

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> KBMI	<u>PROCEDURE NAME</u> ILS OR LOC RWY 2	<u>ORIGINAL/AMENDMENT</u> ORIG-E	<u>CITY</u> BLOOMINGTON/NORMAL	<u>STATE</u> IL		
<u>AIRPORT ELEVATION</u> 871	<u>TDZE</u> 867	<u>SUPERSEDED</u> ILS OR LOC RWY 2	<u>ORIGINAL/AMENDMENT</u> ORIG-D	<u>DATED</u> 09/10/2020	<u>MAG VAR</u> 3W	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> I-TXN	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<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>
AXC VORTAC		HUPAD INT/I-TXN 12.38 DME					346.59	33.73	3100
PNT VOR/DME		HUPAD INT/I-TXN 12.38 DME					197.27	33.89	3000
HUPAD INT/I-TXN 12.38 DME	IF/IAF	CIGIG/I-TXN 6.38 DME					020.90	6.01 (I-TXN)	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 330 AND ON PNT VOR/DME R-214 TO KAPPA INT/PNT 14.31 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:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- HOLD S HUPAD, RT, 020.90 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000.
- FAF: 020.90 FAF: CIGIG/I-TXN 6.38 DME DIST FAF TO MAP: DIST FAF TO THLD: 4.91
- MIN ALT: HUPAD INT/I-TXN 12.38 DME 3000, CIGIG/I-TXN 6.38 DME 2500
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 940
- MIN GS INCPT: 2500 GS ALT AT PFAF : CIGIG/I-TXN 6.38 DME 2500 OM: MM: IM:
- GS ANGLE: 3.00 34:1 20:1 TCH: 55.2
- MSA FROM: ARP KBMI 2800

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED FOR LOC ONLY.



NOTES:
CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 1100.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 2.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 2 CAT A/B VISIBILITY TO RVR 5500 AND CAT C/D VISIBILITY TO RVR 6000.

ADDITIONAL FLIGHT DATA:
HOLD NE, RT, 213.67 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD W PIA VORTAC, RT, 095.00 INBOUND.
FAS OBST: 980 AAO 402451N/0885648W.
991 AAO 402300N/0885554W.
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			

CHANGES - REASONS
1. PROFILE LINE 8: CHANGED FROM "BMI VOR/DME 2800" TO " ARP KBMI 2800" - BMI VOR MON PROGRAM, PER IFP CHECKLIST REQUEST, BASED ON LOC BC RWY 11 A12 FULL AMENDMENT.
2. MOVED BACKUP ALTIMETER NOTE AND ASSOCIATED ALS NOTE FROM 8260-3 TO 8260-9, PART C: GENERAL REMARKS AS CONTINGENCY NOTE - 8260.19I 8-6-9F(3).
3. REMOVED "'LOC ONLY" FROM ADDITIONAL FLIGHT DATA - NO LONGER REQUIRED BY CURRENT CRITERIA.

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

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

DEVELOPED BY

CASIMIR L. TABAKA (SILVIA YOUNG)

APPROVED BY

JOHNNIE BAKER

Digitally signed by

CASIMIR L TABAKA

Jul 25, 2022

OFFICE

AJV-A432

AJV-A430

DATE

06/06/2022

Digitally signed by

CASIMIR L TABAKA

Jul 25, 2022

OFFICE

AJV-A430

DATE

Digitally signed by

CASIMIR L TABAKA

Jul 25, 2022

DATE

TITLE

MANAGER



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

<u>AIRPORT ID</u> KBMI	<u>PROCEDURE NAME</u> ILS OR LOC RWY 2	<u>AMDT NO.</u> ORIG-E	<u>CITY</u> BLOOMINGTON/NORMAL	<u>STATE</u> IL	<u>AIRPORT ELEVATION</u> 871	<u>FACILITY</u> I-TXN
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
AXC VORTAC

TO
HUPAD INT/I-TXN 12.38 DME

<u>RNP</u>	<u>DISTANCE</u> 33.73	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>			<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>
										1.TOWER (17-002815)	395656.00N/0885013.00W	2035	50	20	2C	1000					3100
										2.TERRAIN	401745.00N/0885557.00W	794 (800)								AS1500	2300

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM
PNT VOR/DME

TO
HUPAD INT/I-TXN 12.38 DME

<u>RNP</u>	<u>DISTANCE</u> 33.89	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>			<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>
										3.TOWER (17-001840)	402503.56N/0885423.44W	1301	50	20	2C	1000				AT699	3000
										4.TERRAIN	402518.00N/0885442.00W	896 (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

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

TO

CIGIG/I-TXN 6.38 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	6.01											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.TOWER (17-000869)	401757.00N/0885647.00W		1090	500	125	5E	500				AC125 AT785	2500
6.TERRAIN	402115.00N/0890033.00W		804 (800)								AS1500	2300

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

FINAL: ILS

FROM

CIGIG/I-TXN 6.38 DME

TO

RW02

<u>RNP</u>	<u>DISTANCE</u> 4.91	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200			<u>HMAS</u>					
<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				1067

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



FINAL: LOC

FROM

CIGIG/I-TXN 6.38 DME

TO

I-TXN 1.46 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
	4.91		I-TXN 1.46 DME			393					
<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>
7.AAO	402451.00N/0885648.00W	980	50	20	2C	250				XP30	1260

