

**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> DPA	<u>PROCEDURE NAME</u> ILS OR LOC RWY 10	<u>ORIGINAL/AMENDMENT</u> 9	<u>CITY</u> CHICAGO/WEST CHICAGO	<u>STATE</u> IL
<u>AIRPORT ELEVATION</u> 759	<u>TDZE</u> 756	<u>SUPERSEDED</u> ILS OR LOC RWY 10	<u>ORIGINAL/AMENDMENT</u> 8E	<u>DATED</u> 10/07/2021
<u>FACILITY</u> I-DPA	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 1W
				<u>EPOCH YEAR</u> 1985
				<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>
DPA VOR/DME		LYLLE INT	FAF/IAF				320.70	2.48	3000

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.64 NM AFTER LYLLE INT

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1200 THEN CLIMBING RIGHT TURN TO 2600 DIRECT JOT VOR/DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT R SIDE OF COURSE 277.01 OUTBOUND 3000 FT WITHIN 10 MILES OF LYLLE INT (IAF)
-
- FAC: 097.01 FAF: LYLLE INT DIST FAF TO MAP: 5.64 DIST FAF TO THLD: 5.64
- MIN ALT: LYLLE INT 2600, HOVUB INT 1340
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 938
- MIN GS INCPT: 2600 GS ALT AT PFAF: LYLLE INT 2600 OM: MM: IM:
- GS ANGLE: 3.00 34:1 20:1 TCH: 50.3
- MSA FROM: DPA VOR/DME 2600

NOTES:

CHART NOTE: CIRCLING RWY 15, 28, 33 NA AT NIGHT.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT DPA VOR/DME ON V6 EASTBOUND.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ARR ALTIMETER SETTING AND INCREASE S-ILS 10 DA TO 993 FEET; INCREASE ALL MDAS 40 FEET ; AND CIRCLING VISIBILITY CAT C/D 1/4 SM.

ADDITIONAL FLIGHT DATA:

HOLD E, RT, 282.32 INBOUND.
CHART FAS OBST: 903 TOWER (17-029184) 415455N/0881739W.



MINIMUMS:

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

ALTERNATE: NA ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 800-2 1/4, 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 10	956	3/4	200	956	3/4	200	956	3/4	200	956	3/4	200				
S-LOC 10	1220	1	464	1220	1	464	1220	1 3/8	464	1220	1 3/8	464				
CIRCLING	1260	1	501	1360	1	601	1460	2	701	1460	2 1/4	701				

CHANGES - REASONS

1. TERMINAL ROUTES: CHANGED SEGMENT FROM "DPA VOR/DME TO LYLLE OM, DISTANCE 2.23, COURSE 328.08" TO "DPA VOR/DME TO LYLLE INT, DISTANCE 2.48, COURSE 320.70 "- LYLLE OM DECOMMISSIONED.
2. MAP: LOC CHANGED FROM "5.25 NM AFTER LYLLE OM/INT" TO " 5.64 NM AFTER LYLLE INT".- LYLLE OM DECOMMISSIONED.
3. REMOVED ALTERNATE MISSED APPROACH PER FPT/ATC INSTRUCTIONS.
4. PROFILE LINE 1: CHANGED MILES OF FROM "LYLLE OM/INT (IAF)" TO "LYLLE INT (IAF)"- LYLLE OM DECOMMISSIONED.
5. PROFILE LINE 3: CHANGED FAF, PFAF, DIST FAF TO MAP, DIST FAF TO THLD FROM "LYLLE OM/INT, 5.25" TO "LYLLE INT, 5.64" – LYLLE OM DECOMMISSIONED AND LYLLE INT IS THE NEW FAF.
6. PROFILE LINE 5: REMOVED "5.25" FROM DIST TO THLD FROM OM- LYLLE OM DECOMMISSIONED.
7. PROFILE LINE 6: CHANGED GS ALT AT PFAF FROM "LYLLE OM/INT" TO "LYLLE INT" - LYLLE OM DECOMMISSIONED.
8. CHANGED NOTE FROM "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CHICAGO/AURORA ALTIMETER SETTING: INCREASE S-ILS 10 DA TO 993 FEET; INCREASE ALL MDA 40 FEET AND VISIBILITY S-LOC 10 CATS C/D AND HOVUB INT MINIMUMS S-LOC 10 CATS C/D 1/8 SM, AND CIRCLING AND HOVUB INT MINIMUMS CIRCLING CATS C/D 1/4 SM" TO "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ARR ALTIMETER SETTING AND INCREASE S-ILS 10 DA TO 993 FEET; INCREASE ALL MDAS 40 FEET ; AND CIRCLING VISIBILITY CAT C/D 1/4 SM."- IAW 8260.19J PARA 8-6-10F(4).

