

VOR Z or TACAN Z RWY 31
GENERAL DOWNING - PEORIA INTL (PIA)

T Rwy 31 helicopter visibility reduction below RVR 5000 NA.
A Inop table does not apply. Straight-in and Circling Rwy 31 NA at night. Circling Rwy 13 NA at night. When local altimeter setting not received, use AAA altimeter setting; increase all MDAs 100 feet and Circling visibility Cat C/D ½ SM.

MALSR

MISSED APPROACH: Climb to 2800 direct PIA VORTAC and hold, continue climb-in-hold to 2800. (TACAN aircraft continue on PIA VORTAC R-269 to LOGOS/PIA 17.4 DME and hold west, right turn, 089° inbound).

Diagram illustrating the Peoria VOR/DME station and associated navigation aids:

- Peoria VOR/DME:** 115.2 PIA, Chan 99.
- Logos PIA:** 17.4, with headings 089° and 269°.
- MSA PIA 25 NM:** A circular area centered on the Peoria VOR/DME station, with headings 180° and 360°.
- Navigation Aids:**
 - WELOT PIA:** 8.6.
 - (IAF) FISHR PIA:** 11.1.
- Angles and Headings:**
 - 2800 to FISHR 101° (11.1)
 - 281°
 - 056°
 - 236°
 - 095°
 - 275°
- Routes:** R-269, R-275, and R-101.

Diagram illustrating the intersection of HIRL Runways 4-22 and 13-31. The runways intersect at an angle of 281°. Runway 4-22 is 10104 x 150 feet, and Runway 13-31 is 8003 x 150 feet. The diagram shows the Tower (TWR) and various navigational markers, including a 0.5% grade indicator and a star symbol.

Figure 1 is a 2D plot showing a flight path. The path starts at a point labeled "PIA 5.1" and ends at a point labeled "PIA 11.1". The path is divided into two segments: a 3.5 NM segment and a 2.5 NM segment. The path is labeled with "WELOT PIA 8.6" and "FISHR PIA 11.1". The path is also labeled with "1800" and "2600". The path is also labeled with "101°" and "281°". The path is also labeled with "3.00° TCH 55°". The path is also labeled with "Remain within 10 NM".

CATEGORY	A	B	C	D
S-31	1040/55	390 (400-1)	1040/60	390 (400-1¼)
CIRCLING	1160-1	499 (500-1)	1180-1½ 519 (600-1½)	1400-2¼ 739 (800-2¼)