

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
VOR STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.23

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> KAPC	<u>PROCEDURE NAME</u> VOR RWY 6	<u>ORIGINAL/AMENDMENT</u> 15	<u>CITY</u> NAPA	<u>STATE</u> CA		
<u>AIRPORT ELEVATION</u> 36	<u>TDZE</u> 21	<u>SUPERSEDED</u> VOR RWY 6	<u>ORIGINAL/AMENDMENT</u> 14	<u>DATED</u> 10/10/2019	<u>MAG VAR</u> 17E	<u>EPOCH YEAR</u> 1980
<u>FACILITY</u> SGD	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
PYE VOR/DME	IAF	BURDE INT/SGD 11.31 DME	NOPT				066.18	13.10	4000
SAU VOR/DME	IAF	BURDE INT/SGD 11.31 DME	NOPT				330.47	15.35	4000
BURDE INT/SGD 11.31 DME	IF	JATPO INT/SGD 4.00 DME					050.00	7.31 (SGD R-230)	2600
JATPO INT/SGD 4.00 DME		SGD VORTAC					050.00	4.00	1600

MISSED APPROACH

MAP:

3.75 NM AFTER SGD VORTAC OR AT JUNUV/SGD 3.75 DME

MISSED APPROACH INSTRUCTIONS:

CLIMBING LEFT TURN TO 7000 ON HEADING 305 AND SGD VORTAC R-347 TO POPES INT AND HOLD, CONTINUE CLIMB-IN-HOLD TO 7000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	L	SIDE OF COURSE	229.99	OUTBOUND	3500	FT WITHIN	10	MILES OF	SGD VORTAC (IAF)
2.									
3. FAC:	049.99	FAF: SGD VORTAC				DIST FAF TO MAP: 3.75		DIST FAF TO THLD: 4.35	
4. MIN ALT:	JATPO INT/SGD 4.00 DME 2600, SGD VORTAC 1600								
8. MSA FROM:	SGD VORTAC 090-180 5000, 180-270 3800, 270-090 4300								

EQUIPMENT REQUIREMENTS NOTES:

NOTES:

CHART NOTE: RWY 6 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PYE VOR/DME ON V107-301 WESTBOUND.



CHART NOTE: CIRCLING CATS A/B/C NA E OF RWY 19R AND NW OF RWY 24. CIRCLING CAT D NA E OF RWY 19L-1R.

ADDITIONAL FLIGHT DATA:

SGD VORTAC TO RW06: 3.31/55
HOLD N, RT, 167.00 INBOUND.
FAS OBST: 210 AAO 381212N/1222130W.
CHART VDP AT 1.50 DME
DISTANCE VDP TO THLD 2.85 NM.
CHART CIRCLING ICON.

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

ALTERNATE: NA ☐ CAT A, B 1100-2, CAT C, D 1300-3, 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-6	1080	1 1/4	1059	1080	1 1/2	1059	1080	3	1059	1080	3	1059			
CIRCLING	1080	1 1/4	1044	1080	1 1/2	1044	1280	3	1244	1300	3	1264			

CHANGES - REASONS

1. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMBING LEFT TURN TO 3200 ON HEADING 193 AND SGD VORTAC R-230 TO BURDE INT/SGD 11.31 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3200." TO "CLIMBING LEFT TURN TO 7000 ON HEADING 305 AND SGD VORTAC R-347 TO POPES INT AND HOLD, CONTINUE CLIMB-IN-HOLD TO 7000." - FPT REQUEST, INITIAL REQUESTED HOLDING ALTITUDE INCREASED TO 7000 DUE TO MRA RESTRICTIONS AT POPES, FPT APPROVED.
2. ADDITIONAL FLIGHT DATA: CHANGED "HOLD NE, RT, 230.00 INBOUND" TO "HOLD N, RT, 167.00 INBOUND." - NEW MISSED APPROACH HOLDING.
3. MINIMUMS: CHANGED S-6 MDA/HAT FROM "460/439" TO "1080/1059" - NEW MISSED APPROACH PENETRATING OBSTACLE.
4. MINIMUMS: CHANGED S-6 CAT C/D VIS FROM "1 1/4" TO "3" - MDA RAISED.
5. MINIMUMS: CHANGED CIRCLING CAT A CMDA/HAA FROM "600/564" TO "1080/1044" - RAISED TO MATCH STRAIGHT IN MINIMUMS.
6. MINIMUMS: CHANGED CIRCLING CAT B CMDA/HAA FROM "680/644" TO "1080/1044" - RAISED TO MATCH STRAIGHT IN MINIMUMS.
7. ADDED "CHART VDP AT 1.50 DME" TO ADDITIONAL FLIGHT DATA - 20:1 PENETRATIONS HAVE BEEN ELIMINATED.
8. ADDED "DISTANCE VDP TO THLD 2.85 NM" TO ADDITIONAL FLIGHT DATA - 20:1 PENETRATIONS HAVE BEEN ELIMINATED.
9. ADDITIONAL FLIGHT DATA: CHANGED "SGD VORTAC TO RW06: 3.32/55" TO "SGD VORTAC TO RW06: 3.31/55". - NEW TARGETS EVALUATION.
10. CHANGED "CHART NOTE: CIRCLING CATS A/B/C NA NORTHEAST OF RWYS 19R AND 24. CIRCLING CAT D NA EAST OF RWY 19L-1R." TO "CHART NOTE: CIRCLING CATS A/B/C NA E OF RWY 19R AND NW OF RWY 24. CIRCLING CAT D NA E OF RWY 19L - 1R". - IAW 8260.19I 8-6-11 O(5).
11. CHANGED PYE TO BURDE MIN ALT FROM "3500" TO "4000". - IAW 8260.19I, PARA 8-6-4.C (2)
12. MINIMUMS: CHANGED S-6 CAT A VIS FROM "1" TO "1 1/4" AND CAT B VIS FROM "1" TO "1 1/2". - MDA RAISED.
13. CHANGED ALTERNATE MINIMUMS FROM "STANDARD - CAT C, D 1300-3" TO "CAT A, B 1100-2, CAT C, D 1300-3". - NEW EVALUATION.

