

**Addendum A**

**FAA-CT-8080-7C**

**July 2011**

**COMPUTER TESTING  
SUPPLEMENT  
FOR  
AIRLINE TRANSPORT PILOT  
AND  
AIRCRAFT DISPATCHER**



**DO NOT MARK IN THIS BOOK**



U.S. Department of Transportation  
**Federal Aviation Administration**

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

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CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CARLSBAD, CA MC CLELLAN-PALOMAR (CRQ)	HS 1	Large Jets may obscure twr visibility of small aircraft.
CHINO, CA CHINO (CNO)	HS 1 HS 2	Twy D close proximity to Rwy 08L-26R. Twy L close proximity to Rwy 03-21.
HAWTHORNE, CA JACK NORTHROP FIELD/ HAWTHORNE MUNI (HHR)	HS 1	Rwy 25 run-up area.
LONG BEACH, CA LONG BEACH (DAUGHERTY FLD) (LGB)	HS 1 HS 2 HS 3 HS 4 HS 5 HS 6 HS 7	Rwy 30 and Rwy 07L-25R, Twy A and Twy D. Rwy 12-30 and Rwy 07L-25R, Twy B and Twy K. Rwy 07R-25L, Twy B. Rwy 07R-25L and Rwy 12-30, Twy J and Twy D. Rwy 16R-34L, southwest ramp, Twy F and Twy B. Rwy 34R and Rwy 07R-25L. Rwy 12-30 cross every other rwy.
LOS ANGELES, CA LOS ANGELES INTL (LAX)	HS 1	Twy R not visible from the control twr.
PALM SPRINGS, CA PALM SPRINGS INTL (PSP)	HS 1 HS 2 HS 3 HS 4	Twy C mistaken for Rwy 13R-31L or Rwy 13L-31R. Int of Twy B and Twy C. Twy B and Rwy 31R. Twy C and Twy J.
RIVERSIDE, CA RIVERSIDE MUNI (RAL)	HS 1 HS 2	Rwy 27, Twy C. ATC non-visibility area.
SAN DIEGO, CA MONTGOMERY FLD (MYF)	HS 1 HS 2 HS 3	Rwy 10R-28L, Twy G and Twy H. Rwy 28R and Rwy 28L, Twys G. Rwy 28R and Rwy 28L, Twys F.
SANTA ANA, CA JOHN WAYNE ARPT-ORANGE COUNTY (SNA)	HS 1 HS 2 HS 3	Rwy 19L and Rwy 19R, Twy L and Twy K. Rwy 19L and Rwy 19R, Twy H. Twy A, Twy H, and Twy C.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

10 MAR 2011 to 07 APR 2011

## HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
SANTA BARBARA, CA		
SANTA BARBARA MUNI (SBA)	HS 1	Rwy 07-25, Twy C.
	HS 2	Rwy 15L and Rwy 15R, Twy C, wide pavement.
	HS 3	Rwy 15L-33R, Rwy 15R-33L, Rwy 07-25. Rwy 15L-33R and Rwy 15R-33L utilized for taxi.
	HS 4	Rwy 25, Twy H and Twy J.
SANTA MARIA, CA		
CAPTAIN G. ALLAN HANCOCK FLD (SMX)	HS 1	Twy A, Twy C, and Twy D.
	HS 2	Rwy 20 and Twy A.
	HS 3	Rwy 12 and Twy B.
VICTORVILLE, CA		
SOUTHERN CALIFORNIA LOGISTICS (VCV)	HS 1	Wrong rwy departure risk.

10 MAR 2011 to 07 APR 2011

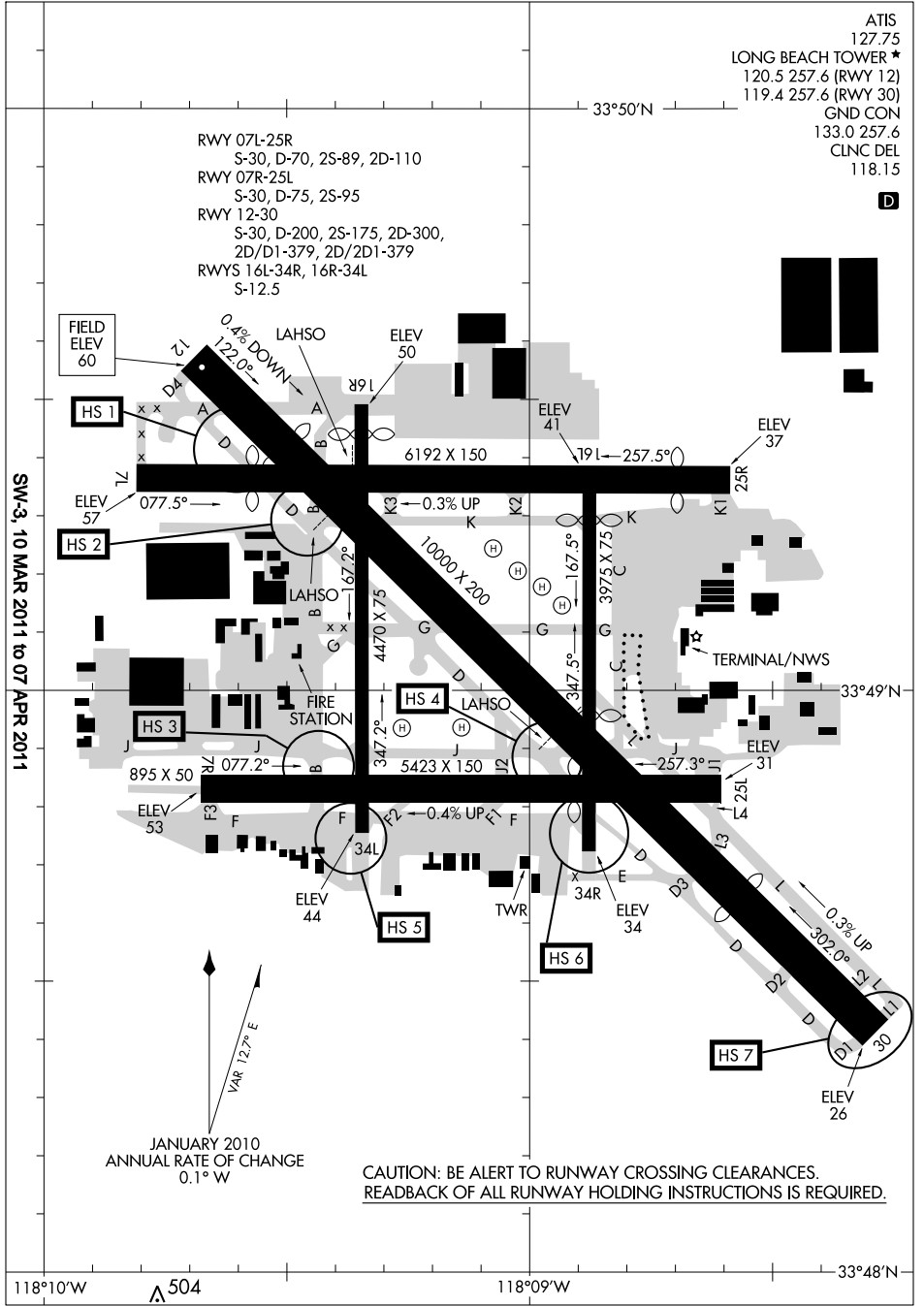
\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

