GENERAL NOTES

1.) PLANIMETRIC AND TOPOGRAPHIC BASE MAPPING IS BASED ON A 2006 AERIAL SURVEY CONDUCTED FOR McLEAN COUNTY GIS. MAPPING HAS BEEN SUPPLEMENTED BY "AS-BUILT" CONSTRUCTION DRAWINGS, 2006 AERIAL PHOTO, EXHIBIT "A" PROPERTY LINE MAP AND PREVIOUS AIRPORT LAYOUT PLAN.

2.) EXISTING CONDITIONS WERE EVALUATED USING FAA ADVISORY CIRCULAR 150/5300-13, CHANGE 14.

3.) THE BUILDING RESTRICTION LINE ENCOMPASSES THE RUNWAY PROTECTION ZONE, THE RUNWAY OBJECT FREE AREA, THE RUNWAY VISIBILITY ZONE, NAVAID CRITICAL AREAS, AND AIRPORT AREAS WITH LESS THAN 35 FOOT CLEARANCE UNDER THE FAR PART 77 SURFACES.

4.) NO OFZ OBJECT PENETRATIONS.

5.) NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.

6.) RUNWAY 3/21 CLOSED.

7.) INNER PORTION OF THE APPROACH SURFACE IS DEPICTED TO A HEIGHT OF 50'. SEE THE AIRPORT AIRSPACE DRAWING FOR A DEPICTION OF THE FULL PART 77 SURFACE.

8.) REFER TO APPROACH SURFACE DRAWINGS FOR FAR PART 77 ROAD CLEARANCES.

9.) APPROACH SURFACES HAVE BEEN SHOWN TO SUPERSEDE RUNWAY PROTECTION ZONES WHERE THEIR DIMENSIONS ARE THE SAME.

10.) FUTURE AVIGATION EASEMENTS IN THE RUNWAY 20 APPROACH ARE SHOWN TO 100' ABOVE THE RUNWAY ELEVATION.

11.) FUTURE FENCE TO BE 10' WITH BARB WIRE PER TSA.

12.) FUTURE AVIGATION EASEMENT SHOWN TO 100' ABOVE RUNWAY END FOR CAT II ILS.

13.) THE PROPOSED EXTENSION (600') OF RUNWAY 2 IS NOT NEEDED AT THIS TIME IN ACCORDANCE WITH AC 150/5325-4B, BUT HAS BEEN REQUESTED BY THE AIRPORT SPONSOR TO BE PROTECTED FOR AIRSPACE PURPOSES. THIS EXTENSION HAS BEEN SHOWN ON PREVIOUS APPROVED ALPS.

14.) PROPOSED PERIMETER ROAD TO BE LOCATED OUTSIDE THE RUNWAY OBJECT FREE AREA. CONSTRUCTION OF PROPOSED PERIMETER ROAD WILL REQUIRE COORDINATION AND APPROVAL BY IDOT DISTRICT 5 FOR RIGHT OF WAY WAIVER.

ITEM	RUNWAY			
	2	20	11	29
RUNWAY SAFETY AREA WIDTH	500	500	500	500
RUNWAY SAFETY AREA LENGTH PRIOR TO LANDING THRESHOLD	600	600	600	600
RUNWAY SAFETY AREA LENGTH BEYOND RUNWAY END	1000	1000	1000	1000
RUNWAY OBJECT FREE AREA WIDTH	800	800	800	800
RUNWAY OBJECT FREE AREA LENGTH BEYOND RUNWAY END	1000	1000	1000	1000
RUNWAY OBSTACLE FREE ZONE LENGTH BEYOND RUNWAY END	200	200	200	200
RUNWAY OBSTACLE FREE ZONE WIDTH	400	400	400	400
PRECISION OBSTACLE FREE ZONE LENGTH BEYOND RUNWAY END	200	200	–	200
PRECISION OBSTACLE FREE ZONE WIDTH	800	800	–	800

