

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KORD

Terminal Charts For KORD

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Chicago IL USA
IATA Code: ORD
Lat/Long: N41° 58.8' W087° 54.4'
Elevation: 672 ft

Airport Use: Public
Magnetic Variation: 3.7°W
Sectional Chart: Chicago

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1320 Z
Sunset: 2234 Z,

Runway Information

Runway: 04L
Length x Width: 7500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 658 ft
Lighting: Edge, Centerline

Runway: 04R
Length x Width: 8075 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 661 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 09L
Length x Width: 7500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 668 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 09R
Length x Width: 7967 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 660 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 10C
Length x Width: 10801 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 669 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 10L
Length x Width: 13000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 672 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 14L
Length x Width: 10005 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 653 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1998 ft

Runway: 14R
Length x Width: 9686 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 668 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 22L
Length x Width: 8075 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 654 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 22R
Length x Width: 7500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 652 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 27L
Length x Width: 7967 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 654 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 27R
Length x Width: 7500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 664 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 28C

Length x Width: 10801 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 651 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 28R
Length x Width: 13000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 651 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32L
Length x Width: 9686 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 659 ft
Lighting: Edge, Centerline

Runway: 32R
Length x Width: 10005 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 653 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS 135.4
O'hare Tower 128.15
O'hare Tower 132.7
O'hare Tower 127.925 Secondary
O'hare Tower 126.9
O'hare Tower 121.15
O'hare Tower 120.75
O'hare Ground Control 134.15
O'hare Ground Control 124.125
O'hare Ground Control 121.9
O'hare Ground Control 121.75
Metering Ground Control 121.675
O'hare Clearance Delivery 121.6
O'hare Clearance Delivery 119.25 Secondary
O'hare Pre-Taxi Clearance 121.6 Pre-Departure Clearance
O'hare Pre-Taxi Clearance 119.25 Pre-Departure Clearance Secondary
Chicago Approach Control 133.625 (180°-359°)
Chicago Approach Control 128.45 (180°-359°)
Chicago Approach Control 125.7 (180°-359°) Arrival Service Secondary
Chicago Approach Control 124.35 Arrival Service Secondary
Chicago Approach Control 119.0 (360°-179°) Initial Contact
Chicago App TCA 133.5
Chicago App TCA 120.55
Chicago App TCA 134.4 Secondary
Chicago App TCA 133.625 (180°-359°)
Chicago App TCA 128.45 (180°-359°)
Chicago App TCA 126.8
Chicago App TCA 119.0 (360°-179°) Initial Contact
Chicago Departure Control 126.625 (160°-219°) Departure Service

Chicago Departure Control 125.4 (220°-339°) Departure Service
Chicago Departure Control 125.0 (340°-159°) Departure Service
-O'hare Intl Unicom 122.95
O'hare Operations 126.2 Military
International Gate Contro Gate Control 129.05

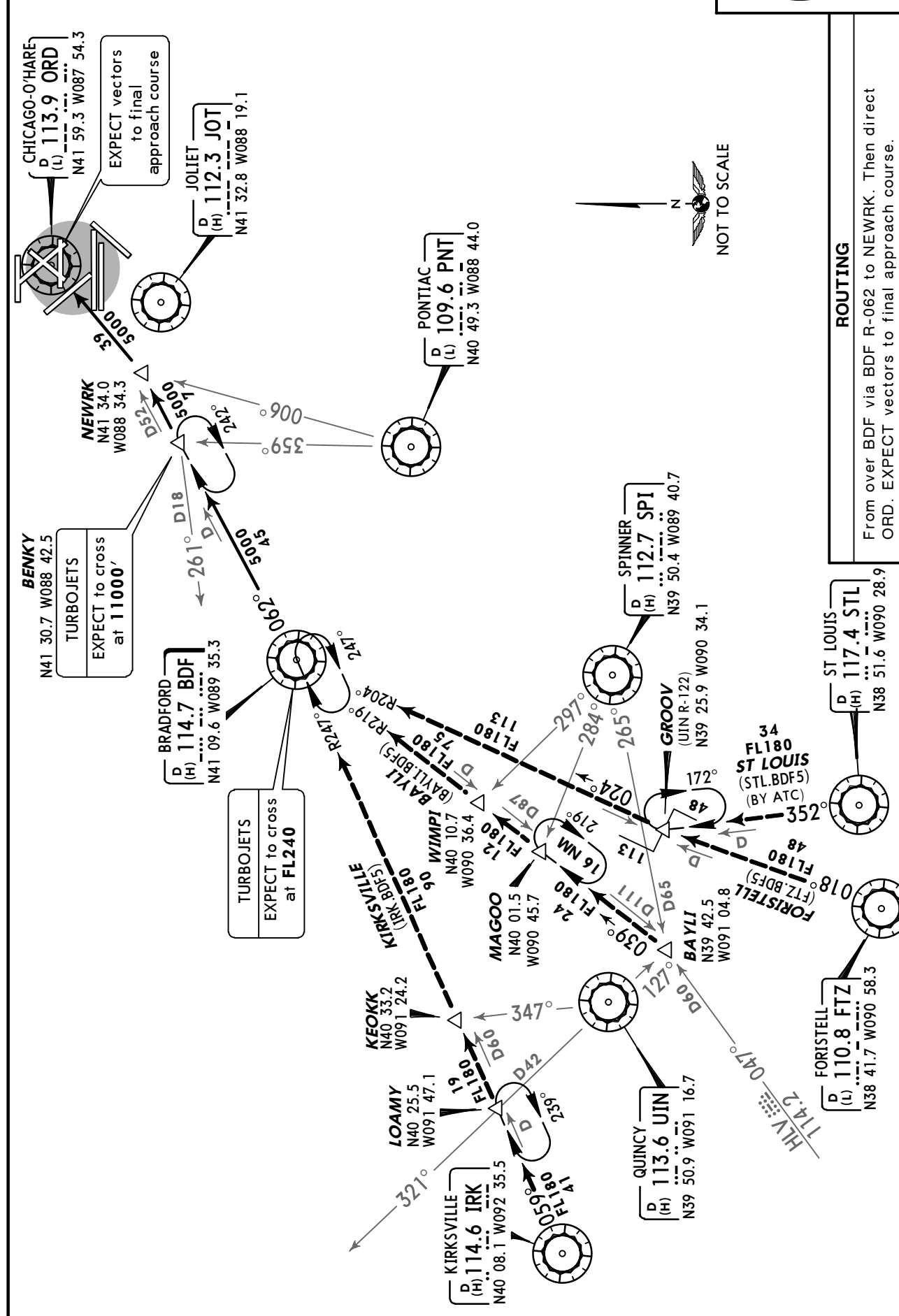
D-ATIS
135.4

Apt Elev
672'

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. ST LOUIS Transition assigned by ATC.

3400'
MSA ORD VOR

BRADFORD FIVE ARRIVAL (BDF.BDF5)



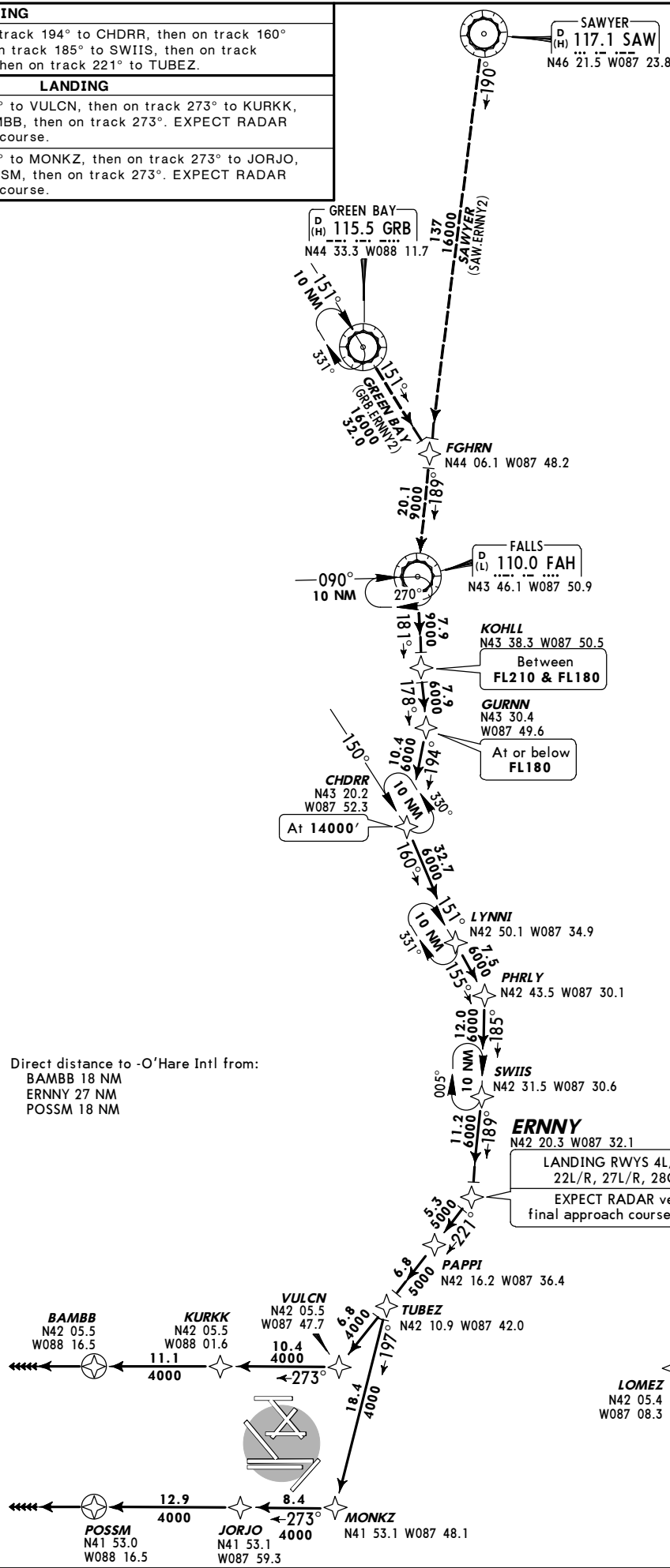
D-ATIS
135.4

Apt Elev
672'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'

1. RADAR required.
2. RNAV 1.
3. DME/DME/IRU or GPS required.

ERNNY TWO RNAV ARRIVAL
(ERNNY.ERNNY2)

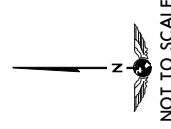


ROUTING
From KOHLL on track 178° to GURNN, then on track 194° to CHDRR, then on track 160° to LYNNI, then on track 155° to PHRLY, then on track 185° to SWIIS, then on track 189° to ERNNY, then on track 221° to PAPPI, then on track 221° to TUBEZ.

RWY	LANDING
4L/R, 9L/R, 14L/R, 22L/R, 27L/R, 28C/R, 32R	From TUBEZ on track 221° to VULCN, then on track 273° to KURKK, then on track 273° to BAMBB, then on track 273°. EXPECT RADAR vectors to final approach course.
10L/C	From TUBEZ on track 197° to MONKZ, then on track 273° to JORJO, then on track 273° to POSSM, then on track 273°. EXPECT RADAR vectors to final approach course.

2. RNAV 1.
3. DME/DME/IRU or GPS required.
4. ATC assigned only.

1BB **KURKK**



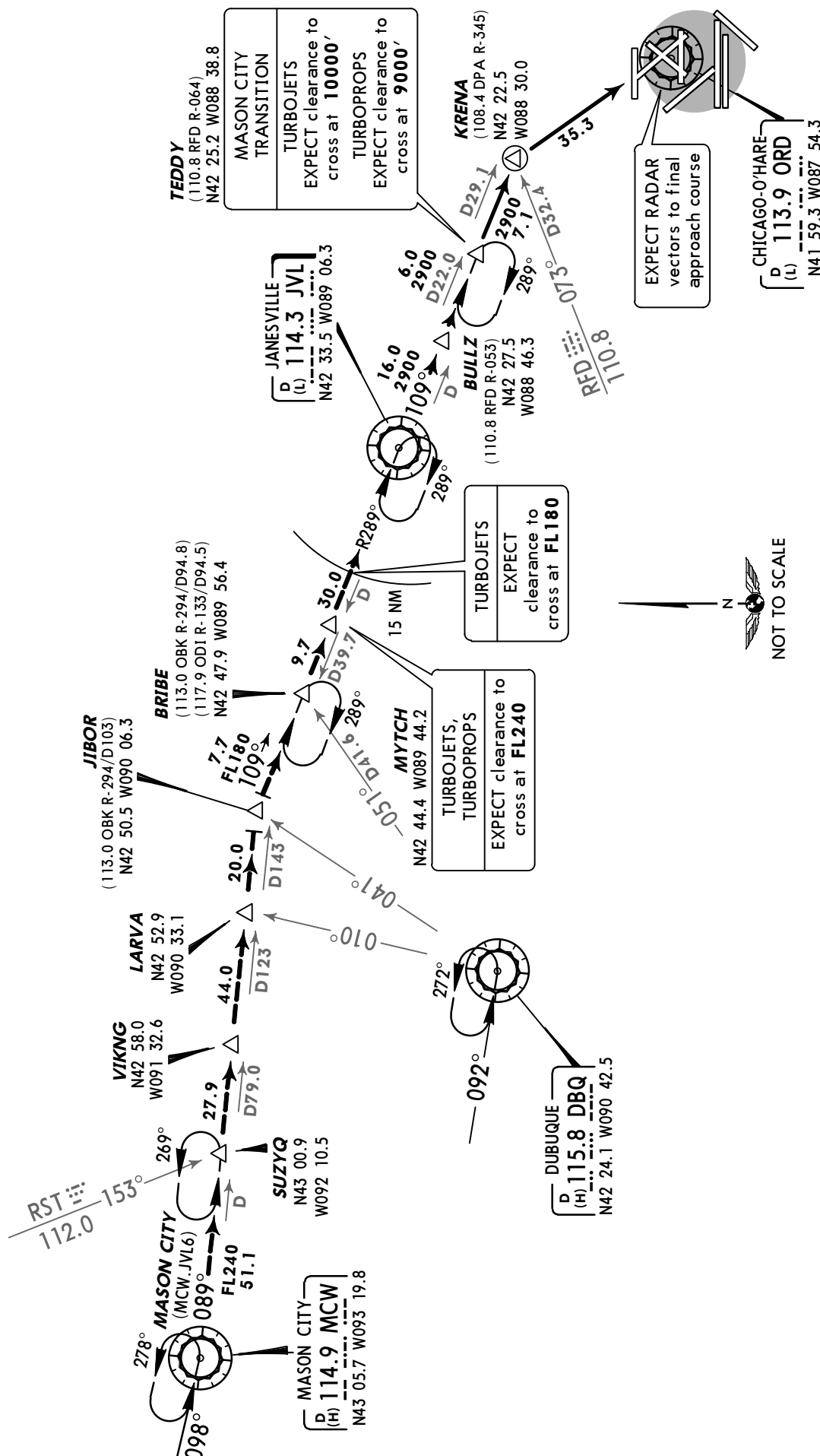
CHANGES: Chart reindexed.

D-ATIS
135.4

Apt Elev
672'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
DME required.

JANESVILLE SIX ARRIVAL (JVL.JVL6)



ROUTING

From over JVL to KRENA via JVL R-109, then direct ORD.
EXPECT RADAR vectors to final approach course.

1. RADAR and DME required.
2. RADAR required from BSV to KUKEY.

From over OXI via OXI R-345 to STYLE, then via 340° heading. EXPECT RADAR vectors to final approach course.

© JEPPESEN, 2007, 2014. ALL RIGHTS RESERVED.

D-ATIS 135.4	Alt Elev 672'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required.
-----------------	------------------	--	---

ROUTING	
From KOHLL on track 178° to GURNN, then on track 194° to CHDRR, then on track 211° to ZANDI, then on track 196° to HOPSS, then on track 185° to HUNKA, then on track 188° to MADII, then on track 133° to SOOLU.	
RWY	LANDING
4L/R, 9L/R, 10L/C, 14L/R, 22L/R, 27L/R, 32R	From SOOLU on track 142° to KURKK, then on track 093° to VULCN, then on track 093° to HIMGO, then on track 093°. EXPECT RADAR vectors to final approach course.
28C/R	From SOOLU on track 162° to JORJO, then on track 093° to MONKZ, then on track 093° to TONIE, then on track 093°. EXPECT RADAR vectors to final approach course.

Standard.

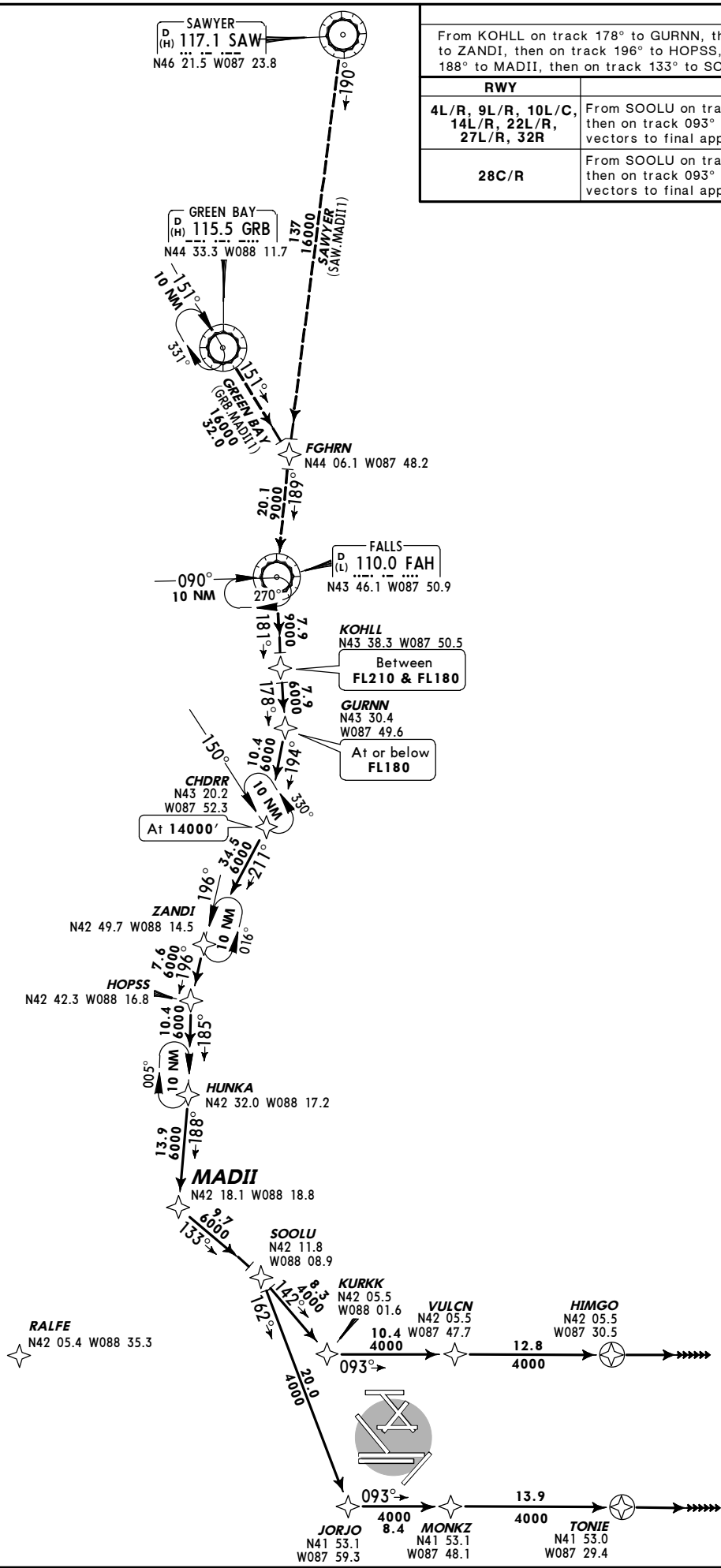
LOST COMMS

LOST COMMS



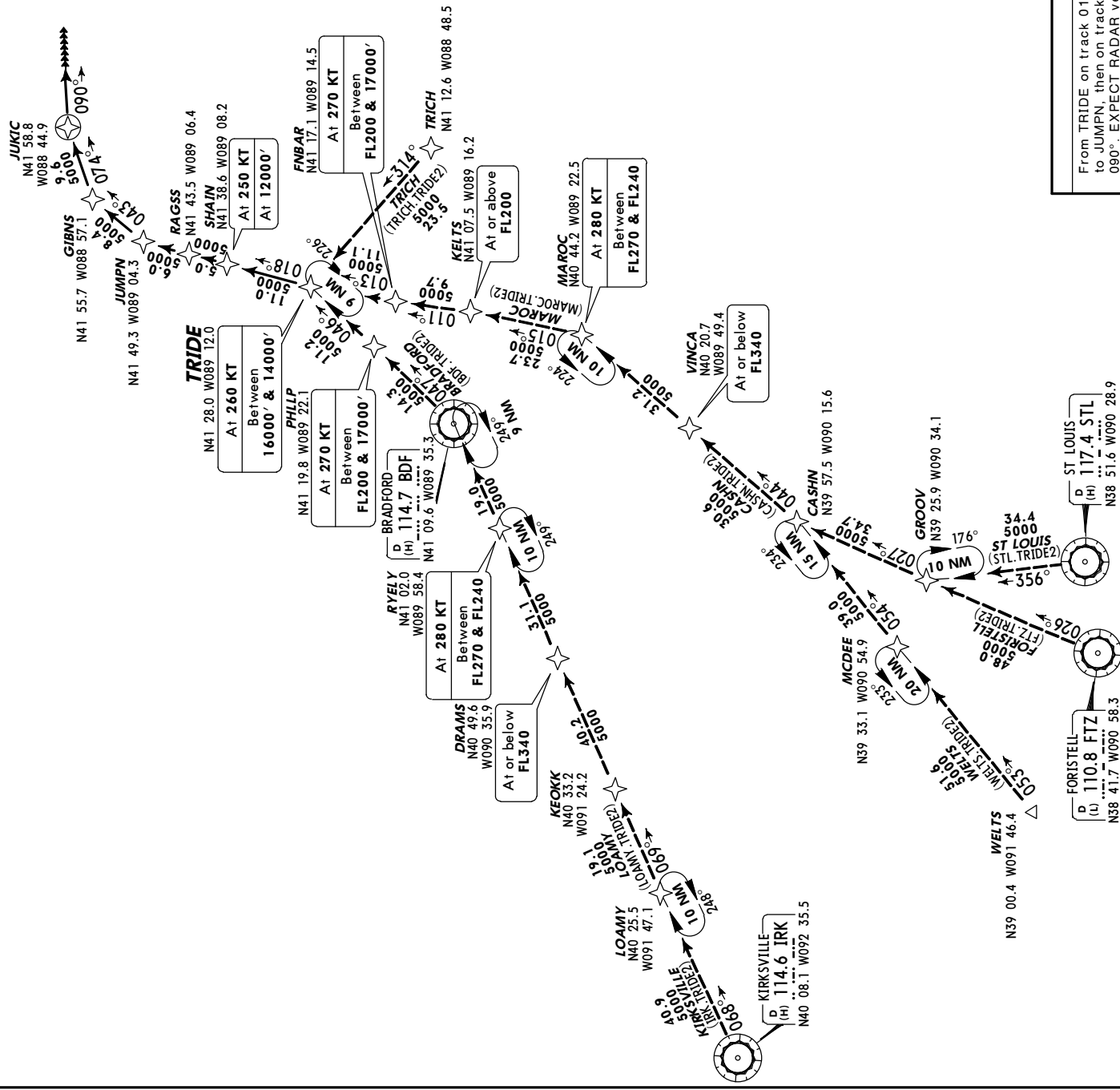
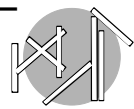
Direct distance to -O'Hare Intl from:
HIMGO 19 NM
TONIE 20 NM

MADII ONE RNAV ARRIVAL
(MADII.MADII1)



D-ATIS 135.4	Apt Elev 672'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. LOAMY and CASHN Transitions: ATC assigned only.
-----------------	------------------	--	---

TRIDE TWO RNAV ARRIVAL
(TRIDE.TRIDE2)
(RWYS 9L/R, 10L/C)



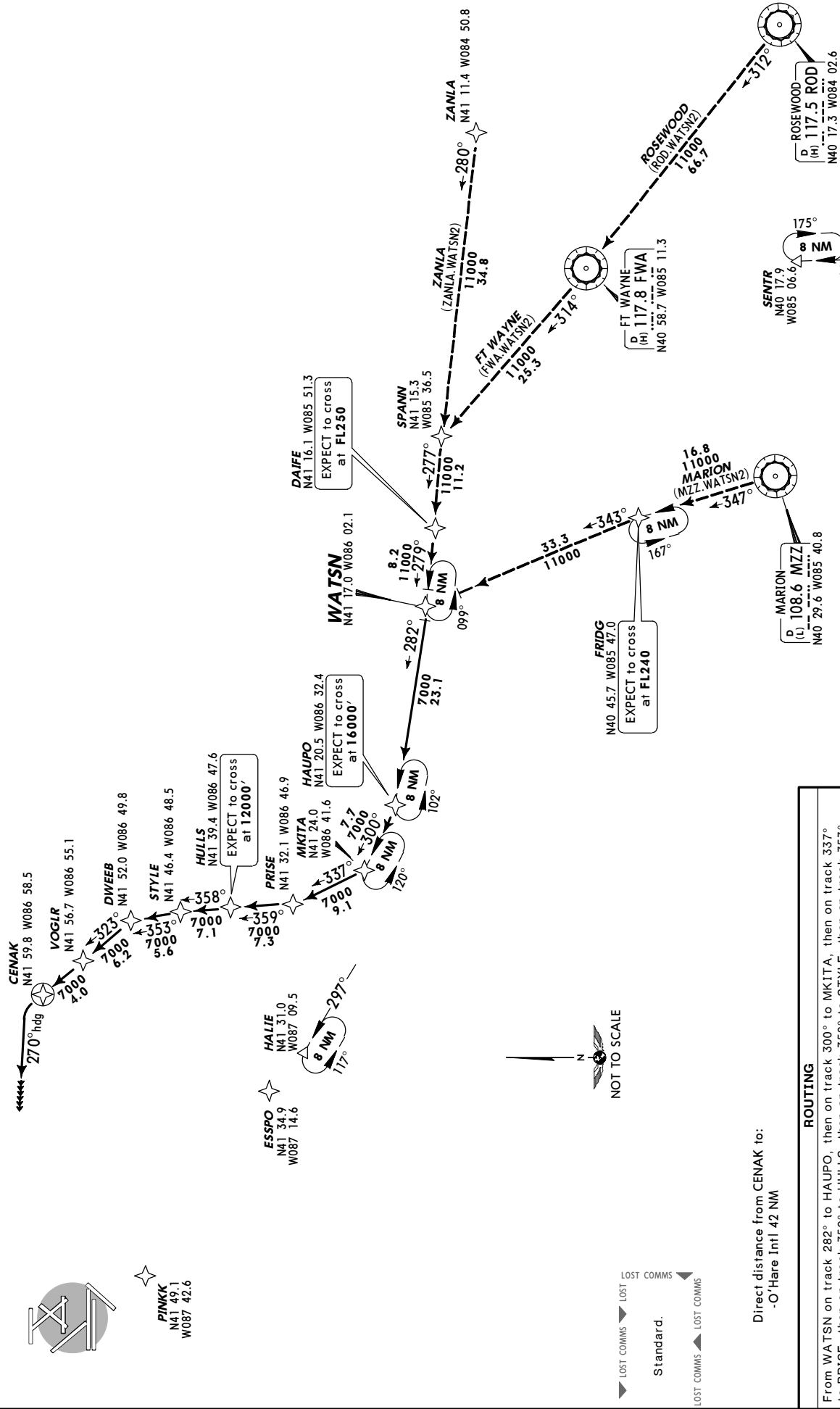
ROUTING

From TRIDE on track 018° to SHAIN, then on track 018° to RAGSS, then on track 018° to JUMPN, then on track 043° to GIBNS, then on track 074° to JUKIC, then on track 090°. EXPECT RADAR vectors to final approach course.

CHANGES: Holding patterns, procedure renumbered.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

WATSN TWO RNAV ARRIVAL
(WATSN.WATSN2)



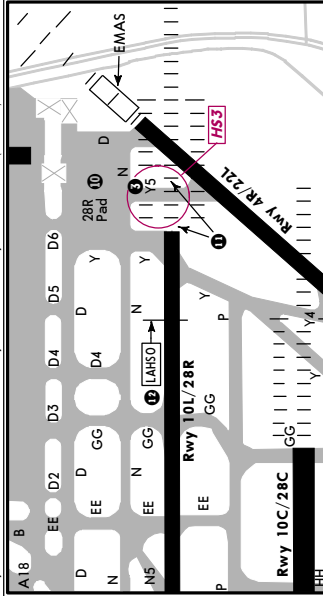
ROUTING
From WATSN on track 282° to HAUPO, then on track 300° to MKITA, then on track 337° to PRISE, then on track 359° to HULLS, then on track 358° to STYLE, then on track 353° to DWEEB, then on track 323° to VOGLR, then on track 323° to CENAK, then on 270° heading or as assigned by ATC: EXPECT RADAR vectors to final approach course.

CAUTION AND BE ALERT NOTES

- 1 CAUTION: Be alert for fire equipment entering Twys E and G.
- 2 CAUTION: No aircraft are permitted to stop on bridged Twys A and B.
- 3 Be alert: Twy Y5 northbound only exiting runway.
- 4 Be alert: Twy TT northbound only between Rwy 14L/32R and Twy PP.
- 5 Be alert: Twy S1 outbound or eastbound only.
- 6 Be alert: Twy S2 inbound or westbound only.
- 7 Be alert: Twys P1, P2, P3, P5, and P6 northbound only.
- 8 Be alert: Twy A1 southbound only from Rwy 9R/27L.
- 9 Be alert: Twy H1 southbound only.
- 10 Be alert: of duplicate alphanumeric taxiway designators & terminal gate designations involving the letters C, G, H, K, L & M.
- 11 Be alert: the northeast/southwest portion of Twy YY is not visible from the center ATCT.

OPERATIONAL NOTES

- International Ramp Control 129.05 (Monitor Ground Control simultaneously 0600-2200 LT)
- Read-back of all hold-short instructions required.
- R747-400, B747-800, B777-300ER, B777-200LR(F), A340-600 or A340-500 cannot pass on Twys A & B due to insufficient wingtip clearance. No B747-800 can pass another group VI or any group V aircraft on Twys E and G between Twys YY and G1.**
- A380-800 operational constraints exist on runways, taxiways and ramps. Contact airport operations for additional info.
- Runway 32L closed for arrivals.
- ATCT is authorized to conduct arrivals to Rwy 14L & 14R while conducting simultaneous opposite direction departures off of Rwy 9R and 28R during IFR weather conditions.
- ATCT is authorized to conduct simultaneous converging instrument approaches to Rwy 14R and 22R while conducting simultaneous opposite direction departures off of Rwy 9R and 28R during IFR weather conditions.
- During periods of cold weather, the approach end of Rwy 32R may not be visible from the tower due to steam plume from airport heating plant.
- Tower is authorized to conduct simultaneous departures from Rwy 14L/14R, 32L/32R, 4L/4R, 22L/22R, 9R with 9L or 10L and 27L with 28R or 27R with course divergence beginning no later than 4NM from runway end.
- ATCT is authorized to conduct simultaneous opposite direction departures on Rwy 9R and 28R during IFR weather conditions.
- Line up and wait authorization in effect after dark at the following intersections: Rwy 32L at Twy M10, Rwy 28R at Twys GG and EE, Rwy 14L at Twy U2 and Twy M, Rwy 32R at Twy M, and Rwy 10L at Twy DD. These runways will be used for departures only when exercising the provisions of this authorization.
- 10 Hold pad procedures see 20-9E. Maintain taxiway centerline when passing hold pads with parked aircraft.
- 11 Paved safety area east of Rwy 28R approach is not for operational use. The area is painted green.
- 12 Landing Rwy 10L: Special Land and Hold Short Point 12,156' (3705m) from Rwy 10L landing threshold.
- 13 Yankee Yankee Twy Gates procedure see 20-9A.
- 14 Two taxi routes are available for access to /from the Northeast Cargo Ramp and GA Ramp. For layout and procedures see 20-9G.
- 15 Twy CC provides access to UAL. Twy BB provides access to FDX with a 140 foot jog to the west, then south.
- 16 Tower may clear aircraft for take-off Rwy 32L from Twy T10, 8704' (2677m) is available.



GENERAL
ASDE-X Surveillance system in use. Operate transponders with Mode C on all Twys and Rwys.
Birds in vicinity of airport. Low-level wind shear alert system. Terminal Doppler Weather Radar.
Acft with wingspan greater than 214' (65m) require 48 hours prior permission.
Diversion air carriers without a presence at O'Hare Intl should contact airport operations prior to diverting to the extent practical and provide: company, flight ops contact info, acft type, persons on board, international or domestic, any ground handler agreements in place.

ADDITIONAL RUNWAY INFORMATION				
RWY	LANDING BEYOND			TAKE-OFF
	Threshold	Glide Slope	LAHSO Distance	
4R	HIRL CL MALSR TDZ ➊ PAPI-R grooved RVR	7027' 2142m		150' 46m
	HIRL CL MALSR TDZ ➋ PAPI-L grooved RVR	6971' 2125m		
4L	HIRL CL			
22R	HIRL CL MALSR TDZ ➊ PAPI-L grooved RVR	6559' 2039m		150' 46m
	HIRL CL MALSR TDZ ➋ PAPI-L grooved RVR	7709' 2350m		
9R	HIRL CL MALSR TDZ ➊ PAPI-L grooved RVR	6593' 2010m	141/32R6100' 1689m	150' 46m
	HIRL CL ALSF-II TDZ ➋ PAPI-R grooved RVR ➌	7182' 2055m	6143' 2055m	
9L	HIRL CL ALSF-II TDZ	6340' 1922m		150' 46m
	grooved RVR	6365' 1940m		
10L	HIRL CL ALSF-II TDZ ➊ PAPI-L grooved RVR	12,246' 3735m	Twy Y 12,156' 3705m	150' 46m
		11,970' 3648m		
10C	HIRL CL ALSF-II TDZ ➊ PAPI-L grooved RVR	10,540' 3213m	Twy GG 9610' 2880m	200' 61m
			Twy AA 9610' 2974m	
14R	HIRL CL ALSF-II TDZ ➊ PAPI-R grooved RVR	8450' 2657m	7696' 2646m	200' 61m
	HIRL CL	NA		
14L	HIRL CL ALSF-II TDZ ➊ PAPI-L grooved RVR	8007' 2441m	6943' 2116m	150' 46m
	HIRL CL MALSR TDZ		8621' 2628m	

- ➊ Angle 3.0°.
- ➋ Last 258'(79m) is unavailable for landing distance computations.
- ➌ Last 185'(56m) is unavailable for landing distance computations.
- ➍ Last 754'(230m) is unavailable for landing distance computations.
- ➎ Last 261'(80m) is unavailable for landing distance computations.
- ➏ Last 1035'(315m) is unavailable for landing distance computations.

HS1

Runway Incursion Hot Spots

HS

(For information only, not to be construed as ATC instructions.)

Aircraft northeast bound on Taxiway B turning right onto Taxiway H use caution - close proximity to Runway 9R/27L.

Aircraft northwest bound on Taxiway U turning left onto Taxiway H use caution - close proximity to Runway 9R/27L.

Taxiway Y5 - north bound traffic only exiting Runway 4R.

Inbound traffic to the terminals from Taxiway E can expect a right turn on Taxiway G to avoid active runways.

Landing Runway 27R first available turn off is Taxiway C1 6500' (1981m) from Runway 27R threshold. Landing Runway 9L first available turn off is Taxiway M1 6700' (2042m) from Runway 9L threshold.

YANKEE YANKEE TAXIWAY GATES PROCEDURES

1. Communication between pilot/mechanic and special police in guard booth will be through Uicom band (122.9). Calls are to be made in advance of leaving the hangar area outbound and after crossing north of Runway 9R/27L when inbound to hangar area.

2. Aircraft will stop at surface painted hold bars until light changes from red to green signifying gate is completely open and safe for aircraft to taxi past the gate.

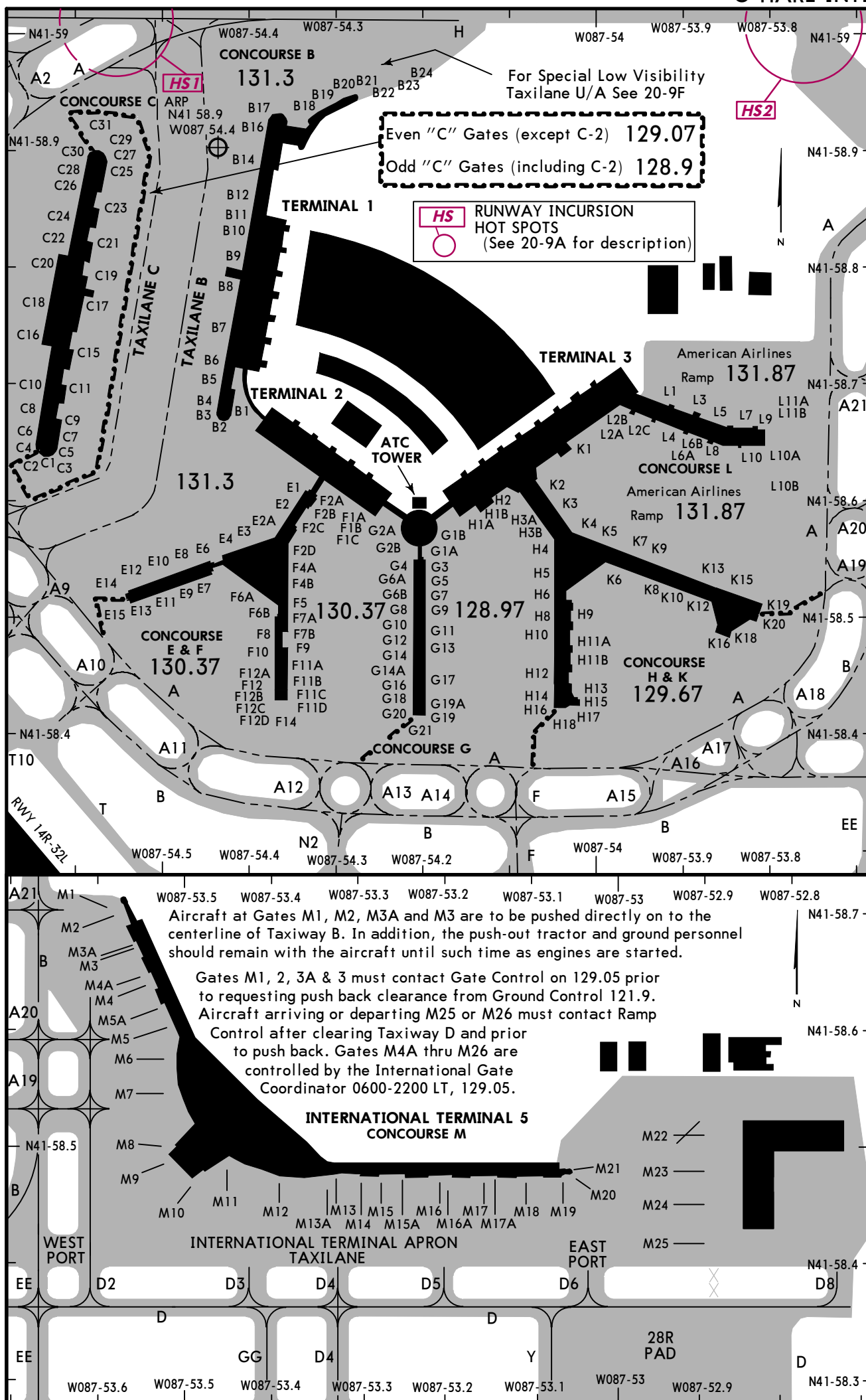
3. The gate nearest "T" Taxiway will be named West Gate, and the gate nearest the Ground Runup Enclosure (GRE) will be named East Gate.

4. The East Gate will be manned 24 hours a day and the West Gate will be manned 24 hours a day.

CHANGES: None.

TAKE-OFF				
Rwys 9L/R, 10L/C, 14L/R, 32R				
2 operating RVRs are required All operating RVRs are controlling		STD		
CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Rwys 4L/R, 22L/R				
Both RVRs are required & controlling		STD		
CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
TDZ RVR Rollout RVR	10 RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Rwy 27L				
With Mim climb of 220'/NM to 1700'				
2 operating RVRs are required All operating RVRs are controlling		STD		
CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Rwy 28R				
With Mim climb of 222'/NM to 1700'				
2 operating RVRs are required All operating RVRs are controlling		STD		
CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Rwy 27R				
With Mim climb of 228'/NM to 1800'				
2 operating RVRs are required All operating RVRs are controlling		STD		
CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Rwy 32L				
With Mim climb of 240'/NM to 1800'				
2 operating RVRs are required All operating RVRs are controlling		STD		
CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 28C				
With Mim climb of 236'/NM to 1700'		Rwy 32L		
2 operating RVRs are required All operating RVRs are controlling		With Mim climb of 240'/NM to 1800'		
CL & HIRL	Adequate Vis Ref	3 & 4 Eng	CL & HIRL	Adequate Vis Ref
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng	CL & HIRL	3 & 4 Eng
TDZ RVR Mid RVR Rollout RVR	10 RVR 10 RVR 10	1 & 2 Eng	CL & HIRL	3 & 4 Eng
CL & HIRL	CL, or RCLM & HIRL			



PARKING GATE COORDINATES			
GATE/SPOT NO.	COORDINATES	GATE/SPOT NO.	COORDINATES
CONCOURSE B		CONCOURSE K	
B1 thru B7	N41 58.7 W087 54.4	K1 thru K5	N41 58.6 W087 54.0
B8 thru B11	N41 58.8 W087 54.4	K6	N41 58.5 W087 54.0
B12	N41 58.9 W087 54.4	K7	N41 58.6 W087 53.9
B14, B16 thru B18	N41 58.9 W087 54.4	K8	N41 58.5 W087 53.9
B19, B20, B21	N41 58.9 W087 54.3	K9	N41 58.6 W087 53.9
B22, B23, B24	N41 58.9 W087 54.2	K10, K12, K13	N41 58.5 W087 53.9
CONCOURSE C		K15, K16, K18 thru K20	N41 58.5 W087 53.8
C1 thru C5	N41 58.6 W087 54.6	CONCOURSE L	
C6 thru C11	N41 58.7 W087 54.6	L1	N41 58.7 W087 53.9
C15, C16	N41 58.7 W087 54.6	L2A thru L2C	N41 58.7 W087 54.0
C17 thru C24	N41 58.8 W087 54.6	L3, L4	N41 58.7 W087 53.9
C25 thru C31	N41 58.9 W087 54.6	L5	N41 58.7 W087 53.8
CONCOURSE E		L6A, L6B	N41 58.7 W087 53.9
E1, E2	N41 58.6 W087 54.3	L7	N41 58.7 W087 53.8
E2A thru E4	N41 58.6 W087 54.4	L8	N41 58.7 W087 53.9
E6	N41 58.5 W087 54.4	L9, L11A, L11B	N41 58.7 W087 53.8
E7 thru E15	N41 58.5 W087 54.5	L10, L10A, L10B	N41 58.6 W087 53.8
CONCOURSE F		INTERNATIONAL TERMINAL 5	
F1A thru F1C, F2A thru F2D	N41 58.6 W087 54.3	CONCOURSE M	
F4A, F4B, F5	N41 58.5 W087 54.3	M1, M2	N41 58.7 W087 53.6
F6A, F6B, F8, F10 F12A	N41 58.5 W087 54.4	M3A, M3	N41 58.6 W087 53.6
F7A, F7B, F9, F11A	N41 58.5 W087 54.3	M4 thru M5A	N41 58.6 W087 53.5
F11B thru F11D	N41 58.4 W087 54.3	M6	N41 58.6 W087 53.5
F12, F12B thru F12D, F14	N41 58.4 W087 54.4	M7 thru M11	N41 58.5 W087 53.5
CONCOURSE G		M12	N41 58.5 W087 53.4
G1A thru G2B	N41 58.6 W087 54.2	M13 thru M15A	N41 58.5 W087 53.3
G3 thru G14A	N41 58.5 W087 54.2	M16 thru M17	N41 58.5 W087 53.2
G16 thru G21	N41 58.4 W087 54.2	M17A thru M21	N41 58.5 W087 53.1
CONCOURSE H		M22 thru M24	N41 58.5 W087 52.9
H1A, H1B, H2	N41 58.6 W087 54.1	M25	N41 58.4 W087 52.9
H3A, H3B, H4	N41 58.6 W087 54.1		
H5, H6, H8	N41 58.5 W087 54.1		
H9	N41 58.5 W087 54.0		
H10	N41 58.5 W087 54.1		
H11A, H11B	N41 58.5 W087 54.0		
H12	N41 58.4 W087 54.1		
H13	N41 58.4 W087 54.0		
H14	N41 58.4 W087 54.1		
H15	N41 58.4 W087 54.0		
H16	N41 58.4 W087 54.1		
H17, H18	N41 58.4 W087 54.0		

Taxi Instructions for the Southeast Cargo Ramp

The Southeast Cargo ramp facility is a non-movement area and access/egress require special operating procedures. All aircraft monitor unicom frequency 122.95 (ramp common) prior to and during operations on the ramp. The north taxiway designated S1 is to be used for outbound aircraft only. The south taxiway designated S2 is to be used for inbound aircraft only.

Arriving Aircraft

Arriving aircraft will have priority if no aircraft on the ramp has called and is in the process of pushback, engine start, or outbound taxi at the time of the first call. Arriving aircraft announce the following on ramp common prior to departing position "B":

- Airline
- Flight number
- Current position and intentions
- Destination on Southeast cargo ramp

If a departing aircraft responds to the callout the arriving aircraft must hold its position at the hold bar "B" on S2 until the departing aircraft has cleared onto S1.

Departing Aircraft

Departing aircraft will have priority if no aircraft has reached position "B" on S2 and if no aircraft has called to enter or is taxiing on the ramp. Departing aircraft announce the following on ramp common prior to pushback:

- Airline
- Flight number
- Location on Southeast cargo ramp
- "Pushback"

If arriving aircraft responds to outbound call, departing aircraft must hold position at the gate until the arriving aircraft has cleared before pushback is authorized. Departing aircraft must monitor the unicom frequency at least two minutes prior to pushback to avoid any possible traffic conflicts.

NOTES (dimensions relate to B747-400 aircraft):

S1 is for outbound traffic from the Southeast cargo area South tier.

S2 is to be used for aircraft entering Southeast cargo area South tier.