# AIRPORT DIAGRAM

AL-236 (FAA)

LONG BEACH (DAUGHERTY FIELD) (LGB)

LONG BEACH, CALIFORNIA



ATIS 127.75  
 LONG BEACH TOWER \* 120.5 257.6 (RWY 12)  
 119.4 257.6 (RWY 30)  
 GND CON 133.0 257.6  
 CLNC DEL 118.15

**D**

SW-3, 10 MAR 2011 to 07 APR 2011

**CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.**

# AIRPORT DIAGRAM

LONG BEACH, CALIFORNIA  
LONG BEACH (DAUGHERTY FIELD) (LGB)

Figure 242—Airport Diagram.

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

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CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DAYTONA BEACH, FL DAYTONA BEACH INTL (DAB)	HS 1	Int of Twy W and Twy S.
FORT LAUDERDALE, FL FORT LAUDERDALE- HOLLYWOOD INTL (FLL)	HS 1 HS 2 HS 3 HS 4 HS 5	Twy E at Rwy 09L-27R. Twy D at Rwy 09L-27R. Twy Q at Rwy 09L-27R. Twy E int departure for Rwy 27L. Twy departure risk. Twy B instead of Rwy 09L.
HOLLYWOOD, FL NORTH PERRY (HWO)	HS 1 HS 2 HS 3	Southbound on Twy D for Rwy 27R departures. The hold line for Rwy 36L is also the hold line for Rwy 09R. Aircraft taxiing on Twy L westbound to depart on Rwy 18R-36L.
MIAMI, FL MIAMI INTL (MIA)	HS 1 HS 2 HS 3 HS 4	Short twy risk. Short twy risk. Rwy 27 and Rwy 30 wrong rwy departure risk. Short twy between rwys.
MIAMI, FL OPA-LOCKA EXECUTIVE (OPF)	HS 1	Surface painted LOCATION and DIRECTION signs ONLY.
ORLANDO, FL ORLANDO SANFORD INTL (SFB)	HS 1 HS 2	Twy C is beyond the Rwy 09C APCH hold sign and marking. Hold line for Rwy 09R on Twy R northbound is adjacent to Twy S.
STUART, FL WITHAM FIELD (SUA)	HS 1 HS 2	Intersecting rwys, wrong rwy departure risk. Rwy 12 and Twy A1.

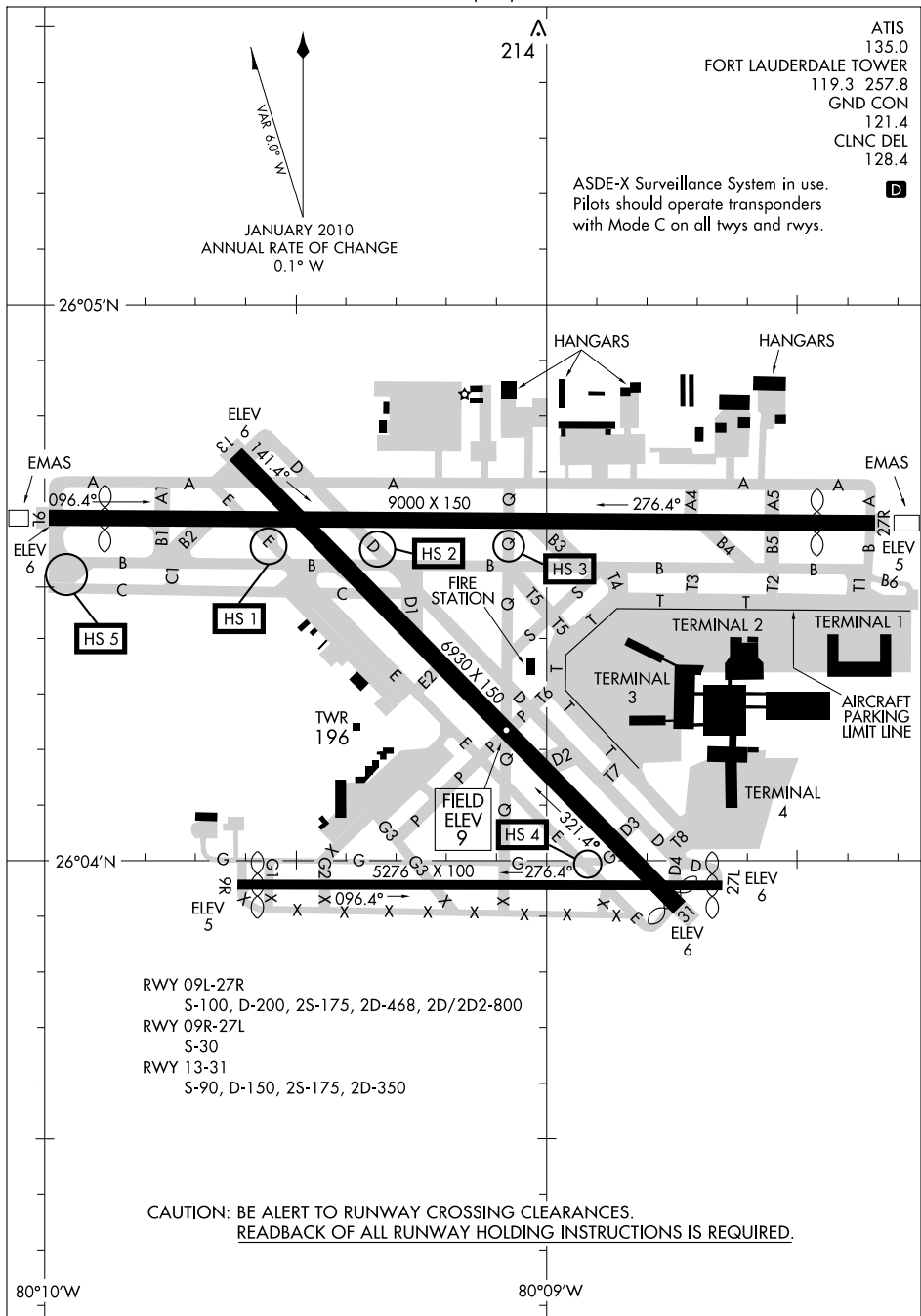
\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

# AIRPORT DIAGRAM

FORT LAUDERDALE-HOLLYWOOD INTL (FLL)  
AL-744 (FAA)  
FORT LAUDERDALE, FLORIDA

SE-3, 10 MAR 2011 to 07 APR 2011

SE-3, 10 MAR 2011 to 07 APR 2011



# AIRPORT DIAGRAM

FORT LAUDERDALE, FLORIDA  
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

Figure 244—Airport Diagram.

## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

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CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CHANDLER, AZ CHANDLER MUNI (CHD)	HS 1	Rwy 22R may be used as an alternate taxi route.
LAS VEGAS, NV HENDERSON EXECUTIVE (HND)	HS 1 HS 2 HS 3	Twy H, Twy G, and Rwy 17R. Twy E and ramp area. High volume of traffic. Twy A and run up area. Twy A being confused for Rwy 35L.
LAS VEGAS, NV McCARRAN INTL (LAS)	HS 1 HS 2 HS 3 HS 4 HS 5	Rwy 01R-19L, Twy S and the ramp. Rwy 01R-19L and Rwy 01L-19R, Twy U. Rwy 01R-19L and Rwy 01L-19R, Twy Y. Rwy 07L and Rwy 01L, co-located rwy holding position markings. Twy E.
LAS VEGAS, NV NORTH LAS VEGAS (VGT)	HS 1 HS 2 HS 3 HS 4	Rwy 07, Twy G and Twy F. Rwy 12R, Twy G. Rwy 12R, Twy A and Twy B. Rwy 12L, Twy A.
MESA, AZ FALCON FIELD (FFZ)	HS 1	Rwy 04R-22L, Twy B and Twy D.
MINDEN, NV MINDEN-TAHOE (MEV)	HS 1 HS 2	Complex int. Frequent crossings for sailplane operations.
OGDEN, UT OGDEN-HINCKLEY (OGD)	HS 1 HS 2	Twy D intersects Rwy 25 at north edge of Rwy 03-21. Wrong rwy departure risk. Confusing twy int in close proximity to rwy.
PHOENIX, AZ PHOENIX DEER VALLEY (DVT)	HS 1 HS 2	Inadvertent Rwy 07R-25L crossings from Twy B5. Inadvertent Rwy 07R-25L crossings from Twy B9.
PHOENIX, AZ PHOENIX-MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex int.
PHOENIX, AZ PHOENIX SKY HARBOR INTL (PHX)	HS 1 HS 2 HS 3	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R. Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization. Aircraft taxiing from southern ramps have turned onto Rwy 25L when given instructions to cross Rwy 25L at Twy H3.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

## HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
PRESCOTT, AZ ERNEST A. LOVE FLD (PRC)	HS 1	Not visible from the twr.
	HS 2	Complex int.
	HS 3	Complex int.
	HS 4	Not visible from the twr.
	HS 5	Frequent rwy crossings.
PROVO, UT PROVO MUNI (PVU)	HS 1	Twy A and Twy A3 close proximity to ramp and rwys.
RENO, NV RENO/TAHOE INTL (RNO)	HS 1	Rwy 07-25, Twy A and Twy B.
	HS 2	Twy C and the ramp.
	HS 3	Rwy 16L, Twy C and Twy D.
SALT LAKE CITY, UT SALT LAKE CITY INTL (SLC)	HS 1	Hold line on apch end of Rwy 32 protects Rwy 35.
	HS 2	Confusing int. Twy K2 ramp in close proximity to Rwy 17-35.
	HS 3	Area not visible from control twr. Hold line at K1 in close proximity to ramp, protects Rwy 32 and Rwy 35.
	HS 4	Intermittent radio reception with ATC at apch end of Rwy 16L for some aircraft.
TUCSON, AZ RYAN FIELD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ TUCSON INTL (TUS)	HS 1	Twy A, Twy D and Twy A3, complex int.
	HS 2	Rwy 11L and Rwy 11R apch areas.
	HS 3	Rwy 29R and Rwy 29L.
	HS 4	Twy A5 and Twy A6 in close proximity of Rwy 11L-29R.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.



