

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (RNP) 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> KMIA	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 26L	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> MIAMI	<u>STATE</u> FL		
<u>AIRPORT ELEVATION</u> 9	<u>TDZE</u> 9	<u>SUPERSEDED</u> RNAV (RNP) Y RWY 26L	<u>ORIGINAL/AMENDMENT</u> 1	<u>DATED</u> 07/21/2016	<u>MAG VAR</u> 5W	<u>EPOCH YEAR</u> 2000
<u>FACILITY</u> RNAV	<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>
TUBBZ	IAF	BASHO		TF	FB	1.00	289.07	12.18	3000
ZILBI	IAF	CIDUN		TF	FB	1.00	272.55	3.48	4000
CIDUN		BASHO		TF	FB	1.00	272.49	3.22	3000
BASHO	IF	AGLER		TF	FB	1.00	272.49	4.64	1600
AGLER	PFAF	RW26L	MAP	TF	FO	0.30	272.42	4.82	
RW26L	MAP	800 MSL		CA			272.42		800
800 MSL		BRBRA		DF	FO	1.00			4000

MISSED APPROACH

MAP:
RNP: DA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 4000 DIRECT BRBRA AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
10
CHECKED

PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. PROFILE STARTS AT ZILBI

3. FAC: 272.42

PFAF: AGLER

DIST PFAF TO MAP:

DIST PFAF TO THLD:

4. MIN ALT: ZILBI 5000, CIDUN 4000, BASHO 3000, AGLER 1600

5. DIST TO THLD FROM PFAF: 4.82

MM:

IM:

150 HAT:

359 HAT: 0.95

GS ANT:

6. MIN GP INCPT: 1600

GP ALT AT PFAF : AGLER 1600

OM:

MM:

IM:

7. GP ANGLE: 3.00

34:1: IS CLEAR

20:1: IS CLEAR

TCH: 57.6

8. MSA FROM: RW26L 2900

PBN REQUIREMENTS NOTE:

RNP AR APCH - GPS.

NOTES:

CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW 8°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR INOPERATIVE ALS, INCREASE RNP 0.20 VISIBILITY TO RVR 5500 FOR ALL CATS AND INCREASE RNP 0.30 VISIBILITY TO RVR 6000 FOR ALL CATS.

ADDITIONAL FLIGHT DATA:

CHART MANDATORY 6000 AT TUBBZ.
HOLD NW, RT, 155.68 INBOUND.

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

ALTERNATE: NA ☐ 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
AUTHORIZATION REQUIRED															
RNP 0.20 DA	368	4000	359	368	4000	359	368	4000	359	368	4000	359			
RNP 0.30 DA	418	5000	409	418	5000	409	418	5000	409	418	5000	409			



