

**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 9R ILS RWY 9R (CAT II), ILS RWY 9R (CAT III)	<u>ORIGINAL/AMENDMENT</u> 13	<u>CITY</u> CHICAGO	<u>STATE</u> IL	
<u>AIRPORT ELEVATION</u> 680	<u>TDZE</u> 668	<u>SUPERSEDED</u> ILS OR LOC RWY 9R	<u>ORIGINAL/AMENDMENT</u> 12B	<u>DATED</u> 01/03/2019	<u>MAG VAR</u> 3W
<u>FACILITY</u> I-JAV	<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> 2010

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
GIBNS	IAF	ADLMN/RADAR		TF	FB	1.00	082.14	20.44	9000
ADLMN/RADAR		FOTTR/RADAR		TF	FB	1.00	092.97	3.14	8000
FOTTR/RADAR		WASCO/I-JAV 21.68 DME/RADAR					092.97	3.14 (I-JAV)	7000
WASCO/I-JAV 21.68 DME/RADAR		GEMMS/I-JAV 18.54 DME/RADAR					092.97	3.14 (I-JAV)	6000
GEMMS/I-JAV 18.54 DME/RADAR		CHILR/I-JAV 15.40 DME/RADAR					092.97	3.13 (I-JAV)	5000
CHILR/I-JAV 15.40 DME/RADAR	IF	DEVON/I-JAV 12.26 DME/RADAR					092.97	3.14 (I-JAV)	4000
DEVON/I-JAV 12.26 DME/RADAR		MEOWW INT/I-JAV 6.93 DME/RADAR					092.97	5.33 (I-JAV)	2300

MISSED APPROACH

MAP:
ILS: DA
LOC: 4.94 NM AFTER MEOWW INT/I-JAV 6.93 DME/RADAR OR AT I-JAV 1.99 DME ←

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1200 THEN CLIMB TO 4000 ON HEADING 085 AND OBK VOR/DME R-124 TO GRABL INT/OKB 26.88 DME/RADAR AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1200 THEN CLIMB TO 4000 ON HEADING 100 AND DPA VOR/DME R-078 TO LAIRD INT/DPA 34.33 DME/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000.



AIRPORT ID
KORD

PROCEDURE NAME
ILS OR LOC RWY 9R
ILS RWY 9R (CAT II),
ILS RWY 9R (CAT III)

ORIGINAL/AMENDMENT
13

CITY
CHICAGO

STATE
IL

PROFILE:

1. PT **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)

2. PROFILE STARTS AT ADLMN

3. **FAC:** 092.97 **FAF:** MEOWW INT/I-JAV 6.93 DME/RADAR **DIST FAF TO MAP:** 4.94 **DIST FAF TO THLD:** 4.94

4. **MIN ALT:** ADLMN/RADAR 9000, FOTTR/RADAR 8000, WASCO/I-JAV 21.68 DME/RADAR 7000, GEMMS/I-JAV 18.54 DME/RADAR 6000, CHILR/I-JAV 15.40 DME/RADAR 5000, DEVON/I-JAV 12.26 DME/RADAR 4000, MEOWW INT/I-JAV 6.93 DME/RADAR 2300, YONUT INT/I-JAV 4.10 DME 1380

5. **DIST TO THLD FROM OM:** **MM:** **IM:** 783 **100 HAT:** 806 **150 HAT:** **GS ANT:** 1153

6. **MIN GS INCPT:** 2300 **GS ALT AT PFAF :** MEOWW INT/I-JAV 6.93 DME/RADAR 2300 **OM:** **MM:** **IM:** 767

7. **GP ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 57.6

8. **MSA FROM:** ARP KORD 3400

EQUIPMENT REQUIREMENTS NOTES:

AIRCRAFT NOT GPS EQUIPPED - RADAR REQUIRED FOR PROCEDURE ENTRY.
RADAR OR DME REQUIRED.
PBN REQUIREMENTS NOTE:
RNP APCH-GPS FROM GIBNS.

