

ILS or LOC RWY 31
GENERAL DOWNING - PEORIA INTL (PIA)

V When local altimeter setting not received, use AAA altimeter setting: increase S-ILS CAT 1 to 939 feet; increase all MDAs 100 feet and S-LOC 3% visibility. CAT C/D/E to 1 ½ SM and Circling visibility Cat C 1½ SM and Cat D ½ SM. Circling Rwy 13, 31 NA at night. For inop ALS, when using AAA altimeter setting, increase S-ILS 31 all Cats visibility to RVR 4500, S-LOC 31 visibility Cats C/D/E to 1 ½ SM. For inop ALS, increase S-ILS 31 Cat E visibility to RVR 4000 and S-LOC 31 Cats C/D/E to 1 ½ SM. DME from PIA VORTAC. DME use requires simultaneous reception of I-Pia and PIA DME. * RVR 1800 authorized with the use of FD or AP or HUD to DA. (NA when using AAA altimeter setting).



MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct PIA VORTAC and hold, continue climb-in-hold to 2400.

ATIS 126.1 282.2	SAINT LOUIS APP CON 125.8 269.2	PEORIA TOWER 124.0 353.85	GND CON 121.85 348.6	CLNC DEL 124.675 317.55
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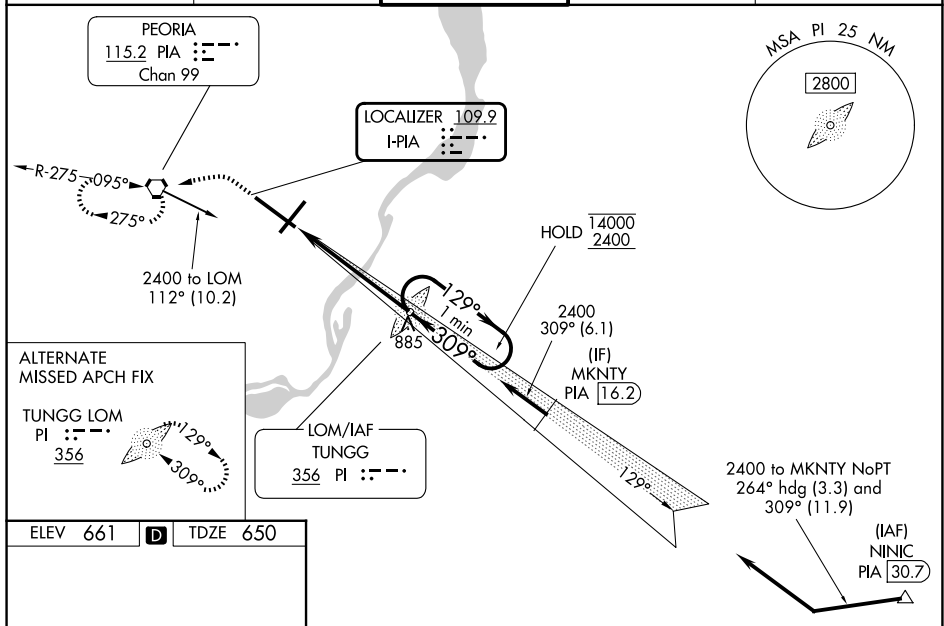


Diagram illustrating the Tunggul Lom 1 Instrument Landing System (ILS) and associated data. The diagram shows the ILS layout with a 10104 x 130 ft runway, a 309° heading, and a 5.2 NM distance to the runway. The ILS frequency is 113.0 MHz. The diagram also shows the Tunggul Lom 1 (TUNGGL LOM) and the One Minute Holding Pattern. The diagram includes a table of data for the ILS and a table of data for the runway.

CATEGORY	A	B	C	D	E
S-ILS 31 *	850/24 200 (200-½)				
S-LOC 31	1120/24 470 (500-½)	1120/50 470 (500-1)			
CIRCLING	1160-1 499 (500-1)	1180-1½ 519 (600-1½)	1400-2¼ 739 (800-2¼)	1680-3 1019 (1100-3)	