



**To:** Flight Procedures & Airspace Group (AFS-420)

**From:** Alec Seybold – Flight Tech Engineering

**Date:** 04/10/2024

Monmouth Executive (KBLM) Belmar/Farmingdale, NJ RNAV (GPS) Z RWY 14, ORIG is submitted for processing and submission to [AMC-AJV-IFP-ProdCoordTeam@faa.gov](mailto:AMC-AJV-IFP-ProdCoordTeam@faa.gov) and [9-AMC-AJW-TL@faa.gov](mailto:9-AMC-AJW-TL@faa.gov) for publication.

Request publication in the **JUNE 13<sup>th</sup>, 2024 (Cycle 2406)** Terminal Procedures Publication.

Sincerely,

Alec Seybold

Chief Designer

Flight Tech Engineering

Mobile: 720-465-6170

[aseybold@flight-tech.aero](mailto:aseybold@flight-tech.aero)

Enclosures:

NJ\_KBLM\_RNAV (GPS) Z RWY 14\_ORIG\_F

NJ\_KBLM\_RNAV (GPS) Z RWY 14\_ORIG\_S

NJ\_PKBLM\_RNAV (GPS) Z RWY 14\_ORIG\_8260-2

ARI CODING FILE

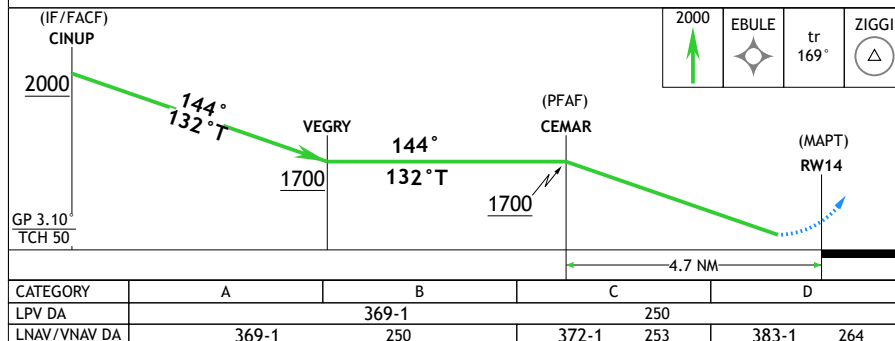
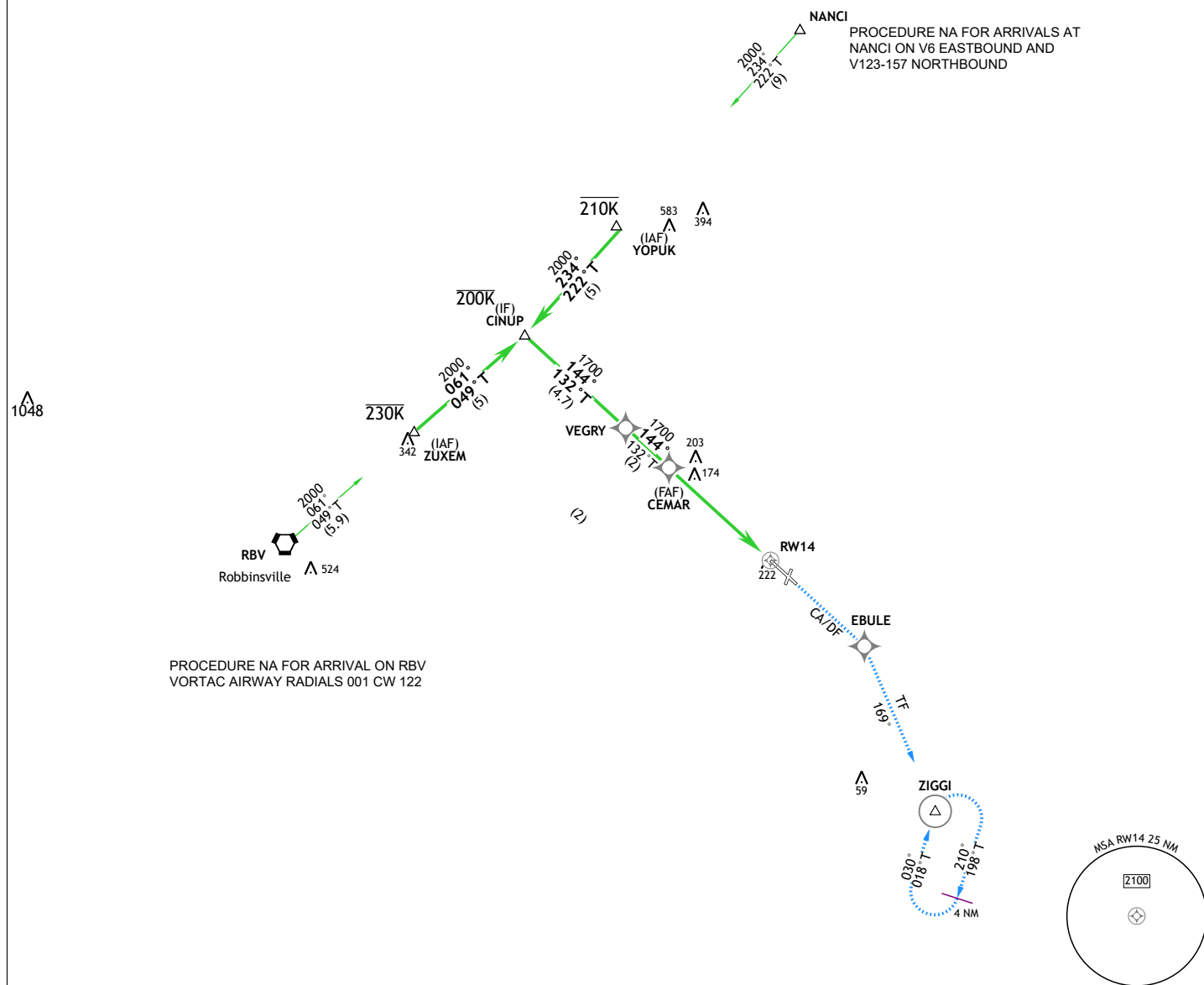
## RNAV (GPS) Z RWY 14

