

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 I DA to 939 feet; increase all MDAs 100 feet and S-LOC 31 visibility. CAT C/D/E to 1 ½ SM and Circling visibility Cat C ½ 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-P-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.

PEORIA
115.2 PIA :::::
Chan 99

LOCALIZER 109.9
I-PIA :::::

R-275 095°
275°

2400 to LOM
112° (10.2)

885

129°
min
309°

HOLD 14000
2400

2400
309° (6.1)

(IF)
MKNTY
PIA 16.2

129°

2400 to MKNTY NoPT
264° hdg (3.3) and
309° (11.9)

(IAF)
NINIC
PIA 30.7

ALTERNATE
MISSED APCH FIX

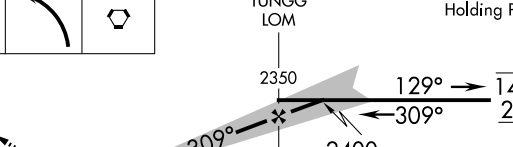
TUNGG LOM
PI :::::
356

LOM/IAF
TUNGG
356 PI :::::

ELEV 661 **D** TDZE 650

Diagram illustrating the HIRL Runways 4-22 and 13-31, showing a crossing at 309 degrees. The runways are labeled with dimensions: 10104' x 150' and 8004' x 50'. A Tower (TWR) is located at the intersection. Various navigation aids and markers are indicated along the runways.

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

1200 ↑	2400 ↖	PIA 	 TUNGG LOM 2350 129° → 14000 ← 2400 309° 2400 GS 3.00° TCH 55 5.2 NM				
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)			