

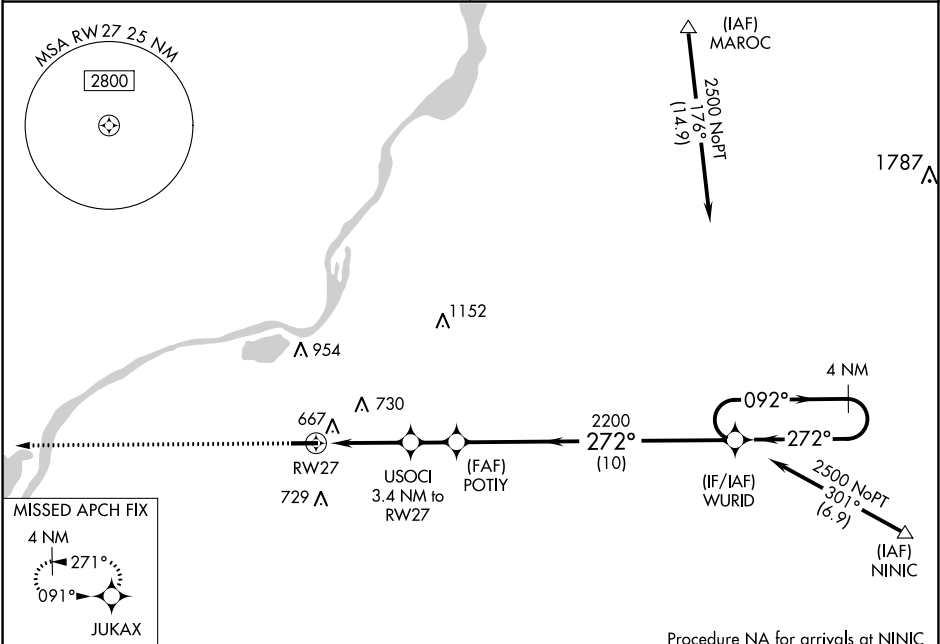
|                                        |                        |                                                   |
|----------------------------------------|------------------------|---------------------------------------------------|
| WAAS<br>CH <b>99509</b><br><b>W27A</b> | APP CRS<br><b>272°</b> | Rwy Idg<br>TDZE <b>525</b><br>Apt Elev <b>530</b> |
|----------------------------------------|------------------------|---------------------------------------------------|

RNAV (GPS) RWY 27

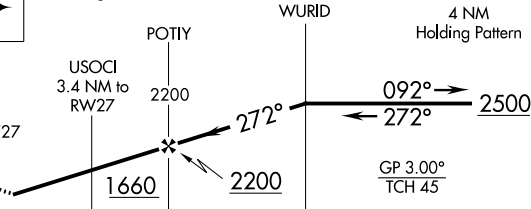
PEKIN MUNI (C15)

|              |                                                                                                                                                                                                                                                                                                                                               |                                                       |
|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| RNP APCH-GPS | Baro-VNAV NA. Rwy 27 helicopter visibility reduction below 1 SM NA. Use General Downing - Peoria Intl altimeter setting: when not received use Lincoln altimeter setting; increase LPV DA to 889 feet; increase LNAV/VNAV DA to 1035 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D 1/8 SM and Circling visibility Cat C 1/4 SM. | MISSED APPROACH: Climb to 2500 direct JUKAX and hold. |
|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|

|                                           |                                 |
|-------------------------------------------|---------------------------------|
| SAINT LOUIS APP CON<br><b>125.8 269.2</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|-------------------------------------------|---------------------------------|



|                 |                 |
|-----------------|-----------------|
| ELEV <b>530</b> | TDZE <b>525</b> |
|-----------------|-----------------|

|                                                                                     |                                                                                     |                                                                                     |             |                                                                                |                                                                                |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------|--------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| 2500                                                                                | JUKAX                                                                               | VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 25).                 |             |                                                                                |                                                                                |
|  |  |  |             |                                                                                |                                                                                |
| CATEGORY                                                                            |                                                                                     | A                                                                                   | B           | C                                                                              | D                                                                              |
| LPV DA                                                                              |                                                                                     | 864-1                                                                               |             | 339 (400-1)                                                                    |                                                                                |
| LNAV/VNAV DA                                                                        |                                                                                     | 1010-1 <sup>3</sup> / <sub>8</sub>                                                  |             | 485 (500-1 <sup>3</sup> / <sub>8</sub> )                                       |                                                                                |
| LNAV MDA                                                                            |                                                                                     | 1020-1                                                                              | 495 (500-1) | 1020-1 <sup>3</sup> / <sub>8</sub>                                             | 495 (500-1 <sup>3</sup> / <sub>8</sub> )                                       |
| CIRCLING                                                                            |                                                                                     | 1060-1                                                                              | 530 (600-1) | 1100-1 <sup>1</sup> / <sub>2</sub><br>570 (600-1 <sup>1</sup> / <sub>2</sub> ) | 1360-2 <sup>3</sup> / <sub>4</sub><br>830 (900-2 <sup>3</sup> / <sub>4</sub> ) |

