EXISTING AIRPORT LOCATION

AIRPORT REFERENCE POINT (ARP)	LATITUDE 39° 08' 45.68" LONGITUDE 86° 37' 00.06"
ESTABLISHED AIRPORT ELEVATION	846 FT MSL

1. ARP DETERMINED USING GEO83 PROGRAM, NAD83.

RUNWAY INTERSECTION

RUNWAY	STATION	ELEVATION
17/35	101+29.05	838.5
6/24	124+78.04	

AIRPORT DATA

AIRPORT IDENTIFIER CODE	BMG
AIRPORT-OWNING MUNICIPALITY	MONROE COUNTY BOARD OF AVIATION COMMISSIONERS
TOWNSHIP	VAN BUREN
COUNTY	MONROE
AVERAGE DAILY HIGHEST TEMP.	88 °F
MAGNETIC DECLINATION	3° 11' WEST OF NORTH
RATE OF CHANGE	0° 6' WEST OF NORTH/YEAR
AIRFIELD NAVAIDS	VORTAC, ASOS, WIND INDICATORS

1. MAGNETIC DECLINATION FROM NOAA SOFTWARE, 1/15/2003.

TAXIWAY DESIGN STANDARDS

WINGSPAN GROUP	SAFETY AREA WIDTH	OBJECT FREE AREA WIDTH
I	49'	89'
II	79'	131'
III	118'	186'

FUTURE AIRPORT LOCATION

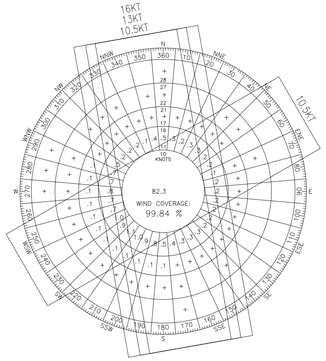
AIRPORT REFERENCE POINT (ARP)	LATITUDE 39° 08' 49.03" LONGITUDE 86° 37' 06.41"
ESTABLISHED AIRPORT ELEVATION	846 FT MSL

1. ARP DETERMINED USING GEO83 PROGRAM, NAD83.

EXISTING RUNWAY END COORDINATES

RUNWAY END	LATITUDE	LONGITUDE	STATION	ELEVATION	BEARING
17	39° 09' 29.52843"	86° 37' 05.29743"	164+00	845.8	171° 39' 20.52"
35	39° 08' 25.96759"	86° 36' 53.32597"	99+00	837.7	351° 39' 28.08"
6	39° 08' 16.09635"	86° 37' 22.53589"	99+00	832.6	61° 37' 06.60"
24	39° 08' 33.93629"	86° 36' 40.12813"	136+98	841.2	241° 37' 33.60"

1. EXISTING RUNWAY LAT/LONGS & ELEVATIONS FROM HANSON SURVEY, JULY 2001. SURVEY RESULTS CONVERTED FROM STATE PLANE COORDINATES TO GEOGRAPHIC COORDINATES, NAD83 (1997), USING CORPSCON PROGRAM.
2. BEARINGS FROM FAA.
3. BASED ON RECORD DRAWINGS, HOLD THE FOLLOWING STATIONS.
   RUNWAY END 6 = 99+00, INCREASING TO THE NORTHEAST.
   RUNWAY END 35 = 99+00, INCREASING TO THE NORTHWEST.

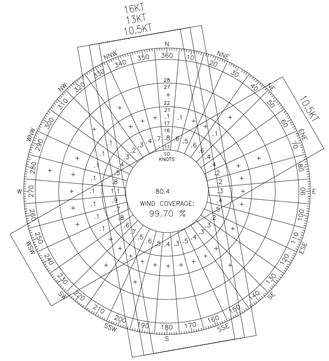


WIND ROSE
ALL WEATHER CONDITIONS
COMBINED RUNWAYS

WIND COVERAGE

RUNWAY	ALL WEATHER			IFR		
	10.5KT	13KT	16KT	10.5KT	13KT	16KT
17/35	91.36%	95.59%	99.07%	90.46%	94.96%	98.98%
6/24	94.33%	N/A	N/A	92.93%	N/A	N/A
COMBINED	99.84%			99.70%		

1. NOAA DATA FROM MONROE COUNTY AIRPORT, ANNUAL, PERIOD OF RECORD 1992-2002, 16-18 OBSERVATIONS/DAY.
2. IFR CONDITIONS: CEILING <1000' AND/OR VISIBILITY <3 MILE, BUT CEILING >=200' AND VISIBILITY >=0.5 MILE.
3. CROSSWIND COMPONENTS PER AC 150/5300-13, PAGE 10, PARAGRAPH 203 B.
4. COMBINED COVERAGE DETERMINED USING LARGEST CROSSWIND COMPONENT FOR EACH RESPECTIVE RUNWAY.



