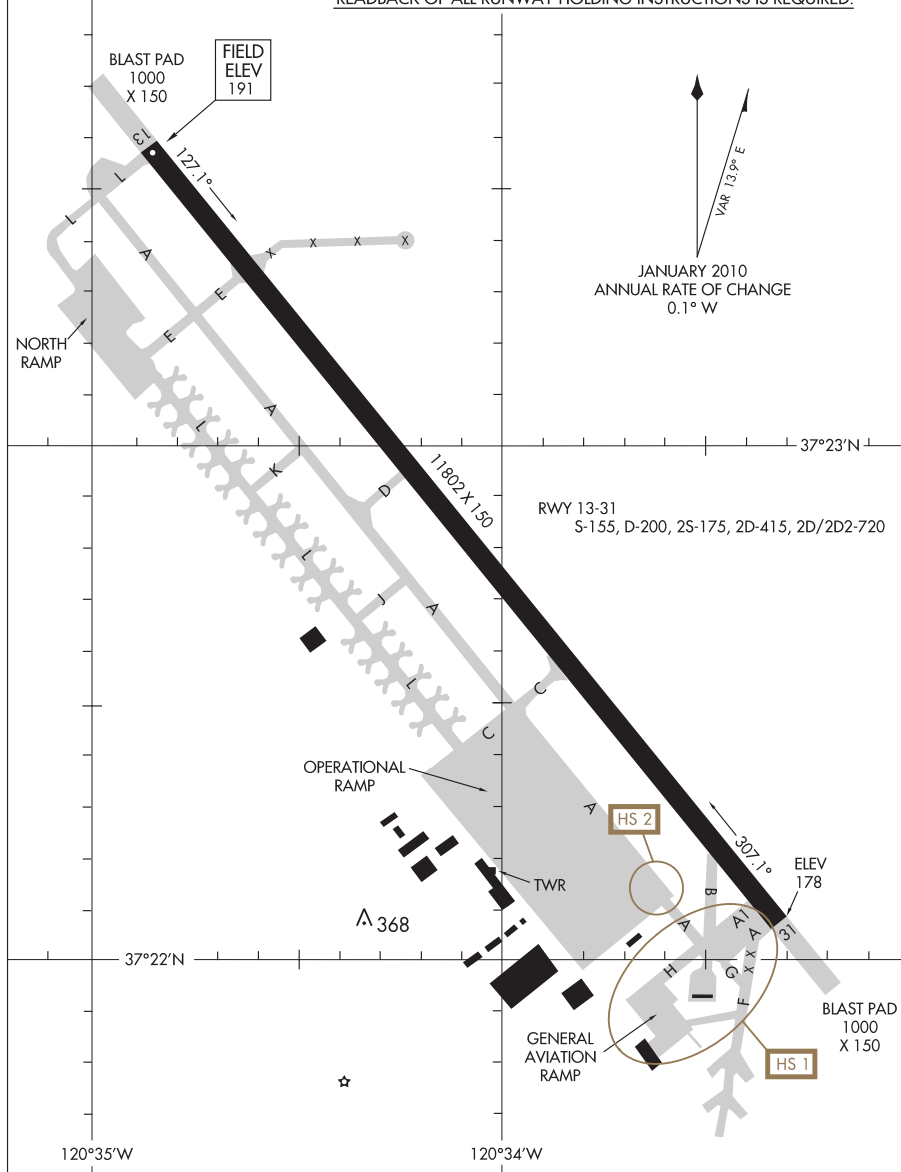
118.175 235.775

GND CON

133.575

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



AIRPORT DIAGRAM

12096

ATWATER, CALIFORNIA

ATWATER/CASTLE (MER)

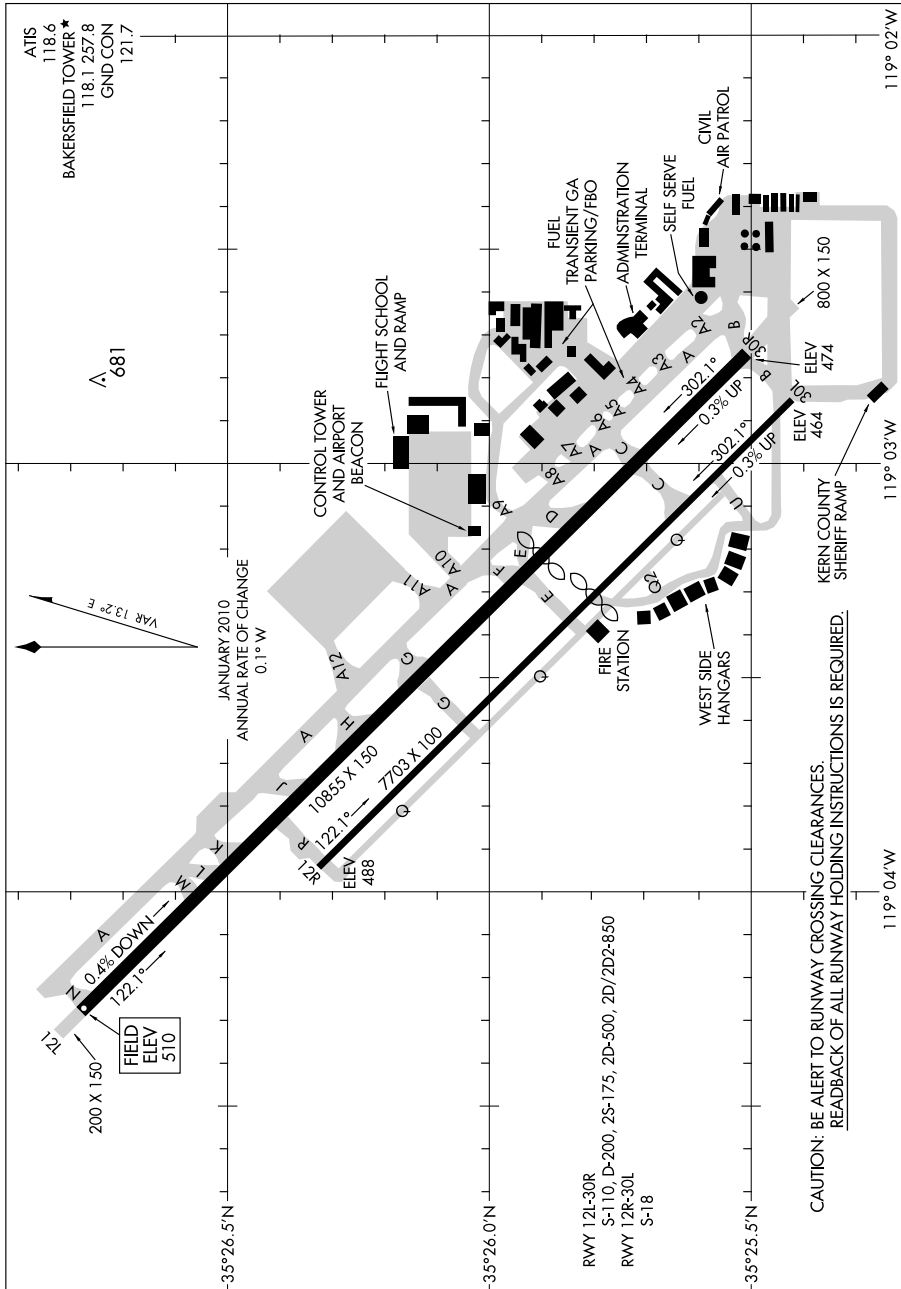
10210

AIRPORT DIAGRAM

AL-36 (FAA)

BAKERSFIELD/MEADOWS FIELD (BFL)

BAKERSFIELD, CALIFORNIA



AIRPORT DIAGRAM

10210

BAKERSFIELD, CALIFORNIA
BAKERSFIELD/MEADOWS FIELD (BFL)

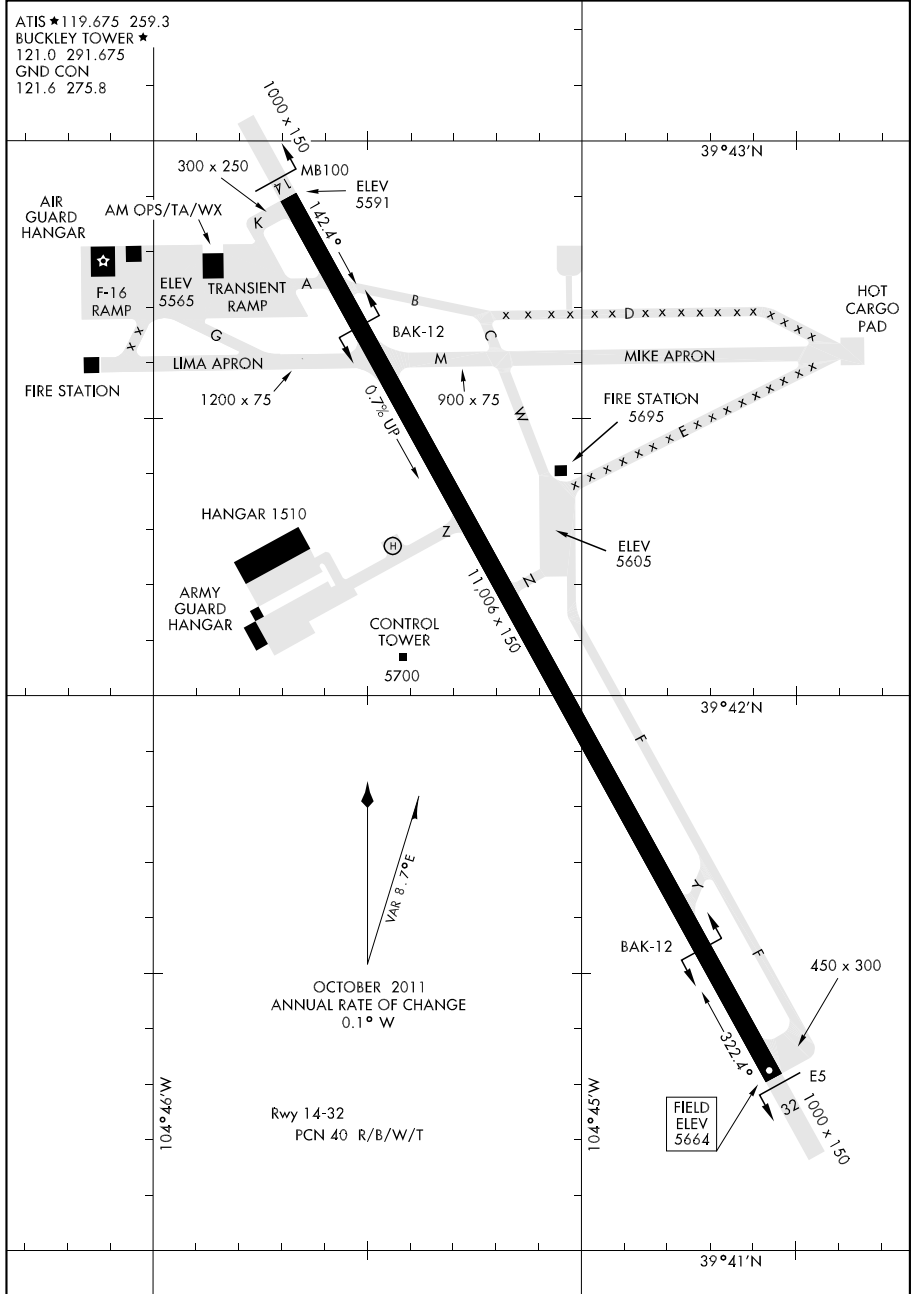
11293

AIRPORT DIAGRAM

AFD 538 [USAF]

BUCKLEY AFB (KBKF)

AURORA, COLORADO



AIRPORT DIAGRAM

AURORA, COLORADO

BUCKLEY AFB (KBKF)

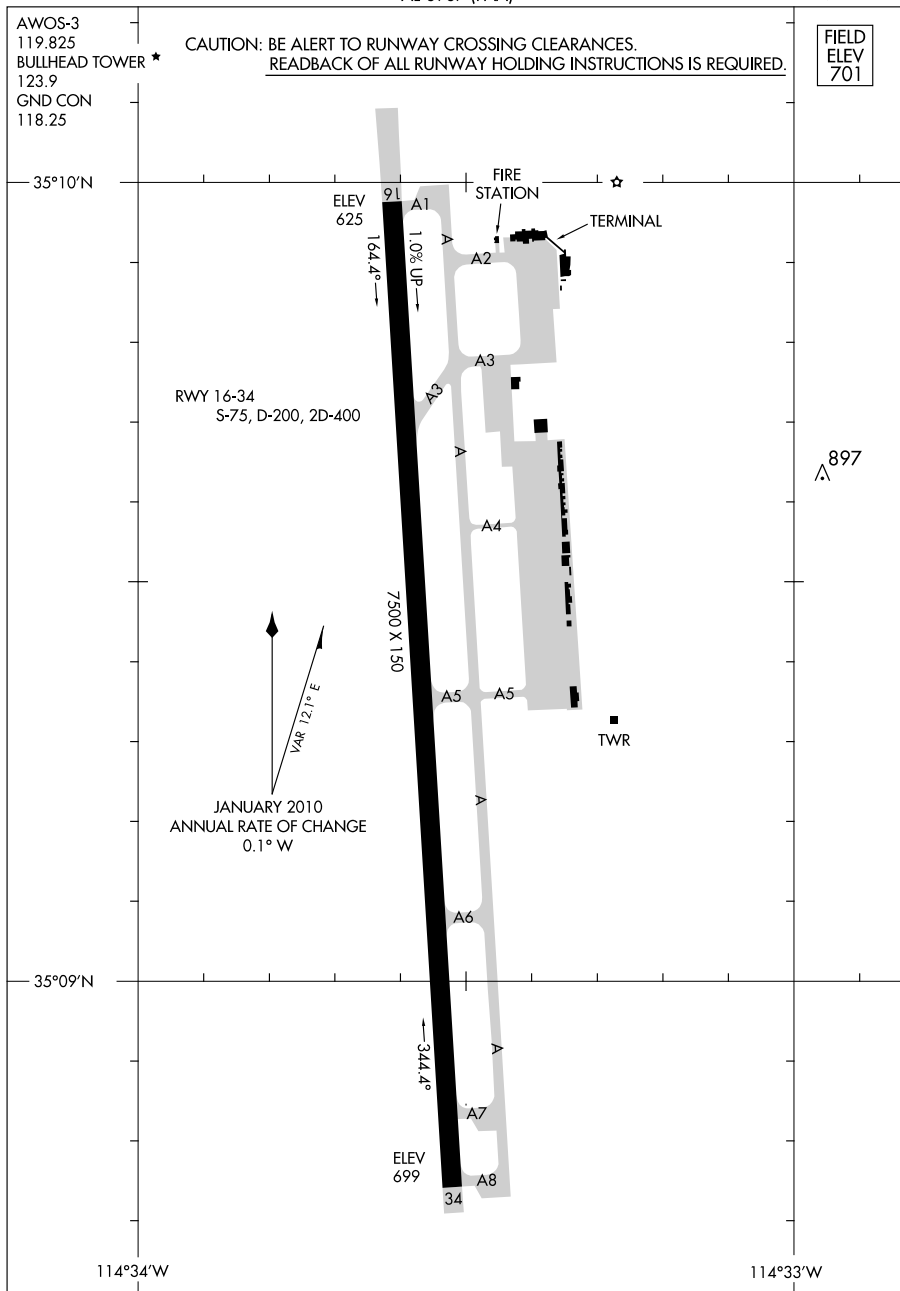
SW, 05 APR 2012 to 31 MAY 2012

12040

AIRPORT DIAGRAM

BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL(IFP)
AL-6967 (FAA)

BULLHEAD CITY, ARIZONA



AIRPORT DIAGRAM

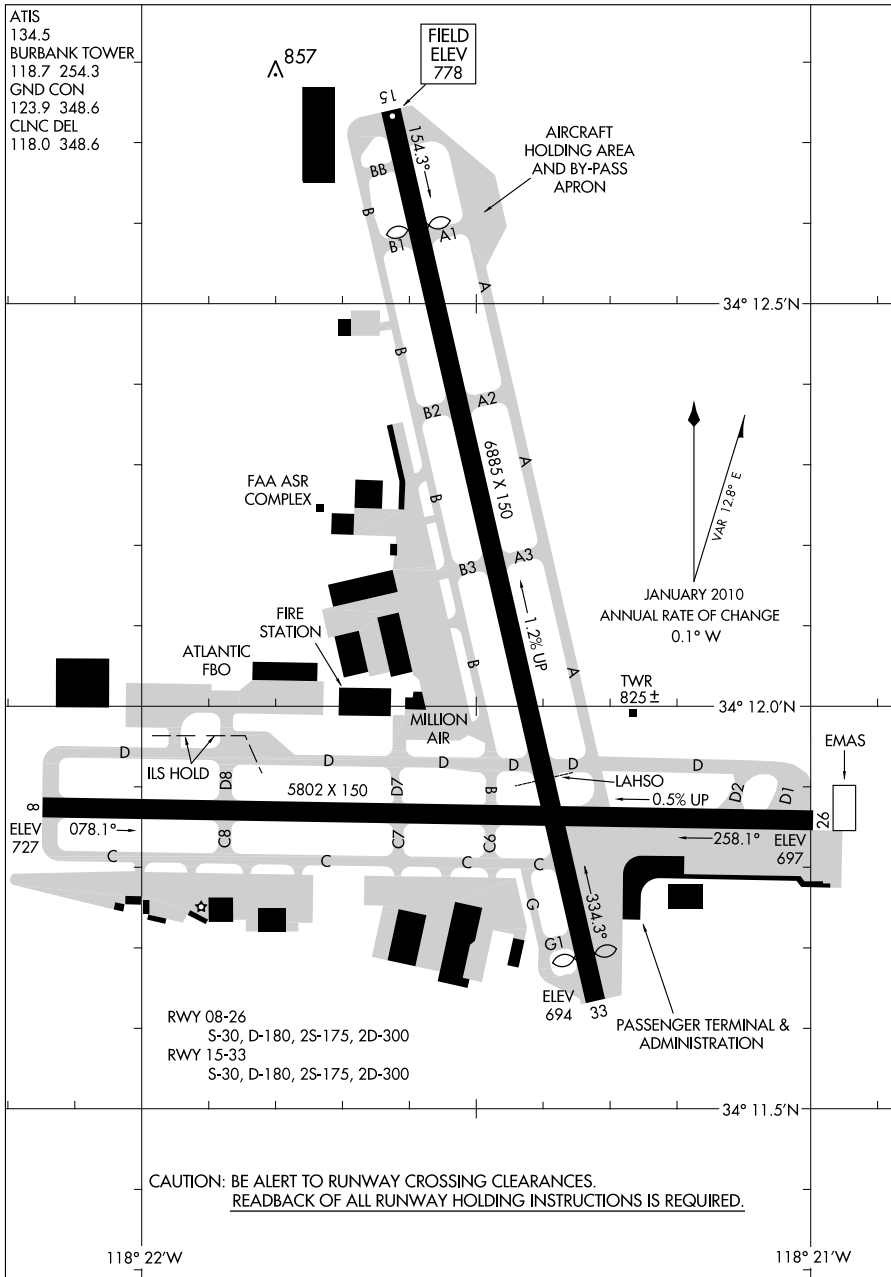
12040

BULLHEAD CITY, ARIZONA
BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL(IFP)

SW, 05 APR 2012 to 31 MAY 2012

10210

AIRPORT DIAGRAM

BURBANK/ BOB HOPE (BUR)
BURBANK, CALIFORNIA

AIRPORT DIAGRAM

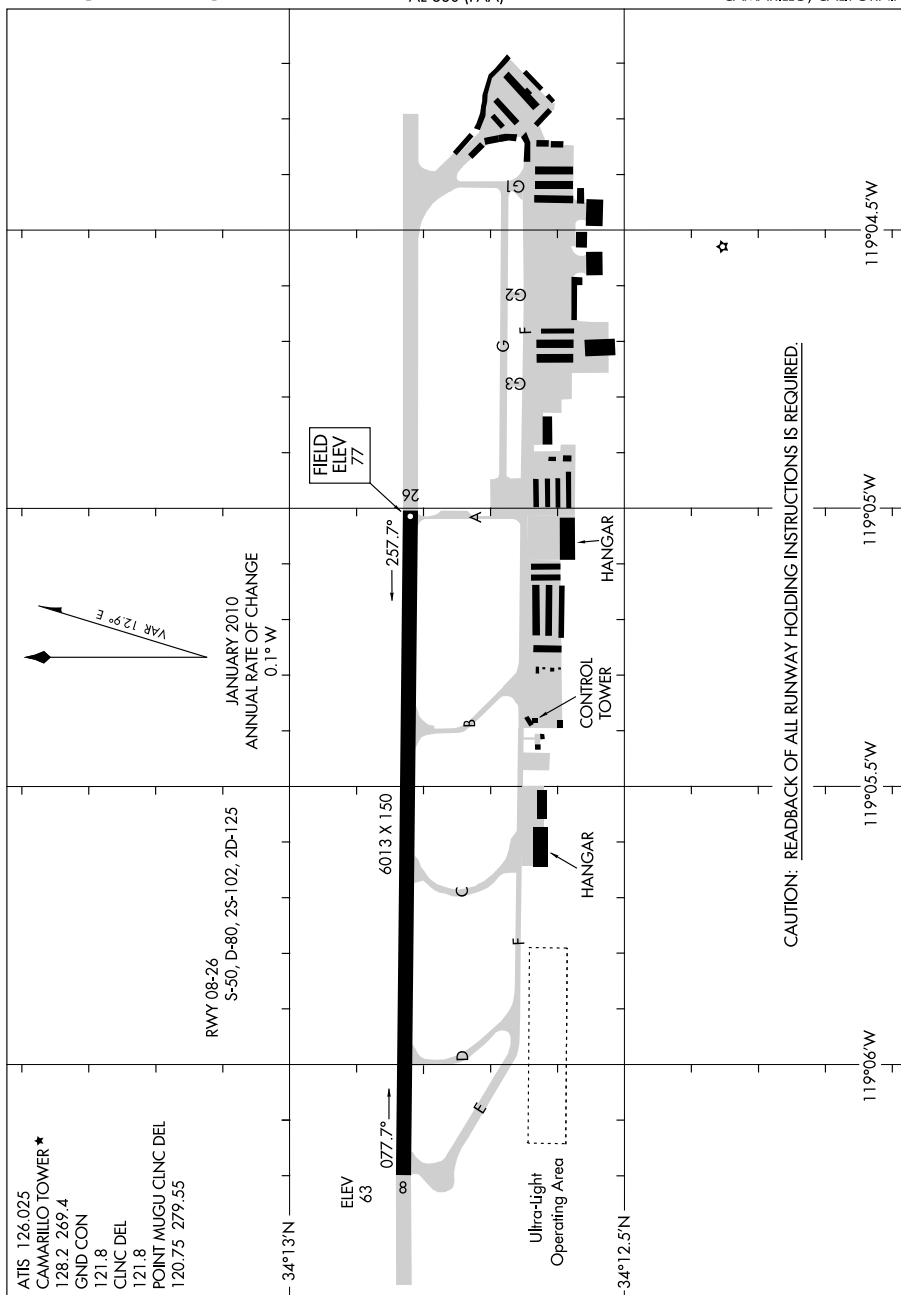
10210

BURBANK, CALIFORNIA
BURBANK/ BOB HOPE (BUR)

10210

AIRPORT DIAGRAM

AL-680 (FAA)

CAMARILLO (CMA)
CAMARILLO, CALIFORNIA

AIRPORT DIAGRAM

10210

CAMARILLO, CALIFORNIA
CAMARILLO (CMA)

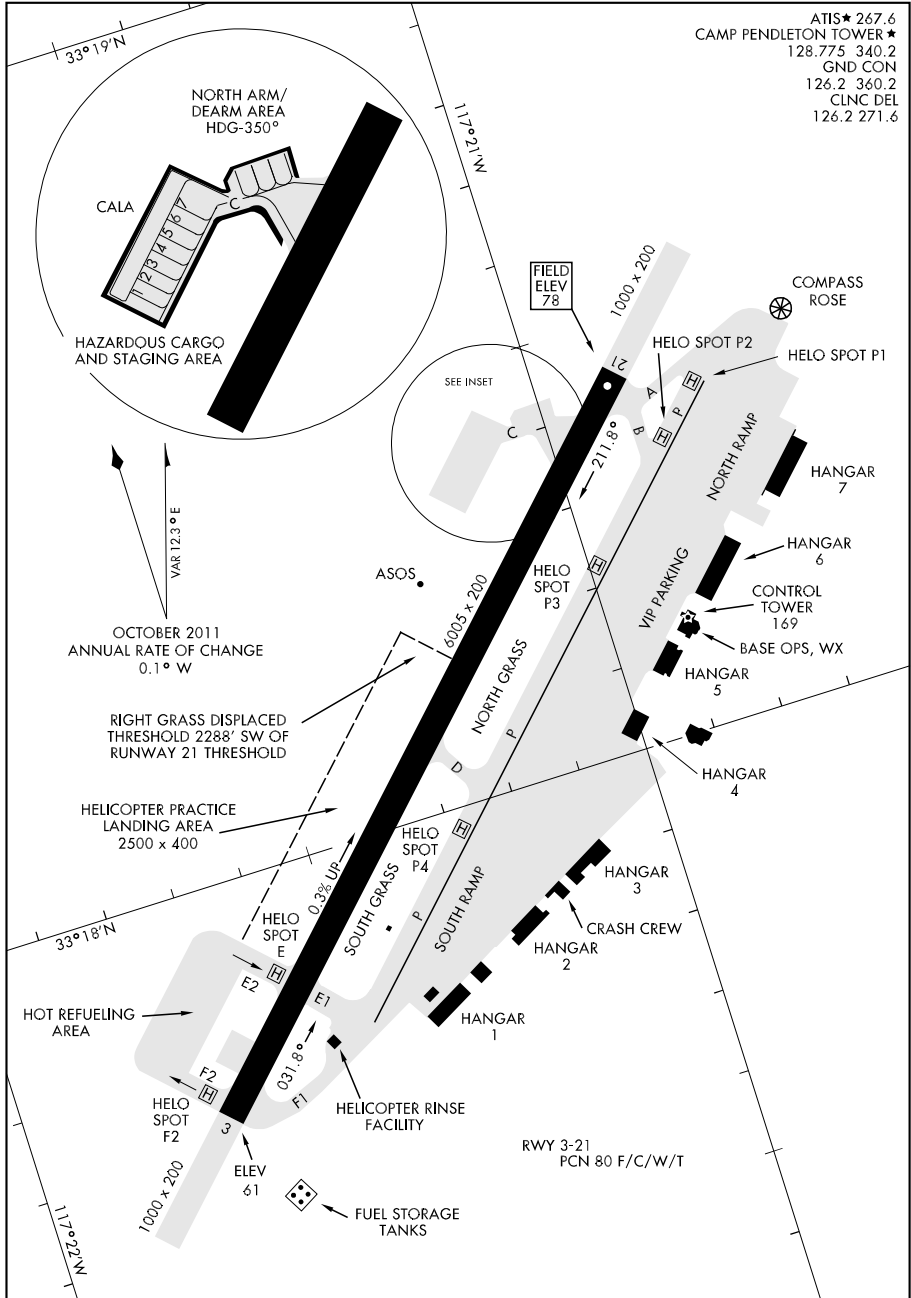
11293

AIRPORT DIAGRAM

CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)

AFD-5985 [USN]

OCEANSIDE, CALIFORNIA



AIRPORT DIAGRAM

OCEANSIDE, CALIFORNIA

CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)

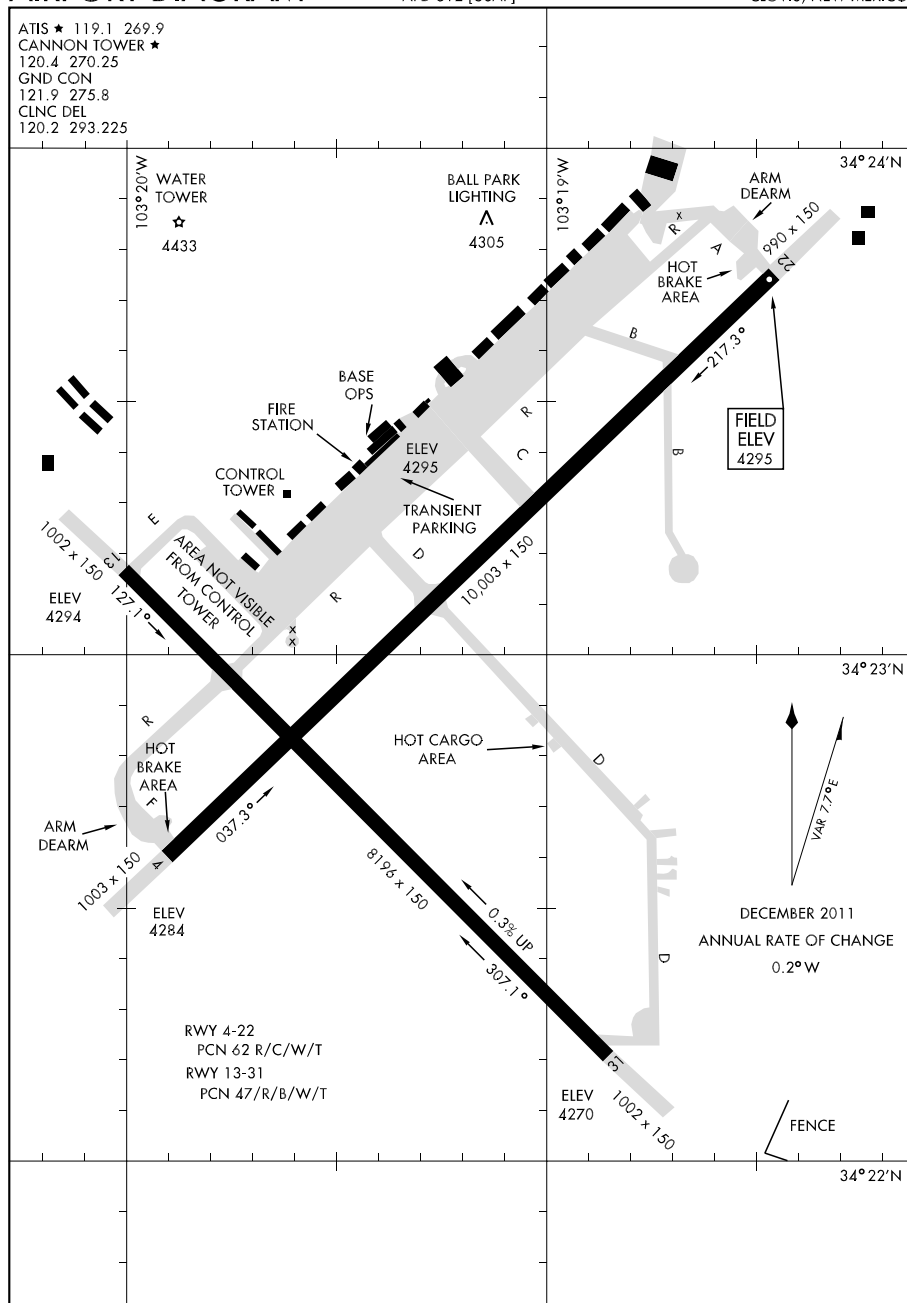
11349

AIRPORT DIAGRAM

AFD-512 [USAF]

CANNON AFB (KCVS)

CLOVIS, NEW MEXICO



AIRPORT DIAGRAM

CLOVIS, NEW MEXICO
CANNON AFB (KCVS)

SW, 05 APR 2012 to 31 MAY 2012

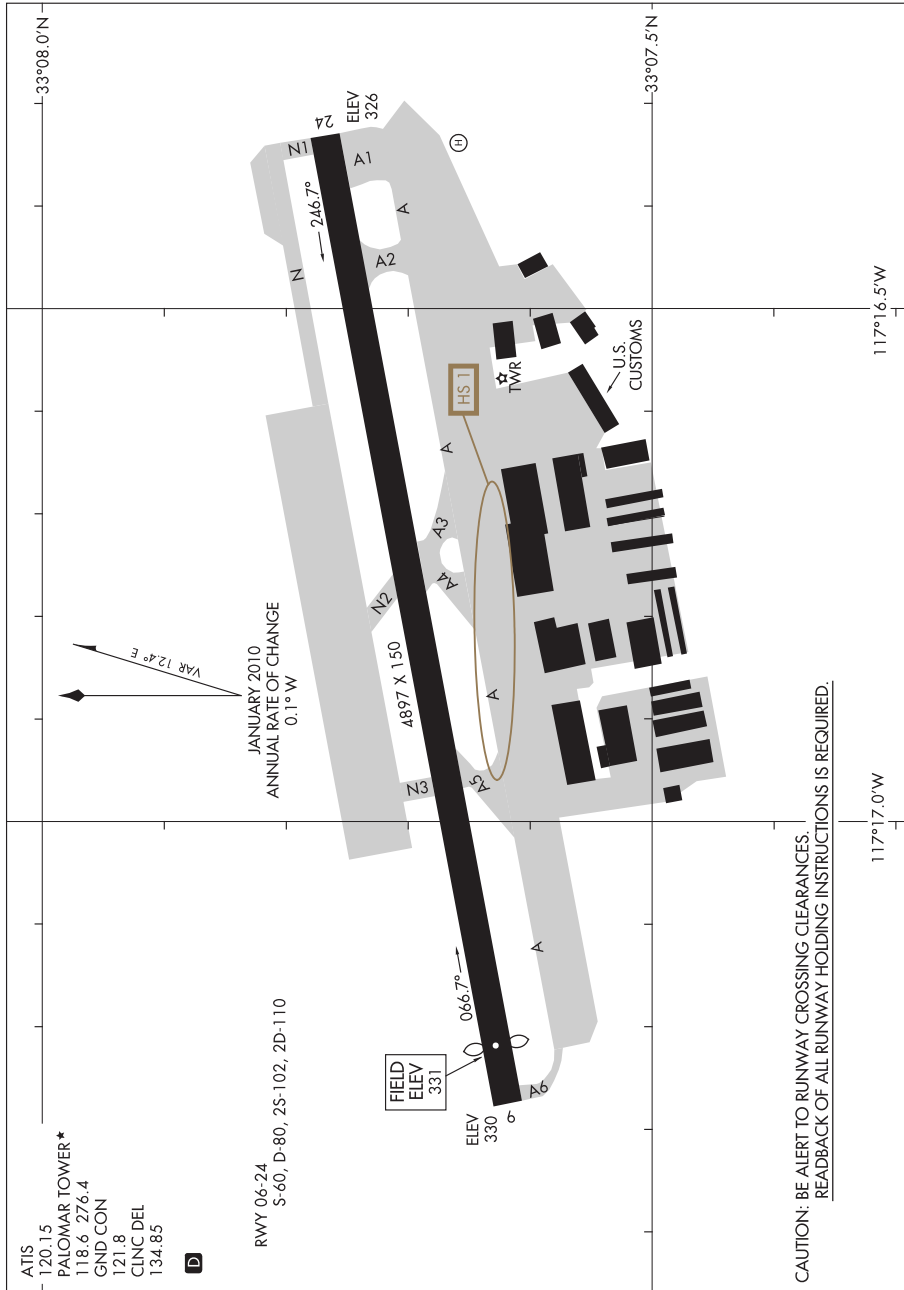
12096

AIRPORT DIAGRAM

AL-5310 (FAA)

CARLSBAD/MC CLELLAN-PALOMAR (CRQ)

CARLSBAD, CALIFORNIA



AIRPORT DIAGRAM

12096

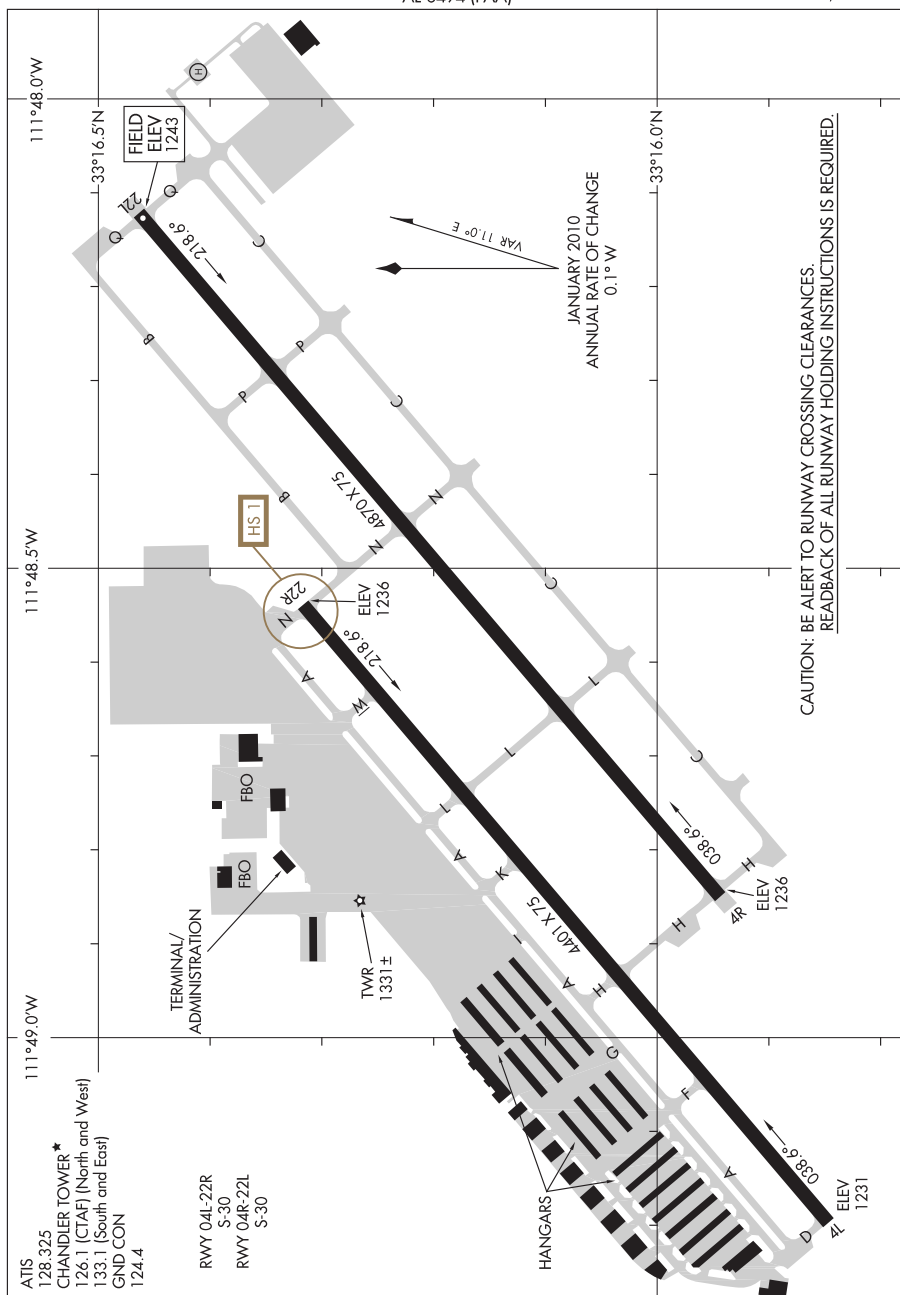
CARLSBAD, CALIFORNIA

CARLSBAD/MC CLELLAN-PALOMAR (CRQ)

12096

AIRPORT DIAGRAM

AL-6494 (FAA)

CHANDLER MUNI (CHD)
CHANDLER, ARIZONA

AIRPORT DIAGRAM

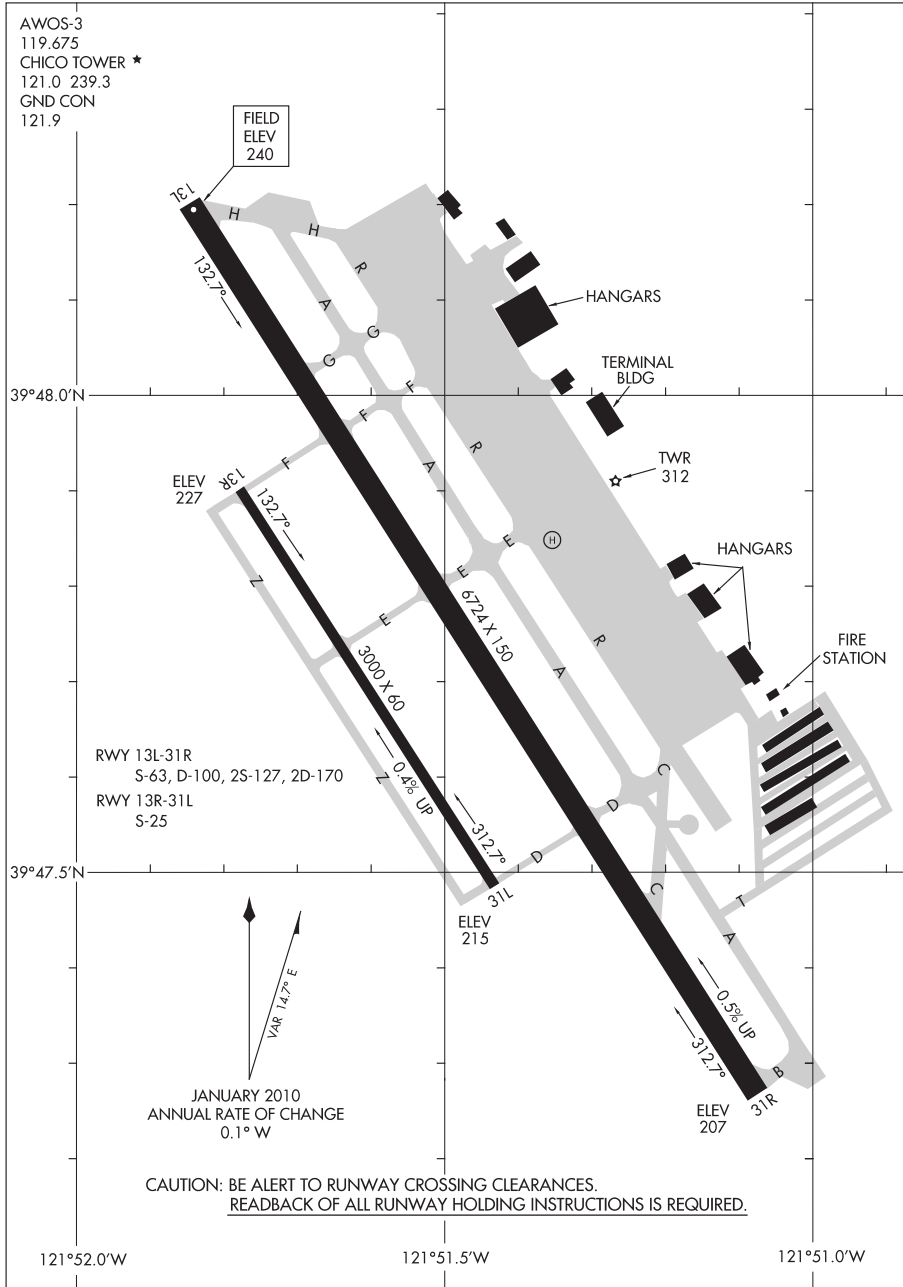
12096

CHANDLER, ARIZONA
CHANDLER MUNI (CHD)

12096

AIRPORT DIAGRAM

AL-557 (FAA)

CHICO MUNI (CIC)
CHICO, CALIFORNIA

AIRPORT DIAGRAM

12096

CHICO, CALIFORNIA
CHICO MUNI (CIC)

SW, 05 APR 2012 to 31 MAY 2012

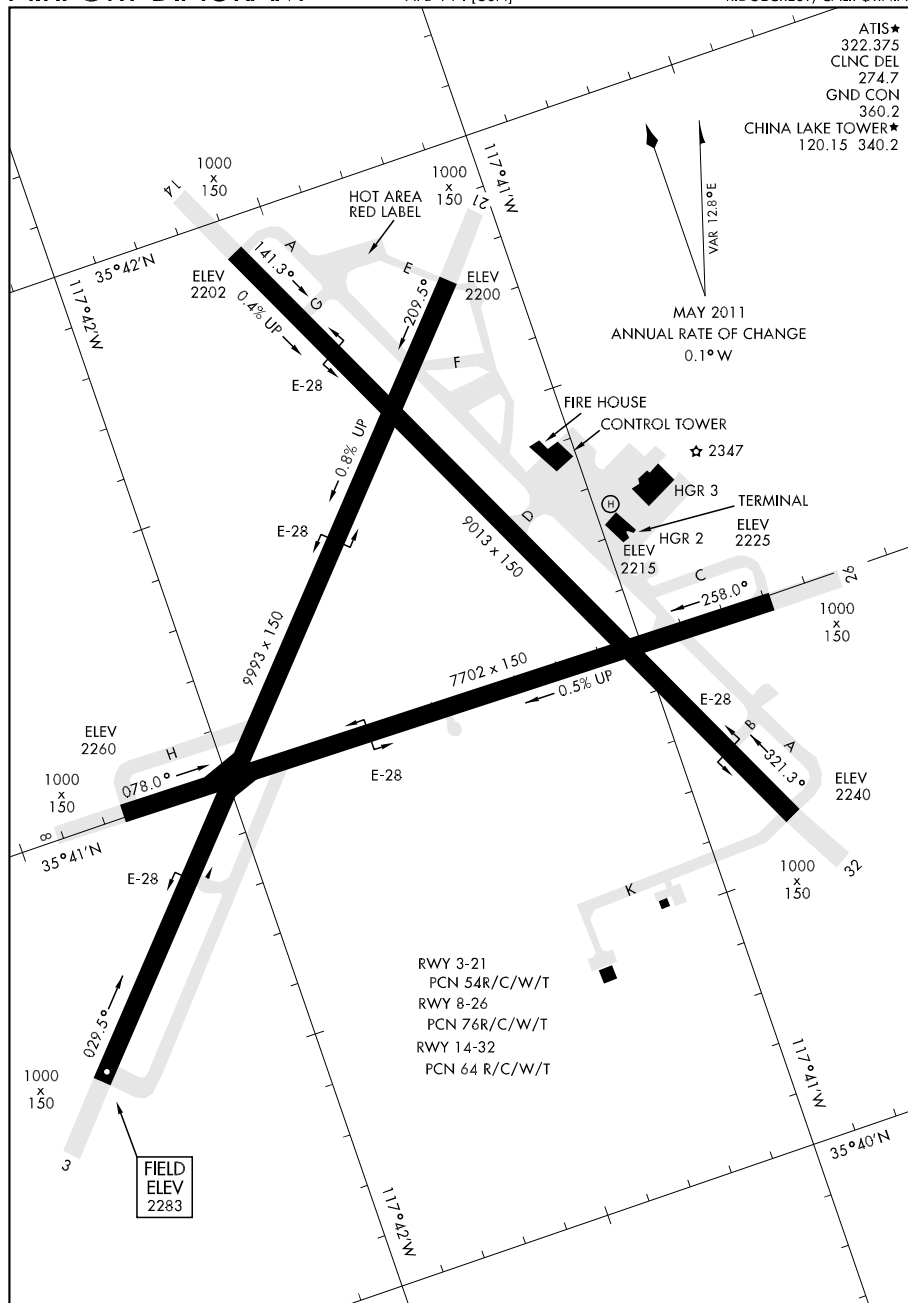
11125

AIRPORT DIAGRAM

CHINA LAKE NAWS (ARMITAGE FIELD) (KNID)

AFD-914 [USN]

RIDGECREST, CALIFORNIA



AIRPORT DIAGRAM

RIDGECREST, CALIFORNIA

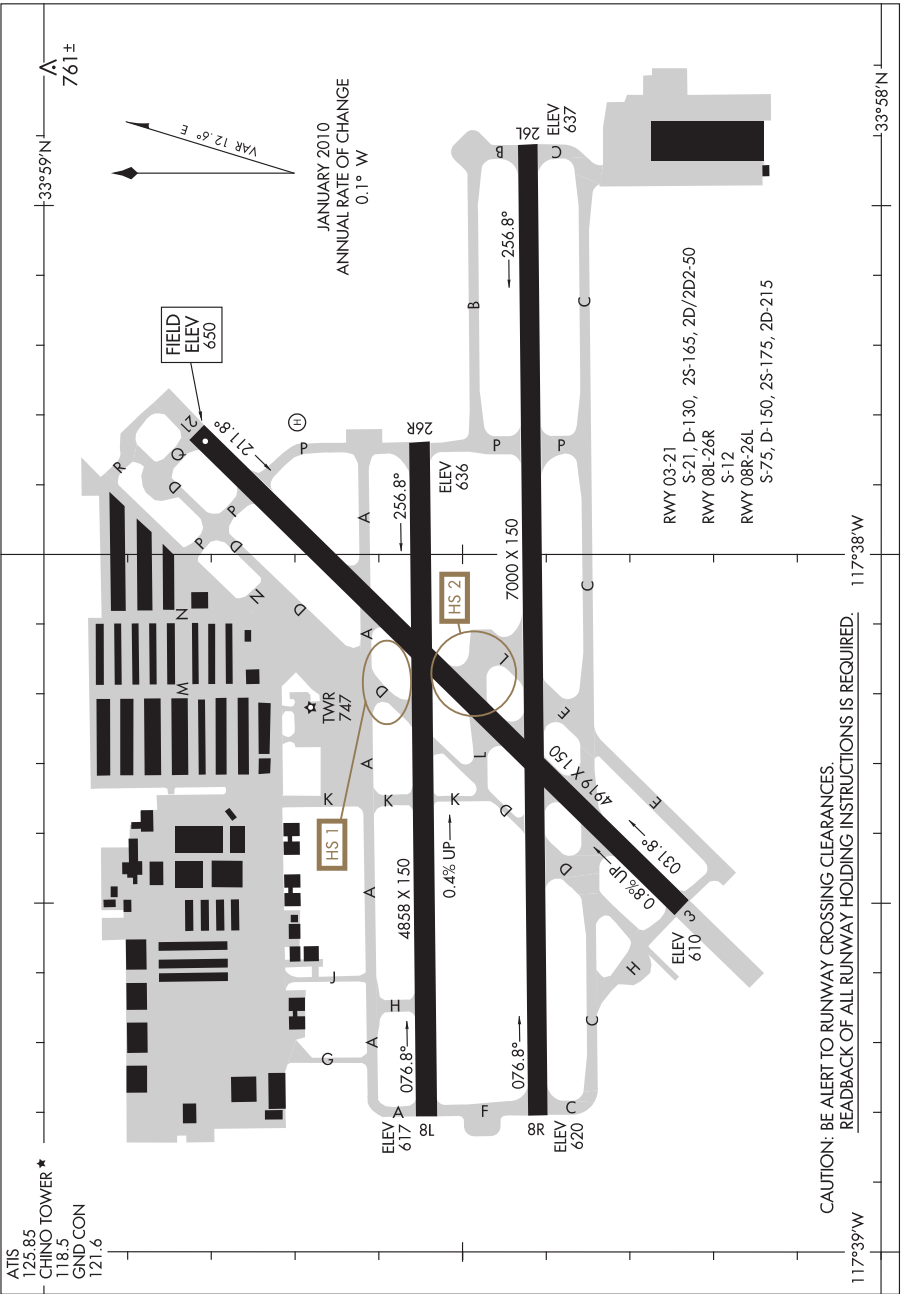
CHINA LAKE NAWS (ARMITAGE FIELD) (KNID)

12096

AIRPORT DIAGRAM

AL-5599 (FAA)

CHINO (CNO)
CHINO, CALIFORNIA



AIRPORT DIAGRAM

CHINO, CALIFORNIA
CHINO (CNO)

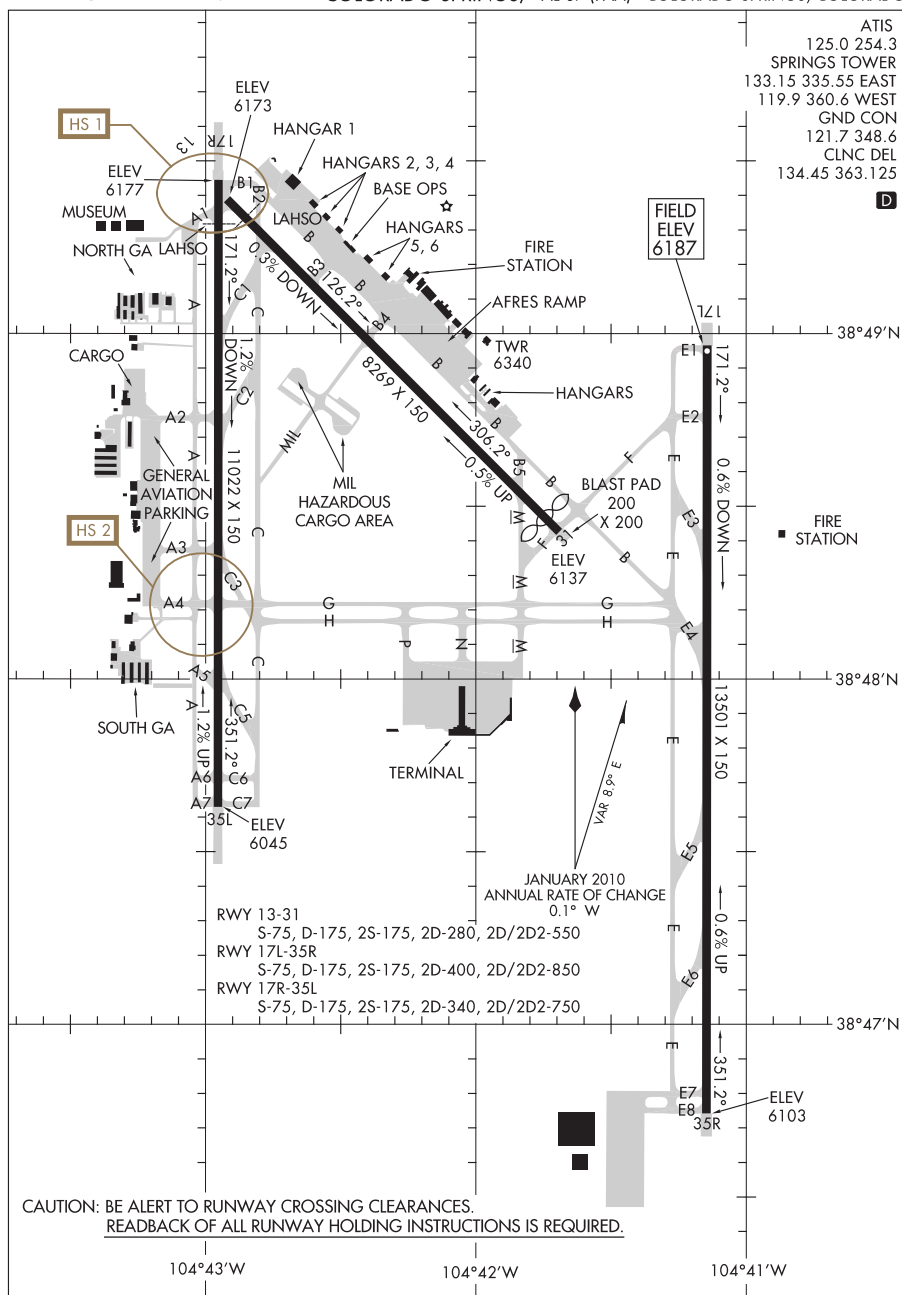
12096

12096

AIRPORT DIAGRAM

CITY OF COLORADO SPRINGS MUNI (COS)

COLORADO SPRINGS/ AL-87 (FAA) COLORADO SPRINGS, COLORADO



AIRPORT DIAGRAM

COLORADO SPRINGS/

COLORADO SPRINGS, COLORADO

CITY OF COLORADO SPRINGS MUNI (COS)

12096

SW, 05 APR 2012 to 31 MAY 2012

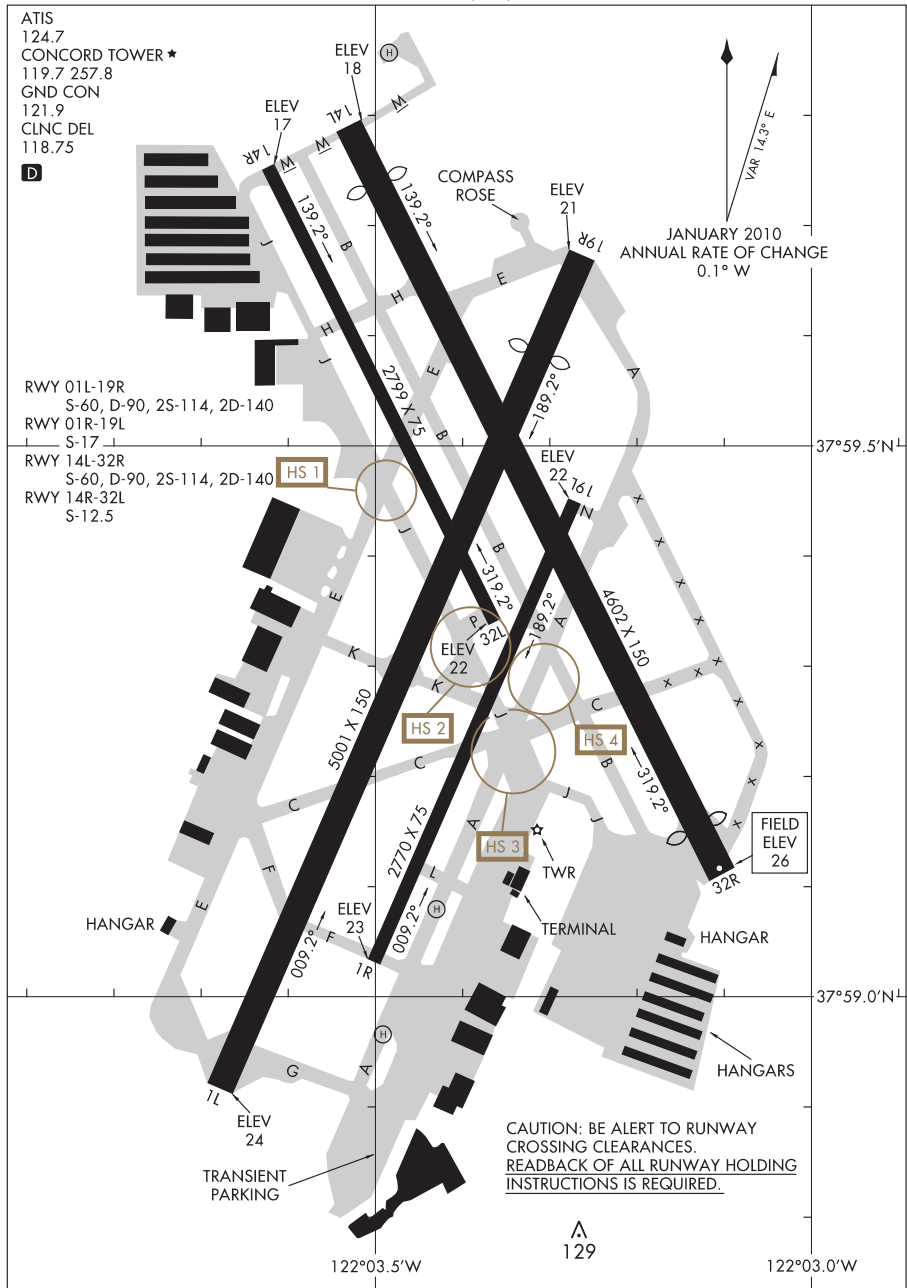
12096

AIRPORT DIAGRAM

AL-5320 (FAA)