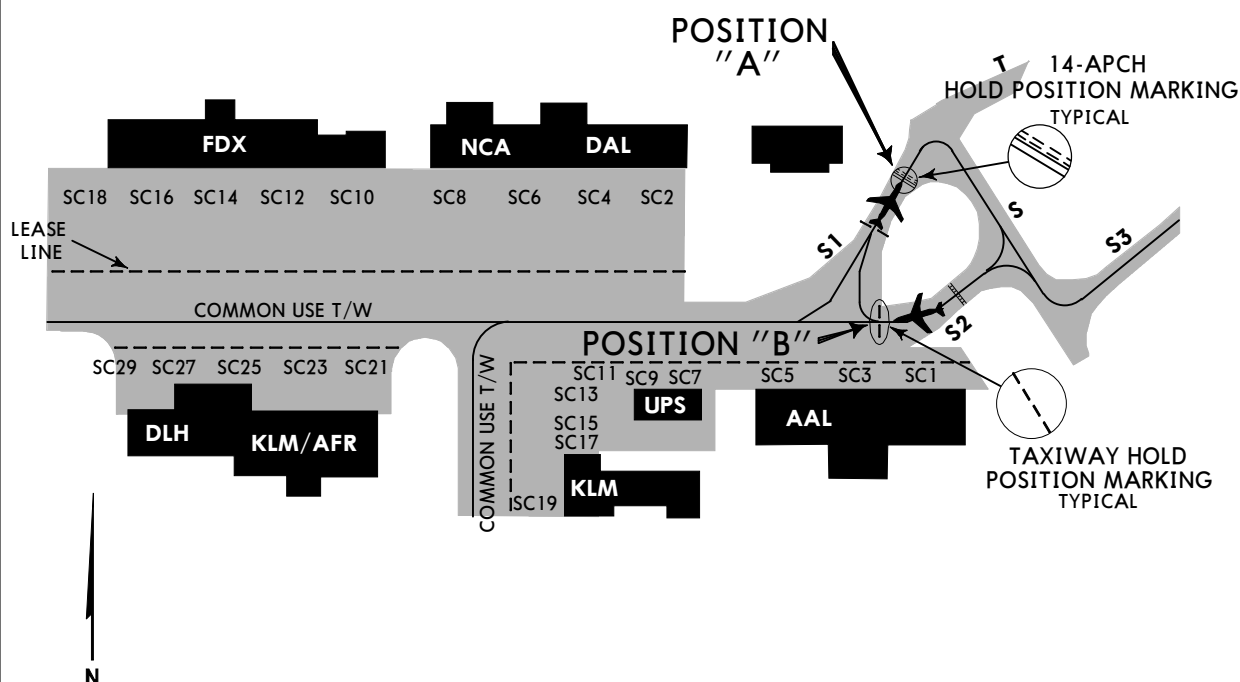
A unicom frequency 122.95 Mhz has been designated "ramp common".

Establish contact with cargo ramp control on "ramp common" between the hours of 2100 and 0600 local time.

Monitor "ramp common" 122.95 and announce your intentions "in the blind" between 0600 and 2100 local time.

SPECIAL NOTE:

Aircraft on S1 must pull up to 14-APCH hold line to ensure inbound aircraft will clear empennage of aircraft on S1.



HOLD PADS

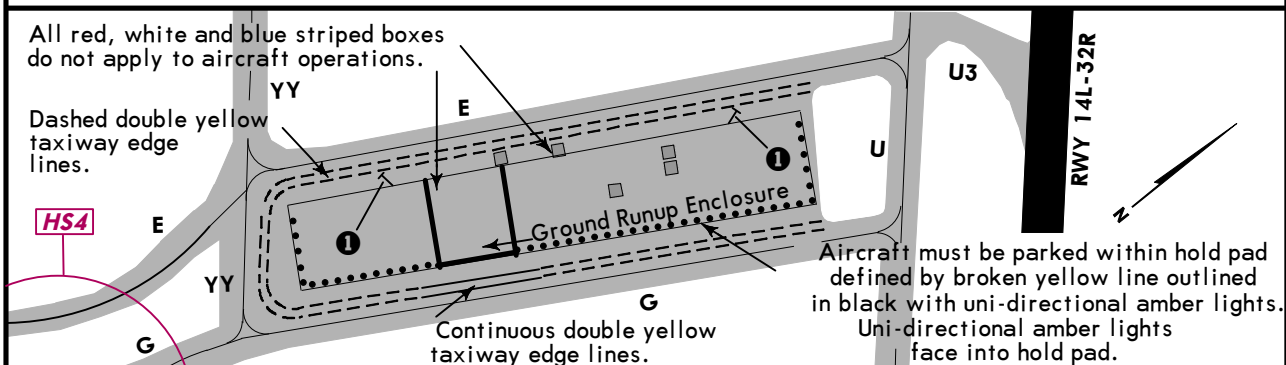
(Penalty Box) 4L hold pad restricted; No B747, A330, A340, B777, MD11, B767, all DC10's.
 32R pad abeam Twy U restricted; None of the above listed aircraft and no A300, A310, A321, and L1011.
 Pilots exercise caution taxiing past hold pad with parked aircraft - maintain centerline.
 Entire aircraft must be contained inside pad boundary line.
 Pilots should maximize the pad space when positioning acft. There are no positioning lines.



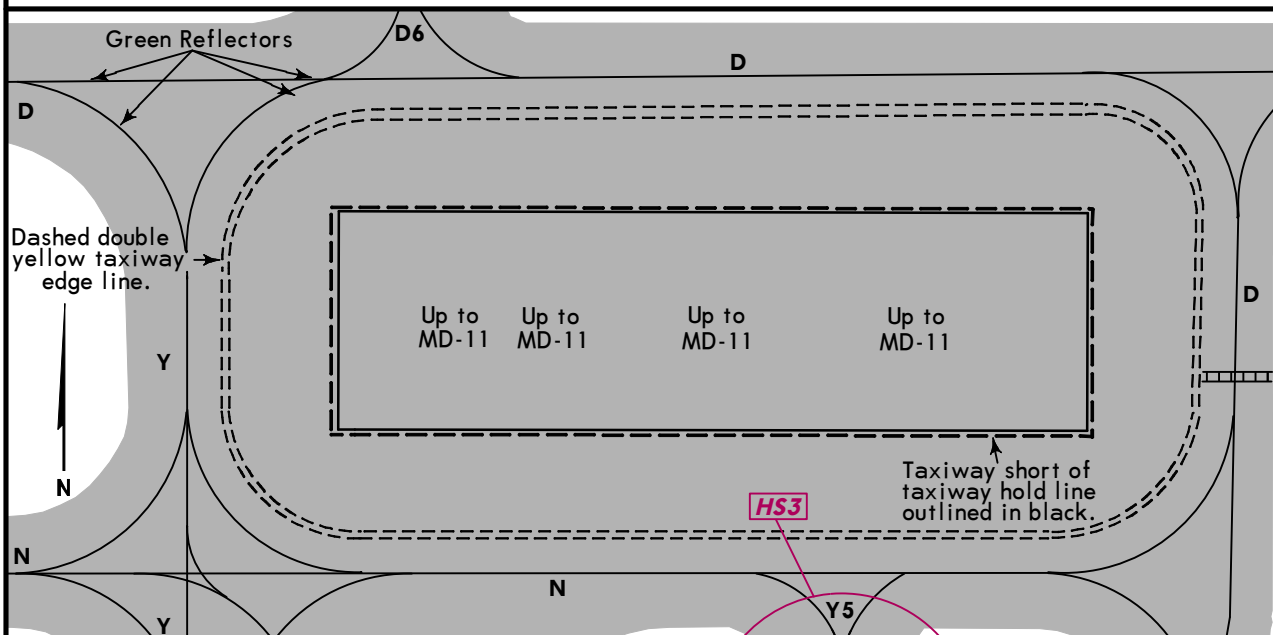
Runway Incursion Hot Spot (See 20-9A for description).

SCENIC HOLD PAD

- ❶ Pilots are not to use Blue lead lines NW of hold pad unless instructed to by ATC for security check purposes. The Pilot must use lead in line from south side of hold pad facing north.

**RWY 28R HOLD PAD**

ATC may instruct pilots to pull into or go through the pad.



SPECIAL LOW VISIBILITY UNIFORM/ALPHA TAXILANE

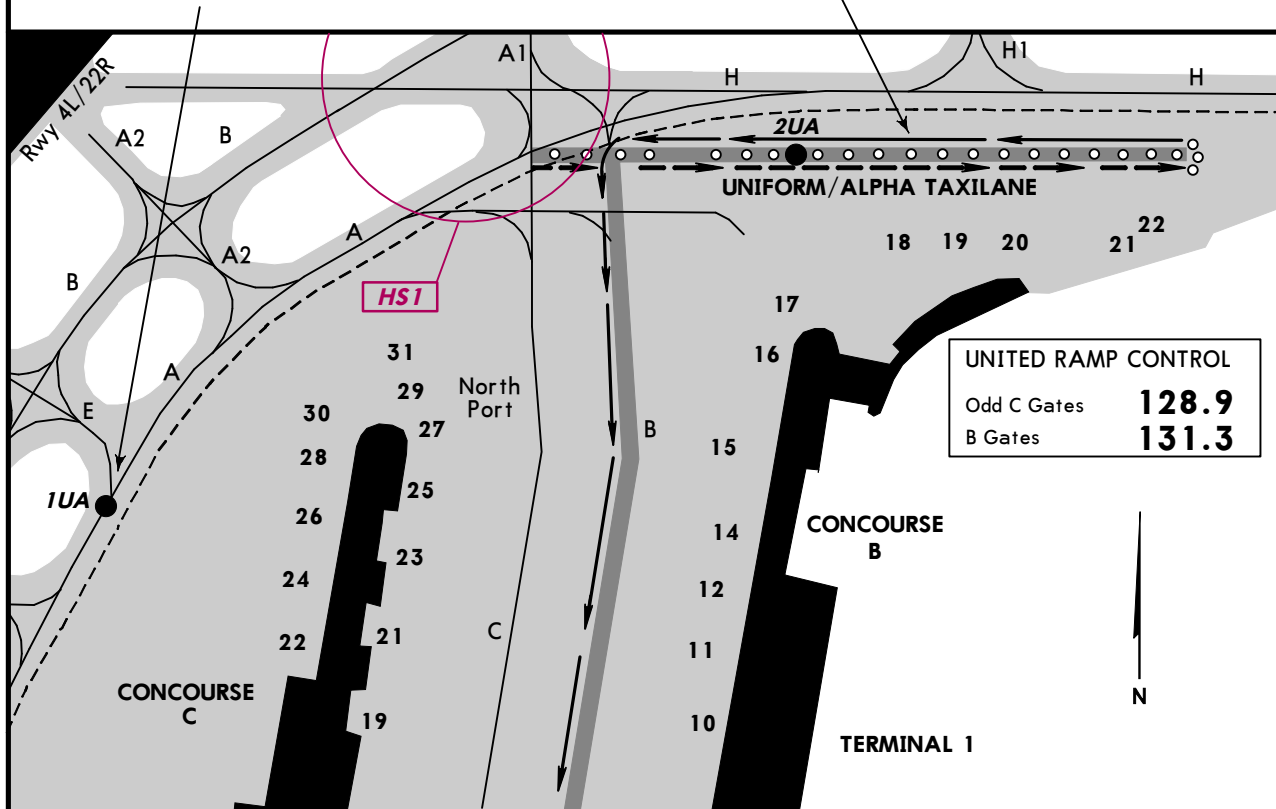
The Uniform/Alpha Taxilane protects runway 27L CAT II/III operations. These procedures are only in effect when the Taxilane centerline lights are illuminated and advised by United ramp or ATC ground control.

Departure From Gates B-18 thru B-22: Contact United ramp control for pushback and initial taxi clearance (131.3).

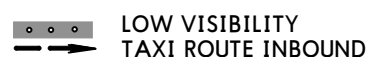
Arrivals: Airplanes approaching the North Port ramp entrance must contact United Ramp control prior to proceeding. The Northerly part of Twy Hotel is an unmarked ILS critical area that must be avoided by using the painted turnoff lines leading to Taxilanes Charlie, Bravo or gate B17 as appropriate. If proceeding to gates B18-B22 join the Uniform/Alpha Taxilane identified by illuminated centerline lights with no painted taxi line.

The ATC may direct arrival aircraft to report and or hold short at the 1UA position marking.

Uniform/Alpha Taxilane restricted to airplanes with wingspans less than 112' (34.1m) (i.e., A320 and smaller).



LEGEND



- **1UA** GEOGRAPHIC HOLD
- **2UA** POSITION MARKING

 RUNWAY INCURSION
HOT SPOT
(See 20-9A for description)

ALTERNATE TAXI ROUTE DURING LOW VISIBILITY OPERATIONS

Itinerant Aircraft Procedures for the Northeast Cargo and General Aviation Ramp

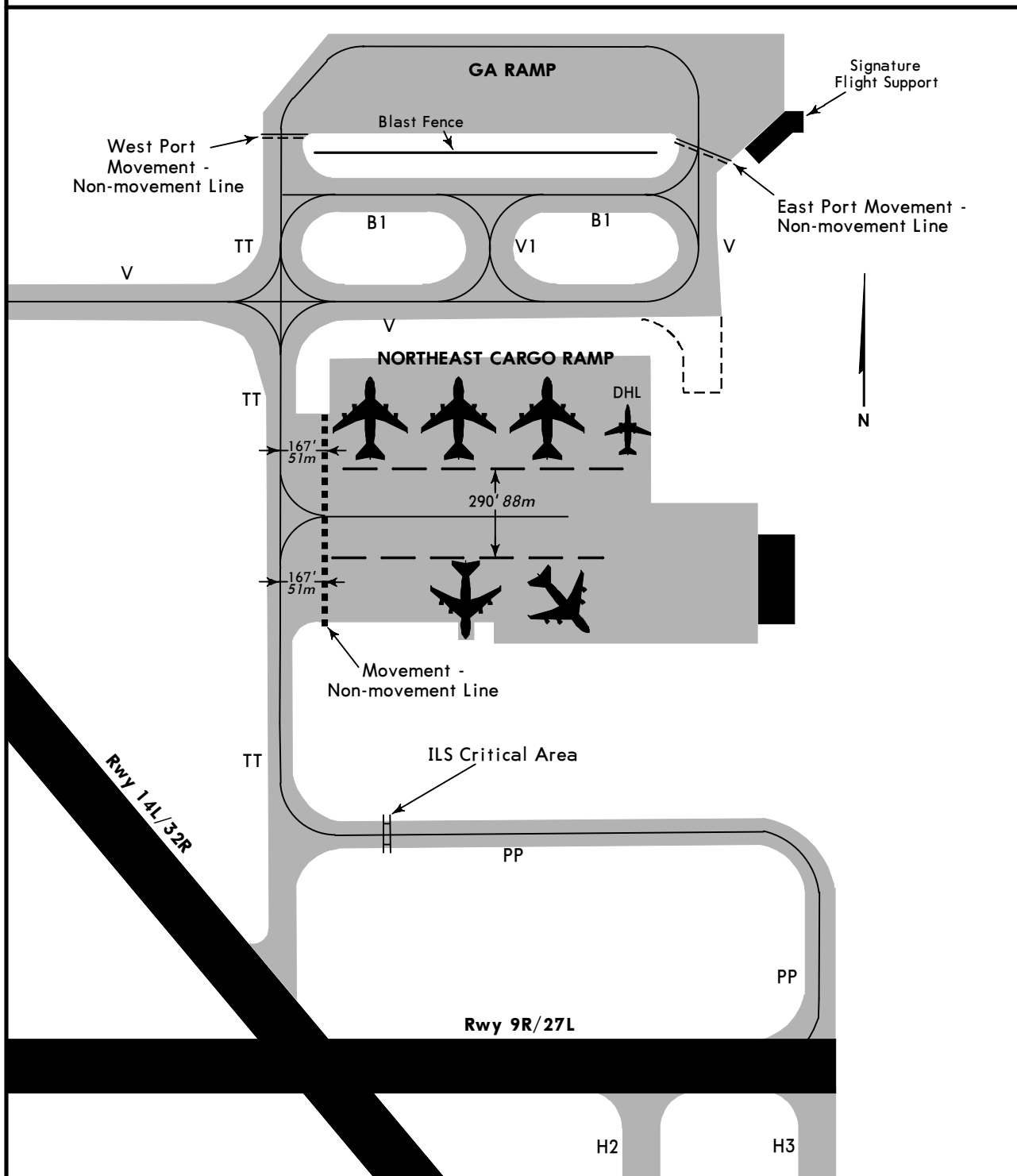
ARRIVALS

Two taxi routes are available to access To/From Northeast Cargo/GA Ramp. South route is Twys H3, PP to TT. Northwest route is Twys M, V to Twy TT. South route will be the priority route inbound and outbound. Contact Signature Flight Support (122.95) prior to entering Northeast Ramp. Enter the GA Ramp via Twy V.

DEPARTURES

All departing aircraft must make an advisory call to ATC Ground Metering (121.67) and Signature Flight Support (122.95) prior to pushback from parking spot, to avoid any possible conflict with inbound traffic. Outbound departures must hold short of Twy TT at the non-movement hold line. Contact ATC Ground Metering (121.67) for clearance. Depart the GA Ramp via Twy TT after clearing with Ground Metering.

Tuging May Be Required For Inbound and Outbound Aircraft.



KORD/ORD

JEPPesen

SMGCS

-O'HARE INTL

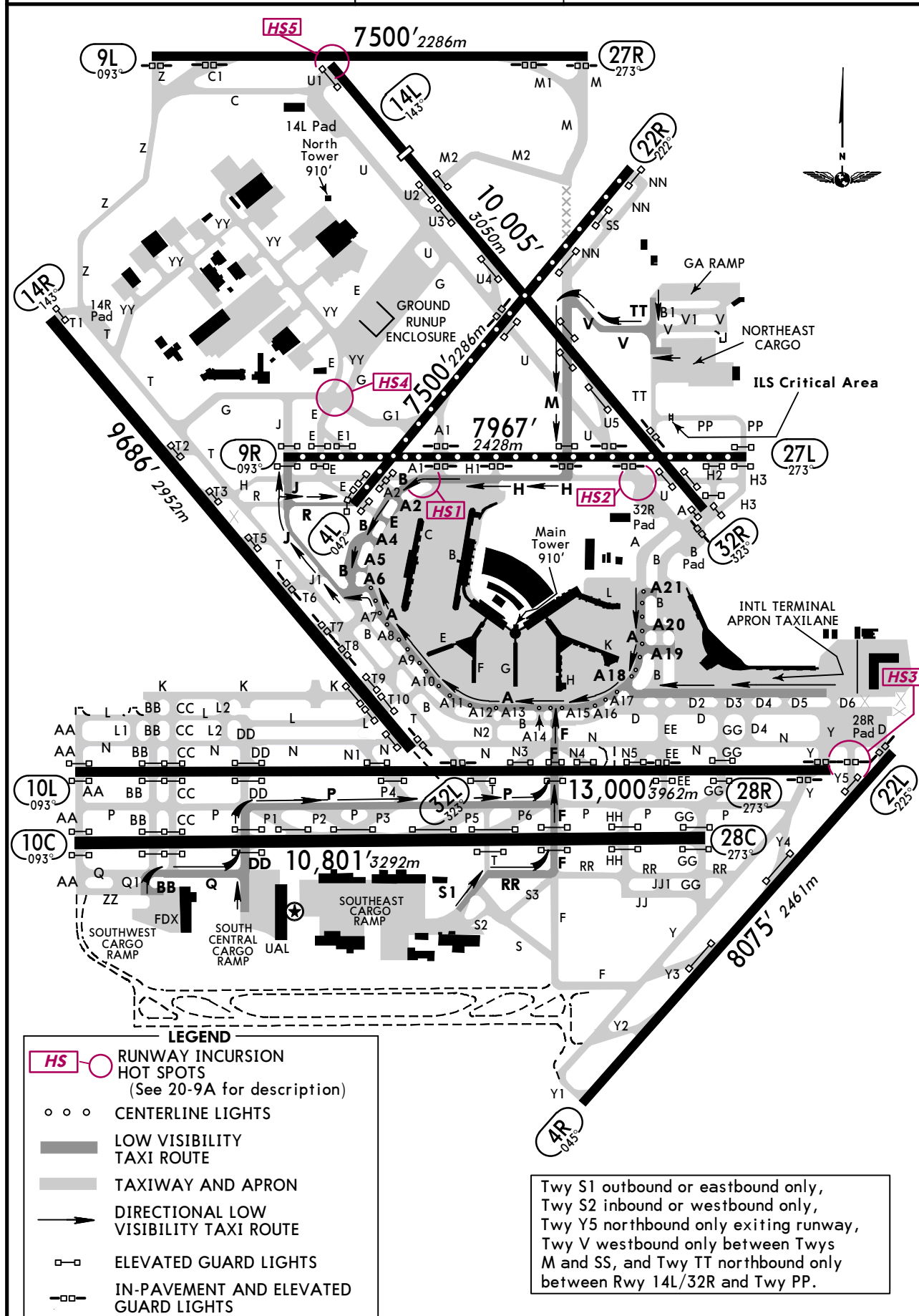
12 SEP 14

(20-9H)

CHICAGO, ILL
 LOW VISIBILITY TAXI ROUTES
 Departure Rwy 4L or 9R
 (with Rwy 14L/R arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main)	Ground (North)
135.4		121.6	121.67	Outbound 121.75 Inbound 121.9	134.15
Tower (Main)		Tower (North) Rwy 9L/27R		CHICAGO Departure (R)	
120.75	121.15	126.9	132.7	128.15	
				340°-159°	160°-219°
				125.0	126.62
					220°-339°
					125.4

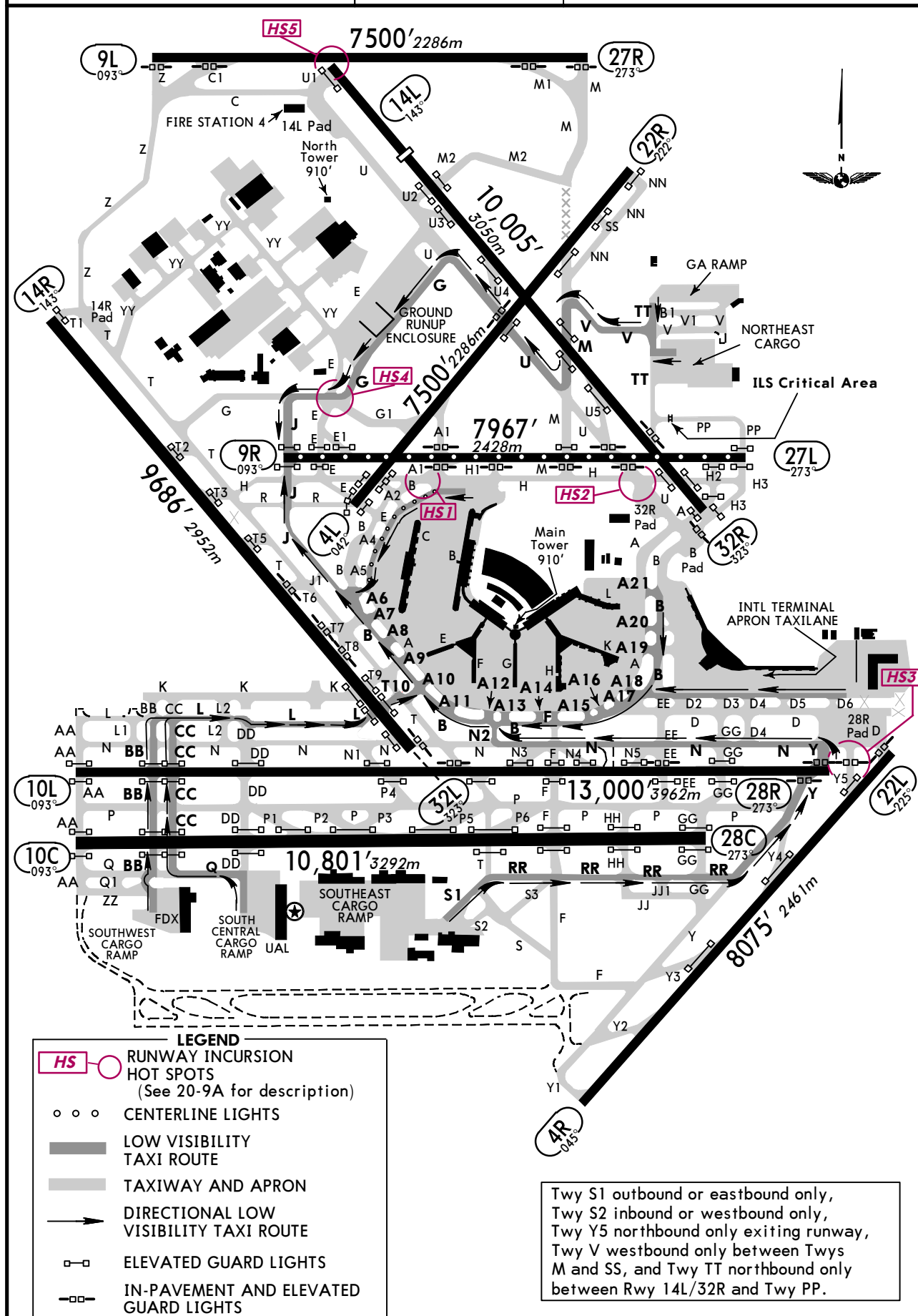


CHANGES: Taxiways, construction.

© JEPPesen, 2010, 2014. ALL RIGHTS RESERVED.

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main)	Ground (North)
135.4		121.6	121.67	Outbound 121.75	Inbound 121.9
Tower (Main)			Tower (North) Rwy 9L/27R		CHICAGO Departure (R)
120.75	121.15	126.9	132.7	128.15	340°-159° 125.0
					160°-219° 126.62
					220°-339° 125.4



KORD/ORD

JEPPESEN

SMGCS

-O'HARE INTL

12 SEP 14

20-9H2

CHICAGO, ILL

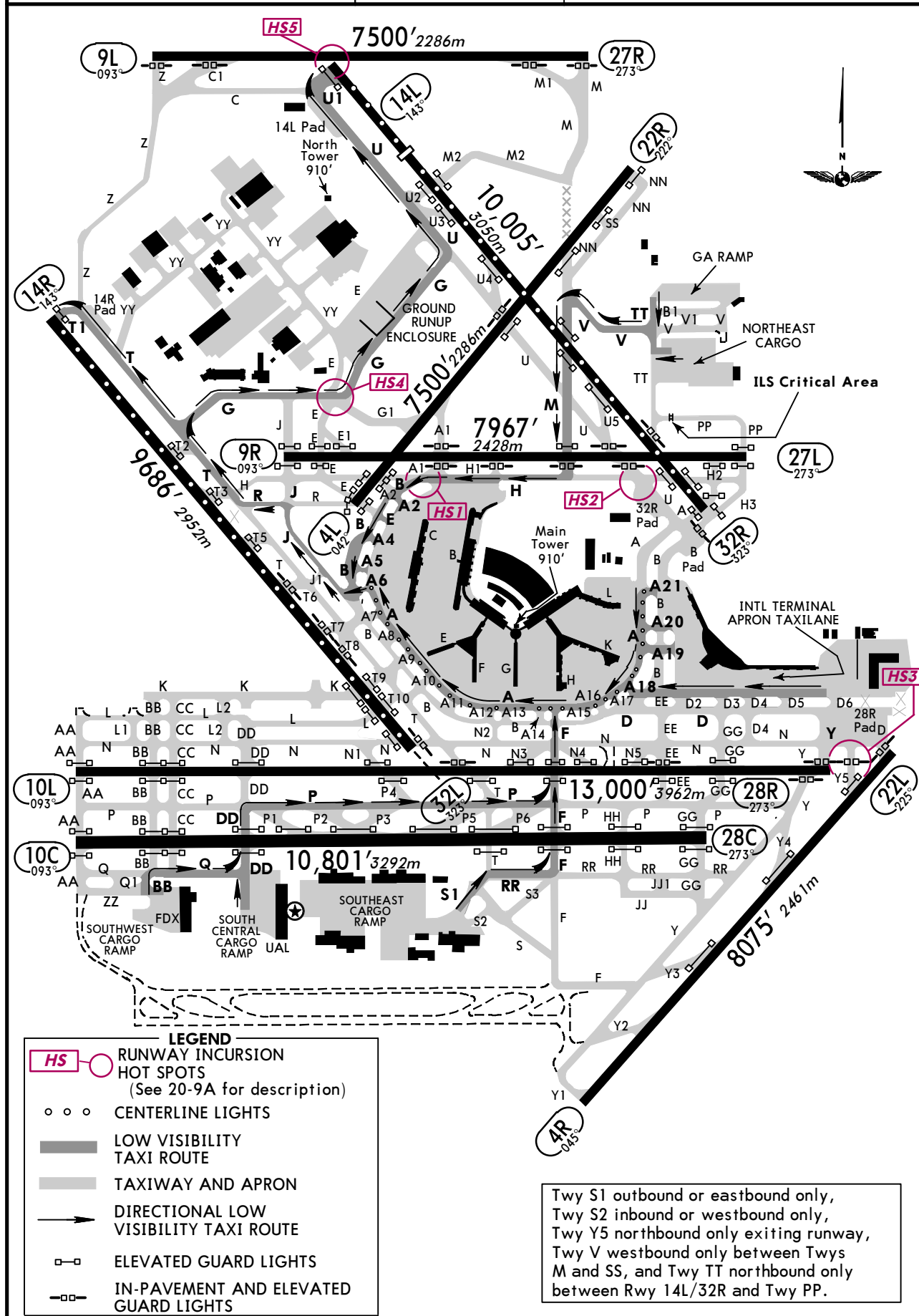
LOW VISIBILITY TAXI ROUTES

Departure Rwy 14L/R

(with Rwy 14L/R arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main)	Ground (North)
135.4		121.6	121.67	Outbound 121.75 Inbound 121.9	134.15
Tower (Main)		Tower (North) Rwy 9L/27R		CHICAGO Departure (R)	
120.75	121.15	126.9	132.7	128.15	340°-159° 125.0
					160°-219° 126.62
					220°-339° 125.4



CHANGES: Taxiways, construction.

© JEPPESEN, 2010, 2014. ALL RIGHTS RESERVED.

KORD/ORD

JEPPESSEN

SMGCS

-O'HARE INTL

12 SEP 14

(20-9H3)

CHICAGO, ILL

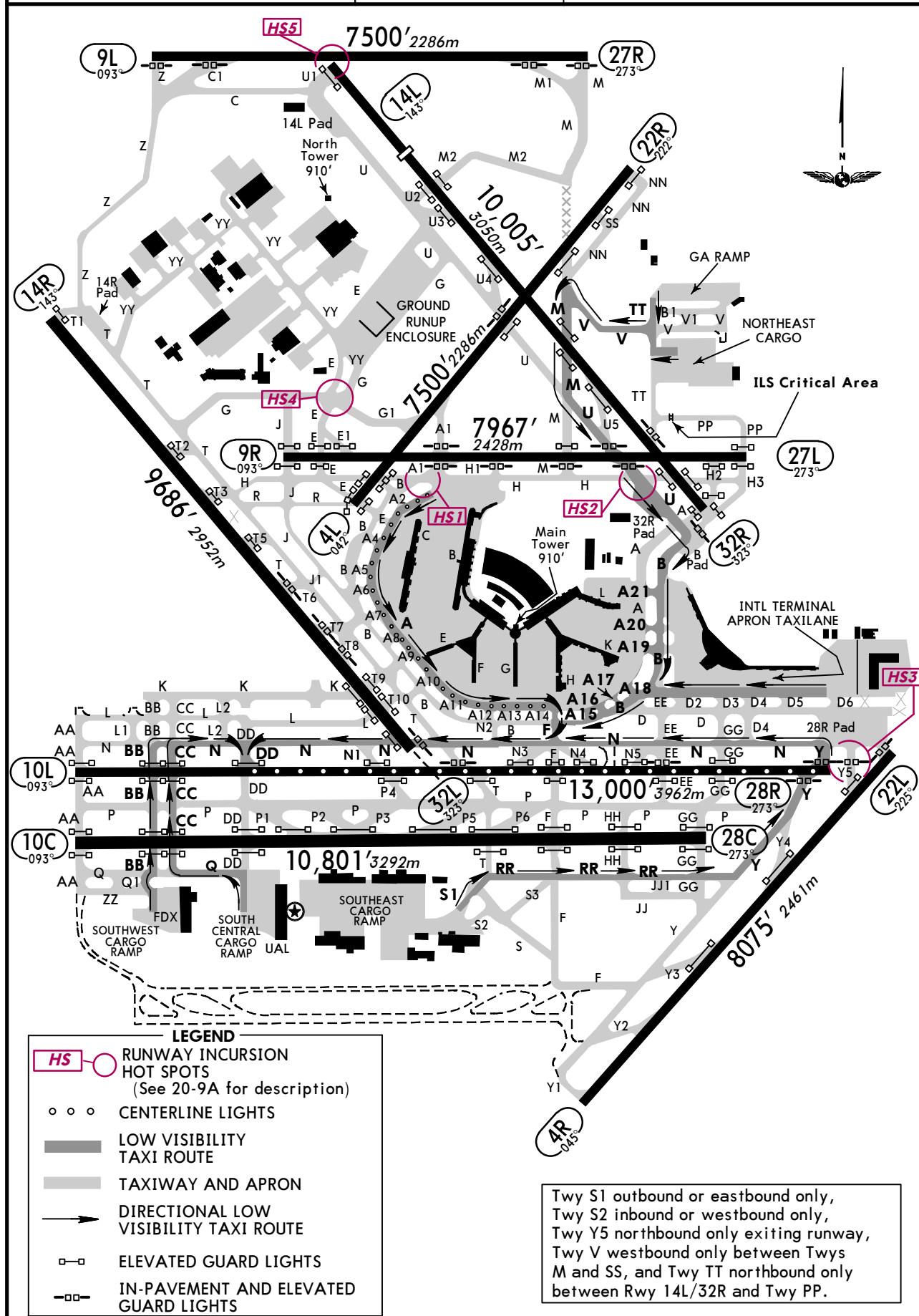
LOW VISIBILITY TAXI ROUTES

Departure Rwy 10L@DD

(with Rwy 9L & 10C arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main)	Ground (North)
135.4		121.6	121.67	Outbound 121.75 Inbound 121.9	134.15 Rwy 9L/27R 124.12
Tower (Main)			Tower (North) Rwy 9L/27R	CHICAGO Departure (R)	
120.75	121.15	126.9	132.7	128.15	340°-159° 125.0 160°-219° 126.62 220°-339° 125.4

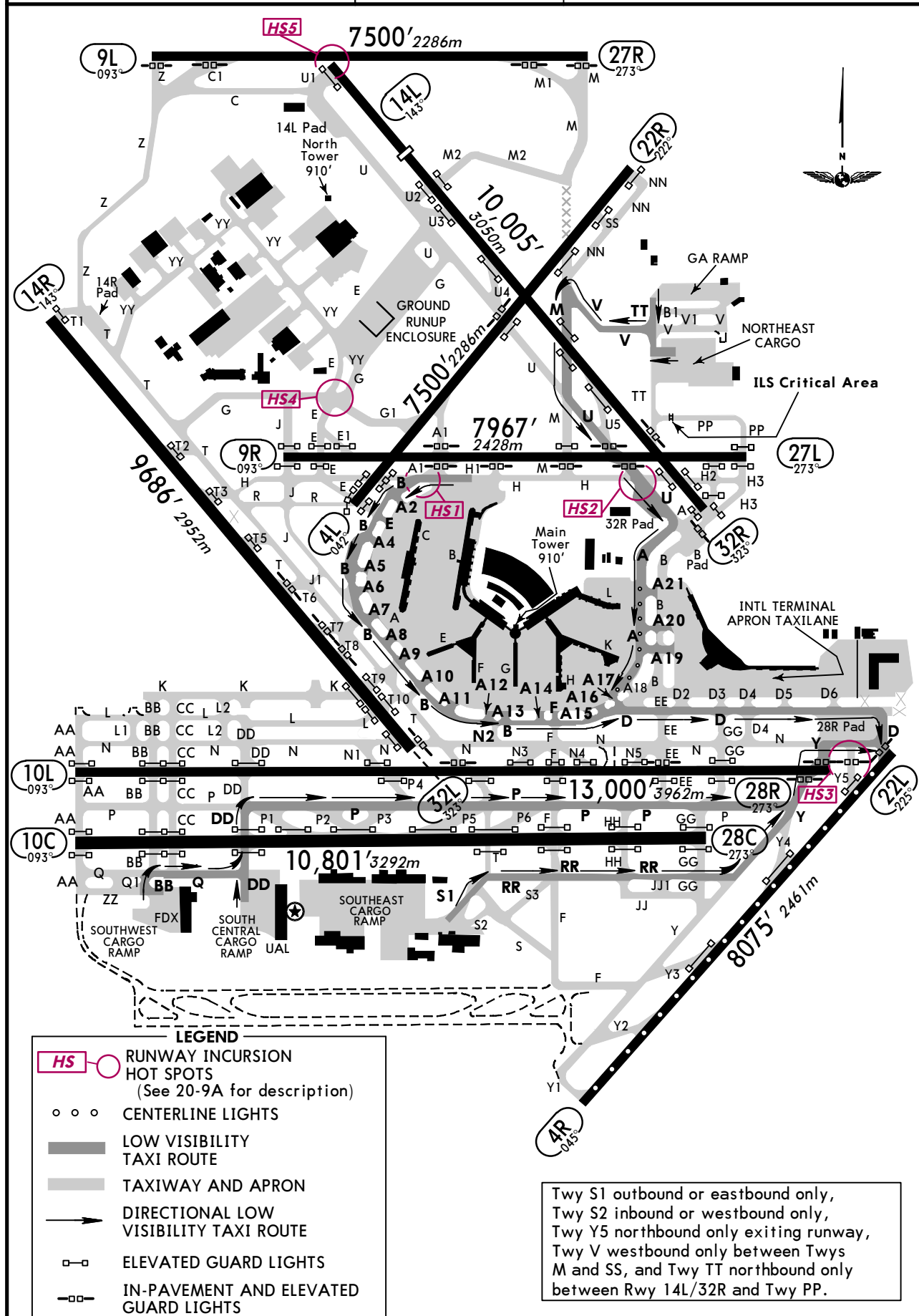


CHANGES: Taxiways, construction.

© JEPPESSEN, 2010, 2014. ALL RIGHTS RESERVED.

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main)	Ground (North)
135.4		121.6	121.67	Outbound 121.75	Inbound 121.9
Tower (Main)		Tower (North) Rwy 9L/27R		CHICAGO Departure (R)	
120.75	121.15	126.9	132.7	128.15	
				340°-159°	160°-219°
				125.0	126.62
				220°-339°	
				125.4	



KORD/ORD

JEPPESSEN

SMGCS

-O'HARE INTL

12 SEP 14

(20-9H5)

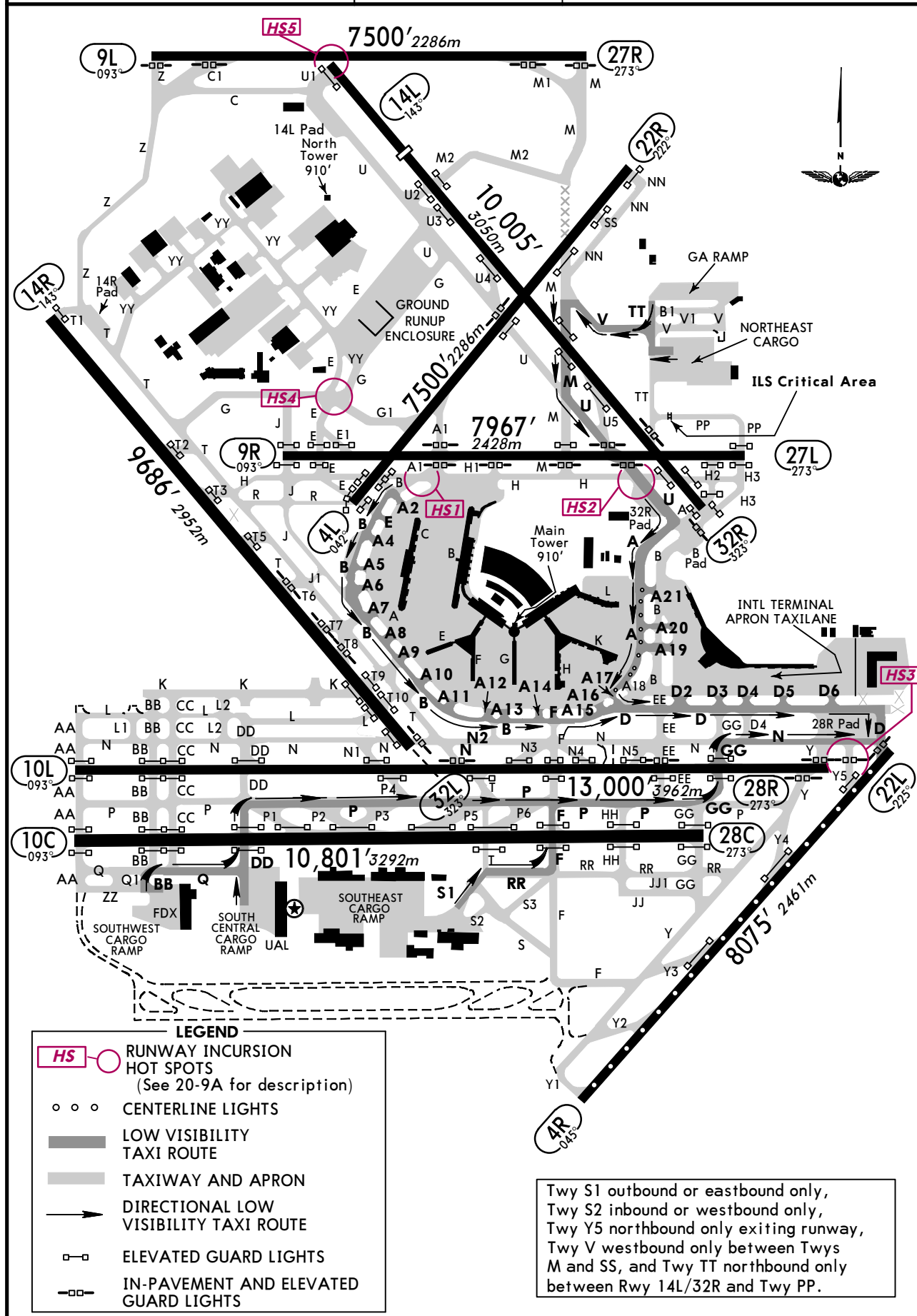
CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES

Departure Rwy 22L

(with Rwy 27L/R & 28C arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS		ACARS: D-ATIS TWIP PDC		O'HARE Clearance(Cpt)		Metering		Ground (Main)			Ground (North)	
135.4				121.6		121.67		Outbound	Inbound	121.9	134.15	124.12
Tower (Main)				Tower (North) Rwy 9L/27R				CHICAGO Departure (R)				
120.75	121.15	126.9	132.7	128.15				340°-159°	160°-219°	220°-339°		
								125.0	126.62	125.4		



CHANGES: Taxiways, construction.

© JEPPESSEN, 2010, 2014. ALL RIGHTS RESERVED.

KORD/ORD

JEPPESSEN

SMGCS

-O'HARE INTL

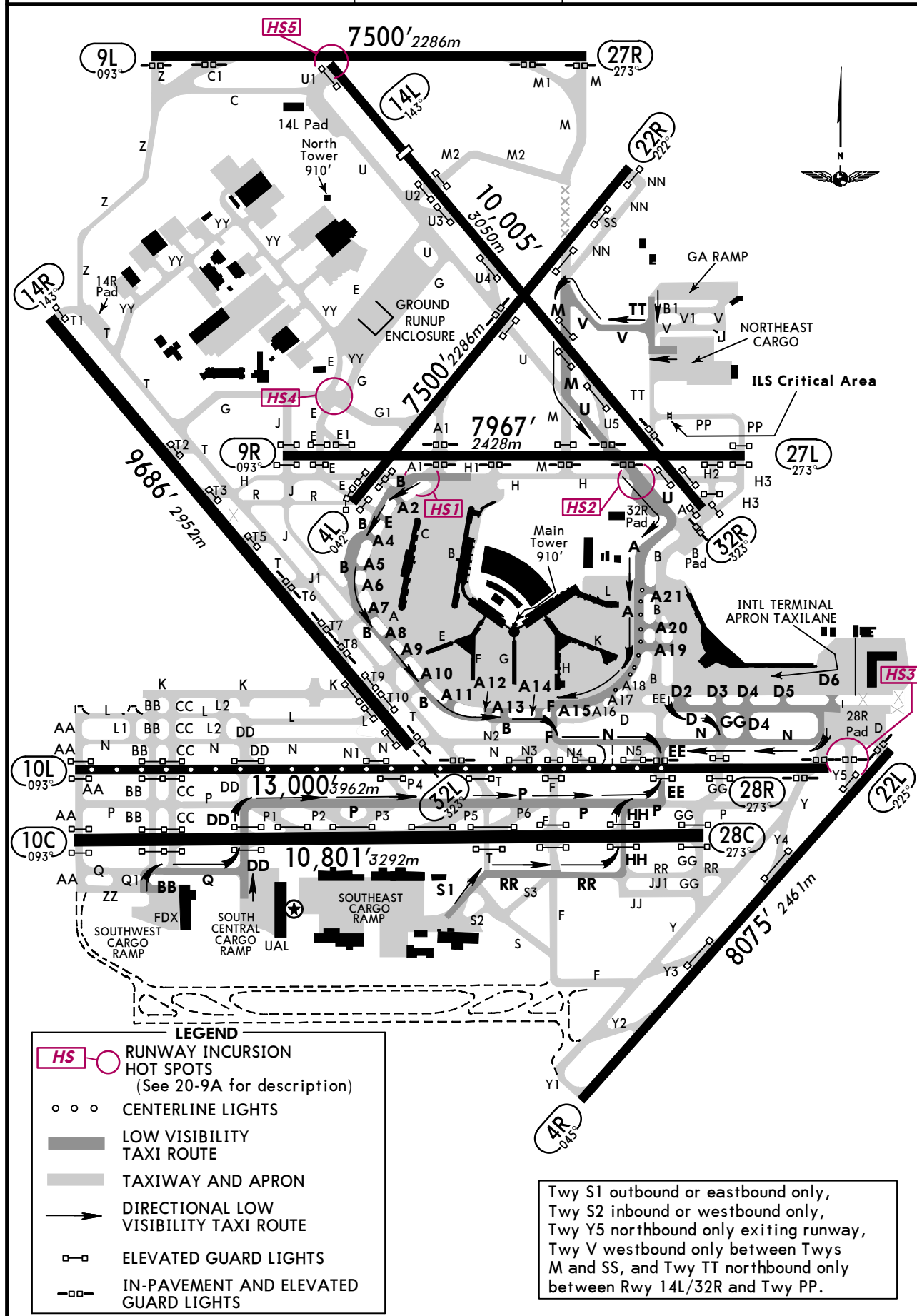
12 SEP 14

(20-9H6)

CHICAGO, ILL
 LOW VISIBILITY TAXI ROUTES
 Departure Rwy 28R@EE
 (with Rwy 14L/R arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main)	Ground (North)
135.4		121.6	121.67	Outbound 121.75	Inbound 121.9
Tower (Main)		Tower (North) Rwy 9L/27R		CHICAGO Departure (R)	
120.75	121.15	126.9	132.7	128.15	
				340°-159°	160°-219°
				125.0	126.62
				220°-339°	
				125.4	



CHANGES: Taxiways, construction.

