

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) 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.

AIRPORT ID EVU	PROCEDURE NAME RNAV (GPS) RWY 32	ORIGINAL/AMENDMENT 2	CITY MARYVILLE	STATE MO
AIRPORT ELEVATION 1145	TDZE 1145	SUPERSEDED RNAV (GPS) RWY 32	ORIGINAL/AMENDMENT 1B	DATED 05/19/2022
FACILITY RNAV	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE 16 MAY 2024	REQUIRED EFFECTIVE DATE ROUTINE	MAG VAR 1E
				EPOCH YEAR 2025
				CANCEL/SUSPEND

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
TOSAE	IAF	BARND	NOPT	TF	FB	1.00	245.71	6.95	6000
STJ VORTAC	IAF	BARND	NOPT	TF	FB	1.00	038.67	13.43	6000
BARND	IF/IAF	ZAREX		TF	FB	1.00	327.35	10.40	2700
ZAREX	FAF	RW32	MAP	TF	FO	0.30	327.32	4.76	
RW32	MAP	1395 MSL		CA			327.32		
1395 MSL		PWALK		DF	FO	1.00			5000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW32

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 5000 DIRECT PWALK AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT
- SIDE OF COURSE
- OUTBOUND
- FT WITHIN
- MILES OF (IAF)
- HOLD SE BARND, RT, 327.32 INBOUND, 6000 FT. IN LIEU OF PT (IAF), MAX 6000.
- FAC: 327.32 FAF: ZAREX DIST FAF TO MAP: 4.76 DIST FAF TO THLD: 4.76
- MIN ALT: BARND 6000, ZAREX 2700
- DIST TO THLD FROM OM: MM: IM: 150 HAT: 250 HAT: 0.66 GS ANT: MM: IM:
- MIN GP INCPT: 2700 GP ALT AT PFAF: ZAREX 2700
- GP ANGLE: 3.00 34:1 IS NOT CLEAR 20:1 IS CLEAR TCH: 40.0
- MSA FROM: RW32 3200



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING NA EAST OF RWY 14-32.
CHART PROFILE NOTE: VGSi AND RNAV GLIDEPATH NOT COINCIDENT (VGSi ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17°C OR ABOVE 54°C.
CHART NOTE: RWY 32 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ST JOSEPH ALTIMETER SETTING: INCREASE LPV DA TO 1520 FEET, LNAV/VNAV DA TO 1653 FEET AND LNAV/VNAV VISIBILITY ALL CATS 1/4 SM; INCREASE ALL MDAS 140 FEET AND LNAV VISIBILITY CAT C 3/8 SM. BARO-VNAV AND VDP NA WHEN USING ST JOSEPH ALTIMETER SETTING.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT STJ VORTAC ON V159 SOUTHEAST BOUND AND V50 WESTBOUND.

ADDITIONAL FLIGHT DATA:

HOLD NW, RT, 147.20 INBOUND.
FAS OBST: 1346 AAO 401800N/0945236W.
CHART 1733 WINDMILL (29-062656) 401643N/0945119W.
CHART VDP AT 1.38 NM TO RW32.
WAAS CHANNEL # 73022
REFERENCE PATH ID: W32A
LTP HAE: 317.7 M

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
LPV DA	1395	1	250	1395	1	250	1395	1	250		NA				
LNAV/VNAV DA	1528	1 1/8	383	1528	1 1/8	383	1528	1 1/8	383		NA				
LNAV MDA	1620	1	475	1620	1	475	1620	1 3/8	475		NA				
CIRCLING	1620	1	475	1620	1	475	2120	3	975		NA				