CONCORD/BUCHANAN FIELD (CCR)

CONCORD, CALIFORNIA



AIRPORT DIAGRAM

12096

CONCORD, CALIFORNIA
CONCORD/BUCHANAN FIELD (CCR)

10210

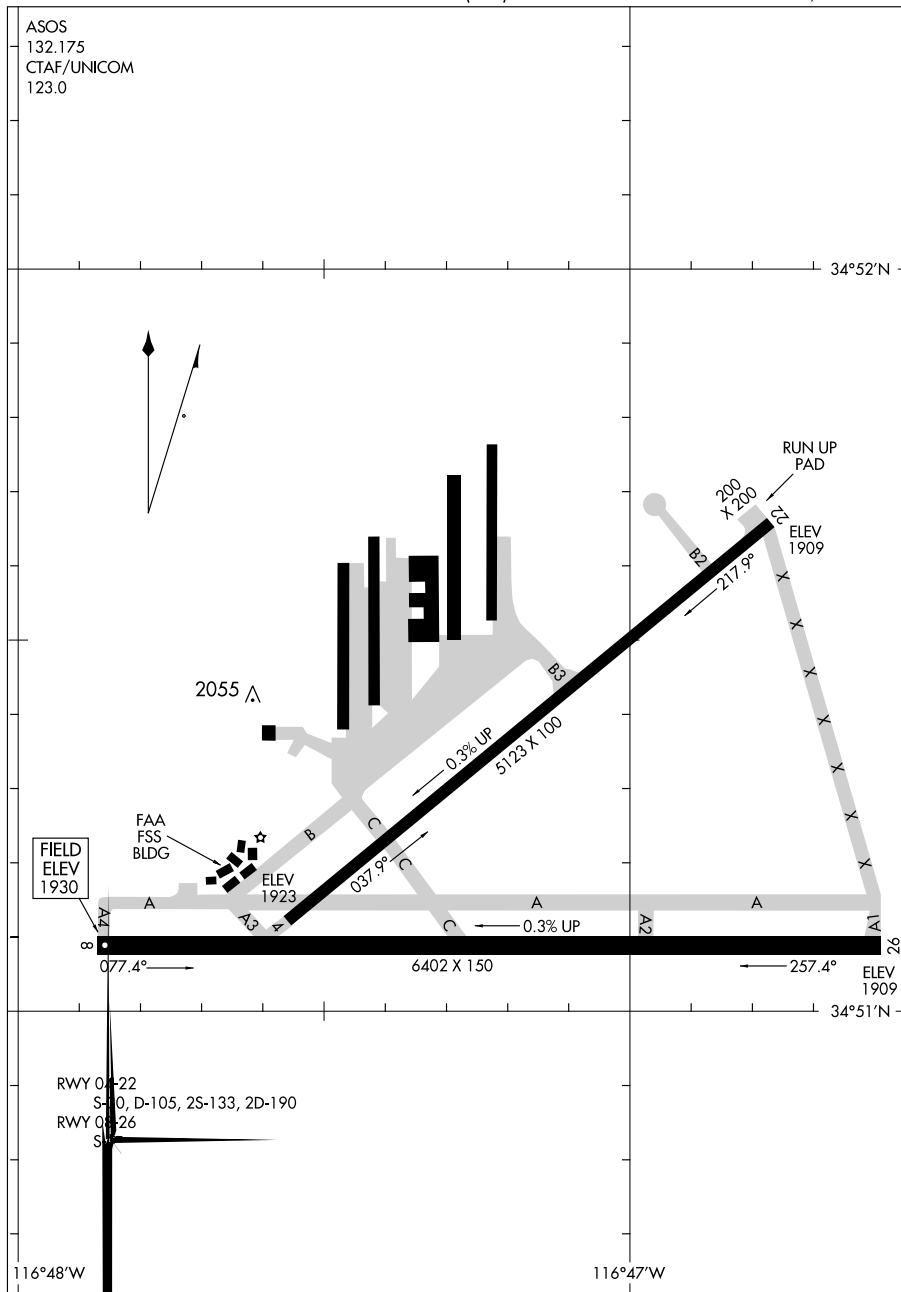
AIRPORT DIAGRAM

AL-104 (FAA)

DAGGETT/BARSTOW-DAGGETT (DAG)

DAGGETT, CALIFORNIA

ASOS
132.175
CTAF/UNICOM
123.0



AIRPORT DIAGRAM

10210

DAGGETT, CALIFORNIA
DAGGETT/BARSTOW-DAGGETT (DAG)

SW, 05 APR 2012 to 31 MAY 2012

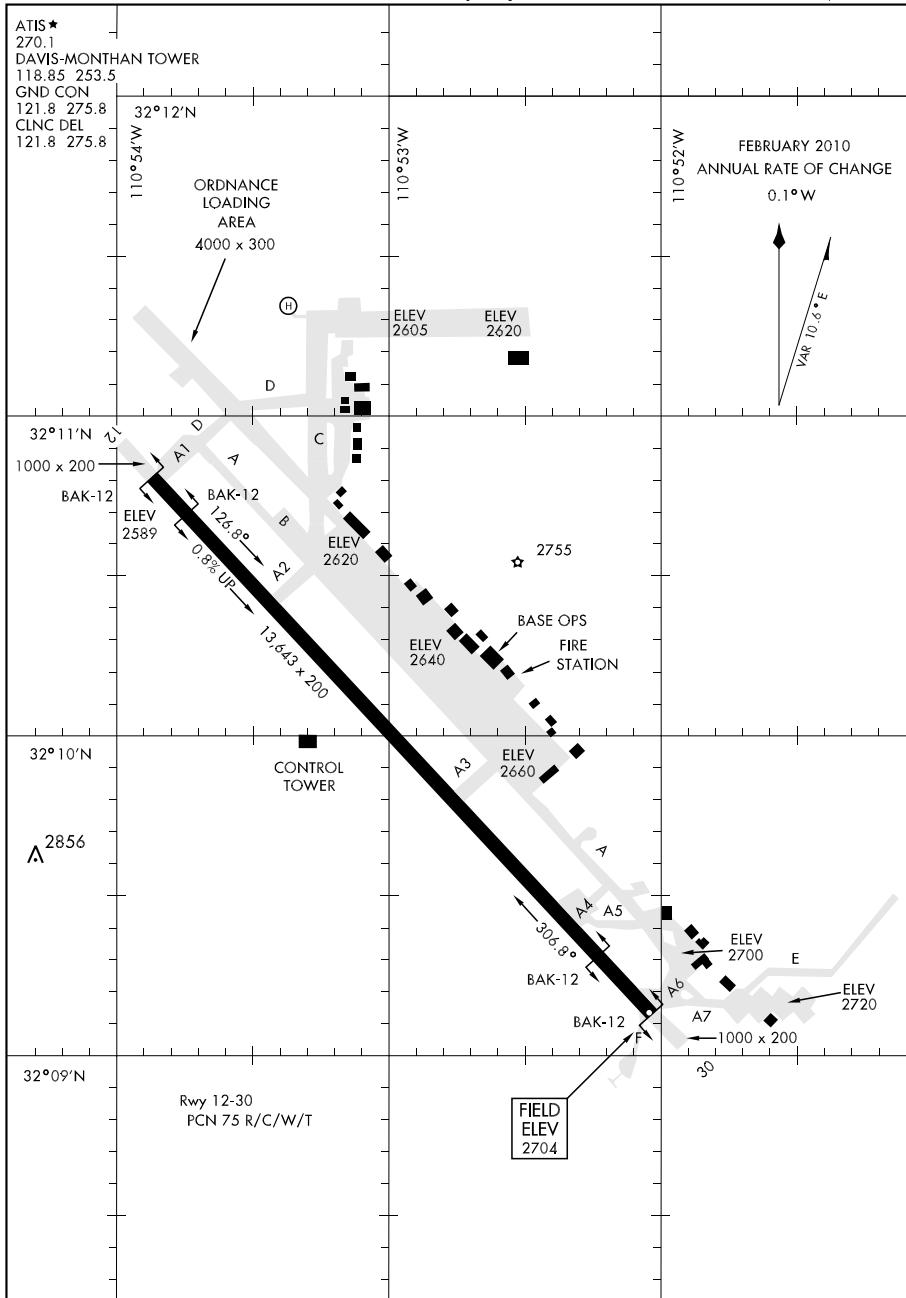
10042

DAVIS-MONTHAN AFB (KDMA)

AIRPORT DIAGRAM

AFD-429 [USAF]

TUCSON, ARIZONA



AIRPORT DIAGRAM

TUCSON, ARIZONA

DAVIS-MONTHAN AFB (KDMA)

SW, 05 APR 2012 to 31 MAY 2012

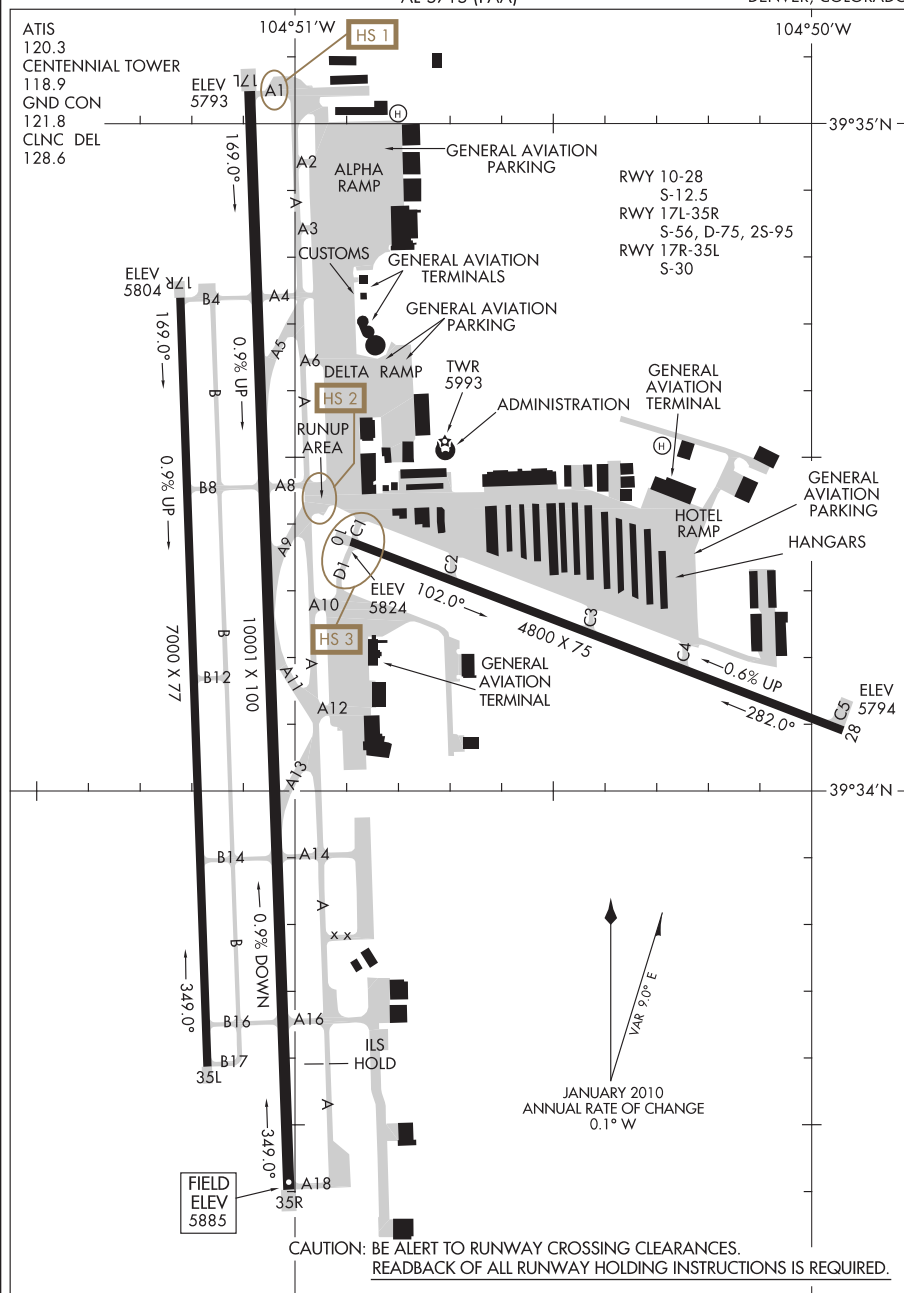
12096

AIRPORT DIAGRAM

AL-5715 (FAA)

DENVER/CENTENNIAL (A.P.A.)

DENVER, COLORADO



AIRPORT DIAGRAM

12096

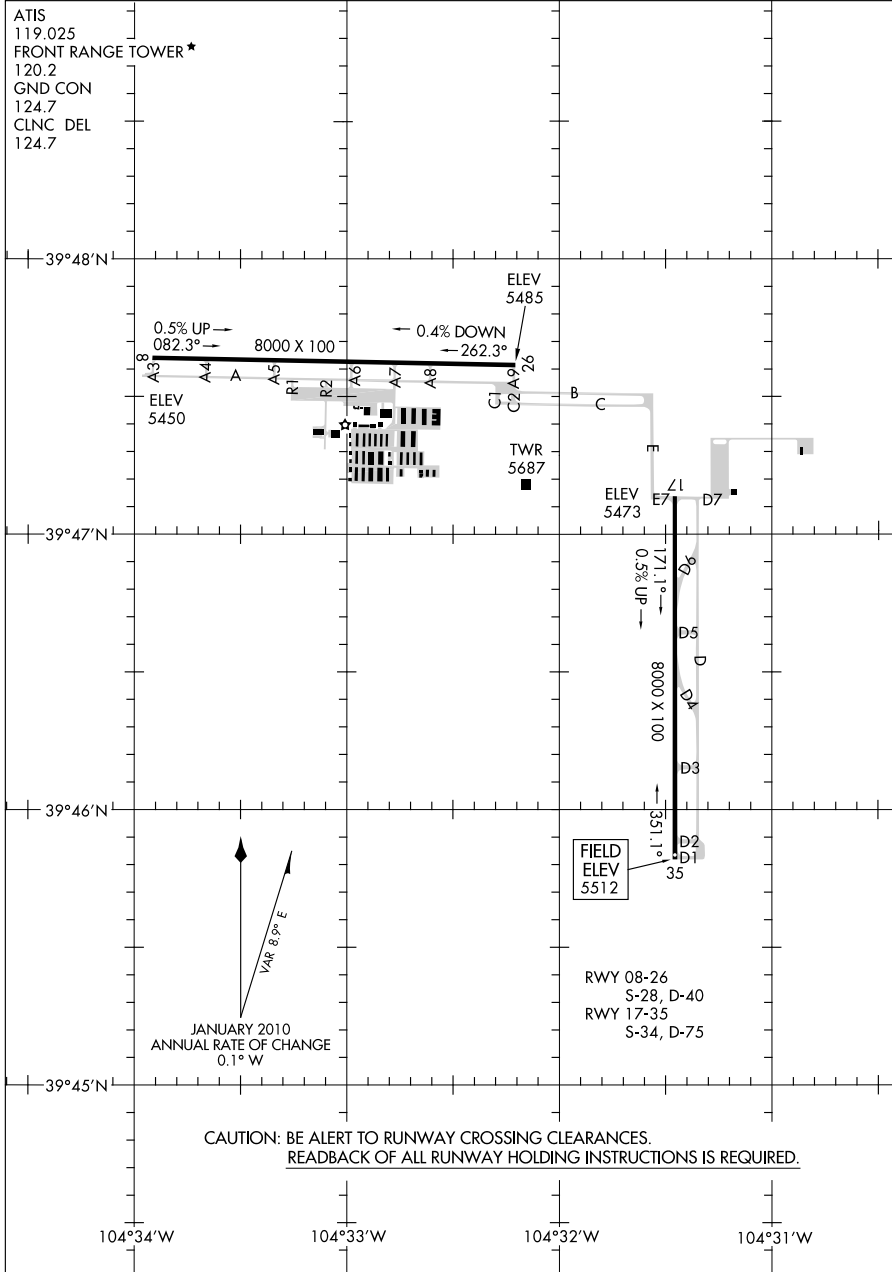
DENVER, COLORADO
DENVER/CENTENNIAL (A.P.A.)

SW, 05 APR 2012 to 31 MAY 2012

12040

AIRPORT DIAGRAM

AL-6851 (FAA)

DENVER/FRONT RANGE (FTG)
DENVER, COLORADO

AIRPORT DIAGRAM

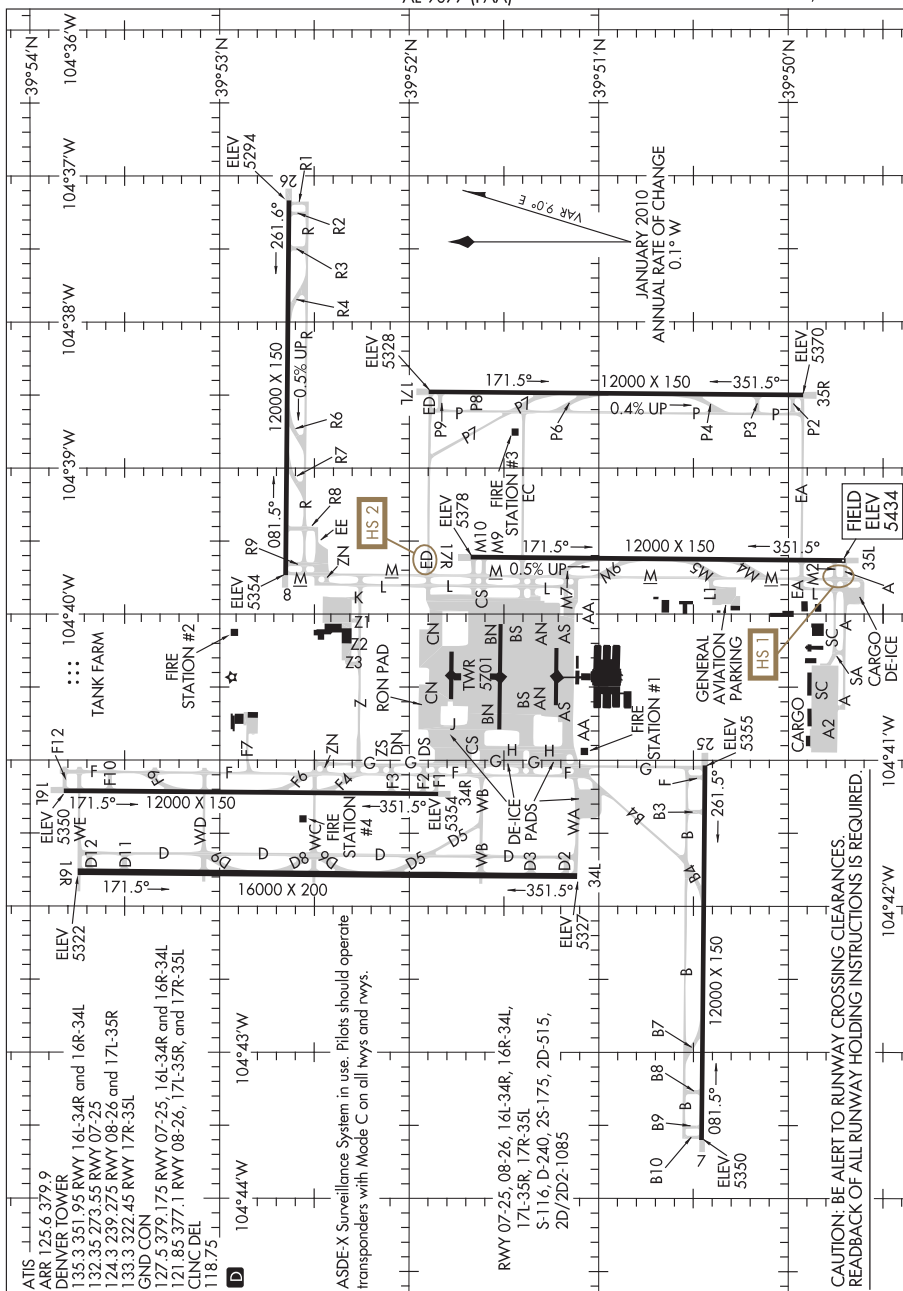
DENVER/FRONT RANGE (FTG)
DENVER, COLORADO

12040

12096

AIRPORT DIAGRAM

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

AIRPORT DIAGRAM

12096

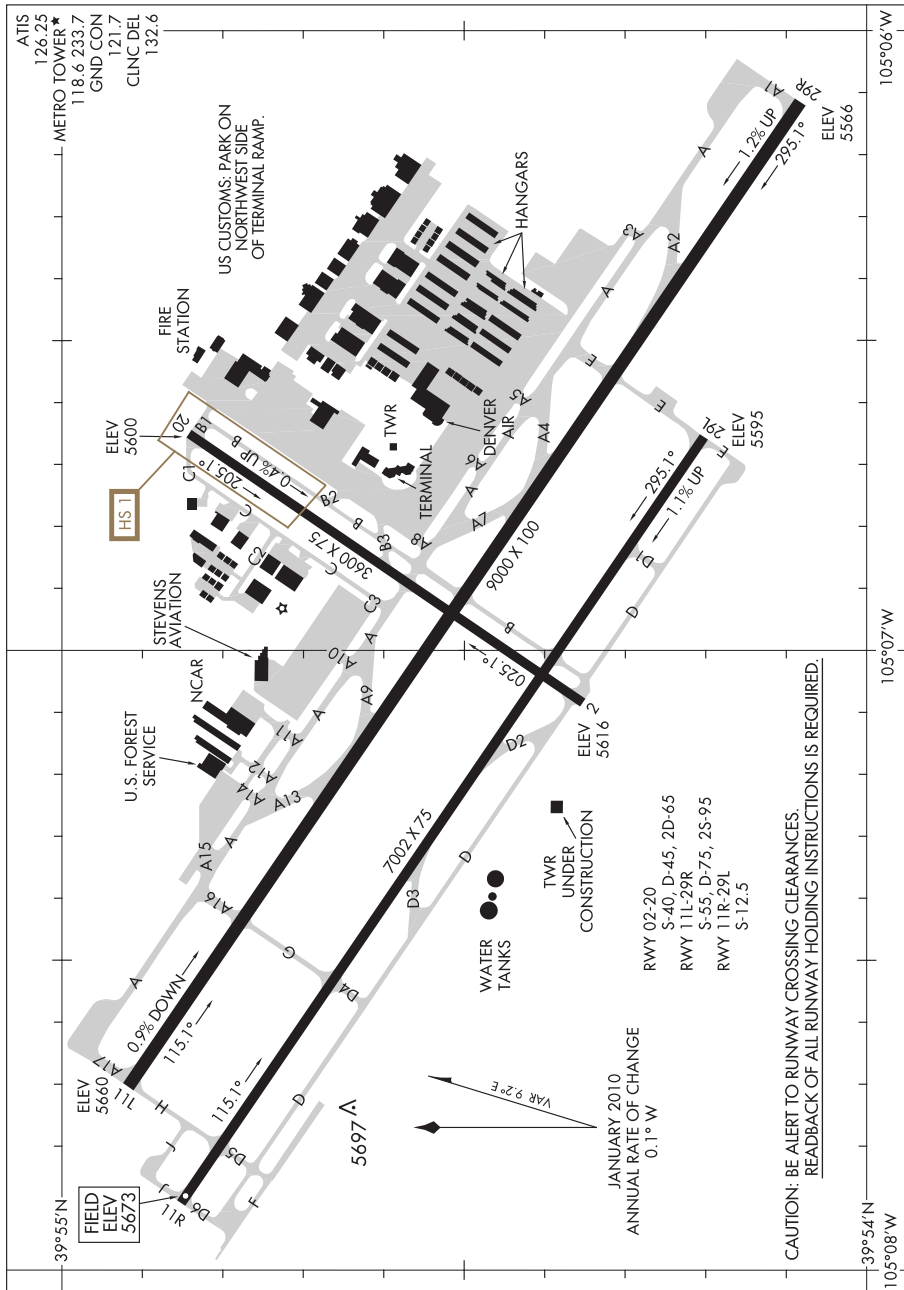
DENVER, COLORADO
DENVER INTL (DEN)

12096

AIRPORT DIAGRAM

DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)
AL-5612 (FAA)

DENVER, COLORADO



AIRPORT DIAGRAM

12096

DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)

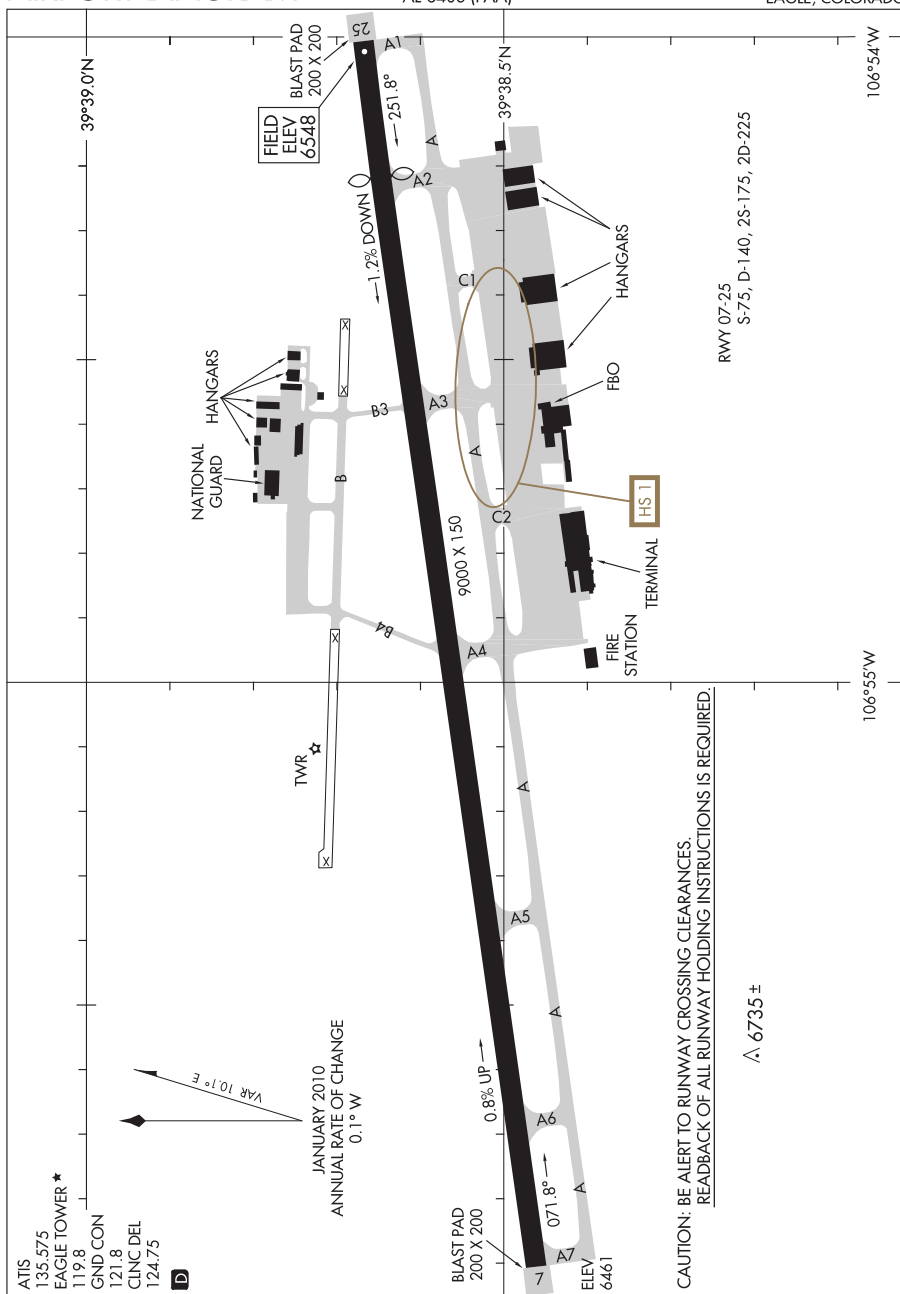
DENVER, COLORADO

12096

AIRPORT DIAGRAM

EAGLE COUNTY RGNL (EGE)

EAGLE, COLORADO



AIRPORT DIAGRAM

12096

EAGLE, COLORADO

EAGLE COUNTY RGNL (EGE)

12040

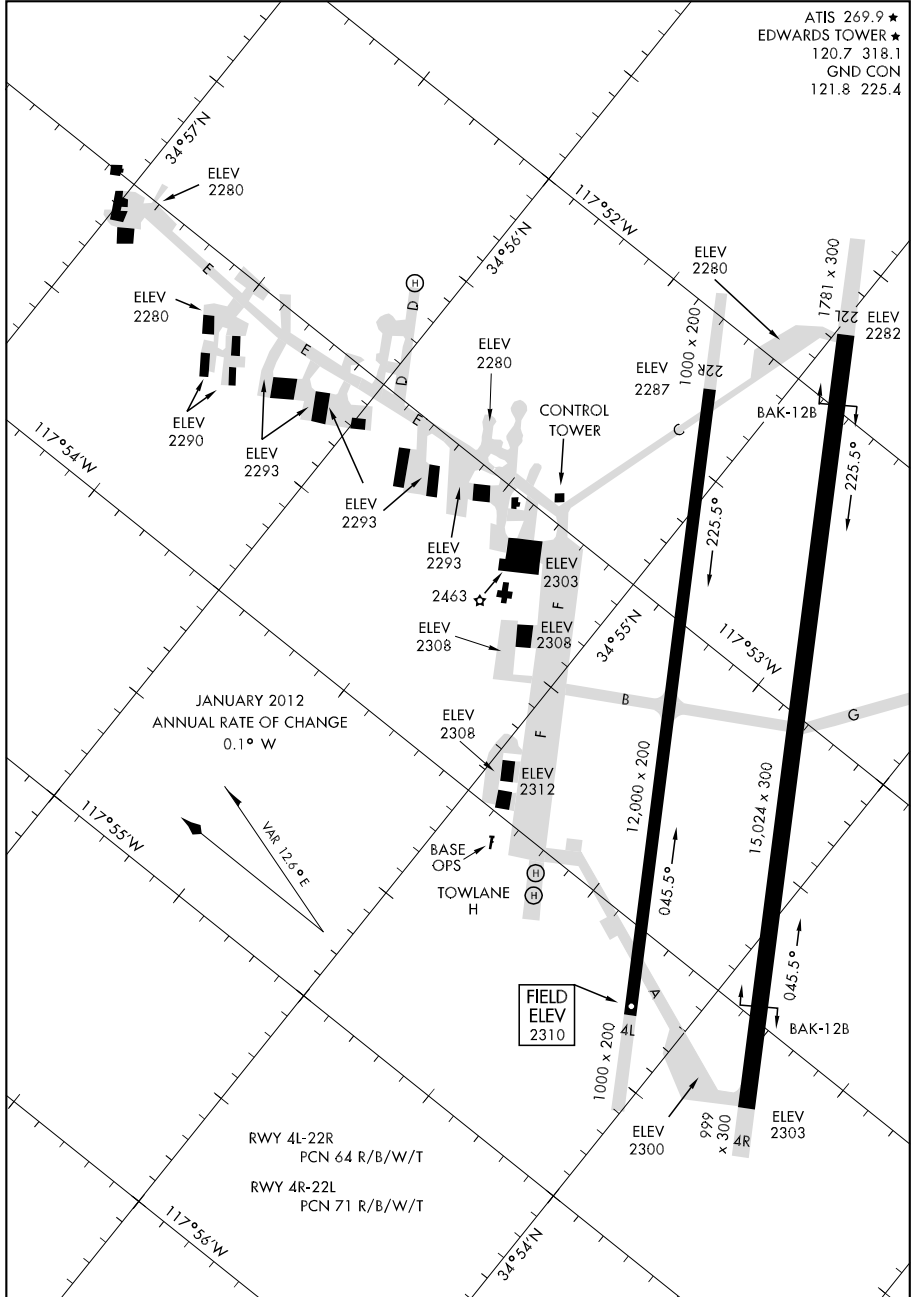
AIRPORT DIAGRAM

AFD-500 [USAF]

EDWARDS AFB (KEDW)

EDWARDS, CALIFORNIA

ATIS 269.9 ★
EDWARDS TOWER ★
120.7 318.1
GND CON
121.8 225.4



AIRPORT DIAGRAM

EDWARDS, CALIFORNIA

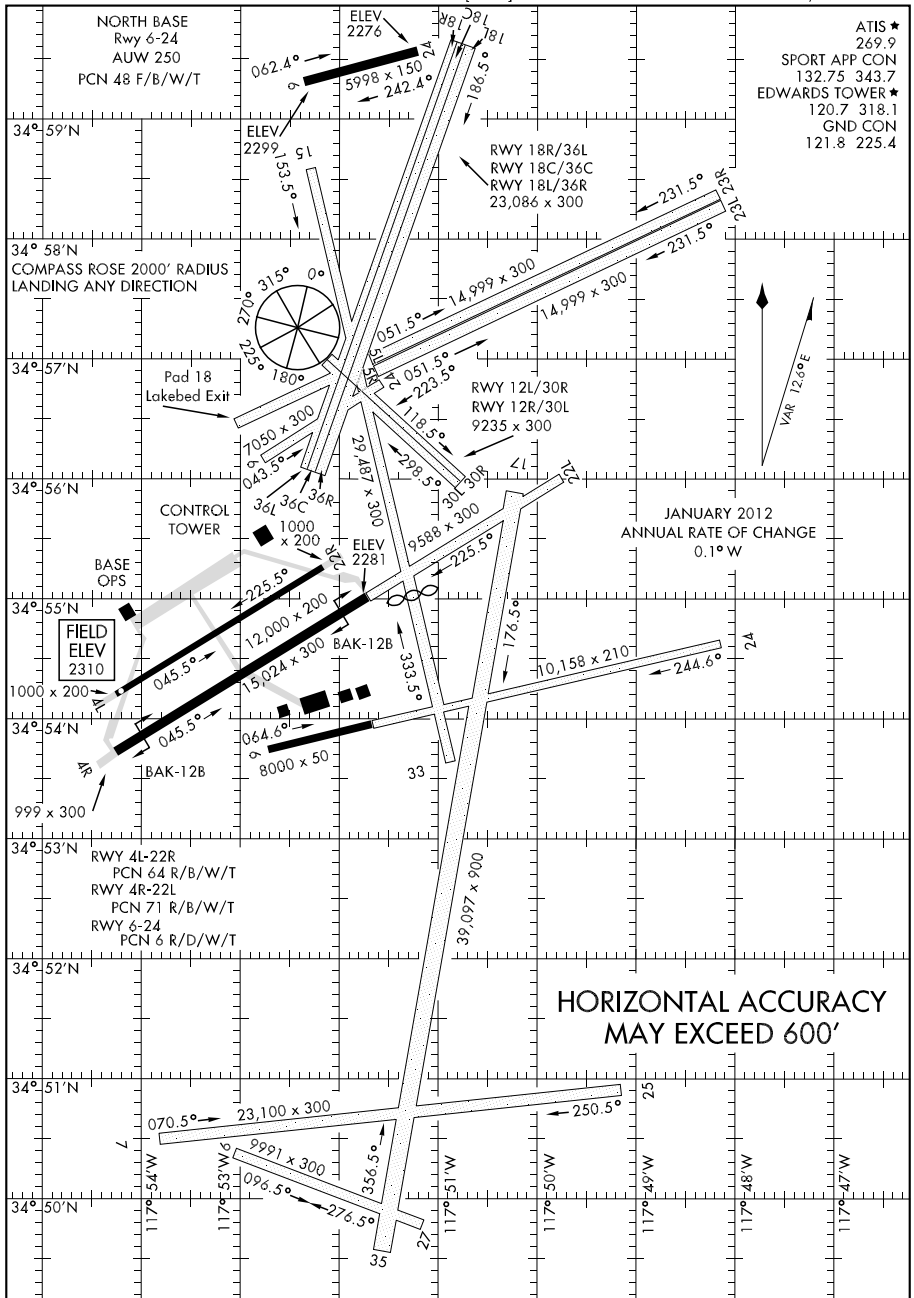
EDWARDS AFB (KEDW)

12040

AIRPORT DIAGRAM

EDWARDS/ROGERS LAKEBED (KEDW)

EDWARDS, CALIFORNIA



AIRPORT DIAGRAM

EDWARDS, CALIFORNIA

EDWARDS/ROGERS LAKEBED (KEDW)

SW, 05 APR 2012 to 31 MAY 2012

11125

AIRPORT DIAGRAM

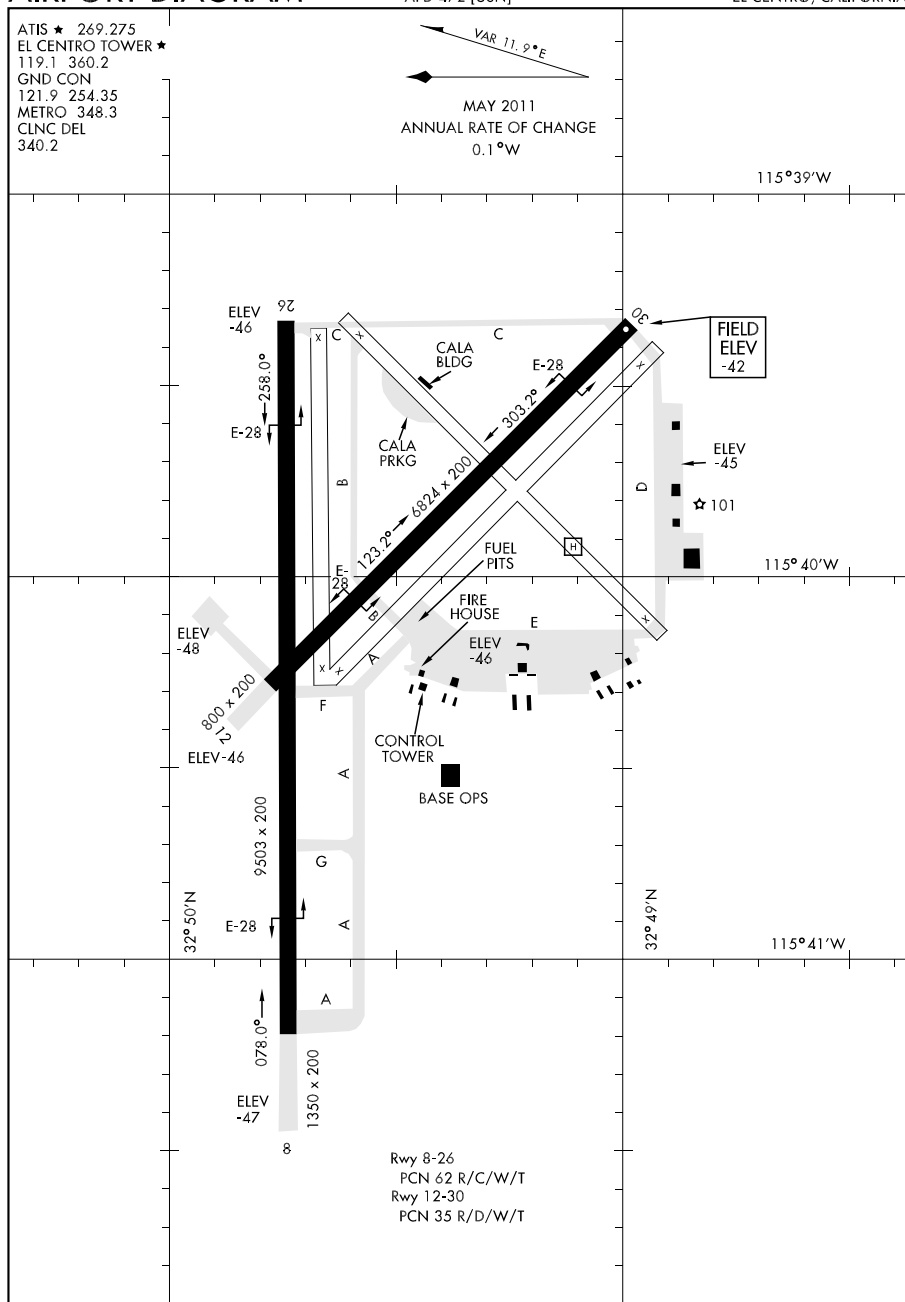
EL CENTRO NAF (KNJK)

EL CENTRO, CALIFORNIA

AFD-472 [USN]

ATIS ★ 269.275
 EL CENTRO TOWER ★
 119.1 360.2
 GND CON
 121.9 254.35
 METRO 348.3
 CLNC DEL
 340.2

VAR 11.9°E
 MAY 2011
 ANNUAL RATE OF CHANGE
 0.1°W



AIRPORT DIAGRAM

EL CENTRO, CALIFORNIA

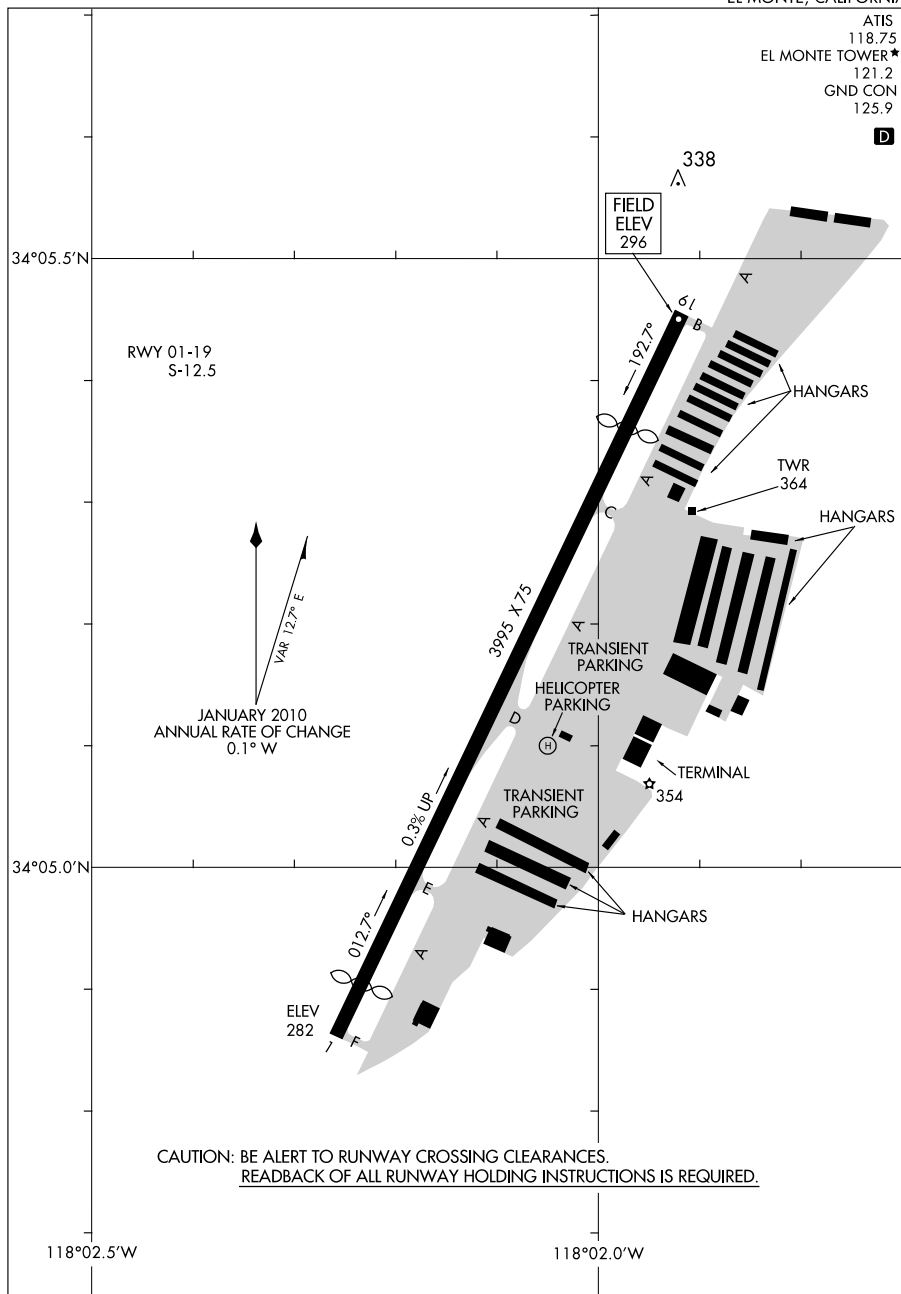
EL CENTRO NAF (KNJK)

SW, 05 APR 2012 to 31 MAY 2012

11349

AIRPORT DIAGRAM

AL-5639 (FAA)

EL MONTE (EMT)
EL MONTE, CALIFORNIA

AIRPORT DIAGRAM

11349

EL MONTE, CALIFORNIA
EL MONTE (EMT)

SW, 05 APR 2012 to 31 MAY 2012

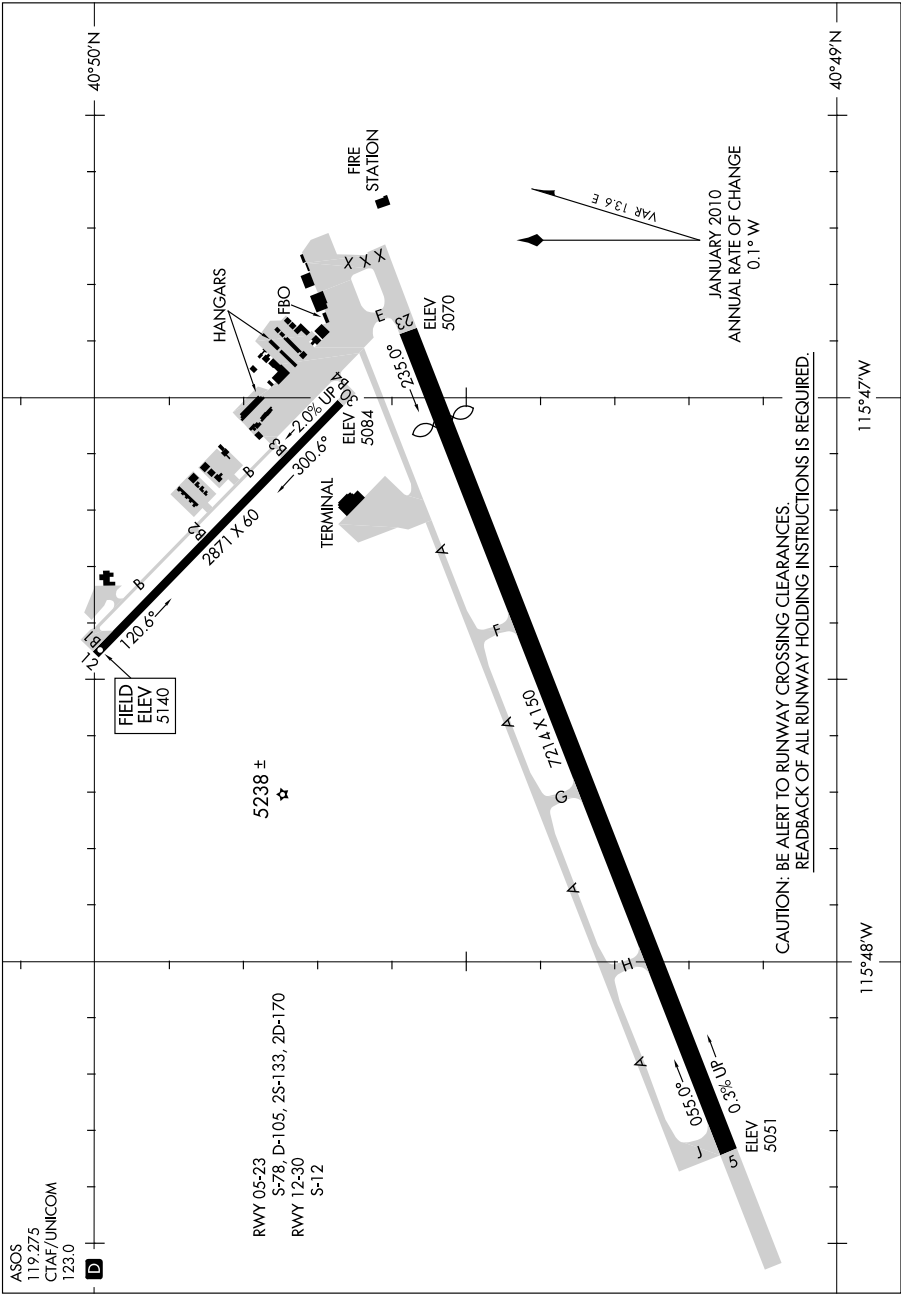
12040

AIRPORT DIAGRAM

AL-129 (FAA)

ELKO RGNL (EKO)

ELKO, NEVADA



AIRPORT DIAGRAM

12040

ELKO, NEVADA

ELKO RGNL (EKO)

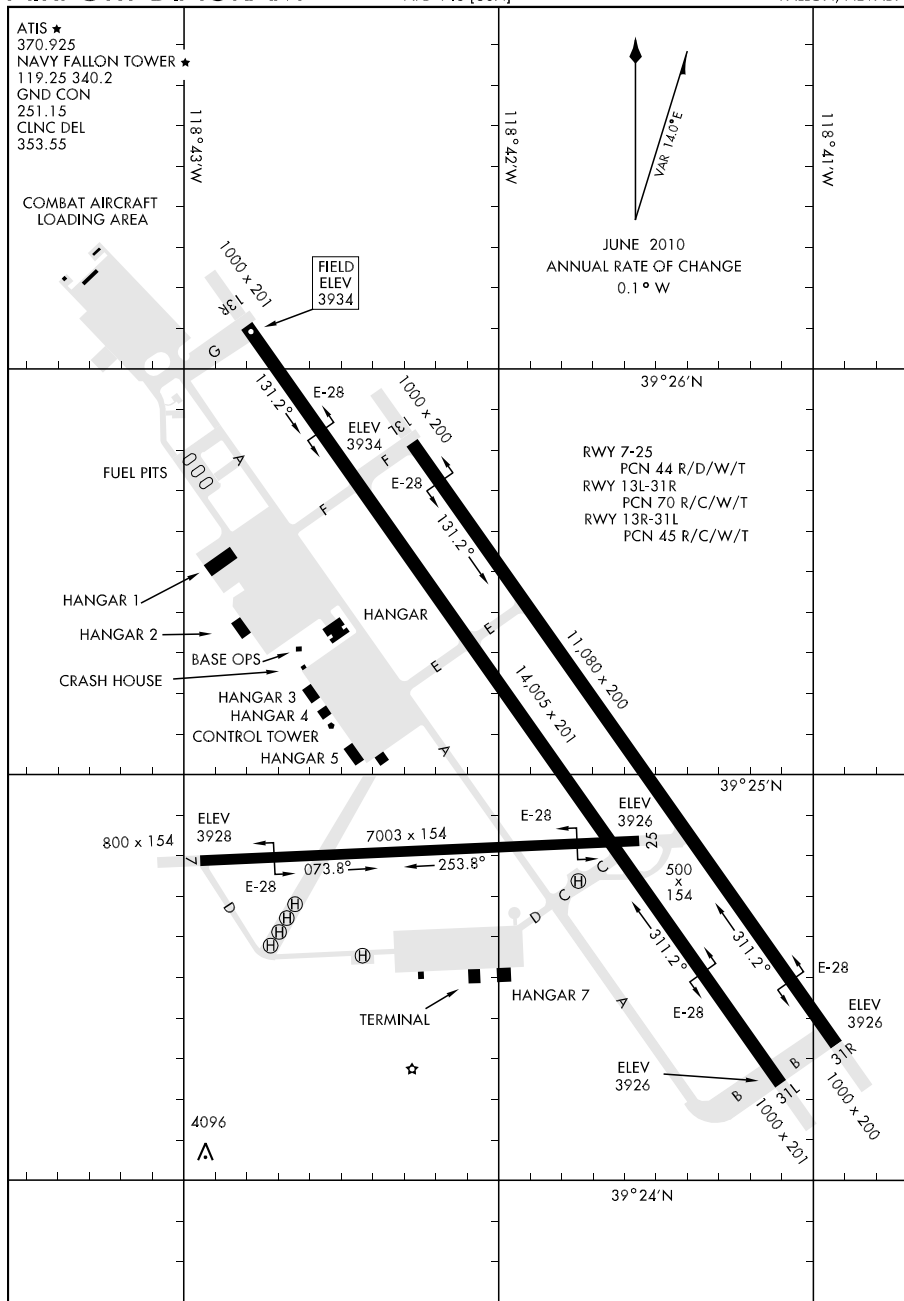
10210

AIRPORT DIAGRAM

AFD-143 [USN]

FALLON NAS (VAN VOORHIS FIELD) (KNFL)

FALLON, NEVADA



AIRPORT DIAGRAM

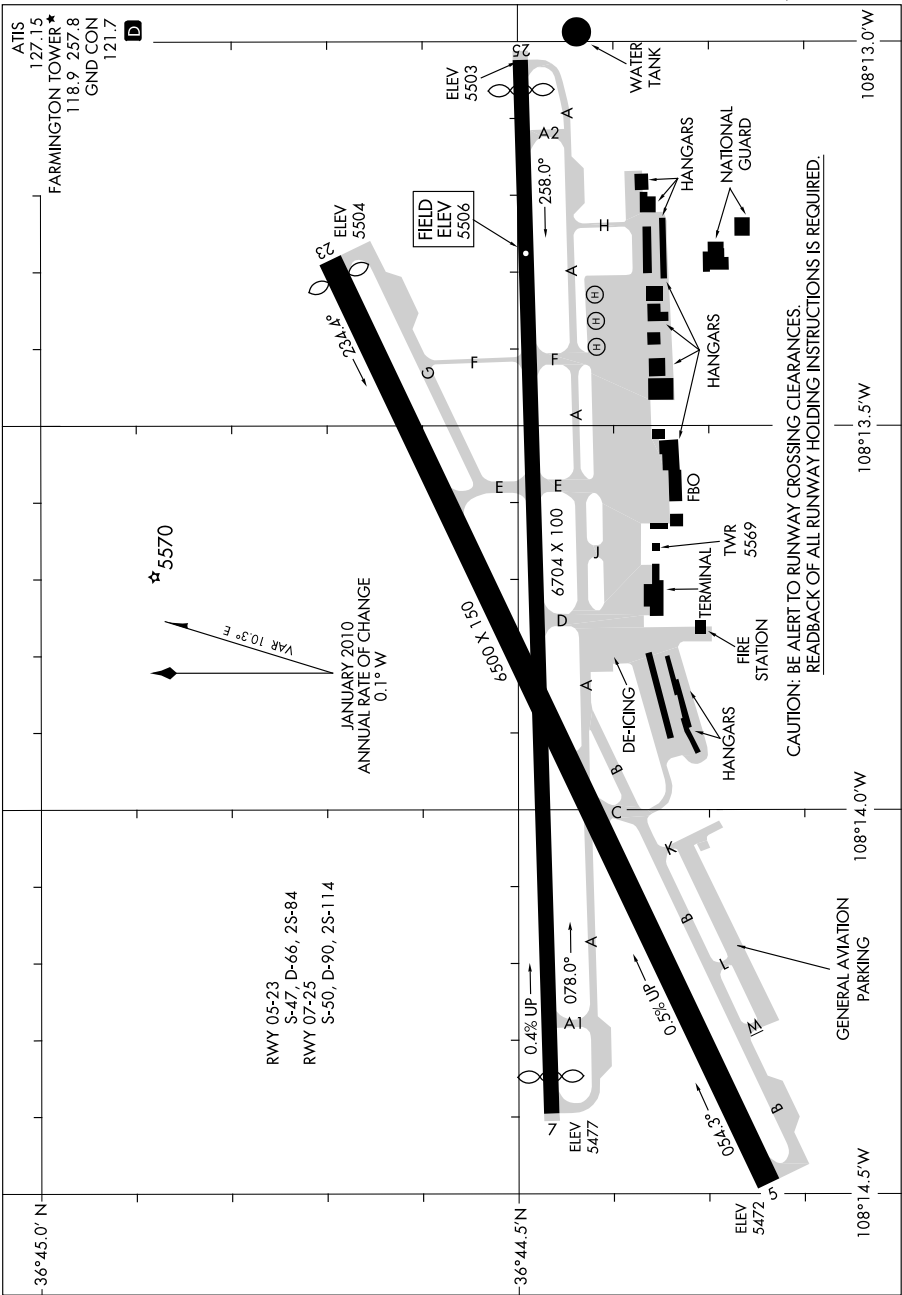
FALLON, NEVADA

FALLON NAS (VAN VOORHIS FIELD) (KNFL)