COORDINATED WITH:

A4A ALPA AOPA APA HAI NBAA

OTHER: ZAU, ORD APP CON, DPA ATCT, AMGR

FLIGHT CHECKED BY

SCOTT WIEBE

Digitally signed by

ALLAN WILL

Sep 02, 2025

OFFICE

AJF

DATE

08/27/2025

DEVELOPED BY

LIAM DONAHUE (TEVAR MALONE)

Digitally signed by

ALLAN WILL

Sep 02, 2025

OFFICE

AJV-A33

DATE

03/07/2025

APPROVED BY

KYLE THOMPSON

Digitally signed by

ALLAN WILL

Sep 02, 2025

OFFICE

AJV-A33

DATE

07/03/2025

TITLE

MANAGER



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

<u>AIRPORT ID</u> DPA	<u>PROCEDURE NAME</u> ILS OR LOC RWY 10	<u>AMDT NO.</u> 9	<u>CITY</u> CHICAGO/WEST CHICAGO	<u>STATE</u> IL	<u>AIRPORT ELEVATION</u> 759	<u>FACILITY</u> I-DPA
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

<u>FROM</u> DPA VOR/DME	<u>TO</u> LYLLE INT
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<u>RNP</u>	<u>DISTANCE</u> 2.48	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	415448.00N/0882309.00W	1096	215	8	4B	1000				AT904	3000
TERRAIN	415448.00N/0882309.00W	895 (900)								AS1500	2400

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:

INTERMEDIATE: PT

<u>FROM</u> 10 NM	<u>TO</u> LYLLE INT
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<u>RNP</u>	<u>DISTANCE</u> 10.00	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	415509.00N/0882554.00W	1221	215	8	4B	500				AT879	2600
TERRAIN	415509.00N/0882554.00W	1020 (1000)								AS1500	2500

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:



AIRPORT ID
DPA

PROCEDURE NAME
ILS OR LOC RWY 10

AMDT NO.
9

CITY
CHICAGO/WEST CHICAGO

STATE
IL

AIRPORT ELEVATION
759

FACILITY
I-DPA

PROCEDURE TURN

FROM
LYLLE INT

TO
10 NM

RNP DISTANCE 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 (17-001565)	420111.70N/0882252.99W	1386	20	3	1A	1000				AT614	3000
TERRAIN	420127.00N/0882903.00W	1066 (1100)								AS1500	2600

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
JOT VOR/DME

RNP DISTANCE PAT MAP HAT HMAS
789

<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				2600
TOWER (17-001613)	413626.00N/0882710.00W	1266	50	20	2C	1000					2300
TERRAIN	414957.00N/0881048.00W	836 (800)								AS1500	2300

COMPUTATIONS

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

SEGMENT REMARKS:



AIRPORT ID
DPA

PROCEDURE NAME
ILS OR LOC RWY 10

AMDT NO.
9

CITY
CHICAGO/WEST CHICAGO

STATE
IL

AIRPORT ELEVATION
759

FACILITY
I-DPA

MISSED APPROACH: LOC

FROM
5.64 NM AFTER LYLLE INT

TO
JOT VOR/DME

RNP **DISTANCE** **PAT** **MAP** **HAT** **HMAS**
970

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2600
TOWER (17-001613)	413626.00N/0882710.00W	1266	50	20	2C	1000					2300
TERRAIN	414957.00N/0881048.00W	836 (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											
TANK (17-000505)	415403.00N/0881256.00W	1.30	501	950	20	10	1B	300			1260
CATEGORY B											
TOWER (17-000089)	415230.00N/0881638.00W	1.83	601	1003	250	50	4D	300		AC50	1360
CATEGORY C											
TOWER (17-001190)	415212.40N/0881754.33W	2.88	701	1158	50	20	2C	300			1460
CATEGORY D											
TOWER (17-001190)	415212.40N/0881754.33W	3.76	701	1158	50	20	2C	300			1460

CIRCLING REMARKS:

MSA

CENTER **RADIUS**
DPA VOR/DME 25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (17-000007)	415605.00N/0880424.00W	076	12.7	1508	250	50	4D	1000			2600

MSA REMARKS:

QUALITY
37
CHECKED

AIRPORT ID
DPA

PROCEDURE NAME
ILS OR LOC RWY 10

AMDT NO.
9

CITY
CHICAGO/WEST CHICAGO

STATE
IL

AIRPORT ELEVATION
759

FACILITY
I-DPA

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

100' VEGETATION USED FOR PROCEDURE EVALUATION.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZAU ARTCC, DPA TOWER, CHI APP CON

WX SERVICE
ASOS

LOCATION
DPA

HRS OPERATION
24

ALTIMETER SOURCE
DPA

DISTANCE
0

WMSCR
Y

ADJUSTMENTS
0

BACK-UP WX SERVICE
ASOS

LOCATION
ARR

HRS OPERATION
24

ALTIMETER SOURCE
ARR

DISTANCE
13.02

WMSCR
Y

ADJUSTMENTS
37

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KDPA 759, KARR 712
RA = 36.5