WAAS Chan 43569 W14A	APCH CRS 144°	Rwy Idg TDZE Arpt Elev	7345 119 153
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MONMOUTH EXECUTIVE (KBLM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 14 helicopter visibility reduction below 3/4 SM not authorized. When local Altimeter Setting not received, use Lakehurst altimeter setting and increase all DA by 39 ft. Baro-VNAV NA when using Lakehurst altimeter setting.

MISSED APPROACH: Climb to 2000 direct EBULE, track 169 to ZIGGI and hold.

AWOS-3PT  
121.625MC GUIRE  
126.475CLNC DEL  
126.15CTAF  
123.0PBN REQUIREMENTS:  
RNP APCH - GPS

Fix Name	Latitude	Longitude
NANCY	4029.734 N	7406.811 W
RBV	4012.144 N	7429.702 W
YOPUK	4023.043 N	7414.690 W
ZUXEM	4016.017 N	7423.966 W
CINUP	4019.320 N	7419.058 W
VEGRY	4016.173 N	7414.564 W
CEMAR	4014.822 N	7412.637 W
RW14	4011.663 N	7408.126 W
EBULE	4008.740 N	7403.957 W
ZIGGI	4003.117 N	7400.822 W

## RNAV (GPS) Z RWY 14

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
FLIGHT VALIDATION CHECKLIST**

1. DATE	Oct 23, 2023	2. ORGANIZATION	Flight Tech Engineering	
3. AIRPORT	KBLM	4. PROCEDURE	RNAV (GPS) M RWY	5. AMEND #
6. AIRCRAFT TYPE	C-182	7. FMS / SOFTWARE	Garmin GTN 650 xi/ 20.31	
8. PIC NAME / PHONE	RICHARD JOHNSON/719-964-5891	9. EVALUATOR NAME / PHONE	NATHAN KURTH/720-209-8512	

**FLIGHT VALIDATION TASKS**

10. FMS NAV DATA AND SOURCE COMPARISON SAT	YES	43. SIMULATOR AND OBSTACLE NOTES REVIEWED	NA
11. IAP ASSESSED TO DA / MDA	YES	44. AIR / GROUND COMMUNICATIONS SATISFACTORY	YES
12. DP / MISSED APPROACH ASSESSED AT MINIMUM CLIMB GRADIENTS	YES	45. RADAR COVERAGE ADEQUATE	YES
15. FLYABILITY SATISFACTORY	YES	46. ADEQUATE NAVIGATION PERFORMANCE ACHIEVED	YES
33. EQUIPMENT ACCURACY VERIFIED	YES	47. RUNWAY MARKINGS / FEATURES VERIFIED	YES
35. DOCUMENTED CONTROLLING OBSTACLE MOST ADVERSE	YES	48. FAS DATA BLOCK SATISFACTORY	YES

