

The Rantoul National Aviation Center Airport Briefing Guide



myRantoul.com

Rantoul National Aviation Center

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EXECUTIVE SUMMARY

Located in the central United States, the Rantoul National Aviation Center (RNAC) offers a unique combination of airport (ICAO Identifier: KTIP), Foreign Trade Zone (FTZ), nearby rail and highway access, and climate controlled hangars that have extensive floor space. This location offers the facilities, infrastructure, and airspace to operate a flight school, aircraft manufacturing base, testing facility, or import/export facility, among others. This Aviation Briefing Guide will provide a comprehensive overview of the infrastructure and capabilities of the RNAC.

The RNAC has the capability to support general aviation aircraft, jets, and numerous other types of aircraft with the currently existing infrastructure. Two runways, each 5,000' long and 75' wide, have instrument approaches and medium intensity runway lighting. Weather instrumentation, several different types of aircraft fuel, and expansive aircraft parking is available on the airfield. Ramp areas and taxiways lead to Hangar 1, Hangar 2, and Hangar 3, which are available for lease. These large hangars also have office and classroom areas for instruction. Weather data from 2007-2012 indicate ceiling-visibility was better than 3 miles and 1,500' 88.1% of the time.

The square footage available at the RNAC ranges from 84,000 to 270,000. The spacious hangars offer ceiling heights of up to 44' and cover acreage between 4.9 to over 15. Hangar 1 and Hangar 3 have loading docks and updated interiors that would make them easily convertible to any new task, such as assembly plant. The floor space and location would make them ideal for warehouse storage, manufacturing, or as a multimodal transportation hub.

The New Orleans to Chicago railroad is located only one mile away from the RNAC. This railroad could be utilized for shipping operations and form a multimodal hub for your business. Highway 57, which travels north-south from Chicago to Memphis, is only two miles from the airport and offers desirable access to both the Eastern and Western areas of the United States.

One may find additional information, including local population and cultural information, at the RNAC and Village of Rantoul website: <http://www.village.rantoul.il.us/>



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I. Introduction

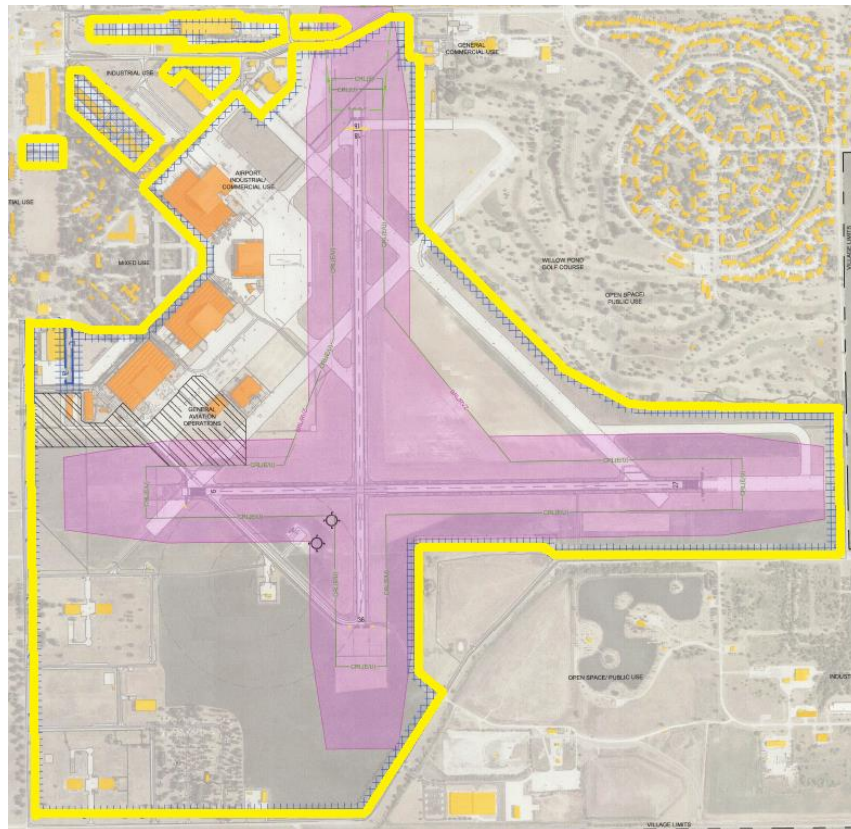
The Rantoul National Aviation Center was founded in 1993 following the Base Realignment and Closure (BRAC) of the Chanute Air Force Base. It is located in central Illinois south of Chicago, about 1 ½ hours by car, and west of Indianapolis, about 2 hours by car. The Department of Defense transferred the land to the Village of Rantoul so that the old runways could be transformed into a general aviation airport which now covers about 670 acres. There is a north-south runway and an east-west runway which are capable of supporting most corporate jets and general aviation aircraft. There are four large hangars and several smaller buildings which help makeup the airport's facilities. The airport hosts several tenants including AT&T, the Chanute Air Museum, the Rantoul Theater Group, the Prairie Pines Campground, and the I&I Antique Tractor and Gas Engine Club.



*Rantoul National Aviation Center geographic overview.
Latitude and Longitude: 40-17-36.8000N / 088-08-32.6000W.*



The last economic impact analysis of the airport was conducted in 2012. The airport was identified as supporting 8 different on-airport jobs and 17 off-airport positions. The economic impact was measured at \$1.1 Million with an additional \$577,500 of economic benefit provided by the visitors who would utilize the airport. The community businesses received an estimated \$1.9 Million of total economic impact annually when factoring in the direct and indirect economic impacts of the airport. The non-aeronautical businesses located on the airport employ about 1,000 people and have a significant impact on the local economy.



Rantoul National Aviation Center property line.

II. Assessment of Facilities

The airport is made up of about 50 different structures that range in size from small storage sheds to hangars with nearly 300,000 square feet of floor space. There are multiple runways, taxiways, hangars, and ramp areas which support the aeronautical and non-aeronautical activity at the airport. Please see Appendix B for all aviation charts and technical data.



