

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>	
PIA	ILS OR LOC RWY 13	7	PEORIA	IL	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
661	632	ILS OR LOC RWY 13	03/26/2020	2W	2015
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	
I-GZX			ROUTINE		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
PIA VORTAC		ADLER OM/INT	FAF/IAF				344.17	2.76	2500
GREGG/PIA 13.25 DME	IAF	SUGRR INT	NOPT				140.00 (SUGRR HDG140) & 128.50 (I-GZX R-309)	1.01 & 4.05	2500
SUGRR INT	IF	ADLER OM/INT					128.50 (I-GZX)	6.00	2500

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.26 NM AFTER ADLER OM/INT

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2500 DIRECT TUNGG LOM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2500.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	L	SIDE OF COURSE	308.50	OUTBOUND	2500	FT WITHIN	10	MILES OF	ADLER OM/INT (IAF)	
2.										
3. FAC:	128.50	FAF:	ADLER OM/INT	PFAF:	GP INTCP			DIST FAF TO MAP:	5.26	DIST FAF TO THLD: 5.26
4. MIN ALT:	ADLER OM/INT 2500									
5. DIST TO THLD FROM OM:	5.26	MM:		IM:	150 HAT:		GS ANT:	1235		
6. MIN GS INCPT:	2500	GS ALT AT PFAF:					OM:	2363	MM:	IM:
7. GS ANGLE:	3.00	34:1:		20:1:	TCH:	56.0				
8. MSA FROM:	PIA VORTAC 180-360 2300, 360-180 2800									

QUALITY
37
CHECKED

EQUIPMENT REQUIREMENTS NOTES:

ADF REQUIRED.
DME REQUIRED FOR PROCEDURE ENTRY AT GREGG.

NOTES:

CHART NOTE: CIRCLING RWY 13, 31 NA AT NIGHT.
CHART NOTE: *RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE AAA ALTIMETER SETTING AND INCREASE S-ILS 13* DA TO 921 FEET; INCREASE ALL MDAS 100 FEET; AND CIRCLING VISIBILITY CAT C/D 1/2 SM.
CHART NOTE: FOR INOPERATIVE ALS WHEN USING AAA ALTIMETER SETTING, INCREASE S-ILS 13* ALL CATS VISIBILITY TO RVR 4500.

ADDITIONAL FLIGHT DATA:

HOLD SE, RT, 308.52 INBOUND.
FAS OBST: 922 AAO 404242N/0894815W.
CHART (SUGRR) AT INTERSECTION OF GREGG DR LEG AND INTERMEDIATE COURSE.
CHART CIRCLING ICON.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>		
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
S-ILS 13*	832	2400	200	832	2400	200	832	2400	200	832	2400	200			
S-LOC 13	1180	2400	548	1180	2400	548	1180	6000	548	1180	6000	548			
CIRCLING	1180	1	519	1180	1	519	1180	1 5/8	519	1400	2 1/4	739			



