

AVALON

CATALINA (AVX)(KAVX) 6 NW UTC-8(-7DT) N33°24.30' W118°24.95'

LOS ANGELES

1602 TPA—2602(1000) NOTAM FILE AVX

L-3E, 4G

RWY 04-22: H3000X75 (ASPH) MIRL(NSTD) 1.8% up SW

IAP

RWY 22: REIL. PVASI(PSIL)—GA 3.0° TCH 39'. Rgt ttc.

SERVICE: LGT Rwy 04-22 NSTD MIRL, 2971' lgtd between thlds only.

NSTD rwy lgts for emergency use only call 310-510-0143. PSIL Rwy 22 opr during arpt opr hrs.

AIRPORT REMARKS: Attended Mar 21-Oct 17 1600-0300Z†, Oct 18-Mar 20 1600-0100Z†. Arpt CLOSED for all opr other than during published attendance schedule hrs exc for emergency. Rwy 04-22 Limited by arpt operator to 12,500 lbs. gross weight. Full stop ldg only. No intersection takeoff. Rwy 04 final 2,300' steep 2.1% downslope, Rwy 22 upslope preferred ldg. Pilots cannot see acft on opposite ends of rwy due to gradient, must announce taking acft rwy on unicom prior to dep. Rwy 04-22 sfc rough with numerous potholes and soft spots. Potholes and loose pavement fragments on rwy. Rwy 04-22 NSTD rwy safety areas. Ldg fee.

AIRPORT MANAGER: 310-510-0143

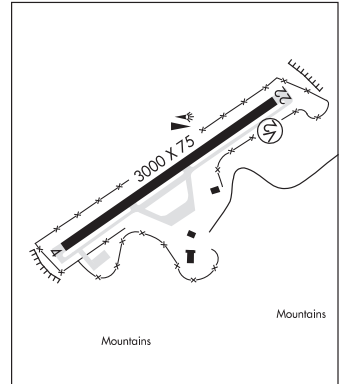
WEATHER DATA SOURCES: ASOS 120.675 (310) 510-9641.

COMMUNICATIONS: CTAF/UNICOM 122.7

® **SOCAL APP/DEP CON** 127.4

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

SANTA CATALINA (L) VORTACW 111.4 SXC Chan 51 N33°22.50' W118°25.19' 352° 1.8 NM to fld. 2090/15E.



AVENAL N35°38.82' W119°58.72' NOTAM FILE RIU.

LOS ANGELES

(H) **VORTACW** 117.1 AVE Chan 118 079° 14.4 NM to Lost Hills-Kern Co. 710/16E.

H-4H, L-3C, 7A

TACAN AZIMUTH dcmsnd

BAKER (Ø02) 2 NW UTC-8(-7DT) N35°17.18' W116°04.88'

LOS ANGELES

922 B TPA—1922(1000) NOTAM FILE RAL

L-7D

RWY 15-33: H3157X50 (ASPH) MIRL

RWY 33: P-line. Rgt ttc.

SERVICE: LGT ACTIVATE MIRL Rwy 15-33—CTAF.

AIRPORT REMARKS: Unattended. Mountain 1/2 mile W of arpt.

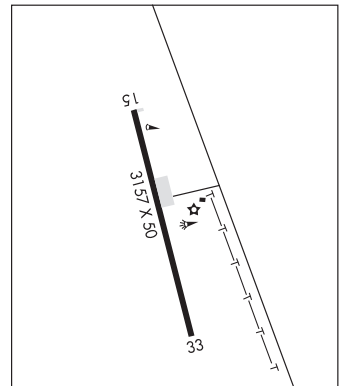
AIRPORT MANAGER: 760-247-2371

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DAG.

DAGGETT (L) VORTACW 113.2 DAG Chan 79 N34°57.75'

W116°34.69' 036° 31.2 NM to fld. 1760/15E. HIWAS.



SOURCE: http://www.catalinaconservancy.org/index.php?s=visit&p=pilot_information

PILOT INFORMATION

KAVX	AWOS	CTAF	FSS	OFFICE
Phone	(310) 510-9641		(800) 992- 7433	(310) 510- 0143
Freq.	120.675	122.7	122.5 Hawthorne	122.7

TPA, 'MSL, 'AGL)	Approach	Latitude	Longitude
2602 (1000)	127.4	N33- 24.30	118-24.95

Landing Fee: \$25.00

Join the [Catalina Aero Club](#) for new unlimited annual landings package.

Overnight Fee: \$15.00 per night.

Operating Hours:

8:00 a.m. - 7:00 p.m. (April 3 to October 15)

8:00 a.m. - 5:00 p.m. (October 16 to April 3)

Approaches:

The approach end of Catalina's runway 22 begins at the edge of a 1500' cliff. This gives the airport some characteristics similar to landing on an aircraft carrier that is 1,602' in the air.

Be Aware:

1) There are **no** familiar **visual cues** for altitude reference. You **MUST** rely on your Altimeter.

2) There is usually a **strong downdraft** at the approach end of the runway caused by the prevailing winds falling over the 1500' cliff. Be prepared for this downdraft and possible loss of altitude during your short final.

3) The **uphill slope** of Runway 22 can cause approach and flare problems for inexperienced pilots. Runway 4 has a downward 2.2% grade so you will require a strong headwind before using this runway.



Catalina Flying Boats DC-3 lands at the Airport in the Sky



[Wildlands Express Airport Shuttle](#)

4) Most flying clubs require that on your first landing at Catalina, you are **accompanied by a CFI** or other pilot experienced with Catalina's features.

Departures:

Approval required through UNICOM prior to takeoff.

Pilots cannot see aircraft on opposite end of runway due to the slope of the runway. No intersection takeoffs. Practice landings must be full stop and taxi back. No touch and go's.

CLOSED all other hours except for emergencies.

Full stop landing only. For public use. Runway 22 first 2000' slopes up; remainder level. Because pilots cannot see aircraft on opposite ends of the runway due to gradient use of UNICOM prior to departure is mandatory.



Signpost at the Nature Center at the Airport in the Sky

ARRIVAL

Procedures—VFR

General: Straight-ins are discouraged and must yield to aircraft on 45 degree to Downwind through Final.

Note: Straight-ins result in high % of go-around. "Tear Drop" entries not recommended.

Runway 4:

Note: This runway has a steep down slope, so it is not recommended unless you have a favoring head wind of 7 knots or better. Heavier/larger airplanes are at more of a disadvantage.

Enter the Left Traffic on a 45 degree for the Left Down-wind if arriving from anywhere northwest of the RWY Centerline. Southeast of the RNWY CL., Enter on a cross-wind or a midfield overhead, crossing at pattern elevation 2,600 MSL, and join the Left Downwind.

Runway 22:

Note: Runway has a steep upslope reducing stopping distances. UNICOM will recommend RWY 22 with up to 7 to 8 knots of tailwind.

Enter the Right Traffic on a 45 degree from Two Harbors when arriving from the Northwest of the RWY CL. Enter on a crosswind or midfield overhead at pattern altitude, if arriving from the southeast of RWY CL, Sequence in on the RT down-wind with other traffic. If other traffic is already established on the downwind, be courteous, and follow behind