

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> KPWK | <u>PROCEDURE NAME</u> ILS OR LOC RWY 16 | <u>ORIGINAL/AMENDMENT</u> 3 | <u>CITY</u> CHICAGO/PROSPECT HEIGHTS/WHEELING | <u>STATE</u> IL | | |
| <u>AIRPORT ELEVATION</u> 647 | <u>TDZE</u> 643 | <u>SUPERSEDED</u> ILS OR LOC RWY 16 | <u>ORIGINAL/AMENDMENT</u> 2F | <u>DATED</u> 03/25/2021 | <u>MAG VAR</u> 2W | <u>EPOCH YEAR</u> 2000 |
| <u>FACILITY</u> I-PWK | <u>COORDINATES OF FACILITIES</u> I-PWK DME 420635.33N / 0875354.28W | <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> |
|-------------|-----------------|-----------|-----------------|-----------------|--------------|------------|---------------|-----------------|-----------------|
| | | | | | | | | | |

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.04 NM AFTER PAMME/I-PWK 5.94 DME/RADAR OR AT I-PWK 0.90 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1400 THEN CLIMBING LEFT TURN TO 2700 DIRECT OBK VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2700.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT R SIDE OF COURSE 340.61 OUTBOUND 2700 FT WITHIN 10 MILES OF OBK VOR/DME (IAF)
- 2.
3. FAF: 160.61 FAF: PAMME/I-PWK 5.94 DME/RADAR DIST FAF TO MAP: 5.04 DIST FAF TO THLD: 5.04
4. MIN ALT: OBK VOR/DME 2700, PAMME/I-PWK 5.94 DME/RADAR 2300, FUGIO/I-PWK 2.90 DME 1320
5. DIST TO THLD FROM FAF: 5.04 MM: IM: 150 HAT: GS ANT: 1063
6. MIN GS INCPT: 2300 GS ALT AT FAF: PAMME/I-PWK 5.94 DME/RADAR 2300 OM: MM: IM:
7. GP ANGLE: 3.00 34:1 20:1 TCH: 51.7
8. MSA FROM: OBK VOR/DME 090-180 3400, 180-090 2600

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.



NOTES:

CHART NOTE: CIRCLING RWY 6, 12, 24, 30, 34 NA AT NIGHT.

CHART NOTE: RWY 16 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.

ADDITIONAL FLIGHT DATA:

HOLD N, LT, 163.28 INBOUND.

CHART FAS OBST: 833 BUILDING (17-000689) 420917N/0875451W.

CHART VDP AT 1.93 DME

DISTANCE VDP TO THLD 1.03 NM.

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 900-2 3/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

| CATEGORY: | A | | | B | | | C | | | D | | | E | | |
|------------|--------|-----|---------|--------|-----|---------|--------|-------|---------|--------|-------|---------|--------|-----|---------|
| FINAL TYPE | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA | DA/MDA | VIS | HAT/HAA |
| S-ILS 16 | 927 | 7/8 | 284 | 927 | 7/8 | 284 | 927 | 7/8 | 284 | 927 | 7/8 | 284 | | | |
| S-LOC 16 | 1020 | 1 | 377 | 1020 | 1 | 377 | 1020 | 1 | 377 | 1020 | 1 | 377 | | | |
| CIRCLING | 1140 | 1 | 493 | 1160 | 1 | 513 | 1200 | 1 1/2 | 553 | 1460 | 2 3/4 | 813 | | | |