CHANGES - REASONS

1. CHANGED PROCEDURE NAME FROM RNAV (RNP) Y RWY 26L TO RNAV (RNP) Z RWY 26L - ATC REQUEST TO STANDARDIZE GPS PROCEDURES TO "Y" AND RNP PROCEDURES TO "Z".
2. TERMINAL ROUTES: ADDED THE FOLLOWING IAF'S: ZILBI TO CIDUN TO BASHO AND TUBBZ TO BASHO; ADDED IF BASHO TO AGLER; DELETED HILEY TO MANTY, MANTY TO ZILBI, FLIPR TO ZILBI AND ZILBI TO BASHO - ATC REDESIGN.
3. MISSED APPROACH CHANGED FROM "CLIMB TO 2000 DIRECT LAWNN AND ON TRACK 344.83 TO BRBRA AND HOLD" TO "CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 4000 DIRECT BRBRA AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000" - ATC REDESIGN.
4. PROFILE LINE 3: CHANGED FROM 272.43 TO 272.42; LINE 4: CHANGED ZILBI FROM 3000 TO 5000 AND ADDED CIDUN 4000; LINE 5: ADDED DISTANCE TO THLD FROM 359 HAT: 0.95; LINE 7: DELETED THE HASHTAG AFTER 57.6 AND ADDED 20:1 IS CLEAR - COURSE CHANGED FROM IF CHANGE; ZILBI MOVED AND NOW USED AS IAF AND ADDED NEW IAF SDF; IAW 8260.19I PARA 8-6-7E (3); NO LONGER REQUIRED AND NO 20:1 PENETRATIONS FOUND.
5. ADDITIONAL FLIGHT DATA: ADDED CHART MANDATORY 6000 AT TUBBZ; DELETED ROUTE TYPES, ROUTE TYPE QUALIFIERS, CHART MANDATORY 3000 AT MANTY AND #TCH 65.9 (DO NOT CHART); DELETED DISTANCE TO THLD FROM 362 HAT: 0.95 NM - IAW 8260.19I PARA 8-6-10.N; NO LONGER REQUIRED; MOVED DISTANCE TO THLD DATA TO PROFILE LINE 5.
6. MINIMUMS: RNP 0.20 DA/HAT CHANGED FROM 370/362 TO 368/359 ALL CATS AND VISIBILITY CHANGED FROM RVR 4500 TO RVR 4000 ALL CATS; RNP 0.30 DA/HAT CHANGED FROM 420/412 TO 418/409 ALL CATS AND VISIBILITY CHANGED FROM RVR 6000 TO RVR 5000 ALL CATS - OCS SLOPES CHANGED AND NEW VISIBILITY CALC.
7. TDZE CHANGED FROM 8 TO 9 - NEW SURVEY.
8. EQUIPMENT REQUIREMENTS NOTES: ADDED RNP APCH-GPS - IAW 8260.19I PARA 8-6-8B(2).
9. DELETED CHART NOTE: GPS REQUIRED - REPLACED BY PBN NOTE.
10. CHANGED CHART NOTE FROM "CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW 6C (43F) OR ABOVE 54C (130F)" TO "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW 8C OR ABOVE 54C" - NEW 5 YEAR ACT AND FAHRENHEIT NO LONGER REQUIRED.
11. CHANGED CHART NOTE FROM "CHART NOTE: FOR INOPERATIVE MALSF, INCREASE RNP 0.20 CAT D VISIBILITY TO RVR 6000 AND INCREASE RNP 0.30 CAT D VISIBILITY TO 1 3/8 MILE" TO "FOR INOPERATIVE ALS, INCREASE RNP 0.20 VISIBILITY TO RVR 5500 FOR ALL CATS AND INCREASE RNP 0.30 VISIBILITY TO RVR 6000 FOR ALL CATS" - NEW VISIBILITY CALCULATIONS IAW 8260.3D.
12. ADDED CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED - ATC REQUEST.

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZMA, MIA ATCT, MIA APP CON, MIA APT MGR.

FLIGHT CHECKED BY*Digitally signed by***OFFICE****DATE**

JOEL P MURPHY

ALLAN WILL

FICO

06/02/2021

Digitally signed by

Jun 08, 2021

DEVELOPED BY**SHANE FOWLER****OFFICE****DATE**

SHANE FOWLER

May 10, 2021

AJV-A423

04/01/2021

APPROVED BY*Digitally signed by***OFFICE****DATE****TITLE**
MANAGER

MARLON ROBINSON

ALLAN WILL

AJV-A420

Jun 08, 2021

QUALITY
10
CHECKED

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

<u>AIRPORT ID</u> KMIA	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 26L	<u>AMDT NO.</u> 2	<u>CITY</u> MIAMI	<u>STATE</u> FL	<u>AIRPORT ELEVATION</u> 9	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
TUBBZ

TO
BASHO

RNP 1.00 DISTANCE 12.18 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.TRAVERSE_WAY (12-087192)	254841.95N/0800241.31W	250	50	20	2C	1000				AT1730 AC20	3000
2.TERRAIN	254704.05N/0795909.67W	0 (0)								AS1500	1500

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM
ZILBI

TO
CIDUN

RNP 1.00 DISTANCE 3.48 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.TRAVERSE_WAY (12-087192)	254841.95N/0800241.31W	250	50	20	2C	1000				AC20 AT2730	4000
3.TERRAIN	254845.73N/0800013.02W	0 (0)								AS1500	1500

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL: STEPDOWN

FROM
CIDUN

TO
BASHO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
1.00	3.22										
<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.TRAVERSE_WAY (12-087192)	254841.95N/0800241.31W	250	50	20	2C	1000				AT1730 AC20	3000
4.TERRAIN	254836.97N/0800355.53W	0 (0)								AS1500	1500

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

SEGMENT REMARKS:

INTERMEDIATE

FROM
BASHO

TO
AGLER

<u>RNP</u> 1.00	<u>DISTANCE</u> 4.64	<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>
5.BUILDING (12-029735)	254631.62N/0801047.72W		1049	250	50	4D	500				AT1 AC50	1600
6.TERRAIN	254936.00N/0801054.00W		16 (0)								AS1500	1500

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

SEGMENT REMARKS:



