

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
 Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT</u> TAHLEQUAH MUNI	<u>AIRPORT ID</u> KTQH	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 35	<u>ORIGINAL/AMENDMENT</u> 1A	<u>CITY</u> TAHLEQUAH	<u>STATE</u> OK	
<u>AIRPORT ELEVATION</u> 874	<u>TDZE</u> 874	<u>SUPERSEDED</u> RNAV (GPS) RWY 35	<u>ORIGINAL/AMENDMENT</u> 1	<u>DATED</u> 06/05/2008	<u>MAG VAR</u> 5E	<u>EPOCH YEAR</u> 1995
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL SUSPEND</u>		

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 267/30 CW 087/30	NOPT	267/10 CW 087/10		3700
2. 267/10 CW 087/10		SUBME	IF/IAF	3100
3. 087/30 CW 177/30		087/10 CW 177/10		3600
4. 087/10 CW 177/10		JURMA	IAF	3100
5. 177/30 CW 267/30		177/10 CW 267/10		3400
6. 177/10 CW 267/10		HOSAD	IAF	3100

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
HOSAD	IAF	SUBME	NOPT	TF	FB	1.00	267.29	5.00	3100
JURMA	IAF	SUBME	NOPT	TF	FB	1.00	087.17	5.00	3100
SUBME	IF/IAF	CEDIK		TF	FB	1.00	357.23	6.10	2200
CEDIK	FAF	REVSE/2.20 NM TO RW35		TF	FB	0.30	357.23	1.86	
REVSE/2.20 NM TO RW35		RW35	MAP	TF	FO	0.30	357.23	2.20	
RW35	MAP	1124 MSL		CA	FB		357.23		
1124 MSL		YASXU		DF	FO	1.00			3000



MISSED APPROACH

MAP:

LPV: DA
LNAV: RW35

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT YASXU AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF (IAF)
2.	HOLD S SUBME, RT, 357.23 INBOUND, 3100 FT. IN LIEU OF PT (IAF), MAX 6000.			
3. FAC:	357.23	FAF: CEDIK	DIST FAF TO MAP: 4.06	DIST FAF TO THLD: 4.06
4. MIN ALT:	SUBME 3100, CEDIK 2200, REVSE/2.20 NM TO RW35 1580*			
5. DIST TO THLD FROM OM:		MM:	IM:	150 HAT: 250 HAT: 0.73
6. MIN GP INCPT:	2200	GP ALT AT FAF : CEDIK 2200		OM: MM: IM:
7. GP ANGLE:	3.00	34:1: IS CLEAR	20:1: IS CLEAR	TCH: 40.0
8. MSA FROM:				

PBN EQUIPMENT REQUIREMENTS NOTES

RNP APCH

NOTES:

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECIEVED, USE MUSKOGEE ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET AND INCREASE LNAV CAT C VISIBILITY 1/4 MILE, CIRCLING CAT B 1/4 MILE AND CAT C 1/2 MILE.
CHART NOTE: VDP NA WHEN USING MUSKOGEE ALTIMETER SETTING.

ADDITIONAL FLIGHT DATA:

CHART VDP AT 1.6 NM TO RW35*
*LNAV ONLY
WAAS CHANNEL #90207
REFERENCE PATH ID: W35A
CHART FAS OBST: 1141 TREE 355339N/0950117W.
HOLD N, RT, 177.24 INBOUND
LTP HAE: 230.4 M

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.



<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>		
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
LPV DA	1124	1	250	1124	1	250	1124	1	250		NA				
LNAV MDA	1400	1	526	1400	1	526	1400	1 1/2	526		NA				
CIRCLING	1520	1	646	1520	1	646	1520	1 3/4	646		NA				

CHANGES - REASONS

1. CHART VDP FOR LNAV AT 1.6 NM TO RWY 35 - 20:1 SURFACE CLEAR
2. RAISE TAA ALTITUDE STRAIGHT-IN SEGMENT 267/30 CW 087/30 TO 267/10 CW 087/10 FROM 3400 TO 3700 - NEW CONTROLLING OBSTACLE 2663 MSL (5D) TOWER (40-020064)
3. REPLACED CHART NOTE "DME/DME RNP-0.3 NA" WITH PBN REQUIREMENTS NOTE "RNP APCH" - RECENT CRITERIA CHANGE
4. ADDED NOTE "20:1 IS CLEAR" TO LINE 7 - AIRPORT HAD ALL 20:1 PENETRATORS REMOVED.
5. DELETED NOTE "HELICOPTER VISIBILITY REDUCTION NA" - AIRPORT HAD ALL 20:1 PENETRATORS REMOVED.

7/13//2018: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 06/25/2018:

1. CHANGED CA LEG COURSE FROM 002.23 TO 357.23.

8/8/2018: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 07/17/2018:

1. CHANGED CA LEG FROM "FO" TO "FB".



COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZME, AIRPORT MANAGER

FLIGHT CHECKED BY

FLIGHT INSPECTION REVIEW NOT REQUIRED – PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-333) MEMO, DEC 22, 2017

DEVELOPED BY

LONNIE EVERHART (CHARLES CTR THIBODEAUX)

