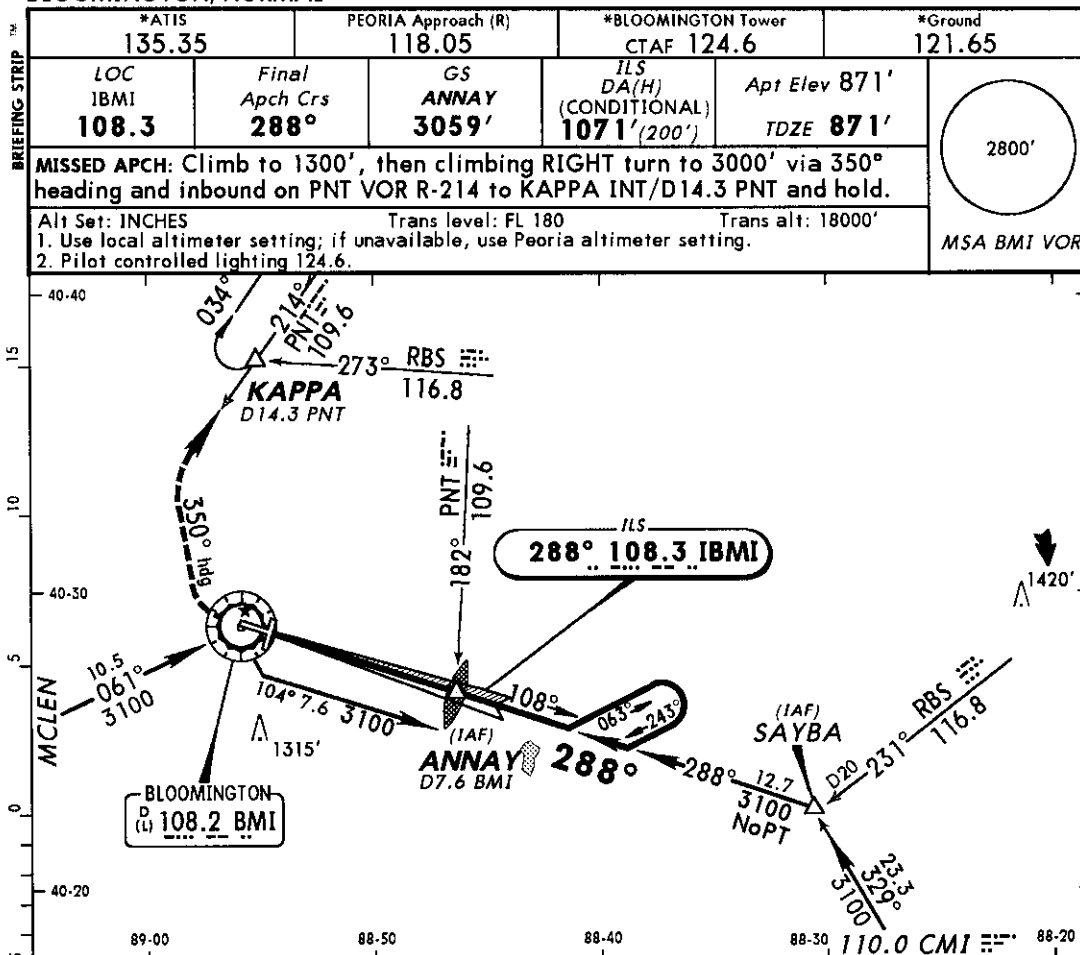


KBMI/BMI
 CENTRAL ILL REGL AT
 BLOOMINGTON/NORMAL

JEPPesen BLOOMINGTON/NORMAL, ILL
 8 NOV 02 **(11-1)**
ILS Rwy 29



ANNAY D7.6 BMT GS 3059' TCH 54' TDZE 871' 10 NM from ANNAY									
Gnd speed-Kts	70	90	100	120	140	160	MALSR	1300'	3000'
GS	3.00°	377	484	538	646	753		↑	via RT
ANNAY to MAP 6.6	5:39	4:24	3:58	3:18	2:50	2:28			350° and 109.6°
STRAIGHT-IN LANDING RWY 29 With Local Altimeter Setting									
ILS DA(H) 1071'(200')					LOC (GS out) MDA(H) 1300'(429')				
FULL		RAIL or ALS out		RAIL out		ALS out		Max Kts	MDA(H)
A				RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1		90	1340'(469')-1
