| LOC I-LQQ | APP CRS | Rwy Ldg | 8075 |
|---|---|---|---|
| 110.1 | 225° | TDZE | 654 |
| | | Apt Elev | 680 |

# ILS RWY 22L (SA CAT I & II)

## CHICAGO O'HARE INTL (ORD)

RADAR required for procedure entry.

Simultaneous approach authorized.
SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct CGT VORTAC and hold.

| D-ATIS | CHICAGO APP CON | O'HARE TOWER | GND CON (TWR CENTER) |
|---|---|---|---|
| 135.4 282.225 | 119.0 292.125 | 120.75 348.0 | 124.125 (TWR NORTH) 121.75 (OBND)<br>118.05 (TWR SOUTH) 121.9 (IBND)<br>226.675 (ALL TWRS) |

NORTHBROOK 113.0 OBK Chan 77

R-122

R-149

045°

(IF) KENIL INT GCO 11.3

2500

225° (6)

CHICAGO Chan 19(Y) GCO (108.25)

LAIKE INT

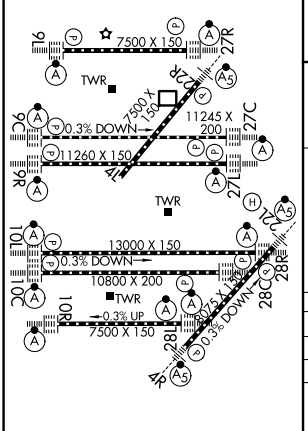
MSA ORD 25 NM 3400

LOCALIZER 110.1 I-LQQ

ALTERNATE MISSED APCH FIX 113.0 OBK R-183 Chan 77 183° 003° R-065 112.3 JOT Chan 70 BOJAK OBK 33.8 116.8 RBS R-006 Chan 115

MISSED APCH FIX CHICAGO HEIGHTS CGT 114.2 Chan 89 156° 336° R-156

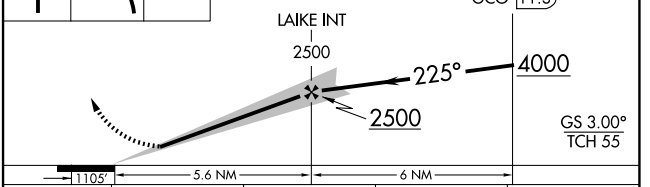
ELEV 680 D TDZE 654




HIRL all rwys
TDZL/RCLS all rwys except 4L

| 1100 | 4000 | CGT |
|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | SA CAT I | RA 164/16 | 150 | DA 804 |
| S-ILS 22L | SA CAT II | RA 112/12 | 100 | DA 754 |

**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



EC-3, 29 OCT 2026 to 26 NOV 2026
EC-3, 29 OCT 2026 to 26 NOV 2026