**CHARTING CHECKLIST**

16. CHART DETAIL SATISFACTORY	YES	20. TEMPERATURE LIMIT NOTED	YES
17. RNP < 1.0 IN MISSED APPROACH NOTED	NA	21. AIRCRAFT SIZE NOTED	NA
18. NON-STANDARD SPEED / CLIMB NOTED	NA	22. CHART MATCHES FLIGHT TRACK	YES
19. RF LEGS NOTED	NA		

**IAP SEGMENT CHECKS**

+			
-			
TRANS	NANCI		
24. COURSES	P	25. DISTANCES	P
		27. TAWS	P
28. CONSTRAINTS MET	YES	29. WIND COMP	280/09
		30. RF BANK ANGLE	NA

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
FLIGHT VALIDATION CHECKLIST**

+				
-				
<b>TRANS</b>		<b>RBV</b>		
24. COURSES	<input type="text" value="P"/>	25. DISTANCES	<input type="text" value="P"/>	27. TAWS
	<input type="text" value="P"/>		<input type="text" value="P"/>	<input type="text" value="P"/>
28. CONSTRAINTS MET	<input type="text" value="YES"/>	29. WIND COMP	<input type="text" value="270/06"/>	30. RF BANK ANGLE
				<input type="text" value="NA"/>
<b>FINAL</b>				
24. COURSES	<input type="text" value="P"/>	25. DISTANCES	<input type="text" value="P"/>	26. FPA
	<input type="text" value="P"/>		<input type="text" value="P"/>	<input type="text" value="P"/>
27. TAWS	<input type="text" value="P"/>			
28. CONSTRAINTS MET	<input type="text" value="YES"/>	29. WIND COMP	<input type="text" value="280/12"/>	30. RF BANK ANGLE
				<input type="text" value="NA"/>
<b>MISSED APPROACH</b>				
24. COURSES	<input type="text" value="P"/>	25. DISTANCES	<input type="text" value="P"/>	27. TAWS
	<input type="text" value="P"/>		<input type="text" value="P"/>	<input type="text" value="P"/>
28. CONSTRAINTS MET	<input type="text" value="YES"/>	29. WIND COMP	<input type="text" value="283/12"/>	30. RF BANK ANGLE
				<input type="text" value="NA"/>
<b>HOLDING</b>				
24. COURSES	<input type="text" value="P"/>	25. DISTANCES	<input type="text" value="P"/>	27. TAWS
	<input type="text" value="P"/>		<input type="text" value="P"/>	<input type="text" value="P"/>
28. CONSTRAINTS MET	<input type="text" value="YES"/>	29. WIND COMP	<input type="text" value="283/12"/>	30. RF BANK ANGLE
				<input type="text" value="NA"/>
<b>49. VISUAL SEGMENT</b>		<input type="text" value="SAT"/>	<b>50. NIGHT EVALUATION</b>	
			<input type="text" value="NA"/>	
<b>STAR SEGMENT CHECKS</b>				
+				
-				
<b>EN ROUTE TRANS</b>		<input type="text" value="NA"/>		
24. COURSES	<input type="text"/>	25. DISTANCES	<input type="text"/>	27. TAWS
	<input type="text"/>		<input type="text"/>	<input type="text"/>
28. CONSTRAINTS MET	<input type="text"/>	29. WINID COMP	<input type="text"/>	30. RF BANK ANGLE
				<input type="text"/>
<b>COMMON ROUTE</b>				
24. COURSES	<input type="text"/>	25. DISTANCES	<input type="text"/>	27. TAWS
	<input type="text"/>		<input type="text"/>	<input type="text"/>
28. CONSTRAINTS MET	<input type="text"/>	29. WIND COMP	<input type="text"/>	30. RF BANK ANGLE
				<input type="text"/>

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
FLIGHT VALIDATION CHECKLIST**

+					
-					
RWY TRANS	NA				
24. COURSES		25. DISTANCES		27. TAWS	
28. CONSTRAINTS MET		29. WIND COMP		30. RF BANK ANGLE	

