4/20/23 AIM

CHICAGO, ILLINOIS 21112 AL-166 (FAA) LOC/DME I-IAC Rwy Idg 7782 ILS RWY 27L (SA CAT I) APP CRS 110.5 TDZE 654 273° CHICAGO O'HARE INTL (ORD) Chan 42 Apt Elev 680 From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR MISSED APPROACH: Climb ALSF-2 required for procedure entry. DME or RADAR required. to 1200 then climb to 4000 on heading 265° and on CGT VORTAC R-307 to Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. For inop ALS, increase S-LOC 27L Cat C/D WASCO/CGT 45.8 DME/ visibility to 1% SM. RADAR and hold. GND CON 124,125 (TWR NORTH) 118,05 (TWR SOUTH) D-ATIS **CHICAGO** O'HARE TOWERS 121.75 (OBND) APP CON 128.15 348.0(Rwy 9L/27R) 133.0 348.0(10R/28L) 135.4 121.9 (IBND) 226.675 (ALL TWRS) 19.0 292.125 120.75 121.15 126.9 132.7 348.0 (CENTER) CLNC DEL CPDLC 121.6 (IF) NRMAH **RIPPR JOEBO BASHH** GRABL TAFFS INT **EBENS** HAC 13.6) HAC 16.7 I-IAC 19.9) I-IAC 23) I-IAC|26.2) I-IAC 4.6) I-IAC 10.5 RADAR RADAR **RADAR RADAR** 'OGLR RADAR RADAR RADAR IM A813 093 2200 6000 7000 823 4000 5000 8000 273 273 273 273 و 273 273 **∧**807 (5.9)(3.1)(3.1)(3.1)(3.1)(3.1)9000 Example: The ORD ILS 27L contains the fix NRMAH 281° (17.3) (093 degrees at 26.2 DME). Since NRMAH is published LOCALIZER 110.5 on the charted procedure, the LOC (I-IAC) signal has I-IAC been certified by FAA flight inspection beyond the Chan 42 standard 18NM service volume out to 26.2 DME.

FIG 1-1-7
ILS Expanded Service Volume

c. Localizer Type Directional Aid (LDA)

- 1. The LDA is of comparable use and accuracy to a localizer but is not part of a complete ILS. The LDA course usually provides a more precise approach course than the similar Simplified Directional Facility (SDF) installation, which may have a course width of 6 or 12 degrees.
- 2. The LDA is not aligned with the runway. Straight-in minimums may be published where alignment does not exceed 30 degrees between the course and runway. Circling minimums only are published where this alignment exceeds 30 degrees.
- **3.** A very limited number of LDA approaches also incorporate a glideslope. These are annotated in the plan view of the instrument approach chart with a note, "LDA/Glideslope." These procedures fall under a newly defined category of approaches called Approach with Vertical Guidance (APV) described in paragraph 5–4–5, Instrument Approach Procedure Charts, subparagraph a7(b), Approach with Vertical Guidance (APV). LDA minima for with and without glideslope is provided and annotated on the minima lines of the approach chart as S–LDA/GS and S–LDA. Because the final approach course is not aligned with the runway centerline, additional maneuvering will be required compared to an ILS approach.

d. Glide Slope/Glide Path

1. The UHF glide slope transmitter, operating on one of the 40 ILS channels within the frequency range 329.15 MHz, to 335.00 MHz radiates its signals in the direction of the localizer front course. The term "glide path" means that portion of the glide slope that intersects the localizer.

Navigation Aids 1–1–13