

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.33**

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.

<b>AIRPORT ID</b> 3CK	<b>PROCEDURE NAME</b> RNAV (GPS) RWY 26	<b>ORIGINAL/AMENDMENT</b> 1	<b>CITY</b> CHICAGO/LAKE IN THE HILLS	<b>STATE</b> IL
<b>AIRPORT ELEVATION</b> 887	<b>TDZE</b> 887	<b>SUPERSEDED</b> RNAV (GPS) RWY 26	<b>ORIGINAL/AMENDMENT</b> ORIG-B	<b>DATED</b> 07/18/2019
<b>FACILITY</b> RNAV	<b>COORDINATES OF FACILITIES</b>	<b>ACTUAL EFFECTIVE DATE</b>	<b>REQUIRED EFFECTIVE DATE</b> ROUTINE	<b>MAG VAR</b> 2W
				<b>EPOCH YEAR</b> 2000
				<b>CANCEL/SUSPEND</b>

**TERMINAL ROUTES**

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
GRIFT		EHUHY		TF	FO	1.00	096.94	35.70	2600
KRENA		IJBIJ		TF	FB	1.00	102.96	17.36	2500
IJBIJ	IAF	EHUHY	NOPT	TF	FB	1.00	171.85	5.00	2500
EHUHY	IF/IAF	UBHOD		TF	FB	1.00	261.85	5.28	2400
UBHOD	FAF	RW26	MAP	TF	FO	0.30	261.79	4.65	
RW26	MAP	1800 MSL		CA			261.79		1800
1800 MSL		EHUHY		DF	FO	1.00			2500

**MISSED APPROACH**

**MAP:**

LNAV: RW26

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 1800 THEN CLIMBING RIGHT TURN TO 2500 DIRECT EHUHY AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

- |  |                |                |                       |                        |         |
|--|----------------|----------------|-----------------------|------------------------|---------|
| 1. PT  | SIDE OF COURSE | OUTBOUND       | FT WITHIN             | MILES OF               | (IAF)   |
| 2. HOLD E EHUHY, RT, 261.85 INBOUND, 2500 FT. IN LIEU OF PT (IAF), MAX 6000. |                |                |                       |                        |         |
| 3. FAC: 261.79   | FAF: UBHOD     |                | DIST FAF TO MAP: 4.65 | DIST FAF TO THLD: 4.65 |         |
| 4. MIN ALT: EHUHY 2500, UBHOD 2400   |                |                |                       |                        |         |
| 5. DIST TO THLD FROM OM:   | MM:            | IM:            | 150 HAT:              | GS ANT:                |         |
| 6. MIN GP INCPT:   | GP ALT AT FAF: |                |                       | OM:                    | MM: IM: |
| 7. GP ANGLE:   | 34:1: IS CLEAR | 20:1: IS CLEAR | TCH:                  |                        |         |
| 8. MSA FROM: RW26 2600   |                |                |                       |                        |         |

QUALITY  
29  
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: VDP NA WHEN USING DPA ALTIMETER SETTING.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT GRIFT ON T265 SOUTHWEST BOUND.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT KRENA ON V24 WESTBOUND.  
CHART NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE DPA ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET.

CHART SPEED ICON IN PLANVIEW AT IJBIJ: MAX 200 KIAS.

ADDITIONAL FLIGHT DATA:

FAS OBST: 1086 AAO 421345N/0881412W.  
CHART 1033 TOWER (17-028592) 421342N/0881301W.  
CHART VDP AT 1.31 NM TO RW26.  
UBHOD TO RW26: 3.00/33.

