

List of pages in this Trip Kit

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Revision Letter For Cycle 05-2025
Change Notices
Notebook

General Information

Location: CHICAGO IL USA
ICAO/IATA: KORD / ORD
Lat/Long: N41° 58.62', W087° 54.49'
Elevation: 680 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 3.0° 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: 1030 Z
Sunset: 0106 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: 09C
Length x Width: 11245 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 673 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: 11260 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 668 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 10C
Length x Width: 10800 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: 10R
Length x Width: 7500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 680 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: 27C
Length x Width: 11245 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 653 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 27L
Length x Width: 11260 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: 10800 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 651 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 28L
Length x Width: 7500 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 667 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

Communication Information

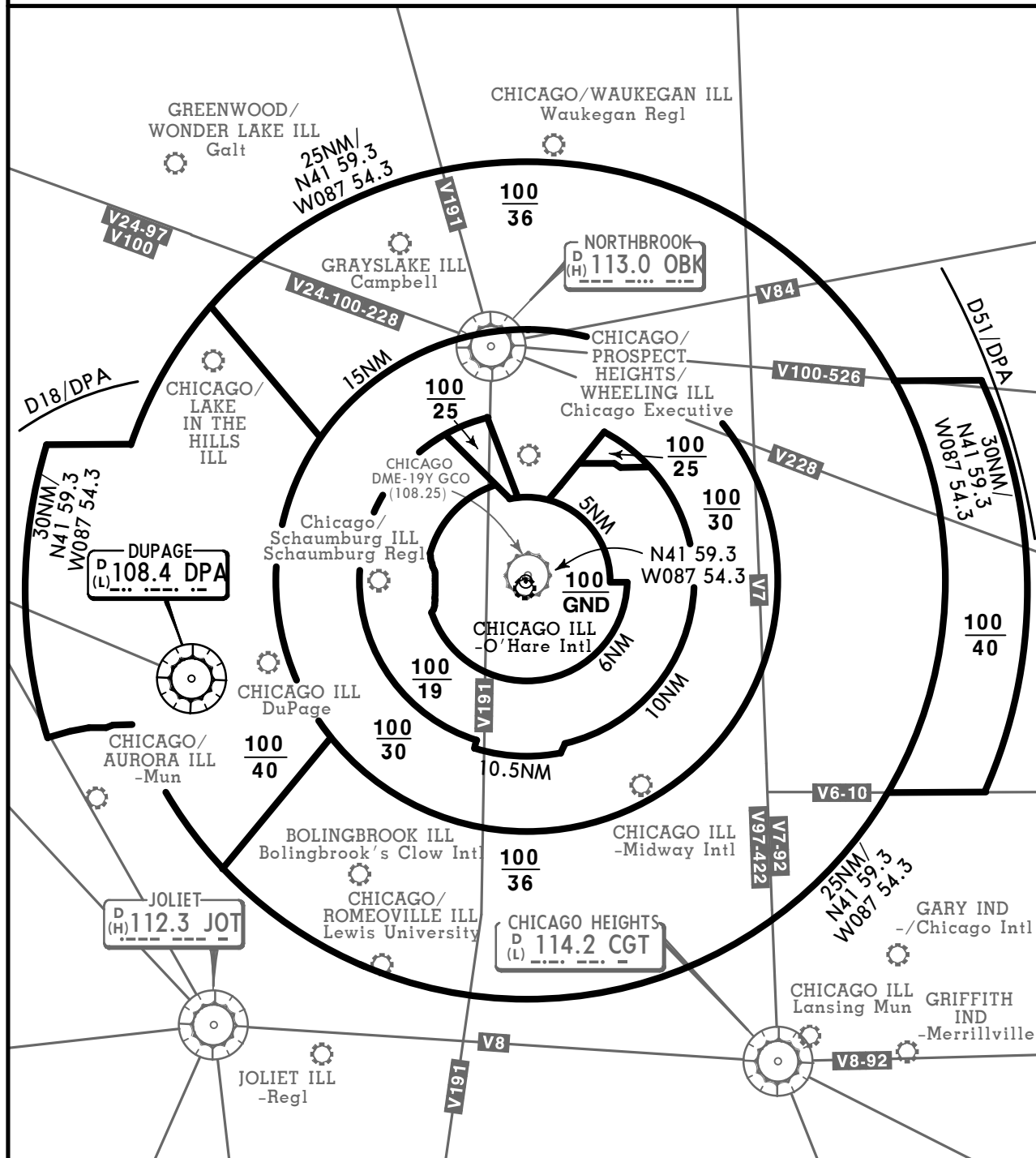
ATIS: 135.400
O'hare Tower: 128.050
O'hare Tower: 126.900
O'hare Tower: 126.800
O'hare Tower: 128.150
O'hare Tower: 132.700
O'hare Tower: 133.000
O'hare Tower: 119.625
O'hare Tower: 120.750
O'hare Tower: 121.150
O'hare Ground: 118.050
O'hare Ground: 134.150
O'hare Ground: 124.125
O'hare Ground: 121.900
O'hare Ground: 121.750
O'hare Ground: 121.675
O'hare Ramp/Taxi: 130.375
O'hare Ramp/Taxi: 130.625
O'hare Ramp/Taxi: 129.050
O'hare Ramp/Taxi: 128.975
O'hare Ramp/Taxi: 131.300
O'hare Ramp/Taxi: 131.700
O'hare Ramp/Taxi: 131.875
O'hare Ramp/Taxi: 128.900
O'hare Ramp/Taxi: 129.075
O'hare Ramp/Taxi: 129.675
O'hare Clearance Delivery: 119.250 Secondary
O'hare Clearance Delivery: 121.600

