

**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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
FMY	ILS OR LOC RWY 5	7E	FORT MYERS	FL		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
17	15	ILS OR LOC RWY 5	7D	09/12/2019	3W	1990
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-FMY			ROUTINE			

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>
RSW VORTAC		CALOO LOM					267.03	9.42	2000

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.79 NM AFTER CALOO LOM

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2600 ON RSW VORTAC R-354 TO SERFS/RSW 16.37 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2000 DIRECT CALOO LOM AND HOLD (ADF REQUIRED).

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)				
2.	HOLD SW CALOO LOM, LT, 050.86 INBOUND, 2000 FT. IN LIEU OF PT (IAF), MAX 6000.									
3.	FAC:	050.86	FAF:	CALOO LOM	DIST FAF TO MAP:	5.79	DIST FAF TO THLD:	5.79		
4.	MIN ALT: CALOO LOM 2000									
5.	DIST TO THLD FROM OM:		5.80	MM:	IM:	150 HAT:	GS ANT:	1000		
6.	MIN GS INCPT:		2000	GS ALT AT PFAF:			OM:	1967	MM:	IM:
7.	GS ANGLE:		3.00	34:1:	20:1:	TCH:	53.4			
8.	MSA FROM: CALOO LOM 2600									



EQUIPMENT REQUIREMENTS NOTES:

ADF OR RADAR REQUIRED FOR PROCEDURE ENTRY.
ADF REQUIRED FOR LOC ONLY.
DME REQUIRED.

NOTES:

CHART NOTE: RWY 5 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: WHEN CIRCLING TO RWY 31 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON RSW VORTAC AIRWAY RADIAL 312.

ADDITIONAL FLIGHT DATA:

CHART KRSW IN PLANVIEW.
CHART (CFDZJ) AT (262925.19N/0815852.36W).
HOLD N, RT, 173.74 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SW CALOO LOM, LT, 050.86 INBOUND.
FAS OBST: 209 AAO 263254N/0815518W.
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN CONTROL TOWER CLOSED., NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - NA WHEN CONTROL TOWER CLOSED., 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
S-ILS 05	265	1	250	265	1	250	265	1	250	265	1	250			
S-LOC 05	460	1	445	460	1	445	460	1 3/8	445	460	1 3/8	445			
CIRCLING	540	1	523	540	1	523	600	1 1/2	583	680	2	663			

CHANGES - REASONS

1. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2600 ON RSW R-354 TO SERFS INT/RSW 16.37 DME AND HOLD." TO "CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2600 ON RSW R-354 TO SERFS/RSW 16.37 DME AND HOLD." – LBV TO BE DECOMMISSIONED AND INTERSECTING RADIAL REMOVED.
2. PROFILE LINE 5: GS ANTENNA DISTANCE CHANGED FROM "1002" TO "1000" – AIRNAV DATA UPDATED.
3. PROFILE LINE 8: UPDATED FROM "FM OM 2600" TO "CALOO LOM 2600" – IAW 8260.19J, 8-2-6.E. AND MEMO IMPLEMENTATION LETTER, ATTACHMENT 4.8.
4. EQUIPMENT REQUIREMENTS NOTE: ADDED "DME REQUIRED." – HOLDING FIX INTERSECTING RADIAL REMOVED, LBV TO BE DECOMMISSIONED AND IAW 8260.19J, 8-6-9.A.
5. NOTES: UPDATED CHART PLANVIEW NOTE FROM "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS ON RSW VORTAC AIRWAY RADIAL 312." TO "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON RSW VORTAC AIRWAY RADIAL 312." – IAW 8260.19J, 8-2-5.E.(2).
6. ADDITIONAL FLIGHT DATA: UPDATED FROM "CHART IN PLANVIEW (CFDZJ) 262925.19N/0815852.36W." TO "CHART (CFDZJ) AT (262925.19N/0815852.36W)." – IAW 8260.19J, 8-6-11.Q.
7. ADDITIONAL FLIGHT DATA: DELETED "CHART 49 TREE 263448N/0815222W." – NOT A 7:1 OBSTACLE.
8. ADDITIONAL FLIGHT DATA: CHANGED FROM "CHART: SOUTHWEST FLORIDA REGIONAL AIRPORT." TO "CHART KRSW IN PLANVIEW." – IAW 8260.19J, 8-6-11.T.
9. ALTERNATE MINIMUMS: ADDED "NA WHEN LOCAL WEATHER NOT AVAILABLE." – IAW 8260.19J, 8-6-12.B (4).



COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZMA, FMY APP CON, FMY ATCT, AMGR.

FLIGHT CHECKED BY

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

Digitally signed by

CASIMIR L TABAKA

Dec 23, 2024

OFFICE

DATE

DEVELOPED BY

JOSEPH L. ZEDER (CHRISTOPHER D. WILKINSON)

Digitally signed by

CASIMIR L TABAKA

Dec 23, 2024

OFFICE

AJV-A432

DATE

08/26/2024

APPROVED BY

JOSEPH L. ZEDER

Digitally signed by

CASIMIR L TABAKA

Dec 23, 2024

OFFICE

AJV-A432

DATE

TITLE

MANAGER



**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>
FMY	ILS OR LOC RWY 5	7E	FORT MYERS	FL	17	I-FMY

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM RSW VORTAC **TO** CALOO LOM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	9.42				

<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 (12-001861)	263020.00N/0815108.00W	510	100	20	3C	1000				AT490	2000
2. TERRAIN	262758.00N/0814652.00W	23 (0)								AS1500	1500

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: ILS

FROM GP INTCP **TO** RW05

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	6.07		DA	250	

<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. TREE (KFMY0027)	263448.19N/0815222.31W	49	20	3	1A		34:1				265

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LOC

FROM

CALOO LOM

TO

5.79 NM AFTER CALOO LOM

RNP

DISTANCE

PAT

MAP

HAT

HMAS

5.79

5.79 NM AFTER CALOO LOM

445

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
4. AAO	263254.00N/0815518.00W	209	50	20	2C	250					460

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

CALOO LOM

TO

P-4

RNP

DISTANCE

PAT

MAP

HAT

HMAS

P-4

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5. TOWER (12-003939)	262916.95N/0815545.63W	495	20	3	1A	1000				AT505	2000
6. TERRAIN	263427.00N/0820000.00W	10 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CALOO LOM HOLDING NONSTANDARD TURNS DUE TO ATC REQUEST FOR KRSW TRAFFIC FLOW.



