

**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> KAUS	<u>PROCEDURE NAME</u> ILS OR LOC RWY 36L	<u>ORIGINAL/AMENDMENT</u> 7	<u>CITY</u> AUSTIN	<u>STATE</u> TX		
<u>AIRPORT ELEVATION</u> 542	<u>TDZE</u> 496	<u>SUPERSEDED</u> ILS OR LOC RWY 35L	<u>ORIGINAL/AMENDMENT</u> 6B	<u>DATED</u> 11/07/2019	<u>MAG VAR</u> 4E	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> I-BSM	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 04/22/2021	<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>
LAMAS/I-BSM 16.48 DME/RADAR	IAF	CAMDY/I-BSM 12.48 DME/RADAR					354.69	4.00 (I-BSM)	4000
CAMDY/I-BSM 12.48 DME/RADAR	IAF	BIIRD/I-BSM 6.15 DME/RADAR					354.69	6.33 (I-BSM)	2500
BIIRD/I-BSM 6.15 DME/RADAR	IF	JOVSA/I-BSM 4.82 DME/RADAR					354.69	1.33 (I-BSM)	2100
JOVSA/I-BSM 4.82 DME/RADAR		FUNNN/I-BSM 3.16 DME/RADAR					354.69	1.67 (I-BSM)	1600

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 3.32 NM AFTER FUNNN/I-BSM 3.16 DME/RADAR OR AT I-BSM 0.18 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 3500 ON HEADING 250 AND CWK VORTAC R-222 TO GARDS INT/CWK 29.18 DME AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**



PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. PROFILE STARTS AT LAMAS					
3. FAC:	354.69	FAF: FUNNN/I-BSM 3.16 DME/RADAR	DIST FAF TO MAP: 3.32	DIST FAF TO THLD: 3.32	
4. MIN ALT:	LAMAS/I-BSM 16.48 DME/RADAR 5000, CAMDY/I-BSM 12.48 DME/RADAR 4000, BIIRD/I-BSM 6.15 DME/RADAR 2500, JOVSA/I-BSM 4.82 DME/RADAR 2100, FUNNN/I-BSM 3.16 DME/RADAR 1600				
5. DIST TO THLD FROM FAF:	3.32	MM:	IM:	150 HAT:	GS ANT: 1095
6. MIN GS INCPT:	1600	GS ALT AT FAF : FUNNN/I-BSM 3.16 DME/RADAR 1600		OM:	MM: IM:
7. GP ANGLE:	3.00	34:1:	20:1:	TCH:	54.3
8. MSA FROM:	CWK VORTAC 205-300 3100, 300-205 2600				

EQUIPMENT REQUIREMENTS NOTES:

DME OR RADAR REQUIRED.

NOTES:

CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.  
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 36L CATS C/D/E VISIBILITY TO RVR 6000  
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 36L ALL CATS.

ADDITIONAL FLIGHT DATA:

810 AAO 300729N/0974035W  
HOLD SW, RT, 042.05 INBOUND.  
CHART FAS OBST: 644 TRANSMISSION\_LINE 300918N/0974054W.  
CHART VDP AT 0.94 DME  
DISTANCE VDP TO THLD 1.10 NM.  
CHART IN PROFILE VIEW: I-BSM DME ANTENNA.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 36L	696	4000	200	696	4000	200	696	4000	200	696	4000	200	696	4000	200
S-LOC 36L	900	4000	404	900	4000	404	900	5000	404	900	5000	404	900	5000	404



