

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</u> CHICAGO O'HARE INTL	<u>AIRPORT ID</u> KORD	<u>PROCEDURE NAME</u> ILS OR LOC RWY 28L ILS RWY 28L SA CAT I, ILS RWY 28L CAT II, ILS RWY 28L CAT III	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>CITY</u> CHICAGO	<u>STATE</u> IL	
<u>AIRPORT ELEVATION</u> 680	<u>TDZE</u> 667	<u>SUPERSEDED</u> ILS OR LOC RWY 28L ILS RWY 28L SA CAT I, ILS RWY 28L CAT II, ILS RWY 28L CAT III	<u>ORIGINAL/AMENDMENT</u> ORIG-A	<u>DATED</u> 03/29/2018	<u>MAG VAR</u> 4W	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> I-VQX	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

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>
VOGLR	IAF	LYSIN		TF	FB	1.00	275.46	17.17	9000
LYSIN/26.46 DME/RADAR		KEGNE/23.32 DME/RADAR					273.88	3.14 (I-VQX)	8000
KEGNE/23.32 DME/RADAR		JAVON/20.18 DME/RADAR					273.88	3.14 (I-VQX)	7000
JAVON/20.18 DME/RADAR		HANSO/17.05 DME/RADAR					273.88	3.14 (I-VQX)	6000
HANSO/17.05 DME/RADAR		FITAR/13.91 DME/RADAR					273.88	3.14 (I-VQX)	5000
FITAR/13.91 DME/RADAR	IF	CAKOS/10.77 DME/RADAR					273.88	3.14 (I-VQX)	4000
CAKOS/10.77 DME/RADAR		PONCC INT/4.34 DME/RADAR					273.88	6.43 (I-VQX)	2200

MISSED APPROACH

MAP:

ILS: DA
 LOC: 4.67 NM AFTER PONCC INT/I-VQX 4.34 DME/RADAR OR AT I-VQX 0.34 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1200 THEN CLIMBING LEFT TURN TO 4000 DIRECT CGT VORTAC AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1200 THEN CLIMBING LEFT TURN TO 4000 DIRECT JOT VOR/DME AND HOLD.



AIRPORT
CHICAGO O'HARE INTL

AIRPORT ID
KORD

PROCEDURE NAME
ILS OR LOC RWY 28L
ILS RWY 28L SA CAT I,
ILS RWY 28L CAT II,
ILS RWY 28L CAT III

ORIGINAL/AMENDMENT
ORIG-B

CITY
CHICAGO

STATE
IL

PROFILE:

1. **PT** **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF (IAF)**

2. PROFILE STARTS AT LYSIN

3. **FAF:** 273.88 **FAF:** PONCC INT/4.34 DME/RADAR **DIST FAF TO MAP:** 4.67 **DIST FAF TO THLD:** 4.67

4. **MIN ALT:** LYSIN 9000, KEGNE 8000, JAVON 7000, HANSO 6000, FITAR 5000, CAKOS 4000, PONCC 2200, ALKYL INT/1.47 DME 1240*

5. **DIST TO THLD FROM OM:** **MM:** **IM:** 1026 **100 HAT:** 1031.00 **150 HAT:** 1985.00 **GS ANT:** 994

6. **MIN GS INCPT:** 2200 **GS ALT AT FAF :** PONCC INT/4.34 DME/RADAR 2200 **OM:** **MM:** **IM:** 767

7. **GP ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 55.0

8. **MSA FROM:** KORD 3400

EQUIPMENT REQUIREMENTS NOTES:

FROM VOGLR: RNAV 1-GPS REQUIRED.
AIRCRAFT NOT GPS EQUIPPED - RADAR REQUIRED FOR PROCEDURE ENTRY. DME OR RADAR REQUIRED.

NOTES:

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 28L: CAT A, B, C, D RA 157, RVR 1400, HAT 150, DA 817 MSL.
CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 28L: CAT A, B, C, D RA 106, RVR 1200, HAT 100, DA 767 MSL.
CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 28L: CAT A, B, C, D RVR 600
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CAT I CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 28L CAT C/D VISIBILITY TO 1 5/8 SM.

SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF HUD TO DH.
CAT II RVR 1000 CHART NOTE: RVR 1000 AUTHORIZED WITH SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.

