

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
ILS STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.29

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 ID</u> KCVG	<u>PROCEDURE NAME</u> ILS OR LOC RWY 9	<u>ORIGINAL/AMENDMENT</u> 18C	<u>CITY</u> COVINGTON	<u>STATE</u> KY		
<u>AIRPORT ELEVATION</u> 896	<u>TDZE</u> 883	<u>SUPERSEDED</u> ILS OR LOC RWY 9	<u>ORIGINAL/AMENDMENT</u> 18B	<u>DATED</u> 08/12/2021	<u>MAG VAR</u> 6W	<u>EPOCH YEAR</u> 2025
<u>FACILITY</u> I-URN	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

**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>
JADOP/I-URN 14.79 DME/RADAR	IAF	SEMSE/I-URN 11.65 DME/RADAR					096.16	3.14 (I-URN)	4000
SEMSE/I-URN 11.65 DME/RADAR	IF	KAVME/I-URN 6.62 DME/RADAR					096.16	5.02 (I-URN)	2400

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 4.54 NM AFTER KAVME/I-URN 6.62 DME/RADAR OR AT I-URN 2.09 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 140 AND CVG R-109 TO CALIF INT/CVG 19.02 DME AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):**

; OR WHEN DIRECTED BY ATC, CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 170 AND FLM R-324 TO FLM VOR/DME AND HOLD NW, RT, 143.91 INBOUND.

**PROFILE:**

- PT      SIDE OF COURSE      OUTBOUND      FT WITHIN      MILES OF      (IAF)
- PROFILE STARTS AT JADOP
- FAC: 096.16      FAF: KAVME/I-URN 6.62 DME/RADAR      DIST FAF TO MAP: 4.54      DIST FAF TO THLD: 4.54
- MIN ALT: JADOP/I-URN 14.79 DME/RADAR 5000, SEMSE/I-URN 11.65 DME/RADAR 4000, KAVME/I-URN 6.62 DME/RADAR 2400
- DIST TO THLD FROM OM:      MM:      IM:      150 HAT:      GS ANT: 1113
- MIN GS INCPT: 2400      GS ALT AT PFAF: KAVME/I-URN 6.62 DME/RADAR 2400      OM:      MM:      IM:
- GP ANGLE: 3.00      34:1:      20:1:      TCH: 52.0
- MSA FROM: CVG VORTAC 2900

**EQUIPMENT REQUIREMENTS NOTES:**

RADAR REQUIRED FOR PROCEDURE ENTRY.  
DME OR RADAR REQUIRED.



**NOTES:**

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART NOTE: FOR INOPERATIVE ALS INCREASE S-LOC 9 CATS C/D VISIBILITY TO RVR 5500.

**ADDITIONAL FLIGHT DATA:**

HOLD E, RT, 288.87 INBOUND.  
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NW FLM VOR/DME, RT, 143.91 INBOUND.  
CHART FAS OBST: 952 TREE 390248N/0844222W.  
CHART VDP AT 2.92 DME  
DISTANCE VDP TO THLD 0.84 NM.  
CHART IN PLANVIEW: FLM VOR/DME.  
CHART CIRCLING ICON.

**MINIMUMS:**

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

**ALTERNATE:** NA ☐ ILS: STANDARD; LOC: STANDARD

<b>CATEGORY:</b>	<b>A</b>			<b>B</b>			<b>C</b>			<b>D</b>			<b>E</b>		
<b>FINAL TYPE</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>
S-ILS 9	1083	1800	200	1083	1800	200	1083	1800	200	1083	1800	200			
S-LOC 9	1220	2400	337	1220	2400	337	1220	2400	337	1220	4000	337			
CIRCLING	1460	1	564	1460	1	564	1560	1 3/4	664	1560	2	664			