**CHANGES - REASONS**

- PROCEDURE NAME CHANGED FROM ILS OR LOC RWY 35L TO ILS OR LOC RWY 36L - RUNWAY NUMBER CHANGED
- TERMINAL ROUTES - ALTITUDE AT CAMDY CHANGED FROM 4400 TO 4000 - PER FPT; WILL ALLOW SELECTION AS A TRANSITION FROM STARS
- TERMINAL ROUTES - CAMDY CHANGED FROM SDF TO IAF - PER FPT; WILL ALLOW SELECTION AS A TRANSITION FROM STARS
- MISSED APPROACH - REMOVED ALTERNATE MISSED APPROACH INSTRUCTIONS - ALTERNATE MISSED REMOVED AT REQUEST OF FPT DUE TO CREED NDB BEING DECOMMISSIONED
- PROFILE LINE 4 - MIN ALT FOR CAMDY CHANGED FROM 4400 TO 4000 - PER FPT; WILL ALLOW SELECTION AS A TRANSITION FROM STARS
- PROFILE LINE 5 - ADDED DIST TO THLD FROM PFAF 3.32 - IAW 8260.19I, PARA 8-6-7, E
- NOTES - CHANGED NOTE FROM "FOR INOPERATIVE ALS, INCREASE S-ILS 35L CAT E VISIBILITY TO RVR 4000, S-LOC 35L CATS C/D/E VISIBILITY TO RVR 5500." TO "FOR INOPERATIVE ALS, INCREASE S-LOC 36L CATS C/D/E VISIBILITY TO RVR 6000" - MALSR IN PROCESS OF BEING DOWNGRADED TO A MAL.
- NOTES - ADDED NOTE "INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 36L ALL CATS" - PER VIS CALC.
- NOTES - REMOVED NOTE "RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA." - MALSR IN PROCESS OF BEING DOWNGRADED TO A MAL.
- NOTES - REMOVED NOTE "RWY 35L HELICOPTER VISIBILITY REDUCTION BELOW ¾ SM NOT AUTHORIZED" - 20 & 34:1 SURFACES ARE CLEAR
- ADDITIONAL FLIGHT DATA - CHANGED FAS OBSTACLE FROM 567 TREE 301007N/0974054W TO 644 TRANSMISSION LINE 300918N/0974054W - NEW TARGETS EVALUATION
- ADDITIONAL FLIGHT DATA - CHANGED VDP INFO FROM VDP TO \*I-BSM.091 DME, DISTANCE TO THLD 1.08 MILES TO \*I-BSM.094 DME, DISTANCE TO THLD 1.10 MILES - NEW TARGETS EVALUATION
- ADDITIONAL FLIGHT DATA - REMOVED "CHART IN PLANVIEW: BS NDB." - ALTERNATE MISSED REMOVED AT REQUEST OF FPT DUE TO CREED NDB BEING DECOMMISSIONED
- ADDITIONAL FLIGHT DATA - REMOVED "CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S BSM NDB, LT, 354.59 INBOUND." - ALTERNATE MISSED REMOVED AT REQUEST OF FPT DUE TO CREED NDB BEING DECOMMISSIONED
- ALTERNATE MINS - CHANGED FROM ILS CAT C/D 700-2, CAT E 1000-3, LOC CAT E 1000-3 TO STANDARD FOR BOTH ILS AND LOC - PER LATEST CALCULATION WITHOUT CIRCLING
- MINIMUMS - S-ILS 36L VIS CHANGED FROM RVR 2400 TO 4000 - MALSR IN PROCESS OF BEING DOWNGRADED TO A MAL.
- MINIMUMS - S-LOC 36L VIS CHANGED FROM CAT A/B RVR 2400 CAT C/D/E RVR 4000 TO CAT A/B RVR 4000 CAT C/D/E RVR 5000 RESPECTIVELY - MALSR IN PROCESS OF BEING DOWNGRADED TO A MAL.
- CHANGES FROM P-NOTAM FOR AMDT 6B INCORPORATED INTO FORM - REQUIRED IAW 8260.19H PARA 8-3-4C(3).

**COORDINATED WITH:**A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: ZHU, AUS ATCT, AMGR, ST. AV. DIR**FLIGHT CHECKED BY**

Digitally signed by

ALLAN WILL

**OFFICE****DATE**

PENDING

Mar 15, 2021

**DEVELOPED BY**

Digitally signed by

JOSEPH BLANCO

JOSEPH A BLANCO

**OFFICE**

AJV-A423

**DATE**

11/23/2020

**APPROVED BY**

MARLON ROBINSON

Digitally signed by

ALLAN WILL

**OFFICE**

AJV-A420

**DATE****TITLE**  
MANAGER

Mar 15, 2021

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

<u>AIRPORT ID</u> KAUS	<u>PROCEDURE NAME</u> ILS OR LOC RWY 36L	<u>AMDT NO.</u> 7	<u>CITY</u> AUSTIN	<u>STATE</u> TX	<u>AIRPORT ELEVATION</u> 542	<u>FACILITY</u> I-BSM
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM  
LAMAS/I-BSM 16.48 DME/RADAR

TO  
CAMDY/I-BSM 12.48 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 4.00	<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>
												TOWER (48-002580)	295405.60N/0974106.33W	979	20	3	1A	1000				AT2021	4000
												TERRAIN	295736.00N/0974054.00W	613 (600)								AS1500	2100

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM  
CAMDY/I-BSM 12.48 DME/RADAR

TO  
BIIRD/I-BSM 6.15 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 6.33	<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>
												TOWER (48-005184)	300320.00N/0974502.00W	1075	250	50	4D	1000				AT425	2500
												TERRAIN	300309.00N/0974433.00W	764 (800)								AS1500	2300

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM  
BIIRD/I-BSM 6.15 DME/RADAR