© JEPPESSEN, 2010, 2014. ALL RIGHTS RESERVED.

KORD/ORD

JEPPESSEN

SMGCS

-O'HARE INTL

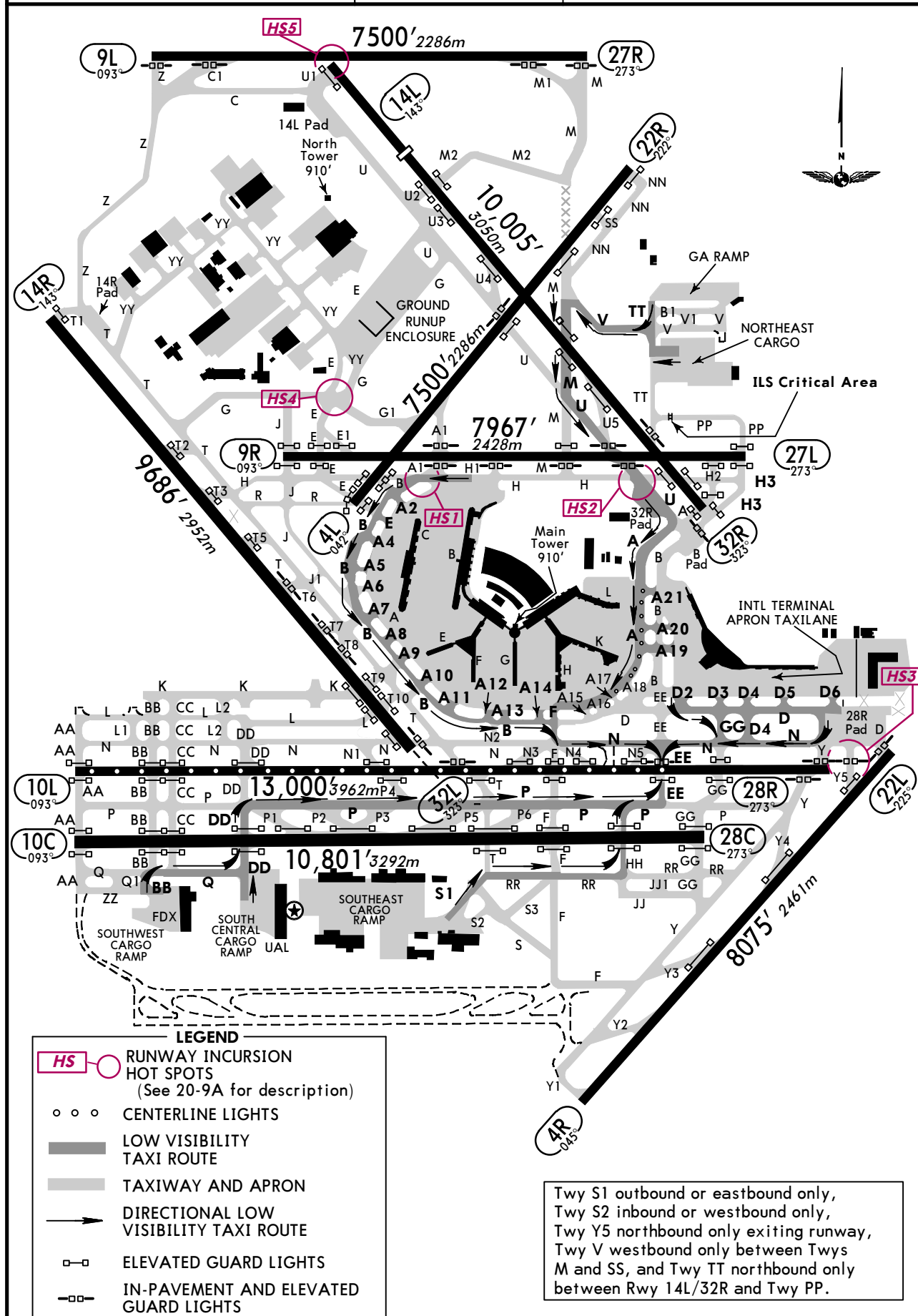
12 SEP 14

(20-9H7)

CHICAGO, ILL
 LOW VISIBILITY TAXI ROUTES
 Departure Rwy 28R@EE
 (with Rwy 27L/R & 28C arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS		ACARS: D-ATIS TWIP PDC		O'HARE Clearance(Cpt)		Metering		Ground (Main)			Ground (North)	
135.4				121.6		121.67		Outbound	Inbound	121.9	134.15	124.12
Tower (Main)				Tower (North) Rwy 9L/27R				CHICAGO Departure (R)				
120.75	121.15	126.9	132.7	128.15				340°-159°	160°-219°	220°-339°		
								125.0	126.62	125.4		



CHANGES: Taxiways, construction.

© JEPPESSEN, 2010, 2014. ALL RIGHTS RESERVED.

KORD/ORD

JEPPSEN

SMGCS

-O'HARE INTL

12 SEP 14

(20-9J)

LOW VISIBILITY TAXI ROUTES

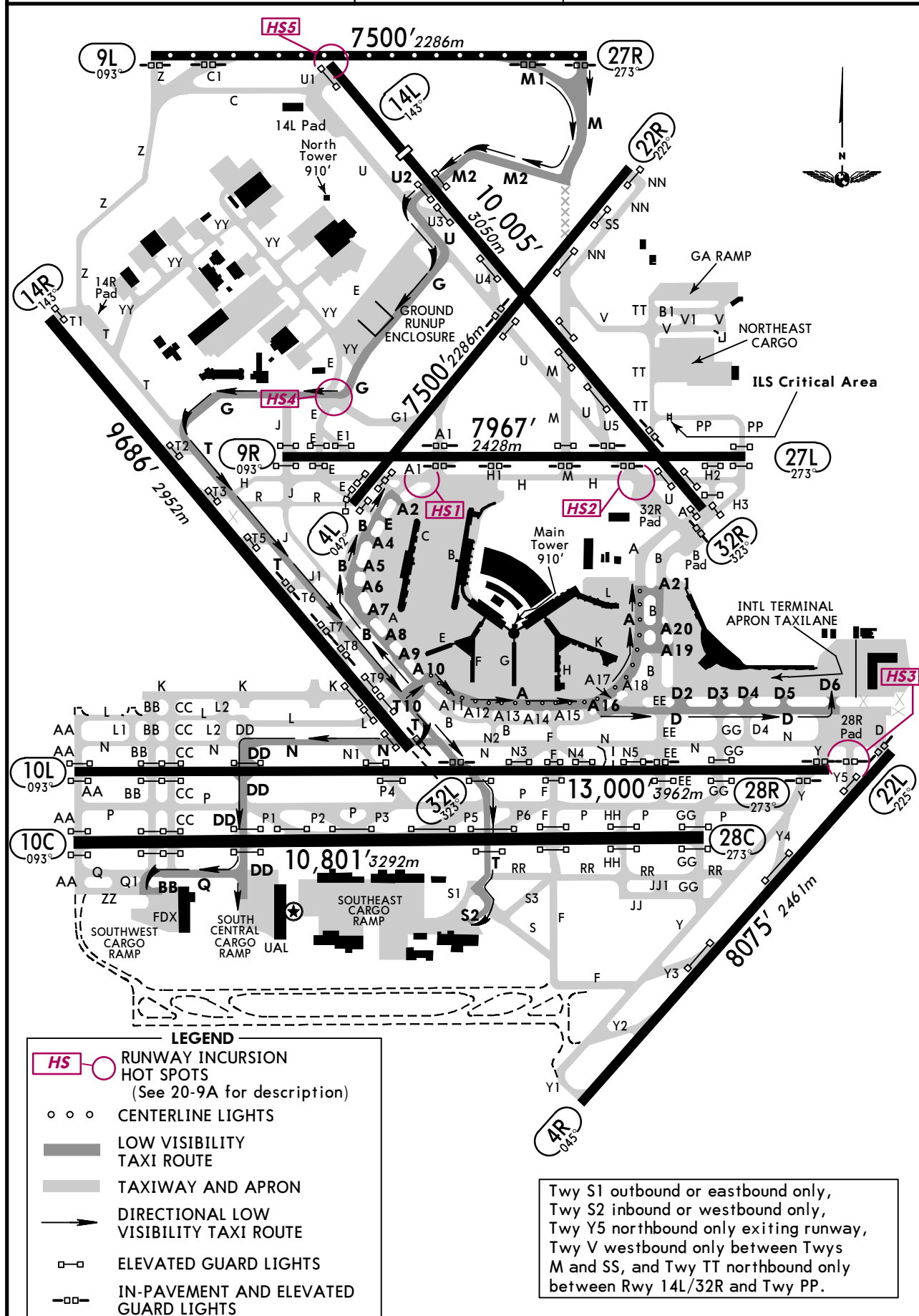
CHICAGO, ILL

Arrival Rwy 9L

(with Rwy 10C arrivals)

LESS THAN RVR 1200 TO 600

D-ATIS		ACARS: D-ATIS TWIP PDC		O'HARE Clearance(Cpt)		Metering		Ground (Main)			Ground (North)	
135.4				121.6		121.67		Outbound	Inbound	134.15		Rwy 9L/27R
								121.75	121.9			124.12
Tower (Main)				Tower (North)				CHICAGO Departure (R)				
				Rwy 9L/27R				340°-159°	160°-219°		220°-339°	
120.75		121.15		126.9		132.7		128.15	125.0	126.62		125.4

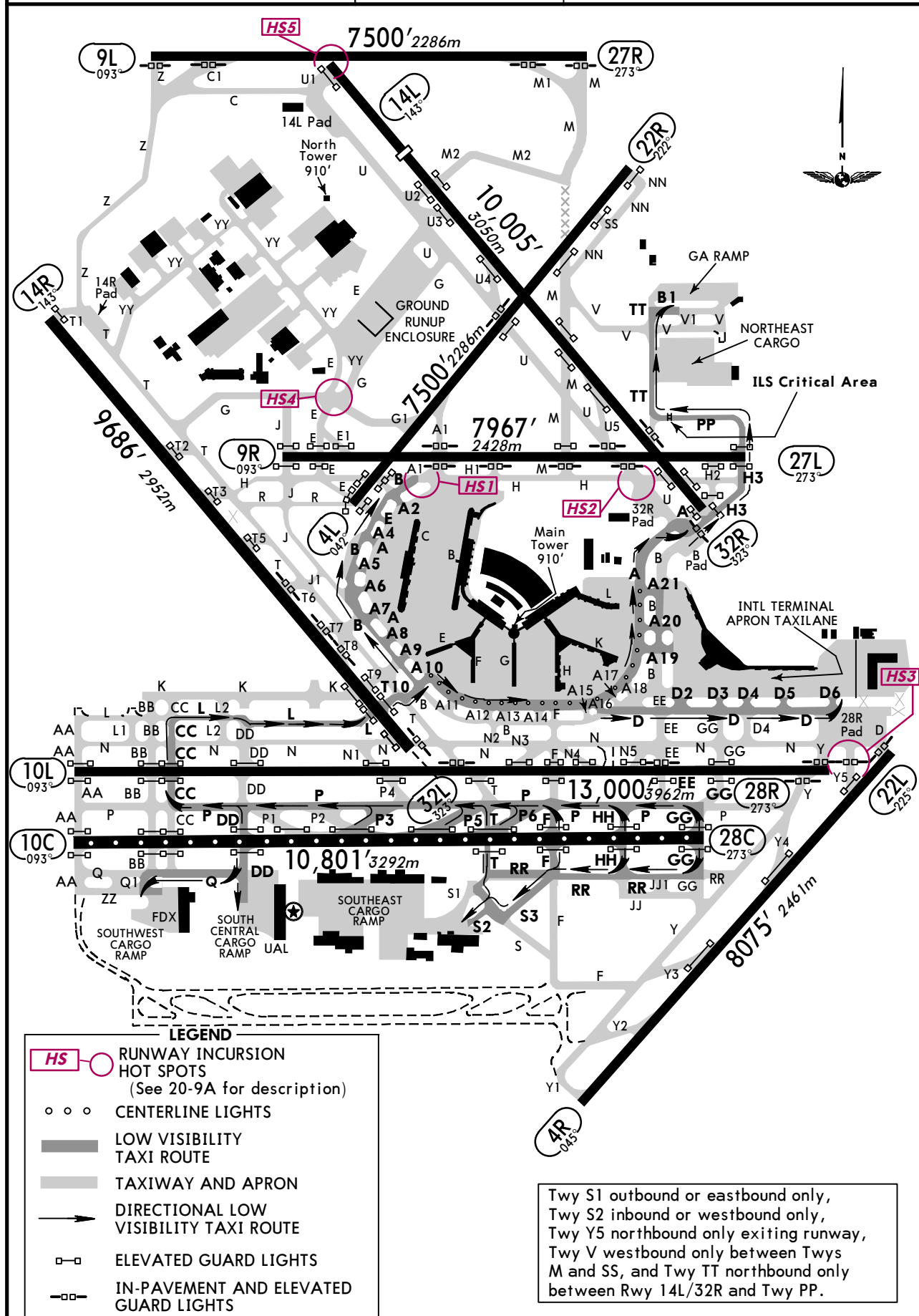


CHANGES: Taxiways, construction.

© JEPPSEN, 2010, 2014. ALL RIGHTS RESERVED.

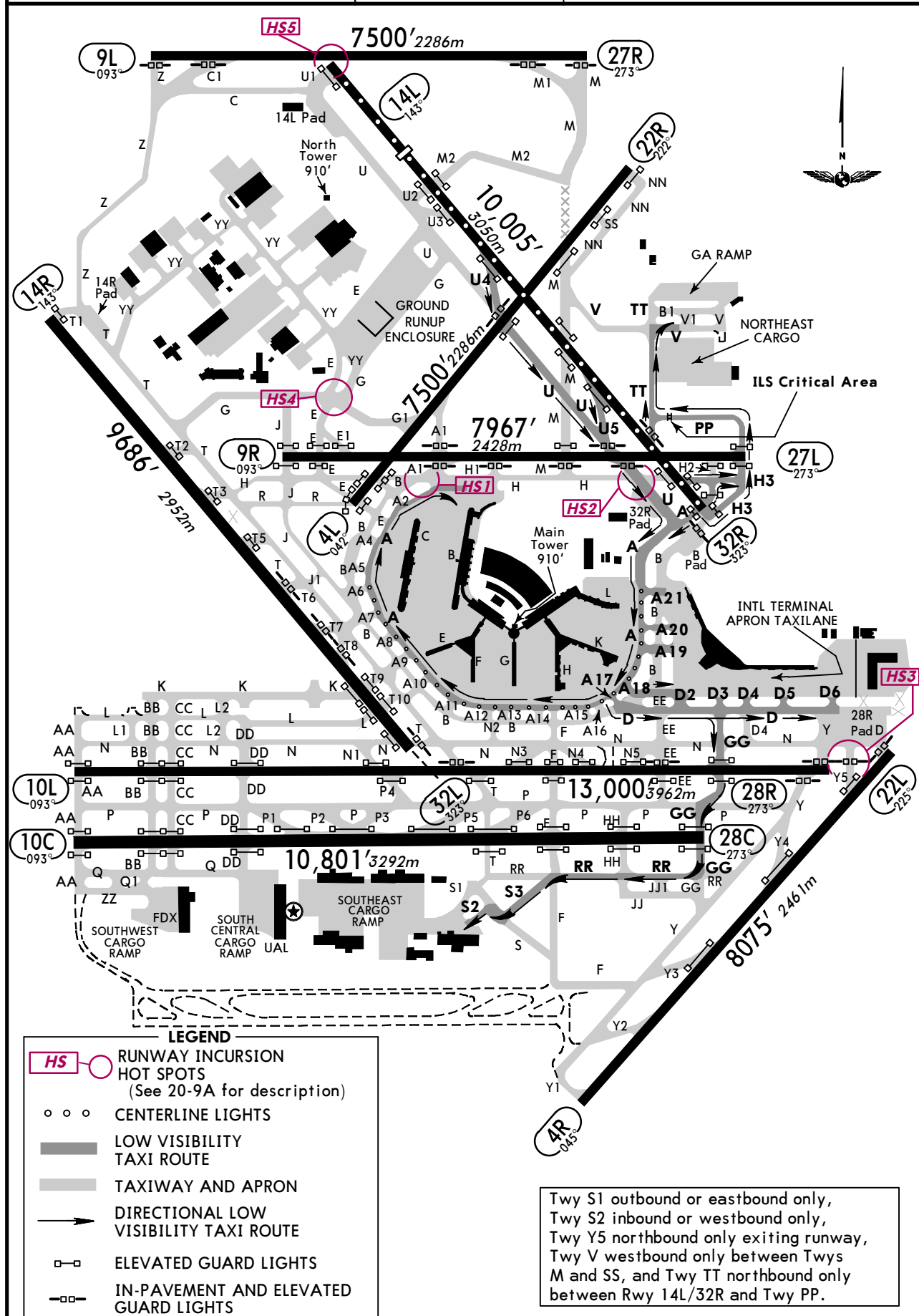
LESS THAN RVR 1200 TO 600

D-ATIS		ACARS: D-ATIS TWIP PDC		O'HARE Clearance(Cpt)		Metering		Ground (Main)			Ground (North)				
135.4				121.6		121.67		Outbound 121.75		Inbound 121.9 134.15		Rwy 9L/27R 124.12			
Tower (Main)					Tower (North)			CHICAGO Departure (R)							
120.75		121.15		126.9		132.7		Rwy 9L/27R 128.15		340°-159° 125.0		160°-219° 126.62		220°-339° 125.4	



LESS THAN RVR 1200 TO 600

D-ATIS		ACARS: D-ATIS TWIP PDC		O'HARE Clearance(Cpt)		Metering		Ground (Main)			Ground (North)	
135.4				121.6		121.67		Outbound	Inbound	121.9	134.15	Rwy 9L/27R 124.12
Tower (Main)				Tower (North)				CHICAGO Departure (R)				
120.75	121.15	126.9	132.7	128.15				340°-159° 125.0	160°-219° 126.62	220°-339° 125.4		



-O'HARE INTL

12 SEP 14

20-9J3

LOW VISIBILITY TAXI ROUTES

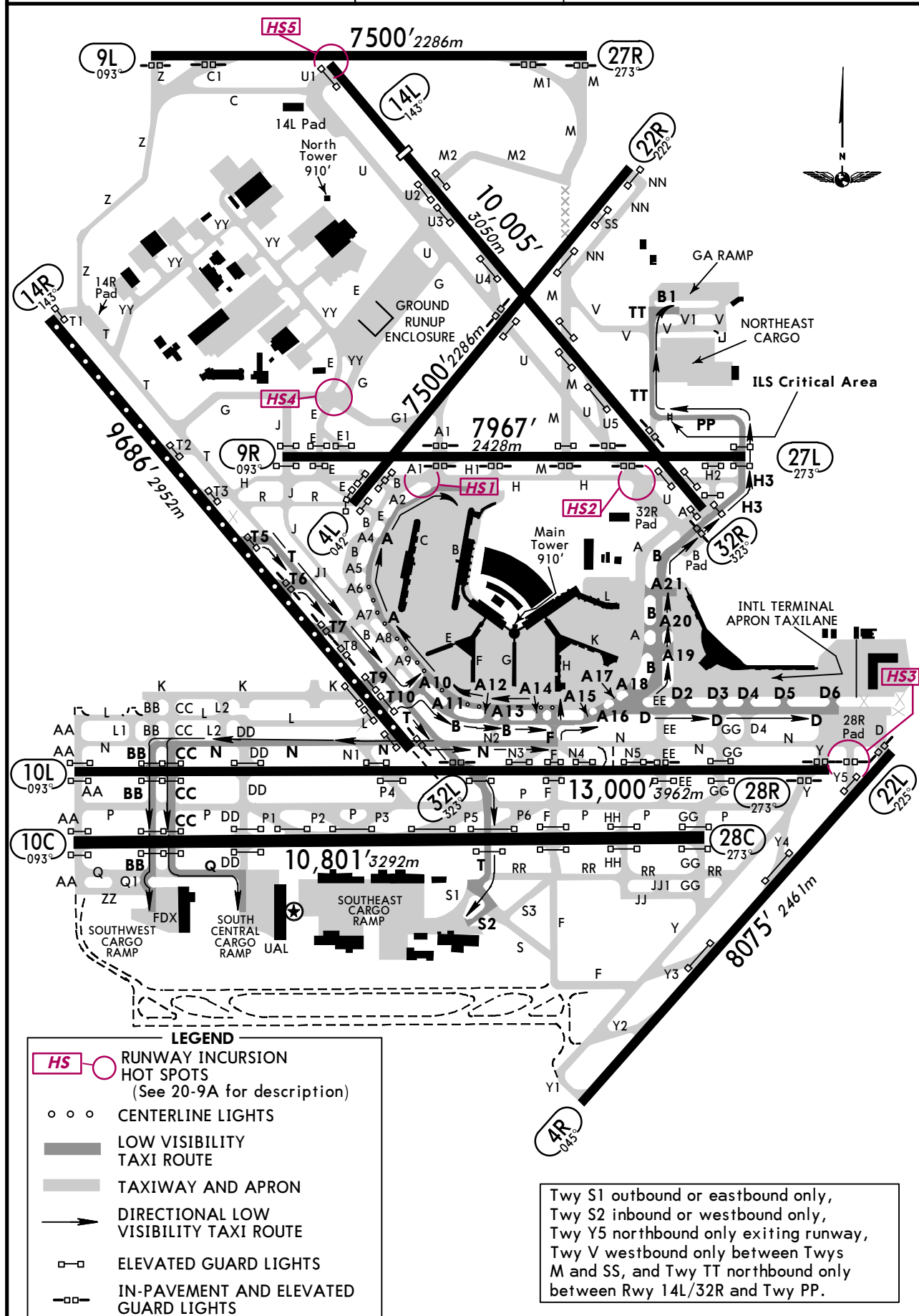
CHICAGO, ILL

Arrival Rwy 14R

(with Rwy 14L arrivals)

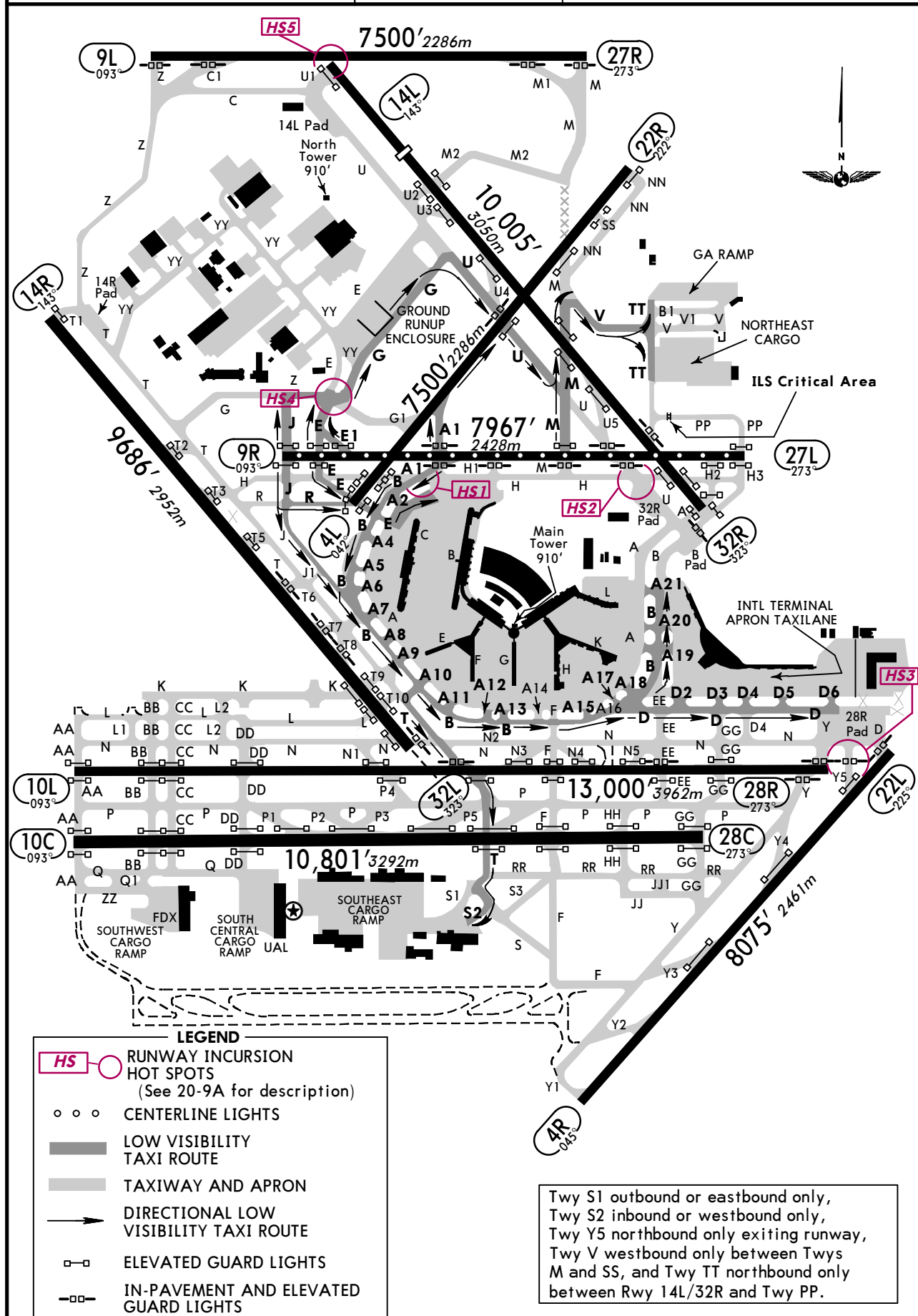
LESS THAN RVR 1200 TO 600

D-ATIS		ACARS: D-ATIS TWIP PDC		O'HARE Clearance(Cpt)		Metering		Ground (Main)			Ground (North)	
135.4				121.6		121.67		Outbound	Inbound	121.9	134.15	124.12
Tower (Main)				Tower (North)				CHICAGO Departure (R)				
120.75		121.15		126.9		132.7		Rwy 9L/27R	340°-159°	160°-219°	220°-339°	
						128.15			125.0	126.62	125.4	



LESS THAN RVR 1200 TO 600

D-ATIS		ACARS: D-ATIS TWIP PDC		O'HARE Clearance(Cpt)		Metering		Ground (Main)			Ground (North)	
135.4				121.6		121.67		Outbound	Inbound	134.15		Rwy 9L/27R
								121.75	121.9			124.12
Tower (Main)				Tower (North)				CHICAGO Departure (R)				
Rwy 9L/27R				Rwy 9L/27R				340°-159°		160°-219°		220°-339°
120.75		121.15		126.9		132.7		128.15		125.0		126.62
										125.4		



-O'HARE INTL

12 SEP 14

(20-9J5)

LOW VISIBILITY TAXI ROUTES

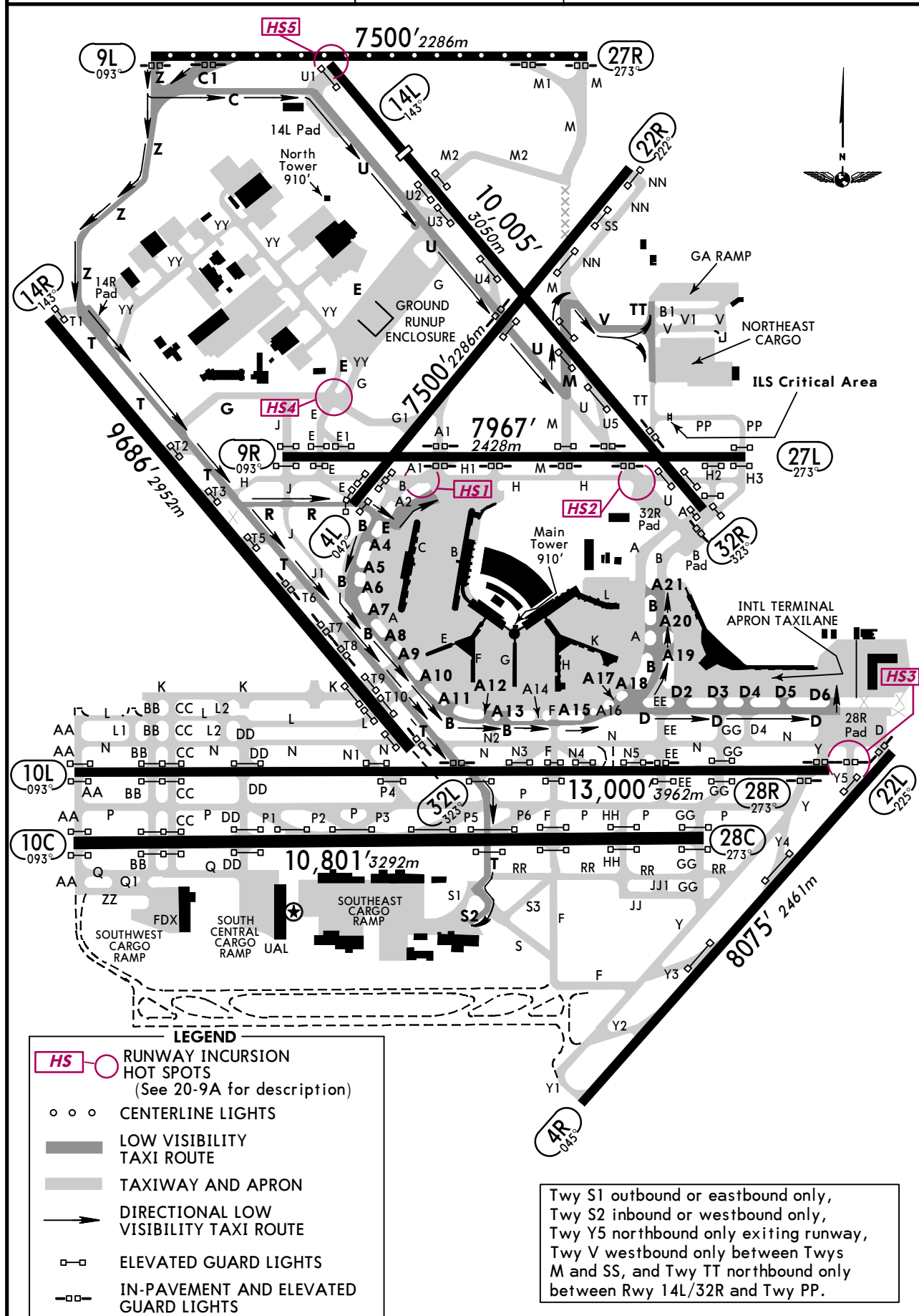
CHICAGO, ILL

Arrival Rwy 27R

(with Rwy 27L & 28C arrivals)

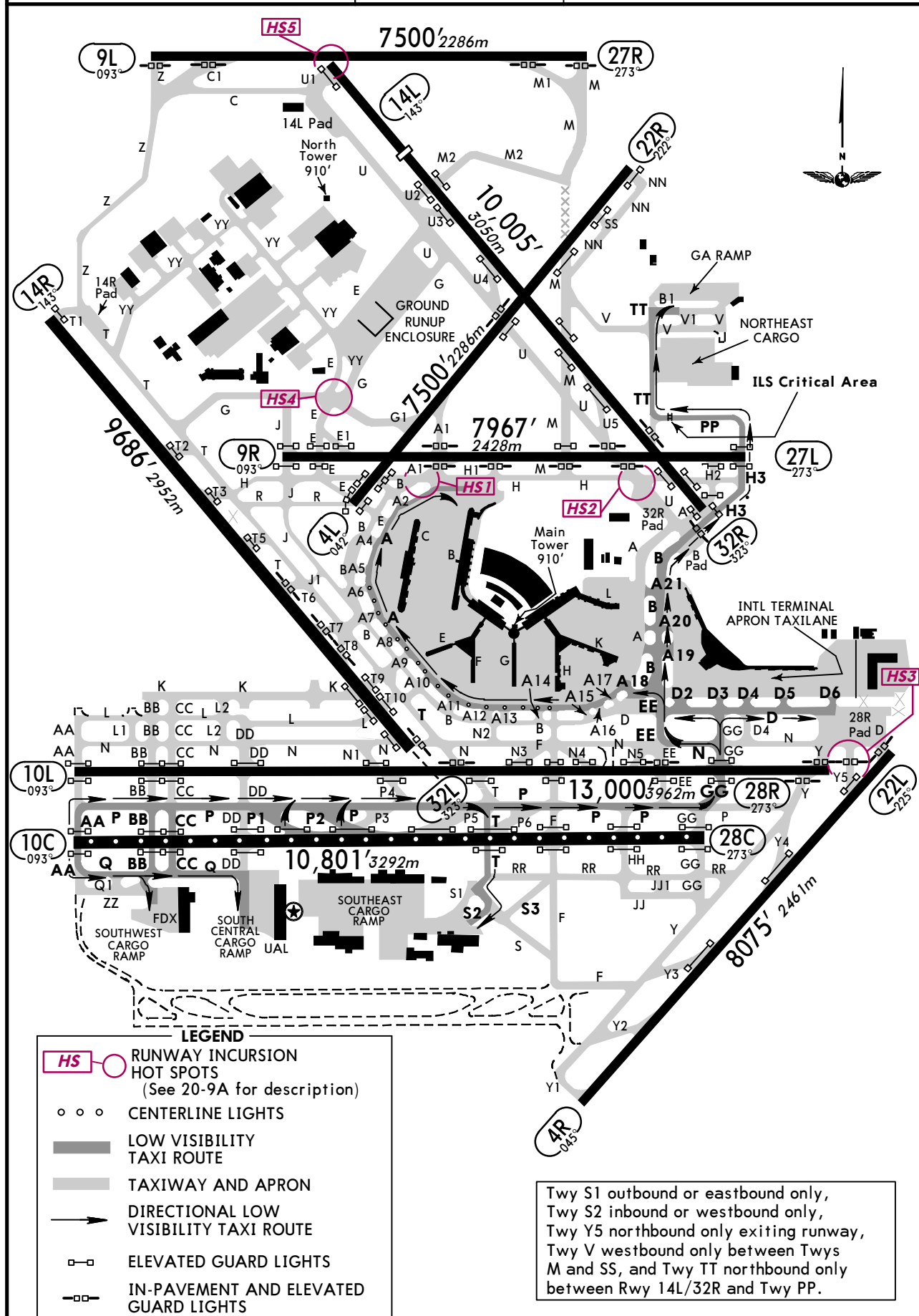
LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main)			Ground (North)
135.4		121.6	121.67	Outbound 121.75	Inbound 121.9	134.15	Rwy 9L/27R 124.12
Tower (Main)			Tower (North)		CHICAGO Departure (R)		
120.75	121.15	126.9	132.7	Rwy 9L/27R 128.15	340°-159° 125.0	160°-219° 126.62	220°-339° 125.4



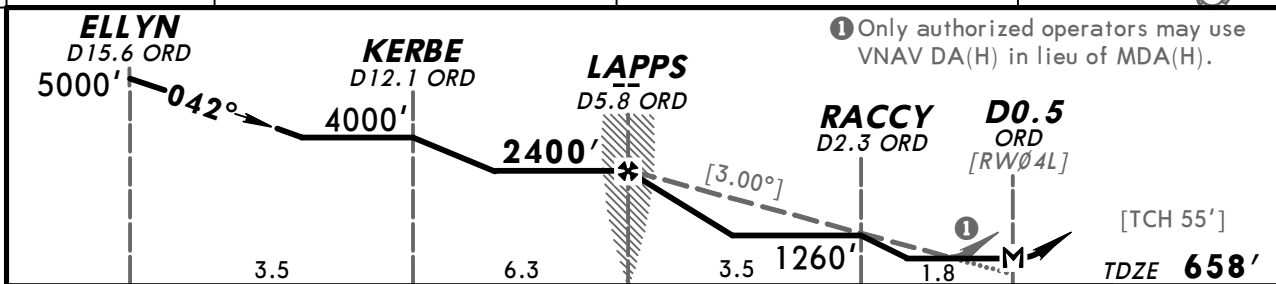
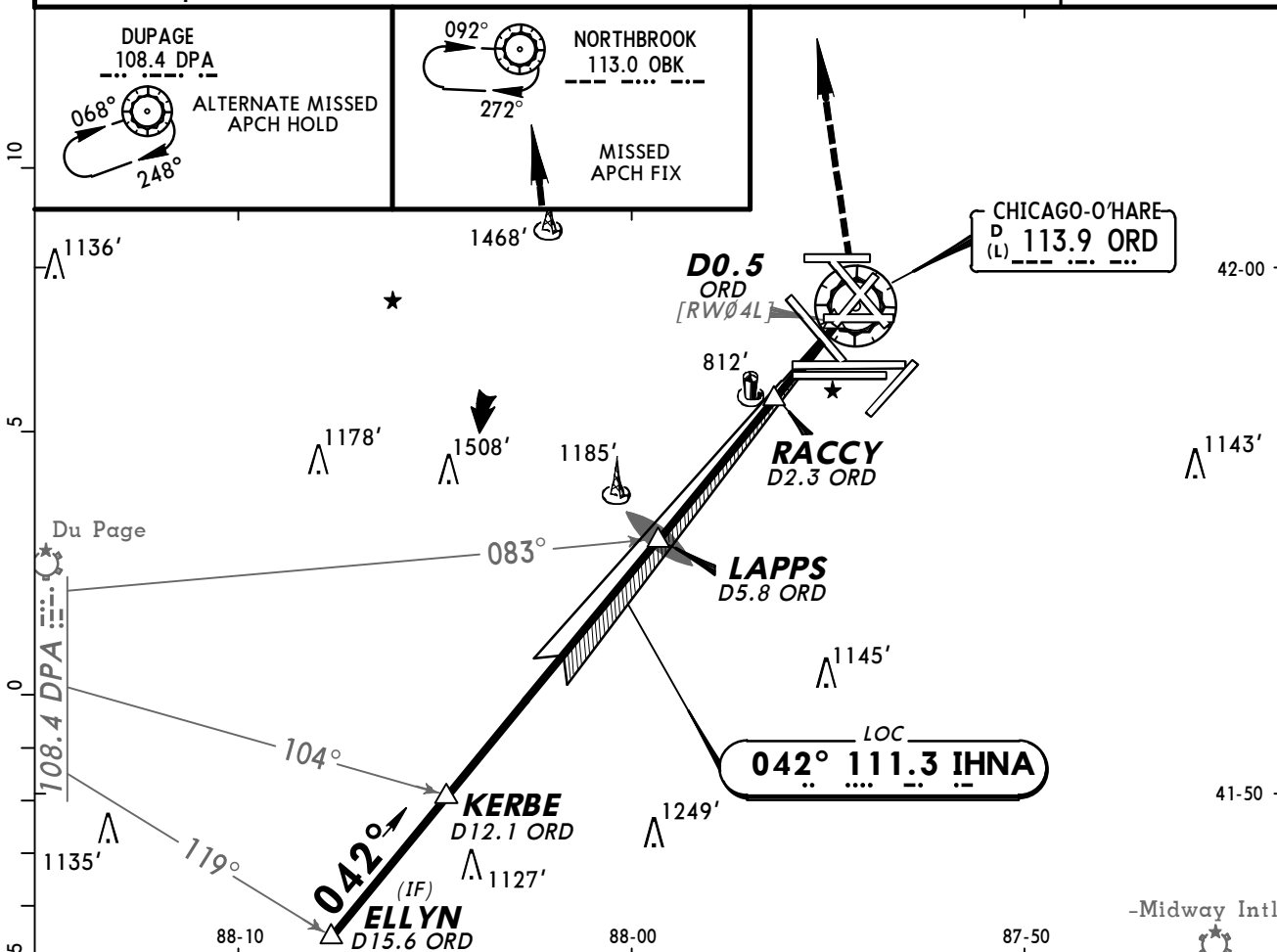
LESS THAN RVR 1200 TO 600

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main)	Ground (North)
135.4		121.6	121.67	Outbound 121.75 Inbound 121.9	134.15
Tower (Main)		Tower (North) Rwy 9L/27R		CHICAGO Departure (R)	
120.75	121.15	126.9	132.7	128.15	340°-159° 125.0
					160°-219° 126.62
					220°-339° 125.4



BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15
Ground (Main)			Ground (North)			
Rwy 10C/28C			Rwy 9L/27R			
121.9			124.12			
LOC IHNA	Final Apch Crs	Minimum Alt LAPPS	MDA(H) (CONDITIONAL)	Apt Elev 672'		
111.3	042°	2400' (1742')	1060' (402')	TDZE 658'		
MISSED APCH: Climb to 1300', then climbing LEFT turn to 4000' direct OBK VOR and hold, or as directed by ATC.						3400'
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Radar required.						
						MSA ORD VOR



Gnd speed-Kts	70	90	100	120	140	160	1300'	4000'	OBK
Descent angle [3.00°]	372	478	531	637	743	849	↑	LT	113.0
MAP at D0.5 ORD or LAPPS to MAP	5.3	4:33	3:32	3:11	2:39	1:59			

TERPS			STRAIGHT-IN LANDING RWY 4L			CIRCLE-TO-LAND		
MDA(H) 1060' (402')			MDA(H) 1260' (602')			With RACCY		
With RACCY			Without RACCY			Without RACCY		
RVR 55 or 1			RVR 55 or 1			1220' (548') - 1		
RVR 60 or 1 1/8			1 3/4			1220' (548') - 1 1/2		
						1260' (588') - 1 3/4		
						1240' (568') - 2		
						1260' (588') - 2		

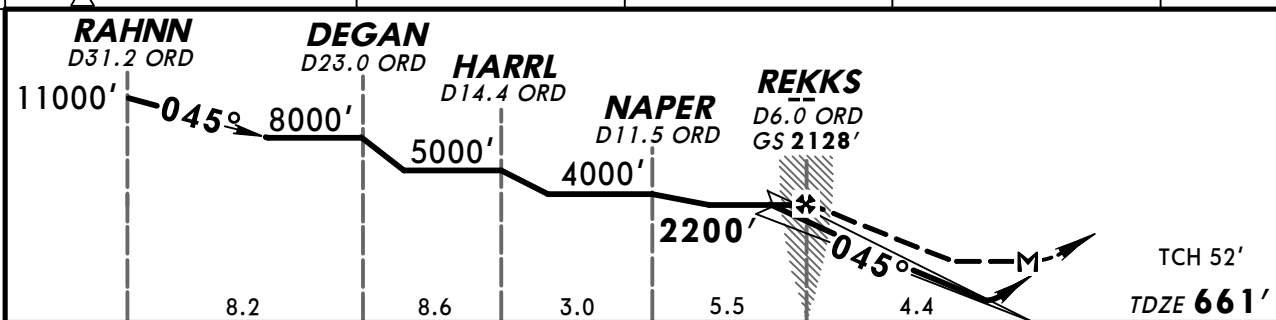
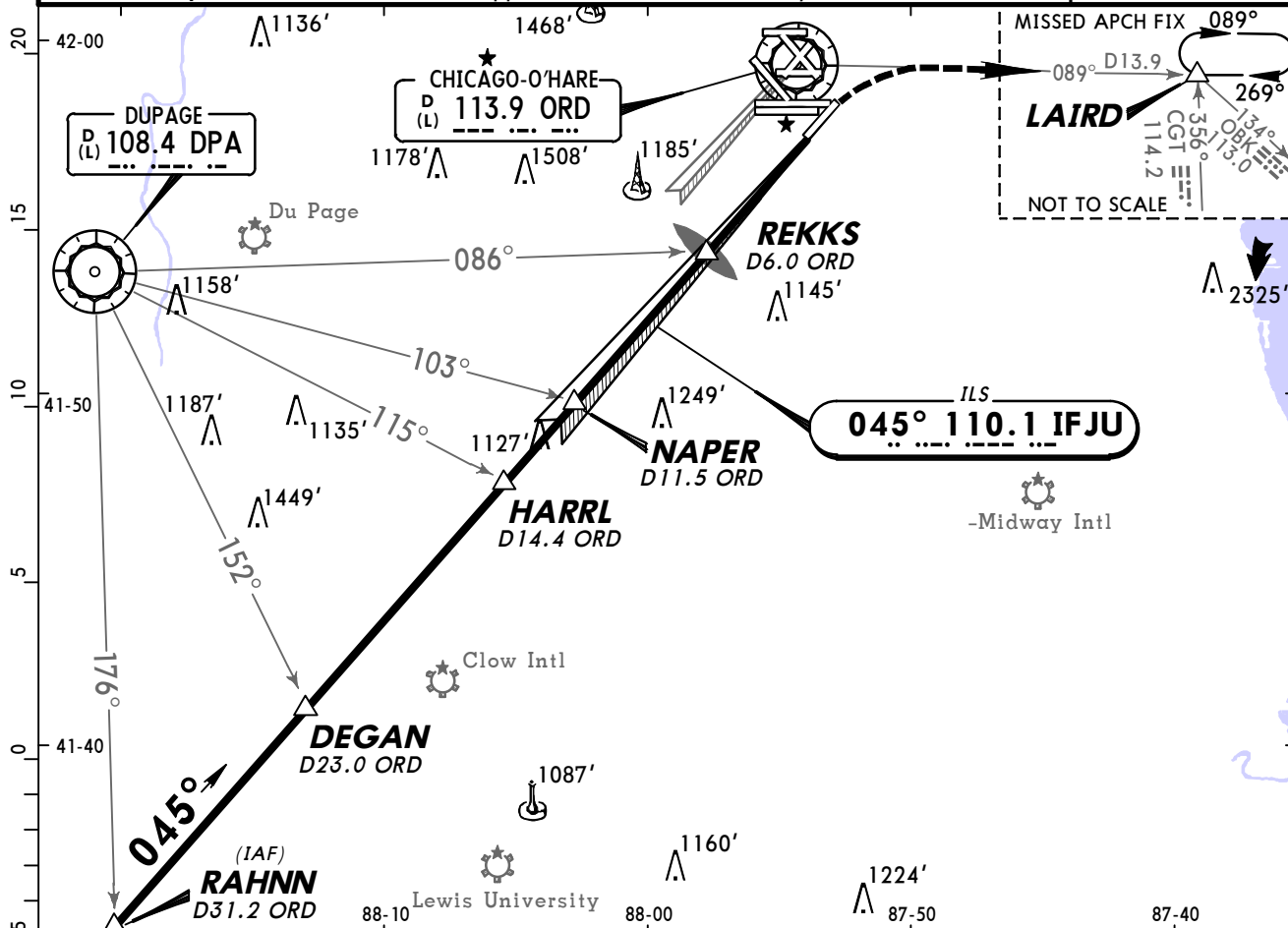
KORD/ORD
-O'HARE INTL

JEPPESEN
6 JUN 14 (21-2)

CHICAGO, ILL
ILS or LOC Rwy 4R

BRIEFING STRIP™

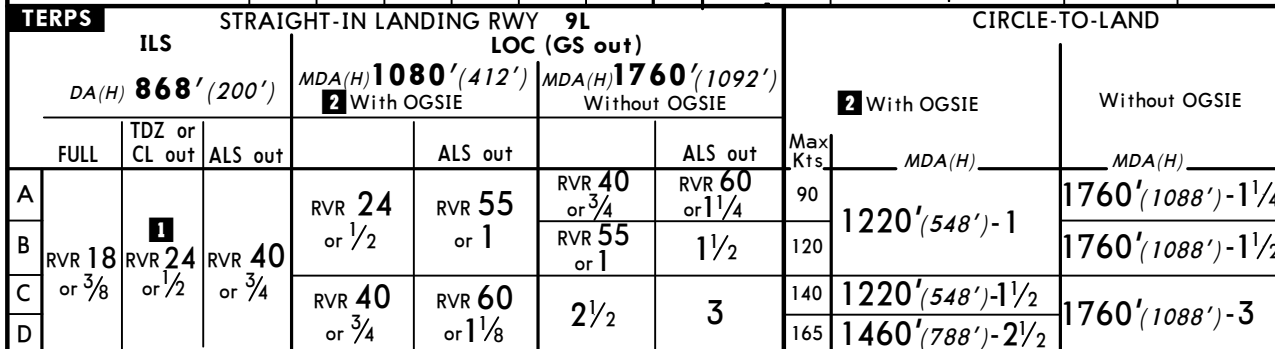
D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15
Ground (Main)			Rwy 10C/28C	Ground (North) Rwy 9L/27R		
121.9		134.15		124.12		
LOC IFJU	Final Apch Crs	GS REKKS	ILS DA(H)	Apt Elev 672'		3400' MSA ORD VOR
110.1	045°	2128' (1467')	861' (200')	TDZE 661'		
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 4000' outbound via ORD VOR R-089 to LAIRD INT and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Radar required. 2. Simultaneous approach authorized with Rwy 4L.						



