

**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</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>	
DALLAS-FORT WORTH INTL	KDFW	RNAV (RNP) Z RWY 13R	2	DALLAS-FORT WORTH	TX	
<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SUPERSEDED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>
606	591	RNAV (RNP) Z RWY 13R	1A	09/18/2014	4E	2015
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
RNAV			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>
MORRY	IF	POPPA		TF	FB	1.00	134.95	4.90	3000
POPPA		HODAX	PFAF	TF	FB	1.00	134.98	2.22	2300
HODAX	PFAF	RW13R	MAP	TF	FB	0.30	135.00	5.19	
RW13R	MAP	HADZZ		TF	FB	0.30	135.05	0.65	
HADZZ		GRTCH		RF	FB	0.30	(1.71 NM RADIUS CW (CFDZW))	1.13	
GRTCH		KYMBR		RF	FB	0.40	(3.33 NM RADIUS CW (CFFDV))	1.57	
KYMBR		HRNTT		RF	FB	0.50	(2.68 NM RADIUS CW (CFBPH))	2.75	
HRNTT		VANJY		RF	FB	1.00	(24.70 NM RADIUS CW (CFFPT))	12.19	
VANJY		SLOTT		TF	FO	1.00	287.05	20.69	3000

MISSED APPROACH

MAP:
RNP: DA

MISSED APPROACH INSTRUCTIONS:

(DO NOT EXCEED 185 KIAS UNTIL HRNTT) CLIMB TO 3000 ON THE RNAV MISSED APPROACH ROUTE TO SLOTT AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. PROFILE STARTS AT MORRY

3. FAC: 135.00

PFAF: HODAX

DIST PFAF TO MAP:

DIST PFAF TO THLD:

4. MIN ALT: MORRY 3000, POPPA 3000, HODAX 2300

5. DIST TO THLD FROM OM: 5.19

MM:

IM:

150 HAT:

450 HAT: 1.24

GS ANT:

6. MIN GP INCPT: 2300

GP ALT AT PFAF : HODAX 2300

OM:

MM:

IM:

7. GP ANGLE: 3.00

34:1: IS CLEAR

20:1: IS CLEAR

TCH: 55.0

8. MSA FROM: RW13R 3600

PBN REQUIREMENTS NOTE:

RNP AR APCH.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -6°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: MISSED APPROACH REQUIRES RNP LESS THAN 1.0.
CHART PBN REQUIREMENTS NOTE: RF REQUIRED.

ADDITIONAL FLIGHT DATA:

HOLD E, RT, 271.00 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 0.30 DA	1041	4500	450	1041	4500	450	1041	4500	450	1041	4500	450			