MINIMUMS:

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

ALTERNATE: NA ☒

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
LNAV MDA	1340	1	453	1340	1	453	1340	1 3/8	453		NA				

CHANGES - REASONS

- INCORPORATED CHANGES FROM PREVIOUS P-NOTAMS INTO FORM
- CHANGED GRIFT-EHUHY AND KRENA-IJBIJ RNP FROM 2.0 TO 1.0 – 8260.58C TABLE 1-2-1
- CHANGED EHUHY-UBHOD COURSE FROM 261.86 TO 261.85 AND DISTANCE FROM 5.27 TO 5.28 – UBHOD RELOCATED 33 FEET WEST
- CHANGED UBHOD-RW26 COURSE FROM 261.78 TO 261.79 AND DISTANCE FROM 4.73 TO 4.65 - UBHOD RELOCATED AND DISPLACED THRESHOLD REMOVED
- CHANGED PROFILE LINE 2 INBOUND COURSE FROM 261.86 TO 261.85 AND ADDED MAX HOLDING ALT 6000 – ALIGNMENT WITH INTERMEDIATE SEGMENT AND 8260.19J 8-6-7.B.(2)
- CHANGED PROFILE LINE 3 FAC FROM 261.78 TO 261.79, DIST FAF TO MAP FROM 4.73 TO 4.65 AND DIST FAF TO THLD FROM 4.73 TO 4.65 - UBHOD RELOCATED
- CHANGED PROFILE LINE 7 34:1 FROM “IS NOT CLEAR” TO “IS CLEAR” AND ADDED 20:1 IS CLEAR – VISUAL SURFACE EVALUATION RESULTS
- CHANGED PBN REQUIREMENTS NOTE FROM “RNP APCH” TO “RNP APCH – GPS” – 8260.19J 8-6-8
- REMOVED CHART NOTE: RWY 26 HELICOPTER VISIBILITY REDUCTION BELOW ¾ SM NOT AUTHORIZED – 34:1 SURFACE IS CLEAR
- ADDED PLANVIEW NOTE “PROCEDURE NA FOR ARRIVALS AT GRIFT ON T265 SOUTHWEST BOUND” – COURSE CHANGE EXCEEDS 90 DEGREES
- CHANGED KRENA PLANVIEW NOTE FROM “PROCEDURE NA FOR ARRIVALS AT KRENA ON V24-100-228 WESTBOUND” TO “PROCEDURE NA FOR ARRIVALS AT KRENA ON V24 WESTBOUND” – V100 AND V228 NO LONGER INCLUDE KRENA
- REMOVED VGSI AND DESCENT ANGLE NOT COINCIDENT CHART NOTE – VGSI AND DESCENT ANGLE ARE COINCIDENT
- CHANGED ALTIMETER NOTE FROM “OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE CHICAGO DUPAGE ALTIMETER SETTING” TO “OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE DPA ALTIMETER SETTING AND INCREASE ALL MDAS 60 FT” – 8260.19J 8-6-10.E.(2)
- ADDED NOTE “CHART SPEED ICON AT IJBIJ: MAX 200 KIAS” – SPEED RESTRICTION REQUIRED TO MEET LEG LENGTH CRITERIA
- ADDED CHART NOTE: VDP NA WHEN USING DPA ALTIMETER SETTING – 8260.19J 8-6-10.E.(9)
- CHANGED ADDITIONAL FLIGHT DATA FAS OBST NOTE FROM “CHART FAS OBST: 1049 TREE 421318N/0881739W” TO “FAS OBS: 1086 AAO 421345N/0881412W” – NEW OBSTACLE SURVEY
- CHANGED ADDITIONAL FLIGHT DATA 7:1 OBST NOTE FROM “CHART 1030 TWR 421242N/0885720W” TO “CHART 1033 TOWER (17-028592) 421342N/0881301W” – NEW OBSTACLE SURVEY
- ADDED ADDITIONAL FLIGHT DATA NOTE “CHART VDP AT 1.31 NM TO RW26” – 34:1 SURFACE IS CLEAR
- CHANGED VDA FROM 2.93/40 TO 3.00/33 – UPDATED VGSI DATA
- INCREASED LNAV MDA/HAT FROM 1300/413 TO 1340/453 AND CAT C VISIBILITY FROM 1 1/4 TO 1 3/8 – NEW FINAL SEGMENT CONTROLLING OBSTACLE/8260.3E TABLE 3-3-1
- REMOVED CHICAGO DUPAGE ALTIMETER SETTING LINE OF MINIMA – REMOTE ALTIMETER ADJUSTMENTS INCLUDED IN CHART NOTE



COORDINATED WITH:

