

**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> BMI	<u>PROCEDURE NAME</u> ILS OR LOC RWY 29	<u>ORIGINAL/AMENDMENT</u> 12	<u>CITY</u> BLOOMINGTON/NORMAL	<u>STATE</u> IL
<u>AIRPORT ELEVATION</u> 871	<u>TDZE</u> 871	<u>SUPERSEDED</u> ILS OR LOC RWY 29	<u>ORIGINAL/AMENDMENT</u> 11D	<u>DATED</u> 04/20/2023
<u>FACILITY</u> I-BMI	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 12/26/2024	<u>MAG VAR</u> 3W
				<u>EPOCH YEAR</u> 2015
				<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>
CMI VORTAC	IAF	FEXIK INT/I-BMI 16.41 DME	NOPT				323.05	26.47	3100
FEXIK INT/I-BMI 16.41 DME	IF	ANNAY OM/I-BMI 7.98 DME/RADAR					290.89 (I-BMI)	8.43	3100

MISSED APPROACH

MAP:
ILS: DA
LOC: 6.57 NM AFTER ANNAY OM/I-BMI 7.98 DME/RADAR OR AT I-BMI 1.41 DME

MISSED APPROACH INSTRUCTIONS:
CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 3000 DIRECT PIA VORTAC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT L SIDE OF COURSE 110.89 OUTBOUND 3100 FT WITHIN 10 MILES OF ANNAY OM/I-BMI 7.98 DME/RADAR (IAF)
-
- FAC: 290.89 FAF: ANNAY OM/I-BMI 7.98 DME/RADAR DIST FAF TO MAP: 6.57 DIST FAF TO THLD: 6.57
- MIN ALT: ANNAY OM/I-BMI 7.98 DME/RADAR 3100, WURSU/I-BMI 3.84 DME 1700
- DIST TO THLD FROM OM: 6.57 MM: IM: 150 HAT: GS ANT: 1074
- MIN GS INCPT: 3100 GS ALT AT PFAF: GP INTCP OM: 3019 MM: IM:
- GS ANGLE: 3.00 34:1 20:1 TCH: 56.1
- MSA FROM: ARP KBMI 2800



EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.
RADAR REQUIRED FOR PROCEDURE ENTRY AT ANNAY OM.

NOTES:

CHART NOTE: VDP NA WHEN USING PIA ALTIMETER SETTING.
CHART NOTE: * RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA (NA WHEN USING PIA ALTIMETER SETTING).
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON CMI VORTAC AIRWAY RADIALS 234 CW 006.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 29 CATS C AND D VISIBILITY TO RVR 5500.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PIA ALTIMETER SETTING: INCREASE S-ILS 29 DA TO 1187 FEET; INCREASE ALL MDAS 120 FEET AND S-LOC 29 VISIBILITY CATS C AND D TO RVR 5000 AND CIRCLING VISIBILITY CATS C AND D 1/4 SM.
CHART NOTE: FOR INOPERATIVE ALS WHEN USING PIA ALTIMETER SETTING: INCREASE S-ILS 29 VISIBILITY ALL CATS TO RVR 4500 AND S-LOC 29 VISIBILITY CATS C AND D TO 1 3/8 SM.

ADDITIONAL FLIGHT DATA:

CHART CMI 26.47 DME AT FEXIK.

HOLD W, RT, 095.00 INBOUND.
CHART FAS OBST: 933 TREE (17-031911) 402823N/0885415W.
CHART VDP AT 2.35 DME.
DISTANCE VDP TO THLD 0.94 NM.
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.