CHANGES - REASONS

1. CHANGED AIRPORT ELEVATION FROM 607 TO 606 - NEW AIRPORT SURVEY IMPLEMENTED.
2. CHANGED FINAL SEGMENT FROM FO TO FB - LESS THAN RNP 1.0 USED IN MISSED APPROACH SEGMENTS/REQUIRED BY CRITERIA.
3. CHANGED MISSED APPROACH INSTRUCTION FROM "CLIMB TO 1200 THEN CLIMBING RIGHT TURN TO 3000 DIRECT SLOTT AND HOLD" TO "(DO NOT EXCEED 185 KIAS UNTIL SLOTT) CLIMB TO 3000 ON THE RNAV MISSED APPROACH ROUTE TO SLOTT AND HOLD" - FPT REQUEST/KEEPS MA PROTECTED AIRSPACE FROM OVERLAPPING WITH KDFW RWY 18L DEPARTURE TRAPEZOID.
4. CHANGED "DISTANCE TO THRESHOLD FROM 447 HAT: 1.23 NM" TO "DISTANCE TO THRESHOLD FROM 450 HAT: 1.24 NM" - NEW RUNWAY SURVEY IMPLEMENTED.
5. ADDED 20:1 IS CLEAR - REQUIRED DOCUMENTATION BY CRITERIA.
6. REMOVED RADAR REQUIRED CHART NOTE - NO LONGER REQUIRED DOCUMENTATION BY CRITERIA.
7. ADDED RNP AR APCH AND RF REQUIRED - REQUIRED DOCUMENTATION BY CRITERIA.
8. REMOVED FAHRENHEIT VALUES FROM UNCOMPENSATED BARO-VNAV SYSTEMS CHART NOTE AND CHANGE BELOW VALUE FROM -4 TO -6 - ACT CALCULATION BASED ON HISTORICAL TEMPERATURE DATA.
9. REMOVED INOPERATIVE MALSR CHART NOTE - DIFFERENCE BETWEEN FALS AND NALS VISIBILITY EQUAL TO INOPERATIVE TABLE INCREASE VISIBILITY REQUIREMENT.
10. REMOVED GPS REQUIRED CHART NOTE - NO LONGER REQUIRED BY CRITERIA.
11. ADDED RNP LESS THAN 1.0 CHART NOTE - REQUIRED DOCUMENTATION BY CRITERIA.
12. ADDED CHART PBN REQUIREMENTS NOTE: RF REQUIRED - REQUIRED DOCUMENTATION BY CRITERIA.
13. CHANGED MISSED APPROACH HOLDING INBOUND COURSE FROM 275.00 TO 271.00 - FPT REQUEST.
14. REMOVED CHART 717 T-L TWR - OBSTACLE NO LONGER PENETRATES VISUAL OIS.
15. REMOVED ROUTE TYPE AND TCH ADDITIONAL FLIGHT DATA COMMENTS - NO LONGER REQUIRED BY CRITERIA.

06/11/20: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/02/20.

1. CHANGED MISSED APPROACH AIRSPEED RESTRICTION TERMINATION FIX FROM SLOTT TO HRNTT.

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZFW, REGIONAL APP CON, DFW TOWER, AMGR

FLIGHT CHECKED BY**OFFICE****DATE****DEVELOPED BY**

Digitally signed by

MICHAEL R. GARRITY JR. **MICHAEL GARRITY**

OFFICE

AJV-A423

DATE

04/02/2020

APPROVED BY

Jun 11, 2020

MARLON ROBINSON

OFFICE

AJV-A420

DATE

TITLE
MANAGER

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

AIRPORT	AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
DALLAS-FORT WORTH INTL	KDFW	RNAV (RNP) Z RWY 13R	2	DALLAS-FORT WORTH	TX	606	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM MORRY TO POPPA

RNP	DISTANCE	PAT	MAP	HAT	HMAS	OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
1.00	4.90					1.AAO	325815.00N/0971136.00W	949	164	98	4E	500				AT1453 AC98	3000
						2.TERRAIN	330445.00N/0971233.00W	725 (700)								AS1500	2200

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM POPPA TO HODAX

RNP	DISTANCE	PAT	MAP	HAT	HMAS	OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
1.00	2.22					1.AAO	325815.00N/0971136.00W	949	164	98	4E	500				AT753 AC98	2300
						3.TERRAIN	325815.00N/0971136.00W	749 (700)								AS1500	2200

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL

FROM

HODAX

TO

RW13R

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
0.30	5.19		RW13R	450								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
4.TRANSMISSION_LINE (48-031080)	325514.44N/0970518.41W		730	250	50	4D		20.69:1			AC50	1041

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH

FROM

RW13R

TO

HADZZ

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
0.30-1.00					734							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH

FROMHADZZ

TOGRTCH

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
0.30-1.00												
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
							ASC					

COMPUTATIONS	RF SEGMENT	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
	HADZZ-GR TCH	1858	185	195.08	1251.32	30	1.71	24.23	0				(CFDZW)/1.13 NM

SEGMENT REMARKS:

MISSED APPROACH

FROMGR TCH

TOKYMBR

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
0.30-1.00												
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
							ASC					

COMPUTATIONS	RF SEGMENT	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
	GR TCH-KYMBR	2414	185	196.72	1807.81	33.36	3.33	13.48	0				(CFFDV)/1.57 NM

SEGMENT REMARKS:



MISSED APPROACH

FROM
KYMBR

TO
HRNTT

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
0.30-1.00												
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				

