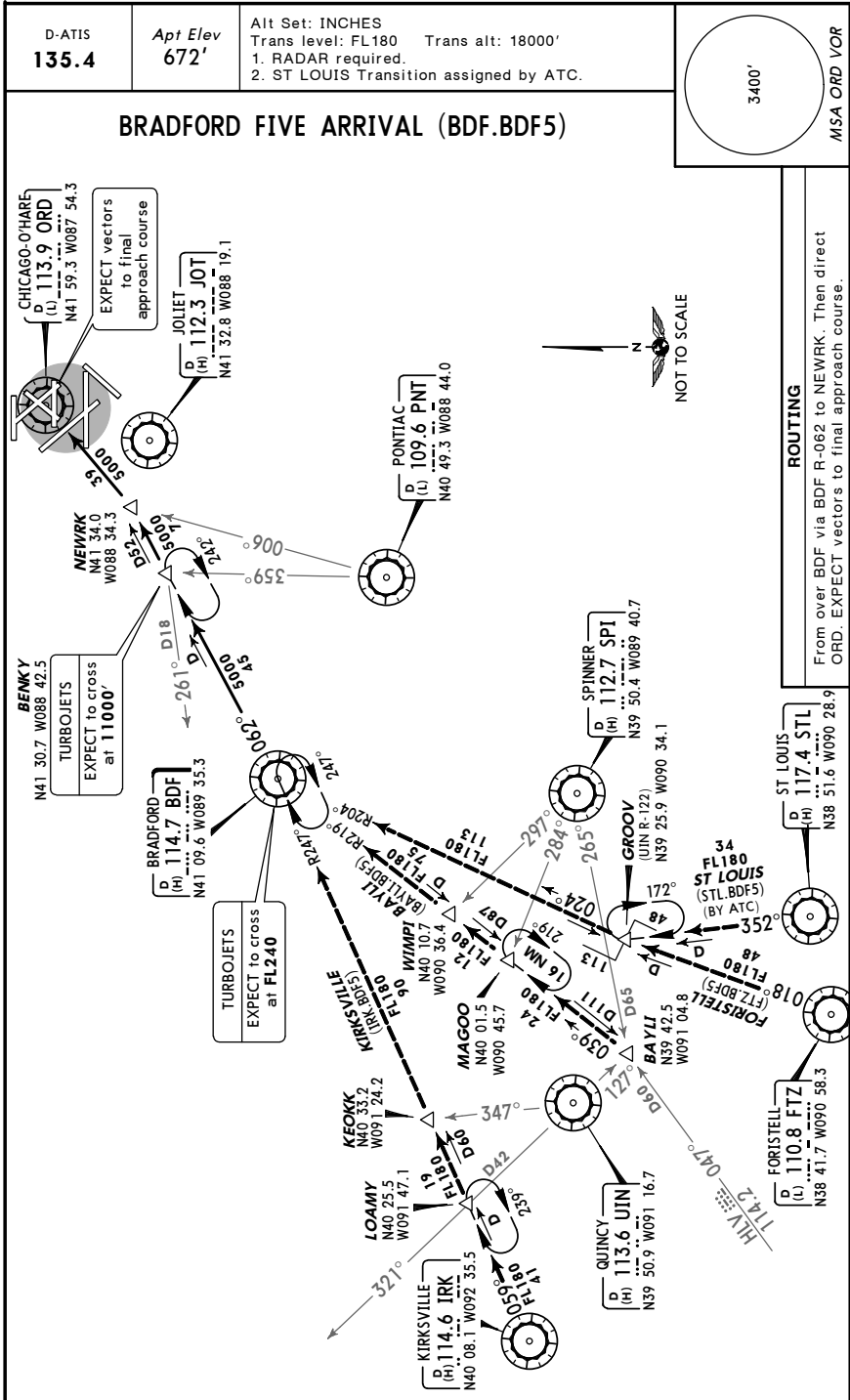


**KORD/ORD**  
**-O'HARE INTL**

**JEPPESEN**  
 6 MAR 09 **(20-2)** Eff 12 Mar

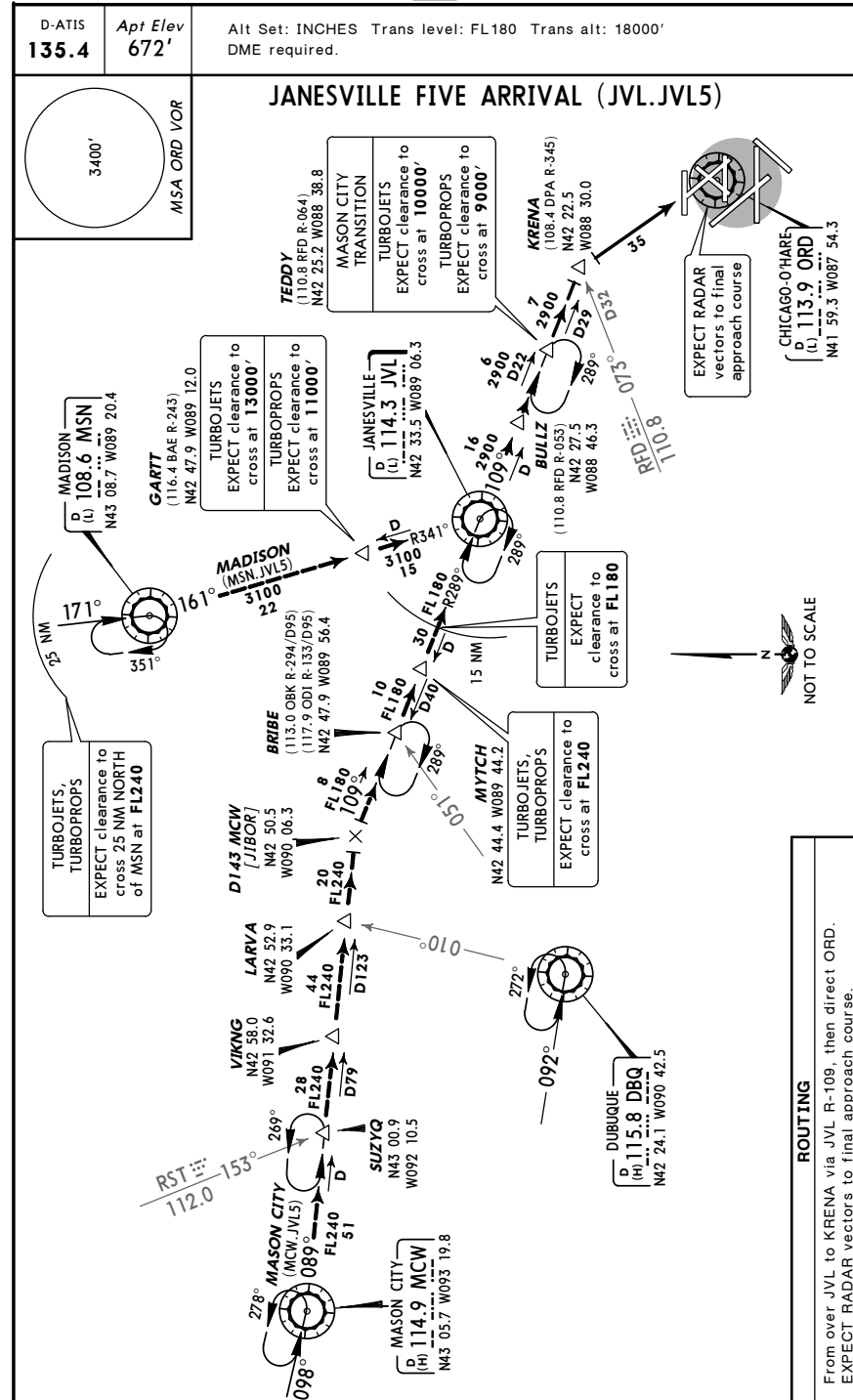
**CHICAGO, ILL**  
**STAR**



**KORD/ORD**  
**-O'HARE INTL**

**JEPPESEN**  
 6 MAR 09 **(20-2A)** Eff 12 Mar

**CHICAGO, ILL**  
**STAR**

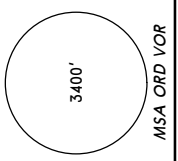


KORD/ORD  
 -O'HARE INTL

JEPPESEN  
 14 NOV 08 (20-2B) Eff 20 Nov

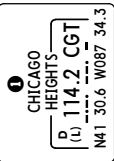
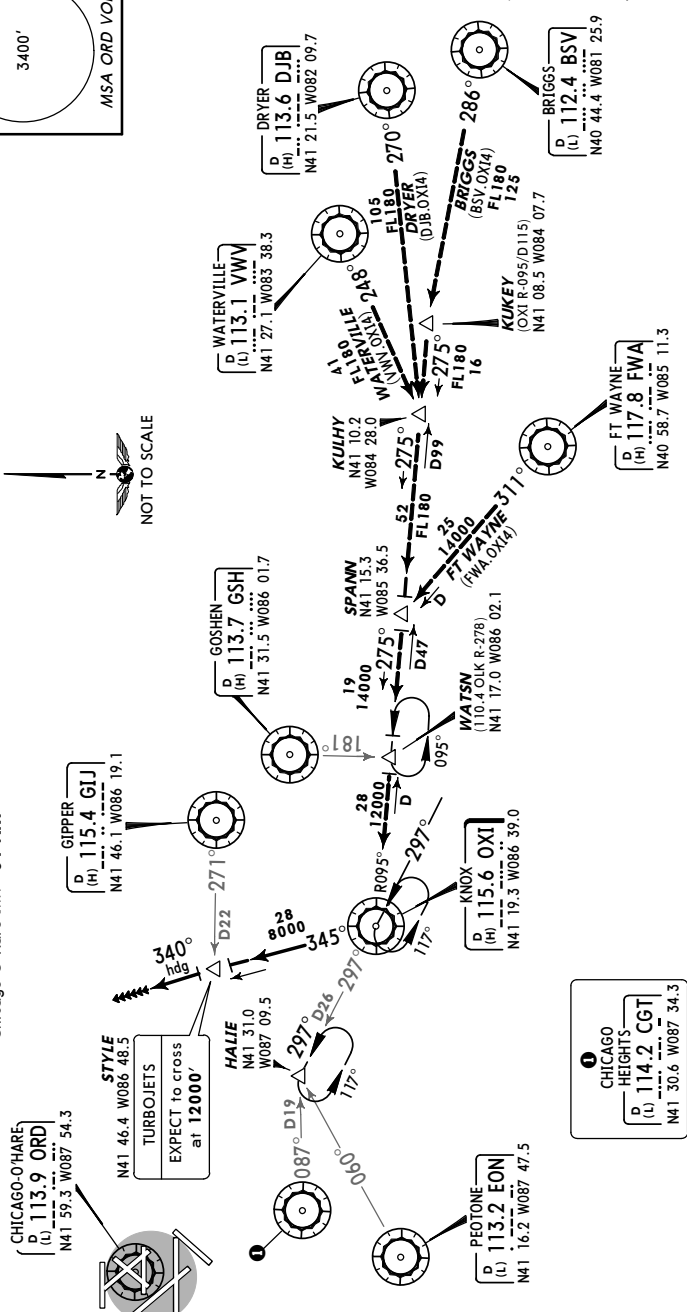
CHICAGO, ILL  
 STAR

D-ATIS 135.4 Apt Elev 672'  
 Alt Set: INCHES Trans level: FL180 Trans alt: 18000'  
 1. RADAR and DME required.  
 2. RADAR required from BSV to KUKEY.



KNOX FOUR ARRIVAL (OXI.OXI4)

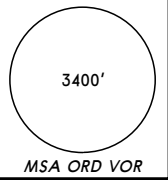
Direct distance from STYLE to:  
 Chicago-O'Hare Intl 51 NM



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

**KORD/ORD**  
**-O'HARE INTL**

D-ATIS <b>135.4</b>	Apt Elev <b>672'</b>	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	1. RADAR and DME required. 2. TRAVERSE CITY transition is restricted to arrivals at or below FL240.
------------------------	-------------------------	--	--



**2**  
 CHICAGO-O'HARE  
 D (H) 113.9 ORD  
 (L) 113.0 OBK  
 N41 59.3 W087 54.3

**D** NORTHBROOK  
 (H) 113.0 OBK  
 N42 13.3 W087 57.1



EXPECT RADAR vectors to final approach course

**FIYER**  
 N42 23.9 W087 19.3

**ERNNY**  
 N42 20.3 W087 32.1

**PAPPI**  
 (114.2 CGT R-356/D46)  
 N42 16.2 W087 36.4

**WYNDE**  
 N42 27.3 W087 06.6

EXPECT clearance to cross at 10000'

**RHIVR**  
 N42 38.8 W086 16.2

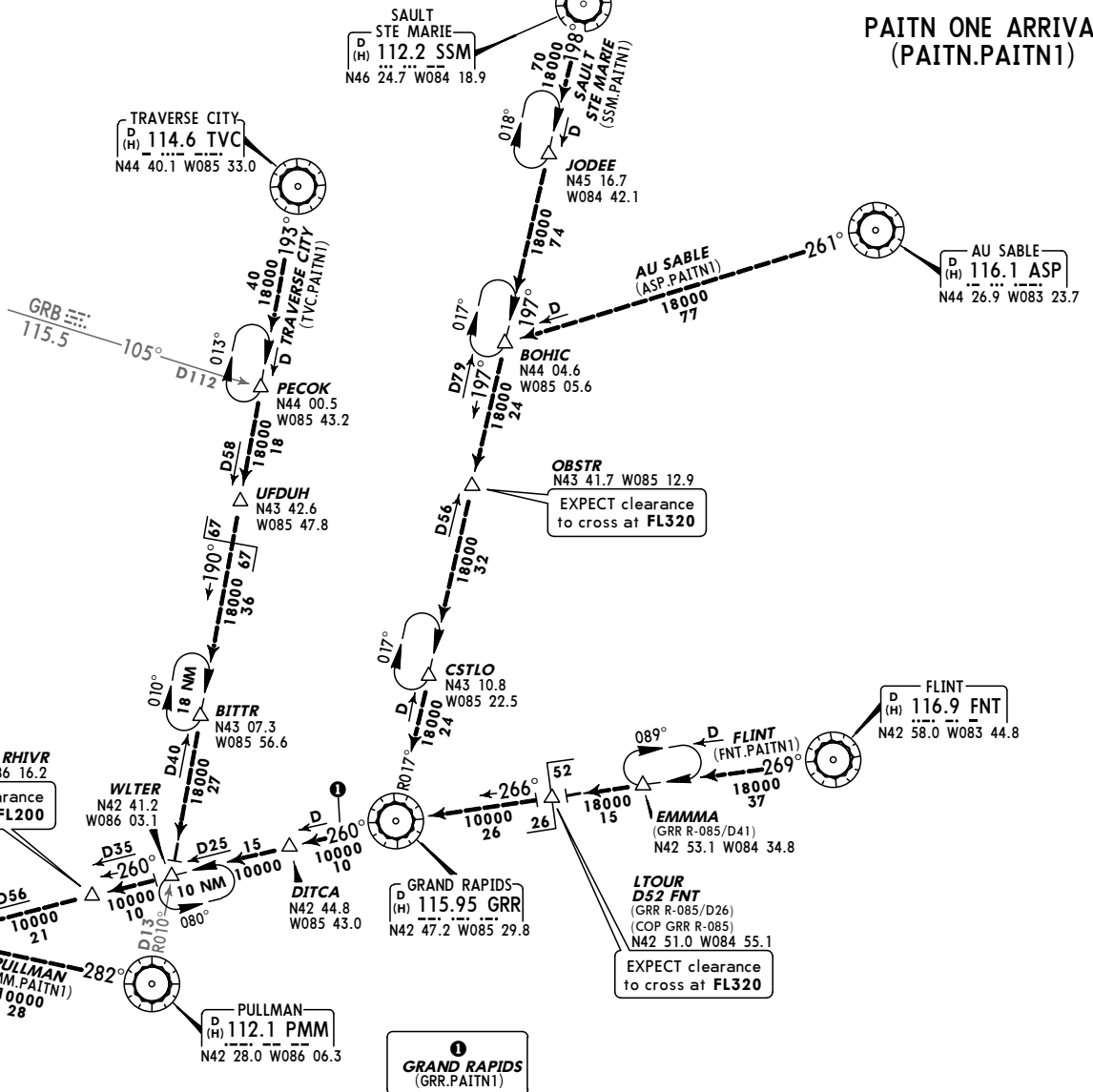
EXPECT clearance to cross at FL200

**PULLMAN**  
 (PMM.PAINTN1)  
 N42 33.7 W086 43.4

**PULLMAN**  
 (H) 112.1 PMM  
 N42 28.0 W086 06.3

**ROUTING**

From over PAITN via OBK R-071 to WYNDE, then via OBK R-071 to FIYER, then OBK R-071 to ERNNY, then via ORD R-036 to PAPPI, then via ORD R-036 to ORD. EXPECT RADAR vectors to final approach course.



**PAITN ONE ARRIVAL**  
**(PAITN.PAINTN1)**

**AU SABLE**  
 (ASP.PAINTN1)  
 (H) 116.1 ASP  
 N44 26.9 W083 23.7

**OBSTR**  
 N43 41.7 W085 12.9

EXPECT clearance to cross at FL320

**LTOUR**  
 D52 FNT  
 (GRR R-085/D26)  
 (COP GRR R-085)  
 N42 51.0 W084 55.1

EXPECT clearance to cross at FL320

**1**  
**GRAND RAPIDS**  
 (GRR.PAINTN1)

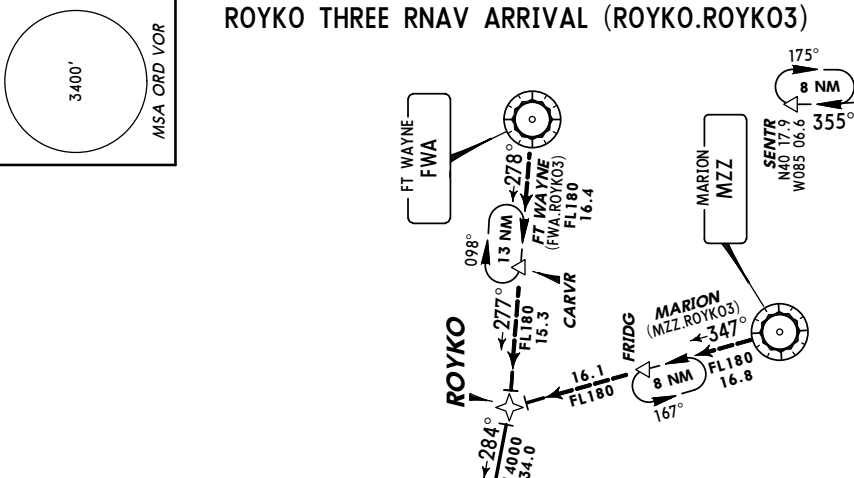
KORD/ORD  
 -O'HARE INTL

JEPPESEN  
 14 NOV 08 (20-2D) Eff 20 Nov

CHICAGO, ILL  
 RNAV STAR

D-ATIS <b>135.4</b>	Apt Elev <b>672'</b>	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RNAV 1. 2. DME/DME/IRU or GPS required. 3. RADAR required. 4. EXPECT possible reroute to WATSN RNAV STAR. 5. FT WAYNE transition ATC assigned only.
------------------------	-------------------------	--

ROYKO THREE RNAV ARRIVAL (ROYKO.ROYK03)



Direct distance from LENDR to:  
 Chicago-O'Hare Intl 31 NM

ROUTING

From ROYKO via 284° track to VEECK, then via 302° track to BOONE, then via 321° track to LOTH, then via 324° track to CLUSO, then via 323° track to KAYTO, then via 323° track to PINKK, then via 317° track to MONKZ, then via 273° track to JORJO, then via 273° track to POSSM, then via 273° to LENDR, then via heading 273°. EXPECT RADAR vectors to final approach course.

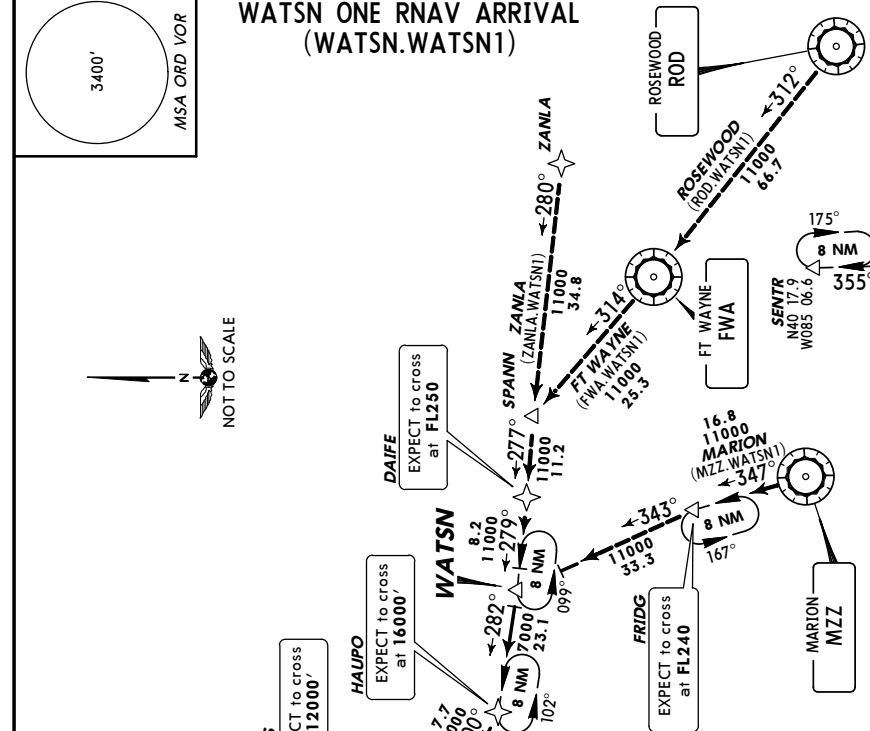
KORD/ORD  
 -O'HARE INTL

JEPPESEN  
 14 NOV 08 (20-2E) Eff 20 Nov

CHICAGO, ILL  
 RNAV STAR

D-ATIS <b>135.4</b>	Apt Elev <b>672'</b>	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RNAV 1. 2. DME/DME/IRU or GPS required. 3. RADAR required. 4. EXPECT possible rerouting via the ROYKO RNAV STAR due to airport demand or configuration. 5. Chicago-O'Hare landing to the EAST: EXPECT RADAR vectors to final approach course. 6. MARION transition ATC assigned only.
------------------------	-------------------------	---

WATSN ONE RNAV ARRIVAL (WATSN.WATSN1)



Direct distance from CENAK to:  
 Chicago-O'Hare Intl 42 NM

ROUTING

From WATSN via 282° track to HAUPO, then as depicted to CENAK. Then via heading 270°. EXPECT RADAR vectors to final approach course.



**KORD/ORD**

Apt Elev **672'**  
 N41 58.9 W087 54.4

12 JUN 09 **20-9**

O'HARE INTL

D-ATIS 135.4 VOT 112.0	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt) 121.6	Metering 121.67	MAIN Ground Outbound 121.75	Ground Inbound 121.9	NORTH Ground Rwy 9L/27R (Vicinity) 124.12
MAIN Tower 126.9		Alternate 120.75	NORTH Tower Rwy 9L/27R 132.7	128.15	CHICAGO Departure (R) 340°-159° 160°-219° 220°-339° 125.0 126.62 125.4	

Rwy 27R first available turn-off is Twy C1  
 (6500' (1981m) from 27R threshold).

International Ramp Control 129.05  
 (Monitor Ground Control simultaneously  
 0600-2200 LT)

**HSI** RUNWAY INCURSION HOT SPOTS  
 See 20-9A for description of Hot Spots.

- 1 Hold pad procedures see 20-9E. Maintain taxiway centerline when passing hold pads with parked aircraft.
- 2 Yankee taxiway gates procedure see 20-9A.
- 3 CAUTION: No aircraft are permitted to stop on bridged Taxiways A and B.
- 4 Taxi procedures for Northeast Ramp: All arriving aircraft entering Northeast Ramp on V or LL monitor ground control and contact ramp common on 122.95. Announce Call Sign, Aircraft Type, and Inbound Destination.

Read-back of all hold short instructions required.

Tower may clear aircraft for take-off Runway 14R from Twy T2, 10,100' (3078m) is available.

B747-400s, A340-600s and B777-300s cannot pass on Taxiways A & B due to insufficient wingtip clearance.

Tower may clear aircraft for take-off Runway 32L from Twy T10, 8800' (2682m) is available.

Twy LL northbound only between Rwy 14L/32R and Twy MM.

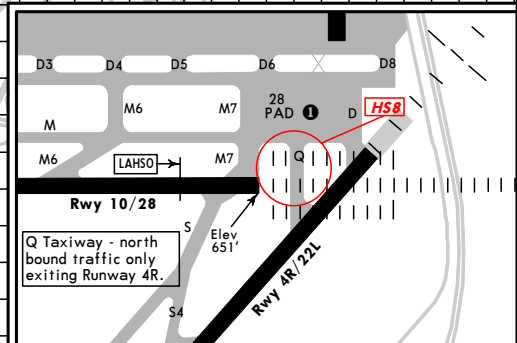
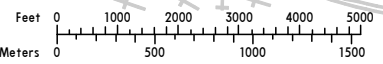
ATCT is authorized to conduct simultaneous opposite direction departures on Rwys 09R and 28 during IFR weather conditions.

Paved safety area east of Rwy 28 approach is not for operational use. The area is painted green.

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.

Be alert: Waived air traffic separation standards in effect for traffic landing Rwy 14R & departing Rwy 28, whereby landing traffic on Rwy 14R will be past the landing threshold as Rwy 28 departures pass through the intersection of the two runways.