A4A

☐

ALPA

☐

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: C90, AMGR, CHICAGO APP CON

FLIGHT CHECKED BY

JAMES ONIEAL

Digitally signed by  
**JOSEPH L ZEDER**  
Aug 13, 2024

OFFICE

FPO

DATE

08/11/2024

DEVELOPED BY

JON NEIDIGH

Digitally signed by  
**JON M NEIDIGH**  
Jul 16, 2024

OFFICE

AJV-A432

DATE

05/01/2024

APPROVED BY

JOSEPH L. ZEDER

Digitally signed by  
**JOSEPH L ZEDER**  
Aug 13, 2024

OFFICE

AJV-A432

DATE

**TITLE**  
MANAGER



# 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>
3CK	RNAV (GPS) RWY 26	1	CHICAGO/LAKE IN THE HILLS	IL	887	RNAV

## PART A: OBSTRUCTION DATA SEGMENTS

### FEEDER

**FROM** GRIFT **TO** EHUHY

RNP 1.00 DISTANCE 35.70 PAT MAP HAT HMAS

<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 (17-000404)	421533.00N/0882148.00W	1427	500	50	5D	1000					2500
TERRAIN	421757.00N/0883524.00W	1053 (1100)								AS1500	2600

## COMPUTATIONS

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

### SEGMENT REMARKS:

### FEEDER

**FROM** KRENA **TO** IJBIJ

RNP 1.00 DISTANCE 17.36 PAT MAP HAT HMAS

<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 (17-000409)	422121.72N/0881859.88W	1260	50	20	2C	1000					2300
TERRAIN	422409.00N/0882845.00W	1007 (1000)								AS1500	2500

## COMPUTATIONS

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

### SEGMENT REMARKS:



INITIAL

FROM

IJBIJ

TO

EHUHY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	5.00				

<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 (17-000994)	421412.00N/0880416.00W	1360	250	50	4D	1000				AT140	2500
TERRAIN	421427.00N/0880433.00W	928 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

EHUHY (IF/IAF)

TO

UBHOD

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	5.28				

<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 (17-000994)	421412.00N/0880416.00W	1360	250	50	4D	500					1900
TERRAIN	421300.00N/0881242.00W	912 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

UBHOD

TO

RW26

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	4.65		RW26		453						
<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	421345.00N/0881412.00W	1086	215	8	4B	250					1340

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

EHUHY

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
		P-5									
<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 (17-000994)	421412.00N/0880416.00W	1360	250	50	4D	1000				AT140	2500
TERRAIN	421427.00N/0880433.00W	928 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW26

TO

EHUHY

RNP

0.30-1.00

DISTANCE

PAT

MAP

HAT

HMAS

1240

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2500
TOWER (17-000404)	421533.00N/0882148.00W	1427	500	50	5D	1000					2500
TERRAIN	421812.00N/0882418.00W	1010 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MSA

CENTER

RW26

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (55-000319)	423654.00N/0883158.00W	341	26.3	1596	500	50	5D	1000			2600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

CHICAGO APP CON, IKK FSS

<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>
CTAF	3CK	24	3CK	0	N	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>
ASOS	DPA	24	DPA	18.31	Y	60

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME  
K3CK 887, KDPA 754  
RA = 59.9

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>	
RW08 - REIL, MIRL (PCL), PAPI-2L	NPI-G	APPROACH	
RW26 - MIRL (PCL), REIL, PAPI-2R	NPI-G	APPROACH	

<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	32.8

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

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

<u>PENETRATIONS REMARKS:</u>



PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

NO TAA AND NO LEFT BASE ENTRY PER ATC REQUEST.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1033 TOWER (17-028592) 421342.01N/0881300.79W.

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	2.98
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	259.79
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM	THLD	TO 1500FT POINT	4.65
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.13
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	259.79
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD COORDINATES (IF STR-IN)	421228.02N/0881856.85W
ARP COORDINATES	421224.70N/0881921.70W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 26 DISTANCE 0.31 NM
FAF COORDINATES	421317.65N/0881247.56W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
JON NEIDIGH	AJV-A432	05/01/2024	AERONAUTICAL INFORMATION SPECIALIST