CHANGES - REASONS

1. MOVED IF/IAF BARND SOUTHEAST 591 FT/0.1 NM AND RAISED ALTITUDE FROM 3000 TO 5000 - PER FC, ATC COMM LOST WHEN AIRCRAFT DESCEND BELOW 5000 AND RELOCATION TO ENSURE 318 FT/NM OR LESS DESCENT GRADIENT IN INTERMEDIATE SEGMENT PER 8260.3E PARA. 2-5-3D.
2. CHANGED RNP VALUE FOR INTERMEDIATE SEGMENT FROM 0.50 TO 1.00 - PER 8260.58C TABLE 1-2-1.
3. INITIAL TOSAE-BARND: CHANGED COURSE/DISTANCE/ALTITUDE FROM 264.81/8.06/3000 TO 268.21/8.01/5000 - MAGVAR CHANGED FROM 5E 1990 TO 1E 2025, RELOCATION OF FIX BARND, AND ALTITUDE INCREASE AT IF/IAF.
4. INITIAL STJ VORTAC-BARND: CHANGED COURSE/DISTANCE/ALTITUDE FROM 022.81/14.75/3000 TO 027.13/14.71/5000 - MAGVAR CHANGED FROM 5E 1990 TO 1E 2025, RELOCATION OF FIX BARND, AND ALTITUDE INCREASE AT IF/IAF.
5. CHANGED COURSE/DISTANCE OF INTERMEDIATE SEGMENT FROM 323.37/7.2 TO 327.37/7.30 - MAGVAR CHANGED FROM 5E 1990 TO 1E 2025 AND IF/IAF RELOCATION.
6. CHANGED FINAL APPROACH COURSE FROM 323.32 TO 327.32 - MAGVAR CHANGED FROM 5E 1990 TO 1E 2025.
7. MISSED HOLDING FIX MOVED NORTHWEST 1814 FT/0.3 NM, ALTITUDE RAISED FROM 3000 TO 5000, AND 'CONTINUE CLIMB-IN-HOLD TO 5000' ADDED TO MISSED APPROACH INSTRUCTIONS - PER FC, ATC COMM NOT AVAILABLE UNTIL AIRCRAFT REACHES 5000 FT, CLIMB-IN-HOLD NEEDED AFTER ALTITUDE INCREASE.
8. MISSED HOLDING COURSE CHANGED FROM 143.18 INBOUND TO 147.20 INBOUND - MAGVAR CHANGED FROM 5E 1990 TO 1E 2025.
9. HOLD-IN-LIEU OF PT INBOUND COURSE AND ALTITUDE CHANGED FROM 323.37/3000 TO 327.37/5000 AND MAX ALTITUDE 6000 ADDED - MAGVAR CHANGED FROM 5E 1990 TO 1E 2025, AND ALTITUDE INCREASE AT IF/IAF. MAX ALTITUDE PER 8260.19I PARA. 8-6-7B(2).
10. ADDED '20:1 IS CLEAR' TO PROFILE LINE 7 - PER 8260.19I PARA. 8-6-7G(3)(A).
11. CHANGED FAS OBST FROM 1469 TOWER 401920NI0945223W TO 1346 AAO 401800N/0945236W - TARGETS DETERMINED NEW CONTROLLING OBSTACLE; 1469 TOWER REMOVED FROM DATABASE.
12. ADDED 7:1 OBSTACLE 1733 WINDMILL 401643N/0945119W - OBSTACLE ADDED TO DATABASE SINCE LAST AMENDMENT.
13. ADDED PBN REQUIREMENTS NOTE 'RNP APCH - GPS' - PER 8260.19I PARA. 8-6-8B(2).
14. REMOVED PROFILE NOTE 'LNAV ONLY' AND ASSOCIATED ASTERISK FROM VDP/1.4 NM TO RW32 - NO LONGER REQUIRED.
15. REMOVED NOTE 'DME/DME RNP-0.3 NA' - REPLACED BY PBN REQUIREMENTS NOTE.
16. CHANGED NOTE 'HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NA' TO 'RW32 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED' - PER 8260.19I PARA. 8-6-11K(3).
17. COMBINED BARO-VNAV NA AND VDP NA NOTES TO READ 'BARO-VNAV AND VDP NA WHEN USING ST JOSEPH ALTIMETER SETTING AND APPENDED TO BACKUP ALTIMETER NOTE - PER 8260.19I PARA. 8-6-9E(8)(9).
18. CHANGED PROFILE NOTE FROM 'VGSI AND RNAV GLIDEPATH NOT COINCIDENT' TO 'VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})' - PER 8260.19I PARA. 8-6-9M(1).
19. CHANGED NOTE FROM 'FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17C (2F) OR ABOVE 54C (130F)' TO 'FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17C OR ABOVE 54C' - PER 8260.19I PARA. 8-6-9R.
20. CHANGED NOTE FROM 'WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ST JOSEPH ALTIMETER SETTING AND INCREASE LPV AND LNAV/VNAV DA TO 1520 FEET AND ALL CATS VISIBILITY 3/8 MILE; AND ALL MDA 140 FEET, LNAV CAT C VISIBILITY 3/8 MILE AND CIRCLING CAT C VISIBILITY 1/4 MILE' TO 'WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ST JOSEPH ALTIMETER SETTING: INCREASE LPV DA TO 1520 FEET, LNAV/VNAV DA TO 1653 FEET AND LNAV/VNAV VISIBILITY ALL CATS 1/4 SM; INCREASE ALL MDAS 140 FEET AND LNAV VISIBILITY CAT C 3/8 SM' - FORMAT PER 8260.19I PARA. 8-6-11N(1)(A)2.
21. CHANGED PLANVIEW NOTE FROM 'PROCEDURE NA FOR ARRIVALS AT STJ VORTAC ON V159 SOUTHEAST BOUND' TO 'PROCEDURE NA FOR ARRIVALS AT STJ VORTAC ON V159 SOUTHEAST BOUND AND V50 WESTBOUND' - TURN FROM V50 WESTBOUND ALSO EXCEEDS 90 DEGREES.
22. INCREASED LPV VISIBILITY ALL CATS FROM 7/8 TO 1 - AIRPORT LACKS A PARALLEL TAXIWAY OR OPERATING CONTROL TOWER AND AIRCRAFT LANDING RWY 32 MUST BACK-TAXI ON THE RUNWAY TO EXIT PER 8260.3E TABLE 3-3-6.
23. RAISED LNAV/VNAV DA/HAT FROM 1395/250 TO 1528/383 AND VISIBILITY ALL CATS FROM 7/8 TO 1 1/8 - NEW CONTROLLING OBSTACLE 1254 TREE. VISIBILITY PER 8260.3E TABLE 3-3-1, 3-3-3, AND 3-3-4.
24. FAS DATA: CHANGED FPAP LAT/LONG FROM 402208.3600N/0945545.5600W TO 402208.3530N/0945545.5620W - PER TARGETS BUILD AND CALCULATION.
25. FAS DATA: CRC REMAINDER CHANGED FROM 51098EB7 TO 09A11BE5 - A RESULT OF THE CHANGE IN FPAP LAT/LONG.

