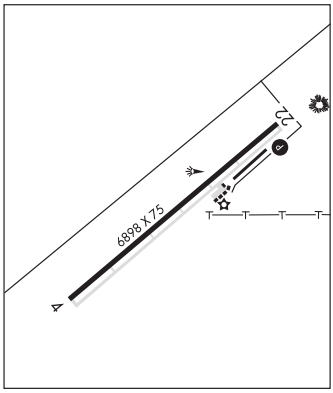
HEBER VALLEY (HCR)(KHCR) 1 S UTC–7(–6DT) N40°28.91′ W111°25.73′ **SALT LAKE CITY**
5637 B NOTAM FILE CDC **H–3D, L–9D, 11D**
RWY 04–22: H6898X75 (ASPH) S–30 PCN 32 F/B/X/T MIRL **IAP**
0.8% up NE
RWY 22: PAPI(P4L)—GA 4.0° TCH 42′. Road.



SERVICE: S4 **FUEL** 100LL, JET A, J **OX** 1, 2 **LGT** ACTVT PAPI Rwy 22; MIRL Rwy 04–22—CTAF. Rwy 22 PAPI unusbl byd 3.5 NM fm thld and byd 6 degs left and right of cntrln.
AIRPORT REMARKS: Attended May–Oct 1500–0130Z‡, Nov–Apr 1500–0000Z‡. Glider activity on and invof arpt. Balloon activity on and invof arpt. Birds on and invof arpt. Snow removal Nov–Apr. Small acft prkg lctd south west of fuel farm. Rdo tmtn on sfc may not be rcvd at oppossite EOR. Comm intfc fm trrn invof apt, dep acft must tmt start of taxi & depg rwy, parl twy hdg to depg rwy, & line up for dep. Acft departing south–southwestbound be aware of high tfc volume descending to 16,000 ft over SPANE intersection. Preferred calm wind Rwy 22. Cold temperature airport. Altitude correction required at or below –16C. Lndg fees: Tsnt acft ctc amgr. Expc FBO fee′s ie: fac chrgs, tie down fees etc. Fees are seperate in addn to arpt lndg fees.
AIRPORT MANAGER: 435-657-7949
WEATHER DATA SOURCES: AWOS–3PT 124.825 (435) 657–0892.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SALT LAKE CENTER APP/DEP CON** 119.95
CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake ARTCC at 801-320-2568.

HILL AFB (HIF)(KHIF) AF 6 S UTC–7(–6DT) N41°07.44′ W111°58.38′ **SALT LAKE CITY**
4789 B TPA—See Remarks NOTAM FILE HIF Not insp. **H–3D, L–9C, 11D**
RWY 14–32: H13500X200 (PEM–PFC) PCN 55 R/B/W/T HIRL **DIAP, AD**
RWY 14: ALSF2. REIL. PAPI(P4L)—GA 2.8° TCH 59′. RVR–TMR
RWY 32: ODALS. REIL. PAPI(P4L)—GA 2.5° TCH 52′. RVR–TMR Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–13500 TODA–13500
RWY 32: TORA–13500 TODA–13500
ARRESTING GEAR/SYSTEM
RWY 14 BAK–14 BAK–12B(B) (1250 FT) HOOK BAK–12B(B) (2574 FT)
HOOK BAK–12B(B) (2584 FT) BAK–14 BAK–12B(B) (1250 FT) **RWY 32**
SERVICE: S4 **FUEL** JET A++ **OX** 1, 2 **LGT** Rwy 14 NSTD len 2422 ft. Rwy 32 NSTD 1450 ft. Tallest lgt 16 ft 9 in.
MILITARY— A–GEAR BAK–12B dep end active rwy in raised posn; 15 min/30 min non–duty hr PN rqr to erect on apch end of act rwy; BAK–12B/14 O/R fm twr. **JASU** 4(MA–1A) 7(A/M32A–86) 5(AM32A–60) **FLUID** SP PRESAIR LHOX LOX De–Ice **OIL** O–128–133–148–156; JOAP–4 hr PN rqr DSN 777–1861. **TRAN ALERT** 1500–0700Z‡ Mon–Sat; 1600–0000Z‡ Sat–Sun; clsd fed hol. De–icing avbl.
NOISE: Strict adherence to NS ABTMT rqr. Tran acft rstd to straight–in full stop only on weekends, hol, and on weekdays between 0000–1500Z‡ daily.