CHANGES - REASONS

1. CHANGED TDZE FROM 636 TO 632 - PER AIRNAV DATA.
2. TERMINAL ROUTES: CHANGED FEEDER SEGMENT COURSE FROM 345.17 TO 344.17 AND DISTANCE FROM 2.78 TO 2.76 - FAF RELOCATED BASED ON GPA/TCH.
3. TERMINAL ROUTES: CHANGED FROM "GREGG INT/PIA 13.25 DME" TO "GREGG/PIA 13.25 DME" - BDF VOR MON PROGRAM.
4. TERMINAL ROUTES: CHANGED IAF SEGMENT COURSE FROM "134.17 (PIA R-311) & 128.50 (I-GZX)" TO "140.00 (SUGRR HDG140) & 128.50 (I-GZX R-309)" AND DISTANCE FROM "1.33 & 9.73" TO "1.01 & 4.05" - ADDED IF SEGMENT PER ATC/CHECKLIST REQUEST.
5. TERMINAL ROUTES: ADDED SUGGR INT IF TO PROCEDURE - PER ATC/CHECKLIST REQUEST.
6. MISSED APPROACH: CHANGED LOC MAP FROM "5.25 NM AFTER ADLER OM/INT" TO "5.26 NM AFTER ADLER OM/INT" - FAF RELOCATED BASED ON GPA/TCH.
7. CHANGED MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 2500 DIRECT PI LOM AND HOLD" TO "CLIMB TO 2500 DIRECT TUNGG LOM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2500" - CIH REQUIRED, 8260.19I, APPENDIX F EXAMPLES.
8. PROFILE LINE 3: CHANGED DIST FAF TO MAP AND DIST FAF TO THLD FROM 5.25 TO 5.26 - FAF RELOCATED BASED ON GPA/TCH.
9. PROFILE LINE 5: CHANGED "DIST TO THLD FROM OM" FROM 5.25 TO 5.26 - FAF RELOCATED BASED ON GPA/TCH.
10. PROFILE LINE 6: CHANGED OM FROM 2395 TO 2363 - PER FAF RELOCATION BASED ON GPA/TCH.
11. PROFILE LINE 7: CHANGED TCH FROM 59 TO 56 - PER AIRNAV DATA.
12. EQUIPMENT REQUIREMENTS NOTES: CHANGED FROM "ADF REQUIRED FOR MISSED APPROACH" TO "ADF REQUIRED" - 8260.19J, PARA 8-6-9A(1).
13. EQUIPMENT REQUIREMENTS NOTES: ADDED "DME REQUIRED FOR PROCEDURE ENTRY AT GREGG" - GREGG IS DEFINED AS DME ONLY.
14. CHANGED CHART NOTE FROM "FOR INOPERATIVE MALSR, INCREASE S-LOC 13 CAT C/D VISIBILITY TO 1 3/8 MILE" TO "FOR INOPERATIVE ALS, INCREASE S-LOC CATS A AND B TO RVR 5500" - PER UPDATED 8260.3F VIS TABLES.
15. ADDED "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE AAA ALTIMETER SETTING AND INCREASE S-ILS 13* DA TO 925 FEET; INCREASE ALL MDAS 100 FEET; AND CIRCLING VISIBILITY CAT C/D 1/2 SM" - CHARTED FOR CONSISTENCY THROUGHT ALL AIRPORT PROCEDURES.
16. ADDED "CHART NOTE: FOR INOPERATIVE ALS WHEN USING AAA ALTIMETER SETTING, INCREASE S-ILS 13* ALL CATS VISIBILITY TO RVR 4500, AND S-LOC 13 CATS A/B TO RVR 5500" - PER UPDATED 8260.3F VIS TABLES
17. ADDED "CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 13*" - PER 8260.19J, PARA 8-6-120(3)(A).
18. ADDITIONAL FLIGHT DATA: CHANGED FROM "CHART FAS OBST: 853 TWR (KPIAT1167) 404139N/0894501W" TO "FAS OBST: 922 AAO 404242N/0894815W" - NEW CONTROLLING OBSTACLE.
19. ADDITIONAL FLIGHT DATA: REMOVED "CHART (CFBZL) AT INTERSECTION OF GREGG DR AND INTERMEDIATE COURSE" - NO LONGER APPLICABLE.
20. CHANGED ALTERNATE MINS FROM "ILS: STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE" TO "ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE" - PER UPDATED 8260.3F VIS TABLES.
21. CHANGED S-ILS 13 ALL CATS VISIBILITY FROM RVR 2400 TO RVR 4000 - 8260.3F, CHAPTER 3 VISIBILITY, TABLE 3-3-3.
22. CHANGED S-LOC 13 ALL CATS MDA/HAT FROM 1120/484 TO 1180/548, CATS A AND B VISIBILITY FROM RVR 2400 TO RVR 4000 AND CATS C AND D VISIBILITY FROM RVR 5000 TO RVR 6000 - NEW CONTROLLING OBSTACLE, 8260.3F, CHAPTER 3 VISIBILITY, TABLE 3-3-3.
23. CHANGED CIRCLING CATS A AND B MDA/HAA FROM 1160/499 TO 1180/519 AND CAT C VISIBILITY FROM 1 1/2 SM TO 1 5/8 SM - BASED ON STRAIGHT-IN MINS, 8260.3F, CHAPTER 3 VISIBILITY, TABLE 3-3-3.

