

ADA (ØD7) 1 NW UTC-5(-4DT) N40°47.44' W83°49.75'

949 NOTAM FILE DAY

RWY 09-27: 1955X110 (TURF)

RWY 09: Tree.

RWY 27: Tree.

AIRPORT REMARKS: Unattended. Deer, birds, and wildlife on and invof arpt. Ultralight act on and invof arpt. Ngt ops rstd, ctc amgr. Rwy 09-27 edge mkd with cones.

AIRPORT MANAGER: 419-649-4184

COMMUNICATIONS: CTAF/UNICOM 122.8

CLEARANCE DELIVERY PHONE: For CD ctc Indianapolis ARTCC at 317-247-2411.

DETROIT

AIRBO N39°29.58' W83°44.29' NOTAM FILE ILN.

NDB (MHW/LOM) 407 IL 220° 4.6 NM to Wilmington Air Park. 1050/7W. NDB unmonitored Sat 2300-1100Z‡; Sun 2300-1200Z‡.

CINCINNATI

L-27E

AKRON

AKRON FULTON INTL (AKR)(KAKR) 4 SE UTC-5(-4DT) N41°02.25' W81°28.02'

1068 B NOTAM FILE AKR

RWY 07-25: H6336X150 (ASPH) S-75, D-100, 2S-127, 2D-160

HIRL

RWY 07: REIL. PAPI(P4L)—GA 3.6° TCH 45'. Thld dsplcd 760'.

Railroad.

RWY 25: REIL. PAPI(P4L)—GA 4.0° TCH 45'. Thld dsplcd 259'. Trees.

RWY 01-19: H2337X100 (ASPH) S-30 MIRL

RWY 01: Fence.

RWY 19: Thld dsplcd 192'. Trees.

SERVICE: S4 FUEL 100LL, JET A OX 1, 2 LGT ACTIVATE REIL Rwy 07-25; PAPI Rwy 07-25; HIRL Rwy 07-25; MIRL Rwy 01-19—CTAF.

AIRPORT REMARKS: Attended continuously. Deer on and invof arpt. Rwy 01-19 markings faded. Flight Notification Service (ADCUS) available.

AIRPORT MANAGER: 330-733-4760

WEATHER DATA SOURCES: ASOS 126.825 (330) 724-4237.

COMMUNICATIONS: CTAF/UNICOM 123.075

Ⓡ CLEVELAND APP/DEP CON 118.6 (1100-0500Z‡)

Ⓡ CLEVELAND CENTER APP/DEP CON 120.6 (0500-1100Z‡) ctc Cleveland ARTCC at 440-774-0223.

CLNC DEL 121.6

CLEARANCE DELIVERY PHONE: For CD ctc Cleveland Apch at 216-352-2323, when Apch clsd ctc Cleveland ARTCC at 440-774-0223.

AIRSPACE: CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CAK.

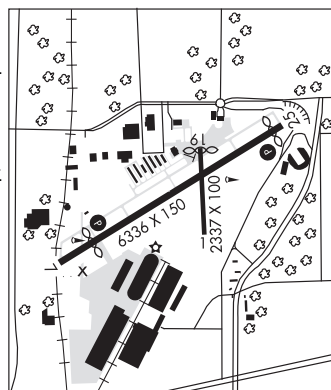
(L) VOR/DME 114.4 ACO Chan 91 N41°06.47' W81°12.09' 255° 12.8 NM to fld. 1197/4W.

DME unusable:

Byd 10 NM

NDB (MHW/LOM) 362 AK N41°04.18' W81°23.24' 249° 4.1 NM to fld. 1149/7W. NOTAM FILE CLE.

LOC/DME 110.9 I-AKR Chan 46 Rwy 25. LOM AKRON NDB. LOC unmonitored when ATCT closed. DME unusable byd 25° left of course.



DETROIT

H-106, L-30G

IAP, AD