

**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> EZF	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 24	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> FREDERICKSBURG	<u>STATE</u> VA
<u>AIRPORT ELEVATION</u> 85	<u>TDZE</u> 85	<u>SUPERSEDED</u> RNAV (GPS) RWY 24	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>DATED</u> 02/28/2019
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 10W
				<u>EPOCH YEAR</u> 1995
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
GVE VORTAC		DURWO		TF	FO	1.00	070.94	46.32	2900
BRV VORTAC		DURWO		TF	FO	1.00	052.66	4.04	2000
DURWO	IF/IAF	ZADMN		TF	FB	1.00	235.45	5.79	1800
ZADMN	FAF	WAALI/1.79 NM TO RW24		TF	FB	0.30	235.49	2.40	
WAALI/1.79 NM TO RW24		RW24	MAP	TF	FO	0.30	235.49	1.79	
RW24	MAP	485 MSL		CA			235.49		
485 MSL		CAMIR		DF	FO	1.00			2000

MISSED APPROACH

MAP:

LNAV: RW24

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 DIRECT CAMIR AND HOLD, CONTINUE TO CLIMB IN HOLD TO 2000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	HOLD NE DURWO, LT, 235.51 INBOUND, 2000 IN LIEU OF PT (IAF), MAX 6000.				
3. FAC:	235.49	FAF: ZADMN	DIST FAF TO MAP:	4.19	DIST FAF TO THLD: 4.19
4. MIN ALT:	DURWO 2000, ZADMN 1800, WAALI/1.79 NM TO RW24 840				
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:	
6. MIN GP INCPT:	GP ALT AT FAF:			OM:	MM: IM:
7. GP ANGLE:	34:1: IS NOT CLEAR	20:1: IS NOT CLEAR	TCH:		
8. MSA FROM:	RW24 2500				



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 24 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED USE RMN ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET AND LNAV VISIBILITY CAT C 1/4 SM.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT GVE VORTAC ON AIRWAY RADIALS 337 CW 133.
CHART NOTE: PROCEDURE NA AT NIGHT.
CHART NOTE: CIRCLING NA TO RWY 15-33.

ADDITIONAL FLIGHT DATA:

HOLD NE, RT, 235.47 INBOUND.
FAS OBST: 348 AAO 381718N/0772512W.
CHART 640 TOWER (51-000966) 381957N/0772338W.
CHART WASHINGTON DC METROPOLITAN ADIZ.
ZADMN TO RW24: 3.77/40.

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT C 1000-3, 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
LNAV MDA	600	1	515	600	1	515	600	1 3/8	515		NA				
CIRCLING	640	1	555	760	1	675	1060	3	975		NA				