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MILITARY REMARKS: Opr 1500–0700Z‡ Mon–Sat, 1600–0000Z‡ Sat–Sun, clsd fed hol. **RSTD** Engine run offloads na. PPR all acft—Base AMOPS D777–1861/C801–777–1861. Lifeguard/Medevac/SAR/Msn essential acft—AMOPS DSN 777–1861/C801–777–1861 fax extn 2221 ASAP prior to arr to ensure coord. VIP acft ctc PTD 30 min prior to ETA with firm block time. Tnst with unexpended live ordinance w/o prior coord. **CAUTION** Prcht ops E of Ogden Arpt 4 mi N of HIF 1 mi E of final. Hvy tfc on apch and dep; exp turb apch and ldg Rwy 14 durg med–hi sfc winds; wind velocity may vary from apch to dep end of rwy. Do not mistake Ogden Arpt 4.5 NM north for Hill AFB. Acft departures should not exceed 6300´ until past departure end of rwy to avoid overhead tfc pat. Rwy cond code not reported. **TFC PAT** TPA—Rectangular 6300(1511), overhead 6800(2011), maintain 6800(2011) until turning base leg. USAF (AF, ANG, AFRC) fighter acft exp resuced rwy separation day, VFR—3000´ between similar acft, 6000´ between dissimilar acft. Variations exist for different type opr. Tran fighter acft must notify twr on initial ctc if reduced rwy separation is not desired.
CSTMS/AG/IMG CSTMS/IMG avbl to ACC and AMC flt. See FCG KHIF entry. **MISC** First 2800 ft Rwy 14 and first 1500 ft Rwy 32 grooved conc; mid 9200 ft grooved asph. Wx mnt by AN/FMQ–19 ASOS. Utah Test and Training Range OPS see CLOVER CONTROL. Obsn/forecast avbl Mon 1200Z‡–Fri 2300Z‡, clsd weekends. ctc Hill AFB wx DSN 777–2018. Wx flt DSN 777–2081 C801–777–2018. Wx flt clsd sby via comd post DSN 777–3007/C801–777–3007; wx flt unavbl–25 OWS Davis Monthan AFB DSN 228–6598/6599/6588, C520–228–6598/6599/6588. Classified material stor unavbl at afld mgmt ops, ctc comd post for stor.

AIRPORT MANAGER: 801-777-1861

COMMUNICATIONS: ATIS 134.925 397.9 **PTD** 134.75 139.3 372.2

Ⓡ **SALT LAKE CITY APP/DEP CON** 121.1 319.25

TOWER 127.15 263.15 251.05 (Mon–Sat 1500–0700Z‡, Sat–Sun 1600–0000Z‡. Clsd Fed Hol.)

GND CON 121.6 275.8 **CLNC DEL** 124.1 335.8

HILL COMD POST (ACC–RAYMOND 23, others CONVOY.) 381.3 **PMSV METRO** 342.3 Ceil and vis are freq lower on N end of the rwy and E–SE along mtns. Due to obstg trrn PMSV unusbl byd 20 NM blw 20,000 ft and fm 100—150 degs byd 25 NM blw 15,000 ft; man obs ltd fm 120—260 deg due to fac obstn. During wx flt clsd remote briefing and forecast svc avbl 24 hrs from 25 OWS Davis Monthan AFB DSN 228–6598/6599/6588, C520–228–6598/6599/6588.

CLEARANCE DELIVERY PHONE: For CD ctc Salt Lake City Apch at 801-325-9670.

AIRSPACE: CLASS D svc 1500–0700Z‡ Mon–Sat, 1600–0000Z‡ Sat–Sun. clsd federal hol; other times CLASS G..

RADIO AIDS TO NAVIGATION: NOTAM FILE OGD.

OGDEN (VL) (H) VORTACW 115.7 OGD Chan 104 N41º13.45´ W112º05.89´ 123º 8.3 NM to fld. 4225/14E.

VOR unusable:
- 030º–070º byd 25 NM blo 17,000´
- 031º–069º byd 40 NM
- 070º–130º byd 15 NM
- 131º–147º byd 40 NM
- 166º–175º byd 40 NM
- 182º–188º byd 40 NM
- 193º–194º byd 40 NM
- 204º–208º byd 40 NM
- 216º–226º byd 40 NM blo 9,000´
- 216º–226º byd 51 NM
- 235º–242º byd 40 NM
- 255º–265º byd 40 NM blo 12,000´
- 255º–265º byd 55 NM
- 266º–296º byd 40 NM
- 297º–307º byd 40 NM blo 11,400´
- 297º–307º byd 66 NM
- 312º–327º byd 40 NM
- 349º–354º byd 40 NM
- 355º–030º byd 15 NM

TACAN AZIMUTH unusable:
- 255º–280º byd 30 NM blo 11,000´
- 355º–130º byd 15 NM

DME unusable:
- 255º–280º byd 30 NM blo 11,000´
- 355º–130º byd 15 NM

(L) TACAN Chan 49 HIF (111.2) N41º07.23´ W111º57.82´ at fld. 4805/14E. NOTAM FILE HIF.

TACAN AZIMUTH unusable:
- 001º–140º byd 10 NM
- 335º–360º byd 22 NM

DME unusable:
- 001º–140º byd 10 NM
- 335º–360º byd 22 NM

ILS 109.9 I–HIF Rwy 14. Class ID.