03/03/25: THIS IS A UPDATED COPY OF THE FORM DEVELOPED ON 12/3/24.
ADDED "PFAF: GP INTCP" TO PROFILE LINE 3.
REMOVED CHART NOTE "FOR INOPERATIVE ALS, INCREASE S-LOC CATS A AND B TO RVR 5500".
CHANGED BACK-UP ALTIMETER NOTE S-ILS* 13 DA FROM "925" TO "921".
CHANGED CHART NOTE FROM "FOR INOPERATIVE ALS WHEN USING AAA ALTIMETER SETTING, INCREASE S-ILS 13* ALL CATS VISIBILITY TO RVR 4500, AND S-LOC 13 CATS A/B TO RVR 5500" TO "FOR INOPERATIVE ALS WHEN USING AAA ALTIMETER SETTING, INCREASE S-ILS 13* ALL CATS VISIBILITY TO RVR 4500".
REMOVED "CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 13*".
CHANGED S-ILS 13* ALL CATS DA/HAT FROM 836/204 TO 832/200 AND ALL CATS VISIBILITIES FROM 4000 RVR TO 2400 RVR.
CHANGED S-LOC 13 CATS A AND B VISIBILITY FROM 4000 RVR TO 2400 RVR.

03/28/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 03/06/2025.
MOVED THE ASTERISK IN THE ALTIMETER SETTING NOTE FROM ...S-ILS* 13... TO ... S-ILS 13*...

COORDINATED WITH

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER:ZAU ARTCC, PIA ATCT, AMGR

FLIGHT CHECKED BY

BRIAN PETER CARSON

Digitally signed by

CASIMIR L TABAKA

Mar 06, 2025

OFFICE

FIOG

DATE

02/27/2025

DEVELOPED BY

CASIMIR L. TABAKA (SILVIA YOUNG)

Digitally signed by

CASIMIR L TABAKA

Mar 06, 2025

OFFICE

AJV-A432

DATE

12/03/2024

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

CASIMIR L TABAKA

Mar 06, 2025

OFFICE

AJV-A432

DATE

TITLE
MANAGER

QUALITY
37
CHECKED

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
PIA	ILS OR LOC RWY 13	7	PEORIA	IL	661	I-GZX

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM PIA VORTAC **TO** ADLER OM/INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
	2.76										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (17-001669)	404055.00N/0894905.00W	1024	500	50	5D	1000				AT476	2500
TERRAIN	404200.00N/0894936.00W	757 (800)								AS1500	2300

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM GREGG/PIA 13.25 DME **TO** SUGRR INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
	1.01										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (17-001895)	405135.00N/0895710.00W	1107	500	50	5D	1000				AT393	2500
TERRAIN	404321.00N/0900100.00W	761 (800)								AS1500	2300

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

QUALITY
37
CHECKED

INTERMEDIATE

FROM

SUGRR INT

TO

ADLER OM/INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	6.00										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (17-002102)	404638.00N/0900018.00W	998	500	50	5D	500				AT1002	2500
TERRAIN	404254.00N/0895603.00W	748 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: PT

FROM

10 NM

TO

ADLER OM/INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>			<u>HMAS</u>	
	10.00										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (17-002102)	404638.00N/0900018.00W	998	500	50	5D	500				AT1002	2500
TERRAIN	404139.00N/0895757.00W	793 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS

FROM

GP INTCP

TO

RW13

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>						
	5.25		DA	200							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				832

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

DA REMAINS AT 836 DUE TO OET MEMORANDUM REQUIREMENTS.

