

**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> KPBI | <u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 10L | <u>ORIGINAL/AMENDMENT</u> 2 | <u>CITY</u> WEST PALM BEACH | <u>STATE</u> FL | | |
| <u>AIRPORT ELEVATION</u> 20 | <u>TDZE</u> 16 | <u>SUPERSEDED</u> RNAV (RNP) Z RWY 10L | <u>ORIGINAL/AMENDMENT</u> 1B | <u>DATED</u> 01/03/2019 | <u>MAG VAR</u> 6W | <u>EPOCH YEAR</u> 2010 |
| <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> |
|--------------------|------------------------|------------------|------------------------|------------------------|---------------------|-------------------|------------------------------|------------------------|------------------------|
| GULLO | IAF | WILBA | | TF | FB | 1.00 | 099.54 | 7.00 | 3000 |
| WILBA | IF | ZISUR | | TF | FB | 1.00 | 098.68 | 7.00 | 2000 |
| SANZZ | IF | SHDEE | | TF | FB | 1.00 | 262.16 | 6.60 | 3000 |
| SHDEE | | ZISUR | PFAF | RF | FB | 1.00 | (2.80 NM RADIUS CCW (CFFPS)) | 7.98 | 2000 |
| ZISUR | PFAF | RW10L | MAP | TF | FO | 0.30 | 098.73 | 6.07 | |
| RW10L | MAP | 1000 MSL | | CA | | | 098.73 | | 1000 |
| 1000 MSL | | MORGA | | DF | FO | 1.00 | | | 3000 |

MISSED APPROACH

MAP:
RNP: DA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 3000 DIRECT MORGA AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. PROFILE STARTS AT ZISUR

3. FAC: 098.73

PFAF: 6.07 NM

DIST PFAF TO MAP:

DIST PFAF TO THLD:

4. MIN ALT: ZISUR 2000

5. DIST TO THLD FROM PFAF: 6.07

MM:

IM:

150 HAT:

339 HAT: 0.90

GS ANT:

6. MIN GP INCPT: 2000

GP ALT AT PFAF : ZISUR 2000

OM:

MM:

IM:

7. GP ANGLE: 3.00

34:1: IS CLEAR

20:1: IS CLEAR

TCH: 51.7

8. MSA FROM: RW10L 2600

PBN REQUIREMENTS NOTE:

RNP AR APCH - GPS.

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 PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS.
CHART PLANVIEW NOTE AT SANZZ: DO NOT EXCEED 210 KIAS UNTIL ZISUR.

ADDITIONAL FLIGHT DATA:

HOLD S, RT, 343.00 INBOUND.
CHART MANDATORY 5000 AT GULLO.
CHART MANDATORY 4000 AT SANZZ.

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 | 355 | 2600 | 339 | 355 | 2600 | 339 | 355 | 2600 | 339 | 355 | 2600 | 339 | | | |



CHANGES - REASONS

1. TDZE CHANGED FROM 20 TO 16. - NEW AIRNAV DATA.
2. REMOVED FRWAY AND ENDUW SEGMENTS, CHANGED WILBA-ZISUR INTERMEDIATE COURSE FROM 098.67 TO 098.68, CHANGED ALL 0.5 RNP VALUES TO 1.0, AND CHANGED RF RADIAL FIX NAME FROM UBMEF TO CFFPS IN TERMINAL ROUTES. - PROCEDURE REDESIGN, MOVED FAF, NO LONGER NEEDED, AND IAW 8260.19I 2-10-4.
3. CHANGED MA INSTRUCTIONS FROM "CLIMB TO 2000 ON TRACK 098.75 TO JUTAS AND RIGHT TURN TO ODKEY AND ON TRACK 268.68 TO LANCH AND HOLD." TO "CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 3000 DIRECT MORG AND HOLD." - PROCEDURE REDESIGN.
4. REPLACED OM WITH PFAF IN LINE 5, ADDED 339 HAT: 0.90 TO LINE 5, AND ADDED 20:1 IS CLEAR TO LINE 7. - IAW 8260.19I 8-6-7.
5. REMOVED RF REQUIRED, GPS REQUIRED, AT FRWAY: (RNP 0.50), AT SHDEE: MAX 180 KIAS FROM NOTES AND ADDED RNP AR APCH - GPS TO PBN REQUIREMENTS NOTE. - IAW 8260.19I 8-6-8/9 AND REMOVED FRWAY FROM PROCEDURE.
6. REMOVED INOP MALSR NOTE, ADDED "(VGSi ANGLE {ANGLE}/TCH {FEET})" TO VGSi NOT COINCIDENT NOTE, AND CHANGED BARO-VNAV NOTE FROM "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW 2C (36F) OR ABOVE 49C (120F)." TO "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW 6°C OR ABOVE 54°C." - IAW 8260.19I 8-6-9.
7. REMOVED ALL ROUTE TYPE NOTES, REMOVED #TCH 67.3 MSL (DO NOT CHART), REMOVED CHART MANDATORY 5000 AT FRWAY AND ENDUW, REMOVED DISTANCE TO THLD VALUES, REMOVED FAS OBST FROM ADDITIONAL FLIGHT DATA, AND CHANGED HOLD COURSE FROM 009.00 TO 343.00. - NO LONGER REQUIRED, REMOVED 0.11 RNP MINS, PROCEDURE REDESIGN, AND IAW 8260.19I 8-6-10.
8. REMOVED .011 RNP MINS AND LOWERED 0.30 RNP MINS FROM 448/432 TO 355/339 AND LOWERED VIS FROM 4000 TO 2600. - NEW EVAL COMPLETE YIELDING NEW CONT OBST.
9. ADDED CHART PLANVIEW NOTE AT SANZZ: DO NOT EXCEED 210 KIAS UNTIL ZISUR IN NOTES. - IAW 8260.19I 8-6-9.

