

RADIO FIX AND HOLDING DATA RECORD

NAME: JAWZZ

STATE: MA

COUNTRY: US

ICAO REGION CODE: K6

LATITUDE/LONGITUDE: 412408.08N/0705033.25W

TYPE: WP

AIRSPACE DOCKET: 18-AEA-16

FIX TYPE OF ACTION: MODIFY

HOLDING:

HOLDING TYPE OF ACTION: MODIFY

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME DME	HOLDING MIN	ALTITUDES MAX	TEMPLATES MIN	MAX
1	E		WP	080.93	260.93	L	10	24000	45000	17	30

REASON FOR NONSTANDARD HOLDING:
PAT 1 OPERATIONAL / ATC REQUEST.

HOLDING RESTRICTIONS:
HOLDING LIMITED TO ESTABLISHED PATTERN.

REMARKS:
CONTROLLER LOW PER ATC REQUEST.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE (US)
EN ROUTE	Q220					

REQUIRED CHARTING: EN ROUTE HIGH, CONTROLLER LOW, CONTROLLER HIGH

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 1

DATE OF REVISION: 09/10/2020

REASON FOR REVISION:

AIRSPACE DOCKET: ADDED 18-AEA-16.

FIX USE: ADDED Q220.

REQUIRED CHARTING: ADDED CONTROLLER LOW AND HIGH.

UPDATED PAT 1 - CHANGED RAD/CRS/BRG FROM 081.22 TO 080.93 AND INBOUND CRS FROM 261.22 TO 260.93.

CHANGED MIN HOLDING ALTITUDE FROM 18000 TO 24000.

INITIATED BY:

DATE:

ORGANIZATION:

NAME:

OFFICE OF PRIMARY RESPONSIBILITY:

AJV-A432

NAME: ANTHONY KACZKA

APPROVED BY:

DATE:

OFFICE: AJV-A430

NAME: GEORGE DAVIS

SIGNATURE:

Digitally signed by

WARDELL HENNING

DISTRIBUTION:

NFDC
FPO: EST
ARTCC: ZBW
ATC FACILITY:
OTHER:

Jun 11, 2020

QUALITY
3
CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: LARIE

STATE: MA

COUNTRY: US

ICAO REGION CODE: K6

LATITUDE/LONGITUDE: 414923.46N/0695841.96W

TYPE: WP

AIRSPACE DOCKET: 18-AEA-16

FIX TYPE OF ACTION: NO CHANGE

HOLDING:

HOLDING TYPE OF ACTION: NO CHANGE

REMARKS:

CONTROLLER LOW PER ATC REQUEST.

FIX USE:

USE TYPE
EN ROUTE

USE TITLE
Q220

FAC PAT AIRPORT IDENT CITY

STATE
(US)

REQUIRED CHARTING: EN ROUTE HIGH, CONTROLLER LOW, CONTROLLER HIGH

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 1

DATE OF REVISION: 09/10/2020

REASON FOR REVISION:

AIRSPACE DOCKET: ADDED 18-AEA-16.

FIX USE: ADDED Q220.

REQUIRED CHARTING: ADDED CONTROLLER LOW AND HIGH.

DISTRIBUTION: CHANGED FPO: FROM ATL TO EST.

INITIATED BY:

DATE:

ORGANIZATION:

NAME:

OFFICE OF PRIMARY RESPONSIBILITY:

AJV-A432

NAME: ANTHONY KACZKA

APPROVED BY:

DATE:

OFFICE: AJV-A430

NAME: GEORGE DAVIS

SIGNATURE:

Digitally signed by

WARDELL HENNING

Jun 11, 2020

DISTRIBUTION:

NFDC
FPO: EST
ARTCC: ZBW
ATC FACILITY:
OTHER:

QUALITY
3
CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: SANDY POINT VOR/DME **STATE:** RI **COUNTRY:** US **ICAO REGION CODE:** K6

LATITUDE/LONGITUDE: 411002.77N/0713433.91W **TYPE:**

AIRSPACE DOCKET: 18-AEA-16 **FIX TYPE OF ACTION:** NO CHANGE

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	FAC FEET	MRA	MAA
1	SANDY POINT	SEY	VOR/DME	L							17500

HOLDING: **HOLDING TYPE OF ACTION:** NO CHANGE

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME DME	HOLDING ALTITUDES MIN MAX	TEMPLATES MIN MAX
1	E	SEY	VOR/DME	098.90	278.90	L	1-1 1/2	2000 17500	4 16
2	E	SEY	VOR/DME	094.00	274.00	R	1	1700 7000	4 8
3	E	WP	WP	098.90	278.90	L	4	2000 6000	4 6

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	WINDMILL (44-020409)	410732.60N/0713027.23W	659	8D
2	200	WINDMILL (44-020409)	410732.60N/0713027.23W	659	8D
2	310	WINDMILL (44-020409)	410732.60N/0713027.23W	659	8D
3	200	WINDMILL (44-020409)	410732.60N/0713027.23W	659	8D