**DEPARTURE SEGMENT CHECKS**

**ICA OR COPTER PROCEED VISUALLY**

24. COURSES		25. DISTANCES		27. TAWS	
28. CONSTRAINTS MET		29. WIND COMP		30. RF BANK ANGLE	

+					
-					
RWY TRANS	NA				
24. COURSES		25. DISTANCES		27. TAWS	
28. CONSTRAINTS MET		29. WIND COMP		30. RF BANK ANGLE	

**COMMON ROUTE**

24. COURSES		25. DISTANCES		27. TAWS	
28. CONSTRAINTS MET		29. WIND COMP		30. RF BANK ANGLE	

+					
-					
TRANS	NA				
24. COURSES		25. DISTANCES		27. TAWS	
28. CONSTRAINTS MET		29. WIND COMP		30. RF BANK ANGLE	

**51. EVALUATOR NOTES**

INITIAL FV

**SPECIAL TRAINING RECOMMENDATION FROM DEVELOPER**

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
FLIGHT VALIDATION CHECKLIST

53. PROCEDURE SAT

54. EVALUATOR SIGNATURE Nathan Kurth

Digitally signed by Nathan Kurth  
Date: 2023.10.25 10:58:15 -06'00'

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
OBSTACLE ASSESSMENT CHECKLIST**

1. DATE	Oct 23, 2023	2. ORGANIZATION	Flight Tech Engineering		
3. AIRPORT	KBLM	4. PROCEDURE	RNAV (GPS) Z RWY 14	5. AMEND #	ORIG
6. AIRCRAFT TYPE	C-182	7. FMS / SOFTWARE	GarminGTN 650 XI/20.31		
8. PIC NAME / PHONE	RICHARD JOHNSON/719-964-5891		9. EVALUATOR NAME / PHONE	NATHAN KURTH/720-209-8512	

**TERPS BIENNIAL REVIEW**

31. BIENNIAL	NA	32. DATE BIENNIAL COMPLETE	
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**OBSTACLE ASSESSMENT TASKS**

33 EQUIPMENT ACCURACY VERIFIED	YES
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**IAP SEGMENT CHECKS**

TRANS Nanci

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	YES	35. CONTROLLING OBSTACLE MOST ADVERSE	YES
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TRANS RBV

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	YES	35. CONTROLLING OBSTACLE MOST ADVERSE	YES
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**FINAL**

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	YES	35. CONTROLLING OBSTACLE MOST ADVERSE	YES
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**MISSED APPROACH**

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	YES	35. CONTROLLING OBSTACLE MOST ADVERSE	YES
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**HOLDING**

34. DOCUMENTED CONTROLLING OBSTACLE VERIFIED	YES	35. CONTROLLING OBSTACLE MOST ADVERSE	YES
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**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
OBSTACLE ASSESSMENT CHECKLIST**

**IAP VISUAL SEGMENT**

**VISUAL SEGMENT OR COPTER  
PROCEED VISUALLY/VFR AREA**

36. VERIFIED CLEAR

YES

37. APPROPRIATE MITIGATIONS IN PLACE IF NOT  
CLEAR

YES

**STAR SEGMENT CHECKS**

**EN ROUTE TRANS**

NA

34. DOCUMENTED CONTROLLING  
OBSTACLE VERIFIED

35. CONTROLLING OBSTACLE MOST ADVERSE

**COMMON ROUTE**

34. DOCUMENTED CONTROLLING  
OBSTACLE VERIFIED

35. CONTROLLING OBSTACLE MOST ADVERSE

**RWY TRANS**

NA

34. DOCUMENTED CONTROLLING  
OBSTACLE VERIFIED

35. CONTROLLING OBSTACLE MOST ADVERSE

**DEPARTURE SEGMENT CHECKS**

**ICA OR COPTER PROCEED VISUALLY**

34. DOCUMENTED CONTROLLING OBSTACLE  
VERIFIED

36. VERIFIED CLEAR

35. CONTROLLING OBSTACLE MOST ADVERSE

37. APPROPRIATE MITIGATIONS IN PLACE  
IF NOT CLEAR

**RWY TRANS**

NA

34. DOCUMENTED CONTROLLING OBSTACLE  
VERIFIED

36. VERIFIED CLEAR

35. CONTROLLING OBSTACLE MOST ADVERSE

37. APPROPRIATE MITIGATIONS IN PLACE  
IF NOT CLEAR

**COMMON ROUTE**

34. DOCUMENTED CONTROLLING OBSTACLE  
VERIFIED

35. CONTROLLING OBSTACLE MOST  
ADVERSE



FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
OBSTACLE ASSESSMENT CHECKLIST