ADDITIONAL FLIGHT DATA:

CHART IN PROFILE VIEW: I-VQX DME ANTENNA.
CHART IN PLANVIEW: JOT VOR/DME
CHART VDP AT 0.76 DME*
DISTANCE VDP TO THLD 1.09 NM
* LOC ONLY
CHART FAS OBST: 807 TOWER 415719N/0875153W.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SW JOT VOR/DME, RT, 066.00 INBOUND.
HOLD SE, RT, 336.00 INBOUND



AIRPORT
CHICAGO O'HARE INTL

AIRPORT ID
KORD

PROCEDURE NAME
ILS OR LOC RWY 28L
ILS RWY 28L SA CAT I,
ILS RWY 28L CAT II,
ILS RWY 28L CAT III

ORIGINAL/AMENDMENT
ORIG-B

CITY
CHICAGO

STATE
IL

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD

<u>CATEGORY:</u>	A			B			C			D			E		
<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 28L	867	1800	200	867	1800	200	867	1800	200	867	1800	200			
S-LOC 28L	1240	2400	573	1240	2400	573	1240	1 1/4	573	1240	1 1/4	573			
ALKYL FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)															
S-LOC 28L	1060	2400	393	1060	2400	393	1060	3500	393	1060	3500	393			

CHANGES - REASONS

1. CHANGED MSA CENTER POINT FROM ORD TO KORD - ORD BEING DECOMMISSIONED.
2. EQUIPMENT NOTES UPDATED FROM CHART NOTE: DME OR RADAR REQUIRED AND CHART PLANVIEW NOTE: GPS OR RADAR REQUIRED TO FROM VOGLR: RNAV 1-GPS REQUIRED. AIRCRAFT NOT GPS EQUIPPED - RADAR REQUIRED FOR PROCEDURE ENTRY, DME OR RADAR REQUIRED AND MOVED TO THE EQUIPMENT REQUIREMENT NOTES SECTION - IAW 8260.19H PARA 8-6-8A6(C).
3. DELETED NOTE: FOR INOPERATIVE ALSF-2, INCREASE S-LOC 28L CAT C AND D VISIBILITY TO 1 5/8 MILE.
4. ADDED CAT I NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 28L CAT C/D VISIBILITY TO 1 5/8 SM.
5. INCORPORATED CHANGES FROM ORIG-A - IAW FAAO 8260.19H, PARA 8-3-4C(2)

PDF EDIT:

1. DELETED "26.5 DME/RADAR" FROM VOGLR TO LYSIN INITIAL SEGMENT IN TERMINAL ROUTES.

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZAU, CHICAGO APP CON, ORD ATCT, AMGR.

FLIGHT CHECKED BY

FLIGHT INSPECTION REVIEW NOT REQUIRED - PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-33) MEMO, DEC 22, 2017.

OFFICE
Digitally signed by
WARDELL HENNING

DATE

DEVELOPED BY

LONNIE EVERHART (STEVEN SCHUTRUM)

Digitally signed by Nov 16, 2018
WARDELL HENNING
AJV-5400

DATE

08/23/2018

APPROVED BY

LONNIE EVERHART

Digitally signed by
WARDELL HENNING
Nov 16, 2018

OFFICE

AJV-5400

DATE

TITLE

MANAGER



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

<u>AIRPORT</u> CHICAGO O'HARE INTL	<u>AIRPORT ID</u> KORD	<u>PROCEDURE NAME</u> ILS OR LOC RWY 28L ILS RWY 28L SA CAT I, ILS RWY 28L CAT II, ILS RWY 28L CAT III	<u>AMDT NO.</u> ORIG-B	<u>CITY</u> CHICAGO	<u>STATE</u> IL	<u>AIRPORT ELEVATION</u> 680	<u>FACILITY</u> I-VQX
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
VOGLR

TO
LYSIN/RADAR

<u>RNP</u>	<u>DISTANCE</u> 17.17	<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>
1.208' SHIP	415757.40N/0871121.94W		787	50	20	2C	1000				AT7213	9000
2.TERRAIN	415757.40N/0871121.94W		579 (600)								AS1500	2100

COMPUTATIONS

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

SEGMENT
REMARKS:

INITIAL: STEPDOWN

FROM
LYSIN/26.46 DME/RADAR

TO
KEGNE/23.32 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 3.14	<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>
3.208' SHIP	415816.10N/0871941.00W		787	50	20	2C	1000				AT6213	8000
4.TERRAIN	415816.10N/0871941.00W		579 (600)								AS1500	2100

