

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> PIA	<u>PROCEDURE NAME</u> ILS OR LOC RWY 31	<u>ORIGINAL/AMENDMENT</u> 8	<u>CITY</u> PEORIA	<u>STATE</u> IL		
<u>AIRPORT ELEVATION</u> 661	<u>TDZE</u> 650	<u>SUPERSEDED</u> ILS OR LOC RWY 31	<u>ORIGINAL/AMENDMENT</u> 7E	<u>DATED</u> 11/03/2022	<u>MAG VAR</u> 2W	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> I-PIA	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
PIA VORTAC		TUNGG LOM					112.04	10.15	2400
NINIC/PIA 30.65 DME	IAF	MKNTY/PIA 16.18 DME					263.86 (HDG) & 308.52 (I-PIA R-129)	3.33 & 11.93	2400
MKNTY/PIA 16.18 DME	IF	TUNGG LOM					308.52 (I-PIA)	6.10	2400

MISSED APPROACH

MAP:

ILS: DA
LOC: PIA 5.12 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1200 THEN CLIMBING LEFT TURN TO 2400 DIRECT PIA VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2400.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1200 THEN CLIMBING LEFT TURN TO 2400 DIRECT TUNGG LOM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2400. (ADF REQUIRED)

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)	
2. HOLD SE TUNGG LOM, RT, 308.52 INBOUND, 2400 FT. IN LIEU OF PT (IAF), MAX 14000.						
3. FAC: 308.52	FAF: TUNGG LOM	DIST FAF TO MAP:	DIST FAF TO THLD:	5.19		
4. MIN ALT: TUNGG LOM 2400						
5. DIST TO THLD FROM OM: 5.19	MM:	IM:	150 HAT:	GS ANT: 947		
6. MIN GS INCPT: 2400	GS ALT AT PFAF:			OM: 2350	MM:	IM:
7. GS ANGLE: 3.00	34:1:	20:1:	TCH: 54.7			
8. MSA FROM: TUNGG LOM 2800						

QUALITY
10
CHECKED

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: *RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA. (NA WHEN USING AAA ALTIMETER SETTING).
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE AAA ALTIMETER SETTING: INCREASE S-ILS 31 DA TO 939 FEET; INCREASE ALL MDAS 100 FEET AND S-LOC 31 VISIBILITY CAT C/D/E TO 1 1/4 SM AND CIRCLING VISIBILITY CAT C 1/4 SM AND CAT D 1/2 SM.
CHART NOTE: CIRCLING RWY 13, 31 NA AT NIGHT.
CHART NOTE: FOR INOPERATIVE 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 5/8 SM.
CHART NOTE: DME FROM PIA VORTAC. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-PIA AND PIA DME.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 31 CAT E VISIBILITY TO RVR 4000 AND S-LOC 31 CATS C/D/E TO 1 3/8 SM.

ADDITIONAL FLIGHT DATA:

HOLD W, RT, 095.00 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SE TUNGG LOM, RT, 308.52 INBOUND.
FAS OBST: 857 AAO 403703N/0893615W.
CHART 885 TOWER (17-000778) 403544N/0893541W.
CHART CIRCLING ICON.

MINIMUMS:**TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT****ALTERNATE:** NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 800-2 1/4, CAT E 1100-3, NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 31*	850	2400	200	850	2400	200	850	2400	200	850	2400	200	850	2400	200
S-LOC 31	1120	2400	470	1120	2400	470	1120	5000	470	1120	5000	470	1120	5000	470
CIRCLING	1160	1	499	1160	1	499	1180	1 1/2	519	1400	2 1/4	739	1680	3	1019