NOTES:

CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 9R: CAT A, B, C, D, RA 99, RVR 1200, HAT 100, DA 768 MSL.
CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 9R: CAT III CAT A, B, C, D, RVR 600
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 9R CAT C/D VISIBILITY TO 2 SM.

ADDITIONAL FLIGHT DATA:

HOLD SE, RT, 303.96 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD E LAIRD INT/DPA 34.33 DME/RADAR, RT, 258.38 INBOUND.
CHART FAS OBST: 883 TANK (17-020497) 415923N/0875839W.
CHART VDP AT 3.14 DME
DISTANCE VDP TO THLD 1.15 NM.
CHART IN PLANVIEW: LAIRD INT/DPA 34.33 DME/RADAR.



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 9R	868	1800	200	868	1800	200	868	1800	200	868	1800	200			←
S-LOC 9R	1380	2400	712	1380	2400	712	1380	1 5/8	712	1380	1 5/8	712			
YONUT FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)															
S-LOC 9R	1120	2400	452	1120	2400	452	1120	4500	452	1120	4500	452			←

CHANGES - REASONS ←

1. CHANGED ALL REFERENCES OF LANSE TO MEOWW - I-JAV DESIGN TCH DIFFERED FROM WHAT RNAV (GPS) RWY 9R APPROACH WAS BUILT ON THEREFORE PFAFS WERE IN DIFFERENT LOCATIONS, ATC PROVIDED NEW NAME
2. ADDED CAT II/CAT III MINS - PER FTP CHECKLIST
3. CHANGED DESCRIPTION OF FOTTR IN TERMINAL ROUTES FROM I-JAV 24.86 DME/RADAR TO RADAR - FOTTR DME ESV FAILED BY SFMO DUE TO CO CHANNEL INTERFERENCE
4. CHANGED DESCRIPTION OF WASCO IN TERMINAL ROUTES FROM I-JAV 21.72 DME/RADAR TO I-JAV 21.68 DME/RADAR - FIX MOVED TO MATCH LOCATION ON RNAV APPROACH, DME DISTANCE BASED ON CURRENT I-JAV DATA IN AIRNAV AFTER NAVAID RELOCATION AND RUNWAY CONSTRUCTION
6. CHANGED DESCRIPTION OF GEMMS IN TERMINAL ROUTES FROM I-JAV 18.58 DME/RADAR TO I-JAV 18.54 DME/RADAR - FIX MOVED TO MATCH LOCATION ON RNAV APPROACH, DME DISTANCE BASED ON CURRENT I-JAV DATA IN AIRNAV AFTER NAVAID RELOCATION AND RUNWAY CONSTRUCTION
6. CHANGED DESCRIPTION OF CHILR IN TERMINAL ROUTES FROM I-JAV 15.45 DME/RADAR TO I-JAV 15.40 DME/RADAR - FIX MOVED TO MATCH LOCATION ON RNAV APPROACH, DME DISTANCE BASED ON CURRENT I-JAV DATA IN AIRNAV AFTER NAVAID RELOCATION AND RUNWAY CONSTRUCTION
7. CHANGED DESCRIPTION OF DEVON IN TERMINAL ROUTES FROM I-JAV 12.31 DME/RADAR TO I-JAV 12.26 DME/RADAR - FIX MOVED TO MATCH LOCATION ON RNAV APPROACH, DME DISTANCE BASED ON CURRENT I-JAV DATA IN AIRNAV AFTER NAVAID RELOCATION AND RUNWAY CONSTRUCTION
8. CHANGED ALL COURSES FROM ADLMN INBOUND IN TERMINAL ROUTES FROM 092.97 TO 092.97 - COURSE BASED ON CURRENT I-JAV DATA IN AIRNAV AFTER NAVAID RELOCATION AND RUNWAY CONSTRUCTION
9. CHANGED DEVON - MEOWW DISTANCE FROM 5.90 TO 5.33 - PFAF MOVED TO NEW LOCATION BASED ON CURRENT DESIGN TCH AND LOCATION OF I-JAV AFTER RUNWAY CONSTRUCTION