APPROVED BY

LONNIE EVERHART

OFFICE

OFFICE

OFFICE

AJV-5400

AJV-5400

DATE

DATE

DATE

Digitally signed by
ROBERT G HAMILTON
Jul 17, 2018

Digitally signed by
ROBERT G HAMILTON
Jul 17, 2018

Digitally signed by
ROBERT G HAMILTON
Jul 17, 2018

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KTQH
RUNWAY	RW35
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W35A
LTP/FTP LATITUDE	355524.3265N
LTP/FTP LONGITUDE	0950017.4535W
LTP/FTP ELLIPSOIDAL HEIGHT	+02304
FPAP LATITUDE	355653.4900N
FPAP LONGITUDE	0950013.1800W
THRESHOLD CROSSING HEIGHT (TCH)	00040.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1224
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	DEDB65DC
ADDITIONAL PATH POINT RECORD INFORMATION	
ICAO CODE	K4
LTP ORTHOMETRIC HEIGHT	+02594
FPAP ORTHOMETRIC HEIGHT	+02594



FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT</u> TAHLEQUAH MUNI	<u>AIRPORT ID</u> KTQH	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 35	<u>AMDT NO.</u> 1A	<u>CITY</u> TAHLEQUAH	<u>STATE</u> OK	<u>AIRPORT ELEVATION</u> 874	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM
267/30 CW 087/30

TO
267/10 CW 087/10

RNP

DISTANCE

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
1.TOWER (40-020064)	352448.35N/0952155.91W	2663	500	50	5D	1000					3700
2.TERRAIN	354409.00N/0942618.00W	1923 (1900)								AS1500	3400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT
REMARKS:

STRAIGHT-IN AREA

FROM
267/10 CW 087/10

TO
SUBME

RNP

DISTANCE

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
3.TOWER (40-000291)	354013.00N/0944840.00W	2013	250	50	4D	1000					3100
4.TERRAIN	353945.00N/0945121.00W	1477 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT
REMARKS:



INTERMEDIATE

FROM

SUBME (IF/IAF)

TO

CEDIK

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
	6.10										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
7.AAO	354932.04N/0950208.31W	1319	50	20	2C	500				AT381	2200
8.TERRAIN	354932.04N/0950208.31W	1119 (1100)								AS1000	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT
REMARKS:

FINAL: LPV

FROM

CEDIK

TO

RW35

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
	4.06		DA		250						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				1124

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT
REMARKS:

MINIMUM HAT 250 BASED ON NPI MARKINGS.



FINAL: LNAV

FROM

CEDIK

TO

REVSE/2.20 NM TO RW35

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	1.86											
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
16.AAO	355155.90N/0950021.31W	1219	50	20	2C	250				DG100	1580	

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT
REMARKS:

FINAL: LNAV STEPDOWN

FROM

REVSE/2.20 NM TO RW35

TO

RW35

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	2.20		RW35	526								
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
17.TREE	355339.28N/0950116.79W	1141	50	3	2A	250					1400	

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT
REMARKS:

XP-MAINTAIN PUBLISHED MDA



HOLD-IN-LIEU OF PT

FROM

SUBME

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
		P-5									
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
18.AAO	353830.00N/0945500.00W	1542	250	125	4E	1000				AT558	3100
19.TERRAIN	353830.00N/0945500.00W	1342 (1300)								AS1500	2800

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT
REMARKS:

MISSED APPROACH : LPV

FROM

DA

TO

YASXU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
		1	DA					913			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3000
20.AAO	360530.00N/0945709.00W	1395	250	125	4E	1000					2400
21.TERRAIN	360530.00N/0945709.00W	1195 (1200)								AS1500	2700

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT
REMARKS:



MISSED APPROACH : LNAV

FROM

RW35

TO

YASXU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
		1	RW35					1150			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3000
20.AAO	360530.00N/0945709.00W	1395	250	125	4E	1000					2400
21.TERRAIN	360530.00N/0945709.00W	1195 (1200)								AS1500	2700

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT
REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☐ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
22.TOWER (40-001177)	355446.00N/0945924.00W	1.30	646	1160	250	50	4D	300		AC50	1520
CATEGORY B											
22.TOWER (40-001177)	355446.00N/0945924.00W	1.50	646	1160	250	50	4D	300		AC50	1520
CATEGORY C											
22.TOWER (40-001177)	355446.00N/0945924.00W	1.70	646	1160	250	50	4D	300		AC50	1520

CIRCLING REMARKS:

CENTER

RADIUS

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

LNAV/VNAV: NOT DEVELOPED PER FPO REQUEST.



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
TAHLEQUAH MUNI	KTQH	RNAV (GPS) RWY 35	1A	TAHLEQUAH	OK	874	RNAV

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZME ARTCC, MLC FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS-3	KTQH	24	KTQH	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW17 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)		NPI-F	
RW35 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)		NPI-F	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00		40.0			3.00	37.1

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

NO ADDITIONAL AIRSPACE REQUIRED.



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
TAHLEQUAH MUNI	KTQH	RNAV (GPS) RWY 35	1A	TAHLEQUAH	OK	874	RNAV

PART D: AIRSPACE
DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.39
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.91
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	002.23
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1041
DISTANCE FROM	THLD	TO 1500FT POINT	4.66
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	2.22
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	002.23
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1119

THRESHOLD
COORDINATES
(IF STR-IN) 355524.33N/0950017.45W

ARP COORDINATES 355549.00N/0950016.30W

RUNWAY APCH END
AND DIST FURTHEST
FROM MAP RUNWAY 17 DISTANCE 0.41 NM

FAF
COORDINATES 355120.32N/0950029.12W

FIX NAME
COORDINATES IF/IAF SUBME: 354514.29N/0950046.59W

REMARKS



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
TAHLEQUAH MUNI	KTQH	RNAV (GPS) RWY 35	1A	TAHLEQUAH	OK	874	RNAV

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
LONNIE EVERHART (CHARLES CTR THIBODEAUX)	AJV-5400	03/21/2018	AERONAUTICAL INFORMATION SPECIALIST

