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.

AIRPORT ID	PROCEDURE NAME	ORIGINAL/AMENDMENT	CITY	STATE
BMI	ILS OR LOC RWY 2	1	BLOOMINGTON/NORMAL	IL

AIRPORT ELEVATION	TDZE	SUPERSEDED	ORIGINAL/AMENDMENT	DATED	MAG VAR	EPOCH YEAR
871	867	ILS OR LOC RWY 2	ORIG-E	12/29/2022	3W	2015

FACILITY	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE	REQUIRED EFFECTIVE DATE	CANCEL/SUSPEND
I-TXN			ROUTINE	

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
AXC VORTAC	IAF	HUPAD/I-TXN 12.38 DME	NOPT				346.59	33.73	3100
HUPAD/I-TXN 12.38 DME	IF/IAF	CIGIG/I-TXN 6.45 DME					020.90 (I-TXN)	5.93	2500

MISSED APPROACH

MAP:

ILS: DA
LOC: I-TXN 1.46 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1400 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 270 AND SPI VORTAC R-037 TO MCLEN INT/SPI 42.04 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1400 THEN CLIMBING LEFT TURN TO 3000 DIRECT PIA VORTAC AND HOLD.

PROFILE:

1. **PT** **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
2. HOLD S HUPAD/I-TXN 12.38 DME, RT, 020.90 INBOUND, 3100 FT. IN LIEU OF PT (IAF), MAX 5300.
3. **FAC:** 020.90 **FAF:** CIGIG/I-TXN 6.45 DME **DIST FAF TO MAP:** **DIST FAF TO THLD:** 4.99
4. **MIN ALT:** HUPAD/I-TXN 12.38 DME 3100, CIGIG/I-TXN 6.45 DME 2500
5. **DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **GS ANT:** 940
6. **MIN GS INCPT:** 2500 **GS ALT AT PFAF:** CIGIG/I-TXN 6.45 DME 2500 **OM:** **MM:** **IM:**
7. **GS ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 55.2
8. **MSA FROM:** ARP KBMI 2800

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED FOR LOC ONLY.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 1100.
CHART NOTE: VDP NA WHEN USING PIA ALTIMETER SETTING.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON AXC VORTAC AIRWAY RADIALS 002 CW 029.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 02.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 02 CATS C AND D VISIBILITY TO RVR 6000.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PIA ALTIMETER SETTING: INCREASE S-ILS 02 DA TO 1183 FEET; INCREASE ALL MDAS 120 FEET AND CIRCLING VISIBILITY CATS C AND D 1/4 SM.
CHART NOTE: FOR INOPERATIVE ALS WHEN USING PIA ALTIMETER SETTING, INCREASE S-LOC 02 CATS C AND D VISIBILITY TO 1 3/8 SM.

ADDITIONAL FLIGHT DATA:

HOLD SW, RT, 037.06 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD W PIA VORTAC, RT, 095.00 INBOUND.
FAS OBST: 998 AAO 402327N/0885739W.
CHART VDP AT 2.49 DME.
DISTANCE VDP TO THLD 1.03 NM.
CHART IN PLANVIEW: PIA VORTAC.
CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT C 800-2 1/4, CAT D 800-2 1/2, NA WHEN LOCAL WEATHER NOT AVAILABLE., 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 02	1067	4000	200	1067	4000	200	1067	4000	200	1067	4000	200			
S-LOC 02	1260	4000	393	1260	4000	393	1260	4000	393	1260	4000	393			
CIRCLING	1340	1	469	1340	1	469	1620	2 1/4	749	1620	2 1/2	749			

