

**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> KFSM	<u>PROCEDURE NAME</u> ILS OR LOC RWY 8	<u>ORIGINAL/AMENDMENT</u> 1B	<u>CITY</u> FORT SMITH	<u>STATE</u> AR		
<u>AIRPORT ELEVATION</u> 469	<u>TDZE</u> 469	<u>SUPERSEDED</u> ILS OR LOC RWY 7	<u>ORIGINAL/AMENDMENT</u> 1A	<u>DATED</u> 06/17/2021	<u>MAG VAR</u> 1E	<u>EPOCH YEAR</u> 2025
<u>FACILITY</u> I-GKV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 05/19/2022	<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>
AWIJE/17.00 DME CCW	IAF	IXASY/FSM 17.00 DME					17.00 DME ARC (FSM LR-253)		3500
UVUZU/17.00 DME CW	IAF	IXASY/FSM 17.00 DME					17.00 DME ARC (FSM LR-239)		3500
IXASY/FSM 17.00 DME	IF	JEMBO/RADAR					080.19	6.04 (I-GKV)	2100

MISSED APPROACH

MAP:

ILS: DA
LOC: FSM 6.32 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 3000 DIRECT FSM VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.
(TACAN AIRCRAFT CONTINUE CLIMB TO 4000 ON FSM VORTAC R-036 TO FIGGS/FSM VORTAC 10.00 DME/RADAR AND HOLD NE RT, 215.51 INBOUND, CONTINUE CLIMB-IN-HOLD TO 4000.)

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
2. PROFILE STARTS AT IXASY
3. **FAC:** 080.19 **FAF:** JEMBO/RADAR **DIST FAF TO MAP:** **DIST FAF TO THLD:** 4.96
4. **MIN ALT:** IXASY/FSM 17.00 DME 3500, JEMBO/RADAR 2100
5. **DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **GS ANT:** 1279
6. **MIN GS INCPT:** 2100 **GS ALT AT PFAF :** JEMBO/RADAR 2100 **OM:** **MM:** **IM:**
7. **GP ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 52.0
8. **MSA FROM:** FSM VORTAC 090-270 3900, 270-090 4500



EQUIPMENT REQUIREMENTS NOTES:

DME AND RADAR REQUIRED.

NOTES:

CHART NOTE: CIRCLING NA FOR CAT E N OF RWY 08 AND W OF RWY 20.

CHART NOTE: CIRCLING RWY 20 AND 26 NA AT NIGHT.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 8 CAT E VISIBILITY TO 3/4 SM, INCREASE S-LOC 8, CAT C/D/E VISIBILITY TO 1 1/8 SM.

CHART NOTE: DME FROM FSM VORTAC. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-GKV AND FSM VORTAC DME.

CHART NOTE: CIRCLING NA FOR CAT E WHEN RESTRICTED AREA R-2401B ACTIVE.

ADDITIONAL FLIGHT DATA:

HOLD NE, RT, 226.00 INBOUND.

CHART FAS OBST: 630 POLE (05-072080) 351918N/0942559W.

CHART R-2401 A/B.

CHART R-2402 A/B/C.

CHART VDP AT 7.37 DME

DISTANCE VDP TO THLD 1.13 NM.

CHART FSM R-297 AT AWIJE.

CHART FSM R-168 AT UVUZU.

CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT C 1000-2 3/4, CAT D, E 1000-3, NA WHEN CONTROL TOWER CLOSED.

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 8	719	1/2	250	719	1/2	250	719	1/2	250	719	1/2	250	719	1/2	250
S-LOC 8	880	1/2	411	880	1/2	411	880	3/4	411	880	3/4	411	880	3/4	411
CIRCLING	1140	1	671	1140	1	671	1400	2 3/4	931	1400	3	931	1400	3	931

