

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

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>		
BLI	ILS OR LOC RWY 16 ILS RWY 16 (SA CAT I)	10	BELLINGHAM	WA		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
171	163	ILS OR LOC RWY 16 ILS RWY 16 (SA CAT I)	9	04/17/2025	16E	2020
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-BLI			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>
SECOG/I-BLI 12.86 DME	IF/IAF	WUGUT/I-BLI 6.85 DME					163.84 (I-BLI)	6.00	2000

MISSED APPROACH

MAP:

ILS: DA
LOC: I-BLI /1.25 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 700 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 275 AND ON YVR VOR/DME R-135 TO TECUV/YVR 15.27 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	HOLD N SECOG/12.86 DME, RT, 163.85 INBOUND, 2000 IN LIEU OF PT (IAF), MAX 4600.					
3.	FAC:	163.84	FAF:	WUGUT/I-BLI 6.85 DME	DIST FAF TO MAP:	DIST FAF TO THLD: 5.61
4.	MIN ALT: SECOG/I-BLI 12.86 DME 2000, WUGUT/I-BLI 6.85 DME 2000, CEPUM/I-BLI 2.58 DME 640					
5.	DIST TO THLD FROM OM:		MM:	IM:	150 HAT:	1872.00
6.	MIN GS INCPT: 2000		GS ALT AT PFAF: WUGUT/I-BLI 6.85 DME 2000		GS ANT:	1058
7.	GS ANGLE:	3.00	34:1:	20:1:	OM:	MM: IM:
8.	MSA FROM: KBLI 12000					



AIRPORT ID
BLI

PROCEDURE NAME
ILS OR LOC RWY 16
ILS RWY 16 (SA CAT I)

ORIGINAL/AMENDMENT
10

CITY
BELLINGHAM

STATE
WA

EQUIPMENT REQUIREMENTS NOTES:

DME OR RADAR REQUIRED.

NOTES:

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 16: CAT A, B, C, D, RA 173, RVR 1400, HAT 150, DA 313 MSL
CHART NOTE: * RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA (NA WHEN USING FHR ALTIMETER SETTING).
SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL.
CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 500.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC CAT C/D VISIBILITY TO RVR 6000.
SA CAT I CHART NOTE: PROCEDURE NA WHEN TOWER CLOSED.

ADDITIONAL FLIGHT DATA:

HOLD NW, RT, 134.90 INBOUND.
CHART FAS OBST: 261 TREE (53-077262) 484913N/1223205W.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 1000-3, NA WHEN LOCAL WEATHER NOT AVAILABLE.

<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>		
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
S-ILS 16*	363	2400	200	363	2400	200	363	2400	200	363	2400	200			
S-LOC 16	520	2400	357	520	2400	357	520	3000	357	520	3000	357			
CIRCLING	640	1	469	640	1	469	860	2	689	1140	3	969			

CHANGES - REASONS

1. PROCEDURE: REMOVED ALL INSTANCES OF "INT" IN FORM – HUH VORTAC INTERSECTION NO LONGER EXIST.
2. PROCEDURE: CHANGED ALL INSTANCES OF WUGUT/BLI DME FROM "6.86" TO 6.85" – FAF MOVED S 18.6 FEET.
3. TERMINAL ROUTES: REMOVED HUH FEEDER SEGMENT – PER VOR MON PGM.
4. MISSED APPROACH: CHANGED "LOC: 5.61 NM AFTER WUGUT INT/I-BLI 6.86 DME OR AT I-BLI 1.25 DME" TO "LOC: I-BLI /1.25 DME" – PROCEDURE IS DME, TIMING TABLE NO LONGER APPLICABLE.
5. PROFILE LINE 2: CHANGED "HOLD N SECOG INT/I-BLI LOC/DME 12.86 DME, RT, 163.85 INBOUND, 2000 FT. IN LIEU OF PT (IAF), MAX 4600" TO "HOLD N SECOG/12.86 DME, RT, 163.85 INBOUND, 2000 IN LIEU OF PT (IAF), MAX 4600" – HUH VORTAC INTERSECTION REMOVED PER VOR MON PGM.
6. PROFILE LINE 3: REMOVED "DIST FAF TO MAP: 5.61" – TIMING TABLE NO LONGER APPLICABLE.
7. PROFILE LINE 8: CHANGED "HUH VORTAC 050-140 8200, 140-230 3900, 230-320 5400, 320-050 6800" TO "KBLI 12000" – REMOVED HUH VORTAC, FPT/ATC REQUEST.
8. NOTES: CHANGED "SA CAT I ILS RA FROM 244" TO "173" – NEW TARGETS EVALUATION.
9. ADDITIONAL FLIGHT DATA: REMOVED "CHART CIRCLING ICON" – CURRENT DOCUMENTATION STANDARDS.
10. MINIMUMS: LOWERED S-LOC 16 CAT C/D VISIBILITY FROM "4000" TO "3000" – 3-3-1 VISIBILITY TABLE INCORPORATED.
11. LOWERED CIRCLING CAT C/D CMDA/HAA FROM "900/729, 1160/989" TO "860/689, 1140/969" - NEW OBSTACLE EVALUATION.