03/19/24: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 10/20/23.

1. IF/IAF FIX BARND MOVED SOUTHEAST AN ADDITIONAL 3.1 NM - TO ACCOMMODATE AN ALTITUDE INCREASE FROM 5000 TO 6000 AND ENSURE 318 FT/NM OR LESS DESCENT GRADIENT IN INTERMEDIATE SEGMENT.
2. TERMINAL ROUTES: CHANGED INITIAL SEGMENT TOSAE-BARND COURSE/DISTANCE FROM 268.21/8.01 TO 245.71/6.95 AND RAISED ALTITUDE FROM 5000 TO 6000 - IF/IAF BARND MOVED 3.1 NM SOUTHEAST AND ALTITUDE INCREASED TO AID RADIO COMMUNICATIONS WITH MINNEAPOLIS CENTER PER FC RESULTS.
3. TERMINAL ROUTES: CHANGED INITIAL SEGMENT STJ VORTAC-BARND COURSE/DISTANCE FROM 027.13/14.71 TO 038.67/13.43 AND RAISED ALTITUDE FROM 5000 TO 6000 - IF/IAF BARND MOVED 3.1 NM SOUTHEAST AND ALTITUDE INCREASED TO AID RADIO COMMUNICATIONS WITH MINNEAPOLIS CENTER PER FC RESULTS.
4. TERMINAL ROUTES: CHANGED INTERMEDIATE SEGMENT COURSE/DISTANCE FROM 327.37/7.30 TO 327.35/10.40 AND RAISED IF/IAF ALTITUDE FROM 5000 TO 6000 - IF/IAF BARND MOVED 3.1 NM SOUTHEAST AND ALTITUDE INCREASED TO AID RADIO COMMUNICATIONS WITH MINNEAPOLIS CENTER PER FC RESULTS.
5. PROFILE LINES 2 AND 4: RAISED MINIMUM ALTITUDE FOR BARND WP FROM 5000 TO 6000 AND THE HOLD-IN-LIEU OF PT ALTITUDE FROM 5000 TO 6000 - TO AID RADIO COMMUNICATIONS WITH MINNEAPOLIS CENTER PER FC RESULTS.



COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZMP, AMGR

FLIGHT CHECKED BY

MATTHEW R BUFORD

Digitally signed by

RAKE MCGRAW

Apr 05, 2024

OFFICE

FPO

DATE

04/04/2024

DEVELOPED BY

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Mar 19, 2024

OFFICE

AJV-A422

DATE

10/20/2023

APPROVED BY

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RAKE MCGRAW

Apr 05, 2024

OFFICE

AJV-A420

DATE

TITLE

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD
OPERATION TYPE
SBAS SERVICE PROVIDER IDENTIFIER
AIRPORT IDENTIFIER
RUNWAY
APPROACH PERFORMANCE DESIGNATOR
ROUTE INDICATOR
REFERENCE PATH DATA SELECTOR
REFERENCE PATH IDENTIFIER (APPROACH ID)
LTP/FTP LATITUDE
LTP/FTP LONGITUDE
LTP/FTP ELLIPSOIDAL HEIGHT
FPAP LATITUDE
FPAP LONGITUDE
THRESHOLD CROSSING HEIGHT (TCH)
TCH UNITS SELECTOR (METERS OR FEET USED)
GLIDEPATH ANGLE (GPA)
COURSE WIDTH AT THRESHOLD
LENGTH OFFSET
HORIZONTAL ALERT LIMIT (HAL)
VERTICAL ALERT LIMIT (VAL)

DATA
0
0
KEVU
RW32
0
0
W32A
402052.5165N
0945444.2650W
+03177
402208.3530N
0945545.5620W
00040.0
F
03.00
106.75
1352
40.0
50.0

CRC REMAINDER

09A11BE5

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

K3
+03490
+03490