10. CHANGED PFAF DESCRIPTION IN TERMINAL ROUTES, LOC MAP, LINE 3, LINE 4, AND LINE 6 FROM "LANSE INT/I-JAV 6.41 DME/RADAR" TO "MEOWW INT/I-IAC 6.93 DME/RADAR" - FIX REMANED SINCE PFAF IN DIFFERENT LOCATION BASED ON CURRENT DESIGN TCH FOR I-JAV ILS, DISTANCE BASED ON CURRENT I-JAV DATA IN AIRNAV
11. CHANGED DME DISTANCE IN LOC MISSED FROM 1.44 TO 1.99 - DISTANCE BASED ON CURRENT I-JAV AIRNAV DATA AFTER NAVAID RELOCATION AND RUNWAY CONSTRUCTION
12. CHANGED PRIMARY MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 4000 ON OBK VOR/DME R-124 TO GRABL INT/OBK 26.88 DME/RADAR AND HOLD" TO "CLIMB TO 1200 THEN CLIMB TO 4000 ON HEADING 085 AND OBK VOR/DME R-124 TO GRABL INT/OKB 26.88 DME/RADAR AND HOLD" - ADDED CLIMB TO ALTITUDE AND HEADING TO INTERCEPT PER CRITERIA; CHANGE COORDINATED WITH ORD ATC
13. CHANGED ALTERNATE MISSED APPROACH INSTRUCTIONS FROM "CLIMB TO 4000 ON DPA VOR/DME R-078 TO LAIRD INT/DPA 34.33 DME/RADAR AND HOLD" TO "CLIMB TO 1200 THEN CLIMB TO 4000 ON HEADING 100 AND DPA VOR/DME R-078 TO LAIRD INT/DPA 34.33 DME/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000." - ADDED CLIMB TO ALTITUDE AND HEADING TO INTERCEPT PER CRITERIA; CLIMB IN HOLD ADDED DUE TO AIRCRAFT NOT REACHING 4000 AT LAIRD; CHANGE COORDINATED WITH ORD ATC
14. CHANGED FAC ON LINE 3 FROM 092.98 TO 092.97 - CURRENT COURSE BASED ON I-JAV AIRNAV DATA AFTER NAVAID RELOCATION AND RUNWAY CONSTRUCTION
15. CHANGED DIST FAF TO MAP AND DIST FAF TO THLD ON LINE 3 FROM 4.97 TO 4.94 - PFAF RELOCATED DUE TO TCH CHANGE FROM 57.4 TO 57.6 AND RUNWAY CONSTRUCTION
16. ADDED DME AND/OR RADAR TO ALL FIXES ON LINE 4 - REQUIRED PER 8260.19I CHAPTER 8
17. REMOVED "RADAR" AND "" FROM YONUT ON LINE 4 - CONFIRMED WITH ATC THAT YONUT IS NOT ON THEIR RADAR MAPS NOR DO THEY WANT IT TO BE; * NO LONGER REQUIRED PER 8260.19I CHAPTER 8
18. LOWERED YONUT ALTITUDE ON LINE 4 FROM 1700 TO 1380 - LOWERED TO BE BELOW MAX STEPDOWN FIX ALTITUDE AT YONUT OF 1399 BASED ON CURRENT GPA AND TCH
19. ADDED IM DISTANCE OF 783 AND 100 HAT DISTANCE OF 806 TO LINE 5 - REQUIRED DUE TO ADDITION OF CAT II/III MINS PER 8260.19I CHAPTER 8
20. CHANGED GS ANT DISTANCE ON LINE 5 FROM 1117 TO 1153 - DISTANCE CALCULATED USING CURRENT I-JAV AIRNAV DATA AFTER NAVAID RELOCATION AND RUNWAY CONSTRUCTION
21. ADDED IM ALTITUDE OF 767 TO LINE 6 - REQUIRED PER 8260.19I CHAPTER 8
22. ADDED "CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 9R: CAT A, B, C, D, RA 99, RVR 1200, HAT 100, DA 768 MSL" TO NOTES - REQUIRED FOR ADDITION OF CAT II MINS PER 8260.19I CHAPTER 8
23. ADDED "CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 9R: CAT III CAT A, B, C, D, RVR 600" TO NOTES - REQUIRED FOR ADDITION OF CAT III MINS PER 8260.19I CHAPTER 8



