

**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> SBN	<u>PROCEDURE NAME</u> ILS OR LOC RWY 27L ILS RWY 27L (SA CAT I) ILS RWY 27L (SA CAT II)	<u>ORIGINAL/AMENDMENT</u> 38	<u>CITY</u> SOUTH BEND	<u>STATE</u> IN		
<u>AIRPORT ELEVATION</u> 798	<u>TDZE</u> 774	<u>SUPERSEDED</u> ILS OR LOC RWY 27L ILS RWY 27L (SA CAT I) ILS RWY 27L (SA CAT II)	<u>ORIGINAL/AMENDMENT</u> 37	<u>DATED</u> 06/12/2025	<u>MAG VAR</u> 5W	<u>EPOCH YEAR</u> 2025
<u>FACILITY</u> I-SBN	<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>
NORNA	IF	MISHA LOM/RADAR	NOPT	TF	FB	1.00	273.95	5.41	2000

MISSED APPROACH

MAP:

ILS: DA
LOC: 3.58 NM AFTER MISHA LOM/RADAR

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 DIRECT MISHA LOM/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT L **SIDE OF COURSE** 093.81 **OUTBOUND** 2400 **FT WITHIN** 10 **MILES OF** MISHA LOM/RADAR (IAF)
-
- FAC:** 273.81 **FAF:** MISHA LOM/RADAR **PFAF:** GP INTCP **DIST FAF TO MAP:** 3.58 **DIST FAF TO THLD:** 3.58
- MIN ALT:** MISHA LOM/RADAR 2000
- DIST TO THLD FROM OM:** **MM:** **IM:** **100 HAT:** 966 **150 HAT:** 1948 **GS ANT:** 975
- MIN GS INCPT:** 2000 **GS ALT AT PFAF:** **OM:** 1961 **MM:** **IM:**
- GS ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 52.8
- MSA FROM:** MISHA LOM 3000



PBN REQUIREMENTS NOTE:

RNP APCH-GPS. FROM NORNA.

EQUIPMENT REQUIREMENTS NOTES:

ADF REQUIRED.

NOTES:

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 27L: CAT A, B, C, D, RA 209, RVR 1400, HAT 150, DA 924 MSL
SA CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 27L: CAT A, B, C, D, RA 119, RVR 1200, HAT 100, DA 874 MSL
CHART NOTE: * RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.
CHART NOTE: CIRCLING RWY 27R NA AT NIGHT.
SA CAT I/II CHART NOTE: PROCEDURE NA WHEN TOWER CLOSED.
SA CAT I/III CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL.

ADDITIONAL FLIGHT DATA:

CHART MAXIMUM 6000 PRIOR TO MISHA LOM IN PROFILE.
HOLD SW, LT, 050.00 INBOUND.
CHART FAS OBST: 963 BUILDING (18-040246) 414208N/0861423W.

MINIMUMS:

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

ALTERNATE: NA ILS: STANDARD - NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT D 800-2 1/4, NA WHEN CONTROL TOWER CLOSED.

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-ILS 27L*	974	2400	200	974	2400	200	974	2400	200	974	2400	200				
S-LOC 27L	1220	2400	446	1220	2400	446	1220	4500	446	1220	4500	446				
CIRCLING	1280	1	482	1280	1	482	1440	1 3/4	642	1520	2 1/4	722				