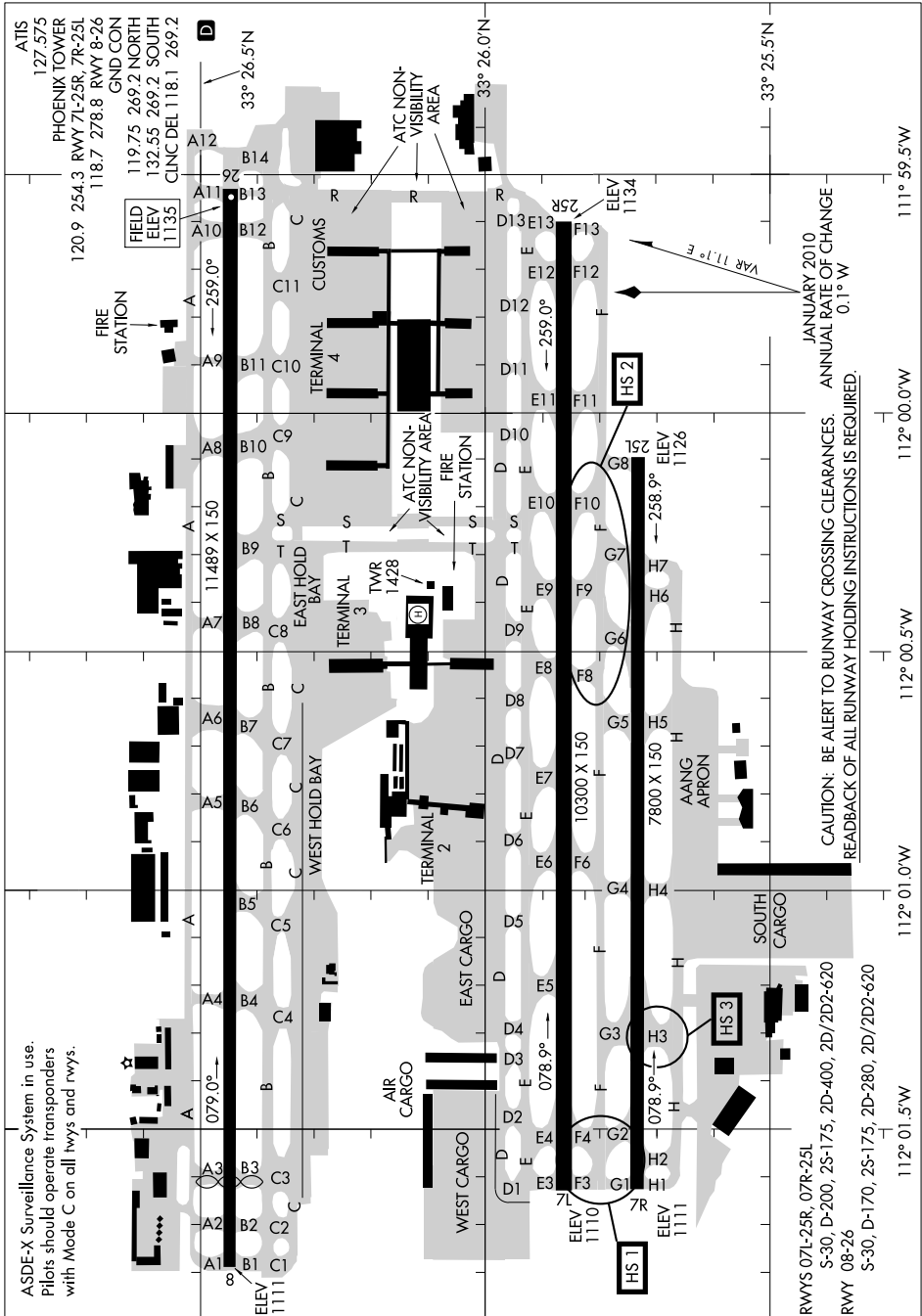
# AIRPORT DIAGRAM

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

AL-322 (FAA)

SW-4, 10 MAR 2011 to 07 APR 2011



ASDE-X Surveillance System in use.  
Pilots should operate transponders with Mode C on all twys and rwy's.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

VAR 11.1° E

RWYS 07L-25R, 07R-25L  
S-30, D-200, 2S-175, 2D-400, 2D/2D2-620  
RWY 08-26  
S-30, D-170, 2S-175, 2D-280, 2D/2D2-620

# AIRPORT DIAGRAM

PHOENIX, ARIZONA

PHOENIX SKY HARBOR INTL (PHX)

Figure 246—Airport Diagram.

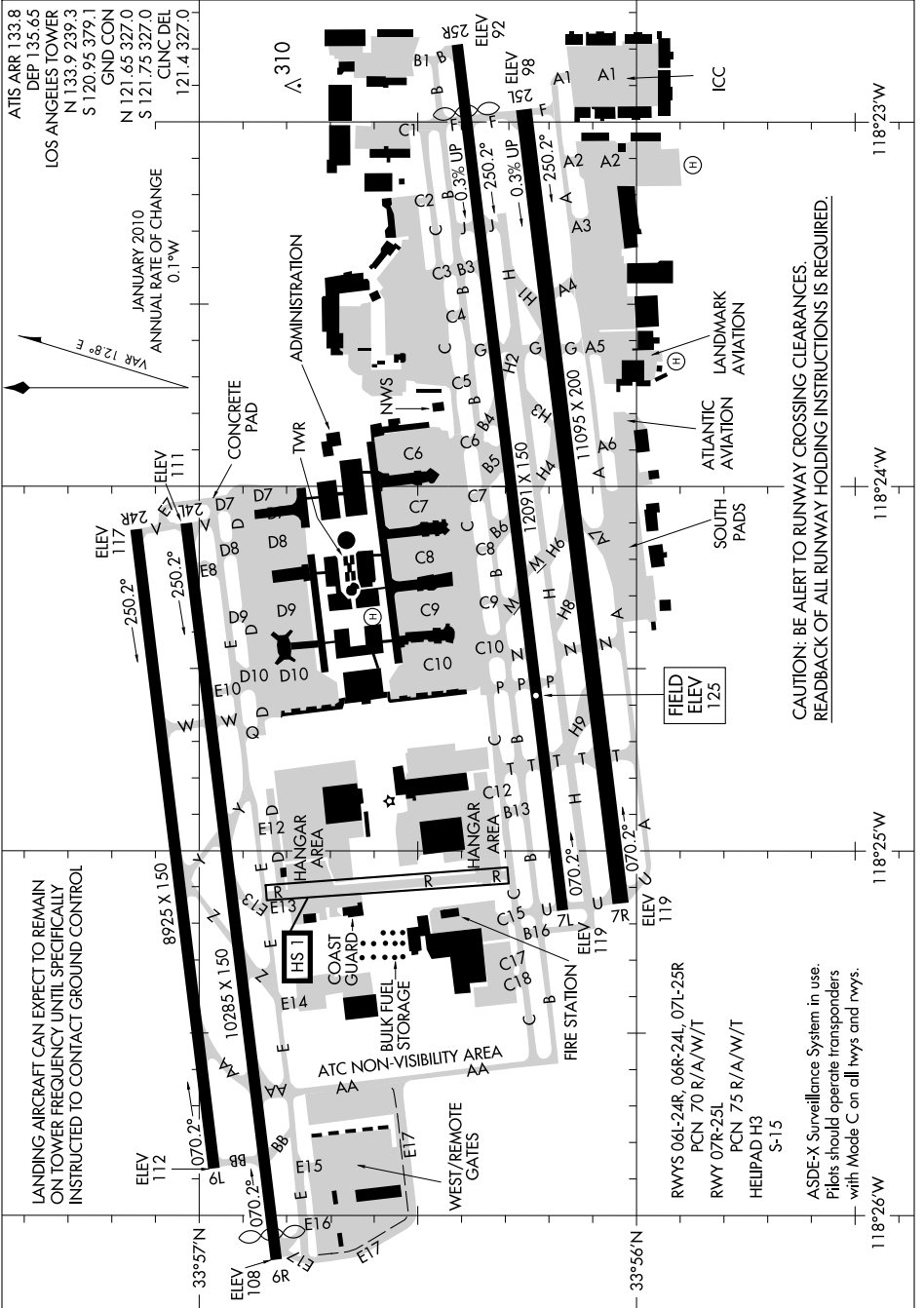
SW-4, 10 MAR 2011 to 07 APR 2011

# AIRPORT DIAGRAM

AL-237 (FAA)

LOS ANGELES INTL (LAX)  
LOS ANGELES, CALIFORNIA

SW-3, 10 MAR 2011 to 07 APR 2011



SW-3, 10 MAR 2011 to 07 APR 2011

# AIRPORT DIAGRAM

LOS ANGELES, CALIFORNIA  
LOS ANGELES INTL (LAX)

Figure 247—Airport Diagram.