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZMA, PBI ATCT, AMGR

FLIGHT CHECKED BY

MARC J HINCK

*Digitally signed by***JOHN BORDY**

Jun 10, 2021

OFFICE

FICO

DATE

06/03/2021

DEVELOPED BY

JOHN BORDY (ANDRE TUCKER)

*Digitally signed by***JOHN BORDY**

Jun 10, 2021

OFFICE

AJV-A422

DATE

04/05/2021

APPROVED BY

MARLON ROBINSON

*Digitally signed by***JOHN BORDY**

Jun 10, 2021

OFFICE

AJV-A420

DATE**TITLE**
MANAGER

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

| | | | | | | |
|---------------------------|---|----------------------|--------------------------------|--------------------|--------------------------------|-------------------------|
| <u>AIRPORT ID</u> KPBI | <u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 10L | <u>AMDT NO.</u> 2 | <u>CITY</u> WEST PALM BEACH | <u>STATE</u> FL | <u>AIRPORT ELEVATION</u> 20 | <u>FACILITY</u> RNAV |
|---------------------------|---|----------------------|--------------------------------|--------------------|--------------------------------|-------------------------|

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
GULLO

TO
WILBA

RNP 1.00 DISTANCE 7.00 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> |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| TOWER (12-004224) | 264103.00N/0802322.00W | 435 | 20 | 20 | 1C | 1000 | | | | AT1545 AC20 | 3000 |
| TERRAIN | 264327.00N/0802227.00W | 16 (0) | | | | | | | | AS1500 | 1500 |

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM
WILBA

TO
ZISUR

RNP 1.00 DISTANCE 7.00 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> |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-----------|-------------|--------------------|----------------|
| TOWER (12-001719) | 264104.00N/0801621.00W | 271 | 20 | 50 | 1D | 500 | | | | AT1179 AC50 | 2000 |
| TERRAIN | 264127.00N/0802051.00W | 16 (0) | | | | | | | | AS1500 | 1500 |

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM
SANZZ

TO
SHDEE

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | | | <u>HMAS</u> | | | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|-------------|-----------|-------------|--------------------|----------------|
| 1.00 | 6.60 | | | | | | | | | | |
| <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 (12-003365) | 264548.03N/0801217.86W | 462 | 20 | 3 | 1A | 500 | | | | AC3 AT2035 | 3000 |
| TERRAIN | 264945.00N/0800654.00W | 29 (0) | | | | | | | | AS1500 | 1500 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM
SHDEE

TO
ZISUR

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | | | <u>HMAS</u> | | | | |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|-------------|-----------|-------------|--------------------|----------------|
| 1.00 | 7.98 | | | | | | | | | | |
| <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 (12-001505) | 264841.14N/0801249.37W | 340 | 50 | 50 | 2D | 500 | | | | AC50 AT1110 | 2000 |
| TERRAIN | 264348.00N/0801815.00W | 13 (0) | | | | | | | | AS1500 | 1500 |

COMPUTATIONS

RF SEGMENT
SHDEE-ZISUR

ALT
3996

KIAS
210

KTAS
228.72

HAA
3976.81

VKTW
35.32

TR
2.80

BA
19.94

DTA
0

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE
(CFFPS)/7.98 NM

SEGMENT REMARKS:



FINAL

FROM
ZISUR

TO
RW10L

| RNP | DISTANCE | PAT | MAP | HAT | HMAS | | | | | | | |
|------------------|------------------------|----------|-------|------|------|-----|---------|----|------|-------------|---------|--|
| 0.30 | 6.07 | | RW10L | 339 | | | | | | | | |
| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT | |
| TREE (12-093963) | 264122.02N/0800652.63W | 126 | 20 | 3 | 1A | | 19.79:1 | | | AC3 | 355 | |

