

**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> KORD	<u>PROCEDURE NAME</u> ILS OR LOC RWY 27L ILS RWY 27L (SA CAT I), ILS RWY 27L (CAT II), ILS RWY 27L (CAT III)	<u>ORIGINAL/AMENDMENT</u> 33	<u>CITY</u> CHICAGO	<u>STATE</u> IL	
<u>AIRPORT ELEVATION</u> 680	<u>TDZE</u> 654	<u>SUPERSEDED</u> ILS OR LOC RWY 27L ILS RWY 27L (SA CAT I), ILS RWY 27L (CAT II), ILS RWY 27L (CAT III)	<u>ORIGINAL/AMENDMENT</u> 32	<u>DATED</u> 11/05/2020	<u>MAG VAR</u> 3W
<u>FACILITY</u> I-IAC	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 14 JULY 2022	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>	<u>EPOCH YEAR</u> 2005

TERMINAL ROUTES THIS IS A CORRECTED COPY OF A PROCEDURE ORIGINALLY PUBLISHED IN TL 22-15.

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
VOGLR	IAF	NRMAH/26.20 DME/RADAR		TF	FB	1.00	280.58	17.29	9000
NRMAH/26.20 DME/RADAR		JOEBO/23.06 DME/RADAR					273.00	3.14 (I-IAC)	8000
JOEBO/23.06 DME/RADAR		GRABL/19.92 DME/RADAR					273.00	3.14 (I-IAC)	7000
GRABL/19.92 DME/RADAR		RIPPR/16.78 DME/RADAR					273.00	3.14 (I-IAC)	6000
RIPPR/16.78 DME/RADAR		BASHH/13.64 DME/RADAR					273.00	3.14 (I-IAC)	5000
BASHH/13.64 DME/RADAR	IF	EBENS/10.50 DME/RADAR					273.00	3.14 (I-IAC)	4000
EBENS/10.50 DME/RADAR		JLOWW INT/I-IAC 4.55 DME/RADAR					273.00	5.95 (I-IAC)	2200

MISSED APPROACH

MAP:

ILS: DA
LOC: 4.69 NM AFTER JLOWW INT/I-IAC 4.55 DME/RADAR OR AT I-IAC 0.15 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1200 THEN CLIMB TO 4000 ON HEADING 265 AND ON CGT VORTAC R-307 TO WASCO/CGT 45.78 DME/RADAR AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 4000 ON HEADING 265 FOR RADAR VECTORS (RADAR REQUIRED)



AIRPORT ID
KORD

PROCEDURE NAME
ILS OR LOC RWY 27L
ILS RWY 27L (SA CAT I),
ILS RWY 27L (CAT II),
ILS RWY 27L (CAT III)

ORIGINAL/AMENDMENT
33

CITY
CHICAGO

STATE
IL

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

ALTERNATE: NA ILS: STANDARD; LOC: STANDARD

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 27L	854	1800	200	854	1800	200	854	1800	200	854	1800	200				
S-LOC 27L	1160	2400	506	1160	2400	506	1160	5500	506	1160	5500	506				
ZOSRO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)																
S-LOC 27L	1080	2400	426	1080	2400	426	1080	4000	426	1080	4000	426				