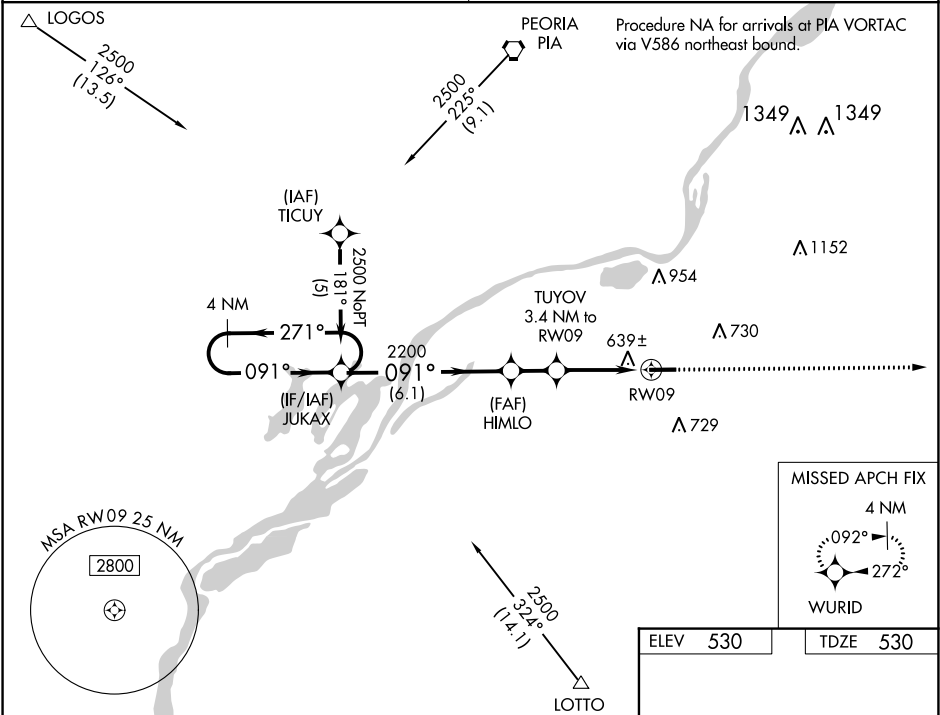
REIL Rwy 9 and 27 0  
MIRL Rwy 9-27 0

|                                        |                        |                                                   |
|----------------------------------------|------------------------|---------------------------------------------------|
| WAAS<br>CH <b>53509</b><br><b>W09A</b> | APP CRS<br><b>091°</b> | Rwy Idg<br>TDZE <b>530</b><br>Apt Elev <b>530</b> |
|----------------------------------------|------------------------|---------------------------------------------------|

RNAV (GPS) RWY 9  
PEKIN MUNI (C15)

|              |                                                                                                                                                                                                                                                                                                                |                                                          |
|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|
| RNP APCH-GPS | Baro-VNAV NA. Rwy 9 helicopter visibility reduction below ¾ SM NA. Use General<br>Downing - Peoria Intl altimeter setting; when not received, use Lincoln altimeter setting;<br>increase LPV DA to 887 feet; increase LNAV/VNAV DA to 1007 feet; increase all<br>MDAs 40 feet and visibility Cat C and D ¼ SM. | MISSED APPROACH: Climb to<br>2500 direct WURID and hold. |
|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|

|                                           |                               |
|-------------------------------------------|-------------------------------|
| SAINT LOUIS APP CON<br><b>125.8 269.2</b> | UNICOM<br><b>122.8 (CTAF)</b> |
|-------------------------------------------|-------------------------------|



|                                                                     |                    |                            |                            |
|---------------------------------------------------------------------|--------------------|----------------------------|----------------------------|
| VGSi and RNAV glidepath not coincident<br>(VGSi Angle 3.00/TCH 20). |                    |                            |                            |
| 4 NM Holding Pattern                                                |                    |                            |                            |
| GP 3.00°<br>TCH 45                                                  |                    |                            |                            |
| CATEGORY                                                            | A                  | B                          | C                          |
| LPV DA                                                              | 862-1              | 332 (400-1)                |                            |
| LNAV/VNAV DA                                                        | 982-1 3/8          | 452 (500-1 3/8)            |                            |
| LNAV MDA                                                            | 940-1 410 (500-1)  | 940-1 1/8 410 (500-1 1/8)  |                            |
| CIRCLING                                                            | 1060-1 530 (600-1) | 1100-1 1/2 570 (600-1 1/2) | 1360-2 3/4 830 (900-2 3/4) |