O'hare Clearance Pre-Taxi: 121.600
O'hare Clearance Pre-Taxi: 119.250 Secondary
Chicago Approach: 119.000 Initial Contact
Chicago Approach: 124.350 Secondary
Chicago Approach: 125.700 Secondary
Chicago Approach: 133.625
Chicago Terminal Control Area: 120.550
Chicago Terminal Control Area: 128.200
Chicago Terminal Control Area: 133.500
Chicago Departure: 126.625 (150°-219°)
Chicago Departure: 125.000 (320°-149°)
O'hare UNICOM: 122.950

CHICAGO CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

(360°-179°) Chicago App (R) 119.0 (180°-359°) Chicago App (R) 133.62



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights-Aircraft operating within the Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

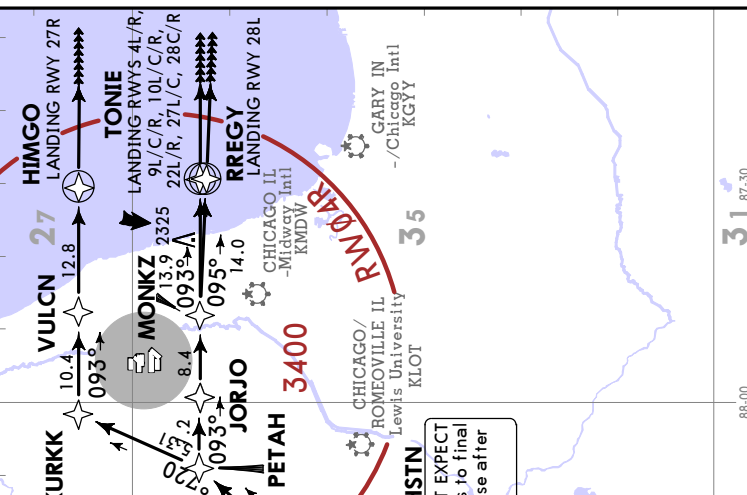
- a. Arriving aircraft should contact Chicago Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of the Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.
- b. Aircraft departing Chicago O'Hare Intl are requested to advise the ground controller the intended altitude and route of flight to depart the Class B airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
- c. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on a ATC workload permitting basis.