B								120	
C	RVR 24 or 1/2		RVR 40 or 3/4					140	1340'(469')-1 1/2
D				RVR 50 or 1		1 1/2		165	1520'(649')-2
With Peoria Altimeter Setting									
ILS DA(H) 1231'(360')					LOC (GS out) MDA(H) 1460'(589')				
FULL		RAIL or ALS out		RAIL out		ALS out		Max Kts	MDA(H)
A				RVR 40 or 3/4		RVR 50 or 1		90	1500'(629')-1 1/4
B								120	
C	RVR 40 or 3/4							140	1500'(629')-1 3/4
D				RVR 60 or 1 1/4		1 3/4		165	1680'(809')-2 1/4

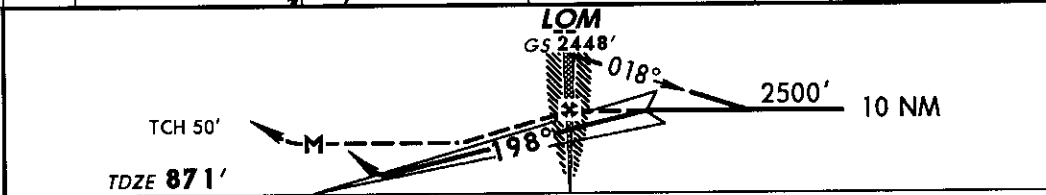
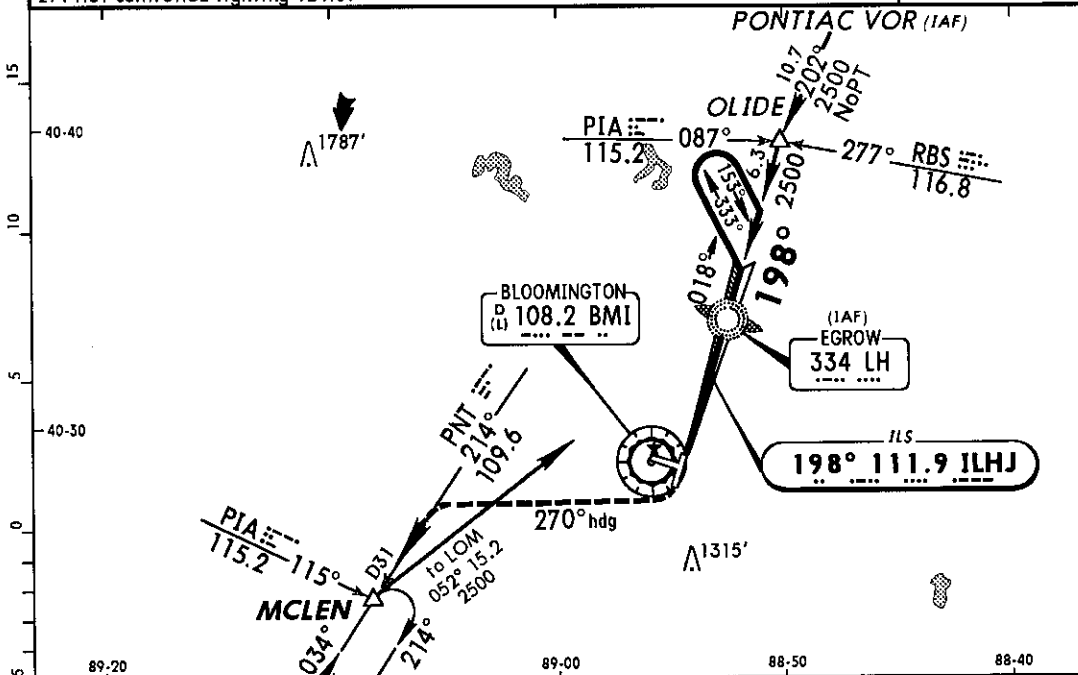
CHANGES: See other side.

© JEPPESEN SANDERSON, INC., 2002. ALL RIGHTS RESERVED.