CHANGES - REASONS

1. ADDED I-PWK DME LAT/LONG IN HEADING COORDINATES OF FACILITIES. - NEW DME FACILITY ADDED TO I-PWK.
2. CHANGED MAP FROM "LOC: 4.90 MILES AFTER PAMME OM/RADAR OR AT OBK 6.21 DME FIX" TO "LOC: 5.04 NM AFTER PAMME/I-PWK 5.94 DME/RADAR OR AT I-PWK 0.90 DME". - FAF MOVED AND DME FACILITY ADDED TO I-PWK.
3. PT AND FAC COURSE CHANGED FROM 160.60 TO 160.61. - FAF MOVED FOR OPTIMAL DESIGN.
4. FAF NAME AND DESCRIPTION CHANGED FROM PAMM OM/RADAR TO PAMME/I-PWK 5.94 DME/RADAR FOR PROCEDURE. - OM DECOMMISSIONED AND DME ADDED TO I-PWK.
5. DIST TO MAP/THLD CHANGED FROM 4.90 TO 5.04. - FAF MOVED FOR OPTIMAL DESIGN.
6. REMOVED SECONDARY ALTIMETER NOTES. - KPWK IS ON WMSCR AND MOVED THEM TO THE BACK OF -9 FOR RECORD KEEPING.
7. REMOVED *LOC ONLY. FROM, ADDED VDP, CHANGED FAS OBST FROM 840 TOWER TO 895 BUILDING IN ADDITIONAL FLIGHT DATA. - NEW EVAL COMPLETED, FAF MOVED AND SDF ADDED, DME ADDED TO I-PWK.
8. LOWERED S-ILS VIS FROM 1 SM TO 7/8 SM; LOWERED S-LOC MINS FROM 1140/497/CAT C/D VIS 1 1/4 SM AND 1 1/2 SM TO 1020/377/ CAT C/D VIS 1 SM. - NEW EVAL COMPLETED, FAF MOVED, SDF ADDED.
9. ADDED "CONTINUE CLIMB-IN-HOLD TO 2700." TO MA INSTRUCTIONS. - NEW EVAL COMPLETED AND C-I-H REQUIRED.
10. REMOVED RADAR REQUIRED FOR PROCEDURE ENTRY AND ADDED DME REQUIRED TO EQUIPMENT REQUIREMENTS NOTES. - IAW 8260.19I 8-6-8.

03/31/2021: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 02/04/2021:

1. CHANGED REQUIRED EFFECTIVE DATE FROM "ROUTINE" TO 06/17/2021 - PROCEDURE REQUIRES HARD DATE

04/16/2021: THIS IS AN UPDATED COPY OF THE FORM APPROVED ON 03/31/2021:

1. CHANGED REQUIRED EFFECTIVE DATE FROM "06/17/2021" TO "ROUTINE" - HARD DATE NOT REQUIRED



COORDINATED WITH:

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

FLIGHT CHECKED BY

SCOTT WIEBE

Digitally signed by

JOHN BORDY

Jun 24, 2021

OFFICE

FICO

DATE

06/22/2021

DEVELOPED BY

JOHN BORDY (ANDRE TUCKER)

Digitally signed by

JOHN BORDY

Jun 24, 2021

OFFICE

AJV-A422

DATE

02/04/2021

APPROVED BY

MARLON ROBINSON

Digitally signed by

JOHN BORDY

Jun 24, 2021

OFFICE

AJV-A420

DATE

TITLE
MANAGER

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

| | | | | | | |
|---------------------------|--|----------------------|---|--------------------|---------------------------------|--------------------------|
| <u>AIRPORT ID</u> KPWK | <u>PROCEDURE NAME</u> ILS OR LOC RWY 16 | <u>AMDT NO.</u> 3 | <u>CITY</u> CHICAGO/PROSPECT HEIGHTS/WHEELING | <u>STATE</u> IL | <u>AIRPORT ELEVATION</u> 647 | <u>FACILITY</u> I-PWK |
|---------------------------|--|----------------------|---|--------------------|---------------------------------|--------------------------|

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE: PT

FROM 10 NM TO PAMME/I-PWK 5.94 DME/RADAR

| <u>RNP</u> | <u>DISTANCE</u> 10.00 | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | | | <u>HMAS</u> | | | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</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 (17-000453) | 421715.00N/0875947.00W | | 1062 | 20 | 3 | 1A | 500 | | | | AT738 | 2300 |
| TERRAIN | 421709.00N/0880200.00W | | 853 (900) | | | | | | | | AS1000 | 1900 |