CHANGES - REASONS

1. TERMINAL ROUTES: ADDED RNAV INTERMEDIATE ROUTE FROM NORNA. - ATC REQUEST.
2. PROFILE LINE 4: ADDED NORNA 2400 TO MIN ALT. - NORNA ADDED AS INTERMEDIATE FIX.
3. PROFILE LINE 5: REMOVED 3.58 FROM DIST TO THLD FROM OM, CHANGED HAT/DIST FROM 101/1015 TO 100/996. - 8260.19J COMPLIANCE/NEW EVAL WITH NO MISSED PENETRATION.
4. PROFILE LINE 6: REMOVED MISHA LOM/RADAR 2000 FROM GS ALT AT PFAF. - IAW 8260.19J COMPLIANCE.
5. EQUIPMENT REQUIREMENTS NOTE: CHANGED ADF OR RADAR REQUIRED TO ADF REQUIRED. - 8260.19J COMPLIANCE.
6. PBN REQUIREMENTS NOTE: ADDED RNP APCH-GPS. FROM NORNA. - RNAV INTERMEDIATE FROM NORNA ADDED.
7. NOTES: SA CAT II: CHANGED FROM SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 27L: CAT A, B, C, D, RA 125, RVR 1200, HAT 101, DA 875 MSL TO SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 27L: CAT A, B, C, D, RA 119, RVR 1200, HAT 100, DA 874 MSL. - NEW EVALUATION USING UDDF FILE DATA IDENTIFIES NO MISSED PENETRATION.
8. ADDITIONAL FLIGHT DATA: REMOVED CHART NORNA AT 414229.16N/0860554.96W. - NORNA IS NOW A STAND ALONE INTERMEDIATE FIX AND MOVED 130 SOUTH (414227.88N/0860554.90W) TO ALIGN WITH THE LOC COURSE.
9. ADDITIONAL FLIGHT DATA: REMOVED CHART CIRCLING ICON. - NO LONGER REQUIRED.

09/11/25: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 09/10/25.
1. REMOVED NORNA 2400 FROM LINE 4



AIRPORT ID
SBN

PROCEDURE NAME
ILS OR LOC RWY 27L
ILS RWY 27L (SA CAT I)
ILS RWY 27L (SA CAT II)

ORIGINAL/AMENDMENT
38

CITY
SOUTH BEND

STATE
IN

COORDINATED WITH:

A4A **ALPA** **AOPA** **APA** **HAI** **NBAA**

OTHER: ZAU ARTCC, SBN ATCT, AMGR

FLIGHT CHECKED BY
JEFFREY ALLEN FINDLEY

Digitally signed by
CASIMIR L TABAKA
Sep 12, 2025

OFFICE
FIOG

DATE
09/05/2025

DEVELOPED BY
JOHN KEEFER

Digitally signed by
CASIMIR L TABAKA
Sep 12, 2025

OFFICE
AJV-A432

DATE
06/05/2025

APPROVED BY
CASIMIR L. TABAKA

Digitally signed by
CASIMIR L TABAKA
Sep 12, 2025

OFFICE
AJV-A430

DATE
09/25/2025

TITLE
MANAGER



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

<u>AIRPORT ID</u> SBN	<u>PROCEDURE NAME</u> ILS OR LOC RWY 27L ILS RWY 27L (SA CAT I) ILS RWY 27L (SA CAT II)	<u>AMDT NO.</u> 38	<u>CITY</u> SOUTH BEND	<u>STATE</u> IN	<u>AIRPORT ELEVATION</u> 798	<u>FACILITY</u> I-SBN
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PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE: PT

<u>FROM</u> 10 NM	<u>TO</u> MISHA LOM/RADAR
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<u>RNP</u>	<u>DISTANCE</u> 10.00	<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 (18-000660)	414152.86N/0860922.87W	1118	250	50	4D	500				AT382	2000
TERRAIN	414518.00N/0860006.00W	803 (800)								AS1000	1800

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:

INTERMEDIATE

<u>FROM</u> NORNA	<u>TO</u> MISHA LOM/RADAR
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<u>RNP</u> 1.00	<u>DISTANCE</u> 5.41	<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 (18-000660)	414152.86N/0860922.87W	1118	250	50	4D	500				AT382	2000
TERRAIN	414415.00N/0861042.00W	816 (800)								AS1000	1800

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:



AIRPORT ID
SBN

PROCEDURE NAME
ILS OR LOC RWY 27L
ILS RWY 27L (SA CAT I)
ILS RWY 27L (SA CAT II)

AMDT NO.
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IN

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FINAL: ILS

FROM
GP INTCP

TO
RW27L

RNP

DISTANCE
3.58

PAT

MAP
DA

HAT
200

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>
							ASC				974

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: ILS SA CAT I

FROM
GP INTCP

TO
RW27L

RNP

DISTANCE
3.58

PAT

MAP
DA

HAT
150

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>
							ASC				924

COMPUTATIONS

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

SEGMENT REMARKS:



AIRPORT ID
SBN

PROCEDURE NAME
ILS OR LOC RWY 27L
ILS RWY 27L (SA CAT I)
ILS RWY 27L (SA CAT II)