KBMI/BMI
CENTRAL ILL REGL AT
BLOOMINGTON/NORMAL

JEPPesen BLOOMINGTON/NORMAL, ILL
30 AUG 02 (11-2)
ILS Rwy 20

*ATIS 135.35	PEORIA Approach (R) 118.05	*BLOOMINGTON Tower CTAF 124.6	*Ground 121.65
LOC ILHJ 111.9	Final Apch Crs 198°	GS LOM 2448'	ILS DA(H) (CONDITIONAL) 1071' (200')
MISSED APCH: Climb to 1500', then climbing RIGHT turn to 3000' via 270° heading and outbound on PNT VOR R-214 to MCLN INT and hold.			Apt Elev 871' TDZE 871'
Alt Set: INCHES 1. Use local altimeter setting; if not received, use Peoria altimeter setting. 2. Pilot controlled lighting 124.6.			Trans level: FL 180 Trans alt: 18000'
			MSA LH LOM



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1500'	3000'	270°
GS	3.00°	377	484	538	646	753	861			via RT hdg
LOM to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48			

STRAIGHT-IN LANDING RWY 20 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting	
ILS DA(H) 1071' (200')			LOC (GS out) MDA(H) 1240' (369')			Max Kts	MDA(H)
FULL		RAIL or ALS out	RAIL out		ALS out	90	1340' (469') - 1
A	1/2	3/4	1/2	3/4	1	120	1340' (469') - 1
B							
C			140	1340' (469') - 1 1/2			
D			165	1520' (649') - 2			
			3/4	1 1/4			
With Peoria Altimeter Setting						With Peoria Altimeter Setting	
ILS DA(H) 1187' (316')			LOC (GS out) MDA(H) 1360' (489')			Max Kts	MDA(H)
FULL		RAIL or ALS out	RAIL out		ALS out	90	1460' (589') - 1
A	1/2	1	1/2	3/4	1	120	1460' (589') - 1
B							
C			140	1460' (589') - 1 1/2			
D			165	1640' (769') - 2 1/2			
			1	1 1/2			

KBMI/BMI

CENTRAL ILL REGL AT
BLOOMINGTON/NORMAL

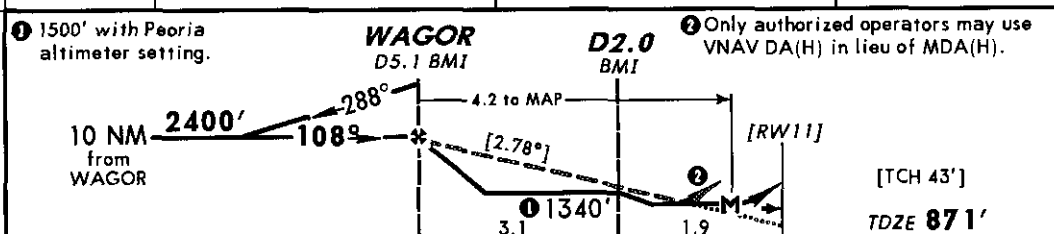
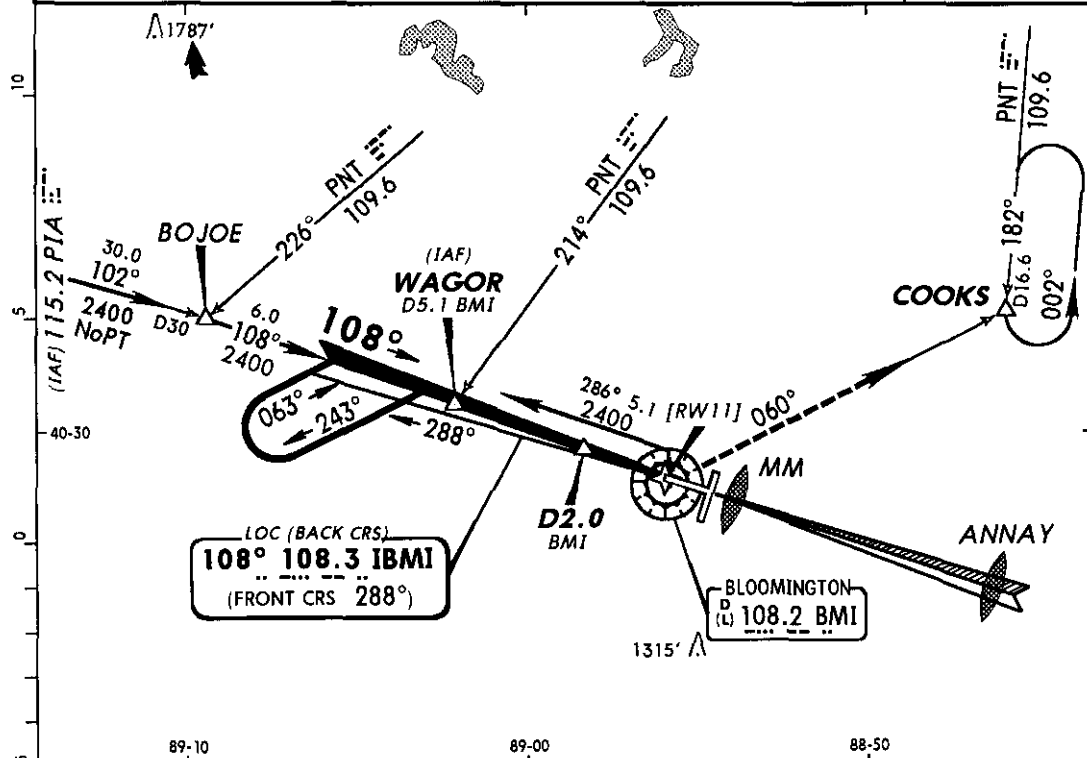
30 AUG 02