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> |
|------------|-------------|-------------|------------|-------------|-----------|-----------|------------|----------------------|-------------|----------------|-------------------------------|
|------------|-------------|-------------|------------|-------------|-----------|-----------|------------|----------------------|-------------|----------------|-------------------------------|

SEGMENT REMARKS:

FINAL: ILS

FROM PAMME/I-PWK 5.94 DME/RADAR TO RW16

| <u>RNP</u> | <u>DISTANCE</u> 5.04 | <u>PAT</u> | <u>MAP</u> DA | <u>HAT</u> 284 | | | <u>HMAS</u> | | | <u>CGTA</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</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> |
| TREE (17-079577) | 420751.11N/0875438.10W | | 726 | 20 | 3 | 1A | | 34:1 | | | MA34 | 927 |

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> |
|------------|-------------|-------------|------------|-------------|-----------|-----------|------------|----------------------|-------------|----------------|-------------------------------|
|------------|-------------|-------------|------------|-------------|-----------|-----------|------------|----------------------|-------------|----------------|-------------------------------|

SEGMENT REMARKS:



FINAL: LOC

FROM

PAMME/I-PWK 5.94 DME/RADAR

TO

FUGIO/I-PWK 2.90 DME

| <u>RNP</u> | <u>DISTANCE</u> 3.04 | <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> |
| AAO | 421130.41N/0875712.03W | | 895 | 50 | 20 | 2C | 250 | | | | RA40 DG135 | 1320 |

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

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

FUGIO/I-PWK 2.90 DME

TO

5.04 NM AFTER PAMME/I-PWK 5.94 DME/RADAR OR AT I-PWK 0.90 DME

| <u>RNP</u> | <u>DISTANCE</u> 2.00 | <u>PAT</u> | <u>MAP</u> 5.04 NM AFTER PAMME/I- PWK 5.94 DME/RADAR OR AT I-PWK 0.90 DME | <u>HAT</u> 377 | | | <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> |
| BUILDING (17-002429) | 420917.02N/0875450.65W | | 833 | 20 | 10 | 1B | 250 | | | | SA-74 | 1020 |

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

SEGMENT REMARKS:



PROCEDURE TURN

FROM
OBK VOR/DME

TO
10 NM

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS | | | | | |
|-------------------|------------------------|-----|-----------|------|------|----|------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| TOWER (17-000994) | 421412.00N/0880416.00W | | 1360 | 250 | 50 | 4D | 1000 | | | | AT340 | 2700 |
| TERRAIN | 421451.00N/0880533.00W | | 928 (900) | | | | | | | | AS1500 | 2400 |

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
OBK VOR/DME

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS 724 | | | | | |
|-------------------|------------------------|-----|-----------|------|------|----|-------------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| TREE (17-079577) | 420751.11N/0875438.10W | | 726 | 20 | 3 | 1A | | ASC | | | | 2700 |
| TOWER (17-000689) | 420813.65N/0875857.22W | | 1149 | 20 | 3 | 1A | 1000 | | | | | 2200 |
| TERRAIN | 421015.00N/0880124.00W | | 797 (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 : LOC

FROM
5.04 NM AFTER PAMME/I-PWK 5.94 DME/RADAR OR AT I-PWK 0.90 DME

TO
OBK VOR/DME

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS | | | | |
|-------------------|------------------------|-----------|------|------|----|------|------|----|------|-------------|---------|
| | | | | | | | 770 | | | | |
| OBSTRUCTION | COORDINATES | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| | | | | | | | ASC | | | | 2700 |
| TOWER (17-000689) | 420813.65N/0875857.22W | 1149 | 20 | 3 | 1A | 1000 | | | | | 2200 |
| TERRAIN | 421015.00N/0880124.00W | 797 (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

