

FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.23

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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
BMG	VOR/DME RWY 6	19D	BLOOMINGTON	IN		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
846	840	VOR/DME RWY 6	19C	11/04/2021	2W	1990
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
OOM			ROUTINE			

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>
OOM VORTAC		QUARK/OOM 5.50 DME					238.06	5.50	3000

MISSED APPROACH

MAP:

MESSY/OOM 0.54 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 3000 DIRECT OOM VORTAC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1.	PT	L	SIDE OF COURSE	238.06	OUTBOUND	3000	FT WITHIN	10	MILES OF	QUARK/OOM 5.50 DME (IAF)
2.										
3.	FAC:	058.06	FAF:	QUARK/OOM 5.50 DME			DIST FAF TO MAP:		DIST FAF TO THLD: 4.97	
4.	MIN ALT: QUARK/OOM 5.50 DME 2500, TESQY/OOM 3.04 DME 1680									
8.	MSA FROM: OOM VORTAC 040-140 3100, 140-040 2400									

NOTES:

CHART NOTE: PROCEDURE NA AT NIGHT.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TERRE HAUTE RGNL ALTIMETER SETTING AND INCREASE ALL MDA 140 FEET AND S-6 CAT C AND D VISIBILITY 3/8 SM, CIRCLING CAT C VISIBILITY 1/2 SM, AND CIRCLING CAT D VISIBILITY 1/4 SM.

ADDITIONAL FLIGHT DATA:

CHART 1131 TOWER 390531N/0864158W
HOLD SW, RT, 058.00 INBOUND.
CHART FAS OBST: 1049 TREE (18-021831) 390744N/0863728W.
FAC CROSSES RWY C/L EXTENDED 2569 FT FROM THLD.
QUARK TO RW06: 3.09/37.



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

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/2, NA WHEN LOCAL WEATHER NOT AVAILABLE.

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-06	1300	1	460	1300	1	460	1300	1 3/8	460	1300	1 3/8	460			
CIRCLING	1380	1	534	1400	1	554	1400	1 1/2	554	1620	2 1/2	774			

CHANGES - REASONS

1. CHART PROFILE NOTE: REMOVED “VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).” - VGSI FOR RWY 6 DECOMMISSIONED.
2. INCORPORATED CHANGES FROM PREVIOUS P-NOTAMS INTO AMDT 19D.

12/05/23: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 11/16/23.
1. MISSED APPROACH INSTRUCTIONS CHANGED FROM "CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 3000 ON DIRECT OOM VORTAC AND HOLD." TO "CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 3000 DIRECT OOM VORTAC AND HOLD."
2. CHANGED CHART NOTE FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TERRE HAUTE INTL-HULMAN FIELD ALTIMETER SETTING AND INCREASE ALL MDA 140 FEET AND S-6 CAT C AND D VISIBILITY 3/8 MILE, CIRCLING CAT C VISIBILITY 1/2 MILE, AND CIRCLING CAT D VISIBILITY 1/4 MILE." TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TERRE HAUTE RGNL ALTIMETER SETTING AND INCREASE ALL MDA 140 FEET AND S-6 CAT C AND D VISIBILITY 3/8 SM, CIRCLING CAT C VISIBILITY 1/2 SM, AND CIRCLING CAT D VISIBILITY 1/4 SM."

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZID, BMG ATCT, HUF APP CON, APT MGR

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

OFFICE
CASIMIR L TABAKA
Dec 13, 2023

DATE
Digitally signed by
CASIMIR L TABAKA
Dec 13, 2023

DEVELOPED BY
CHRISTOPHER SCHONES

Digitally signed by
CHRISTOPHER SCHONES
Dec 07, 2023

OFFICE
AJV-A432

DATE
08/14/2023

APPROVED BY
CASIMIR L. TABAKA

Digitally signed by
CASIMIR L TABAKA
Dec 13, 2023

OFFICE
AJV-A432

DATE
01/25/2024

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>
BMG	VOR/DME RWY 6	19D	BLOOMINGTON	IN	846	OOM

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM OOM VORTAC **TO** QUARK/OOM 5.50 DME