(11-3)

JEPPesenBLOOMINGTON/NORMAL, ILL

LOC (BACK CRS) Rwy 11

*ATIS 135.35	PEORIA Approach (R) 118.05	*BLOOMINGTON Tower CTAF 124.6	*Ground 121.65
LOC IBMI 108.3	Final Apch Crs 108° (Front Crs 288°)	Minimum Alt WAGOR 2400'	MDA(H) (CONDITIONAL) 1240' (369')
MISSED APCH: Climbing LEFT turn to 3000' outbound via BMI VOR R-060 to COOKS INT and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Use local altimeter setting; if not received, use Peoria altimeter setting. 2. Disregard glide slope indications. 3. Descent angle not authorized with Peoria altimeter setting. 4. VGS1 and descent angles not coincident. 5. Pilot controlled lighting 124.6.			
			2800' MSA BMI VOR



Gnd speed-Kts	70	90	100	120	140	160						
Descent angle [2.78°]	344	443	492	590	688	787						
WAGOR to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35					

STRAIGHT-IN LANDING RWY11				CIRCLE-TO-LAND			
With Local Altimeter Setting		With Peoria Altimeter Setting		With Local Altimeter Setting		With Peoria Altimeter Setting	
MDA(H)	MDA(H)	MDA(H)	MDA(H)	MDA(H)	MDA(H)	MDA(H)	MDA(H)
1240' (369')	1340' (469')	1400' (529')	1500' (629')				
With D2.0 BMI	Without D2.0 BMI	With D2.0 BMI	Without D2.0 BMI				
A	1	1 1/2	1 1/2	Max Kts			
B	1	1 1/2	1 1/2	90	1340' (469') - 1	1500' (629') - 1 1/2	
C	1 1/4	1 1/2	1 3/4	120	1340' (469') - 1 1/2	1500' (629') - 2	
D	1 1/4	1 1/2	2	140	1340' (469') - 1 1/2	1500' (629') - 2	
				165	1520' (649') - 2	1680' (809') - 2 1/2	

CHANGES: Descent angle added.