11293

AIRPORT DIAGRAM

FARMINGTON/ FOUR CORNERS RGNL (FMN)
AL-493 (FAA) FARMINGTON, NEW MEXICO



AIRPORT DIAGRAM

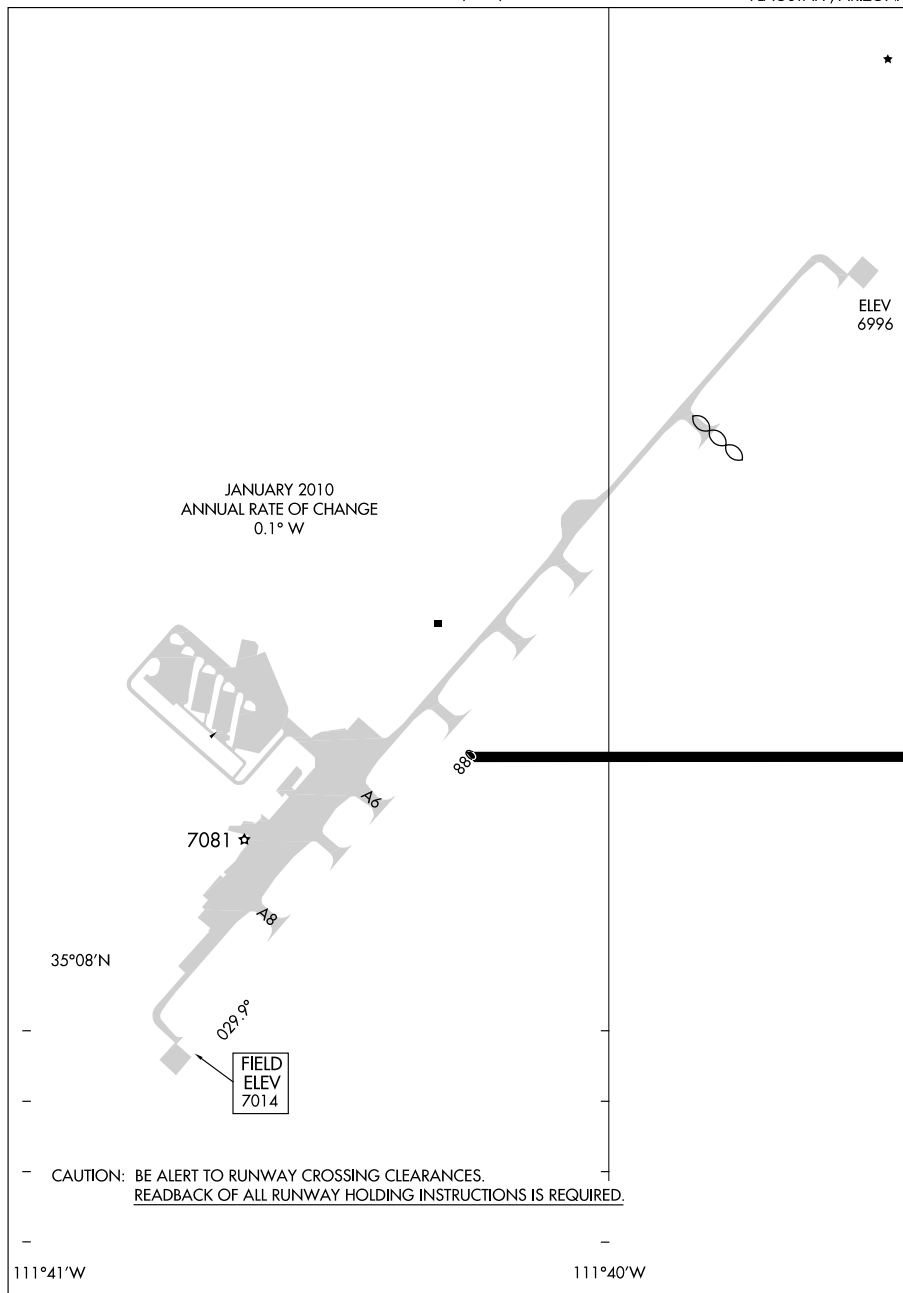
FARMINGTON, NEW MEXICO
FARMINGTON/ FOUR CORNERS RGNL (FMN)

11293

11349

AIRPORT DIAGRAM

AL-5034 (FAA)

FLAGSTAFF PULLIAM (FLG)
FLAGSTAFF, ARIZONA

AIRPORT DIAGRAM

11349

FLAGSTAFF, ARIZONA
FLAGSTAFF PULLIAM (FLG)

SW, 05 APR 2012 to 31 MAY 2012

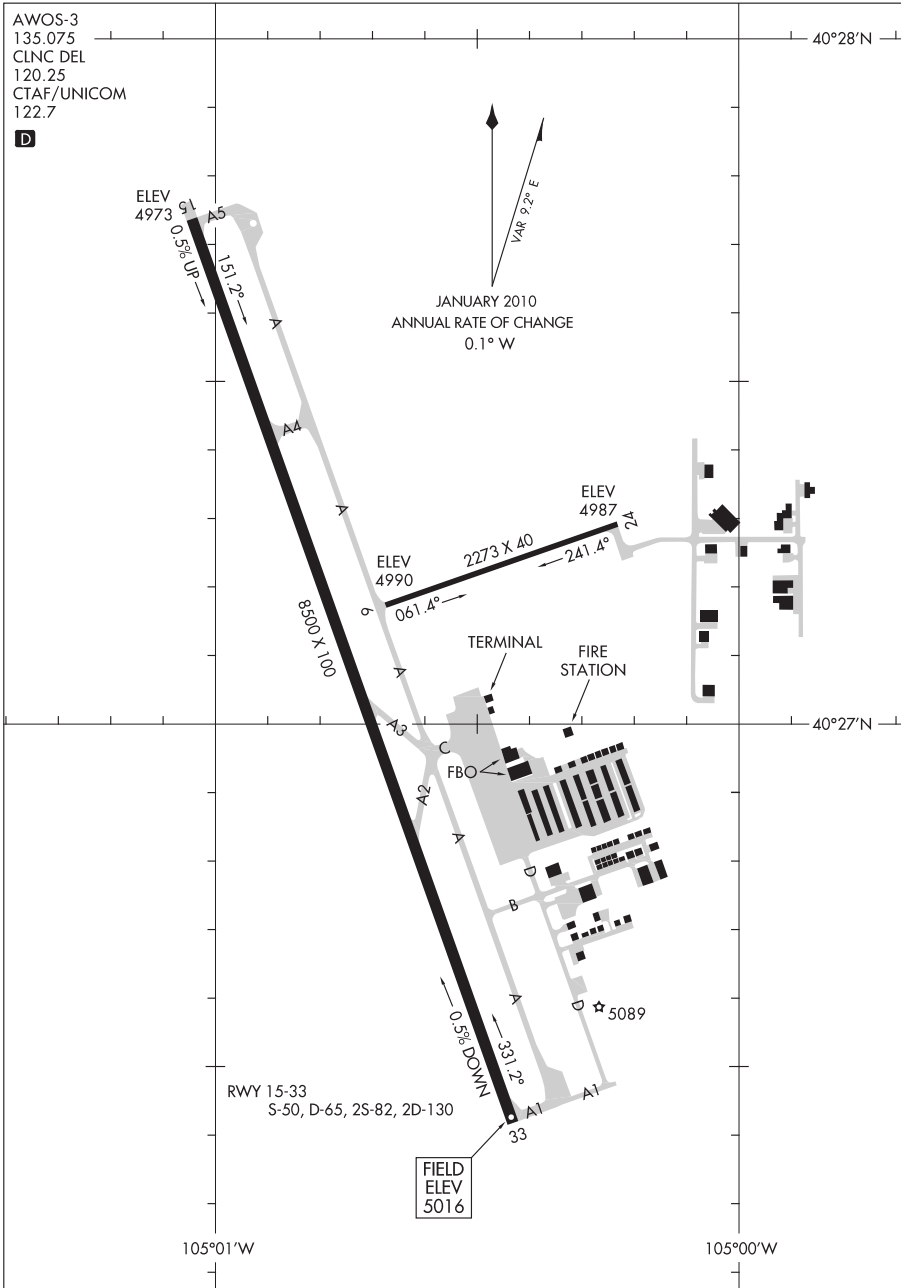
12096

AIRPORT DIAGRAM

FORT COLLINS-LOVELAND MUNI (FNL)

AL-5677 (FAA)

FORT COLLINS/LOVELAND, COLORADO



AIRPORT DIAGRAM

12096

FORT COLLINS/LOVELAND, COLORADO
FORT COLLINS-LOVELAND MUNI (FNL)

SW, 05 APR 2012 to 31 MAY 2012

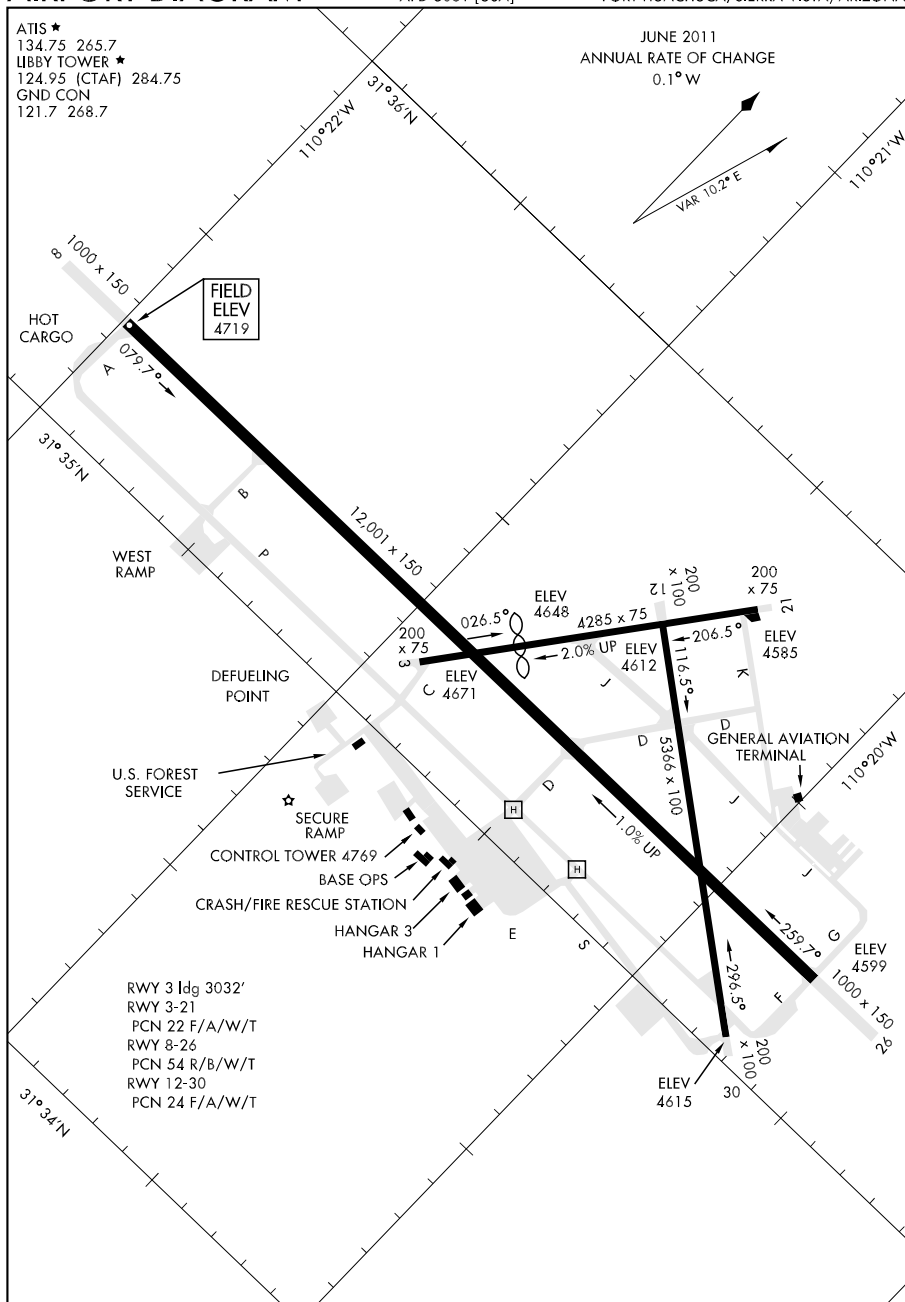
11181

AIRPORT DIAGRAM

FORT HUACHUCA-SIERRA VISTA/SIERRA VISTA MUNI-LIBBY AAF (KFHU)

AFD-5081 [USA]

FORT HUACHUCA/SIERRA VISTA, ARIZONA



AIRPORT DIAGRAM

FORT HUACHUCA/SIERRA VISTA, ARIZONA

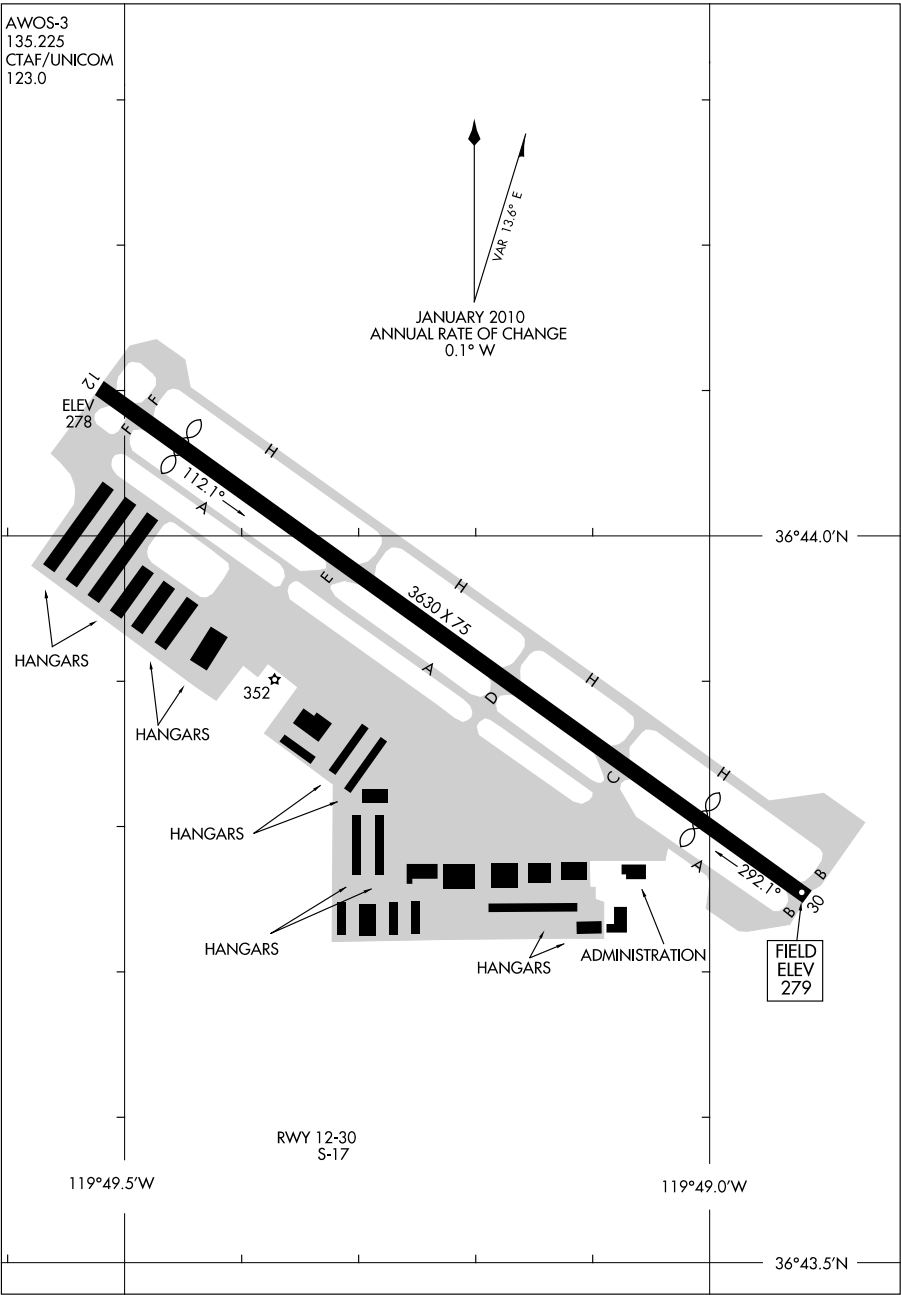
FORT HUACHUCA-SIERRA VISTA/SIERRA VISTA MUNI-LIBBY AAF (KFHU)

11125

AIRPORT DIAGRAM

AL-161 (FAA)

FRESNO CHANDLER EXECUTIVE (FCH)
FRESNO, CALIFORNIA



AIRPORT DIAGRAM

11125

FRESNO, CALIFORNIA
FRESNO CHANDLER EXECUTIVE (FCH)

11125

AIRPORT DIAGRAM

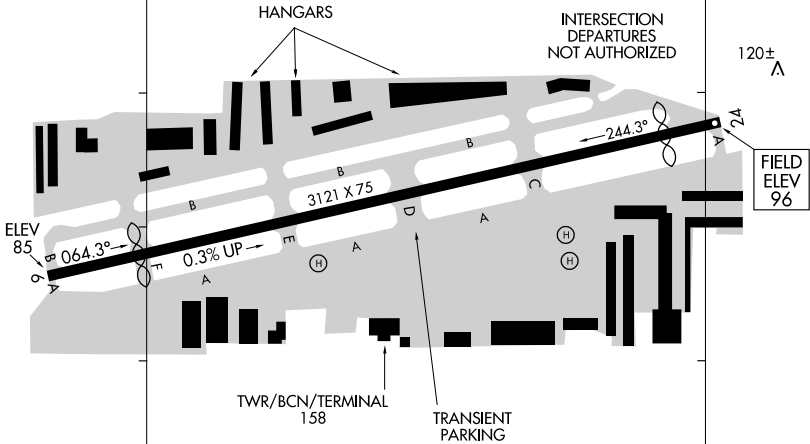
FULLERTON MUNI (FUL)
FULLERTON, CALIFORNIA

AL-5136 (FAA)

ATIS
125.05
FULLERTON TOWER ★
119.1
GND CON
121.8

VAR 12° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

33°52.5'N



33°52.0'N

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

RWY 06-24
S-12.5

117°59.0'W

117°58.5'W

AIRPORT DIAGRAM

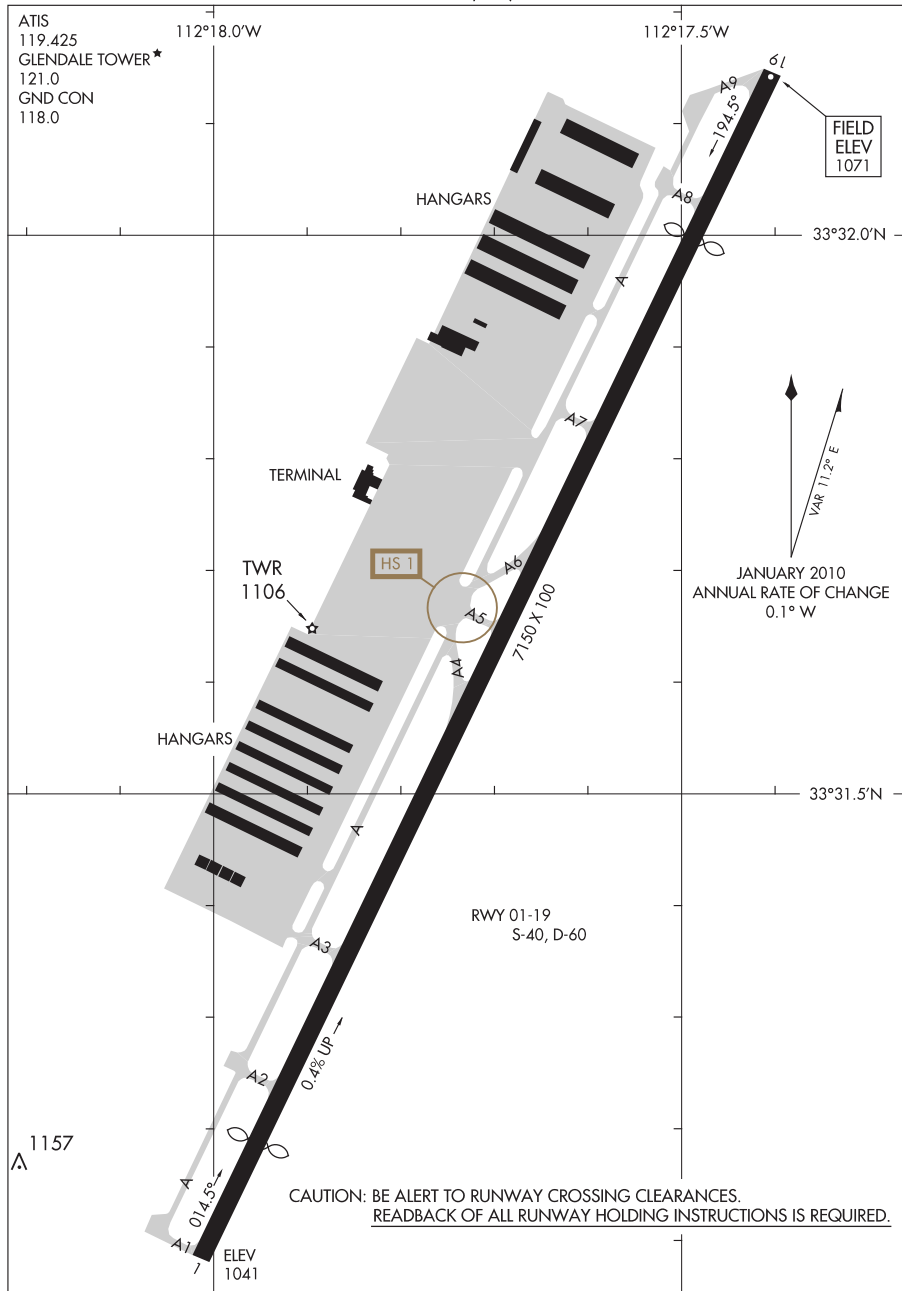
11125

FULLERTON, CALIFORNIA
FULLERTON MUNI (FUL)

12096

AIRPORT DIAGRAM

AL-6915 (FAA)

GLENDALE MUNI (GJT)
GLENDALE, ARIZONA

AIRPORT DIAGRAM

12096

GLENDALE, ARIZONA
GLENDALE MUNI (GJT)

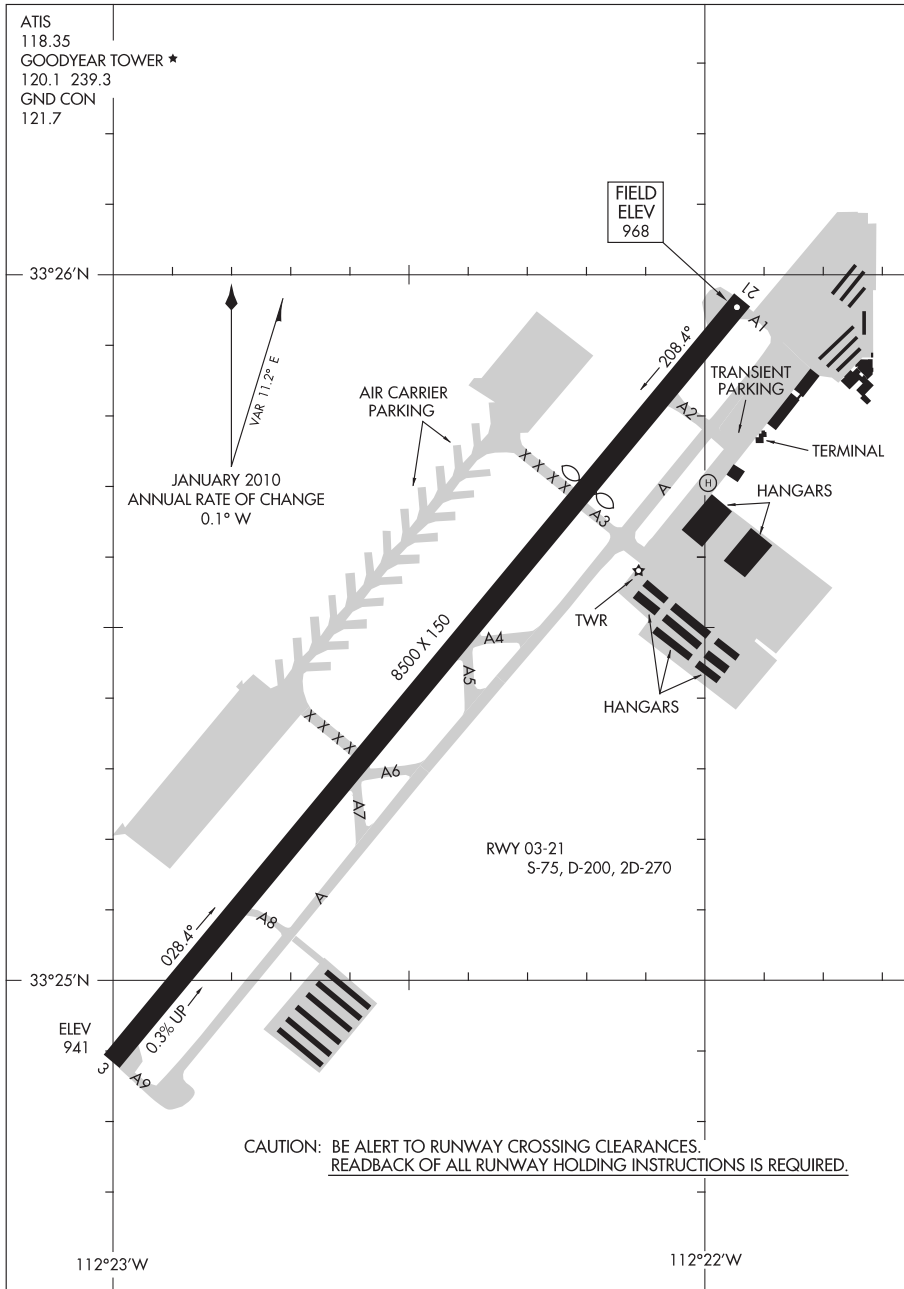
12096

AIRPORT DIAGRAM

GOODYEAR/PHOENIX GOODYEAR (GYR)

AL-6648 (FAA)

GOODYEAR, ARIZONA



AIRPORT DIAGRAM

12096

GOODYEAR, ARIZONA

GOODYEAR/PHOENIX GOODYEAR (GYR)

05381AD

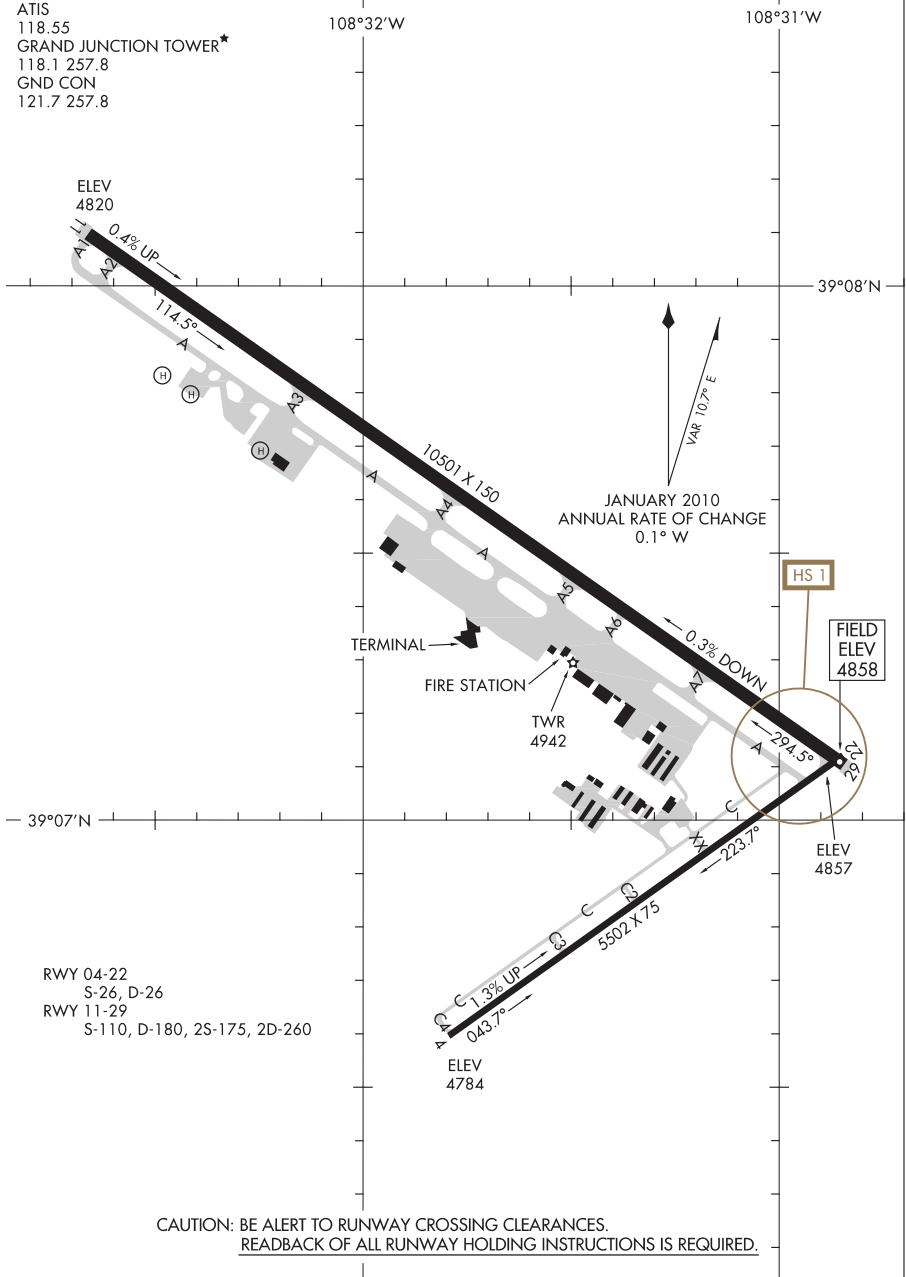
12096

AIRPORT DIAGRAM

AL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO

ATIS
118.55
GRAND JUNCTION TOWER★
118.1 257.8
GND CON
121.7 257.8



AIRPORT DIAGRAM

12096

GRAND JUNCTION, COLORADO
GRAND JUNCTION RGNL (GJT)

11237

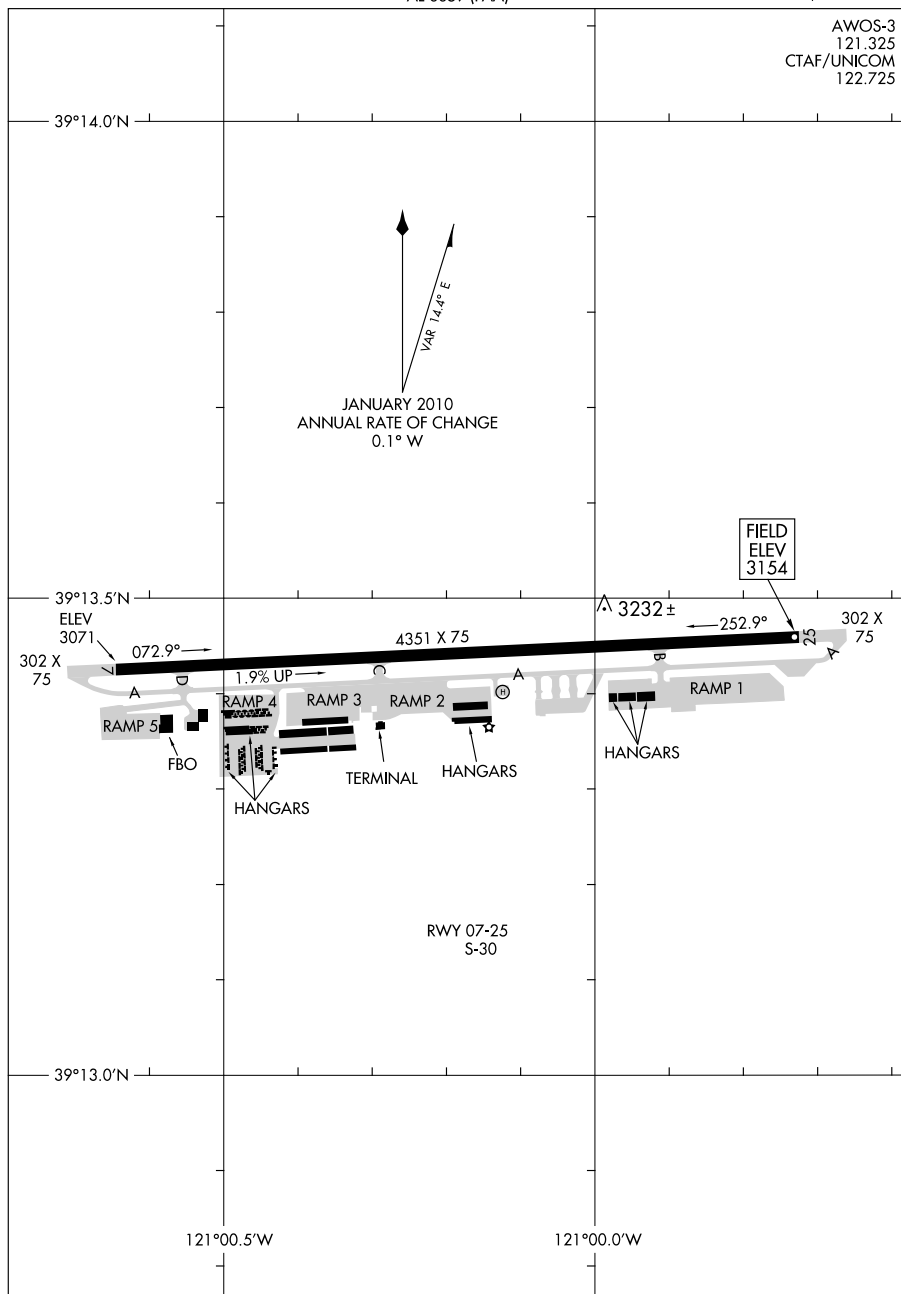
AIRPORT DIAGRAM

GRASS VALLEY / NEVADA COUNTY AIRPARK (G00)

AL-6659 (FAA)

GRASS VALLEY, CALIFORNIA

AWOS-3
121.325
CTAF/UNICOM
122.725



AIRPORT DIAGRAM

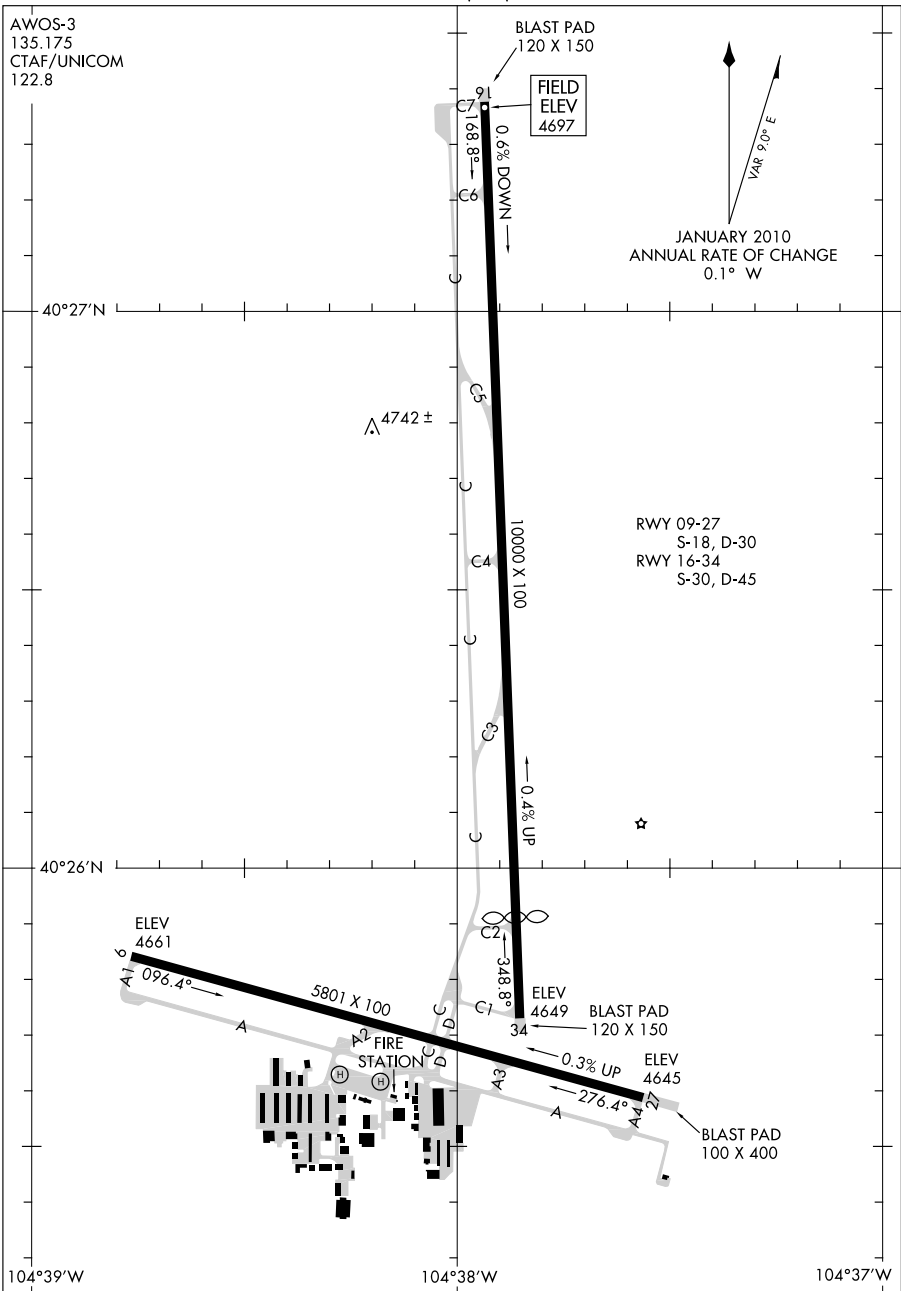
11237

GRASS VALLEY, CALIFORNIA
GRASS VALLEY / NEVADA COUNTY AIRPARK (G00)

11349

AIRPORT DIAGRAM

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO



AIRPORT DIAGRAM

GREELEY, COLORADO
GREELEY-WELD COUNTY (GXY)

11349

SW, 05 APR 2012 to 31 MAY 2012

12096

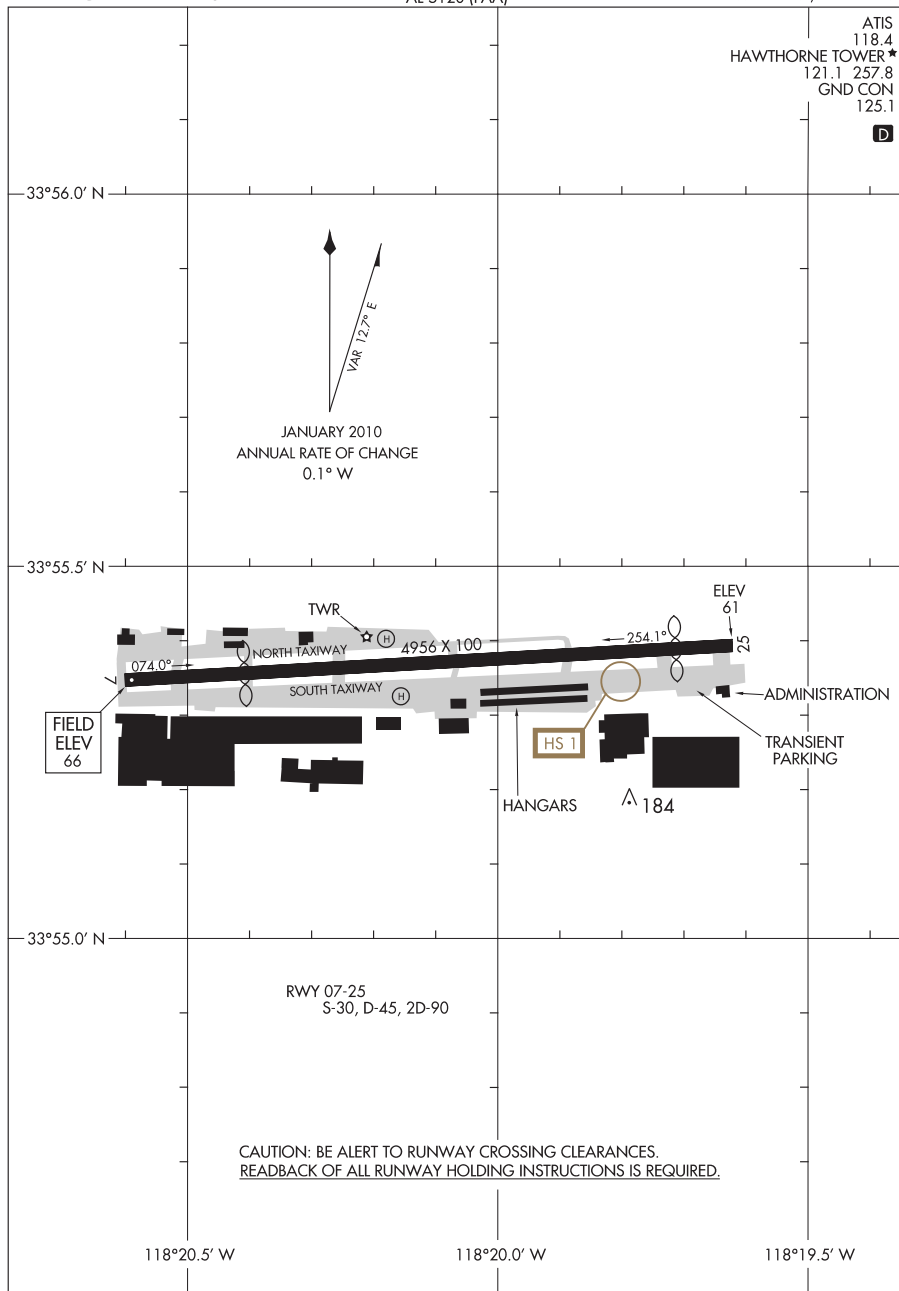
AIRPORT DIAGRAM

HAWTHORNE/JACK NORTHROP FIELD/HAWTHORNE MUNI (HHR)
AL-5120 (FAA)

HAWTHORNE, CALIFORNIA

ATIS
 118.4
 HAWTHORNE TOWER ★
 121.1 257.8
 GND CON
 125.1

D



AIRPORT DIAGRAM

12096

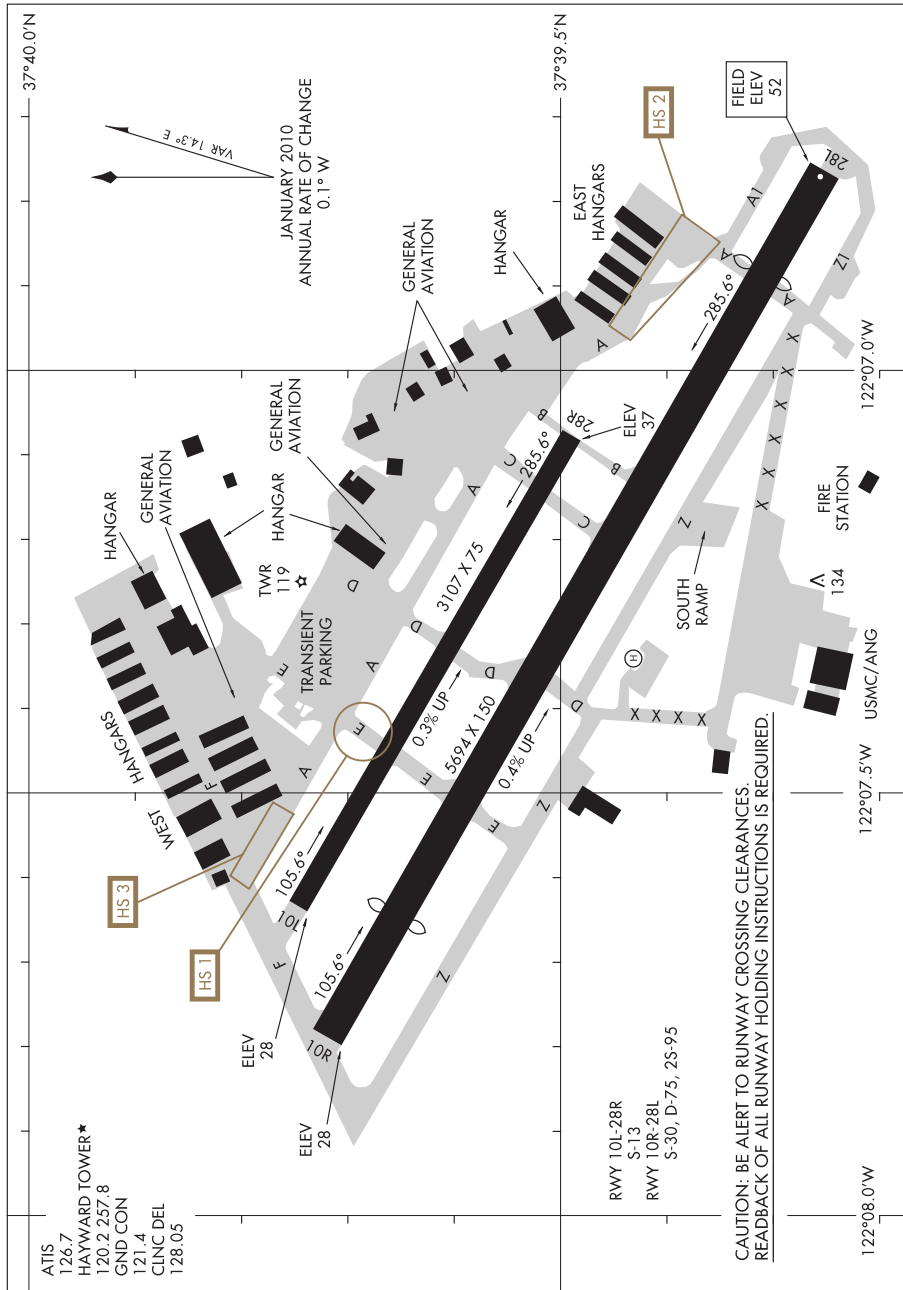
HAWTHORNE, CALIFORNIA
HAWTHORNE/JACK NORTHROP FIELD/HAWTHORNE MUNI (HHR)

12096

AIRPORT DIAGRAM

AL-5015 (FAA)

HAYWARD EXECUTIVE (HWD)
HAYWARD, CALIFORNIA



AIRPORT DIAGRAM

HAYWARD, CALIFORNIA
HAYWARD EXECUTIVE(HWD)

12096

SW, 05 APR 2012 to 31 MAY 2012

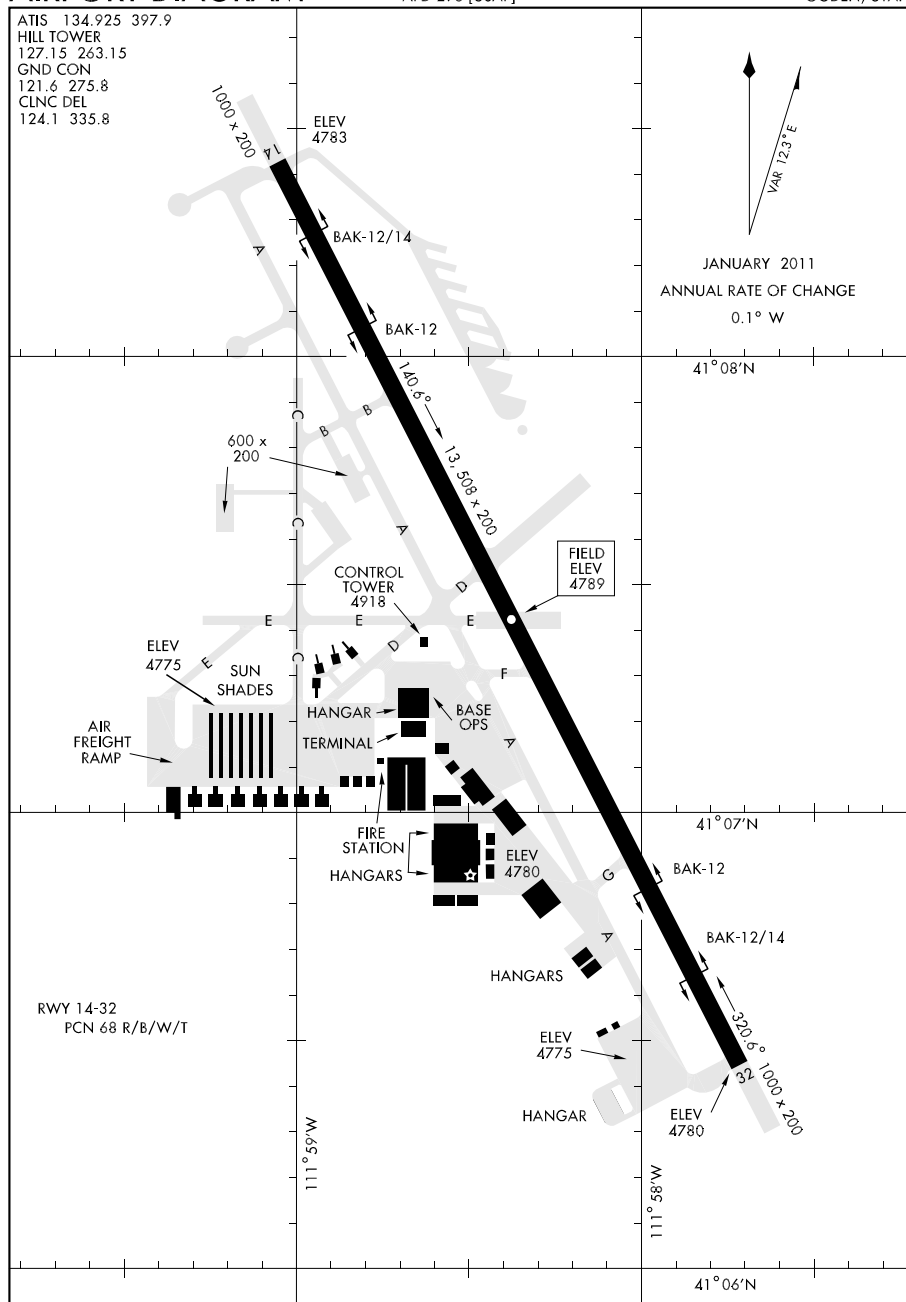
11013

AIRPORT DIAGRAM

AFD-296 [USAF]

HILL AFB (KHIF)

OGDEN, UTAH



AIRPORT DIAGRAM

OGDEN, UTAH

HILL AFB (KHIF)

SW, 05 APR 2012 to 31 MAY 2012

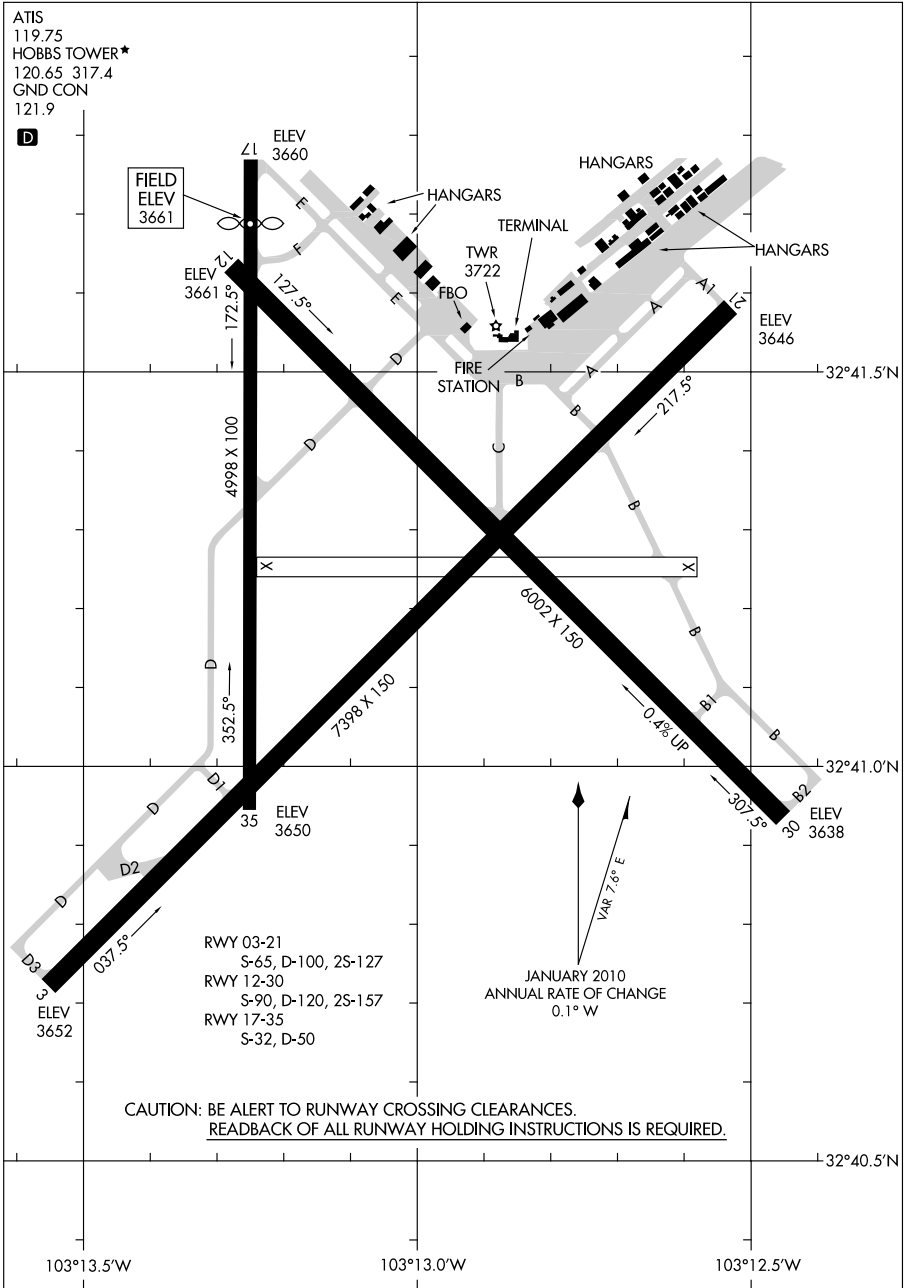
11293

AIRPORT DIAGRAM

AL-851 (FAA)

HOBBS/LEA COUNTY RGNL (HOB)

HOBBS, NEW MEXICO



AIRPORT DIAGRAM

11293

HOBBS, NEW MEXICO
HOBBS/LEA COUNTY RGNL (HOB)

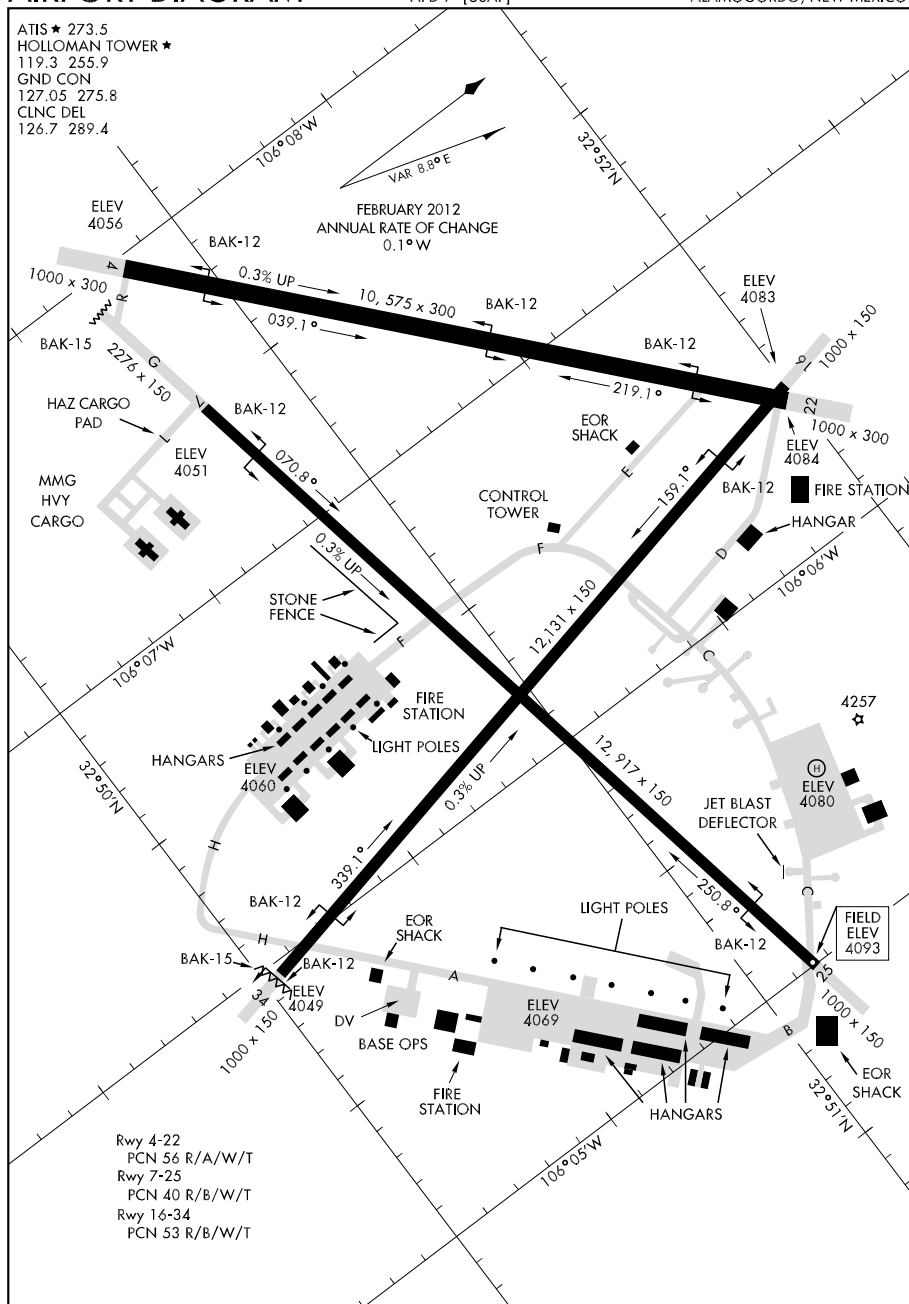
SW, 05 APR 2012 to 31 MAY 2012

12040

AIRPORT DIAGRAM

HOLLOMAN AFB (KHMN)