<u>RNP</u>	<u>DISTANCE</u> 5.50	<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>
AAO	390406.00N/0863736.00W	1168	164	98	4E	1000				AT832	3000
TERRAIN	390406.00N/0863736.00W	968 (1000)								AS1500	2500

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE: PT

FROM 10 NM **TO** QUARK/OOM 5.50 DME

<u>RNP</u>	<u>DISTANCE</u> 10.00	<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>
AAO	390424.00N/0864154.00W	1083	164	98	4E	500				AC98 AT819	2500
TERRAIN	380424.00N/0864154.00W	883 (900)								AS1500	2400

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
13
CHECKED

FINAL

FROM

QUARK/OOM 5.50 DME

TO

TESOY/OOM 3.04 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	2.47										
<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>
TOWER (18-001650)	390531.00N/0864158.00W	1131	50	20	2C	250				DG159 RA140	1680

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: STEPDOWN

FROM

TESOY/OOM 3.04 DME

TO

MESSY/OOM 0.54 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	2.50		MESSY/OOM 0.54 DME		460						
<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>
TREE (18-021831)	390743.77N/0863728.00W	1049	50	20	2C	250					1300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



PROCEDURE TURN

FROM

QUARK/OOM 5.50 DME

TO

10 NM

<u>RNP</u>	<u>DISTANCE</u>	<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>
TOWER (18-001287)	391132.16N/0864146.01W	1349	500	50	5D	1000				AT651	3000
TERRAIN	395806.00N/0864509.00W	935 (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

FROM

MESSY/OOM 0.54 DME

TO

OOM VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1050			
<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				3000
TOWER (18-000340)	390831.00N/0862943.00W	1452	500	50	5D	1000					2500
TERRAIN	391048.00N/0863627.00W	985 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

BMG

PROCEDURE NAME

VOR/DME RWY 6

AMDT NO.

19D

CITY

BLOOMINGTON

STATE

IN

AIRPORT ELEVATION

846

FACILITY

OOM

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											
TREE	390958.69N/0863736.05W	1.30	534	1069	50	20	2C	300			1380
CATEGORY B											
TREE (18-021837)	391047.82N/0863628.31W	1.83	554	1096	20	20	1C	300			1400
CATEGORY C											
TREE (18-021837)	391047.82N/0863628.31W	2.89	554	1096	20	20	1C	300			1400
CATEGORY D											
TOWER (18-001672)	391140.00N/0863311.00W	3.77	774	1253	500	50	5D	300		AC50	1620

CIRCLING REMARKS:

MSA

CENTER

OOM VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
040-140	TOWER (18-000148)	392427.00N/0860852.00W	056	26.8	2002	250	50	4D	1000			3100
140-040	TOWER (18-001287)	391119.00N/0864153.10W	309	04.8	1339	500	50	5D	1000			2400

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

FPO NOTIFIED OF UNLIT 20:1 PENETRATIONS .

VEGETATION HEIGHT USED 100FT.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZID ARTCC, HUF APP CON, BMG TOWER

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	BMG	24	BMG	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	HUF	24	HUF	36.97	Y	121

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KBMG 846, KHUF 589
RA = 121.0.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
OOM VORTAC	MOCC	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW06 - MIRL (PCL)	NPI-G	
RW17 - REIL (PCL), HIRL (PCL), PAPI-4L	NPI-G	
RW24 - MIRL (PCL), PAPI-4L (PCL)	NPI-G	
RW35 - MALSR (PCL), HIRL (PCL)	PIR-G	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	304
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