ALAMOSA, COLORADO


AL-18 (FAA)

# RNAV (GPS) RWY 2

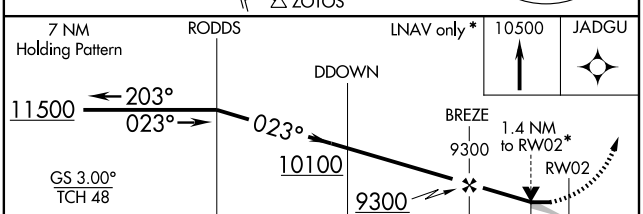
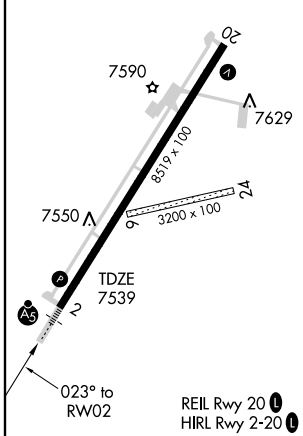
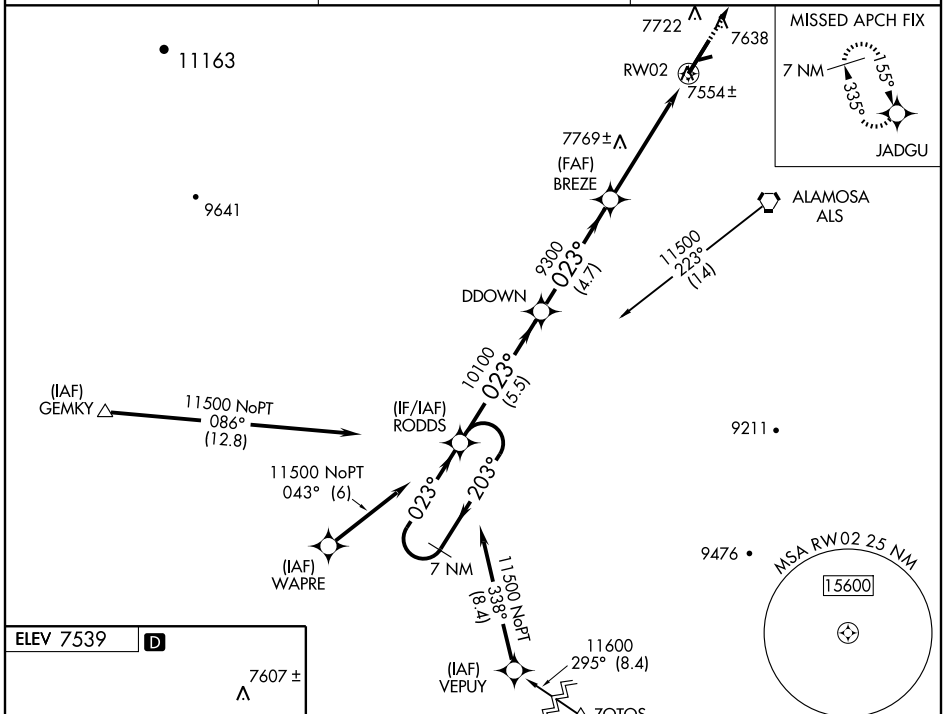
ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

WAAS CH <b>90410</b> <b>W02A</b>	APP CRS <b>023°</b>	Rwy Idg TDZE <b>7539</b> Apt Elev <b>7539</b>
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**⚠** For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 34°C (93°F). DME/DME RNP -0.3 NA.

**MALSR**  
  
**MISSED APPROACH:** Climb to 10500 direct JADGU and hold.

ASOS <b>135.175</b>	DENVER CENTER <b>128.375 379.95</b>	UNICOM <b>122.8 (CTAF)</b> <b>Ⓛ</b>
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CATEGORY	A	B	C	D
LPV DA	7739-½ 200 (300-½)			
LNAV/ DA VNAV	7804-½ 265 (300-½)			7804-¾ 265 (300-¾)
LNAV MDA	8020-½ 481 (500-½)		8020-¾ 481 (500-¾)	8020-1 481 (500-1)
CIRCLING	8040-1 501 (600-1)		8040-1½ 501 (600-1½)	8100-2 561 (600-2)

ALAMOSA, COLORADO  
Orig 09351

ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)  
37°26'N-105°52'W

Figure 248—Airport Diagram. **RNAV (GPS) RWY 2**  
FAA-CT-8080-7C

SW-1, 10 MAR 2011 to 07 APR 2011

SW-1, 10 MAR 2011 to 07 APR 2011

BETHEL, ALASKA


AL-5001 (FAA)

# RNAV (GPS) RWY 19R

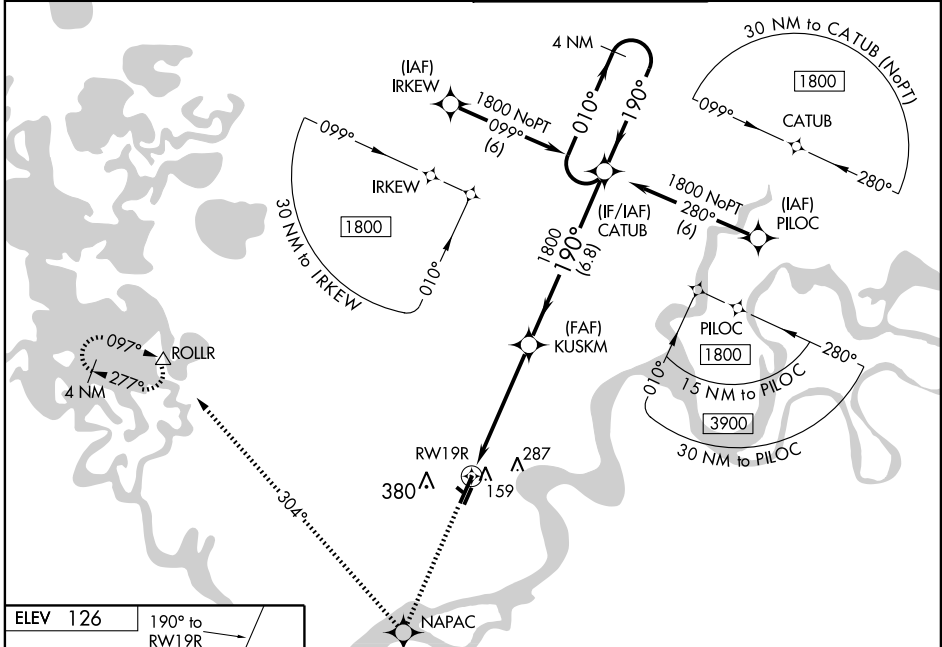
BETHEL (BET)(PABE)

WAAS CH <b>70507</b> W19A	APP CRS <b>190°</b>	Rwy Idg <b>6400</b> TDZE <b>118</b> Apt Elev <b>126</b>
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**W** Circling to Rwy 12-30 and 1R-19L NA at night.  
**W** For inoperative MALS, increase LPV all Cats visibility to RVR 5000.  
 Circling NA west of Rwy 1L-19R.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F).  
 DME/DME RNP-0.3 NA.

