

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 ID</u> CJR	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 22	<u>ORIGINAL/AMENDMENT</u> ORIG-C	<u>CITY</u> CULPEPER	<u>STATE</u> VA
<u>AIRPORT ELEVATION</u> 316	<u>TDZE</u> 315	<u>SUPERSEDED</u> RNAV (GPS) RWY 22	<u>DATED</u> 02/20/2025	<u>MAG VAR</u> 10W
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2005
			<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>
CSN VORTAC		DOYAT		TF	FO	1.00	067.75	7.16	3000
DOYAT	IF/IAF	CALPE		TF	FB	1.00	218.31	6.10	2200
CALPE	FAF	RW22	MAP	TF	FO	0.30	218.28	5.70	
RW22	MAP	657 MSL		CA			218.28		
657 MSL		FAXIK		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LPV: DA  
LNAV/VNAV: DA  
LNAV: RW22

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT FAXIK AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- |   |                       |                |                       |                        |         |
|---|-----------------------|----------------|-----------------------|------------------------|---------|
| 1. PT   | SIDE OF COURSE        | OUTBOUND       | FT WITHIN             | MILES OF               | (IAF)   |
| 2. HOLD NE DOYAT, RT, 218.31 INBOUND, 3000 IN LIEU OF PT (IAF), MAX 6000. |                       |                |                       |                        |         |
| 3. FAC: 218.28  | FAF: CALPE            |                | DIST FAF TO MAP: 5.70 | DIST FAF TO THLD: 5.70 |         |
| 4. MIN ALT: DOYAT 3000, CALPE 2200  |                       |                |                       |                        |         |
| 5. DIST TO THLD FROM OM:  | MM:                   | IM:            | 150 HAT:              | 342 HAT: 0.95          | GS ANT: |
| 6. MIN GP INCPT: 2200   | GP ALT AT PFAF: CALPE |                |                       | OM:                    | MM:     |
| 7. GP ANGLE: 3.00   | 34:1: IS NOT CLEAR    | 20:1: IS CLEAR | TCH: 40.0             |                        | IM:     |
| 8. MSA FROM: RW22 5300  |                       |                |                       |                        |         |



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 22 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.  
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 48°C.  
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING IAD ALTIMETER SETTING.  
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE IAD ALTIMETER SETTING AND INCREASE LPV DA TO 730 FEET; INCREASE LNAV/VNAV DA TO 776 FEET; INCREASE ALL MDAS 80 FEET AND VISIBILITY CATS C 1/4 SM AND D 1/8 SM.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT CSN VORTAC ON V286 EASTBOUND.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT CSN VORTAC ON V286 NORTHWEST BOUND.

ADDITIONAL FLIGHT DATA:

CHART 640 TOWER 383701N/0774818W  
CHART PLANVIEW NOTE: WARNING - WASHINGTON DC SFRA. CONTACT POTOMAC APP CON.  
CHART PLANVIEW NOTE: WASHINGTON DC METROPOLITAN SFRA  
HOLD SW, RT, 038.17 INBOUND.  
CHART FAS OBST: 529 TREE 383613N/0774936W, 443 TREE (KCJRL042) 383203N/0775058W.  
CHART VDP AT 1.39 NM TO RW22.  
WAAS CHANNEL # 56306  
REFERENCE PATH ID: W22A  
LTP HAE: 63.7 M

MINIMUMS:

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

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

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
LPV DA	657	1 1/4	342	657	1 1/4	342	657	1 1/4	342	657	1 1/4	342			
LNAV/VNAV DA	703	1 1/2	388	703	1 1/2	388	703	1 1/2	388	703	1 1/2	388			
LNAV MDA	800	1	485	800	1	485	800	1 1/4	485	800	1 1/2	485			

