

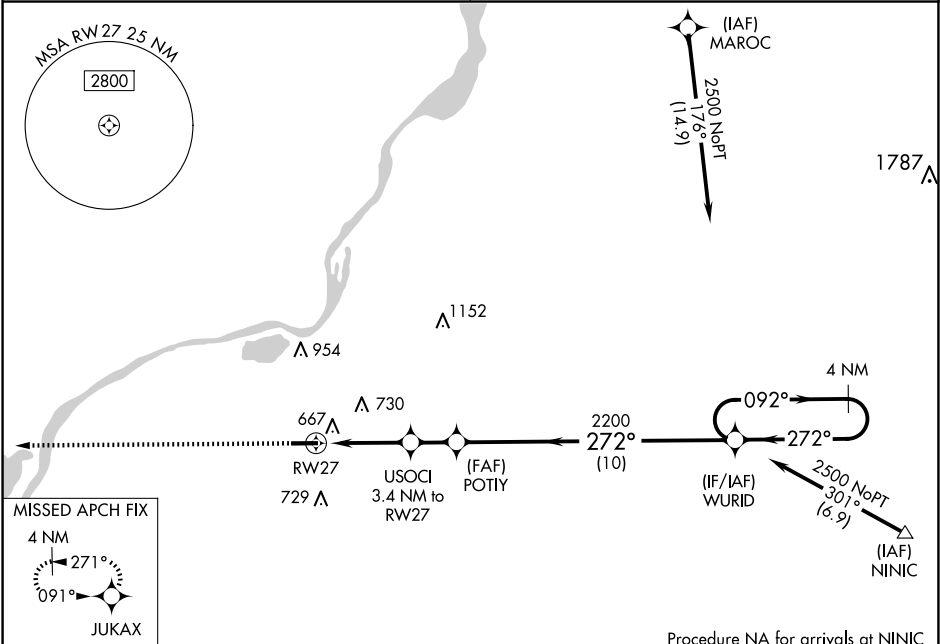
|                                        |                        |                                                   |
|----------------------------------------|------------------------|---------------------------------------------------|
| WAAS<br>CH <b>99509</b><br><b>W27A</b> | APP CRS<br><b>272°</b> | Rwy Idg<br>TDZE <b>525</b><br>Apt Elev <b>530</b> |
|----------------------------------------|------------------------|---------------------------------------------------|

RNAV (GPS) RWY 27

PEKIN MUNI (C15)

|                            |                                                                                                                                                                                                                                                                                                                                               |                                                       |
|----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| RNP APCH-GPS.<br>▼<br>▲ NA | 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. |
|----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|

|                                           |                                 |
|-------------------------------------------|---------------------------------|
| SAINT LOUIS APP CON<br><b>125.8 269.2</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|-------------------------------------------|---------------------------------|



|                 |                 |
|-----------------|-----------------|
| ELEV <b>530</b> | TDZE <b>525</b> |
|-----------------|-----------------|

|                    |  |                                                                  |                       |                               |                               |                    |  |  |
|--------------------|--|------------------------------------------------------------------|-----------------------|-------------------------------|-------------------------------|--------------------|--|--|
| 2500<br>↑<br>JUKAX |  | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25). |                       |                               | WURID<br>4 NM Holding Pattern |                    |  |  |
| RWY27<br>272°      |  | USOCI<br>3.4 NM to RWY27<br>1660                                 | POTIY<br>2200<br>272° | 2200                          | 092° → 2500<br>← 272°         | GP 3.00°<br>TCH 45 |  |  |
| 3.4 NM             |  | 1.7 NM                                                           | 10 NM                 |                               |                               |                    |  |  |
| CATEGORY           |  | A                                                                | B                     | C                             | D                             |                    |  |  |
| LPV DA             |  | 864-1                                                            |                       | 339 (400-1)                   |                               |                    |  |  |
| LNAV/VNAV DA       |  | 1010-1 3/8                                                       |                       | 485 (500-1 3/8)               |                               |                    |  |  |
| LNAV MDA           |  | 1020-1                                                           | 495 (500-1)           | 1020-1 3/8                    | 495 (500-1 3/8)               |                    |  |  |
| CIRCLING           |  | 1060-1                                                           | 530 (600-1)           | 1100-1 1/2<br>570 (600-1 1/2) | 1360-2 3/4<br>830 (900-2 3/4) |                    |  |  |

REIL Rwy 9 and 27  
MIRL Rwy 9-27

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