PRIMARY NAVAID
I-DPA

MONITOR POINT
DPA ATCT

HRS OPERATION
24

CAT
1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW15 - REIL, MIRL, PAPI-4R	BSC-G	
RW33 - REIL, MIRL	BSC-G	
RW02R - MIRL	NPI-G	
RW20L - MIRL	NPI-G	
RW02L - MALSR, C/LINE, TDZ, HIRL	PIR-G	APPROACH
RW10 - LDIN, HIRL, REIL, VASI-4L (PCL)	PIR-G	
RW20R - HIRL, C/LINE, PAPI-4L	PIR-G	ROLL OUT
RW28 - REIL, HIRL, PAPI-4L	PIR-G	

GLIDESLOPE ANGLE
3.00

ELEV RWY THRESHOLD
753.3

TCH
50.3

ELEV GS ANTENNA
755.8

DISTANCE FROM RWY
938

VGSI ANGLE
3.00

TCH
50.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD
ON CENTERLINE

FT FROM THRESHOLD
FT FROM CENTERLINE

DISPLACED THRESHOLD DISTANCE

CRITICAL TEMPERATURES

CRITICAL LOW

CRITICAL HIGH

ACT

APT ISA

CRITICAL TEMPERATURE REMARKS:



"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 15	
20:1		
835 TREE (17-037529) 415520.1000N/0881451.5100W (27.62)	813 TREE (17-038040) 415518.2000N/0881449.7600W (17.28)	
840 TREE (17-058477) 415522.5000N/0881458.3900W (8.42)	807 TREE (17-041618) 415516.4100N/0881455.3000W (7.7)	
848 TREE (17-037536) 415524.2100N/0881459.2400W (7.39)	831 TREE (17-049311) 415521.2800N/0881457.9800W (5.46)	
819 TREE (17-073405) 415522.2100N/0881450.4400W (4.78)	796 POLE (17-023753) 415515.8300N/0881452.6400W (4.57)	
845 TREE (17-037532) 415522.8800N/0881502.0300W (4.41)	791 TRANSMISSION_LINE (17-023905) 415517.4100N/0881447.1400W (3.97)	
791 POLE (17-058466) 415517.4100N/0881447.1400W (3.97)	836 TREE (17-058476) 415523.0900N/0881458.1700W (2.34)	
779 POLE (17-028496) 415515.6100N/0881446.1100W (1.75)		
FINAL TYPE	CIRCLING RWY 28	
20:1		
827 TREE (17-031502) 415445.7200N/0881408.6800W (9.31)	796 TREE (17-049442) 415443.3700N/0881415.1700W (1.46)	
809 TREE (17-036851) 415439.1800N/0881411.9200W (0.02)		
FINAL TYPE	CIRCLING RWY 33	
20:1		
823 TREE (17-037497) 415432.5700N/0881418.3600W (25.87)	817 TREE (17-037546) 415432.5200N/0881416.1200W (15.12)	
787 TREE (17-043004) 415439.1300N/0881416.2200W (13.55)	822 TREE (17-036854) 415432.3300N/0881411.4300W (9.79)	
812 TREE (17-073546) 415432.9100N/0881415.1400W (9.79)	773 TRAVERSE_WAY (17-037396) 415440.2100N/0881417.2900W (6.34)	
822 TREE (17-036859) 415432.3600N/0881409.5500W (6.11)	845 TREE (17-073743) 415425.5300N/0881412.0100W (4.92)	
846 TREE (17-073170) 415424.7000N/0881412.9500W (4.28)	815 TREE (17-031501) 415431.2000N/0881414.3900W (3.97)	
842 TREE (17-072797) 415426.2600N/0881411.0700W (3.13)	843 TREE (17-038020) 415425.4400N/0881412.2900W (3.11)	
816 TREE (17-058319) 415430.4400N/0881415.0500W (3.06)	773 TRAVERSE_WAY (17-031497) 415439.3300N/0881417.1700W (2.34)	
809 TREE (17-058317) 415432.5100N/0881413.7400W (2.25)	759 LIGHTING (17-073679) 415440.5700N/0881420.9000W (1.2)	
836 TREE (17-073351) 415426.1900N/0881413.0800W (0.91)	841 TREE (17-038021) 415426.0400N/0881410.5300W (0.1)	
PENETRATIONS REMARKS:		

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

PENETRATIONS REMARKS:

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PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

BACK UP ALTIMETER PUBLISHED PER FPT.

RWY 10 20:1 PENETRATED BY RUNWAY LIGHTS FIX BY FUNCTION.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1096 AAO 415454.00N/0882306.00W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

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	3.44
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.96
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	096.01
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM	THLD	TO 1500FT POINT	5.24
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.35
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	096.01
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD COORDINATES (IF STR-IN)

415448.52N/0881530.55W

ARP COORDINATES

415425.39N/0881452.78W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 2R DISTANCE 0.83 NM

FAF COORDINATES

415523.75N/0882301.45W

FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

NAME
LIAM DONAHUE (TEVAR MALONE)

OFFICE
AJV-A33

DATE
03/07/2025

TITLE
AERONAUTICAL INFORMATION SPECIALIST