ALAMOGORDO, NEW MEXICO



AIRPORT DIAGRAM

ALAMOGORDO, NEW MEXICO

HOLLOMAN AFB (KHMN)

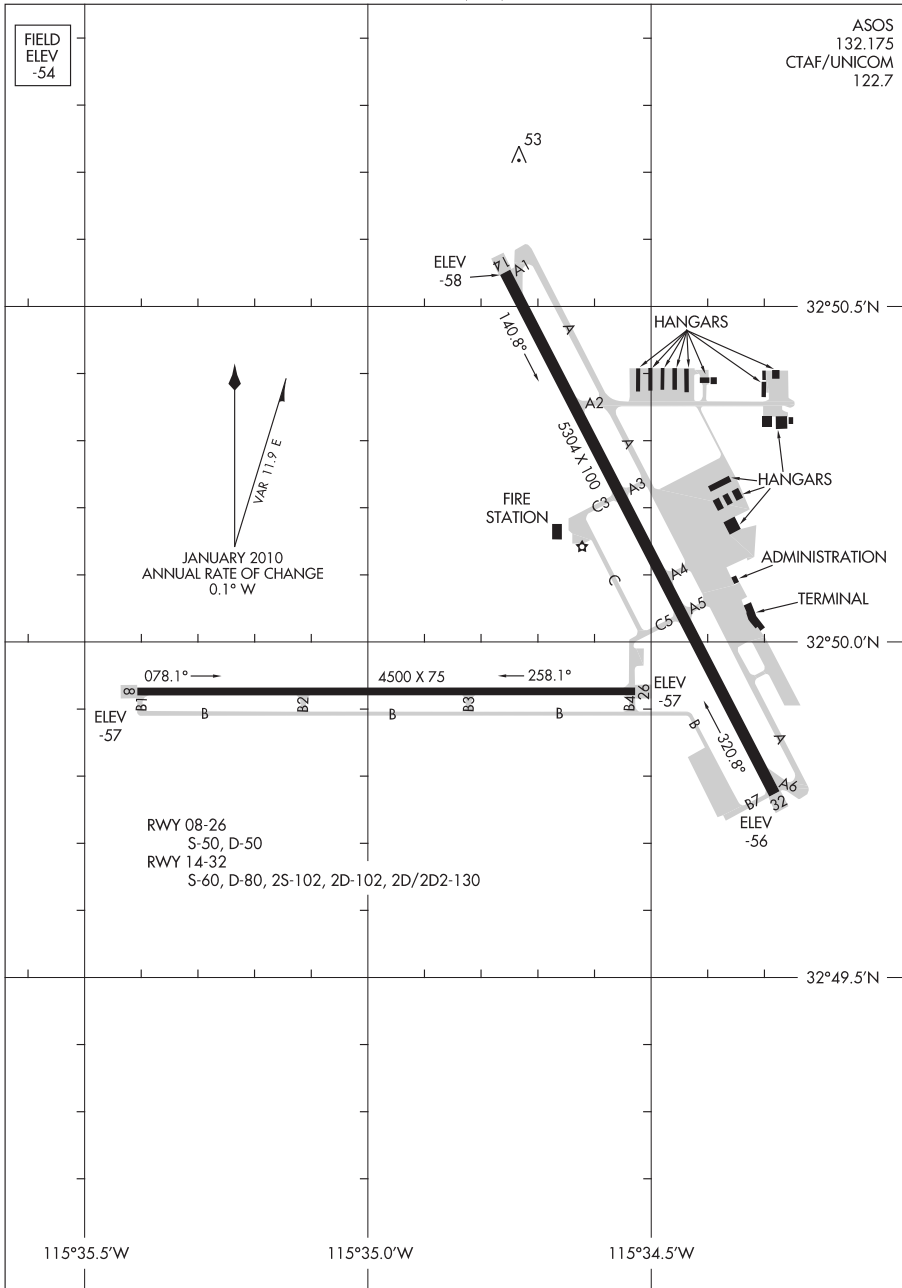
12096

AIRPORT DIAGRAM

AL-790 (FAA)

IMPERIAL COUNTY (IPL)
IMPERIAL, CALIFORNIA

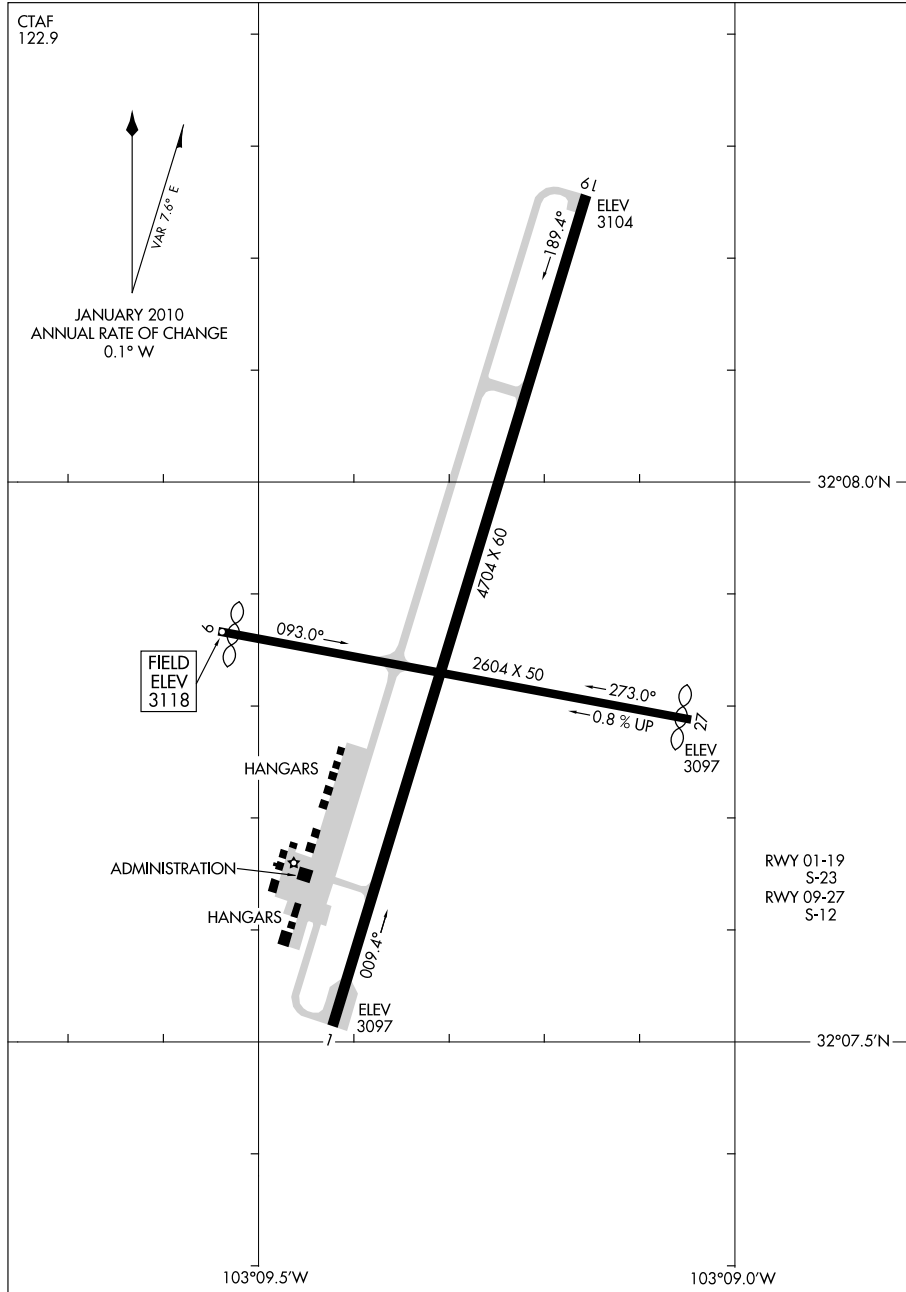
ASOS
132.175
CTAF/UNICOM
122.7



AIRPORT DIAGRAM

12096

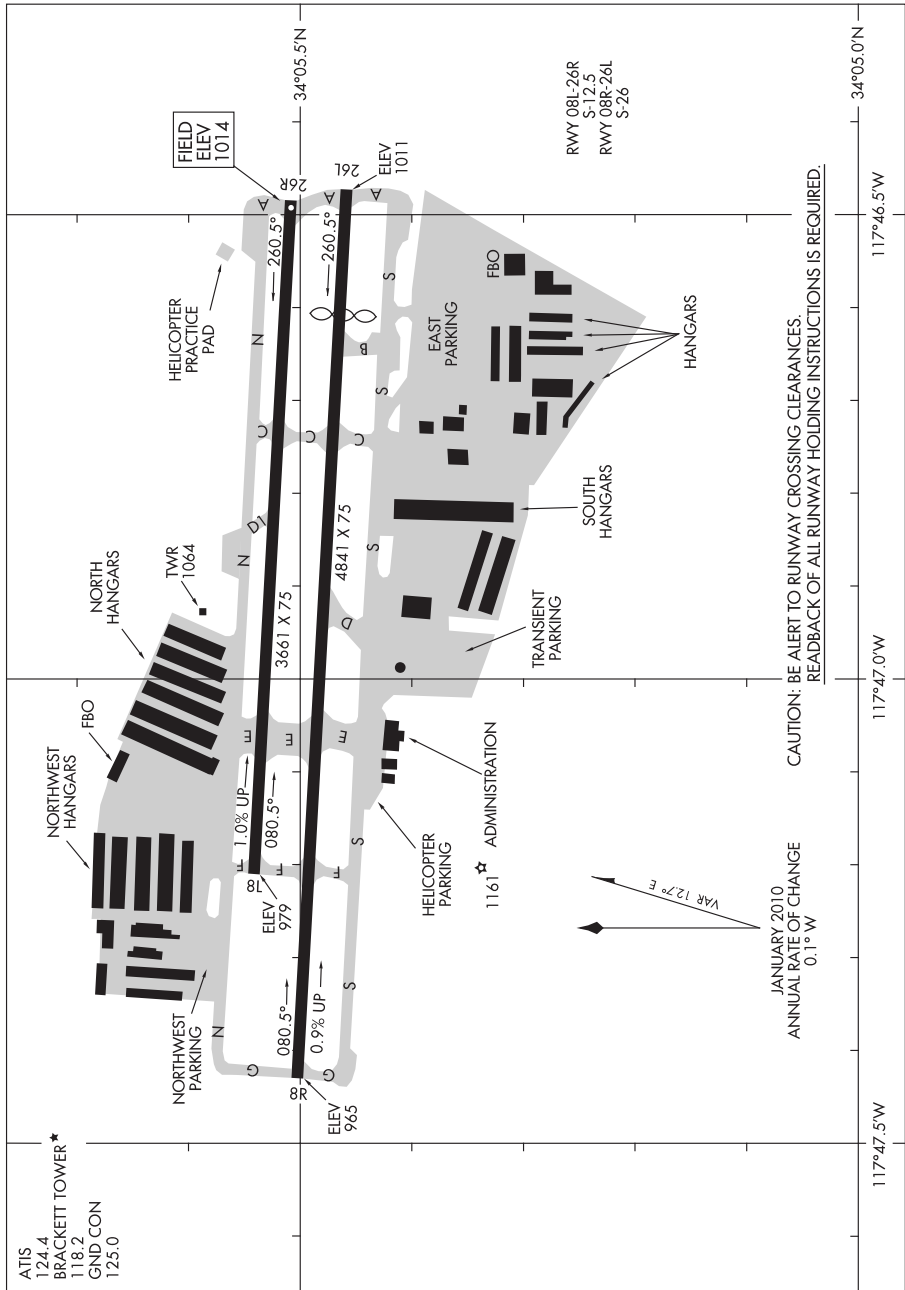
IMPERIAL, CALIFORNIA
IMPERIAL COUNTY (IPL)



12096

AIRPORT DIAGRAM

AL-5218 (FAA)

LA VERNE/BRACKETT FIELD (POC)
LA VERNE, CALIFORNIA

AIRPORT DIAGRAM

12096

LA VERNE, CALIFORNIA
LA VERNE/BRACKETT FIELD (POC)

SW, 05 APR 2012 to 31 MAY 2012

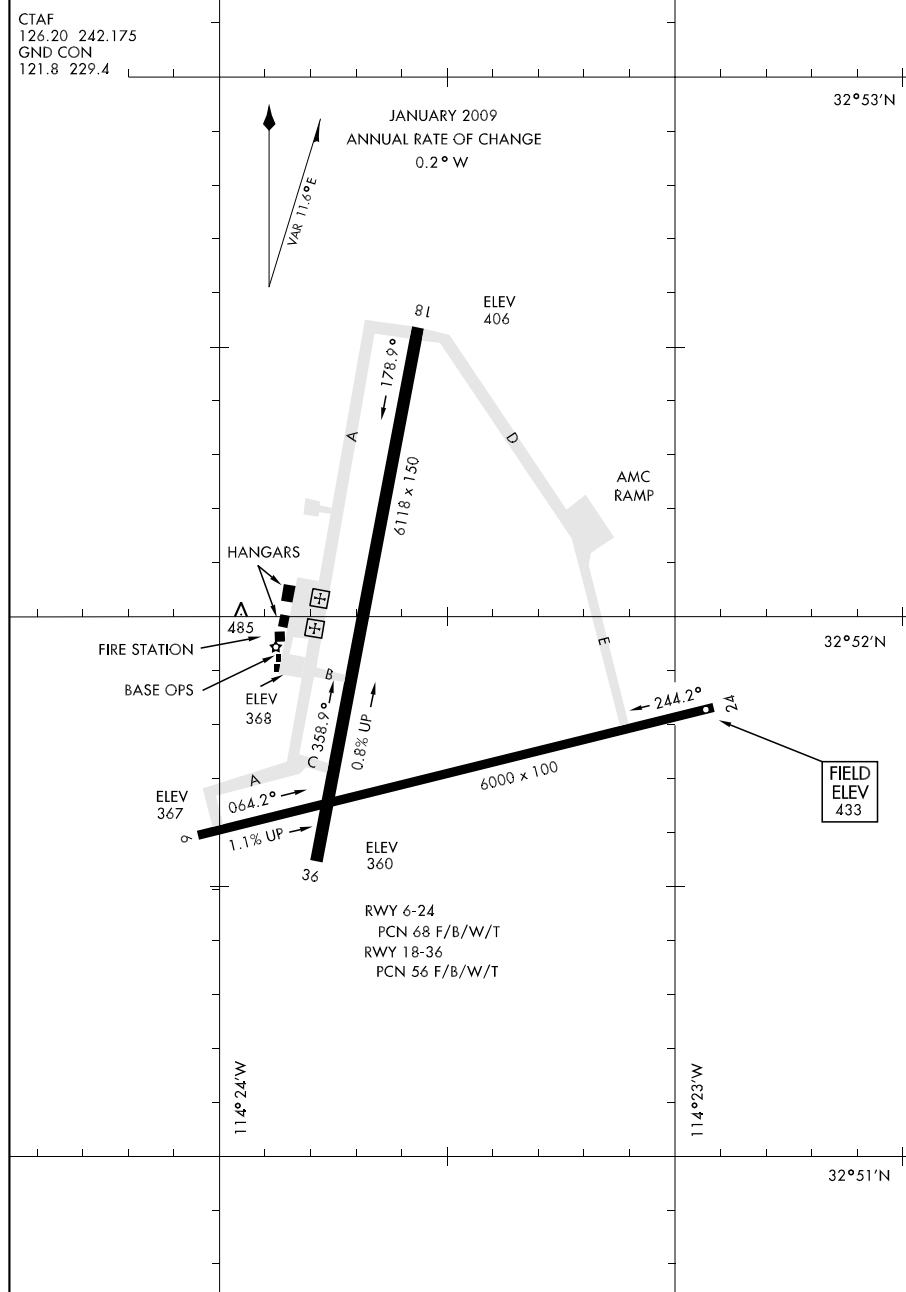
09015

AIRPORT DIAGRAM

AFD-6341 [USA]

LAGUNA AAF (KLGf)

YUMA PROVING GROUND, ARIZONA



AIRPORT DIAGRAM

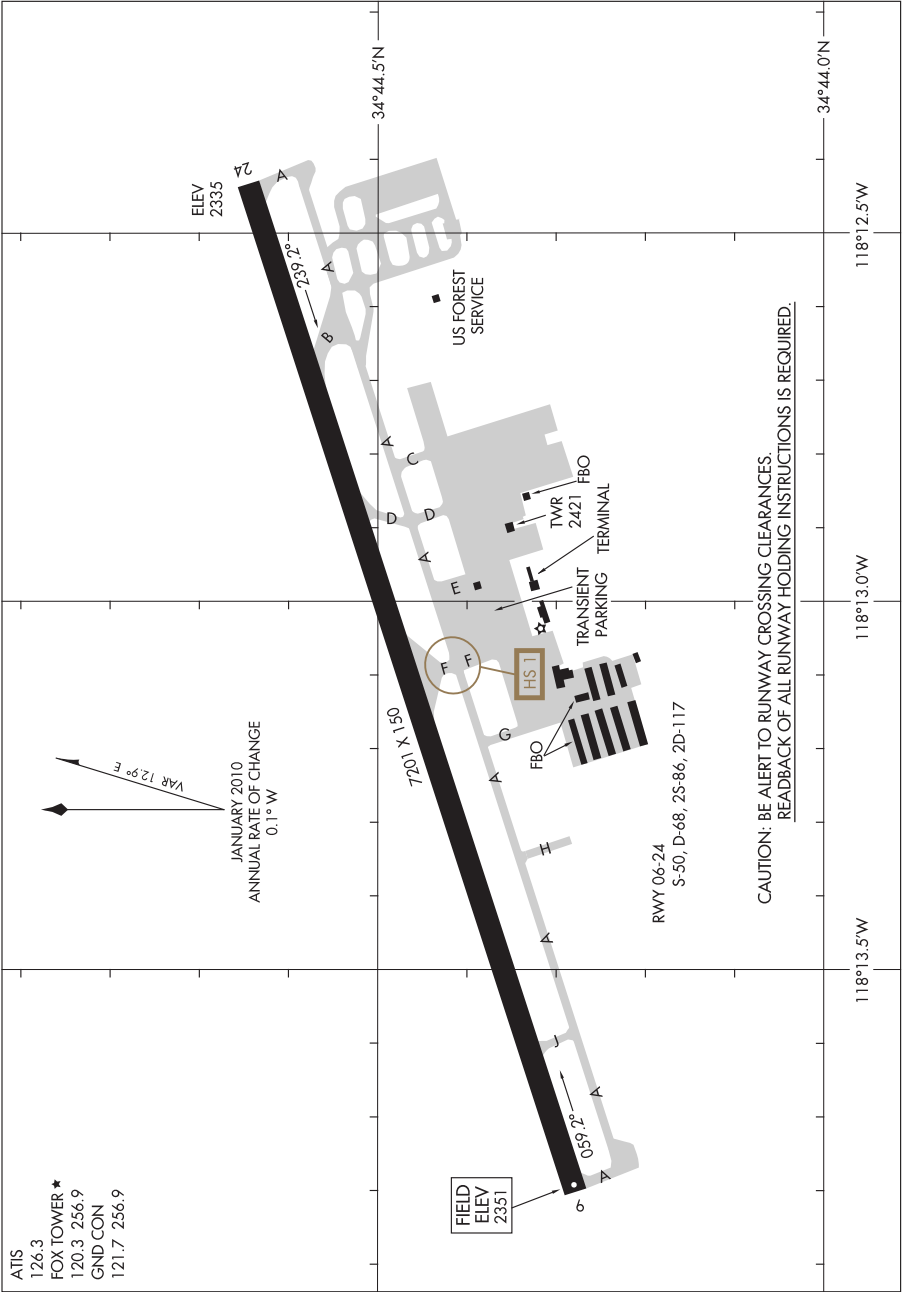
YUMA PROVING GROUND, ARIZONA

LAGUNA AAF (KLGf)

12096

AIRPORT DIAGRAM

LANCASTER/ GENERAL WM J FOX AIRFIELD (WJF)
AL-5065 (FAA) LANCASTER, CALIFORNIA



AIRPORT DIAGRAM

12096

LANCASTER, CALIFORNIA
LANCASTER/ GENERAL WM J FOX AIRFIELD (WJF)

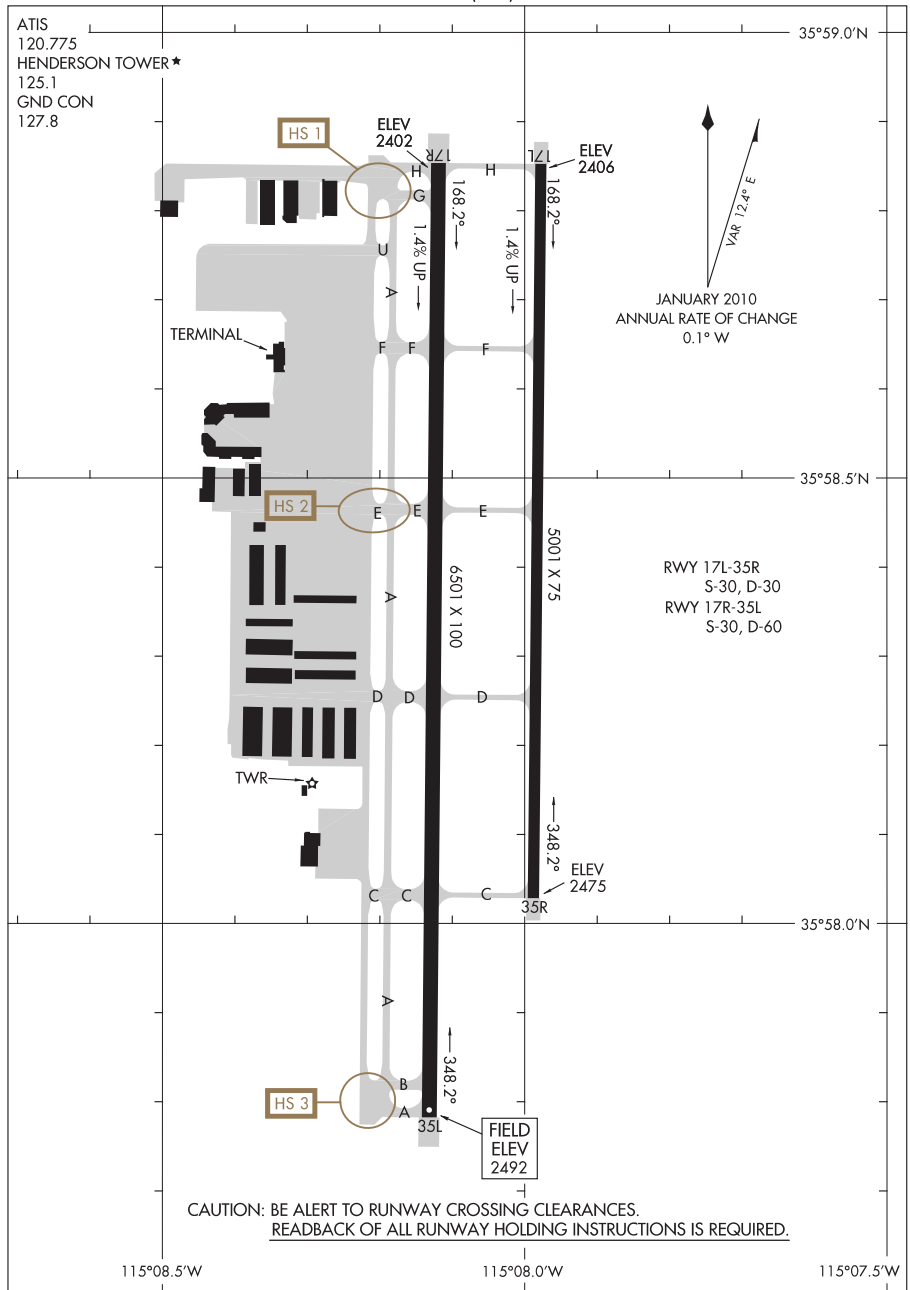
12096

AIRPORT DIAGRAM

LAS VEGAS/HENDERSON EXECUTIVE (HND)

AL-6514 (FAA)

LAS VEGAS, NEVADA



AIRPORT DIAGRAM

12096

LAS VEGAS, NEVADA

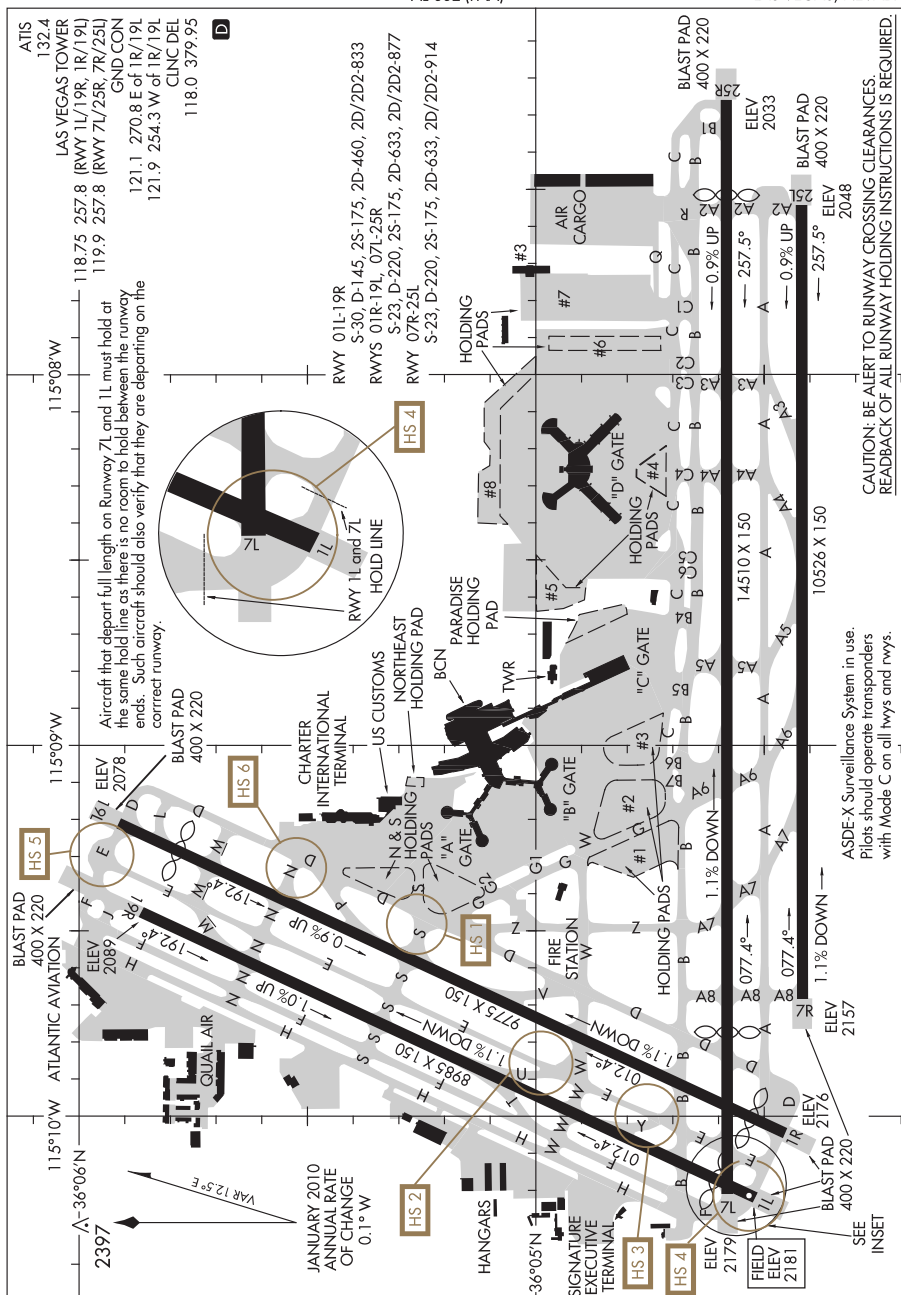
LAS VEGAS/HENDERSON EXECUTIVE (HND)

SW, 05 APR 2012 to 31 MAY 2012

AIRPORT DIAGRAM

LAS VEGAS/McCARRAN INTL (LAS)
LAS VEGAS, NEVADA

AL-662 (FAA)



AIRPORT DIAGRAM

12096

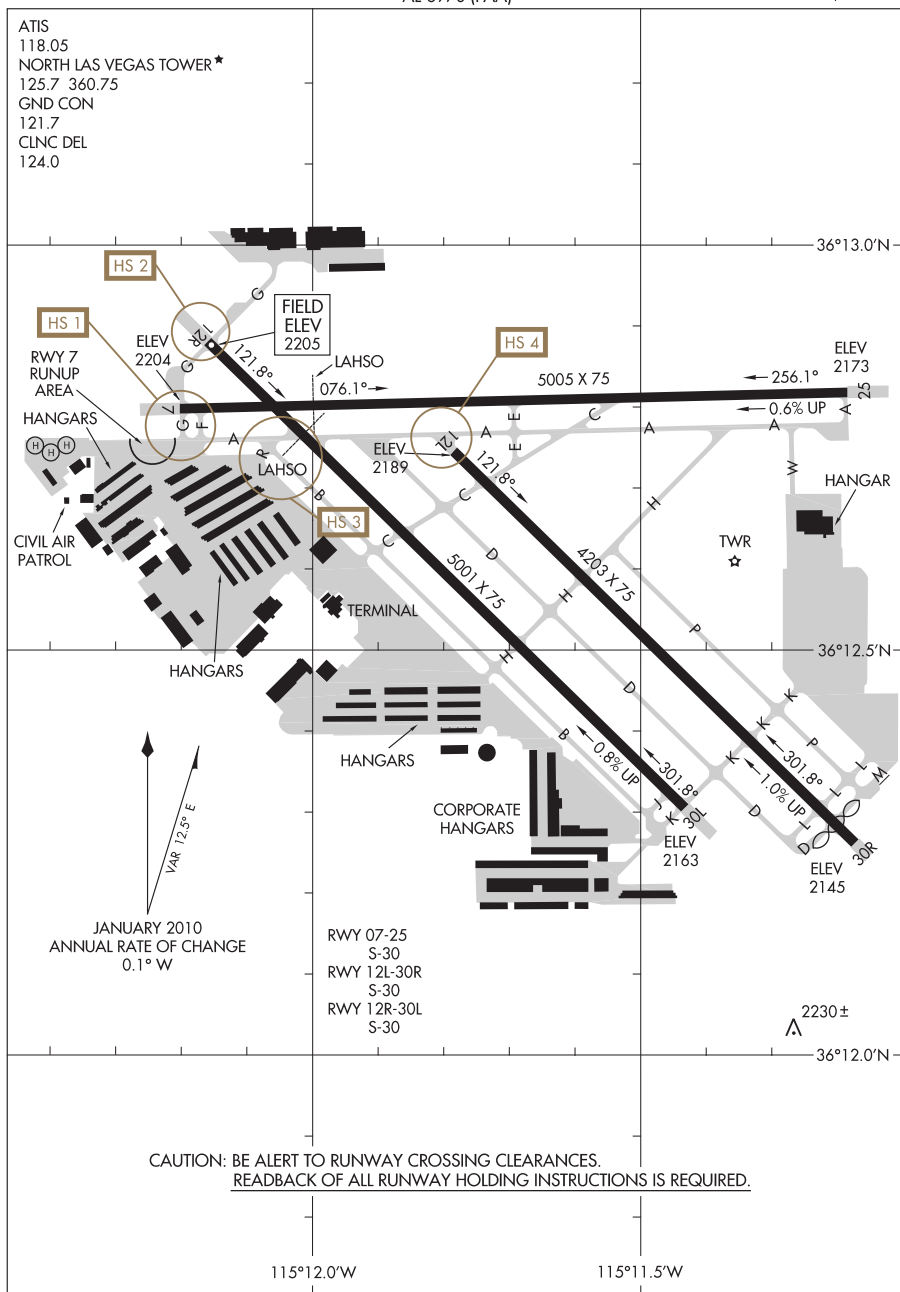
LAS VEGAS, NEVADA

LAS VEGAS/McCARRAN INTL (LAS)

12096

AIRPORT DIAGRAM

AL-6970 (FAA)

LAS VEGAS/NORTH LAS VEGAS (VGT)
LAS VEGAS, NEVADA

AIRPORT DIAGRAM

12096

LAS VEGAS, NEVADA
LAS VEGAS/NORTH LAS VEGAS (VGT)

SW, 05 APR 2012 to 31 MAY 2012

12040

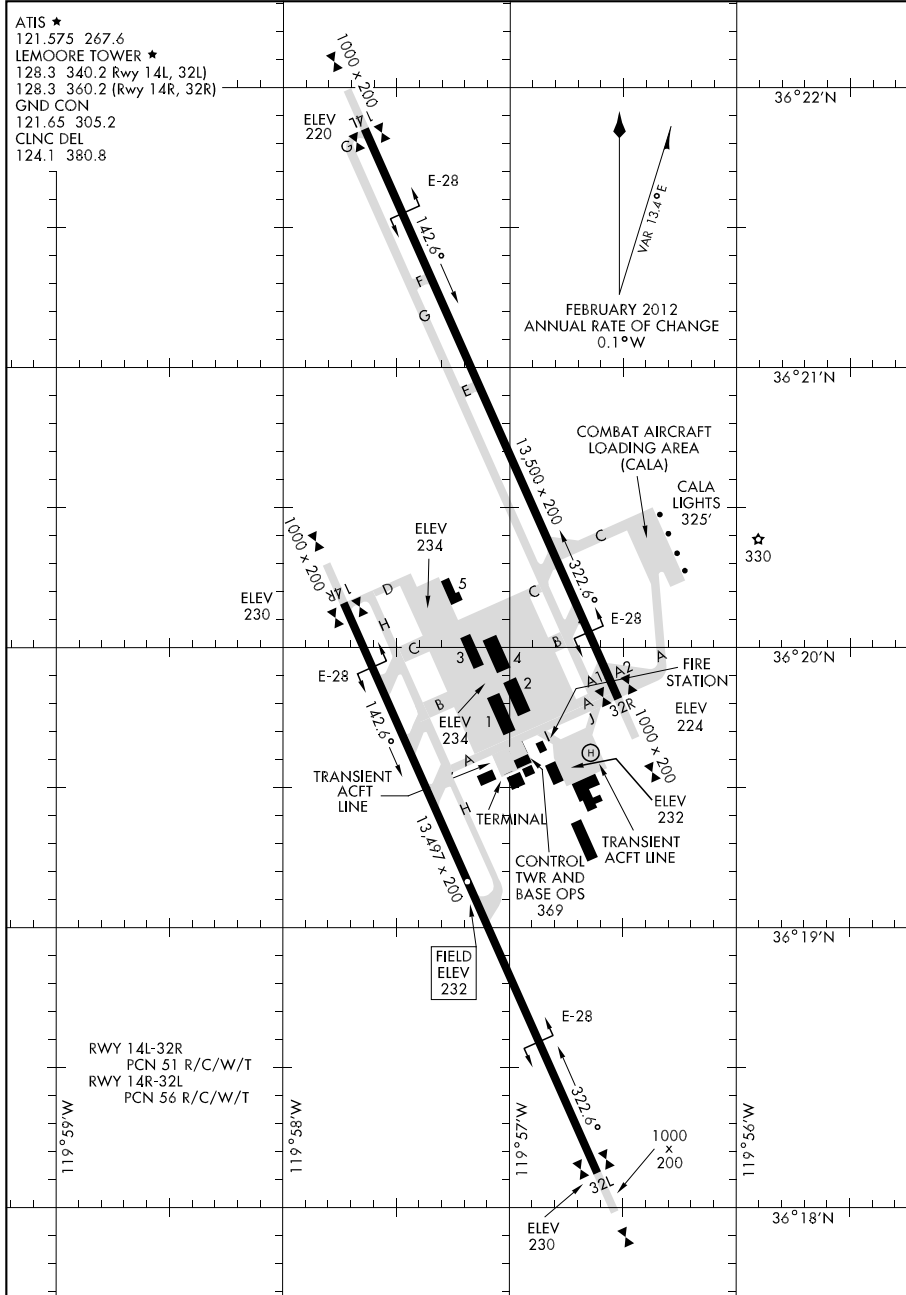
AIRPORT DIAGRAM

AFD-5067 [USN]

LEMOORE NAS (REEVES FIELD) (KNLC)

LEMOORE, CALIFORNIA

ATIS ★
 121.575 267.6
 LEMOORE TOWER ★
 128.3 340.2 Rwy 14L, 32L)
 128.3 360.2 (Rwy 14R, 32R)
 GND CON
 121.65 305.2
 CLNC DEL
 124.1 380.8



AIRPORT DIAGRAM

LEMOORE, CALIFORNIA

LEMOORE NAS (REEVES FIELD) (KNLC)

SW, 05 APR 2012 to 31 MAY 2012

06075AD

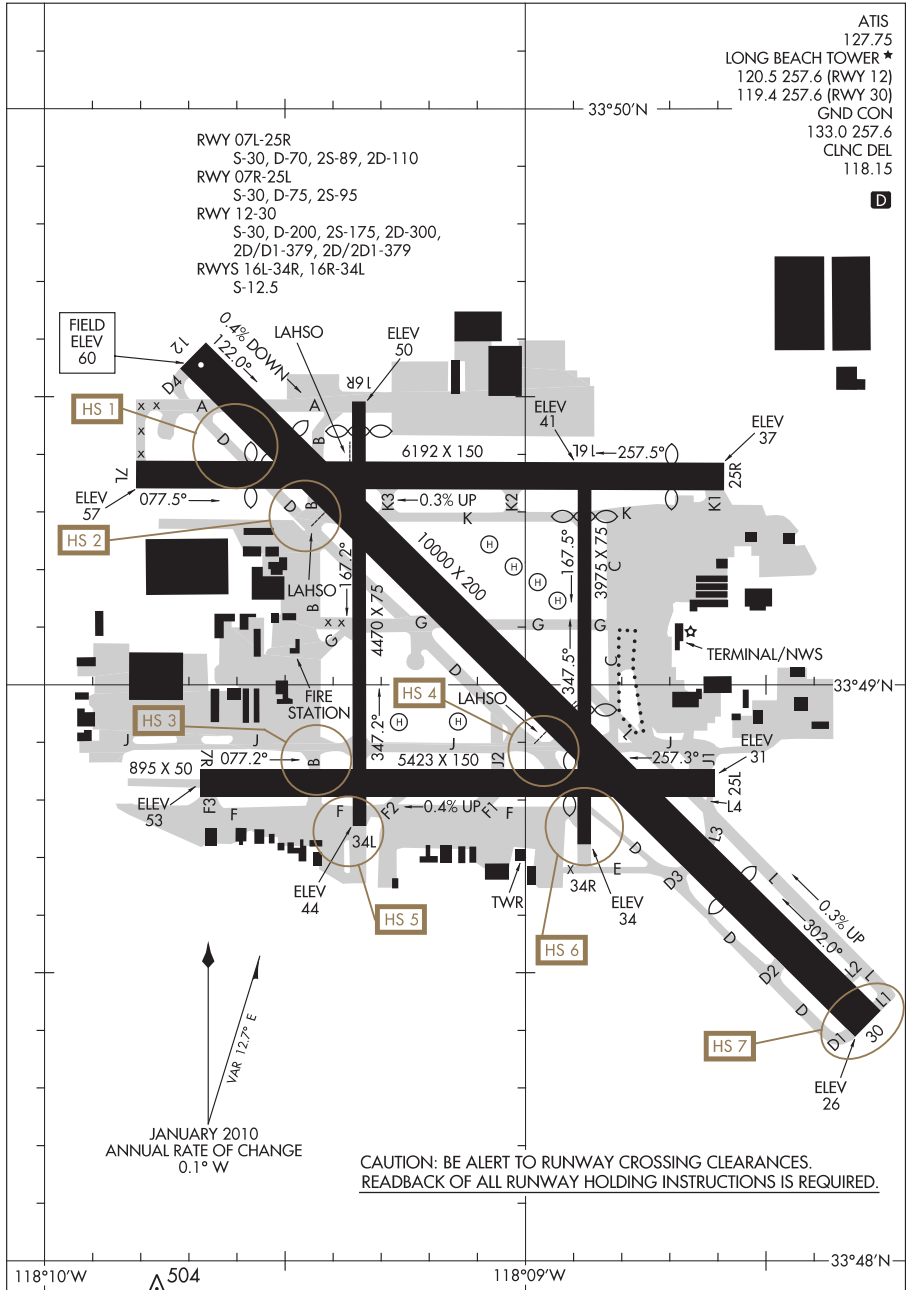
12096

AIRPORT DIAGRAM

AL-236 (FAA)

LONG BEACH (DAUGHERTY FIELD) (LGB)

LONG BEACH, CALIFORNIA



AIRPORT DIAGRAM

LONG BEACH, CALIFORNIA

LONG BEACH (DAUGHERTY FIELD) (LGB)

12096

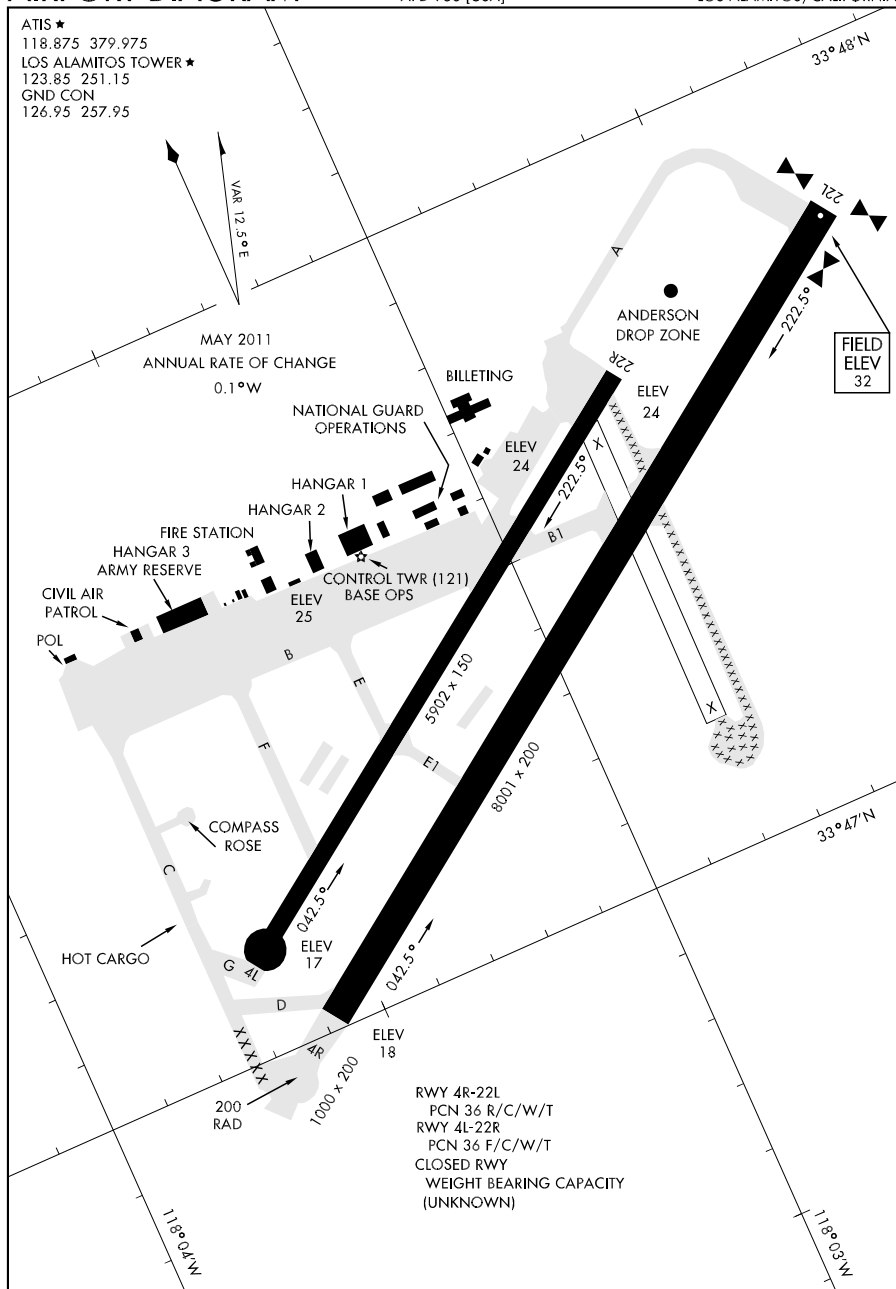
11153

AIRPORT DIAGRAM

AFD-953 [USA]

LOS ALAMITOS AAF (KSLI)

LOS ALAMITOS, CALIFORNIA



AIRPORT DIAGRAM

LOS ALAMITOS, CALIFORNIA

LOS ALAMITOS AAF (KSLI)

SW, 05 APR 2012 to 31 MAY 2012

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

ASDE-X Surveillance System in use. Pilots should operate transponders with Mode C on all twys and rwy's.

RWYS 06L-24R, 06R-24L, 07L-25R
PCN 70 R/A/W/T
RWY 07R-25L
PCN 75 R/A/W/T

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SW, 05 APR 2012 to 31 MAY 2012

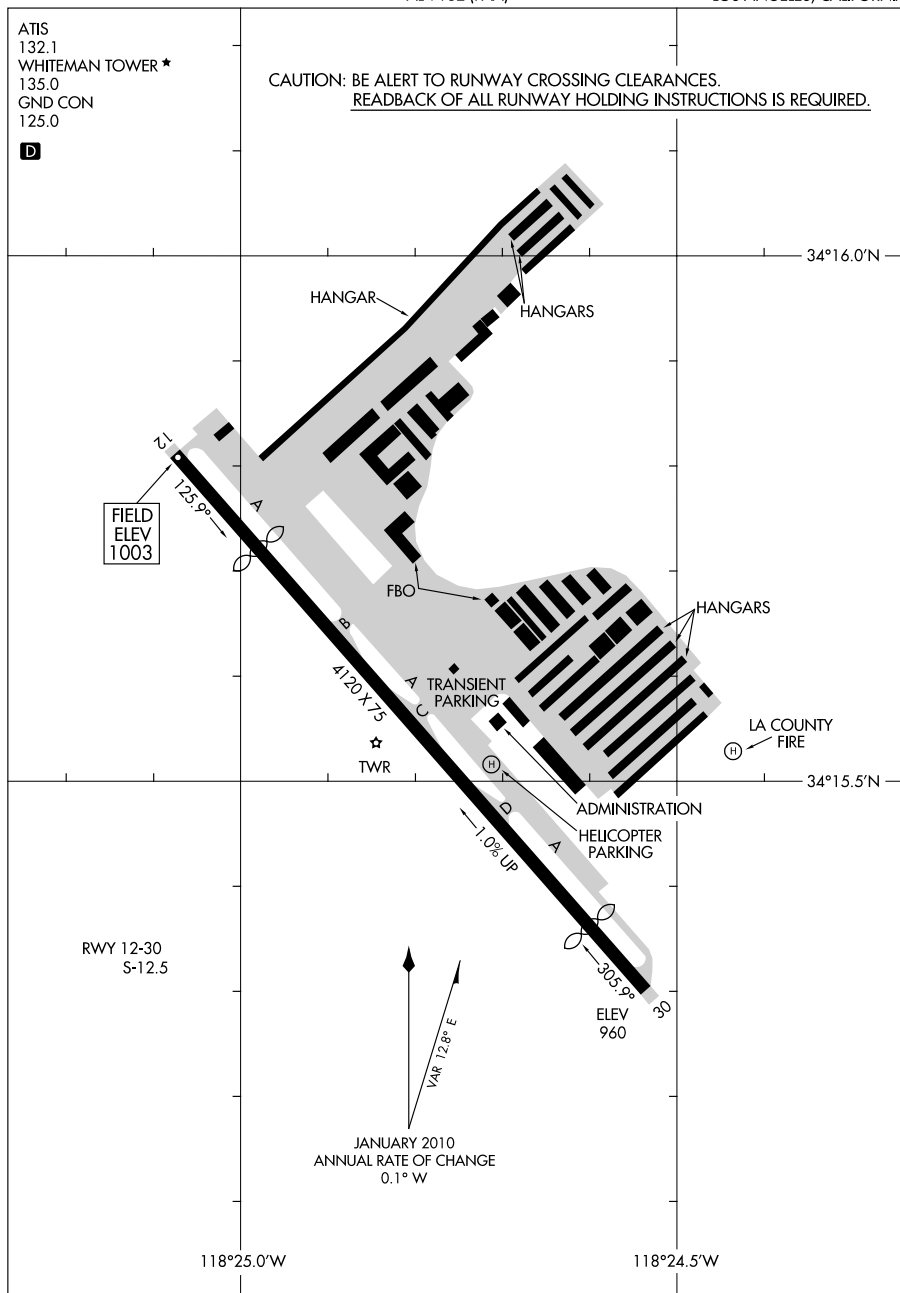
11349

AIRPORT DIAGRAM

AL-9132 (FAA)

LOS ANGELES/ WHITEMAN (WHP)

LOS ANGELES, CALIFORNIA



AIRPORT DIAGRAM

11349

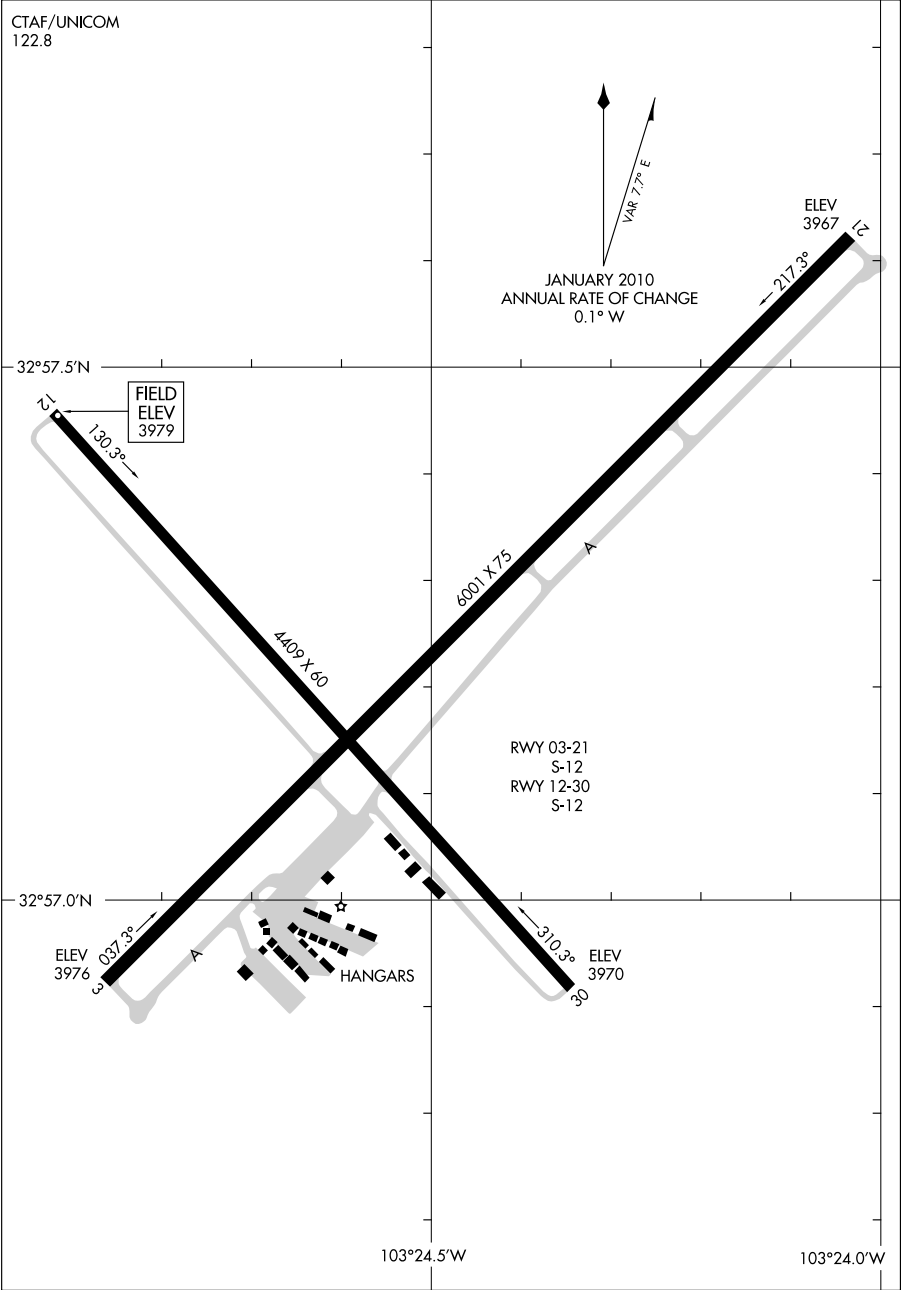
LOS ANGELES, CALIFORNIA

LOS ANGELES/ WHITEMAN (WHP)

11349

AIRPORT DIAGRAM

LOVINGTON/LEA COUNTY-ZIP FRANKLIN MEMORIAL (E06)
AL-6951 (FAA) LOVINGTON, NEW MEXICO



AIRPORT DIAGRAM

11349

LOVINGTON, NEW MEXICO
LOVINGTON/LEA COUNTY-ZIP FRANKLIN MEMORIAL (E06)

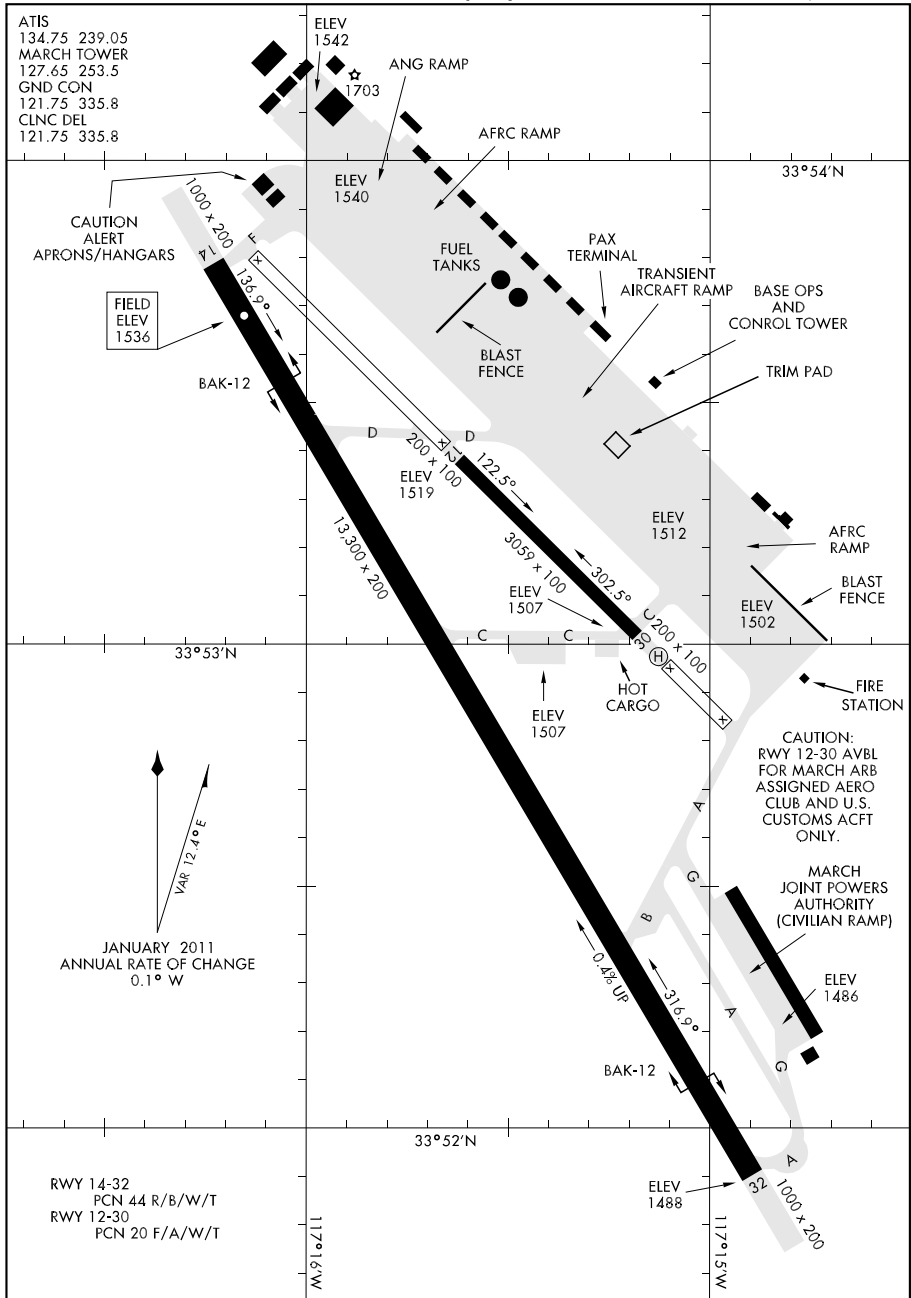
11237

AIRPORT DIAGRAM

AFD-348 [USAF]