Runways and Taxiways

Rantoul has a north-south runway and an east-west runway with their lengths being 4,894' and 5,001', respectively. Each runway is 75' wide and has asphalt shoulders on either side 37.5' wide. Runways 9 and 27 have a 385' long and 1,220' long stopway, respectively. Runway 18 has a 110' long stopway. Runways 4-22 and 13-31 have been decommissioned and are currently used for special events requiring hard surface.

All runways have variable setting Medium Intensity Runway Lighting (MIRL) and non-precision instrument approaches which allow landings in weather with ceilings as low as 400' and visibility down to 1 Nautical Mile. The east-west runway has been designated as the preferential runway and so it has Runway End Identifier Lights (REIL) and Precision Approach Path Indicators (PAPI).

Runway Chart Data

Parameter	9 (091)	27 (271)	18 (181)	36 (001)
Type	Asphalt	Asphalt	Asphalt	Asphalt
Length	5,001	5,001	4,894	4,894
Width	75	75	75	75
Traffic Pattern	Right	Left	Left	Right
Approach Surface	34:1	34:1	34:1	34:1
Gradient	0.0013	0.0013	0.0008	0.0008
Lighting	MIRL PAPI REIL	MIRL PAPI REIL	MIRL	MIRL
Markings	Non-Precision	Non-Precision	Non-Precision	Non-Precision
NAVAIDs	RNAV	RNAV VOR	RNAV	RNAV
Runway Thershold Coordinates	N40-17-31-11 W88-08-59-62	N40-17-31-46 W88-08-55-09	N40-18-06-60 W88-08-37-90	N40-17-18-24 W88-08-37-87

Taxiway Echo is 35' wide and leads from approach end runway 9 to the T-hangars and ramp. Taxiway Foxtrot is 37.5' wide and leads from approach end runway 9 to approach end runway 36. Taxiway Foxtrot has a paved 37.5' wide shoulder on its north side and a paved 25' shoulder on its south side. All taxiways have medium intensity taxiway edge lighting.



Ramp and Apron Area

The primary aircraft parking area is located in front of the FBO and covers an area about 140,000 square feet. Aircraft tie-ins are finished into the pavement. Other aircraft parking areas can be utilized for larger aircraft, such as the ramp in front of Hangar 2, which is about three times larger in square footage than the primary general aviation ramp.

Airport Design and Weight Bearing Capacity

The RNAC is a general aviation airport so was designed to accommodate small to medium sized piston aircraft and smaller corporate turbine-powered (jet) aircraft. The Runway Design Code (RDC), which specifies the design standards for the airport, is determined by identifying the Aircraft Approach Category (AAC) and Airplane Design Group (ADG) for the critical aircraft using the airport. This airport has an RDC of B-II which means it was designed for aircraft with an approach speed of less than 121 knots, a tail height of less than 30', and a wingspan of less than 79'. A Beechcraft King Air is a good example of this type of aircraft.



Picture of a Beechcraft King Air; an example of a B-II aircraft.

All parking areas, runways and taxiways have a weight bearing capacity for unlimited operations of aircraft weighing 12,500 pounds or less; however, heavier aircraft can use the airport but on a monitored basis. A Boeing 727 has flown into the airport in the past. Each aircraft heavier than 15,000 pounds will need to be analyzed before routine operations are conducted.



Support Facilities

The airport has 10 T-hangars that offer a total of 12,700 square feet of aircraft storage space. These hangars are connected to the runways and ramp area via a taxilane. There is an 18,750 square foot hangar attached to the terminal building which holds offices for the Fixed Base Operator (FBO) and Airport Manager. There is about 30,000 square feet of parking space supporting these aviation facilities. The full-service FBO sells Jet-A and 100 Low Lead aviation fuel utilizing two refueling trucks. The airport has two 10,000 gallon fuel tanks.

There are two agricultural aerial applicator load-out pads attached to Taxiway Foxtrot. All airport structures are owned by the Village of Rantoul except for the storage tanks at one of the load-out pads, which is privately owned, and the State owned Automated Weather Observation System (AWOS).

There are four large hangars that range in size from 200,000 square feet to nearly 300,000 and fall within the FTZ. Two of the hangars have multiple loading docks. Factsheets on these buildings are attached in Appendix A. The spacious hangars offer ceiling heights of up to 44' and cover acreage between 4.9 to over 15. Hangar 1 and Hangar 3 have loading docks and updated interiors that would make them easily convertible to any new task, such as assembly plant. The floor space and location would make them ideal for warehouse storage, manufacturing, or as a multimodal transportation hub. Building 96 is another warehouse that has high ceilings and wide open floor space. There are several warehouses and temporary storage facilities also located within the airport property line.



*Exterior photos of one ramp area and an associated hangar
(see Appendix A for more examples).*



III. Foreign Trade Zone

Rantoul's FTZ, a subzone of the Peoria-based FTZ 114, offers the importation, manufacturing, assembling, or re-exportation of products with lowered duties. Duties on foreign goods intended for domestic consumption are levied only at the time the goods are removed from the zone and only on quantities actually removed. An operation based within this FTZ means assembly cost savings, cost avoidance, and more effective cash flow. The facilities available at the RNAC are perfect for any number of different uses and can be modified to fit additional needs.



Map depicting Foreign Trade Zone (FTZ) at RNAC.



IV. Local Weather

The RNAC has an Automated Weather Observation Systems (AWOS-3PT) on the field. It is receivable to a maximum of 25 Nautical Miles from the AWOS site and a maximum altitude of 10,000 feet above ground. The system transmits a 20 to 30 second weather message updated each minute. Altimeter setting, wind data, temperature, dew point, density altitude, visibility, precipitation identification sensor, thunderstorm/lightning reporting capability, and cloud/ceiling data reported. It is located south of Foxtrot taxiway on a concrete slab.

Weather data from 2007-2012 indicates that the visibility and ceiling was better than 3 miles and 1,500' 88.1% of the time; this equates to a lot of flying days at Rantoul.

WIND DATA TABLE						
WIND SPEED	RUNWAY 18-36		RUNWAY 9-27		COMBINED	
	ALL WEATHER	IFR	ALL WEATHER	IFR	ALL WEATHER	IFR
10.5 KNOTS	88.47%	89.56%	87.42%	86.02%	98.12%	97.50%
13.0 KNOTS	93.10%	94.05%	92.65%	91.74%	99.47%	99.05%
SOURCE: NOAA CLIMATIC DATA, RANTOUL NATIONAL AVIATION CENTER, ILLINOIS, 2004-2012. ALL-WEATHER OBSERVATIONS: 206,604. IMC OBSERVATIONS: 10,220						

Wind data table indicating runway wind coverage.