<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>			
	<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
S-ILS 29*	1071	2400	200	1071	2400	200	1071	2400	200	1071	2400	200				
S-LOC 29	1240	2400	369	1240	2400	369	1240	3500	369	1240	3500	369				
CIRCLING	1340	1	469	1340	1	469	1620	2 1/4	749	1620	2 1/2	749				



CHANGES - REASONS

1. REMOVED ALL INSTANCES OF PNT VOR/DME DEPENDENCIES – ANNAY OM NO LONGER IDENTIFIED AS INTERSECTION FIX DUE TO PNT VORMON.
2. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 350 AND ON PNT VOR/DME R-214 TO KAPPA INT/PNT 14.31 DME AND HOLD" TO "CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 3000 DIRECT PIA VORTAC AND HOLD" – PROCEDURE REDESIGN DUE TO PNT VORMON.
3. PROFILE LINE 4: UPDATED WURSU FROM "WURSU/I-BMI 3.21 DME 1380" TO "WURSU/I-BMI 3.84 DME 1700" – PROCEDURE REDESIGN/STEPDOWN FIX ALTITUDE RAISED AND DUAL LINES OF MINIMUM REMOVED DUE TO FPT REQUEST.
4. PROFILE LINE 6: OM UPDATED FROM "3058" TO "3019" – FAF MOVED TO MAINTAIN 3.00 GPA.
5. ADDED EQUIPMENT REQUIREMENTS NOTES: "DME REQUIRED" AND "RADAR REQUIRED FOR PROCEDURE ENTRY AT ANNAY OM" – PNT VOR/DME DEPENDENCIES REMOVED DUE TO PNT VORMON AND IAW 8260.19J PARAS 8-6-9 A AND 8-6-10 G.
6. UPDATED CHART PLANVIEW NOTE FROM "PROCEDURE NA FOR ARRIVAL ON CMI VORTAC AIRWAY RADIALS 297 CW 006" TO "PROCEDURE NA FOR ARRIVAL ON CMI VORTAC RADIALS 234 CW 006" – IAW 8260.19J PARA 8-2-5 E(2).
7. UPDATED CHART NOTE FROM "FOR INOPERATIVE ALS, INCREASE S-LOC 29 CATS C AND D VISIBILITY TO 1 3/8 SM AND WURSU FIX MINIMUMS CATS C AND D VISIBILITY TO RVR 5500" TO "FOR INOPERATIVE ALS, INCREASE S-LOC 29 CATS C AND D VISIBILITY TO RVR 5000" – REMOVED WURSU FIX MINIMUMS DUE TO PROCEDURE REDESIGN/FPT REQUEST.
8. UPDATED CHART NOTE FROM "RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA (NA WHEN USING PIA ALTIMETER SETTING)" AND DELETED SECOND ASTERISK SYMBOL FROM NOTE AND ASSOCIATED LINE OF MINIMA – IAW 8260.19J PARA 8-6-12 K(1).
9. 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: INCREASE S-ILS 29 DA TO 116 FEET AND ALL MDAS 120 FT, INCREASE S-LOC 29 CAT C/D VISIBILITY TO 3/8 SM AND CIRCLING CAT C/D VISIBILITY 1/4 SM; INCREASE WURSU FIX MINIMUMS S-LOC CAT C/D VISIBILITY 3/8 SM AND CIRCLING CAT C/D VISIBILITY 1/4 SM" TO "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PIA ALTIMETER SETTING: INCREASE S-ILS 29 DA TO 1187 FEET; INCREASE ALL MDAS 120 FEET AND S-LOC 29 VISIBILITY CATS C AND D TO RVR 5000 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); WURSU FIX LINE OF MINIMA REMOVED.
10. MOVED VDP NA NOTE FROM 8260-9 AND UPDATED FROM "NOTE: VDP NA WHEN USING 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).
11. MOVED INOPERATIVE ALS WHEN USING BACKUP ALTIMETER NOTE FROM 8260-9 AND UPDATED FROM "NOTE: FOR INOPERATIVE ALS WHEN USING GENERAL DOWNING-PEORIA INTL ALTIMETER SETTING, INCREASE S-ILS 29 ALL CATS VISIBILITY TO RVR 4500, INCREASE S-LOC 29 CATS C AND D VISIBILITY TO 1 3/4 SM AND WURSU FIX MINIMUMS CATS C AND D VISIBILITY TO 1 3/8 SM" TO "CHART NOTE: FOR INOPERATIVE ALS WHEN USING PIA ALTIMETER SETTING: INCREASE S-ILS 29 VISIBILITY ALL CATS TO RVR 4500 AND S-LOC 29 VISIBILITY CATS C AND D 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); WURSU FIX LINE OF MINIMA REMOVED.
12. ADDITIONAL FLIGHT DATA: REMOVED "1119 AAO 402631N/0884449W" – 7:1 EXCLUSION NO LONGER NECESSARY.
13. ADDITIONAL FLIGHT DATA: MISSED APPROACH HOLDING UPDATED FROM "HOLD NE, RT, 213.67 INBOUND" TO "HOLD W, RT, 095.00 INBOUND" – PROCEDURE REDESIGN DUE TO PNT VOR MON.
14. CHART FAS OBST: CHANGED FROM "979 TREE 402824N/0885411W" TO "933 TREE (17-031911) 402823N/0885415W" - NEW CONTROLLING OBSTACLE.
15. MINIMUMS: STEPDOWN FIX NOT RECEIVED LINE OF MINIMA FOR S-LOC 29 AND CIRCLING REMOVED AND "WURSU FIX MINIMUMS" NOW DESIGNATED AS ONLY S-LOC 29 AND CIRCLING LINES OF MINIMA – PROCEDURE REDESIGN DUE TO PNT VORMON AND DUAL MINIMUMS REMOVED PER FPT REQUEST.

