

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) 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> KBDL	<u>PROCEDURE NAME</u> RNAV (GPS) Y RWY 24	<u>ORIGINAL/AMENDMENT</u> 4B	<u>CITY</u> WINDSOR LOCKS	<u>STATE</u> CT		
<u>AIRPORT ELEVATION</u> 173	<u>TDZE</u> 170	<u>SUPERSEDED</u> RNAV (GPS) Y RWY 24	<u>ORIGINAL/AMENDMENT</u> 4A	<u>DATED</u> 08/15/2019	<u>MAG VAR</u> 14W	<u>EPOCH YEAR</u> 1980
<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>
KIBBE	IF/IAF	MOTEL		TF	FB	1.00	238.53	7.00	2100
MOTEL	FAF	FARIL/1.33 NM TO RW24		TF	FB	0.30	238.45	4.58	
FARIL/1.33 NM TO RW24		RW24	MAP	TF	FO	0.30	238.45	1.33	
RW24	MAP	370 MSL		CA			238.45		
370 MSL		PENNA		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW24

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT PENNA AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. HOLD NE KIBBE, LT, 238.53 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 7000.

3. FAF: 238.45FAF: MOTELDIST FAF TO MAP: 5.92DIST FAF TO THLD: 5.92

4. MIN ALT: KIBBE 3000, MOTEL 2100, FARIL/1.33 NM TO RW24 640

5. DIST TO THLD FROM FAF:MM:IM:150 HAT:200 HAT: 0.48GS ANT:

6. MIN GP INCPT: 2100GP ALT AT FAF :MOTEL 2100OM:MM:IM:

7. GP ANGLE: 3.0034:1: IS CLEAR20:1: IS CLEARTCH: 55.4

8. MSA FROM: RW24 3300

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -18°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: NOPT FOR ARRIVAL AT KIBBE ON V146-405 NORTHWEST BOUND.

ADDITIONAL FLIGHT DATA:

HOLD SW, LT, 058.26 INBOUND.
CHART FAS OBST: 309 TREE 415800N/0724009W.
419 AAO 420110N/0723412W.
WAAS CHANNEL # 97310
REFERENCE PATH ID: W24A
CHART CIRCLING ICON.
LTP HAE: 20 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT C 1000-2 3/4, CAT D 1100-3



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
LPV DA	370	1800	200	370	1800	200	370	1800	200	370	1800	200			
LNAV/VNAV DA	560	4500	390	560	4500	390	560	4500	390	560	4500	390			
LNAV MDA	560	2400	390	560	2400	390	560	3500	390	560	3500	390			
CIRCLING	700	1	527	700	1	527	1120	2 3/4	947	1220	3	1047			

CHANGES - REASONS

1. ADDED TO PROFILE LINE 2 MAX HIL ALTITUDE OF 7000 - 8260.19I, 8-6-7.B(2).
2. REMOVED CHART NOTE: CIRCLING RWY 19 NA AT NIGHT - RWY 1/19 DECOMMISSIONED.
3. REMOVED "VISUAL PORTION OF FINAL" PENETRATIONS TO CIRCLING RWY 19 20:1 230' TREE - RWY 1/19 DECOMMISSIONED.
4. REMOVED ADDITIONAL FLIGHT DATA NOTE "*LNAV ONLY", AND REMOVED ASTERISKS (*) FROM FARIL INT MINIMUM ALTITUDE IN PROFILE LINE 4 - NO LONGER REQUIRED; IAW 8260.19I 8-6-7D AND 8-6-10M (MEMO).
5. UPDATED PBN REQUIREMENT NOTE FROM: "RNP APCH" TO "RNP APCH - GPS" - IAW 8260.19I PARA 8-6-8 B(1).

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZBW, BDL APP CON, AMGR

FLIGHT CHECKED BY

PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJF-10) MEMO, APRIL 29, 2020, SUBJECT:
FLIGHT INSPECTION REVIEW NOT REQUIRED

OFFICE

Digitally signed by

JOHN BORDY

DATE

Apr 27, 2021

DEVELOPED BY

JOHN BORDY (ALEX BALLESTER MARTINEZ)

Digitally signed by

JOHN BORDY

Apr 27, 2021

OFFICE

AJV-A422

DATE

03/02/2021

APPROVED BY

MARLON ROBINSON

Digitally signed by

JOHN BORDY

Apr 27, 2021

OFFICE

AJV-A420

DATE

TITLE
MANAGER



FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KBDL
RUNWAY	RW24
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	Y
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W24A
LTP/FTP LATITUDE	415702.3950N
LTP/FTP LONGITUDE	0724019.6695W
LTP/FTP ELLIPSOIDAL HEIGHT	+00200
FPAP LATITUDE	415555.2480N
FPAP LONGITUDE	0724147.6855W
THRESHOLD CROSSING HEIGHT (TCH)	00055.4
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0000
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0
CRC REMAINDER	77D387CB

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+00490
FPAP ORTHOMETRIC HEIGHT	+00490



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

<u>AIRPORT ID</u> KBDL	<u>PROCEDURE NAME</u> RNAV (GPS) Y RWY 24	<u>AMDT NO.</u> 4B	<u>CITY</u> WINDSOR LOCKS	<u>STATE</u> CT	<u>AIRPORT ELEVATION</u> 173	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM KIBBE (IF/IAF) TO MOTEL

<u>RNP</u>	<u>DISTANCE</u> 7.00	<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>
1.AAO	420521.00N/0722503.00W		1040	100	125	3E	500				SA-154 AT641 AC73	2100
2.TERRAIN	420241.14N/0723038.91W		429 (400)								AS1500	1900

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

FINAL: LPV

FROM MOTEL TO RW24

<u>RNP</u>	<u>DISTANCE</u> 5.92	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200	<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>
								ASC				370

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



FINAL: LNAV/VNAV

FROM
MOTEL

TO
RW24

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	5.92		DA		390							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
3.TREE	415804.71N/0723952.64W		279	50	20	2C		23.74:1			AC20 XP-32	560

COMPUTATIONS

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

OBS #3 XP: PER 8260.58A, PARA 3-3-5, LNAV/VNAV DA IS NOT REQUIRED TO BE HIGHER THAN THE MDA OF AN LNAV PROCEDURE ESTABLISHED ON THE SAME CHART.