WIND ROSE
IFR CONDITIONS
COMBINED RUNWAYS

FUTURE RUNWAY END COORDINATES

RUNWAY END	LATITUDE	LONGITUDE	STATION	ELEVATION	BEARING
17L	39° 09' 29.52843"	86° 37' 05.29743"	164+00	845.8	171° 39' 20.52"
35R	39° 08' 25.96759"	86° 36' 53.32597"	99+00	837.7	351° 39' 28.08"
6	39° 08' 16.09635"	86° 37' 22.53589"	99+00	832.6	61° 37' 06.60"
24	39° 08' 33.66565"	86° 36' 40.77161"	136+40	841.2	241° 37' 33.60"
17R	39° 09' 20.38754"	86° 37' 24.10460"	150+00	820.0	171° 39' 08.64"
35L	39° 08' 31.49136"	86° 37' 14.89128"	100+00	835.0	351° 39' 14.40"

1. EXISTING RUNWAY LAT/LONGS & ELEVATIONS FROM HANSON SURVEY, JULY 2001. SURVEY RESULTS CONVERTED FROM STATE PLANE COORDINATES TO GEOGRAPHIC COORDINATES, NAD83 (1997), USING CORPSCON PROGRAM.
2. BEARINGS FROM FAA.
3. BASED ON RECORD DRAWINGS, HOLD THE FOLLOWING STATIONS.
   RUNWAY END 6 = 99+00, INCREASING TO THE NORTHEAST.
   RUNWAY END 35 = 99+00, INCREASING TO THE NORTHWEST.
4. FUTURE RUNWAY LAT/LONGS IN NAD83(97), CONVERTED FROM STATE PLANE COORDS, INDIANA WEST, PICKED FROM BASE DRAWING.

EXISTING RUNWAY DATA

RUNWAY	LENGTH	WIDTH	HIGH POINT STA/ELEV	LOW POINT STA/ELEV	EFF. GRAD.	PAVEMENT SURFACE	PAVEMENT STRENGTH
17/35	6500'	150'	164+00 845.8	114+80 836.8	0.14%	ASPHALT (GROOVED)	SINGLE 68,000#, DUAL 121,000# DUAL TANDEM 169,000#
6/24	3798'	100'	136+98 841.2	111+50 828.4	0.34%	ASPHALT (GROOVED)	SINGLE 35,000# DUAL 50,000#

FUTURE RUNWAY DATA

RUNWAY	LENGTH	WIDTH	HIGH POINT STA/ELEV	LOW POINT STA/ELEV	EFF. GRAD.	PAVEMENT SURFACE	PAVEMENT STRENGTH
17L/35R	6500'	150'	164+00 845.8	114+80 836.8	0.14%	ASPHALT (GROOVED)	SINGLE 68,000#, DUAL 121,000# DUAL TANDEM 169,000#
6/24	3740'	100'	136+40 841.2	111+50 828.4	0.34%	ASPHALT (GROOVED)	SINGLE 35,000# DUAL 50,000#
17R/35L	5000'	100'	100+00 835.0	137+50 810.0	0.50%	ASPHALT (GROOVED)	DUAL 30,000#

EXISTING NAVIGATIONAL AIDS

RUNWAY END	MARKING	LIGHTING	NAVAIDS	TDZE*
17	PRECISION	HIRL	RNAV, GPS, VOR, VASI, REIL	846
35			CAT I ILS (LOC/DME, MALSR, G/S), RNAV, GPS, VOR, NDB	844
6	NON PRECISION	MIRL	RNAV, GPS, VOR, VASI, REIL	840
24			RNAV, GPS, VOR, VASI, REIL	841

