

**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> BLV	<u>PROCEDURE NAME</u> ILS OR LOC RWY 32L	<u>ORIGINAL/AMENDMENT</u> 3	<u>CITY</u> BELLEVILLE	<u>STATE</u> IL		
<u>AIRPORT ELEVATION</u> 459	<u>TDZE</u> 439	<u>SUPERSEDED</u> ILS OR LOC RWY 32L	<u>ORIGINAL/AMENDMENT</u> 2B	<u>DATED</u> 09/08/2022	<u>MAG VAR</u> 2W	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> I-BLV	<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>
ENL VORTAC	IAF	TIBLY/SKE 14.09 DME/RADAR	NOPT				259.26	23.21	2400
TIBLY/SKE 14.09 DME/RADAR	IF/IAF	BLVIL/SKE 6.66 DME					318.55 (I-BLV)	7.43	2400

MISSED APPROACH

MAP:

ILS: DA
LOC: SKE 0.68 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 240 AND FTZ R-095 TO MOODS/FTZ 44.70 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF (IAF)	
2. HOLD SE TIBLY/SKE 14.09 DME/RADAR, LT, 318.55 INBOUND, 2400 FT. IN LIEU OF PT (IAF), MAX 4900.					
3. FAC: 318.55	FAF: BLVIL/SKE 6.66 DME	PFAF: BLVIL/SKE 6.66 DME		DIST FAF TO MAP:	DIST FAF TO THLD: 5.99
4. MIN ALT: TIBLY/SKE 14.09 DME/RADAR 2400, BLVIL/SKE 6.66 DME 2400					
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT: 1099	
6. MIN GS INCPT: 2400	GS ALT AT PFAF: BLVIL/SKE 6.66 DME 2400			OM:	MM: IM:
7. GS ANGLE: 3.00	34:1:	20:1:	TCH: 56.5		
8. MSA FROM: ARP KBLV 2700					



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.
RADAR REQUIRED FOR PROCEDURE ENTRY AT TIBLY.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: * RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.
CHART NOTE: DME FROM SKE TACAN. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-BLV AND SKE DME.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON ENL VORTAC AIRWAY RADIALS 225 CW 294.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS-32L CAT E VISIBILITY TO RVR 4000 AND INCREASE S-LOC-32L CAT C, D, AND E VISIBILITY TO 1 3/8 SM.

ADDITIONAL FLIGHT DATA:

CHART IN PLANVIEW ONLY: ENL 23.21 DME AT TIBLY.
FAS OBST: 666 AAO 382836.00N/ 0894551.00W.
HOLD E, RT, 275.34 INBOUND.
CHART VDP AT 2.03 DME.
DISTANCE VDP TO THLD 1.35 NM.
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD - CAT C 800-2 1/4, CAT D 800-2 1/2, CAT E 800-2 3/4

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 32L*	639	2400	200	639	2400	200	639	2400	200	639	2400	200	639	2400	200
S-LOC 32L	920	2400	481	920	2400	481	920	5000	481	920	5000	481	920	5000	481
CIRCLING	1000	1	541	1120	1	661	1240	2 1/4	781	1240	2 1/2	781	1240	2 3/4	781



