

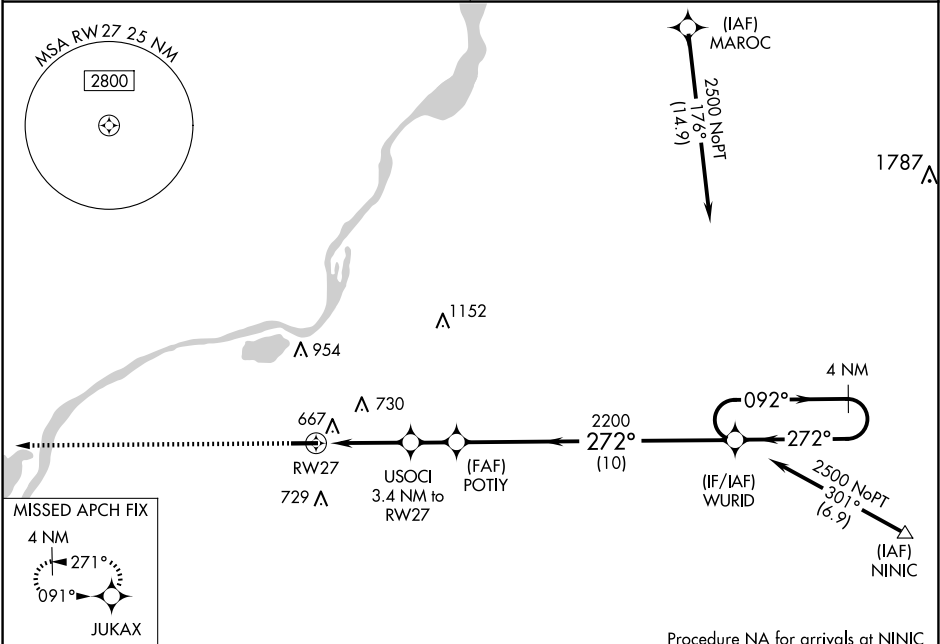
WAAS CH <b>99509</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg TDZE <b>525</b> Apt Elev <b>530</b>
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RNAV (GPS) RWY 27

PEKIN MUNI (C15)

RNP APCH-GPS. ▼ ▲ NA	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.
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SAINT LOUIS APP CON <b>125.8 269.2</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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ELEV <b>530</b>	TDZE <b>525</b>
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REIL Rwy 9 and 27 **0**  
MIRL Rwy 9-27 **0**

2500  
↑  
JUKAX

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.00/TCH 25).

WURID

4 NM  
Holding Pattern

POTIY

USOCI  
3.4 NM to  
RWY 27

2200

272°

092° → 2500  
← 272°

GP 3.00°  
TCH 45°

1660

2200

3.4 NM

1.7 NM

10 NM

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> 570 (600-1 <sup>1</sup> / <sub>2</sub> )	1360-2 <sup>3</sup> / <sub>4</sub> 830 (900-2 <sup>3</sup> / <sub>4</sub> )