FINAL TYPE	CIRCLING RWY 24	
20:1		
923 TREE (18-021502) 390842.4600N/0863629.5800W (24.269)		930 TREE (18-021503) 390842.7500N/0863627.5200W (23.432)
917 TREE (18-021500) 390843.0200N/0863627.8800W (11.0305)		857 TRAVERSE WAY (18-029672) 390832.8500N/0863636.9200W (6.8152)
855 TRAVERSE WAY (18-029671) 390834.2400N/0863636.9200W (1.473)		896 TREE (18-021518) 390842.0400N/0863630.4700W (1.3634)
FINAL TYPE	S-6	
20:1		
1015 TREE (18-021776) 390759.6100N/0863744.1200W (64.1923)		1001 TREE (18-021773) 390759.7000N/0863744.9800W (47.4282)
907 TREE (18-021625) 390811.4400N/0863727.2500W (43.1193)		917 TREE (18-021670) 390808.8600N/0863729.1200W (40.4321)
1001 TREE (18-021777) 390759.4800N/0863748.2100W (35.704)		900 TREE (18-021642) 390810.5000N/0863727.1000W (34.3781)
899 TREE (18-021659) 390810.0000N/0863728.6400W (26.8379)		985 TREE (18-021775) 390759.9500N/0863746.5900W (26.4495)
971 TREE (18-021757) 390801.7600N/0863744.2900W (24.7753)		955 TREE (18-021643) 390810.6700N/0863745.9600W (24.4218)
958 TREE (18-021650) 390810.6700N/0863747.3000W (22.7776)		951 TREE (18-021632) 390810.9400N/0863745.9400W (21.1406)
895 TREE (18-021660) 390809.4400N/0863730.1600W (16.2228)		966 TREE (18-021754) 390801.7000N/0863745.9100W (14.0162)
920 TREE (18-021721) 390804.9600N/0863735.0400W (13.5327)		871 TREE (18-021623) 390812.0900N/0863726.4700W (11.3862)
870 TREE (18-021611) 390812.6500N/0863726.9900W (9.931)		950 TREE (18-021771) 390801.4000N/0863742.3900W (9.4945)
956 TREE (18-021727) 390804.3300N/0863746.2600W (9.1301)		892 TREE (18-021678) 390808.7200N/0863731.0400W (8.4409)
853 TRAVERSE WAY (18-048263) 390813.3300N/0863723.7400W (5.8306)		940 TREE (18-021663) 390809.4800N/0863746.2400W (5.5886)
931 TREE (18-021638) 390811.1700N/0863744.8300W (5.5409)		958 TREE (18-021752) 390802.3100N/0863746.4800W (5.5081)
874 TREE (18-021631) 390811.6000N/0863728.9500W (4.6122)		974 TREE (18-021737) 390803.7900N/0863752.4300W (4.4468)
972 TREE (18-021794) 390757.1800N/0863747.2800W (4.3942)		905 TREE (18-021711) 390806.1500N/0863734.4600W (3.4055)
884 TREE (18-021656) 390810.2800N/0863731.3700W (3.0497)		965 TREE (18-021765) 390801.0700N/0863748.4400W (2.7319)
908 TREE (18-021626) 390812.1600N/0863739.8000W (2.3553)		964 TREE (18-021741) 390803.2600N/0863750.0600W (1.3858)
916 TREE (18-021720) 390804.4800N/0863737.2200W (0.8224)		974 TREE (18-021795) 390757.5000N/0863749.2800W (0.2322)
FINAL TYPE	S-6	
34:1		