TO  
JOVSA/I-BSM 4.82 DME/RADAR

RNP	DISTANCE 1.33	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	300354.00N/0974509.00W		896	164	98	4E	500				AC98 AT608 SA-2	2100
TERRAIN	300424.00N/0974509.00W		662 (700)								AS1000	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: LOC STEPDOWN

FROM  
JOVSA/I-BSM 4.82 DME/RADAR

TO  
FUNNN/I-BSM 3.16 DME/RADAR

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	1.67											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	300530.00N/0974409.00W		850	164	98	4E	500				AC98 AT152	1600
TERRAIN	300545.00N/0974318.00W		633 (600)								AS1000	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS

FROM  
FUNNN/I-BSM 3.16 DME/RADAR

TO  
RW36L

RNP	DISTANCE 3.32	PAT	MAP DA	HAT 200	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				696

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  
FUNNN/I-BSM 3.16 DME/RADAR

TO  
3.32 NM AFTER FUNNN/I-BSM 3.16 DME/RADAR OR AT I-BSM 0.18 DME

RNP	DISTANCE 3.32	PAT	MAP 3.32 NM AFTER FUNNN/I-BSM 3.16 DME/RADAR OR AT I-BSM 0.18 DME	HAT 404	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TRANSMISSION_LINE (48-135044)	300918.19N/0974053.97W		644	20	3	1A	250					900

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  
GARDS INT/CWK 29.18 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 525					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3500
TOWER (48-005076)	300243.00N/0975251.00W		2049	500	50	5D	1000					3100
TERRAIN	300927.00N/0980006.00W		1204 (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 : LOC

FROM  
3.32 NM AFTER FUNNN/I-BSM 3.16 DME/RADAR OR AT I-BSM 0.18 DME

TO  
GARDS INT/CWK 29.18 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 650					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3500
TOWER (48-005076)	300243.00N/0975251.00W		2049	500	50	5D	1000					3100
TERRAIN	300927.00N/0980006.00W		1204 (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



MSA

CENTER

CWK VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
205-300	TWR (48-004143)	301913.00N/0974809.00W	250	14.6	2049	100	20	3C	1000			3100
300-205	TWR (48-008828)	295701.00N/0972214.00W	156	26.9	1520	500	50	5D	1000			2600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

FEEDERS NOT USED PER ATC AND AIR CARRIER REQUEST.  
ALTERNATE MISSED REMOVED AT REQUEST OF FPT DUE TO CREED NDB BEING DECOMMISSIONED  
55 FT WORST CASE VEGETATION PER CENTRAL FPT CHECKLIST





PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
AUSTIN APP CON, AUSTIN TOWER, ZHU ARTCC

WX SERVICE ASOS	LOCATION KAUS	HRS OPERATION 24	ALTIMETER SOURCE KAUS	DISTANCE 0	SERVICE-A Y	ADJUSTMENTS 0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS

WX REMARKS:  
AIRPORT HAS REDUNDANT WEATHER SERVICES. BACKUP ALTIMETER NOT REQUIRED.

PRIMARY NAVAID I-BSM	MONITOR POINT ATCT	HRS OPERATION 24	CAT 1
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APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW	BSC-G	
RW17L - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW17R - MALS, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW18L - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW18R - MALS, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW35L - MALSR, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW35R - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW36L - MALS, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW36R - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT

GLIDESLOPE ANGLE 3.00	ELEV RWY THRESHOLD 487.3	TCH 54.3	ELEV GS ANTENNA 484.2	DISTANCE FROM RWY 1095	VGSI ANGLE 3.00	TCH 60.1
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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

CRITICAL LOW

CRITICAL HIGH

ACT

APT ISA

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:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.  
ORDER 8260.3 CHAPTER 2 APPLIED TO 810 AAO 300729N/0974035W



<u>AIRPORT ID</u> KAUS	<u>PROCEDURE NAME</u> ILS OR LOC RWY 36L	<u>AMDT NO.</u> 7	<u>CITY</u> AUSTIN	<u>STATE</u> TX	<u>AIRPORT ELEVATION</u> 542	<u>FACILITY</u> I-BSM
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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	3.32
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.94
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	358.69
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	600
DISTANCE FROM	THLD	TO 1500FT POINT	5.72
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.13
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	358.69
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	700
THRESHOLD COORDINATES (IF STR-IN)	301047.80N/0974042.51W		
ARP COORDINATES	301140.30N/0974011.55W		
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 18R DISTANCE 1.24 NM		
FAF COORDINATES	300727.96N/0974037.23W		
FIX NAME COORDINATES			
REMARKS			

QUALITY  
22  
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> JOSEPH BLANCO	<u>OFFICE</u> AJV-A423	<u>DATE</u> 11/23/2020	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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