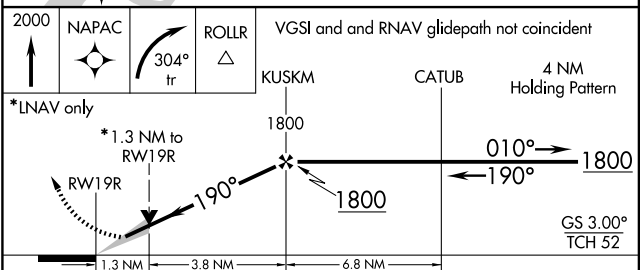
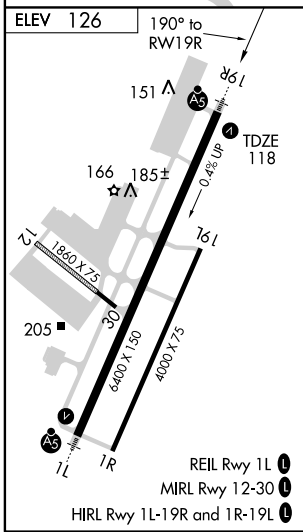
MALS R  
  
 MISSED APPROACH: Climb to 2000 direct NAPAC and right turn via 304° track to ROLLR and hold.

ATIS <b>119.8</b>	ANCHORAGE CENTER <b>125.2 372.0</b>	BETHEL TOWER * <b>118.7 (CTAF) 0</b>	GND CON <b>121.7</b>
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AK, 10 MAR 2011 to 05 MAY 2011

AK, 10 MAR 2011 to 05 MAY 2011



CATEGORY	A	B	C	D
LPV DA		368/24	250 (300-½)	
LNAV/VNAV DA		459/40	341 (400-¾)	
LNAV MDA	560/24	442 (500-½)	560/40 442 (500-¾)	560/50 442 (500-1)
CIRCLING	560-1 434 (500-1)	580-1 454 (500-1)	600-1½ 474 (500-1½)	680-2 554 (600-2)

BETHEL, ALASKA  
 Amdt 1 10266

60°47'N-161°50'W

BETHEL (BET)(PABE)

# Figure 249—Airport Diagram. RNAV (GPS) RWY 19R

FAA-CT-8080-7C

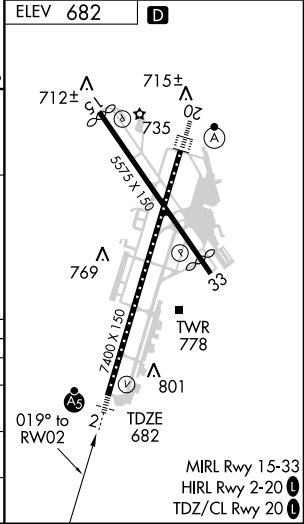
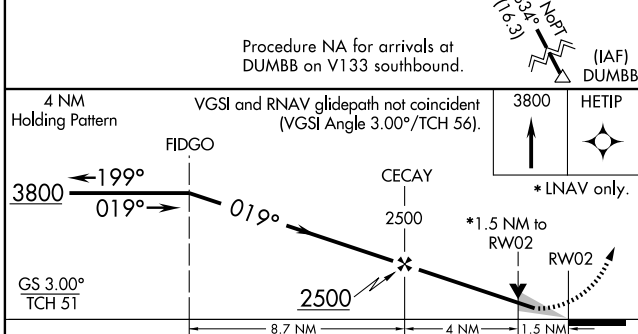
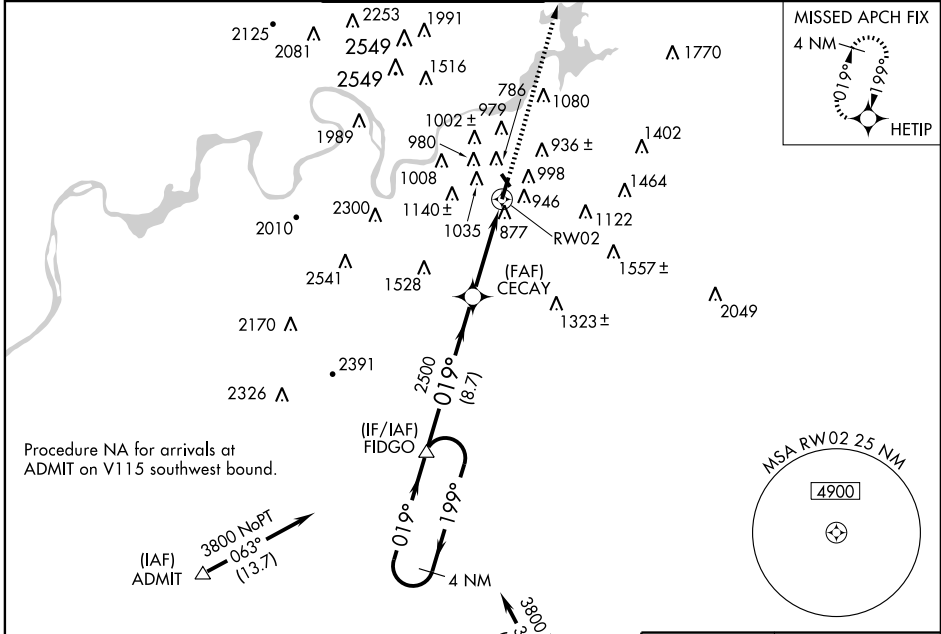
WAAS CH <b>65605</b> <b>W02A</b>	APP CRS <b>019°</b>	Rwy Idg TDZE Apt Elev	<b>7200</b> <b>682</b> <b>682</b>
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# RNAV (GPS) RWY 2

CHATTANOOGA/LOVELL FIELD (CHA)

<p><b>▽</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.</p> <p><b>ASR</b> Circling to Rwy 15/33 NA when control tower closed.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 3800 direct HETIP and hold.</p>
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ATIS <b>119.85</b>	CHATTANOOGA APP CON ★ <b>125.1 379.1</b>	CHATTANOOGA TOWER ★ <b>118.3 (CTAF) 257.8</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>120.95 348.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		882/24	200 (200-1/2)	
LNAV/VNAV DA		1196/60	514 (600-1/4)	
LNAV MDA	1200/24	518 (600-1/2)	1200/50 518 (600-1)	1200/60 518 (600-1/4)
CIRCLING	1300-1 618 (700-1)	1340-1 658 (700-1)	1340-1 3/4 658 (700-1 3/4)	1460-2 1/2 778 (800-2 1/2)