V. Surrounding Airports and Airspace

The RNAC is located within uncontrolled Class G airspace so does not have an air traffic control tower. This means pilots communicate with each other regarding their intentions and position. This is a safe and efficient way for airports to operate while also eliminating the distraction and hassle air traffic control can create. Class E or controlled airspace begins 700' above the airport. Champaign Terminal Radar Approach Control provides air traffic control and radar services to aircraft operating on an Instrument Flight Rules (IFR) flight plan into and out of Rantoul. Chicago Center takes over the airspace nightly when Champaign temporarily closes. The airspace is not congested so pilots normally have none or a minimum wait when arriving or departing Rantoul when IFR. Other airports that are busier can have great waits with increased fuel burn and inefficiency as a result.

Nearby airports include: Greater Kankakee Airport (49 NM), University of Illinois-Willard Airport (16 NM), Vermillion Regional Airport (26 NM), Paxton Airport (9 NM), and Frasca Field (5 NM), which all offer fuel services and runway length adequate to aircraft that routinely utilize Rantoul. Precision instrument approaches are available at the University of Illinois-Willard Airport which also has an air traffic control tower.



Appendix A. Examples of Available Hangars and Land

Hangar 1 Details

SQUARE FOOTAGE	270,000 SF
LOW BAY	159,000 SF, 14 FT Ceiling
OFFICE AREA	7,000 SF (Included in high bay area)
HIGH BAY	59,000 SF, 44 FT Ceiling
ADDITION	1998 50,000 SF, 40 FT Ceiling
ACREAGE	15 +/- Acres
RAIL SERVICE	No
DOCK DOORS	15 (In-ground ramps with dock leveler)
DRIVE-IN DOORS	2 East 14' X 14', 1 North 12' X 12'
ELECTRICAL POWER	North 120/208, 2-800 Amp Mains South 120/208, 1- 2,000 Amp Mains East 277/480, potential for 9,000 Amp Mains
ZONING	CR2
FIRE SUPPRESSION	Building has fire suppression system throughout
APPROXIMATE YEAR BUILT	1941, with 1998 Addition
FOR LEASE	Yes
TERMS	Negotiable
DATE AVAILABLE	Ready to be occupied

CONTACT INFORMATION

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Ex: (217) 892-6890

Martin Alblinger
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Architect, AIA
Ph: (217) 892-6882

LOCATION HANGAR 1

735 Pacesetter Drive
Rantoul, IL 61866





Aerial View

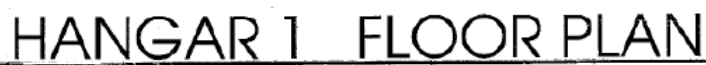


Northeast



Northwest







Hangar 2 Details

HIGH BAY	60,000 SF
RAIL SERVICE	No
DOCK DOORS	No
OVERHEAD DOORS	1
ZONING	CR2
APPROXIMATE YEAR BUILT	1941
FOR LEASE	Yes
TERMS	Negotiable
DATE AVAILABLE	Ready to be occupied