CHANGES - REASONS

1. TERMINAL ROUTES: REMOVED FEEDER "FROM TOY VORTAC TO SKE TACAN". - TOY VORMON TO CLEAR NOTAM 4/9016.
2. TERMINAL ROUTES: REMOVED FEEDER "FROM SKE TACAN TO BLVIL/SKE 6.66 DME". - TO CLEAR NOTAM 4/9016.
3. TERMINAL ROUTES: AMENDED FIX TIBLY FROM "TIBLY INT/SKE 14.09 DME" TO "TIBLY/SKE 14.09 DME/RADAR." - TO REFLECT UPDATED FIX MAKE-UP.
4. TERMINAL ROUTES: UPDATED INTERMEDIATE SEGMENT COURSE FROM "318.55" TO "318.55 (I-BLV)" AND DISTANCE FROM "7.44 (I-BLV)" TO "7.43." - IAW 8260.19J DOCUMENTATION REQUIREMENTS AND NEW EVALUATION.
5. MISSED APPROACH: UPDATED MAP FROM "LOC: SKE 0.67 DME" TO "LOC: SKE 0.68 DME". - CALCULATIONS FROM CURRENT AIRNAV DATA FOR THLD AND SKE TACAN.
6. MISSED APPROACH: INSTRUCTIONS REMOVED "CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 2400 DIRECT SKE TACAN AND ON SKE R-139 TO TIBLY INT/SKE 14.09 DME AND HOLD." AND ADDED "CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 240 AND FTZ R-095 TO MOODS/FTZ 44.70 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000. - TO ALLOW CIVIL USE AND TO CLEAR NOTAM 4/9016.
7. PROFILE, LINE 1: REMOVED PT. - PER FPT REQUEST.
8. PROFILE, LINE 2: ADDED H-I-L PROCEDURE "HOLD SE TIBLY, LT, 318.55 INBOUND, 2400 FT. IN LIEU OF PT (FAF/IAF), MAX 4900." - PER FPT REQUEST.
9. PROFILE, LINE 4: AMENDED FROM "BLVIL/SKE 6.66 DME 2400" TO "TIBLY/SKE 14.09 DME/RADAR 2400, BLVIL/SKE 6.66 DME 2400." - TO REFLECT PROFILE LINE 2.
10. PROFILE, LINE 8: REMOVED MSA "TOY VORTAC 220-310 2700, 310-220 2200" AND ADDED MSA "ARP KBLV 2700". - DUE TO NO SUITABLE OMNIDIRECTIONAL NAVAIDS WITHIN 30 NM.
11. EQUIPMENT REQUIREMENT NOTES: ADDED "RADAR REQUIRED FOR PROCEDURE ENTRY AT TIBLY." - NO FEEDER TO HOLD-IN-LIEU AT TIBLY.
12. NOTES: UPDATED FORMATTING FROM "FOR INOPERATIVE ALS, INCREASE S-ILS 32L CAT E VISIBILITY TO RVR 4000 AND INCREASE S-LOC 32L CAT C/D/E VISIBILITY TO 1 3/8 SM" TO "FOR INOPERATIVE ALS, INCREASE S-ILS-32L CAT E VISIBILITY TO RVR 4000 AND INCREASE S-LOC-32L CAT C, D, AND E VISIBILITY TO 1 3/8 SM." - IAW 8260.19J 8-6-12.
13. NOTES: AMENDED "CHART NOTE: DME FROM SKE TACAN . SIMULTANEOUS RECEPTION OF I-BLV AND SKE DME REQUIRED." TO "CHART NOTE: DME FROM SKE TACAN. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-BLV AND SKE DME." - IAW 8260.19J 8-6-10.
14. NOTES: REMOVED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON TOY VORTAC AIRWAY RADIALS 095 CW 189." - TOY VORTAC NO LONGER USED.
15. NOTES: REMOVED "PROCEDURE TURN NOT AUTHORIZED FOR CAT E AIRCRAFT" - PT REMOVED.
16. NOTES: REMOVED A SINGLE ASTERISK FROM "***RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA." - IAW 8260.19J 8-6-12.
17. ADDITIONAL FLIGHT DATA: UPDATED FAS OBST FROM "FAS OBST: 660 AAO 382837N/0894555W" TO "666 AAO 382836.00N/ 0894551.00W." - DUE TO NEW LOC CONTROLLING OBSTACLE.
18. ADDITIONAL FLIGHT DATA: UPDATED MISSED APPROACH HOLDING FROM "HOLD SE, LT, 318.55 INBOUND" TO "HOLD E, RT, 275.34 INBOUND." - DUE TO NEW HOLDING LOCATION.
19. MINIMUMS: UPDATED ALTERNATE INFORMATION FROM: "ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT C 800-2 1/4, CAT D 800-2 1/2, CAT E 800-2 3/4, NA WHEN LOCAL WEATHER NOT AVAILABLE" TO "ILS: STANDARD; LOC: STANDARD - CAT C 800-2 1/4, CAT D 800-2 1/2, CAT E 800-2 3/4" - DUE TO UPDATED DATA.
20. ADDED SINGLE ASTERISK TO S-ILS 32L. - TO CORRESPOND WITH *RVR 1800 CHART NOTE.
21. MINIMUMS: REMOVED ALTERNATE COMMENTS "NA WHEN LOCAL WEATHER NOT AVAILABLE" FOR ILS AND LOC. - PROCEDURE BUILT WITHOUT SECONDARY WEATHER SOURCE IAW PENDING AIRNAV DATA DATED 8/07/2025 AND FPT COORDINATION.