QUALITY
10
CHECKED

CHANGES - REASONS

1. TERMINAL ROUTES: CHANGED PIA VORTAC TO TUNGG LOM SEGMENT COURSE FROM 112.02 TO 112.04 - FAF RELOCATED PER GPA/TCH.
2. TERMINAL ROUTES: REMOVED IAF MACIN INT/PIA 17.37 DME FROM PROCEDURE - PROCEDURE REDESIGN PER ATC REQUEST.
3. TERMINAL ROUTES: ADDED IAF NINIC/PIA 30.65 DME AND IF MKNTY/PIA 16.18 DME - PROCEDURE REDESIGN PER ATC REQUEST.
4. CHANGED LOC MAP FROM "5.20 NM AFTER TUNGG LOM" TO "PIA 5.12 DME" - PROCEDURE REQUIRES DME.
5. ALTERNATE MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 1200 THEN CLIMBING LEFT TURN TO 2400 DIRECT PI LOM AND HOLD. (ADF REQUIRED)." TO "CLIMB TO 1200 THEN CLIMBING LEFT TURN TO 2400 DIRECT TUNGG LOM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2400. (ADF REQUIRED)" - PROCEDURE REDESIGN PER ATC REQUEST.
6. PROFILE LINE 3: REMOVED DIST FAF TO MAP AND CHANGED DIST FAF TO THLD FROM 5.20 TO 5.19 - FAF RELOCATED PER GPA/TCH.
7. PROFILE LINE 5: CHANGED DIST TO THLD FROM OM FROM 5.20 TO 5.19 - FAF RELOCATED PER GPA/TCH, TIME/DISTANCE TABLE NOT REQUIRED.
8. PROFILE LINE 5: CHANGED GS ANT FROM 943 TO 947 - PER AIRNAV DATA.
9. PROFILE LINE 6: CHANGED OM FROM 2378 TO 2350 - RELOCATED BASED ON GPA/TCH.
10. PROFILE LINE 8: CHANGED FROM "PI LOM 2800" TO "TUNGG LOM 2800" - PWE 8260.19J, PARA 8-6-7.
11. ADDED "CHART NOTE: DME FROM PIA VORTAC. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-PIA AND PIA DME" - PER 8260.19J, PARA 8-6-10K.
12. CHANGED CHART NOTE FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LINCOLN ALTIMETER SETTING AND INCREASE S-ILS 31 DA TO 939 FEET; INCREASE ALL MDAS 100 FEET AND CIRCLING VISIBILITY CAT C/D 1/2 SM" TO " WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE AAA ALTIMETER SETTING: INCREASE S-ILS 31 DA TO 939 FEET; INCREASE ALL MDAS 100 FEET AND S-LOC 31 VISIBILITY CAT C/D/E TO 1 1/4 SM AND CIRCLING VISIBILITY CAT C 1/4 SM AND CAT D 1/2 SM" - PER 860.19J, PARA 8-6-10F(4).
13. CHANGED CHART NOTE FROM "FOR INOPERATIVE ALS WHEN USING LOGAN COUNTY ALTIMETER SETTING, INCREASE S-ILS 31 VIS ALL CATS TO RVR 4500" TO "FOR INOPERATIVE 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 5/8 SM" - BASED ON 8260.3E, CHAPTER 3 VISIBILITY, TABLE 3-3-3.
14. CHANGED CHART NOTE FROM "**RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA" TO "**RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA. (NA WHEN USING AAA ALTIMETER SETTING)" - PER 8260.19J, PARA 8-6-12K(1).
15. ADDED "FOR INOPERATIVE ALS, INCREASE S-ILS 31 CAT E VISIBILITY TO RVR 4000 AND S-LOC 31 CATS C/D/E TO 1 3/8 SM" - BASED ON 8260.3E, CHAPTER 3 VISIBILITY.
16. ADDITIONAL FLIGHT DATA: CHANGED FROM "CHART FAS OBST: 770 TOWER 403703N/0893611W" TO "FAS OBST: 857 AAO 403703N/0893615W" - NEW CONTROLLING OBSTACLE.
17. ADDITIONAL FLIGHT DATA: ADDED 7:1 OBST "CHART 885 TOWER (17-000778) 403544N/0893541W" - NEW OBSTACLE EVALUATION.
18. ADDITIONAL FLIGHT DATA: REMOVED "CHART (CFCBJ) AT INTERSECTION OF MACIN DR LEG AND INTERMEDIATE COURSE" - NO LONGER REQUIRED.
19. ALTERNATE MINIMUMS: CHANGED FROM "ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE" TO "ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 800-2 1/4, CAT E 1100-3, NA WHEN LOCAL WEATHER NOT AVAILABLE" - ADDED CAT E PER ATC REQUEST.
20. S-LOC 31: ADDED CAT E AND CHANGED MDA/HAT FROM 1200/550 TO 1120/470, CATS C AND D VISIBILITY FROM RVR 6000 TO RVR 5000 - PER ATC REQUEST, NEW CONTROLLING OBSTACLE, BASED ON 8260.3E, CHAPTER 3 VISIBILITY, TABLE 3-3-3.
21. CIRCLING: ADDED CAT E AND CHANGED CAT A AND B MDA/HAA FROM 1200/539 TO 1160/499, CAT C MDA/HAA FROM 1200/539 TO 1180/519 AND CAT C VISIBILITY FROM 1 5/8 SM TO 1 1/2 SM - PER ATC REQUEST, NEW CONTROLLING OBSTACLES, BASED ON 8260.3E, CHAPTER 3 VISIBILITY, TABLE 3-3-3.

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☐

OTHER: ZAU, PIA APP CON, PIA ATCT, AMGR

FLIGHT CHECKED BY

Digitally signed by

GLEN B FREEMAN

Oct 21, 2024

CASIMIR L TABAKA

OFFICE

FPO

DATE

10-10-2024

DEVELOPED BY

Digitally signed by

CASIMIR L. TABAKA (SILVIA YOUNG)

Aug 28, 2024

JOSEPH L ZEDER

OFFICE

AJV-A432

DATE

06/10/2024

APPROVED BY

Digitally signed by

CASIMIR L. TABAKA

Aug 28, 2024

JOSEPH L ZEDER

OFFICE

AJV-A432

DATE

TITLE

MANAGER

FAA Form 8260-3 (11/16) Supersedes Previous Edition

Electronic Version

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**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
PIA	ILS OR LOC RWY 31	8	PEORIA	IL	661	I-PIA