MARCH ARB (KRIV)

RIVERSIDE, CALIFORNIA



AIRPORT DIAGRAM

RIVERSIDE, CALIFORNIA

MARCH ARB (KRIV)

SW, 05 APR 2012 to 31 MAY 2012

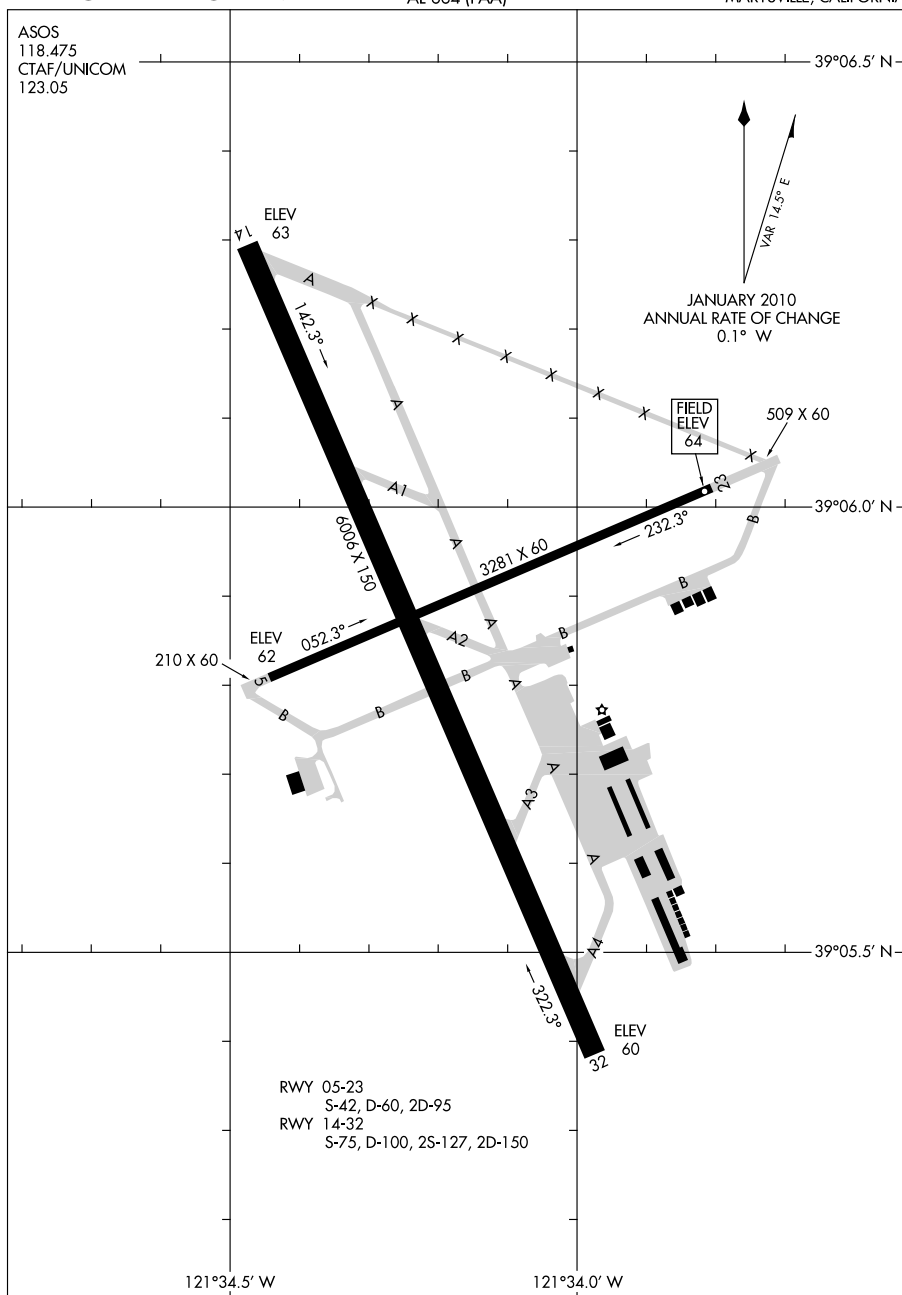
11237

AIRPORT DIAGRAM

AL-664 (FAA)

MARYSVILLE/ YUBA COUNTY(MYV)

MARYSVILLE, CALIFORNIA



- 39°06.5' N -

-39°06.0' N-

- 39°05.5' N -

121°34.5' W

121°34.0' W

RWY 05-23
S-42, D-60, 2D-95
RWY 14-32
S-75, D-100, 2S-127, 2D-150

MARYSVILLE, CALIFORNIA

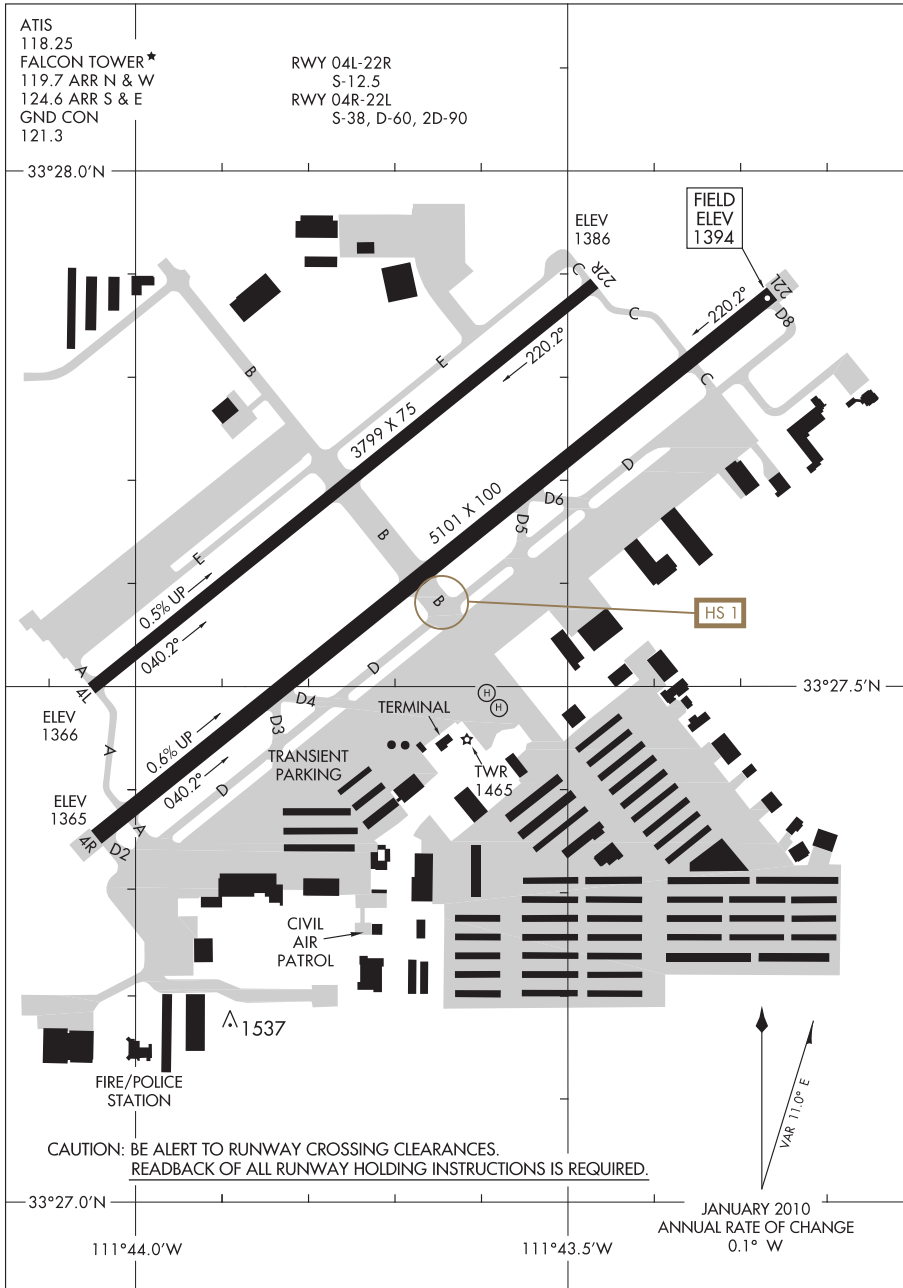
MARYSVILLE/YUBA COUNTY(MYV)

11237

12096

AIRPORT DIAGRAM

AL-6647 (FAA)

MESA/FALCON FIELD (F'Z)
MESA, ARIZONA

AIRPORT DIAGRAM

12096

MESA, ARIZONA
MESA/FALCON FIELD (F'Z)

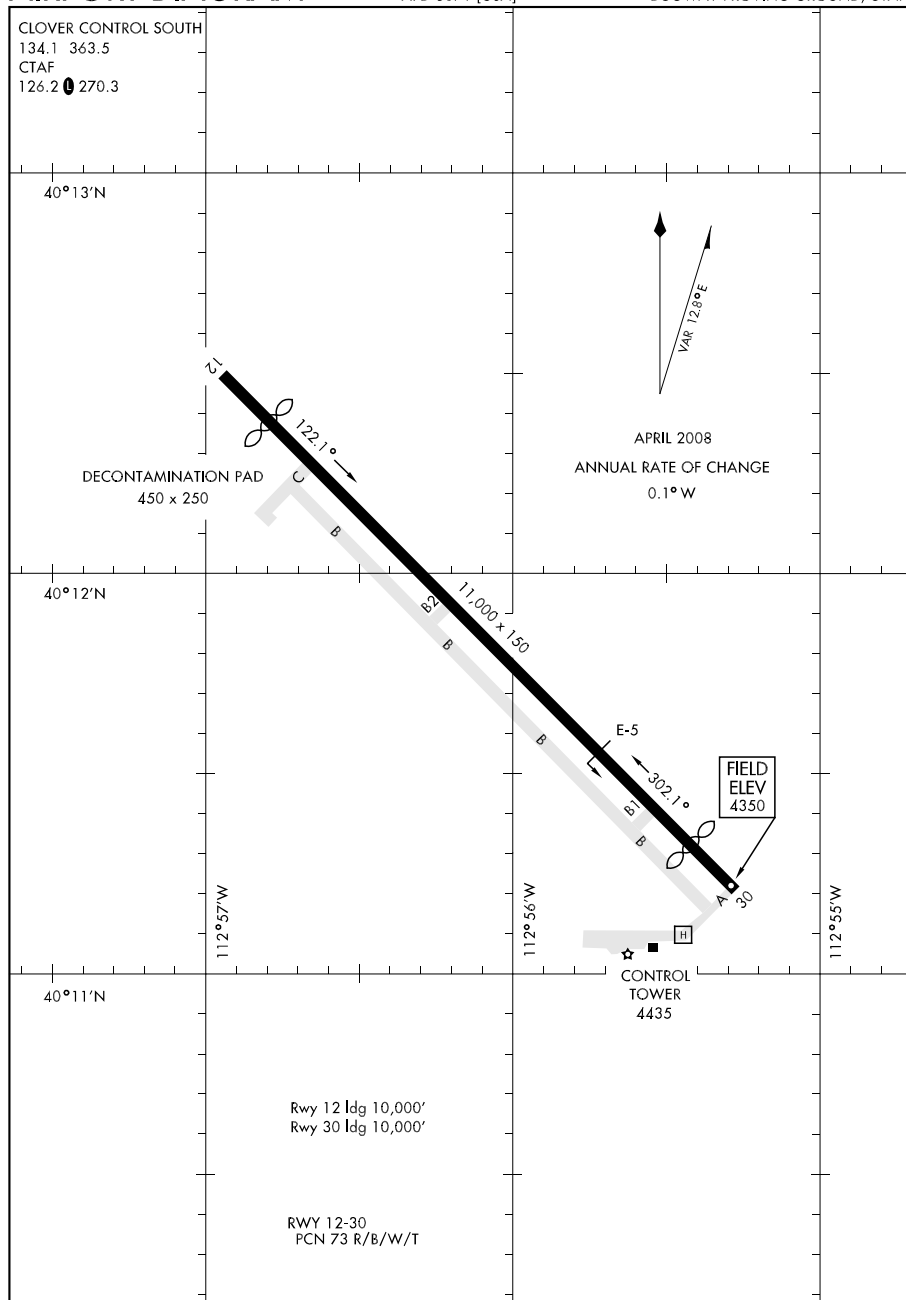
08101

AIRPORT DIAGRAM

AFD-5071 [USA]

MICHAEL AAF (KDPG)

DUGWAY PROVING GROUND, UTAH



AIRPORT DIAGRAM

DUGWAY PROVING GROUND, UTAH

MICHAEL AAF (KDPG)

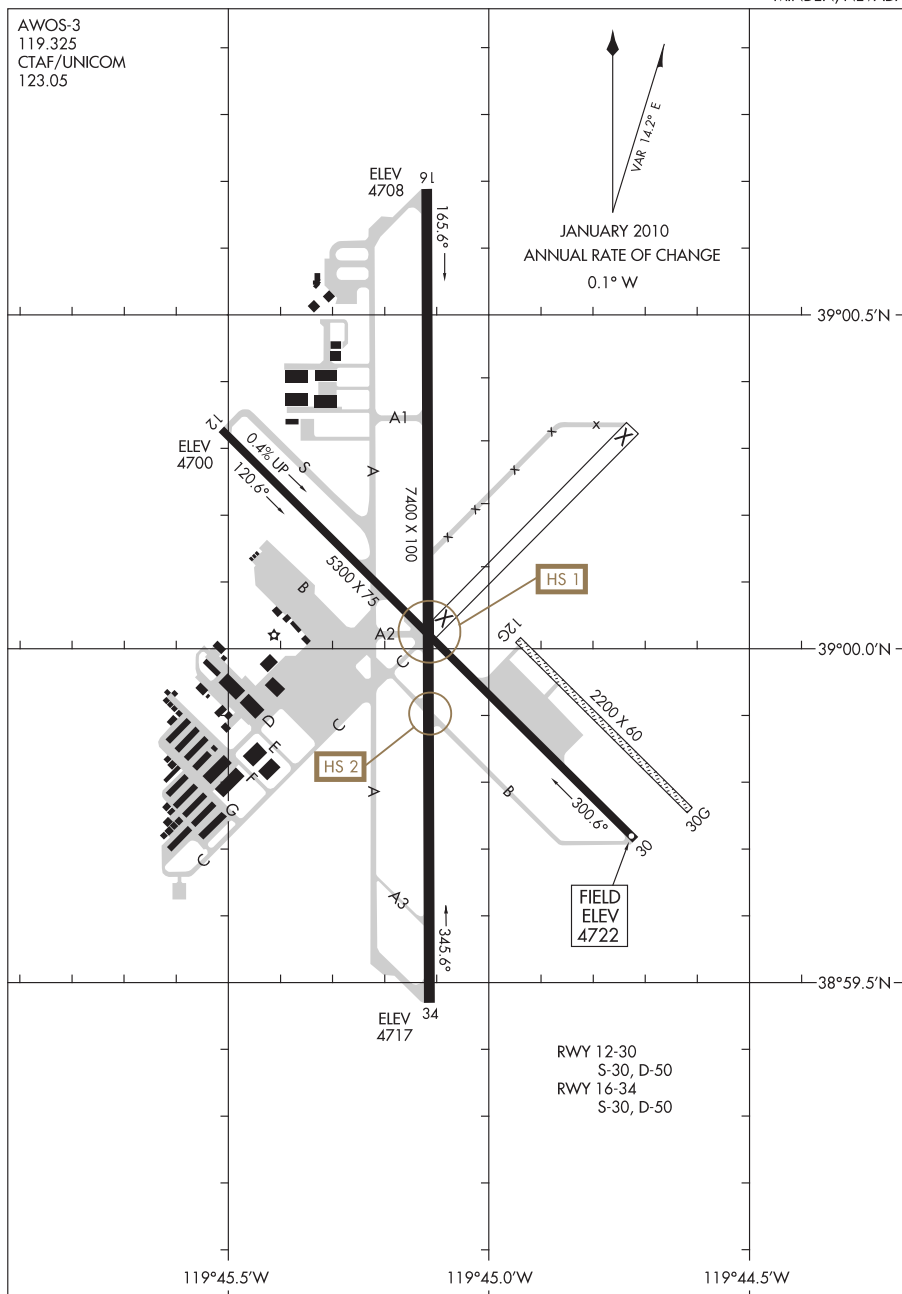
SW, 05 APR 2012 to 31 MAY 2012

12096

AIRPORT DIAGRAM

AL-9430 (FAA)

MINDEN/ MINDEN-TAHOE (MEV)
MINDEN, NEVADA



AIRPORT DIAGRAM

12096

MINDEN, NEVADA
MINDEN/ MINDEN-TAHOE (MEV)

(KNKX)

AL-903 [USN]

SAN DIEGO, CALIFORNIA

ATIS
352.0

GND CON
CLNC DEL

117°10'W

117°09'W

HELICOPTER STRIP
(LHD)

E-28

FIRE STATION

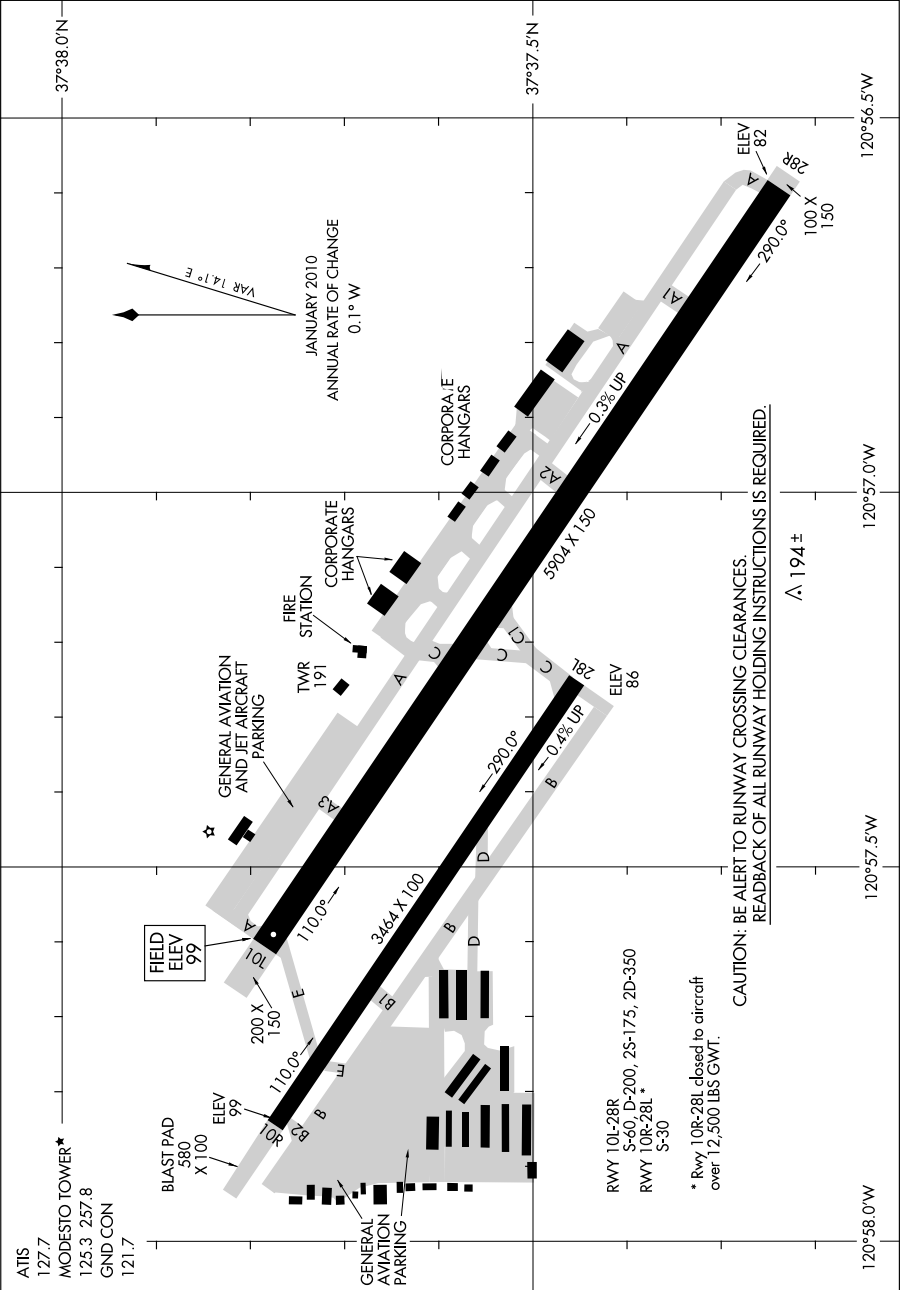
SAN DIEGO, CALIFORNIA
(KNKX)

SW, 05 APR 2012 to 31 MAY 2012

11069

AIRPORT DIAGRAM

MODESTO CITY-COUNTY-HARRY SHAM FIELD (MOD)
AL-643 (FAA) MODESTO, CALIFORNIA



AIRPORT DIAGRAM

MODESTO, CALIFORNIA
MODESTO CITY-COUNTY-HARRY SHAM FIELD (MOD)

11069

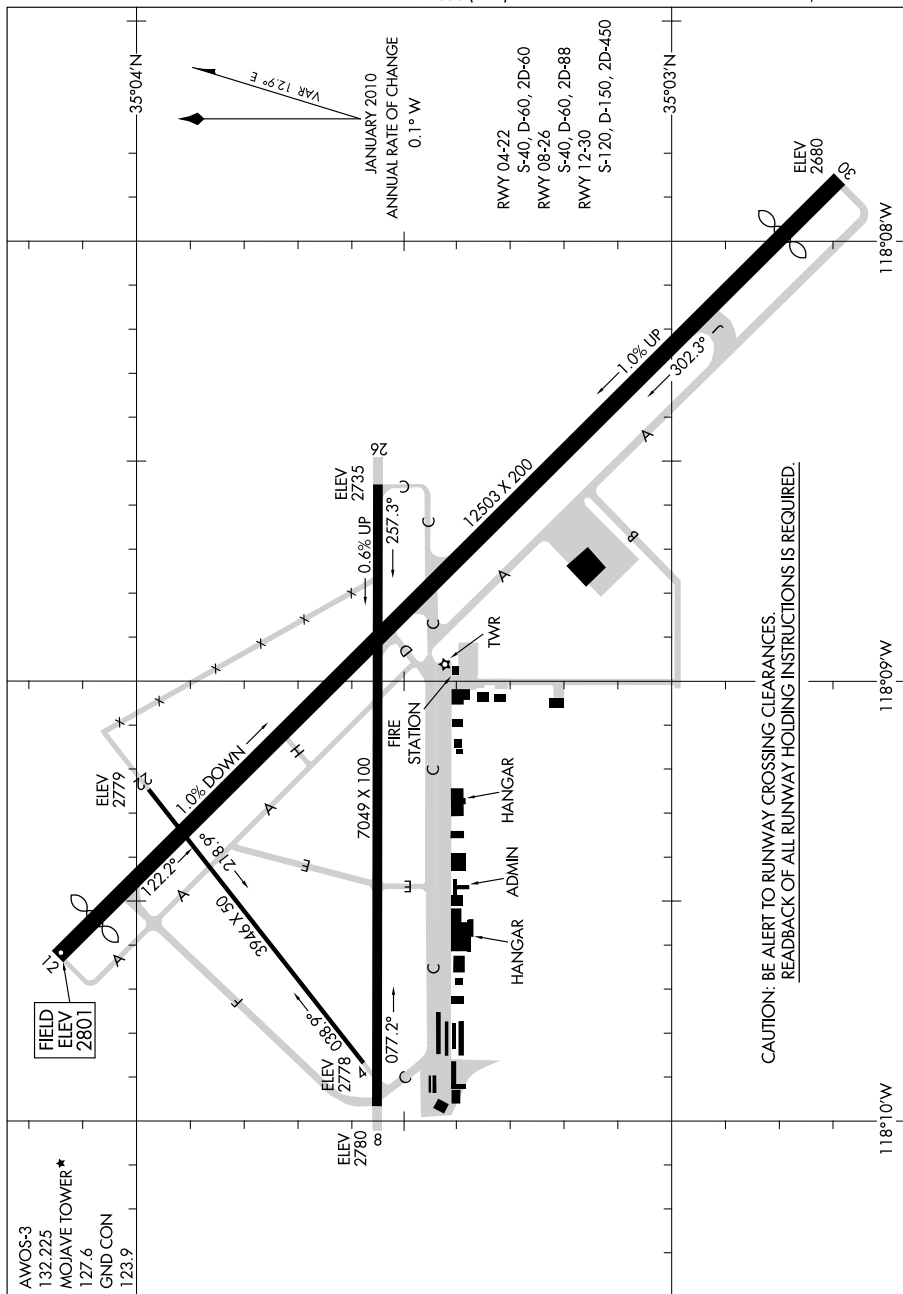
10210

AIRPORT DIAGRAM

AL-9353 (FAA)

MOJAVE (MHV)

MOJAVE, CALIFORNIA



AIRPORT DIAGRAM

10210

MOJAVE, CALIFORNIA

MOJAVE (MHV)

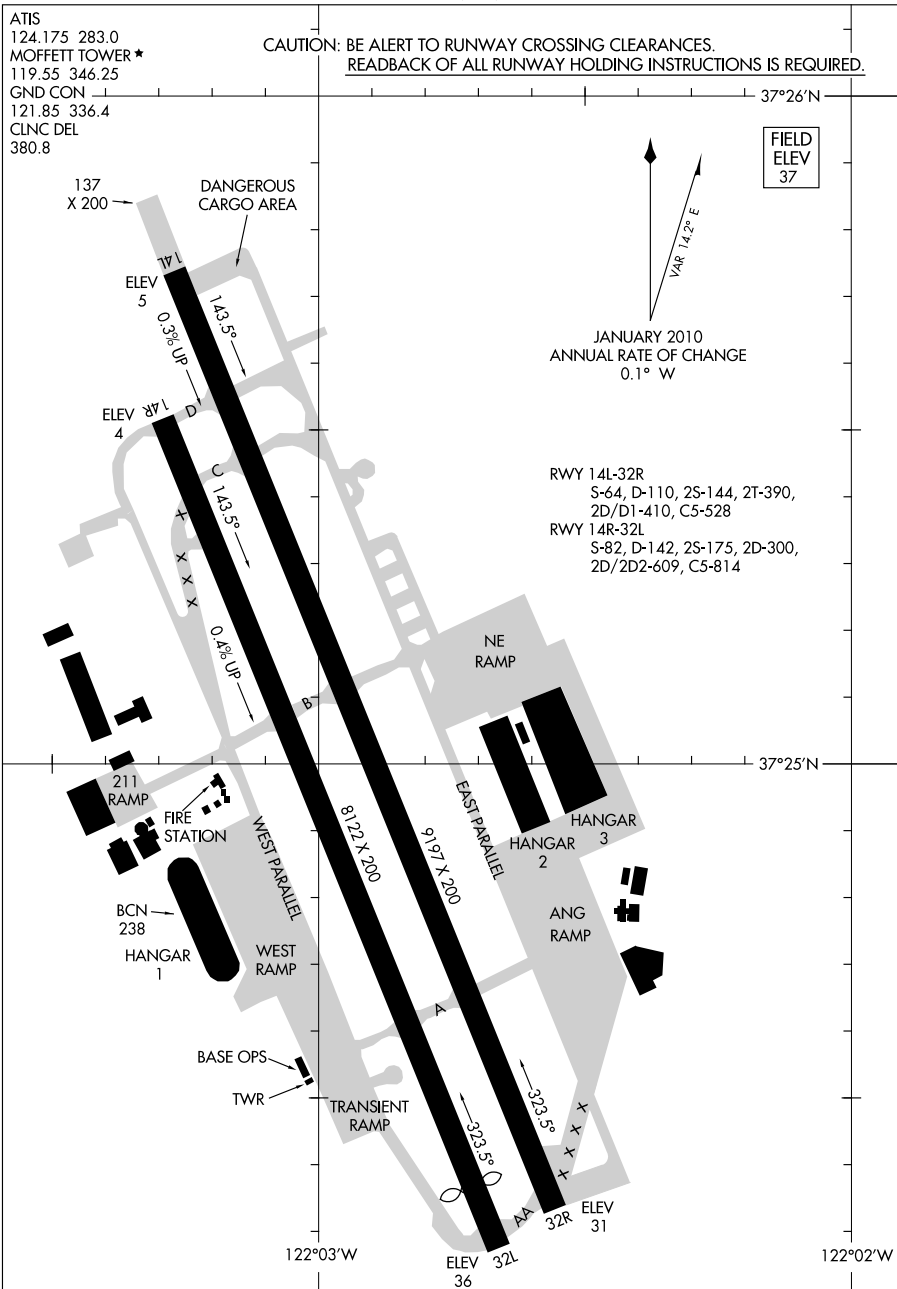
11181

AIRPORT DIAGRAM

MOUNTAIN VIEW/MOFFETT FEDERAL AIRFIELD (NUQ)

AL-410 (FAA)

MOUNTAIN VIEW, CALIFORNIA



AIRPORT DIAGRAM

MOUNTAIN VIEW, CALIFORNIA

MOUNTAIN VIEW/MOFFETT FEDERAL AIRFIELD (NUQ)

11181

SW, 05 APR 2012 to 31 MAY 2012

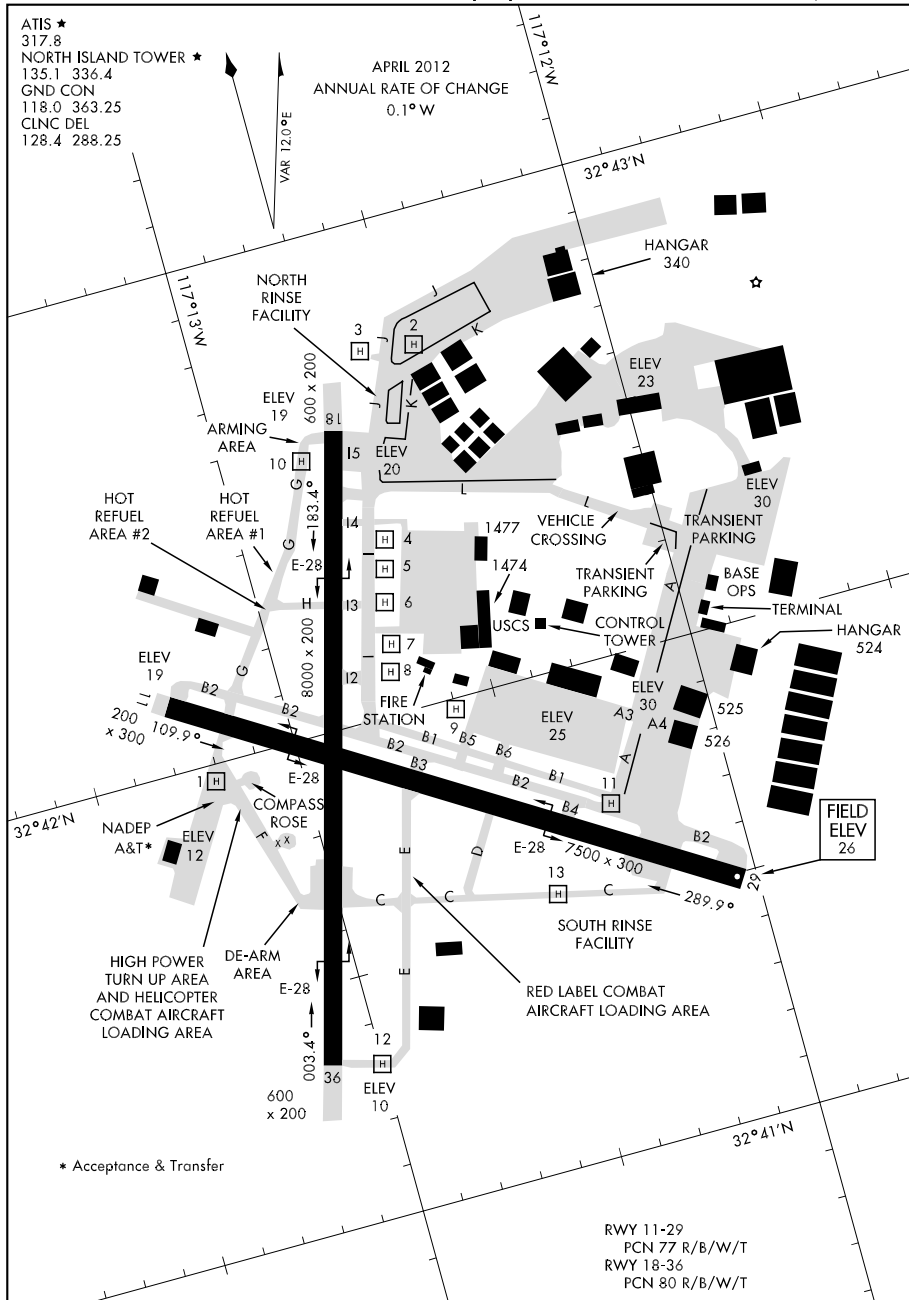
12096

AIRPORT DIAGRAM

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

AFD-374 [USN]

SAN DIEGO, CALIFORNIA



AIRPORT DIAGRAM

SAN DIEGO, CALIFORNIA
NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

SW, 05 APR 2012 to 31 MAY 2012

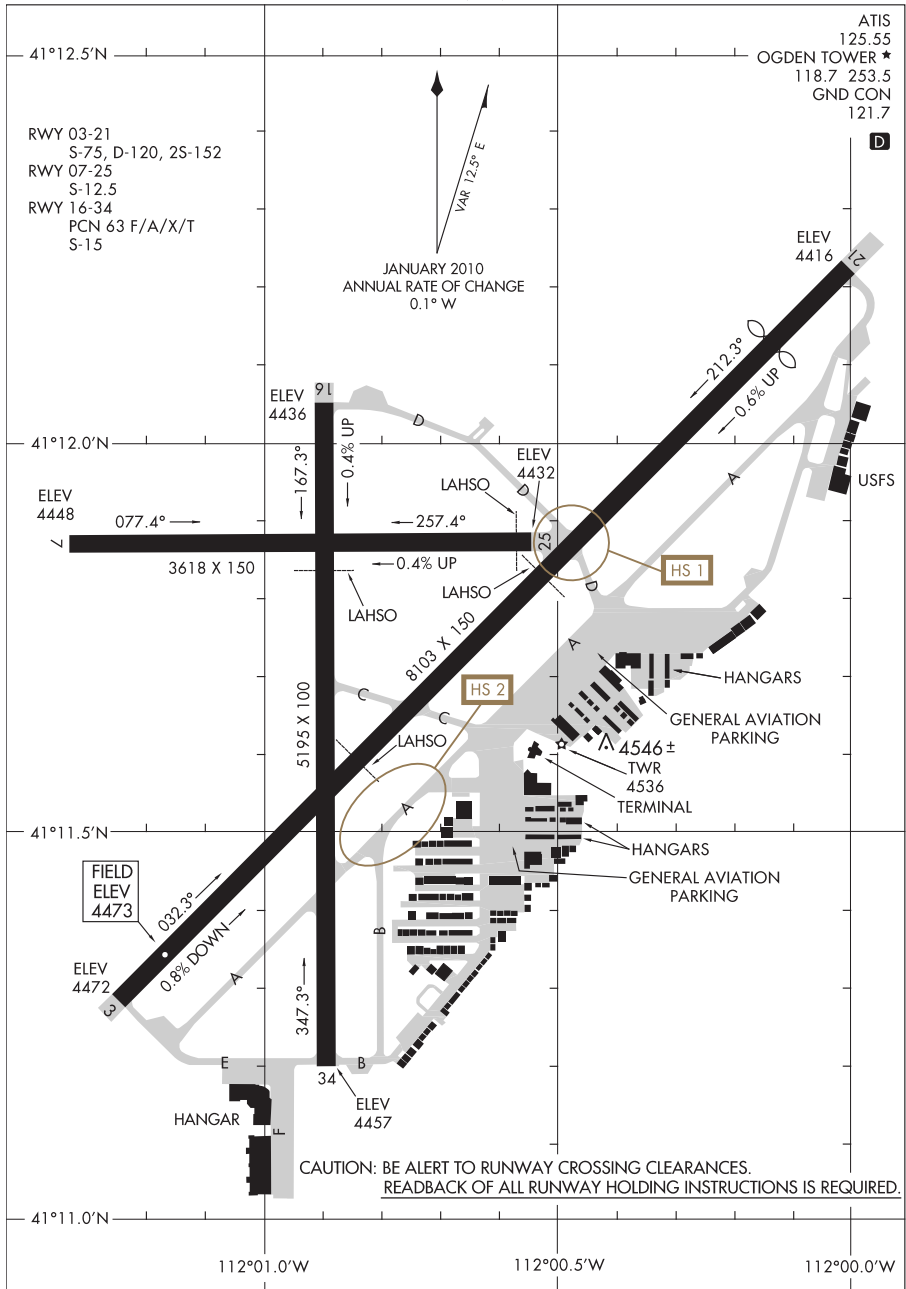
12096

AIRPORT DIAGRAM

AL-297 (FAA)

OGDEN-HINCKLEY (OGD)

OGDEN, UTAH



AIRPORT DIAGRAM

12096

OGDEN, UTAH

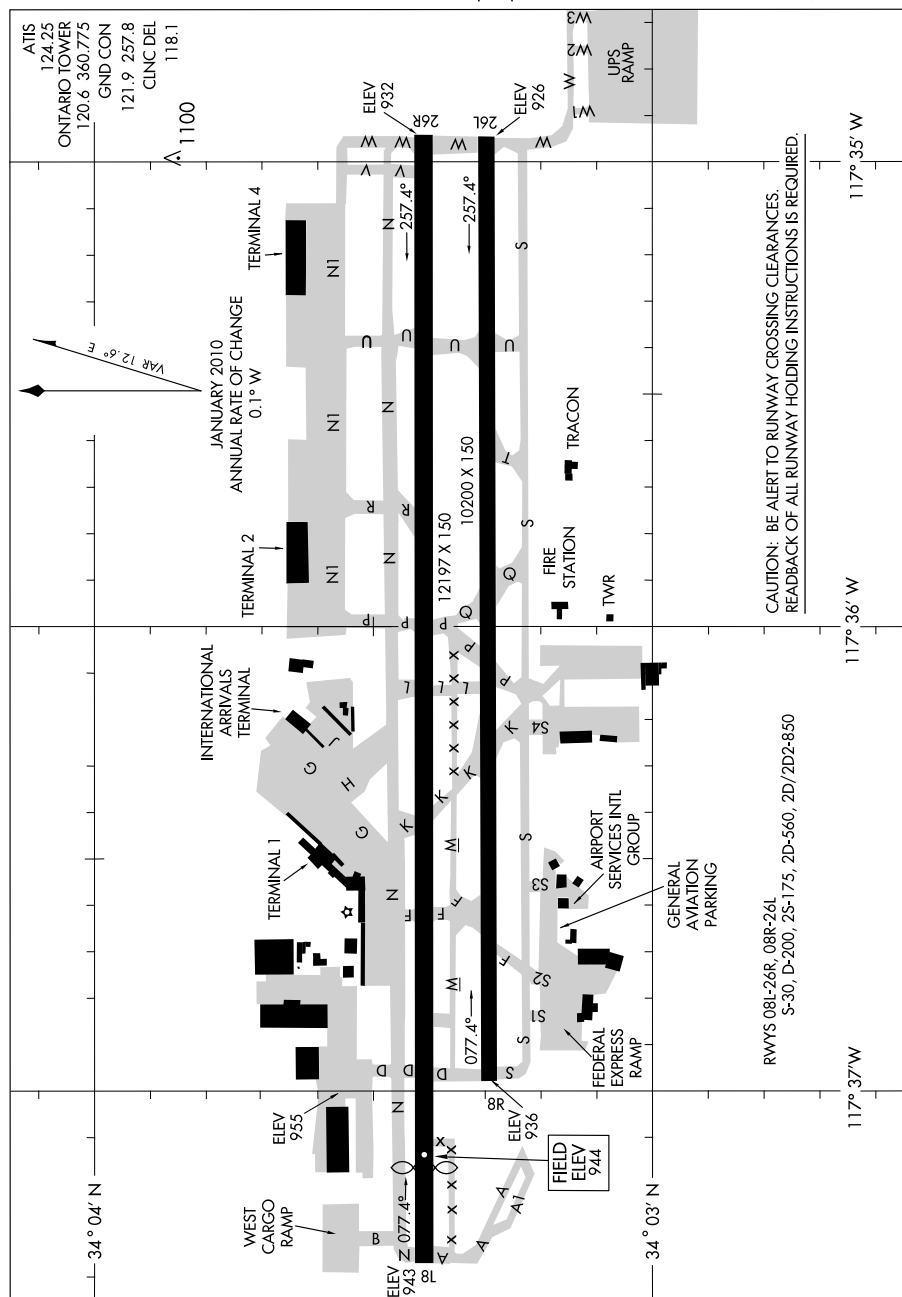
OGDEN-HINCKLEY (OGD)

SW, 05 APR 2012 to 31 MAY 2012

11125

AIRPORT DIAGRAM

AL-965 (FAA)

ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA

AIRPORT DIAGRAM

11125

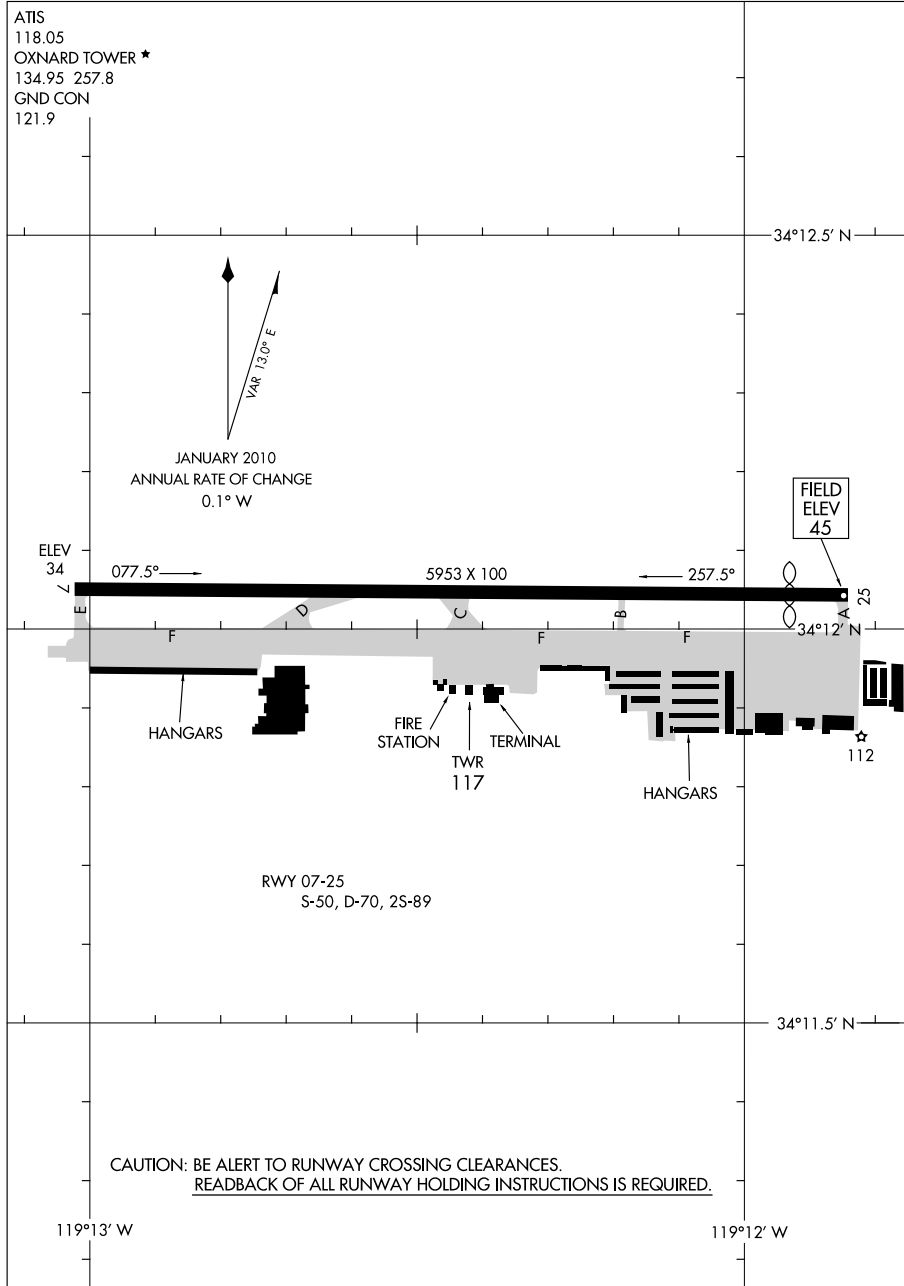
ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)

11349

AIRPORT DIAGRAM

AL-674 (FAA)

OXNARD (OXR)
OXNARD, CALIFORNIA



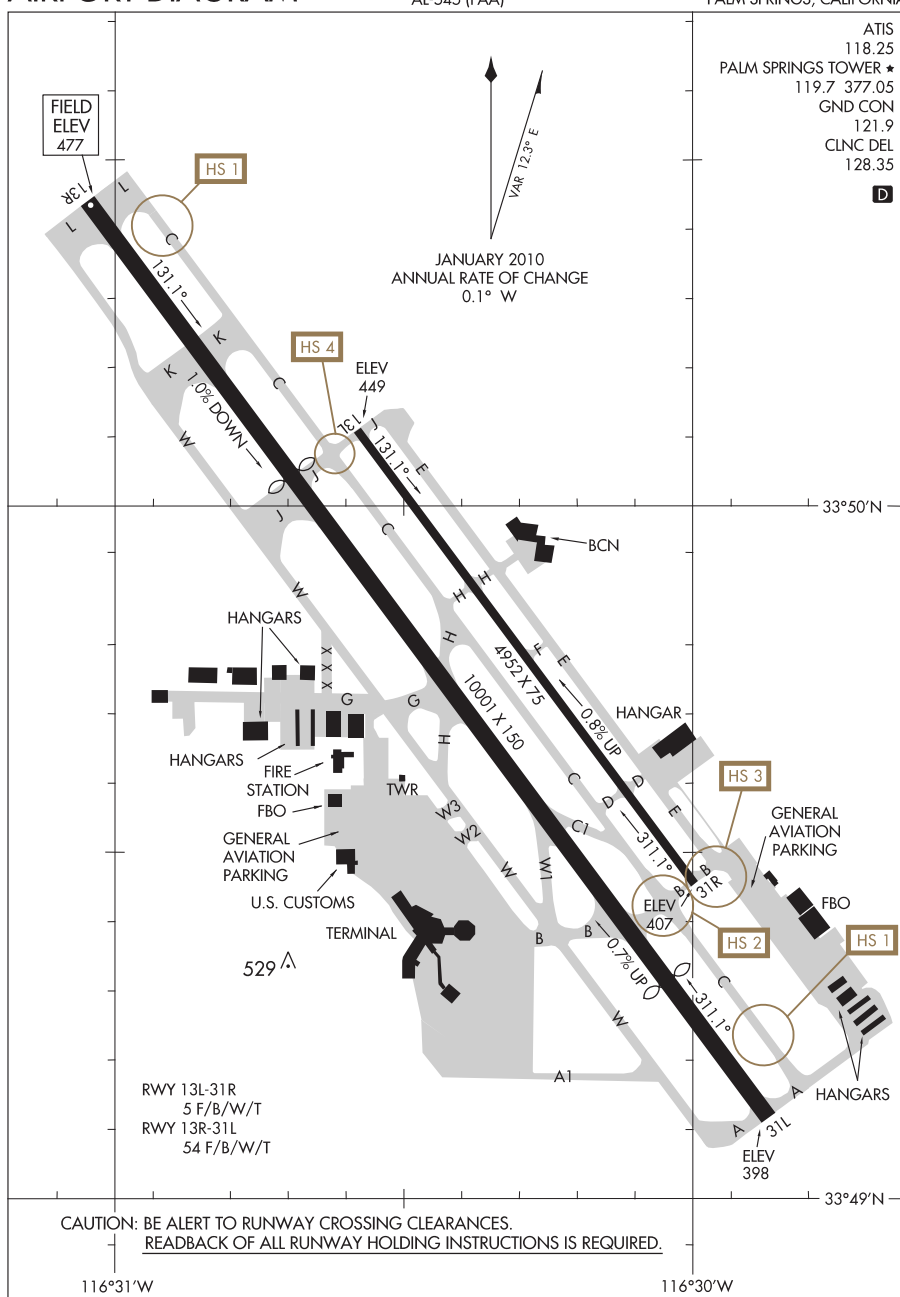
AIRPORT DIAGRAM

11349

OXNARD, CALIFORNIA
OXNARD (OXR)

12096

AIRPORT DIAGRAM

PALM SPRINGS INTL (PSP)
PALM SPRINGS, CALIFORNIA

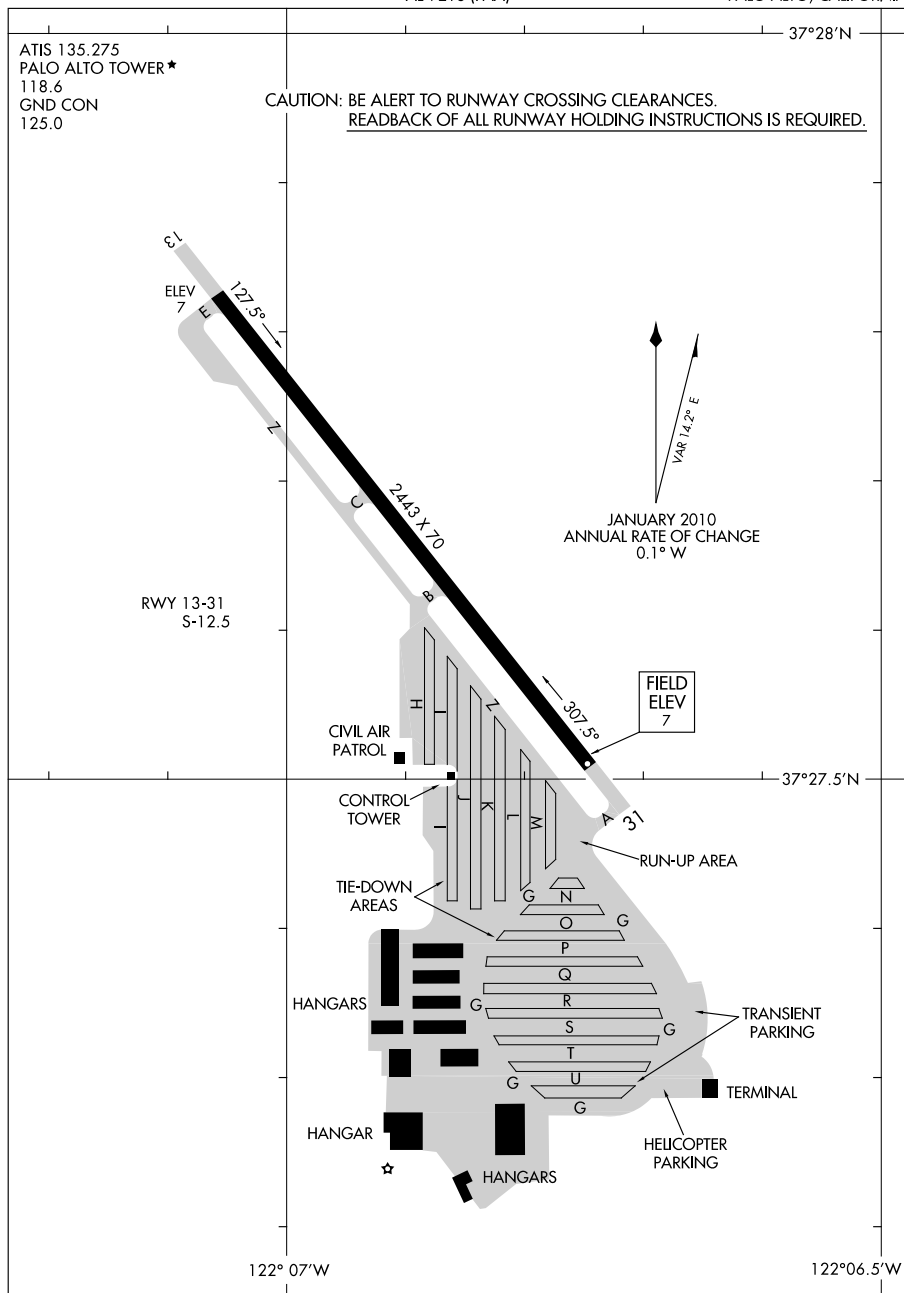
AIRPORT DIAGRAM

12096

PALM SPRINGS, CALIFORNIA
PALM SPRINGS INTL (PSP)

10210

AIRPORT DIAGRAM

PALO ALTO AIRPORT OF SANTA CLARA COUNTY (P.A.O)
AL-9216 (FAA) PALO ALTO, CALIFORNIA

AIRPORT DIAGRAM

10210

PALO ALTO, CALIFORNIA
PALO ALTO AIRPORT OF SANTA CLARA COUNTY (P.A.O)

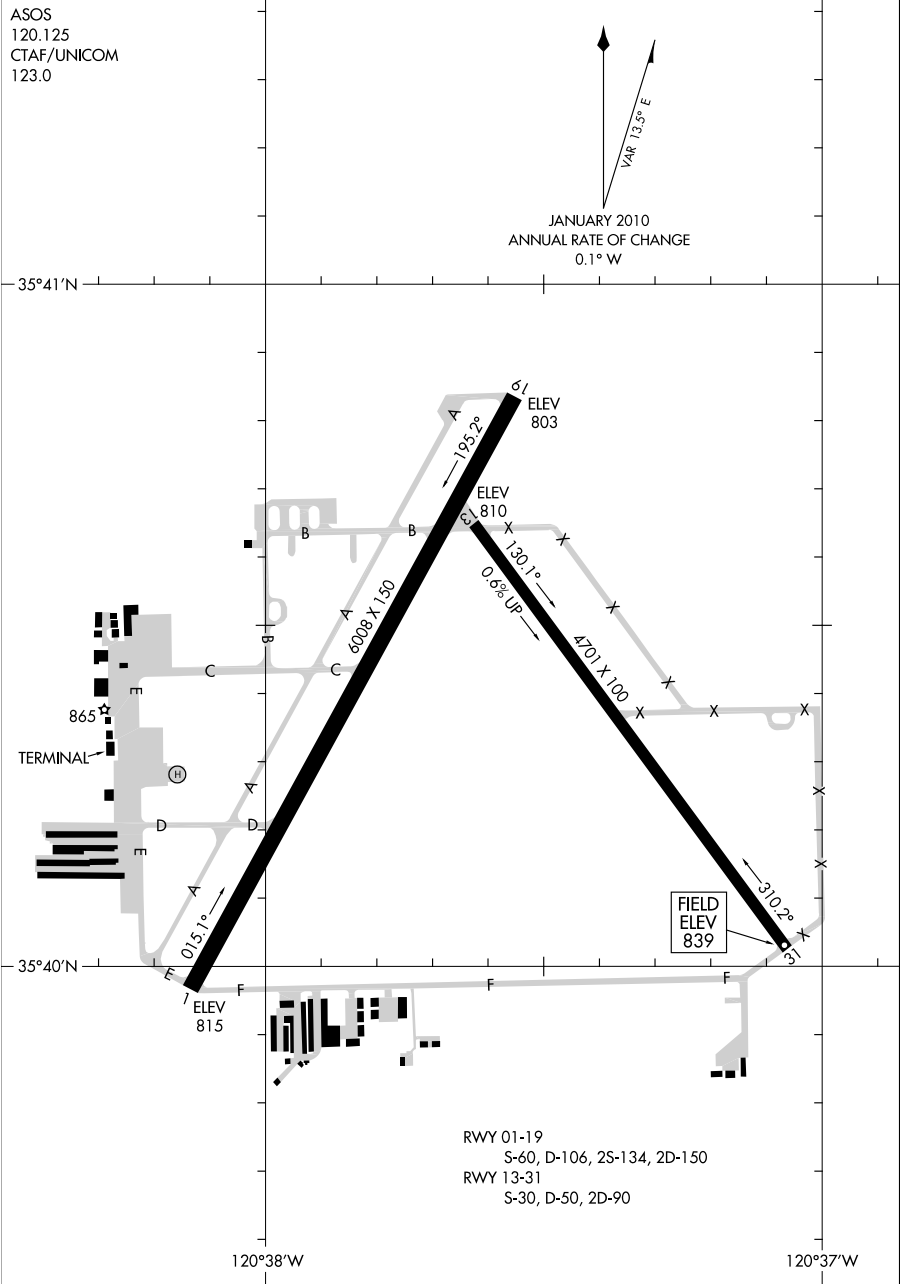
SW, 05 APR 2012 to 31 MAY 2012

12040

AIRPORT DIAGRAM

AL-858 (FAA)