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZKC, SCOTT TOWER, STL APP CON, HQ AMC TERPS, ANG/DOBA, AMGR

FLIGHT CHECKED BY

SHAWN D MAXWELL

OFFICE

AJF

DATE

05/14/2025

DEVELOPED BY

JOHN BORDY (CORY SLANE)

OFFICE

AJV-33

DATE

11/26/2024

APPROVED BY

JOHN BORDY

OFFICE

AJV-33

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>
BLV	ILS OR LOC RWY 32L	3	BELLEVILLE	IL	459	I-BLV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM ENL VORTAC **TO** TIBLY/SKE 14.09 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 23.21	<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>
TOWER (17-002661)	382602.00N/0891855.00W	935	500	50	5D	1000				AT465	2400
TERRAIN	382206.00N/0891142.00W	600 (600)								AS1500	2100

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM TIBLY/SKE 14.09 DME/RADAR (IF/IAF) **TO** BLVIL/SKE 6.66 DME

<u>RNP</u>	<u>DISTANCE</u> 7.43	<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>
TOWER (17-003823)	382322.01N/0894318.62W	734	50	20	2C	500				AT1166	2400
TERRAIN	382509.00N/0893515.00W	475 (500)								AS1500	2000

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: ILS

FROM

BLVIL/SKE 6.66 DME

TO

RW32L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.99		DA				200				
<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				639

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

BLVIL/SKE 6.66 DME

TO

SKE 0.68 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.99		SKE 0.68 DME				481				
<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	382836.00N/0894551.00W	666	215	8	4B	250					920

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

TIBLY/SKE 14.09 DME/RADAR

TO

P-6

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-6	<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>
STACK (17-020237)	381645.40N/0894001.09W	1155	500	50	5D	1000				AT245	2400
TERRAIN	381054.00N/0893633.00W	583 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH: ILS

FROM

DA

TO

MOODS/FTZ 44.70 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 469			
<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
TOWER (17-002868)	383333.00N/0900052.00W	982	500	50	5D	1000					2000
TERRAIN	383309.00N/0895418.00W	672 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LOC

FROM

SKE 0.68 DME

TO

MOODS/FTZ 44.70 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 670			
<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
TOWER (17-002868)	383333.00N/0900052.00W	982	500	50	5D	1000					2000
TERRAIN	383309.00N/0895418.00W	672 (700)								AS1500	2200

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 (17-080230)	383335.97N/0895311.87W	1.30	541	679	20	3	1A	300		XP21	1000
CATEGORY B											
WATER_TOWER (17-081781)	383324.90N/0895354.75W	1.82	661	804	20	10	1B	300			1120
CATEGORY C											
TOWER (17-000523)	383103.00N/0895320.00W	2.86	781	871	500	50	5D	300		AC50	1240
CATEGORY D											
TOWER (17-000523)	383103.00N/0895320.00W	3.74	781	871	500	50	5D	300		AC50	1240
CATEGORY E											
TOWER (17-000523)	383103.00N/0895320.00W	4.67	781	871	500	50	5D	300		AC50	1240

CIRCLING REMARKS:

XP; TO KEEP CURRENT MINIMUMS.



MSA

CENTER

ARP KBLV

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (29-000074)	383207.14N/0902224.58W	271	25.3	1649	50	50	2D	1000			2700

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

STL APP CON, SCOTT AFB TOWER

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ATIS	BLV	24	BLV	0	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>

WX REMARKS:

LOCATION USING ONLY PRIMARY ALTIMETER SOURCE, DUE TO KBLV HAVING REDUNDANT ALTIMETER SOURCES.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-BLV	ATCT	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW14L - HIRL, REIL, PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW14R - ALSF-1, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW32L - ALSF-1, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW32R - MALSR, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT

<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>
3.00	437.1	56.5	436.1	1099	3.00	49.8

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	184
ON CENTERLINE	X	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:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.
VEGETATION HEIGHT USED: 100'

NO SUITABLE ALTERNATE MISSED APPROACH 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	3.16
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.90
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	316.55
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	500
DISTANCE FROM	THLD	TO 1500FT POINT	5.19
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.34
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	316.55
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	500

THRESHOLD COORDINATES (IF STR-IN)	383210.46N/0895035.28W
ARP COORDINATES	383242.62N/0895006.67W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 32R DISTANCE 1.32 NM
FAF COORDINATES	382749.33N/0894520.77W
FIX NAME COORDINATES	

REMARKS

THLD DISPLACED 184FT, ACTUAL COORDINATES: 383209.14N/0895033.68W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
JOHN BORDY (CORY SLANE)	AJV-33	11/26/2024	AERONAUTICAL INFORMATION SPECIALIST