FINAL: LOC

FROM

ADLER OM/INT

TO

5.26 NM AFTER ADLER OM/INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.26		5.26 NM AFTER ADLER OM/INT				548				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	404242.00N/0894815.00W	922	215	8	4B	250					1180

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



PROCEDURE TURN

FROM

ADLER OM/INT

TO

10 NM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (17-001895)	405135.00N/0895710.00W	1107	500	50	5D	1000				AT393	2500
TERRAIN	404139.00N/0895757.00W	793 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM

DA

TO

TUNGG LOM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 663			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2500
TOWER (17-001253)	403747.00N/0893412.00W	1349	500	50	5D	1000					2400
TERRAIN	403751.00N/0893412.00W	757 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LOC

FROM

5.26 NM AFTER ADLER OM/INT

TO

TUNGG LOM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u>		930			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2500
TOWER (17-001253)	403747.00N/0893412.00W	1349	500	50	5D	1000					2400
TERRAIN	403751.00N/0893412.00W	757 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CATEGORY A											
TOWER (17-001552)	404127.04N/0894146.53W	1.30	519	847	20	3	1A	300		SI	1180
CATEGORY B											
TOWER (17-001552)	404127.04N/0894146.53W	1.83	519	847	20	3	1A	300		SI	1180
CATEGORY C											
TRANSMISSION_LINE (17-030009)	404028.16N/0894542.45W	2.87	519	870	50	20	2C	300			1180
CATEGORY D											
TOWER (17-020122)	403859.91N/0894645.43W	3.75	739	1048	250	50	4D	300		AC50	1400

CIRCLING REMARKS:



MSA

CENTER

PIA VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
180-360	WINDMILL (17-086805)	401204.22N/0894817.54W	177	28.7	1273	250	50	4D	1000			2300
360-180	TOWER (17-001398)	403841.00N/0891047.00W	090	28.1	1787	500	50	5D	1000			2800

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

PIA TOWER, ZAU ARTCC

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	PIA	24	PIA	0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3	AAA	24	AAA	34.49	Y	89

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KPIA 661, KAAA 594
RA = 88.6.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
I-GZX	PIA ATCT	24	1

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW04 - MALSR, HIRL, PAPI-4R	PIR-F	APPROACH, ROLL OUT
RW22 - HIRL, PAPI-4L	PIR-F	APPROACH, ROLL OUT
RW13 - MALSR, HIRL, PAPI-4R	PIR-G	APPROACH, ROLL OUT
RW31 - MALSR, HIRL	PIR-G	APPROACH, ROLL OUT

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	631.8	56.0	618.6	1235	3.00	56.5

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	500
ON CENTERLINE	☒	FT FROM CENTERLINE		

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

PENETRATIONS REMARKS:



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - NO DME SOURCE.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

CIRCLING RWY 13, 31 NA AT NIGHT - PER ATC REQUEST DUE TO RESTRICTIONS ON VOR OR TACAN RWY 13 AND VOR Z OR TACAN Z RWY 31 PROCEDURES.

NO 20:1 PENETRATIONS. THE SURVEYED ROAD IS WITH A VEHICLE HEIGHT, NO VEHICLE IS ALLOWED IN THIS AREA WITH OUT ATC CLEARANCE, SEE PIA OBSTRUCTION RESPONSE LETTER.

ORDER 8260.3, CHAPTER 2 APPLIED TO 939 AAO 404300N/0894830W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.18
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.91
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	126.50
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	700
DISTANCE FROM	THLD	TO 1500FT POINT	4.75
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.24
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	126.50
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	700

THRESHOLD COORDINATES (IF STR-IN)	404022.40N/0894244.72W
ARP COORDINATES	403951.10N/0894135.70W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 13 DISTANCE 1.10 NM
FAF COORDINATES	404330.15N/0894818.47W
FIX NAME COORDINATES	

REMARKS

THLD DISPLACED 500FT, ACTUAL COORDINATES: 404025.34N/0894249.93W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CASIMIR L. TABAKA (SILVIA YOUNG)	AJV-A432	12/03/2024	AERONAUTICAL INFORMATION SPECIALIST