

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (RNP) 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> BLV	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 32R	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>CITY</u> BELLEVILLE	<u>STATE</u> IL
<u>AIRPORT ELEVATION</u> 459	<u>TDZE</u> 442	<u>ORIGINAL/AMENDMENT</u> NONE	<u>DATED</u>	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 2W <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>
OJAMO	IF	RODDR		TF	FB	1.00	318.67	4.01	2800
HDLEY	IF	PLMAR		TF	FB	1.00	138.62	5.00	5000
PLMAR		RODDR		RF	FB	1.00	(2.30 NM RADIUS CW (CFLGQ))	7.22	2800
GBAIR	IF	CURNN		TF	FB	1.00	138.58	5.00	5000
CURNN		RODDR		RF	FB	1.00	(3.06 NM RADIUS CCW (CFLGG))	9.61	2800
RODDR		AFEBE	PFAF	TF	FB	1.00	318.64	1.92	2200
AFEBE	PFAF	RW32R	MAP	TF	FO	0.30	318.62	5.35	
RW32R	MAP	1500 MSL		CA			318.62		
1500 MSL		COFEY		DF	FO	1.00			3000

MISSED APPROACH

MAP:

RNP: DA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 DIRECT COFEY AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|----------------------------|-------------------------|-----------------|------------------|-------------------|---------------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. | PROFILE STARTS AT RODDR | | | | |
| 3. FAC: | 318.62 | PFAF: AFEBE | DIST FAF TO MAP: | DIST FAF TO THLD: | |
| 4. MIN ALT: | RODDR 2800, AFEBE 2200 | | | | |
| 5. DIST TO THLD FROM PFAF: | 5.35 | MM: | IM: | 150 HAT: | 305 HAT: 0.79 |
| 6. MIN GP INCPT: | 2200 | GP ALT AT PFAF: | AFEBE 2200 | OM: | GS ANT: MM: |
| 7. GP ANGLE: | 3.00 | 34:1: IS CLEAR | 20:1: IS CLEAR | TCH: 55.0 | IM: |
| 8. MSA FROM: | RW32R 2700 | | | | |



PBN REQUIREMENTS NOTE:

RNP AR APCH - GPS. AUTHORIZATION REQUIRED. FROM PLMAR, CURNN: RF

NOTES:

CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -15°C OR ABOVE 54°C.
CHART PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE RNP 0.30 ALL CATS VISIBILITY TO RVR 4500.
CHART SPEED ICON IN PLANVIEW AT HDLEY: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT GBAIR: MAX 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD E, RT, 283.48 INBOUND.

MINIMUMS:

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

ALTERNATE: NA ☒

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
AUTHORIZATION REQUIRED															
RNP 0.30 DA	747	2400	305	747	2400	305	747	2400	305	747	2400	305			

CHANGES - REASONS

10/15/25: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 06/11/25.
1. ADDED DIST TO THLD FROM PFAF: 5.35 NM.

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZKC, SCOTT TOWER, STL APP CON, HQ AMC TERPS, ANG/DOBA, AMGR

FLIGHT CHECKED BY
SCOTT WIEBE

Digitally signed by
CASEY D HILL
Oct 16, 2025

OFFICE
AJF
DATE
09/25/2025

DEVELOPED BY
PHILLIP SMART

Digitally signed by
CASEY D HILL
Oct 16, 2025

OFFICE
AJV-A433
DATE
06/11/2025

APPROVED BY
ROBERT G HAMILTON

Digitally signed by
CASEY D HILL
Oct 16, 2025

OFFICE
AJV-A433

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	RNAV (RNP) Z RWY 32R	ORIG	BELLEVILLE	IL	459	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM OJAMO **TO** RODDR

RNP 1.00 **DISTANCE** 4.01 **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	382348.00N/0893851.00W	670	215	8	4B	500				AC8 AT1622	2800
TERRAIN	382348.00N/0893857.00W	465 (500)								AS1500	2000