* TDZE=TOUCHDOWN ZONE ELEVATION

FUTURE NAVIGATIONAL AIDS

RUNWAY END	MARKING	LIGHTING	NAVAIDS	TDZE*
17L	PRECISION	HIRL	CAT I ILS (LOC/DME, MALSR, GLIDE SLOPE), GPS (WAAS), PAPI	846
35R			CAT I ILS (LOC/DME, MALSR, GLIDE SLOPE), GPS (WAAS), PAPI	844
6	NON PRECISION	MIRL	GPS (WAAS), PAPI, REIL	840
24			GPS (WAAS), PAPI, REIL	841
17R	NON PRECISION	MIRL	PAPI, REIL	823
35L			GPS (WAAS), PAPI, REIL	835

* TDZE=TOUCHDOWN ZONE ELEVATION

EXISTING INSTRUMENT APPROACH PROCEDURES

RUNWAY END	INSTRUMENTATION
17	NON-PRECISION w/VISIBILITY MINIMUM = 1 MILE
35	PRECISION w/VISIBILITY MINIMUM = 1/2 MILE
6	NON-PRECISION w/VISIBILITY MINIMUM = 1 MILE
24	NON-PRECISION w/VISIBILITY MINIMUM = 1 MILE

FUTURE INSTRUMENT APPROACH PROCEDURES

RUNWAY END	INSTRUMENTATION
17L	PRECISION w/VISIBILITY MINIMUM = 1/2 MILE
35R	PRECISION w/VISIBILITY MINIMUM = 1/2 MILE
6	NON-PRECISION w/VISIBILITY MINIMUM = 1 MILE
24	NON-PRECISION w/VISIBILITY MINIMUM = 1 MILE
17R	VISUAL w/CIRCLING
35L	NON-PRECISION w/VISIBILITY MINIMUM = 1 MILE

EXISTING RUNWAY DESIGN STANDARDS

RUNWAY END	RUNWAY PROTECTION ZONE	RUNWAY SAFETY AREA LENGTH*	RUNWAY SAFETY AREA WIDTH	OBJECT FREE AREA LENGTH*	OBJECT FREE AREA WIDTH	OBSTACLE FREE ZONE LENGTH*	OBSTACLE FREE ZONE WIDTH
17	500' x 1010' x 1700'	1000'	500'	1000'	800'	200'	400'
35	1000' x 1750' x 2500'						
6	250' x 450' x 1000'	240'	120'	240'	250'	200'	250'
24	250' x 450' x 1000'						

* LENGTH BEYOND RUNWAY END. SURFACE EXTENDS FULL RUNWAY LENGTH.

FUTURE RUNWAY DESIGN STANDARDS

RUNWAY END	RUNWAY PROTECTION ZONE	RUNWAY SAFETY AREA LENGTH*	RUNWAY SAFETY AREA WIDTH	OBJECT FREE AREA LENGTH*	OBJECT FREE AREA WIDTH	OBSTACLE FREE ZONE LENGTH*	OBSTACLE FREE ZONE WIDTH
17L	1000' x 1750' x 2500'	1000'	500'	1000'	800'	200'	400'
35R							
6	250' x 450' x 1000'	240'	120'	240'	250'	200'	250'
24	250' x 450' x 1000'						
17R	500' x 1010' x 1700'	1000'	500'	1000'	800'	200'	400'
35L	500' x 1010' x 1700'						

* LENGTH BEYOND RUNWAY END. SURFACE EXTENDS FULL RUNWAY LENGTH.

EXISTING THRESHOLD SITING SURFACES

RUNWAY END	CAT.	DIMENSIONS	SLOPE DESIGN	SLOPE CLEAR	CONTR. OBJECT	DISP. DIST.	THRESHOLD STA/ELEV	LANDING LENGTH
17	6	800' x 3800' x 10,000'	20:1	>20:1	17ZJ	N/A	RUNWAY END	FULL
35	9	800' x 3800' x 10,000'	34:1	>34:1	35ZL	N/A	RUNWAY END	FULL
6	5	400' x 3800' x 10,000'	20:1	10:1	6A	305'	102+05/830.8	3493'
24	5	400' x 3800' x 10,000'	20:1	20:1	24A	222'	134+76/841.2	3576'