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1200'	4000'	ORD	LAIRD
GS	3.00°	372	478	531	637	743	849				113.9	
REKKS to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39					R-089	

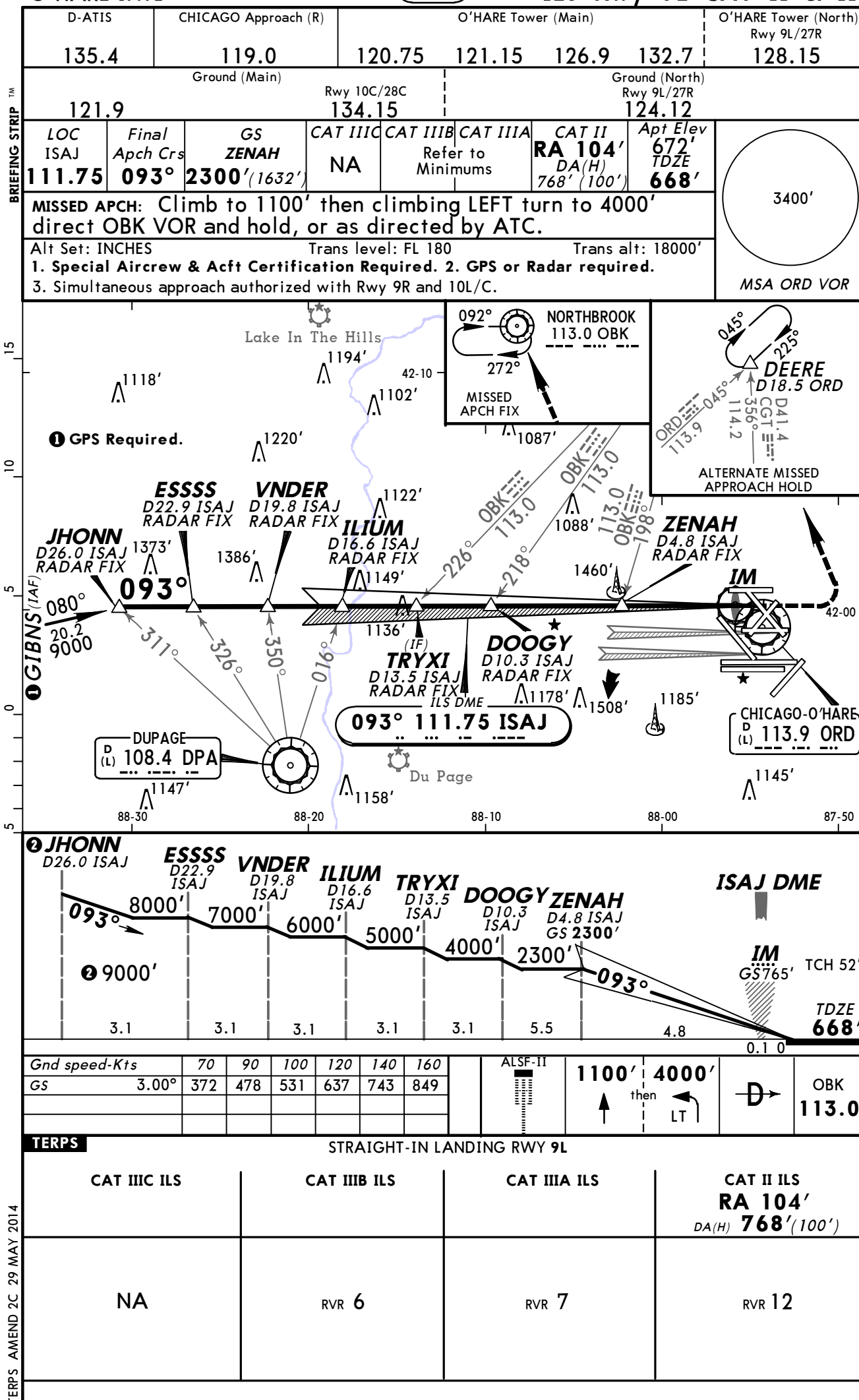
TERPS			STRAIGHT-IN LANDING RWY 4R				CIRCLE-TO-LAND			
			ILS		LOC (GS out)					
			DA(H) 861' (200')		MDA(H) 1260' (599')					
FULL			TDZ or CL out	RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)	
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1260' (588') - 1		
B				RVR 50 or 1	1 1/2		140	1260' (588') - 1 1/2		
C				RVR 60 or 1 1/4	1 3/4		165	1260' (588') - 2		
D										

Response	Percentage
Yes, the current administration is responsible	55%
No, the current administration is not responsible	45%

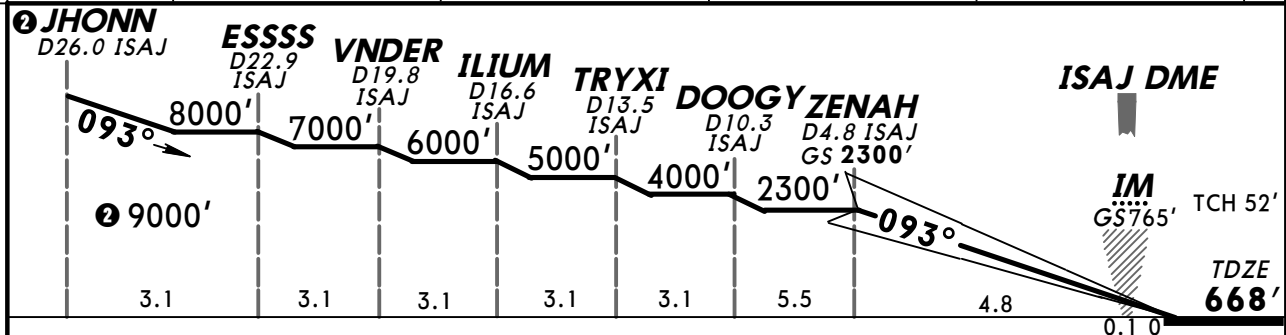
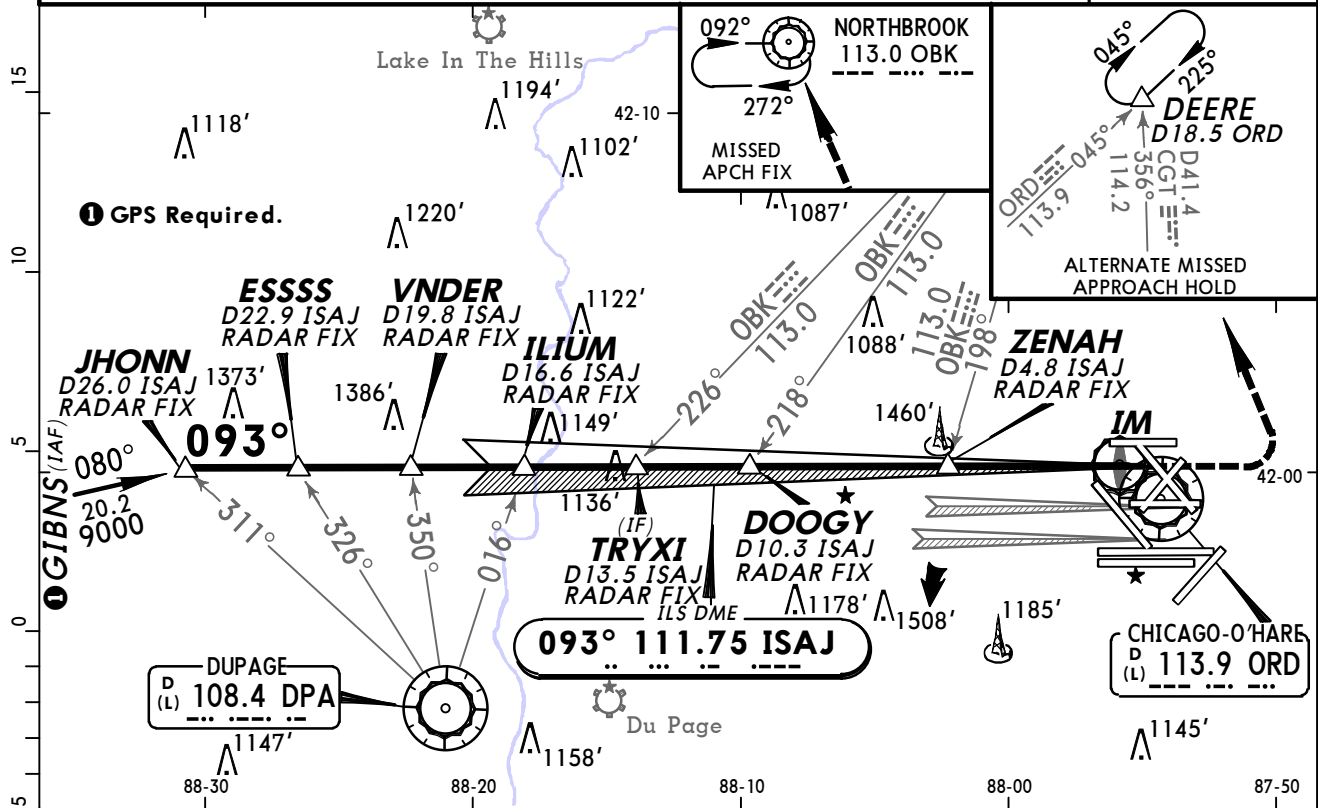


2 DME Required.

© JEPPESEN, 2008, 2014. ALL RIGHTS RESERVED.



D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15
Ground (Main) Rwy 10C/28C			Ground (North) Rwy 9L/27R			
121.9			134.15			124.12
LOC ISAJ 111.75	Final Apch Crs 093°	GS ZENAH 2300' (1632')	SA CAT I ILS RA 144' DA(H) 818' (150')	Apt Elev 672' TDZE 668'		3400' MSA ORD VOR
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct OBK VOR and hold, or as directed by ATC.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. Special Aircrew & Acft Certification Required. 2. GPS or Radar required. 3. Simultaneous approach authorized with Rwy 9R and 10L/C.						

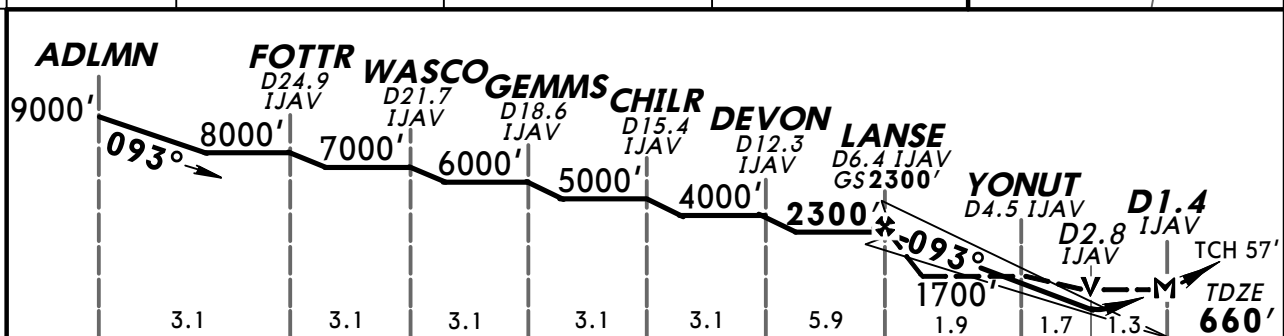
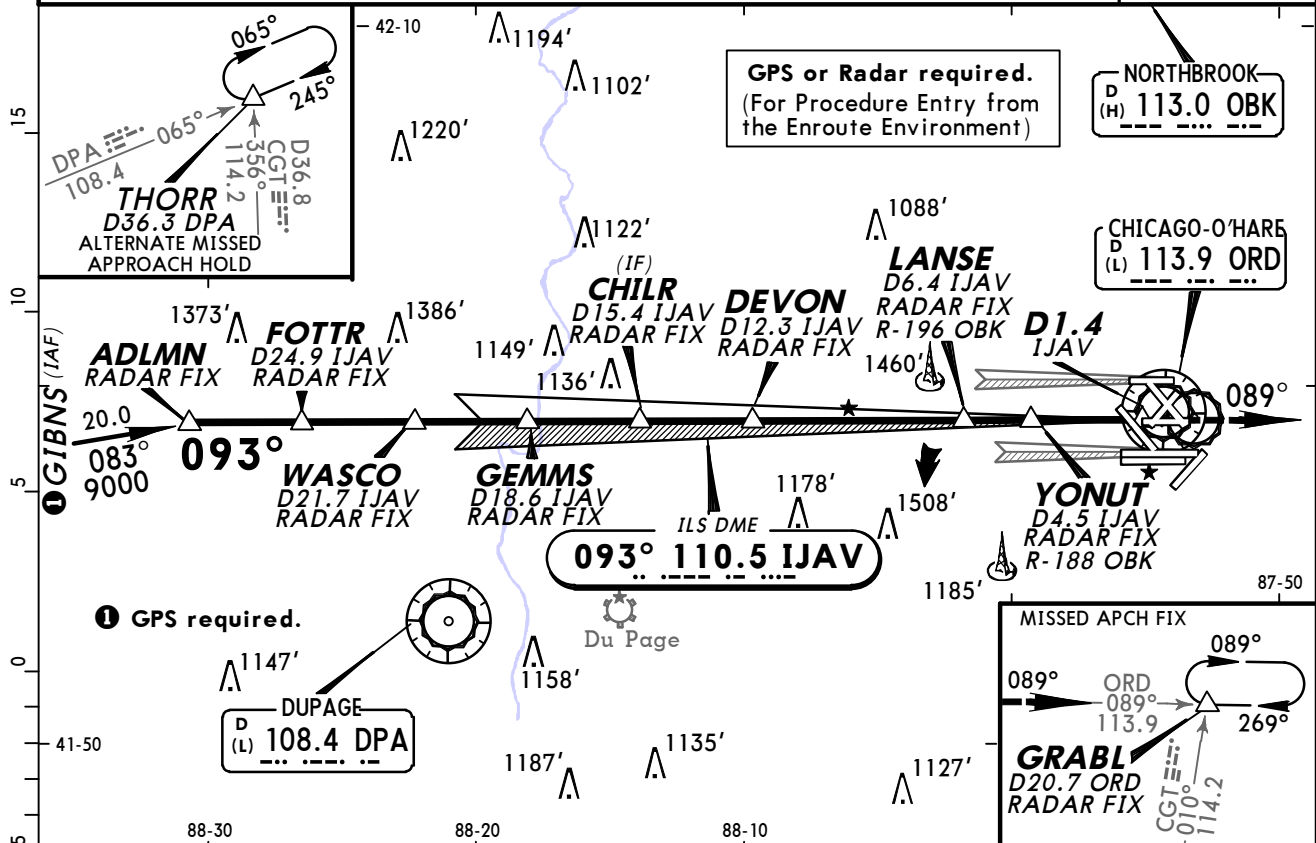


<i>Gnd speed-Kts</i>	70	90	100	120	140	160	ALSF-II	1100'	4000'	then	OBK 113.0
<i>GS</i> 3.00°	372	478	531	637	743	849					

TERPS	STRAIGHT-IN LANDING RWY 9L
	1 SA CAT I ILS
	RA 144'
	<i>DA(H) 818'(150')</i>

RVR 14	
1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	
135.4	119.0	120.75	121.15	126.9	132.7	128.15	
Ground (Main) Rwy 10C/28C			Ground (North) Rwy 9L/27R				
121.9			134.15				124.12
LOC IJAV 110.5	Final Apch Crs 093°	GS LANSE 2300' (1640')	ILS DA(H) 860' (200')	Apt Elev 672' TDZE 660'		3400'	
MISSED APCH: Climb to 4000' outbound on ORD VOR R-089 to GRABL INT/D20.7 ORD/RADAR and hold, or as directed by ATC.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. DME or Radar required.2. Simultaneous approach authorized with Rwy 9L and Rwy 10L/C. 3. VGSI and ILS glidepath not coincident.							
						MSA ORD VOR	



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		4000' 	ORD 113.9 R-089	GRABL
<i>GS</i> 3.00°	372	478	531	637	743	849				
<i>MAP at D1.4 IJAV or LANSE to MAP</i> 5.0	4:17	3:20	3:00	2:30	2:09	1:53				

TERPS		STRAIGHT-IN LANDING RWY 9R						CIRCLE-TO-LAND	
		ILS DA(H) 860' (200')		LOC (GS out) MDA(H) 1160' (500')					
FULL		TDZ or CL out	RAIL or ALS out		RAIL out	ALS out	Max Kts.	MDA(H)	
A	RVR 18 or 3/8	I RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	1220' (548') - 1	
B							120		
C							140		
D							165		

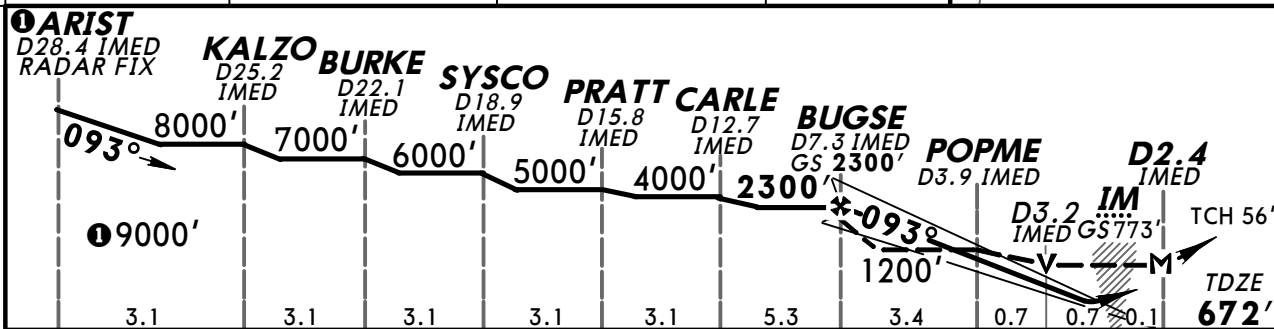
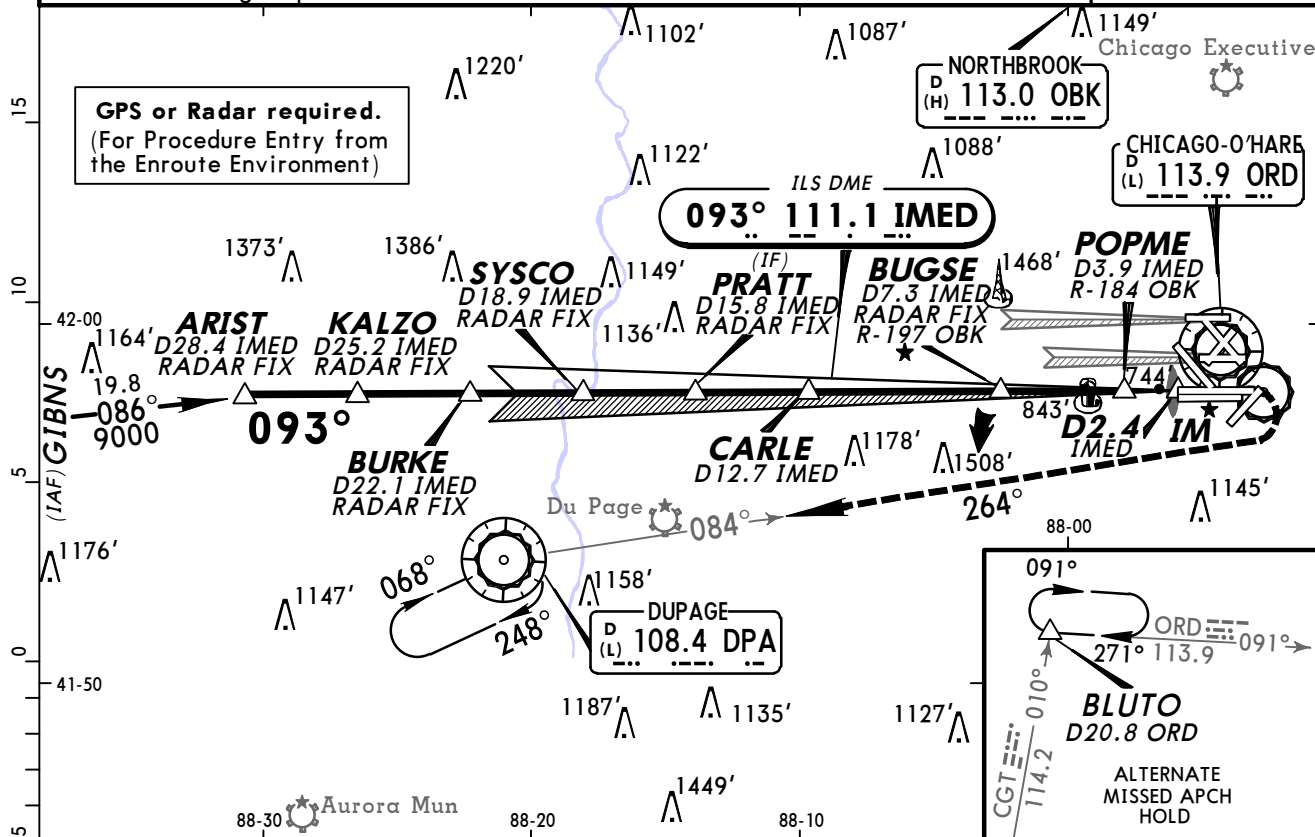
1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: TDZE.

© JEPPESEN, 1997, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15
Ground (Main)			Ground (North)			
Rwy 10C/28C			Rwy 9L/27R			
121.9		134.15		124.12		
LOC IMED	Final Apch Crs	GS BUGSE	ILS DA(H)	Apt Elev 672'		
111.1	093°	2300' (1628')	872' (200')	TDZE 672'		
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 4000' inbound on DPA VOR R-084 to DPA VOR and hold, or as directed by ATC.						3400'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. DME or Radar Required. 2. Simultaneous approach authorized with Rwy 9R/L. 3. VGSI and ILS glidepath not coincident.						
MSA ORD VOR						



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		1100'	4000'	DPA	DPA
GS	3.00°	372	478	531	637	743	PAPI		↑	RT	108.4	108.4
MAP at D2.4 IMED or BUGSE to MAP	4.9	4:12	3:16	2:56	2:27	2:06					R-084	

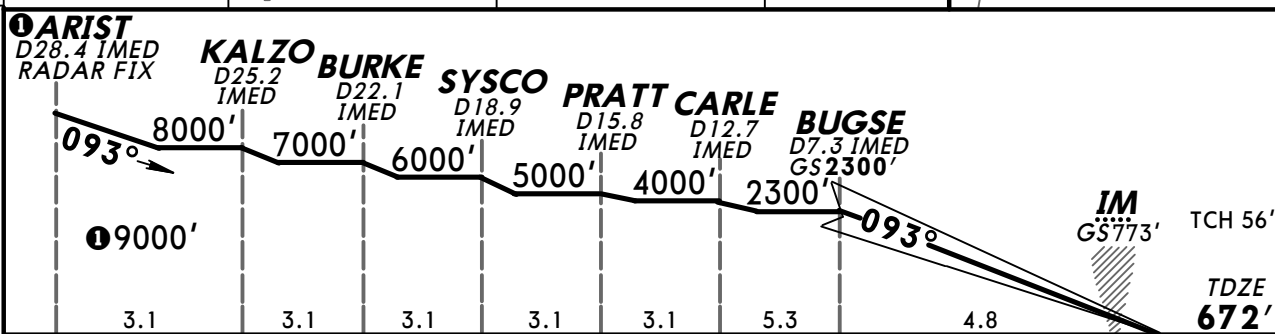
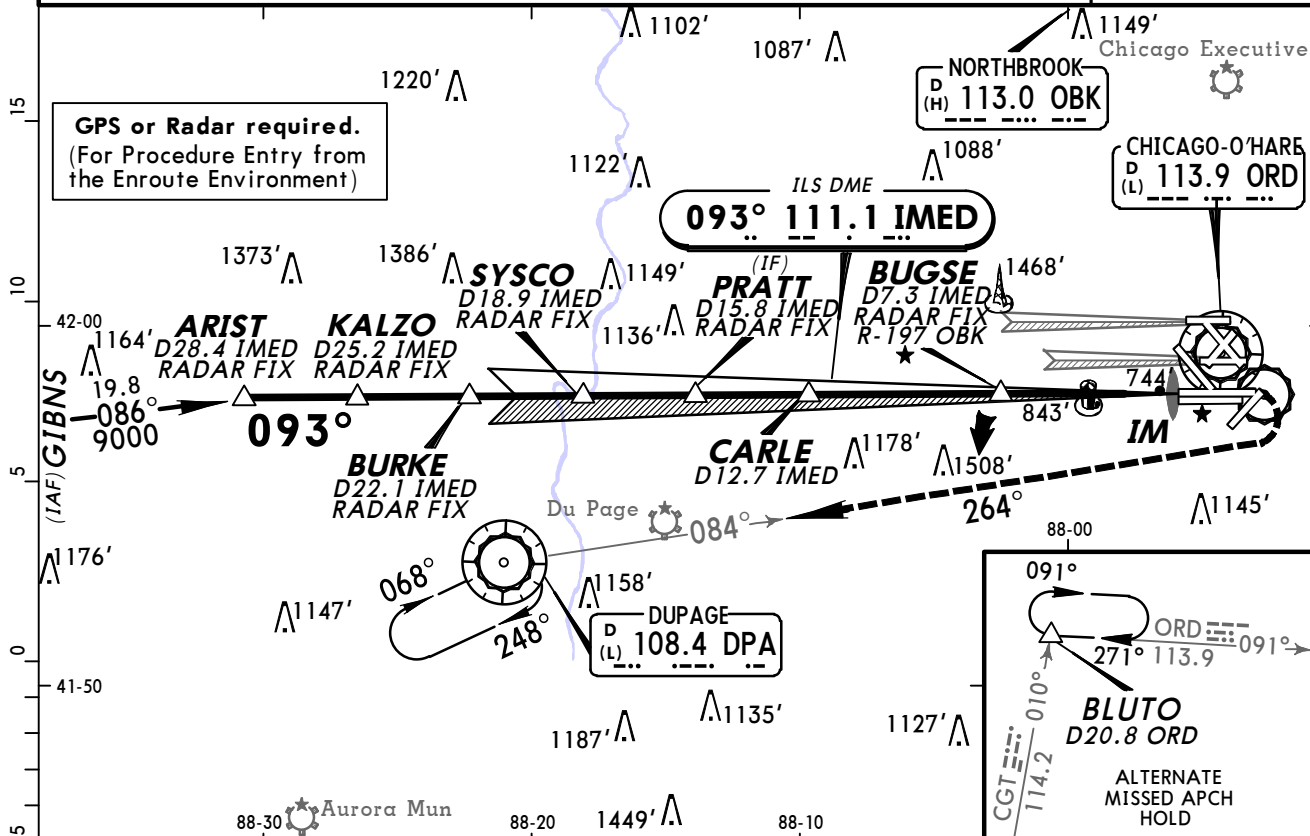
TERPS			STRAIGHT-IN LANDING RWY10L				CIRCLE-TO-LAND			
ILS			LOC (GS out)							
DA(H) 872' (200')			MDA(H) 1000' (328')		MDA(H) 1200' (528')					
			2 With POPME		Without POPME					
FULL		IDZ or CL out	ALS out		ALS out		Max Kts	MDA(H)		
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24	RVR 55	RVR 24	RVR 55	90	1220' (548')-1	
B				or 1/2	or 1	or 1/2	or 1	120		
C				RVR 26	RVR 50	RVR 55	1 1/2	140		1220' (548')- 1 1/2
D				or 1/2	or 1	or 1		165		

KORD/ORD
O'HARE INTL

JEPPESSEN
6 JUN 14 (21-5A)

CHICAGO, ILL
ILS Rwy 10L CAT II & III

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE Tower (Main) 120.75 121.15 126.9 132.7	O'HARE Tower (North) Rwy 9L/27R 128.15
Ground (Main) 121.9		Rwy 10C/28C 134.15	Ground (North) Rwy 9L/27R 124.12
LOC IMED 111.1	Final Apch Crs 093°	GS BUGSE 2300' (1628')	CAT IIIC NA
		CAT IIIB Refer to Minimums	CAT IIIA Refer to Minimums
		CAT II RA 95' DA(H) 772' (100')	Apt Elev 672' TDZE 672'
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 4000' inbound on DPA VOR R-084 to DPA VOR and hold, or as directed by ATC.			3400'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Acft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 9R/L. 4. VGSI and ILS glidepath not coincident.			MSA ORD VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	4000'	DPA	DPA
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	108.4	108.4
										R-084	

TERPS STRAIGHT-IN LANDING RWY 10L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 95' DA(H) 772' (100')
NA	RVR 6	RVR 7	RVR 12

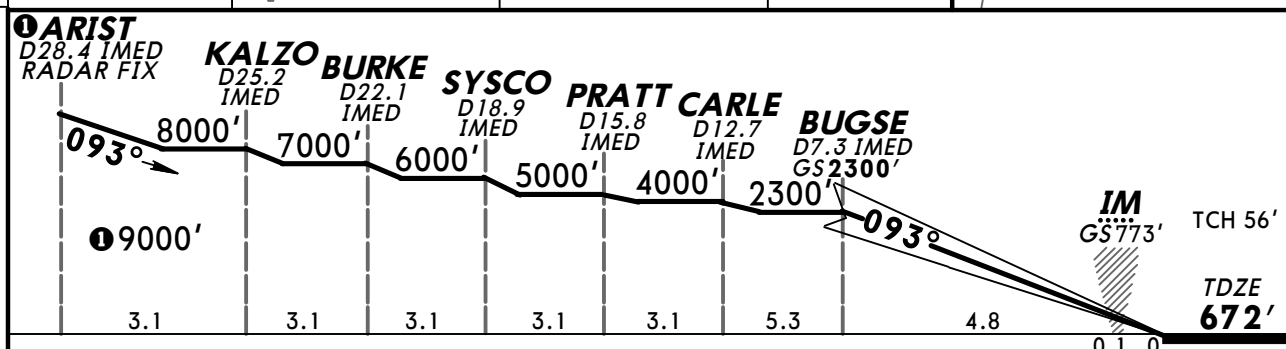
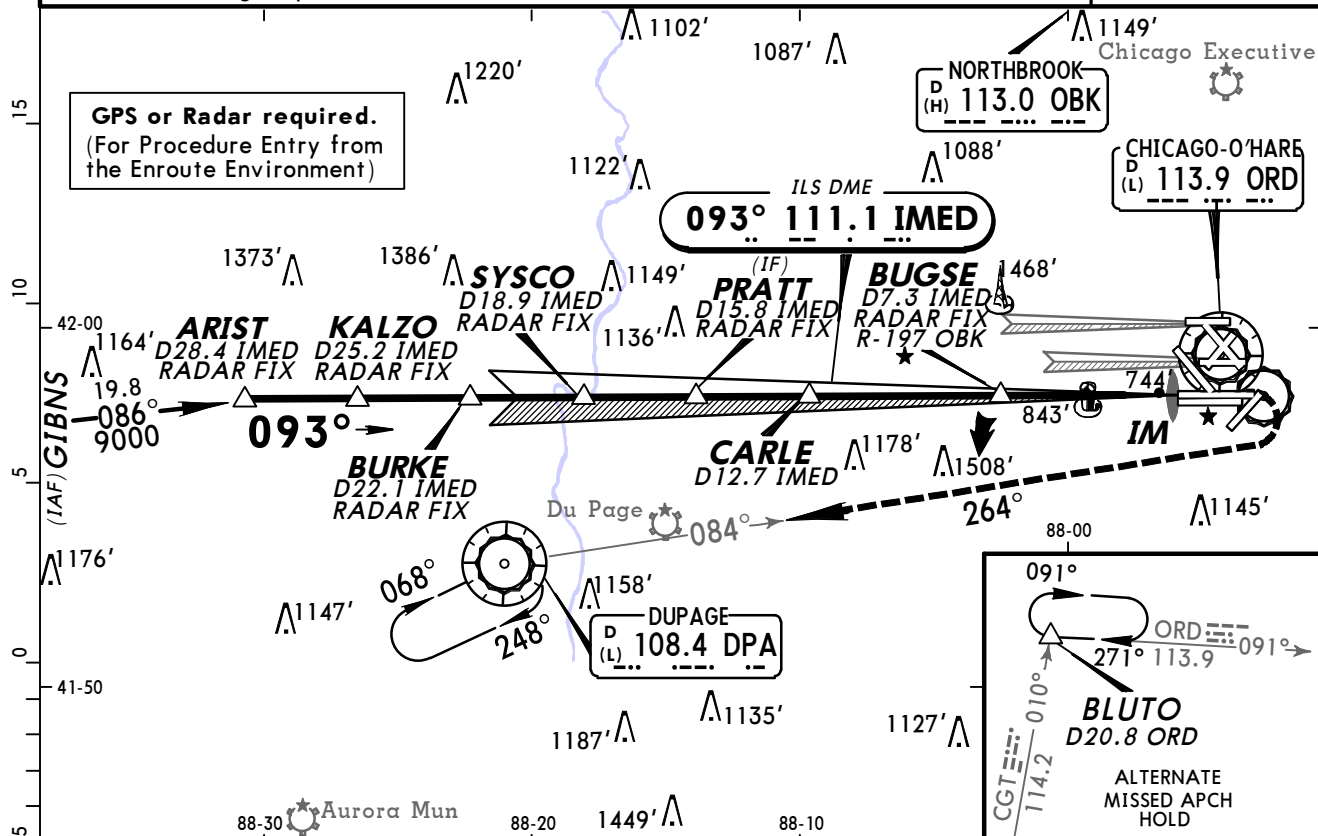
CHANGES: TDZE, comms.

© JEPPESSEN, 1997, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 17A 29 MAY 2014

BRIEFING STRIP™

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE Tower (Main) 120.75 121.15 126.9 132.7				O'HARE Tower (North) Rwy 9L/27R 128.15
Ground (Main) 121.9		Rwy 10C/28C 134.15	Ground (North) Rwy 9L/27R 124.12			
LOC IMED 111.1	Final Apch Crs 093°	GS BUGSE 2300' (1628')	SA CAT I ILS RA 162' DA(H) 822' (150')	Apt Elev 672' TDZE 672'		3400' MSA ORD VOR
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 4000' inbound on DPA VOR R-084 to DPA VOR and hold, or as directed by ATC.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Acft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 9R/L. 4. VGSI and ILS glidepath not coincident.						



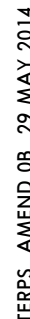
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	4000'	DPA	DPA
GS	3.00°	372	478	531	637	743	849	PAPI	RT	108.4	108.4
										R-084	

TERPS STRAIGHT-IN LANDING RWY 10L
 SA CAT I ILS
 RA 162'
 DA(H) 822' (150')

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

BRIEFING STRIP™



TERPS		STRAIGHT-IN LANDING RWY 10C						CIRCLE-TO-LAND			
ILS				LOC (GS out)							
DA(H) 869' (200')				MDA(H) 1100' (431')		MDA(H) 1220' (551')					
				2 With ZURSO		Without ZURSO		C 2 With ZURSO		Without ZURSO	
FULL		TDZ or CL out	ALS out		ALS out		ALS out	Max Kts.	MDA(H)	MDA(H)	
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 24 or 1/2	RVR 55 or 1	90	1220' (548') - 1	1220' (548') - 1	
B							120				
C							140				
D							165				
				RVR 40 or 3/4	1 1/4	RVR 60 or 1 1/8	1 5/8				

2 Dual VOR receivers or DME required.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP™



G
G

STRAIGHT-IN LANDING RWY 10C

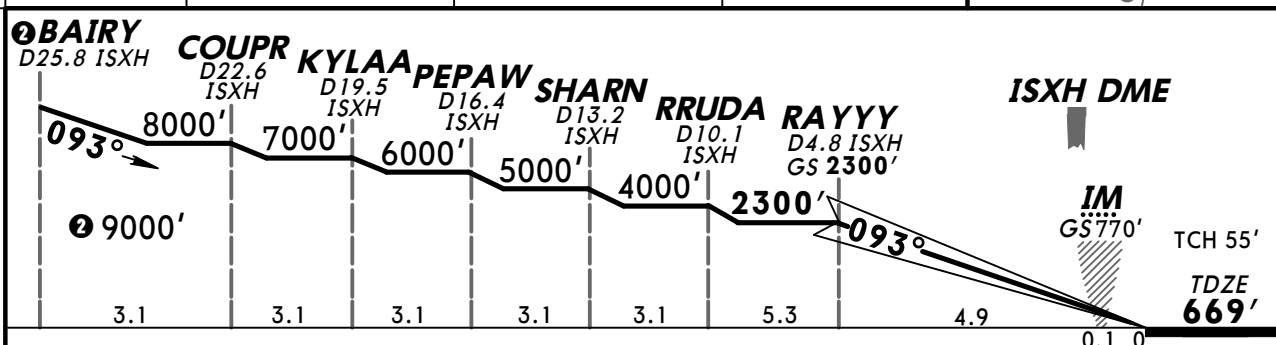
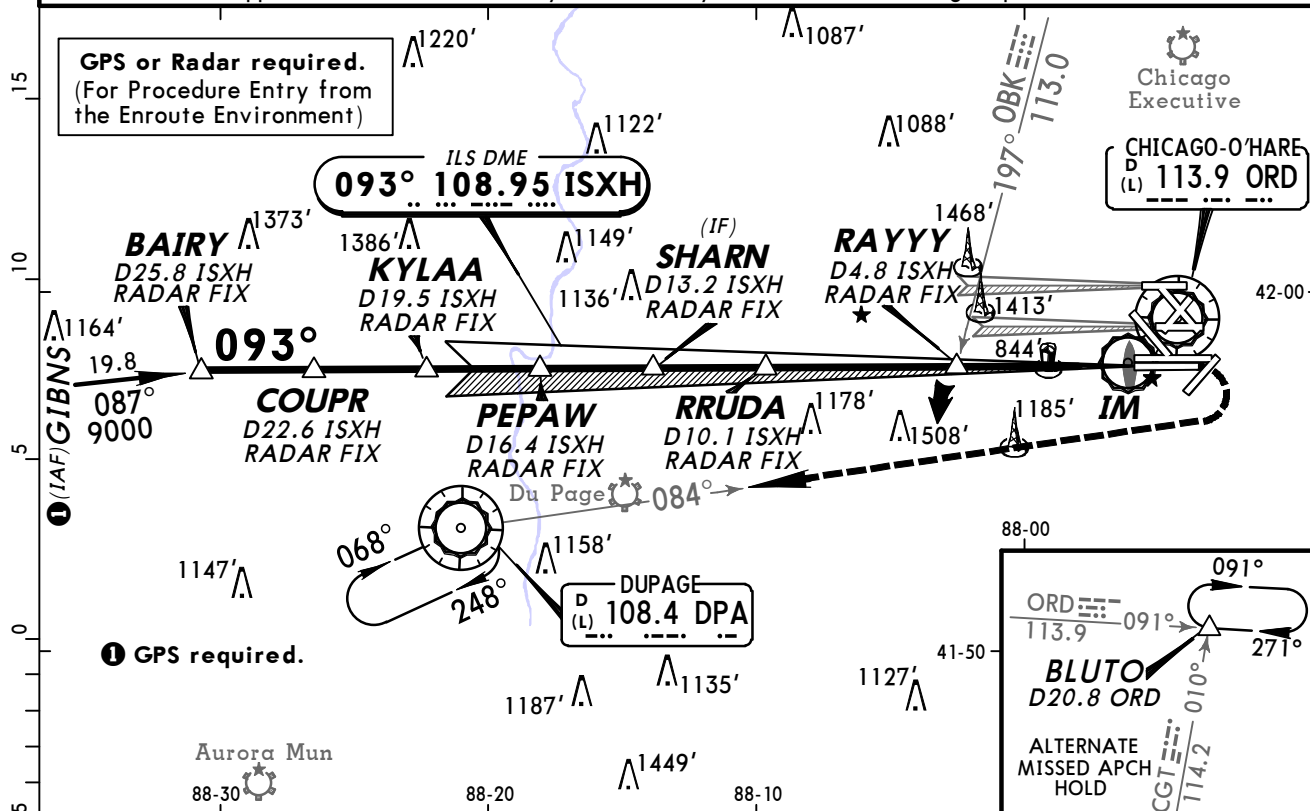
ERPS AMEND OR 29 MAY 2014

BRIEFING STRIP™

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE Tower (Main) 120.75 121.15 126.9 132.7				O'HARE Tower (North) Rwy 9L/27R 128.15
Rwy 10C/28C 134.15		Ground (Main) 121.9		Ground (North) Rwy 9L/27R 124.12		
LOC ISXH 108.95	Final Apch Crs 093°	GS RAYYY 2300' (1631')	SA CAT I ILS RA 150' DA(H) 819' (150')	Apt Elev 672' TDZE 669'	3400' MSA ORD VOR	
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 4000' inbound on DPA VOR R-084 to DPA VOR and hold, or as directed by ATC.						
Alt Set: INCHES 1. Special Aircrew & Acft Certification Required. 2. DME or Radar Required. 3. Simultaneous approach authorized with Rwy 9L/R and Rwy 10L. 4. VGSI and ILS glidepath not coincident.						