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LOCATION HANGAR 2

801 Pacesetter Drive
Rantoul, IL 61866





Aerial View

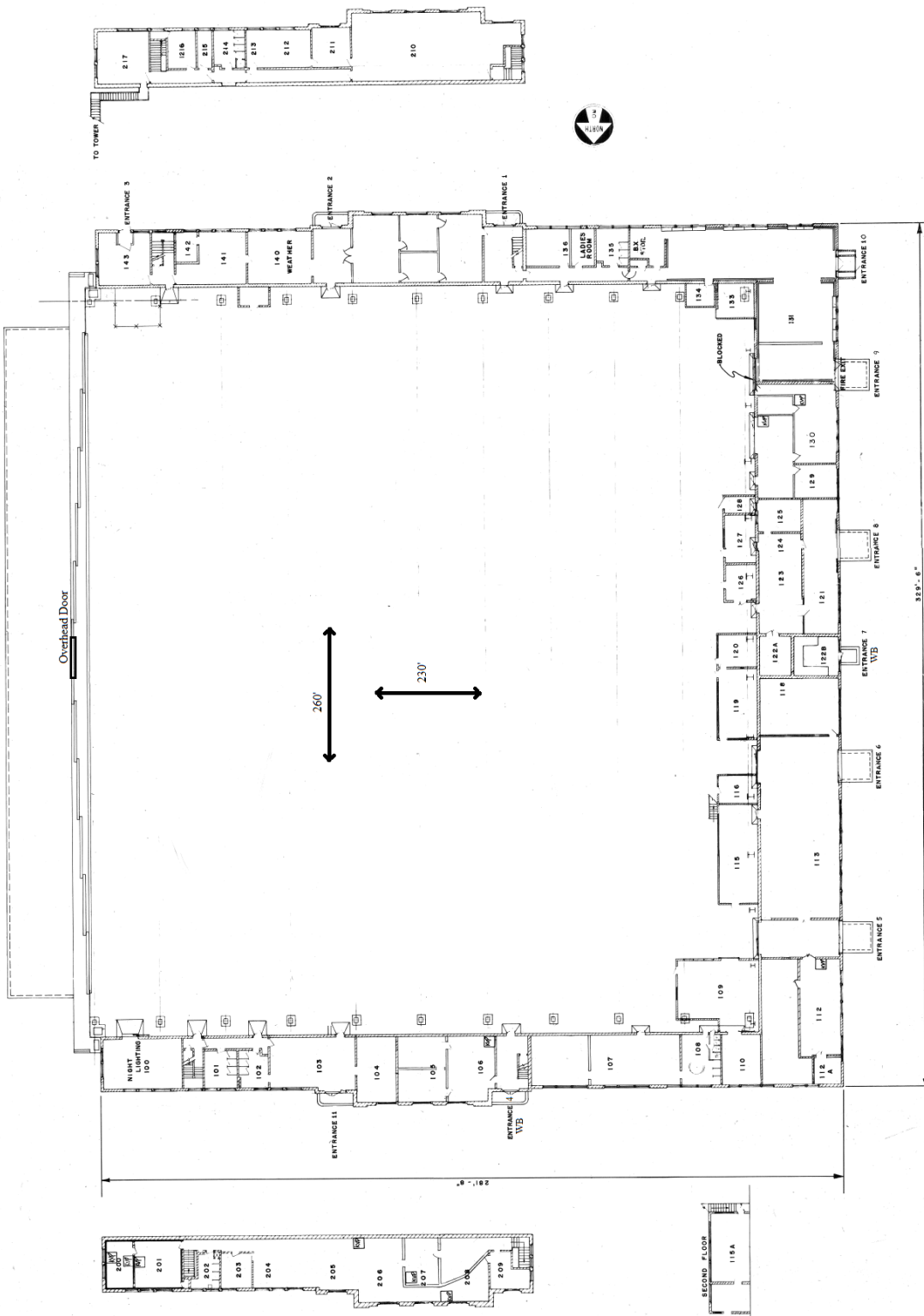


Street Level



Street Level





FLOOR PLAN
Hangar 2 - 801 Pacesetter



Hangar 3 Details

SQUARE FOOTAGE	218,000 SF
LOW BAY	159,000 SF, 14 FT Ceilings
HIGH BAY	59,000 SF, 44 FT Ceiling
CEILING HEIGHT	14 FT – 44 FT
ACREAGE	10.4 Acres
RAIL SERVICE	No
DOCK DOORS	12
DRIVE-IN DOORS	2
ELECTRICAL POWER	
WEST SIDE	240 DELTA 1200 AMP 120/208 2000 AMP
EAST SIDE	120/208 120/240 DELTA 277/480
ZONING	CR2
FIRE SUPPRESSION	Building has fire suppression system throughout
APPROXIMATE YEAR BUILT	1941
FOR LEASE	Yes
TERMS	Negotiable
DATE AVAILABLE	Ready to be occupied

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LOCATION HANGAR 3

909 Pacesetter Drive
 Rantoul, IL 61866



Aerial View



Street Level



Street Level





Building 96 Details

SQUARE FOOTAGE	84,200 SF
OFFICE	43,000 SF, 15 FT Ceilings
HIGH BAY	41,200 SF, 32-36 FT Ceiling
SPRINKLERS	Includes fire suppression system in the high bay area
ACREAGE	4.9 Acres
RAIL SERVICE	No
DOCK DOORS	Yes, 2
DRIVE-IN DOORS	Yes, 2
ELECTRICAL POWER	3 Phase, 120/208 Voltage, 600 AMPS
ZONING	CR2
APPROXIMATE YEAR BUILT	1958
FOR LEASE	Yes
TERMS	Negotiable
DATE AVAILABLE	Ready to be occupied

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BUILDING 96
906 EAGLE DRIVE
RANTOUL, IL 61866





Aerial View



Street Level



Street Level





Available Land:
The Century Gateway

Located on the old Chanute Air Force Base, the Century Gateway consists of 160 Acres of land available for development. The land has great access to highways and is located near an airport but is largely unaffected by height restrictions (150' maximum structure height). Compatible land uses could be an industrial/research park, warehouses, or manufacturing center.

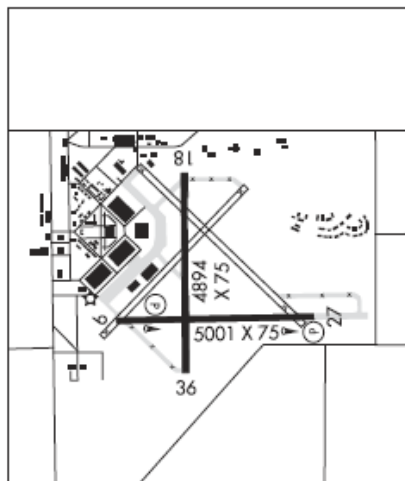




Appendix B. Aeronautical Charts

Airport Facility Directory (AFD) entry.

RANTOUL NATL AVN CNTR—FRANK ELLIOTT FLD (TIP) 0 N UTC-6(-5DT) N40°17.61' W88°08.54' CHICAGO
 738 B S4 FUEL 100LL, JET A NOTAM FILE TIP H-5E, L-27C
 RWY 09-27: H5001X75 (ASPH) MIRL IAP
 RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree. Rgt tfc.
 RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 40'.
 RWY 18-36: H4894X75 (ASPH) MIRL
 RWY 36: Tree. Rgt tfc.
AIRPORT REMARKS: Attended continuously. For fuel after hrs call 217-892-2121. Parachute Jumping. PAPI Rwy 09 and Rwy 27 opr continuously. MIRL Rwy 09-27 and Rwy 18-36 preset on low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS-3 119.025 (217) 892-4999.
COMMUNICATIONS: CTAF/UNICOM 123.0
 ® CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z±)
 CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z±)
RADIO AIDS TO NAVIGATION: NOTAM FILE CMI.
 CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07' W88°16.56' 019° 16.7 NM to fld. 745/3E.



Alternate Minimums (TPP).

RANTOUL, IL

RANTOUL NATL AVN CNTR-FRANK
 ELLIOTT FLD (TIP) **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
 NA when local weather not available.

Takeoff Minimums and (obstacle) Departure Procedures (TPP).

RANTOUL, IL

RANTOUL NATL AVN CNTR-FRANK ELLIOTT
 FLD (TIP)
 AMDT 1 11349 (FAA)

NOTE: Rwy 9, trees beginning 1994' from DER, 28' right of centerline, up to 100' AGL/829' MSL. **Rwy 18**, trees beginning 1285' from DER, 12' left of centerline, up to 100' AGL/839' MSL. **Rwy 27**, trees beginning 2651' from DER, 15' right of centerline, up to 100' AGL/839' MSL. **Rwy 36**, trees beginning 1313' from DER, 5' right of centerline, up to 100' AGL/839' MSL. Tower 4949' from DER, 1784' right of centerline, 139' AGL/874' MSL.

[illegible]



VFR Sectional (Chicago).