CHANGES - REASONS

1. UPDATED ILS AND AIRPORT MAGVAR FROM E5/1990 TO 1E/2025 - MAGVAR.
2. UPDATED RUNWAY NUMBER FROM 07 TO 08 - MAGVAR.
3. UPDATED COURSE FROM IXASY TO JEMBO FROM 76.19 TO 80.19 - ILS MAGVAR.
4. UPDATED FINAL COURSE FROM 76.19 TO 80.19 - ILS MAGVAR.
5. REMOVED NOTE "INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 07" - 8260.3E
6. REMOVED NOTE "RWY 7 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" TO "RWY 8 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" - RUNWAY RENUMBERING.
7. UPDATED NOTE FROM "CIRCLING NA FOR CAT E NW OF RWYS 7 AND 19" TO "CIRCLING NA FOR CAT E N OF RWY 8 AND W OF RWY 20" - RUNWAY RENUMBERING.
8. UPDATED NOTE FROM "FOR INOPERATIVE ALS, INCREASE S-LOC 07 CAT A/B VISIBILITY TO 1 SM, AND CAT C/D/E TO 1 1/8 SM" TO "FOR INOPERATIVE ALS, INCREASE S-ILS 8 CAT E VISIBILITY TO 3/4 SM, INCREASE S-LOC 8, CAT C/D/E VISIBILITY TO 1 1/8 SM" - RUNWAY RENUMBERING.
9. ADDED CHART NOTE: CIRCLING TO RWY 20 AND 26 NA AT NIGHT. - 20:1'S EXIST FOR RWY 20.
10. MOVED ADDITIONAL FLIGHT DATA "TACAN AIRCRAFT HOLD NE FIGGS/10.00 DME/RADAR, RT, 216 INBOUND." TO THE TACAN AIRCRAFT MISSED INSTRUCTIONS "(TACAN AIRCRAFT CONTINUE CLIMB TO 4000 ON FSM VORTAC R-036 TO FIGGS/FSM VORTAC 10.00 DME/RADAR AND HOLD NE, RT, 215.51 INBOUND, CONTINUE CLIMB-IN-HOLD TO 4000.)" - UPDATED HOLDING COURSE TO SECOND DECIMAL PLACE AND MOVED TO MISSED INSTRUCTIONS IAW 8260.19I
11. S-ILS 8 ALL CATS VIS CHANGED FROM 3/4 SM TO 1/2 SM. - 8260.3E CALCULATED VISIBILITIES.
12. S-LOC 8 CAT A AND B VIS CHANGED FROM 3/4 TO 1/2 SM. - 8260.3E CALCULATED VISIBILITIES.



COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZME, FSM ATCT, AMGR, FSM APP CON

FLIGHT CHECKED BY

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

OFFICE *Digitally signed by*
JON DENTON
Feb 07, 2022

DATE

DEVELOPED BY

TYLER MITCHELL

Digitally signed by
TYLER D MITCHELL

OFFICE
AJV-A432

DATE
10/12/2021

APPROVED BY

LONNIE EVERHART

Digitally signed by
JON DENTON
Feb 07, 2022

OFFICE
AJV-A430

DATE

TITLE
MANAGER



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

<u>AIRPORT ID</u> KFSM	<u>PROCEDURE NAME</u> ILS OR LOC RWY 8	<u>AMDT NO.</u> 1B	<u>CITY</u> FORT SMITH	<u>STATE</u> AR	<u>AIRPORT ELEVATION</u> 469	<u>FACILITY</u> I-GKV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL: ARC

FROM
AWIJE/17.00 DME CCW

TO
IXASY/FSM 17.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<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.AAO	353509.00N/0943609.00W		1726	164	98	4E	1000				AT774	3500
2.TERRAIN	353442.00N/0943754.00W		1341 (1300)								AS1500	2800

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL: ARC

FROM
UVUZU/17.00 DME CW

TO
IXASY/FSM 17.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<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	350321.00N/0942424.00W		2182	164	98	4E	1000					3200
4.TERRAIN	350321.00N/0942424.00W		1982 (2000)								AS1500	3500

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM
IXASY/FSM 17.00 DME

TO
JEMBO/RADAR

RNP	DISTANCE 6.04	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.TOWER (40-002072)	351447.00N/0943503.00W		806	20	3	1A	500					1400
6.TERRAIN	351554.00N/0943403.00W		588 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM
JEMBO/RADAR

TO
RW8

RNP	DISTANCE 4.96	PAT	MAP DA	HAT 250			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
7.BUILDING (05-022555)	351956.94N/0942304.40W		492	20	3	1A		34.00:1				719

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC

FROM
JEMBO/RADAR

TO
FSM 6.32 DME

RNP	DISTANCE 4.96	PAT	MAP FSM 6.32 DME	HAT 411	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
8.POLE (05-072080)	351918.36N/0942559.23W		630	20	3	1A	250					880

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH : ILS

FROM
DA

TO
FSM VORTAC

RNP	DISTANCE	PAT	MAP	HAT	HMAS 531							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
9.TREE	352045.00N/0942327.00W		773	164	98	4E	1000					1800
10.TERRAIN	352045.00N/0942327.00W		673 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH : LOC

