

**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/ROCKFORD INTL	<u>AIRPORT ID</u> KRFD	<u>PROCEDURE NAME</u> ILS OR LOC RWY 1	<u>ORIGINAL/AMENDMENT</u> 29	<u>CITY</u> CHICAGO/ROCKFORD	<u>STATE</u> IL	
<u>AIRPORT ELEVATION</u> 742	<u>TDZE</u> 729	<u>SUPERSEDED</u> ILS OR LOC RWY 1	<u>ORIGINAL/AMENDMENT</u> 28D	<u>DATED</u> 01/03/2019	<u>MAG VAR</u> 3W	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> I-RFD	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 5 DECEMBER 2019	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

**TERMINAL ROUTES**

<u><b>FROM</b></u>	<u><b>FIX TYPE</b></u>	<u><b>TO</b></u>	<u><b>FIX TYPE</b></u>	<u><b>LEG TYPE</b></u>	<u><b>FO/FB</b></u>	<u><b>RNP</b></u>	<u><b>COURSE</b></u>	<u><b>DISTANCE</b></u>	<u><b>ALTITUDE</b></u>
CHANA/PLL VOR/DME 14.55 DME	IAF	KENNY/11.82 DME	NOPT				088.00 & 008.43	3.68 (HDG) & 2.10 (I-RFD)	2500
RUSLL/PLL VOR/DME 21.81 DME	IAF	KENNY/11.82 DME	NOPT				278.46 & 008.43	3.59 (HDG) & 1.85 (I-RFD)	2500
KENNY/11.82 DME	IF	GILMY/5.81 DME/RADAR					008.43	6.01 (I-RFD)	2000

**MISSED APPROACH**

**MAP:**

ILS: DA

LOC: 4.21 NM AFTER GILMY/5.81 DME/RADAR OR AT I-RFD 1.60 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 2600 ON I-RFD LOCALIZER N COURSE (008) TO TODDY/4.60 DME/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2600.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

- PT R SIDE OF COURSE 188.43 OUTBOUND 2500 FT WITHIN 10 MILES OF GILMY/5.81 DME/RADAR (IAF)
- 
- FAC: 008.43 PFAF: GILMY/5.81 DME/RADAR DIST PFAF TO MAP: 4.21 DIST PFAF TO THLD: 4.21
- MIN ALT: GILMY/5.81 DME/RADAR 2000, YOPUY/3.81 DME/RADAR 1400\*
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1098
- MIN GS INCPT: 2000 GS ALT AT PFAF : GILMY/5.81 DME/RADAR 2000 OM: MM: IM:
- GP ANGLE: 2.75 34:1 20:1 TCH: 62.0
- MSA FROM: KRFD 2600

**EQUIPMENT REQUIREMENTS NOTES:**

DME OR RADAR REQUIRED.

QUALITY  
6  
CHECKED

NOTES:

CHART NOTE: ASR.  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 1 CAT C/D VISIBILITY TO RVR 6000.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT CHANA ON V 172 WESTBOUND, AND ARRIVALS AT RUSLL ON V 172 EASTBOUND.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON  
CHART VDP AT 2.75 DME\*,  
DISTANCE VDP TO THLD 1.16 NM.  
\*LOC ONLY  
CHART FAS OBST: 824 TREE 421003N/0890529W.  
CHART: 905 TERRAIN 450828N/0890514W.  
1040 AAO 420640N/0890648W.  
HOLD N, LT, 188.43 INBOUND

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 01	929	2400	200	929	2400	200	929	2400	200	929	2400	200			
S-LOC 01	1140	2400	411	1140	2400	411	1140	4000	411	1140	4000	411			
CIRCLING	1220	1	478	1280	1	538	1320	1 1/2	578	1460	2 1/4	718			

CHANGES - REASONS

1. ADDED EQUIPMENT REQUIREMENTS NOTE DME OR RADAR REQUIRED. - IN PREPARATION FOR RFD VOR DECOMMISSIONING.
2. ADDED STEP-DOWN FIX YOPUY TO LOC FINAL. - TO RETAIN CURRENT PUBLISHED MINIMUMS.
3. REMOVED "LOM" FROM ALL REFERENCES TO GILMY LOM. - LOM/NDB FACILITY IS DECOMMISSIONING, GILMY IS NOW A STAND ALONE DME FIX.
4. INCREASED PROCEDURE TURN OUTBOUND ALTITUDE FROM 2400 TO 2500. - NEW CONTROLLING OBSTRUCTION IDENTIFIED.
5. DIST FAF TO MAP/THLD CHANGED FROM 4.16 TO 4.21. - FAF UPDATED TO COINCIDE WITH GLIDESLOPE INTERCEPT.
6. MSA CENTER POINT CHANGED FROM RF LOM TO KRFD. - RF LOM DECOMMISSIONING.
7. ADDED CHART CIRCLING ICON TO ADDITIONAL FLIGHT DATA. - CURRENT CIRCLING RADII UTILIZED.
8. CIRCLING CAT B MDA/HAA CHANGED FROM 1240/498 TO 1280/538. - NEW CONTROLLING OBSTRUCTION IDENTIFIED.
9. CIRCLING CAT C MDA/HAA CHANGED FROM 1240/498 TO 1320/578. - NEW CONTROLLING OBSTRUCTION IDENTIFIED.
10. CIRCLING CAT D MDA/HAA CHANGED FROM 1320/578 TO 1460/718. VISIBILITY CHANGED FROM 2 SM TO 2 1/4 SM. - NEW CONTROLLING OBSTRUCTION IDENTIFIED, VISIBILITY ADJUSTED IAW 8260.3D CHAP 3 TABLE 3-3-7.

9/5/19: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 7/9/19.  
REMOVED PREVIOUS CHANGES - REASONS #6 (INFORMATION WAS NOT REQUIRED) AND RENUMBERED.



COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: ZAU ARTCC, RFD ATCT, AMGR

*Digitally signed by*

FLIGHT CHECKED BY

**DONALD H LANIER**

OFFICE

DATE

SCOTT WIEBE

Sep 05, 2019

FICO

8/29/19

DEVELOPED BY

*Digitally signed by*

**NICHOLAS JACKSON**

OFFICE

DATE

NICHOLAS K. JACKSON

Jul 09, 2019

AJV-A431

06/12/2019

APPROVED BY

*Digitally signed by*

**DONALD H LANIER**

OFFICE

DATE

TITLE

GEORGE DAVIS

Sep 05, 2019

AJV-A450

MANAGER