Trans level: FL 180

Trans alt: 18000'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1200'	4000'	DPA	DPA
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	on 108.4	108.4
										R-084	

TERPS STRAIGHT-IN LANDING RWY 10C

SA CAT I ILS
RA 150'
DA(H) 819' (150')

RVR 14

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: TDZE.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

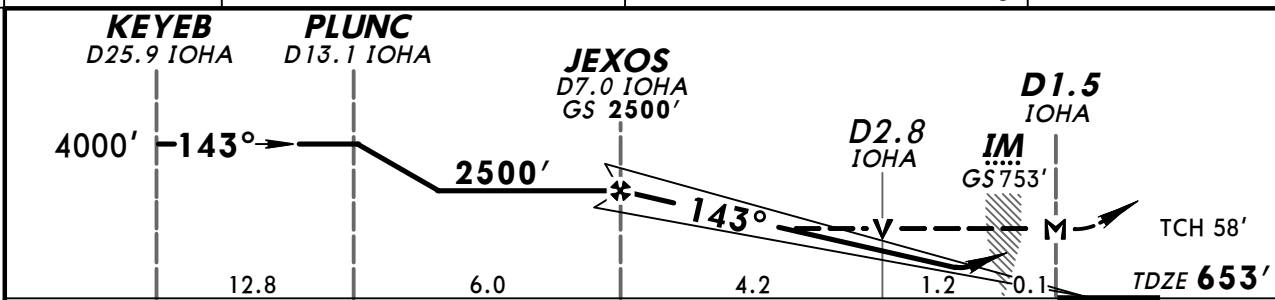
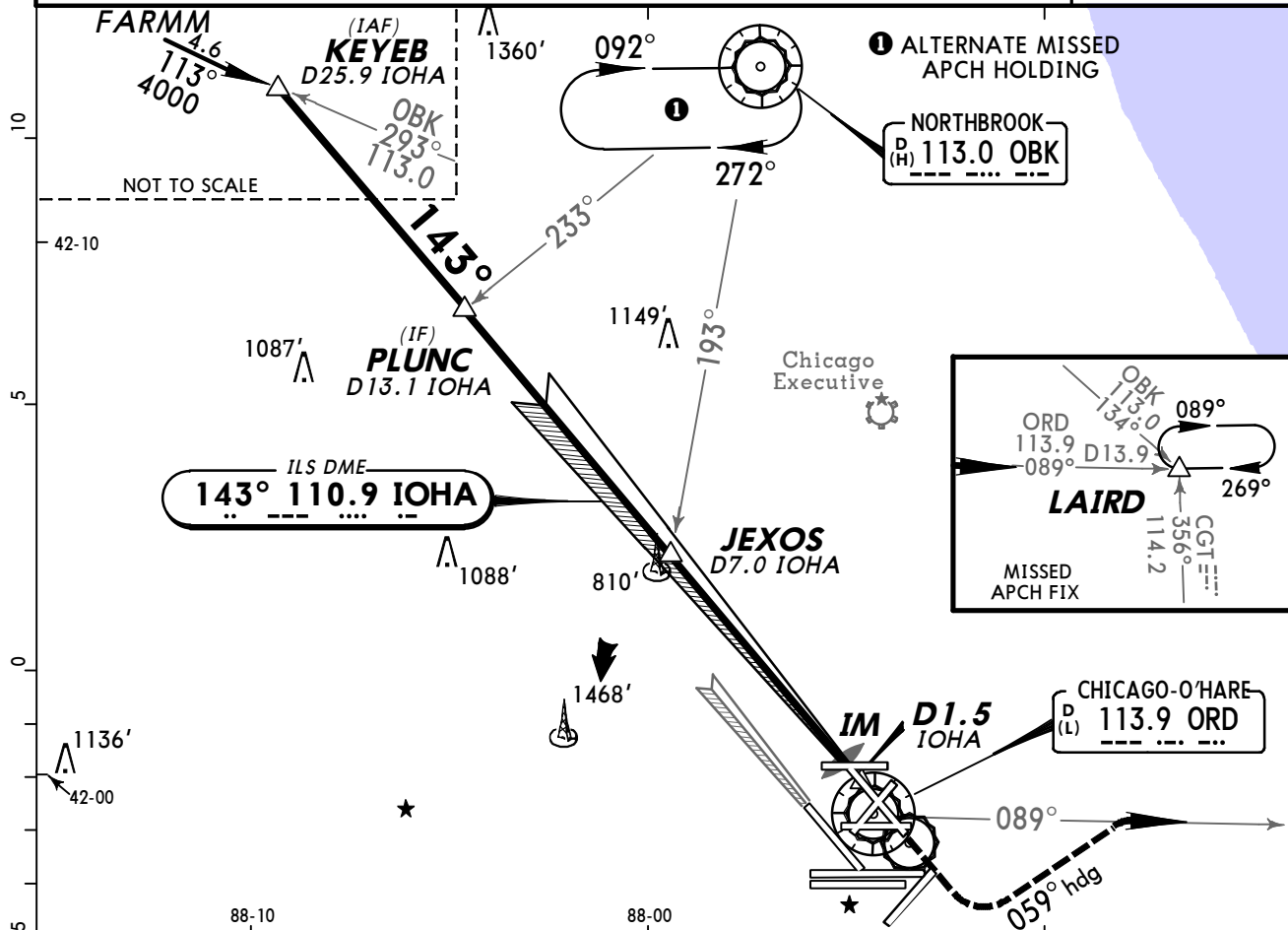
KORD/ORD
-O'HARE INTL

JEPPESEN
11 OCT 13 (21-7) Eff 17 Oct

CHICAGO, ILL
ILS or LOC Rwy 14L

BRIEFING STRIP™

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE Tower (Main) 120.75 121.15 126.9 132.7				O'HARE Tower (North) Rwy 9L/27R 128.15
Ground (Main) 121.9			Ground (North) Rwy 9L/27R 124.12			
LOC IOHA 110.9	Final Apch Crs 143°	GS JEXOS 2500' (1847')	ILS DA(H) 853' (200')	Apt Elev 672' TDZE 653'		3400' MSA ORD VOR
MISSED APCH: Climb to 1200', then climbing LEFT turn to 4000' via 059° heading and outbound via ORD VOR R-089 to LAIRD INT and hold. Continue climb-in-hold to 4000'.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized with Rwy 14R. 2. VGSI and ILS glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		1200'	4000'	059°
GS	3.00°	372	478	531	637	743	PAPI		↑	LT	hdg
MAP at D1.5 IOHA or JEXOS to MAP	5.5	4:43	3:40	3:18	2:45	2:21					

STRAIGHT-IN LANDING RWY 14L						CIRCLE-TO-LAND	
ILS DA(H) 853' (200')			LOC (GS out) MDA(H) 1140' (487')			Max Kts	MDA(H)
FULL	TDZ or CL out	ALS out	ALS out	ALS out		90	1220' (548') - 1
RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1		120	1220' (548') - 1 1/2
			RVR 40 or 3/4	RVR 60 or 1 1/4		140	1220' (548') - 1 1/2
			RVR 50 or 1	1 1/2		165	1240' (568') - 2

TERPS AMEND 29D 8 MAR 2012

CHANGES: Chart reindexed, communications.

© JEPPESEN, 1997, 2013. ALL RIGHTS RESERVED.

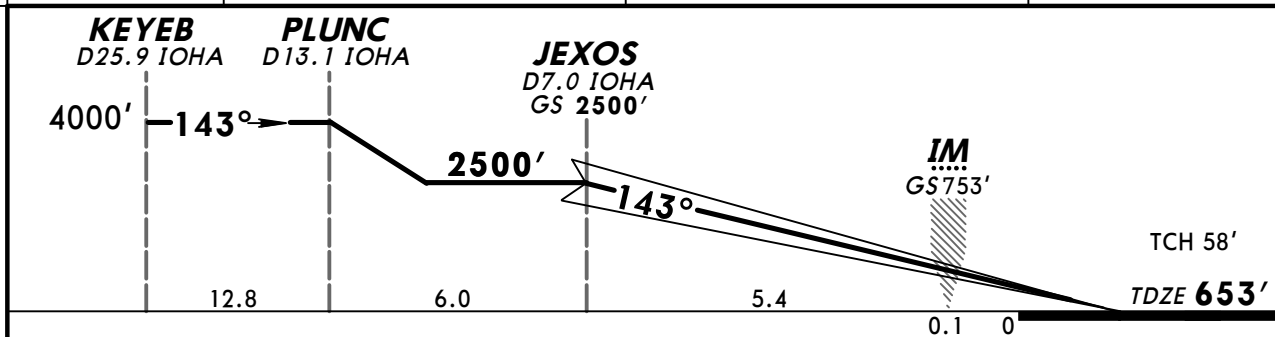
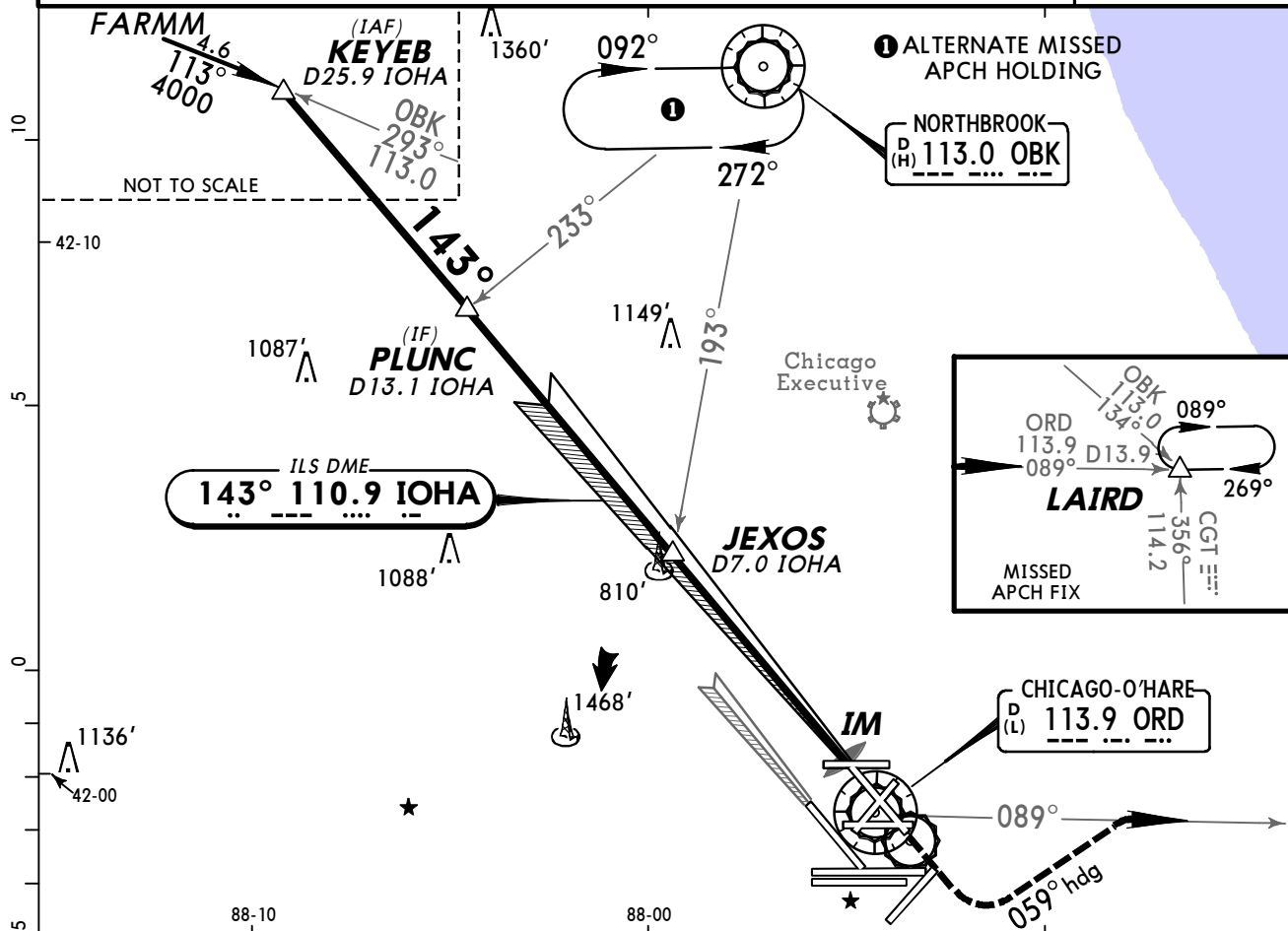
KORD/ORD
-O'HARE INTL

JEPPESSEN
11 OCT 13
Eff 17 Oct (21-7A)

CHICAGO, ILL
ILS Rwy 14L CAT II & III

BRIEFING STRIP

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE Tower (Main) 120.75 121.15 126.9 132.7				O'HARE Tower (North) Rwy 9L/27R 128.15
Ground (Main) 121.9				Ground (North) Rwy 9L/27R 124.12		
LOC IOHA 110.9	Final Apch Crs 143°	GS JEXOS 2500' (1847')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA RA 102' DA(H) 753' (100')	Apt Elev 672' TDZE 653'
MISSED APCH: Climb to 1200', then climbing LEFT turn to 4000' via 059° heading and outbound via ORD VOR R-089 to LAIRD INT and hold. Continue climb-in-hold to 4000'.						3400'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized with Rwy 14R. 3. VGSI and ILS glidepath not coincident.						MSA ORD VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1200'	4000'	059°
GS	3.00°	372	478	531	637	743	PAPI	↑	LT	hdg

STRAIGHT-IN LANDING RWY 14L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 102' DA(H) 753' (100')
NA	RVR 6	RVR 7	RVR 12

CHANGES: Chart reindexed, communications.

© JEPPESSEN, 1997, 2013. ALL RIGHTS RESERVED.

TERPS AMEND 29D 8 MAR 2012

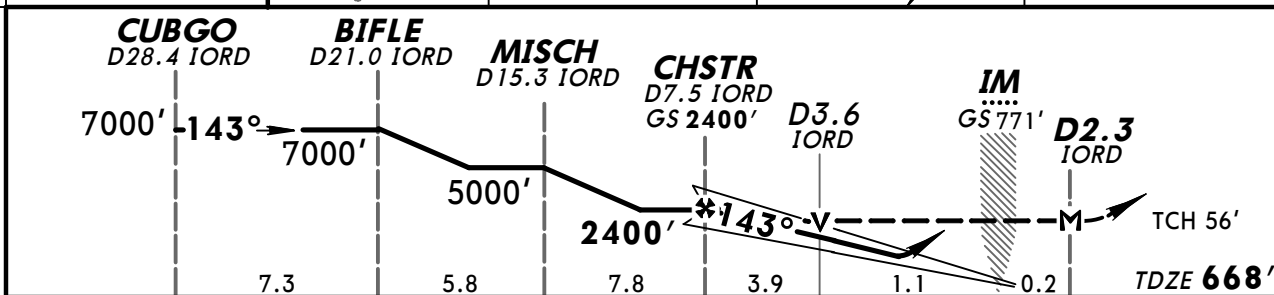
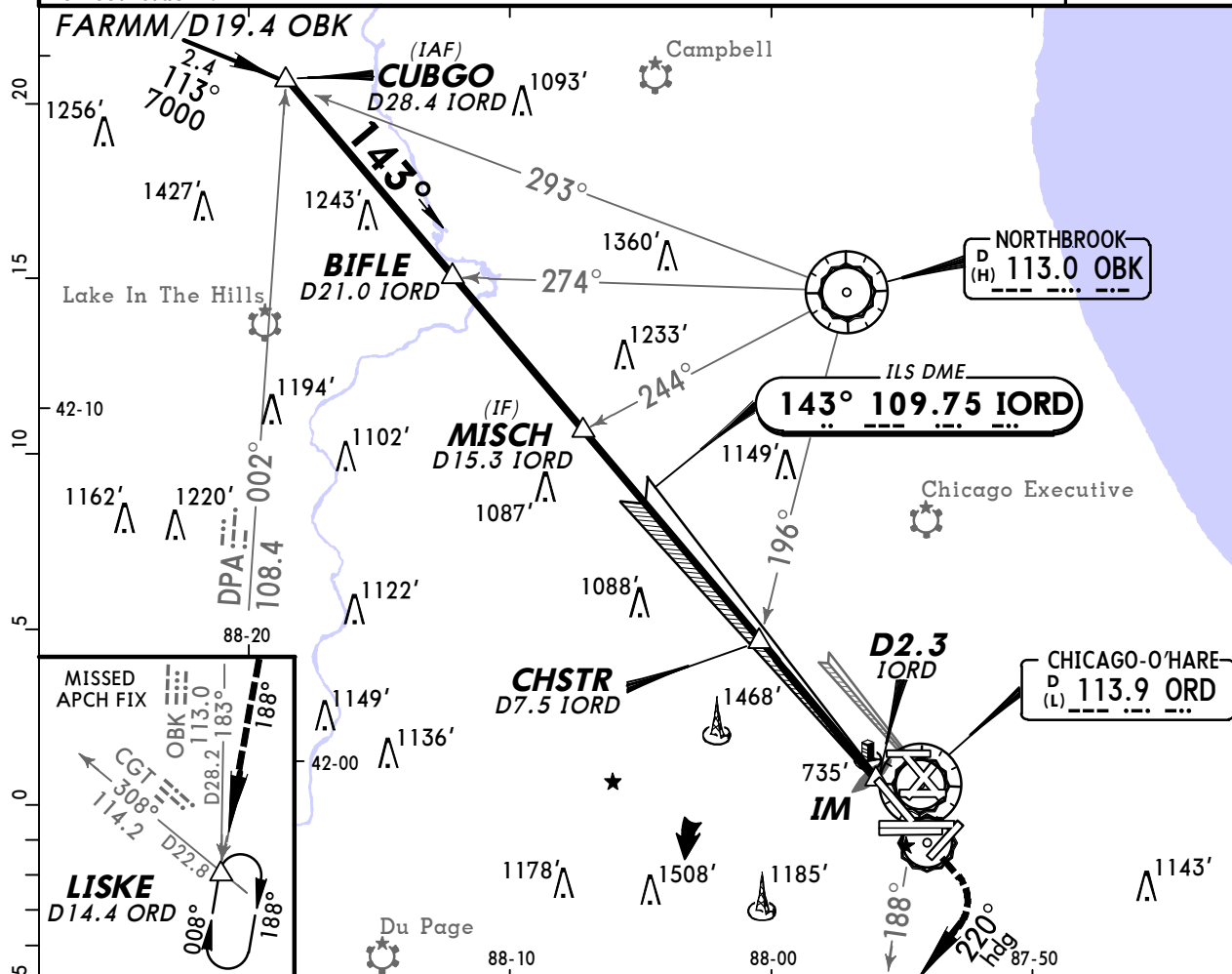
KORD/ORD
-O'HARE INTL

JEPPESSEN
11 OCT 13 (21-8) Eff 17 Oct

CHICAGO, ILL
ILS or LOC Rwy 14R

BRIEFING STRIP™

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE Tower (Main) 120.75 121.15 126.9 132.7				O'HARE Tower (North) Rwy 9L/27R 128.15
Ground (Main) 121.9			Ground (North) Rwy 9L/27R 124.12			
LOC IORD 109.75	Final Apch Crs 143°	GS CHSTR 2400' (1732')	ILS DA(H) 868' (200')	Apt Elev 672' TDZE 668'		3400' MSA ORD VOR
MISSED APCH: Climb to 1700', then climbing RIGHT turn to 4000' via heading 220° and outbound via ORD VOR R-188 to LISKE INT/D14.4 ORD and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized with Rwy 14L. 2. VGSI and ILS glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 1700' 4000' 220° via RT	ORD 113.9 R-188
GS 3.00°	372	478	531	637	743	849		
MAP at D2.3 IORD or CHSTR to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57		

STRAIGHT-IN LANDING RWY 14R			LOC (GS out)		CIRCLE-TO-LAND	
ILS DA(H) 868' (200')			MDA(H) 1140' (472')		Max Kts	
FULL	TDZ or CL out	ALS out	ALS out		90	1220' (548') - 1
A					120	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	140	1220' (548') - 1 1/2
C				RVR 60 or 1 1/4	165	1240' (568') - 2
D				1 1/2		

CHANGES: Chart reindexed, communications.

© JEPPESSEN, 1997, 2013. ALL RIGHTS RESERVED.

TERPS AMEND 30C 8 MAR 2012

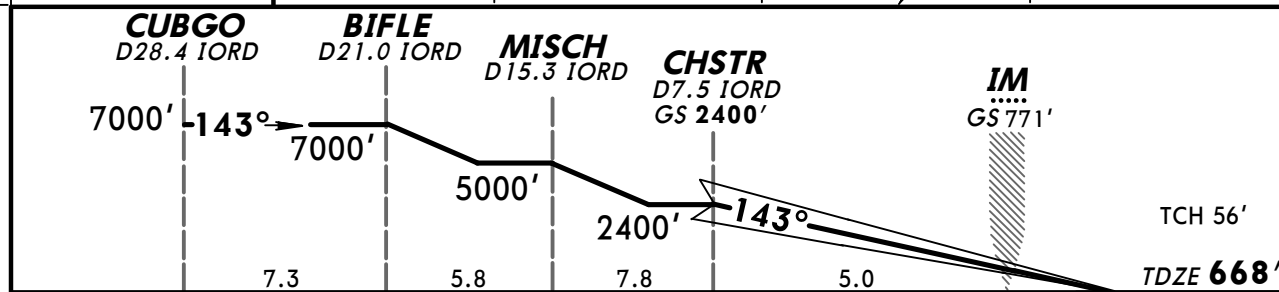
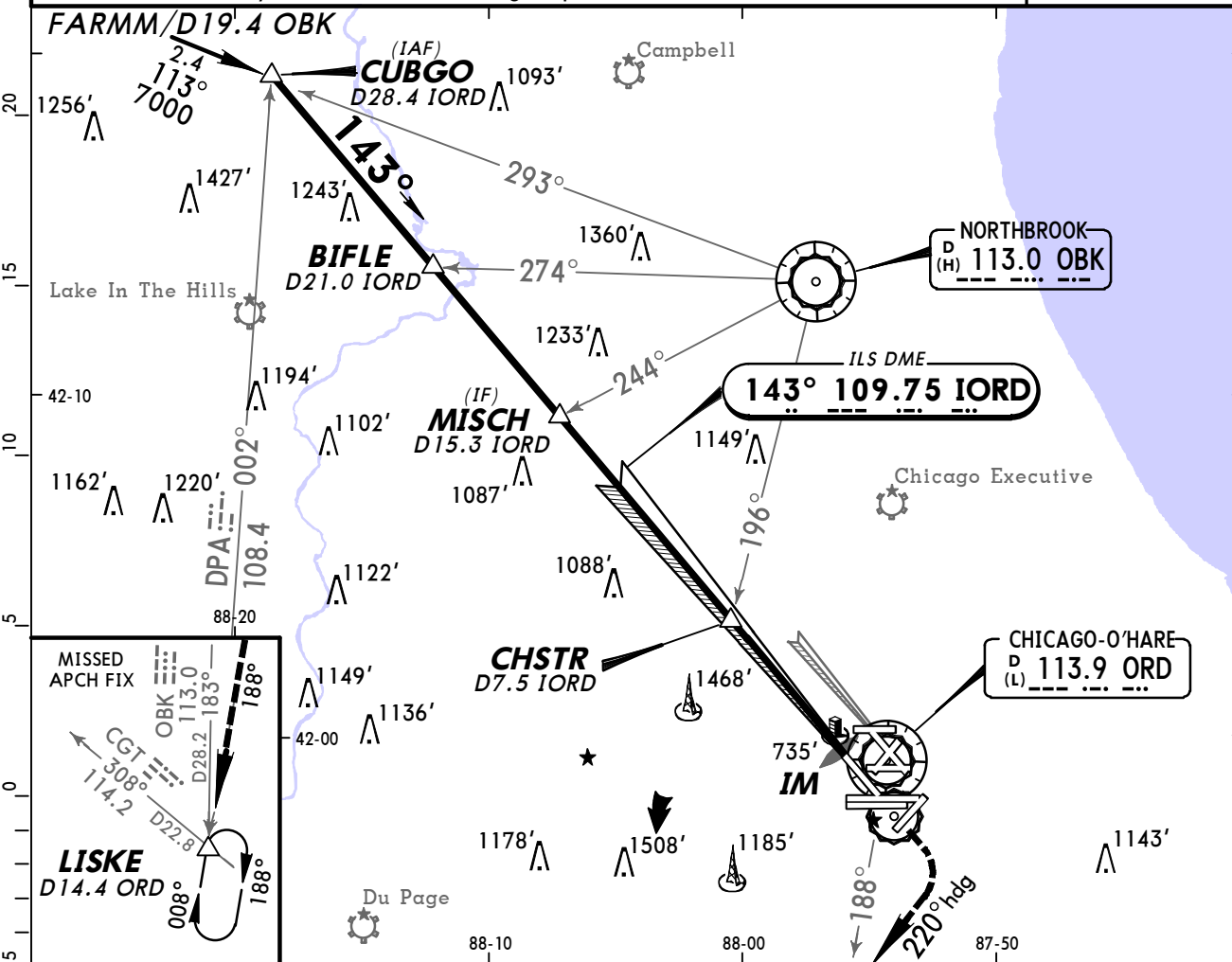
KORD/ORD
-O'HARE INTL

JEPPESSEN
11 OCT 13
Eff 17 Oct (21-8A)

CHICAGO, ILL
ILS Rwy 14R CAT II & III

BRIEFING STRIP™

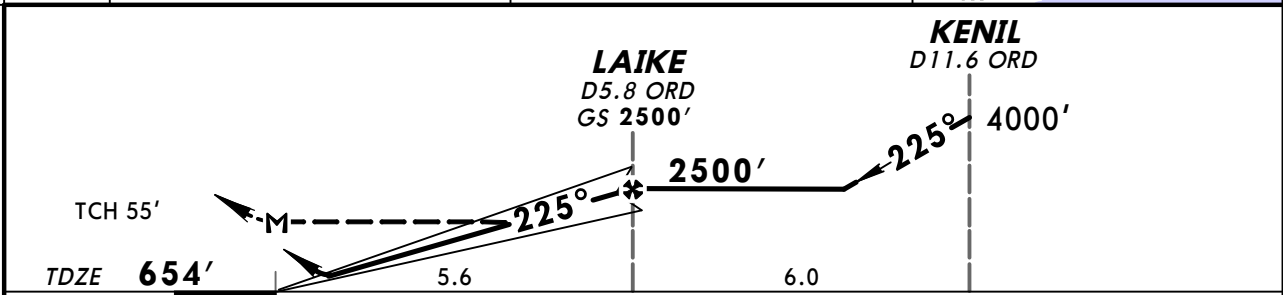
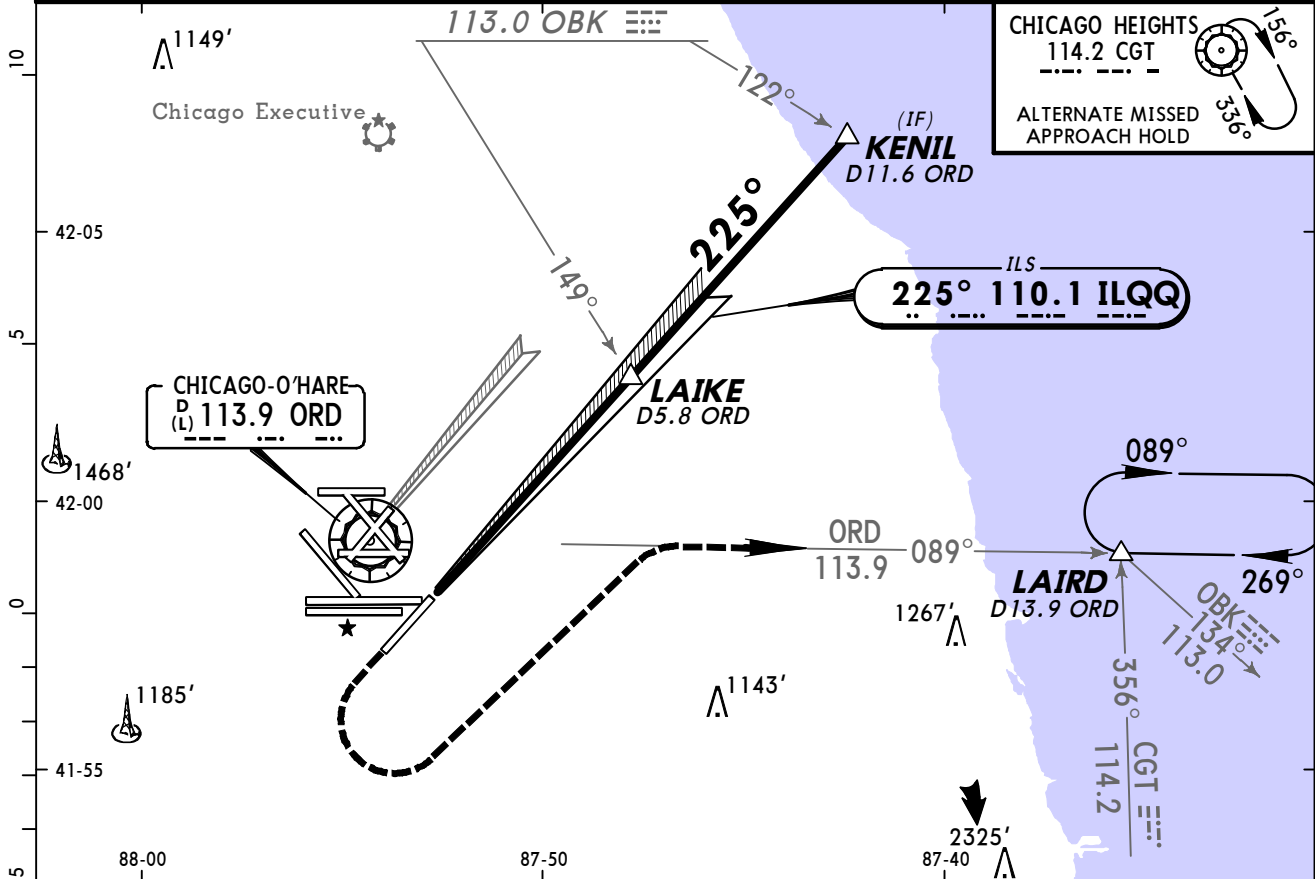
D-ATIS		CHICAGO Approach (R)		O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4		119.0		120.75	121.15	126.9	132.7	128.15
Ground (Main)					Ground (North) Rwy 9L/27R			
121.9					124.12			
LOC IORD	Final Apch Crs	GS CHSTR 2400' (1732')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA	CAT II RA 110' DA(H) 768' (100')	Apt Elev 672' TDZE 668'	3400' MSA ORD VOR
MISSED APCH: Climb to 1700', then climbing RIGHT turn to 4000' via heading 220° and outbound via ORD VOR R-188 to LISKE INT/D14.4 ORD and hold.								
Alt Set: INCHES								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1700'	4000'	220°	ORD
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	hdg	113.9
											R-188

STRAIGHT-IN LANDING RWY14R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 110' DA(H) 768' (100')
NA	RVR 6	RVR 7	RVR 12

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	
	135.4	119.0	120.75	121.15	126.9	132.7	128.15	
	Ground (Main)			Rwy 10C/28C	Ground (North)			Rwy 9L/27R
	121.9		134.15		124.12			
	LOC ILQQ	Final Apch Crs	GS LAIKE	ILS DA(H)	Apt Elev 672'		3400' MSA ORD VOR	
	110.1	225°	2500' (1846')	854' (200')	TDZE 654'			
	MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' outbound on ORD VOR R-089 to LAIRD INT/D13.9 ORD and hold, or as directed by ATC.							
Alt Set: INCHES								



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	MALSR PAPI	1100'	4000'	ORD	LAIRD	
<i>GS</i>	3.00°	372	478	531	637	743		849	↑	LT on 113.9		R-089
<i>LAIKE to MAP</i>	5.6	4:48	3:44	3:22	2:48	2:24		2:06				

TERPS				STRAIGHT-IN LANDING RWY 22L			CIRCLE-TO-LAND		
				ILS		LOC (GS out)			
				DA(H) 854' (200')		MDA(H) 1120' (466')			
				FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out	Max Kts
A									90
B							RVR 24 or 1/2	RVR 40 or 3/4	120
C	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4				RVR 50 or 1	RVR 60 or 1 1/8	140
D								1 3/8	165

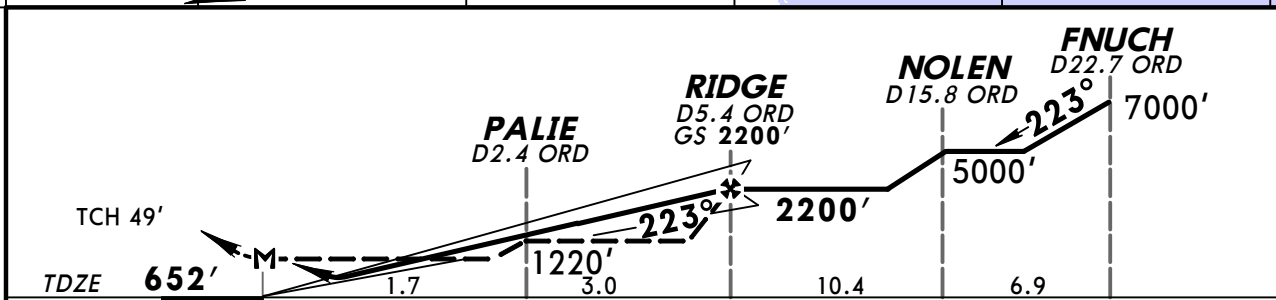
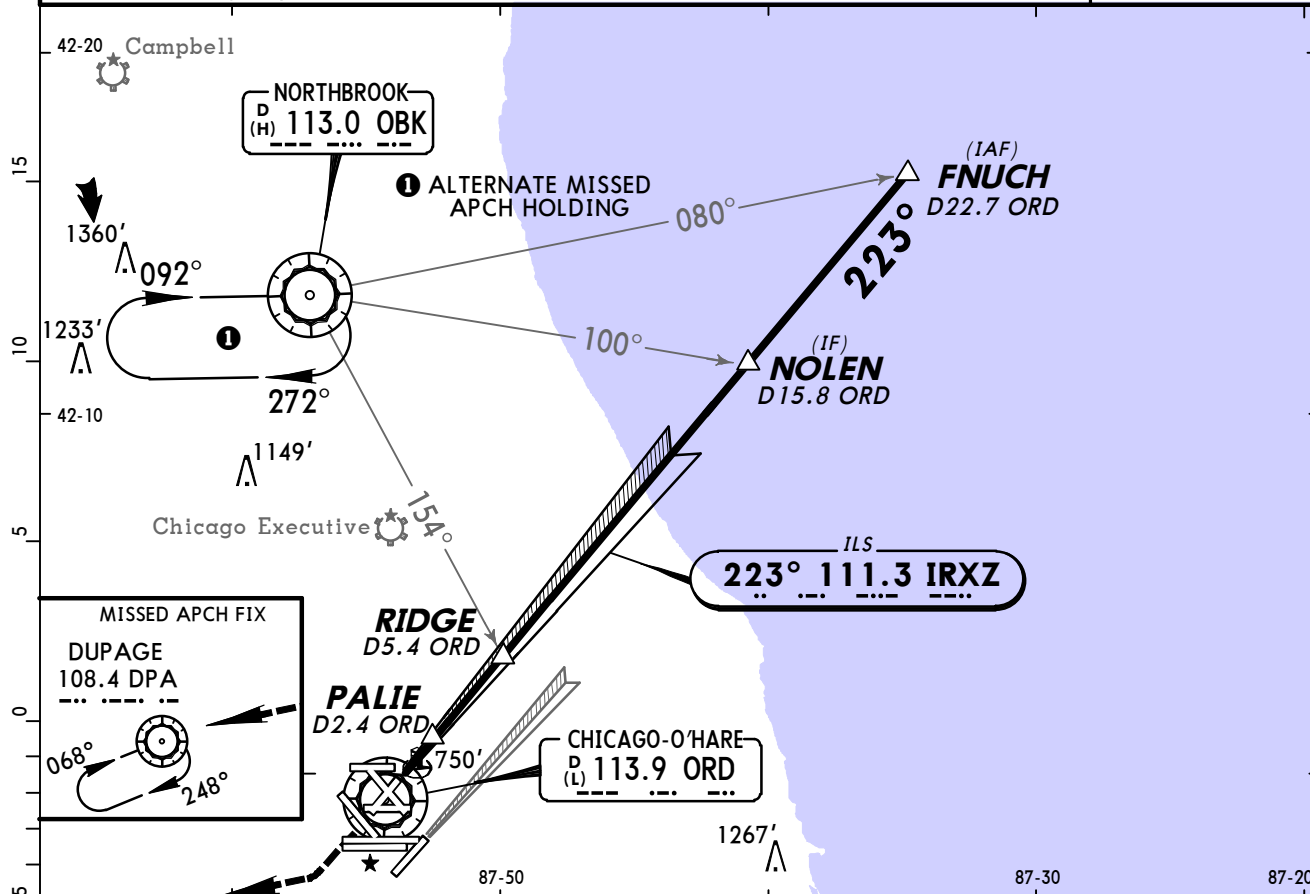
KORD/ORD
-O'HARE INTL

6 JUN 14

(21-10)

CHICAGO, ILL
ILS or LOC Rwy 22R

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
	135.4	119.0	120.75	121.15	126.9	132.7	128.15
	Ground (Main)			Ground (North)			
	Rwy 10C/28C			Rwy 9L/27R			
	121.9	134.15		124.12			
LOC IRXZ	Final Apch Crs	GS RIDGE	ILS DA(H)	Apt Elev		672'	3400' MSA ORD VOR
111.3	223°	2200' (1548')	852' (200')	TDZE		652'	
MISSED APCH: Climb to 1300', then climbing RIGHT turn to 4000' direct DPA VOR and hold, or as directed by ATC.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Radar required. 2. Simultaneous approach authorized with Rwy 22L. 3. VGSI and ILS glidepath not coincident.							



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		1300'	4000'		DPA 108.4
<i>GS</i> 3.00°	372	478	531	637	743	849		↑			
<i>RIDGE to MAP</i> 4.7	4:02	3:08	2:49	2:21	2:01	1:46					

TERPS				STRAIGHT-IN LANDING RWY 22R						CIRCLE-TO-LAND				
ILS				LOC (GS out)										
DA(H) 852'(200')				MDA(H) 980'(328') 1 With PALIE			MDA(H) 1220'(568') Without PALIE							
FULL		TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)			
A	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	1220'(548') - 1			
B									120					
C							RVR 26 or 1/2		RVR 50 or 1	1 1/4	1 3/8	1 5/8	140	1220'(548') - 1 1/2
D													165	1240'(568') - 2

1 DME from ORD VOR.

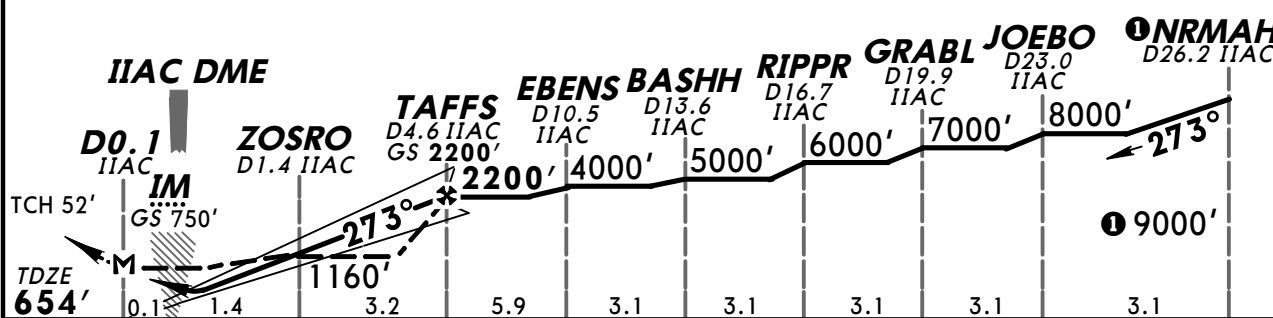
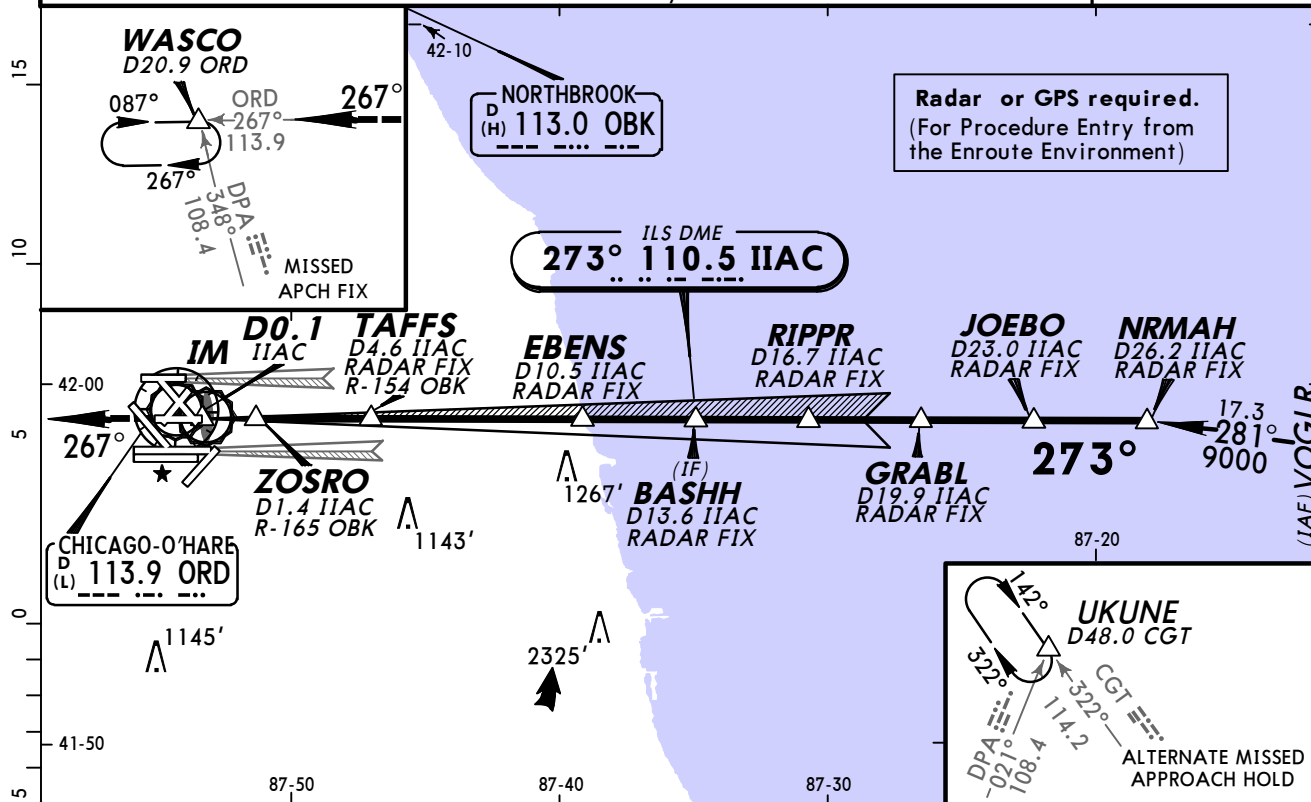
CHANGES: TDZE, minimums, communications.

© JEPPESEN, 1997, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 9A 29 MAY 2014

BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15
Ground (Main)		Rwy 10C/28C	Ground (North) Rwy 9L/27R			
121.9		134.15	124.12			
LOC IIAC	Final Apch Crs	GS TAFFS	ILS DA(H)	Apt Elev 672'		3400' MSA ORD VOR
110.5	273°	2200'(1546')	854'(200')	TDZE 654'		
MISSED APCH: Climb to 4000' outbound on ORD VOR R-267 to WASCO INT/D20.9 ORD and hold, or as directed by ATC.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 27R and Rwy 28C/R. 3. VGSI and ILS glidepath not coincident. 4. Light poles and sign up to 739' MSL located between 580' and 980' south of runway.						



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	4000'	ORD	WASCO
GS	3.00°	372	478	531	637	743	PAPI	↑	113.9	R-267
MAP at D0.1 IIAC or TAFFS to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46			

TERPS			STRAIGHT-IN LANDING RWY 27L				CIRCLE-TO-LAND	
ILS			LOC (GS out)				Max Kts	MDA(H) _____
DA(H) 854' (200')			MDA(H) 1080' (426')		MDA(H) 1160' (506')			
			2 With ZOSRO		Without ZOSRO			
FULL	TDZ or CL out	ALS out		ALS out		ALS out		
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24	RVR 55	RVR 24	RVR 55	
B				or 1/2	or 1	or 1/2	or 1	
C				RVR 40		RVR 55		
D				or 3/4	1 1/4	or 1	1 3/8	
							90 1220' (548') - 1	
							120 1220' (548') - 1 1/2	
							140 1220' (548') - 1 1/2	
							165 1460' (788') - 2 1/2	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

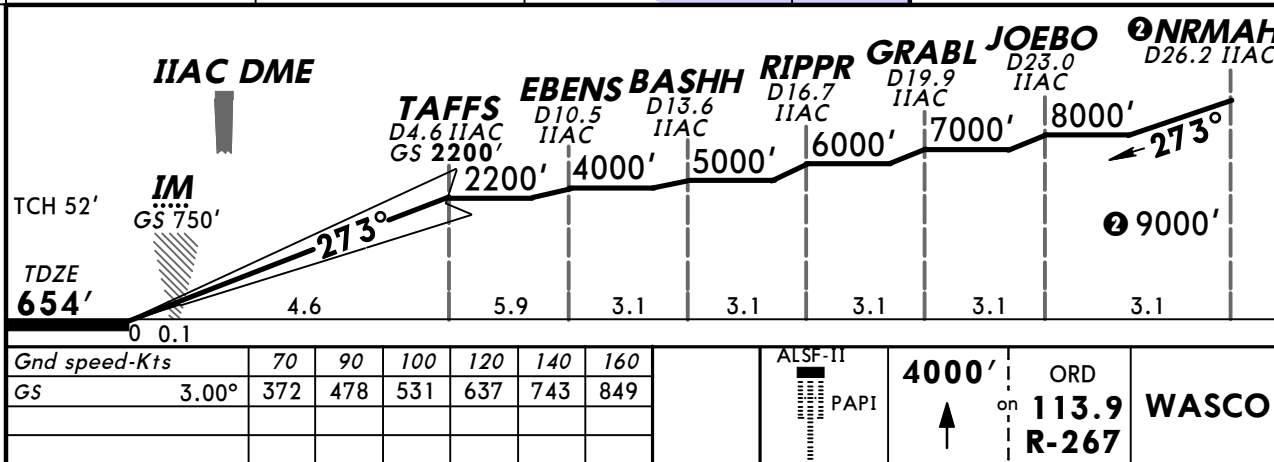
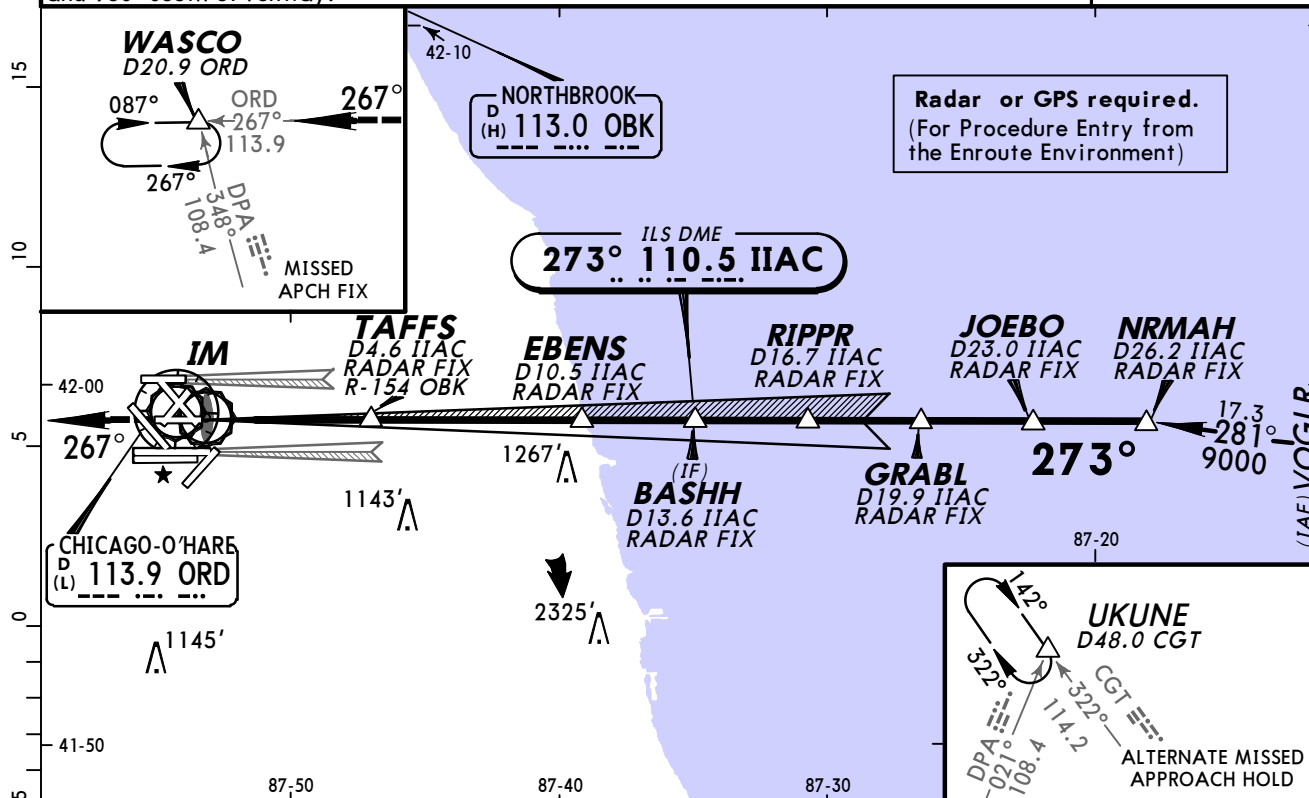
2 Dual VOR receivers or DME required.

