

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
LOC STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.25

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>	
CKV	LOC RWY 35	7	CLARKSVILLE	TN	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
550	550	LOC RWY 35	06/12/2025	1W	1990
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	
I-CKV			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>
CKV VOR/DME		SNUFF/CKV VOR/DME 5.83 DME					168.36	5.83	2700

MISSED APPROACH

MAP:

LOC: CKV VOR/DME 0.51 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 2300 ON HEADING 210 AND ON CKV VOR/DME R-168 TO SNUFF/CKV VOR/DME 5.83 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT L SIDE OF COURSE 167.14 OUTBOUND 2700 FT WITHIN 10 MILES OF SNUFF/CKV VOR/DME 5.83 DME (IAF)
- 2.
3. FAC: 347.14 FAF: SNUFF/CKV VOR/DME 5.83 DME DIST FAF TO MAP: DIST FAF TO THLD: 5.33
4. MIN ALT: SNUFF/CKV VOR/DME 5.83 DME 2300, YORUK/CKV VOR/DME 2.94 DME 1380
8. MSA FROM: CKV VOR/DME 2700



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: CIRCLING NA W OF RWY 17-35.
CHART NOTE: CIRCLING RWY 17 NA AT NIGHT.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HOP ALTIMETER SETTING.
CHART NOTE: VDP NA WHEN USING HOP ALTIMETER SETTING.
CHART NOTE: RWY 35 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: DME FROM CKV VOR/DME. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-CKV AND CKV DME.

ADDITIONAL FLIGHT DATA:

CHART (CFVGN) AT 362547.76N/0872124.01W.
HOLD S, RT, 347.14 INBOUND.
CHART FAS OBST: 622 TREE (47-071575) 363627N/0872440W.
CHART CAMPBELL 1 MOA, CAMPBELL 2 MOA.
CHART R-3701A, R-3702A-B.
CHART VDP AT 1.37 DME.
DISTANCE VDP TO THLD 0.87 NM.
SNUFF TO RW35: 3.00/53.5.

MINIMUMS:

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

ALTERNATE: NA ☒

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-LOC 35	880	3/4	330	880	3/4	330	880	3/4	330	880	3/4	330			
CIRCLING	1000	1	450	1020	1	470	1020	1 1/2	470	1200	2	650			