ATCT is authorized to conduct arrivals to Rwys 14L & 14R while conducting simultaneous opposite direction departures off of Rwys 09R and 28 during IFR weather conditions. ATCT is authorized to conduct simultaneous converging instrument approaches to Rwys 14R & 22R while conducting simultaneous opposite direction departures off of Rwys 09R & 28 during IFR weather conditions.



GENERAL						
ASDE-X Surveillance system in use. Pilots should 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. Acraft with wingspan greater than 214' (65m) require 48 hours prior permission.						
ADDITIONAL RUNWAY INFORMATION						
RWY		USABLE LENGTHS	LANDING BEYOND	LAHSO	TAKE-OFF	WIDTH
4R	22L	HIRL CL MALSR TDZ grooved RVR	7026' 2142m			150' 46m
			6975' 2126m			
4L	22R	HIRL CL grooved RVR				150' 46m
		HIRL CL MALSR TDZ ① PAPI-L grooved RVR	6500' 1981m	9R/27L 6050' 1844m		
9R	27L	HIRL CL MALSR TDZ ① PAPI-L grooved RVR	6852' 2088m	14L/32R 6100' 1859m		150' 46m
		HIRL CL ALSF-II TDZ ① PAPI-R grooved RVR	6927' 2111m	4L/22R 5700' 1737m		
9L	27R	HIRL CL ALSF-II TDZ grooved RVR	6340' 1932m			150' 46m
			6364' 1940m			
10	28	HIRL CL ALSF-II TDZ ① PAPI-L grooved RVR	12,246' 3733m	Twy S 12,156' 3705m		150' 46m
			11,970' 3648m	14R/32L 6500' 1981m		
14R	32L	HIRL CL ALSF-II TDZ ① PAPI-R grooved RVR	12,045' 3671m	10/28 9800' 2987m		200' 61m
		HIRL CL TDZ grooved RVR	11,974' 3650m			
14L	32R	HIRL CL ALSF-II TDZ ① PAPI-L grooved except 423'(129m) SE end RVR	8007' 2441m	6943' 2116m		150' 46m
		HIRL CL MALSR TDZ RVR	8621' 2628m			

- ① Angle 3.0°
- ② Last 754' (230m) is unavailable for landing distance computations.

**RUNWAY INCURSION HOT SPOTS**

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

**HOT SPOT**

- HS1** Taxiing traffic on Taxiway R cannot stop on Taxiway R between Runway 9R/27L and Runway 4L/22R.
- HS2** Runway 27L arrivals prohibited from turning onto Runway 4L/22R without ATC clearance.
- HS3** Aircraft northeast bound on Taxiway B turning right onto Taxiway H use caution - close proximity to Runway 9R/27L.
- HS4** Landing Runway 22R traffic must receive clearance to cross Runway 9R/27L on Taxiway A1.
- HS5** Runway 14L arrivals exiting Taxiway P4 use caution - close proximity to Runway 9R/27L.
- HS6** Aircraft northwest bound on Taxiway P turning left onto Taxiway H use caution - close proximity to Runway 9R/27L.
- HS7** Aircraft turning left onto Taxiway K from Taxiway T10 use caution to avoid inadvertent turn onto Taxiway M.
- HS8** Q Taxiway - north bound traffic only exiting Runway 4R.
- HS9** Traffic inbound to the terminal from Taxiways G and E can expect a right turn on Taxiway Z to avoid active runways.

**YANKEE TAXIWAY GATES PROCEDURES**

- Communication between pilot/mechanic and special police in guard booth will be through Unicom 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.
- 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.
- The gate nearest "T" Taxiway will be named Yankee Gate "T", and the gate nearest the Ground Runup Enclosure (GRE) will be named Yankee Gate "E".
- The Yankee Gate "E" will be manned 24 hours a day and the Yankee Gate "T" will be manned 16 hours a day (0600-2200 hours).

TAKE-OFF							
Rwys 9L/R, 10, 14L/R, 32R							
2 operating RVRs are required All operating RVRs are controlling		CL or RCLM & HIRL		Adequate Vis Ref		STD	
CL & HIRL		CL or RCLM & HIRL		Adequate Vis Ref		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	TDZ RVR 10	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	
Mid RVR 5	Mid RVR 10	Mid RVR 10	Mid RVR 10				
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	Rollout RVR 10				
Rwys 4L/R, 22L/R							
Both RVRs are required & controlling		CL or RCLM & HIRL		Adequate Vis Ref		STD	
TDZ RVR 5	TDZ RVR 10	TDZ RVR 10	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	Rollout RVR 10				
Rwy 27L							
① With Mim climb of 214'/NM to 1700'				① With Mim climb of 203'/NM to 1700'			
2 operating RVRs are required All operating RVRs are controlling		CL or RCLM & HIRL		Adequate Vis Ref		STD	
TDZ RVR 5	TDZ RVR 10	TDZ RVR 10	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	CEIL-VIS
Mid RVR 5	Mid RVR 10	Mid RVR 10	Mid RVR 10				300- RVR 60 or 1/4
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	Rollout RVR 10				
Rwy 28							
With Mim climb of 222'/NM to 1700'							
2 operating RVRs are required All operating RVRs are controlling		CL or RCLM & HIRL		Adequate Vis Ref		STD	
TDZ RVR 5	TDZ RVR 10	TDZ RVR 10	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	
Mid RVR 5	Mid RVR 10	Mid RVR 10	Mid RVR 10				
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	Rollout RVR 10				
Rwy 27R							
With Mim climb of 228'/NM to 1800'							
2 operating RVRs are required All operating RVRs are controlling		CL or RCLM & HIRL		Adequate Vis Ref		STD	
TDZ RVR 5	TDZ RVR 10	TDZ RVR 10	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	
Mid RVR 5	Mid RVR 10	Mid RVR 10	Mid RVR 10				
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	Rollout RVR 10				
Rwy 32L							
With Mim climb of 231'/NM to 1800'							
2 operating RVRs are required All operating RVRs are controlling		CL or RCLM & HIRL		Adequate Vis Ref		STD	
TDZ RVR 5	TDZ RVR 10	TDZ RVR 10	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	
Mid RVR 5	Mid RVR 10	Mid RVR 10	Mid RVR 10				
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	Rollout RVR 10				
① Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway.							
FOR FILING AS ALTERNATE							
ILS Rwy 4R	ILS Rwy 10	ILS Rwy 27L/R	ILS Rwy 14L/R	ILS Rwy 28	ILS Rwy 32L/R	ILS Rwy 9L/R	Other
LOC Rwy 4L/R	LOC Rwy 10	LOC Rwy 27L/R	LOC Rwy 14L/R	LOC Rwy 28	LOC Rwy 32L/R	LOC Rwy 9L/R	
RNAV(GPS) Rwy 4L	RNAV(GPS) Rwy 10	RNAV(GPS) Rwy 27L/R	RNAV(GPS) Rwy 14L/R	RNAV(GPS) Rwy 28	RNAV(GPS) Rwy 32L/R	RNAV(GPS) Rwy 9L/R	
ILS Rwy 22L/R	ILS Rwy 32L/R	ILS Rwy 28	ILS Rwy 14L/R	ILS Rwy 27L/R	ILS Rwy 9L/R	ILS Rwy 32L/R	
LOC Rwy 22L/R	LOC Rwy 32L/R	LOC Rwy 28	LOC Rwy 14L/R	LOC Rwy 27L/R	LOC Rwy 9L/R	LOC Rwy 32L/R	
RNAV(GPS) Rwy 22L/R	RNAV(GPS) Rwy 32L/R	RNAV(GPS) Rwy 28	RNAV(GPS) Rwy 14L/R	RNAV(GPS) Rwy 27L/R	RNAV(GPS) Rwy 9L/R	RNAV(GPS) Rwy 32L/R	
A	600-2		800-2		1100-2		NA
B					1100-3		
C							
D							

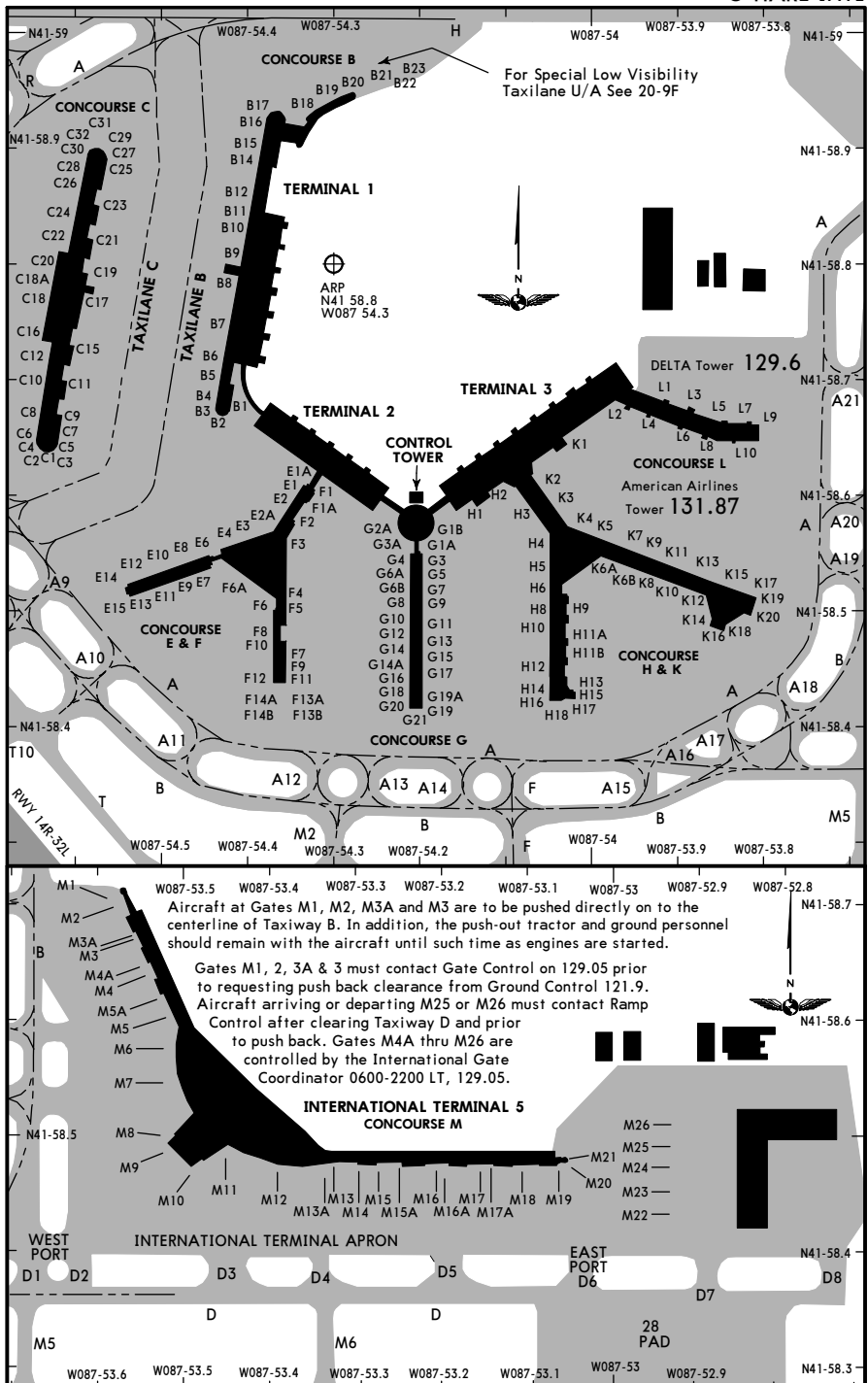
KORD/ORD



CHICAGO, ILL

29 JUN 07 (20-9B) Eff 5 Jul

-O'HARE INTL



CHANGES: Rwy 28 pad.

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KORD/ORD



CHICAGO, ILL

29 JUN 07 (20-9C) Eff 5 Jul

-O'HARE INTL

PARKING GATE COORDINATES			
GATE/SPOT NO.	COORDINATES	GATE/SPOT NO.	COORDINATES
<b>CONCOURSE B</b>		<b>CONCOURSE K</b>	
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	K6A, K6B	N41 58.5 W087 54.0
B12	N41 58.9 W087 54.4	K7	N41 58.6 W087 53.9
B14 thru B18	N41 58.9 W087 54.4	K8	N41 58.5 W087 53.9
B19, B20	N41 58.9 W087 54.3	K9	N41 58.6 W087 53.9
B21 thru B23	N41 58.9 W087 54.2	K10 thru K14	N41 58.5 W087 53.9
<b>CONCOURSE C</b>		K15 thru K20	N41 58.5 W087 53.8
C1 thru C5	N41 58.6 W087 54.6	<b>CONCOURSE L</b>	
C6 thru C12	N41 58.7 W087 54.6	L1	N41 58.7 W087 53.9
C15, C16	N41 58.7 W087 54.6	L2	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 C32	N41 58.9 W087 54.6	L5	N41 58.7 W087 53.8
<b>CONCOURSE E</b>		L6	N41 58.7 W087 53.9
E1, E1A, 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	N41 58.7 W087 53.8
E7 thru E12	N41 58.5 W087 54.5	L10	N41 58.6 W087 53.8
E13, E14, E15	N41 58.5 W087 54.5	<b>INTERNATIONAL TERMINAL 5</b>	
<b>CONCOURSE F</b>		<b>CONCOURSE M</b>	
F1 thru F3	N41 58.6 W087 54.3	M1, M2	N41 58.7 W087 53.6
F4, F5	N41 58.5 W087 54.3	M3A, M3	N41 58.6 W087 53.6
F6, F6A, F8, F10	N41 58.5 W087 54.4	M4 thru M5A	N41 58.6 W087 53.5
F7, F9	N41 58.5 W087 54.3	M6	N41 58.6 W087 53.5
F11, F13A, F13B	N41 58.4 W087 54.3	M7 thru M11	N41 58.5 W087 53.5
F12, F14A, F14B	N41 58.4 W087 54.4	M12	N41 58.5 W087 53.4
<b>CONCOURSE G</b>		M13 thru M15A	N41 58.5 W087 53.3
G1A thru G3A	N41 58.6 W087 54.2	M16 thru M17	N41 58.5 W087 53.2
G3 thru G15	N41 58.5 W087 54.2	M17A thru M21	N41 58.5 W087 53.1
G16 thru G21	N41 58.4 W087 54.2	M22	N41 58.4 W087 52.9
<b>CONCOURSE H</b>		M23 thru M26	N41 58.5 W087 52.9
H1 thru 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		

CHANGES: None.

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KORD/ORD



CHICAGO, ILL  
 -O'HARE INTL

**Taxi Instructions for the Southwest Cargo Ramp**

The Southwest 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 K1 is to be used for outbound aircraft only. The south taxiway designated K2 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 Southwest cargo ramp

If a departing aircraft responds to the callout the arriving aircraft must hold its position at the hold bar "B" on K2 until the departing aircraft has cleared onto K1.

**Departing Aircraft**

Departing aircraft will have priority if no aircraft has reached position "B" on K2 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 Southwest 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):**

K1 is for outbound traffic from the Southwest cargo area South tier.

K2 is to be used for aircraft entering Southwest cargo area South tier.

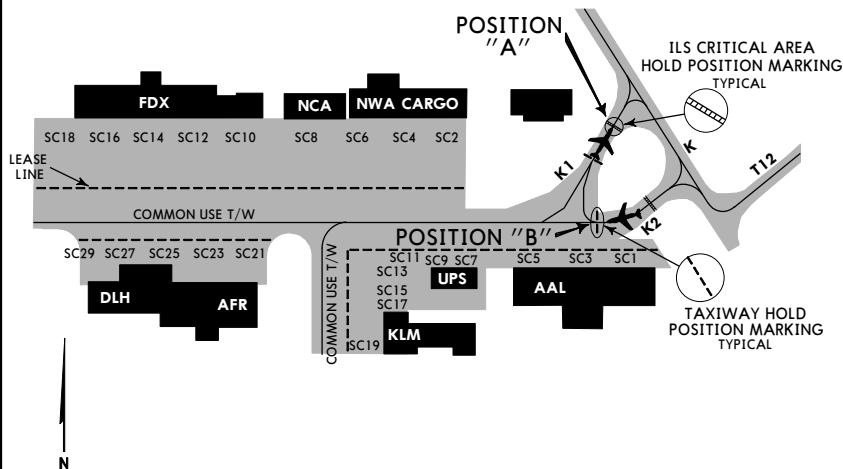
A unicom frequency 122.95 Mhz has been designated "ramp common".

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 K1 must pull up to ILS hold line to ensure inbound aircraft will clear empennage of aircraft on K1.



KORD/ORD



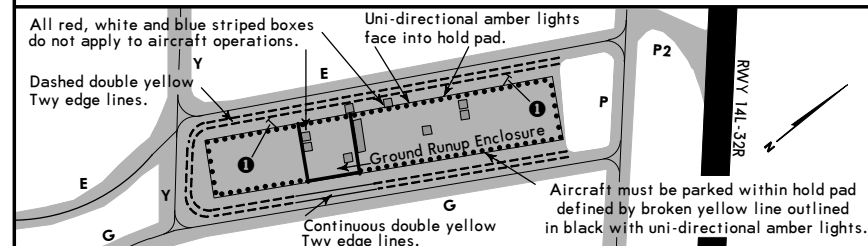
CHICAGO, ILL  
 -O'HARE INTL

**HOLD PADS**

(Penalty Box) 4L hold pad restricted; No B747, A330, A340, B777, MD11. 32R pad abeam Twy P restricted; None of the above listed aircraft and no B767, A300, DC10, 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.

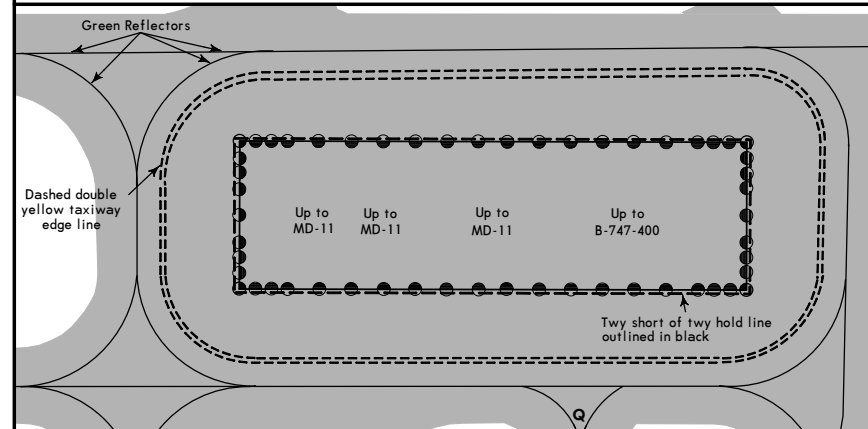
**SCENIC HOLD PAD**

① 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.

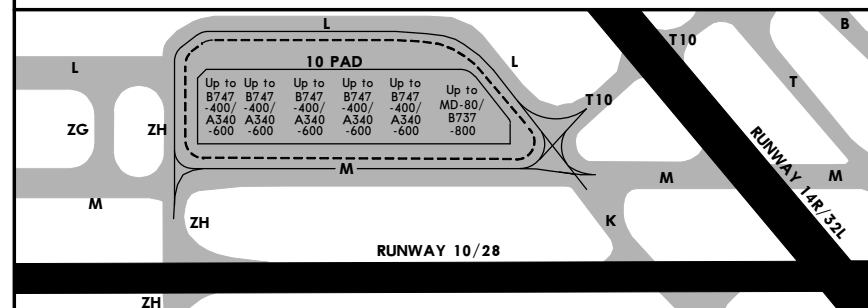


**RWY 28 HOLD PAD**

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



**RWY 10 HOLD PAD**



KORD/ORD

JEPPESEN

CHICAGO, ILL

30 MAY 08 (20-9F) Eff 5 Jun

-O'HARE INTL

### SPECIAL LOW VISIBILITY UNIFORM/ALPHA TAXILANE

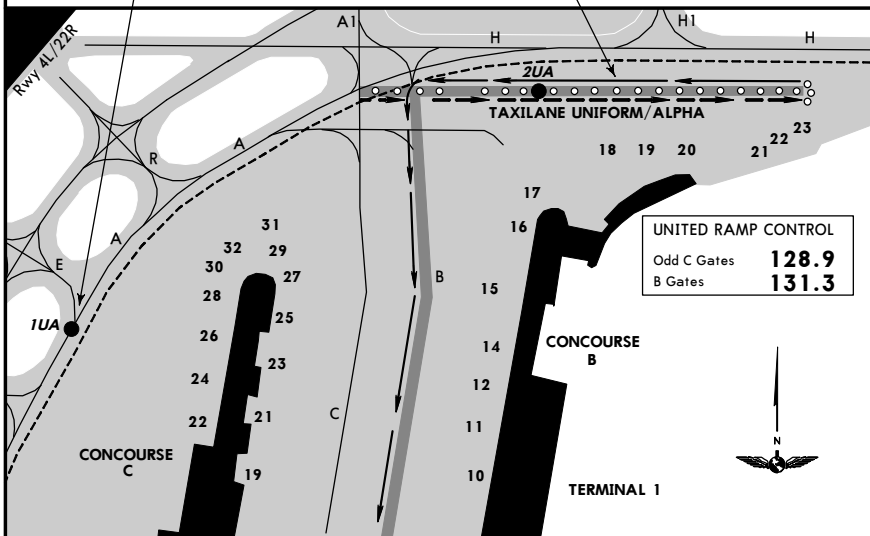
The Uniform/Alpha Taxilane protects runway 27L CAT II/III operations. These procedures are only in effect when the Taxilane centerline lights are illuminated and advised by United ramp or ATC ground control.

**Departure From Gates B-18 thru B-23:** 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 taxiway Hotel is an unmarked ILS critical area that must be avoided by using the painted turnoff lines leading to taxilanes C, B or gate B17 as appropriate. If proceeding to gates B18-B23 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.

Twy U/A restricted to airplanes with wingspans less than 112' (34.1m) (i.e., A320 and smaller).



**LEGEND**

- LOW VISIBILITY TAXI ROUTE OUTBOUND
- LOW VISIBILITY TAXI ROUTE INBOUND
- 1UA GEOGRAPHIC HOLD POSITION MARKING
- 2UA POSITION MARKING

ALTERNATE TAXI ROUTE DURING LOW VISIBILITY OPERATIONS

KORD/ORD

JEPPESEN

CHICAGO, ILL

30 MAY 08 (20-9G) Eff 5 Jun

-O'HARE INTL

### Itinerant Aircraft Procedures for the Northeast Ramp

#### Arrivals

All arriving aircraft must taxi IN on centerline marking designated as "A".

All arriving aircraft will contact Signature Flight Support on Unicom frequency 122.95 prior to entering Northeast Ramp.

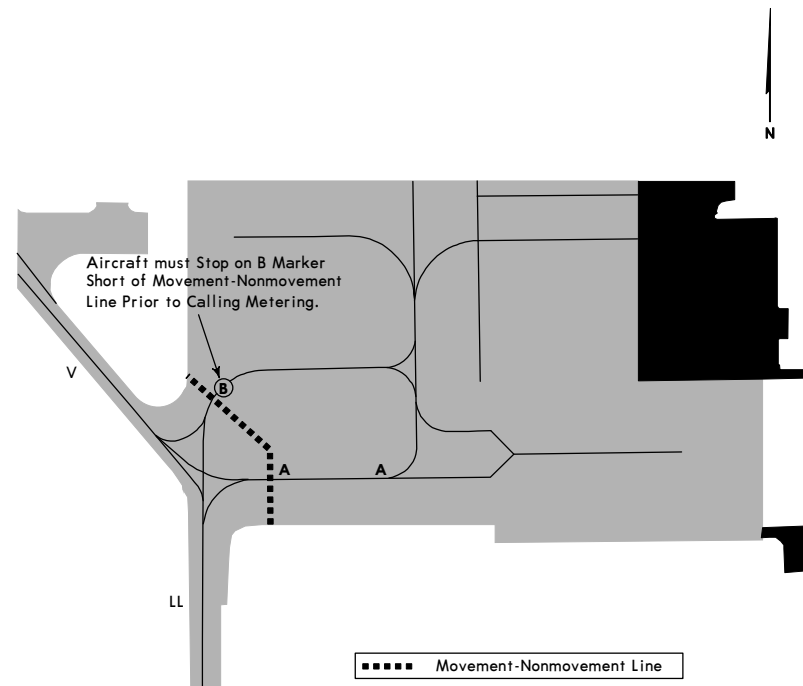
#### Departures

All departing aircraft must contact Signature Flight Support on Unicom frequency 122.95 prior to leaving your parking spot on the ramp.

All departing aircraft will follow centerline marking designated as "B".

Do **not** contact Ground Metering on frequency 121.67 until you are at the "B" marker, within the circle, holding short of Taxiway "V" at the nonmovement boundary marking.

You must receive clearance from the FAA Air Traffic Control tower prior to crossing the nonmovement boundary marking.