CHANGES: TDZE, minimums.

© JEPPESEN, 1997, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP™

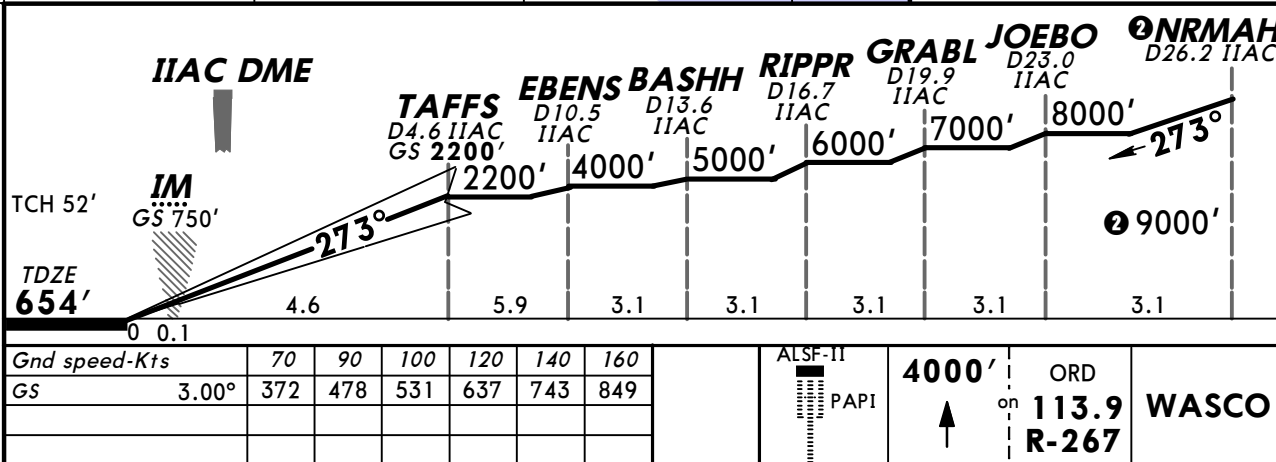
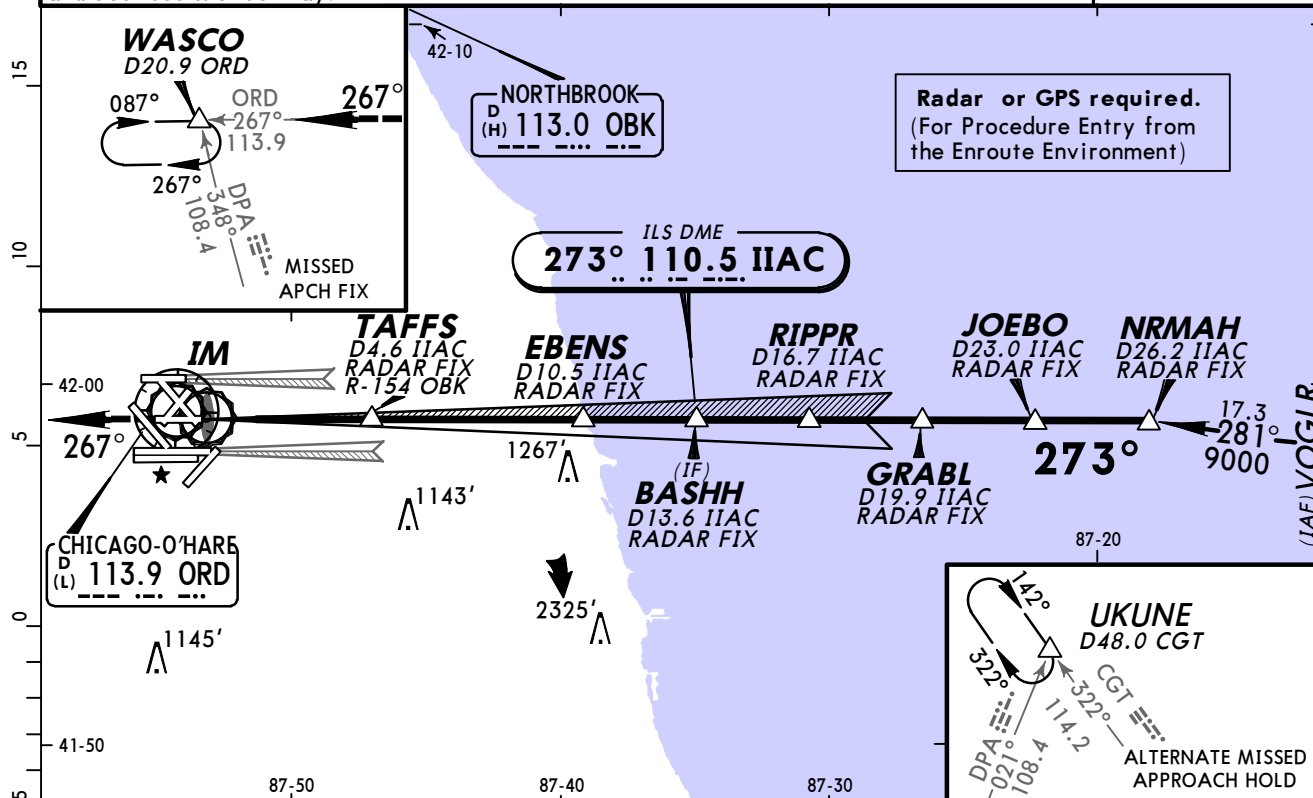
D-ATIS		CHICAGO Approach (R)		O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	
135.4		119.0		120.75	121.15	126.9	132.7	128.15	
Ground (Main)					Ground (North)				
121.9					Rwy 10C/28C 134.15		Rwy 9L/27R 124.12		
LOC IIAC	Final Apch Crs	GS TAFFS 2200' (1546')	CAT IIIC	CAT IIIB	CAT IIIA	CAT II RA 106' DA(H) 754' (100')	Apt Elev 672' TDZE 654'	3400' MSA ORD VOR	
110.5	273°	NA	Refer to Minimums						
MISSED APCH: Climb to 4000' outbound on ORD VOR R-267 to WASCO INT/D20.9 ORD and hold, or as directed by ATC.									
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'				
1. Special Aircrew & Acft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 27R and Rwy 28C/R. 4. VGSI and ILS glidepath not coincident. 5. Light poles and sign up to 739' MSL located between 580' and 980' south of runway.									



TERPS				STRAIGHT-IN LANDING RWY 27L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 106' DA(H) 754'(100')	NA	RVR 6	RVR 7	RVR 12
NA	RVR 6	RVR 7	RVR 12				

BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15
Ground (Main)		Rwy 10C/28C	Ground (North) Rwy 9L/27R			
121.9		134.15	124.12			
LOC IIAC 110.5	Final Apch Crs 273°	GS TAFFS 2200' (1546')	SA CAT I ILS RA 160' DA(H) 804' (150')	Apt Elev 672'	TDZE 654'	
MISSED APCH: Climb to 4000' outbound on ORD VOR R-267 to WASCO INT/D20.9 ORD and hold, or as directed by ATC.						3400' MSA ORD VOR
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Special Aircrew & Acft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 27R and Rwy 28C/R. 4. VGSI and ILS glidepath not coincident. 5. Light poles and sign up to 739' MSL located between 580' and 980' south of runway.						



TERPS									
STRAIGHT-IN LANDING RWY 27L									
1 SA CAT I ILS									
RA 160'									
DA(H) 804' (150')									

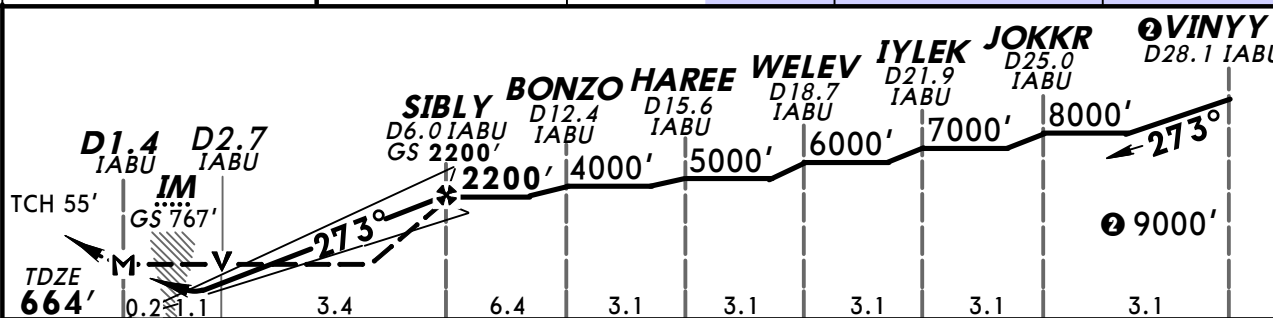
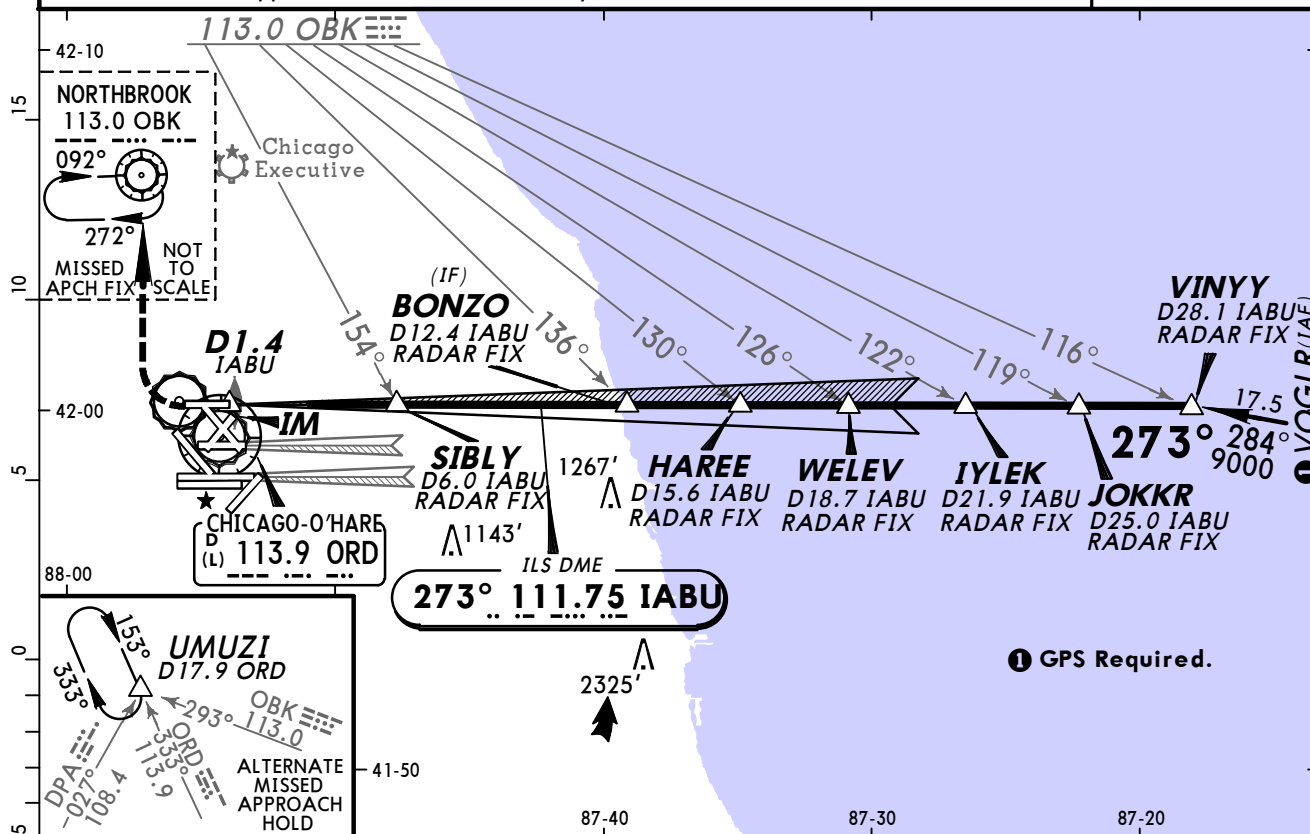
RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: TDZE, minimums.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
	135.4	119.0	120.75	121.15	126.9	132.7	128.15
	Ground (Main)			Ground (North)			
	Rwy 10C/28C			Rwy 9L/27R			
	121.9	134.15		124.12			
	LOC IABU 111.75	Final Apch Crs 273°	GS SIBLY 2200' (1536')	ILS DA(H) 864' (200')	Apt Elev 672'	TDZE 664'	3400' MSA ORD VOR
	MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' direct OBK VOR and hold, or as directed by ATC.						
Alt Set: INCHES							

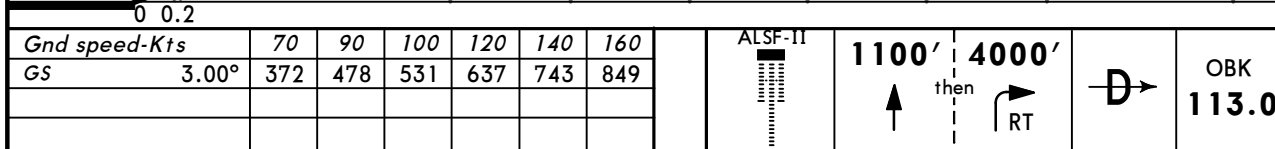
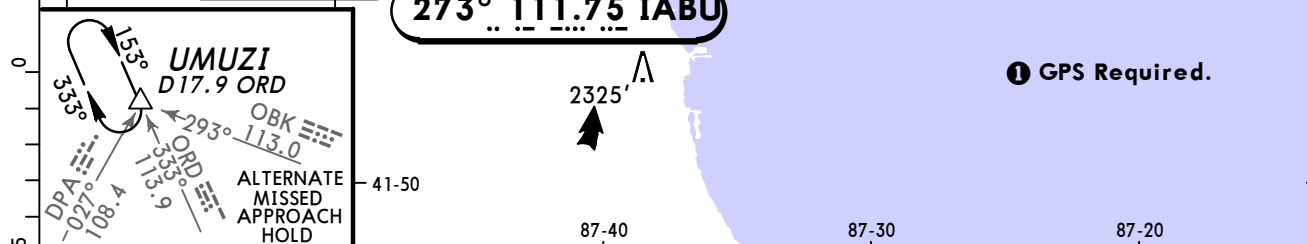


Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1100' then 4000' RT	OBK 113.0
GS	3.00°	372	478	531	637	849			
MAP at D1.4 IABU or SIBLY to MAP	4.7	4:02	3:08	2:49	2:21	2:01			

TERPS			STRAIGHT-IN LANDING RWY 27R				CIRCLE-TO-LAND	
ILS			LOC (GS out)					
DA(H) 864' (200')			MDA(H) 1120' (456')					
FULL		TDZ or CL out	ALS out		ALS out		Max Kts	MDA(H)
A							90	1220' (548') - 1
B	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1		120	
C				RVR 45 or 7/8	1 3/8		140	1220' (548') - 1 1/2
D							165	1460' (788') - 2 1/2

CHICAGO, ILL

BRIEFING STRIP™



ERPS AMFEND 2B 29 MAY 2014

© JEPPESEN, 2008, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP™



--	--

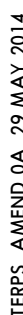
STRAIGHT-IN LANDING RWY 27R

RA 171'

 $DA_{(H)} \quad \mathbf{814'} (150')$

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHICAGO, ILL
ILS or LOC Rwy 28C

BRIEFING STRIP™

TERPS				STRAIGHT-IN LANDING RWY				28C		CIRCLE-TO-LAND			
ILS				LOC (GS out)									
DA(H) 851'(200')				MDA(H) 1040'(389')		MDA(H) 1200'(549')							
				2 With ZUPTI		Without ZUPTI		C 2 With ZUPTI		Without ZUPTI			
FULL		TDZ or CL out	ALS out		ALS out		ALS out	Max Kts	MDA(H)	MDA(H)			
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 24 or 1/2	RVR 55 or 1	90	1220'(548')-1	1220'(548')-1			
B							120						
C				RVR 35 or 5/8	RVR 60 or 1 1/8	RVR 60 or 1 1/8	1 5/8	140				1220'(548')-1 1/2	1220'(548')-1 5/8
D							165	1460'(788')-2 1/2				1460'(788')-2 1/2	

2 Dual VOR receivers or DME required.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

KORD/ORD
-O'HARE INTL

6 JUN 14

JEPPSEN

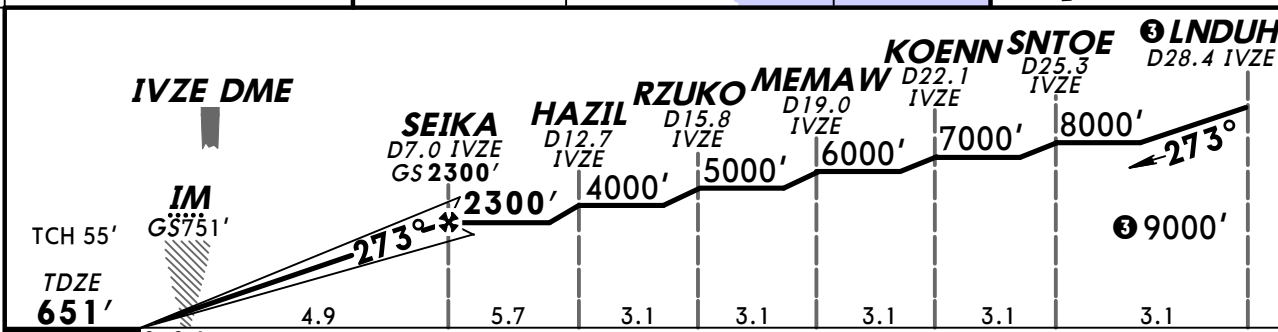
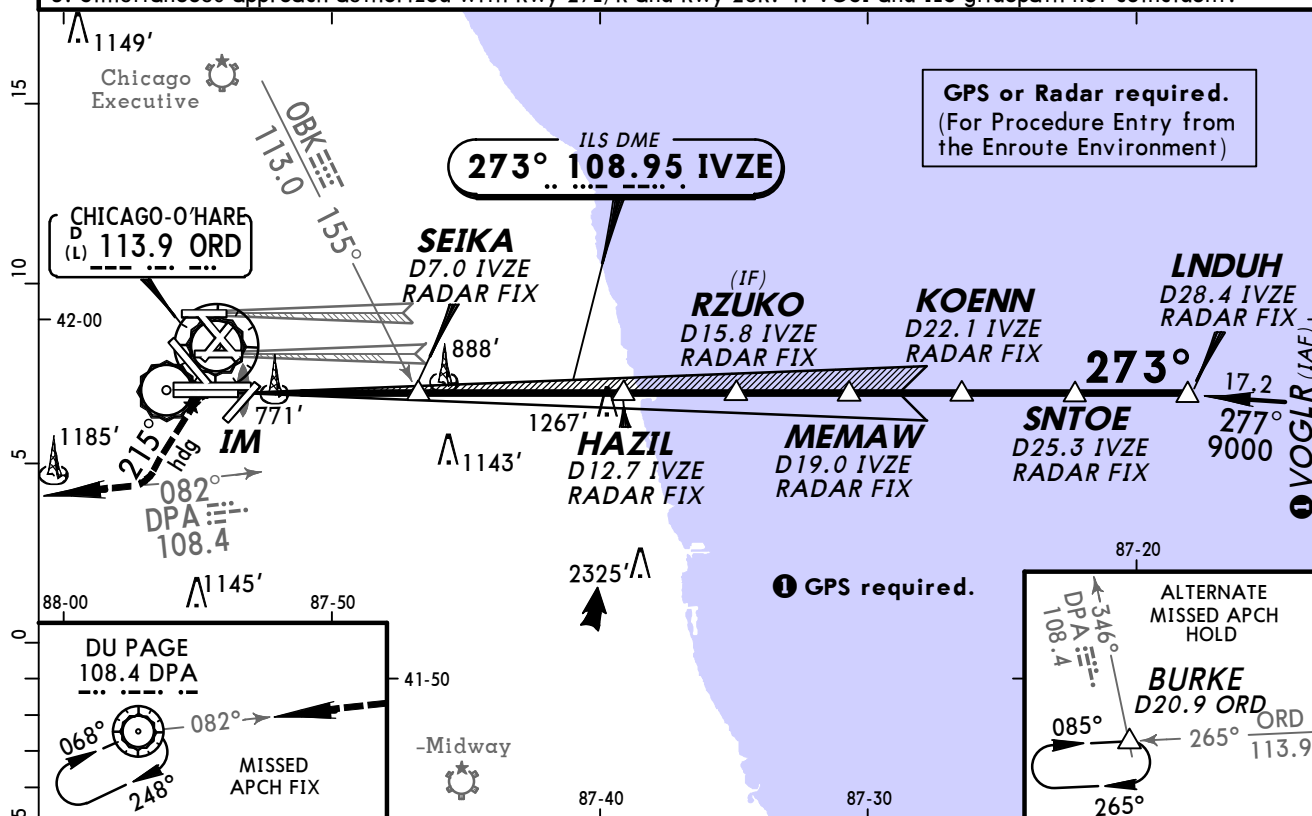
21-13AA

ILS Rwy 28C CAT II & III

CHICAGO, ILL

BRIEFING STRIP™

D-ATIS		CHICAGO Approach (R)		O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	
135.4		119.0		120.75		121.15		126.9 132.7 128.15	
Rwy 10C/28C				Ground (Main)		Ground (North) Rwy 9L/27R			
134.15				121.9		124.12			
LOC IVZE	Final Apch Crs	GS SEIKA 2300' (1649')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA	CAT II RA 96' DA(H) 751'(100')	Apt Elev 672' TDZE 651'	3400' MSA ORD VOR	
108.95	273°								
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' on heading 215° and inbound on DPA VOR R-082 to DPA VOR and hold, or as directed by ATC.									
Alt Set: INCHES				Trans level: FL 180				Trans alt: 18000'	
1. Special Aircrew & Acft Certification Required. 2. DME or Radar Required.									
3. Simultaneous approach authorized with Rwy 27L/R and Rwy 28R. 4. VGSI and ILS glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	4000'	215°	DPA
GS	3.00°	372	478	531	637	743	PAPI	↑	LT	on	108.4
											R-082

TERPS				STRAIGHT-IN LANDING RWY 28C			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS				
			RA 96'				
			DA(H) 751'(100')				
NA	RVR 6	RVR 7	RVR 12				

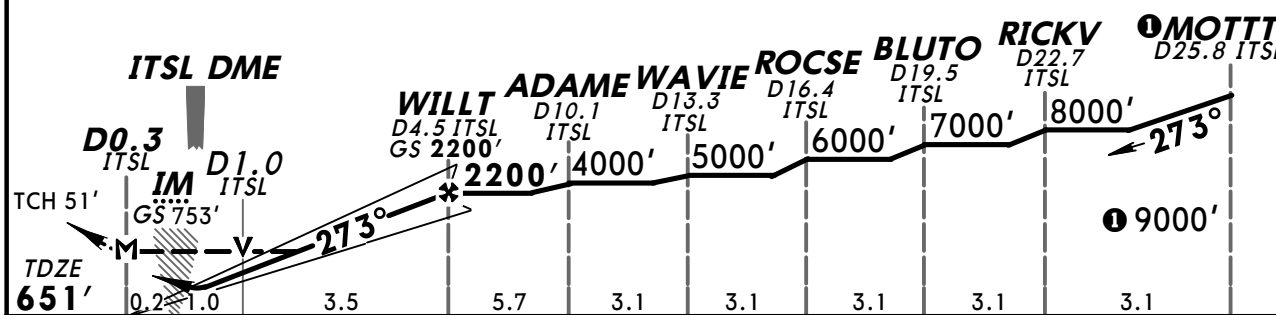
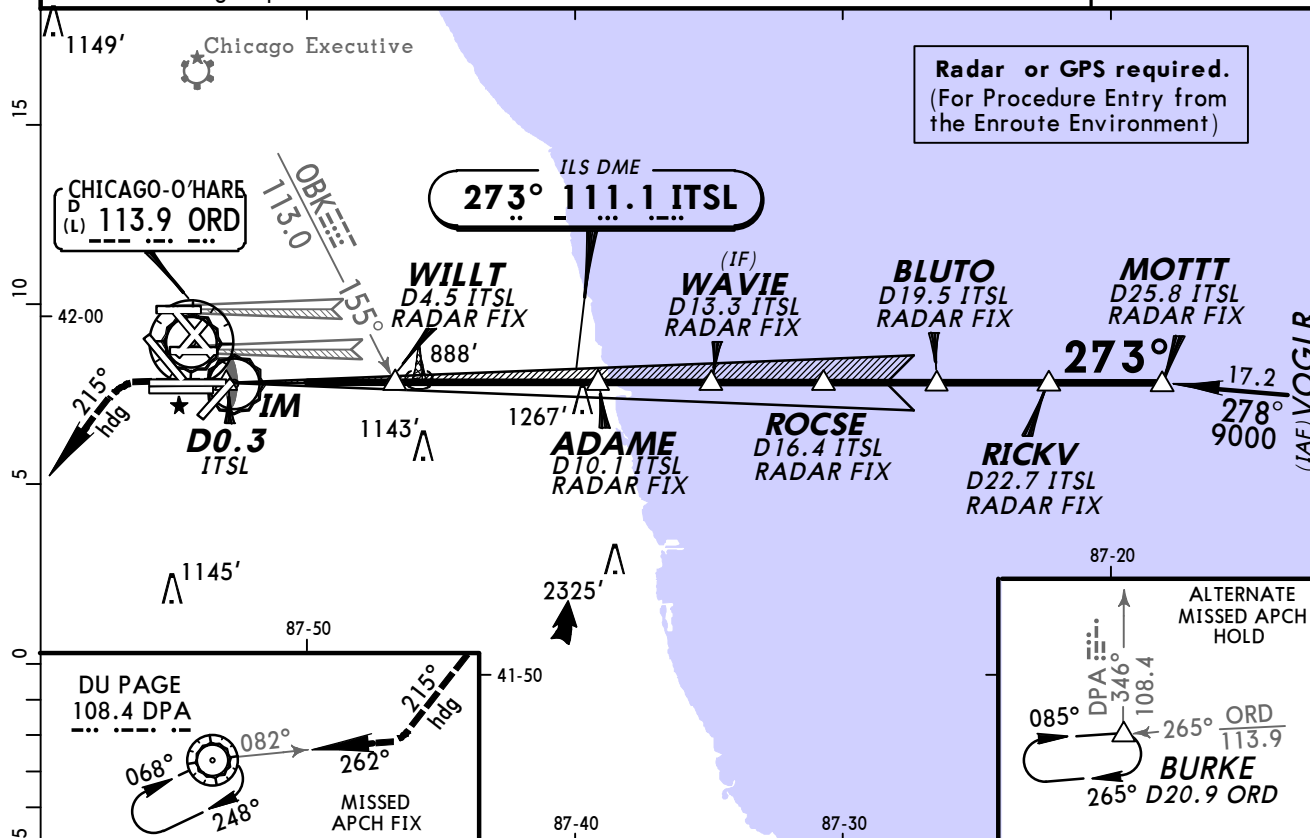
TERPS AMEND 0A 29 MAY 2014

CHANGES: TDZE, minimums.

© JEPPSEN, 2013, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15
Ground (Main)		Rwy 10C/28C	Ground (North) Rwy 9L/27R			
121.9		134.15	124.12			
LOC ITSL	Final Apch Crs	GS WILLT	ILS DA(H)	Apt Elev 672'		3400' MSA ORD VOR
111.1	273°	2200' (1549')	851' (200')	TDZE 651'		
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' on heading 215° and inbound DPA VOR R-082 to DPA VOR and hold, or as directed by ATC.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. DME or Radar required.						
2. Simultaneous approach authorized with Rwy 27L/R.						
3. VGSI and ILS glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		PAPI		1100'	4000'	215°	DPA
GS	3.00°	372	478	531	637	743	849				↑	LT	hdg	108.4
MAP at D0.3 ITSL or WILLT to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46							R-082

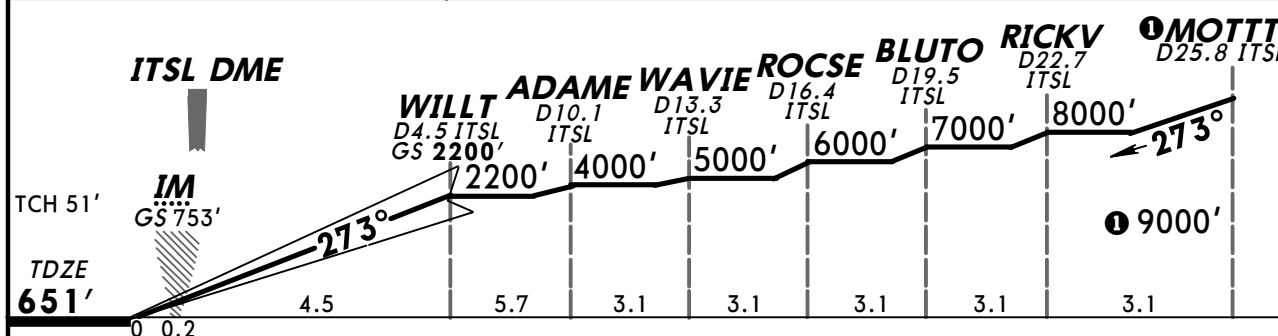
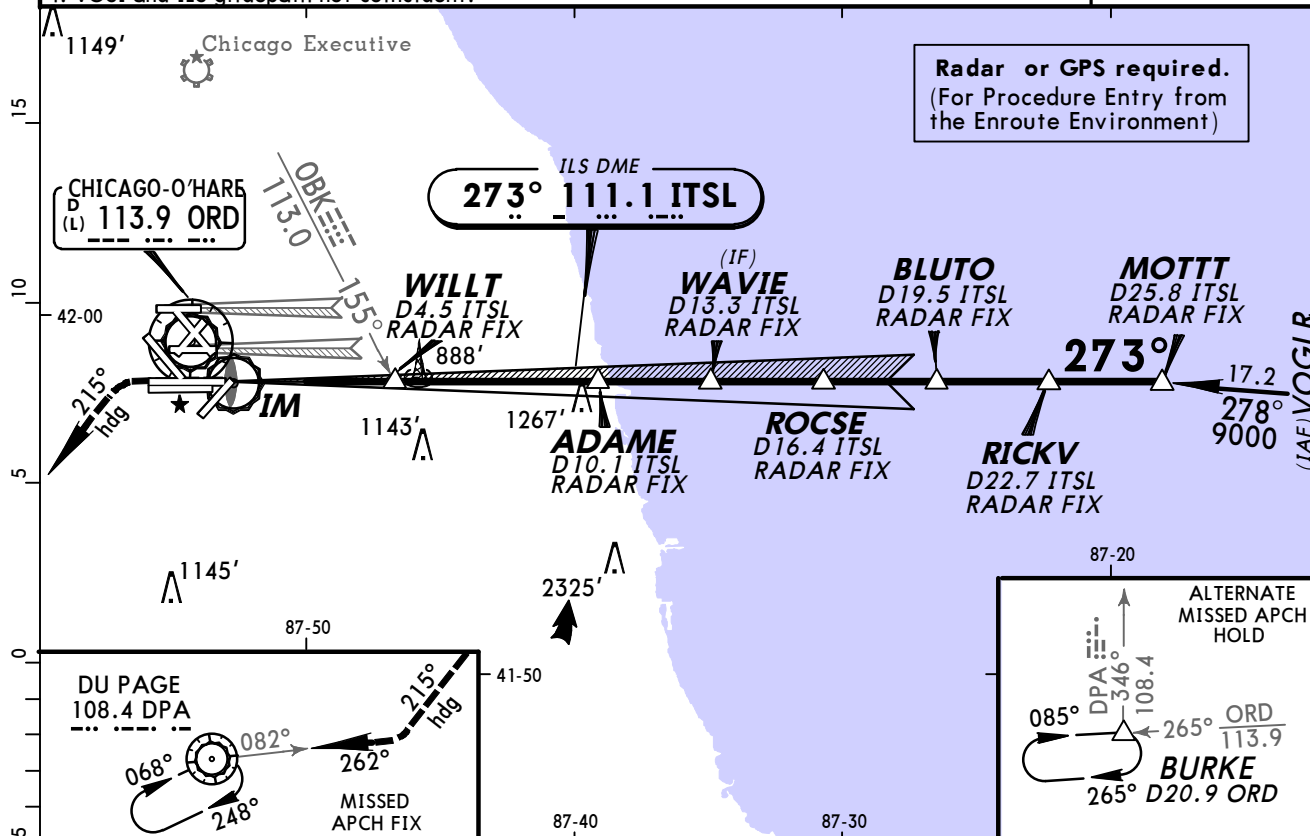
TERPS		STRAIGHT-IN LANDING RWY 28R				CIRCLE-TO-LAND	
		ILS		LOC (GS out)			
		DA(H) 851' (200')		MDA(H) 1120' (469')			
		FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H)
A						90	1220' (548')-1
B						120	
C	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4			140	1220' (548')-1 1/2
D						165	1240' (568')-2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: TDZE.

© JEPPESEN, 1997, 2014. ALL RIGHTS RESERVED.

D-ATIS		CHICAGO Approach (R)		O'HARE Tower (Main)			O'HARE Tower (North) Rwy 9L/27R
135.4		119.0		120.75	121.15	126.9	132.7
121.9		Ground (Main)		Rwy 10C/28C		Ground (North) Rwy 9L/27R	
121.9		134.15		124.12			
LOC ITSL	Final Apch Crs	GS WILLT 2200' (1549')	CAT IIIC	CAT IIIB	CAT IIIA	CAT II RA 97' DA(H) 751'(100')	Apt Elev 672' TDZE 651'
111.1	273°		NA	Refer to Minimums			
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' on heading 215° and inbound DPA VOR R-082 to DPA VOR and hold, or as directed by ATC.							3400'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							MSA ORD VOR
1. Special Aircrew & Acft Certification Required. 2. DME or Radar required.							
3. Simultaneous approach authorized with Rwy 27L/R.							
4. VGSI and ILS glidepath not coincident.							

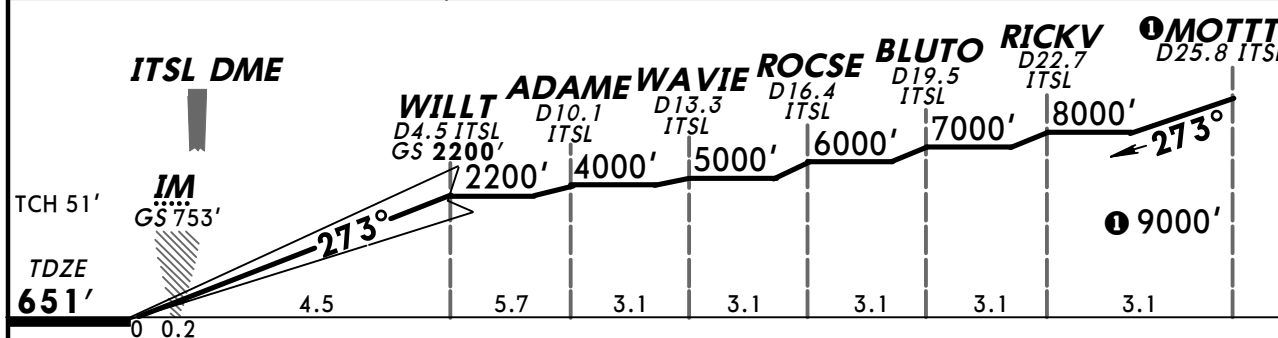
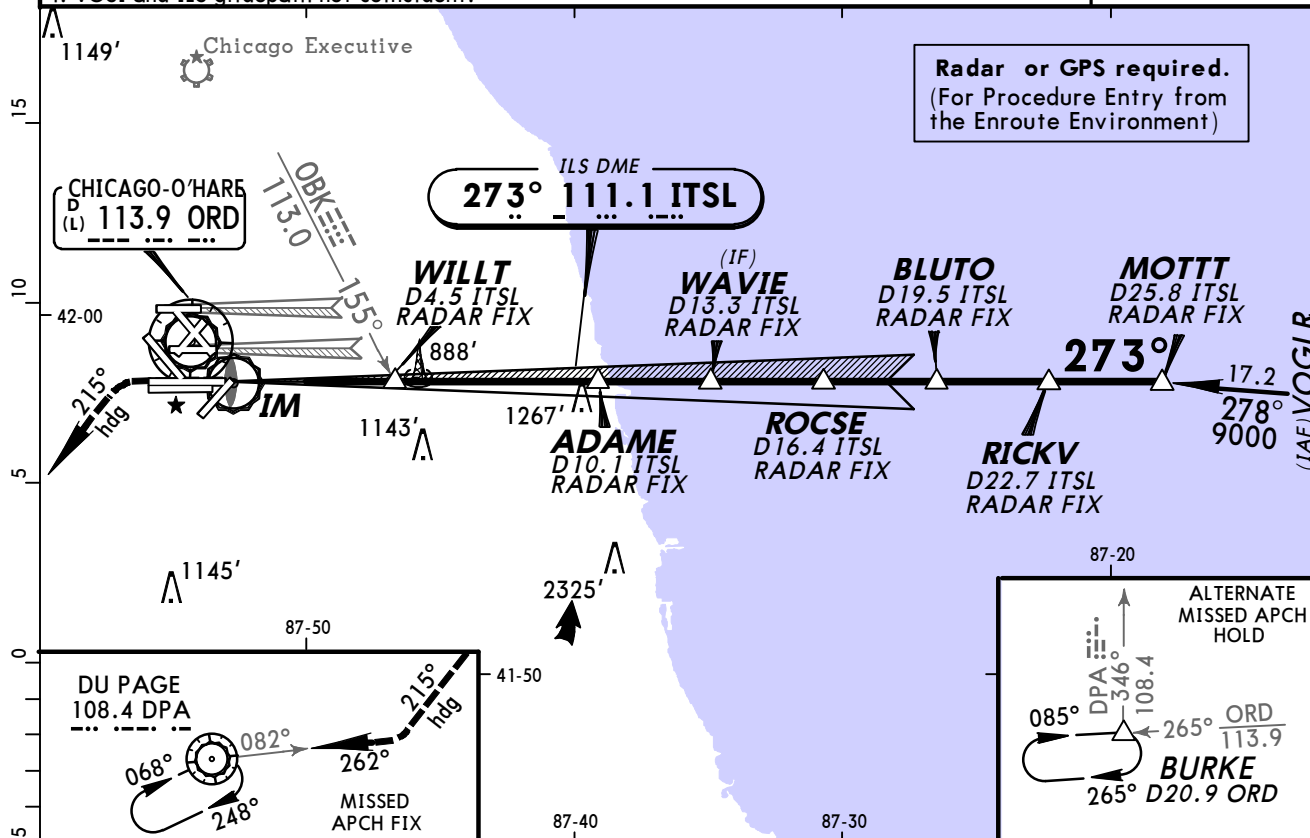


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	4000'	215°	DPA
GS	3.00°	372	478	531	637	743	PAPI	↑	LT	hdg	108.4
											R-082

TERPS				STRAIGHT-IN LANDING RWY 28R			
CAT IIIC ILS		CAT IIIB ILS		CAT IIIA ILS		CAT II ILS RA 97' DA(H) 751'(100')	
NA		RVR 6		RVR 7		RVR 12	

BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15
Ground (Main)		Rwy 10C/28C		Ground (North) Rwy 9L/27R		
121.9		134.15		124.12		
LOC ITSL 111.1	Final Apch Crs 273°	GS WILLT 2200' (1549')	SA CAT I ILS RA 161' DA(H) 801' (150')	Apt Elev 672' TDZE 651'		3400' MSA ORD VOR
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' on heading 215° and inbound DPA VOR R-082 to DPA VOR and hold, or as directed by ATC.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. Special Aircrew & Acft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 27L/R. 4. VGSI and ILS glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	4000'	215°	DPA
GS	3.00°	372	478	531	637	743	849	PAPI	LT	hdg	R-082

TERPS	STRAIGHT-IN LANDING RWY 28R
SA CAT I ILS RA 161' DA(H) 801' (150')	
RVR 14	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

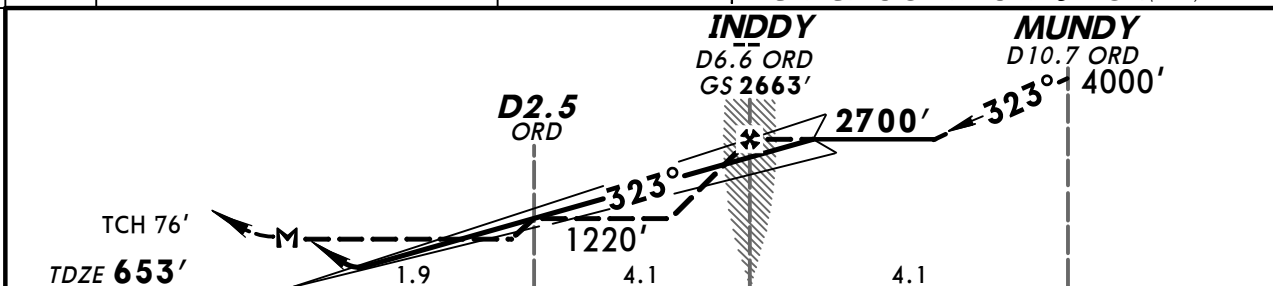
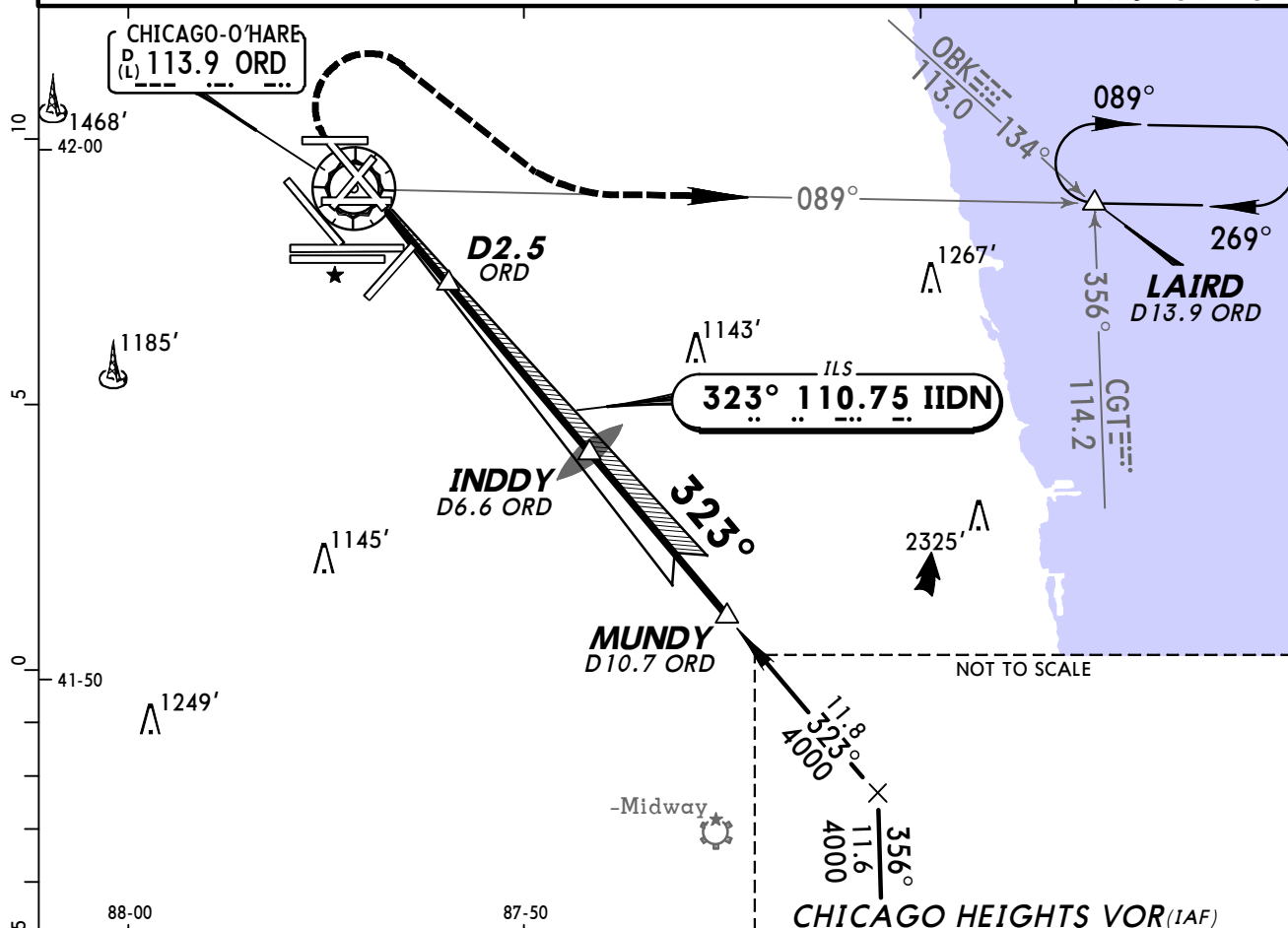
KORD/ORD
-O'HARE INTL

JEPPESSEN
11 OCT 13 21-15AA

CHICAGO, ILL
Eff 17 Oct ILS or LOC Rwy 32R

BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15
Ground (Main)			Ground (North) Rwy 9L/27R			
121.9			124.12			
LOC IIDN	Final Apch Crs	GS INDDY	ILS DA(H)	Apt Elev 672'		
110.75	323°	2663' (2010')	853' (200')	TDZE 653'		
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 4000' outbound via ORD VOR R-089 to LAIRD INT/D13.9 ORD and hold.						3400' MSA ORD VOR
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. DME from ORD VOR.						



Gnd speed-Kts	70	90	100	120	140	160		1100'	4000'	ORD
GS	3.00°	372	478	531	637	743		↑	RT	via 113.9 R-089
INDY to MAP	6.0	5:09	4:00	3:36	3:00	2:34				

ILS			STRAIGHT-IN LANDING RWY 32R						CIRCLE-TO-LAND		
DA(H) 853' (200')			LOC (GS out)			MDA(H) 1220' (567')			MDA(H)		
FULL			With D2.5 ORD			Without D2.5 ORD					
TDZ or CL out			RAIL out			RAIL out			Max Kts		
RAIL or ALS out			ALS out			ALS out					
A			RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1220' (548') - 1	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 50 or 1	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/4	120	1220' (548') - 1 1/2	
C			RVR 50 or 1			RVR 50 or 1			140	1240' (568') - 2	
D									165		

TERPS AMEND 21E 8 MAR 2012

CHANGES: Chart reindexed, communications.