CHANGES - REASONS

1. CHANGED ALL INSTANCES OF FAF/IAF "SNUFF LOM/CKV VOR/DME 5.82 DME" TO "SNUFF/CKV VOR/DME 5.83 DME" - SNUFF LOM DECOMMISSIONED, REPLACED AS FAF/IAF BY NEW DME FIX SNUFF AND MOVED DUE TO VDA/TCH CHANGE TO MATCH VGSI.
2. TERMINAL ROUTES, CKV VOR/DME TO SNUFF: CHANGED DISTANCE FROM 5.82 TO 5.83 - MOVEMENT OF FAF/IAF SNUFF DUE TO NEW VDA/TCH.
3. MISSED APPROACH: CHANGED LOC MAP FROM "5.32 NM AFTER SNUFF LOM/CKV VOR/DME 5.82 DME OR AT CKV 0.51 DME" TO "CKV VOR/DME 0.51 DME" - TIMING REMOVED, PROCEDURE IS NOW DME REQUIRED BECAUSE DME IS REQUIRED TO IDENTIFY FAF, ADDED FULL DESCRIPTION OF DME FACILITY PER 8260.19K PARA 8-2-6.C.(2).
4. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 1800 THEN CLIMBING RIGHT TURN TO 2200 DIRECT CKV VOR/DME AND HOLD" TO "CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 2300 ON HEADING 210 AND ON CKV VOR/DME R-168 TO SNUFF/CKV VOR/DME 5.83 DME AND HOLD" - OLD PROCEDURE REPLACED BECAUSE IT REQUIRED ADDING CLIMB-IN-HOLD WHICH WOULD HAVE ENCROACHED ON RESTRICTED AREAS AND MOAS, NEW PROCEDURE REDUCES IMPACT.
5. DELETED ALTERNATE MISSED APPROACH INSTRUCTIONS - DECOMMISSIONING OF SNUFF LOM AND LACK OF OTHER SUITABLE NAVADS.
6. PROFILE LINE 3: REMOVED "DIST FAF TO MAP: 5.32" - TIMING NO LONGER USED TO IDENTIFY MAP BECAUSE PROCEDURE IS DME REQUIRED, 8260.19K PARA 8-6-7.C.(3).
7. PROFILE LINE 3: CHANGED "DIST FAF TO THLD" FROM 5.32 TO 5.33 - RELOCATION OF FAF DUE TO NEW VDA/TCH.
8. PROFILE LINE 4: CHANGED FIX YORUK DESCRIPTION FROM "CKV VOR/DME 3.00 DME" TO "CKV VOR/DME 2.94 DME" AND INCREASED ALTITUDE FROM 1080 TO 1380 - YORUK MOVED TO OPTIMUM LOCATION FOR ALTITUDE 1380, ALTITUDE INCREASED FOR MORE STABILIZED DESCENT.
9. PROFILE LINE 8: CHANGED MSA CENTER POINT FROM SNUFF LOM TO CKV VOR/DME - SNUFF LOM DECOMMISSIONED, CKV VOR/DME IS NEXT BEST OPTION, 8260.3G PARA 2-3-2.B.(1).
10. CHANGED "PBN REQUIREMENTS NOTE" TO "EQUIPMENT REQUIREMENTS NOTES" - PBN IS NOT INVOLVED.
11. EQUIPMENT REQUIREMENTS NOTES: DELETED "ADF REQUIRED" - SNUFF LOM DECOMMISSIONED AND REMOVED FROM PROCEDURE.
12. EQUIPMENT REQUIREMENTS NOTES: ADDED "DME REQUIRED" - DME IS NOW REQUIRED TO IDENTIFY NEW FAF SNUFF.
13. EQUIPMENT REQUIREMENTS NOTES: DELETED "RADAR REQUIRED" - NO FIXES ARE IDENTIFIED BY RADAR, AND NOT NECESSARY WITH ADDITION OF DME REQUIRED.
14. NOTES: CHANGED "CIRCLING RWY 17, 23 NA AT NIGHT" TO "CIRCLING RWY 17 NA AT NIGHT" - RWY 5/23 DECOMMISSIONED.
15. NOTES: ADDED "CHART NOTE: VDP NA WHEN USING HOP ALTIMETER SETTING" - ADDED VDP USING CKV VOR/DME.
16. NOTES: DELETED "CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})" - VDA/TCH CHANGED TO MATCH VGSI.
17. NOTES: ADDED "CHART NOTE: DME FROM CKV VOR/DME. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-CKV AND CKV DME" - ASSURES SIMULTANEOUS RECEPTION OF LOCALIZER AND NON-PAIRED DME, 8260.19K PARA 8-6-10.K.
18. ADDITIONAL FLIGHT DATA: CHANGED "CHART FAS OBST" FROM "619 TREE (47-051697) 363643N/0872437W" TO "622 TREE (47-071575) 363627N/0872440W" - NEW OBSTACLE EVAL.
19. ADDITIONAL FLIGHT DATA: SPLIT "CHART: R-3701A, R-3702A-B, CAMPBELL 1 MOA, CAMPBELL 2 MOA" INTO 2 NOTES, "CHART CAMPBELL 1 MOA, CAMPBELL 2 MOA" AND "CHART R-3701A, R-3702A-B" - SEPARATED TYPES OF AIRSPACE FOR CLARITY.
20. ADDITIONAL FLIGHT DATA: ADDED "CHART VDP AT 1.37 DME" AND "DISTANCE VDP TO THLD 0.87 NM" - DME FROM CKV VOR/DME IS A SUITABLE SOURCE FOR VDP AND IS THE SAME AS FOR OTHER FINAL FIXES, 8260.3G PARA 2-6-5.C.(1).
21. ADDITIONAL FLIGHT DATA: CHANGED "SNUFF LOM TO RW35: 3.01/50" TO "SNUFF TO RW35: 3.00/53.5" - FAF SNUFF LOM REPLACED BY FIX SNUFF AND VDA/TCH CHANGED TO MATCH VGSI.
22. ADDITIONAL FLIGHT DATA: DELETED "CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S SNUFF LOM/CKV VOR/DME 5.82 DME, RT, 347.14 INBOUND" - ALTERNATE MISSED APPROACH DELETED.
23. ADDITIONAL FLIGHT DATA: DELETED "CHART CIRCLING ICON" - NO LONGER REQUIRED.
24. ADDITIONAL FLIGHT DATA: DELETED "DME FROM CKV VOR/DME" - OUTDATED, REPLACED BY NEW CHART NOTE.
25. MINIMUMS: REMOVED 2ND LINE OF MINIMUMS AND RETAINED LOWEST MINIMUMS - STEPDOWN FIX YORUK IS NOW ALWAYS RECEIVED BECAUSE PROCEDURE IS NOW DME REQUIRED.