LEGEND

EXISTING	FUTURE	DESCRIPTION
		AIRPORT PROPERTY LINE
		FAR PART 77 SURFACE
		RUNWAY PROTECTION ZONE (R.P.Z.)
		AIRFIELD PAVEMENT
N/A		REMOVAL
		AIRPORT BUILDINGS
	N/A	HOUSES AND OUTBUILDINGS
		AVIGATION EASEMENT
		BUILDING RESTRICTION LINE (B.R.L.)
		RUNWAY AND TAXIWAY SAFETY AREA (R.S.A.)
		OBJECT FREE AREA (O.F.A.)
		RUNWAY VISIBILITY ZONE (R.V.Z.)
N/A		PRECISION OBSTACLE FREE ZONE (POFZ)
		ILS-GLIDE SLOPE ANTENNA & CRITICAL AREA
		ILS-LOCALIZER ANTENNA & CRITICAL AREA
		AIRPORT REFERENCE POINT (A.R.P.)
N/A		RUNWAY END IDENTIFIER LIGHT (REIL)
		THRESHOLD LIGHTS
N/A	N/A	VISUAL APPROACH SLOPE INDICATOR (VASI)
N/A		PRECISION APPROACH PATH INDICATOR (PAPI)
		RUNWAY VISUAL RANGE (RVR)
		AIRPORT ROTATING BEACON
		WIND CONE
		AWOS
	N/A	GROUND CONTOURS
		FENCE

RUNWAY 11 END
ELEV. 873.70-TDZ
HIGH POINT

FUEL FARM

BUILDING REMOVAL

STORMWATER CONTROL BASIN (DRY)

NON AERONAUTICAL DEVELOPMENT

STORMWATER CONTROL BASIN

ILLINOIS ROUTE 9

SEE NOTE 12

EXISTING/FUTURE APPROACH SURFACE 50:1
1000' x 1750' x 2500'
EXISTING/FUTURE RUNWAY PROTECTION ZONE
1000' x 1750' x 2500'

EXTENDED RUNWAY CENTERLINE

EXISTING ALSF-II

RUNWAY 20 END
ELEV. 862.82

SEE NOTE 14

HERSHEY ROAD

TERMINAL PARKING

TERMINAL

TOWANDA-BARNES ROAD

FUTURE APPROACH SURFACE 34:1
1000' x 1510' x 1700'
FUTURE RUNWAY PROTECTION ZONE
1000' x 1510' x 1700'

L-VOR/DME TO BE DECOMMI-SSIONED

FUTURE RUNWAY 11/29

RUNWAY 11/29
EL. 866.44 LOW POINT

N 72°07'00" W (TRUE)

8000' x 150'

RUNWAY 2/20
ELEV. 871.25
HIGH POINT
RUNWAY 20 TDZ

FUTURE APPROACH SURFACE 50:1
1000' x 1750' x 2500'
FUTURE RUNWAY PROTECTION ZONE
1000' x 1750' x 2500'

EXISTING MIDDLE MARKER

FUTURE MALSR

SEE NOTE 6

RUNWAY 11/29
ELEV. 871.73
HIGH POINT

OAKLAND AVENUE

STORMWATER CONTROL BASIN

ATCT

EXTENDED RUNWAY CENTERLINE

RUNWAY 29 END
ELEV. 872.41 TDZ

ROAD CLOSED (GATE)

ROAD CLOSED (GATE)

STORMWATER CONTROL BASIN

RUNWAY 2/20 8000' x 150'

RUNWAY 2
ELEV. 865.85-TDZ

STREID DRIVE

FUTURE APPROACH SURFACE 50:1
1000' x 1750' x 2500'
FUTURE RUNWAY PROTECTION ZONE
1000' x 1750' x 2500'

RUNWAY 2 END
ELEV. 852.05
LOW POINT

IRELAND GROVE ROAD

MATCHLINE "A"

MATCHLINE "A"

EXTENDED RUNWAY CENTERLINE

FUTURE MALSR

NORFOLK & SOUTHERN RAILROAD

NORTH
0 600 1200
SCALE IN FEET
MAGNETIC DECLINATION
2° 7' W.
2010 EPOCH YEAR

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CONSULTING ENGINEERS

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- Springfield, Illinois
- Aurora, Illinois
- St. Louis, Missouri
- Rockford, Illinois
- Peoria, Illinois

Central Illinois Regional Airport
Bloomington-Normal

FUTURE AIRPORT LAYOUT PLAN

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (26.5x36).

Path: K:\BloomingtonAp\0508507
Path: _Master Plan\Draw\Sheets\
File: BMI FUTURE ALP
Xref Dwg: BASE1A
Xref Dwg: CONTOUR
Layouts:
Data Tables:
Date:

REVISIONS

NO.	BY	DATE

DESIGN BY:	D.R.G.
DRAWN BY:	M.R.W.
CHECKED BY:	D.R.G./R.A.A.
APPROVED BY:	R.A.A.
DATE:	8/31/2010
JOB No:	05085-07

SHEET
3 OF 20