COMPUTATIONS

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

SEGMENT
REMARKS:



<u>AIRPORT</u>	<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>
CHICAGO O'HARE INTL	KORD	ILS OR LOC RWY 28L ILS RWY 28L SA CAT I, ILS RWY 28L CAT II, ILS RWY 28L CAT III	ORIG-B	CHICAGO	IL	680	I-VQX

INITIAL: STEPDOWN

FROM

KEGNE/23.32 DME/RADAR

TO

JAVON/20.18 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
	3.14										
<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>
5.208' SHIP	415816.10N/0872415.28W	787	50	20	2C	1000				AT5213	7000
6.TERRAIN	415816.10N/0872415.28W	579 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT
REMARKS:

INITIAL: STEPDOWN

FROM

JAVON/20.18 DME/RADAR

TO

HANSO/17.05 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
	3.14										
<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>
7.208' SHIP	415825.46N/0872833.60W	787	50	20	2C	1000				AT4213	6000
8.TERRAIN	415825.46N/0872833.60W	579 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT
REMARKS:



<u>AIRPORT</u>	<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>
CHICAGO O'HARE INTL	KORD	ILS OR LOC RWY 28L ILS RWY 28L SA CAT I, ILS RWY 28L CAT II, ILS RWY 28L CAT III	ORIG-B	CHICAGO	IL	680	I-VQX

INITIAL: STEPDOWN

FROM

HANSO/17.05 DME/RADAR

TO

FITAR/13.91 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>				<u>HMAS</u>				
	3.14											
<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>
9.208' SHIP	415810.49N/0873231.86W		787	50	20	2C	1000				AT3213	5000
10.TERRAIN	415810.49N/0873231.86W		579 (600)								AS1500	2100

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

SEGMENT
REMARKS:

INTERMEDIATE

FROM

FITAR/13.91 DME/RADAR

TO

CAKOS/10.77 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>				<u>HMAS</u>				
	3.14											
<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>
11.BLDG (17-000780)	415355.62N/0873722.24W		2099	50	3	2A	500				AT1446 SA-45	4000
12.TERRAIN	415736.00N/0874742.00W		644 (600)								AS1500	2100

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

SEGMENT
REMARKS:



<u>AIRPORT</u>	<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>
CHICAGO O'HARE INTL	KORD	ILS OR LOC RWY 28L ILS RWY 28L SA CAT I, ILS RWY 28L CAT II, ILS RWY 28L CAT III	ORIG-B	CHICAGO	IL	680	I-VQX

INTERMEDIATE: STEPDOWN

FROM

CAKOS/10.77 DME/RADAR

TO

PONCC INT/4.34 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	6.43											
<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>
13.BLDG (17-001415)	415714.00N/0873847.00W		1267	100	20	3C	500				AT433	2200
12.TERRAIN	415736.00N/0874742.00W		644 (600)								AS1500	2100

<u>COMPUTATIONS</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT
REMARKS:

FINAL: ILS

FROM

PONCC INT/4.34 DME/RADAR

TO

RW28L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	4.67		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				867

<u>COMPUTATIONS</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT
REMARKS:



<u>AIRPORT</u>	<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>
CHICAGO O'HARE INTL	KORD	ILS OR LOC RWY 28L ILS RWY 28L SA CAT I, ILS RWY 28L CAT II, ILS RWY 28L CAT III	ORIG-B	CHICAGO	IL	680	I-VQX

FINAL: LOC

FROM

PONCC INT/4.34 DME/RADAR

TO

ALKYL INT/1.47 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	2.87			573								
<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>
14.TOWER (17-003878)	415716.33N/0874809.21W		978	20	3	1A	250					1240

COMPUTATIONS

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

REMARKS:

FINAL: LOC STEPDOWN

FROM

ALKYL INT/1.47 DME

TO

4.67 NM AFTER PONCC INT/I-VQX 4.34 DME/RADAR OR AT I-VQX 0.34 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	1.80		4.67 NM AFTER PONCC INT/I-VQX 4.34 DME/RADAR OR AT I-VQX 0.34 DME	393								
<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>
15.TOWER (17-002252)	415719.06N/0875152.57W		807	20	10	1B	250					1060

COMPUTATIONS

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

REMARKS:



<u>AIRPORT</u> CHICAGO O'HARE INTL	<u>AIRPORT ID</u> KORD	<u>PROCEDURE NAME</u> ILS OR LOC RWY 28L ILS RWY 28L SA CAT I, ILS RWY 28L CAT II, ILS RWY 28L CAT III	<u>AMDT NO.</u> ORIG-B	<u>CITY</u> CHICAGO	<u>STATE</u> IL	<u>AIRPORT ELEVATION</u> 680	<u>FACILITY</u> I-VQX
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FINAL: ILS SA CAT I

FROM
PONCC INT/4.34 DME/RADAR

TO
RW28L

<u>RNP</u>	<u>DISTANCE</u> 4.67	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 150	<u>HMAS</u>
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<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				817

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT
REMARKS:

FINAL: ILS CAT II

FROM
PONCC INT/4.34 DME/RADAR

TO
RW28L

<u>RNP</u>	<u>DISTANCE</u> 4.67	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 100	<u>HMAS</u>
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<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				767

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT
REMARKS:



<u>AIRPORT</u> CHICAGO O'HARE INTL	<u>AIRPORT ID</u> KORD	<u>PROCEDURE NAME</u> ILS OR LOC RWY 28L ILS RWY 28L SA CAT I, ILS RWY 28L CAT II, ILS RWY 28L CAT III	<u>AMDT NO.</u> ORIG-B	<u>CITY</u> CHICAGO	<u>STATE</u> IL	<u>AIRPORT ELEVATION</u> 680	<u>FACILITY</u> I-VQX				
MISSED APPROACH : ILS											
<u>FROM</u> DA				<u>TO</u> CGT VORTAC							
<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u> 690						
<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				4000
16.TOWER (17-003567)	414904.71N/0875919.53W	1249	250	50	4D	1000					2300
17.TERRAIN	414039.00N/0875409.00W	785 (800)								AS1500	2300

<u>COMPUTATIONS</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
<u>SEGMENT</u> <u>REMARKS:</u>												

MISSED APPROACH : LOC												
<u>FROM</u> 4.67 NM AFTER PONCC INT/I-VQX 4.34 DME/RADAR OR AT I-VQX 0.34 DME						<u>TO</u> CGT VORTAC						
<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u> 810							
<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				4000	
16.TOWER (17-003567)	414904.71N/0875919.53W	1249	250	50	4D	1000					2300	
17.TERRAIN	414039.00N/0875409.00W	785 (800)								AS1500	2300	

<u>COMPUTATIONS</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
<u>SEGMENT</u> <u>REMARKS:</u>												



<u>AIRPORT</u>	<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>
CHICAGO O'HARE INTL	KORD	ILS OR LOC RWY 28L ILS RWY 28L SA CAT I, ILS RWY 28L CAT II, ILS RWY 28L CAT III	ORIG-B	CHICAGO	IL	680	I-VQX

MISSED APPROACH : ILS SA CAT I

FROM

DA

TO

CGT VORTAC

<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>
							ASC				4000
16.TOWER (17-003567)	414904.71N/0875919.53W	1249	250	50	4D	1000					2300
17.TERRAIN	414039.00N/0875409.00W	785 (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 CAT II

FROM

DA

TO

CGT VORTAC

<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>
							ASC				4000
16.TOWER (17-003567)	414904.71N/0875919.53W	1249	250	50	4D	1000					2300
17.TERRAIN	414039.00N/0875409.00W	785 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT

REMARKS:



<u>AIRPORT</u> CHICAGO O'HARE INTL	<u>AIRPORT ID</u> KORD	<u>PROCEDURE NAME</u> ILS OR LOC RWY 28L ILS RWY 28L SA CAT I, ILS RWY 28L CAT II, ILS RWY 28L CAT III	<u>AMDT NO.</u> ORIG-B	<u>CITY</u> CHICAGO	<u>STATE</u> IL	<u>AIRPORT ELEVATION</u> 680	<u>FACILITY</u> I-VQX				
MISSED APPROACH ALTERNATE : ILS											
<u>FROM</u> DA				<u>TO</u> JOT VOR/DME							
<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u> 690						
<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				4000
18.TOWER (17-000110)	414610.00N/0881444.00W	1449	500	50	5D	1000					2500
19.TERRAIN	415439.00N/0880509.00W	804 (800)								AS1500	2300

<u>COMPUTATIONS</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
<u>SEGMENT</u> <u>REMARKS:</u>												