AIRPORT ID	PROCEDURE NAME	ORIGINAL/AMENDMENT	CITY	STATE
BMI	ILS OR LOC RWY 2	1	BLOOMINGTON/NORMAL	IL

CHANGES - REASONS

1. TERMINAL ROUTES: FEEDER SEGMENT CHANGED TO IAF SEGMENT AND UPDATED FROM “AXC VORTAC TO HUPAD INT/I-TXN 12.38 DME” TO “AXC VORTAC TO HUPAD/I-TXN 12.38 DME (NOPT)” – HUPAD NOW DME ONLY FIX AND SEGMENT REDESIGNATED PER ATC REQUEST.
2. TERMINAL ROUTES: REMOVED FEEDER SEGMENT "PNT VOR/DME TO HUPAD INT/I-TXN 12.38 DME” – SEGMENT REMOVED DUE TO PNT VORMON.
3. TERMINAL ROUTES: INTERMEDIATE SEGMENT UPDATED FROM “HUPAD INT/I-TXN 12.38 DME TO CIGIG/I-TXN 6.38 DME” TO “HUPAD/I-TXN 12.38 DME TO CIGIG/I-TXN 6.45 DME”, COURSE AND DISTANCE CHANGED FROM “020.90/6.01 (I-TXN)” TO “020.90 (I-TXN)/5.93” - FAF MOVED TO MAINTAIN 3.00 GPA AND HUPAD NOW DME ONLY FIX DUE TO CRITERIA ERRORS WITH CURRENT LOCATION AND PER FPT REQUEST.
4. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 1400 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 330 AND ON PNT VOR/DME R-214 TO KAPPA INT/PNT 14.31 DME AND HOLD" TO "CLIMB TO 1400 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 270 AND SPI VORTAC R-037 TO MCLEN INT/SPI 42.04 DME AND HOLD" – PROCEDURE REDESIGN DUE TO PNT VORMON.
5. PROFILE LINE 2: CHANGED FROM "HOLD S HUPAD, RT, 020.90 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000" TO "HOLD S HUPAD/I-TXN 12.38 DME, RT, 020.90 INBOUND, 3100 FT. IN LIEU OF PT (IAF), MAX 5300" – MINIMUM ALTITUDE INCREASED DUE TO NEW IAF SEGMENT/CONTROLLING OBSTACLE AND MAXIMUM ALTITUDE LOWERED DUE TO STANDARD SERVICE VOLUME CONSTRAINTS.
6. PROFILE LINE 3: FAF UPDATED FROM “CIGIG/I-TXN 6.38 DME” TO “CIGIG/I-TXN 6.45 DME” AND CHANGED DIST FAF TO THLD FROM "4.91" TO "4.99" - FAF MOVED TO MAINTAIN 3.00 GPA AND IAW 8260.19J PARA 8-6-7 C(3).
7. PROFILE LINE 4: UPDATED FROM "HUPAD INT/I-TXN 12.38 DME 3000, CIGIG/I-TXN 6.38 DME 2500" TO "HUPAD/I-TXN 12.38 DME 3100, CIGIG/I-TXN 6.45 DME 2500" – HUPAD NOW DME ONLY FIX AND NEW CONTROLLING OBSTACLE; CIGIG LOCATION MOVED TO MAINTAIN 3.00 GPA.
8. PROFILE LINE 6: GS ALT AT PFAF UPDATED FROM “CIGIG/I-TXN 6.38 DME 2500” TO “CIGIG/I-TXN 6.45 DME” – FAF MOVED TO MAINTAIN 3.00 GPA.
9. AMENDED CHART NOTE FROM "INOP TABLE DOES NOT APPLY TO S-ILS 2" TO "INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 02" - VERBIAGE CORRECTED IAW 8260.19J PARA 8-6-12 O(3)(A) AND ADDED "0" TO MATCH ASSOCIATED LINE OF MINIMA RUNWAY NUMBER FORMAT.