<u>AIRPORT ID</u> BMG	<u>PROCEDURE NAME</u> VOR/DME RWY 6	<u>AMDT NO.</u> 19D	<u>CITY</u> BLOOMINGTON	<u>STATE</u> IN	<u>AIRPORT ELEVATION</u> 846	<u>FACILITY</u> OOM
1006 TREE (18-021751) 390802.4000N/0863803.7400W (68.4321)			996 TREE (18-021759) 390801.6300N/0863800.5100W (63.9274)			
1003 TREE (18-021745) 390802.4800N/0863806.6600W (59.5924)			994 TREE (18-021763) 390800.8700N/0863801.4000W (59.0373)			
982 TREE (18-021804) 390754.6900N/0863751.9600W (57.5373)			986 TREE (18-021806) 390753.6200N/0863756.2800W (51.2155)			
964 TREE (18-021774) 390759.8700N/0863750.9700W (48.8861)			969 TREE (18-021784) 390758.2900N/0863752.6000W (48.327)			
972 TREE (18-021786) 390758.7700N/0863754.5900W (47.9492)			987 TREE (18-021767) 390800.7200N/0863803.6300W (47.2787)			
970 TREE (18-021796) 390756.6200N/0863752.5700W (47.0249)			985 TREE (18-021808) 390754.7300N/0863758.7700W (46.7098)			
948 TREE (18-021706) 390806.2300N/0863749.2000W (45.4949)			975 TREE (18-021814) 390753.6000N/0863753.7500W (45.3453)			
954 TREE (18-021705) 390806.4100N/0863752.6900W (44.6346)			958 TREE (18-021683) 390808.2600N/0863756.3400W (43.8115)			
940 TREE (18-021729) 390804.0500N/0863744.7000W (43.5842)			941 TREE (18-021684) 390808.2200N/0863748.1500W (43.4516)			
975 TREE (18-021805) 390755.3900N/0863756.0900W (43.1077)			955 TREE (18-021764) 390800.4000N/0863751.2100W (40.1468)			
936 TREE (18-021709) 390805.9700N/0863746.4800W (38.6723)			961 TREE (18-021690) 390807.0300N/0863759.5100W (38.6082)			
990 TREE (18-021768) 390800.8100N/0863809.6500W (38.1332)			940 TREE (18-021730) 390804.3200N/0863747.8900W (37.4628)			
930 TREE (18-021685) 390807.9200N/0863745.6200W (37.185)			971 TREE (18-021785) 390757.8100N/0863758.7200W (37.1706)			
965 TREE (18-021797) 390757.7200N/0863756.0800W (36.4255)			954 TREE (18-021713) 390805.4800N/0863756.7400W (35.0618)			
973 TREE (18-021815) 390752.4400N/0863757.5400W (33.9767)			937 TREE (18-021677) 390808.4500N/0863751.0100W (33.9465)			
961 TREE (18-021766) 390800.0200N/0863757.0600W (33.6825)			950 POLE (18-021792) 390758.3100N/0863750.9100W (32.8008)			
953 TREE (18-021758) 390801.4500N/0863754.7400W (32.436)			979 TREE (18-021778) 390759.9600N/0863806.5500W (32.2501)			
953 TREE (18-021742) 390803.3300N/0863756.7100W (31.0803)			956 TREE (18-021748) 390802.5500N/0863757.8600W (30.6319)			
950 TREE (18-021723) 390804.5100N/0863756.4500W (30.2803)			959 TREE (18-021704) 390806.4800N/0863802.7300W (29.2653)			
955 TREE (18-021697) 390806.7900N/0863801.1000W (29.0271)			954 TREE (18-021715) 390805.9000N/0863800.2000W (28.6023)			
937 TERRAIN (18-047230) 390808.8500N/0863754.7900W (26.8063)			896 TREE (18-021608) 390812.8600N/0863737.5900W (26.5462)			
939 POLE (18-021725) 390804.8600N/0863753.5800W (25.6266)			939 TREE (18-021691) 390807.1900N/0863755.2300W (25.5601)			
903 TREE (18-021701) 390806.5600N/0863737.1900W (25.447)			937 POLE (18-021707) 390806.5000N/0863754.1400W (24.8058)			
956 TREE (18-021732) 390804.0800N/0863801.7800W (24.8055)			955 POLE (18-021717) 390805.0800N/0863802.9200W (22.8967)			
938 POLE (18-021762) 390801.9600N/0863752.7100W (22.2964)			979 TREE (18-021770) 390800.5000N/0863811.8700W (22.1686)			
915 POLE (18-021739) 390803.4100N/0863743.3700W (20.3901)			937 POLE (18-021782) 390759.2800N/0863751.3700W (20.2357)			
905 POLE (18-021738) 390803.4000N/0863738.6700W (19.9581)			956 POLE (18-021718) 390804.7200N/0863804.7200W (19.7176)			
946 TREE (18-021731) 390803.9600N/0863759.4600W (19.3654)			938 TERRAIN (18-029830) 390807.9100N/0863758.3000W (19.3204)			
905 TREE (18-021700) 390806.4900N/0863741.3900W (18.7852)			958 TREE (18-021787) 390758.3100N/0863801.7800W (18.6397)			
984 TREE (18-021769) 390801.2500N/0863816.9000W (17.9756)			907 TREE (18-021719) 390805.1300N/0863741.9400W (17.7394)			
961 TREE (18-021816) 390752.2600N/0863759.6400W (17.4405)			887 TREE (18-021609) 390812.7100N/0863737.5800W (17.3543)			
938 TERRAIN (18-029707) 390806.4100N/0863758.2900W (17.2179)			977 TREE (18-021746) 390802.7300N/0863815.4700W (15.9856)			
934 TERRAIN (18-029706) 390803.7800N/0863755.2700W (15.6528)			960 TREE (18-021798) 390757.5500N/0863803.7400W (15.5682)			
979 TREE (18-021780) 390759.6800N/0863814.7200W (15.1978)			965 TREE (18-021830) 390750.7200N/0863801.6700W (15.1224)			
953 POLE (18-021728) 390804.2700N/0863807.1200W (11.1879)			928 TERRAIN (18-029705) 390802.5700N/0863753.8300W (10.8762)			