CHANGES - REASONS

1. TERMINAL ROUTES: BRV VORTAC TO DURWO COURSE CHANGED FROM 052.69 TO 052.66 – UPDATED TARGETS EVALUATION.
2. TERMINAL ROUTES: DURWO TO ZADMN COURSE CHANGED FROM 235.51 TO 235.44; DISTANCE CHANGED FROM 5.04 TO 5.79, AND ALTITUDE CHANGED FROM 1700 TO 1800 – ZADMN MOVED .76 NM SOUTHWEST AND RAISED ALTITUDE TO FACILITATE 3.77 VDA IAW 8260.3G PARA 2-6-4A(2) AND TABLE 2-6-1.
3. TERMINAL ROUTES: ZADMN TO RW24 CHANGED TO ZADMN TO WAALI, 235.49, 2.40 – ZADMN MOVED .76 NM SOUTHWEST, SDF WAALI ADDED.
4. TERMINAL ROUTES: ADDED WAALI TO RW24, COURSE 235.49, DISTANCE 1.79 – INSERTED SDF FOR LOWER MINS AT REQUEST OF FPT.
5. TERMINAL ROUTES: RW24 TO 485 MSL COURSE CHANGED FROM 235.47 TO 235.49 – ALIGN WITH UPDATED FINAL COURSE.
6. CHANGED MISSED APPROACH FROM CLIMB TO 2000 DIRECT CAMIR AND HOLD TO CLIMB TO 2000 DIRECT CAMIR AND HOLD, CONTINUE TO CLIMB-IN-HOLD TO 2000 – UPDATED TARGETS EVALUATION, AIRCRAFT ALTITUDE NOT AT HOLDING/CLEARANCE LIMIT ROC ALTITUDE.
7. PROFILE LINE 2: ADDED “MAX 6000” TO HOLD IN LIEU DATA – 8260.19K 8-6-7B(2).
8. PROFILE LINE 3: FAC CHANGED FROM 235.47 TO 235.49 – UPDATED TARGETS EVAL, FAF MOVED .76NM SW; IAW 260.58D PARA 1-3-1F(2)C(2).
9. PROFILE LINE 3: DIST FAF TO MAP AND DIST FAF TO THLD CHANGED FROM 4.95 TO 4.19 - UPDATED TARGETS EVAL, FAF MOVED .76NM SW; IAW 8260.58D PARA 1-3-1F(2)C(2).
10. PROFILE LINE 4: ZADMN MIN ALT CHANGED FROM 1700 TO 1800 AND ADD WAALI/1.79NM TO RW 24 840 – RAISED FAF ALT AND ADDED SDF FOR LOWER MINS.
11. PBN REQUIREMENT NOTE: CHANGED FROM “RNP APCH” TO “RNP APCH - GPS” – IAW 8260.19K 8-6-8B(2).
12. DELETED NOTE: PROCEDURE NA FOR ARRIVALS AT BRV VORTAC ON V286 NORTHWEST BOUND - AIRWAY SEGMENT CANCELLED.
13. CHANGED CHART NOTE FROM “WHEN LOCAL ALTIMETER SETTING NOT RECEIVED USE STAFFORD ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET” TO “WHEN LOCAL ALTIMETER SETTING NOT RECEIVED USE RMN ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET AND LNAV VISIBILITY CAT C 1/4 SM” – IAW 8260.19K PARA 8-6-10F(4) AND 8260.3G VISIBILITY TABLES.
14. ADDITIONAL FLIGHT DATA: CHANGED FAS OBST FROM 635 TOWER 381957N/0772340W TO 348 AAO 381718N/0772512W – ADDED SDF, UPDATED TARGETS EVAL WITH 7:1 APPLIED AT FAF IAW 8260.19K PARA 8-6-11E.
15. ADDITIONAL FLIGHT DATA; ADDED CHART 640 TOWER (51-000966) 381957N/0772338W - UPDATED TARGETS EVAL WITH 7:1 APPLIED AT FAF IAW 8260.19K PARA 8-6-11E.
16. ADDITIONAL FLIGHT DATA: DELETED CHART PROFILE NOTE: VISUAL SEGMENT – OBSTACLE, ADDED ZADMN TO RW24: 3.77/40 – PROCEDURE REDESIGNED IAW 8260.3G PARA 2-6-4A(2).
17. ALTERNATE MINS: CHANGED FROM STANDARD - CAT A, B, C 1100-3, NA WHEN LOCAL WEATHER NOT AVAILABLE TO STANDARD - CAT C 1000-3- NA WHEN LOCAL WEATHER NOT AVAILABLE – UPDATED LNAV MINS.
18. LOWERED LNAV MDA/HAT FROM 1100/1015 TO 600/515, CATS A/B VIS FROM 3 SM TO 1SM AND CAT C VIS FROM 3 SM TO 1 3/8 SM – LOWER MINIMUMS ACHIEVED DUE TO ADDITION OF A SDF.
19. LOWERED CIRCLING MDA/HAA ALL CATS FROM 1100/1015 TO: CAT A 640/555, CAT B 760/675 AND CAT C 1060/975, CAT A/B VIS CHANGED FROM 3 SM TO 1 SM – LNAV SI MINS LOWERED.
20. CHANGED CHART NOTE FROM “VISIBILITY REDUCTION BY HELICOPTERS NA” TO “RWY 24 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED” -- IAW 8260.19K PARA 8-6-12K(2).