SE-1, 10 MAR 2011 to 07 APR 2011

SE-1, 10 MAR 2011 to 07 APR 2011

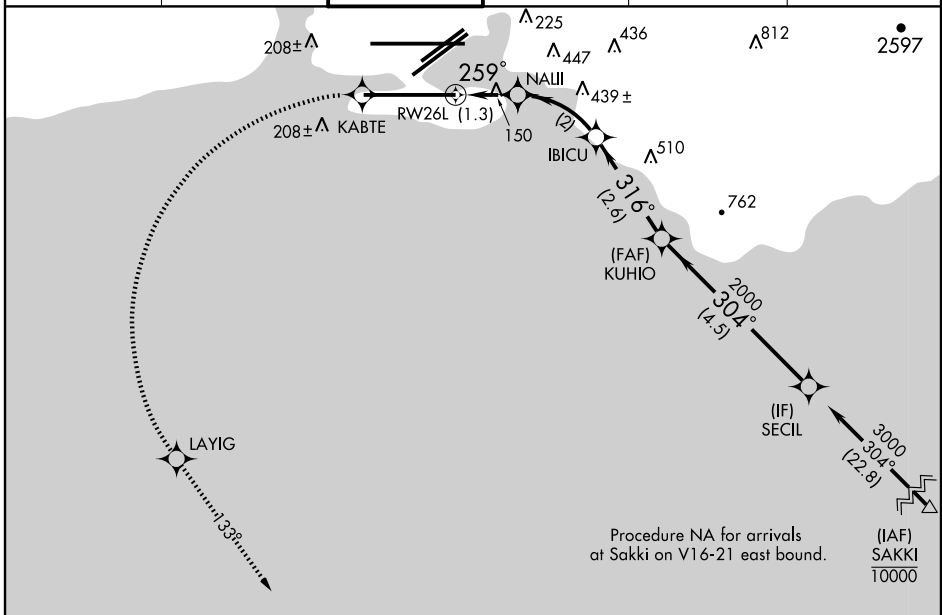
APP CRS	Rwy Idg	<b>12000</b>
<b>259°</b>	TDZE	<b>10</b>
	Apt Elev	<b>13</b>

# RNAV (RNP) RWY 26L

HONOLULU INTL (HNL) (PHNL)

<p><b>▽</b> RF and GPS REQUIRED. For uncompensated Baro-VNAV systems, procedure NA below 15°C (58°F) or above 49°C (121°F).  <b>△</b> NA For inoperative MALSF, increase RNP 0.15 visibility to 1 all Cats.                  * Missed approach requires a minimum climb of 234' per NM to 300.</p>	<p>MALSF</p> <p><b>△</b> -</p>	<p>MISSED APPROACH: Climb to 3000 via 259° track to KABTE, left turn via 4.9 radius to LAYIG, 133° track to ALANA and hold.</p>

ATIS	HCF APPROACH	HONOLULU TOWER	GND CON	CLNC DEL	RAMP CONTROL
<b>127.9 251.15</b>	<b>118.3 269.0</b>	<b>118.1 257.8</b>	<b>121.9 348.6</b>	<b>121.4 281.4</b>	<b>121.8</b>



PAC, 10 MAR 2011 to 05 MAY 2011

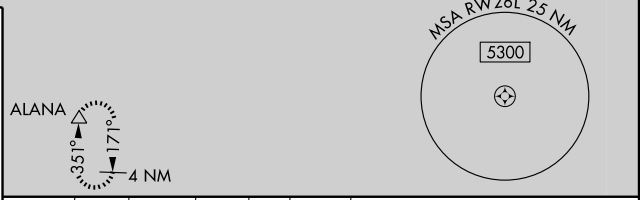
PAC, 10 MAR 2011 to 05 MAY 2011

ELEV 13

SEALANES:  
 8W-26W 5000 X 300  
 4W-22W 3000 X 150

**D**

MIRL Rwy 4L-22R  
 REIL Rwy 4L, 8R, 22L, 22R and 26R  
 HIRL Rwy 4R-22L, 8L-26R and 8R-26L



3000	KABTE	LAYIG	ALANA	KUHIO	SECIL
259° tr			133° tr		3000
				2000	304°
					2000
					316°
					259°
					1154
					512
					1.3 NM
					2 NM
					2.6 NM
					4.5 NM
					Procedure Turn NA
					GP 3.00° TCH 75

CATEGORY	A	B	C	D
RNP 0.15 DA*	260-1/2 250 (300-1/2)			

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**

WAAS CH <b>69219</b> <b>W04A</b>	APP CRS <b>041°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>270</b> <b>288</b>
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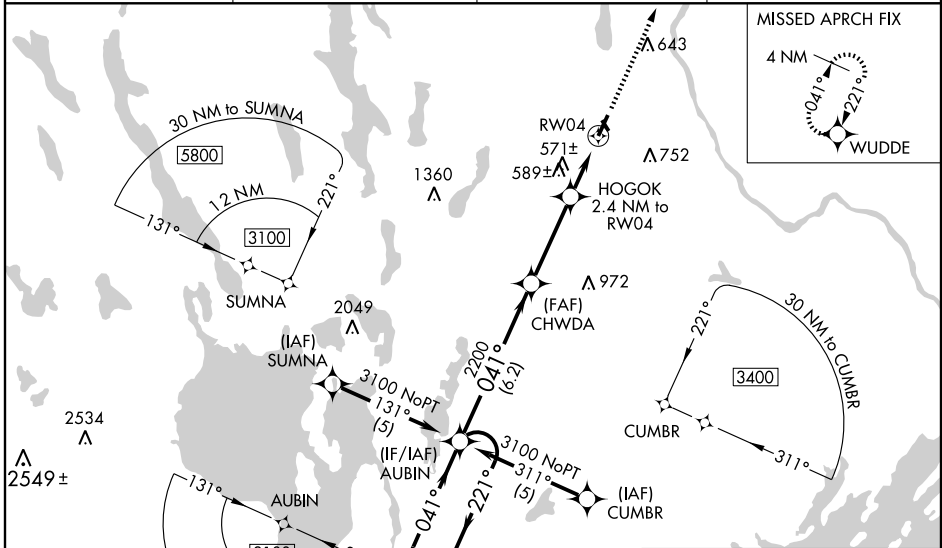
**RNAV (GPS) RWY 4**  
AUBURN-LEWISTON MUNI (LEW)

▼ Circling to Rwy 17, 22, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Augusta altimeter setting and increase all DA 71 feet and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ¼ mile and LNAV and circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Augusta altimeter setting. Inoperative table does not apply to LPV all Cats. For inoperative MALSRS, increase LNAV Cats A and B visibility to 1 mile. For inoperative MALSRS, when using Augusta altimeter setting increase LNAV Cats A and B visibility to 1 mile.



