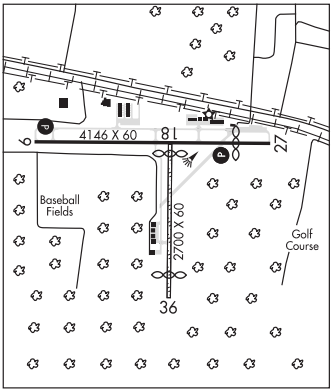
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AIRSPACE: CLASS C svc ctc **APP CON**.
RADIO AIDS TO NAVIGATION: NOTAM FILE OMN.
ORMOND BEACH (VH) (H) VORTACW 112.6 OMN Chan 73 N29º18.20´ W81º06.76´ 159º 7.9 NM to fld. 24/0E.
VOR unusable:
034º–036º byd 40 NM
070º–100º byd 35 NM blo 1,500´
099º–112º byd 40 NM
122º–141º byd 40 NM
159º–161º byd 40 NM
170º–181º byd 40 NM blo 3,000´
170º–181º byd 46´
207º–209º byd 40 NM
236º–239º byd 40 NM
240º–244º blo 6,000´
240º–250º byd 53 NM
251º–286º byd 40 NM
290º–298º byd 40
290º–300º byd 20 NM blo 2,500´
318º–321º byd 40 NM
326º–328º byd 40 NM
ILS 109.7 I–DAB Rwy 07L. Class IA. Auto cpd apch NA blw 535´ MSL due to glideslope reversal
ILS/DME 109.7 I–DBF Chan 34 Rwy 25R. Class IE.

DEFUNIAK SPRINGS (54J) 2 W UTC–6(–5DT) N30º43.87´ W86º09.23´ **NEW ORLEANS**
289 B NOTAM FILE GNV **L–21C, 22H**
RWY 09–27: H4146X60 (ASPH) S–20 PCN 6 F/A/X/T MIRL **IAP**
RWY 09: PAPI(P2L)—GA 3.0º TCH 43´. Fence.
RWY 27: PAPI(P2L)—GA 3.0º TCH 49´. Thld dsplcd 605´. Railroad.
RWY 18–36: 2700X60 (DIRT) 0.5% up N
RWY 18: Thld dsplcd 165´. P–line.
RWY 36: Thld dsplcd 400´. Trees.
SERVICE: S4 **FUEL** 100LL, JET A+ **LGT** ACTVT PAPI Rwy 09 and 27; MIRL Rwy 09–27—CTAF.
AIRPORT REMARKS: Attended Mon–Fri 1500–2200Z‡. Fuel 24 hr credit card svc avbl. Trees obst ln of sight btn Rwy 09 and 36 and Rwy 27 and 36. Rwy 09 and 27 ln of sight obst due to Rwy 09 up slope. Rwy 18–36 white pvc pipe every 200 ft. Rwy safety area E of Rwy 18–36. Rwy 09 unlgtd fence and rd 160 ft S of cntrln penetrates apch sfc. Rwy 36 white reflectors every 200 ft.
AIRPORT MANAGER: 850-892-2000
WEATHER DATA SOURCES: AWOS–3P 118.725 (850) 892–0147.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **EGLIN APP/DEP CON** 124.05
CLNC DEL IFR CLNC ctc Eglin Rapcon 850–882–9151 prior to departure.



RADIO AIDS TO NAVIGATION: NOTAM FILE CEW.
CRESTVIEW (VH) (H) VORTACW 115.9 CEW Chan 106 N30º49.57´ W86º40.75´ 099º 27.7 NM to fld. 255/3E.
VOR unusable:
005º–015º byd 40 NM
085º–095º byd 40 NM
155º–175º byd 40 NM
258º–268º byd 40 NM blo 3,100´
258º–268º byd 49 NM blo 18,000´
285º–305º byd 40 NM
306º–329º
340º–350º byd 40 NM blo 3,500´
340º–350º byd 64 NM
351º–355º byd 40 NM