FINAL

FROM

AGLER

TO

RW26L

<div>RNP</div> <div>0.20</div>	<div>DISTANCE</div> <div>4.82</div>	<div>PAT</div>	<div>MAP</div> <div>RW26L</div>	<div>HAT</div> <div>359</div>	<div>HMAS</div>							
<div>OBSTRUCTION</div>	<div>COORDINATES</div>	<div>ELEV MSL</div>	<div>HORZ</div>	<div>VERT</div>	<div>AC</div>	<div>ROC</div>	<div>OCS</div>	<div>CG</div>	<div>CGTA</div>	<div>ADJUSTMENTS</div>	<div>MIN ALT</div>	
7.TOWER (12-021765)	254746.55N/0801533.73W	160	20	10	1B		19.72:1			AC10	368	

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL

FROM

AGLER

TO

RW26L

<div>RNP</div> <div>0.30</div>	<div>DISTANCE</div> <div>4.82</div>	<div>PAT</div>	<div>MAP</div> <div>RW26L</div>	<div>HAT</div> <div>409</div>	<div>HMAS</div>							
<div>OBSTRUCTION</div>	<div>COORDINATES</div>	<div>ELEV MSL</div>	<div>HORZ</div>	<div>VERT</div>	<div>AC</div>	<div>ROC</div>	<div>OCS</div>	<div>CG</div>	<div>CGTA</div>	<div>ADJUSTMENTS</div>	<div>MIN ALT</div>	
8.TOWER (12-021774)	254832.18N/0801527.90W	164	20	3	1A		19.71:1			XP14 AC3	418	

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

TO MAINTAIN 50 FT SEPARATION BETWEEN LINES OF MINIMA.



MISSED APPROACH: LEVEL SURFACE

FROM

DA

TO

BRBRA

RNP	DISTANCE	PAT	MAP	HAT			HMAS				
0.20-1.00							207				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
						ASC					4000
9.CONTROL_TOWER (12-004969)	254736.78N/0801759.28W	341	20	10	1B	1000				AC10	1400
10.TERRAIN	254733.00N/0801621.00W	16 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LEVEL SURFACE

FROM

DA

TO

BRBRA

RNP	DISTANCE	PAT	MAP	HAT			HMAS				
0.30-1.00							257				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
						ASC					4000
9.CONTROL_TOWER (12-004969)	254736.78N/0801759.28W	341	20	10	1B	1000				AC10	1400
10.TERRAIN	254733.00N/0801621.00W	16 (0)								AS1500	1500

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

RW26L

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (12-003077)	253223.94N/0802806.43W	220	19.0	1849	250	50	4D	1000			2900

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
MIA TOWER, MIA APP CON

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KMIA	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KMIA	<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:
BACK-UP ALTIMETER NOT REQUIRED DUE TO REDUNDANT LOCAL SOURCES.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW8L - HIRL, REIL, C/LINE, TAXI WAY, PAPI-4L		NPI-G	
RW26R - HIRL, REIL, C/LINE, PAPI-4L, TAXI WAY		NPI-G	
RW8R - TDZ, MALSR, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, ROLL OUT
RW9 - MALSR, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW12 - MALSR, HIRL, C/LINE, PAPI-4R		PIR-G	APPROACH, ROLL OUT
RW26L - MALSF, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, ROLL OUT
RW27 - MALSR, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW30 - MALS, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, ROLL OUT

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 8.9	<u>TCH</u> 57.6	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 73.4
<u>FINAL APPROACH COURSE AIMING</u>						
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>
+8C	+54C	+8C	+14.98C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2016-2020).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 955 HIGH TEMP 1260.

"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.

VEGETATION HEIGHT 80 FT PER FPT.

SHIP HEIGHT 250 FEET PER FPT. REPRESENTED BY TRAVERSE_WAY (12-087192).



<div>AIRPORT ID</div> <div>KMIA</div>	<div>PROCEDURE NAME</div> <div>RNAV (RNP) Z RWY 26L</div>	<div>AMDT NO.</div> <div>2</div>	<div>CITY</div> <div>MIAMI</div>	<div>STATE</div> <div>FL</div>	<div>AIRPORT ELEVATION</div> <div>9</div>	<div>FACILITY</div> <div>RNAV</div>
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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	2.93
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	267.42
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	0
DISTANCE FROM	THLD	TO 1500FT POINT	4.50
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	267.42
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	0

THRESHOLD
COORDINATES
(IF STR-IN)

254807.27N/0801610.33W

ARP COORDINATES

254743.30N/0801724.42W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 9 DISTANCE 1.45 NM

FAF
COORDINATES

254820.40N/0801050.40W

FIX NAME
COORDINATES

REMARKS

QUALITY
10
CHECKED

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

Electronic Version

Page 8 of 9

PART E: PREPARED BY

<u>NAME</u> SHANE FOWLER	<u>OFFICE</u> AJV-A423	<u>DATE</u> 04/01/2021	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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