TRANS

NA

34. DOCUMENTED CONTROLLING OBSTACLE  
VERIFIED

35. CONTROLLING OBSTACLE MOST  
ADVERSE

**OBSTRUCTION DISCREPENCIES**

**38. OBSTACLE IN DATABASE DOES NOT EXIST**

OBSTACLE ID

HEIGHT MSL/AGL

COORDINATES

SUPPORTING DOC

**39. OBSTACLE NOT IN DATABASE**

OBSTACLE ID

HEIGHT MSL/AGL

COORDINATES

SUPPORTING DOC

**40. OBSTACLE DATA INCORRECT**

OBSTACLE ID

HEIGHT MSL/AGL

COORDINATES

SUPPORTING DOC

**OBSTRUCTION NOTIFICATION**

41. OBSTACLE DATA DISCREPENCIES SENT TO NFDC

42. DATE SENT

**51. EVALUATOR NOTES**

INITIAL FV

53. PROCEDURE

54. EVALUATOR SIGNATURE

Nathan Kurth

Digitally signed by Nathan Kurth  
Date: 2023.10.25 10:27:03 -06'00'

# Federal Aviation Administration Categorical Exclusion Declaration

**Date:** 02/22/24

**IFP:** Seybold, Alec (aseybold@flight-tech.aero)

**Airport Contact:** -

**Request ID:** KBLM\_24213

**Single or Multiple Procedure:** Multiple

**Procedure Name(s):**

1) RNAV (GPS) Z RWY 14

2) RNAV (GPS) Z RWY 32

**Historic Properties:** None

**Procedure Request Description:**

The Monmouth Executive Airport (KBLM) is a privately owned public use airport serving the town of Belmar/Farmingdale in Eastern New Jersey. The RNAV (GPS) Z RWY 14 procedure will provide increased access to the airport when inclement weather is affecting the region as it would utilize weather minimums as low as 250 feet Height Above Touchdown (HAT) to an airport that is presently not served by vertically guided instrument approach procedures (currently LNAV/Circling only). The proposed procedures follow near identical flight paths to current aircraft tracks into and out of this general-aviation reliever airport. The procedure uses the most current navigation technology with LPV precision guidance including vertical guidance for safer, more stabilized, operations during descent and final approach to the runway. The proposed Instrument Flight Procedures utilize satellite-based navigation supplemented by the Wide Area Augmentation System (WAAS). Utilization of WAAS GPS provides advisory vertical guidance from the Final Approach Fix (FAF) to the runway, thus increasing the safety of aircraft approaching the area surrounding BLM during inclement weather.

**Declaration of Exclusion:**

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

**Basis for this Determination:**

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

**The applicable Categorical Exclusion are:**

**5-6.5.i:** Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied. (ATO, AVS)

**5-6.5.k:** Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

**The above flight procedure has been developed within the accepted parameters.**

Concurrence/Reviewed By: JEREMY ALAN HOGARD  Digitally signed by JEREMY ALAN HOGARD  
Date: 2024.02.22 10:37:12 -05'00' Date: \_\_\_\_\_