REASON FOR NONSTANDARD HOLDING:

PAT 1 AIR TRAFFIC AIRSPACE BOUNDARIES
PAT 3 AIR TRAFFIC AIRSPACE BOUNDARIES

HOLDING RESTRICTIONS:

HOLDING LIMITED TO ESTABLISHED PATTERNS

PROCEDURES REQUIRING CLIMB-IN-HOLD:

PAT	PROCEDURE TITLE	AIRPORT IDENT	CITY	STATE
2	VOR RWY 28	KBID	BLOCK ISLAND	RI (US)

REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.
SECONDARY HOLDING FOR JFK APPROACHES (PAT 1).
ASSIGNED FACILITY MAGVAR: 15W (1985).
CONTROLLER LOW PER ATC REQUEST.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
DP	HANSCOM			KBED	BEDFORD	MA (US)
DP	BEVERLY			KBVY	BEVERLY	MA (US)
DP	LOGAN			KBOS	BOSTON	MA (US)
DP	SSOXS (RNAV)			KBOS	BOSTON	MA (US)
DP	WYLYY (RNAV)			KBOS	BOSTON	MA (US)
DP	LAWRENCE			KLWM	LAWRENCE	MA (US)
DP	NORWOOD			KOWD	NORWOOD	MA (US)
EN ROUTE	J121					(US)
EN ROUTE	Q220					(US)
EN ROUTE	V268					(US)
EN ROUTE	V34		1			(US)
EN ROUTE	V58		1			(US)
EN ROUTE	T216					RI (US)
IAP	ILS OR LOC RWY 5			KGON	GROTON (NEW LONDON)	CT (US)
IAP	RNAV (GPS) RWY 33			KGON	GROTON (NEW LONDON)	CT (US)
IAP	VOR RWY 5			KGON	GROTON (NEW LONDON)	CT (US)
IAP	VOR/DME-A			KBOS	BOSTON	MA (US)
IAP	ILS OR LOC RWY 5			KEWB	NEW BEDFORD	MA (US)
IAP	RNAV (GPS) RWY 06		3	KMTP	MONTAUK	NY (US)
IAP	RNAV (GPS) RWY 24			KMTP	MONTAUK	NY (US)
IAP	VOR RWY 28		2	KBID	BLOCK ISLAND	RI (US)
IAP	VOR/DME RWY 10			KBID	BLOCK ISLAND	RI (US)
IAP	LOC RWY 22			KUUU	NEWPORT	RI (US)
IAP	ILS OR LOC RWY 16			KOQU	NORTH KINGSTOWN	RI (US)
IAP	VOR RWY 34			KOQU	NORTH KINGSTOWN	RI (US)
IAP	LOC RWY 07			KWST	WESTERLY	RI (US)
IAP	RNAV (GPS) RWY 07			KWST	WESTERLY	RI (US)
STAR	NEWBE			KACK	NANTUCKET	MA (US)
STAR	PARCH (RNAV)			KFRG	FARMINGDALE	NY (US)
STAR	ROBER			KFRG	FARMINGDALE	NY (US)
STAR	PARCH (RNAV)			KJFK	NEW YORK	NY (US)
STAR	ROBER			KJFK	NEW YORK	NY (US)

QUALITY
3
CHECKED

REQUIRED CHARTING: DP, STAR, IAP, EN ROUTE LOW, EN ROUTE HIGH, CONTROLLER LOW, CONTROLLER HIGH

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 13

DATE OF REVISION: 09/10/2020

REASON FOR REVISION:

AIRSPACE DOCKET: ADDED 18-AEA-16.

FIX USE: ADDED Q220.

FIX USE: REMOVED KMTP IAP VOR RWY 6 - APPROACH CANCELLED.

REQUIRED CHARTING: ADDED CONTROLLER HIGH AND ENROUTE HIGH.

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ARTCC: ZBW

ATC FACILITY: PVD APP CON, GON APP CON, NYC APP CON

OTHER:

QUALITY
3
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RADIO FIX AND HOLDING DATA RECORD

NAME: SKOWL

STATE: RI

COUNTRY: US

ICAO REGION CODE: K6

LATITUDE/LONGITUDE: 411547.18N/0711644.35W

TYPE: WP

AIRSPACE DOCKET: 18-AEA-16

FIX TYPE OF ACTION: NO CHANGE

HOLDING:

HOLDING TYPE OF ACTION: NO CHANGE

REMARKS:

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FIX USE:

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EN ROUTE

USE TITLE
Q220

FAC PAT AIRPORT IDENT CITY

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REQUIRED CHARTING: EN ROUTE HIGH, CONTROLLER LOW, CONTROLLER HIGH

COMPULSORY REPORTING POINT: NO

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