CHANGES - REASONS

1. CHANGED ALL REFERENCES OF TAFS TO JLOWW - I-IAC FINAL DESIGN TCH DIFFERED FROM WHAT WAS USED TO DEVELOP RNAV/RNP 27L, PFAF LOCATION WAS DIFFERENT AND ATC ASSIGNED A NEW FIX NAME
2. CHANGED DESCRIPTION OF NRMAH IN TERMINAL ROUTES FROM 26.15 DME/RADAR TO 26.20 DME/RADAR - FIX MOVED TO MATCH CURRENT LOCATION ON RNAV/RNP 27L APPROACH, DISTANCE BASED ON CURRENT I-IAC LOCATION DATA IN AIRNAV AFTER NAVAID RELOCATION DUE TO RUNWAY CONSTRUCTION
3. CHANGED DESCRIPTION OF JOEBO IN TERMINAL ROUTES FROM 23.02 DME/RADAR TO 23.06 DME/RADAR - FIX MOVED TO MATCH CURRENT LOCATION ON RNAV/RNP 27L APPROACH, DISTANCE BASED ON CURRENT I-IAC LOCATION DATA IN AIRNAV AFTER NAVAID RELOCATION DUE TO RUNWAY CONSTRUCTION
4. CHANGED DESCRIPTION OF GRABL IN TERMINAL ROUTES FROM 19.88 DME/RADAR TO 19.92 DME/RADAR - FIX MOVED TO MATCH CURRENT LOCATION ON RNAV/RNP 27L APPROACH, DISTANCE BASED ON CURRENT I-IAC LOCATION DATA IN AIRNAV AFTER NAVAID RELOCATION DUE TO RUNWAY CONSTRUCTION
5. CHANGED DESCRIPTION OF RIPPR IN TERMINAL ROUTES FROM 16.74 DME/RADAR TO 16.78 DME/RADAR - FIX MOVED TO MATCH CURRENT LOCATION ON RNAV/RNP 27L APPROACH, DISTANCE BASED ON CURRENT I-IAC LOCATION DATA IN AIRNAV AFTER NAVAID RELOCATION DUE TO RUNWAY CONSTRUCTION
6. CHANGED DESCRIPTION OF BASHH IN TERMINAL ROUTES FROM 13.60 DME/RADAR TO 13.64 DME/RADAR - FIX MOVED TO MATCH CURRENT LOCATION ON RNAV/RNP 27L APPROACH, DISTANCE BASED ON CURRENT I-IAC LOCATION DATA IN AIRNAV AFTER NAVAID RELOCATION DUE TO RUNWAY CONSTRUCTION
7. CHANGED DESCRIPTION OF EBENS IN TERMINAL ROUTES FROM 10.46 DME/RADAR TO 10.50 DME/RADAR - FIX MOVED TO MATCH CURRENT LOCATION ON RNAV/RNP 27L APPROACH, DISTANCE BASED ON CURRENT I-IAC LOCATION DATA IN AIRNAV AFTER NAVAID RELOCATION DUE TO RUNWAY CONSTRUCTION
8. CHANGED EBENS-JLOWW (PREVIOUSLY TAFS) DISTANCE IN TERMINAL ROUTES FROM 5.89 TO 5.95 - CALCULATED DISTANCE BETWEEN CURRENT FIX LOCATIONS
9. CHANGED PFAF DESCRIPTION IN TERMINAL ROUTES, LOC MAP, LINE 3, LINE 4, AND LINE 6 FROM "TAFS INT/4.57 DME/RADAR" TO "JLOWW INT/I-IAC 4.55 DME/RADAR" - FIX REMANED SINCE PFAF IN DIFFERENT LOCATION BASED ON CURRENT DESIGN TCH FOR I-IAC ILS, DISTANCE BASED ON CURRENT I-IAC DATA IN AIRNAV
10. REMOVED "RADAR" AND "" FROM ZOSRO FIX ON LINE 4 - CONFIRMED WITH ATC THAT ZOSRO IS NOT A RADAR FIX; * NO LONGER REQUIRED PER 8260.19I
11. CHANGED IM DISTANCE ON LINE 5 FROM 860 TO 833 - DISTANCE BASED ON CURRENT RUNWAY THRESHOLD LOCATION IN AIRNAV AFTER RUNWAY CONSTRUCTION
12. CHANGED 100 HAT DISTANCE ON LINE 5 FROM 928 TO 899 - DISTANCE BASED ON CURRENT RUNWAY THRESHOLD LOCATION IN AIRNAV AFTER RUNWAY CONSTRUCTION
13. CHANGED 150 HAT DISTANCE ON LINE 5 FROM 1882 TO 1853 - DISTANCE BASED ON CURRENT RUNWAY THRESHOLD LOCATION IN AIRNAV AFTER RUNWAY CONSTRUCTION
14. CHANGED GS ANT DISTANCE ON LINE 5 FROM 1040 TO 1066 - DISTANCE BASED ON CURRENT RUNWAY THRESHOLD LOCATION IN AIRNAV AFTER RUNWAY CONSTRUCTION AND CURRENT GS ANTENNA LOCATION IN AIRNAV
15. CHANGED IM GS ALT ON LINE 6 FROM 750 TO 751 - CURRENT LOCATION OF IM IN AIRNAV AFTER NAVAID RELOCATION DUE TO RUNWAY CONSTRUCTION
16. CHANGED TCH FROM 55.3 TO 56.6 ON LINE 7 - CURRENT DESIGN TCH FOR I-IAC AFTER NAVAID RELOCATION DUE TO RUNWAY CONSTRUCTION
17. CHANGED SA CAT I ILS RA FROM 164 TO 165 - 150 FT HAT POINT LOCATION AND UNDERLYING TERRAIN ELEVATION CHANGED AFTER RUNWAY CONSTRUCTION
18. ADDED OBSTACLE ID TO FAS OBSTACLE IN ADDITIONAL FLIGHT DATA - 8260.19I
19. CHANGED 7:1 OBSTACLE IN ADDITIONAL FLIGHT DATA FROM 862 TOWER 415853N/0874620W TO 878 TOWER 415814N/0874551W - CURRENT OBSTACLE BASED ON EVALUATION WITH NEW PFAF LOCATION
20. REMOVED ""LOC ONLY" FROM NOTES - NO LONGER REQUIRED PER 8260.19I
21. CHANGED WASCO DESCRIPTION IN MISSED APPROACH INSTRUCTIONS FROM "WASCO/CGT 45.77 DME/RADAR" TO "WASCO/CGT 45.78 DME/RADAR" - WASCO MOVED ON ILS OR LOC RWY 9R DUE TO ILS RELOCATION AND RUNWAY CONSTRUCTION
22. CHANGED HOLDING INBOUND COURSE IN ADDITIONAL FLIGHT DATA FROM 126.55 TO 126.54 - CURRENT RADIAL FROM CGT VORTAC BASED ON WASCO LOCATION
23. CHANGED "FROM VOGLR: RNAV 1-GPS REQUIRED" TO "RNP APCH-GPS. FROM VOGLR" IN EQUIPMENT REQUIREMENTS NOTES - 8260.19I 8-6-8
24. CHANGED "SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF HUD TO DH" TO "SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL" - 8260.19I 8-6-11(M)

05/19/22: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 05/11/22.

1. REMOVED "CAT I" FROM THE INOPERATIVE ALS CHART NOTE.

COORDINATED WITH:

A4A **ALPA** **AOPA** **APA** **HAI** **NBAA** **OTHER:** ZAU, CHICAGO APP CON, ORD TOWER, AMGR

Digitally signed by

FLIGHT CHECKED BY
JAMES BRIAN ONIEAL

ALLAN WILL
May 31, 2022

OFFICE
FIOG

DATE
05/10/2022

DEVELOPED BY
KELLIE R. BARNES
Digitally signed by
KELLIE R BARNES
May 19, 2022

OFFICE
AJV-A423

DATE
02/15/2022

APPROVED BY
MARLON ROBINSON

Digitally signed by
ALLAN WILL
May 31, 2022

OFFICE
AJV-A420

DATE

TITLE
MANAGER