JEPPSENBLOOMINGTON/NORMAL, ILL
30 AUG 02 (13-1)
VOR Rwy 11

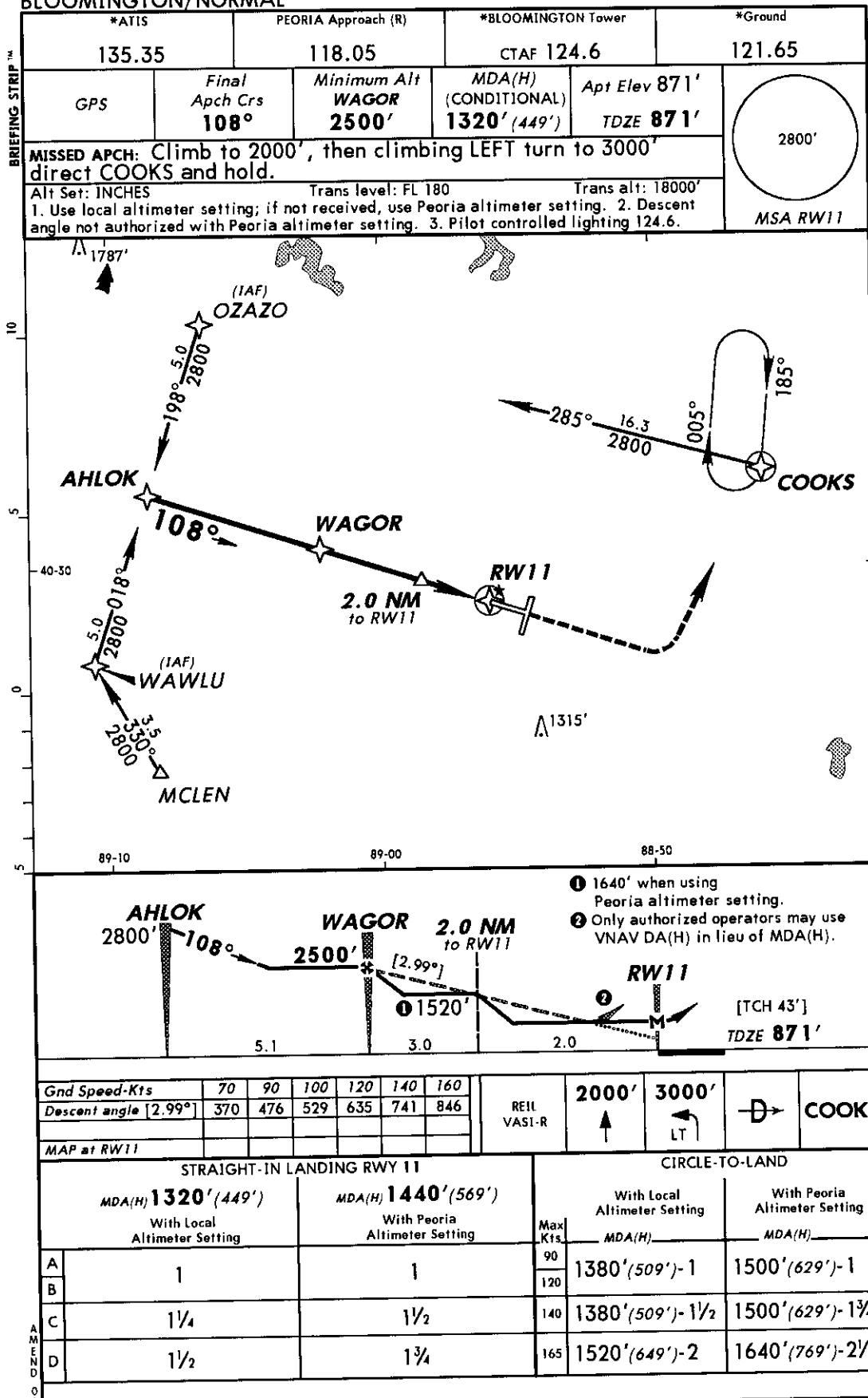
BRIEFING STRIP™



© JEPPESEN SANDERSON, INC., 1999, 2002. ALL RIGHTS RESERVED.