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RANTOUL, ILLINOIS

AL-9195 (FAA)

APP CRS	Rwy Idg	5001
091°	TDZE	736
	Apt Elev	737

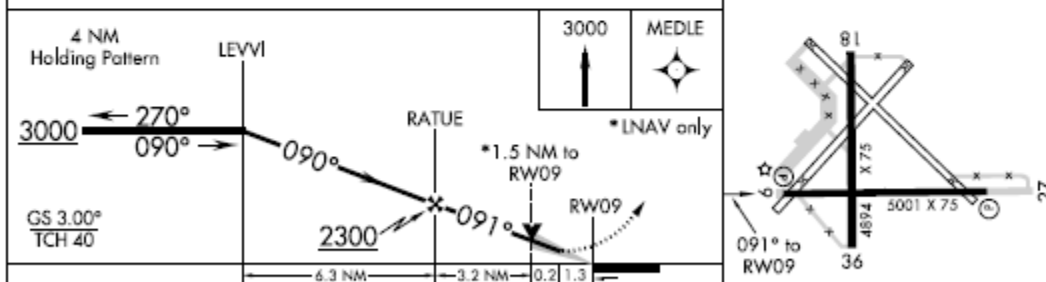
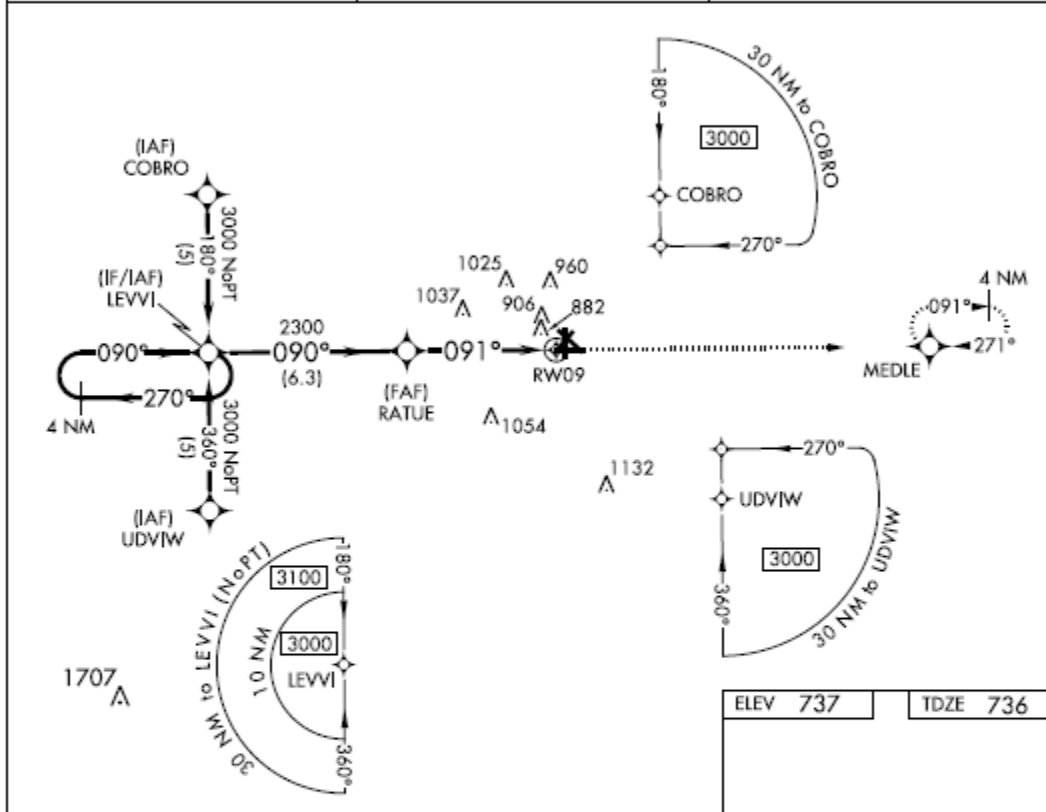
RNAV (GPS) RWY 9

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD ('TIP')

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Champaign Urbana altimeter setting and increase DA 41 feet and all MDAs 60 feet, increase LNAV/VNAV visibility ¼ mile all Cats and Circling visibility Cat C ½ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 3000 direct
MEDLE and hold.

AWOS-3 119,025	CHAMPAIGN APP CON * 121.35 285.65	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV/VNAV DA	1182-1½	446 (500-1½)		
LNAV MDA	1260-1 524 (600-1)	1260-1½ 524 (600-1½)	1260-1¾ 524 (600-1¾)	
CIRCLING	1260-1 523 (600-1)	1320-1½ 583 (600-1½)	1320-2 583 (600-2)	

REIL Rwy 9 and 27
MIRL Rwy 9-27 and 18-36 0

RANTOUL, ILLINOIS

Amdt 1 13178

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD ('TIP')