| OBSTRUCTION | COORDINATES | RADIUS | HAA | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|----------------------|------------------------|--------|-----|----------|------|------|----|-----|-----|-------------|---------|
| CATEGORY A | | | | | | | | | | | |
| BUILDING (17-001638) | 420603.71N/0875211.09W | 1.30 | 493 | 834 | 20 | 10 | 1B | 300 | | | 1140 |
| CATEGORY B | | | | | | | | | | | |
| BUILDING (17-003517) | 420902.34N/0875440.99W | 1.83 | 513 | 854 | 20 | 10 | 1B | 300 | | | 1160 |
| CATEGORY C | | | | | | | | | | | |
| ANTENNA (17-079521) | 420427.79N/0875503.56W | 2.87 | 553 | 889 | 20 | 10 | 1B | 300 | | | 1200 |
| CATEGORY D | | | | | | | | | | | |
| TOWER (17-000689) | 420813.65N/0875857.22W | 3.75 | 813 | 1149 | 20 | 3 | 1A | 300 | | | 1460 |

CIRCLING REMARKS:



MSA

CENTER

OBK VOR/DME

RADIUS

25

| SECTOR | OBSTRUCTION | COORDINATES | BEARING | DISTANCE | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|---------|----------------------|------------------------|---------|----------|----------|------|------|----|------|-----|-------------|---------|
| 090-180 | BUILDING (17-000687) | 415244.00N/0873809.00W | 147 | 24.9 | 2325 | 50 | 50 | 2D | 1000 | | | 3400 |
| 180-090 | TOWER (17-000007) | 415605.00N/0880424.00W | 200 | 18.0 | 1508 | 250 | 50 | 4D | 1000 | | | 2600 |

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

ALL VEGETATION 100 FEET.

OBSTACLES 17-026197 AND 17-026198 ARE APPROVED VGS PENETRATIONS.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
PWK TOWER, ORD APP CON

| | | | | | | |
|-----------------------------------|-------------------------|----------------------------|---------------------------------|-------------------------|-----------------------|--------------------------|
| <u>WX SERVICE</u> ASOS | <u>LOCATION</u> KPWK | <u>HRS OPERATION</u> 24 | <u>ALTIMETER SOURCE</u> KPWK | <u>DISTANCE</u> 0 | <u>SERVICE-A</u> Y | <u>ADJUSTMENTS</u> 0 |
| <u>BACK-UP WX SERVICE</u> ASOS | <u>LOCATION</u> KORD | <u>HRS OPERATION</u> 24 | <u>ALTIMETER SOURCE</u> KORD | <u>DISTANCE</u> 7.97 | <u>SERVICE-A</u> Y | <u>ADJUSTMENTS</u> 24 |

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KPWK 647, KORD 680
RA = 23.7

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

| | | |
|--|------------------------|----------------------------|
| <u>APPROACH AND RUNWAY LIGHTING SYSTEM</u> | <u>RUNWAY MARKINGS</u> | <u>RUNWAY VISUAL RANGE</u> |
| RW06 - MIRL (PCL), PAPI-4L | BSC-F | |
| RW24 - MIRL (PCL) | BSC-F | |
| RW12 - MIRL (PCL), REIL, PAPI-4L | NPI-G | |
| RW30 - MIRL (PCL), REIL, PAPI-4L | NPI-G | |
| RW16 - HIRL (PCL), REIL (PCL), PAPI-4L, LDIN (PCL) | PIR-G | |
| RW34 - HIRL (PCL), REIL (PCL), PAPI-4L | PIR-G | |

| | | | | | | |
|---------------------------------|------------------------------------|--------------------|---------------------------------|----------------------------------|---------------------------|--------------------|
| <u>GLIDESLOPE ANGLE</u> 3.00 | <u>ELEV RWY THRESHOLD</u> 642.8 | <u>TCH</u> 51.7 | <u>ELEV GS ANTENNA</u> 635.1 | <u>DISTANCE FROM RWY</u> 1063 | <u>VGSI ANGLE</u> 3.00 | <u>TCH</u> 49.0 |
|---------------------------------|------------------------------------|--------------------|---------------------------------|----------------------------------|---------------------------|--------------------|