**KORD/ORD**   
 -O'HARE INTL 29 MAY 09 (20-9H)

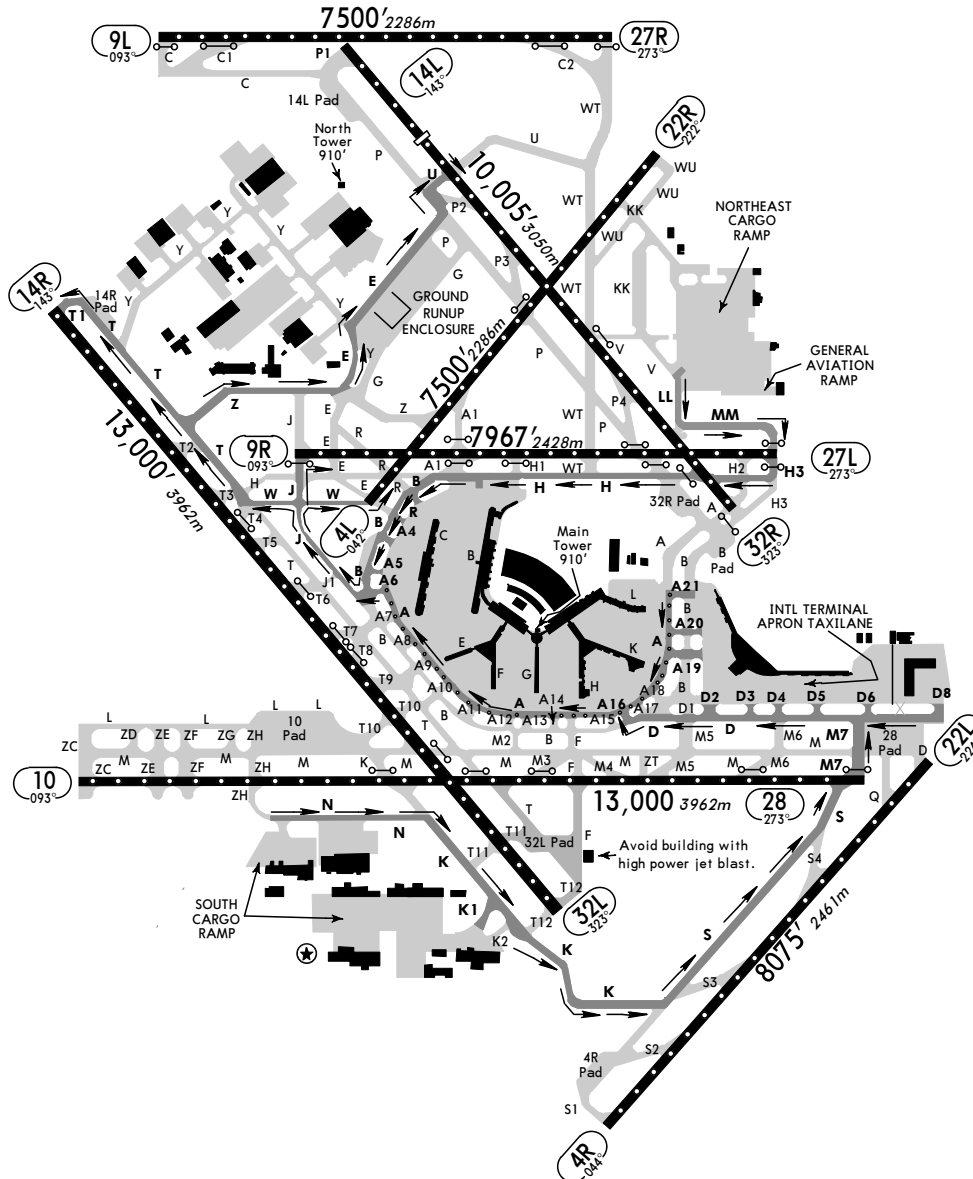
**SMGCS**  
**CHICAGO, ILL**  
**LOW VISIBILITY TAXI ROUTES**  
 RWYS 4L, 9R, 14L/R, DEPARTURES

**LESS THAN RVR 1200 TO 600**

D-ATIS 135.4 VOT 112.0	ACARS: D-ATIS TWIP PDC	O'HARE Clearance (Cpt) 121.6	Metering 121.67	MAIN Ground Outbound 121.75	MAIN Ground Inbound 121.9	NORTH Ground Rwy 9L/27R (Vicinity) 124.12
MAIN Tower 126.9		Alternate 120.75	NORTH Tower Rwy 9L/27R 128.15	CHICAGO Departure (R) 340°-159° 125.0 160°-219° 126.62 220°-339° 125.4		

**LEGEND**

- ○ ○ CENTERLINE LIGHTS
- ▬ LOW VISIBILITY TAXI ROUTE
- ▬ TAXIWAY AND APRON
- ➔ DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- ○ ○ ELEVATED AND IN-PAVEMENT GUARD LIGHTS



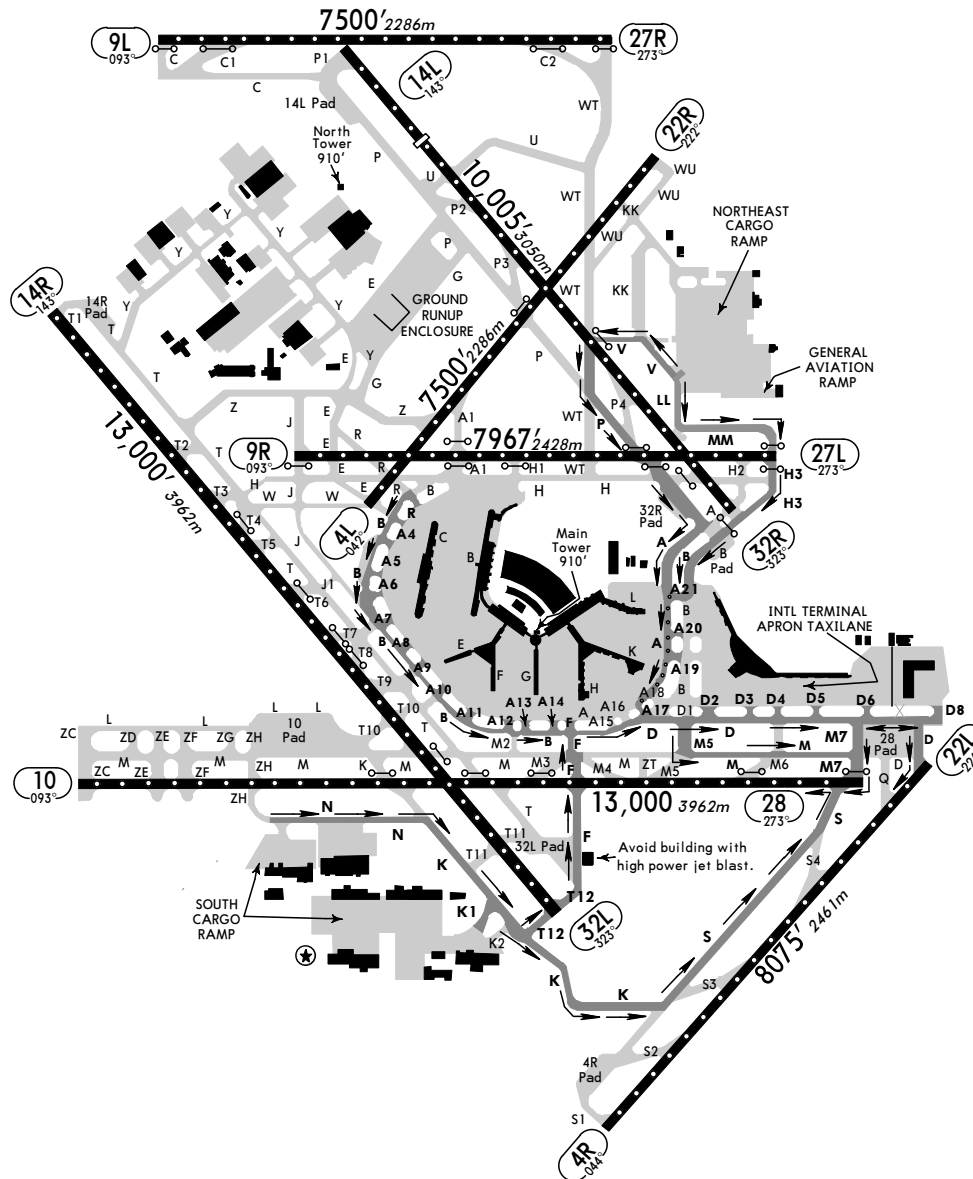
**KORD/ORD**  
 -O'HARE INTL 29 MAY 09 (20-9J)  
**LESS THAN RVR 1200 TO 600**

**SMGCS**  
**CHICAGO, ILL**  
**LOW VISIBILITY TAXI ROUTES**  
 RWYS 22L, 28 DEPARTURES

D-ATIS 135.4 VOT 112.0	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt) 121.6	Metering 121.67	MAIN Ground Outbound 121.75	MAIN Ground Inbound 121.9	NORTH Ground Rwy 9L/27R (Vicinity) 124.12
MAIN Tower 126.9		Alternate 120.75	NORTH Tower Rwy 9L/27R 128.15	CHICAGO Departure (R) 340°-159° 160°-219° 220°-339° 125.0 126.62 125.4		

**LEGEND**

- ○ ○ CENTERLINE LIGHTS
- ▬ LOW VISIBILITY TAXI ROUTE
- ▬ TAXIWAY AND APRON
- ➔ DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- ○ ○ ELEVATED AND IN-PAVEMENT GUARD LIGHTS



KORD/ORD **JEPPESEN**

-O'HARE INTL 29 MAY 09 (20-9K)

LESS THAN RVR 1200 TO 600

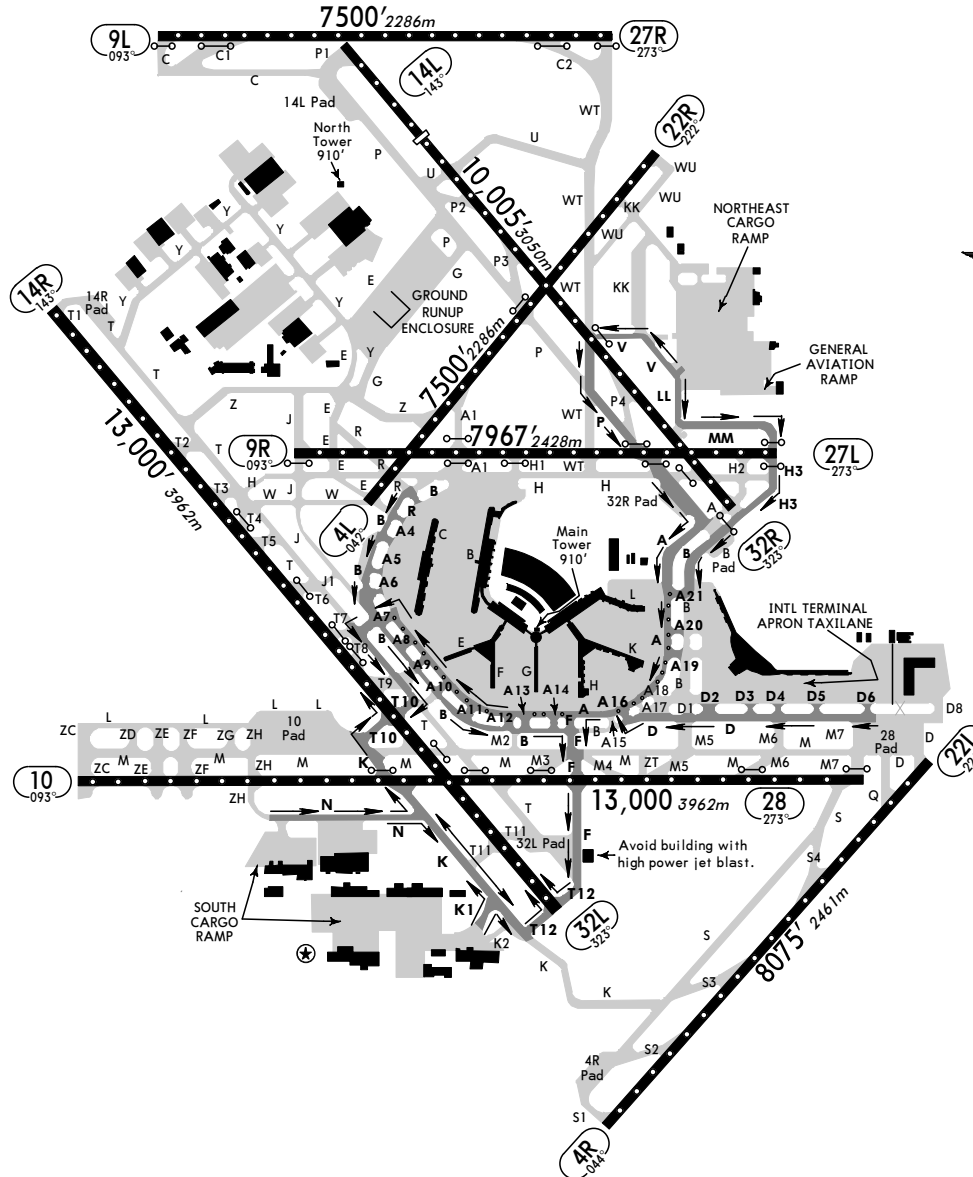
SMGCS

CHICAGO, ILL  
 LOW VISIBILITY TAXI ROUTES  
 RWY 32L DEPARTURES

D-ATIS 135.4 VOT 112.0	ACARS: D-ATIS TWIP PDC	O'HARE Clearance (Cpt) 121.6	Metering 121.67	MAIN Ground Outbound 121.75	Ground Inbound 121.9	NORTH Ground Rwy 9L/27R (Vicinity) 124.12
MAIN Tower 126.9		Alternate 120.75	NORTH Tower Rwy 9L/27R 128.15	CHICAGO Departure (R)		
				340°-159° 125.0	160°-219° 126.62	220°-339° 125.4

**LEGEND**

- ○ CENTERLINE LIGHTS
- ▬ LOW VISIBILITY TAXI ROUTE
- ▬ TAXIWAY AND APRON
- ➔ DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- ○ ELEVATED AND IN-PAVEMENT GUARD LIGHTS



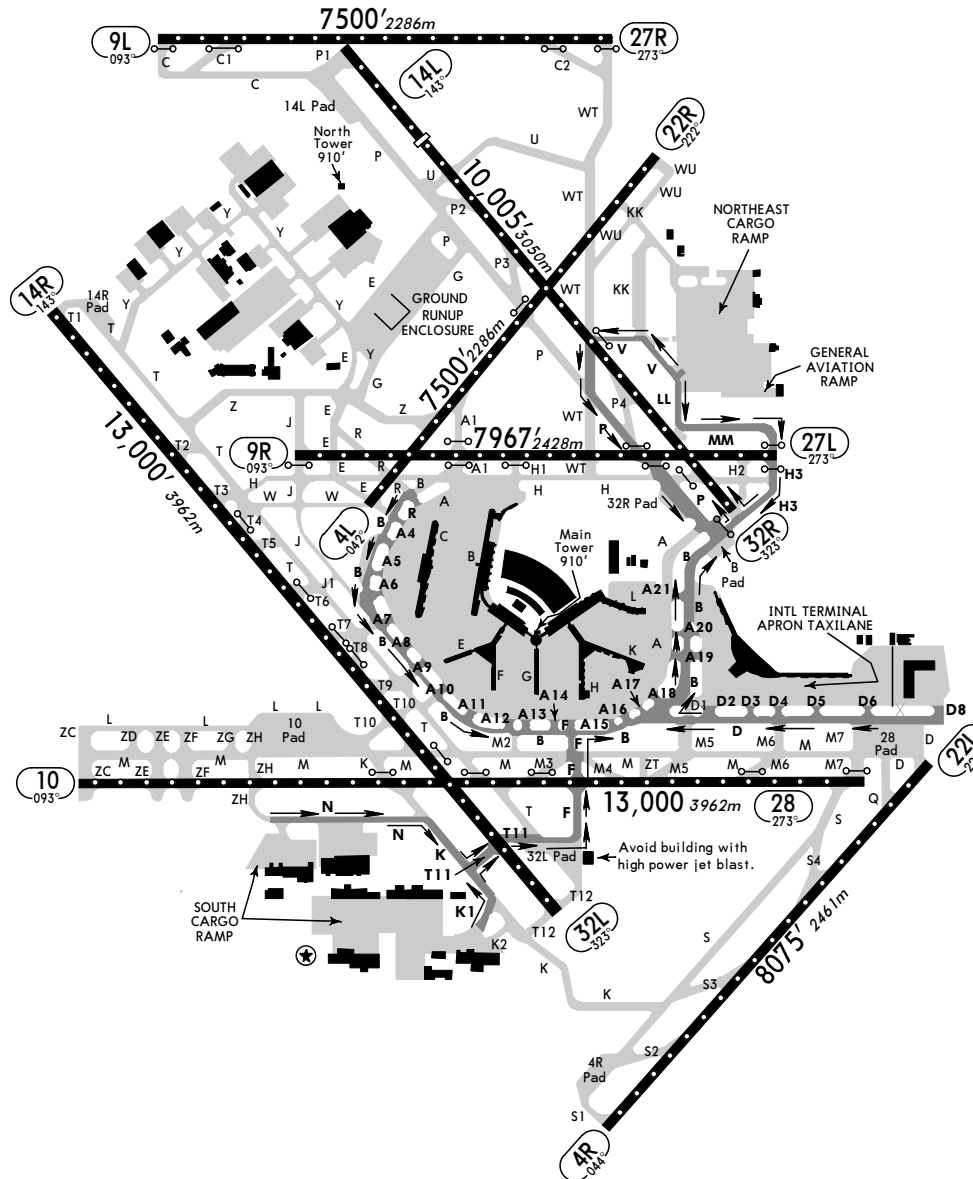
**KORD/ORD**  
 -O'HARE INTL 29 MAY 09 (20-9L)  
**LESS THAN RVR 1200 TO 600**

**SMGCS**  
 CHICAGO, ILL  
**LOW VISIBILITY TAXI ROUTES**  
 RWY 32R DEPARTURES

D-ATIS 135.4 VOT 112.0	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt) 121.6	Metering 121.67	MAIN Ground Outbound 121.75	MAIN Ground Inbound 121.9	NORTH Ground Rwy 9L/27R (Vicinity) 124.12
MAIN Tower 126.9		Alternate 120.75	NORTH Tower Rwy 9L/27R 128.15	CHICAGO Departure (R)		
				340°-159° 125.0	160°-219° 126.62	220°-339° 125.4

**LEGEND**

- ○ ○ CENTERLINE LIGHTS
- ▬ LOW VISIBILITY TAXI ROUTE
- ▬ TAXIWAY AND APRON
- ➔ DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- ○ ○ ELEVATED AND IN-PAVEMENT GUARD LIGHTS





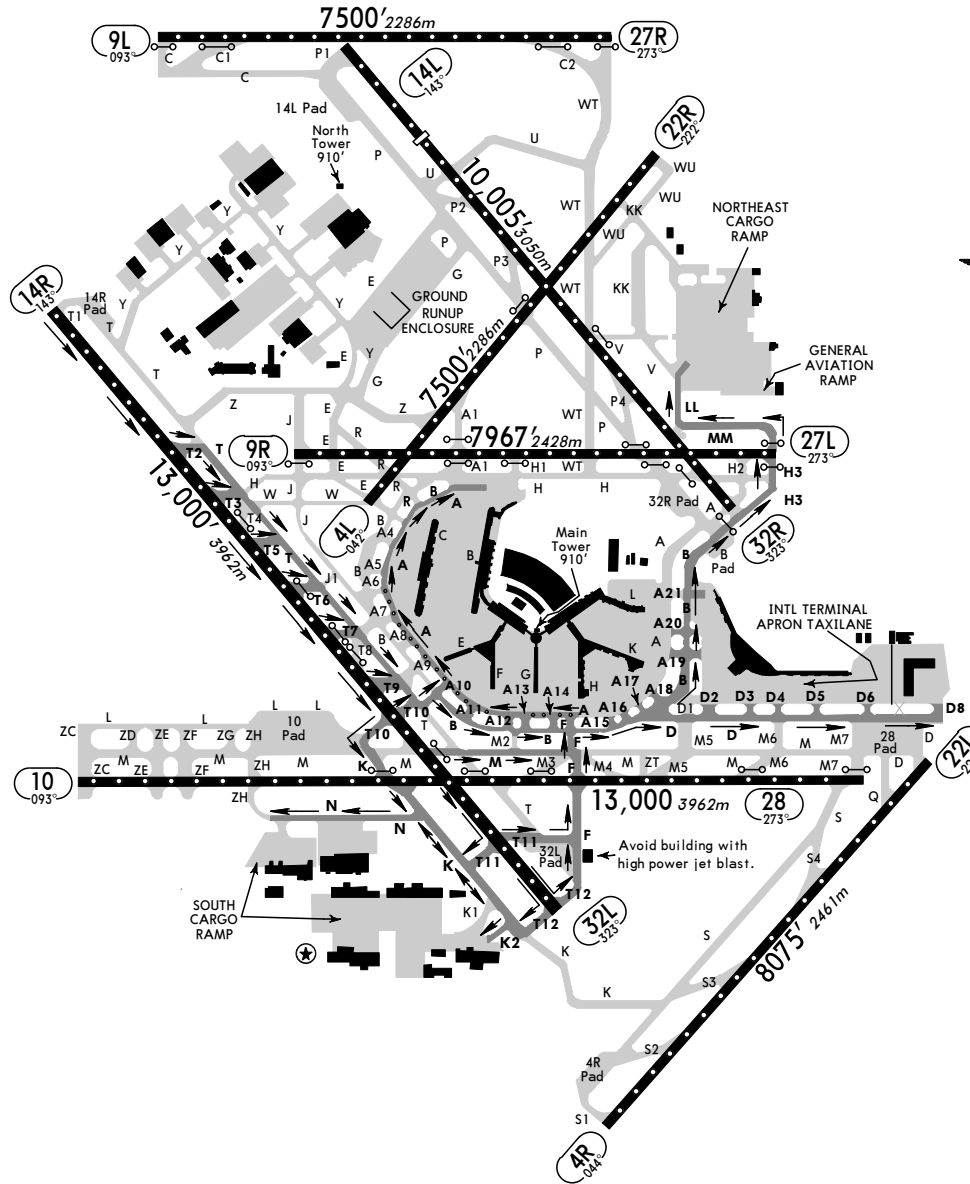
**KORD/ORD**  
 -O'HARE INTL 29 MAY 09 (20-9N)  
**LESS THAN RVR 1200 TO 600**

**SMGCS**  
**CHICAGO, ILL**  
**LOW VISIBILITY TAXI ROUTES**  
 RWY 14R ARRIVALS

D-ATIS 135.4 VOT 112.0	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt) 121.6	Metering 121.67	MAIN Ground Outbound Inbound 121.75 121.9	NORTH Ground Rwy 9L/27R (Vicinity) 124.12
MAIN Tower 126.9		Alternate 120.75	NORTH Tower Rwy 9L/27R 128.15	CHICAGO Departure (R) 340°-159° 160°-219° 220°-339° 125.0 126.62 125.4	

**LEGEND**

- ○ ○ CENTERLINE LIGHTS
- ▬ LOW VISIBILITY TAXI ROUTE
- ▬ TAXIWAY AND APRON
- ➔ DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- ○ ○ ELEVATED AND IN-PAVEMENT GUARD LIGHTS



KORD/ORD **JEPPESEN**

-O'HARE INTL 29 MAY 09 (20-9P)

LESS THAN RVR 1200 TO 600

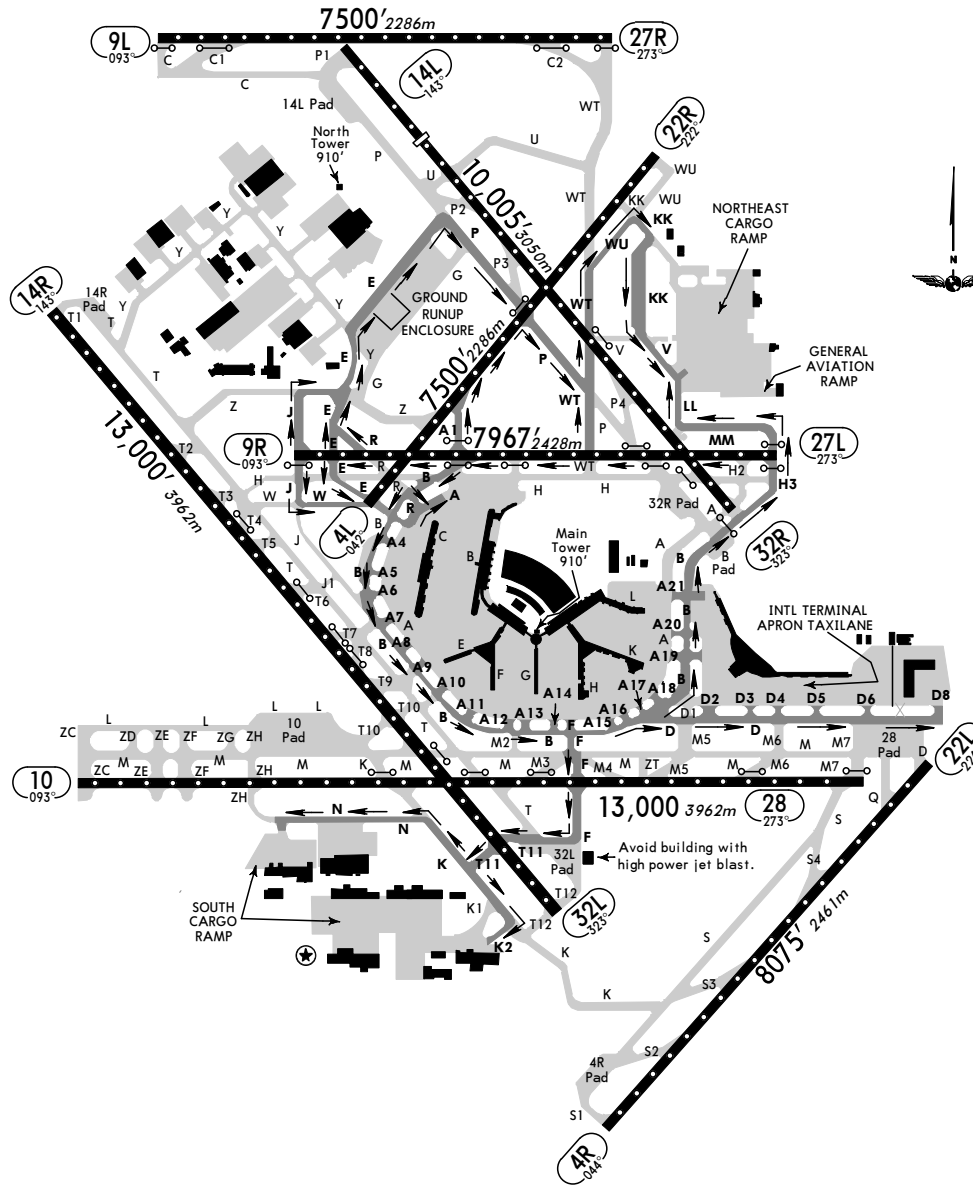
SMGCS

CHICAGO, ILL  
 LOW VISIBILITY TAXI ROUTES  
 RWY 27L ARRIVALS

D-ATIS 135.4 VOT 112.0	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt) 121.6	Metering 121.67	MAIN Ground Outbound 121.75	INBOUND 121.9	NORTH Ground Rwy 9L/27R (Vicinity) 124.12
MAIN Tower 126.9		Alternate 120.75	NORTH Tower Rwy 9L/27R 128.15	CHICAGO Departure (R) 340°-159° 125.0 160°-219° 126.62 220°-339° 125.4		

