

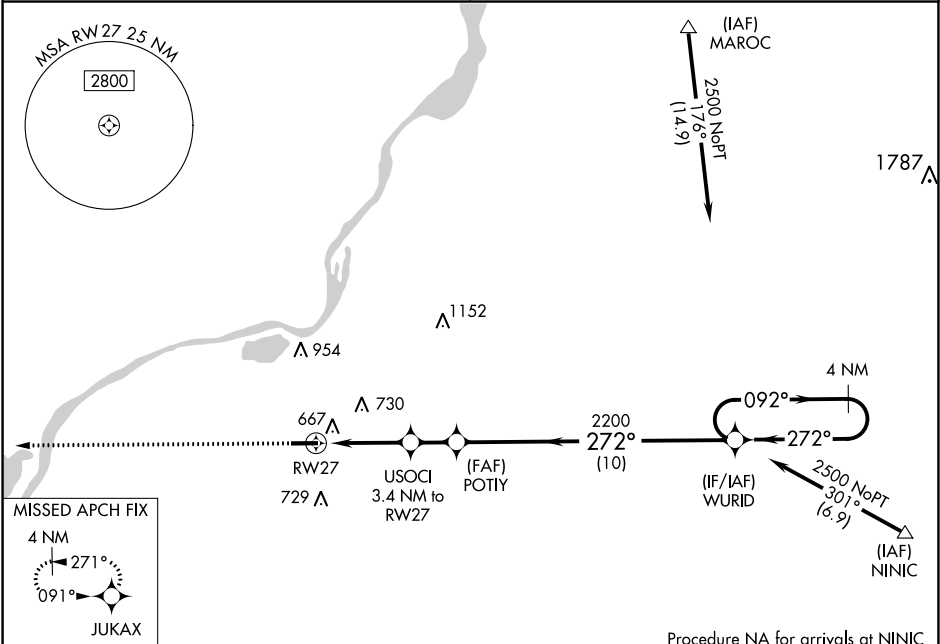
WAAS CH 99509 W27A	APP CRS 272°	Rwy Idg TDZE 525 Apt Elev 530
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RNAV (GPS) RWY 27

PEKIN MUNI (C15)

RNP APCH-GPS	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 125.8 269.2	UNICOM 122.8 (CTAF) 0
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ELEV 530	TDZE 525
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Diagram showing a runway (RWY 27) with dimensions 5000 x 75. A heading of 272° is indicated towards RWY 27.

Diagram showing the approach path for RWY 27. The path starts at a holding pattern at 2500 ft, descends to 2200 ft at POTIY, and then to 1660 ft at USOCI. The path is defined by a 272° heading. The distance from the holding pattern to POTIY is 10 NM, and from POTIY to USOCI is 1.7 NM. The distance from USOCI to RWY 27 is 3.4 NM. The diagram also shows the VGSI and RNAV glidepaths, which are not coincident. The VGSI angle is 3.00° and the TCH is 25°. The RNAV glidepath is 092° and the TCH is 45°.

CATEGORY	A	B	C	D
LPV DA	864-1		339 (400-1)	
LNAV/VNAV DA	1010-1 $\frac{3}{8}$		485 (500-1 $\frac{3}{8}$)	
LNAV MDA	1020-1	495 (500-1)	1020-1 $\frac{3}{8}$	495 (500-1 $\frac{3}{8}$)
CIRCLING	1060-1	530 (600-1)	1100-1 $\frac{1}{2}$ 570 (600-1 $\frac{1}{2}$)	1360-2 $\frac{3}{4}$ 830 (900-2 $\frac{3}{4}$)

REIL Rwy 9 and 27
MIRL Rwy 9-27

REIL Rwy 9 and 27 0
MIRL Rwy 9-27 0