- 24. CHANGED FAS OBSTACLE IN ADDITIONAL FLIGHT DATA FROM "CHART FAS OBST: 894 TANK 415923N/0875839W" TO "CHART FAS OBST: 883 TANK (17-020497) 415923N/0875839W" - OBSTACLE BASED ON CURRENT EVALUATION WITH NEW PFAF LOCATION
- 25. CHANGED CHART VDP DISTANCE FROM 2.77 TO 3.14 IN ADDITIONAL FLIGHT DATA - CALCULATED USING CURRENT I-JAV AIRNAV DATA AFTER NAVAID RELOCATION AND RUNWAY CONSTRUCTION
- 26. CHANGED DISTANCE VDP TO THLD FROM 1.33 NM TO 1.15 NM - CALCULATED USING CURRENT I-JAV AIRNAV DATA AFTER NAVAID RELOCATION AND RUNWAY CONSTRUCTION
- 27. ADDED "YONUT FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)" LINE OF MINIMA TO LOC RWY 9R - YONUT CONFIRMED NOT TO BE RADAR FIX, SO EITHER DME OR CROSSING RADIAL IS REQUIRED TO IDENTIFY THE STEPDOWN FIX
- 28. CHANGED TCH ON LINE 7 FROM 57.4 TO 57.6 - CURRENT DESIGN TCH FOR I-JAV AFTER NAVAID RELOCATION AND RUNWAY CONSTRUCTION
- 29. REMOVED "'LOC ONLY" FROM NOTES - NO LONGER REQUIRED PER 8260.191 CHAPTER 8
- 30. CHANGED GIBNS-ALDMN COURSE/DISTANCE IN TERMINAL ROUTES FROM 82.15/20.45 TO 82.14/20.44 - CURRENT COURSE BASED ON CURRENT FIX LOCATION FOR ADLMN ON RNAV APPROACH
- 31. CHANGED "FROM GIBNS: RNAV 1-GPS REQUIRED" TO "RNP APCH - GPS. FROM GIBNS" IN EQUIPMENT REQUIREMENTS NOTES - 8260.191 8-6-8
- 32. CHANGED S-ILS 9R DA FROM 860 TO 868 - TDZE INCREASED FROM 660 TO 668 WITH THE RUNWAY CONSTRUCTION
- 33. ADLMN TO FOTTR CHANGED TO AN RNAV SEGMENT - FAILED ESV FOR FOTTR; FOR GPS AIRCRAFT USE

05/17/22: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 05/11/22.

- 1. REMOVED "CAT A, B 800-2" FROM ALTERNATE MINIMUMS
- 2. REMOVED NA FROM CAT E VIS ON S-ILS 9R AND S-LOC 9R YONUT FIX MINIMUMS
- 3. ADDED "ADLMN TO FOTTR CHANGED TO AN RNAV SEGMENT - FAILED ESV FOR FOTTR; FOR GPS AIRCRAFT USE" TO CHANGES-REASONS
- 4. CHANGED LOC MAP FROM "4.94 NM AFTER MEOWW INT/I-IAC 6.93 DME/RADAR OR AT I-JAV 1.99 DME" TO "4.94 NM AFTER MEOWW INT/I-JAV 6.93 DME/RADAR OR AT I-JAV 1.99 DME"

COORDINATED WITH:

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

FLIGHT CHECKED BY
JAMES BRIAN ONIEAL

Digitally signed by
ALLAN WILL
May 31, 2022

OFFICE
FIOG **DATE**
05/07/2022

DEVELOPED BY
KELLIE R. BARNES

Digitally signed by
KELLIE R BARNES

OFFICE
AJV-A423 **DATE**
02/16/2022

APPROVED BY
MARLON ROBINSON

May 24, 2022

Digitally signed by
ALLAN WILL
May 31, 2022

OFFICE
AJV-A420 **DATE**

TITLE
MANAGER