**LEGEND**

- ○ ○ CENTERLINE LIGHTS
- ▬ LOW VISIBILITY TAXI ROUTE
- ▬ TAXIWAY AND APRON
- ➔ DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- ○ ○ ELEVATED AND IN-PAVEMENT GUARD LIGHTS



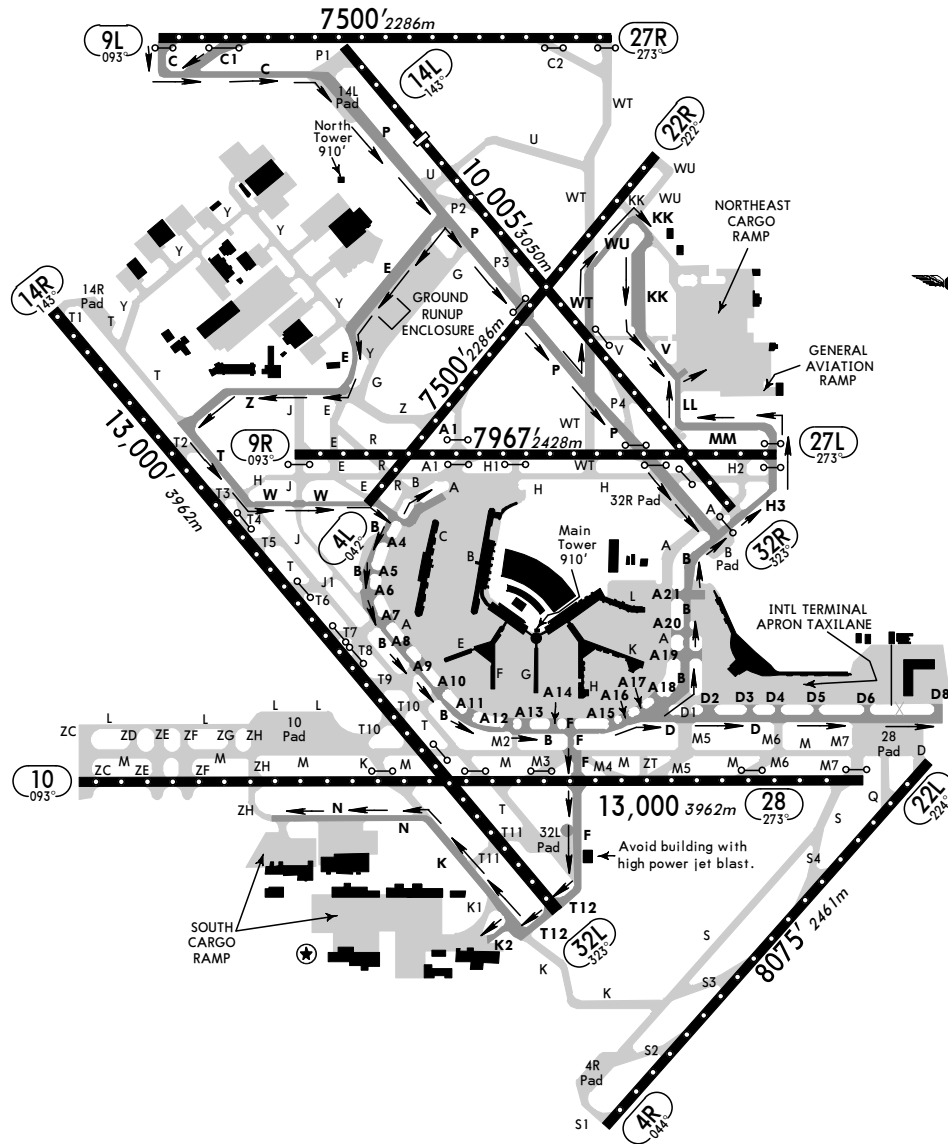
**KORD/ORD**  
 -O'HARE INTL 29 MAY 09 (20-9Q)  
**LESS THAN RVR 1200 TO 600**

**SMGCS**  
**CHICAGO, ILL**  
**LOW VISIBILITY TAXI ROUTES**  
**RWY 27R ARRIVALS**

D-ATIS 135.4 VOT 112.0	ACARS: D-ATIS TWIP PDC	O'HARE Clearance (Cpt) 121.6	Metering 121.67	MAIN Ground Outbound 121.75	INBOUND 121.9	NORTH Ground Rwy 9L/27R (Vicinity) 124.12
MAIN Tower 126.9		Alternate 120.75	NORTH Tower Rwy 9L/27R 128.15	CHICAGO Departure (R) 340°-159° 160°-219° 220°-339° 125.0 126.62 125.4		

**LEGEND**

- ○ ○ CENTERLINE LIGHTS
- ▬ LOW VISIBILITY TAXI ROUTE
- ▬ TAXIWAY AND APRON
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- ○ ○ ELEVATED AND IN-PAVEMENT GUARD LIGHTS



KORD/ORD **JEPPESEN**

-O'HARE INTL 29 MAY 09 (20-9R)

LESS THAN RVR 1200 TO 600

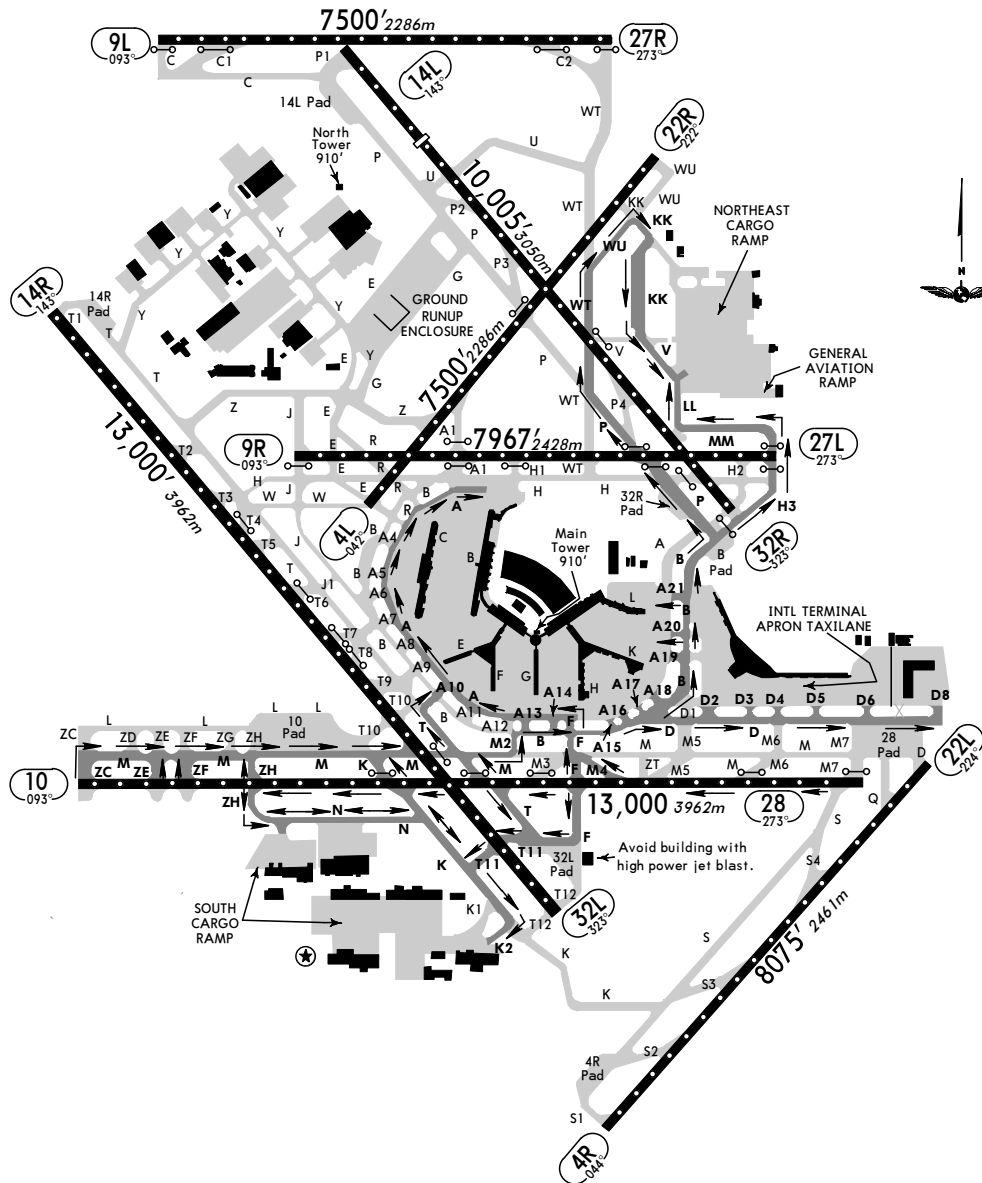
SMGCS

CHICAGO, ILL  
 LOW VISIBILITY TAXI ROUTES  
 RWY 28 ARRIVALS

D-ATIS 135.4 VOT 112.0	ACARS: D-ATIS TWIP PDC	O'HARE Clearance (Cpt) 121.6	Metering 121.67	MAIN Ground Outbound 121.75	MAIN Ground Inbound 121.9	NORTH Ground Rwy 9L/27R (Vicinity) 124.12
MAIN Tower 126.9		Alternate 120.75	NORTH Tower Rwy 9L/27R 128.15	CHICAGO Departure (R) 340°-159° 125.0    160°-219° 126.62    220°-339° 125.4		

**LEGEND**

- ○ ○ CENTERLINE LIGHTS
- ▬ LOW VISIBILITY TAXI ROUTE
- ▬ TAXIWAY AND APRON
- ➔ DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- ○ ○ ELEVATED AND IN-PAVEMENT GUARD LIGHTS

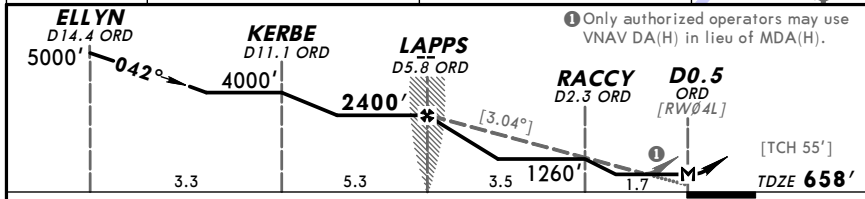
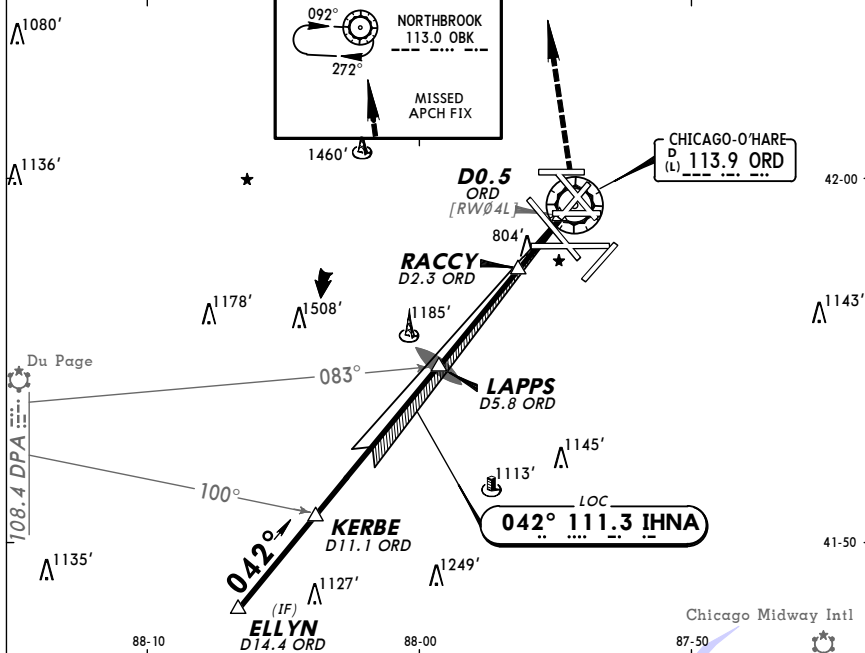


**KORD/ORD**  
**O'HARE INTL**

**JEPPESEN**  
 1 MAY 09 (21-1) Eff 7 May

**CHICAGO, ILL**  
**LOC Rwy 4L**

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE MAIN Tower 126.9	120.75	Alternate 132.7	O'HARE NORTH Tower Rwy 9L/27R 128.15
MAIN Ground 121.9			NORTH Ground Rwy 9L/27R (Vicinity) 124.12		
LOC IHNA 111.3	Final Apch Crs 042°	Minimum Alt LAPPS 2400' (1742')	MDA(H) (CONDITIONAL) 1060' (402')	Apt Elev 672'	TDZE 658'
MISSED APCH: Climb to 1300', then climbing LEFT turn to 4000' direct OBK VOR and hold.					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	113.0
Descent angle	[3.04°]	376	484	538	645	861				
MAP at DO.5 ORD or LAPPS to MAP	5.2	4:27	3:28	3:07	2:36	2:14				

TERPS	STRAIGHT-IN LANDING RWY 4L		CIRCLE-TO-LAND	
	MDA(H) 1060' (402') With RACCY	MDA(H) 1260' (602') Without RACCY	With RACCY Max Kts MDA(H)	Without RACCY Max Kts MDA(H)
A	RVR 50 or 1	RVR 50 or 1	90 1220' (548') - 1	90 1260' (588') - 1
B	RVR 60 or 1 1/4	RVR 60 or 1 1/4	120 1220' (548') - 1 1/2	120 1260' (588') - 1 3/4
C	RVR 60 or 1 1/4	RVR 60 or 1 1/4	140 1240' (568') - 2	140 1260' (588') - 2
D	RVR 60 or 1 1/4	RVR 60 or 1 1/4	165 1240' (568') - 2	165 1260' (588') - 2

CHANGES: Procedure.

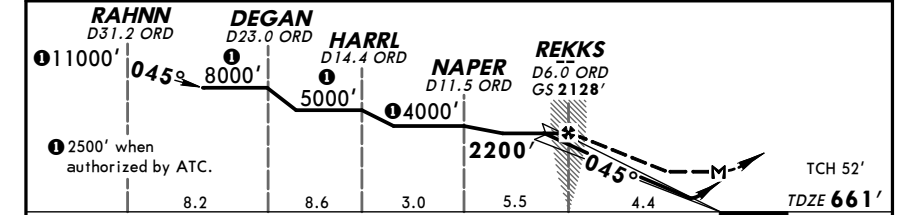
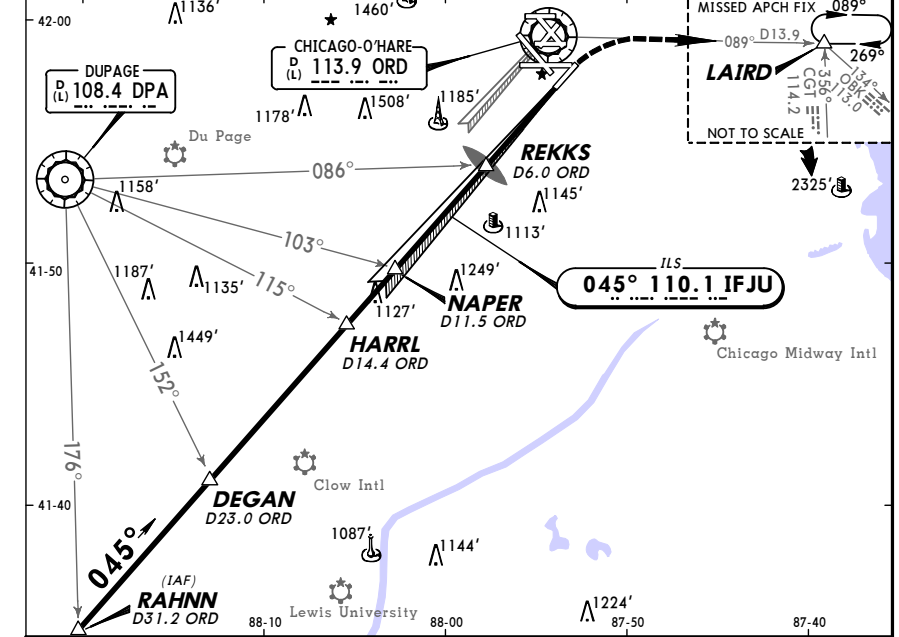
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**KORD/ORD**  
**O'HARE INTL**

**JEPPESEN**  
 1 MAY 09 (21-2) Eff 7 May

**CHICAGO, ILL**  
**ILS or LOC Rwy 4R**

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE MAIN Tower 126.9	120.75	Alternate 132.7	O'HARE NORTH Tower Rwy 9L/27R 128.15
MAIN Ground 121.9			NORTH Ground Rwy 9L/27R (Vicinity) 124.12		
LOC IFJU 110.1	Final Apch Crs 045°	GS REKKS 2128' (1467')	ILS DA(H) 861' (200')	Apt Elev 672'	TDZE 661'
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 4000' outbound via ORD VOR R-089 to LAIRD INT and hold.					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	MALS	1200'	4000'	ORD	LAIRD
GS	3.00°	377	484	538	646	861					
REKKS to MAP	4.4	3:46	2:56	2:38	2:12	1:53					

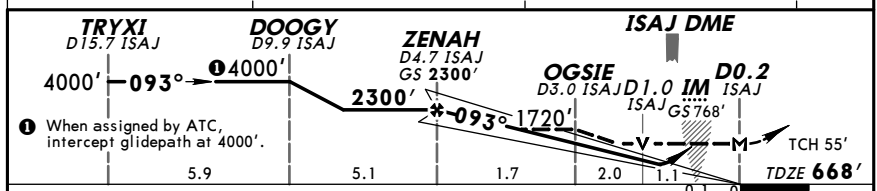
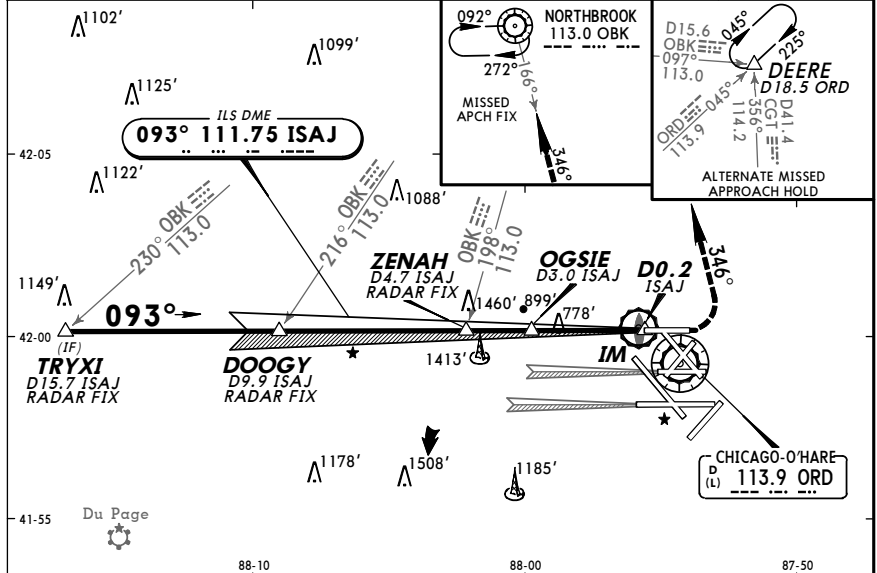
TERPS	STRAIGHT-IN LANDING RWY 4R			CIRCLE-TO-LAND		
	Full	TDZ or CL out	RAIL or ALS out	Full	TDZ or CL out	RAIL or ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
C	RVR 18 or 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
D	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

CHANGES: None.

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**KORD/ORD**  
**O'HARE INTL** 12 JUN 09 **(21-3)** **JEPPESEN** **CHICAGO, ILL**  
**ILS or LOC Rwy 9L**

D-ATIS 135.4		CHICAGO Approach (R) 119.0		O'HARE MAIN Tower 126.9 120.75		O'HARE NORTH Tower Rwy 9L/27R 132.7 128.15	
MAIN Ground 121.9				NORTH Ground Rwy 9L/27R (Vicinity) 124.12			
LOC ISAJ 111.75	Final Apc Crs 093°	GS ZENAH 2300' (1632')	ILS DA(H) 868' (200')	Apt Elev 672'		TDZE 668'	
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' via inbound on OBK VOR R-166 to OBK VOR and hold.							3400'  MSA ORD VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Simultaneous approach authorized with Rwy 9R and 10. 3. Localizer unusable for rollout guidance.							



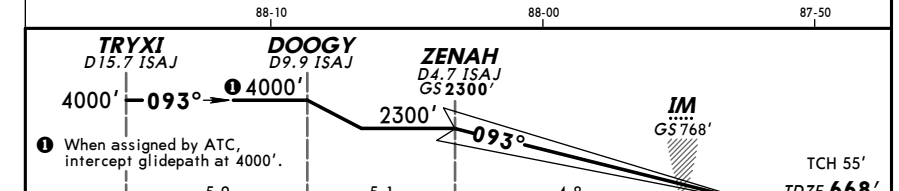
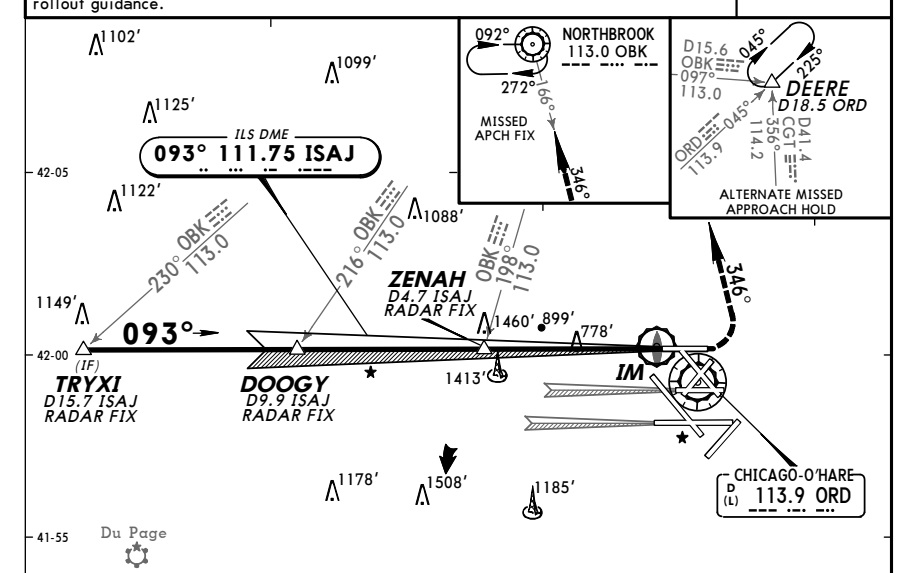
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	4000'	OBK
GS	3.00°	377	484	538	646	861				113.0
MAP at DO.2 ISAJ or ZENAH to MAP 4.9 4:12 3:16 2:56 2:27 2:06 1:50										

STRAIGHT-IN LANDING RWY 9L LOC (GS out)						CIRCLE-TO-LAND				
DA(H) 868' (200')		MDA(H) 1080' (412') With OGSIE		MDA(H) 1720' (1052') Without OGSIE		With OGSIE		Without OGSIE		
FULL	TDZ or CL out	ALS out	ALS out	ALS out	ALS out	Max Kts	MDA(H)	MDA(H)		
A			RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4 or 50 or 1	90	1220' (548')-1	1720' (1048')-1 1/4		
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4			120		1720' (1048')-1 1/2		
C			RVR 40 or 3/4	RVR 60 or 1/4	2 1/2	140	1220' (548')-1 1/2			
D					3	165	1240' (568')-2	1720' (1048')-3		

CHANGES: Localizer note.