COMPUTATIONS												
RF SEGMENT	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
KYMBR-HRNTT	3000	185	198.46	2393.6	35.58	2.68	16.26	0				(CFBPH)/2.75 NM

SEGMENT REMARKS:

MISSED APPROACH

FROM
HRNTT

TO
VANJY

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
0.30-1.00												
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				

COMPUTATIONS												
RF SEGMENT	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
HRNTT-VANJY	3000	265	284.29	2393.6	24.83	24.70	3.18	0				(CFFPT)/12.19

SEGMENT REMARKS:



MISSED APPROACH

FROM
VANJY

TO
SLOTT

RNP 0.30-1.00	DISTANCE	PAT	MAP	HAT	HMAS						
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
5.TOWER (48-020277)	325918.40N/0974105.70W	1306	500	50	5D	1000					2400
6.TERRAIN	325700.00N/0974448.00W	1145 (1100)								AS1500	2600

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
RW13R

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (48-008489)	323502.67N/0965748.75W	159	20.4	2549	50	20	2C	1000			3600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

0 FT VEGETATION USED WITHIN 50,000 FT OF AIRPORT PER ATC REQUEST.

VKTW VALUES OBTAINED FROM 99% HISTORICAL WIND DATA.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZFW ARTCC, REGIONAL APP CON, DFW TOWER

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KDFW	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KDFW	<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:
NO BACKUP ALTIMETER SOURCE DUE TO REDUNDANCY AT FACILITY.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW13L - HIRL, REIL, C/LINE, PAPI-4L	NPI-G	APPROACH, MIDPOINT, ROLL OUT
RW31L - HIRL, REIL, C/LINE, PAPI-4L	NPI-G	APPROACH, ROLL OUT
RW13R - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW17C - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW17L - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW17R - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW18L - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW18R - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW31R - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35C - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35L - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW35R - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW36L - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW36R - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 591	<u>TCH</u> 55.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 70.7
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
-6C	+54C	-6C	+13.8C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2015-2019).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 963 HIGH TEMP 1270.

"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:

VDP NOT ESTABLISHED - RNP PROCEDURE.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

8260-1 (1): FAAO 8260.58A, PARA 1-2-5C(3)(B)(2) - THE BANK ANGLE OF THE MISSED APPROACH RF LEG FROM HADZZ TO GRTCH IS 25 DEGREES AND EXCEEDS THE MAXIMUM OF 20 DEGREES ALLOWED BY CRITERIA FOR XTT VALUES OF LESS THAN 1.0.

LOA (1): FAAO 8260.58A, PARA 1-2-5C(2), TABLE 1-2-2, NOTE 2 - FLIGHT STANDARDS APPROVAL IS REQUIRED FOR MISSED APPROACH RESTRICTIONS OF OTHER THAN OBSTACLE AVOIDANCE



<u>AIRPORT</u> DALLAS-FORT WORTH INTL	<u>AIRPORT ID</u> KDFW	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 13R	<u>AMDT NO.</u> 2	<u>CITY</u> DALLAS-FORT WORTH	<u>STATE</u> TX	<u>AIRPORT ELEVATION</u> 606	<u>FACILITY</u> RNAV
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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	3.31
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	139.00
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	700
DISTANCE FROM	THLD	TO 1500FT POINT	4.88
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	139.00
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	700

THRESHOLD
COORDINATES
(IF STR-IN)

325434.47N/0970459.28W

ARP COORDINATES

325350.04N/0970215.70W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 13R DISTANCE 2.41 NM

FAF
COORDINATES

325830.21N/0970902.13W

FIX NAME
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

QUALITY
25
CHECKED

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<u>AIRPORT</u> DALLAS-FORT WORTH INTL	<u>AIRPORT ID</u> KDFW	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 13R	<u>AMDT NO.</u> 2	<u>CITY</u> DALLAS-FORT WORTH	<u>STATE</u> TX	<u>AIRPORT ELEVATION</u> 606	<u>FACILITY</u> RNAV
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PART E: PREPARED BY

<u>NAME</u> MICHAEL R. GARRITY JR.	<u>OFFICE</u> AJV-A423	<u>DATE</u> 04/02/2020	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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QUALITY
25
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