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
MORGA

| 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 | | | | | 3000 | |
| TOWER (12-002502) | 264759.72N/0800431.74W | 541 | 20 | 3 | 1A | 1000 | | | | | 1600 | |
| TERRAIN | 264624.00N/0800442.00W | 36 (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

RW10L

RADIUS

25

| SECTOR | OBSTRUCTION | COORDINATES | BEARING | DISTANCE | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|---------|-------------------|------------------------|---------|----------|----------|------|------|----|------|-----|-------------|---------|
| 360-360 | TOWER (12-001773) | 263430.70N/0801431.10W | 235 | 09.8 | 1552 | 100 | 3 | 3A | 1000 | | | 2600 |

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

APRT SIGN (12-025619) VERIFIED BY FPT AS LIT DISTANCE REMAINING SIGNS FIXED BY FUNCTION AND FRANGIBLE.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
PBI TOWER, PBI APP CON, ZMA ARTCC

| | | | | | | |
|---------------------------|-------------------------|----------------------------|---------------------------------|----------------------|-----------------------|-------------------------|
| <u>WX SERVICE</u> ASOS | <u>LOCATION</u> KPBI | <u>HRS OPERATION</u> 24 | <u>ALTIMETER SOURCE</u> KPBI | <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:
BACKUP ALTIMETER SOURCE NOT UTILIZED DUE TO REDUNDANT SOURCES ON AIRFIELD.

| | | | |
|--|----------------------|------------------------|----------------------------|
| <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> |
| RW10R - MIRL, REIL | | BSC-G | |
| RW28L - MIRL, REIL | | BSC-G | |
| RW14 - MIRL, REIL, PAPI-4R | | NPI-G | |
| RW32 - MIRL, REIL, PAPI-4L | | NPI-G | |
| RW10L - MALSR, HIRL, C/LINE, PAPI-4R | | PIR-G | APPROACH, ROLL OUT |
| RW28R - HIRL, REIL, C/LINE, PAPI-4L | | PIR-G | APPROACH, ROLL OUT |

| | | | | | | |
|---------------------------------|---------------------------------|--------------------|------------------------|--------------------------|---------------------------|--------------------|
| <u>GLIDESLOPE ANGLE</u> 3.00 | <u>ELEV RWY THRESHOLD</u> 16 | <u>TCH</u> 51.7 | <u>ELEV GS ANTENNA</u> | <u>DISTANCE FROM RWY</u> | <u>VGSI ANGLE</u> 3.00 | <u>TCH</u> 67.7 |
|---------------------------------|---------------------------------|--------------------|------------------------|--------------------------|---------------------------|--------------------|

| | | | |
|-------------------------------------|-------------------------------------|--------------------|-----------------------------------|
| <u>FINAL APPROACH COURSE AIMING</u> | | | |
| RUNWAY THRESHOLD | <input checked="" type="checkbox"/> | FT FROM THRESHOLD | DISPLACED THRESHOLD DISTANCE 1200 |
| ON CENTERLINE | <input checked="" type="checkbox"/> | FT FROM CENTERLINE | |

| | | | |
|------------------------------|------------------------------|-------------------|---------------------------|
| <u>CRITICAL TEMPERATURES</u> | | | |
| <u>CRITICAL LOW</u> +6C | <u>CRITICAL HIGH</u> +54C | <u>ACT</u> +6C | <u>APT ISA</u> +14.96C |

CRITICAL TEMPERATURE REMARKS:
AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2016-2020).
CRITICAL LOW TEMPERATURE BASED ON EFFECTIVE GPA.
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:

VDP NOT ESTABLISHED - RNP PROCEDURE.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

| | | | | | | |
|---------------------------|---|----------------------|--------------------------------|--------------------|--------------------------------|-------------------------|
| AIRPORT ID KPBI | PROCEDURE NAME RNAV (RNP) Z RWY 10L | AMDT NO. 2 | CITY WEST PALM BEACH | STATE FL | AIRPORT ELEVATION 20 | FACILITY RNAV |
|---------------------------|---|----------------------|--------------------------------|--------------------|--------------------------------|-------------------------|

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 | 092.73 |
| 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 | 092.73 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1500FT POINT | 0 |

THRESHOLD
COORDINATES
(IF STR-IN)

264058.97N/0800616.92W

ARP COORDINATES

264059.38N/0800544.13W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 28R DISTANCE 0.96 NM

FAF
COORDINATES

264116.50N/0801302.91W

FIX NAME
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

THLD DISPLACED 1200FT, ACTUAL COORDINATES: 264059.55N/0800630.13W.

QUALITY
29
CHECKED

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

Electronic Version

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PART E: PREPARED BY

| | | | |
|--|---------------------------|---------------------------|---|
| <u>NAME</u> JOHN BORDY (ANDRE TUCKER) | <u>OFFICE</u> AJV-A422 | <u>DATE</u> 04/05/2021 | <u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST |
|--|---------------------------|---------------------------|---|