MISSED APPROACH ALTERNATE : LOC												
<u>FROM</u> 4.67 NM AFTER PONCC INT/I-VQX 4.34 DME/RADAR OR AT I-VQX 0.34 DME						<u>TO</u> JOT VOR/DME						
<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u> 810							
<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				4000	
18.TOWER (17-000110)	414610.00N/0881444.00W	1449	500	50	5D	1000					2500	
19.TERRAIN	415439.00N/0880509.00W	804 (800)								AS1500	2300	

<u>COMPUTATIONS</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
<u>SEGMENT</u> <u>REMARKS:</u>												



<u>AIRPORT</u>	<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>
CHICAGO O'HARE INTL	KORD	ILS OR LOC RWY 28L ILS RWY 28L SA CAT I, ILS RWY 28L CAT II, ILS RWY 28L CAT III	ORIG-B	CHICAGO	IL	680	I-VQX

MSA

<u>CENTER</u>	<u>RADIUS</u>
KORD	25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</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>
360-360	BUILDING (17-000687)	415244.00N/0873809.00W	118	13.4	2325	50	50	2D	1000			3400

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

GPS OR RADAR REQUIRED, DME OR RADAR REQUIRED, CIRCLING/FEEDER NOT DEVELOPED, INTERMEDIATE/INITIAL FIX PLACEMENT TANGENT TO RWY 28R FIXES, SIMULTANEOUS OPS NOTES PER ATC.
 VEGETATION 100' / SHIP HEIGHT 208' PER IFP CHECKLIST.

PROCEDURAL TCH 54.99 UTILIZED.



<u>AIRPORT</u>	<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>
CHICAGO O'HARE INTL	KORD	ILS OR LOC RWY 28L ILS RWY 28L SA CAT I, ILS RWY 28L CAT II, ILS RWY 28L CAT III	ORIG-B	CHICAGO	IL	680	I-VQX

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

CHICAGO APP CON, ORD TOWER, ZAU ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	KORD	24	KORD	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

KORD ASOS IS ON WMSCR. BACKUP ALTIMETER SOURCE NOT UTILIZED. KORD HAS REDUNDANT WEATHER SOURCING.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-VQX	ORD ATCT	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW04L - HIRL, C/LINE	PIR-G	APPROACH, ROLL OUT
RW04R - TDZ, MALSR, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW09L - TDZ, ALSF-2, HIRL, C/LINE	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW09R - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW10C - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW10L - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW10R - TDZ, ALSF-2, HIRL, C/LINE	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW22L - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW22R - TDZ, MALSR, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW27L - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW27R - TDZ, ALSF-2, HIRL, C/LINE	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW28C - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW28L - TDZ, ALSF-2, HIRL, C/LINE	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW28R - TDZ, ALSF-2, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	658	55.0	654.0	994		

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	



<u>AIRPORT</u>	<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>
CHICAGO O'HARE INTL	KORD	ILS OR LOC RWY 28L ILS RWY 28L SA CAT I, ILS RWY 28L CAT II, ILS RWY 28L CAT III	ORIG-B	CHICAGO	IL	680	I-VQX

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PART C: GENERAL REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETED.



<u>AIRPORT</u>	<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>
CHICAGO O'HARE INTL	KORD	ILS OR LOC RWY 28L ILS RWY 28L SA CAT I, ILS RWY 28L CAT II, ILS RWY 28L CAT III	ORIG-B	CHICAGO	IL	680	I-VQX

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	3.10
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.89
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	269.88
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	660
DISTANCE FROM	THLD	TO 1500FT POINT	4.67
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.23
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	269.88
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	660

THRESHOLD
COORDINATES
(IF STR-IN)415726.09N/0875401.04W

ARP COORDINATES415828.28N/0875423.75W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 9L DISTANCE 1.92 NM

FAF
COORDINATES415726.50N/0874745.53W

FIX NAME
COORDINATES

REMARKS
NO ADDITIONAL AIRSPACE REQUIRED.



<u>AIRPORT</u>	<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>
CHICAGO O'HARE INTL	KORD	ILS OR LOC RWY 28L ILS RWY 28L SA CAT I, ILS RWY 28L CAT II, ILS RWY 28L CAT III	ORIG-B	CHICAGO	IL	680	I-VQX

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
LONNIE EVERHART (STEVEN SCHUTRUM)	AJV-5400	08/23/2018	AERONAUTICAL INFORMATION SPECIALIST