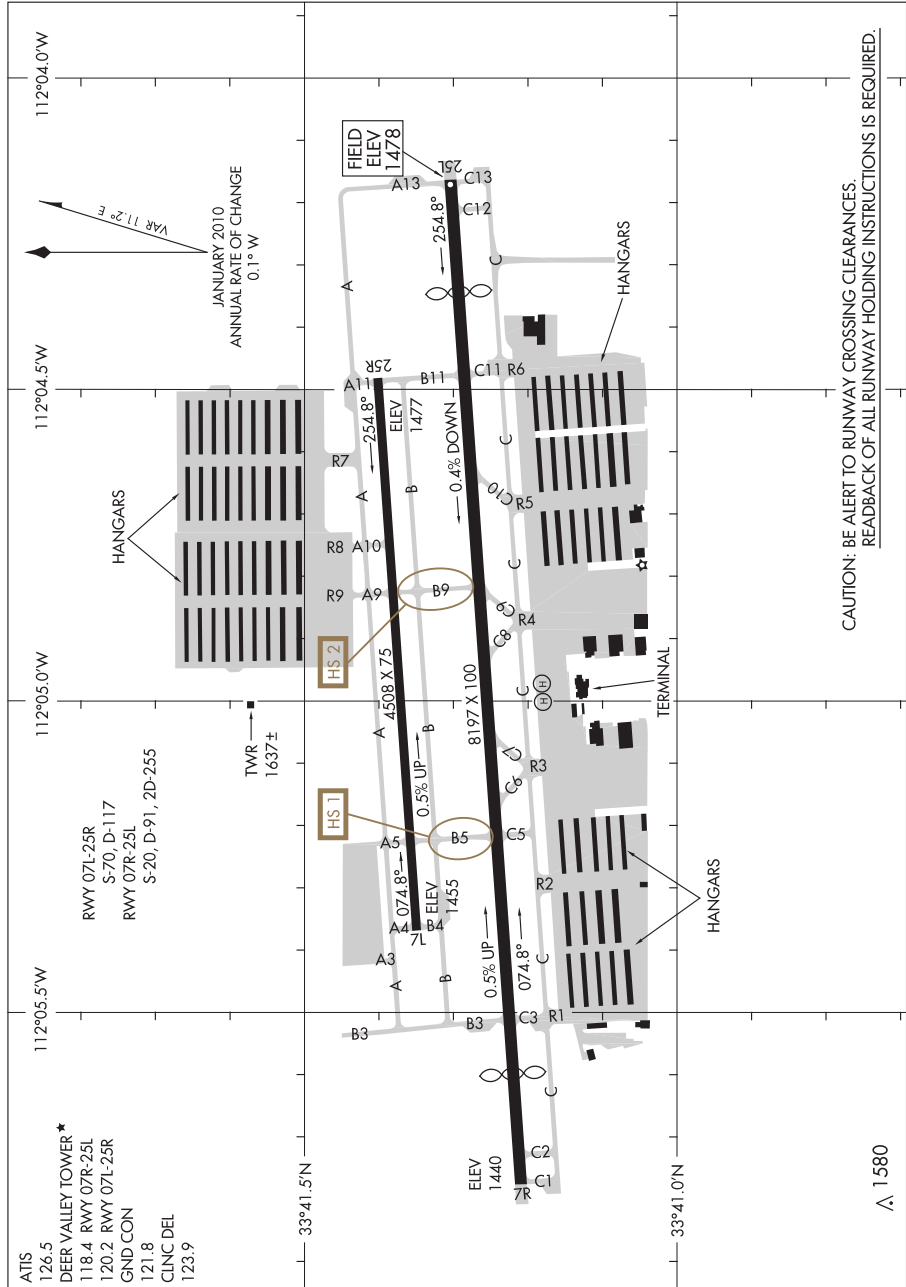
PASO ROBLES MUNI (PRB)
PASO ROBLES, CALIFORNIA



AIRPORT DIAGRAM

12040

PASO ROBLES, CALIFORNIA
PASO ROBLES MUNI (PRB)



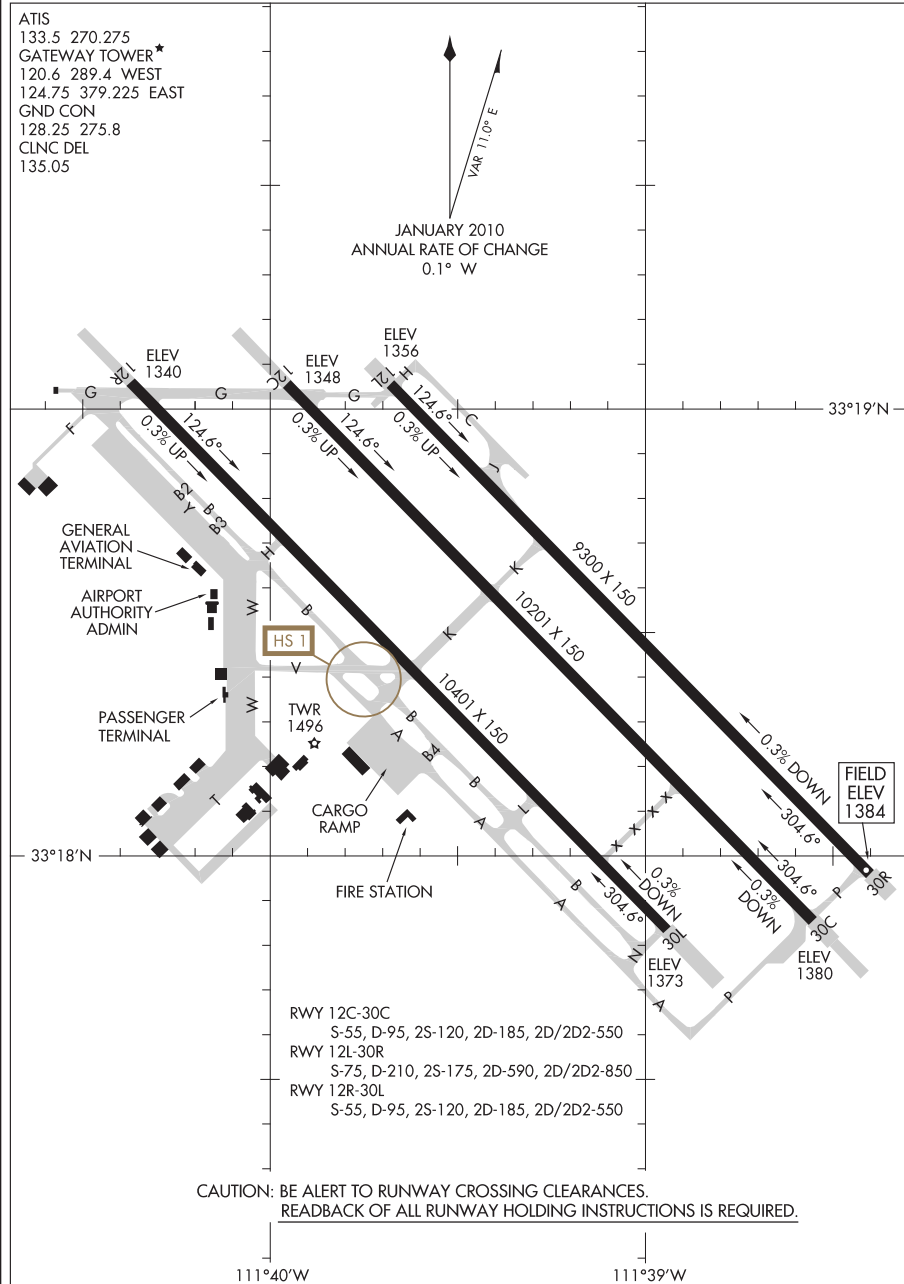
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

PHOENIX, ARIZONA



12096

AIRPORT DIAGRAM

PHOENIX-MESA GATEWAY (IWA)
PHOENIX, ARIZONA

AIRPORT DIAGRAM

12096

PHOENIX, ARIZONA
PHOENIX-MESA GATEWAY (IWA)

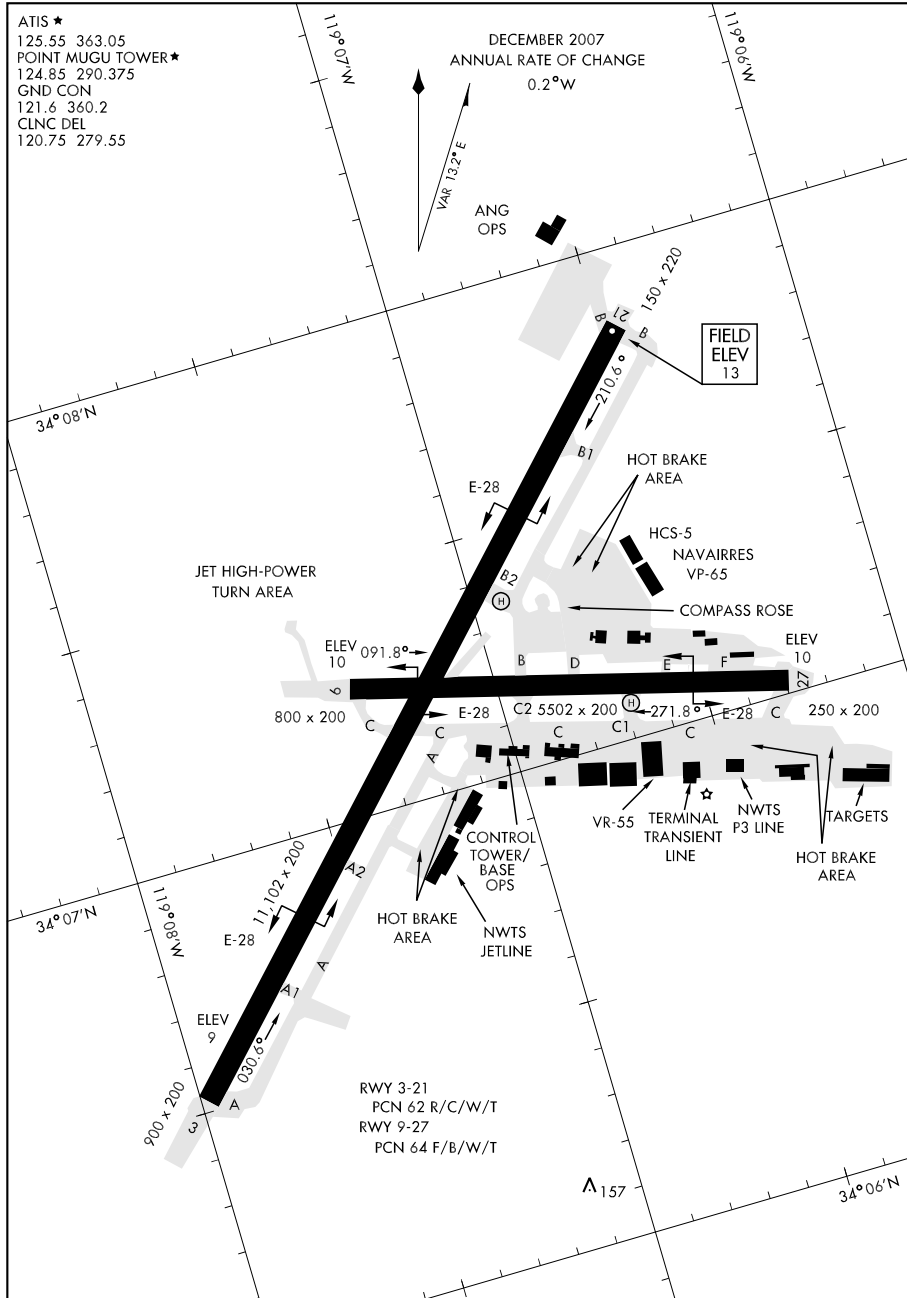
07354

AIRPORT DIAGRAM

POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

AFD-925 [USN]

OXNARD, CALIFORNIA



AIRPORT DIAGRAM

OXNARD, CALIFORNIA

POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

SW, 05 APR 2012 to 31 MAY 2012

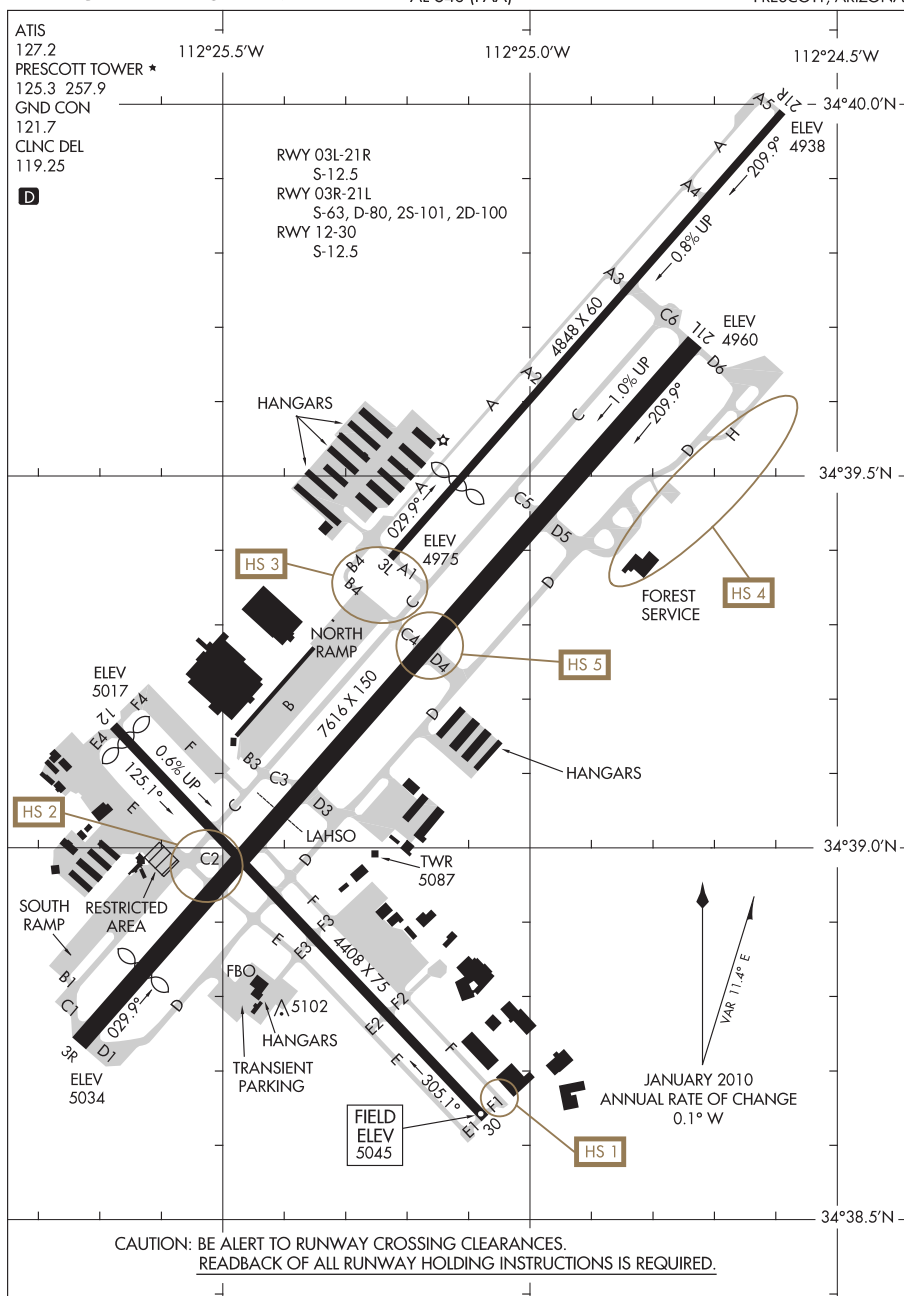
12096

AIRPORT DIAGRAM

PRESCOTT/ERNEST A. LOVE FIELD (P.R.C.)

AL-546 (FAA)

PRESCOTT, ARIZONA



AIRPORT DIAGRAM

12096

PRESCOTT, ARIZONA
PRESCOTT/ERNEST A. LOVE FIELD (P.R.C.)

SW, 05 APR 2012 to 31 MAY 2012

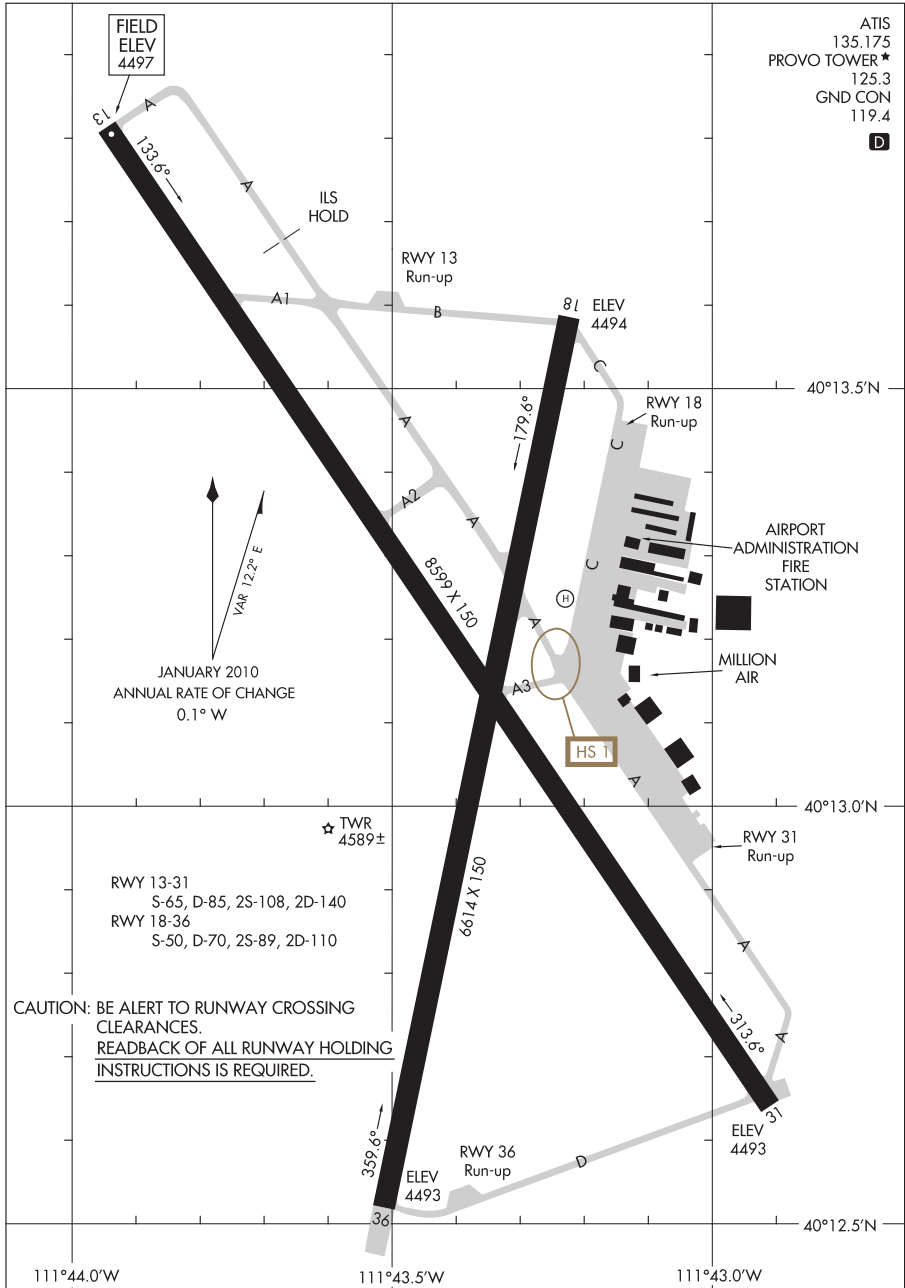
12096

AIRPORT DIAGRAM

AL-683 (FAA)

PROVO MUNI (PVU)

PROVO, UTAH



AIRPORT DIAGRAM

12096

PROVO, UTAH

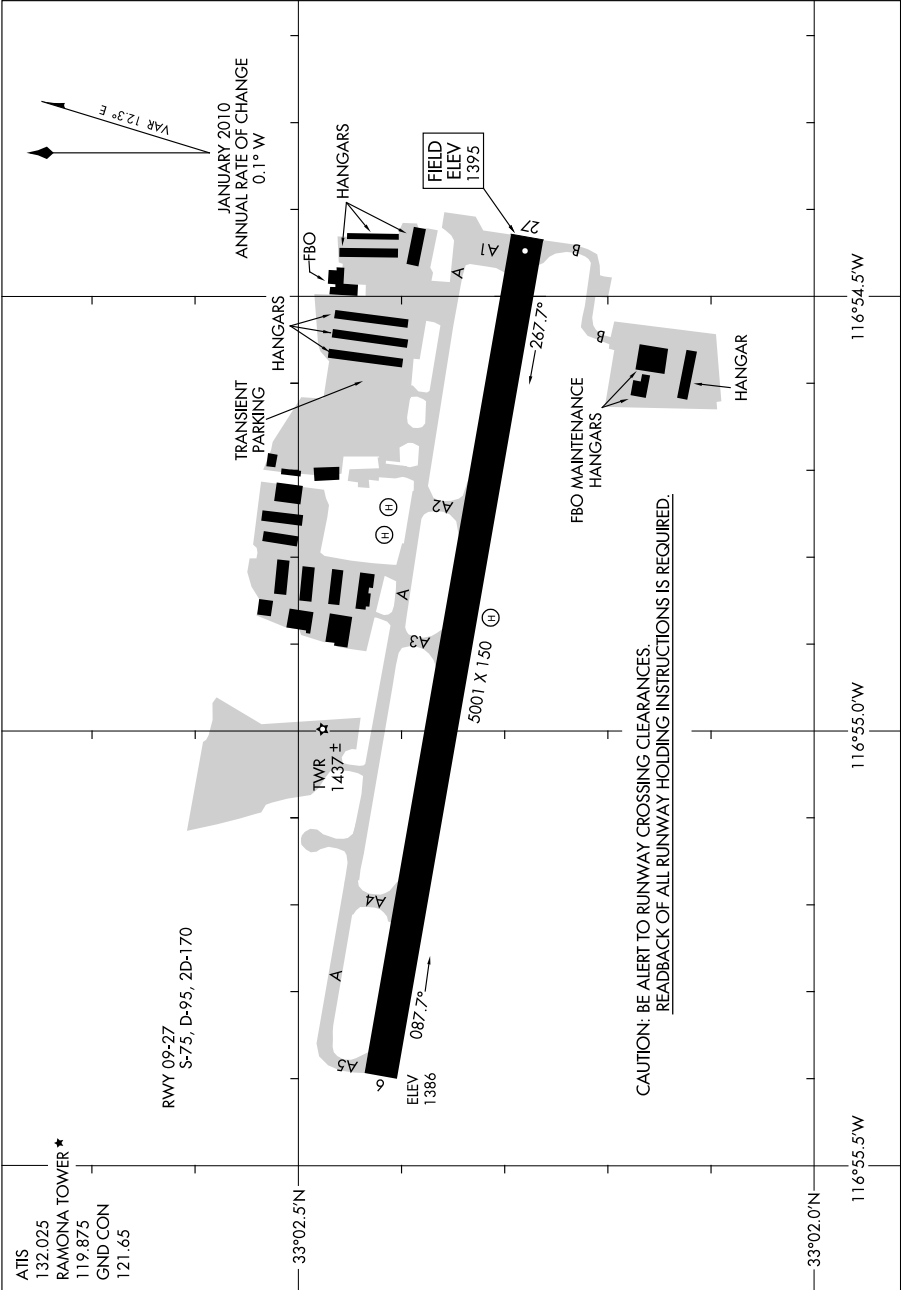
PROVO MUNI (PVU)

11125

AIRPORT DIAGRAM

AL-6667 (FAA)

RAMONA (RNM)
RAMONA, CALIFORNIA



AIRPORT DIAGRAM

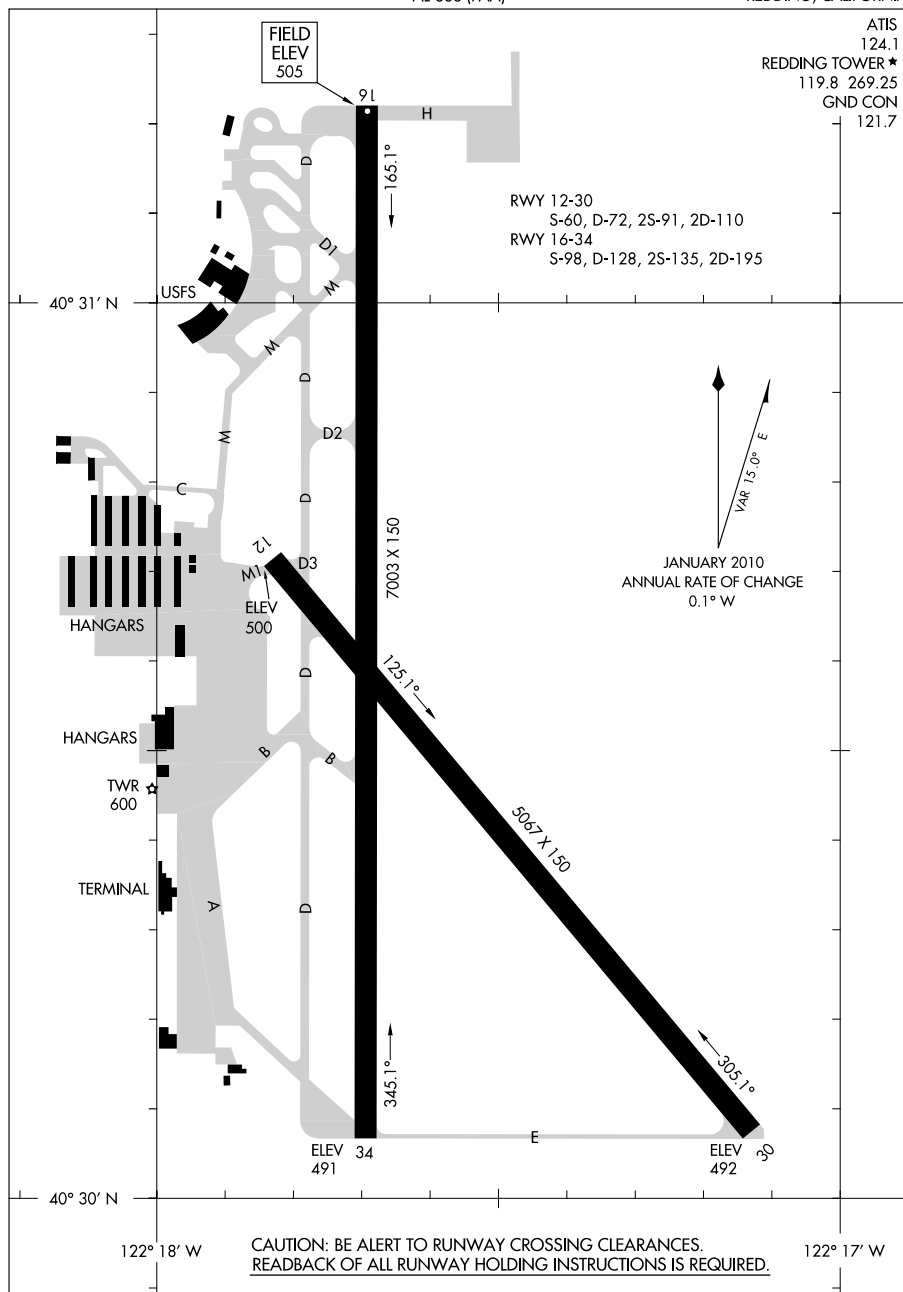
11125

RAMONA, CALIFORNIA
RAMONA (RNM)

10210

AIRPORT DIAGRAM

AL-688 (FAA)

REDDING MUNI (RDD)
REDDING, CALIFORNIA

AIRPORT DIAGRAM

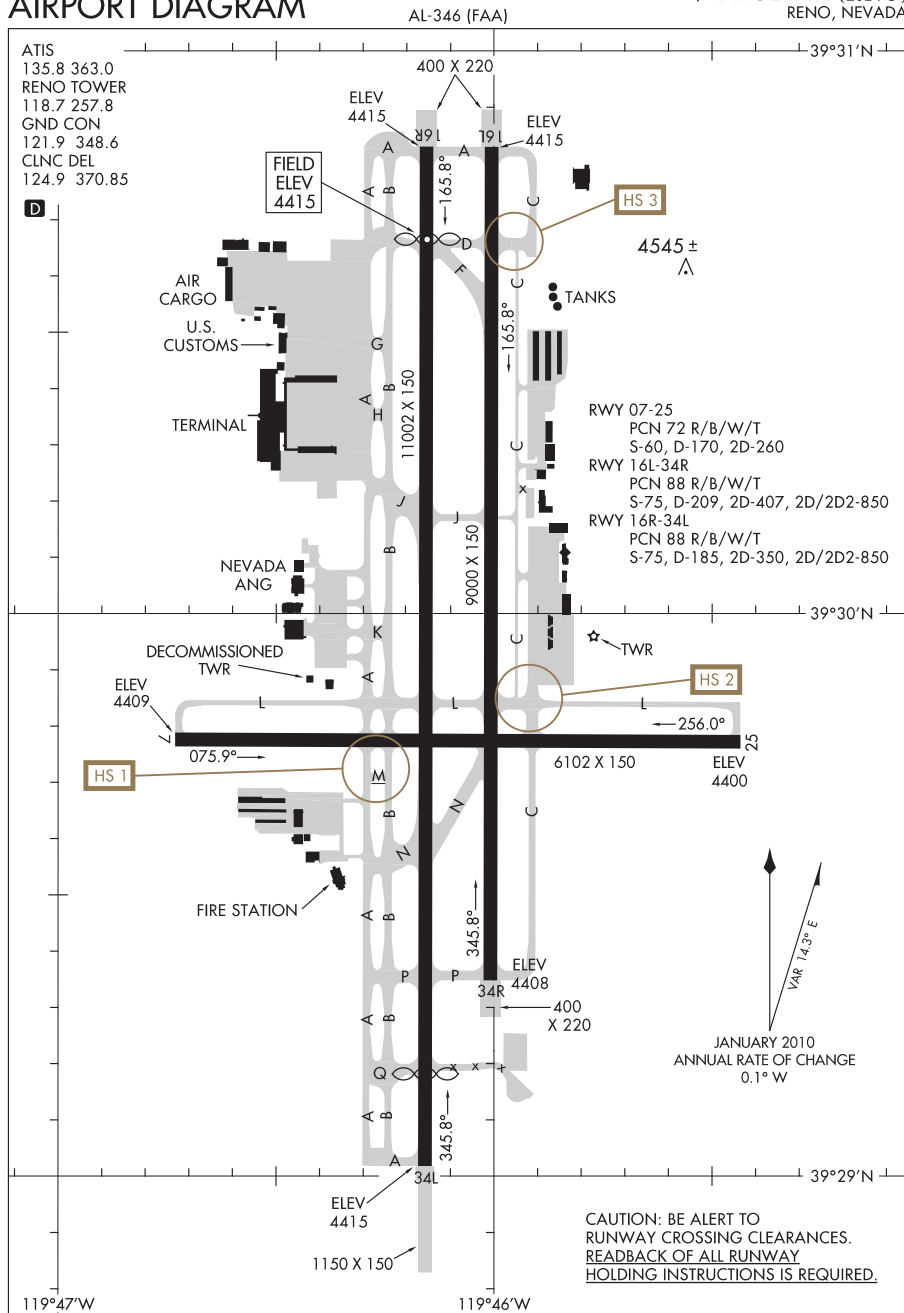
10210

REDDING, CALIFORNIA
REDDING MUNI (RDD)

SW, 05 APR 2012 to 31 MAY 2012

12096

AIRPORT DIAGRAM

RENO/TAHOE INTL (RNO)
RENO, NEVADA

AIRPORT DIAGRAM

12096

RENO, NEVADA
RENO/TAHOE INTL (RNO)

12096

AIRPORT DIAGRAM

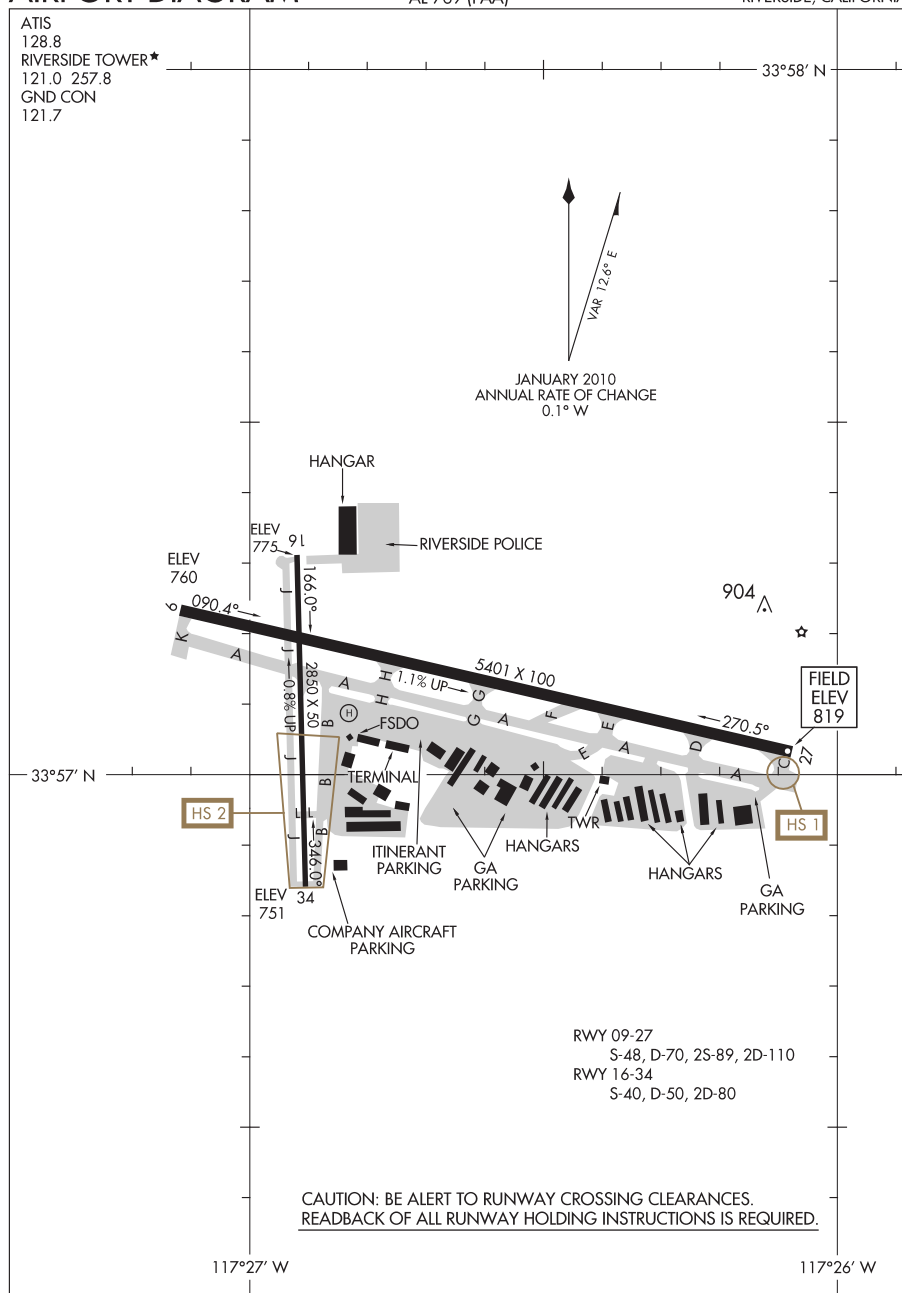
AL-769 (FAA)

RIVERSIDE MUNI (RAL)
RIVERSIDE, CALIFORNIA

ATIS
128.8
RIVERSIDE TOWER*
121.0 257.8
GND CON
121.7

33°58' N

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W



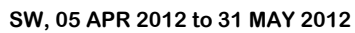
AIRPORT DIAGRAM

12096

RIVERSIDE, CALIFORNIA
RIVERSIDE MUNI (RAL)

AIRPORT DIAGRAM

ROSWELL INTL AIR CENTER (ROW)
ROSWELL, NEW MEXICO

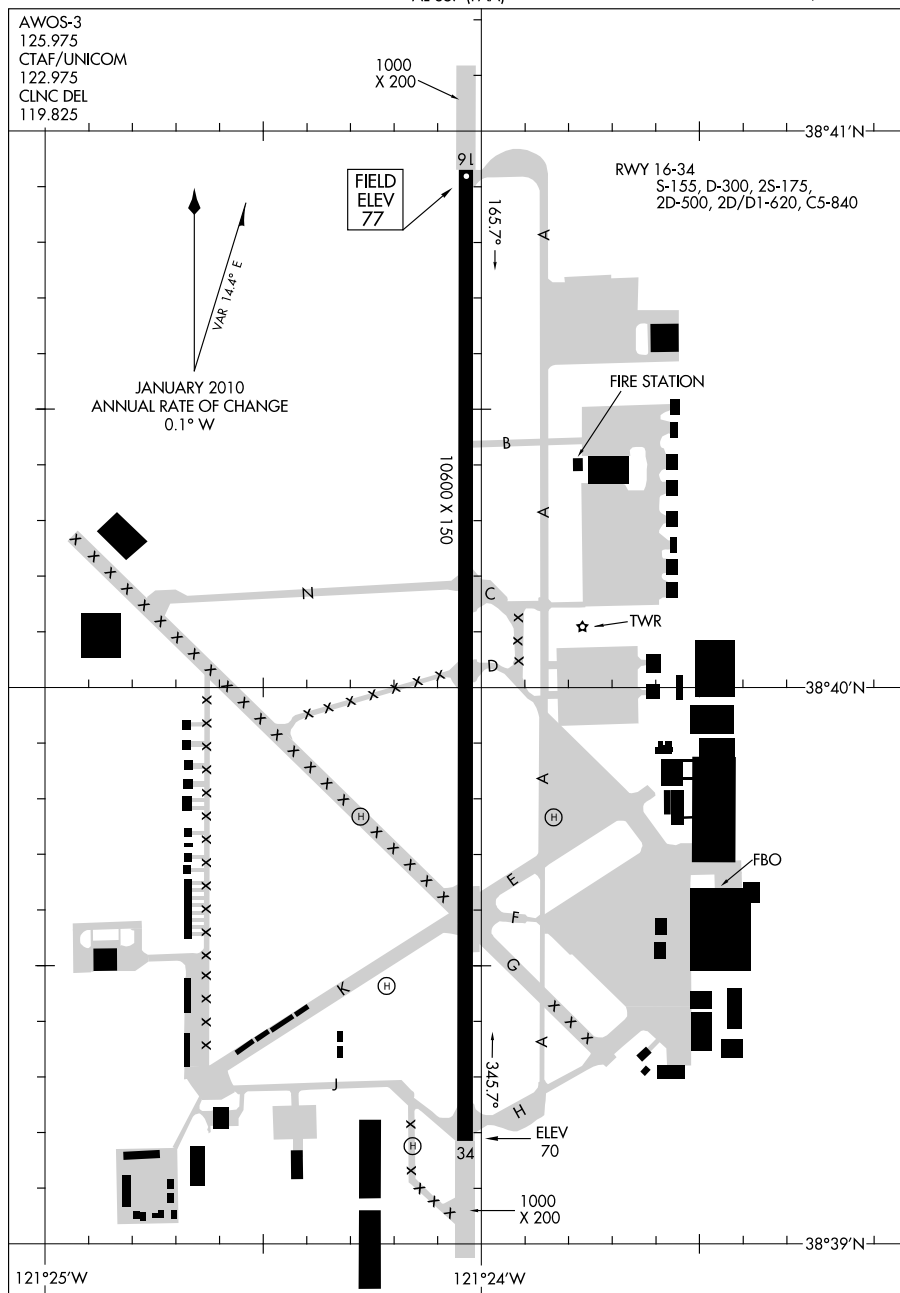


12040

AIRPORT DIAGRAM

SACRAMENTO/MC CLELLAN AIRFIELD (MCC)
SACRAMENTO, CALIFORNIA

AL-357 (FAA)



AIRPORT DIAGRAM

12040

SACRAMENTO, CALIFORNIA
SACRAMENTO/MC CLELLAN AIRFIELD (MCC)

SW, 05 APR 2012 to 31 MAY 2012

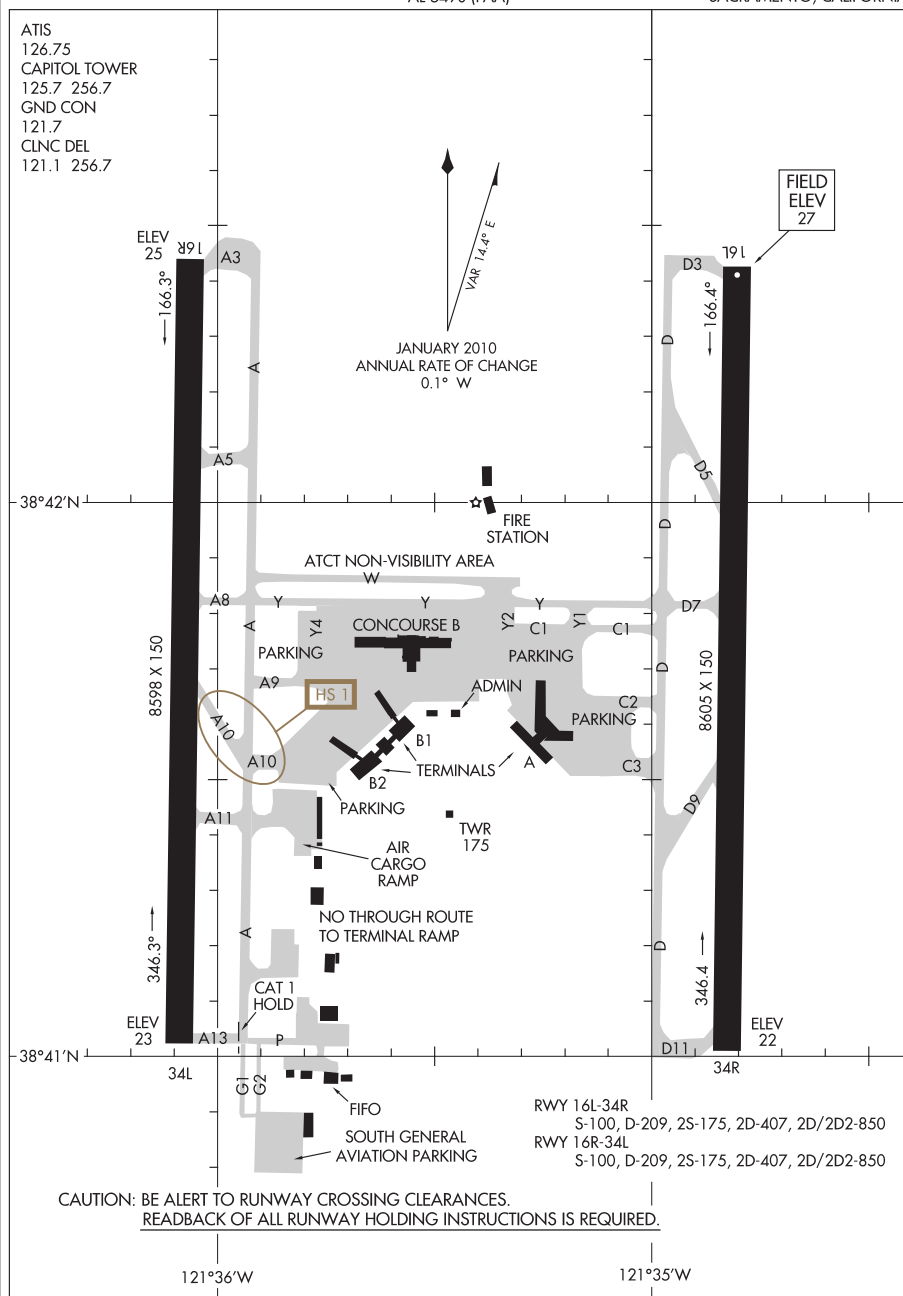
SACRAMENTO EXECUTIVE (SAC)
SACRAMENTO, CALIFORNIA



12096

AIRPORT DIAGRAM

AL-5490 (FAA)

SACRAMENTO INTL (SMF)
SACRAMENTO, CALIFORNIA

AIRPORT DIAGRAM

SACRAMENTO, CALIFORNIA
SACRAMENTO INTL (SMF)

12096

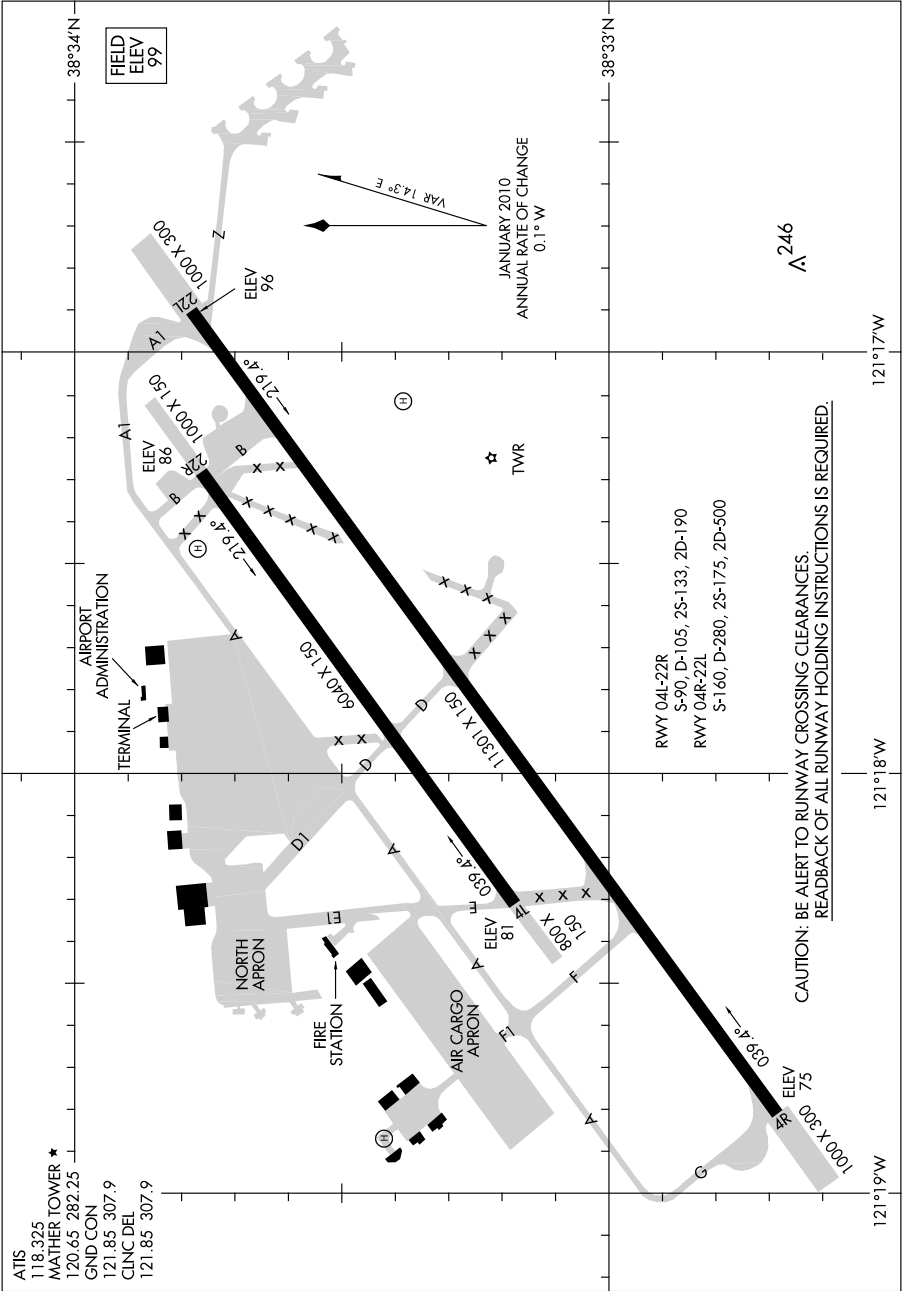
SW, 05 APR 2012 to 31 MAY 2012

10210

AIRPORT DIAGRAM

AL-356 (FAA)

SACRAMENTO MATHER (MHR)
SACRAMENTO, CALIFORNIA



AIRPORT DIAGRAM

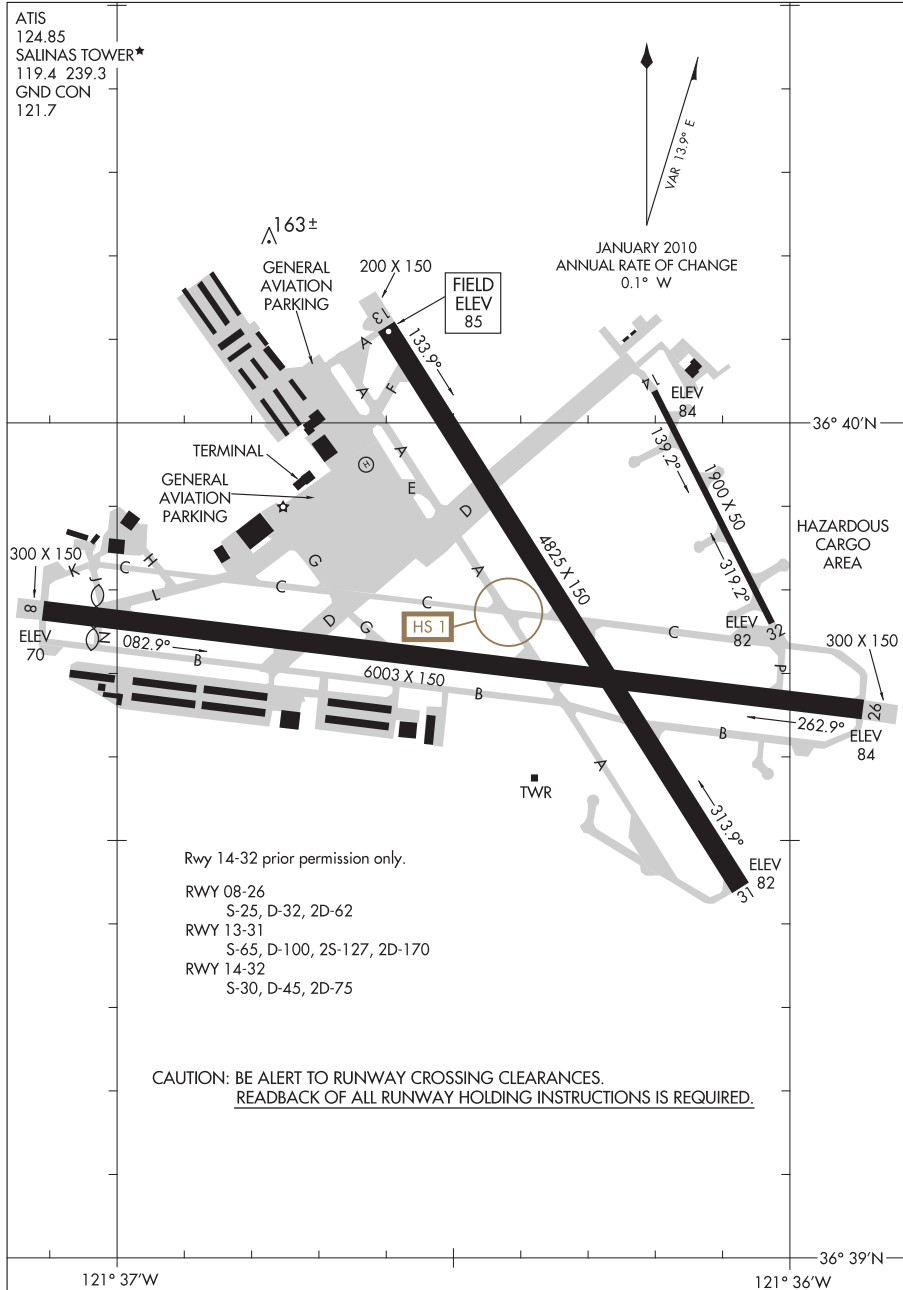
SACRAMENTO, CALIFORNIA
SACRAMENTO MATHER (MHR)

10210

12096

AIRPORT DIAGRAM

AL-363 (FAA)

SALINAS MUNI (SNS)
SALINAS, CALIFORNIA

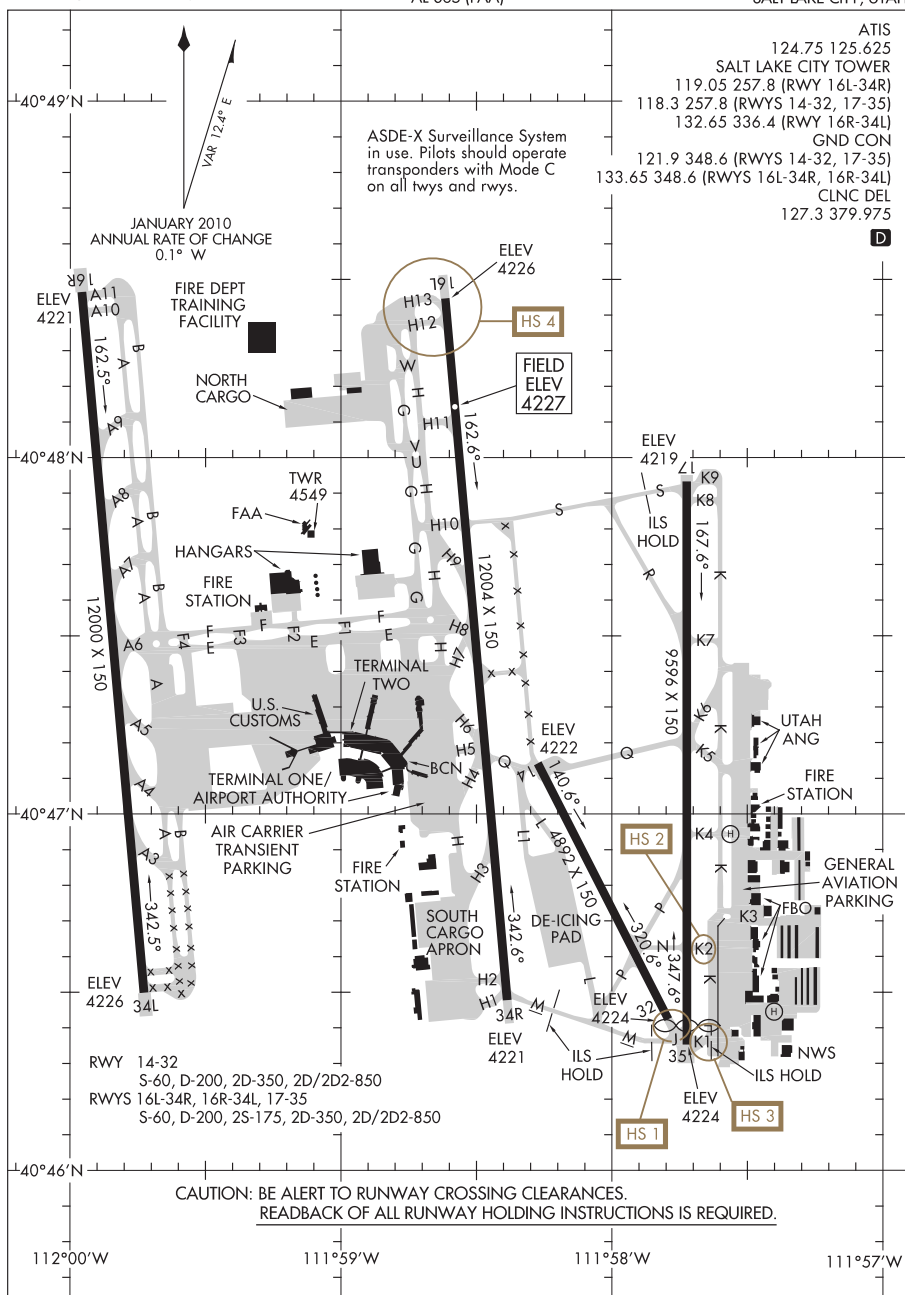
AIRPORT DIAGRAM

12096

SALINAS, CALIFORNIA
SALINAS MUNI (SNS)