**CHANGES - REASONS**

1. FOLLOWING MAG COURSES INCREASED 2 DEG: INITIAL, INTERMEDIATE AND FINAL FROM 094.17 TO 096.16 - AIRPORT/FACILITY MAGVAR UPDATED FROM 4W/1995 AND 6W/2020 TO 6W/2025.
2. UPDATED MISSED LOC FROM: 4.54 MILES AFTER KAVME/I-URN 6.63 DME/RADAR OR AT I-URN 2.09 DME FIX TO 4.54 NM AFTER KAVME/I-URN 6.62 DME/RADAR OR AT I-URN 2.09 DME - NEW AND OR UPDATED DATA.
3. REPLACED VIA WITH ON IN BOTH THE PRIMARY AND ALTERNATE MISSED APPROACH - VIA NO LONGER USED.
4. FAC CHANGED FROM 094.17 TO 096.16 - NEW AND OR UPDATED DATA/MAGVAR UPDATE..
5. UPDATED PROFILE NOTE FROM: VGSI AND ILS GLIDEPATH NOT COINCIDENT TO VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}) - PER .19I.
6. UPDATED CHART NOTE FROM: FOR INOPERATIVE MALSR, INCREASE S-LOC 9 CAT D VISIBILITY TO RVR 5000 TO FOR INOPERATIVE ALS INCREASE S-LOC 9 CATS C/D VISIBILITY TO RVR 5500 - PER .3E.
7. DELETED CHART/PLANVIEW NOTES DME OR RADAR REQUIRED AND RADAR REQUIRED AND ADDED EQUIPMENT REQUIREMENT NOTES DME OR RADAR REQUIRED AND RADAR REQUIRED FOR PROCEDURE ENTRY - PER 8260.19I.
8. INCORPORATED ALL P-NOTMS INTO THIS AMENDMENT - ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



**COORDINATED WITH:**

**A4A** ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZID, CVG APP CON, CVG ATCT, AIRPORT MANAGER.

**FLIGHT CHECKED BY**

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

**OFFICE**

**DATE**

*Digitally signed by*  
**CASIMIR L TABAKA**  
Dec 17, 2021

**DEVELOPED BY**

SYLVAN DRAKES

*Digitally signed by*

**SYLVAN DRAKES**

**OFFICE**

AJV-A411

**DATE**

09/30/2021

**APPROVED BY**

JULIE MORGAN

Nov 15, 2021

**OFFICE**

AJV-A410

**DATE**

**TITLE**  
MANAGER

*Digitally signed by*

**CASIMIR L TABAKA**

Dec 17, 2021



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

<u>AIRPORT ID</u> KCVG	<u>PROCEDURE NAME</u> ILS OR LOC RWY 9	<u>AMDT NO.</u> 18C	<u>CITY</u> COVINGTON	<u>STATE</u> KY	<u>AIRPORT ELEVATION</u> 896	<u>FACILITY</u> I-URN
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM  
JADOP/I-URN 14.79 DME/RADAR

TO  
SEMSE/I-URN 11.65 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 3.14	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							<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>
												1.TOWER (18-001437)	390525.00N/0845635.00W	1106	500	50	5D	1000				AT1894	4000
												2.TERRAIN	390648.00N/0845621.00W	883 (900)								AS1500	2400

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM  
SEMSE/I-URN 11.65 DME/RADAR

TO  
KAVME/I-URN 6.62 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 5.02	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							<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>
												3.AAO	385945.00N/0845342.00W	1073	164	98	4E	500				AC98	1700
												4.TERRAIN	395945.00N/0845342.00W	873 (900)								AS1500	2400

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: ILS

FROM

KAVME/I-URN 6.62 DME/RADAR

TO

RW9

<u>RNP</u>	<u>DISTANCE</u> 4.54	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200			<u>HMAS</u>				
<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				1083

COMPUTATIONS

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

FINAL: LOC

FROM

KAVME/I-URN 6.62 DME/RADAR

TO

4.54 NM AFTER KAVME/I-URN 6.62 DME/RADAR OR AT I-URN 2.09 DME

<u>RNP</u>	<u>DISTANCE</u> 4.54	<u>PAT</u>	<u>MAP</u> 4.54 NM AFTER KAVME/I-URN 6.62 DME/RADAR OR AT I-URN 2.09 DME				<u>HAT</u> 337	<u>HMAS</u>			
<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>
5.TREE (KCVGO013)	390248.00N/0844221.83W	952	20	3	1A	250					1220

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 : ILS

FROM

DA

TO

CALIF INT/CVG 19.02 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
							917					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
6.TOWER (21-000981)	390149.00N/0843022.00W		1320	500	50	5D	1000					2400
7.TERRAIN	385854.00N/0843712.00W		936 (900)								AS1500	2400