CHANGES - REASONS

- CHART NOTES: REMOVED STRAIGHT-IN RWY 22 AT NIGHT, CIRCLING RWY 4, 22 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD.- 20:1 OBSTACLES NO LONGER EXIST
- TERMINAL ROUTES: ADDED COURSE 218.28 TO MISSED APCH CA LEG.-IAW 8260.19J
- LINE 7: CHANGED 20:1 FROM IS NOT CLEAR TO IS CLEAR.-20:1 OBSTACLES NO LONGER EXIST
- CHART NOTES: CHANGED HELICOPTER VISIBILITY REDUCTION NOTE FROM 1 SM TO 3/4 SM - 20:1 PENETRATIONS REMOVED, 34:1 PENETRATIONS STILL EXIST.
- CHART NOTES: ADDED CHART VDP AT 1.39 NM TO RW22.- IAW8260.19J
- CHART NOTES CHANGED : PROCEDURE NA FOR ARRIVALS AT CSN VORTAC VIA V286 EASTBOUND TO PROCEDURE NA FOR ARRIVALS AT CSN VORTAC ON V286 EASTBOUND.- IAW 8260.19J
- CHART NOTES: ADDED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT CSN VORTAC ON V286 NORTHWEST BOUND.- IAW 8260.58C
- CHART NOTES: CHANGED BARO-VNAV NA WHEN USING IAD ALTIMETER SETTING TO BARO-VNAV AND VDP NA WHEN USING IAD ALTIMETER SETTING.- IAW 8260.19J



COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZDC, PCT TRACON, AIRPORT MANAGER.

FLIGHT CHECKED BY

Processed IAW Technical Support Group (AJF-17) Memo dated 07/07/2021,  
Subject: Guidance for Procedural Changes Requiring Flight Inspection/Validation

Digitally signed by

DAVID DANNER

May 13, 2025

OFFICE

DATE

DEVELOPED BY

NICHOLAS HEIDERSTADT

Digitally signed by

DAVID DANNER

May 13, 2025

OFFICE

AJV-A421

DATE

05/06/2025

APPROVED BY

DAVID DANNER

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DAVID DANNER

May 13, 2025

OFFICE

AJV-A421

DATE

TITLE

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD

OPERATION TYPE  
SBAS SERVICE PROVIDER IDENTIFIER  
AIRPORT IDENTIFIER  
RUNWAY  
APPROACH PERFORMANCE DESIGNATOR  
ROUTE INDICATOR  
REFERENCE PATH DATA SELECTOR  
REFERENCE PATH IDENTIFIER (APPROACH ID)  
LTP/FTP LATITUDE  
LTP/FTP LONGITUDE  
LTP/FTP ELLIPSOIDAL HEIGHT  
FPAP LATITUDE  
FPAP LONGITUDE  
THRESHOLD CROSSING HEIGHT (TCH)  
TCH UNITS SELECTOR (METERS OR FEET USED)  
GLIDEPATH ANGLE (GPA)  
COURSE WIDTH AT THRESHOLD  
LENGTH OFFSET  
HORIZONTAL ALERT LIMIT (HAL)  
VERTICAL ALERT LIMIT (VAL)

DATA

0  
0  
KCJR  
RW22  
0  
0  
W22A  
383153.4685N  
0775119.7595W  
+00637  
383034.8900N  
0775213.4700W  
00040.0  
F  
03.00  
106.75  
1224  
40.0  
50.0

CRC REMAINDER

21841B8D

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE  
LTP ORTHOMETRIC HEIGHT  
FPAP ORTHOMETRIC HEIGHT

K6  
+00959  
+00959



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

<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>
CJR	RNAV (GPS) RWY 22	ORIG-C	CULPEPER	VA	316	RNAV

**PART A: OBSTRUCTION DATA SEGMENTS**

**FEEDER**

**FROM** CSN VORTAC **TO** DOYAT

RNP 1.00 DISTANCE 7.16 PAT MAP HAT HMAS

<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. TREE	384402.38N/0775009.97W	1199	50	20	2C	2000				MT-200	3000
2. TERRAIN	384402.38N/0775009.97W	1099 (1100)								AS1500	2600

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

**INTERMEDIATE**

**FROM** DOYAT (IF/IAF) **TO** CALPE

RNP 1.00 DISTANCE 6.10 PAT MAP HAT HMAS

<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. TOWER (47-0111)	384402.38N/0775009.97W	1384	50	20	2C	500					1900
4. TERRAIN	384215.00N/0774836.00W	679 (700)	50	20	2C					AS1500	2200