FINAL: LNAV

FROM
MOTEL

TO
FARIL/1.33 NM TO RW24

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	4.58											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
4.AAO	415958.22N/0723723.52W		379	50	20	2C	250					640

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: LNAV STEPDOWN

FROM

FARIL/1.33 NM TO RW24

TO

RW24

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	1.33		RW24			390						
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.TREE	415800.46N/0724009.03W		309	50	20	2C	250					560

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

HOLD-IN-LIEU OF PT

FROM

KIBBE

TO

P-5

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
		P-5										
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
6.AAO	420233.00N/0722412.00W		1280	100	125	3E	1000				AT720	3000
7.TERRAIN	420233.00N/0722412.00W		1080 (1100)								AS1500	2600

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 : LPV

FROM

DA

TO

PENNA

RNP	DISTANCE	PAT	MAP	HAT			HMAS 194					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
8.AAO	414926.07N/0724755.44W		1159	50	20	2C	1000					2200
9.TERRAIN	414926.07N/0724755.44W		959 (1000)								AS1500	2500

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 : LNAV/VNAV

FROM

DA

TO

PENNA

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
							399					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
8.AAO	414926.07N/0724755.44W		1159	50	20	2C	1000					2200
9.TERRAIN	414926.07N/0724755.44W		959 (1000)								AS1500	2500

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 : LNAV

FROM

RW24

TO

PENNA

RNP	DISTANCE	PAT	MAP	HAT			HMAS 460					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
8.AAO	414926.07N/0724755.44W		1159	50	20	2C	1000					2200
9.TERRAIN	414926.07N/0724755.44W		959 (1000)								AS1500	2500

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											
10.TREE (09-039998)	415541.32N/0724314.81W	1.30	527	382	20	3	1A	300			700
CATEGORY B											
10.TREE (09-039998)	415541.32N/0724314.81W	1.81	527	382	20	3	1A	300			700
CATEGORY C											
11.TREE (09-039545)	415814.31N/0724424.10W	2.84	947	783	20	3	1A	300		XP37	1120
CATEGORY D											
12.AAO	415941.65N/0724401.52W	3.72	1047	909	50	20	2C	300			1220

CIRCLING REMARKS:

OBS #11 XP: RETAIN FLIGHT-CHECKED MDA; OBS UPDATED AFTER FLIGHT CHECK AND PRIOR TO PUBLICATION DUE TO NEW SURVEY.



MSA

CENTER

RW24

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	421712.00N/0730757.00W	329	28.8	2225	164	98	4E	1000			3300

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
BDL APP CON, BDL TOWER, ZBW ARTCC

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KBDL	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KBDL	<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 BACK-UP ALTIMETER SETTING SOURCE REQUIRED; REDUNDANT WEATHER SOURCES.

<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>
RW01 - MIRL		BSC-G	
RW19 - MIRL		BSC-G	
RW15 - HIRL, REIL, PAPI-4L		NPI-G	ROLL OUT
RW06 - TDZ, ALSF-2, HIRL, REIL, C/LINE, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW24 - TDZ, MALSR, HIRL, C/LINE, PAPI-4L		PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW33 - MALSF, HIRL, PAPI-4R		PIR-G	APPROACH

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 160.9	<u>TCH</u> 55.4	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 71.0
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u> -18C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -18C	<u>APT ISA</u> +14.66C
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CRITICAL TEMPERATURE REMARKS:
AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2014-2018).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 957 HIGH TEMP 1263.



"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 - LESS THAN 0.5 NM AFTER STEPDOWN.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

TAA NOT DEVELOPED DUE TO HIGH TRAFFIC DENSITY.

100 FT MAXIMUM ADVERSE VEGETATION HEIGHT.

OBS #1 LOCATED 1859 FT/0.31 NM INTO SECONDARY AREA.

ORDER 8260.3 CHAPTER 2 APPLIED TO 419 AAO 420110.08N/0723412.26W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



AIRPORT ID KBDL	PROCEDURE NAME RNAV (GPS) Y RWY 24	AMDT NO. 4B	CITY WINDSOR LOCKS	STATE CT	AIRPORT ELEVATION 173	FACILITY RNAV
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PART D: AIRSPACE

DOCKET # NOT REQUIRED

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	3.09
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	224.45
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	200
DISTANCE FROM	THLD	TO 1500FT POINT	5.12
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.39
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	224.45
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	200

THRESHOLD COORDINATES (IF STR-IN)

415702.40N/0724019.67W

ARP COORDINATES

415620.90N/0724100.10W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 24 DISTANCE 0.85 NM

FAF COORDINATES

420115.99N/0723446.57W

FIX NAME COORDINATES

REMARKS

QUALITY
25
CHECKED

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

Electronic Version

Page 9 of 10

PART E: PREPARED BY

<u>NAME</u> JOHN BORDY (ALEX BALLESTER MARTINEZ)	<u>OFFICE</u> AJV-A422	<u>DATE</u> 03/02/2021	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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