FROM
FSM 6.32 DME

TO
FSM VORTAC

RNP	DISTANCE	PAT	MAP	HAT			HMAS 774					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
9.TREE	352045.00N/0942327.00W		773	164	98	4E	1000					1800
10.TERRAIN	352045.00N/0942327.00W		673 (700)								AS1500	2200

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

TACAN AIRCRAFT : ILS

FROM
DA

TO
FIGGS

RNP	DISTANCE	PAT	MAP	HAT			HMAS 531					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				4000
11.AAO	353333.00N/0941127.00W		1098	164	98	4E	1000					2100
12.TERRAIN	353333.00N/0941127.00W		898 (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:



TACAN AIRCRAFT : LOC

FROM
FSM 6.32 DME

TO
FIGGS

RNP	DISTANCE	PAT	MAP	HAT			HMAS 774					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				4000
11.AAO	353333.00N/0941127.00W		1098	164	98	4E	1000					2100
12.TERRAIN	353333.00N/0941127.00W		898 (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:

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											
13.TOWER (05-002405)	352046.69N/0942344.43W	1.30	671	828	50	3	2A	300			1140
CATEGORY B											
13.TOWER (05-002405)	352046.69N/0942344.43W	1.82	671	828	50	3	2A	300			1140
CATEGORY C											
14.TOWER (05-000057)	352116.00N/0942554.00W	2.86	931	1047	250	50	4D	300		AC50	1400
CATEGORY D											
14.TOWER (05-000057)	352116.00N/0942554.00W	3.74	931	1047	250	50	4D	300		AC50	1400
CATEGORY E											
15.AAO	351539.70N/0942349.99W	4.67	931	950	50	20	2C	300		XP150	1400

CIRCLING REMARKS:

XP: TO MAINTAIN MINIMUMS NO LOWER THAN CAT C/D.



MSA

CENTER

FSM VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
090-270	TOWER (05-002031)	345745.22N/0942230.92W	184	26.0	2890	20	3	1A	1000			3900
270-090	TOWER (05-000424)	354853.00N/0940141.00W	018	28.2	3415	500	125	5E	1000			4500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZME ARTCC, FSM APP CON

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KFSM	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KFSM	<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:
REDUNDANT WEATHER SOURCES.

<u>PRIMARY NAVAID</u> I-GKV	<u>MONITOR POINT</u> ATCT	<u>HRS OPERATION</u> TWR OPEN TWR CLOSED	<u>CAT</u> 1 3
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW2 - MIRL (PCL), PAPI-4R		BSC-G	
RW20 - MIRL (PCL), PAPI-4L		NPI-G	
RW8 - MALSR (PCL), HIRL (PCL), PAPI-4R		PIR-G	ROLL OUT
RW26 - MALSR (PCL), HIRL (PCL), PAPI-4L		PIR-G	APPROACH

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 468.9	<u>TCH</u> 52.0	<u>ELEV GS ANTENNA</u> 458.2	<u>DISTANCE FROM RWY</u> 1279	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 51.3
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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

Final Type	CIRCLING RWY 20		
20:1			
519 TREE (05-097870) 352055.42N/0942144.80W (15.2)		516 TREE (05-097846) 352054.99N/0942144.24W (13.39)	
512 TREE (05-096597) 352055.27N/0942144.56W (8.55)		527 TREE (05-095263) 352059.17N/0942144.96W (5.76)	
508 TREE (05-095482) 352055.04N/0942144.49W (5.53)		508 TREE (05-094529) 352055.55N/0942145.88W (5.2)	
510 TREE (05-093884) 352055.81N/0942144.95W (4.59)			
Final Type	CIRCLING RWY 26		
20:1			
612 TOWER (05-002293) 352045.06N/0942042.19W (8.91)		514 TREE (05-098013) 352027.84N/0942101.36W (2.69)	

PENETRATIONS REMARKS:

612 TOWER (05-002293) IS LIT.

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.

100 FT VEGETATION HEIGHT PER FPT.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



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	3.07
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.88
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	081.19
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	500
DISTANCE FROM	THLD	TO 1500FT POINT	4.76
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.25
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	081.19
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	500

THRESHOLD
COORDINATES
(IF STR-IN) 352000.97N/0942253.23W

ARP COORDINATES 352011.71N/0942202.80W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP RUNWAY 8 DISTANCE 0.71 NM

FAF
COORDINATES 351915.20N/0942852.50W

FIX NAME
COORDINATES

REMARKS
NO ADDITIONAL AIRSPACE REQUIRED



PART E: PREPARED BY

<u>NAME</u> TYLER MITCHELL	<u>OFFICE</u> AJV-A432	<u>DATE</u> 10/12/2021	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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