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZOA, APC ATCT, AMGR.

FLIGHT CHECKED BY

DANIEL C FAVORITE

OFFICE

FPO

DATE

12/30/2021

Digitally signed by

ALLAN WILL

Jan 14, 2022

Digitally signed by

ALLAN WILL

Jan 14, 2022

Digitally signed by

ALLAN WILL

Jan 14, 2022

DEVELOPED BY

ALLAN WILL (ZACHARY KRUEGER)

OFFICE

AJV-A423

DATE

09/15/2021

APPROVED BY

MARLON ROBINSON

OFFICE

AJV-A420

DATE

TITLE
MANAGER



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

<u>AIRPORT ID</u> KAPC	<u>PROCEDURE NAME</u> VOR RWY 6	<u>AMDT NO.</u> 15	<u>CITY</u> NAPA	<u>STATE</u> CA	<u>AIRPORT ELEVATION</u> 36	<u>FACILITY</u> SGD
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
PYE VOR/DME

TO
BURDE INT/SGD 11.31 DME

<u>RNP</u>	<u>DISTANCE</u> 13.10	<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>
										1.AAO	380336.00N/1223621.00W	2087	164	98	4E	1000				AT833 PR80	4000
										2.TERRAIN	380336.00N/1223621.00W	1887 (1900)								AS1500	3400

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM
SAU VOR/DME

TO
BURDE INT/SGD 11.31 DME

<u>RNP</u>	<u>DISTANCE</u> 15.35	<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>
										3.AAO	375545.00N/1223445.00W	2760	164	98	4E	1000				AT140 PR100	4000
										4.TERRAIN	375545.00N/1223445.00W	2560 (2600)								AS1000	3600

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM
BURDE INT/SGD 11.31 DME

TO
JATPO INT/SGD 4.00 DME

RNP	DISTANCE 7.31	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.TREE	380848.00N/1223536.00W		1646	164	98	4E	500				AC98 AT356	2600
6.TERRAIN	380848.00N/1223536.00W		1546 (1500)								AS1000	2500

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

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM
JATPO INT/SGD 4.00 DME

TO
SGD VORTAC

RNP	DISTANCE 4.00	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
7.AAO	380918.00N/1222742.00W		873	164	98	4E	500				AC98 DG129	1600
8.TERRAIN	381115.00N/1222715.00W		450 (500)								AS1000	1500

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

SEGMENT REMARKS:



INTERMEDIATE: PT

FROM
10 NM

TO
JATPO INT/SGD 4.00 DME

RNP	DISTANCE 6.00	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
9.TREE	380836.00N/1223500.00W		1180	164	98	4E	500				AT822 AC98	2600
10.TERRAIN	380836.00N/1223500.00W		1080 (1100)								AS1000	2100

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

INTERMEDIATE: PT STEPDOWN

FROM
JATPO INT/SGD 4.00 DME

TO
SGD VORTAC

<u>RNP</u>	<u>DISTANCE</u> 4.00	<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>
7.AAO	380918.00N/1222742.00W		873	164	98	4E	500				AC98 DG129	1600
11.TERRAIN	381100.00N/1222703.00W		322 (300)								AS1000	1300

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



FINAL

FROM
SGD VORTAC

TO
3.75 NM AFTER SGD VORTAC OR AT JUNUV/SGD 3.75 DME

RNP	DISTANCE 3.75	PAT	MAP 3.75 NM AFTER SGD VORTAC OR AT JUNUV/SGD 3.75 DME	HAT 1059	HMAS
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
12.AAO	381212.00N/1222130.00W	210	50	20	2C	250				MA620	1080