10. AMENDED CHART NOTE FROM “FOR INOP ALS, INCREASE S-LOC 2 CAT A/B VISIBILITY TO RVR 5500 AND CAT C/D VISIBILITY TO RVR 6000” TO "FOR INOPERATIVE ALS, INCREASE S-LOC 02 CATS C AND D VISIBILITY TO RVR 6000 – VALUES UPDATED IAW 8260.3E VISIBILITY TABLES, VERBIAGE CORRECTED IAW 8260.19J PARA 8-6-12 0(3)(A) AND ADDED "0" TO MATCH ASSOCIATED LINE OF MINIMA RUNWAY NUMBER FORMAT.
11. MOVED VDP NA NOTE FROM 8260-9 AND UPDATED FROM “NOTE: VDP NA WITH GENERAL DOWNING-PEORIA INTL ALTIMETER SETTING” TO “CHART NOTE: VDP NA WHEN USING PIA ALTIMETER SETTING” – UPDATED AND MOVED TO PROCEDURE NOTES SECTION PER FPT REQUEST AND VERBIAGE CORRECTED IAW 8260.19J PARA 8-6-10 E(9).
12. MOVED PRIMARY ALTIMETER INOPERATIVE NOTE FROM 8260-9 TO PROCEDURES NOTE SECTION AND UPDATED FROM “NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GENERAL DOWNING-PEORIA INTL ALTIMETER SETTING AND INCREASE ALL DA 116 FEET AND ALL MDA 120 FEET, AND S-LOC 2 CAT C/D VISIBILITY TO RVR 5500, CIRCLING CAT C/D VISIBILITY 1/4 SM” TO “WHEN LOCAL ALTIMETER NOT RECEIVED, USE PIA ALTIMETER SETTING: INCREASE S-ILS 02 DA TO 1183 FEET; INCREASE ALL MDAS 120 FEET AND CIRCLING VISIBILITY CATS C AND D 1/4 SM” – UPDATED AND MOVED TO PROCEDURE NOTES SECTION PER FPT REQUEST AND VERBIAGE CORRECTED IAW 8260.19J PARA 8-6-10 F(4).
13. MOVED INOPERATIVE ALS WHEN USING BACKUP ALTIMETER NOTE FROM 8260-9 AND UPDATED FROM “NOTE: FOR INOPERATIVE ALS WHEN USING GENERAL DOWNING-PEORIA INTL DOWNING-PEORIA INTL ALTIMETER SETTING, INCREASE S-ILS 2 ALL CATS VISIBILITY TO RVR 4500 AND S-LOC 2 CAT C/D VISIBILITY TO 1 3/8 SM” TO “FOR INOPERATIVE ALS WHEN USING PIA ALTIMETER SETTING, INCREASE S-LOC 02 CATS C AND D VISIBILITY TO 1 3/8 SM” – UPDATED AND MOVED TO PROCEDURE NOTES SECTION PER FPT REQUEST AND VERBIAGE CORRECTED IAW 8260.19J PARA 8-6-10 F(4).
14. ADDED CHART PLANVIEW NOTE: "PROCEDURE NA FOR ARRIVAL ON AXC VORTAC AIRWAY RADIALS 002 CW 029" - IAW 8260.19J PARA 8-2-5 E(2).
15. ADDITIONAL FLIGHT DATA: MISSED APPROACH HOLDING UPDATED FROM “HOLD NE, RT, 213.67 INBOUND” TO “HOLD SW, RT, 037.06 INBOUND” – PROCEDURE REDESIGN DUE TO PNT VORMON.
16. ADDITIONAL FLIGHT DATA: UPDATED FAS OBST FROM “980 AAO 402451N/0885648W” TO “998 AOO 402327N/0885739W” – NEW CONTROLLING OBSTACLE.
17. ADDITIONAL FLIGHT DATA: REMOVED “991 AAO 402300N/0885554W” – 7:1 EXCLUSION NO LONGER APPLIES.