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 : LOC

FROM

4.54 NM AFTER KAVME/I-URN 6.62 DME/RADAR OR AT I-URN 2.09 DME

TO

CALIF INT/CVG 19.02 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 970					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
6.TOWER (21-000981)	390149.00N/0843022.00W		1320	500	50	5D	1000					2400
7.TERRAIN	385854.00N/0843712.00W		936 (900)								AS1500	2400

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 ALTERNATE : ILS

FROM

DA

TO

FLM VOR/DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 917					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
6.TOWER (21-000981)	390149.00N/0843022.00W		1320	500	50	5D	1000					2400
8.TERRAIN	385727.00N/0843709.00W		949 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE : LOC

FROM

4.54 NM AFTER KAVME/I-URN 6.62 DME/RADAR OR AT I-URN 2.09 DME

TO

FLM VOR/DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
970												
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
6.TOWER (21-000981)	390149.00N/0843022.00W		1320	500	50	5D	1000					2400
8.TERRAIN	385727.00N/0843709.00W		949 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

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											
9.CONTROL_TOWER (21-001297)	390226.83N/0843931.96W	1.30	564	1159	20	3	1A	300			1460
CATEGORY B											
9.CONTROL_TOWER (21-001297)	390226.83N/0843931.96W	1.84	564	1159	20	3	1A	300			1460
CATEGORY C											
10.TOWER (21-000110)	390356.00N/0843627.00W	2.89	664	1256	20	3	1A	300			1560
CATEGORY D											
10.TOWER (21-000110)	390356.00N/0843627.00W	3.77	664	1256	20	3	1A	300			1560

CIRCLING REMARKS:

MSA

CENTER	RADIUS
CVG VORTAC	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (39-001892)	391201.00N/0843122.00W	041	13.9	1848	500	50	5D	1000			2900

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

INTERMEDIATE SEGMENT: ILS AND LOC HAVE SAME CONTROLLING OBSTACLE.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
CVG APP CON, CVG TOWER

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KCVG	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KCVG	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 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> I-URN	<u>MONITOR POINT</u> CON TWR	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW9 - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH
RW18C - TDZ, MALSR, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW18L - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW18R - TDZ, ALSF-2, HIRL, C/LINE	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW27 - MALSR, HIRL, C/LINE, PAPI-4L (PCL)	PIR-G	APPROACH
RW36C - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW36L - TDZ, ALSF-2, HIRL, C/LINE	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW36R - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 883.1	<u>TCH</u> 52.0	<u>ELEV GS ANTENNA</u> 873.4	<u>DISTANCE FROM RWY</u> 1113	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 69.8
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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**

and/or  
**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

**PENETRATIONS REMARKS:**

**PART C: GENERAL REMARKS:**

- 2. HRS OPTN: 24. (ON SERVICE A)
  - 3. SOURCE: KCVG. NO BACK-UP ALTIMETER SOURCE NEEDED. 24-HR CONTROL TOWER HAS REDUNDANT ALTIMETER REPORTING EQUIPMENT.
  - 4. MONITOR POINT: TOWER. HRS OPTN: CAT 1/24 HRS.
  - 6. VGSI DATA: 3.00/69.8.
- ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<b>AIRPORT ID</b> KCVG	<b>PROCEDURE NAME</b> ILS OR LOC RWY 9	<b>AMDT NO.</b> 18C	<b>CITY</b> COVINGTON	<b>STATE</b> KY	<b>AIRPORT ELEVATION</b> 896	<b>FACILITY</b> I-URN
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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	3.03
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.87
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	090.16
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM	THLD	TO 1500FT POINT	4.54
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.19
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	090.16
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD  
COORDINATES  
(IF STR-IN)

390246.90N/0844142.35W

ARP COORDINATES

390255.82N/0844004.16W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 36R DISTANCE 1.57 NM

FAF  
COORDINATES

390247.57N/0844732.17W

FIX NAME  
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED



PART E: PREPARED BY

<u>NAME</u> SYLVAN DRAKES	<u>OFFICE</u> AJV-A411	<u>DATE</u> 09/30/2021	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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