**KORD/ORD**  
**O'HARE INTL** 12 JUN 09 **(21-3A)** **JEPPESEN** **CHICAGO, ILL**  
**ILS Rwy 9L CAT II & III**

D-ATIS 135.4		CHICAGO Approach (R) 119.0		O'HARE MAIN Tower 126.9 120.75		O'HARE NORTH Tower Rwy 9L/27R 132.7 128.15	
MAIN Ground 121.9				NORTH Ground Rwy 9L/27R (Vicinity) 124.12			
LOC ISAJ 111.75	Final Apc Crs 093°	GS ZENAH 2300' (1632')	CAT IIIB & IIIC NA	CAT IIIA Refer to Minimums	CAT II RA 104' DA(H) 768' (100')	Apt Elev 672'	TDZE 668'
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' via inbound on OBK VOR R-166 to OBK VOR and hold.							3400'  MSA ORD VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircraft & Aircraft Certification Required. 2. Radar required. 3. Simultaneous approach authorized with Rwy 9R and 10. 4. Localizer unusable for rollout guidance.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	4000'	OBK
GS	3.00°	377	484	538	646	861				113.0
MAP at DO.2 ISAJ or ZENAH to MAP 4.9 4:12 3:16 2:56 2:27 2:06 1:50										

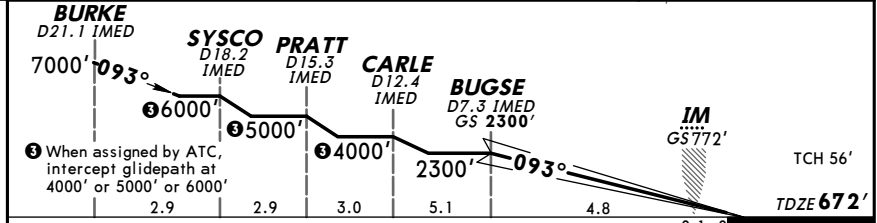
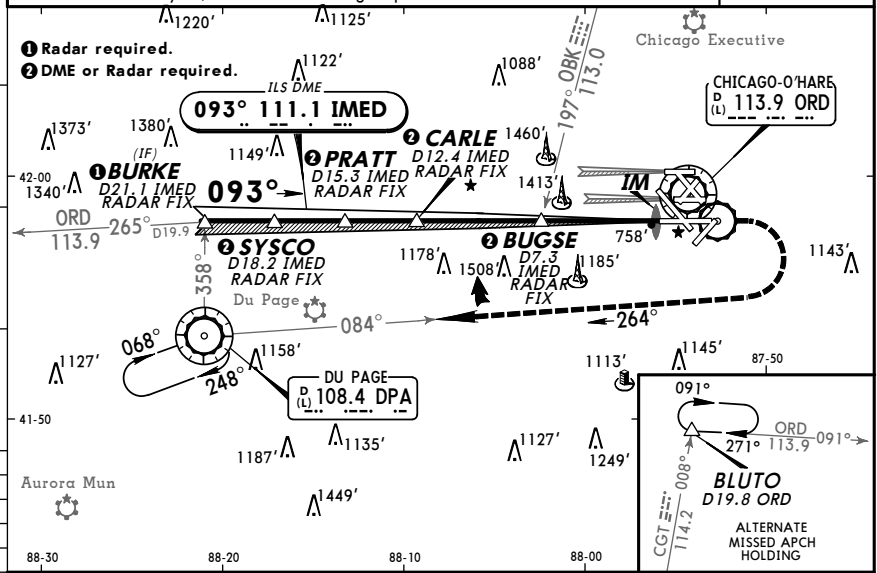
STRAIGHT-IN LANDING RWY 9L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 104' DA(H) 768' (100')
NA	NA	RVR 7	RVR 12

CHANGES: CAT IIIB minimums, localizer note.



**KORD/ORD**  
**O'HARE INTL**  
 CHICAGO, ILL  
 3 APR 09 (21-5A) ILS Rwy 10 CAT II & III

D-ATIS 135.4		CHICAGO Approach (R) 119.0		O'HARE MAIN Tower 126.9 120.75 132.7		O'HARE NORTH Tower Rwy 9L/27R 128.15	
MAIN Ground 121.9				NORTH Ground Rwy 9L/27R (Vicinity) 124.12			
LOC IMED 111.1	Final Apch Crs 093°	GS BUGSE 2300' (1628')	CAT IIIIC NA	CAT IIIIB Refer to Minimums	CAT IIIA RA 95' DA(H) 772'(100')	Apt Elev 672' TDZE 672'	3400'
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 4000' inbound via DPA VOR R-084 to DPA VOR and hold.							
Alt Set: INCHES				Trans level: FL 180		Trans alt: 18000'	
1. Special Aircrew and Aircraft Certification Required. 2. Simultaneous approach authorized with Rwy 9R/L. 3. VGSI and ILS glidepath not coincident.							MSA ORD VOR

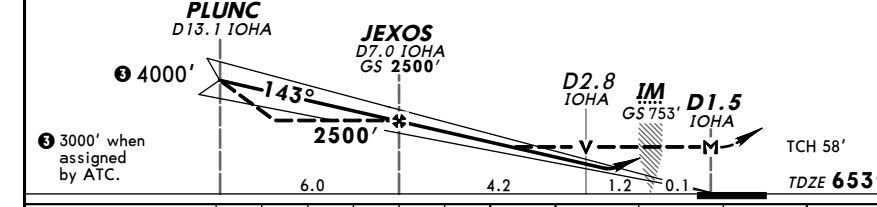
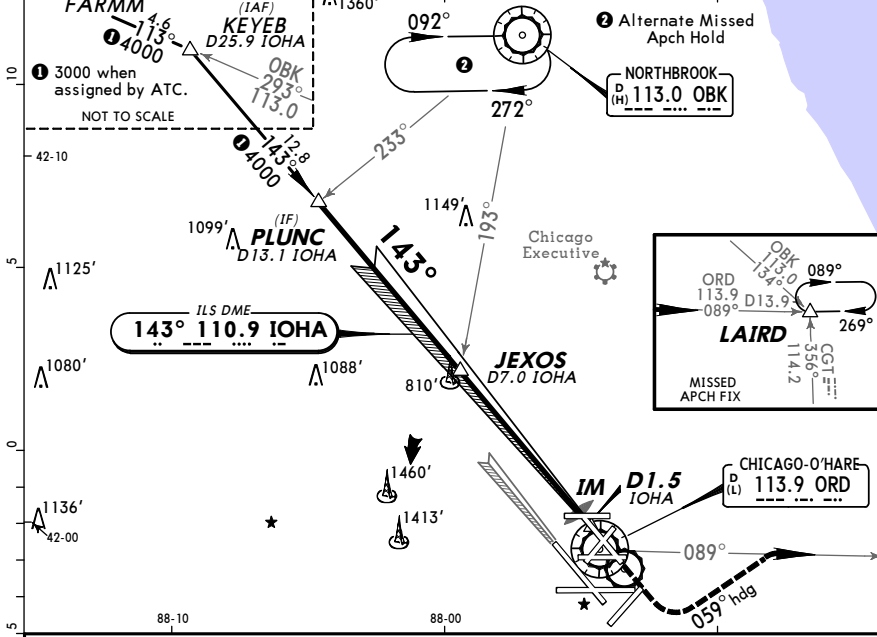


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	4000'	DPA	DPA
GS	3.00°	377	484	538	646	861	PAPI	↑	RT	via 108.4	108.4
STRAIGHT-IN LANDING RWY 10											
CAT IIIIC ILS			CAT IIIIB ILS			CAT IIIA ILS			CAT II ILS RA 95' DA(H) 772'(100')		
NA			RVR 6			RVR 7			RVR 12		

STRAIGHT-IN LANDING RWY14L						LOC (GS out)		CIRCLE-TO-LAND	
FULL						DA(H) 853'(200')		MDA(H) 1140'(487')	
ALS out						ALS out		Max Kts	
RVR 18 or 1/2						RVR 24 or 1/2		90	
RVR 40 or 3/4						RVR 40 or 3/4		120	
RVR 50 or 1						RVR 50 or 1		140	
RVR 24 or 1/2						RVR 60 or 1/4		165	
RVR 40 or 3/4						RVR 50 or 1		1220'(548')-1	
RVR 50 or 1						1 1/2		1220'(548')-1 1/2	
								1240'(568')-2	

**KORD/ORD**  
**O'HARE INTL**  
 CHICAGO, ILL  
 3 APR 09 (21-6) ILS or LOC Rwy 14L

D-ATIS 135.4		CHICAGO Approach (R) 119.0		O'HARE MAIN Tower 126.9 120.75 132.7		O'HARE NORTH Tower Rwy 9L/27R 128.15	
MAIN Ground 121.9				NORTH Ground Rwy 9L/27R (Vicinity) 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'		
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.							MSA ORD VOR



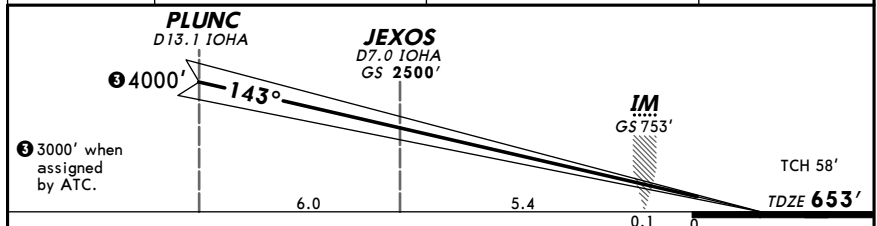
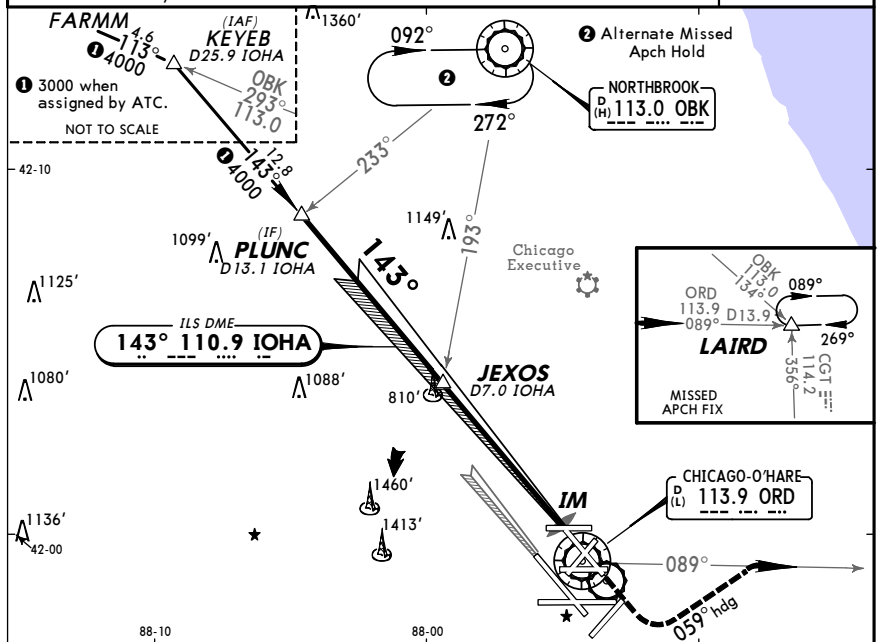
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1200'	4000'	059°	
GS	3.00°	377	484	538	646	861	PAPI	↑	LT	via hdg	
STRAIGHT-IN LANDING RWY14L											
MAP at D1.5 IOHA or JEXOS to MAP						5.5		4:43 3:40 3:18 2:45 2:21 2:04			

STRAIGHT-IN LANDING RWY14L						LOC (GS out)		CIRCLE-TO-LAND	
FULL						DA(H) 853'(200')		MDA(H) 1140'(487')	
ALS out						ALS out		Max Kts	
RVR 18 or 1/2						RVR 24 or 1/2		90	
RVR 40 or 3/4						RVR 40 or 3/4		120	
RVR 50 or 1						RVR 50 or 1		140	
RVR 24 or 1/2						RVR 60 or 1/4		165	
RVR 40 or 3/4						RVR 50 or 1		1220'(548')-1	
RVR 50 or 1						1 1/2		1220'(548')-1 1/2	
								1240'(568')-2	

**KORD/ORD**  
 O'HARE INTL

**JEPPESEN** CHICAGO, ILL  
 3 APR 09 (21-6A) ILS Rwy 14L CAT II & III

D-ATIS 135.4		CHICAGO Approach (R) 119.0		O'HARE MAIN Tower 126.9 120.75 132.7		O'HARE NORTH Tower Rwy 9L/27R 128.15	
MAIN Ground 121.9				NORTH Ground Rwy 9L/27R (Vicinity) 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'	3400'
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. Special Aircrew & Acft Certification Required. 2. Simultaneous approaches authorized with Rwy 14R.							

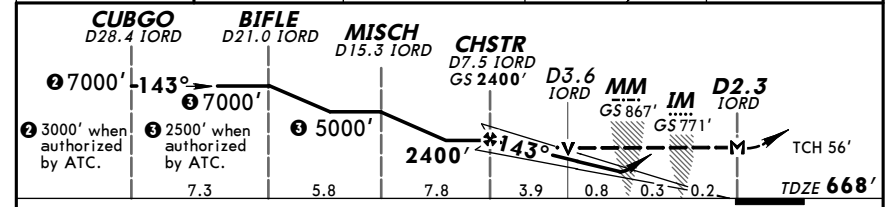
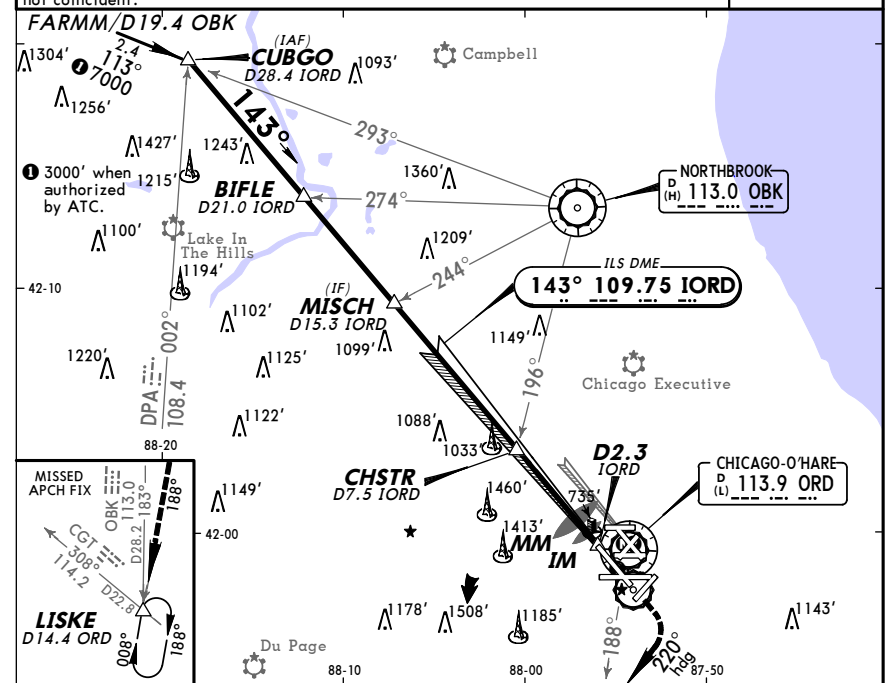


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1200'	4000'	059° via LT hdg
GS	3.00°	377	484	538	646	861				
STRAIGHT-IN LANDING RWY 14L										
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 102' DA(H) 753' (100')							
NA	RVR 6	RVR 7	RVR 12							

**KORD/ORD**  
 O'HARE INTL

**JEPPESEN** CHICAGO, ILL  
 3 APR 09 (21-7) ILS or LOC Rwy 14R

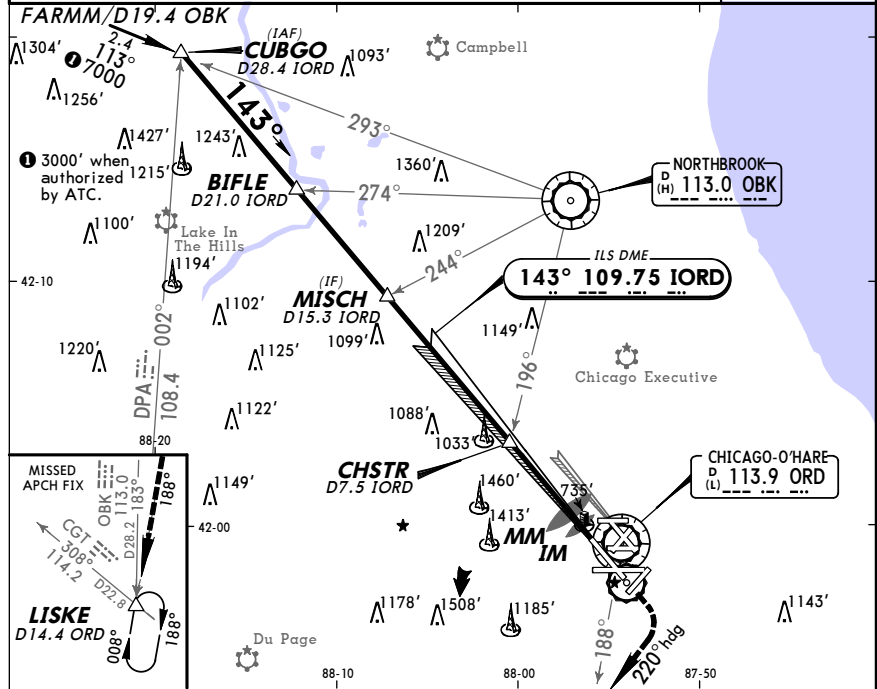
D-ATIS 135.4		CHICAGO Approach (R) 119.0		O'HARE MAIN Tower 126.9 120.75 132.7		O'HARE NORTH Tower Rwy 9L/27R 128.15	
MAIN Ground 121.9				NORTH Ground Rwy 9L/27R (Vicinity) 124.12			
LOC IORD 109.75	Final Apch Crs 143°	GS CHSTR 2400' (1732')	ILS DA(H) 868' (200')	Apt Elev 672' TDZE 668'	3400'		
MISSED 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 hdg	ORD 113.9 R-188
GS	3.00°	377	484	538	646	861					
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											
ILS DA(H) 868' (200')						LOC (GS out) MDA(H) 1140' (472')			CIRCLE-TO-LAND		
FULL		TDZ or CL out		ALS 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 50 or 1		1220' (548') -1
B	RVR 18 or 1/2		RVR 24 or 1/2		RVR 40 or 3/4		RVR 40 or 3/4		RVR 60 or 1/4		1220' (548') -1 1/2
C	RVR 18 or 1/2		RVR 24 or 1/2		RVR 40 or 3/4		RVR 50 or 1		1 1/2		1240' (568') -2
D	RVR 18 or 1/2		RVR 24 or 1/2		RVR 40 or 3/4		RVR 50 or 1		1 1/2		1240' (568') -2

**KORD/ORD -O'HARE INTL** **CHICAGO, ILL**  
 3 APR 09 (21-7A) **ILS Rwy 14R CAT II & III**

D-ATIS 135.4		CHICAGO Approach (R) 119.0		O'HARE MAIN Tower 126.9 120.75 132.7		O'HARE NORTH Tower Rwy 9L/27R 128.15	
MAIN Ground 121.9				NORTH Ground Rwy 9L/27R (Vicinity) 124.12			
LOC IORD <b>109.75</b>	Final Apch Crs <b>143°</b>	GS CHSTR <b>2400'</b> (1732')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA Refer to Minimums	CAT II <b>RA 110'</b> DA(H) 768'(100')	Apt Elev 672' TDZE <b>668'</b>
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. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized with Rwy 14L. 3. VGSI and ILS glidepath not coincident.							
FARMM/D19.4 OBK 3400' MSA ORD VOR							



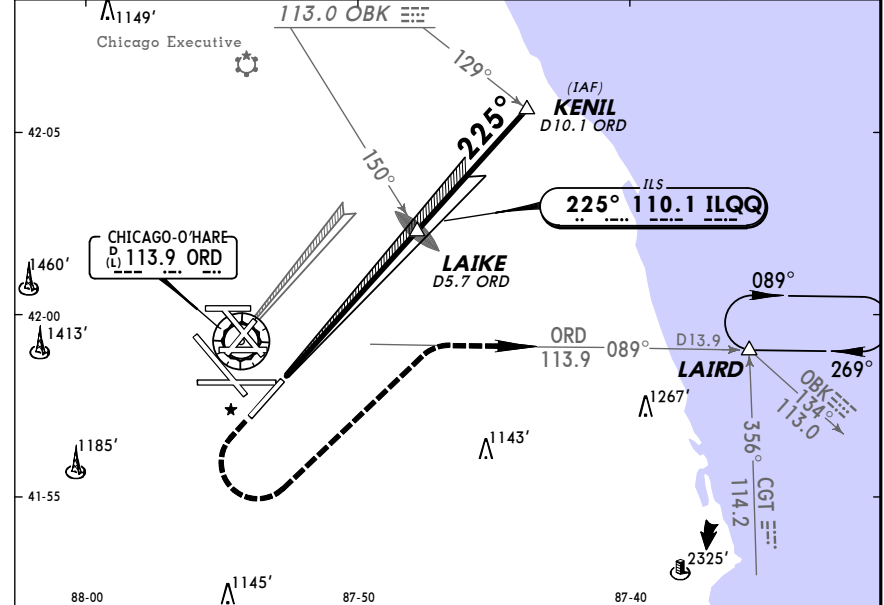
<b>CUBGO</b> D28.4 IORD	<b>BIFLE</b> D21.0 IORD	<b>MISCH</b> D15.3 IORD	<b>CHSTR</b> D7.5 IORD GS 2400'	<b>MM</b> GS 867'	<b>IM</b> GS 771'	TCH 56'
② 7000'	③ 7000'	③ 5000'	2400'	143°	0.5 0.3 0.2 0	TDZE 668'
② 3000' when authorized by ATC.	③ 2500' when authorized by ATC.	③ 5000'	7.3	5.8	7.8	4.7

Gnd speed-Kts GS 3.00°		70	90	100	120	140	160	ALSF-II PAPI	1700'	4000'	220° hdg	ORD 113.9 R-188
STRAIGHT-IN LANDING RWY14R												
CAT IIIC ILS		CAT IIIB ILS		CAT IIIA ILS		CAT II ILS <b>RA 110'</b> DA(H) 768'(100')						
NA		RVR 6		RVR 7		RVR 12						

CHANGES: Tower frequency.

**KORD/ORD -O'HARE INTL** **CHICAGO, ILL**  
 3 APR 09 (21-8) **ILS or LOC Rwy 22L**

D-ATIS 135.4		CHICAGO Approach (R) 119.0		O'HARE MAIN Tower 126.9 120.75 132.7		O'HARE NORTH Tower Rwy 9L/27R 128.15	
MAIN Ground 121.9				NORTH Ground Rwy 9L/27R (Vicinity) 124.12			
LOC ILQQ <b>110.1</b>	Final Apch Crs <b>225°</b>	GS LAIKE <b>2498'</b> (1844')	ILS DA(H) <b>854'</b> (200')	Apt Elev 672'	TDZE <b>654'</b>	3400'	
MISSED APCH: Climb to 1100', then climbing LEFT 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 22R.							
MSA ORD VOR							



<b>LAIKE</b> D5.7 ORD GS 2498'	<b>KENIL</b> D10.1 ORD	① 4000'
TCH 55'	225°	① 2500' when authorized by ATC.
TDZE 654'	5.5	4.5

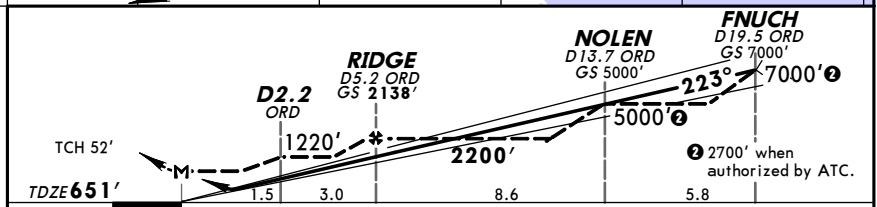
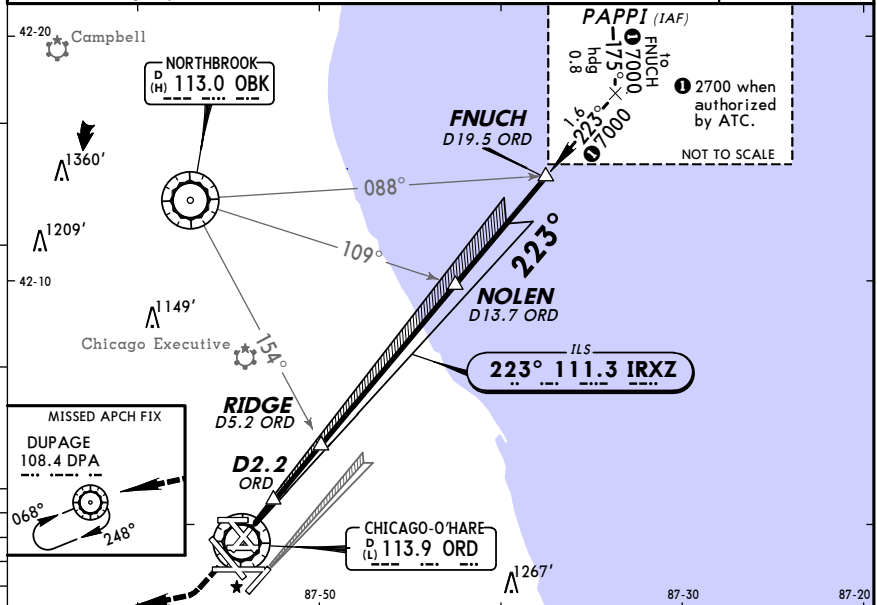
Gnd speed-Kts GS 3.00°	70	90	100	120	140	160	MALS R	1100'	4000'	ORD via 113.9 LAIRD R-089
LAIKE to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04				

STRAIGHT-IN LANDING RWY22L		LOC (GS out)		CIRCLE-TO-LAND	
ILS DA(H) 854'(200')		MDA(H) 1080'(426')		Max Kts. MDA(H)	
FULL	TDZ or CL out/RAIL or ALS out	RAIL out	ALS out	90	1220'(548')-1
A		RVR 24 or 1/2	RVR 40 or 3/4	120	
B		RVR 18 or 1/2	RVR 24 or 1/2	140	1220'(548')-1/2
C		RVR 40 or 3/4	RVR 40 or 3/4	165	1240'(568')-2
D			RVR 60 or 1/4		

CHANGES: Tower frequency.