ELEV 530 TDZE 530

WURID

REIL Rwy 9 and 27  
MIRL Rwy 9-27

EC-3, 22 FEB 2024 to 21 MAR 2024

EC-3, 22 FEB 2024 to 21 MAR 2024

|                                              |                        |                                           |                          |
|----------------------------------------------|------------------------|-------------------------------------------|--------------------------|
| VORTAC PIA<br><b>115.2</b><br>Chan <b>99</b> | APP CRS<br><b>151°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>530</b> | N/A<br>N/A<br><b>530</b> |
|----------------------------------------------|------------------------|-------------------------------------------|--------------------------|

VOR-A  
PEKIN MUNI (C15)

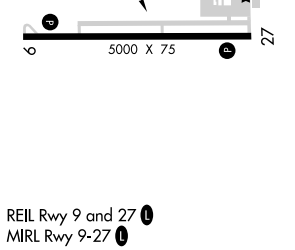
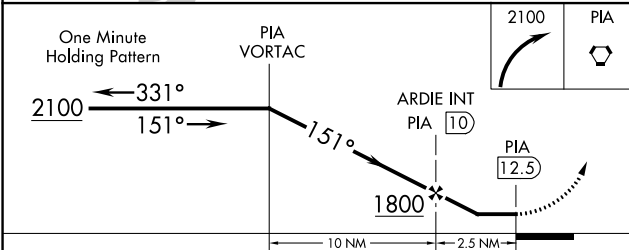
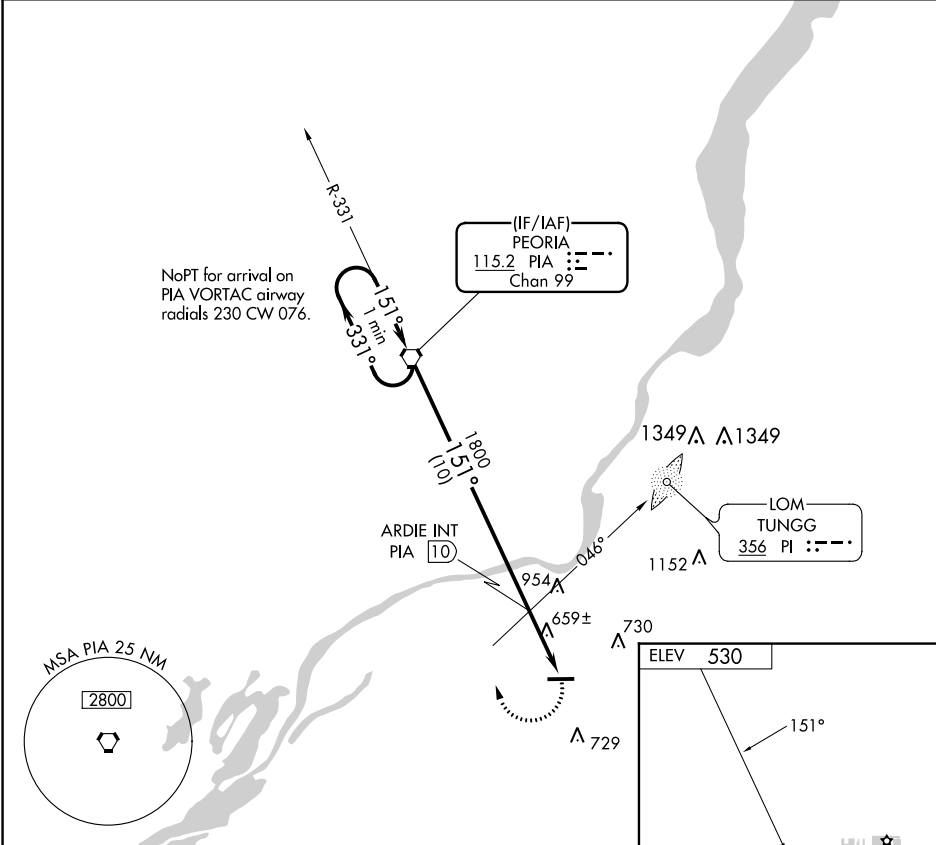
DME or ADF required.

Use General Downring - Peoria Intl altimeter setting; when not received use Lincoln  
altimeter setting and increase all MDAs 40 feet and visibility Cat C ¼ SM.

MISSED APPROACH: Climbing right turn  
to 2100 direct PIA VORTAC and hold.

SAINT LOUIS APP CON  
**125.8 269.2**

UNICOM  
**122.8 (CTAF) 0**



| CATEGORY | A      | B           | C                       | D                       | FAF to MAP 2.5 NM |      |      |      |      |      |
|----------|--------|-------------|-------------------------|-------------------------|-------------------|------|------|------|------|------|
| CIRCLING | 1060-1 | 530 (600-1) | 1100-1½<br>570 (600-1½) | 1360-2¾<br>830 (900-2¾) | Knots             | 60   | 90   | 120  | 150  | 180  |
|          |        |             |                         |                         | Min:Sec           | 2:30 | 1:40 | 1:15 | 1:00 | 0:50 |