© JEPPESSEN, 1997, 2013. ALL RIGHTS RESERVED.

BRIEFING STRIP™

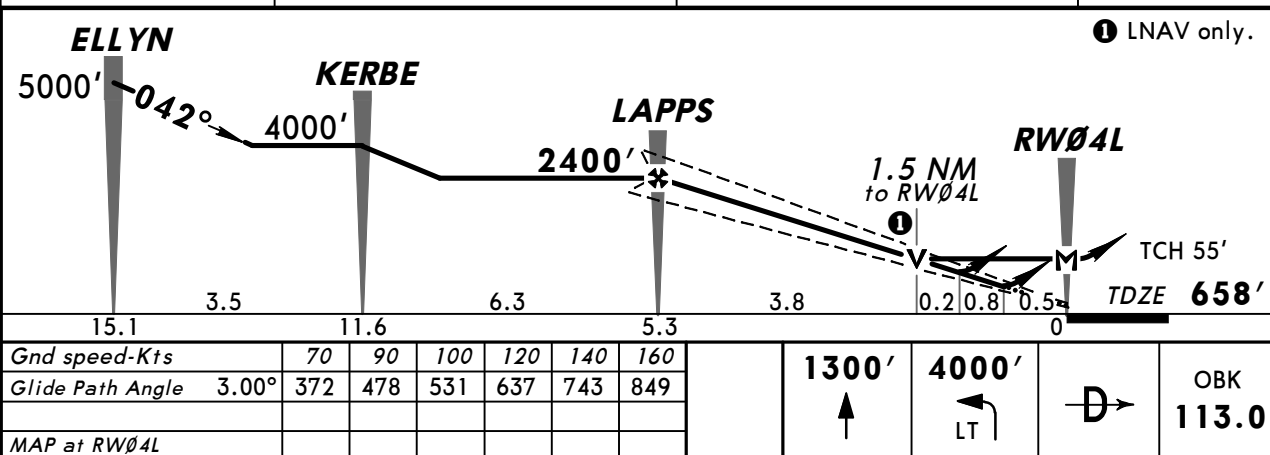
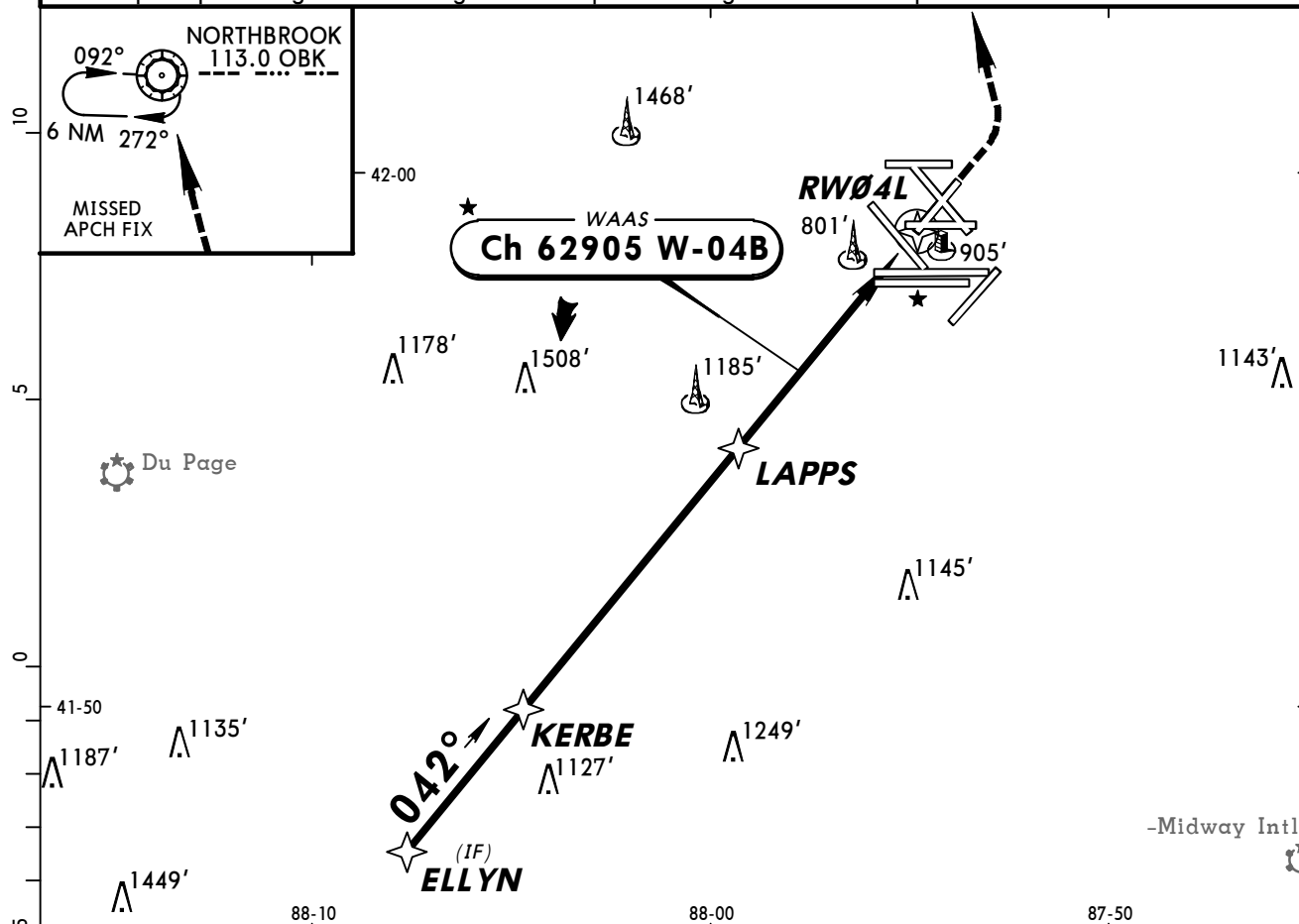
D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15
Ground (Main)			Rwy 10C/28C	Ground (North) Rwy 9L/27R		
121.9			134.15	124.12		
WAAS Ch 62905 W-04B	Final Apch Crs 042°	Minimum Alt LAPPS 2400' (1742')	LPV DA(H) 858' (200')	Apt Elev 672' TDZE 658'		3400' MSA RW04L
MISSED APCH: Climb to 1300' then climbing LEFT turn to 4000' direct OBK VOR and hold.						

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 39°C (102°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 4R. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



TERPS		STRAIGHT-IN LANDING RWY 4L			CIRCLE-TO-LAND	
LPV DA(H) 858'(200')		LNAV/VNAV DA(H) 1117'(459')	LNAV MDA(H) 1180'(522')	Max Kts	MDA(H)	
A	RVR 40 or 3/4	1 1/2	RVR 55 or 1	90	1220'(548')-1	
B			1 1/2	140	1220'(548')-1 1/2	
C						
D						165

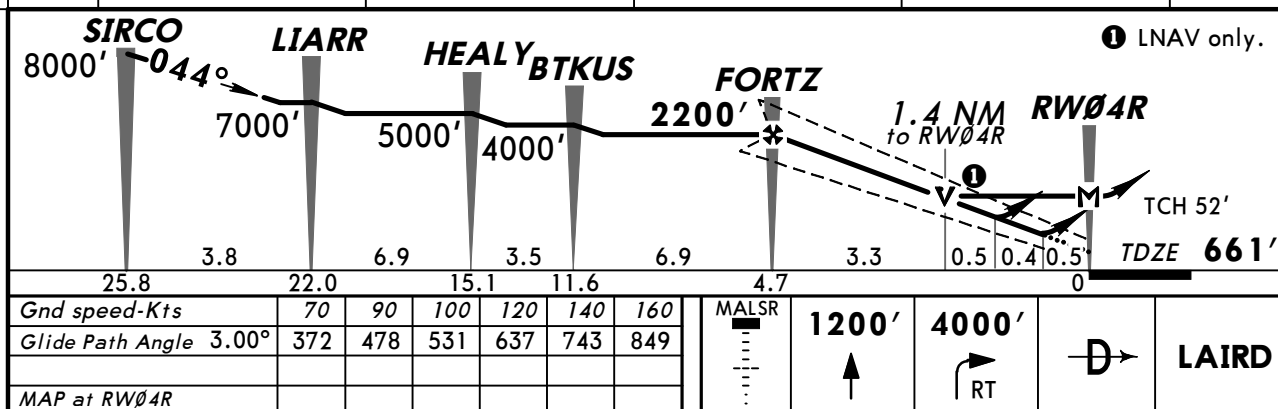
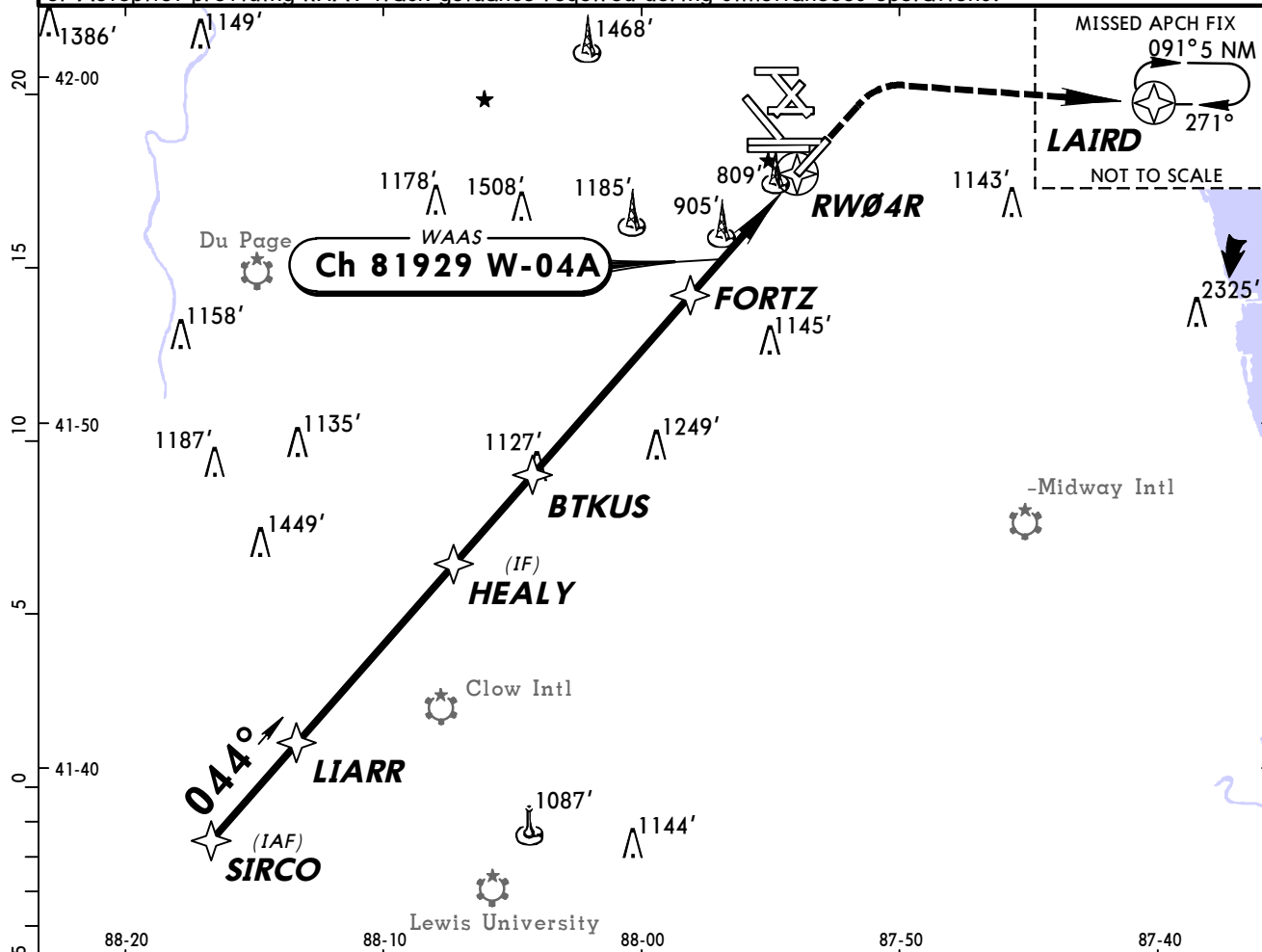
D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE Tower (Main) 120.75 121.15 126.9 132.7	O'HARE Tower (North) Rwy 9L/27R 128.15
Ground (Main) 121.9		Rwy 10C/28C 134.15	Ground (North) Rwy 9L/27R 124.12
WAAS Ch 81929 W-04A	Final Apch Crs 044°	Minimum Alt FORTZ 2200' (1539')	LPV DA(H) 861' (200')
Apt Elev 672' TDZE 661'			3400'
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' direct LAIRD and hold, continue climb-in-hold to 4000'.			MSA RW04R

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 39°C (102°F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 4L. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



TERPS						STRAIGHT-IN LANDING RWY 4R			CIRCLE-TO-LAND		
LPV		LNAV/VNAV		LNAV		RAIL out		ALS out	RAIL out		ALS out
DA(H) 861' (200')		DA(H) 990' (329')		MDA(H) 1160' (499')		RAIL out		ALS out	RAIL out		ALS out
A	RVR 24	RVR 40 or 3/4	RVR 32 or 5/8	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 32 or 5/8	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 32 or 5/8	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
D	RVR 24 or 1/2	RVR 40 or 3/4	RVR 32 or 5/8	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1

BRIEFING STRIP™

3400'

MSA RWØ9L

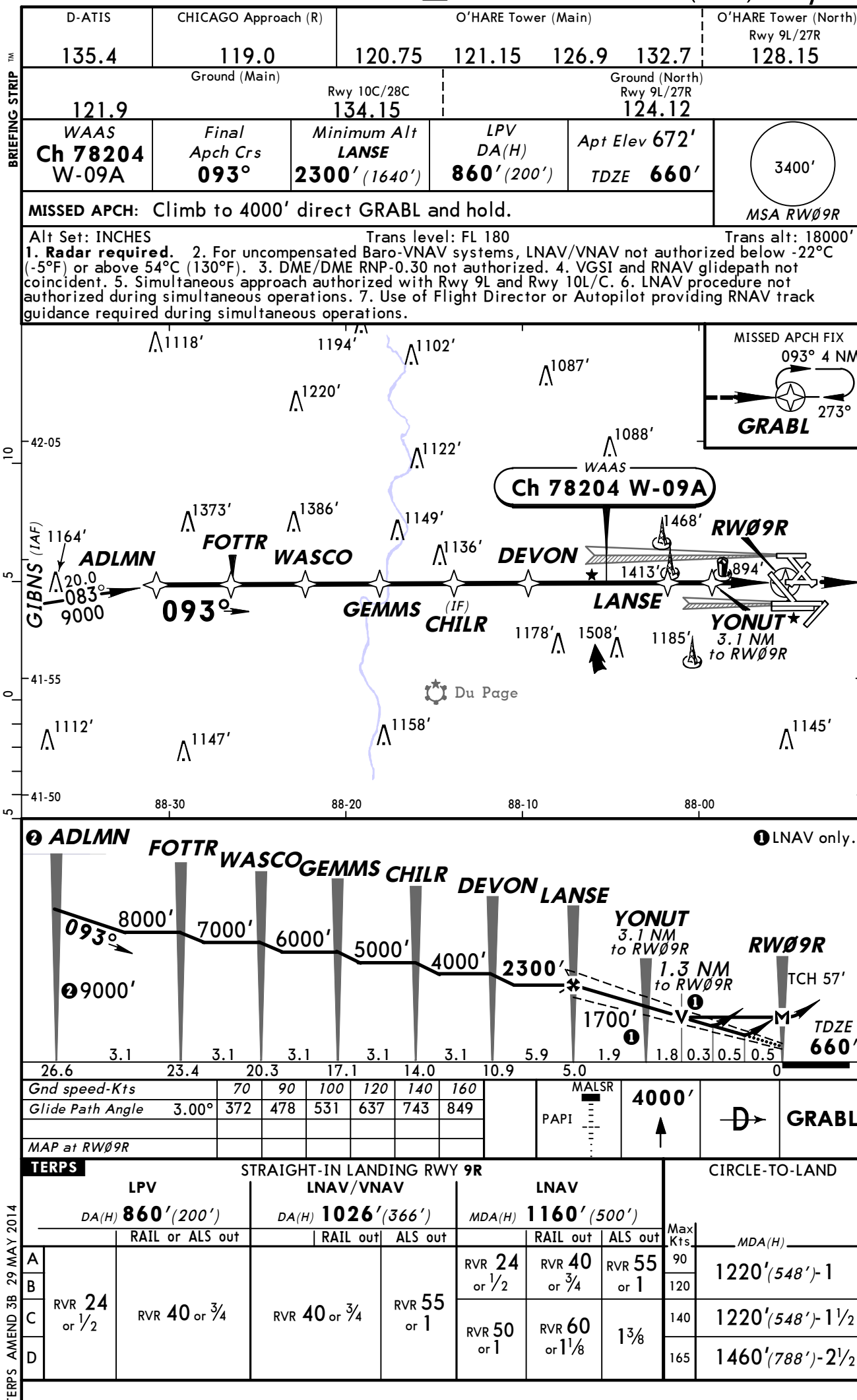


MAP at RWØ9L

TERPS STRAIGHT-IN LANDING RWY 9L

CIRCLE-TO-LAND

© JEPPESEN, 2008, 2014, ALL RIGHTS RESERVED.



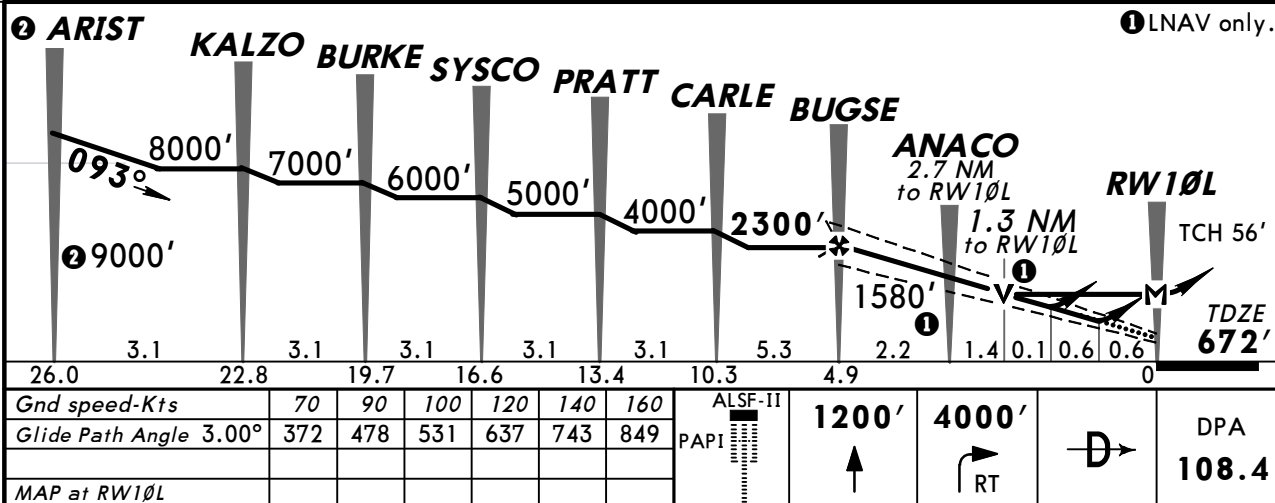
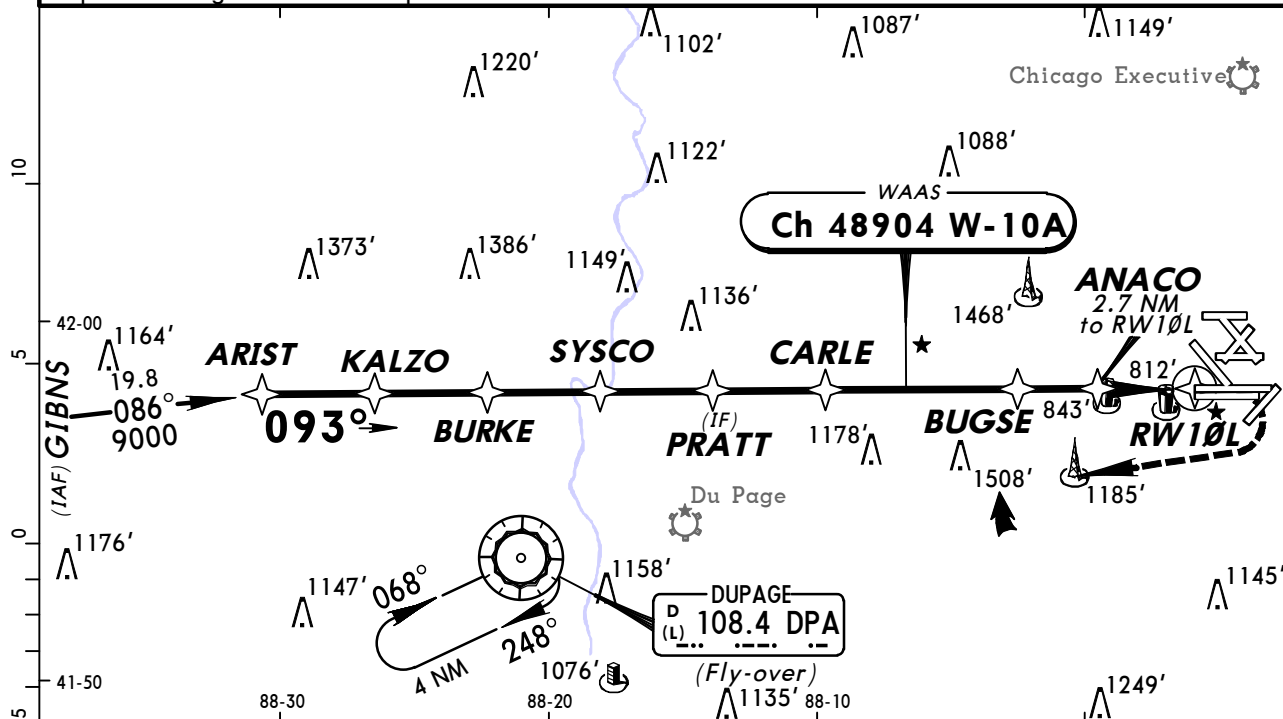
D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE Tower (Main) 120.75 121.15 126.9 132.7	O'HARE Tower (North) Rwy 9L/27R 128.15
Ground (Main) 121.9		Rwy 10C/28C 134.15	Ground (North) Rwy 9L/27R 124.12
WAAS Ch 48904 W-10A	Final Apch Crs 093°	Minimum Alt BUGSE 2300' (1628')	LPV DA(H) 922' (250')
		Apt Elev 672' TDZE 672'	3400'
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' direct DPA VOR and hold.			MSA RW10L

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

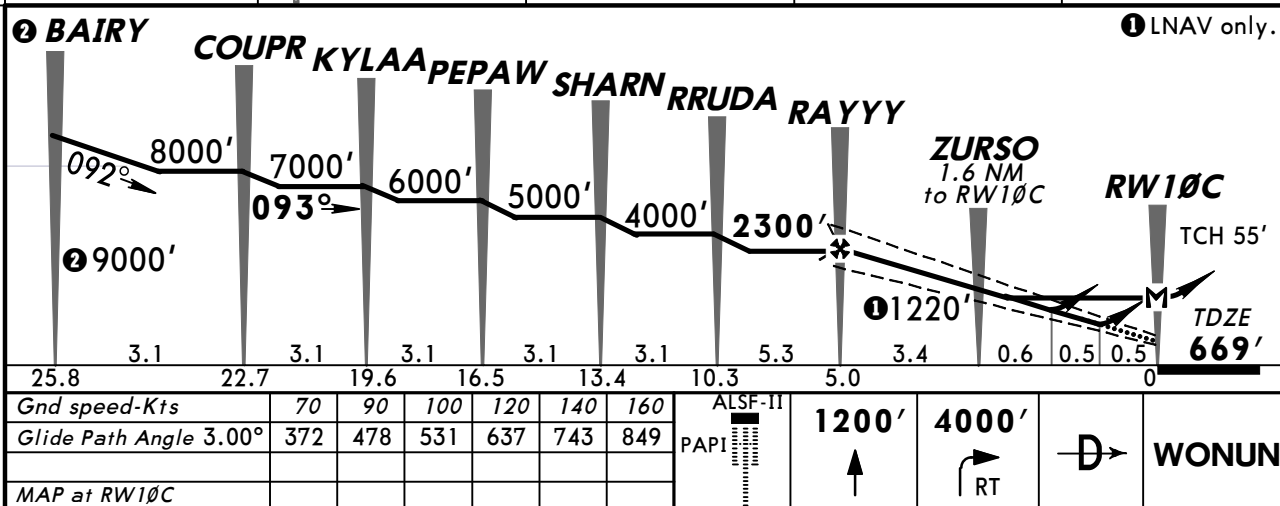
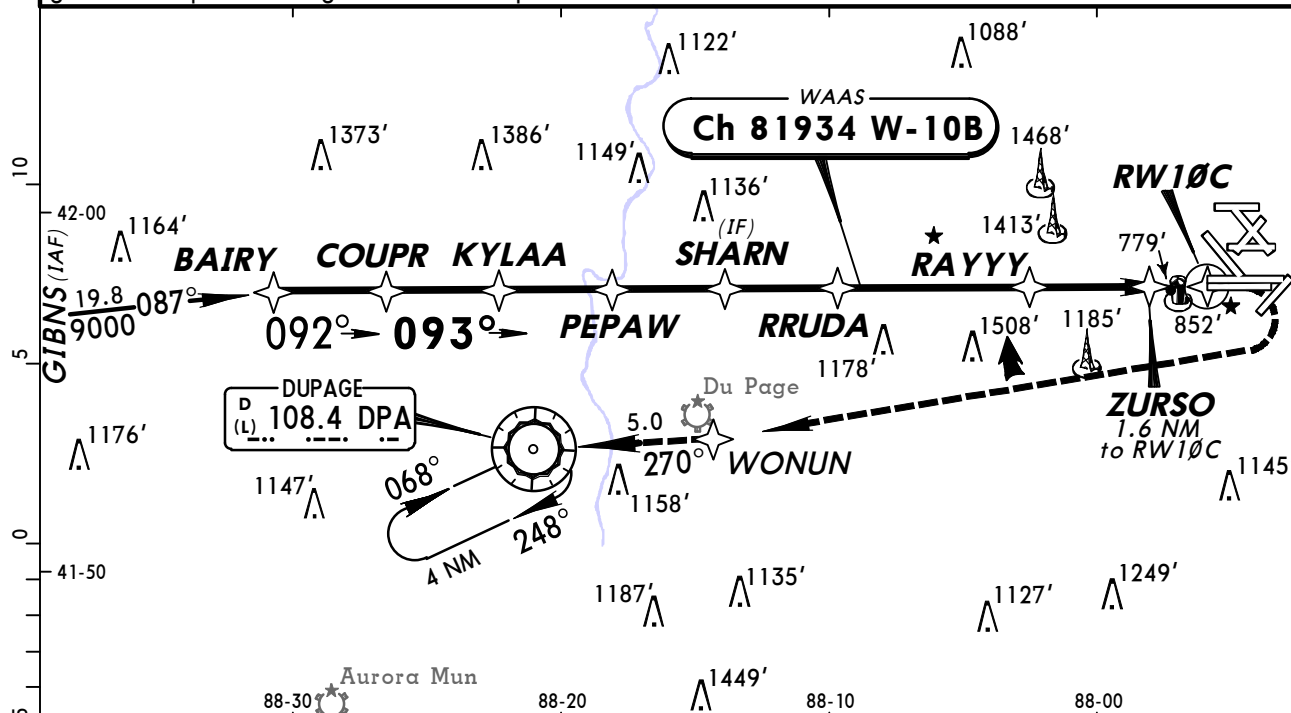
1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -21°C (-5°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. VGS1 and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 9L/R. 6. LNAV procedure not authorized during simultaneous operations. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



TERPS				STRAIGHT-IN LANDING RWY 10L				CIRCLE-TO-LAND			
LPV DA(H) 922' (250')		LNAV/VNAV DA(H) 1119' (447')		LNAV MDA(H) 1160' (488')		CIRCLE-TO-LAND		Max Kts		MDA(H)	
ALS out		ALS out		ALS out		ALS out		90		1220' (548')-1	
A											
B											
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 3/8	RVR 24 or 1/2	RVR 55 or 1	1 3/8	140		1220' (548')-1 1/2	
D					RVR 50 or 1			165		1240' (568')-2	

BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15
Rwy 10C/28C		Ground (Main)		Ground (North) Rwy 9L/27R		
134.15		121.9		124.12		
WAAS Ch 81934 W-10B	Final Apch Crs 093°	Minimum Alt RAYYY 2300' (1631')	LPV DA(H) 869' (200')	Apt Elev 672' TDZE 669'		3400' MSA RW10C
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' direct WONUN and track on 270° to DPA VOR and hold.						
Alt Set: INCHES 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 9L/R & Rwy 10L. 6. LNAV procedure not authorized during simultaneous operations. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.						



TERPS				STRAIGHT-IN LANDING RWY 10C				CIRCLE-TO-LAND			
LPV		LNAV/VNAV		LNAV		C		Max		MDA(H)	
DA(H) 869' (200')		DA(H) 1057' (388')		MDA(H) 1120' (451')		Kts					
ALS out		ALS out		ALS out		90					
A						RVR 24	RVR 55	120	1220' (548')-1		
B						or 1/2	or 1				
C	RVR 24	RVR 40 or 3/4	RVR 35 or 5/8	1 1/4		RVR 45	1 3/8	140	1220' (548')-1 1/2		
D	or 1/2					or 7/8		165	1460' (788')-2 1/2		

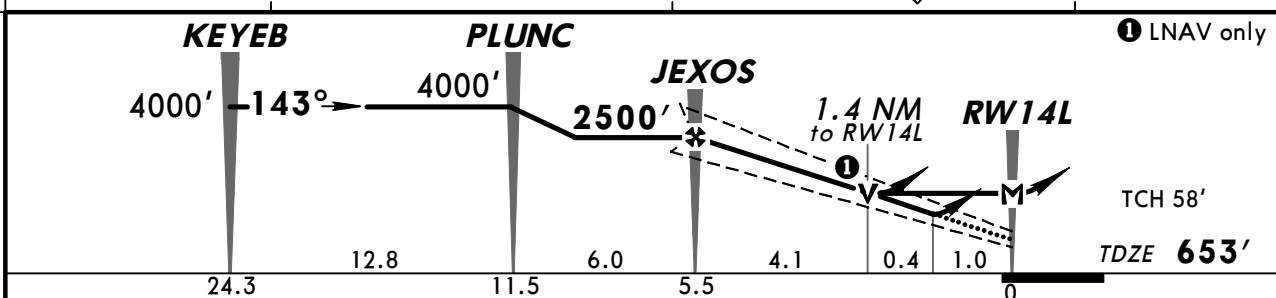
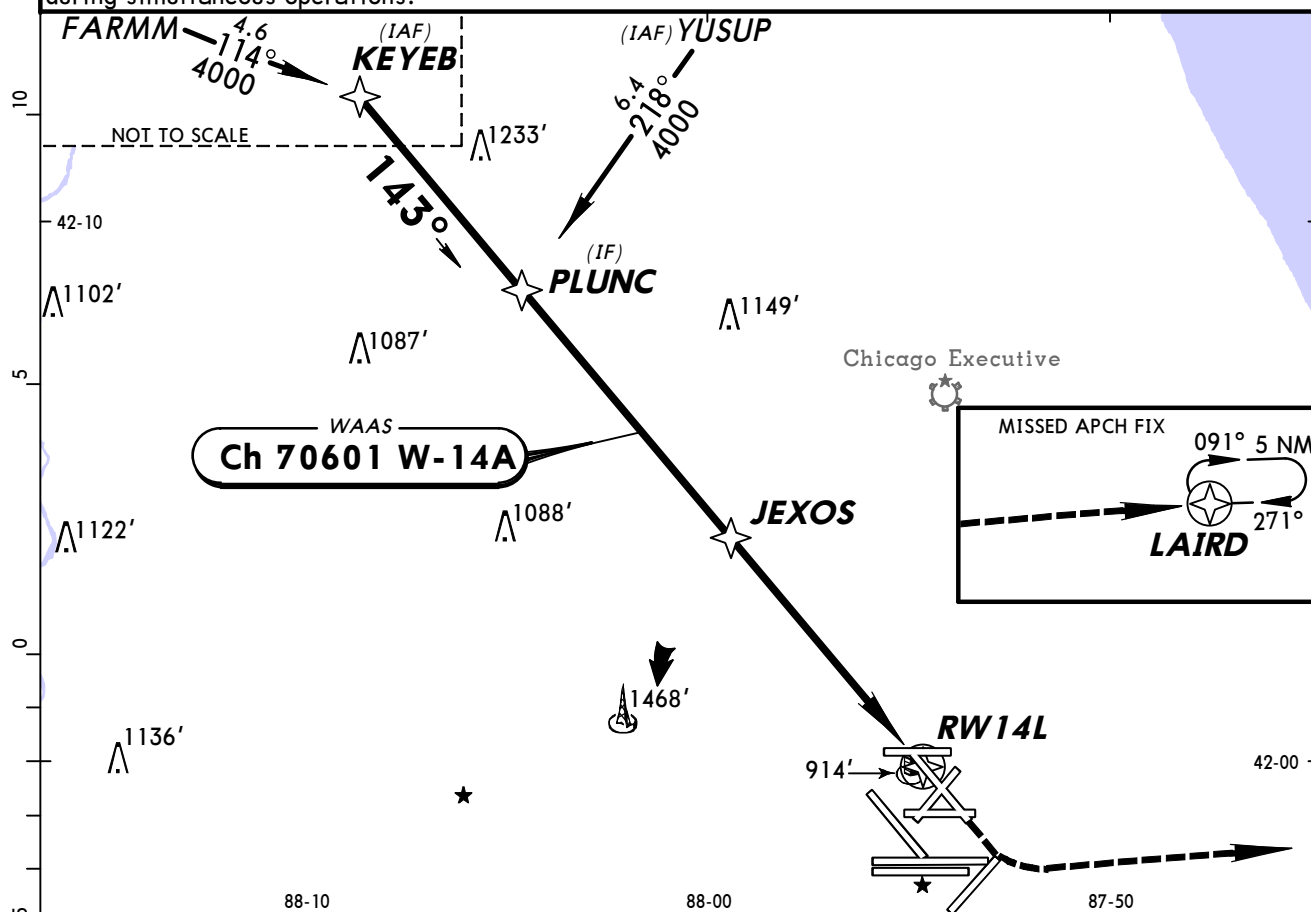
D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15
Ground (Main)		Rwy 10C/28C	Ground (North) Rwy 9L/27R			
121.9		134.15	124.12			
WAAS Ch 70601 W-14A	Final Apch Crs 143°	Minimum Alt JEXOS 2500' (1847')	LPV DA(H) 1029' (376')	Apt Elev 672' TDZE 653'	3400'	
MISSED APCH: Climb to 1300' then climbing LEFT turn to 4000' direct LAIRD and hold.						MSA RW14L

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. **RADAR required.** 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22 °C (-7°F) or above 35°C (95°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 14R. 6. LNAV procedure not authorized during simultaneous operations. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1300'	4000'	LAIRD
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑	LT	
MAP at RW14L										

TERPS				STRAIGHT-IN LANDING RWY 14L				CIRCLE-TO-LAND			
LPV		LNAV/VNAV		LNAV		LNAV		CIRCLE-TO-LAND		CIRCLE-TO-LAND	
DA(H) 1029' (376')		DA(H) 1164' (511')		MDA(H) 1180' (527')		MDA(H) 1180' (527')		Max Kts		MDA(H)	
ALS out		ALS out		ALS out		ALS out		90		1220' (548')-1	
A											
B						RVR 24 or 1/2	RVR 55 or 1				
C	RVR 40 or 3/4	RVR 60 or 1/8	RVR 60 or 1/8	1 3/4		RVR 55 or 1	1 1/2	140		1220' (548')-1 1/2	
D								165		1240' (568')-2	

CHANGES: TDZE, minimums, communications.

© JEPPESEN, 2000, 2014. ALL RIGHTS RESERVED.

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE Tower (Main) 120.75 121.15 126.9 132.7				O'HARE Tower (North) Rwy 9L/27R 128.15
Ground (Main) 121.9		Rwy 10C/28C 134.15		Ground (North) Rwy 9L/27R 124.12		
WAAS Ch 93603 W-14B	Final Apch Crs 143°	Minimum Alt CHSTR 2400' (1732')	LPV DA(H) 868' (200')	Apt Elev 672'	TDZE 668'	3400'

MISSED APCH: Climb to 1700' then climbing RIGHT turn to 4000' direct
LISKE and hold.

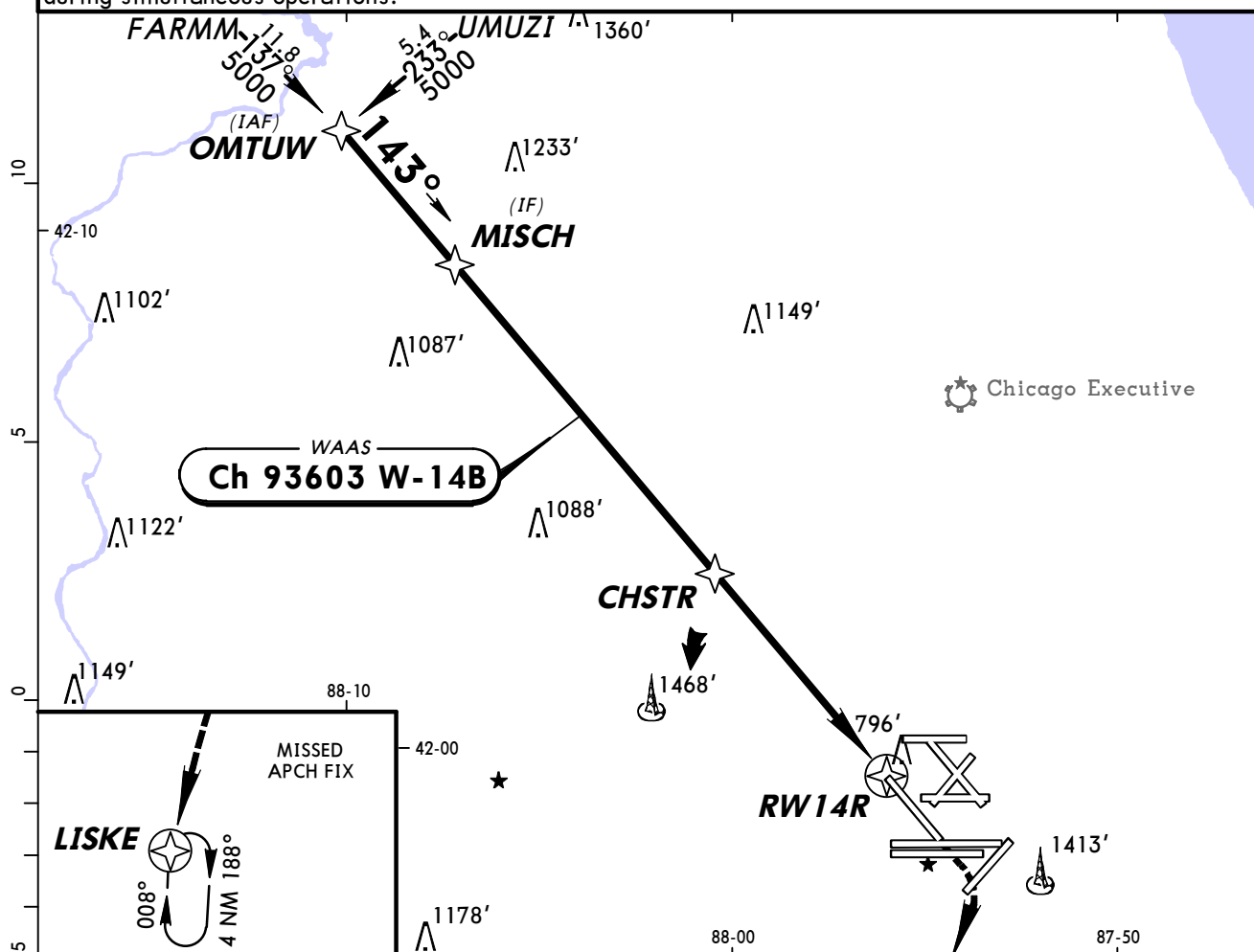
MSA RW14R

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. **RADAR required.** 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 35°C (95°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 14L. 6. LNAV procedure not authorized during simultaneous operations. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



OMTUW 5000'		MISCH 5000'	CHSTR 2400'	1.4 NM to RW14R		1700'	4000'	LISKE
16.4		3.4	13.0	7.8	5.2	3.8	0.3 0.6 0.5	
Gnd speed-Kts		70	90	100	120	140	160	ALSF-II
Glide Path Angle		3.00°	372	478	531	637	743	849
MAP at RW14R								PAPI

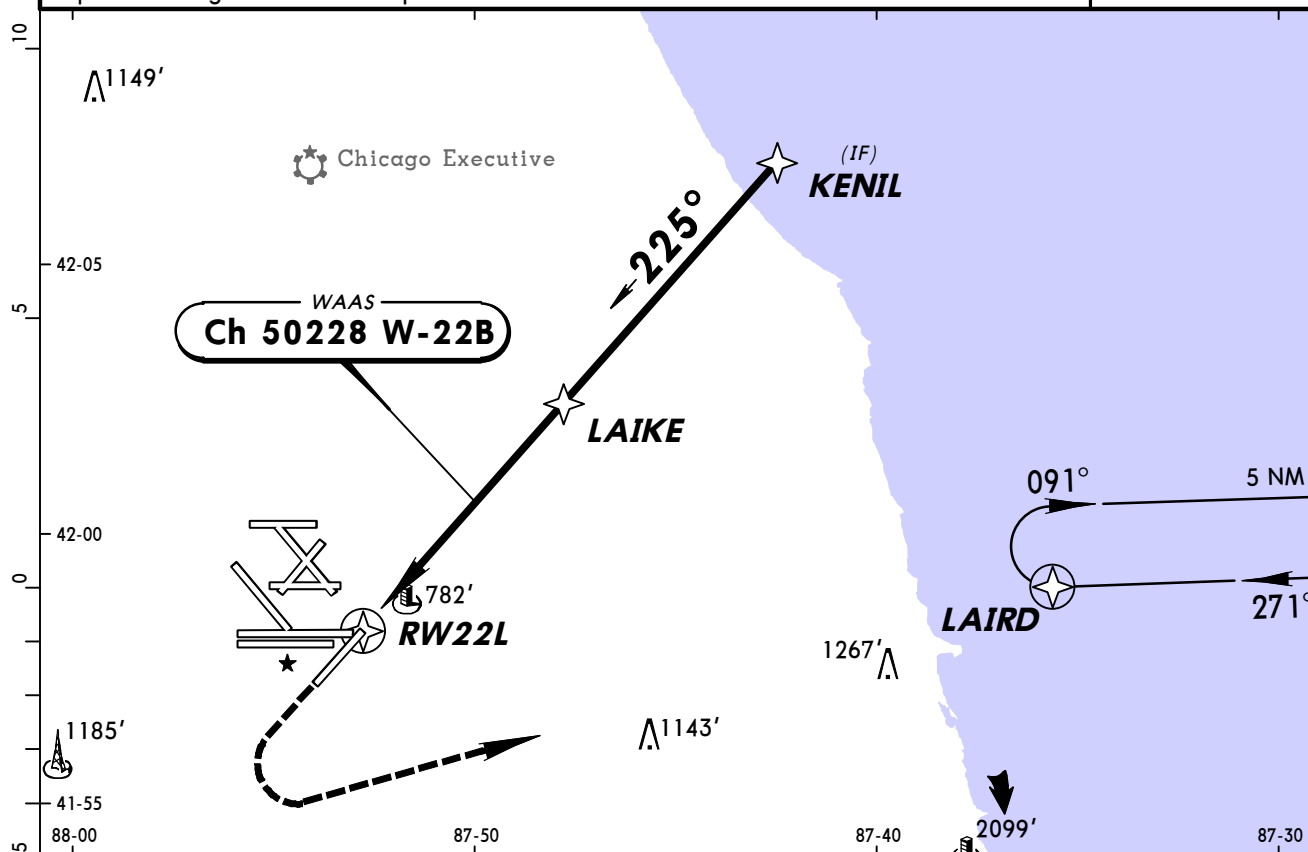
TERPS				STRAIGHT-IN LANDING RWY 14R				CIRCLE-TO-LAND	
LPV DA(H) 868' (200')		LNAV/VNAV DA(H) 1068' (400')		LNAV MDA(H) 1180' (512')					
ALS out		ALS out		ALS out		ALS out		Max Kts	MDA(H)
RVR 24 or 1/2		RVR 40 or 3/4		RVR 45 or 7/8		RVR 60 or 1 1/8		90	1220' (548') - 1
RVR 24 or 1/2		RVR 40 or 3/4		RVR 45 or 7/8		RVR 60 or 1 1/8		120	1220' (548') - 1 1/2
RVR 24 or 1/2		RVR 40 or 3/4		RVR 45 or 7/8		RVR 60 or 1 1/8		140	1220' (548') - 1 1/2
RVR 24 or 1/2		RVR 40 or 3/4		RVR 45 or 7/8		RVR 60 or 1 1/8		165	1240' (568') - 2

CHANGES: TDZE, minimums, communications.