COORDINATED WITH:

A4A

ALPA

☒

AOPA

☒

APA

HAI

NBAA

☒

OTHER:

PCT APP CON, ZDC, AMGR

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

TARA MARTINELLI (STEVEN SCHUTRUM)

OFFICE

AJV-A421

DATE

04/17/2026

APPROVED BY

TARA MARTINELLI

OFFICE

AJV-A421

DATE

TITLE

MANAGER



**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>
EZF	RNAV (GPS) RWY 24	1	FREDERICKSBURG	VA	85	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM GVE VORTAC **TO** DURWO

RNP 1.00 DISTANCE 46.32 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>
AAO	380315.00N/0781236.00W	732	215	8	4B	2000				AT168	2900
TERRAIN	380227.00N/0780236.00W	547 (500)								AS1500	2000

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM BRV VORTAC **TO** DURWO

RNP 1.00 DISTANCE 4.04 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 (51-001159)	382323.45N/0771950.93W	500	500	50	5D	1000				AT500	2000
TERRAIN	382321.00N/0772018.00W	226 (200)								AS1500	1700

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM

DURWO (IF/IAF)

TO

ZADMN

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	5.79										
<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 (51-000966)	381957.21N/0772337.94W	640	250	50	4D	500				AT660	1800
TERRAIN	381954.00N/0772351.00W	249 (200)								AS1500	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

ZADMN

TO

WAALI/1.79 NM TO RW24

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30	2.40										
<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	381854.00N/0772415.00W	427	215	8	4B	250				RA40 DG123	840

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

WAALI/1.79 NM TO RW24

TO

RW24

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	1.79		RW24		515						
<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	381718.00N/0772512.00W	348	215	8	4B	250					600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

DURWO

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
		P-4									
<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 (51-001159)	382323.45N/0771950.93W	500	500	50	5D	1000				AT500	2000
TERRAIN	382336.00N/0772121.00W	242 (200)								AS1500	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW24

TO

CAMIR

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 500				
<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				2000
AAO	381442.00N/0773030.00W	479	215	8	4B	1000					1500
TERRAIN	381442.00N/0773030.00W	278 (300)								AS1500	1800

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											
TREE	381457.00N/0772718.00W	1.30	555	337	215	8	4B	300			640
CATEGORY B											
TREE	381539.00N/0772921.00W	1.81	675	450	215	8	4B	300			760
CATEGORY C											
TOWER (51-000364)	381621.34N/0772945.89W	2.84	975	741	100	20	3C	300			1060

CIRCLING REMARKS:

MSA

CENTER

RW24

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (51-000197)	381838.96N/0780012.32W	286	26.5	1457	20	3	1A	1000			2500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

100' VEGETATION USED PER FPO.

CAT D, LPV, LNAV/VNAV NOT DEVELOPED PER IAP CHECKLIST.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

PCT APP CON, ZDC ARTCC, LEESBURG FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3	EZF	24	EZF		Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3PT	RMN	24	RMN	7.92	Y	32

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KEZF 85, KRMN 181
RA = 31.5.

<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>
RW15			
RW33			
RW06 - MIRL (PCL), PVASI-PSIL		BSC-G	
01H		H-F	
RW24 - MIRL (PCL), PVASI-PSIL		NPI-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>
					0.00	0.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	80
ON CENTERLINE	☒	FT FROM CENTERLINE		

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

<u>PENETRATIONS REMARKS:</u>
APT RWY'S HAVE NO SURVEY, 20:1 PENETRATIONS ARE ASSUMED.



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 - 20:1 PENETRATIONS.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

CIRCLING TO RWY 15/33 NA DUE TO NO RAPT APPROVAL FOR TURF RWY.

VDA RAISED TO 3.77 IAW 8260.3G TABLE 2-6-1 FOR CAT C AIRCRAFT IAW 8260.3G PARA 2-6-4A(2) TO MITIGATE OBSTACLES IDENTIFIED BY FLIGHT CHECK REQUIRING VISUAL SEGMENT - OBSTACLE NOTE.

ORDER 8260.3 CHAPTER 2 APPLIED TO 640 TOWER (51-000966) 381957.21N/0772337.94W.

ORDER 8260.3 CHAPTER 2 APPLIED TO 384 AAO 381712.00N/0772421.00W.

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	2.19
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	255.49
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	200
DISTANCE FROM	THLD	TO 1500FT POINT	3.99
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	255.49
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	200

THRESHOLD COORDINATES (IF STR-IN)	381608.41N/0772643.58W
ARP COORDINATES	381600.82N/0772657.27W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 6 DISTANCE 0.25 NM
FAF COORDINATES	381904.95N/0772255.91W
FIX NAME COORDINATES	

REMARKS

THLD DISPLACED 80FT, ACTUAL COORDINATES: 381609.00N/0772642.90W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
TARA MARTINELLI (STEVEN SCHUTRUM)	AJV-A421	04/17/2026	AERONAUTICAL INFORMATION SPECIALIST