**COMPUTATIONS**

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

**SEGMENT REMARKS:**



FINAL: LPV

FROM

CALPE

TO

RW22

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.70		DA				342				
<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 (KCJRL044)	383223.98N/0775100.40W	415	50	10	2B		27:03:1			AC10	657

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

CALPE

TO

RW22

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.70		DA				388				
<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>
6. TREE (KCJRL042)	383203.34N/0775057.68W	443	20	10	1B		PDA			AC10	703

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

CALPE

TO

RW22

<u>RNP</u> 0.30	<u>DISTANCE</u> 5.70	<u>PAT</u>	<u>MAP</u> RW22	<u>HAT</u> 485	<u>HMAS</u>	<div>CHECKED</div>					
<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>
7. TREE	383613.24N/0774935.99W	529	50	20	2C	250				MA9	800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



HOLD-IN-LIEU OF PT

FROM

DOYAT

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<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>
8. AAO	385123.00N/0774251.00W	1519	50	20	2C	1000				AT481	3000
9. TERRAIN	385123.00N/0774251.00W	1319 (1300)								AS1500	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

FAXIK

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30-1.00							425				
<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
11. AAO	382632.00N/0775746.00W	999	50	20	2C	1000					2000
12. TERRAIN	382632.00N/0775746.00W	799 (800)	50	20	2C					AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

FAXIK

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00										428	
<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
11. AAO	382632.00N/0775746.00W	999	50	20	2C	1000					2000
12. TERRAIN	382632.00N/0775746.00W	799 (800)	50	20	2C					AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW22

TO

FAXIK

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00											550
<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>
10. TREE	383153.16N/0775311.61W	599	50	20	2C		ASC				3000
11. AAO	382632.00N/0775746.00W	999	50	20	2C	1000					2000
12. TERRAIN	382632.00N/0775746.00W	799 (800)	50	20	2C					AS1500	2300

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



MSA

CENTER

RW22

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	383320.90N/0782345.50W	283	25.5	4250	1000	3	6A	1000			5300

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:





PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

PCT TRACON, DCA FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3	CJR	24	CJR	0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	IAD	24	IAD	31.49	Y	72.88

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME  
KCJR 318, KIAD 312  
RA = 72.88.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW04 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)		NPI-F	
RW22 - REIL (PCL), MIRL (PCL), PAPI-4L (PCL)		NPI-F	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	314.5	40.0			3.00	40.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<div>X</div>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<div>X</div>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
-15C	+48C	-15C	+14.38C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.  
DESCENT RATE (FPM): STANDARD TEMP 972 HIGH TEMP 1265.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	LPV, LNAV/VNAV, LNAV		
34:1			
KCJRL020 POLE 383056.72N/0775157.59W		KCJRL009 FENCE 383108.09N/0775153.82W	
KCJRL006 TREE 383108.34N/0775153.18W			

QUALITY  
10  
CHECKED

PENETRATIONS REMARKS:

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.

TAA NOT DEVELOPED, COORDINATED BY ATC.

100' TREES USED PER FPT.

PROCEDURE NA FOR ARRIVALS AT CSN VORTAC ON V286 EASTBOUND DUE TO DESCENT GRADIENT.

ROC REDUCTION NOT TAKEN IN INTERMEDIATE SEGMENT DUE TO SEGMENT ALTITUDE.

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	3.60
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.68
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	208.28
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	500
DISTANCE FROM	THLD	TO 1500FT POINT	5.30
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.98
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	208.28
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	500

THRESHOLD COORDINATES (IF STR-IN)	383153.47N/0775119.76W
ARP COORDINATES	383131.70N/0775134.70W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 22 DISTANCE 0.41 NM
FAF COORDINATES	383655.27N/0774753.12W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
NICHOLAS HEIDERSTADT	AJV-A421	05/06/2025	AERONAUTICAL INFORMATION SPECIALIST