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM PIA VORTAC **TO** TUNGG LOM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
	10.15										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (17-000026)	403913.00N/0893514.00W	1311	50	50	2D	1000					2400
TERRAIN	403803.00N/0893500.00W	748 (700)								AS1500	2200

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM NINIC/PIA 30.65 DME **TO** MKNTY/PIA 16.18 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
	3.33										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (17-000821)	402616.00N/0891523.00W	1083	250	50	4D	1000				AT317	2400
TERRAIN	403221.00N/0891527.00W	830 (800)								AS1500	2300

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

QUALITY
10
CHECKED

INTERMEDIATE

FROM

MKNTY/PIA 16.18 DME

TO

TUNGG LOM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
	6.10										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (17-001494)	403623.09N/0893224.01W	1262	250	50	4D	500				AT638	2400
TERRAIN	403612.00N/0893157.00W	793 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

GP INTCP

TO

RW31

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.19		DA				200				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				850

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC

FROM

TUNGG LOM

TO

PIA 5.12 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.19		PIA 5.12 DME				470				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	403703.00N/0893615.00W	857	215	8	4B	250					1120

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

TUNGG LOM

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-4	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (17-000023)	403746.00N/0893253.00W	1349	250	50	4D	1000					2400
TERRAIN	403612.00N/0893157.00W	793 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: ILS

FROM

DA

TO

PIA VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00											679
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2400
TOWER (17-020122)	403859.91N/0894645.43W	1048	250	50	4D	1000					2100
TERRAIN	404139.00N/0894521.00W	741 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

PIA 5.12 DME

TO

PIA VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 870			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2400
TOWER (17-020122)	403859.91N/0894645.43W	1048	250	50	4D	1000					2100
TERRAIN	404139.00N/0894521.00W	741 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH ALTERNATE: ILS

FROM

DA

TO

TUNGG LOM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00								679			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2400
TOWER (17-000026)	403913.00N/0893514.00W	1311	50	50	2D	1000					2400
TERRAIN	403803.00N/0893500.00W	748 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE: LOC

FROM

PIA 5.12 DME

TO

TUNGG LOM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00								870			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2400
TOWER (17-000026)	403913.00N/0893514.00W	1311	50	50	2D	1000					2400
TERRAIN	403803.00N/0893500.00W	748 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



CIRCLING

☒ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☒ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TOWER (17-001552)	404127.04N/0894146.53W	1.30	499	847	20	3	1A	300			1160
CATEGORY B											
TOWER (17-001552)	404127.04N/0894146.53W	1.83	499	847	20	3	1A	300			1160
CATEGORY C											
TRANSMISSION_LINE (17-030009)	404028.16N/0894542.45W	2.87	519	870	50	20	2C	300			1180
CATEGORY D											
TOWER (17-020122)	403859.91N/0894645.43W	3.75	739	1048	250	50	4D	300		AC50	1400
CATEGORY E											
TOWER (17-000026)	403913.00N/0893514.00W	4.70	1019	1311	50	50	2D	300		AC50	1680

CIRCLING REMARKS:

MSA

CENTER

TUNGG LOM

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (17-001398)	403841.00N/0891047.00W	085	19.0	1787	500	50	5D	1000			2800

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

PIA APP CON, PIA TOWER, ZAU ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	PIA	24	PIA	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS-3	AAA	24	AAA	34.49	Y	89

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KPIA 661, KAAA 594
RA = 88.6.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-PIA	PIA ATCT	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW04 - MALSR, HIRL, PAPI-4R	PIR-F	APPROACH, ROLL OUT
RW22 - HIRL, PAPI-4L	PIR-F	
RW13 - MALSR, HIRL, PAPI-4R	PIR-G	ROLL OUT
RW31 - MALSR, HIRL	PIR-G	APPROACH

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	642.2	54.7	641.0	947		

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

<u>PENETRATIONS REMARKS:</u>
TRAVERSE_WAY (17-034036) ACCESS IS CONTROLLED BY ATC AND CAN BE EXCLUDED FROM THE FINAL OBSTACLE CLEARANCE AND 34:1 VISUAL SURFACE CONSIDERATION.



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - NO DME SOURCE AVAILABLE.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100FT VEGETATION USED PER FPT.

"CIRCLING RWY 13, 31 NA AT NIGHT" - THIS NOTE IS BECAUSE OF OTHER PROCEDURES AT THE AIRPORT WITH STRAIGHT IN 20:1 PENETRATIONS TO THOSE RUNWAYS.
ORDER 8260.3 CHAPTER 2 APPLIED TO 885 TOWER (17-000778) 403544.00N/0893541.00W.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.15
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.90
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	306.52
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	700
DISTANCE FROM	THLD	TO 1500FT POINT	4.79
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.25
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	306.52
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	700

THRESHOLD COORDINATES (IF STR-IN) 403925.94N/0894104.55W
ARP COORDINATES 403951.10N/0894135.70W
RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 13 DISTANCE 1.10 NM
FAF COORDINATES 403620.29N/0893535.83W
FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

PART E: PREPARED BY

NAME

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OFFICE

AJV-A432

DATE

06/10/2024

TITLE

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