

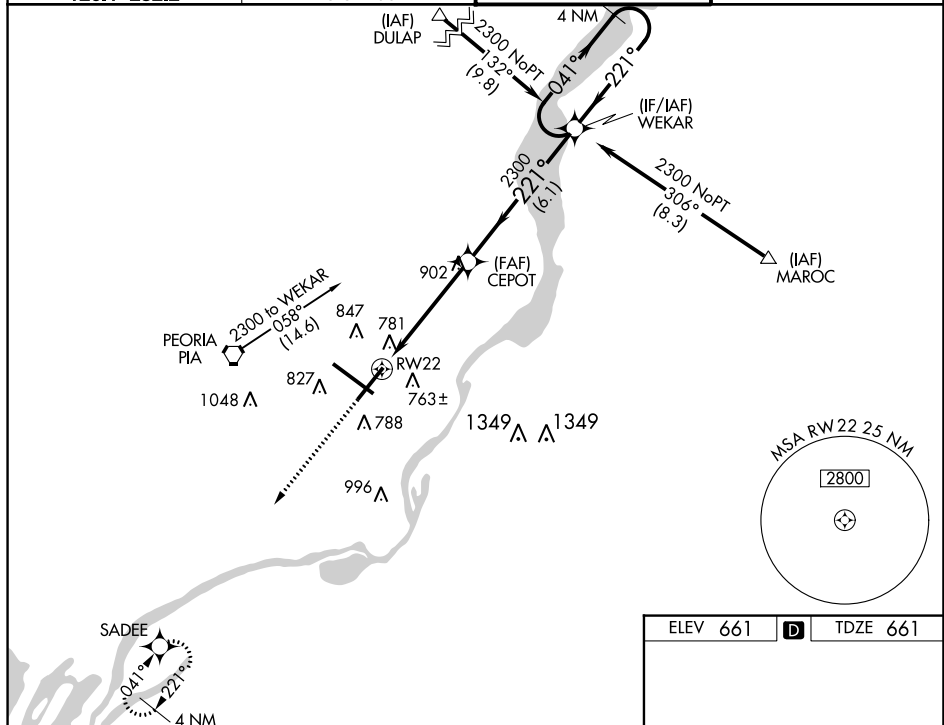
RNAV (GPS) RWY 22
GENERAL DOWNING-PEORIA INTL (PIA)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LNAV/VNAV DA all Cats visibility to 1½ mile, LNAV MDA Cat C and D visibility to 1¾ mile, and Circling Cat C ¾ mile and Cat D ½ mile.

▲ Baro-VNAV and VDP NA when using Logan County altimeter setting. Rwy 22 helicopter visibility reduction below ¾ SM NA. Circling Rwy 13, 31 NA at night.

MISSED APPROACH:
Climb to 2700 direct
SADEE and hold.

GND CON	121.85	348.6
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2700
↑

SADEE

*LNAV only

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 45).

4 NM
Holding Pattern

CEPOT

WEKAR

2300

2300

2300

041°

221°

221°

GP 3.00°
TCH 55

1.4

3.5 NM

6.1 NM

1.4 NM to RW22

CATEGORY	A	B	C	D
LNNAV/ VNAV DA	1093-1 $\frac{3}{8}$ 432 (500-1 $\frac{3}{8}$)			
LNNAV MDA	1160-1	499 (500-1)	1160-1 $\frac{3}{8}$	499 (500-1 $\frac{3}{8}$)
C CIRCLING	1160-1	499 (500-1)	1180-1 $\frac{1}{2}$ 519 (600-1 $\frac{1}{2}$)	1400-2 $\frac{1}{4}$ 739 (800-2 $\frac{1}{4}$)

Diagram of HIRL Rwy 4-22 and 13-31. The diagram shows two intersecting runways. Runway 4-22 is oriented 221° and has a width of 101.04 X 130. Runway 13-31 is oriented 709° and has a width of 80.04 X 130. The intersection is marked with a square labeled TWR 755. Various navigation aids are indicated by symbols: a circle with A5 for VORTAC, a circle with S for VORTAC, a circle with U for VORTAC, a circle with A5 for VORTAC, a circle with U for VORTAC, a circle with A5 for VORTAC, and a circle with U for VORTAC. The diagram also shows a 692± distance marker and a 101.04 X 130 dimension.

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