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 | |

CRITICAL TEMPERATURES

| | | | |
|---------------------|----------------------|------------|----------------|
| <u>CRITICAL LOW</u> | <u>CRITICAL HIGH</u> | <u>ACT</u> | <u>APT ISA</u> |
|---------------------|----------------------|------------|----------------|

CRITICAL TEMPERATURE REMARKS:



"VISUAL PORTION OF FINAL" PENETRATIONS

| | | | | | |
|---|-----------------|--|--|--|--|
| Final Type | CIRCLING RWY 12 | | | | |
| 20:1 | | | | | |
| 689 TREE (17-031947) 420653.950N/0875428.020W (35.97) | | | 709 TREE (17-042530) 420701.310N/0875433.540W (20.14) | | |
| 678 POLE (17-026442) 420657.370N/0875427.950W (17.09) | | | 670 BUILDING (17-042842) 420657.700N/0875425.380W (16.86) | | |
| 689 TREE (17-043437) 420656.350N/0875432.530W (15.27) | | | 686 TREE (17-078344) 420655.810N/0875432.480W (13.71) | | |
| 658 TRAVERSE_WAY (17-058641) 420656.720N/0875423.560W (13.25) | | | 678 POLE (17-026438) 420658.870N/0875428.050W (13.2) | | |
| 686 TREE (17-079058) 420656.050N/0875432.470W (13.18) | | | 684 TREE (17-079647) 420655.560N/0875432.440W (12.44) | | |
| 694 TREE (17-079506) 420657.730N/0875433.930W (12.33) | | | 693 TREE (17-079138) 420659.780N/0875432.310W (11.86) | | |
| 701 TREE (17-079039) 420701.420N/0875433.970W (10.44) | | | 684 TREE (17-042526) 420657.660N/0875431.620W (10.19) | | |
| 660 TRAVERSE_WAY (17-079173) 420653.810N/0875427.290W (9.74) | | | 660 TRAVERSE_WAY (17-079219) 420654.540N/0875427.210W (8.27) | | |
| 689 TREE (17-039207) 420658.800N/0875433.000W (7.89) | | | 658 TRAVERSE_WAY (17-044087) 420656.710N/0875425.600W (6.48) | | |
| 686 TREE (17-079566) 420657.640N/0875433.380W (6.38) | | | 662 SIGN (17-079463) 420655.160N/0875428.010W (6.14) | | |
| 711 TREE (17-058939) 420658.960N/0875440.090W (5.91) | | | 672 POLE (17-026406) 420658.550N/0875428.680W (5.86) | | |
| 661 TRAVERSE_WAY (17-039082) 420655.610N/0875427.490W (5.8) | | | 687 TREE (17-078621) 420657.430N/0875434.190W (5.18) | | |
| 661 TRAVERSE_WAY (17-044397) 420656.630N/0875427.010W (4.98) | | | 686 TREE (17-039217) 420657.910N/0875433.650W (4.84) | | |
| 684 TREE (17-078967) 420657.860N/0875433.210W (4.42) | | | 660 TRAVERSE_WAY (17-078177) 420655.480N/0875427.710W (4.38) | | |
| 659 TRAVERSE_WAY (17-078126) 420656.070N/0875427.070W (4.11) | | | 660 TRAVERSE_WAY (17-079370) 420656.990N/0875427.090W (2.86) | | |
| 679 BUILDING (17-020012) 420700.060N/0875430.770W (2.32) | | | 688 TREE (17-079402) 420657.610N/0875435.230W (2.29) | | |
| 692 TREE (17-058744) 420657.700N/0875436.380W (2.25) | | | 685 TREE (17-079325) 420657.830N/0875434.280W (1.93) | | |
| 681 TREE (17-078208) 420658.950N/0875432.420W (1.46) | | | 690 TREE (17-078435) 420658.700N/0875435.390W (1.17) | | |
| 681 TREE (17-078245) 420659.310N/0875432.280W (1.08) | | | 690 TREE (17-043422) 420657.850N/0875436.160W (0.62) | | |
| 674 BUILDING (17-078795) 420659.690N/0875430.120W (0.36) | | | | | |
| Final Type | CIRCLING RWY 24 | | | | |
| 20:1 | | | | | |
| 719 TREE (17-031697) 420653.100N/0875334.800W (13.37) | | | 735 TREE (17-046987) 420658.530N/0875333.450W (12.51) | | |
| 726 TREE (17-078550) 420653.550N/0875332.360W (11.13) | | | 717 TREE (17-079246) 420656.140N/0875336.190W (9.16) | | |
| 722 TREE (17-079690) 420656.020N/0875334.530W (8.84) | | | 718 TREE (17-079120) 420654.640N/0875334.490W (7.84) | | |
| 732 TREE (17-078129) 420653.910N/0875329.280W (5.94) | | | 719 TREE (17-079016) 420657.380N/0875334.560W (2.86) | | |