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

<u>AIRPORT ID</u> BLI	<u>PROCEDURE NAME</u> ILS OR LOC RWY 16 ILS RWY 16 (SA CAT I)	<u>AMDT NO.</u> 10	<u>CITY</u> BELLINGHAM	<u>STATE</u> WA	<u>AIRPORT ELEVATION</u> 171	<u>FACILITY</u> I-BLI
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PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

<u>FROM</u> SECOG/I-BLI 12.86 DME (IF/IAF)	<u>TO</u> WUGUT/I-BLI 6.85 DME
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<u>RNP</u>	<u>DISTANCE</u> 6.00	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<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 (53-000195)	485947.00N/1223857.00W	870	100	20	3C	500				SA-94 AT724	2000
TERRAIN	485942.00N/1223818.00W	416 (400)								AS1500	1900

COMPUTATIONS

<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: ILS

<u>FROM</u> WUGUT/I-BLI 6.85 DME	<u>TO</u> RW16
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<u>RNP</u>	<u>DISTANCE</u> 5.61	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200	<u>HMAS</u>
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<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				363

COMPUTATIONS

<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:

QUALITY
37
CHECKED

FINAL: ILS SA CAT I

FROM

WUGUT/I-BLI 6.85 DME

TO

RW16

<u>RNP</u>	<u>DISTANCE</u> 5.61	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 150	<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				313

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LOC

FROM

WUGUT/I-BLI 6.85 DME

TO

CEPUM/I-BLI 2.58 DME

<u>RNP</u>	<u>DISTANCE</u> 4.27	<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>
AAO	485136.00N/1223209.00W	302	215	8	4B	250				RA80	640

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LOC STEPDOWN

FROM

CEPUM/I-BLI 2.58 DME

TO

I-BLI /1.25 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	1.34		I-BLI /1.25 DME				357				
<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 (53-077262)	484913.02N/1223204.69W	261	20	3	1A	250					520

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

SECOG/12.86 DME

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>				<u>PAT</u> P-4	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u>			
<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>

SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM

DA

TO

TECUV/YVR 15.27 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 197			
<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				3000
AAO	484154.00N/1225148.00W	1677	215	8	4B	1000					2700
TERRAIN	484154.00N/1225148.00W	1476 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: ILS SA CAT I

FROM
DA

TO
TECUV/YVR 15.27 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
								147			
<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				3000
AAO	484154.00N/1225148.00W	1677	215	8	4B	1000					2700
TERRAIN	484154.00N/1225148.00W	1476 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: LOC

FROM
I-BLI /1.25 DME

TO
TECUV/YVR 15.27 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
								270			
<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				3000
AAO	484154.00N/1225148.00W	1677	215	8	4B	1000					2700
TERRAIN	484154.00N/1225148.00W	1476 (1500)								AS1500	3000

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 (53-077038)	484720.90N/1223024.55W	1.30	469	331	20	10	1B	300			640
CATEGORY B											
TREE (53-077038)	484720.90N/1223024.55W	1.81	469	331	20	10	1B	300			640
CATEGORY C											
TREE (53-077570)	484808.85N/1222801.49W	2.84	689	553	20	10	1B	300			860
CATEGORY D											
AAO	484412.00N/1222854.00W	3.71	969	834	215	8	4B	300			1140

CIRCLING REMARKS:

MSA

CENTER	RADIUS
KBLI	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	484636.00N/1214915.00W	076	28.5	10971	215	8	4B	1000			12000

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZSE ARTCC, BLI TOWER, VICTORIA APP CON

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> BLI	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> BLI	<u>DISTANCE</u>	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> FHR	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> FHR	<u>DISTANCE</u> 25.24	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 67

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
BLI 171, FHR 113
RA = 66.4.

<u>PRIMARY NAVAID</u> I-BLI	<u>MONITOR POINT</u> POCC	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW34 - REIL (PCL), HIRL (PCL), PAPI-4L	NPI-G	ROLL OUT
RW16 - MALSR (PCL), HIRL (PCL), PAPI-4L	PIR-G	APPROACH

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 163.4	<u>TCH</u> 51.4	<u>ELEV GS ANTENNA</u> 152.7	<u>DISTANCE FROM RWY</u> 1058	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 50.0
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
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

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.

VEGETATION 40 FT PER FPT.

CONTINGENCY PURPOSES:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FHR ALTIMETER SETTING: INCREASE S-ILS 16 DA TO 430 FEET; INCREASE ALL MDAS 80 FEET AND S-LOC 16 VISIBILITY CAT C/D TO RVR 4000, CIRCLING CAT C 1/4 SM.
FOR INOPERATIVE ALS WHEN USING FHR ALTIMETER SETTING, INCREASE S-ILS 16 VISIBILITY TO RVR 4500 AND S-LOC 16 CAT C/D VISIBILITY TO RVR 5500.

MAPS FOR CANADIAN AIRSPACE WERE NOT AVAILABLE.

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	3.09
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.89
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	179.84
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	200
DISTANCE FROM	THLD	TO 1500FT POINT	5.01
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.30
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	179.84
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	200

THRESHOLD COORDINATES (IF STR-IN)	484806.74N/1223215.20W
ARP COORDINATES	484733.70N/1223215.10W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 34 DISTANCE 0.55 NM
FAF COORDINATES	485342.83N/1223216.61W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
CASIMIR L. TABAKA (ROBERT A. SWINSON)	AJV-A432	05/23/2025	AERONAUTICAL INFORMATION SPECIALIST