COORDINATED WITH:A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒**OTHER:** ZME, CAMPBELL APP CON, ARPT MGR**FLIGHT CHECKED BY****OFFICE****DATE****DEVELOPED BY**
RICHARD BRUCE**OFFICE**
AJV-A422**DATE**
07/13/2026**APPROVED BY**
BEV L BORDY**OFFICE**
AJV-A420**DATE****TITLE**
MANAGERQUALITY
37
CHECKED

**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>
CKV	LOC RWY 35	7	CLARKSVILLE	TN	550	I-CKV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM CKV VOR/DME **TO** SNUFF/CKV VOR/DME 5.83 DME

<u>RNP</u>	<u>DISTANCE</u> 5.83	<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>
TOWER (47-002326)	363526.90N/0872048.20W	899	50	20	2C	1000				AT801	2700
TERRAIN	363251.00N/0872633.00W	662 (700)								AS1500	2200

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE: LOC PT

FROM 10 NM **TO** SNUFF/CKV VOR/DME 5.83 DME

<u>RNP</u>	<u>DISTANCE</u> 10.00	<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>
TOWER (47-002248)	362313.08N/0872305.56W	1154	20	3	1A	500					1700
TERRAIN	362112.00N/0872400.00W	793 (800)								AS1500	2300

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
37
CHECKED

FINAL: LOC

FROM

SNUFF/CKV VOR/DME 5.83 DME

TO

YORUK/CKV VOR/DME 2.94 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	2.89										
<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>
AAO	363327.00N/0872403.00W	817	215	8	4B	250				DG313	1380

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

YORUK/CKV VOR/DME 2.94 DME

TO

CKV VOR/DME 0.51 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	2.44		CKV VOR/DME 0.51 DME				330				
<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>
TREE (47-071575)	363626.68N/0872440.46W	622	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:



PROCEDURE TURN

FROM
SNUFF/CKV VOR/DME 5.83 DME

TO
10 NM

<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>
TOWER (47-001329)	361736.00N/0871820.40W	1637	250	50	4D	1000					2700
TERRAIN	361903.00N/0872624.00W	836 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM
CKV VOR/DME 0.51 DME

TO
SNUFF/CKV VOR/DME 5.83 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 630			
<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				2300
TOWER (47-002326)	363526.90N/0872048.20W	899	50	20	2C	1000					1900
TERRAIN	363251.00N/0872633.00W	662 (700)								AS1500	2200

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

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TRANSMISSION_LINE (21-001017)	363837.00N/0872449.00W	1.30	450	698	20	3	1A	300			1000
CATEGORY B											
TREE (47-051671)	363843.70N/0872315.08W	1.82	470	714	20	10	1B	300			1020
CATEGORY C											
TREE (47-051671)	363843.70N/0872315.08W	2.87	470	714	20	10	1B	300			1020
CATEGORY D											
TOWER (47-002326)	363526.90N/0872048.20W	3.75	650	899	50	20	2C	300			1200

CIRCLING REMARKS:

MSA

CENTER	RADIUS
CKV VOR/DME	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (47-001329)	361736.00N/0871820.40W	166	20.4	1637	250	50	4D	1000			2700

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZME ARTCC, CAMPBELL APP CON, MKL FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	CKV	24	CKV		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ATIS	HOP	24	HOP	4.82	Y	0

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
CKV 550, HOP 571
RA = 0.0.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
I-CKV		24	3



APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW17 - REIL (PCL), MIRL, PAPI-2L	NPI-G	
RW35 - MALS (PCL), MIRL, PAPI-2L	NPI-G	

GLIDESLOPE ANGLE

ELEV RWY THRESHOLD

TCH

ELEV GS ANTENNA

DISTANCE FROM RWY

VGSI ANGLE

TCH

3.00

53.5

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD

ON CENTERLINE

X

X

FT FROM THRESHOLD

FT FROM CENTERLINE

DISPLACED THRESHOLD DISTANCE

CRITICAL TEMPERATURES

CRITICAL LOW

CRITICAL HIGH

ACT

APT ISA

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 17:
20:1	
625 TREE (47-067746) 363801.93N/0872513.15W (9.56)	
FINAL TYPE	S-LOC 35:
34:1	
621 TREE (47-068022) 363627.14N/0872443.92W (15.24)	622 TREE (47-071575) 363626.68N/0872440.46W (12.92)
598 TREE (47-051702) 363632.87N/0872443.90W (8.77)	571 POLE (47-020894) 363641.75N/0872440.95W (5.72)
611 TREE (47-067581) 363626.31N/0872443.05W (2.34)	608 TREE (47-071750) 363626.98N/0872443.39W (1.47)
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.

VEGETATION HEIGHT: 100 FT.

ALTERNATE MISSED APPROACH REMOVED DUE TO DECOMMISSIONING OF CK LOM. NO NEW PROCEDURE WAS DEVELOPED DUE TO LACK OF SUITABLE NAVAIDS.

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	3.00
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.87
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	346.14
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	600
DISTANCE FROM	THLD	TO 1500FT POINT	4.93
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.28
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	346.14
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	600

THRESHOLD COORDINATES (IF STR-IN)	363648.48N/0872445.67W
ARP COORDINATES	363717.28N/0872454.49W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 17 DISTANCE 0.49 NM
FAF COORDINATES	363137.54N/0872310.63W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
RICHARD BRUCE	AJV-A422	07/13/2026	AERONAUTICAL INFORMATION SPECIALIST