1. SEE "RUNWAY 6/24 NOTES".

FUTURE THRESHOLD SITING SURFACES

RUNWAY END	CAT.	DIMENSIONS	SLOPE DESIGN	SLOPE CLEAR	CONTR. OBJECT	DISP. DIST.	THRESHOLD STA/ELEV	LANDING LENGTH
17L	9	800' x 3800' x 10,000'	34:1	>34:1	17V*	N/A	RUNWAY END	FULL
35R	9	800' x 3800' x 10,000'	34:1	>34:1	35O*	N/A	RUNWAY END	FULL
6	5	400' x 3800' x 10,000'	20:1	20:1	6W	570'	104+70/830.0	3170'
24	5	400' x 3800' x 10,000'	20:1	20:1	24X	310'	133+30/840.8	3430'
17R	4	400' x 3400' x 10,000'	20:1	>20:1	18A*	N/A	RUNWAY END	FULL
35L	6	800' x 3800' x 10,000'	20:1	>20:1	36I	N/A	RUNWAY END	FULL

* OBJECTS 17ZJ AND 17ZJ ANTICIPATED TO BE ACQUIRED AND REMOVED IN FUTURE. OBJECT 35ZL ANTICIPATED TO BE REMOVED BY PLACEMENT OF UTILITIES UNDERGROUND IN FUTURE. OBJECT 18F ANTICIPATED TO BE ACQUIRED AND REMOVED PRIOR TO CONSTRUCTION OF RUNWAY 17R/35L.

EXISTING OBSTACLE FREE ZONE

RUNWAY END	RUNWAY OFZ LENGTH	RUNWAY OFZ WIDTH	INNER-APPROACH OFZ LENGTH	INNER-APPROACH OFZ WIDTH	INNER-APPROACH OFZ SLOPE	INNER-TRANSITIONAL OFZ FULL WIDTH*	INNER-TRANSITIONAL OFZ END WIDTH**	INNER-TRANSITIONAL OFZ H***	PRECISION OFZ LENGTH	PRECISION OFZ WIDTH
17	NOTE 1.	400'	N/A	N/A	N/A	1712'	N/A	49'	N/A	N/A
35	NOTE 1.	400'	NOTE 2.	400'	50:1		1126'		200'	800'
6	NOTE 1.	250'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
24	NOTE 1.	250'	N/A	N/A	N/A		N/A		N/A	N/A

1. LENGTH OF RUNWAY OFZ EXTENDS 200' BEYOND THE RUNWAY END.
2. INNER-APPROACH OFZ APPLIES TO RUNWAY ENDS WITH AN APPROACH LIGHT SYSTEM.
3. INNER-APPROACH OFZ EXTENDS FROM END OF RUNWAY OFZ TO 200' BEYOND LAST LIGHT OF APPROACH LIGHT SYSTEM, AT SLOPE SHOWN IN TABLE.
4. INNER-TRANSITIONAL OFZ AND PRECISION OFZ APPLY TO RUNWAYS EQUIPPED WITH A PRECISION APPROACH. RUNWAY 17/35 IS A CATEGORY I RUNWAY.

* DIMENSION REPRESENTS THE WIDTH OF THE INNER-TRANSITIONAL OFZ FOR THE LENGTH OF THE RUNWAY OFZ.

** DIMENSION REPRESENTS THE WIDTH OF THE INNER-TRANSITIONAL OFZ AT THE POINT WHERE THE INNER TRANSITIONAL OFZ INTERSECTS THE HORIZONTAL SURFACE ON CENTERLINE.

*** DIMENSION REPRESENTS THE HEIGHT AT WHICH THE INNER-TRANSITIONAL OFZ BEGINS ABOVE RUNWAY OFZ PRIOR TO 6:1 SLOPE ENDING AT INTERSECTION WITH HORIZONTAL SURFACE.