**KORD/ORD**  
**O'HARE INTL** **JEPPESEN** **CHICAGO, ILL**  
 3 APR 09 (21-9) **ILS or LOC Rwy 22R**

D-ATIS	CHICAGO Approach (R)	O'HARE MAIN Tower			O'HARE NORTH Tower
135.4	119.0	126.9	120.75	132.7	Rwy 9L/27R 128.15
MAIN Ground			NORTH Ground		
121.9			Rwy 9L/27R (Vicinity) 124.12		
LOC IRXZ	Final Apch Crs	GS RIDGE	ILS DA(H)	Apt Elev 672'	3400'
111.3	223°	2138' (1487')	851' (200')	TDZE 651'	
<b>MISSED APCH:</b> Climb to 1300', then climbing RIGHT turn to 4000' direct DPA VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Simultaneous approach authorized with Rwy 22L. 2. DME from ORD VOR. 3. VGSI and ILS glidepath not coincident.					
MSA ORD VOR					



Gnd speed-Kts	70	90	100	120	140	160	MALS	1300'	4000'	DPA	108.4
GS	3.00°	377	484	538	646	861	PAPI				
RIDGE to MAP	4.5	3:51	3:00	2:42	2:15	1:41					

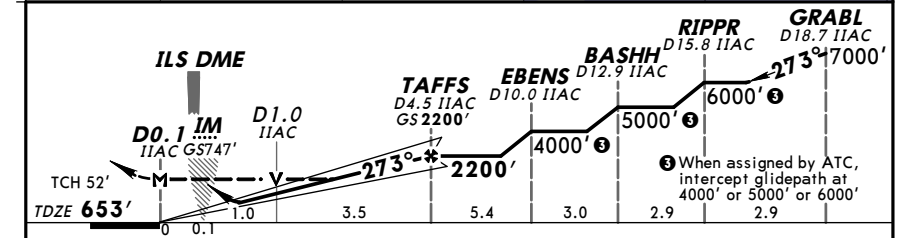
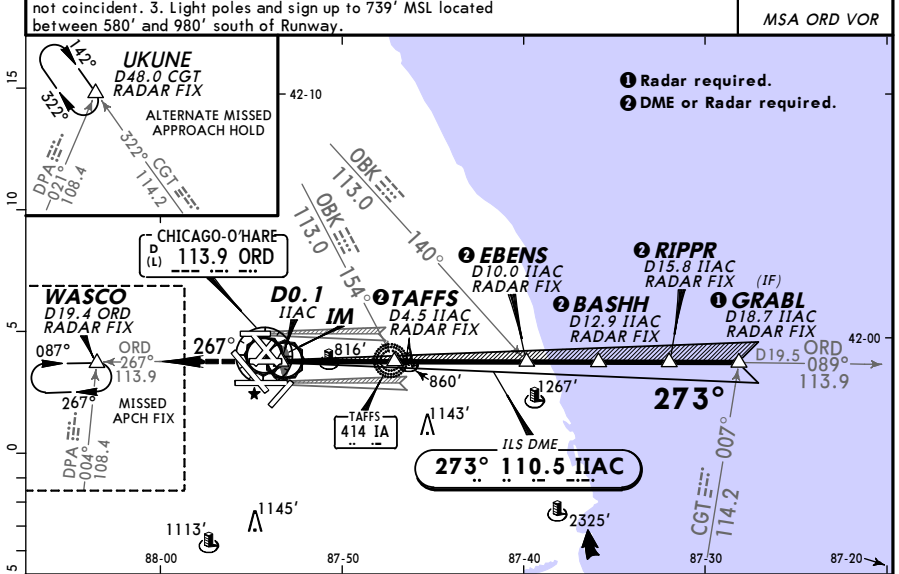
STRAIGHT-IN LANDING RWY 22R						CIRCLE-TO-LAND	
ILS			LOC (GS out)			CIRCLE-TO-LAND	
DA(H) 851'(200')			MDA(H) 980'(329') With D2.2 ORD			MDA(H) 1220'(569') Without D2.2 ORD	
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out	RAIL out	ALS out	Max Kts
A							90
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120
C							140
D							165

CHANGES: Tower frequency.

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**KORD/ORD**  
**O'HARE INTL** **JEPPESEN** **CHICAGO, ILL**  
 20 MAR 09 (21-10) **ILS or LOC Rwy 27L**

D-ATIS	CHICAGO Approach (R)	O'HARE MAIN Tower			O'HARE NORTH Tower
135.4	119.0	126.9	120.75	132.7	Rwy 9L/27R 128.15
MAIN Ground			NORTH Ground		
121.9			Rwy 9L/27R (Vicinity) 124.12		
LOC IIAC	Final Apch Crs	GS TAFFS	ILS DA(H)	Apt Elev 672'	3400'
110.5	273°	2200'(1547')	853'(200')	TDZE 653'	
<b>MISSED APCH:</b> Climb to 4000' via outbound on ORD VOR R-267 to WASCO INT/D19.4 ORD and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Simultaneous approach authorized with Rwy 27R and 28. 2. VGSI and ILS glidepath not coincident. 3. Light poles and sign up to 739' MSL located between 580' and 980' south of Runway.					
MSA ORD VOR					



Gnd speed-Kts	70	90	100	120	140	160	MALS	4000'	ORD	113.9	WASCO
GS	3.00°	377	484	538	646	861	PAPI				
MAP at D0.1 IAC or TAFFS to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46				

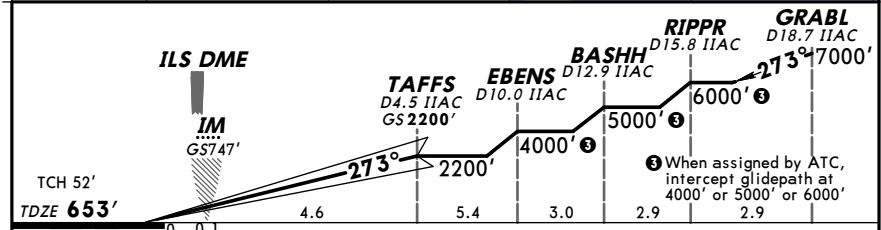
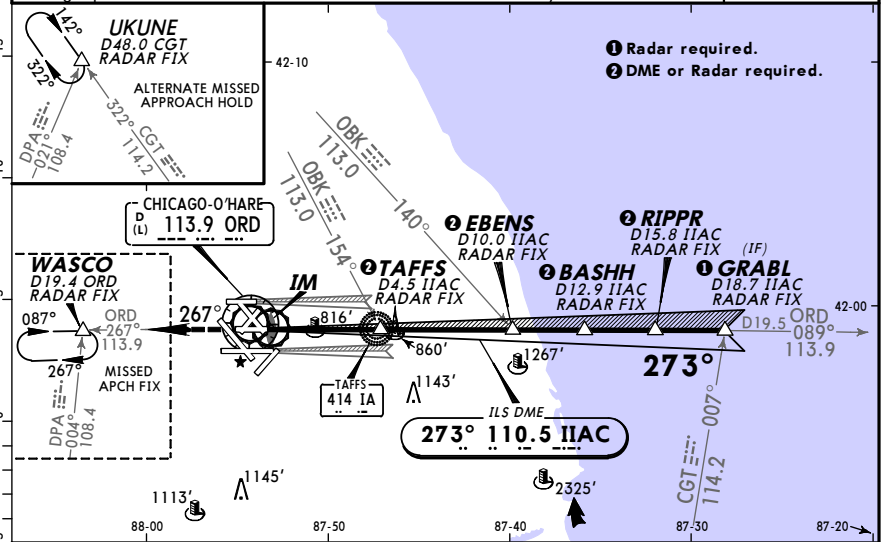
STRAIGHT-IN LANDING RWY 27L						CIRCLE-TO-LAND	
ILS			LOC (GS out)			CIRCLE-TO-LAND	
DA(H) 853'(200')			MDA(H) 1080'(427')			Max Kts	
FULL	TDZ or CL out	ALS out	ALS out	ALS out	ALS out	MDA(H)	
A						90	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	120	1220'(548')-1
C						140	1220'(548')-1 1/2
D						165	1240'(568')-2

CHANGES: Communications, note removed.

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**KORD/ORD** CHICAGO, ILL  
 -O'HARE INTL 20 MAR 09 (21-10A) ILS Rwy 27L CAT II & III

D-ATIS 135.4		CHICAGO Approach (R) 119.0		O'HARE MAIN Tower 126.9 120.75 132.7		O'HARE NORTH Tower Rwy 9L/27R 128.15	
MAIN Ground 121.9				NORTH Ground Rwy 9L/27R (Vicinity) 124.12			
LOC IAC 110.5	Final Apch Crs 273°	GS TAFS 2200' (1547')	CAT III C	CAT III B	CAT III A	CAT II RA 102' DA(H) 753'(100')	Apt Elev 672' TDZE 653'
MISSED APCH: Climb to 4000' via outbound on ORD VOR R-267 to WASCO INT/D19.4 ORD and hold.							3400'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized with Rwy 27R and 28. 3. VGS1 and ILS glidepath not coincident. 4. Light poles and sign up to 739' MSL located between 580' and 980' south of Runway.							

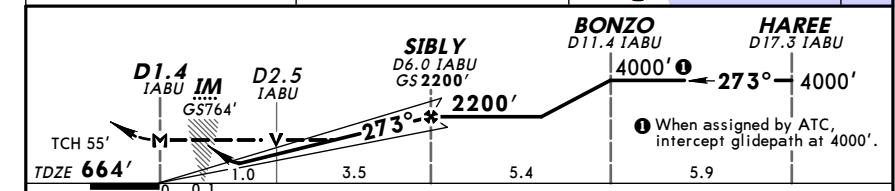
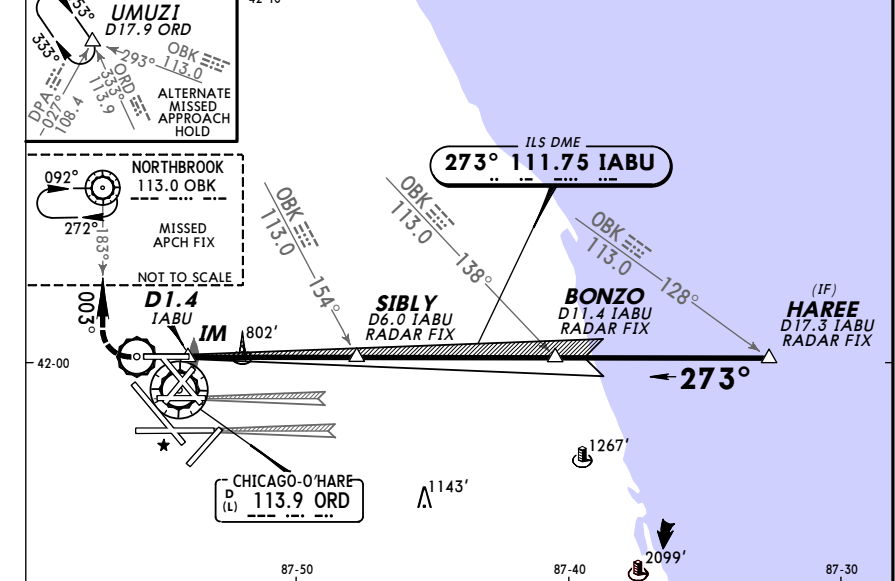


ALSF-II	4000'	ORD
PAPI	via 113.9	WASCO
	R-267	

STRAIGHT-IN LANDING RWY 27L			
CAT III C ILS	CAT III B ILS	CAT III A ILS	CAT II ILS RA 102' DA(H) 753'(100')
NA	RVR 6	RVR 7	RVR 12

**KORD/ORD** CHICAGO, ILL  
 -O'HARE INTL 20 MAR 09 (21-11) ILS or LOC Rwy 27R

D-ATIS 135.4		CHICAGO Approach (R) 119.0		O'HARE MAIN Tower 126.9 120.75 132.7		O'HARE NORTH Tower Rwy 9L/27R 128.15	
MAIN Ground 121.9				NORTH Ground Rwy 9L/27R (Vicinity) 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'	
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' via inbound on OBK VOR R-183 to OBK VOR and hold.							3400'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Simultaneous approach authorized with Rwy 27L and 28.							



ALSF-II	1100'	4000'	OBK
	then	RT	via 113.0
			R-183

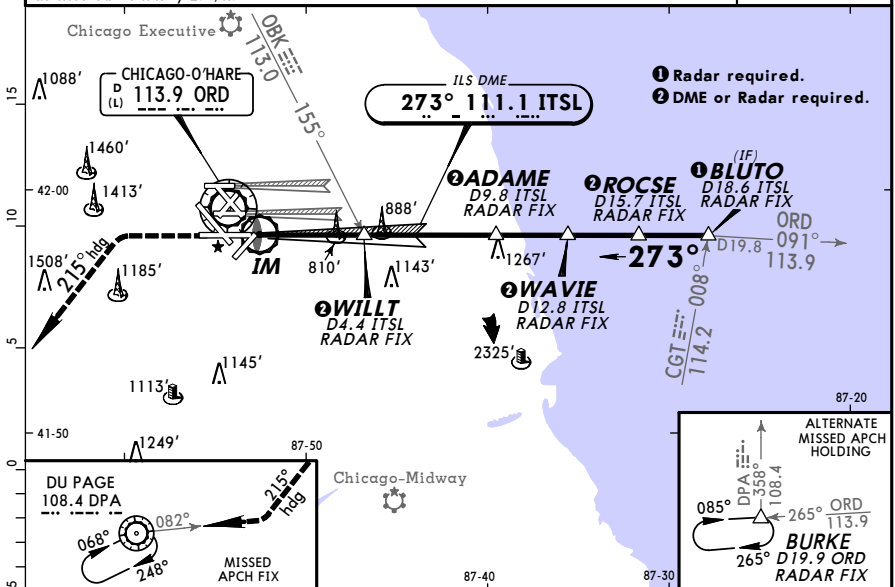
STRAIGHT-IN LANDING RWY 27R			CIRCLE-TO-LAND	
ILS DA(H) 864'(200')		LOC (GS out) MDA(H) 1060'(396')		Max Kts 90 120 140 165
FULL	TDZ or CL out	ALS out	ALS out	
A	RVR 18	RVR 24	RVR 40	1220'(548') - 1
B	or 1/2	or 1/2	or 3/4	1220'(548') - 1 1/2
C				
D				1240'(568') - 2



**KORD/ORD**  
**O'HARE INTL**  
 CHICAGO, ILL  
 ILS Rwy 28 CAT II & III

JEPPESEN  
 3 APR 09 (21-12A)

D-ATIS 135.4		CHICAGO Approach (R) 119.0		O'HARE MAIN Tower 126.9 120.75 132.7		O'HARE NORTH Tower Rwy 9L/27R 128.15	
MAIN Ground 121.9				NORTH Ground Rwy 9L/27R (Vicinity) 124.12			
LOC ITSL 111.1	Final ApcH Crs 273°	GS WILLT 2200' (1549')	CAT III C	CAT III B	CAT III A	CAT II RA 100' DA(H) 751'(100')	Apt Elev 672' TDZE 651'
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' via heading 215° and inbound via DPA VOR R-082 to DPA VOR and hold.							3400'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Special Aircrew and Aircraft Certification Required. 2. Simultaneous approach authorized with Rwy 27L/R.							MSA ORD VOR



IM GS 754'	WILLT D4.4 ITSL GS 2200'	ADAME D9.8 ITSL	WAVIE D12.8 ITSL	ROCSE D15.7 ITSL	BLUTO D18.6 ITSL
TCH 51'	2200'	4000'	5000'	6000'	7000'
TDZE 651'	0.2	4.4	5.4	3.0	2.9

Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	4000'	215°	DPA
GS	3.00°	377	484	538	646	753	PAPI	↑	←	hdg	108.4
STRAIGHT-IN LANDING RWY 28											

CAT III C ILS	CAT III B ILS	CAT III A ILS	CAT II ILS RA 100' DA(H) 751'(100')
NA	RVR 6	RVR 7	RVR 12

**KORD/ORD**  
**O'HARE INTL**  
 CHICAGO, ILL  
 ILS or LOC Rwy 32L

JEPPESEN  
 3 APR 09 (21-13)

D-ATIS 135.4		CHICAGO Approach (R) 119.0		O'HARE MAIN Tower 126.9 120.75 132.7		O'HARE NORTH Tower Rwy 9L/27R 128.15	
MAIN Ground 121.9				NORTH Ground Rwy 9L/27R (Vicinity) 124.12			
LOC IRVG 108.95	Final ApcH Crs 323°	GS JOCKY 2500' (1846')	ILS DA(H) 854' (200')	Apt Elev 672' TDZE 654'		3400'	
MISSED APCH: Climb to 1200', then climbing LEFT turn to 4000' inbound via DPA VOR R-068 to DPA VOR and hold.							MSA ORD VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 32R.							



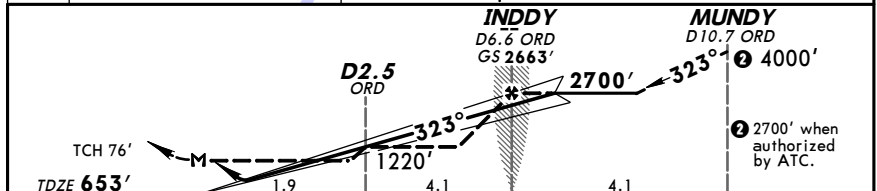
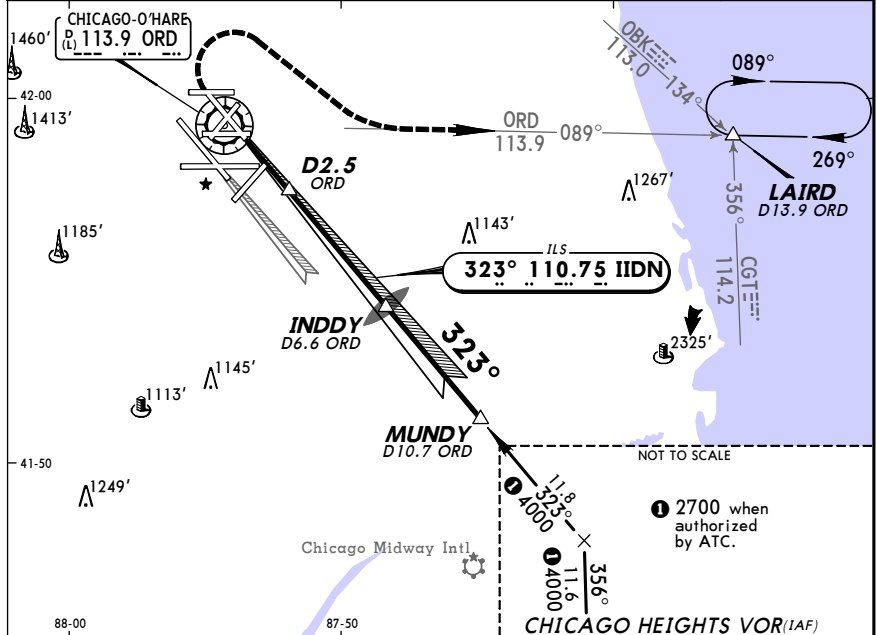
D2.3 IRVGS	JOCKY D7.9 IRVGS	GRETI D9.4 IRVGS	KITTS D12.4 IRVGS	LUMPY D15.3 IRVGS	LITKY D21.1 IRVGS	FORDD D23.9 IRVGS	JEFF D23.3 IRVGS
3000'	4000'	5000'	7000'	8000'	8000'	323°	11000'
0.6	0.6	4.4	1.5	3.0	3.0	5.8	2.8

Gnd speed-Kts	70	90	100	120	140	160	1200'	4000'	DPA	DPA
GS	3.00°	377	484	538	646	753	↑	←	108.4	108.4
STRAIGHT-IN LANDING RWY 32L										

ILS DA(H) 854' (200')	LOC (GS out) MDA(H) 1100' (446')	Max Kts	MDA(H)
RVR 40 or 3/4	RVR 50 or 1/4	90	1220'(548')-1
		120	1220'(548')-1 1/2
		140	1240'(568')-2
		165	

**KORD/ORD**  
**O'HARE INTL** **JEPPESEN** **CHICAGO, ILL**  
 3 APR 09 (21-14) **ILS or LOC Rwy 32R**

D-ATIS	CHICAGO Approach (R)	O'HARE MAIN Tower	O'HARE NORTH Tower	
135.4	119.0	126.9 120.75 132.7	Rwy 9L/27R 128.15	
MAIN Ground		NORTH Ground		
121.9		Rwy 9L/27R (Vicinity) 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.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Simultaneous approach authorized with Rwy 32L. 2. DME from ORD VOR.				



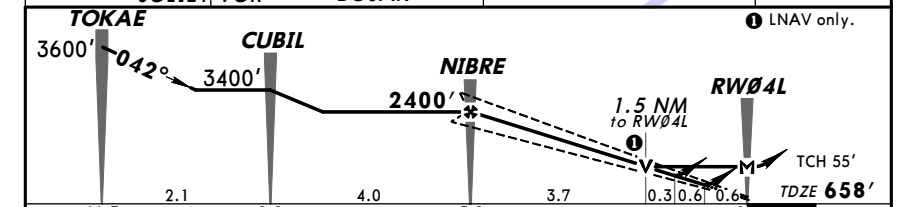
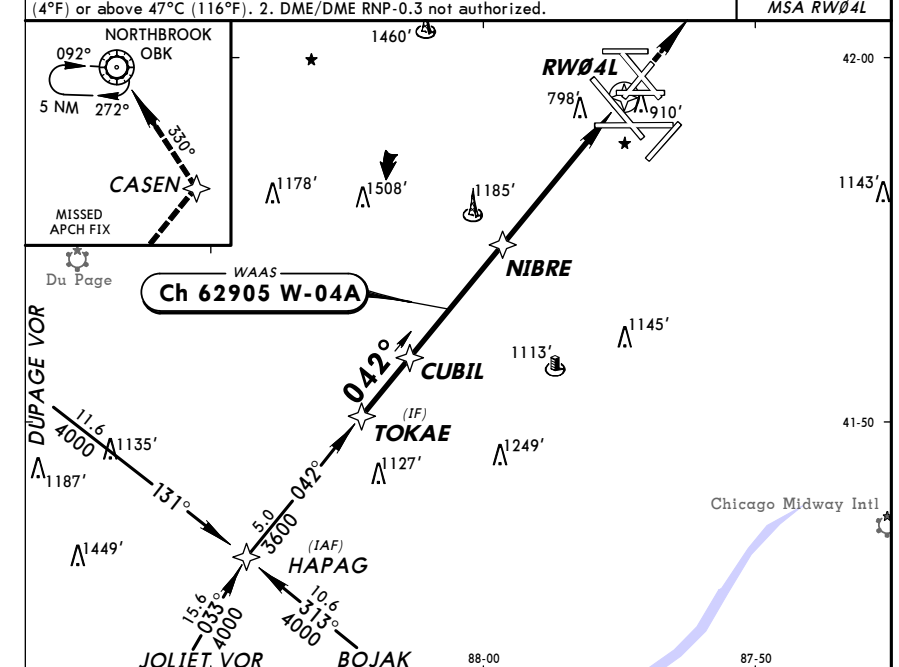
Gnd speed-Kts	70	90	100	120	140	160	MALSR	1100'	4000'	ORD
GS	3.00°	377	484	538	646	861			RT	via 113.9 R-089
INDDY to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15			

ILS		LOC (GS out)		CIRCLE-TO-LAND	
DA(H)	853' (200')	MDA(H) 1100' (447')	MDA(H) 1220' (567')		
		With D2.5 ORD	Without D2.5 ORD		
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out	Max Kts
A	RVR 18	RVR 24	RVR 24	RVR 40	90
B	or 1/2	or 1/2	or 1/2	or 1/2	120
C	or 3/4	or 3/4	or 3/4	or 3/4	140
D					165

CHANGES: Tower frequency. © JEPPESEN, 1997, 2009. ALL RIGHTS RESERVED.

**KORD/ORD**  
**O'HARE INTL** **JEPPESEN** **CHICAGO, ILL**  
 3 APR 09 (22-1) **RNAV (GPS) Rwy 4L**

D-ATIS	CHICAGO Approach (R)	O'HARE MAIN Tower	O'HARE NORTH Tower	
135.4	119.0	126.9 120.75 132.7	Rwy 9L/27R 128.15	
MAIN Ground		NORTH Ground		
121.9		Rwy 9L/27R (Vicinity) 124.12		
WAAS Ch 62905 W-04A	Final Apch Crs	Minimum Alt NIBRE	LPV DA(H)	Apt Elev 672'
	042°	2400' (1742')	908' (250')	TDZE 658'
MISSED APCH: Climb to 4000' direct CASEN and via 330° 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 47°C (116°F). 2. DME/DME RNP-0.3 not authorized.				



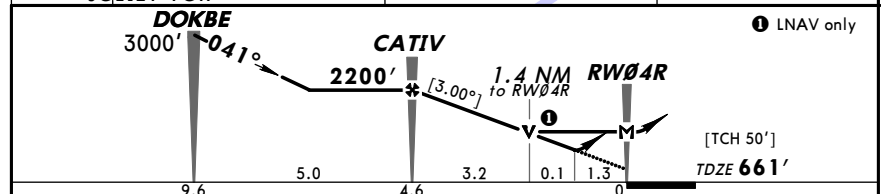
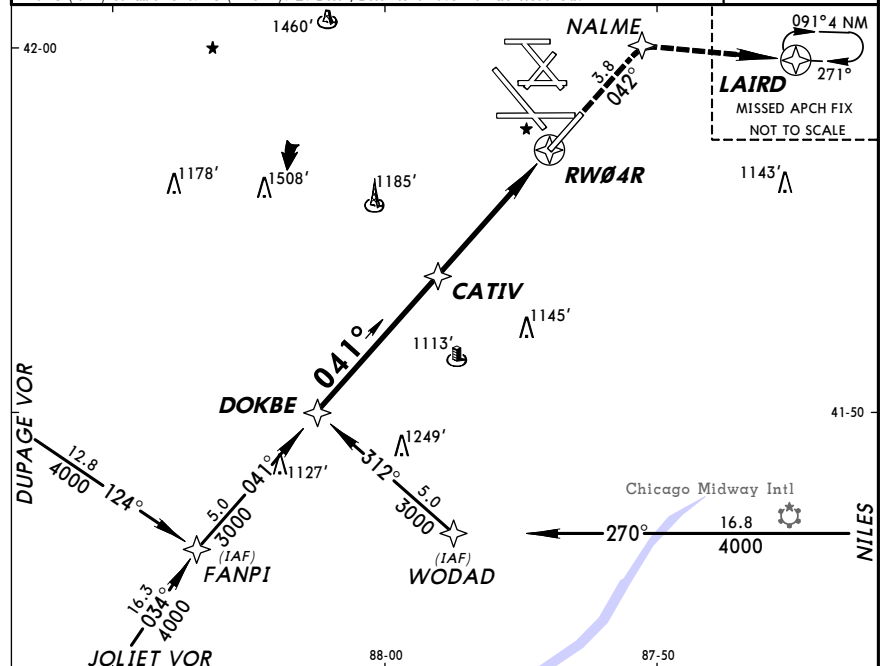
Gnd speed-Kts	70	90	100	120	140	160		4000'	CASEN
Glide Path Angle	3.00°	372	478	531	637	849			
MAP at RW04L									

STRAIGHT-IN LANDING RWY 4L		CIRCLE-TO-LAND	
LPV	LNAV/VNAV	LNAV	
DA(H) 908' (250')	DA(H) 1097' (439')	MDA(H) 1180' (522')	
			Max Kts
A		RVR 50 or 1	90
B			120
C			140
D			165

CHANGES: Tower frequency. © JEPPESEN, 2002, 2009. ALL RIGHTS RESERVED.

