

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> AURORA MUNI	<u>AIRPORT ID</u> KARR	<u>PROCEDURE NAME</u> ILS OR LOC RWY 9	<u>ORIGINAL/AMENDMENT</u> 4	<u>CITY</u> CHICAGO/AURORA	<u>STATE</u> IL	
<u>AIRPORT ELEVATION</u> 712	<u>TDZE</u> 707	<u>SUPERSEDED</u> ILS OR LOC RWY 9	<u>ORIGINAL/AMENDMENT</u> 3A	<u>DATED</u> 09/19/2013	<u>MAG VAR</u> 1W	<u>EPOCH YEAR</u> 1990
<u>FACILITY</u> I-ARR	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 13 SEPTEMBER 2018	<u>REQUIRED EFFECTIVE DATE</u>	<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>
TOBBY INT/RADAR	IF	WOLFF INT/RADAR					090.14	6.00 (I-ARR)	2700

MISSED APPROACH

MAP:

ILS: DA
LOC: 6.12 NM AFTER WOLFF INT/RADAR

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1200 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 090 AND ON DPA VOR/DME R-185 TO VAINS INT/DPA 7.90 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1200 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 287 AND JOT VOR/DME R-314 TO SWETT INT/JOT 16.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

PROFILE:

- PT **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF (IAF)**
- PROFILE STARTS AT TOBBY/RADAR
- 3. FAC:** 090.14 **FAF:** WOLFF INT/RADAR **DIST FAF TO MAP:** 6.12 **DIST FAF TO THLD:** 6.12
- 4. MIN ALT:** TOBBY INT/RADAR 2700, WOLFF INT/RADAR 2700
- 5. DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **HAT:** **GS ANT:** 1014
- 6. MIN GS INCPT:** 2700 **GS ALT AT FAF :** WOLFF INT/RADAR 2700 **OM:** **MM:** **IM:**
- 7. GP ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 45.2
- 8. MSA FROM:** DPA VOR/DME 2600

EQUIPMENT REQUIREMENTS NOTES

NOTES:

EQUIPMENT REQUIREMENTS NOTE: RADAR REQUIRED FOR PROCEDURE ENTRY.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 9 CAT C/D VISIBILITIES TO 1 3/8 SM.



ADDITIONAL FLIGHT DATA:

CHART IN PLANVIEW: SWETT INT/JOT 16.00 DME
HOLD SE, LT, 314.19 INBD (DO NOT CHART)
CHART CIRCLING ICON.
FAS OBST: 950 AAO 414645N/0883601W.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD LOC: STANDARD

<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>		
<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 09	907	1/2	200	907	1/2	200	907	1/2	200	907	1/2	200			
S-LOC 09	1220	1/2	513	1220	1/2	513	1220	1	513	1220	1	513			
CIRCLING	1220	1	508	1220	1	508	1220	1 1/2	508	1320	2	608			