40°18'N-88°09'W

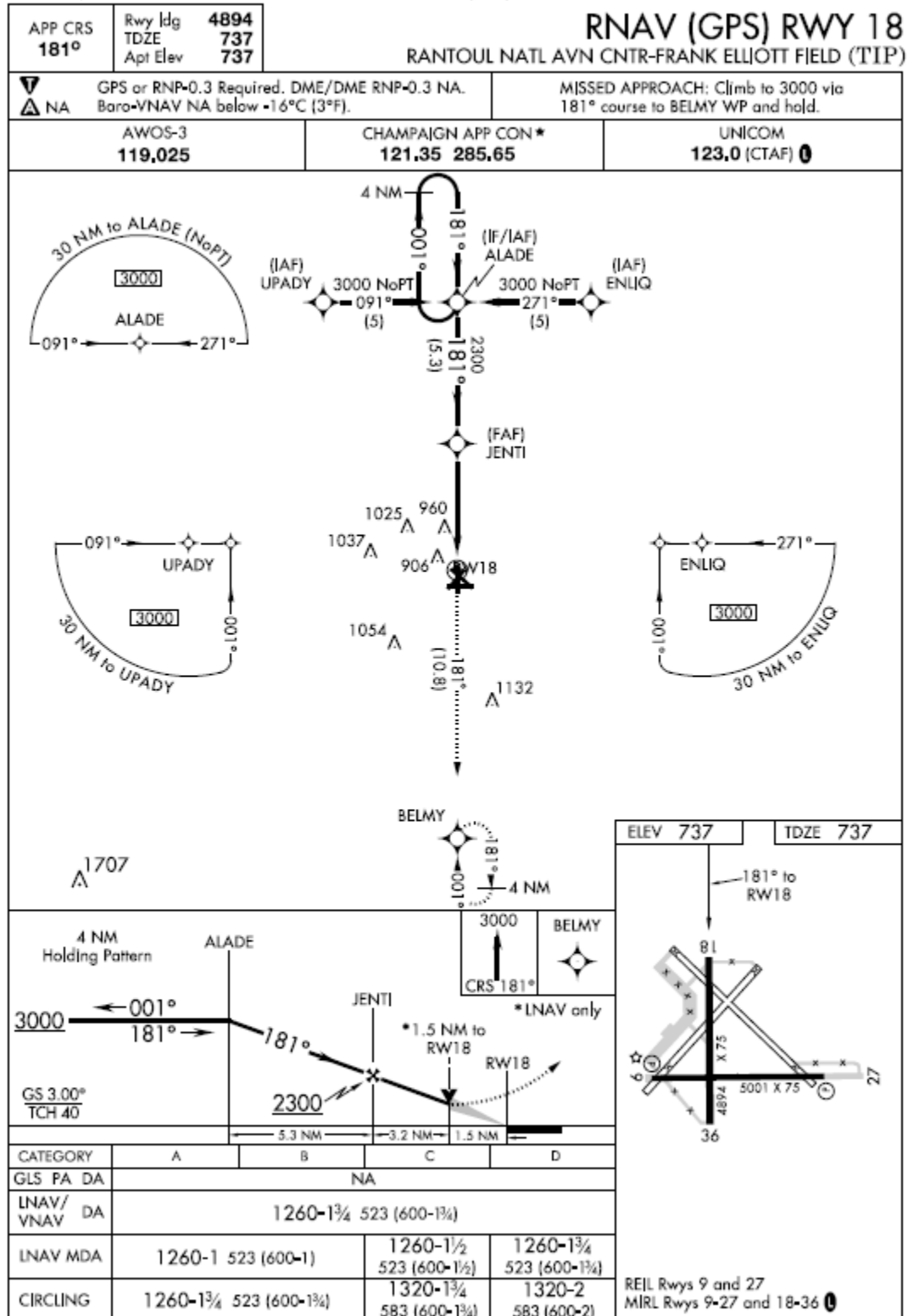
RNAV (GPS) RWY 9



Rantoul National Aviation Center Airport Briefing Guide

RANTOUL, ILLINOIS

AI-9195 (FAA)



RANTOUL, ILLINOIS

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

Orig 13178

40°18'N-88°09'W

RNAV (GPS) RWY 18



RANTOUL, ILLINOIS

AL-9195 (FAA)

APP CRS	Rwy ldg	5001
271°	TDZE	733
	Apt Elev	737

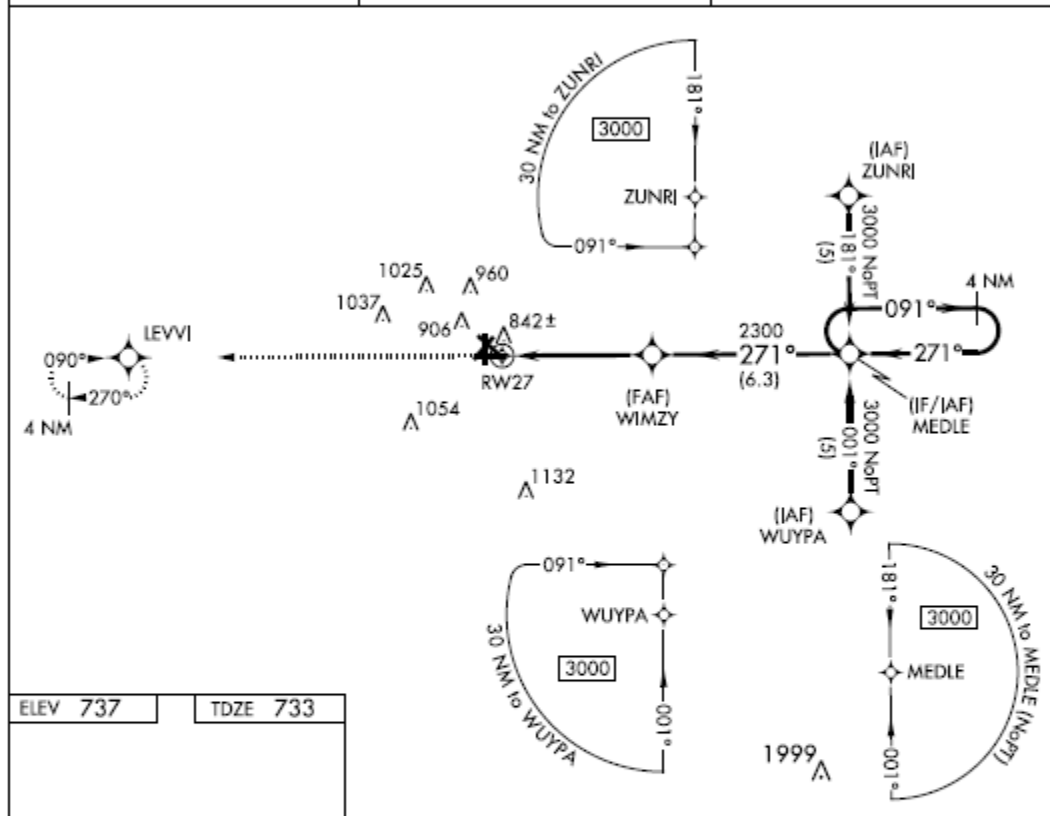
RNAV (GPS) RWY 27

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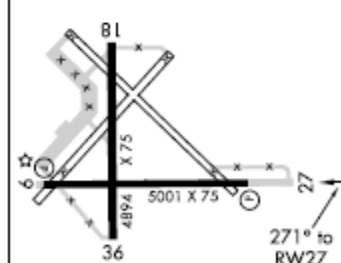
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Champaign Urbana altimeter setting and increase DA 41 feet and all MDAs 60 feet, increase visibilities LNAV/VNAV ¼ mile all Cats, LNAV Cat D ¼ mile, and Circling Cat C ¼ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct LEVVI and hold.