**KORD/ORD**  
 -O'HARE INTL  
 CHICAGO, ILL  
 3 APR 09 (22-2) RNAV (GPS) Rwy 4R

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE MAIN Tower 126.9	O'HARE MAIN Tower Alternate 120.75	O'HARE MAIN Tower 132.7	O'HARE NORTH Tower Rwy 9L/27R 128.15
MAIN Ground 121.9			NORTH Ground Rwy 9L/27R (Vicinity) 124.12		
RNAV	Final Apch Crs 041°	Minimum Alt CATIV 2200' (1539')	LNAV/VNAV DA(H) 1136' (475')	Apt Elev 672'	3400'
TDZE 661'					
MISSED APCH: Climb to 4000' via 042° course to NALME then direct LAIRD 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 47°C (116°F). 2. DME/DME RNP-0.3 not authorized.					



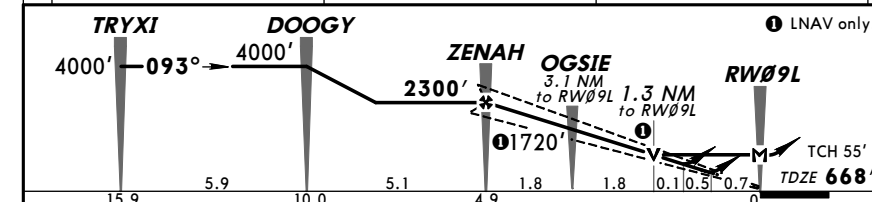
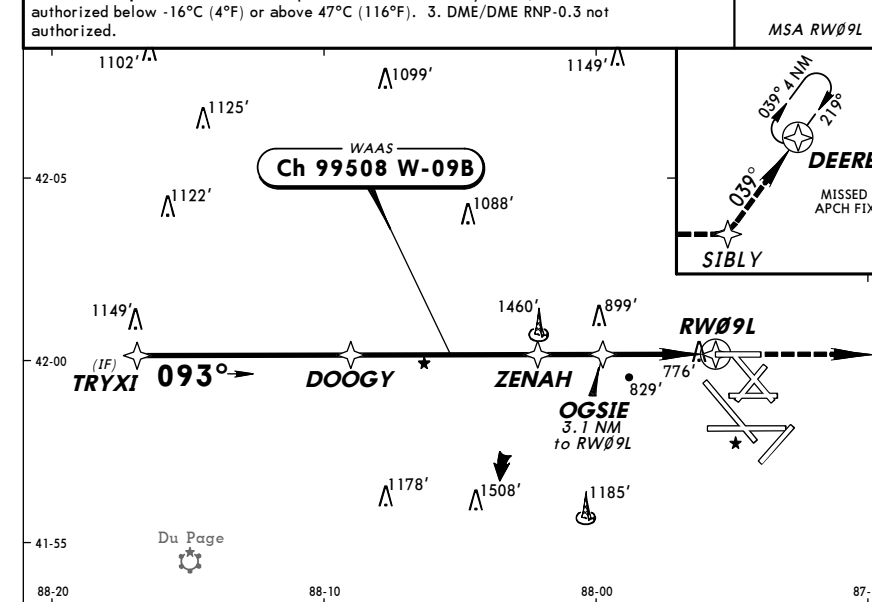
Gnd speed-Kts	70	90	100	120	140	160	MALSR	4000'	via 042°	NALME
Descent angle [3.00°]	372	478	531	637	743	849				

	STRAIGHT-IN LANDING RWY 4R				CIRCLE-TO-LAND	
	LNAV/VNAV DA(H) 1136' (475')		LNAV MDA(H) 1160' (499')		MDA(H)	
	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)
A					90	1220' (548') - 1
B					120	
C	RVR 60 or 1/4	1 3/4	RVR 40 or 3/4	RVR 40 or 3/4	140	1220' (548') - 1 1/2
D			RVR 50 or 1	RVR 50 or 1	165	1240' (568') - 2

CHANGES: Tower frequency.

**KORD/ORD**  
 -O'HARE INTL  
 CHICAGO, ILL  
 3 APR 09 (22-3) RNAV (GPS) Rwy 9L

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE MAIN Tower 126.9	O'HARE MAIN Tower Alternate 120.75	O'HARE MAIN Tower 132.7	O'HARE NORTH Tower Rwy 9L/27R 128.15
MAIN Ground 121.9			NORTH Ground Rwy 9L/27R (Vicinity) 124.12		
WAAS Ch 99508 W-09B	Final Apch Crs 093°	Minimum Alt ZENAH 2300' (1632')	LPV DA(H) 944' (276')	Apt Elev 672'	3400'
TDZE 668'					
MISSED APCH: Climb to 4000' direct SIBLY and via 039° track to DEERE 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 -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.3 not authorized.					



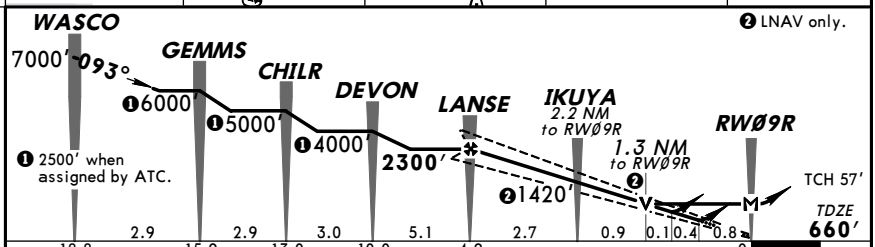
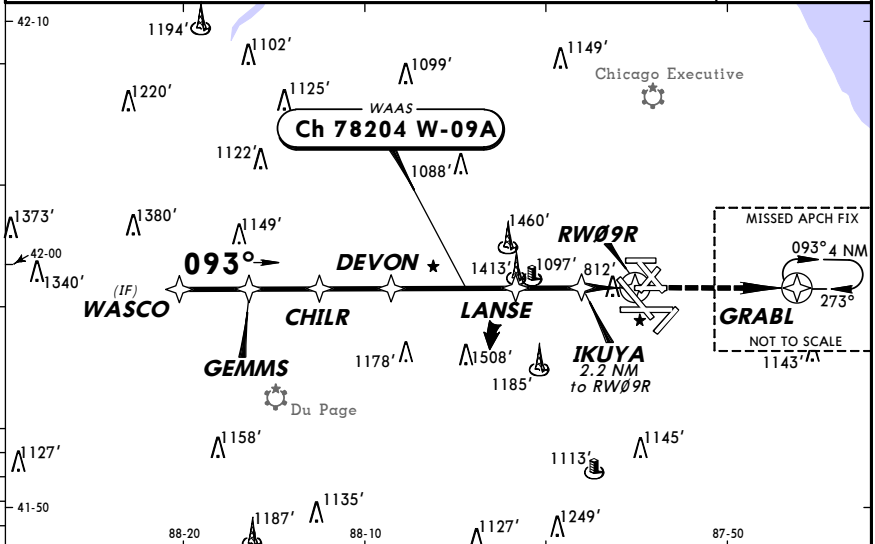
Gnd speed-Kts	70	90	100	120	140	160	ALS-II	4000'	D	SIBLY
Glide Path Angle 3.00°	372	478	531	637	743	849				

	STRAIGHT-IN LANDING RWY 9L				CIRCLE-TO-LAND	
	LPV DA(H) 944' (276')		LNAV/VNAV DA(H) 1106' (438')		LNAV MDA(H) 1140' (472')	
	ALS out	ALS out	ALS out	ALS out	Max Kts	MDA(H)
A					90	1220' (548') - 1
B					120	
C	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2	140	1220' (548') - 1 1/2
D					165	1240' (568') - 2

CHANGES: Tower frequency.

**KORD/ORD -O'HARE INTL** **JEPPESEN** **CHICAGO, ILL**  
 3 APR 09 **(22-4)** **RNAV (GPS) Rwy 9R**

D-ATIS 135.4		CHICAGO Approach (R) 119.0		O'HARE MAIN Tower 126.9 120.75		O'HARE NORTH Tower 132.7 128.15	
MAIN Ground 121.9				NORTH Ground 124.12			
WAAS <b>Ch 78204</b> W-09A	Final Apch Crs <b>093°</b>	Minimum Alt <b>LANSE</b> 2300' (1640')	LPV DA(H) <b>976' (316')</b>	Apt Elev 672'		3400'  MSA RW09R	
MISSED APCH: Climb to 4000' direct GRABL.				TDZE <b>660'</b>			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.3 not authorized. 4. VGSI and RNAV glidepath not coincident.							



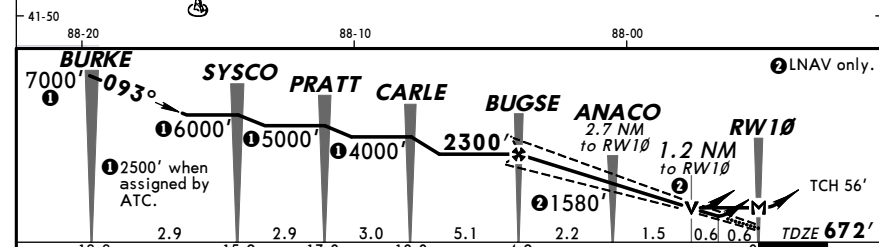
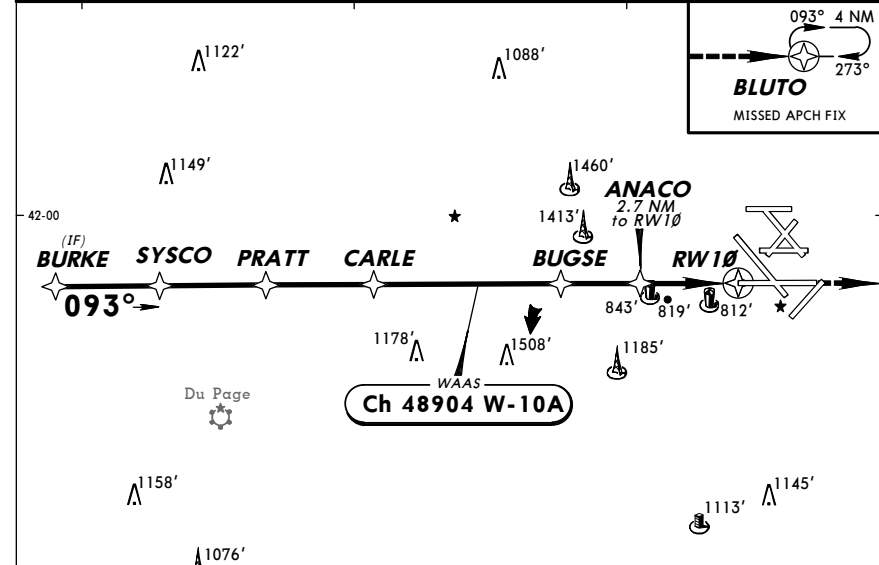
Gnd speed-Kts	70	90	100	120	140	160	MALSR 4000'	PAPI	GRABL
Glide Path Angle	3.00°	372	478	531	637	849			
MAP at RW09R									

TERPS	STRAIGHT-IN LANDING RWY 9R				CIRCLE-TO-LAND	
	LPV DA(H) 976' (316')	LNNAV/VNAV DA(H) 1097' (437')	LNNAV MDA(H) 1160' (500')	RAIL out	ALS out	MDA(H)
A	RAIL or ALS out	RAIL or ALS out	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1220' (548')-1
B	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2	RVR 40 or 3/4	1220' (548')-1 1/2
C	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2	RVR 60 or 1/4	1240' (568')-2
D	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2	1 1/2	1240' (568')-2

CHANGES: Tower frequency.

**KORD/ORD -O'HARE INTL** **JEPPESEN** **CHICAGO, ILL**  
 3 APR 09 **(22-5)** **RNAV (GPS) Rwy 10**

D-ATIS 135.4		CHICAGO Approach (R) 119.0		O'HARE MAIN Tower 126.9 120.75		O'HARE NORTH Tower 132.7 128.15	
MAIN Ground 121.9				NORTH Ground 124.12			
WAAS <b>Ch 48904</b> W-10A	Final Apch Crs <b>093°</b>	Minimum Alt <b>BUGSE</b> 2300' (1628')	LPV DA(H) <b>922' (250')</b>	Apt Elev 672'		3400'  MSA RW10	
MISSED APCH: Climb to 4000' direct BLUTO and hold.				TDZE <b>672'</b>			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.3 not authorized. 4. VGSI and ILS glidepath not coincident.							



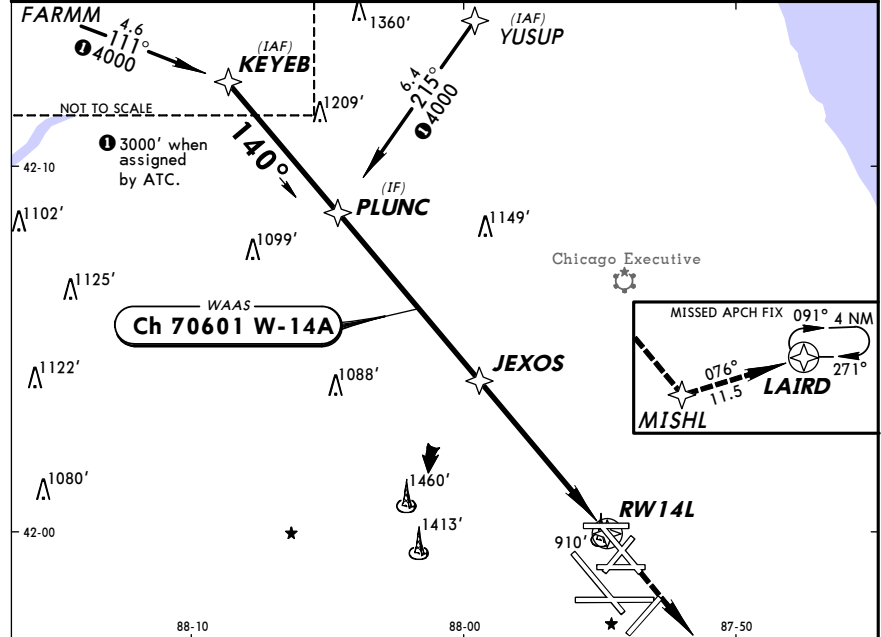
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II 4000'	PAPI	BLUTO
Glide Path Angle	3.00°	372	478	531	637	849			
MAP at RW10									

TERPS	STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND	
	LPV DA(H) 922' (250')	LNNAV/VNAV DA(H) 1119' (447')	LNNAV MDA(H) 1100' (428')	RAIL out	ALS out	MDA(H)
A	ALS out	ALS out	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	1220' (548')-1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 40 or 3/4	1220' (548')-1 1/2
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 60 or 1/4	1240' (568')-2
D	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	1 1/2	1240' (568')-2

CHANGES: Tower frequency.

**KORD/ORD -O'HARE INTL** **JEPPESEN** **CHICAGO, ILL**  
 3 APR 09 (22-6) **RNAV (GPS) Rwy 14L**

D-ATIS	CHICAGO Approach (R)	O'HARE MAIN Tower	O'HARE NORTH Tower
135.4	119.0	126.9 120.75 132.7	128.15
MAIN Ground		NORTH Ground	
121.9		124.12	
WAAS Ch 70601 W-14A	Final ApcH Crs 140°	Minimum Alt JEXOS 2500' (1847')	LPV DA(H) 1025' (372')
			Apt Elev 672' TDZE 653'
MISSED APCH: Climb to 4000' direct MISHL and via 076° track to LAIRD and hold, continue climb-in-hold to 4000'.			
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 47°C (118°F). 2. DME/DME RNP-0.3 not authorized.			
			MSA RW14L



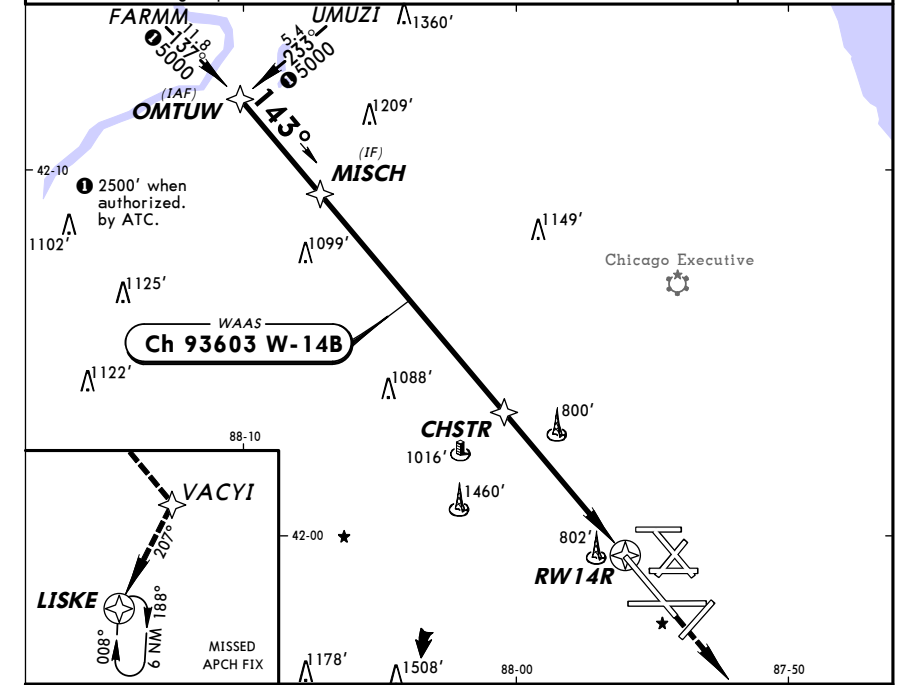
KEYEB	PLUNC	JEXOS	RW14L
4000'	4000'	2500'	1.4 NM to RW14L
3000' when assigned by ATC.			TCH 58'
			TDZE 653'
Gnd speed-Kts: 70 90 100 120 140 160			
Glide Path Angle: 3.00° 372 478 531 637 743 849			
MAP at RW14L			

STRAIGHT-IN LANDING RWY 14L			CIRCLE-TO-LAND	
LPV DA(H) 1025' (372')	LNAV/VNAV DA(H) 1160' (507')	LNAV MDA(H) 1160' (507')	ALS out	ALS out
RVR 40 or 3/4		RVR 60 or 1/4	1 3/4	RVR 24 or 1/2
RVR 60 or 1/4		RVR 60 or 1/4	1 3/4	RVR 50 or 1
RVR 50 or 1		RVR 50 or 1	1 1/2	1220' (548') - 1
RVR 50 or 1		RVR 50 or 1	1 1/2	1220' (548') - 1 1/2
RVR 50 or 1		RVR 50 or 1	1 1/2	1240' (568') - 2

STRAIGHT-IN LANDING RWY 14R			CIRCLE-TO-LAND	
LPV DA(H) 947' (279')	LNAV/VNAV DA(H) 1102' (434')	LNAV MDA(H) 1160' (492')	ALS out	ALS out
RVR 24 or 1/2		RVR 50 or 1	1 1/2	RVR 24 or 1/2
RVR 50 or 1		RVR 50 or 1	1 1/2	RVR 50 or 1
RVR 50 or 1		RVR 50 or 1	1 1/2	1220' (548') - 1
RVR 50 or 1		RVR 50 or 1	1 1/2	1220' (548') - 1 1/2
RVR 50 or 1		RVR 50 or 1	1 1/2	1240' (568') - 2

**KORD/ORD -O'HARE INTL** **JEPPESEN** **CHICAGO, ILL**  
 3 APR 09 (22-7) **RNAV (GPS) Rwy 14R**

D-ATIS	CHICAGO Approach (R)	O'HARE MAIN Tower	O'HARE NORTH Tower
135.4	119.0	126.9 120.75 132.7	128.15
MAIN Ground		NORTH Ground	
121.9		124.12	
WAAS Ch 93603 W-14B	Final ApcH Crs 143°	Minimum Alt CHSTR 2400' (1732')	LPV DA(H) 947' (279')
			Apt Elev 672' TDZE 668'
MISSED APCH: Climb to 4000' direct VACYI and RIGHT turn via 207° track to LISKE 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 47°C (116°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident.			
			MSA RW14R



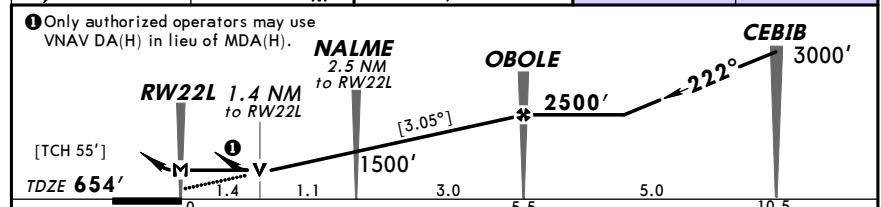
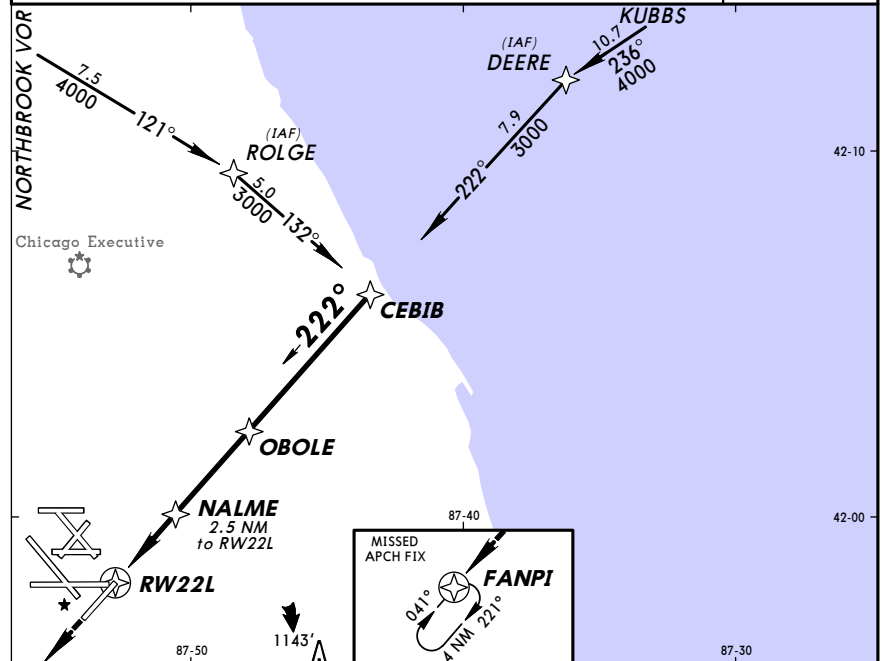
OMTUW	MISCH	CHSTR	RW14R
5000'	5000'	2400'	1.3 NM to RW14R
2500' when authorized by ATC.			TCH 56'
			TDZE 668'
Gnd speed-Kts: 70 90 100 120 140 160			
Glide Path Angle: 3.00° 372 478 531 637 743 849			
MAP at RW14R			

STRAIGHT-IN LANDING RWY 14R			CIRCLE-TO-LAND	
LPV DA(H) 947' (279')	LNAV/VNAV DA(H) 1102' (434')	LNAV MDA(H) 1160' (492')	ALS out	ALS out
RVR 24 or 1/2		RVR 50 or 1	1 1/2	RVR 24 or 1/2
RVR 50 or 1		RVR 50 or 1	1 1/2	RVR 50 or 1
RVR 50 or 1		RVR 50 or 1	1 1/2	1220' (548') - 1
RVR 50 or 1		RVR 50 or 1	1 1/2	1220' (548') - 1 1/2
RVR 50 or 1		RVR 50 or 1	1 1/2	1240' (568') - 2

STRAIGHT-IN LANDING RWY 14R			CIRCLE-TO-LAND	
LPV DA(H) 947' (279')	LNAV/VNAV DA(H) 1102' (434')	LNAV MDA(H) 1160' (492')	ALS out	ALS out
RVR 24 or 1/2		RVR 50 or 1	1 1/2	RVR 24 or 1/2
RVR 50 or 1		RVR 50 or 1	1 1/2	RVR 50 or 1
RVR 50 or 1		RVR 50 or 1	1 1/2	1220' (548') - 1
RVR 50 or 1		RVR 50 or 1	1 1/2	1220' (548') - 1 1/2
RVR 50 or 1		RVR 50 or 1	1 1/2	1240' (568') - 2

**KORD/ORD -O'HARE INTL** **JEPPesen** **CHICAGO, ILL**  
 3 APR 09 (22-8) **RNAV (GPS) Y Rwy 22L**

D-ATIS	CHICAGO Approach (R)	O'HARE MAIN Tower	O'HARE NORTH Tower
135.4	119.0	126.9 120.75 132.7	Rwy 9L/27R 128.15
MAIN Ground		NORTH Ground	
121.9		Rwy 9L/27R (Vicinity) 124.12	
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)
	222°	2500' (1846')	1160' (506')
Apt Elev 672'			TDZE 654'
3400'			
MISSED APCH: Climb to 4000' direct FANPI and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. DME/DME RNP-0.3 not authorized.			
MSA RW22L			



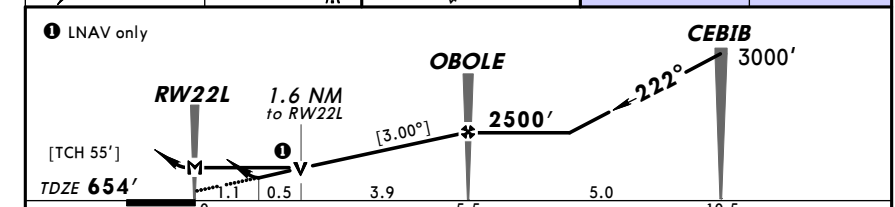
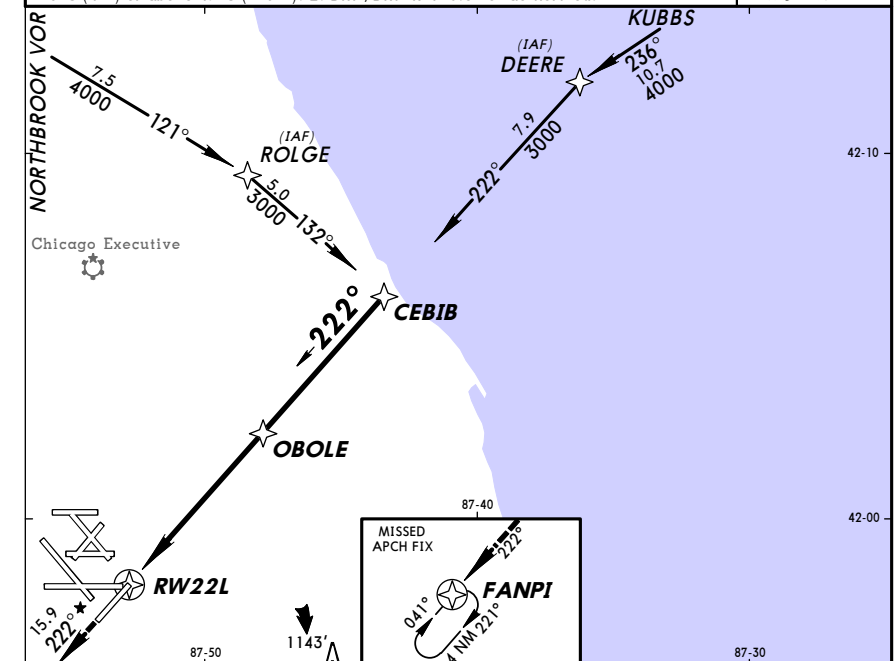
Gnd speed-Kts	70	90	100	120	140	160		
Descent angle [3.05°]	378	486	540	648	755	863		
MAP at RW22L								

STRAIGHT-IN LANDING RWY 22L			CIRCLE-TO-LAND		
LNAV			LNAV		
MDA(H) 1160'(506')			MDA(H) 1220'(548')		
	RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	Max Kts	RVR 24 or 1/2	RVR 40 or 3/4
B			90	RVR 50 or 1	RVR 50 or 1
C			120		
D	RVR 50 or 1	1 1/2	140		
			165		

CHANGES: Tower frequency.