<u>AIRPORT ID</u> BMG	<u>PROCEDURE NAME</u> VOR/DME RWY 6	<u>AMDT NO.</u> 19D	<u>CITY</u> BLOOMINGTON	<u>STATE</u> IN	<u>AIRPORT ELEVATION</u> 846	<u>FACILITY</u> OOM
962 TREE (18-021799) 390757.4000N/0863807.1400W (10.4242)			952 TREE (18-021807) 390755.5300N/0863800.9700W (10.3567)			
885 TREE (18-021671) 390809.1100N/0863737.7300W (9.9544)			965 TREE (18-021788) 390758.5800N/0863810.3300W (8.5908)			
881 TREE (18-021634) 390810.7800N/0863737.6000W (8.5825)			890 TREE (18-021688) 390807.6400N/0863740.3800W (7.4717)			
943 TRAVERSE WAY (18-029699) 390803.8600N/0863803.7800W (7.4168)			880 POLE (18-021603) 390813.3500N/0863740.2200W (5.8778)			
875 TREE (18-021680) 390807.8500N/0863733.9700W (5.8371)			956 TREE (18-021817) 390751.0000N/0863803.1300W (3.542)			
849 FENCE (18-021600) 390813.6200N/0863726.5000W (3.2309)			859 TREE (18-021640) 390810.7500N/0863729.8200W (2.4014)			
947 POLE (18-021740) 390803.7700N/0863808.7900W (1.0757)			850 TRAVERSE WAY (18-029696) 390813.4000N/0863728.2500W (0.3518)			
<u>PENETRATIONS REMARKS:</u>						

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - DUE TO 20:1 PENETRATION.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

BLOCK 2 HRS OPTN: 24
BLOCK 3 ALTIMETER SOURCE: KBMG/KHUF.
DISTANCE: 37.02
ADJUSTMENT: 121.03 HRS REMOTE OPERATION: 24
3. KBMG AWOS-3 IS ON SERVICE A. KHUF ASOS ON SERVICE A.

6. VGS1 DATA: 4.00/37.3.
NO ADDITIONAL AIRSPACE REQUIRED.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

<u>AIRPORT ID</u> BMG	<u>PROCEDURE NAME</u> VOR/DME RWY 6	<u>AMDT NO.</u> 19D	<u>CITY</u> BLOOMINGTON	<u>STATE</u> IN	<u>AIRPORT ELEVATION</u> 846	<u>FACILITY</u> OOM
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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	2.97
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	2.35
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	056.06
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM	THLD	TO 1500FT POINT	4.77
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.53
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	056.06
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD COORDINATES (IF STR-IN)

390817.53N/0863719.13W

ARP COORDINATES

390845.68N/0863700.05W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 17 DISTANCE 0.73 NM

FAF COORDINATES

390533.19N/0864238.53W

FIX NAME COORDINATES

REMARKS

THLD DISPLACED 304FT, ACTUAL COORDINATES: 390816.10N/0863722.53W

PART E: PREPARED BY

<u>NAME</u> CHRISTOPHER SCHONES	<u>OFFICE</u> AJV-A432	<u>DATE</u> 08/14/2023	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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