FUTURE OBSTACLE FREE ZONE

RUNWAY END	RUNWAY OFZ LENGTH	RUNWAY OFZ WIDTH	INNER-APPROACH OFZ LENGTH	INNER-APPROACH OFZ WIDTH	INNER-APPROACH OFZ SLOPE	INNER-TRANSITIONAL OFZ FULL WIDTH*	INNER-TRANSITIONAL OFZ END WIDTH**	INNER-TRANSITIONAL OFZ H***	PRECISION OFZ LENGTH	PRECISION OFZ WIDTH
17L	NOTE 1.	400'	NOTE 2.	400'	50:1	1712'	1040'	49'	200'	800'
35R	NOTE 1.	400'	NOTE 2.	400'	50:1		1126'		200'	800'
6	NOTE 1.	250'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
24	NOTE 1.	250'	N/A	N/A	N/A		N/A		N/A	N/A
17R	NOTE 1.	400'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
35L	NOTE 1.	400'	N/A	N/A	N/A		N/A		N/A	N/A

1. LENGTH OF RUNWAY OFZ EXTENDS 200' BEYOND EACH RUNWAY END.
2. INNER-APPROACH OFZ APPLIES TO RUNWAY ENDS WITH AN APPROACH LIGHT SYSTEM.
3. INNER-APPROACH OFZ EXTENDS FROM END OF RUNWAY OFZ TO 200' BEYOND LAST LIGHT OF APPROACH LIGHT SYSTEM, AT SLOPE SHOWN IN TABLE.
4. INNER-TRANSITIONAL OFZ AND PRECISION OFZ APPLY TO RUNWAYS EQUIPPED WITH A PRECISION APPROACH. RUNWAY 17/35 IS A CATEGORY I RUNWAY.

* DIMENSION REPRESENTS THE WIDTH OF THE INNER-TRANSITIONAL OFZ FOR THE LENGTH OF THE RUNWAY OFZ.

** DIMENSION REPRESENTS THE WIDTH OF THE INNER-TRANSITIONAL OFZ AT THE POINT WHERE THE INNER TRANSITIONAL OFZ INTERSECTS THE HORIZONTAL SURFACE ON CENTERLINE.

*** DIMENSION REPRESENTS THE HEIGHT AT WHICH THE INNER-TRANSITIONAL OFZ BEGINS ABOVE RUNWAY OFZ PRIOR TO 6:1 SLOPE ENDING AT INTERSECTION WITH HORIZONTAL SURFACE.

EXISTING FAR PART 77 APPROACH SURFACES

RUNWAY END	DIMENSIONS	SLOPE DESIGN	SLOPE CLEAR	CONTROLLING OBJECT
17	1000'* x 3500' x 10,000'	34:1	28:1	17ZJ
35	1000' x 4000' x 10,000', CONTINUE@40:1 TO 50,000'	50:1	42:1	35A
6	500' x 2000' x 5000'	20:1	< 1:1	6B
24	500' x 2000' x 5000'	20:1	< 1:1	24B

1. PRECISION APPROACH CONSISTS OF ADDITIONAL SURFACES. SEE FAR PART 77 SURFACES SHEET.

* DIMENSION MODIFIED TO MATCH PRIMARY SURFACE WIDTH OF OPPOSITE RUNWAY END.

FUTURE FAR PART 77 APPROACH SURFACES

RUNWAY END	DIMENSIONS	SLOPE DESIGN	SLOPE CLEAR	CONTROLLING OBJECT
17L	1000' x 4000' x 10,000', CONTINUE@40:1 TO 50,000'	50:1	>50:1	17W*
35R	1000' x 4000' x 10,000', CONTINUE@40:1 TO 50,000'	50:1	42:1	35A
6	500' x 2000' x 5000'	20:1	< 1:1	6B
24	500' x 2000' x 5000'	20:1	< 1:1	24Z
17R	500' x 1500' x 5000'	20:1	>20:1	18A*
35L	500' x 3500' x 10,000'	34:1	>34:1	36A

1. PRECISION APPROACH CONSISTS OF ADDITIONAL SURFACES. SEE FAR PART 77 SURFACES SHEET.

* OBJECTS 17ZJ AND 17ZJ ANTICIPATED TO BE ACQUIRED AND REMOVED IN FUTURE. OBJECT 17ZW ANTICIPATED TO BE REMOVED BY PLACEMENT OF UTILITIES UNDERGROUND IN FUTURE. OBJECT 18F ANTICIPATED TO BE ACQUIRED AND REMOVED PRIOR TO CONSTRUCTION OF RUNWAY 17R/35L.