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

PROCEDURE TURN

FROM
SGD VORTAC

TO
10 NM

RNP	DISTANCE	PAT	MAP	HAT	HMAS
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
1.AAO	380336.00N/1223621.00W	2087	164	98	4E	1000				AT413	3500
2.TERRAIN	380336.00N/1223621.00W	1887 (1900)								AS1500	3400

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



MISSED APPROACH

FROM
3.75 NM AFTER SGD VORTAC OR AT JUNUV/SGD 3.75 DME

TO
POPES INT

RNP	DISTANCE	PAT	MAP	HAT			HMAS 830					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
13.AAO	382631.56N/1221530.50W		2839	50	20	2C		ASC				7000
14.AAO	382703.00N/1221548.00W		2861	164	98	4E	1000				PR220	4100
15.TERRAIN	382703.00N/1221548.00W		2660 (2700)								AS1500	4200

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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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											
16.TERRAIN (06-040742)	381229.72N/1221458.20W	1.30	1044	283	50	20	2C	300		SI	1080
CATEGORY B											
17.TERRAIN (06-162089)	381138.00N/1221426.83W	1.81	1044	363	20	10	1B	300		SI	1080
CATEGORY C											
18.TERRAIN (06-057297)	381121.60N/1221333.08W	2.85	1244	870	20	10	1B	300		MA100	1280
CATEGORY D											
19.AAO	381619.05N/1221441.98W	3.72	1264	994	50	20	2C	300			1300

CIRCLING REMARKS:

MSA

CENTER
SGD VORTAC

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
090-180	TOWER (06-000583)	375254.00N/1215454.00W	112	28.1	3902	20	50	1D	1000			5000
180-270	AAO	375524.00N/1223551.00W	198	18.7	2760	164	98	4E	1000			3800
270-090	AAO	383648.00N/1222951.00W	330	26.7	3252	164	98	4E	1000			4300

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZOA ARTCC, APC TOWER

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KAPC	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KAPC	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KCCR	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KCCR	<u>DISTANCE</u> 17.12	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 42

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME.
KAPC 36, KCCR 23 RA= 41.2

<u>PRIMARY NAVAID</u> SGD VORTAC	<u>MONITOR POINT</u> POCC	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW1R		BSC-G	
RW19L		BSC-G	
RW6 - MIRL (PCL), REIL (PCL)		NPI-G	
RW19R - MIRL (PCL), PAPI-4L		NPI-G	
RW24 - MIRL (PCL)		NPI-G	
RW1L - MALS (PCL), MIRL (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>
<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				
<u>CRITICAL TEMPERATURES</u>						
<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>			

CRITICAL TEMPERATURE REMARKS:



"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	S-6
34:1	
93 TREE (06-044030) 381216.67N/1221749.36W (6.41)	25 TRAVERSE_WAY (06-056941) 381226.59N/1221723.68W (3.86)
21 TRAVERSE_WAY (06-056909) 381228.93N/1221723.47W (1.94)	21 TRAVERSE_WAY (06-162155) 381227.76N/1221723.16W (1.85)
25 TRAVERSE_WAY (06-056942) 381226.30N/1221724.48W (1.84)	25 TRAVERSE_WAY (06-056943) 381226.08N/1221725.12W (0.23)

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.

AVERAGE VEGETATION 100 FT.

CONTINGENCY NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CONCORD ALTIMETER SETTING AND INCREASE ALL MDAS 60 FT.

VDP NA WHEN USING BUCHANAN FLD ALTIMETER SETTING.

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	2.35
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	2.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	066.99
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	0
DISTANCE FROM	IF	TO 1500FT POINT	15.35
WIDTH OF	INITIAL	SEGMENT AT 1500FT POINT	8.00
TRUE COURSE OF	INITIAL	SEGMENT CONTAINING 1500FT POINT	347.47
HIGH TERRAIN IN	INITIAL	SEGMENT CONTAINING 1500FT POINT	2600

THRESHOLD
COORDINATES
(IF STR-IN) 381227.75N/1221718.55W

ARP COORDINATES 381247.48N/1221650.47W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP RUNWAY 19R DISTANCE 0.61 NM

FAF
COORDINATES 381045.70N/1222223.35W

FIX NAME
COORDINATES

REMARKS

IAF SAU VOR/DME: 37 51 19.20 N / 122 31 21.91 W
IF BURDE: 38 06 19.44 N / 122 35 35.03 W

1500 FT POINT IS AT THE SAU VOR/DME IAF.



PART E: PREPARED BY

<u>NAME</u> ALLAN WILL (ZACHARY KRUEGER)	<u>OFFICE</u> AJV-A423	<u>DATE</u> 09/15/2021	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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