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM HDLEY **TO** PLMAR

RNP 1.00 **DISTANCE** 5.00 **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	383439.00N/0894251.00W	719	215	8	4B	500				AC8 AT3773	5000
TERRAIN	383315.00N/0894254.00W	495 (500)								AS1500	2000

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
39
CHECKED

INTERMEDIATE STEPDOWN

FROM

PLMAR

TO

RODDR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	7.22										
<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	383003.00N/0893806.00W	673	215	8	4B	500				AC8 AT1619	2800
TERRAIN	382533.00N/0893621.00W	465 (500)								AS1500	2000

COMPUTATIONS

<u>RF SEGMENT</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>
PLMAR-RODDR	5000	210	232.25	4540.90	34.16	2.30	24.24	0.00	0.00			(CFLGQ)/7.22 NM
<u>SEGMENT REMARKS:</u>												

INTERMEDIATE

FROM

GBAIR

TO

CURNN

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	5.00										
<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	382406.00N/0895145.00W	745	215	8	4B	500				AC8 AT3747	5000
TERRAIN	382403.00N/0895148.00W	544 (500)								AS1500	2000

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>
<u>SEGMENT REMARKS:</u>											



INTERMEDIATE STEPDOWN

FROM

CURNN

TO

RODDR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	9.61				

<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	382348.00N/0893854.00W	670	215	8	4B	500				AC8 AT1622	2800
TERRAIN	382345.00N/0893854.00W	469 (500)								AS1500	2000

COMPUTATIONS

RF SEGMENT

CURNN-RODDR

ALT

5203

KIAS

210

KTAS

232.97

HAA

4743.45

VKTW

50.47

TR

3.06

BA

20.95

DTA

0.00

COURSE CHANGE

0.00

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

(CFLGG)/9.61 NM

SEGMENT REMARKS:

INTERMEDIATE STEPDOWN

FROM

RODDR

TO

AFEBE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	1.92				

<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	382824.00N/0894442.00W	666	215	8	4B	500				AC8 AT1026	2200
TERRAIN	382809.00N/0894233.00W	462 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL

FROM

AFEBE

TO

RW32R

<u>RNP</u> 0.30	<u>DISTANCE</u> 5.35	<u>PAT</u>	<u>MAP</u> DA				<u>HAT</u> 305	<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				747

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LEVEL SURFACE

FROM

DA

TO

COFEY

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 586				
<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 (17-000859)	383640.69N/0894530.22W	861	250	50	4D	1000					1900
TERRAIN	383921.00N/0894842.00W	606 (600)								AS1500	2100

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

MSA

CENTER

RW32R

RADIUS

25

SECTOR 360-360	OBSTRUCTION TOWER (29-000382)	COORDINATES 383450.00N/0901945.00W	BEARING 278	DISTANCE 24.6	ELEV MSL 1649	HORZ 250	VERT 50	AC 4D	ROC 1000	OCS	ADJUSTMENTS	MIN ALT 2700
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MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

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

WX REMARKS:

<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>
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> 3.00	<u>ELEV RWY THRESHOLD</u> 441.8	<u>TCH</u> 55.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 70.7
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FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u> -15C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -15C	<u>APT ISA</u> +14.09C
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CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 961 HIGH TEMP 1267.

"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 - RNP PROCEDURE.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100' TREE HEIGHT USED PER FPT.
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	3.15
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	316.62
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	500
DISTANCE FROM		TO 1500FT POINT	4.95
WIDTH OF		SEGMENT AT 1500FT POINT	1.76
TRUE COURSE OF		SEGMENT CONTAINING 1500FT POINT	316.62
HIGH TERRAIN IN		SEGMENT CONTAINING 1500FT POINT	500

THRESHOLD COORDINATES (IF STR-IN)	383210.54N/0894834.04W
ARP COORDINATES	383242.62N/0895006.67W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 32R DISTANCE 1.32 NM
FAF COORDINATES	382817.18N/0894353.12W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
PHILLIP SMART	AJV-A433	06/11/2025	AERONAUTICAL INFORMATION SPECIALIST