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FINAL: ILS SA CAT II

FROM
GP INTCP

TO
RW27L

RNP

DISTANCE
3.58

PAT

MAP
DA

HAT
100

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>
							ASC				874

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LOC

FROM
MISHA LOM/RADAR

TO
3.58 NM AFTER MISHA LOM/RADAR

RNP

DISTANCE
3.58

PAT

MAP
3.58 NM AFTER MISHA
LOM/RADAR

HAT
446

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>
BUILDING (18-040246)	414208.32N/0861422.96W	963	20	3	1A	250					1220

COMPUTATIONS

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

SEGMENT REMARKS:



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ILS RWY 27L (SA CAT I)
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MISSED APPROACH: ILS SA CAT I

FROM
DA **TO**
MISHA LOM/RADAR

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
TOWER (18-001113)	414337.40N/0862431.00W	1158	250	50	4D	1000					2200
TERRAIN	414645.00N/0862242.00W	935 (900)								AS1500	2400

COMPUTATIONS

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

SEGMENT REMARKS:

MISSED APPROACH: ILS SA CAT II

FROM
DA **TO**
MISHA LOM/RADAR

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
TOWER (18-001113)	414337.40N/0862431.00W	1158	250	50	4D	1000					2200
TERRAIN	414645.00N/0862242.00W	935 (900)								AS1500	2400

COMPUTATIONS

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

SEGMENT REMARKS:

813 MSL TOWER (18-001113) IS A PENETRATION IN THE B SURFACE THAT WOULD REQUIRE A 1 FT HAT CHANGE. MITIGATED PER 8260.3G 10-5-5(A)3(B).



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NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAU ARTCC, SBN TOWER, SBN APP CON

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> SBN	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> SBN	<u>DISTANCE</u>	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 0
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<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>
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WX REMARKS:

NO BACKUP ALTIMETER SOURCE. REDUNDANT WX SOURCE AVAILABLE.

<u>PRIMARY NAVAID</u> I-SBN	<u>MONITOR POINT</u> SBN ATCT	<u>HRS OPERATION</u> TOWER OPEN TOWER CLOSED	<u>CAT</u> 1 3
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW09L - MIRL, PAPI-2L	NPI-G	
RW18 - MIRL (PCL), PAPI-4L	NPI-G	
RW27R - MIRL, PAPI-2L	NPI-G	
RW36 - MIRL (PCL), PAPI-4L	NPI-G	
RW09R - MALSF (PCL), HIRL (PCL), PAPI-4L	PIR-G	APPROACH
RW27L - MALSR (PCL), HIRL (PCL), PAPI-4L	PIR-G	APPROACH, ROLL OUT

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 769.0	<u>TCH</u> 52.8	<u>ELEV GS ANTENNA</u> 761.3	<u>DISTANCE FROM RWY</u> 975	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 53.1
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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>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 27R
20:1	



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846 TREE (18-066915) 414250.4900N/0861829.3200W (9.13)

844 TREE (18-039768) 414249.5000N/0861828.8200W (5.34)

PENETRATIONS REMARKS:

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 - FINAL FACILITY DOES NOT HAVE DME.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VEGETATION: 100' PER FPT.

APPROVAL REQUEST FOR RVR OF 1200 DUE TO LACK OF RVR MIDPOINT SENSOR.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



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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	3.07
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.88
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	268.81
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	800
DISTANCE FROM		TO 1500FT POINT	
WIDTH OF		SEGMENT AT 1500FT POINT	
TRUE COURSE OF		SEGMENT CONTAINING 1500FT POINT	
HIGH TERRAIN IN		SEGMENT CONTAINING 1500FT POINT	

THRESHOLD COORDINATES (IF STR-IN)	414217.32N/0861755.03W
ARP COORDINATES	414229.61N/0861902.42W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 27L DISTANCE 0.87 NM
FAF COORDINATES	414221.67N/0861308.53W
FIX NAME COORDINATES	

REMARKS

1500 FT POINT IN PT MANEUVERING AREA.

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
JOHN KEEFER	AJV-A432	06/05/2025	AERONAUTICAL INFORMATION SPECIALIST