Title: Environmental Protection Specialist, AFS-420

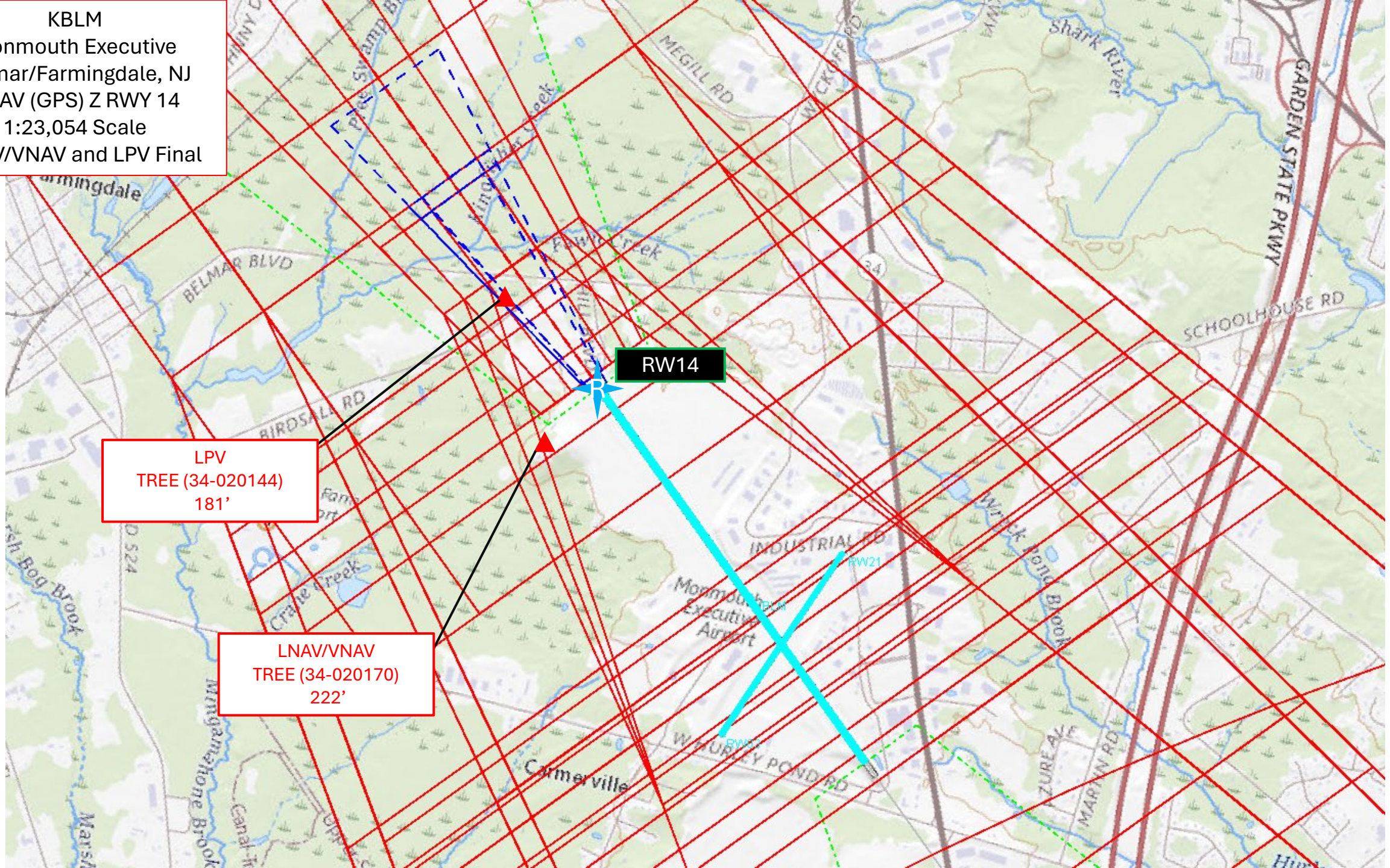
Approved By: \_\_\_\_\_ Date: \_\_\_\_\_

Title: Manager, Flight Procedures & Airspace Group





KBLM  
Monmouth Executive  
Belmar/Farmingdale, NJ  
RNAV (GPS) Z RWY 14  
1:23,054 Scale  
LNAV/VNAV and LPV Final



LPV  
TREE (34-020144)  
181'

LNAV/VNAV  
TREE (34-020170)  
222'

RW14





**DEPARTMENT OF THE AIR FORCE**  
**305TH OPERATIONS SUPPORT SQUADRON (AMC)**

1 March 2024

MEMORANDUM FOR FLIGHT-TECH ENGINEERING

FROM: MCGUIRE RAPCON

SUBJECT: Proposed Instrument Approach Procedures

1. This letter is to acknowledge that McGuire RAPCON has received the proposed RNAV (GPS) M RWY 03, RNAV (GPS) Z RWY 14, and RNAV (GPS) Z RWY 32 Special Instrument Approach Procedure for Monmouth Executive Airport (BLM) in Wall Township, NJ. These special instrument flight procedures were submitted by Flight-Tech Engineering for use by approved aircraft operators.
2. McGuire RAPCON has reviewed the procedures, new routing, and associated fixes and has no objections to its development and integration into the airspace.
3. If you have any questions or concerns please contact me at 609-754-6427 or email at [derek.mcewen@us.af.mil](mailto:derek.mcewen@us.af.mil).

MC  
EWEN.DEREK.STEV  
EN.1036667563

Digitally signed by MC  
EWEN.DEREK.STEVEN.  
1036667563

DEREK S. MCEWEN, SMSgt, USAF  
Chief Controller, RAPCON