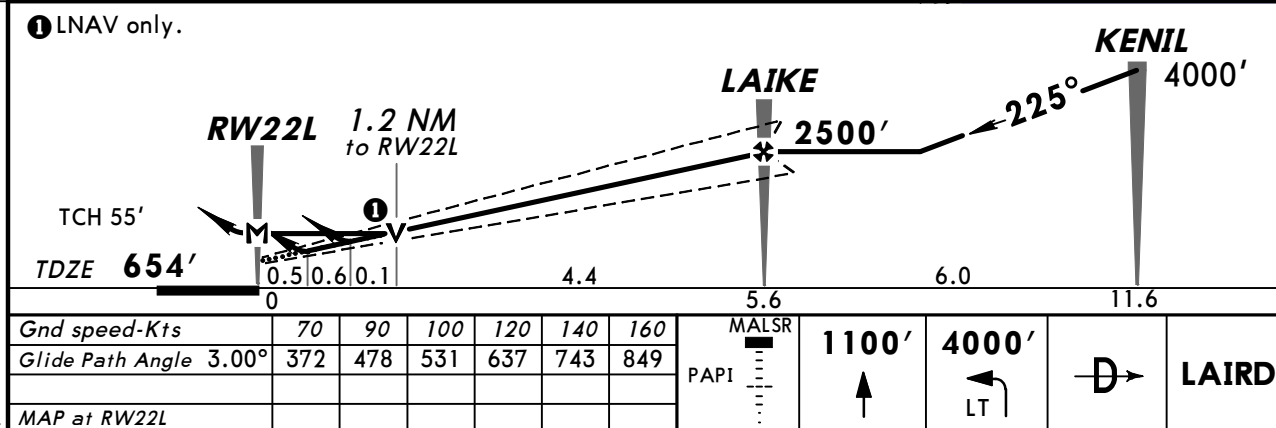
© JEPPESSEN, 2000, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15
Ground (Main)		Rwy 10C/28C		Ground (North) Rwy 9L/27R		
121.9		134.15		124.12		
WAAS Ch 50228 W-22B	Final Apch Crs 225°	Minimum Alt LAIKE 2500' (1846')	LPV DA(H) 854' (200')	Apt Elev 672' TDZE 654'	3400' MSA RW22L	
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct LAIRD and hold, continue climb-in-hold to 4000'.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 39°C (102°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 22R. 6. LNAV procedure not authorized during simultaneous operations. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.						



① LNAV only.



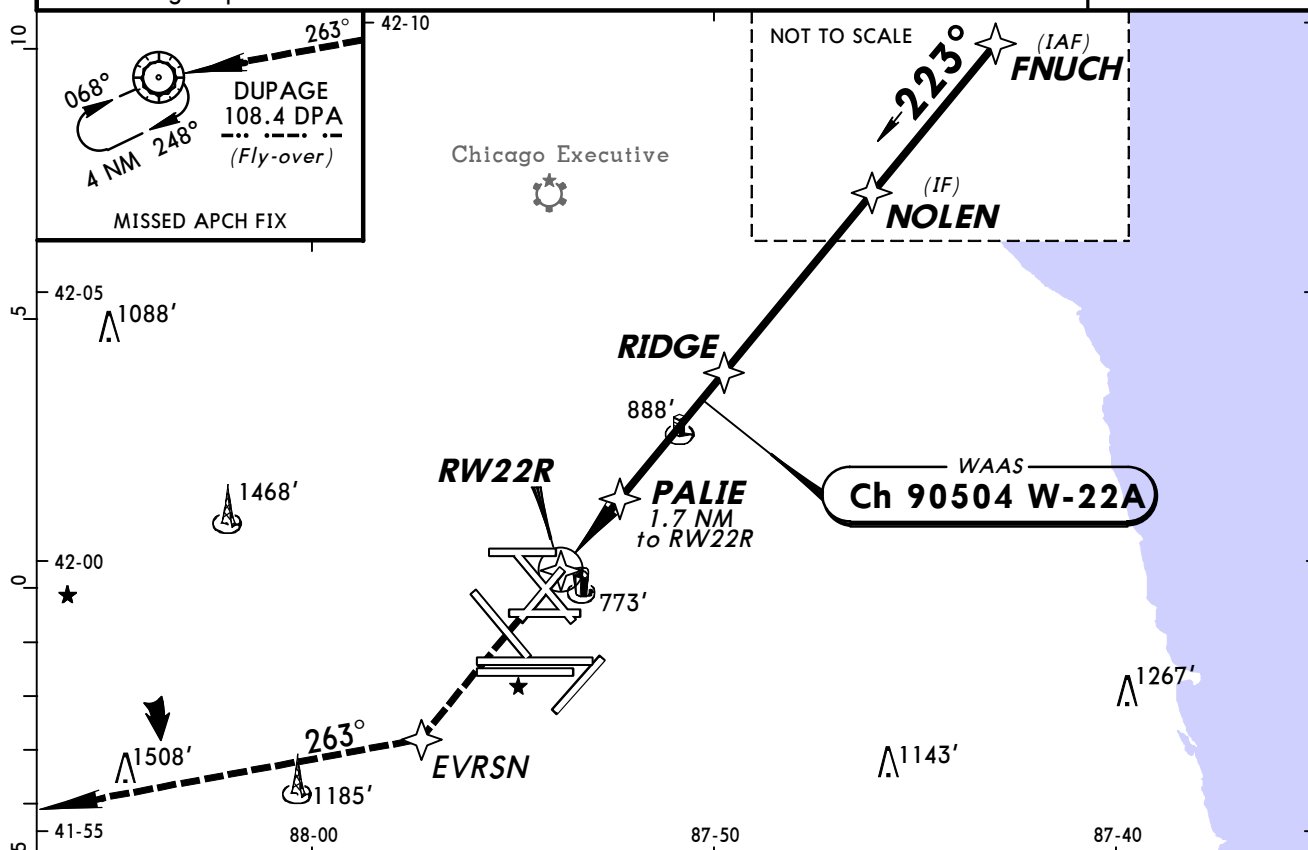
TERPS						STRAIGHT-IN LANDING RWY 22L			CIRCLE-TO-LAND		
						LPV DA(H) 854' (200')	LNAV/VNAV DA(H) 1066' (412')		LNAV MDA(H) 1120' (466')		
						RAIL or ALS out	RAIL out	ALS out	RAIL out	ALS out	Max Kts
A											90
B	RVR 24	RVR 40 or 3/4	RVR 45	RVR 50	1 1/4						120
C	or 1/2		or 7/8	or 1							140
D											165

CHANGES: TDZE.

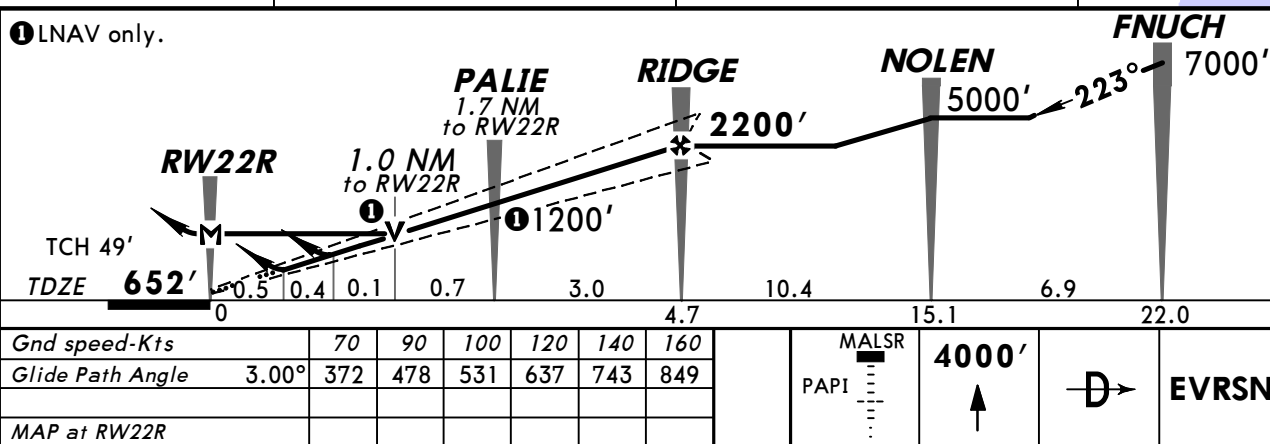
© JEPPESSEN, 2002, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP™

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE Tower (Main) 120.75 121.15 126.9 132.7				O'HARE Tower (North) Rwy 9L/27R 128.15
Ground (Main) 121.9		Rwy 10C/28C 134.15		Ground (North) Rwy 9L/27R 124.12		
WAAS Ch 90504 W-22A	Final Apch Crs 223°	Minimum Alt RIDGE 2200' (1548')	LPV DA(H) 852' (200')	Apt Elev 672' TDZE 652'		3400' MSA RW22R
MISSED APCH: Climb to 4000' direct EVRSN and on 263° track to DPA VOR and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Use of flight director or autopilot providing RNAV track guidance required during simultaneous operations. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 39°C (102°F). 4. Simultaneous approach authorized with Rwy 22L. 5. DME/DME RNP-0.30 not authorized. 6. LNAV procedure not authorized during simultaneous operations. 7. VGSI and RNAV glidepath not coincident.						



① LNAV only.



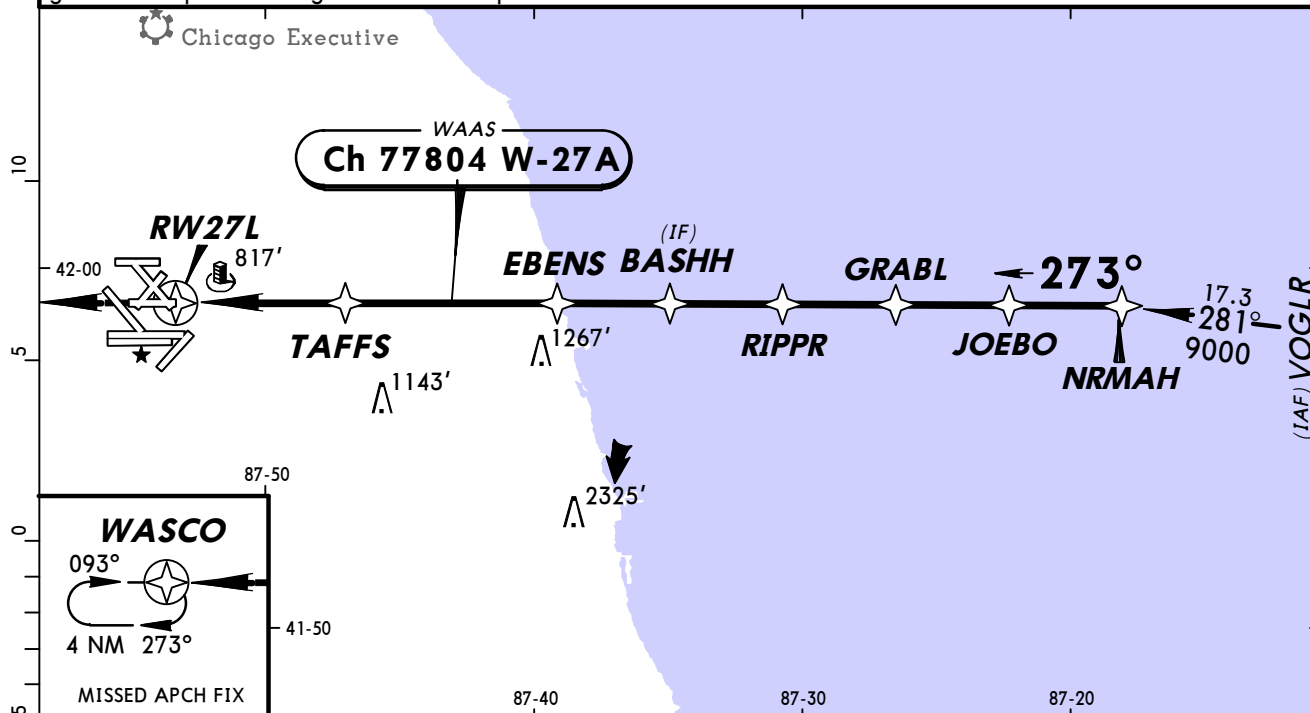
TERPS			STRAIGHT-IN LANDING RWY 22R							CIRCLE-TO-LAND	
LPV DA(H) 852'(200')			LNAV/VNAV DA(H) 972'(320')			LNAV MDA(H) 1040'(388')			Max Kts	MDA(H)	
RAIL or ALS out			RAIL out ALS out			RAIL out ALS out					
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 32 or 5/8	RVR 40 or 3/4	RVR 50 or 1	RVR 24	RVR 40	RVR 55	90	1220'(548')-1	
B						or 1/2	or 3/4	or 1	120		
C						RVR 35	RVR 45	RVR 60	140		1220'(548')-1 1/2
D						or 5/8	or 7/8	or 1 1/8	165		1240'(568')-2

CHANGES: TDZE, minimums.

© JEPPESEN, 2001, 2014. ALL RIGHTS RESERVED.

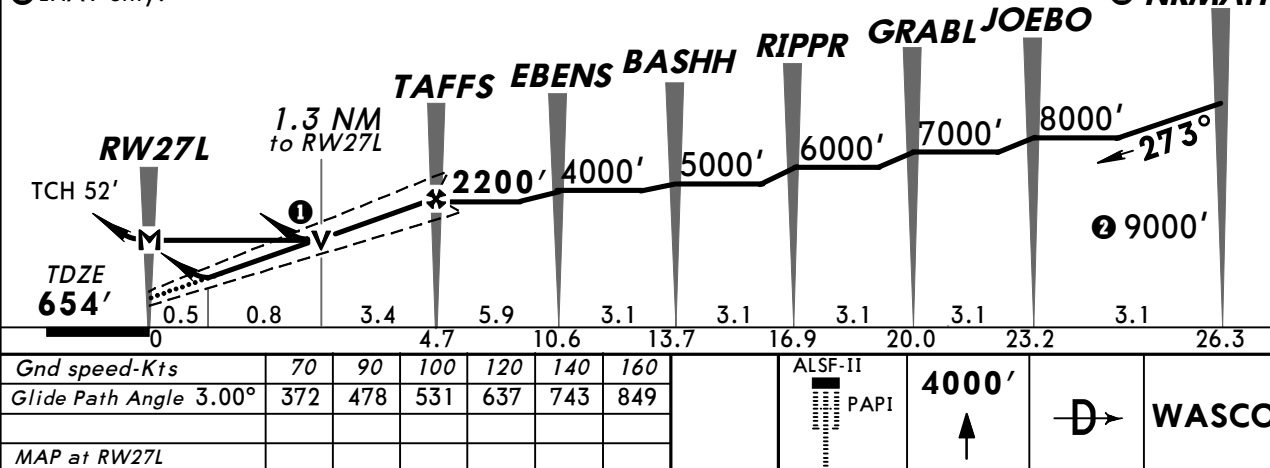
D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE Tower (Main) 120.75 121.15 126.9 132.7				O'HARE Tower (North) Rwy 9L/27R 128.15
Ground (Main) 121.9		Rwy 10C/28C 134.15		Ground (North) Rwy 9L/27R 124.12		
WAAS Ch 77804 W-27A	Final Apch Crs 273°	Minimum Alt TAFFS 2200' (1546')	LPV DA(H) 854' (200')	Apt Elev 672' TDZE 654'	3400'	
MISSED APCH: Climb to 4000' direct WASCO and hold.						MSA RW27L

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -21°C (-5°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 27R and Rwy 28C/R. 6. LNAV procedure not authorized during simultaneous operations. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



① LNAV only.

② NRMAH



TERPS

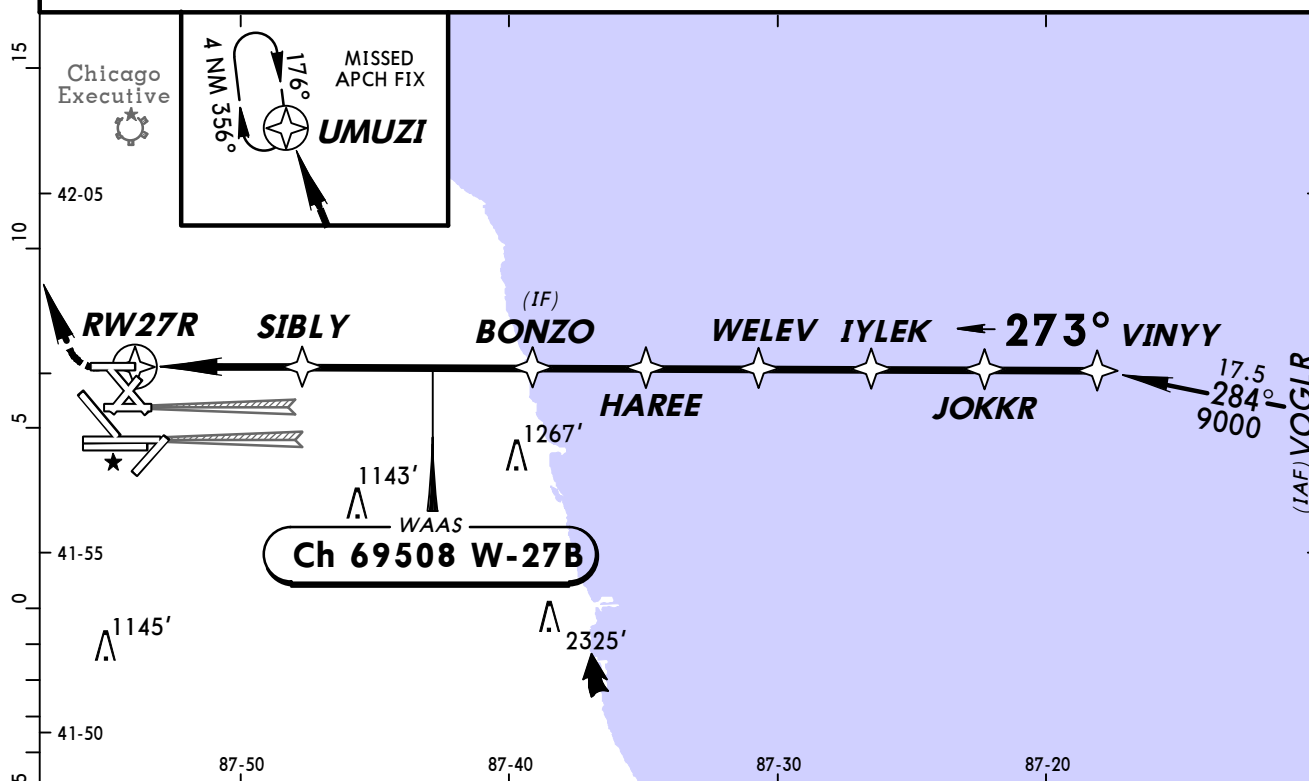
STRAIGHT-IN LANDING RWY 27L

CIRCLE-TO-LAND

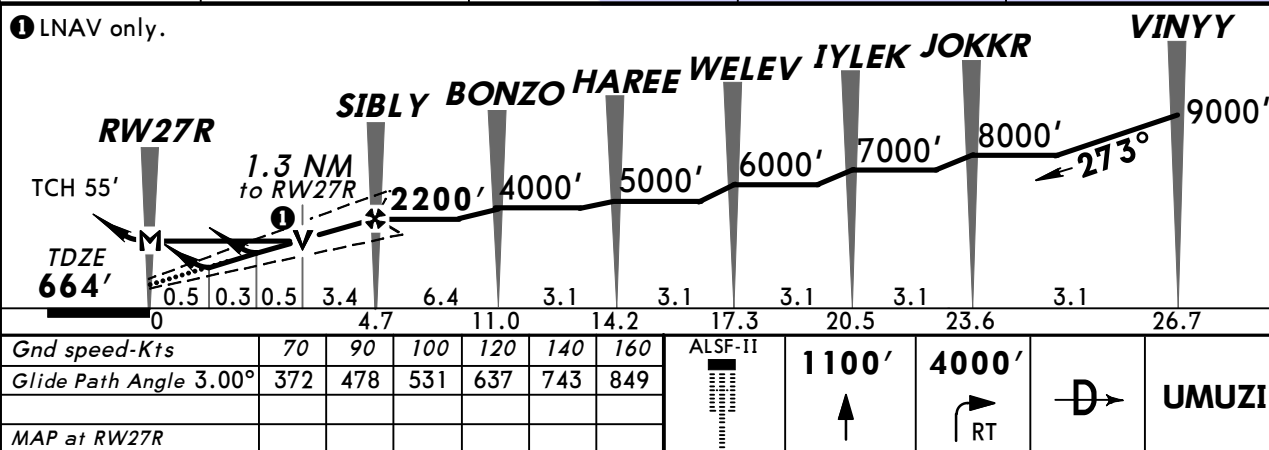
LPV <i>DA(H)</i> 854' (200')		LNAV/VNAV <i>DA(H)</i> 1 127' (473')		LNAV <i>MDA(H)</i> 1 120' (466')		Max Kts	<i>MDA(H)</i>			
ALS out		ALS out		ALS out						
A	RVR 24 or ¹ / ₂	RVR 40 or ³ / ₄	RVR 60 or ¹ / ₈	1 ¹ / ₂	RVR 24 or ¹ / ₂	RVR 55 or 1	90	1 220' (548')- 1		
B							120			
C							RVR 50 or 1	1 ³ / ₈	140	1 220' (548')- 1 ¹ / ₂
D									165	1 460' (788')- 2 ¹ / ₂

BRIEFING STRIP

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North)
135.4	119.0	120.75	121.15	126.9	132.7	Rwy 9L/27R 128.15
Ground (Main)		Rwy 10C/28C		Ground (North)		
121.9		134.15		Rwy 9L/27R 124.12		
WAAS Ch 69508 W-27B	Final Apch Crs 273°	Minimum Alt SIBLY 2200' (1536')	LPV DA(H) 864' (200')	Apt Elev 672' TDZE 664'		3400' MSA RW27R
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' direct UMUZI and hold.						
Alt Set: INCHES						



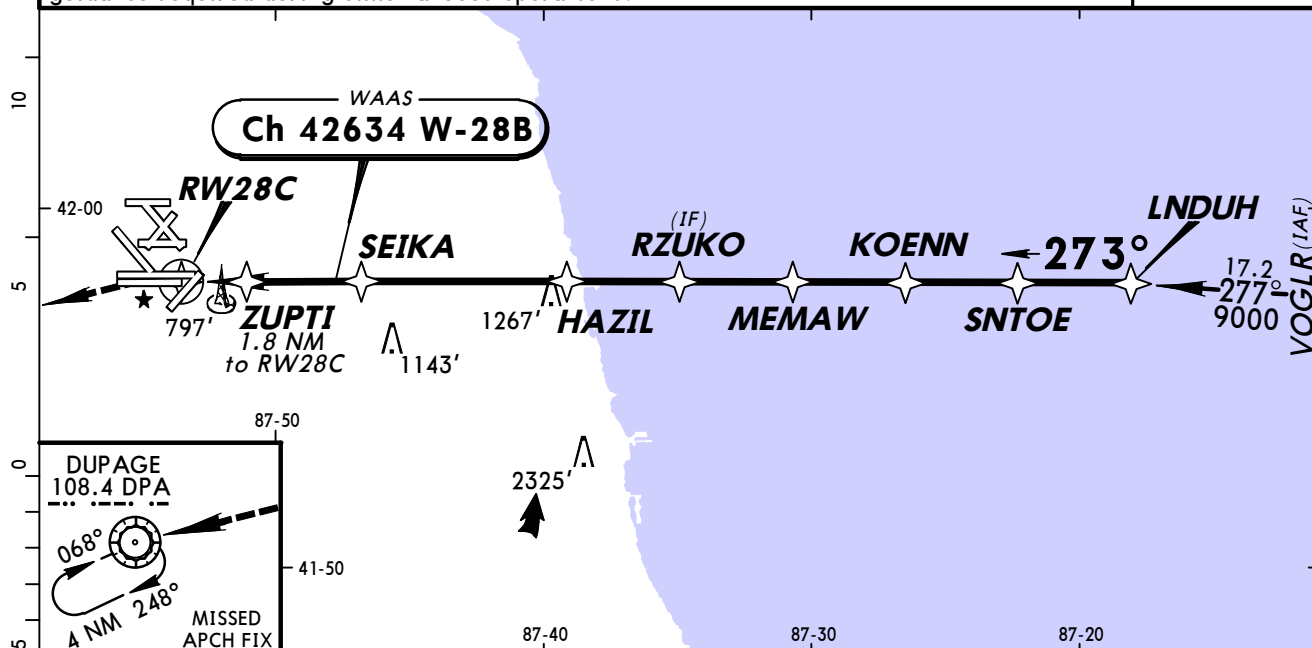
① LNAV only.



TERPS STRAIGHT-IN LANDING RWY 27R						CIRCLE-TO-LAND	
LPV DA(H) 864' (200')		LNAV/VNAV DA(H) 961' (297')		LNAV MDA(H) 1120' (456')		Max Kts	MDA(H)
ALS out		ALS out		ALS out		90	1220' (548') - 1
A				RVR 24 or 1/2	RVR 55 or 1	120	
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 45 or 7/8		140	1220' (548') - 1 1/2
C						165	1460' (788') - 2 1/2
D				RVR 45 or 7/8	1 3/8		

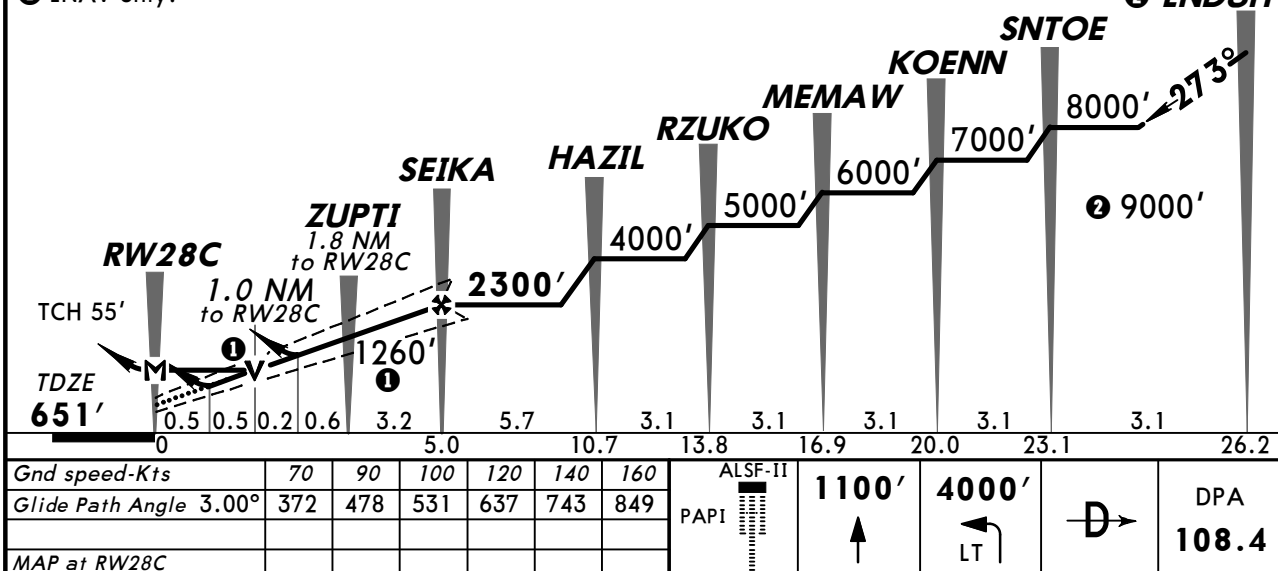
BRIEFING STRIP

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15
Rwy 10C/28C		Ground (Main)		Ground (North) Rwy 9L/27R		
134.15		121.9		124.12		
WAAS Ch 42634 W-28B	Final Apch Crs 273°	Minimum Alt SEIKA 2300' (1649')	LPV DA(H) 851' (200')	Apt Elev 672' TDZE 651'		3400' MSA RW28C
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct DPA VOR and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 27L/R & Rwy 28R. 6. LNAV procedure not authorized during simultaneous operations. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.						



① LNAV only.

② LNDUH



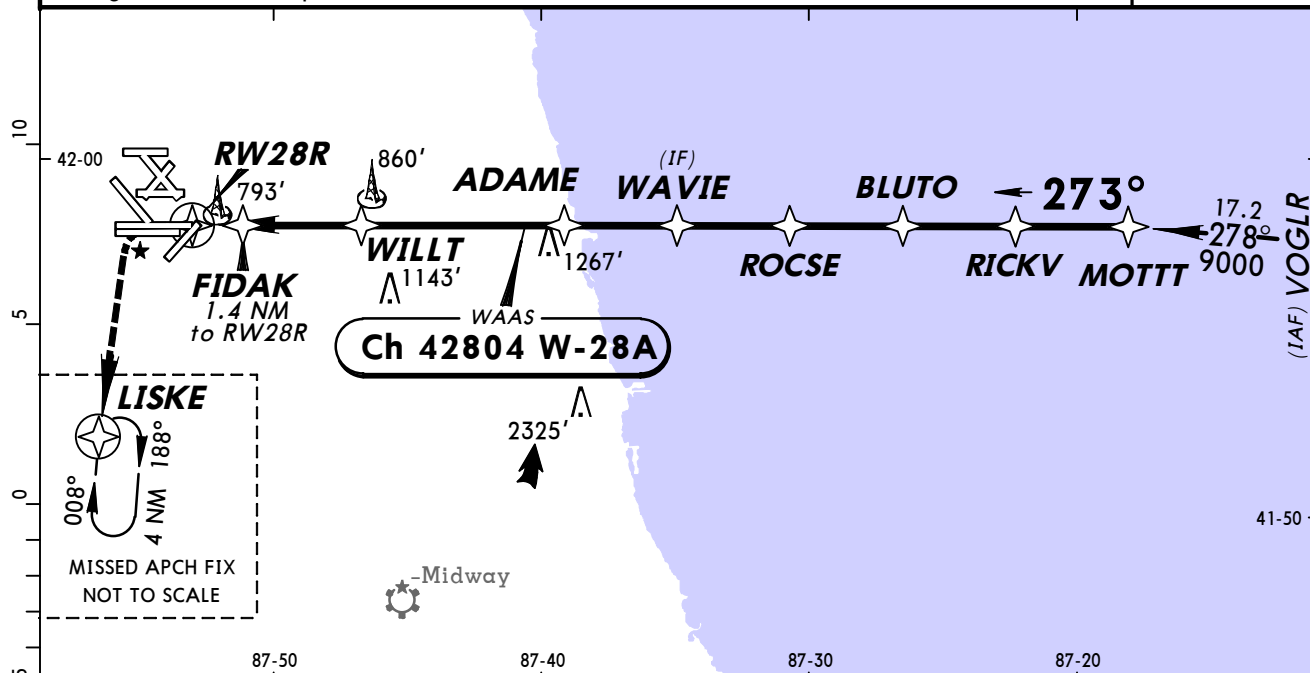
TERPS						CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H)	ALS out	DA(H)	ALS out	MDA(H)	ALS out		
851' (200')		1095' (444')		1060' (409')		90	1220' (548') - 1
RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 3/8	RVR 24 or 1/2	RVR 55 or 1	120	
				RVR 40 or 3/4	RVR 60 or 1 1/8	140	1220' (548') - 1 1/2
						165	1460' (788') - 2 1/2

CHANGES: TDZE, minimums.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

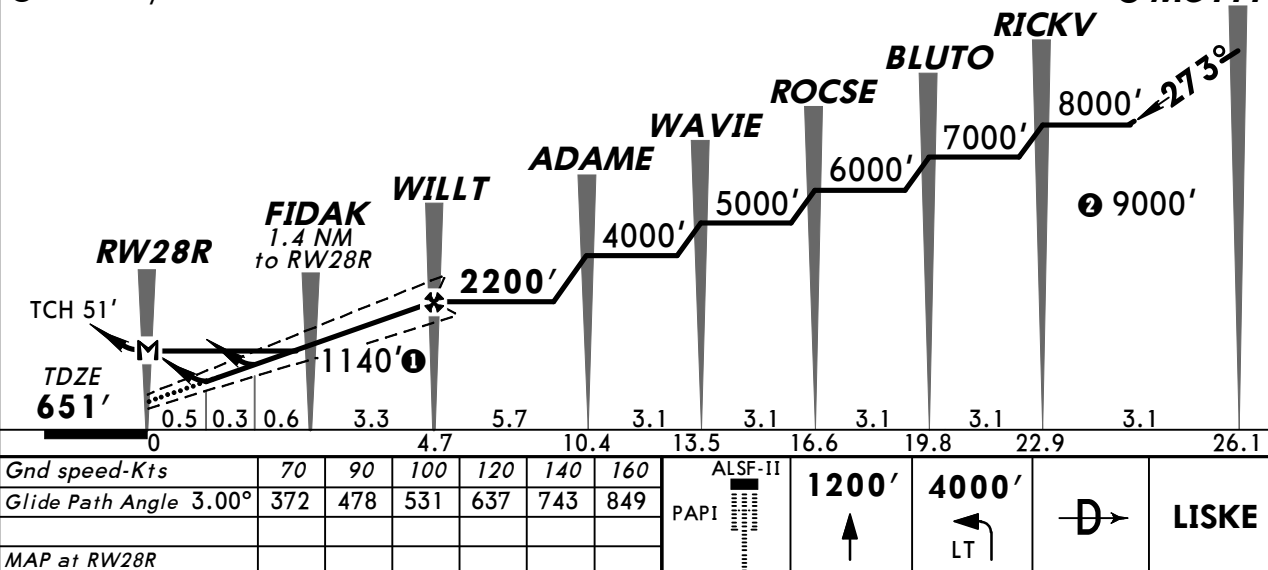
BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15
Ground (Main)			Rwy 10C/28C	Ground (North) Rwy 9L/27R		
121.9			134.15	124.12		
WAAS Ch 42804 W-28A	Final Apch Crs 273°	Minimum Alt WILLT 2200' (1549')	LPV DA(H) 851' (200')	Apt Elev 672' TDZE 651'		3400' MSA RW28R
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' direct to LISKE and hold, continue climb-in-hold to 4000'.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -21C (-5°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 27L/R. 6. LNAV procedure not authorized during simultaneous operations. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.						



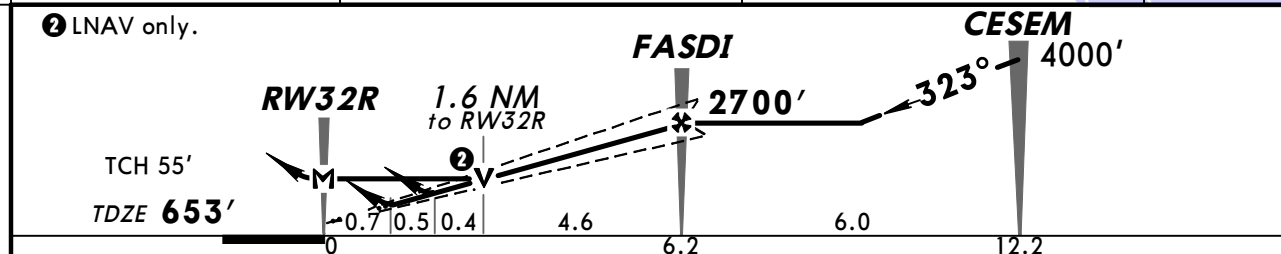
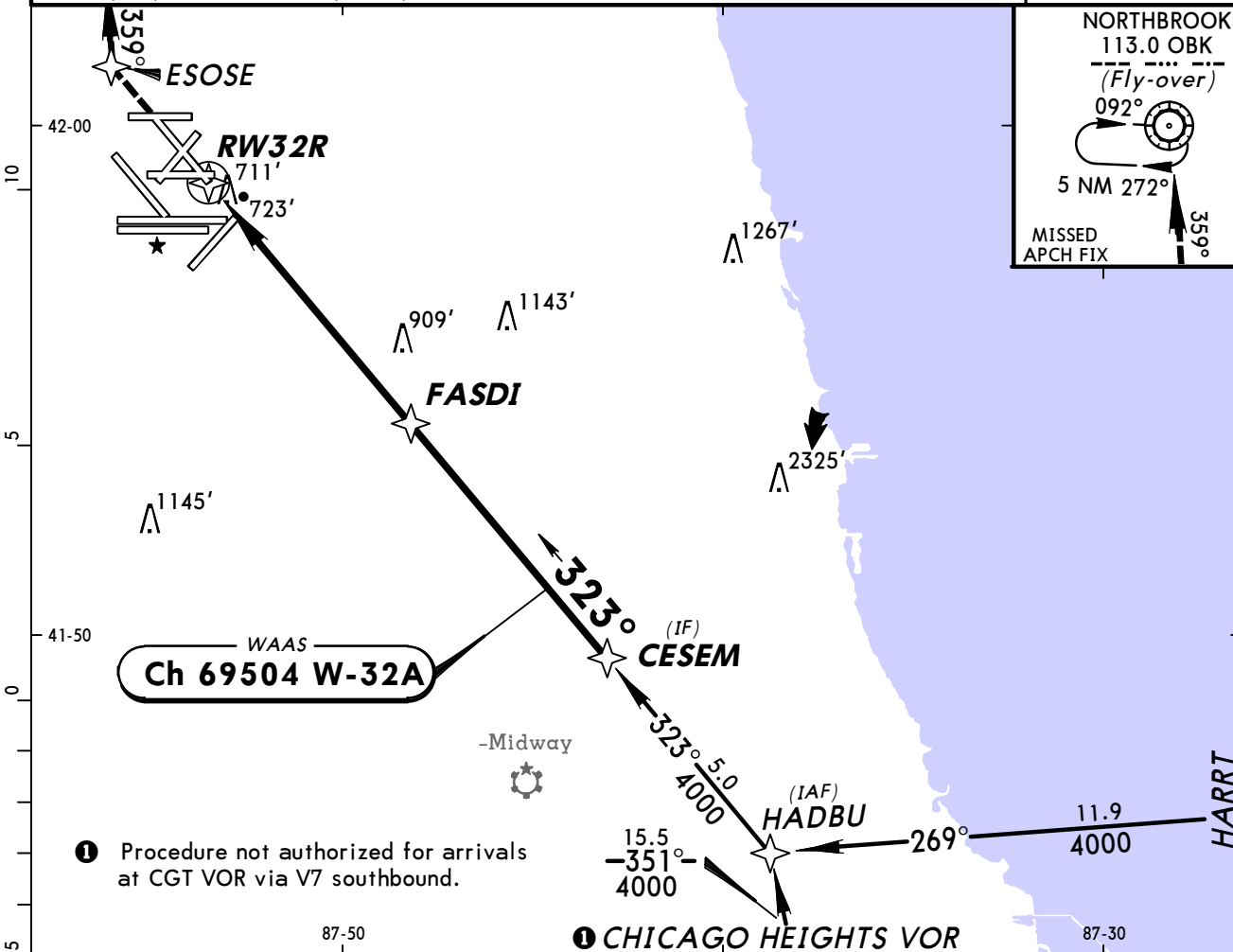
① LNAV only.

② MOTT



STRAIGHT-IN LANDING RWY 28R				CIRCLE-TO-LAND			
LPV DA(H) 851' (200')		LNAV/VNAV DA(H) 964' (313')		LNAV MDA(H) 1060' (409')		Max Kts	MDA(H)
ALS out		ALS out		ALS out		90	1220' (548') - 1
RVR 24 or 1/2		RVR 24 or 1/2		RVR 24 or 1/2		120	1220' (548') - 1
RVR 40 or 3/4		RVR 40 or 3/4		RVR 40 or 3/4		140	1220' (548') - 1 1/2
RVR 50 or 1		RVR 50 or 1		RVR 50 or 1		165	1240' (568') - 2

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE Tower (Main) 120.75 121.15 126.9 132.7	O'HARE Tower (North) Rwy 9L/27R 128.15
Ground (Main) 121.9		Ground (North) Rwy 9L/27R 124.12	
WAAS Ch 69504 W-32A	Final Apch Crs 323°	Minimum Alt FASDI 2700' (2047')	LPV DA(H) 928' (275')
		Apt Elev 672'	TDZE 653'
MISSED APCH: Climb to 4000' direct ESOSE and RIGHT turn via 359° track to OBK VOR and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized.			



Gnd speed-Kts	70	90	100	120	140	160	MALSR	4000'	→	ESOSE
Glide Path Angle	3.00°	372	478	531	637	743	849			
MAP at RW32R										

STRAIGHT-IN LANDING RWY 32R				CIRCLE-TO-LAND		
LPV DA(H) 928' (275')		LNAV/VNAV DA(H) 1073' (420')		LNAV MDA(H) 1220' (567')		Max Kts
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	90
RVR 24 or 1/2		RVR 50 or 1		RVR 24 or 1/2	RVR 40 or 3/4	120
RVR 50 or 1		RVR 50 or 1		RVR 50 or 1	1 1/2	140
RVR 60 or 1 1/4		RVR 60 or 1 1/4		RVR 60 or 1 1/4	1 3/4	165
						MDA(H)
						1220' (548') - 1
						1220' (548') - 1 1/2
						1240' (568') - 2

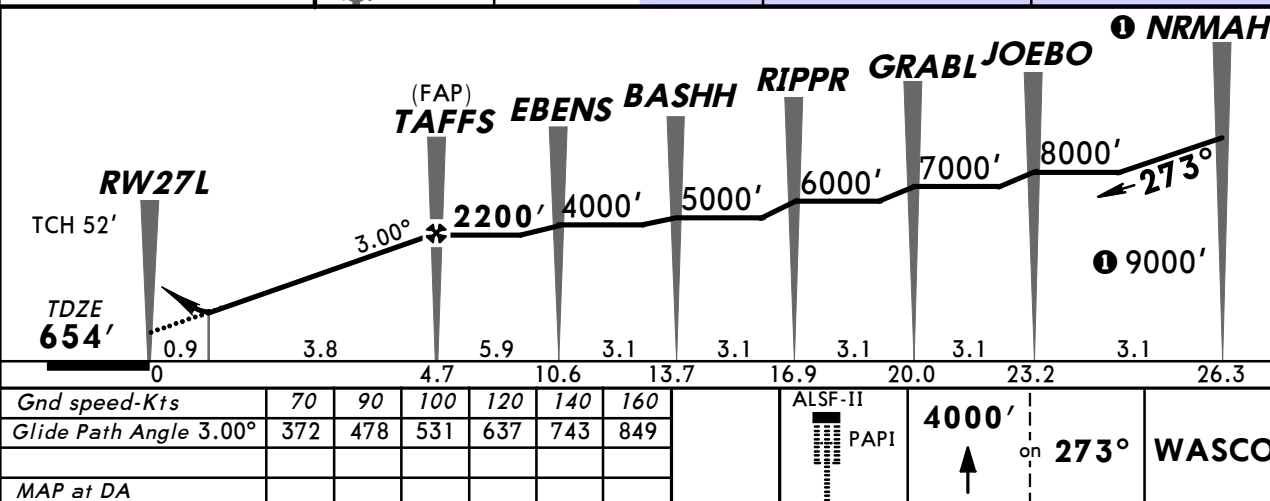
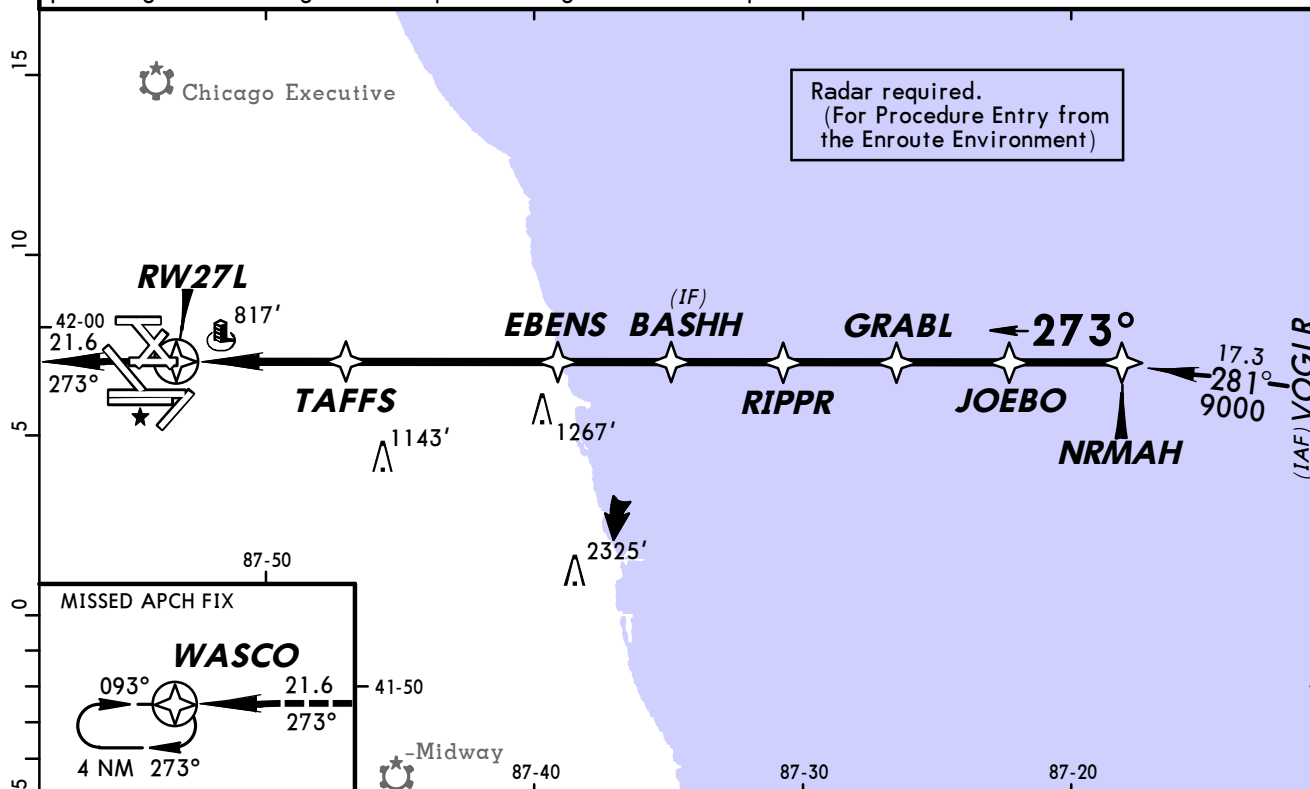
D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE Tower (Main) 120.75 121.15 126.9 132.7				O'HARE Tower (North) Rwy 9L/27R 128.15
Ground (Main) 121.9		Rwy 10C/28C 134.15		Ground (North) Rwy 9L/27R 124.12		
RNAV	Final Apch Crs 273°	Minimum Alt TAFFS 2200' (1546')	RNP 0.15 DA(H) 984' (330')	Apt Elev 672' TDZE 654'	3400'	
MISSED APCH: Climb to 4000' on track 273° to WASCO and hold.						MSA RW27L

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -21°C (-5°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 27R and Rwy 28C/R. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



TERPS				STRAIGHT-IN LANDING RWY 27L			
RNP 0.15				RNP 0.30			
DA(H) 984' (330')				DA(H) 1165' (511')			
ALS out				ALS out			
A	RVR 32 or 5/8			RVR 60 or 1 1/4			1 3/4
B							
C							
D							

Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
CHICAGO, IL (-O'HARE INTL - KORD)				
REV	RNAV (RNP) Y RWY 27L	22-20	05 Dec 2014	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KORD

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

ATCT is authorized to conduct simultaneous opposite direction departures on Rwy 9R and Rwy 28R during Instrument Flight Rules (IFR) weather conditions.