QUALITY

25



| AIRPORT ID | PROCEDURE NAME | AMDT NO. | CITY | STATE | AIRPORT ELEVATION | FACILITY |
|------------|-------------------|----------|--------------------------------------|-------|-------------------|----------|
| KPWK | ILS OR LOC RWY 16 | 3 | CHICAGO/PROSPECT HEIGHTS/WHEELING | IL | 647 | I-PWK |

| | | |
|--|-----------------|---|
| 705 TREE (17-079199) 420658.500N/0875338.980W (1.21) | | 729 TREE (17-079693) 420657.090N/0875330.560W (0.04) |
| Final Type | CIRCLING RWY 30 | |
| 20:1 | | |
| 20:1 | | 655 TRAVERSE_WAY (17-042533) 420634.160N/0875337.100W (10.64) |
| 672 TREE (17-079008) 420632.470N/0875332.720W (9.05) | | 672 TREE (17-078226) 420632.010N/0875332.750W (8.06) |
| 694 TREE (17-058703) 420634.750N/0875324.030W (7.54) | | 705 TREE (17-079230) 420632.920N/0875321.960W (7.3) |
| 669 TREE (17-078897) 420632.780N/0875332.700W (6.72) | | 647 FENCE (17-078627) 420634.510N/0875337.320W (4.2) |
| 706 TREE (17-078597) 420632.940N/0875320.140W (2.29) | | 654 TRAVERSE_WAY (17-078867) 420634.120N/0875334.550W (1.06) |
| 663 BUILDING (17-002956) 420632.900N/0875332.660W (0.87) | | 665 BUILDING (17-078562) 420632.570N/0875332.100W (0.22) |
| Final Type | CIRCLING RWY 34 | |
| 20:1 | | |
| 658 TRAVERSE_WAY (17-045948) 420634.650N/0875402.360W (9.42) | | 658 TRAVERSE_WAY (17-041500) 420634.600N/0875401.140W (7.5) |
| 657 TRAVERSE_WAY (17-078995) 420634.180N/0875402.550W (6.46) | | 658 TRAVERSE_WAY (17-079011) 420634.570N/0875400.390W (6.33) |
| 658 TRAVERSE_WAY (17-058709) 420634.560N/0875400.020W (5.78) | | 657 TRAVERSE_WAY (17-079593) 420634.200N/0875401.010W (4.44) |
| 656 TRAVERSE_WAY (17-079444) 420633.910N/0875402.430W (4.02) | | 653 LIGHTING (17-026316) 420635.260N/0875359.980W (4.02) |
| 658 TRAVERSE_WAY (17-039020) 420634.510N/0875358.750W (3.8) | | 658 TRAVERSE_WAY (17-047212) 420634.490N/0875358.120W (2.84) |
| 692 TREE (17-079257) 420627.390N/0875357.430W (2.43) | | 652 SIGN (17-078951) 420634.760N/0875401.200W (2.34) |
| 658 TRAVERSE_WAY (17-079579) 420634.480N/0875357.590W (2.06) | | 656 TRAVERSE_WAY (17-078480) 420633.920N/0875400.930W (2.01) |
| 649 FENCE (17-078425) 420634.990N/0875402.200W (1.8) | | 657 TRAVERSE_WAY (17-079068) 420634.100N/0875359.400W (1.76) |
| 658 TRAVERSE_WAY (17-031693) 420634.480N/0875356.910W (1.13) | | 652 SIGN (17-079297) 420634.440N/0875401.210W (0.85) |
| 655 TRAVERSE_WAY (17-078881) 420633.490N/0875402.280W (0.84) | | 650 NAVAID (17-078656) 420635.290N/0875359.700W (0.78) |
| 650 NAVAID (17-079191) 420635.120N/0875400.270W (0.76) | | 655 TRAVERSE_WAY (17-041450) 420633.490N/0875401.880W (0.29) |
| 656 TRAVERSE_WAY (17-079336) 420633.530N/0875400.870W (0.09) | | |
| Final Type | CIRCLING RWY 6 | |
| 20:1 | | |
| 683 TREE (17-078352) 420637.800N/0875428.370W (10.42) | | 692 TREE (17-079611) 420637.690N/0875431.250W (9.47) |
| 694 TREE (17-078750) 420633.170N/0875428.980W (8.87) | | 686 POLE (17-079585) 420633.280N/0875426.840W (8.33) |
| 680 POLE (17-026441) 420635.410N/0875426.610W (7.93) | | 679 POLE (17-026439) 420637.960N/0875428.190W (7.39) |
| 685 POLE (17-026440) 420633.240N/0875428.220W (2.59) | | |

