

COURTLAND (9A4) 2 NE UTC-6(-5DT) N34°39.49' W87°20.91'

588 B NOTAM FILE ANB

RWY 13-31: H4994X100 (CONC) HIRL**RWY 18-36:** H3484X150 (CONC)**SERVICE:** FUEL 100LL LGT HIRL Rwy 13-31 preset low intst, to incr intst—CTAF. No twy lgts.**AIRPORT REMARKS:** Unattended. 100LL fuel avbl 24/7 with credit card.

Portions of ramp are in poor cond with loose chunks of conc and vegetation growth. Twys poor cond with loose conc cracking and vegetation growth. Conc blocks/joints uneven at apch end Rwy 31. Svrl conc blocks/joints are uneven 200 ft fm pavement end of Rwy 36. Potholes and loose chunks of conc present on Rwy 18-36. Rwy 36 markings faded.

AIRPORT MANAGER: 256-318-4536**WEATHER DATA SOURCES:** AWOS-3P 118.525 (256) 637-0903.**COMMUNICATIONS:** CTAF/UNICOM 122.7Ⓡ **HUNTSVILLE APP/DEP CON** 118.05 (1200-0600Z±)**MEMPHIS CENTER APP/DEP CON** 120.8 (0600-1200Z±)**CLEARANCE DELIVERY PHONE:** For CD ctc Huntsville Apch at 256-542-2070, when Apch clsd ctc Memphis ARTCC at 901-368-8453/8449.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MSL.**MUSCLE SHOALS (H) DME** 116.25 MSL Chan 109(Y) N34°42.41' W87°29.49' 112° 7.7 NM to fld. 583.

DME unusable:

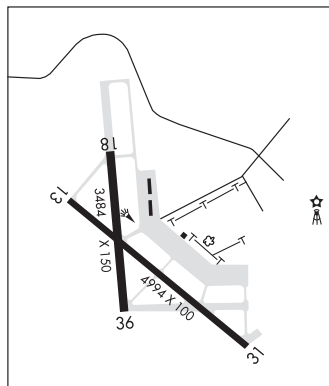
225°-242° byd 35 NM blo 3,000'

271°-283° byd 32 NM blo 3,000'

ATLANTA

L-18H

IAP

**CRAIG FLD** (See SELMA on page 76)**CREOLA****MARK REYNOLDS/NORTH MOBILE CO** (15A) 3 NE UTC-6(-5DT) N30°54.55' W87°59.78'

NEW ORLEANS

8 B NOTAM FILE ANB

RWY 03-21: 2000X180 (TURF) LIRL(NSTD)**RWY 03:** Tree.**RWY 21:** Trees.**SERVICE:** LGT No rwy lgts—day opns only. No bcn lgt—day opns only. Apt bcn OTS indefly. Rwy 03-21 nstd LIRL; no thr lgts, OTS indefly.**AIRPORT REMARKS:** Unattended. Rwy markings NSTD, marked with frangible pvc pipe.**AIRPORT MANAGER:** 251-689-9263**COMMUNICATIONS:** CTAF/UNICOM 122.8**CLEARANCE DELIVERY PHONE:** For CD ctc Mobile Apch at 251-662-6236, when Apch clsd ctc Houston ARTCC at 281-230-5622.**CRIMSON** N33°15.53' W87°32.21' NOTAM FILE ANB.

ATLANTA

(H) TACAN 117.8 LDK Chan 125 242° 4.4 NM to Tuscaloosa Ntl. 365/3W.

H-6K, 9A, L-18H

TACAN AZIMUTH unusable:

100°-170°