

LOC I-BMG <u>108.3</u>	APP CRS 354°	Rwy Idg 6500 TDZE 844 Apt Elev 846
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ILS or LOC/DME RWY 35
MONROE COUNTY (BMG)

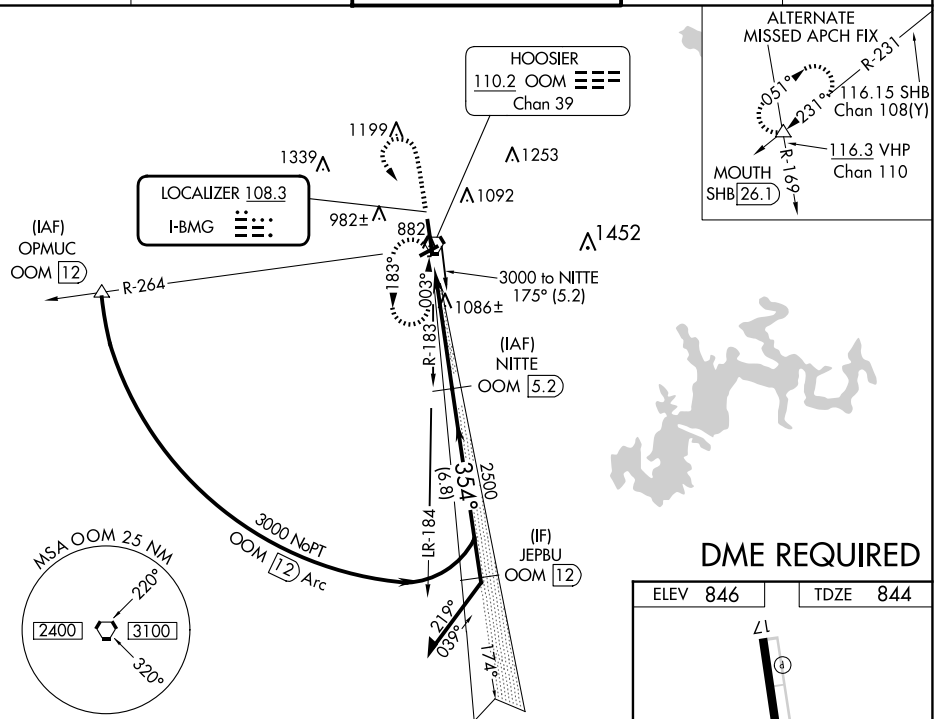
▼ Circling to Rwy 6/24 NA at night. When local altimeter setting not received, use Terre Haute Rgnl altimeter setting; increase S-ILS 35 DA to 1165 and all MDA 140 feet and increase S-ILS 35 all Cats visibility $\frac{1}{4}$ SM, S-LOC 35 Cat C and D and Circling Cat C and D visibility $\frac{1}{2}$ SM. For inoperative MALSR when using Terre Haute Rgnl altimeter setting: increase S-ILS 35 all Cats visibility to $1\frac{1}{4}$ miles. DME from OOM VORTAC. Simultaneous reception of I-BMG and OOM DME required.

MALSI

MISSED APPROACH:
Climb to 2000 then
climbing left turn to
2500 direct OOM
VORTAC and hold.

ASOS 134.525	HULMAN APP CON 128.025 339.8	BLOOMINGTON TOWER ★ 120.775 (CTAF) 0	GND CON 121.9	UNICOM 122.95
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DME REQUIRED

Diagram illustrating the FAF to MAP 5 NM for Runway 17-35. The diagram shows a 35-degree heading, a 3798 x 100 foot obstacle, and a 6530 x 150 foot obstacle. The FAF is at 17-35, and the MAP is at 17-35. The diagram also shows the HIRL Rwy 17-35, MRL Rwy 6-24, and REIL Rwy 17-35.

Figure 1 illustrates a heading error scenario. The diagram shows a flight path starting from a 2000 heading, turning to 2500, and then to 174°. A 5 NM distance is marked. The heading error is 2500°, which is 5.2 times the 174° heading. The error is labeled "NITTE OOM" and "5.2". The heading error is also labeled "2500" and "354°". The heading error is also labeled "2500" and "GS 3.00° TCH 50". The heading error is also labeled "2500" and "2500".