KBMI/BMI
CENTRAL ILL REGL AT
BLOOMINGTON/NORMAL

JEPPesenBLOOMINGTON/NORMAL, ILL
30 AUG 02 (18-1) **GPS Rwy 11**



KBMI/BMI

Apt Elev **871'**

BMI 108.2-On Airport

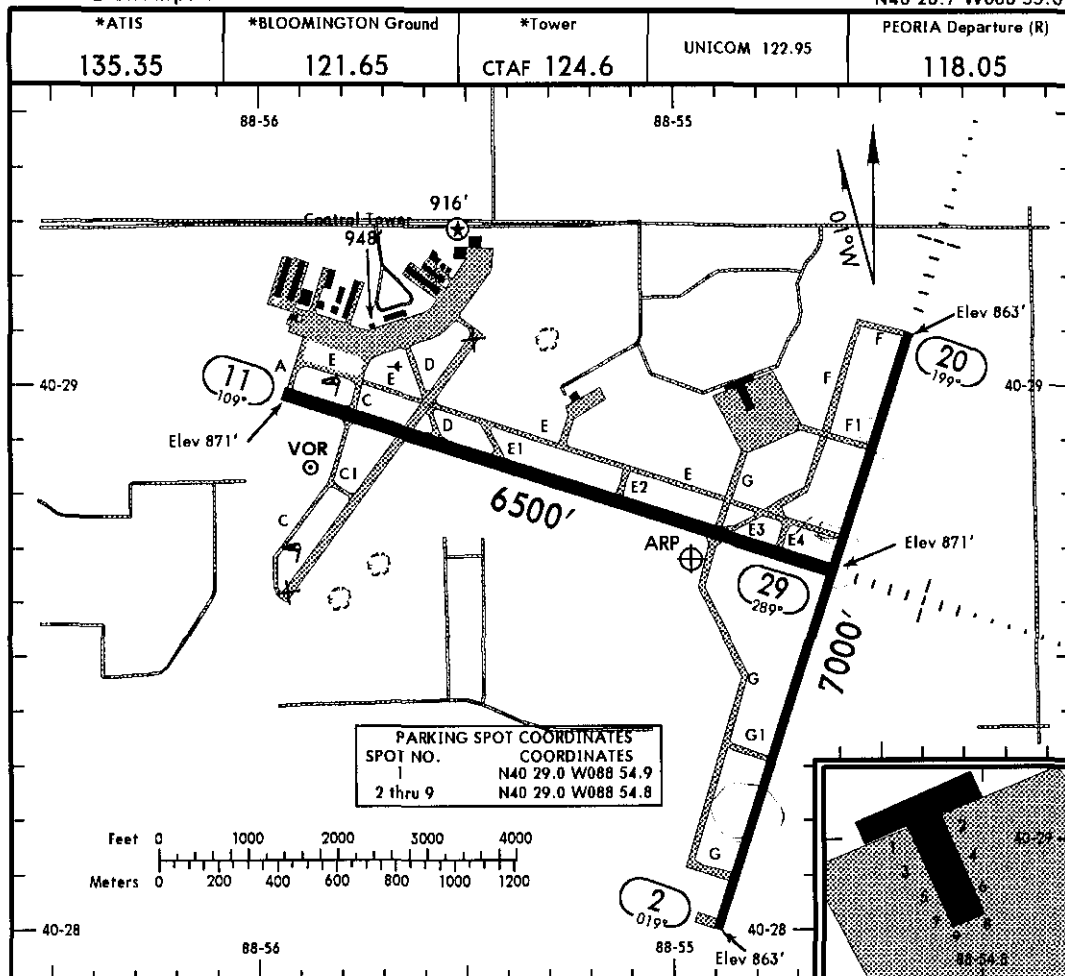
JEPPESSEN

BLOOMINGTON/NORMAL, ILL

8 NOV 02 **(11-1)**

CENTRAL ILL REG AT
 BLOOMINGTON/NORMAL

N40 28.7 W088 55.0



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND Threshold	Glide Slope		
2	① HIRL	PAPI-L (angle 3.0)	grooved			11/29 3600'		100'
20	① HIRL	① MALSR	grooved		5950'			
11	② HIRL	REIL VASI-R	grooved			2/20 6200'		150'
29	② HIRL	① MALSR TDZ	grooved	RVR	5451'			

- ① Activate on 124.6 when Twr inop.
- ② Increase intensity on 124.6 when Twr inop.

TAKE-OFF			FOR FILING AS ALTERNATE			
All Rwys			Authorized Only When Twr Operating		Authorized Only When Twr Operating or With Approved Weather Service	
Adequate Vis Ref	STD		ILS Rwy 29	ILS Rwy 20	LOC Rwy 20 LOC Rwy 29 LOC (Back Crs) Rwy 11	Other
			A B C D			
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	600-2	600-2	800-2	800-2
3 & 4 Eng		RVR 24 or 1/2		700-2		