AIRPORT DIAGRAM

SALT LAKE CITY INTL (SLC)
SALT LAKE CITY, UTAH



AIRPORT DIAGRAM

12096

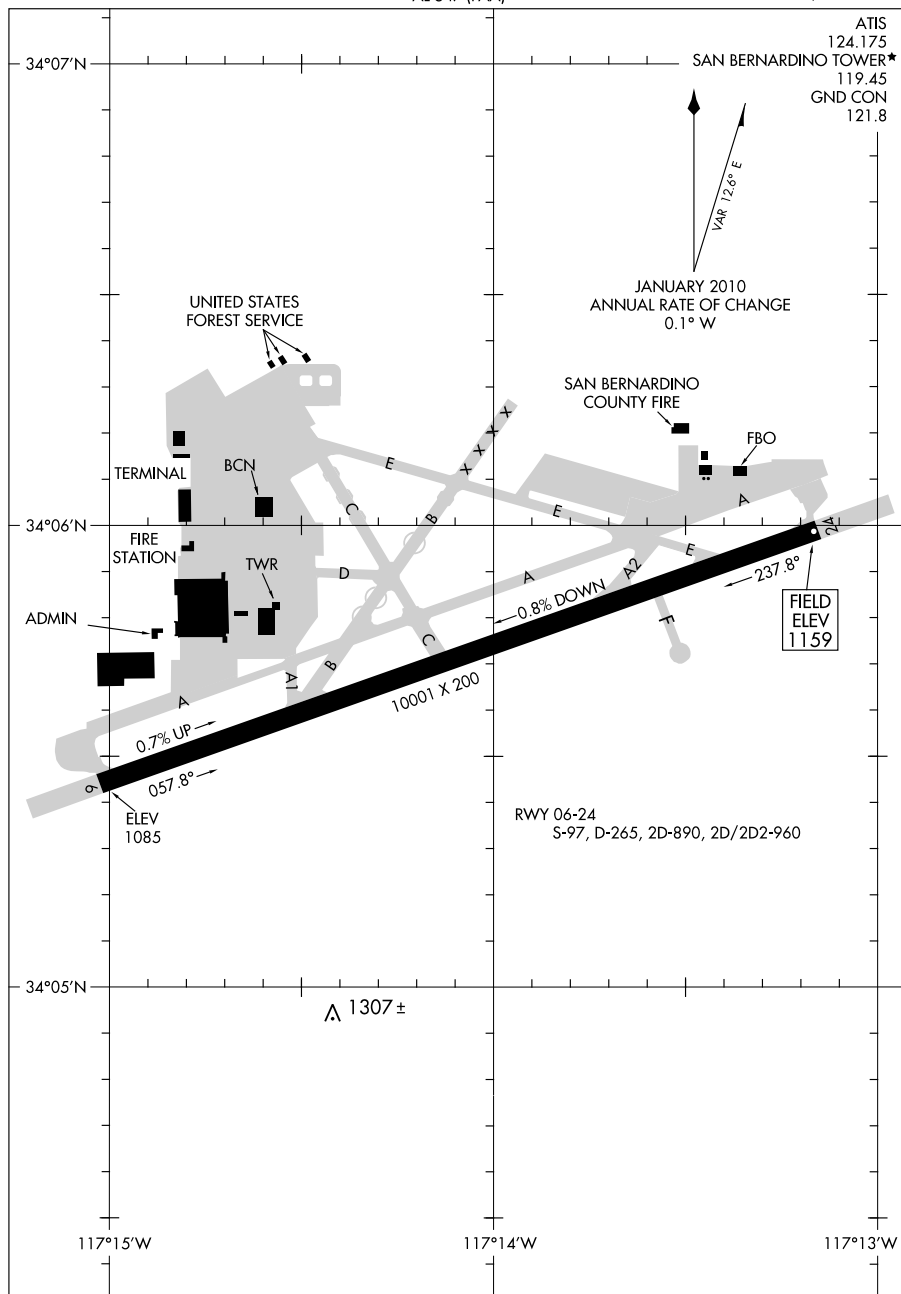
SALT LAKE CITY, UTAH
SALT LAKE CITY INTL (SLC)

SW, 05 APR 2012 to 31 MAY 2012

10210

AIRPORT DIAGRAM

AL-547 (FAA)

SAN BERNARDINO INTL (SBD)
SAN BERNARDINO, CALIFORNIA

AIRPORT DIAGRAM

10210

SAN BERNARDINO, CALIFORNIA
SAN BERNARDINO INTL (SBD)

SW, 05 APR 2012 to 31 MAY 2012

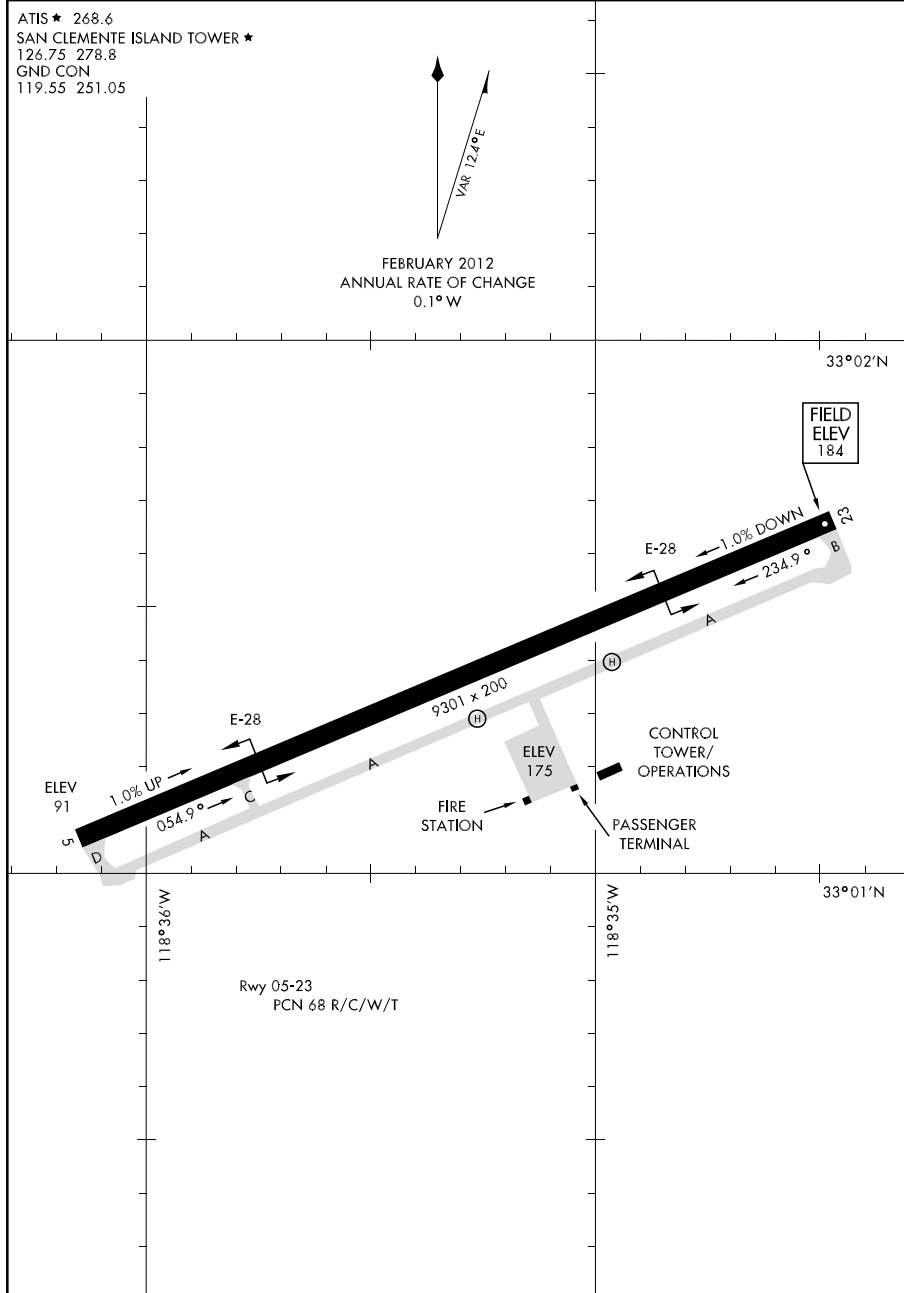
12040

AIRPORT DIAGRAM

SAN CLEMENTE ISLAND NALF (FREDERICK SHERMAN FLD) (KNUC)

AFD-5126 [USN]

SAN CLEMENTE ISLAND, CALIFORNIA



AIRPORT DIAGRAM

SAN CLEMENTE ISLAND, CALIFORNIA

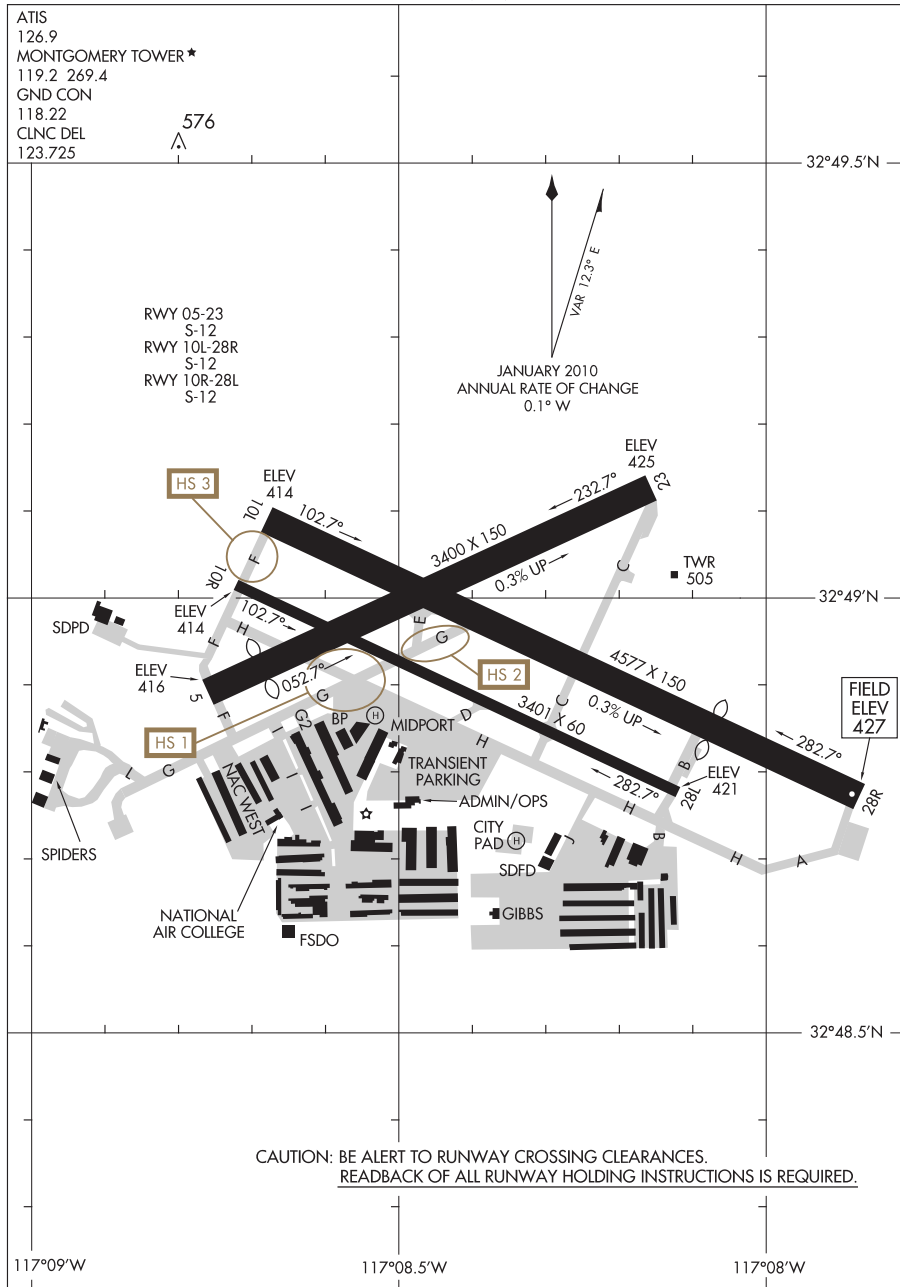
SAN CLEMENTE ISLAND NALF (FREDERICK SHERMAN FLD) (KNUC)

SW, 05 APR 2012 to 31 MAY 2012

12096

AIRPORT DIAGRAM

AL-5401 (FAA)

SAN DIEGO/MONTGOMERY FIELD (MYF)
SAN DIEGO, CALIFORNIA

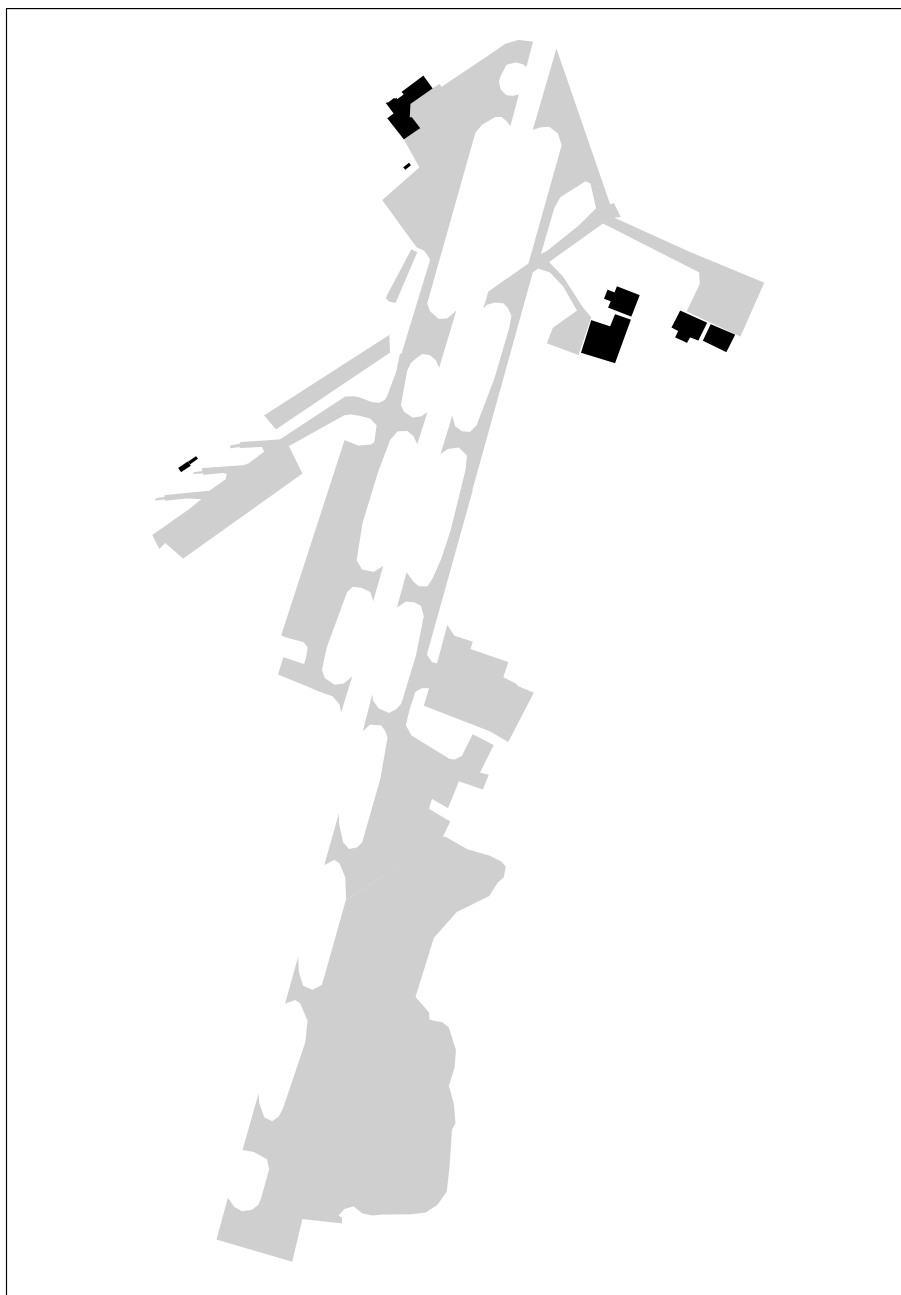
AIRPORT DIAGRAM

12096

SAN DIEGO, CALIFORNIA
SAN DIEGO/MONTGOMERY FIELD (MYF)

SW, 05 APR 2012 to 31 MAY 2012

AIR

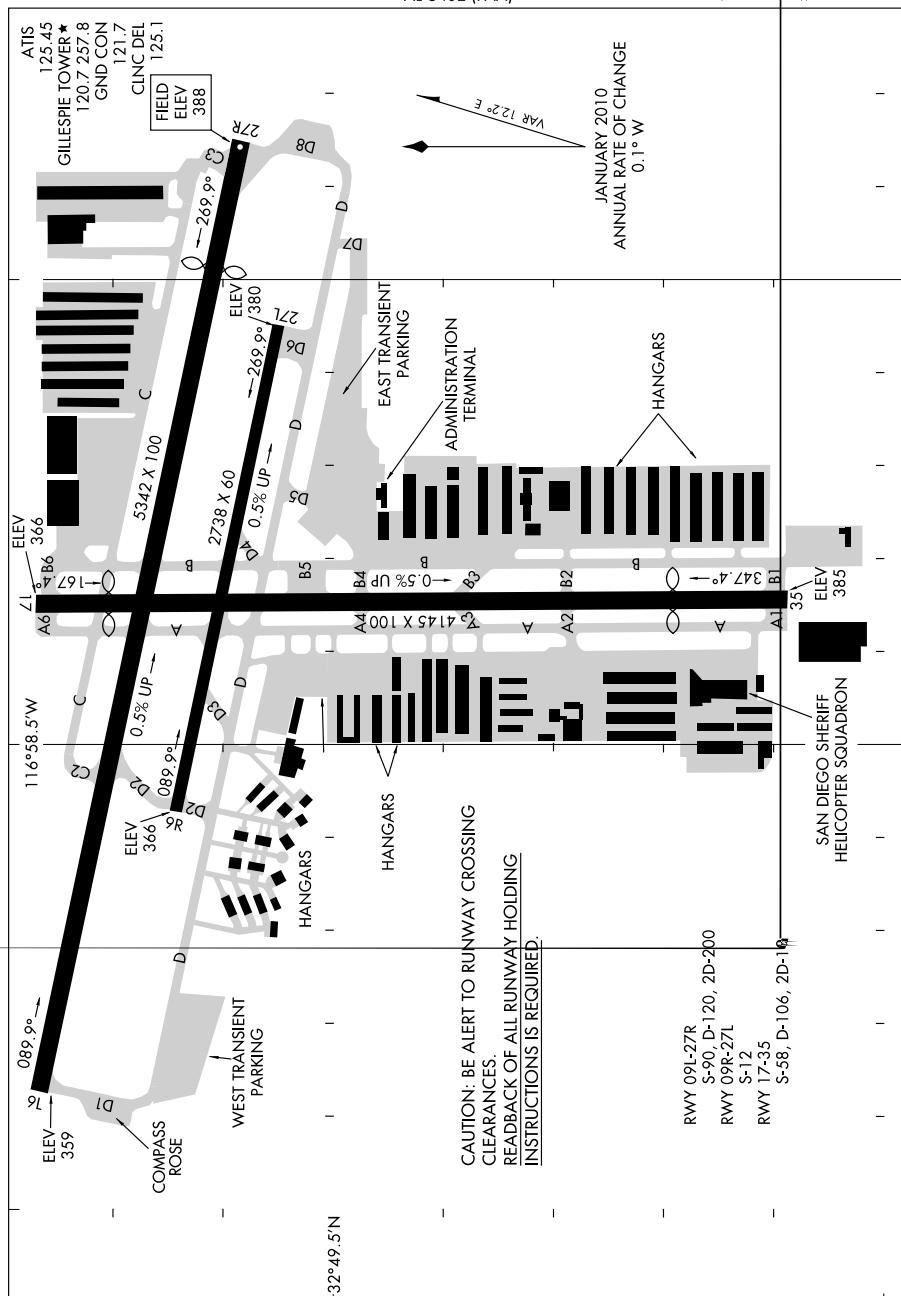


SW, 05 APR 2012 to 31 MAY 2012

11237

AIRPORT DIAGRAM

AL-5402 (FAA)

SAN DIEGO/GILLESPIE FIELD (SEE)
SAN DIEGO (EL CAJON), CALIFORNIA

AIRPORT DIAGRAM

11237

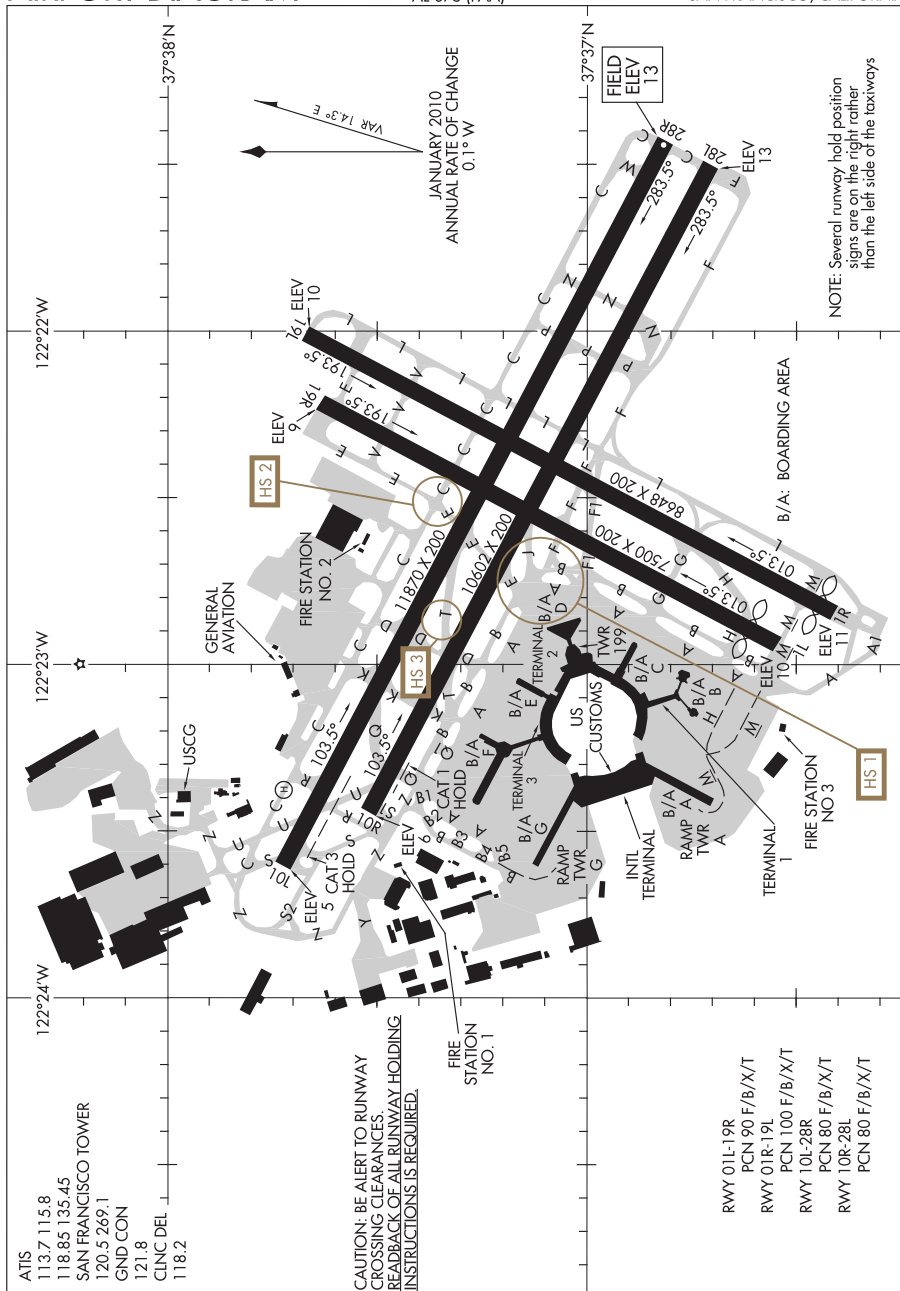
SAN DIEGO (EL CAJON), CALIFORNIA
SAN DIEGO/GILLESPIE FIELD (SEE)

SW, 05 APR 2012 to 31 MAY 2012

12096

AIRPORT DIAGRAM

AL-375 (FAA)

SAN FRANCISCO INTL (SFO)
SAN FRANCISCO, CALIFORNIA

AIRPORT DIAGRAM

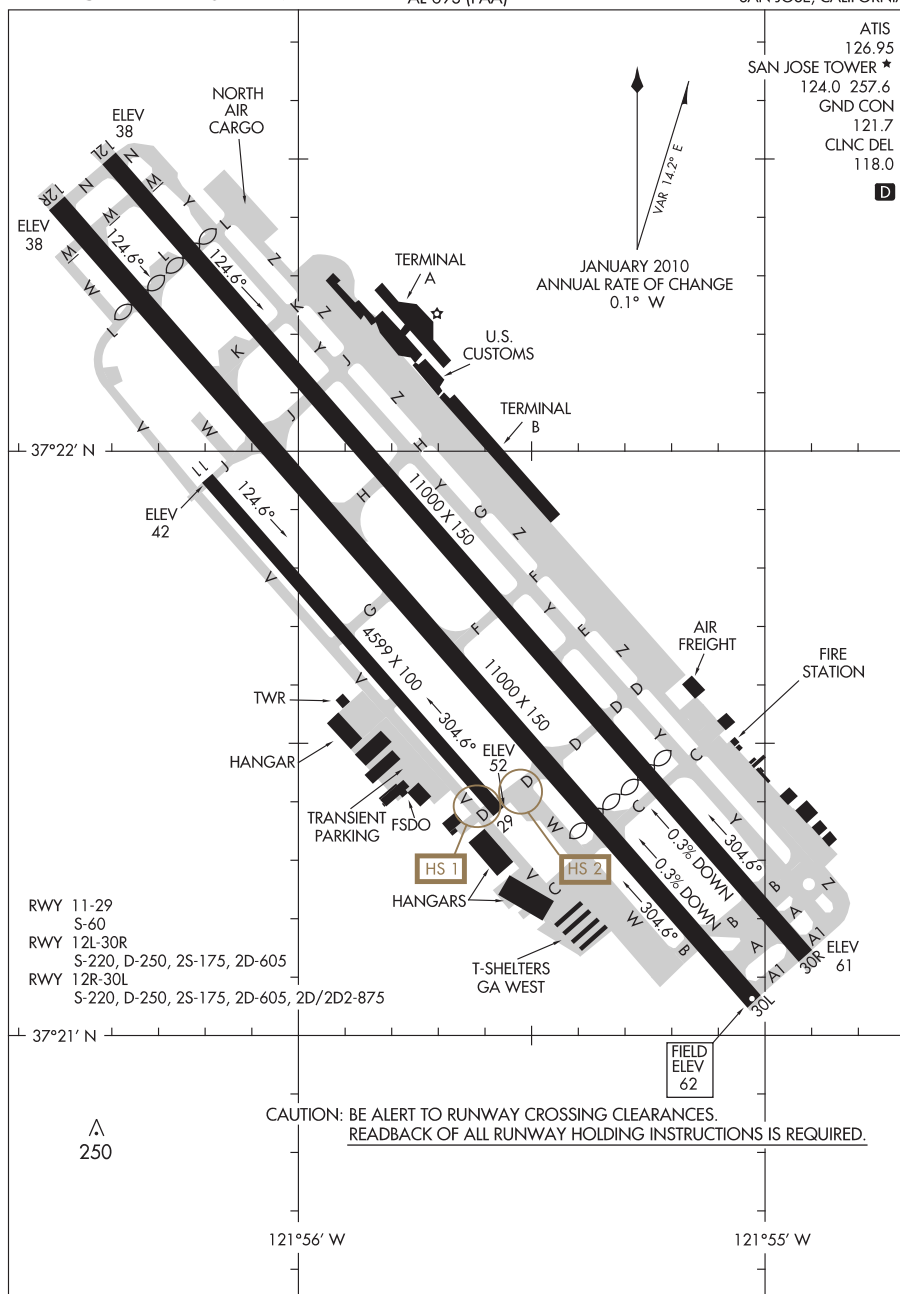
SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

12096

12096

AIRPORT DIAGRAM

SAN JOSE/NORMAN Y. MINETA SAN JOSE INTL (SJC)
AL-693 (FAA) SAN JOSE, CALIFORNIA



AIRPORT DIAGRAM

12096

SAN JOSE, CALIFORNIA
SAN JOSE/NORMAN Y. MINETA SAN JOSE INTL (SJC)

SAN JOSE/REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)
AL-5591 (FAA) SAN JOSE, CALIFORNIA



SAN JOSE, CALIFORNIA

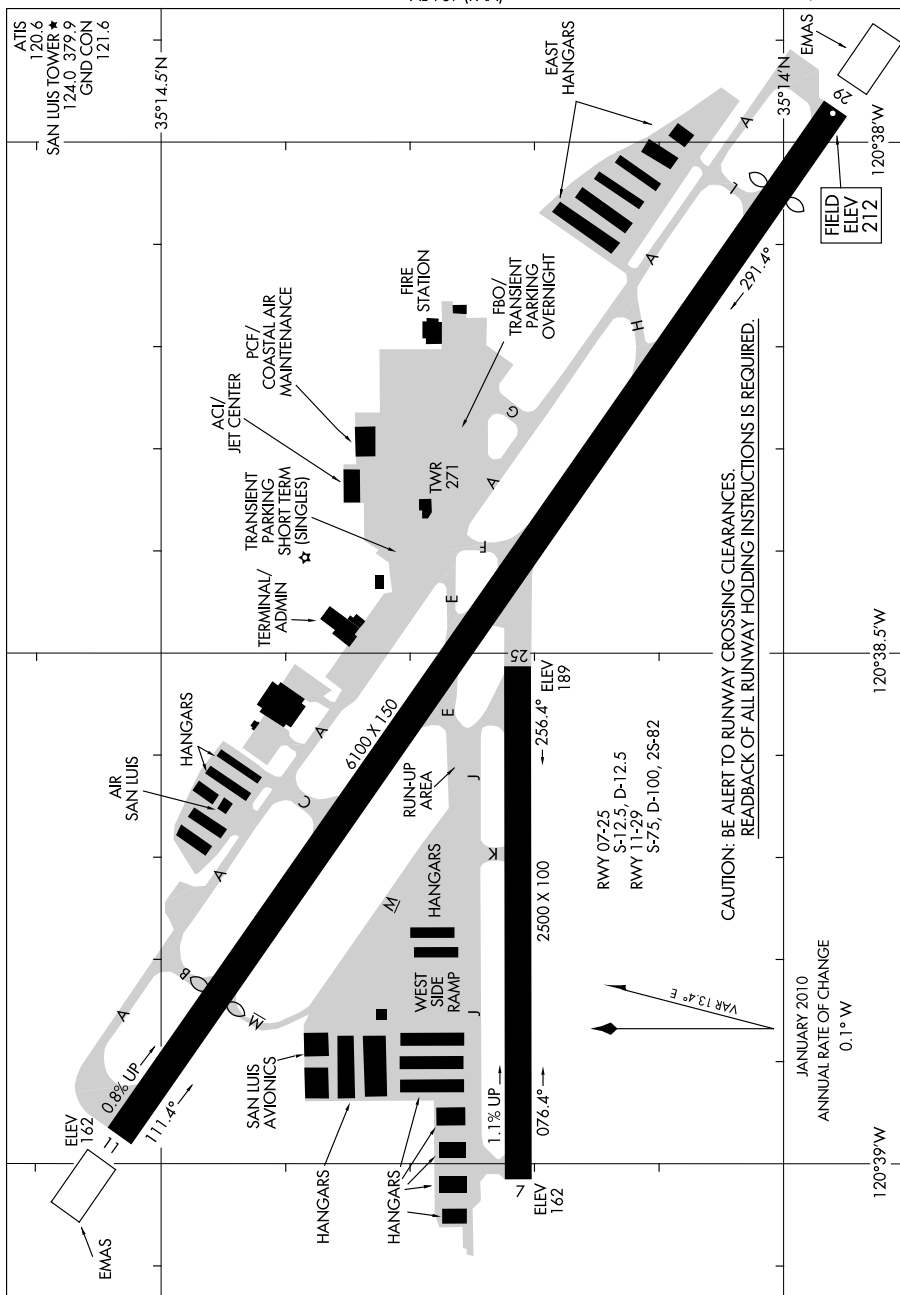
SAN JOSE/REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)

10322

AIRPORT DIAGRAM

AL-989 (FAA)

SAN LUIS COUNTY RGNL (SBP)
SAN LUIS OBISPO, CALIFORNIA



AIRPORT DIAGRAM

SAN LUIS OBISPO, CALIFORNIA
SAN LUIS COUNTY RGNL (SBP)

10322

SW, 05 APR 2012 to 31 MAY 2012

11013

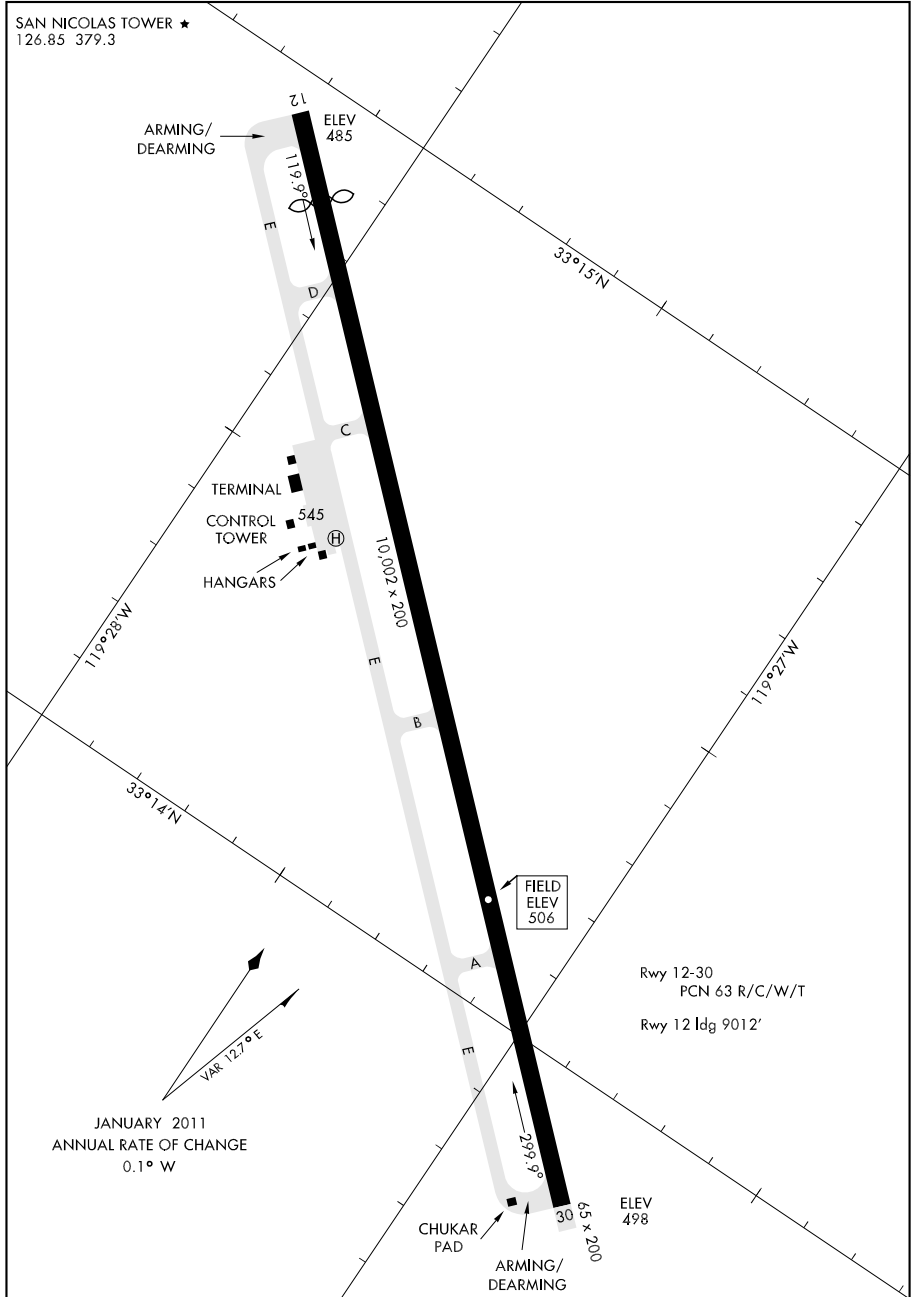
AIRPORT DIAGRAM

AFD-5162 [USN]

SAN NICOLAS ISLAND NOLF (KNSI)

SAN NICOLAS ISLAND, CALIFORNIA

SAN NICOLAS TOWER ★
126.85 379.3



AIRPORT DIAGRAM

SAN NICOLAS ISLAND, CALIFORNIA

SAN NICOLAS ISLAND NOLF (KNSI)

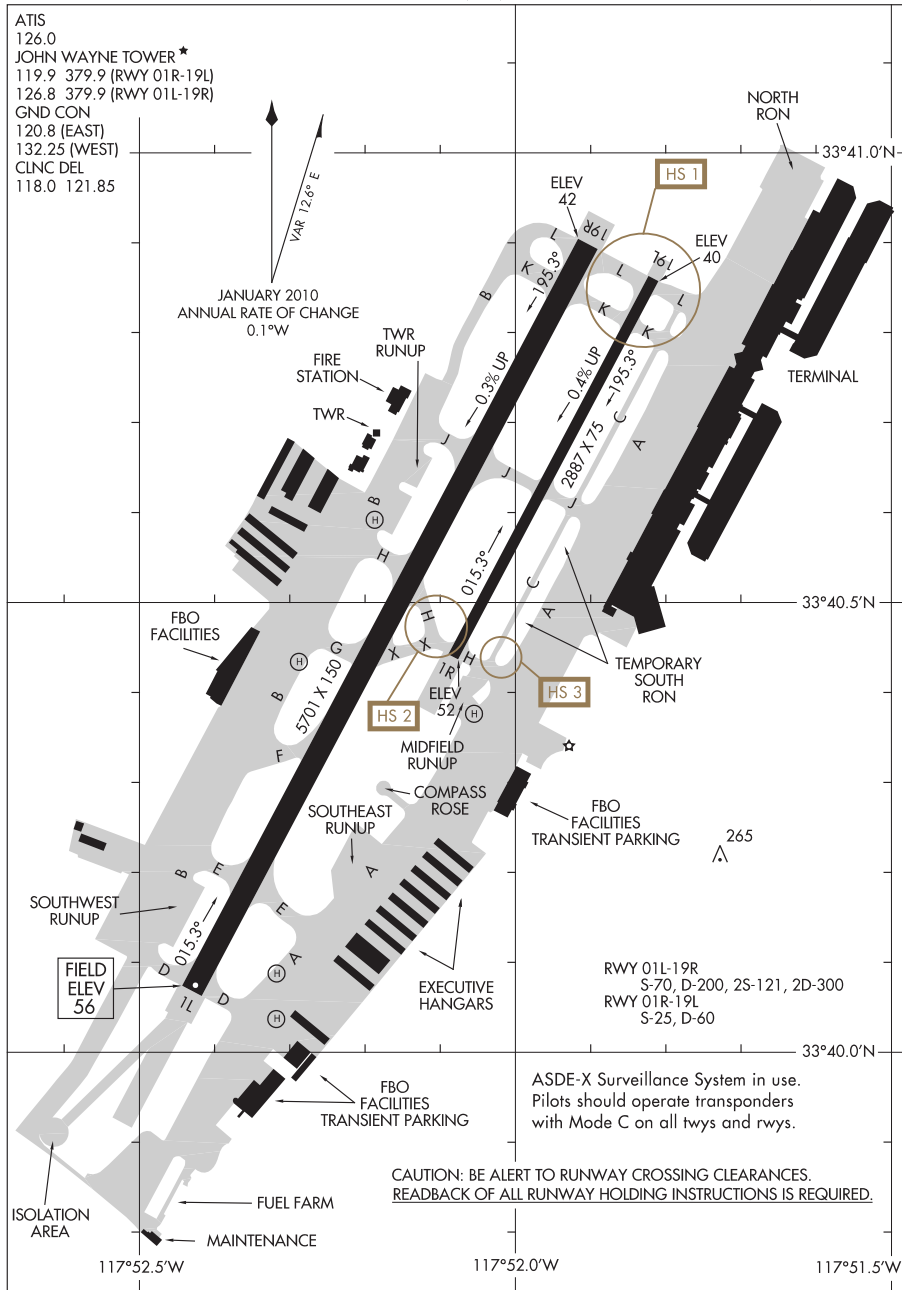
12096

AIRPORT DIAGRAM

SANTA ANA/JOHN WAYNE ARPT-ORANGE COUNTY (SNA)

AL-377 (FAA)

SANTA ANA, CALIFORNIA



AIRPORT DIAGRAM

SANTA ANA/JOHN WAYNE ARPT-ORANGE COUNTY (SNA)

12096

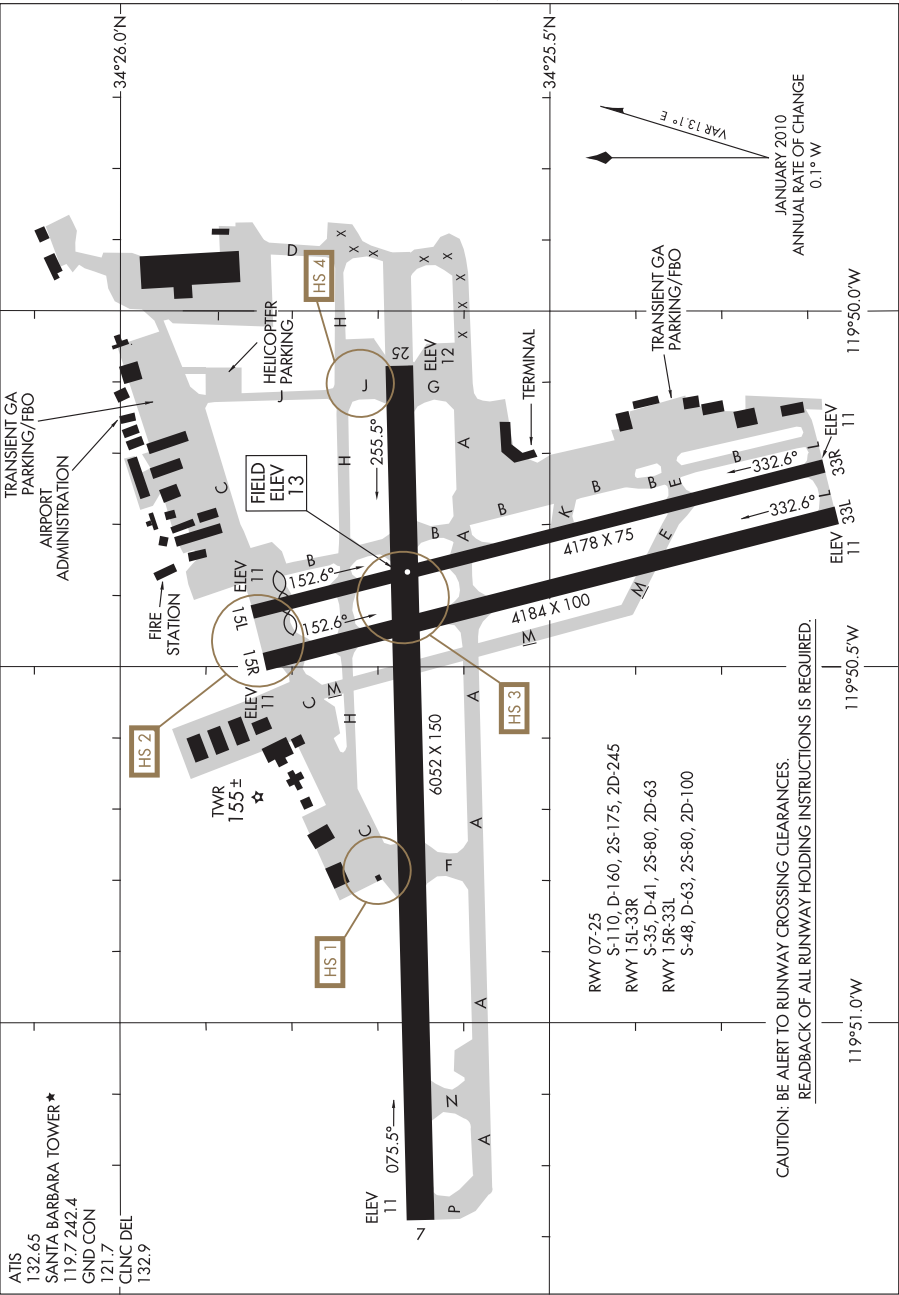
SW, 05 APR 2012 to 31 MAY 2012

12096

AIRPORT DIAGRAM

AL-378 (FAA)

SANTA BARBARA MUNI (SBA)
SANTA BARBARA, CALIFORNIA



AIRPORT DIAGRAM

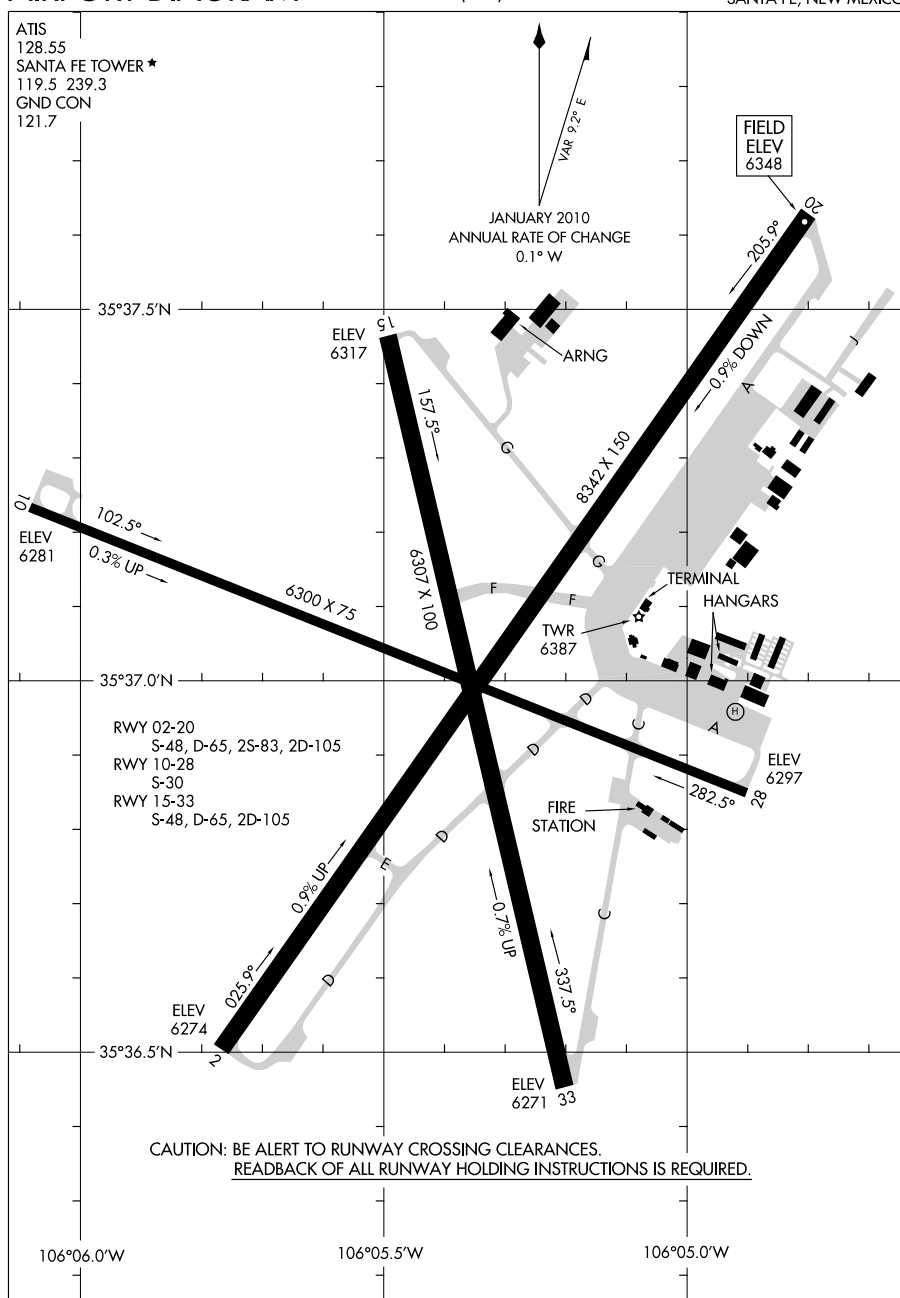
SANTA BARBARA, CALIFORNIA
SANTA BARBARA MUNI (SBA)

12096

11293

AIRPORT DIAGRAM

AL-548 (FAA)

SANTA FE MUNI (SAF)
SANTA FE, NEW MEXICO

AIRPORT DIAGRAM

11293

SANTA FE, NEW MEXICO
SANTA FE MUNI (SAF)

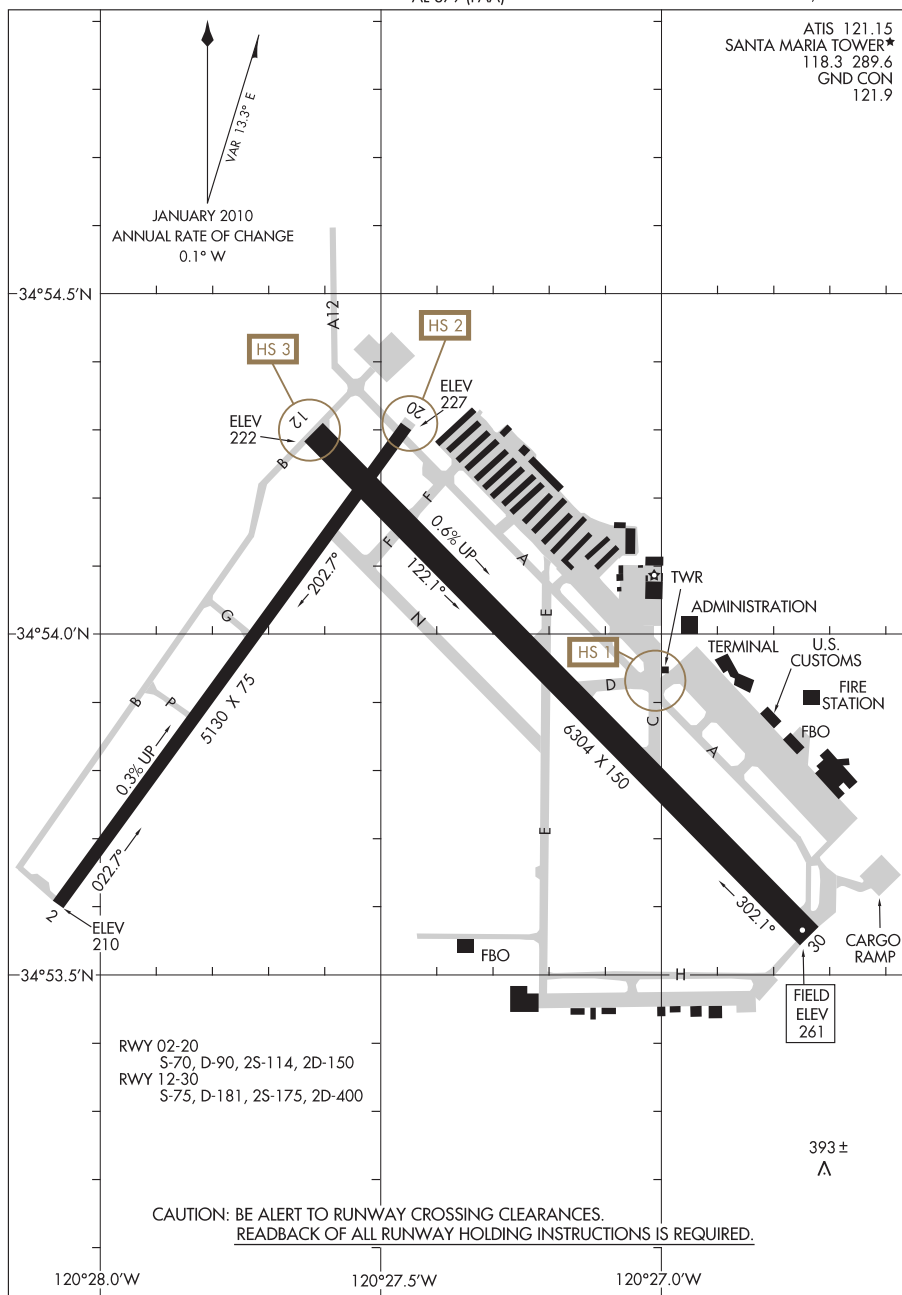
SW, 05 APR 2012 to 31 MAY 2012

12096

AIRPORT DIAGRAM

SANTA MARIA PUBLIC/CAPTAIN G. ALLAN HANCOCK FIELD (SMX)
AL-379 (FAA) SANTA MARIA, CALIFORNIA

ATIS 121.15
SANTA MARIA TOWER★
118.3 289.6
GND CON
121.9



AIRPORT DIAGRAM

SANTA MARIA PUBLIC/CAPTAIN G. ALLAN HANCOCK FIELD (SMX)

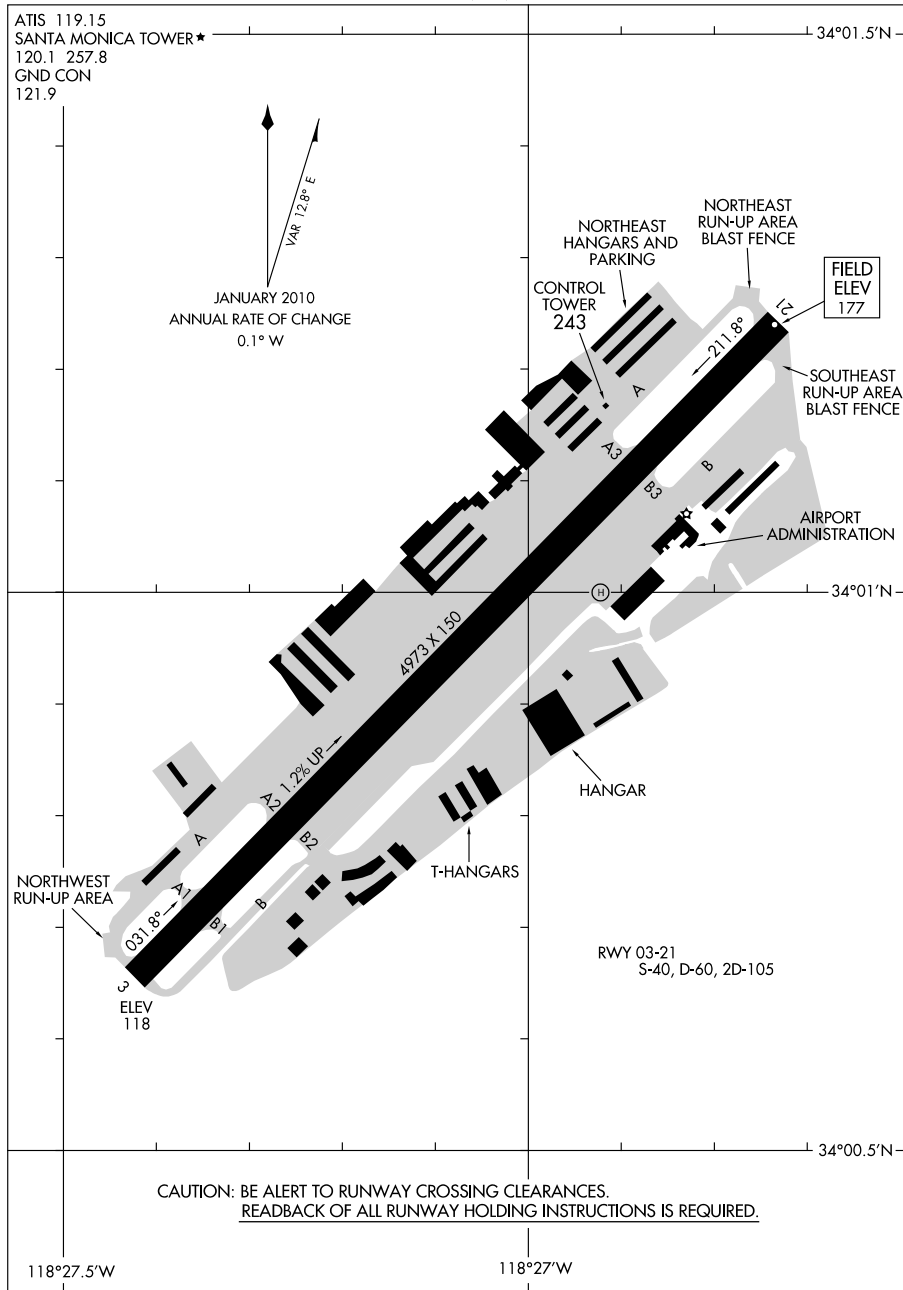
12096

SW, 05 APR 2012 to 31 MAY 2012

10210

AIRPORT DIAGRAM

AL-5023 (FAA)