CHANGES - REASONS

1. LINE 3: FAF IDENTIFIER CHANGED FROM "WOLFF" TO "WOLFF INT/RADAR." - AUTO-PULL FROM SIAP.
2. LINE 3 FAF TO MAP/THLD CHANGED FROM 6.01 TO 6.12. - FAF MOVED .10 NM.
3. LINE 5: REMOVED DIST FROM THLD TO OM. - NO OUTER MARKER ASSOCIATED WITH ARR-I FACILITY.
4. LINE 5: CHANGED GS ANT DIST FROM 1015 TO 1014. - HAT DIST AUTO PULL FROM SIAP; GS ANT DATA CHANGED.
5. LINE 7: TCH CHANGED FROM 45.3 TO 45.2. - ARR ILS FACILITY DATA CHANGED TO 45.241 TCH.
6. MISSED APPROACH BLOCK: "ILS: AT THE DH" CHANGED TO "ILS: DA"; "LOC 6.01 MILES AFTER WOLFF" CHANGED TO "6.12 NM AFTER WOLFF INT/RADAR." - DECISION HEIGHT TERM NO LONGER USED; DISTANCE FAF TO MAP CHANGED.
7. PRIMARY MISSED APPROACH CHANGED FROM "CLIMB TO 1200, THEN CLIMBING RIGHT TURN TO 3000 VIA HEADING 120 AND ORD R-235 TO VAINS INT/25.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000." TO "CLIMB TO 1200 THEN CLIMBING RIGHT TURN TO 3000 ON DPA VOR/DME R-185 TO VAINS INT/DPA 7.90 DME AND HOLD, CONTINUE CLIMB IN HOLD TO 3000." - ORD VOR DE-COMMISSIONED, MISSED APPROACH RE-DESIGNED PER ATC/FPT.
8. ALTERNATE MISSED APPROACH: "OR WHEN DIRECTED BY ATC; CLIMB TO 1200 THEN CLIMBING RIGHT TURN TO 3000 VIA HEADING 287 AND JOT R-314 TO SWETT INT/16.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000, HOLD SE, LT, 314.19 INBOUND." CHANGED TO "ALTERNATE MA DO NOT CHART: CLIMB TO 1200 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 287 AND JOT VORTAC R-314 TO SWETT INT/JOT 16.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000. - FORMATTING CHANGED; ADDED FACILITY IDENTIFIERS TO PREVENT CONFUSION.
9. MINIMUMS: ILS DA CHANGED FROM 906 TO 907. - 200 FT HAT + TDZE 706.8 = 906.8 (ROUNDED TO 907).
10. MINIMUMS: S-LOC CAT D VISIBILITY CHANGED FROM 1 1/4 TO 1. - VISIBILITY TABLES CHANGED.
11. NOTES: ADDED EQUIPMENT REQUIREMENTS NOTE: RADAR REQUIRED FOR PROCEDURE ENTRY. - NO FEEDER SEGMENTS EXIST.
12. MINIMUMS: CIRCLING CAT D MDA/HAA CHANGED FROM 1280/568 TO 1320/608. - NEW EXPANDED CIRCLING RADII PRODUCED HIGHER CONTROLLING OBSTACLE (AAO); MATCHES LOC 33.
13. ADDITIONAL FLIGHT DATA: "HOLD SW, RT, 055.00 INBOUND" CHANGED TO HOLD S, RT, 005.06 INBOUND." - MISSED APPROACH HOLDING FIX/PATTERN CHANGED.
14. ADDITIONAL FLIGHT DATA: "CHART FAS OBST: 890 TOWER 414546N/0883625W" CHANGED TO "FAS OBST: 950 AAO 414645N/0883601W." - NEW OBSTACLE ANALYSIS.
15. ADDITIONAL FLIGHT DATA: ADDED "CHART CIRCLING ICON" - NEW EXPANDED CIRCLING CRITERIA IN USE.
16. ALTIMETER NOTES MOVED TO BACK OF 8260-9 AND CHANGED FROM "IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE CHICAGO O'HARE INTL ALTIMETER SETTING AND INCREASE ALL DA/MDAS 80 FEET." TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CHICAGO O'HARE INTL ALTIMETER SETTING: INCREASE S-ILS DA TO 270; INCREASE ALL MDAS 80 FEET AND VISIBILITY CATS C AND D 1/4 SM." - PUBLISHED CHART NOTE NOT REQUIRED WHEN PRIMARY AIRPORT IS ON WMSCR.
17. NOTES: ADDED CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 9 CAT C/D VISIBILITIES TO 1/38 SM. - PER CURRENT VISIBILITY CHARTS.

PDF EDITS:

1. ADDED TO ALTERNATE MINIMUMS BLOCK DUE TO SIAP PROBLEM: ILS: STANDARD LOC: STANDARD
2. REMOVED "CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SE SWETT INT/JOT 16.00 DME, LT, 314.19 INBOUND."

04/12/2018: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 01/09/2018.

1. CHANGES AND REASONS: REMOVED "1. TERMINAL ROUTES: INTERMEDIATE SEGMENT DISTANCE CHANGED FROM 6.00 TO 5.89. - FAF (WOLFF) FIX MOVED TO IPDS/IAPA DETERMINED POSITION BASED ON TCH 45.24." - RENUMBERED REMAINING CHANGES.



COORDINATED WITH:

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

FLIGHT CHECKED BY

PAUL R ARMSTRONG

Digitally signed by
DONALD H LANIER

Jun 27, 2018

OFFICE

FICO

DATE

05/08/2018

DEVELOPED BY COLTON

CROWDER

Digitally signed by
COLTON CROWDER

Apr 12, 2018

OFFICE

AJV-5431

DATE

01/09/2018

APPROVED BY PATRICK

MULQUEEN

Digitally signed by

DONALD H LANIER

Jun 27, 2018

OFFICE

AJV-5430

DATE

TITLE

MANAGER