QUALITY
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QUALITY
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| Final Type | ILS AND LOC |
|--|--|
| 34:1 | |
| 700 TREE (17-031767) 420738.660N/0875434.330W (15.38) | 692 TREE (17-079455) 420737.430N/0875429.760W (14.49) |
| 693 TREE (17-078287) 420738.320N/0875429.300W (13.39) | 706 TREE (17-079260) 420740.350N/0875438.910W (13) |
| 698 TREE (17-058960) 420740.470N/0875431.900W (10.33) | 695 TREE (17-057851) 420739.840N/0875433.260W (7.98) |
| 703 TREE (17-078272) 420741.010N/0875439.200W (7.93) | 694 TREE (17-078270) 420739.680N/0875432.880W (7.73) |
| 694 TREE (17-079750) 420739.960N/0875432.050W (7.62) | 661 SIGN (17-079542) 420728.700N/0875430.450W (7.13) |
| 661 TRAVERSE_WAY (17-079738) 420730.240N/0875425.620W (6.77) | 662 TRAVERSE_WAY (17-047446) 420730.610N/0875425.750W (6.64) |
| 697 TREE (17-041936) 420741.140N/0875432.950W (6.63) | 686 TREE (17-078712) 420738.570N/0875429.220W (5.77) |
| 692 TREE (17-078551) 420740.100N/0875431.630W (5.58) | 660 TRAVERSE_WAY (17-079077) 420730.040N/0875427.000W (5.21) |
| 661 TRAVERSE_WAY (17-058942) 420730.410N/0875427.090W (5.11) | 660 TRAVERSE_WAY (17-041935) 420729.140N/0875430.460W (4.9) |
| 659 TRAVERSE_WAY (17-079613) 420728.560N/0875431.320W (4.82) | 659 TRAVERSE_WAY (17-078323) 420729.070N/0875430.010W (4.46) |
| 699 TREE (17-041573) 420740.700N/0875439.670W (4.41) | 659 TRAVERSE_WAY (17-079098) 420729.640N/0875428.600W (4.02) |
| 660 SIGN (17-079583) 420729.150N/0875431.530W (4.01) | 660 TRAVERSE_WAY (17-078879) 420730.000N/0875428.800W (3.86) |
| 726 TREE (17-079577) 420751.110N/0875438.100W (3.82) | 686 TREE (17-079428) 420738.690N/0875431.310W (3.74) |
| 669 TREE (17-078418) 420733.740N/0875427.370W (3.65) | 659 TRAVERSE_WAY (17-078662) 420729.320N/0875430.210W (3.61) |
| 659 TRAVERSE_WAY (17-078465) 420728.930N/0875431.570W (3.59) | 659 TRAVERSE_WAY (17-047447) 420729.940N/0875428.370W (3.38) |
| 713 TREE (17-039178) 420745.130N/0875443.330W (3.17) | 687 TREE (17-078945) 420739.620N/0875430.580W (2.76) |
| 692 TREE (17-043442) 420741.870N/0875429.740W (2.2) | 689 TREE (17-079328) 420740.160N/0875432.220W (1.93) |
| 691 TREE (17-079502) 420740.890N/0875432.820W (1.42) | 692 TREE (17-079225) 420741.450N/0875433.360W (0.43) |