MISSED APPROACH: ILS

FROM

DA

TO

SERFS/RSW 16.37 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
										74	
<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				2600
7. TOWER (12-000988)	264805.00N/0814548.00W	1549	500	50	5D	1000					2600
8. TERRAIN	264827.00N/0814233.00W	27 (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: LOC

FROM

5.79 NM AFTER CALOO LOM

TO

SERFS/RSW 16.37 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 210			
<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				2600
7. TOWER (12-000988)	264805.00N/0814548.00W	1549	500	50	5D	1000					2600
8. TERRAIN	264827.00N/0814233.00W	27 (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 ALTERNATE: ILS

FROM

DA

TO

CALOO LOM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
								74			
<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				2000
9. TOWER (12-000674)	264130.01N/0815250.72W	548	20	3	1A	1000					1600
11. TERRAIN	263654.00N/0820000.00W	23 (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 ALTERNATE: LOC

FROM

5.79 NM AFTER CALOO LOM

TO

CALOO LOM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
								210			
<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				2000
9. TOWER (12-000674)	264130.01N/0815250.72W	548	20	3	1A	1000					1600
11. TERRAIN	263654.00N/0820000.00W	23 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID
FMY

PROCEDURE NAME
ILS OR LOC RWY 5

AMDT NO.
7E

CITY
FORT MYERS

STATE
FL

AIRPORT ELEVATION
17

FACILITY
I-FMY

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											
11. TOWER (12-003432)	263628.00N/0815147.00W	1.30	523	179	500	50	5D	300		AC50	540
CATEGORY B											
11. TOWER (12-003432)	263628.00N/0815147.00W	1.81	523	179	500	50	5D	300		AC50	540
CATEGORY C											
12. TOWER (12-002289)	263752.00N/0815139.70W	2.84	583	249	500	50	5D	300		AC50	600
CATEGORY D											
13. BLDG (12-020023)	263826.36N/0815236.94W	3.70	663	367	50	3	2A	300			680

CIRCLING REMARKS:

MSA

CENTER
CALOO LOM

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (12-020054)	264922.47N/0814553.62W	033	19.8	1549	500	50	5D	1000			2600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

FMY APP CON, FMY TOWER, ZMA ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	FMY	24	FMY	0	Y	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>
ASOS	RSW	24	RSW	6.55	Y	17

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KFMY 17, KRSW 28
RA=16.3.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-FMY	FMY ATCT	TOWER OPEN	1
		TOWER CLOSED	3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW13 - REIL (PCL), MIRL (PCL), PAPI-4L (PCL)	NPI-G	
RW31 - REIL (PCL), MIRL (PCL), PAPI-4R (PCL)	NPI-G	
RW05 - REIL (PCL), MIRL (PCL), PAPI-4L (PCL)	PIR-G	
RW23 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)	PIR-G	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	13.0	53.4	11.5	1000	3.00	53.5

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	461
ON CENTERLINE	X	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 31
20:1	
40 TRAVERSE_WAY (12-104940) 263457.47N/0815118.06W (7.15)	
FINAL TYPE	CIRCLING RWY 31
34:1	



<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>
FMY	ILS OR LOC RWY 5	7E	FORT MYERS	FL	17	I-FMY
40 TOWER (12-024670) 263447.01N/0815220.50W (8.13)			69 TREE (12-028447) 263437.89N/0815227.11W (5.88)			
27 POLE (12-024661) 263447.85N/0815217.73W (2.28)						
<u>PENETRATIONS REMARKS:</u>						
CIRCLING RWY 31 20:1 PENETRATIONS MITIGATED VIA VGSI PER AFS APPROVAL LETTER.						

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

BACKUP ALTIMETER SETTING NOTE (CONTINGENCY PURPOSES):
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE RSW ALTIMETER SETTING AND INCREASE S-ILS 05 DA TO 282 FEET; INCREASE ALL MDAS 20 FEET, AND CIRCLING VISIBILITY CAT C/D 1/4 SM.

TIMING BLOCK RETAINED EVEN THOUGH THE APPROACH IS DME REQUIRED (MISSED CLEARANCE LIMIT REQUIREMENT) SINCE THERE IS NO SUITABLE DME SOURCE TO DEFINE THE LOC MISSED APPROACH POINT

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	2.93
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.85
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	047.86
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	0
DISTANCE FROM	THLD	TO 1500FT POINT	4.79
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.25
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	047.56
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	0

THRESHOLD COORDINATES (IF STR-IN)	263451.09N/0815212.18W
ARP COORDINATES	263511.82N/0815147.69W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 5 DISTANCE 0.58 NM
FAF COORDINATES	263057.15N/0815659.47W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.
THLD DISPLACED 461FT, ACTUAL COORDINATES: 263448.03N/0815215.94W



FACILITY
I-FMY

AERONAUTICAL INFORMATION SPECIALIST