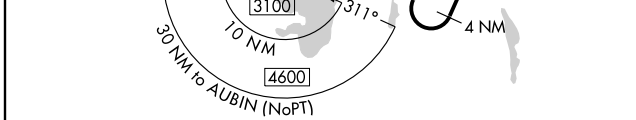
MISSED APPROACH: Climb to 3100 direct WUDD and hold.

AWOS-3 <b>118.025</b>	PORTLAND APP CON ★ <b>125.5 353.9</b>	PORTLAND CLNC DEL <b>124.05</b>	UNICOM <b>122.8 (CTAF)</b>
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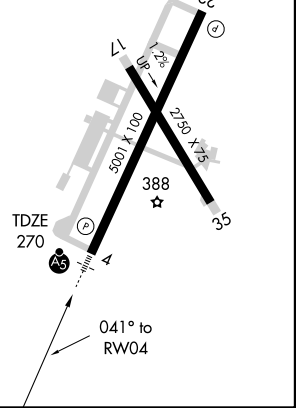
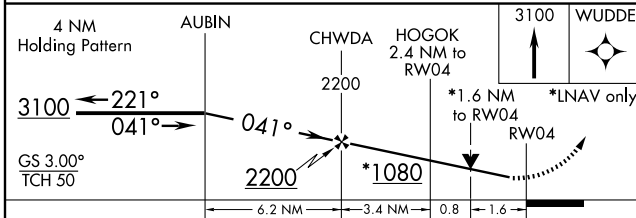


NE-1, 10 MAR 2011 to 07 APR 2011

NE-1, 10 MAR 2011 to 07 APR 2011



ELEV 288
REIL Rwy 22 <b>L</b>
HIRL Rwy 4-22 <b>L</b>
MIRL Rwy 17-35 <b>L</b>



CATEGORY	A	B	C	D
LPV DA		470-¾	200 (200-¾)	
LNAV/VNAV		936-1¾	666 (700-1¾)	
LNAV MDA	840-¾	570 (600-¾)	840-1	840-1¼
	552 (600-1)	572 (600-1)	570 (600-1)	570 (600-1¼)
CIRCLING	840-1	860-1	920-1¾	1060-2½
	552 (600-1)	572 (600-1)	632 (700-1¾)	772 (800-2½)

Figure 252—Airport Diagram.

LEADVILLE, COLORADO

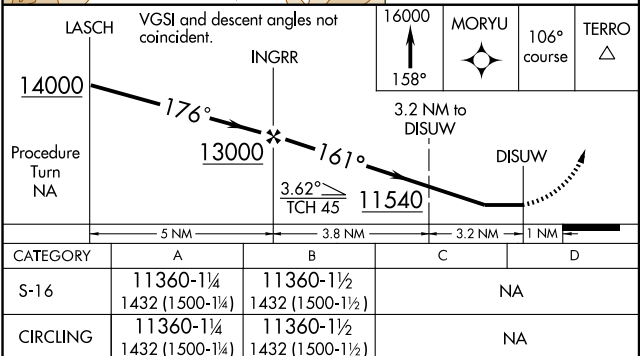
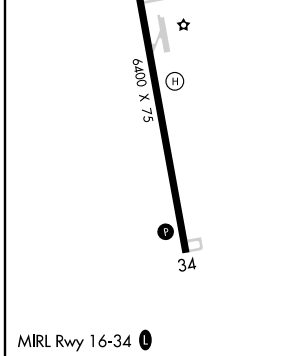
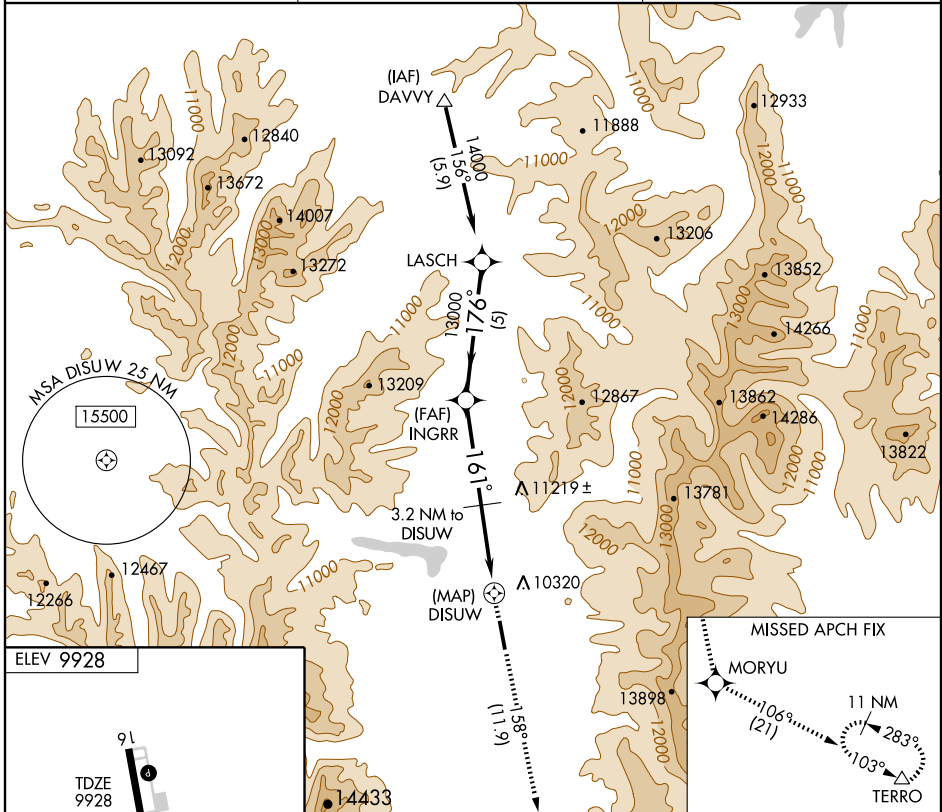
AL-9146 (FAA)

APP CRS **161°**  
 Rwy Idg **6400**  
 TDZE **9928**  
 Apt Elev **9928**

**GPS RWY 16**  
 LEADVILLE/LAKE COUNTY (LXV)

**NA** MISSED APPROACH: Climb to 16000 via 158° course to MORYU WP, then via 106° course to TERRO WP and hold.

ASOS **118.375** DENVER CENTER **119.85 363.15** UNICOM **122.8 (CTAF)**



LEADVILLE, COLORADO  
 Orig 09127

LEADVILLE/ LAKE COUNTY (LXV)  
**GPS RWY 16**  
 FAA-CT-8080-7C

39°13'N - 106°19'W  
**Figure 253—Airport Diagram.**

SW-1, 10 MAR 2011 to 07 APR 2011

SW-1, 10 MAR 2011 to 07 APR 2011