

WAAS CH 77509 W31A	APP CRS 309°	Rwy Idg 10104 TDZE 650 Apt Elev 661
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RNAV (GPS) RWY 31
GENERAL DOWNING-PEORIA INTL (PIA)

RNP APCH - GPS

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. When local altimeter setting not received, use Lincoln altimeter setting and increase LPV DA to 1028 feet and all visibilities to RVR 3500; increase LNAV/VNAV DA to 1211 feet and all visibilities to 1 1/4 SM; increase all MDAs 100 feet and LNAV visibility Cat C/D to 1 1/4 SM, and Circling visibility Cat C/D 1/2 SM. Baro-VNAV and VDP NA when using Lincoln altimeter setting. For inop ALS, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to 1 1/4 SM, and LNAV visibility Cat C/D to 1 1/4 SM. For inop ALS when using Lincoln altimeter setting, increase LPV all Cats visibility to RVR 5500, LNAV/VNAV all Cats visibility to 1 1/4 SM, and LNAV visibility Cat C/D to 1 1/4 SM.

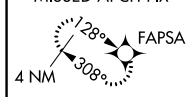
MALSR



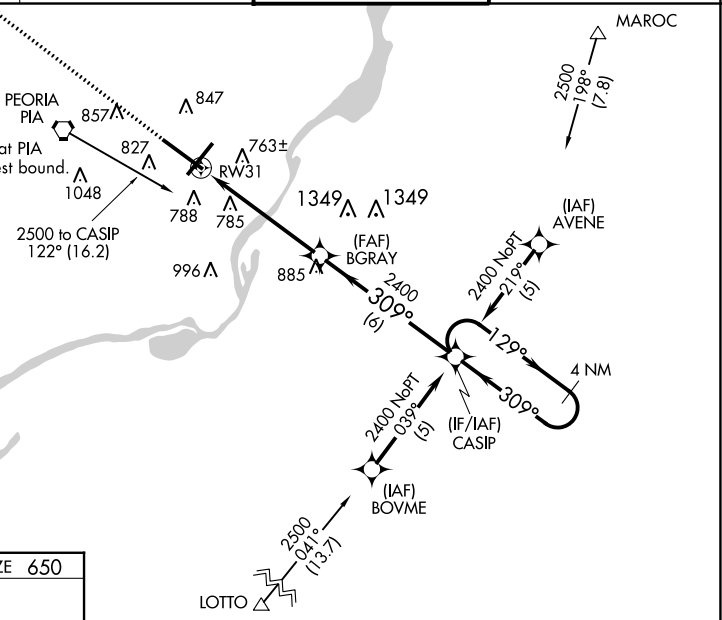
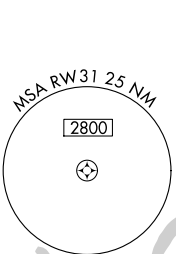
MISSED APPROACH:
Climb to 2500 direct
FAPSA and hold.

ATIS	SAINT LOUIS APP CON	PEORIA TOWER	GND CON
126.1 282.2	125.8 269.2	124.0 353.85	121.85 348.6

MISSED APCH FIX



Procedure NA for arrivals at PIA
VORTAC on V343 northwest bound



ELEV 661	D	TDZE 650
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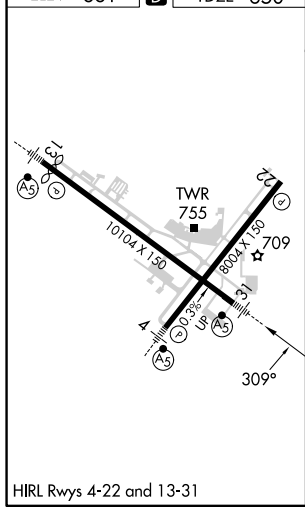


Diagram illustrating the RW31 Holding Pattern. The pattern is defined by a series of turns around a fix. The initial turn is a 130° turn to the right (RW31). The subsequent turns are 309° turns. The distance between turns is 4 NM. The distance from the start of the pattern to the fix is 1.3 NM. The fix is located 2400 feet above the ground. The pattern is for a 4 NM Holding Pattern. The diagram also shows the CASIP and BGRAY fixes. The diagram includes a scale bar for 2500 feet and a north arrow. The diagram also shows the GP 3.00° TCH 55.