**KORD/ORD -O'HARE INTL** **JEPPesen** **CHICAGO, ILL**  
 3 APR 09 (22-9) **RNAV (GPS) Z Rwy 22L**

D-ATIS	CHICAGO Approach (R)	O'HARE MAIN Tower	O'HARE NORTH Tower
135.4	119.0	126.9 120.75 132.7	Rwy 9L/27R 128.15
MAIN Ground		NORTH Ground	
121.9		Rwy 9L/27R (Vicinity) 124.12	
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)
	222°	2500' (1846')	1060' (406')
Apt Elev 672'			TDZE 654'
3400'			
MISSED APCH: Climb to 4000' via 222° course to FANPI 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 47°C (116°F). 2. DME/DME RNP-0.3 not authorized.			
MSA RW22L			



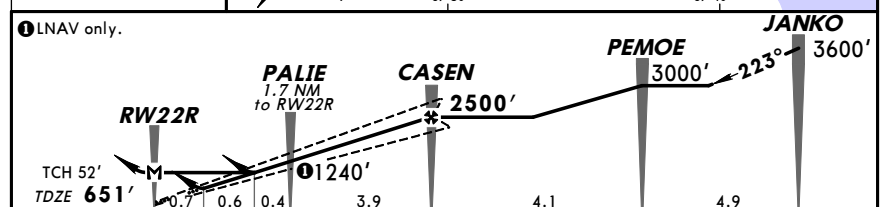
Gnd speed-Kts	70	90	100	120	140	160		
Descent angle [3.00°]	372	478	531	637	743	849		
MAP at RW22L								

STRAIGHT-IN LANDING RWY 22L			CIRCLE-TO-LAND		
LNAV/VNAV			LNAV		
DA(H) 1060'(406')			MDA(H) 1220'(566')		
	RAIL out	ALS out		RAIL out	ALS out
A			Max Kts	RVR 24 or 1/2	RVR 40 or 3/4
B			90	RVR 50 or 1	RVR 50 or 1
C			120		
D	RVR 50 or 1	1 1/2	140		
			165		

CHANGES: Tower frequency.

**KORD/ORD -O'HARE INTL** **JEPPesen** **CHICAGO, ILL**  
 3 APR 09 (22-10) **RNAV (GPS) Rwy 22R**

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE MAIN Tower 126.9	O'HARE NORTH Tower 120.75	Alternate 132.7	O'HARE NORTH Tower Rwy 9L/27R 128.15
MAIN Ground 121.9			NORTH Ground Rwy 9L/27R (Vicinity) 124.12		
WAAS <b>Ch 90504</b> W-22A	Final Apch Crs <b>223°</b>	Minimum Alt <b>CASEN</b> 2500' (1849')	LPV DA(H) <b>927' (276')</b>	Apt Elev 672'	3400'
MISSED APCH: Climb to 4000' direct NIBRE and via 268° track to DPA VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					MSA RW22R
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 2. DME/DME RNP-0.3 not authorized.					
3. VGSI and RNAV glidepath not coincident.					



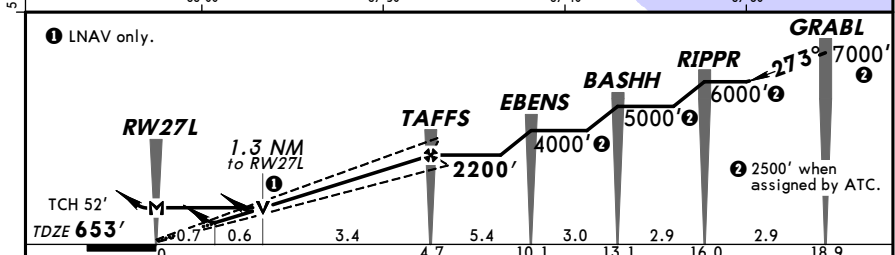
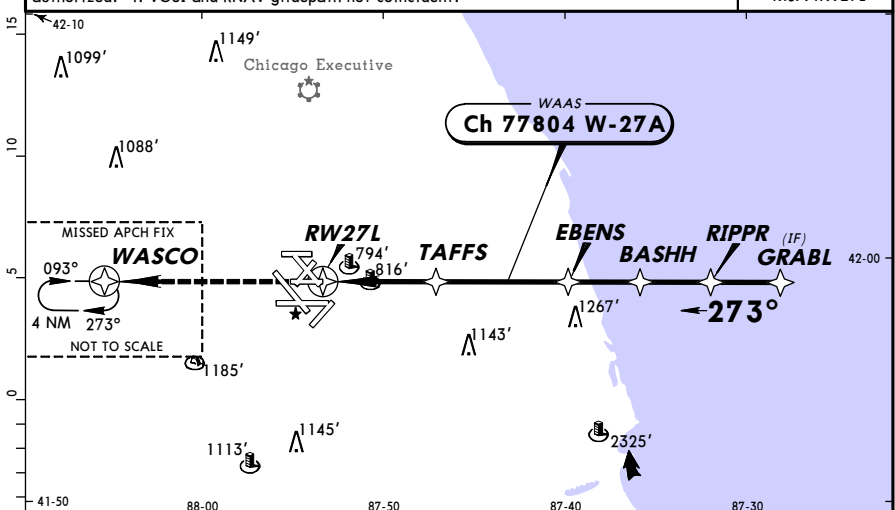
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	4000'	D	NIBRE
Glide Path Angle	3.00°	372	478	531	637	743				

STRAIGHT-IN LANDING RWY 22R						CIRCLE-TO-LAND	
LPV DA(H) 927' (276')	LNAV/VNAV DA(H) 1111' (460')		LNAV MDA(H) 1120' (469')		Max Kts	MDA(H)	
	RAIL out	ALS out	RAIL out	ALS out			
A	RVR 24 or 1/2	RVR 50 or 1	1/2	RVR 24 or 1/2	90	1220' (548')-1	
B	RVR 24 or 1/2	RVR 50 or 1	1/2	RVR 40 or 3/4	120	1220' (548')-1	
C	RVR 24 or 1/2	RVR 50 or 1	1/2	RVR 60 or 1/4	140	1220' (548')-1 1/2	
D	RVR 24 or 1/2	RVR 50 or 1	1/2	1/2	165	1240' (568')-2	

CHANGES: Tower frequency. © JEPPesen, 2001, 2009. ALL RIGHTS RESERVED.

**KORD/ORD -O'HARE INTL** **JEPPesen** **CHICAGO, ILL**  
 3 APR 09 (22-11) **RNAV (GPS) Rwy 27L**

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE MAIN Tower 126.9	O'HARE NORTH Tower 120.75	Alternate 132.7	O'HARE NORTH Tower Rwy 9L/27R 128.15
MAIN Ground 121.9			NORTH Ground Rwy 9L/27R (Vicinity) 124.12		
WAAS <b>Ch 77804</b> W-27A	Final Apch Crs <b>273°</b>	Minimum Alt <b>TAFFS</b> 2200' (1547')	LPV DA(H) <b>935' (282')</b>	Apt Elev 672'	3400'
MISSED APCH: Climb to 4000' direct WASCO and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					MSA RW27L
1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.3 not authorized. 4. VGSI and RNAV glidepath not coincident.					



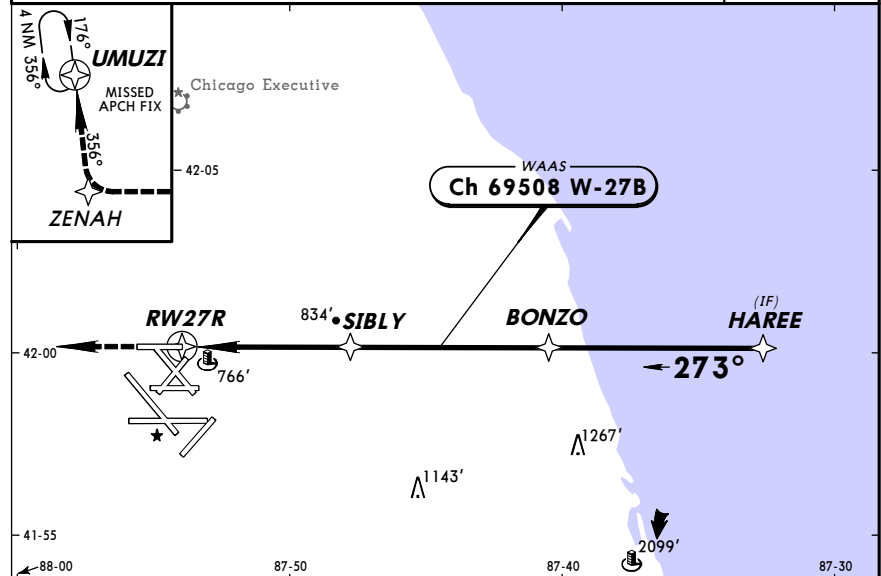
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	4000'	D	WASCO
Glide Path Angle	3.00°	372	478	531	637	743				

STRAIGHT-IN LANDING RWY 27L						CIRCLE-TO-LAND	
LPV DA(H) 935' (282')	LNAV/VNAV DA(H) 1111' (458')		LNAV MDA(H) 1120' (467')		Max Kts	MDA(H)	
	ALS out	ALS out	ALS out	ALS out			
A	RVR 24 or 1/2	RVR 50 or 1	1/2	RVR 24 or 1/2	90	1220' (548')-1	
B	RVR 24 or 1/2	RVR 50 or 1	1/2	RVR 40 or 3/4	120	1220' (548')-1	
C	RVR 24 or 1/2	RVR 50 or 1	1/2	RVR 60 or 1/4	140	1220' (548')-1 1/2	
D	RVR 24 or 1/2	RVR 50 or 1	1/2	1/2	165	1240' (568')-2	

CHANGES: Tower frequency. © JEPPesen, 1997, 2009. ALL RIGHTS RESERVED.

**KORD/ORD CHICAGO, ILL**  
**-O'HARE INTL** 3 APR 09 **(22-12)** **RNAV (GPS) Rwy 27R**

D-ATIS	CHICAGO Approach (R)	O'HARE MAIN Tower			O'HARE NORTH Tower
135.4	119.0	126.9	120.75	132.7	128.15
MAIN Ground			NORTH Ground		
121.9			124.12		
WAAS	Final	Minimum Alt	LPV	Apt Elev	3400'
<b>Ch 69508</b>	Apch Crs	<b>SIBLY</b>	DA(H)	672'	
W-27B	273°	2200' (1536')	977' (313')	TDZE 664'	MSA RW27R
MISSED APCH: Climb to 4000' direct ZENAH and via 356° track to UMUZI 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 -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.3 not authorized. 4. VGSI and RNAV glidepath not coincident.					



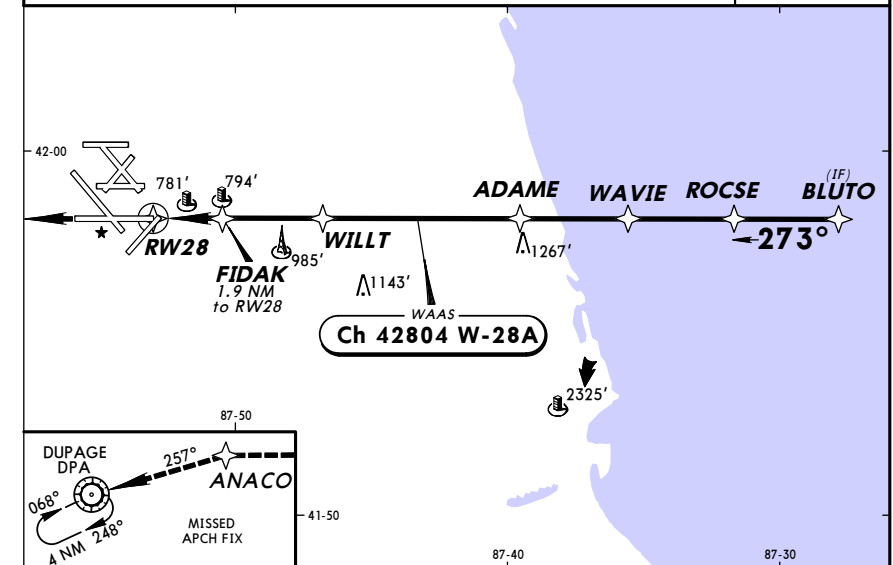
① LNAV only.		<b>BONZO</b>		<b>HAREE</b>	
RW27R		4000'		4000'	
1.2 NM to RW27R		2200'		273°	
TCH 55'	TDZE 664'	0.8 10.2 10.2		3.4 4.6 5.4 10.0 5.9 15.9	
Gnd speed-Kts	70 90 100 120 140 160	ALSF-II	4000'	→	ZENAH
Glide Path Angle 3.00°	372 478 531 637 743 849				
MAP at RW27R					

STRAIGHT-IN LANDING RWY 27R			CIRCLE-TO-LAND		
LPV	LNAV/VNAV	LNAV			
DA(H) 977' (313')	DA(H) 1063' (399')	MDA(H) 1100' (436')			
ALS out	ALS out	ALS out	Max Kts	MDA(H)	
A			90	1220' (548')-1	
B			120	1220' (548')-1	
C	RVR 24 or 1/2	RVR 50 or 1	140	1220' (548')-1 1/2	
D	RVR 50 or 1	RVR 40 or 3/4	165	1240' (568')-2	

CHANGES: Tower frequency.

**KORD/ORD CHICAGO, ILL**  
**-O'HARE INTL** 3 APR 09 **(22-13)** **RNAV (GPS) Rwy 28**

D-ATIS	CHICAGO Approach (R)	O'HARE MAIN Tower			O'HARE NORTH Tower
135.4	119.0	126.9	120.75	132.7	128.15
MAIN Ground			NORTH Ground		
121.9			124.12		
WAAS	Final	Minimum Alt	LPV	Apt Elev	3400'
<b>Ch 42804</b>	Apch Crs	<b>WILLT</b>	DA(H)	672'	
W-28A	273°	2200' (1549')	945' (294')	TDZE 651'	MSA RW28
MISSED APCH: Climb to 4000' direct ANACO and via 257° track to 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 -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.3 not authorized.					



② LNAV only.		<b>BONZO</b>		<b>HAREE</b>	
RW28		4000'		4000'	
1.2 NM to RW28		2200'		273°	
TCH 51'	TDZE 651'	0.8 10.2 10.2		3.4 4.6 5.4 10.0 5.9 15.9	
Gnd speed-Kts	70 90 100 120 140 160	ALSF-II	4000'	→	ZENAH
Glide Path Angle 3.00°	372 478 531 637 743 849				
MAP at RW28					

STRAIGHT-IN LANDING RWY 28			CIRCLE-TO-LAND		
LPV	LNAV/VNAV	LNAV			
DA(H) 945' (294')	DA(H) 1133' (482')	MDA(H) 1100' (449')			
ALS out	ALS out	ALS out	Max Kts	MDA(H)	
A			90	1220' (548')-1	
B			120	1220' (548')-1	
C	RVR 24 or 1/2	RVR 50 or 1	140	1220' (548')-1 1/2	
D	RVR 50 or 1	RVR 40 or 3/4	165	1240' (568')-2	

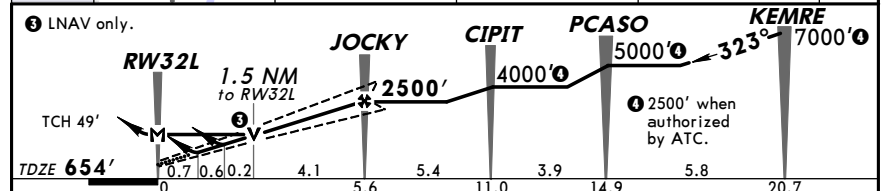
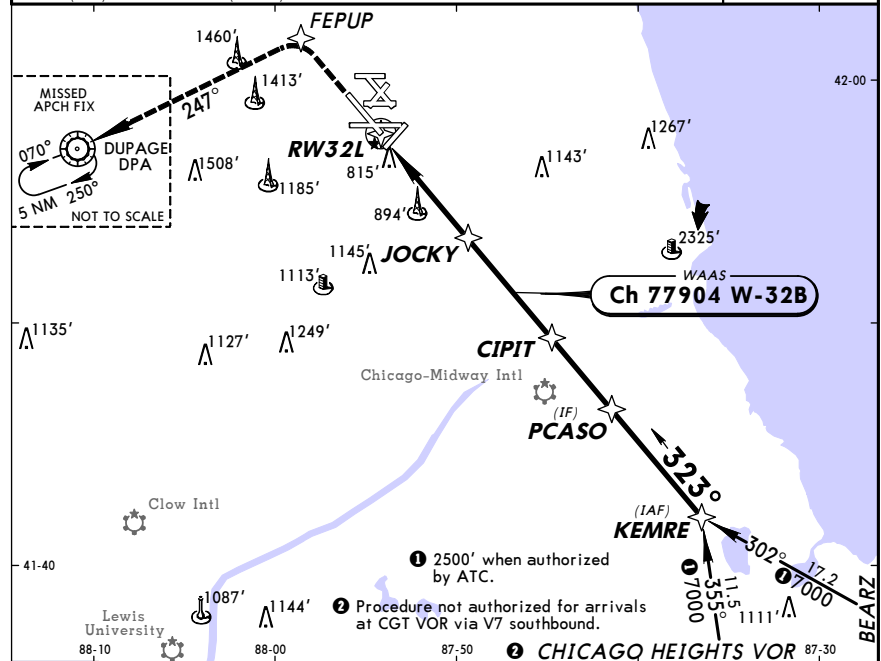
CHANGES: Tower frequency.

**KORD/ORD**  
 -O'HARE INTL

**JEPPESEN** 3 APR 09 (22-14)

**CHICAGO, ILL**  
 RNAV (GPS) Rwy 32L

D-ATIS	CHICAGO Approach (R)	O'HARE MAIN Tower	O'HARE NORTH Tower
135.4	119.0	126.9 120.75 132.7	128.15
MAIN Ground		NORTH Ground	
121.9		124.12	
WAAS	Final	Minimum Alt	LPV
Ch 77904	Apch Crs	JOCKY	DA(H)
W-32B	323°	2500' (1846')	934' (280')
Apt Elev 672'			TDZE 654'
MISSED APCH: Climb to 4000' direct FEPUP and LEFT turn via 247° track to DPA 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 47°C (116°F). 2. DME/DME RNP-0.3 not authorized.			
			MSA RW32L



STRAIGHT-IN LANDING RWY 32L			CIRCLE-TO-LAND		
LPV	LNAV/VNAV	LNAV	Max Kts	MDA(H)	
DA(H) 934' (280')	DA(H) 1103' (449')	MDA(H) 1180' (526')	90	1220' (548')-1	
			120	1220' (548')-1 1/2	
			140	1220' (548')-1 1/2	
			165	1240' (568')-2	

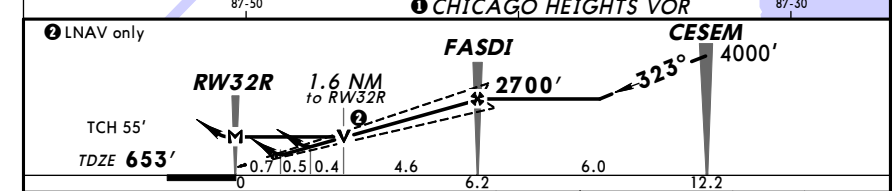
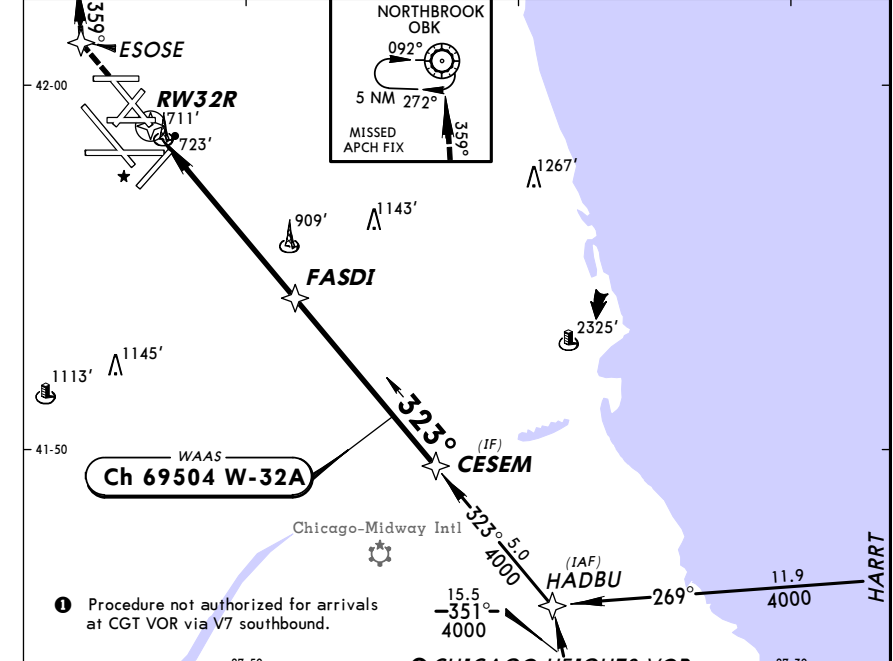
CHANGES: Tower frequency.

**KORD/ORD**  
 -O'HARE INTL

**JEPPESEN** 3 APR 09 (22-15)

**CHICAGO, ILL**  
 RNAV (GPS) Rwy 32R

D-ATIS	CHICAGO Approach (R)	O'HARE MAIN Tower	O'HARE NORTH Tower
135.4	119.0	126.9 120.75 132.7	128.15
MAIN Ground		NORTH Ground	
121.9		124.12	
WAAS	Final	Minimum Alt	LPV
Ch 69504	Apch Crs	FASDI	DA(H)
W-32A	323°	2700' (2047')	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-0.3 not authorized.			
			MSA RW32R



STRAIGHT-IN LANDING RWY 32R			CIRCLE-TO-LAND		
LPV	LNAV/VNAV	LNAV	Max Kts	MDA(H)	
DA(H) 928' (275')	DA(H) 1073' (420')	MDA(H) 1220' (567')	90	1220' (548')-1	
			120	1220' (548')-1 1/2	
			140	1220' (548')-1 1/2	
			165	1240' (568')-2	

CHANGES: Tower frequency.