10/31/2024: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 07/01/2024.
12/26/2024 ADDED TO REQUIRED EFFECTIVE DATE.

COORDINATED WITH:

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

FLIGHT CHECKED BY

PENDING

Digitally signed by
CASIMIR L TABAKA
Oct 31, 2024

OFFICE

DATE

DEVELOPED BY

ROBERT G HAMILTON (JILL M. SUPPES)

Digitally signed by
CASIMIR L TABAKA
Oct 31, 2024

OFFICE

AJV-A433

DATE

07/01/2024

APPROVED BY

ROBERT G HAMILTON

Digitally signed by
CASIMIR L TABAKA
Oct 31, 2024

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>
BMI	ILS OR LOC RWY 29	12	BLOOMINGTON/NORMAL	IL	871	I-BMI

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM CMI VORTAC **TO** FEXIK INT/I-BMI 16.41 DME

RNP DISTANCE PAT MAP HAT HMAS
26.47

<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>
WINDMILL (17-085049)	402145.61N/0883245.01W	1388	250	50	4D	1000				AT712	3100
TERRAIN	402515.00N/0883415.00W	915 (900)								AS1500	2400

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM FEXIK INT/I-BMI 16.41 DME **TO** ANNAY OM/I-BMI 7.98 DME/RADAR

RNP DISTANCE PAT MAP HAT HMAS
8.43

<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>
WINDMILL (17-085062)	402309.03N/0883622.63W	1387	250	50	4D	500				AT1213	3100
TERRAIN	402439.00N/0884518.00W	921 (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
BMI

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12

CITY
BLOOMINGTON/NORMAL

STATE
IL

AIRPORT ELEVATION
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FACILITY
I-BMI

INTERMEDIATE: PT

FROM
10 NM

TO
ANNAY OM/I-BMI 7.98 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 10.00	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<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>
WINDMILL (17-085062)	402309.03N/0883622.63W	1387	250	50	4D	500				AT1213	3100
TERRAIN	402430.00N/0884103.00W	918 (900)								AS1500	2400

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>
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SEGMENT REMARKS:

FINAL: ILS

FROM
GP INTCP

TO
RW29

<u>RNP</u>	<u>DISTANCE</u> 6.57	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200	<u>HMAS</u>
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<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				1071

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>
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SEGMENT REMARKS:



AIRPORT ID
BMI

PROCEDURE NAME
ILS OR LOC RWY 29

AMDT NO.
12

CITY
BLOOMINGTON/NORMAL

STATE
IL

AIRPORT ELEVATION
871

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I-BMI

FINAL: LOC

FROM
ANNAY OM/I-BMI 7.98 DME/RADAR

TO
WURSU/I-BMI 3.84 DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
4.14

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	402630.00N/0884451.00W	1096	215	8	4B	250				RA120 XL29 DG205	1700

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM
WURSU/I-BMI 3.84 DME

TO
6.57 NM AFTER ANNAY OM/I-BMI 7.98 DME/RADAR OR AT I-BMI 1.41 DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
2.43 6.57 NM AFTER ANNAY
OM/I-BMI 7.98 DME/RADAR
OR AT I-BMI 1.41 DME 369

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (17-031911)	402823.28N/0885414.69W	933	20	3	1A	250				SA-18 XP75	1240

COMPUTATIONS

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

SEGMENT REMARKS:

XP 75: TO MAINTAIN CURRENT PUBLISHED MINIMA DUE TO PROJECTED WIND TURBINE PROJECT.



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FACILITY
I-BMI

PROCEDURE TURN

FROM
ANNAY OM/I-BMI 7.98 DME/RADAR

TO
10 NM

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
WINDMILL (17-085049)	402145.61N/0883245.01W	1388	250	50	4D	1000				AT712	3100
TERRAIN	402839.00N/0883327.00W	961 (1000)								AS1500	2500

COMPUTATIONS

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

SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM
DA

TO
PIA VORTAC

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
902

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	403106.00N/0890806.00W	889 (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
BMI

PROCEDURE NAME
ILS OR LOC RWY 29

AMDT NO.
12

CITY
BLOOMINGTON/NORMAL

STATE
IL

AIRPORT ELEVATION
871

FACILITY
I-BMI

MISSED APPROACH: LOC

FROM
6.57 NM AFTER ANNAY OM/I-BMI 7.98 DME/RADAR OR AT I-BMI 1.41 DME

TO
PIA VORTAC

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
990

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	403106.00N/0890806.00W	889 (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	1.84	469	1035	20	20	1C	300			1340
CATEGORY B											
BUILDING (17-001155)	402837.91N/0885715.75W	1.30	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



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:

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BLOOMINGTON/NORMAL

STATE
IL

AIRPORT ELEVATION
871

FACILITY
I-BMI

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

PIA APP CON, BMI TOWER, ZAU ARTCC

WX SERVICE
AWOS-3PT

LOCATION
BMI

HRS OPERATION
24

ALTIMETER SOURCE
BMI

DISTANCE
0

SERVICE-A
Y

ADJUSTMENTS
0

BACK-UP WX SERVICE
ASOS

LOCATION
PIA

HRS OPERATION
24

ALTIMETER SOURCE
PIA

DISTANCE
37.19

SERVICE-A
Y

ADJUSTMENTS
116

WX REMARKS:

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

PRIMARY NAVAID
I-BMI

MONITOR POINT
BMI ATCT

HRS OPERATION
WHEN TOWER OPEN
WHEN TOWER CLOSED

CAT
1
3

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW02 - MALSR (PCL), HIRL (PCL), C/LINE (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
3.00

ELEV RWY THRESHOLD
871.1

TCH
56.1

ELEV GS ANTENNA
866.9

DISTANCE FROM RWY
1074

VGSI ANGLE

TCH

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD
ON CENTERLINE

FT FROM THRESHOLD
FT FROM CENTERLINE

DISPLACED THRESHOLD DISTANCE

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: 100 FEET.

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	3.05
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.88
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	287.89
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM	THLD	TO 1500FT POINT	5.17
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.34
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	287.89
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD COORDINATES (IF STR-IN)

402839.25N/0885436.08W

ARP COORDINATES

402837.60N/0885457.30W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 11 DISTANCE 0.83 NM

FAF COORDINATES

402637.77N/0884624.79W

FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

NAME

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OFFICE

AJV-A433

DATE

07/01/2024

TITLE

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