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13 "AIRPORT DESIGN", CHANGE 13 AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. EXISTING INFORMATION COMPARED WITH FAA PUBLICATIONS AIRPORT/FACILITY DIRECTORY AND U.S. TERMINAL PROCEDURES, DATED MAY 7, 2009.
3. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE.
4. ELEVATIONS AND DISTANCES FROM MAPPING, UNLESS OTHERWISE NOTED.
5. PHOTOGRAPHY AND MAPPING DATED MARCH 27, 2001.
6. CURRENT AND FUTURE AREAS OF EASEMENT MAY BE PURCHASED IN FEE AS PART OF FUTURE PROJECTS.
7. FUTURE AIRPORT PROPERTY TO BE FENCED AS PART OF FUTURE PROJECTS. FUTURE FENCING OMITTED FOR CLARITY. CURRENT AIRPORT PERIMETER FENCED WITH 10' CLASS E FENCE.
8. VERTICAL REFERENCE DATUM - NGVD 29. TO CONVERT FROM NGVD 29 TO NAVD88 SUBTRACT 0.37'.
9. FUTURE ON AIRFIELD OBJECTS TO BE SITED UNDER FUTURE PROJECTS TO APPLICABLE AND APPROPRIATE CRITERIA.

OBSTRUCTION NOTES

1. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", RAILROADS CONSIDERED AS 23' OBJECTS, PUBLIC ROADS AS 15', PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD.
2. CLEAR SLOPE DEFINED BY THE PLANE EXTENDING FROM THE END OF THE SURFACE TO THE TOP OF THE OBJECT.
3. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.

RUNWAY 6/24 NOTES

1. THE EXISTING RUNWAY 6 AND 24 THRESHOLD LOCATIONS ARE SHOWN AS THEY ARE MARKED AT THIS TIME, AND ARE BASED ON CRITERIA THAT IS NO LONGER APPLICABLE (AT TIME OF DOCUMENT PREPARATION).
2. AC 150/5300-13, CHANGE 13, APPENDIX 2, THRESHOLD SITING REQUIREMENTS, CATEGORY 5, IS NOW APPLICABLE.
3. EXISTING RUNWAY 6 AND 24 THRESHOLD LOCATIONS DO NOT ACCOMMODATE AN UNOBSTRUCTED CATEGORY 5 SURFACE.
4. THRESHOLDS TO BE DISPLACED TO ACCOMMODATE AN UNOBSTRUCTED CATEGORY 5 SURFACE.
5. FUTURE RUNWAY 6 AND 24 THRESHOLD LOCATIONS BASED ON ACCOMMODATION OF ADJACENT ROADWAYS USING SURFACES DEFINED IN AC 150/5300-13, CHANGE 13, APPENDIX 2, THRESHOLD SITING REQUIREMENTS, CATEGORY 5.

NEW RUNWAY 17R/35L NOTES

1. EXISTING RUNWAY 17/35 TO BE DESIGNATED AS 17L/35R. NEW RUNWAY TO BE DESIGNATED AS 17R/35L.
2. SEPARATION BETWEEN PARALLEL RUNWAYS TO BE 1600', TO ALLOW FOR SIMULTANEOUS VFR OPERATIONS. SEE AC 150/5300-13 PARAGRAPHS 207 AND 208.

DEC 07, 2009 3:23 PM HARRIO1113\X:\AIRPORTS\MONROE COUNTY\0513817-ALP-PH2\CAD SHEETS\BMG-DATA.DWG

DATE	REVISION

MONROE COUNTY AIRPORT
MONROE COUNTY BOARD
OF AVIATION COMMISSIONERS
BLOOMINGTON, INDIANA
AIRPORT LAYOUT PLAN

AIP 3-18-0006-20/22

HANSON PROJECT	02I3741/03I3772
FILENAME	BMG-DATA.DWG
SCALE	1"=500'
DATE	11/17/09

LAYOUT	DTS	11/01/04
DRAWN	DTS	11/01/04
REVIEWED	JDW	06/01/09

BMG
MONROE COUNTY AIRPORT

HANSON
HANSON PROFESSIONAL SERVICES INC.
3125 DANDY TRAIL, SUITE 100
INDIANAPOLIS, INDIANA 46214-1402
OFFICES NATIONWIDE WWW.HANSON-INC.COM

AIRPORT DATA TABLES