COMPUTATIONS

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

XP=MAINTAIN CURRENT MINIMUMS

HOLD-IN-LIEU OF PT

FROM

HUPAD

TO

P-4

RNP	DISTANCE	PAT P-4	MAP	HAT			HMAS				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
8.TOWER (17-002384)	401508.00N/0885446.00W	1120	500	50	5D	1000				AT880	3000
9.TERRAIN	402109.00N/0890027.00W	804 (800)								AS1500	2300

COMPUTATIONS

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



MISSED APPROACH : ILS

FROM
DA

TO
KAPPA INT/PNT 14.31 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 894					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
10.TOWER (17-002417)	403432.00N/0885500.00W		1196	500	50	5D	1000					2200
11.TERRAIN	402818.00N/0885442.00W		880 (900)								AS1500	2400

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

MISSED APPROACH : LOC

FROM
I-TXN 1.46 DME

TO
KAPPA INT/PNT 14.31 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1010					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
10.TOWER (17-002417)	403432.00N/0885500.00W		1196	500	50	5D	1000					2200
11.TERRAIN	402818.00N/0885442.00W		880 (900)								AS1500	2400

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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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
14.TOWER (17-001398)	403841.00N/0891047.00W		1787	500	50	5D	1000					2800
15.TERRAIN	403103.00N/0890754.00W		886 (900)								AS1500	2400

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

MISSED APPROACH ALTERNATE : LOC

FROM

I-TXN 1.46 DME

TO

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
14.TOWER (17-001398)	403841.00N/0891047.00W		1787	500	50	5D	1000					2800
15.TERRAIN	403103.00N/0890754.00W		886 (900)								AS1500	2400

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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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											
12.BLDG (17-001155)	402837.91N/0885715.75W	1.30	469	1035	20	20	1C	300			1340
CATEGORY B											
12.BLDG (17-001155)	402837.91N/0885715.75W	1.84	469	1035	20	20	1C	300			1340
CATEGORY C											
13.TOWER (17-001840)	402503.56N/0885423.44W	2.89	749	1301	50	20	2C	300			1620
CATEGORY D											
13.TOWER (17-001840)	402503.56N/0885423.44W	3.77	749	1301	50	20	2C	300			1620

CIRCLING REMARKS:

MSA

CENTER
ARP KBMI

RADIUS
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:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZAU ARTCC, PIA APP CON, BMI TOWER

<u>WX SERVICE</u> AWOS-3PT	<u>LOCATION</u> KBMI	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KBMI	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KPIA	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KPIA	<u>DISTANCE</u> 37.19	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 116

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

<u>PRIMARY NAVAID</u> I-TXN	<u>MONITOR POINT</u> BMI ATCT	<u>HRS OPERATION</u> WHEN TOWER OPEN WHEN TOWER CLOSED	<u>CAT</u> 1 3
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW02 - MALSR (PCL), HIRL (PCL), C/LINE (PCL), PAPI-4R (PCL)	PIR-F	APPROACH, MIDPOINT, ROLL OUT
RW20 - TDZ (PCL), ALSF-2, HIRL (PCL), C/LINE (PCL)	PIR-F	APPROACH, MIDPOINT, ROLL OUT
RW11 - HIRL (PCL), VASI-4R	PIR-G	ROLL OUT
RW29 - MALSR (PCL), HIRL (PCL)	PIR-G	APPROACH

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 856.4	<u>TCH</u> 55.2	<u>ELEV GS ANTENNA</u> 856.8	<u>DISTANCE FROM RWY</u> 940	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 75.0
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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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.

100 FT VEGETATION USED IN VICINITY OF AIRPORT.

FOR CONTINGENCY PURPOSES:

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.

NOTE: VDP NA WITH GENERAL DOWNING-PEORIA INTL ALTIMETER SETTING.

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.

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 (P-NOTAM ORIG-C).

MSA FROM ARP KBMI 2800 BASED ON LOC BC RWY 11 A12 FULL AMENDMENT TARGETS BUILD.

ORDER 8360.3, CHAPTER 2, APPLIED TO 991 AAO 402300N/0885554W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT ID</u> KBMI	<u>PROCEDURE NAME</u> ILS OR LOC RWY 2	<u>AMDT NO.</u> ORIG-E	<u>CITY</u> BLOOMINGTON/NORMAL	<u>STATE</u> IL	<u>AIRPORT ELEVATION</u> 871	<u>FACILITY</u> I-TXN
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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	0.83
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	4.67
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.17
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

402309.77N/0885656.37W

FIX NAME
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

QUALITY
22
CHECKED

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<u>AIRPORT ID</u> KBMI	<u>PROCEDURE NAME</u> ILS OR LOC RWY 2	<u>AMDT NO.</u> ORIG-E	<u>CITY</u> BLOOMINGTON/NORMAL	<u>STATE</u> IL	<u>AIRPORT ELEVATION</u> 871	<u>FACILITY</u> I-TXN
PART E: PREPARED BY						
<u>NAME</u> CASIMIR L. TABAKA (SILVIA YOUNG)	<u>OFFICE</u> AJV-A432	<u>DATE</u> 06/06/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST			

QUALITY
22
CHECKED

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