

MARKSVILLE MUNI (MKV)(KMKV) 1 S UTC-6(-5DT) N31°05.68' W92°04.14'

78 B NOTAM FILE MKV

RWY 04-22: H3799X75 (ASPH) S-19 MIRL

RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 50'.

RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Pole.

SERVICE: FUEL 100LL LGT ACTVTREIL Rwy 04 and 22; MIRL Rwy 04-22 preset low instst; to incr instst—CTAF.

AIRPORT REMARKS: Attended Mon-Fri 1300-2000Zt. Aerial spraying in ovf arpt. Fuel avbl 24/7 with credit card. Northeast apron pavement failed. Northeast apron holding position nstd. Ctc arpt mgr for dsngd ramp space for pub use at arpt.

AIRPORT MANAGER: 318-240-3088

WEATHER DATA SOURCES: AWOS-3PT 124.175 (318) 409-4120.

COMMUNICATIONS: CTAF 122.9

Ⓡ **MAKS APP/DEP CON** 125.4

CLEARANCE DELIVERY PHONE: For CD ctc Maks Apch at 726-780-0456.

RADIO AIDS TO NAVIGATION: NOTAM FILE AEX.

ALEXANDRIA (VH) (H) VORTACW 116.1 AEX Chan 108 N31°15.40'

W92°30.06' 110° 24.3 NM to fld. 76/3E.

VOR unusable:

035°-065° blo 2,000'

066°-094° byd 35 NM blo 3,000'

115°-120° byd 40 NM blo 18,000'

130°-215° byd 40 NM

185°-200° byd 35 NM blo 3,000'

201°-214° byd 35 NM blo 2,000'

215°-260° blo 2,000'

220°-229° byd 40 NM

230°-240° byd 40 NM blo 8,000'

241°-245° byd 40 NM

246°-255° byd 40 NM blo 8,000'

261°-285° byd 35 NM blo 2,000'

265°-270° byd 49 NM blo 18,000'

271°-285° byd 40 NM

286°-290° byd 40 NM blo 18,000'

300°-304° byd 40 NM blo 5,000'

300°-304° byd 68 NM

305°-325° byd 40 NM

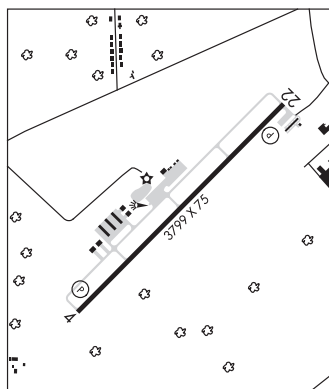
340°-080° byd 40 NM

357°-034° byd 35 NM blo 3,000'

HOUSTON

L-21B, 22E

IAP



MELVILLE

PETE ANTIE MUNI HELIPORT (7L9) 0 N UTC-6(-5DT) N30°41.66' W91°44.78'

30 B NOTAM FILE DRI

HELIPAD H1: H40X30 (CONC) PERIMETER LGTS

SERVICE: LGT Bcn OTS indefinitely.

AIRPORT REMARKS: Unattended.

HELIPORT REMARKS: Unattended. Oak trees 48 ft in height, 268 ft from the FATO penetrates the approach to H1. Current Slope 5:1. Windssock OTS.

AIRPORT MANAGER: 337-623-4226

COMMUNICATIONS: CTAF 122.9

CLEARANCE DELIVERY PHONE: For CD ctc Baton Rouge Apch at 225-354-2142, when Apch clsd ctc Houston ARTCC at 281-230-5622.

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