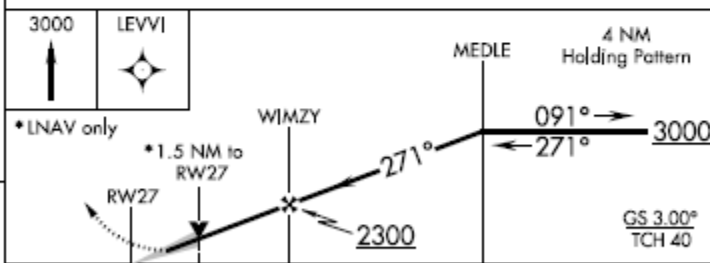
AWOS-3 119,025	CHAMPAIGN APP CON ★ 121.35 285.65	UNICOM 123.0 (CTAF) 0
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ELEV 737	TDZE 733
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REIL Rwy 9 and 27
MIRL Rwy 9-27 and 18-36 0



CATEGORY	A	B	C	D
LNAV/VNAV DA	1112-1¼	379 (400-1¼)		
LNAV MDA	1240-1 507 (600-1)	1240-1½ 507 (600-1½)		
CIRCLING	1240-1 503 (600-1)	1260-1 523 (600-1)	1320-1½ 583 (600-1½)	1320-2 583 (600-2)

RANTOUL, ILLINOIS

Amdt 1 13178

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD ('TIP')

40°18'N-88°09'W

RNAV (GPS) RWY 27



Rantoul National Aviation Center Airport Briefing Guide

RANTOUL, ILLINOIS

AL-9195 (FAA)

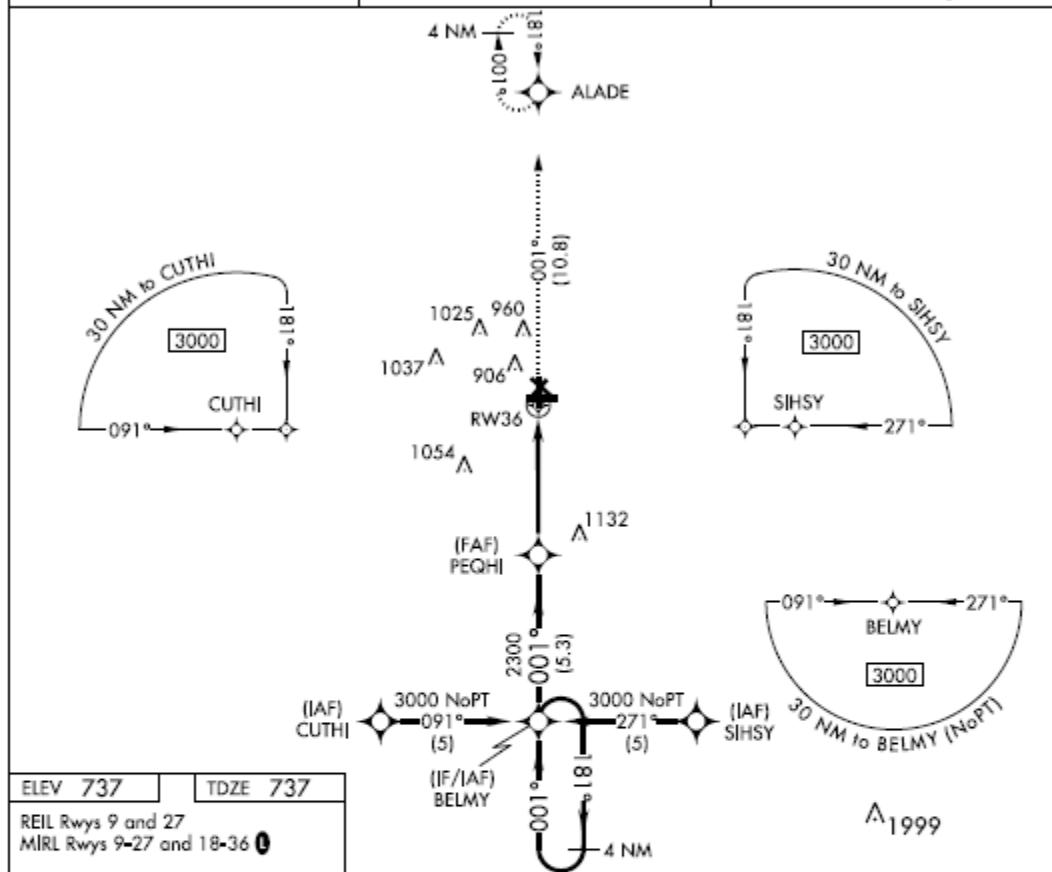
APP CRS	Rwy Idg	4894
001°	TDZE	737
	Apt Elev	737

RNAV (GPS) RWY 36

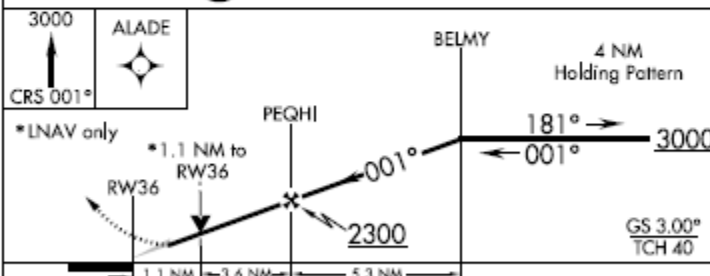
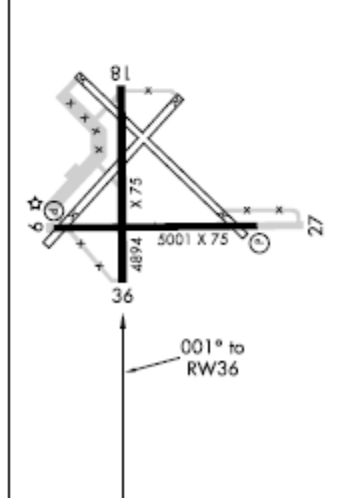
RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD ('TIP')

V GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Δ NA Baro-VNAV NA below -16°C (3°F).	MISSED APPROACH: Climb to 3000 via 001° course to ALADE WP and hold.
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AWOS-3 119,025	CHAMPAIGN APP CON * 121.35 285.65	UNICOM 123.0 (CTAF) 0
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ELEV 737	TDZE 737
REIL Rwy 9 and 27	
MIRL Rwy 9-27 and 18-36 0	



CATEGORY	A	B	C	D
GLS PA DA	NA			
RNAV/VNAV DA	1100-1¼ 363 (400-1¼)			
RNAV MDA	1120-1 383 (400-1)			1120-1¼ 383 (400-1¼)
CIRCLING	1220-1¼ 483 (500-1¼)	1260-1¼ 523 (600-1¼)	1320-1½ 583 (600-1½)	1320-2 583 (600-2)

RANTOUL, ILLINOIS
Orig 13178

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD ('TIP')
40°18'N-88°09'W
RNAV (GPS) RWY 36



Rantoul National Aviation Center Airport Briefing Guide

RANTOUL, ILLINOIS

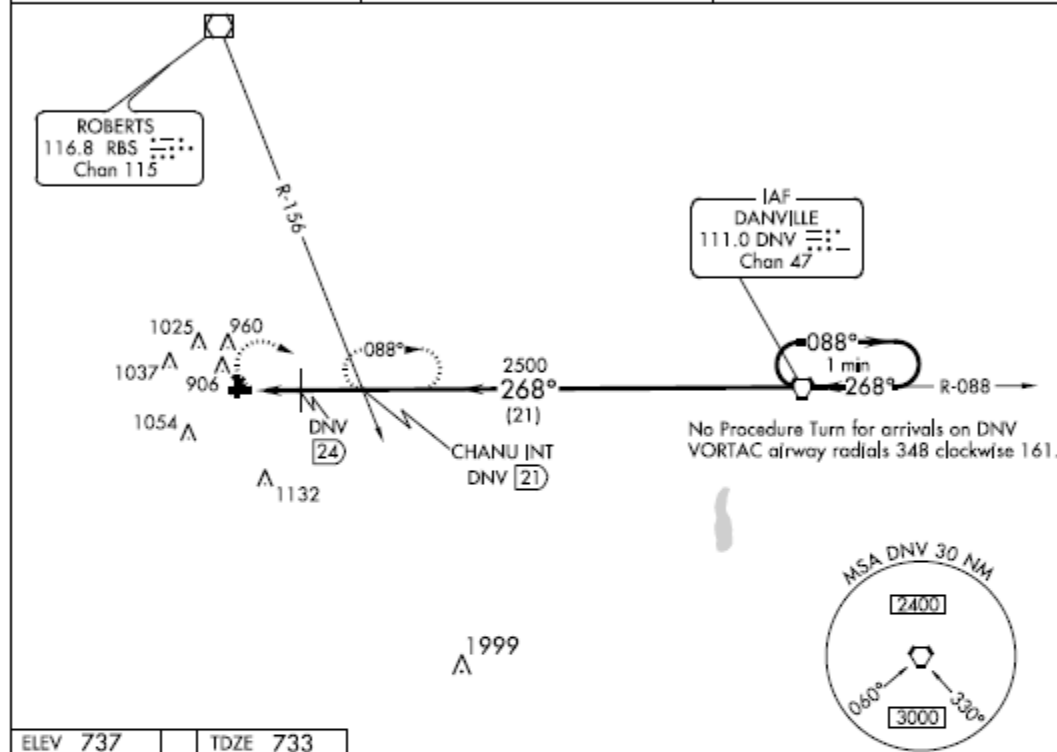
AL-9195 (FAA)

VORTAC DNV 111.0 Chan 47	APP CRS 268°	Rwy Idg 5001 TDZE 733 Apt Elev 737
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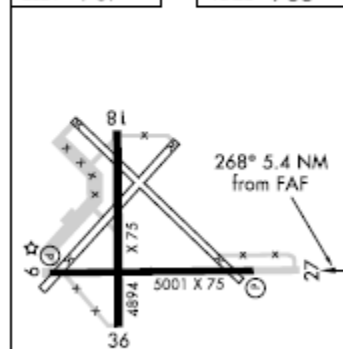
VOR RWY 27
RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD ('TIP')

MISSED APPROACH: Climbing right turn to 2500 via DNV R-268 to CHANU Int and hold.

AWOS-3 119.025	CHAMPAIGN APP CON * 121.35 285.65	UNICOM 123.0 (CTAF) 0
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ELEV 737	TDZE 733
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REIL Rwy 9 and 27

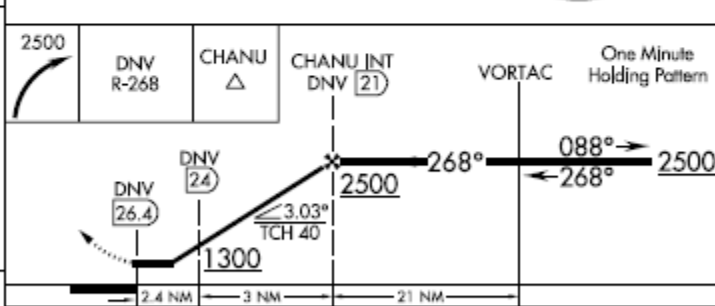
MIRL Rwy 9-27 and 18-36 0

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

RANTOUL, ILLINOIS

Amdt 1 13178



CATEGORY	A	B	C	D
S-27	1300-1 567 (600-1)	1300-1½ 567 (600-1½)	1300-1½ 567 (600-1½)	1300-1½ 567 (600-1½)
CIRCLING	1300-1 563 (600-1)	1320-1½ 583 (600-1½)	1320-1½ 583 (600-1½)	1320-2 583 (600-2)
DME MINIMUMS				
S-27	1160-1 427 (500-1)	1160-1¼ 427 (500-1¼)	1160-1½ 427 (500-1½)	1160-1½ 427 (500-1½)
CIRCLING	1220-1 483 (500-1)	1260-1 523 (600-1)	1320-1½ 583 (600-1½)	1320-2 583 (600-2)

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD ('TIP')

40°18'N-88°09'W

VOR RWY 27