

**U.S. DEPARTMENT OF TRANSPORTATION -- FEDERAL AVIATION ADMINISTRATION
RADAR -- STANDARD INSTRUMENT APPROACH PROCEDURE -- FLIGHT STANDARDS SERVICE -- TITLE 14 CFR PART 97.31**

Bearings, headings, courses, 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 in feet RVR.

Initial approach minimum altitude(s) shall correspond with those established for enroute operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when; (A) Visual contact is established on final approach at or before descent to the authorized landing minimums; or (B) at pilot's discretion if it appears desirable to discontinue the approach.

Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when; (A) communications on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controllers; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES (Sectors and distances measured from radar antenna)												MISSED APPROACH		
FROM	T O	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	MAP: RWY 4, 22, 31: THLD		
AS ESTABLISHED BY THE CURRENT SPRINGFIELD MINIMUM VECTORING ALTITUDE CHART												SEE PAGE 2 FOR MISSED APPROACH INSTRUCTIONS.		

MINIMUMS

TAKEOFF:		STANDARD	X	SEE FAA FORM 8260-15A FOR THIS AIRPORT	ALTERNATE:	N A	STANDARD#@\$	#CAT E 800-2 3/4							
CATEGORY	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-4	960	2400	368	960	2400	368	960	2400	368	960	5000	368	960	5000	368
S-22	960	1/2	363	960	1/2	363	960	1/2	363	960	1	363	960	1	363
S-31	1240	1/2	650	1240	1/2	650	1240	1 1/4	650	1240	1 1/2	650	1240	1 3/4	650
CIRCLING	1240	1	643	1240	1	643	1240	1 3/4	643	1240	2	643	1380	2 3/4	783

NOTES:
 RWY 4: FAF 5 MILES FROM THRESHOLD, MINIMUM ALTITUDE 2200, MINIMUM ALTITUDE 2 MILE FIX 1240, FINAL APPROACH COURSE 041. RECOMMENDED ALTITUDE 4 MILES 1880, 3 MILES 1560, 2 MILES 1240.
 RWY 22: FAF 5 MILES FROM THRESHOLD, MINIMUM ALTITUDE 2200, FINAL APPROACH COURSE 221. RECOMMENDED ALTITUDE 4 MILES 1880, 3 MILES 1560, 2 MILES 1240.
 RWY 31: FAF 5 MILES FROM THRESHOLD, MINIMUM ALTITUDE 2200, FINAL APPROACH COURSE 306. RECOMMENDED ALTITUDE 4 MILES 1880, 3 MILES 1560, 2 MILES 1240.

CONTINUED ON PAGE 2.

LOST COMMUNICATIONS (ALL RWYS): AS DIRECTED BY ATC ON INITIAL CONTACT.

ADDITIONAL FLIGHT DATA
 TDZE: 592 RWY: 4 TDZE: 597 RWY: 22
 TDZE: 590 RWY: 31 TDZE: RWY:

FAS OBST:
 RWY 4: 702 TOWER 394839N/0894116W
 RWY 22: 710 TANK 395344N/0893716W
 RWY 31: 975 BLDG-TWR 394801N/0893844W

MAG VAR: 1E EPOCH YEAR: 1990

CITY AND STATE	ELEVATION:	FACILITY IDENTIFIER:	PROCEDURE NO./AMDT NO./EFFECTIVE DATE:	SUP
SPRINGFIELD, IL	597	SPI ASR	OCT 27 2005	AMDT: 8
	ABRAHAM LINCOLN CAPITAL		RADAR-1, AMDT 9	DATED: 05/21/1998

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MISSED APPROACH INSTRUCTIONS:

RWY 4: CLIMB TO 1700 THEN CLIMBING LEFT TURN TO 3200 VIA SPI VORTAC R-272 TO GINIA INT/SPI 19.69 DME AND HOLD W, RT, 091.89 INBOUND.

RWY 22: CLIMB TO 1700 THEN CLIMBING RIGHT TURN TO 3200 VIA SPI VORTAC R-272 TO GINIA INT/SPI 19.69 DME AND HOLD W, RT, 091.89 INBOUND.

RWY 31: CLIMB TO 1700 THEN CLIMBING LEFT TURN TO 3200 VIA SPI VORTAC R-272 TO GINIA INT/SPI 19.69 DME AND HOLD W, RT, 091.89 INBOUND.

NOTES CONTINUED:

CHART NOTES: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE LOGAN COUNTY ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET.

FOR INOPERATIVE MALSR, INCREASE S-4 CATS D AND E VISIBILITY TO RVR 6000.

FOR INOPERATIVE MALSR, INCREASE S-22 CATS D AND E VISIBILITY TO 1 1/4.

FOR INOPERATIVE MALSR, INCREASE S-31 CAT E VISIBILITY TO 2 1/4.

WHEN CONTROL TOWER CLOSED, ASR NA.

ALTERNATE MINIMUMS CONTINUED:

\$ NA WHEN CONTROL TOWER CLOSED.

@ NA WHEN LOCAL WEATHER NOT AVAILABLE.

CITY AND STATE SPRINGFIELD, IL	ELEVATION: 597 TDZE:	FACILITY IDENTIFIER: SPI ASR	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE: OCT 27 2005 RADAR-1, AMDT 9	SUP:
	AIRPORT NAME: ABRAHAM LINCOLN CAPITAL			AMDT: 8
				DATED: 05/21/1998