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

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

PENETRATIONS REMARKS:



PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

CONTINGENCY NOTES: USE CHICAGO O'HARE INTL ALTIMETER SETTING: INCREASE DA TO 951 FEET, INCREASE ALL MDA 40 FEET AND VISIBILITY S-LOC 16 CATS C AND D 1/8 SM. VDP NA WITH CHICAGO O'HARE INTL ALTIMETER SETTING.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



| | | | | | | |
|---|--|---------------------------------|---|--------------------|---------------------------------|--------------------------|
| <u>AIRPORT ID</u> KPWK | <u>PROCEDURE NAME</u> ILS OR LOC RWY 16 | <u>AMDT NO.</u> 3 | <u>CITY</u> CHICAGO/PROSPECT HEIGHTS/WHEELING | <u>STATE</u> IL | <u>AIRPORT ELEVATION</u> 647 | <u>FACILITY</u> I-PWK |
| 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 | 3.16 | | | |
| WIDTH OF | FINAL | SEGMENT AT 1000FT POINT | 0.90 | | | |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1000FT POINT | 158.61 | | | |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1000FT POINT | 700 | | | |
| DISTANCE FROM | THLD | TO 1500FT POINT | 15.60 | | | |
| WIDTH OF | INTERMEDIATE | SEGMENT AT 1500FT POINT | 6.00 | | | |
| TRUE COURSE OF | INTERMEDIATE | SEGMENT CONTAINING 1500FT POINT | 158.61 | | | |
| HIGH TERRAIN IN | INTERMEDIATE | SEGMENT CONTAINING 1500FT POINT | 900 | | | |
| THRESHOLD COORDINATES (IF STR-IN) | 420723.98N/0875425.66W | | | | | |
| ARP COORDINATES | 420651.41N/0875405.55W | | | | | |
| RUNWAY APCH END AND DIST FURTHEST FROM ARP | RUNWAY 16 DISTANCE 0.60 NM | | | | | |
| FAF COORDINATES | 421205.72N/0875654.10W | | | | | |
| FIX NAME COORDINATES | | | | | | |
| REMARKS | | | | | | |

QUALITY
25
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

Page 11 of 12

PART E: PREPARED BY

| | | | |
|--|---------------------------|---------------------------|---|
| <u>NAME</u> JOHN BORDY (ANDRE TUCKER) | <u>OFFICE</u> AJV-A422 | <u>DATE</u> 02/04/2021 | <u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST |
|--|---------------------------|---------------------------|---|