COORDINATED WITH:

A4A [X] **ALPA** [X] **AOPA** [X] **APA** [X] **HAI** [ ] **NBAA** [X] **OTHER:** ZAU, PIA APP CON, BMI ATCT, AFLD MGR

		OFFICE	DATE	TITLE
FLIGHT CHECKED BY MICHAEL A GREENWOOD	*Digitally signed by* ***CASIMIR L TABAKA*** Oct 31, 2024	FPO	09/06/2024	
DEVELOPED BY ROBERT G HAMILTON (JILL M. SUPPES)	*Digitally signed by* ***CASIMIR L TABAKA*** Oct 31, 2024	AJV-A433	07/01/2024	
APPROVED BY ROBERT G HAMILTON	*Digitally signed by* ***CASIMIR L TABAKA*** Oct 31, 2024	AJV-A433		MANAGER

QUALITY 10 CHECKED

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

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
BMI	ILS OR LOC RWY 2	1	BLOOMINGTON/NORMAL	IL	871	I-TXN

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
AXC VORTAC

TO
HUPAD/I-TXN 12.38 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	33.73				

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (17-002815)	395656.00N/0885013.00W	2035	50	20	2C	1000					3100
TERRAIN	401633.00N/0885357.00W	803 (800)								AS1500	2300

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM
HUPAD/I-TXN 12.38 DME (IF/IAF)

TO
CIGIG/I-TXN 6.45 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	5.93				

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (17-000869)	401757.00N/0885647.00W	1090	500	125	5E	500				AC125 AT785	2500
TERRAIN	402109.00N/0890030.00W	807 (800)								AS1500	2300

COMPUTATIONS

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

SEGMENT REMARKS:

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
BMI	ILS OR LOC RWY 2	1	BLOOMINGTON/NORMAL	IL	871	I-TXN

FINAL: ILS

FROM	TO
CIGIG/I-TXN 6.45 DME	RW02

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	4.99		DA	200	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				1067

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LOC

FROM	TO
CIGIG/I-TXN 6.45 DME	I-TXN 1.46 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	4.99		I-TXN 1.46 DME	393	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	402327.00N/0885739.00W	998	215	8	4B	250					1260

COMPUTATIONS

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

SEGMENT REMARKS:

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
BMI	ILS OR LOC RWY 2	1	BLOOMINGTON/NORMAL	IL	871	I-TXN

HOLD-IN-LIEU OF PT

FROM	TO
HUPAD/I-TXN 12.38 DME	P-4

RNP	DISTANCE	PAT	MAP	HAT	HMAS
		P-4			

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
WINDMILL (17-082666)	401221.40N/0890530.33W	1384	250	50	4D	1000					2400
TERRAIN	402109.00N/0890027.00W	807 (800)								AS1500	2300

COMPUTATIONS

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

SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM	TO
DA	MCLEN INT/SPI 42.04 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
					894

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
WINDMILL (17-087687)	403046.32N/0890258.24W	1303	250	50	4D	1000					2400
TERRAIN	402657.00N/0885942.00W	898 (900)								AS1500	2400

COMPUTATIONS

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

SEGMENT REMARKS:

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
BMI	ILS OR LOC RWY 2	1	BLOOMINGTON/NORMAL	IL	871	I-TXN

MISSED APPROACH: LOC

FROM
I-TXN 1.46 DME

TO
MCLEN INT/SPI 42.04 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
					1010

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
WINDMILL (17-087687)	403046.32N/0890258.24W	1303	250	50	4D	1000					2400
TERRAIN	402657.00N/0885942.00W	898 (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 ALTERNATE: ILS

FROM
DA

TO
PIA VORTAC

RNP	DISTANCE	PAT	MAP	HAT	HMAS
					894

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
TOWER (17-001398)	403841.00N/0891047.00W	1787	500	50	5D	1000					2800
TERRAIN	403221.00N/0885912.00W	895 (900)								AS1500	2400

COMPUTATIONS

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

SEGMENT REMARKS:

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
BMI	ILS OR LOC RWY 2	1	BLOOMINGTON/NORMAL	IL	871	I-TXN

MISSED APPROACH ALTERNATE: LOC

FROM	TO
I-TXN 1.46 DME	PIA VORTAC

RNP	DISTANCE	PAT	MAP	HAT	HMAS
					1010

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
TOWER (17-001398)	403841.00N/0891047.00W	1787	500	50	5D	1000					2800
TERRAIN	403221.00N/0885912.00W	895 (900)								AS1500	2400

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											
BUILDING (17-001155)	402837.91N/0885715.75W	1.30	469	1035	20	20	1C	300			1340
CATEGORY B											
BUILDING (17-001155)	402837.91N/0885715.75W	1.84	469	1035	20	20	1C	300			1340
CATEGORY C											
TOWER (17-001840)	402503.56N/0885423.44W	2.89	749	1301	50	20	2C	300			1620
CATEGORY D											
TOWER (17-001840)	402503.56N/0885423.44W	3.77	749	1301	50	20	2C	300			1620

CIRCLING REMARKS:

MSA

CENTER	RADIUS
ARP KBMI	25

QUALITY 10 CHECKED

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (17-001398)	403841.00N/0891047.00W	313	15.7	1787	500	50	5D	1000			2800

MSA REMARKS:

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
BMI	ILS OR LOC RWY 2	1	BLOOMINGTON/NORMAL	IL	871	I-TXN

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAU ARTCC, PIA APP CON, BMI TOWER

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
AWOS-3PT	BMI	24	BMI	0	Y	0

BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
ASOS	PIA	24	PIA	37.19	Y	116

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KBMI 871, KPIA 661
RA = 115.3.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
I-TXN	BMI ATCT	WHEN TOWER OPEN	1
		WHEN TOWER CLOSED	3

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW02 - MALSR (PCL), C/LINE (PCL), HIRL (PCL), PAPI-4R (PCL)	PIR-F	APPROACH, MIDPOINT, ROLL OUT
RW20 - ALSF-2, C/LINE (PCL), TDZ (PCL), HIRL (PCL)	PIR-F	APPROACH, MIDPOINT, ROLL OUT
RW11 - HIRL (PCL), VASI-4R	PIR-G	ROLL OUT
RW29 - MALSR (PCL), HIRL (PCL)	PIR-G	APPROACH

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	856.4	55.2	856.8	940	3.00	75.0

FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA

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.

MAXIMUM VEGETATION HEIGHT: 100 FT.

VISIBILITIES HIGHER THAN NORMALLY REQUIRED DUE TO A BUILDING LOCATED WITHIN THE RUNWAY PROTECTION ZONE (THE LARGER RPZ ASSOCIATED WITH THE 1/2 MILE VISIBILITY MINIMUMS) AND IT DOES NOT APPEAR TO BE CHANGING IN THE NEAR FUTURE.

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**	3.10
WIDTH OF	FINAL	**SEGMENT AT 1000FT POINT**	0.89
TRUE COURSE OF	FINAL	**SEGMENT CONTAINING 1000FT POINT**	017.90
HIGH TERRAIN IN	FINAL	**SEGMENT CONTAINING 1000FT POINT**	900
DISTANCE FROM	THLD	**TO 1500FT POINT**	4.79
WIDTH OF	FINAL	**SEGMENT AT 1500FT POINT**	1.25
TRUE COURSE OF	FINAL	**SEGMENT CONTAINING 1500FT POINT**	017.90
HIGH TERRAIN IN	FINAL	**SEGMENT CONTAINING 1500FT POINT**	900

THRESHOLD COORDINATES (IF STR-IN)	402750.58N/0885457.69W
ARP COORDINATES	402837.60N/0885457.30W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 11 DISTANCE 0.83 NM
FAF COORDINATES	402305.59N/0885658.09W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
ROBERT G HAMILTON (JILL M. SUPPES)	AJV-A433	07/01/2024	AERONAUTICAL INFORMATION SPECIALIST