SANTA MONICA MUNI (SMO)
SANTA MONICA, CALIFORNIA

AIRPORT DIAGRAM

10210

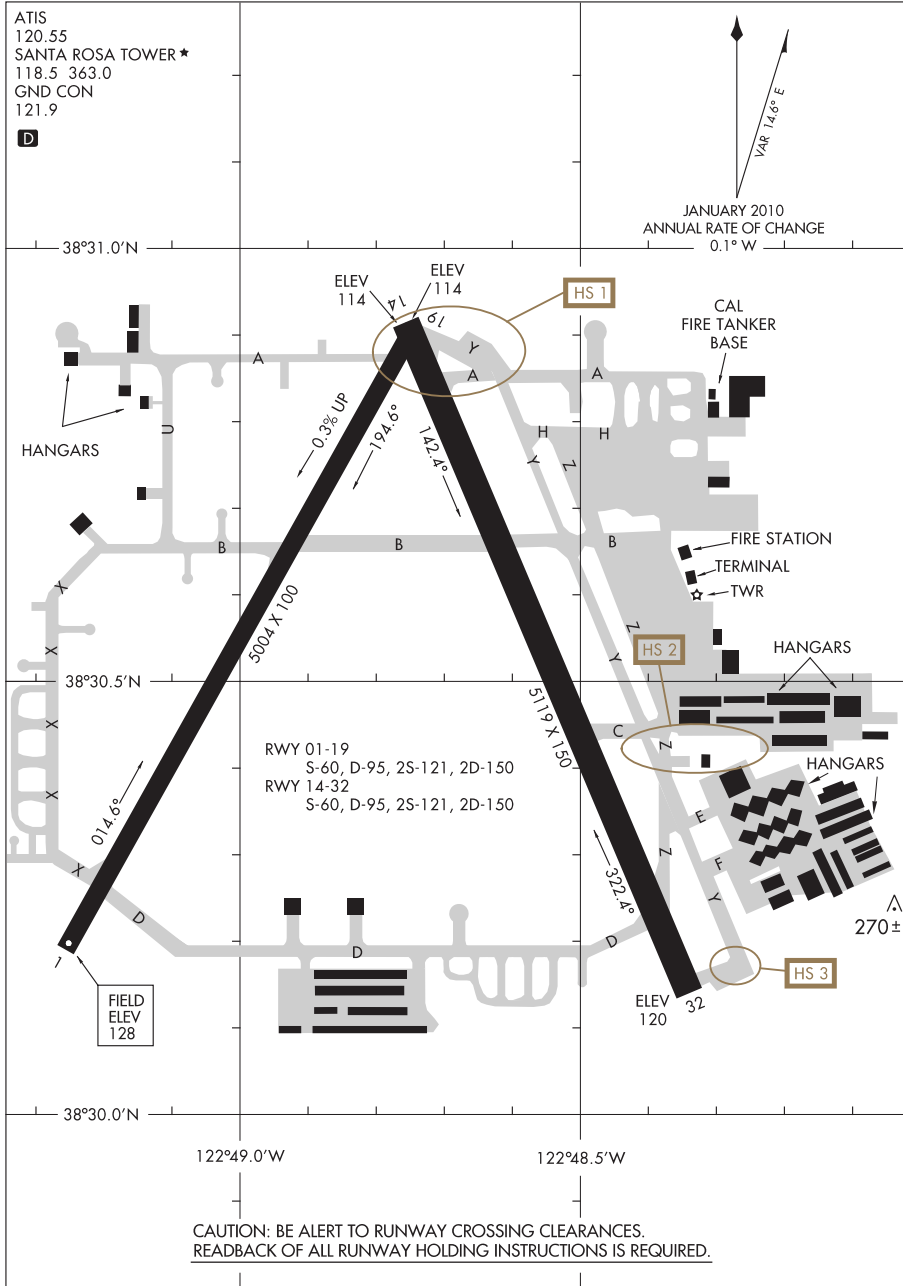
SANTA MONICA, CALIFORNIA
SANTA MONICA MUNI (SMO)

SW, 05 APR 2012 to 31 MAY 2012

12096

AIRPORT DIAGRAM

SANTA ROSA/ CHARLES M. SCHULZ-SONOMA COUNTY (ST'S)
AL-696 (FAA) SANTA ROSA, CALIFORNIA



AIRPORT DIAGRAM

12096

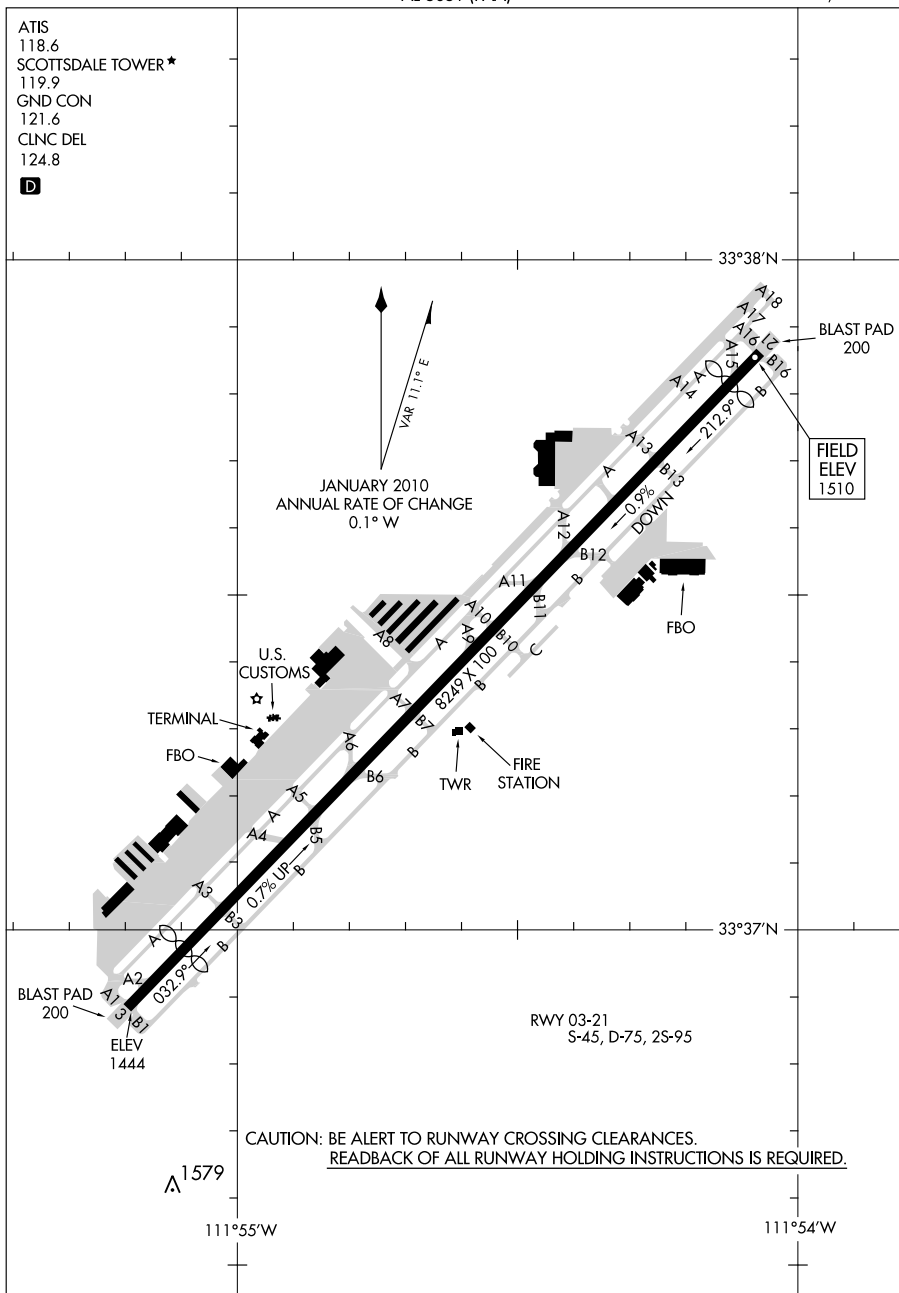
SANTA ROSA, CALIFORNIA
SANTA ROSA/ CHARLES M. SCHULZ-SONOMA COUNTY (ST'S)

SW, 05 APR 2012 to 31 MAY 2012

12040

AIRPORT DIAGRAM

AL-5651 (FAA)

SCOTTSDALE (SDL)
SCOTTSDALE, ARIZONA

AIRPORT DIAGRAM

12040

SCOTTSDALE, ARIZONA
SCOTTSDALE (SDL)

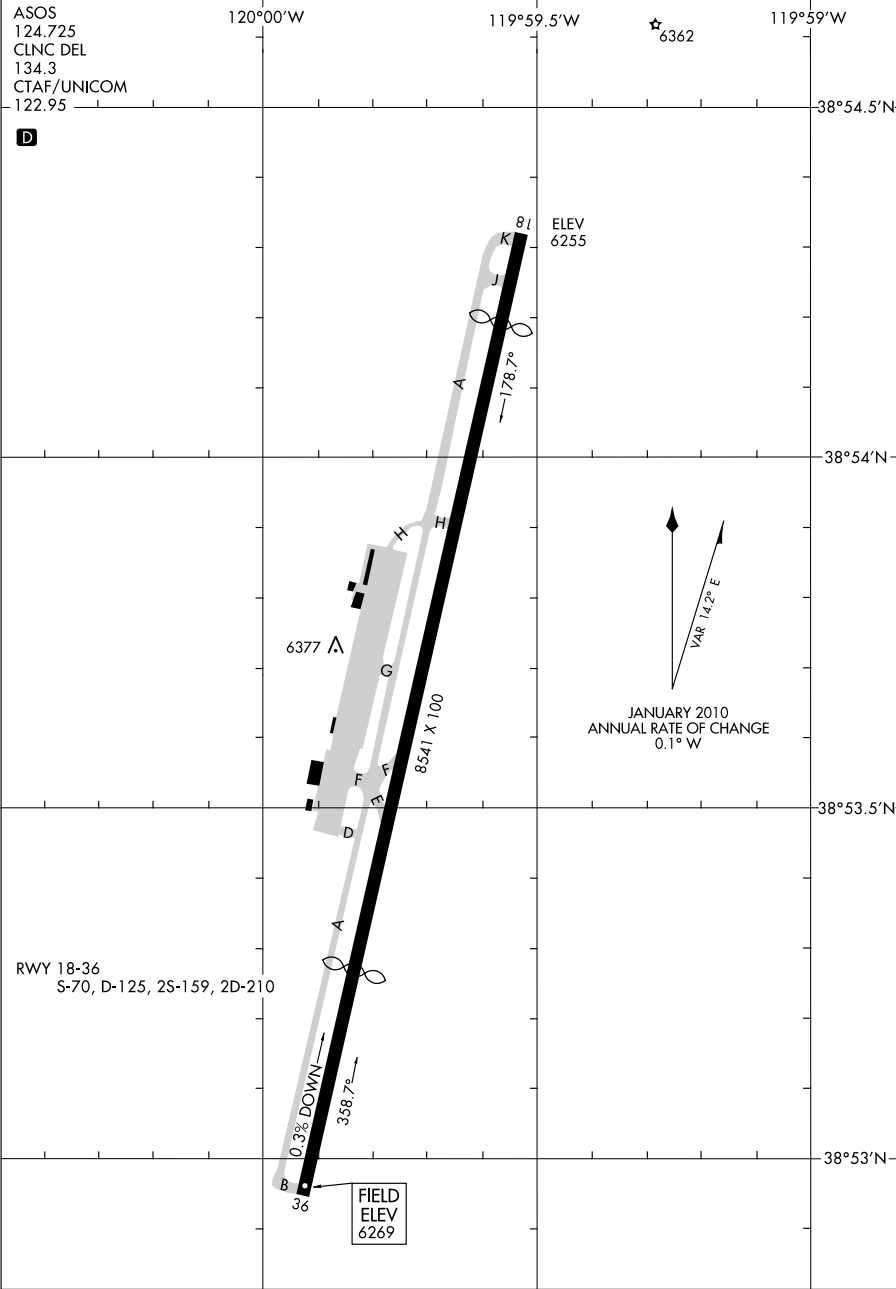
SW, 05 APR 2012 to 31 MAY 2012

11181

AIRPORT DIAGRAM

AL-5416 (FAA)

SOUTH LAKE TAHOE/ LAKE TAHOE (TVL)
SOUTH LAKE TAHOE, CALIFORNIA



AIRPORT DIAGRAM

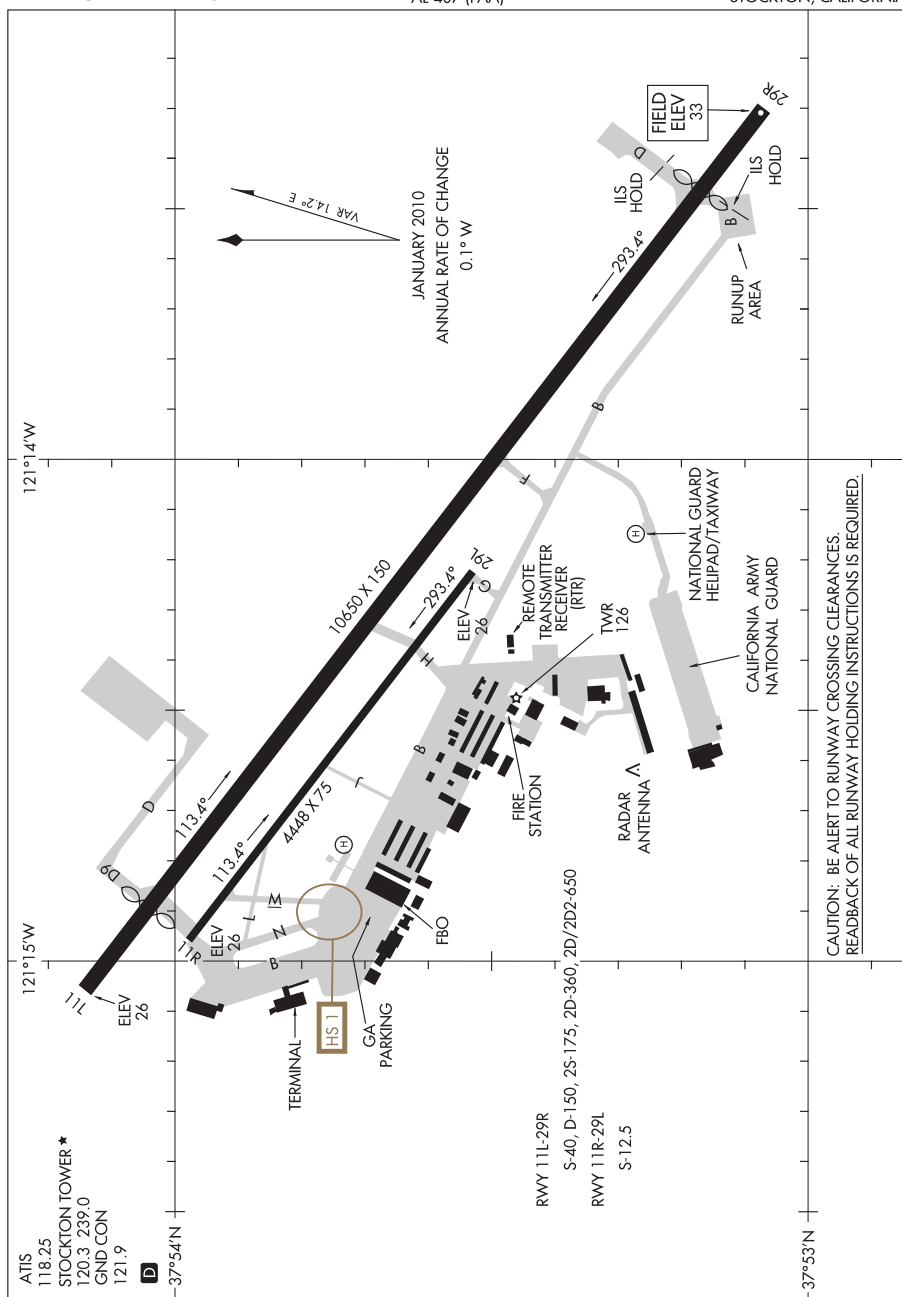
SOUTH LAKE TAHOE, CALIFORNIA
SOUTH LAKE TAHOE/ LAKE TAHOE (TVL)

11181

12096

AIRPORT DIAGRAM

AL-407 (FAA)

STOCKTON METROPOLITAN (SCK)
STOCKTON, CALIFORNIA

AIRPORT DIAGRAM

12096

STOCKTON, CALIFORNIA
STOCKTON METROPOLITAN (SCK)

12096

AIRPORT DIAGRAM

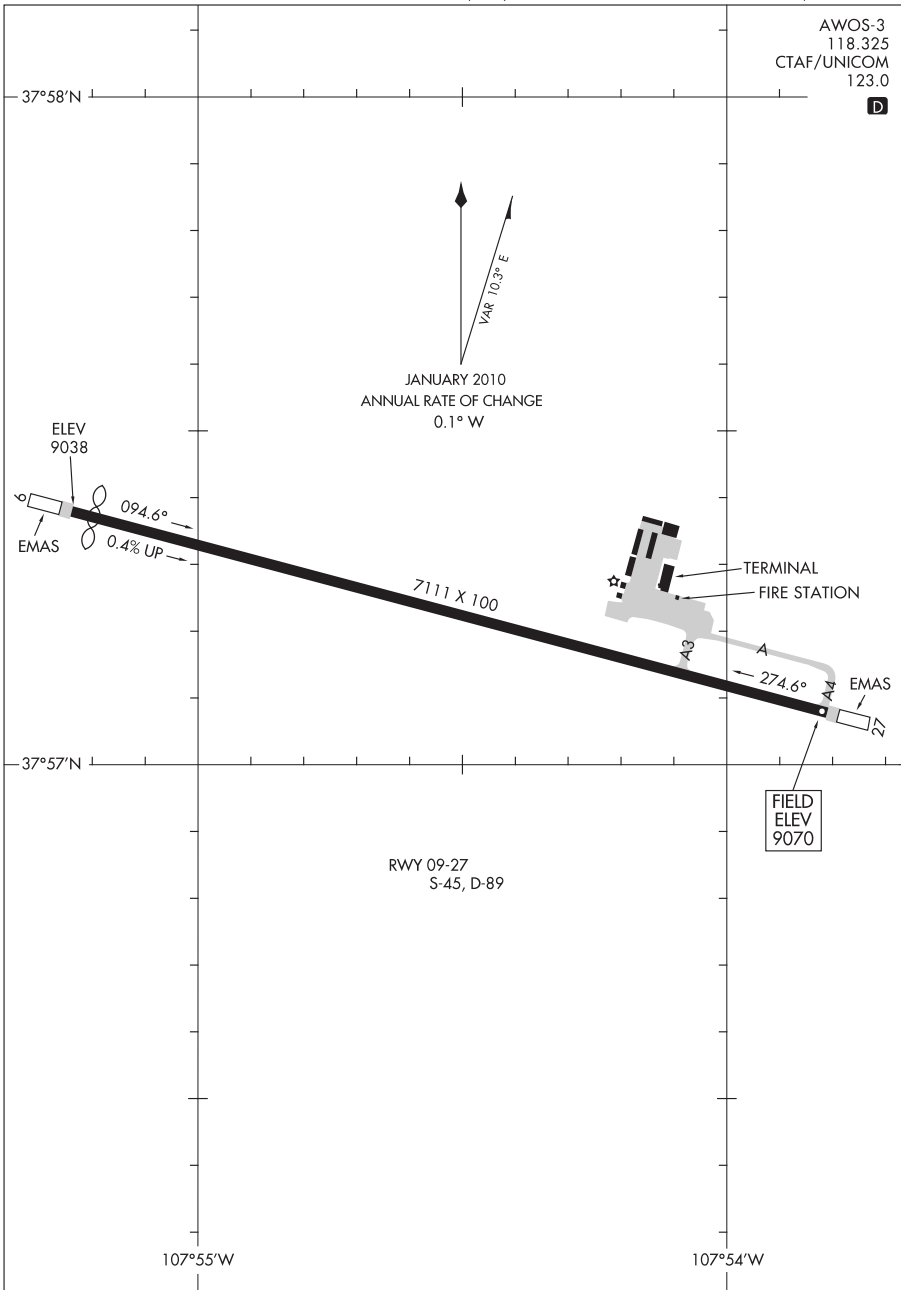
AL-6920 (FAA)

TELLURIDE RGNL (TEX)

TELLURIDE, COLORADO

AWOS-3
118.325
CTAF/UNICOM
123.0

D



AIRPORT DIAGRAM

TELLURIDE, COLORADO

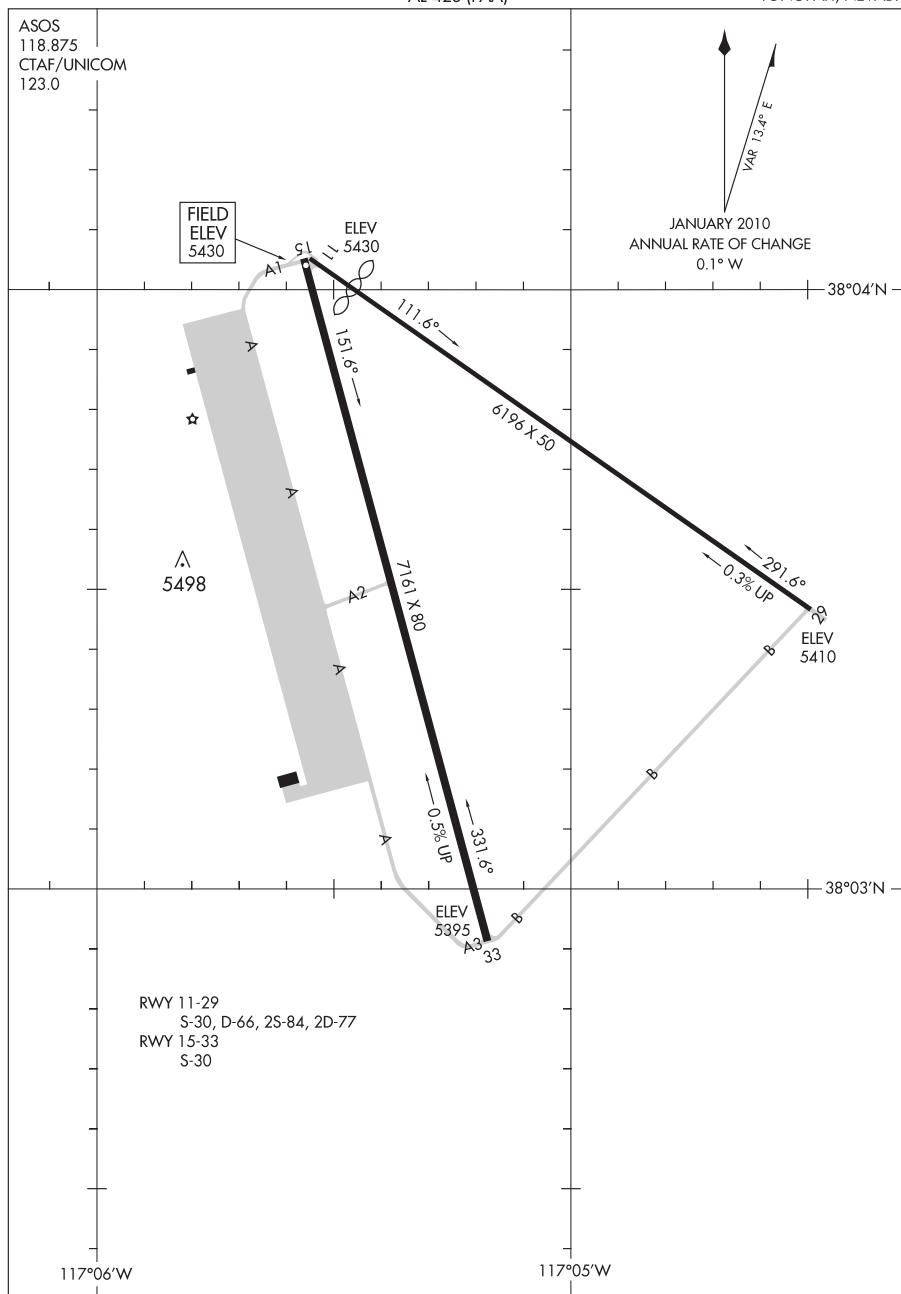
TELLURIDE RGNL (TEX)

12096

12096

AIRPORT DIAGRAM

AL-423 (FAA)

TONOPAH (TPH)
TONOPAH, NEVADAASOS
118.875
CTAF/UNICOM
123.0

AIRPORT DIAGRAM

12096

TONOPAH, NEVADA
TONOPAH (TPH)

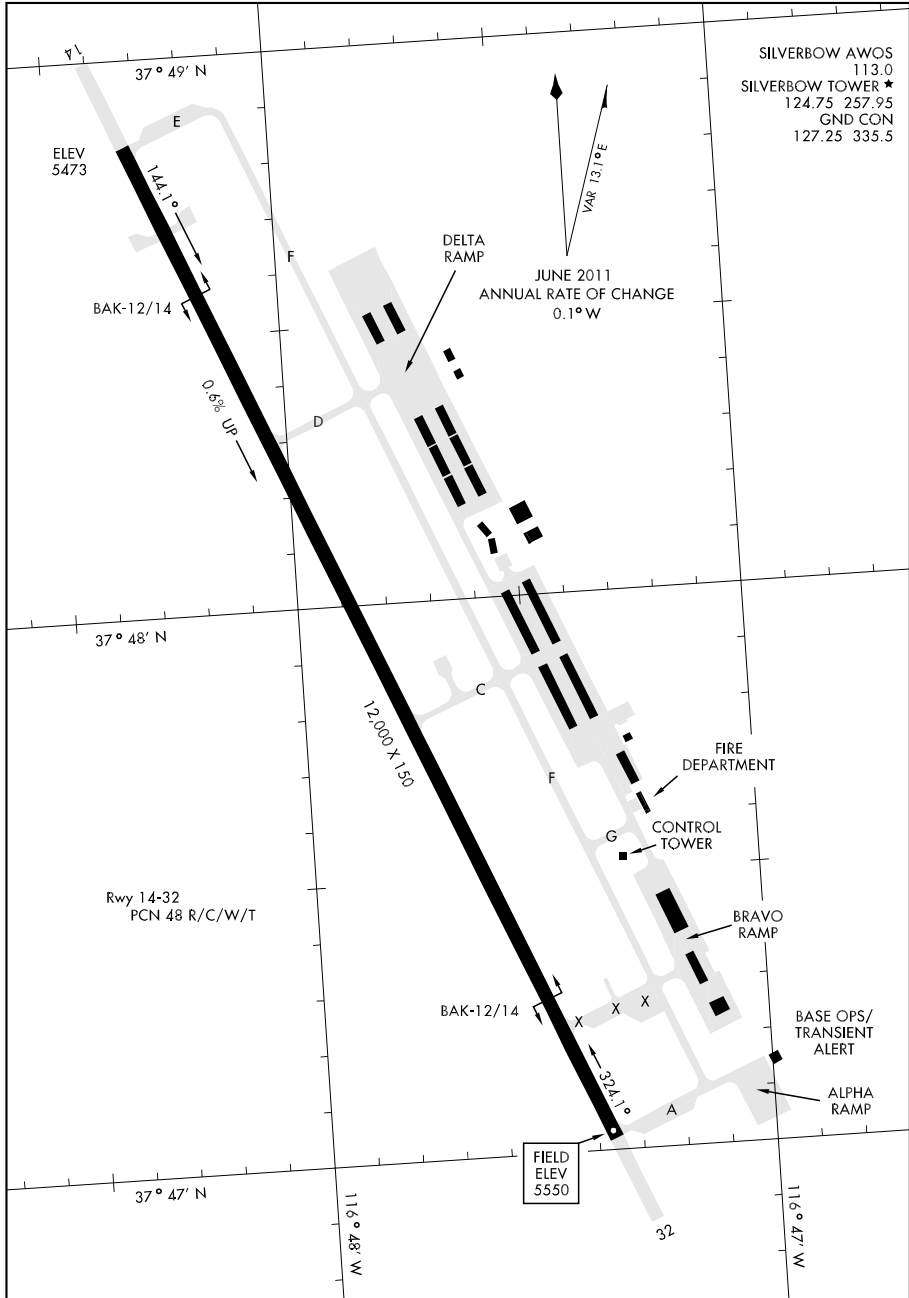
11181

AIRPORT DIAGRAM

AFD-3188 [USAF]

TONOPAH TEST RANGE (KTNX)

TONOPAH, NEVADA



AIRPORT DIAGRAM

TONOPAH, NEVADA

TONOPAH TEST RANGE (KTNX)

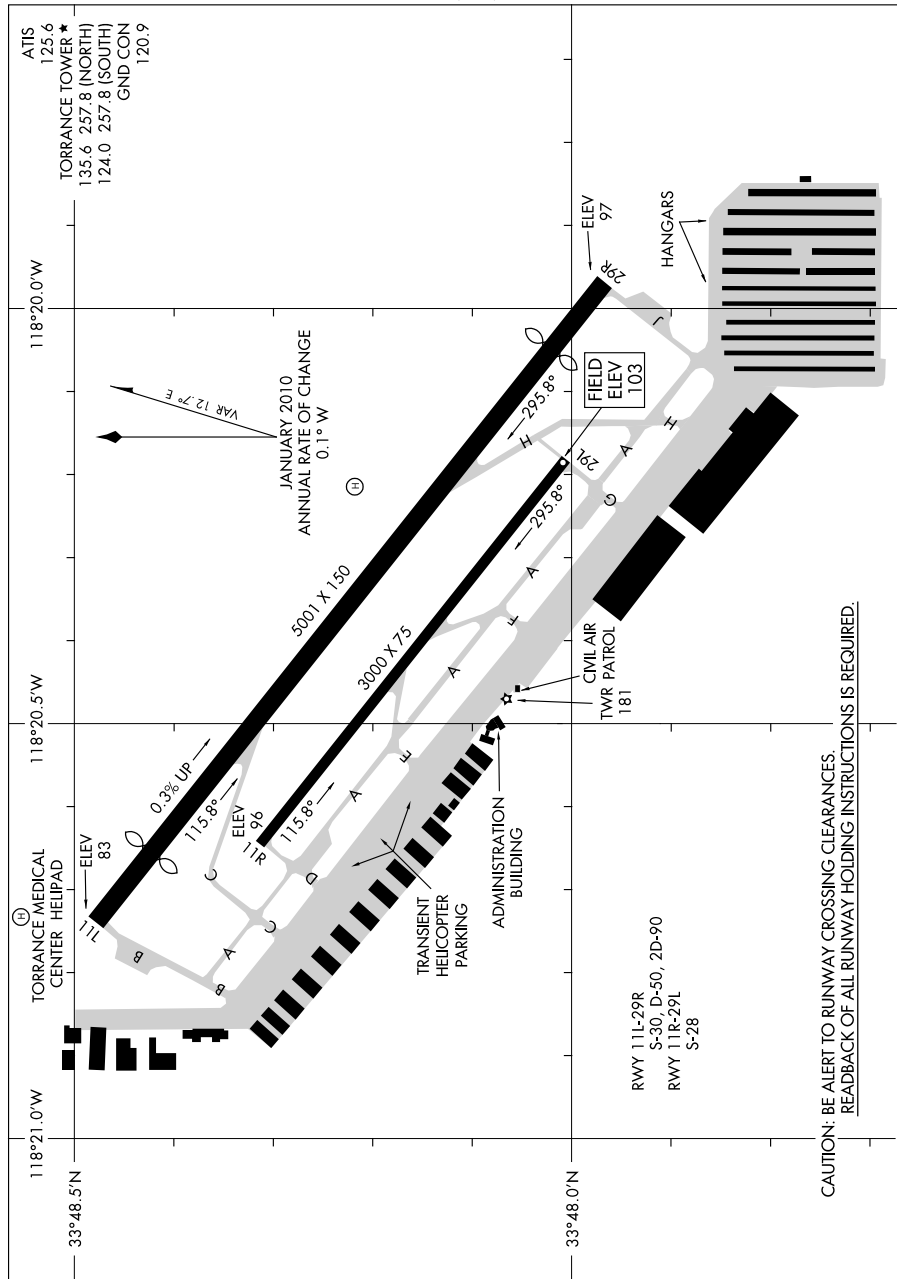
SW, 05 APR 2012 to 31 MAY 2012

10210

AIRPORT DIAGRAM

AL-5179 (FAA)

TORRANCE/ZAMPERINI FIELD (TOA)
TORRANCE, CALIFORNIA



AIRPORT DIAGRAM

TORRANCE, CALIFORNIA
TORRANCE/ZAMPERINI FIELD (TOA)

10210

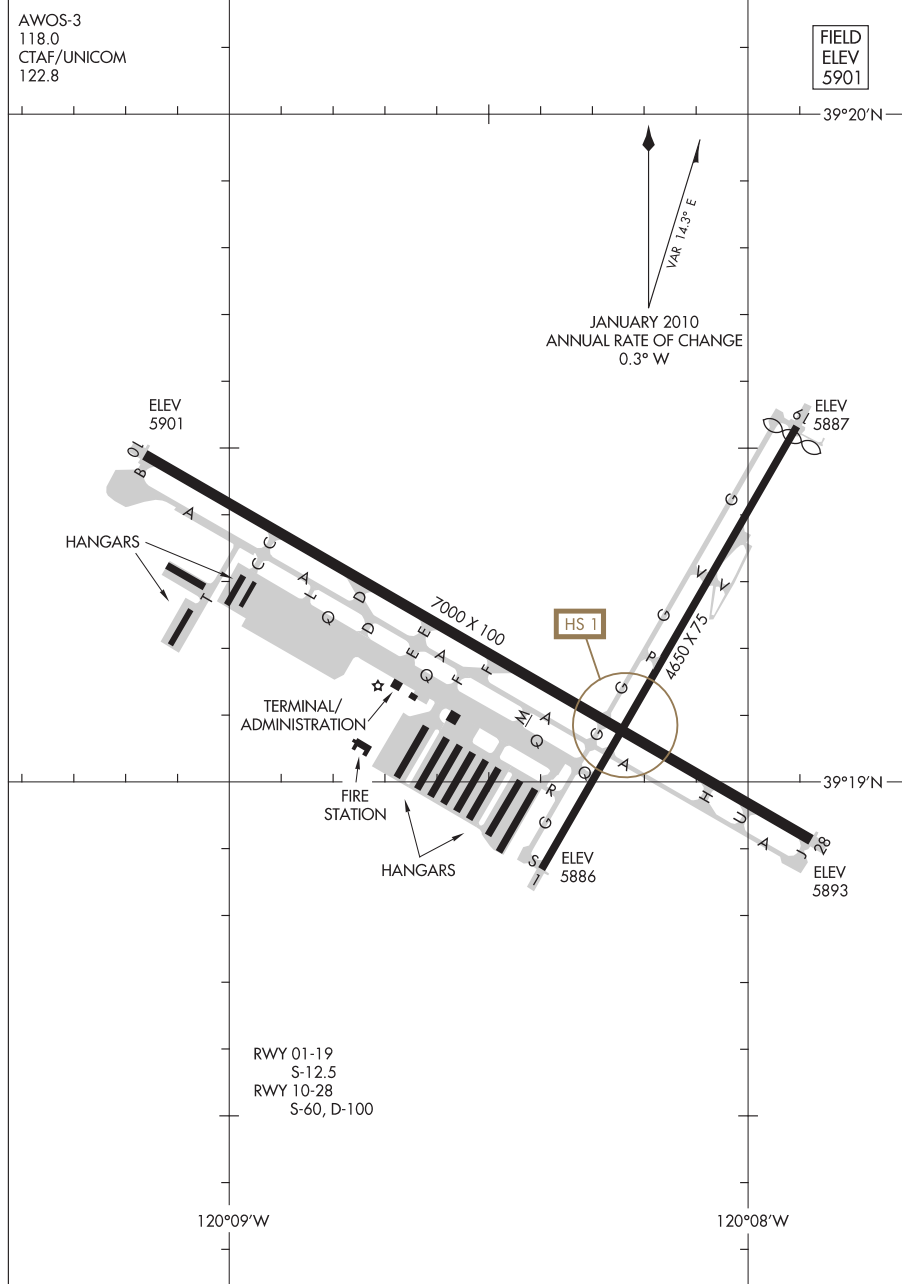
12096

AIRPORT DIAGRAM

AL-6021 (FAA)

TRUCKEE - TAHOE (TRK)

TRUCKEE, CALIFORNIA



AIRPORT DIAGRAM

12096

TRUCKEE, CALIFORNIA
TRUCKEE - TAHOE (TRK)

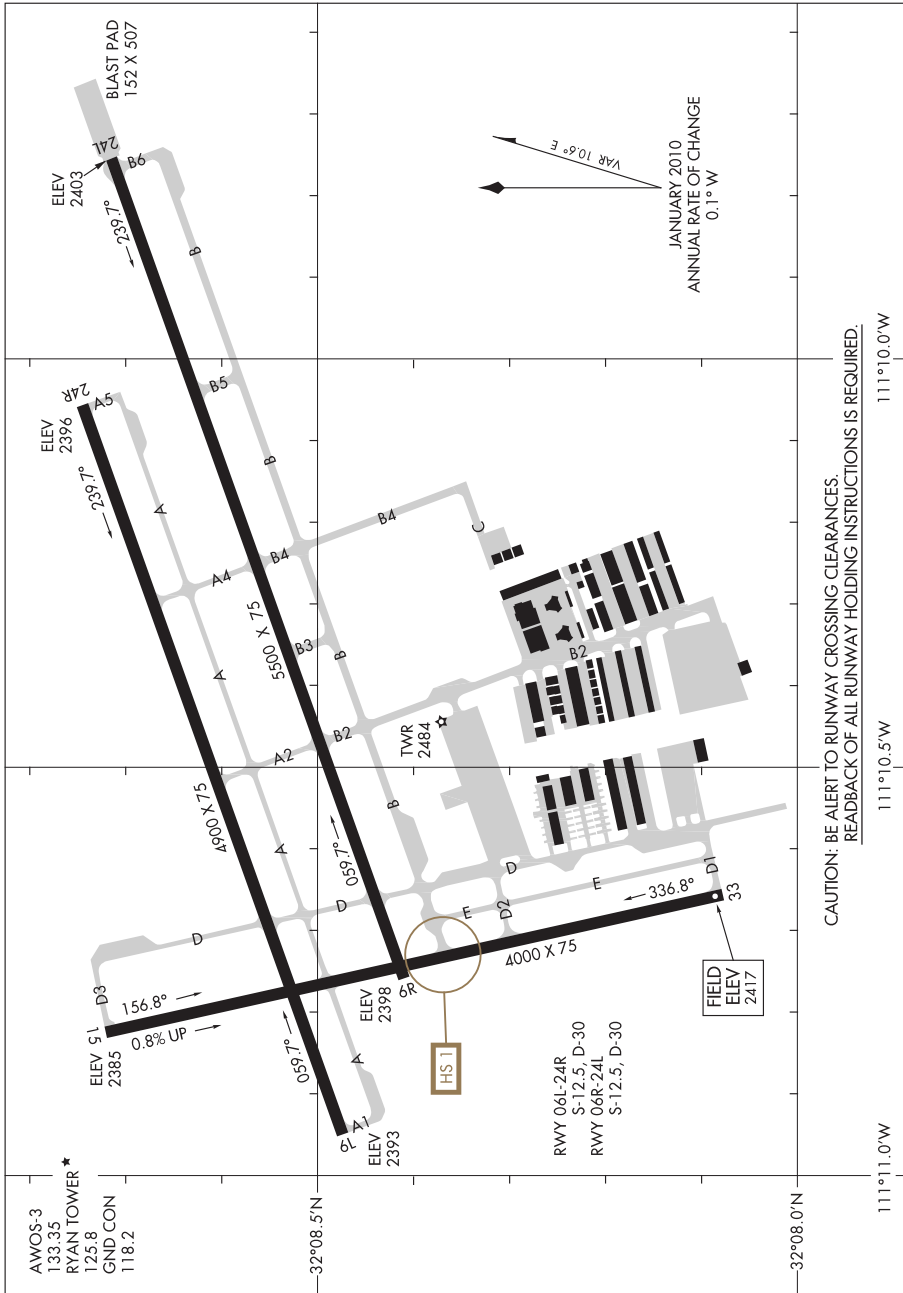
12096

AIRPORT DIAGRAM

AL-6513 (FAA)

TUCSON/RYAN FIELD (RYN)

TUCSON, ARIZONA



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

AIRPORT DIAGRAM

12096

TUCSON, ARIZONA
TUCSON/RYAN FIELD (RYN)

11125

AIRPORT DIAGRAM

AFD-3160 [USN]

TWENTYNINE PALMS SELF (KNXP)

TWENTYNINE PALMS, CALIFORNIA

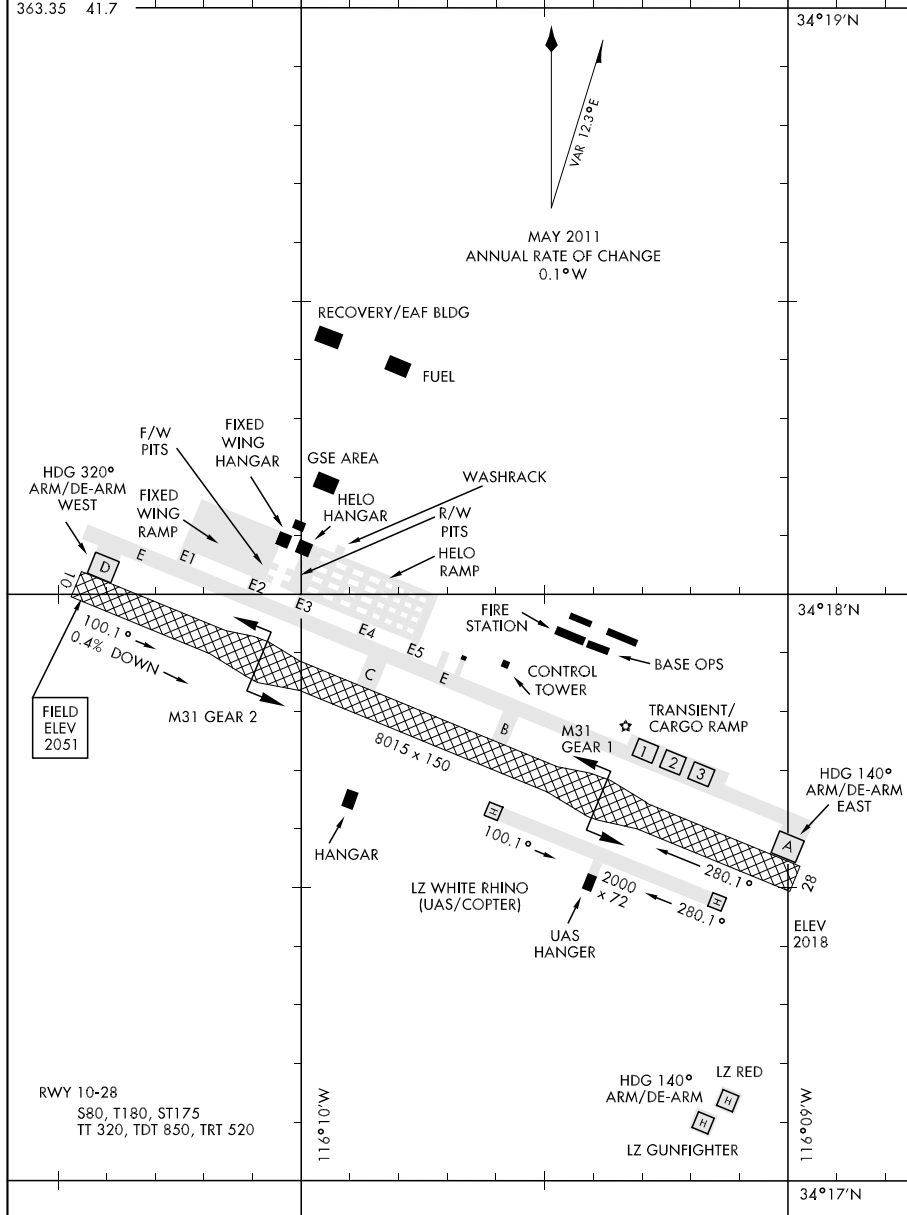
ATIS ★ 386.35

TWENTYNINE PALMS TOWER ★

135.525 340.2

GND CON

363.35 41.7



AIRPORT DIAGRAM

TWENTYNINE PALMS, CALIFORNIA
TWENTYNINE PALMS SELF (KNXP)

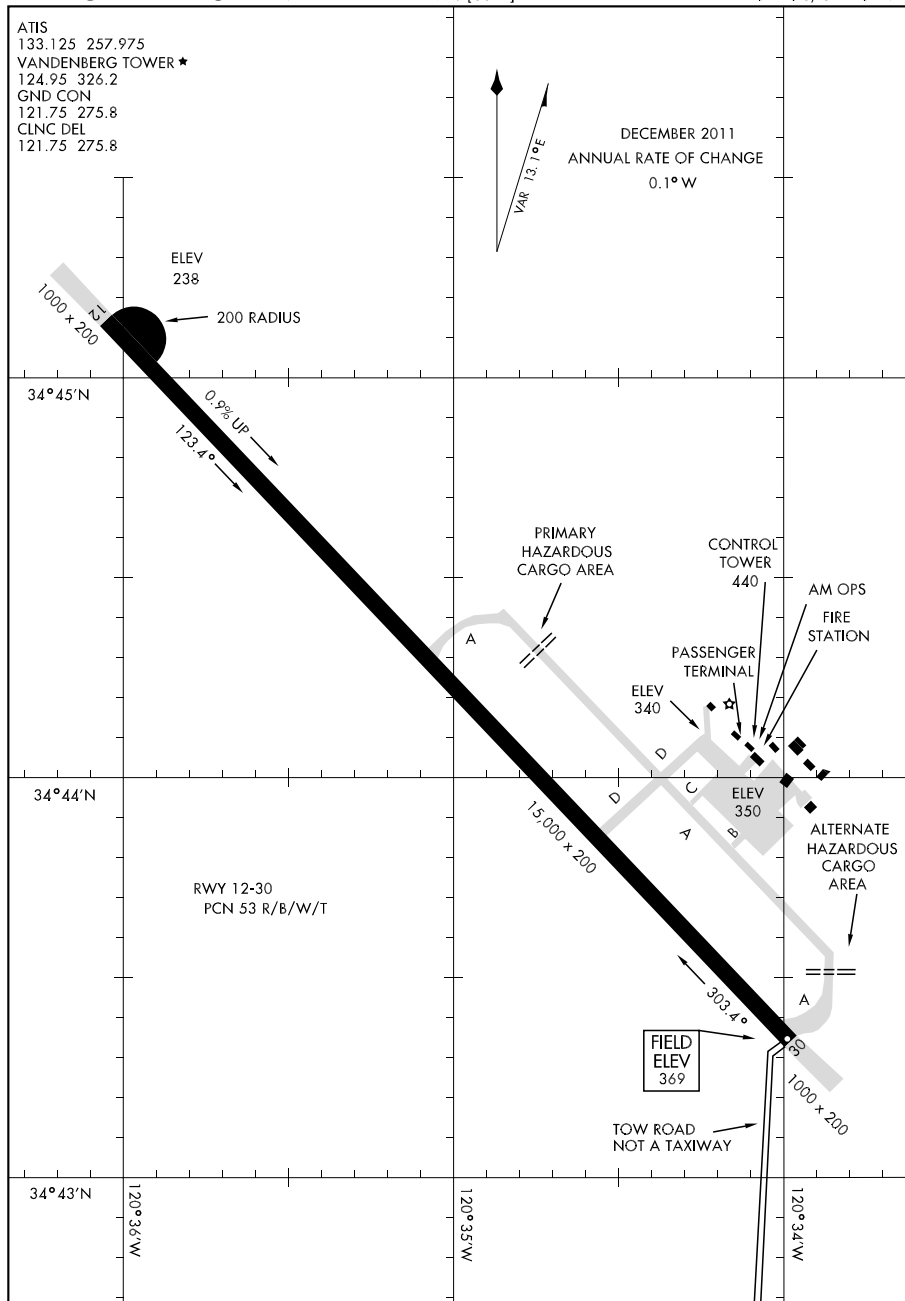
11349

AIRPORT DIAGRAM

AFD-770 [USAF]

VANDENBERG AFB (KVBG)

LOMPOC, CALIFORNIA



AIRPORT DIAGRAM

LOMPOC, CALIFORNIA

VANDENBERG AFB (KVBG)

SW, 05 APR 2012 to 31 MAY 2012

12096

AIRPORT DIAGRAM

VICTORVILLE/SOUTHERN CALIFORNIA LOGISTICS (V'CV)
AL-794 (FAA) VICTORVILLE, CALIFORNIA

AWOS-3

109.4

VICTORVILLE TOWER ★

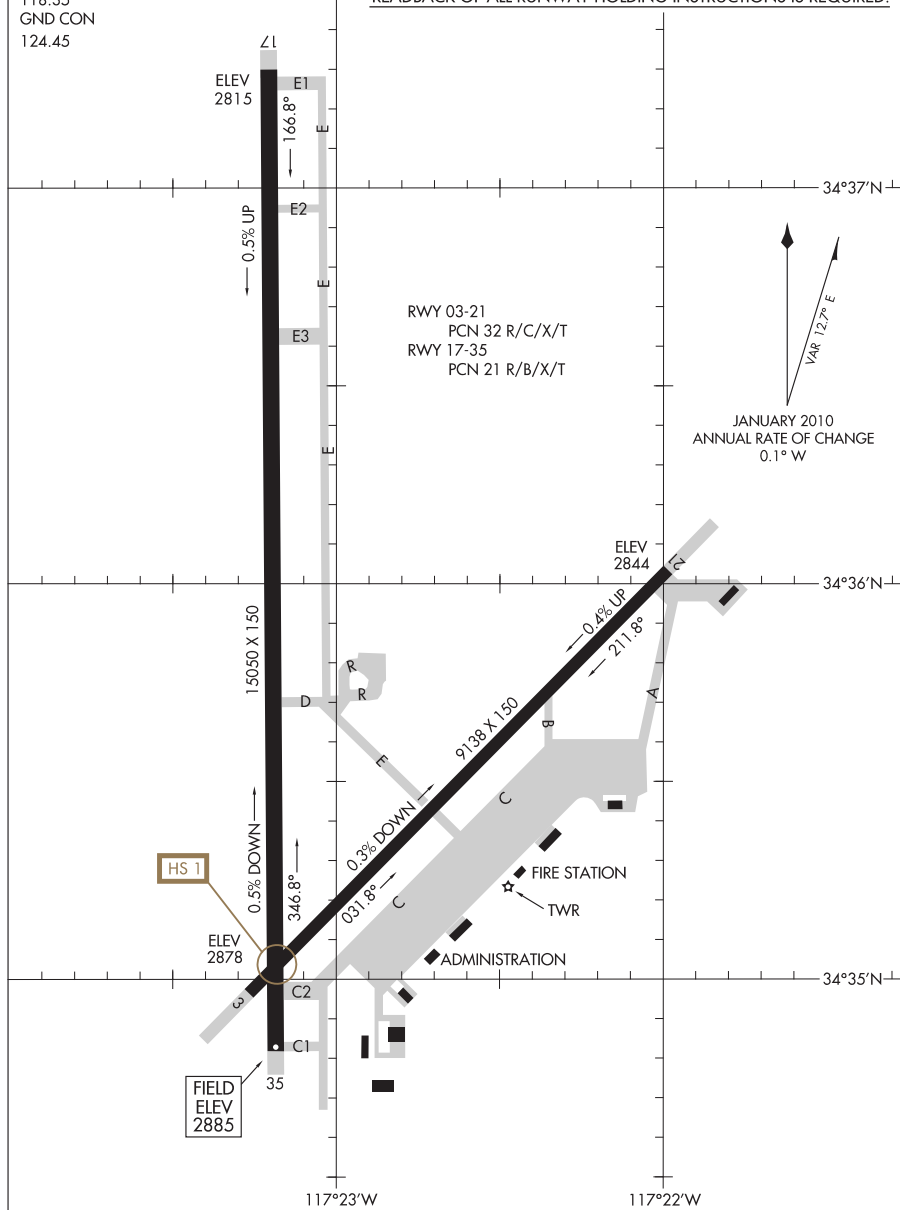
118.35

GND CON

124.45

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



AIRPORT DIAGRAM

12096

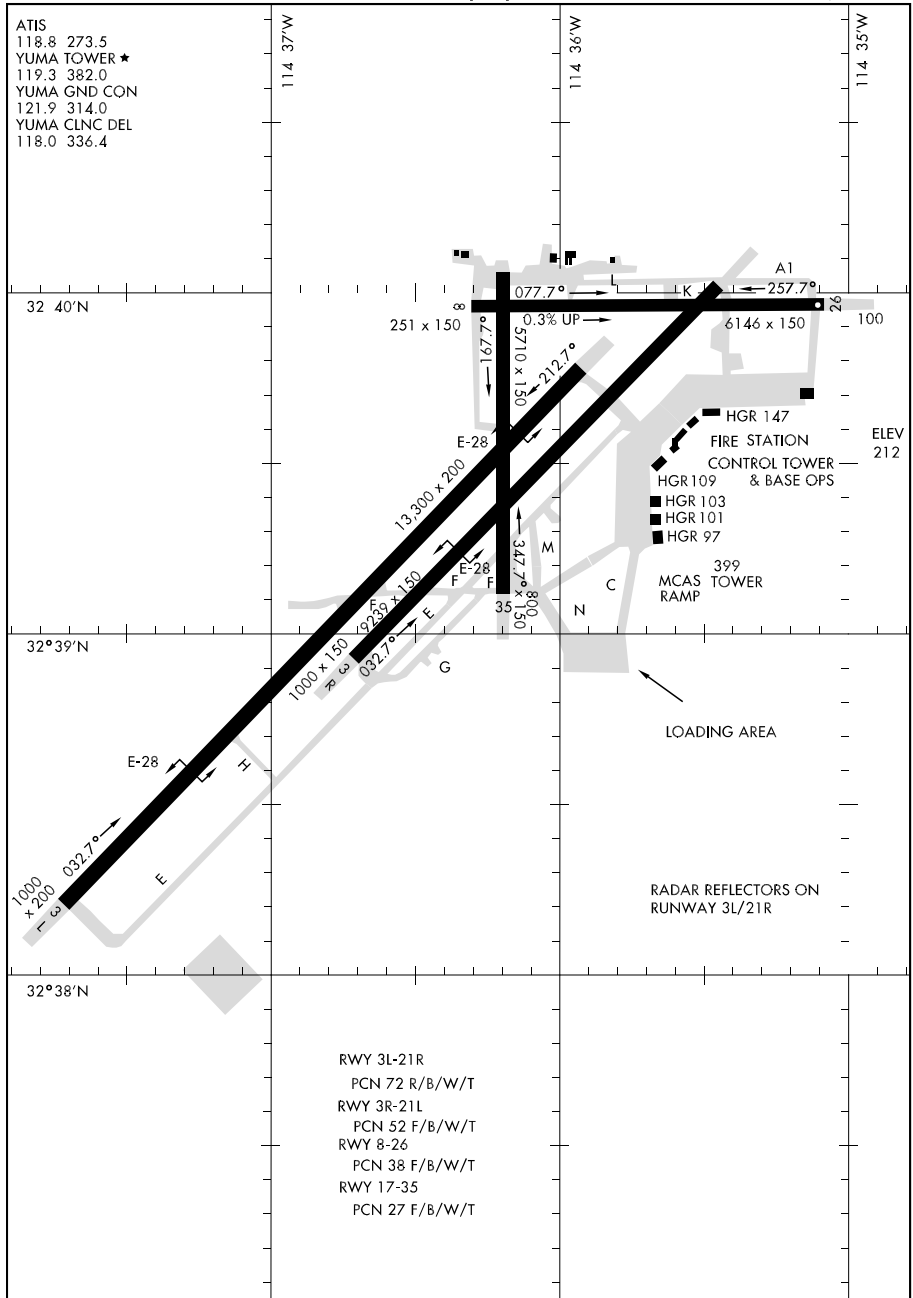
VICTORVILLE, CALIFORNIA
VICTORVILLE/SOUTHERN CALIFORNIA LOGISTICS (V'CV)

12096

AIRPORT DIAGRAM

AFD-511 [USN]

YUMA, ARIZONA



AIRPORT DIAGRAM

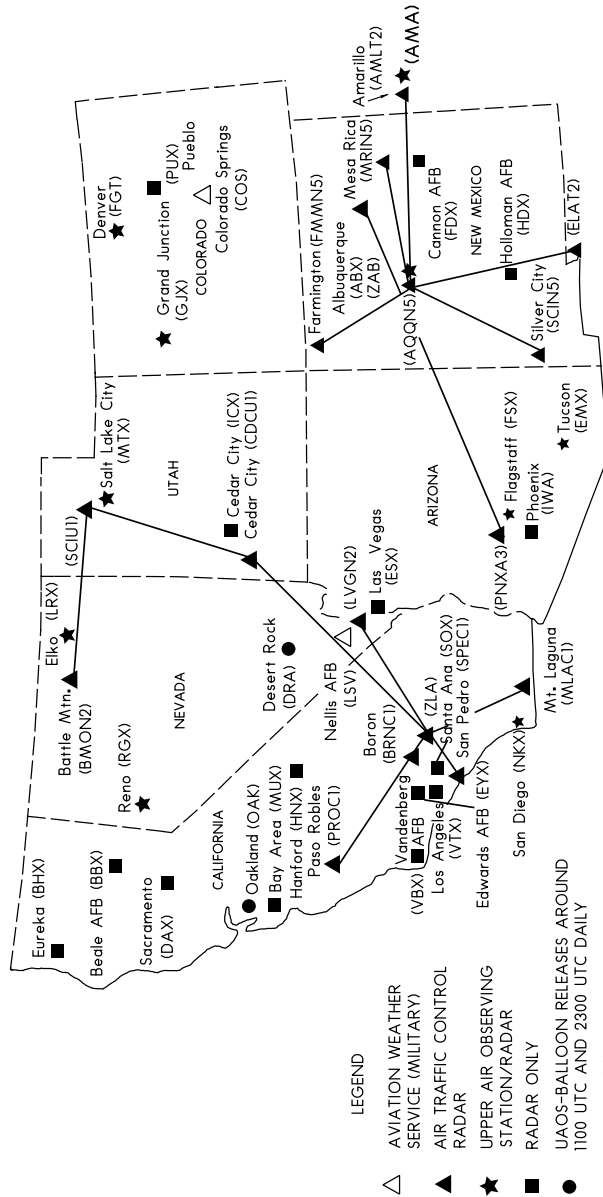
YUMA, ARIZONA

SW, 05 APR 2012 to 31 MAY 2012

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LEFT
BLANK**

NATIONAL WEATHER SERVICE (NWS) UPPER AIR OBSERVING STATIONS (UAOS) AND WEATHER RADAR NETWORK



NOTE: FOR RELEASE LATER THAN 1130 UTC AND 2330 UTC, AND FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED HOURS, AN AERONAUTICAL INFORMATION MESSAGE WILL BE FILED.

ENROUTE FLIGHT ADVISORY SERVICE (EFAS)

See Aeronautical Information Manual (AIM) for available services