D-ATIS
 135.4

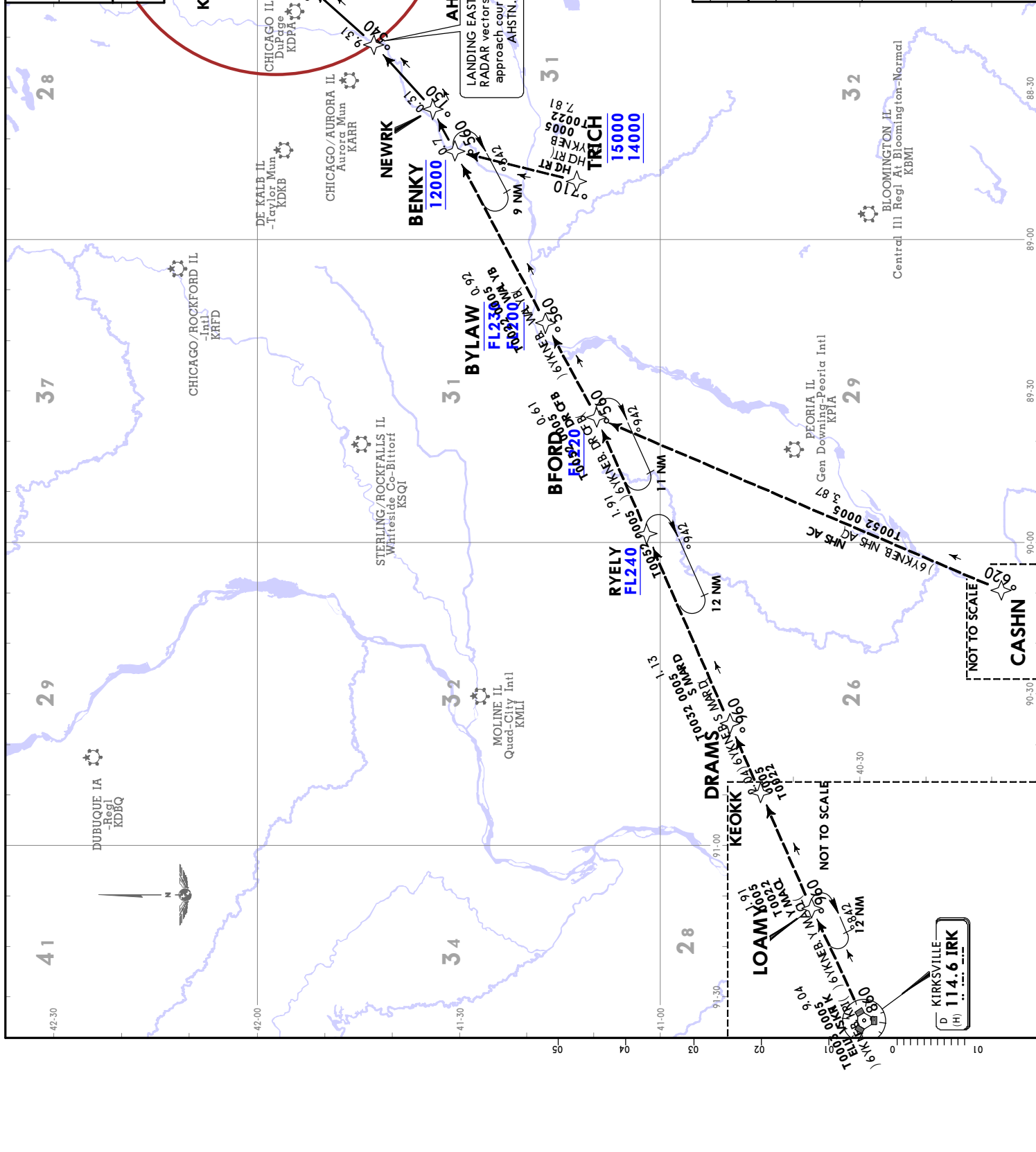
Apt Elev
 680

Alt Set: INCHES Trans level: FL180
 1. RADAR required. 2. RNAV 1.
 3. DME/DME/IRU or GPS required.
 4. CASHN Transition: ATC assigned only.
 5. DRAMS Transition: ATC assigned only.
 6. LANDING EAST: EXPECT RADAR vectors to final approach course after AHSTN.

BENKY 6 RNAV ARRIVAL (BENKY.BENKY6)



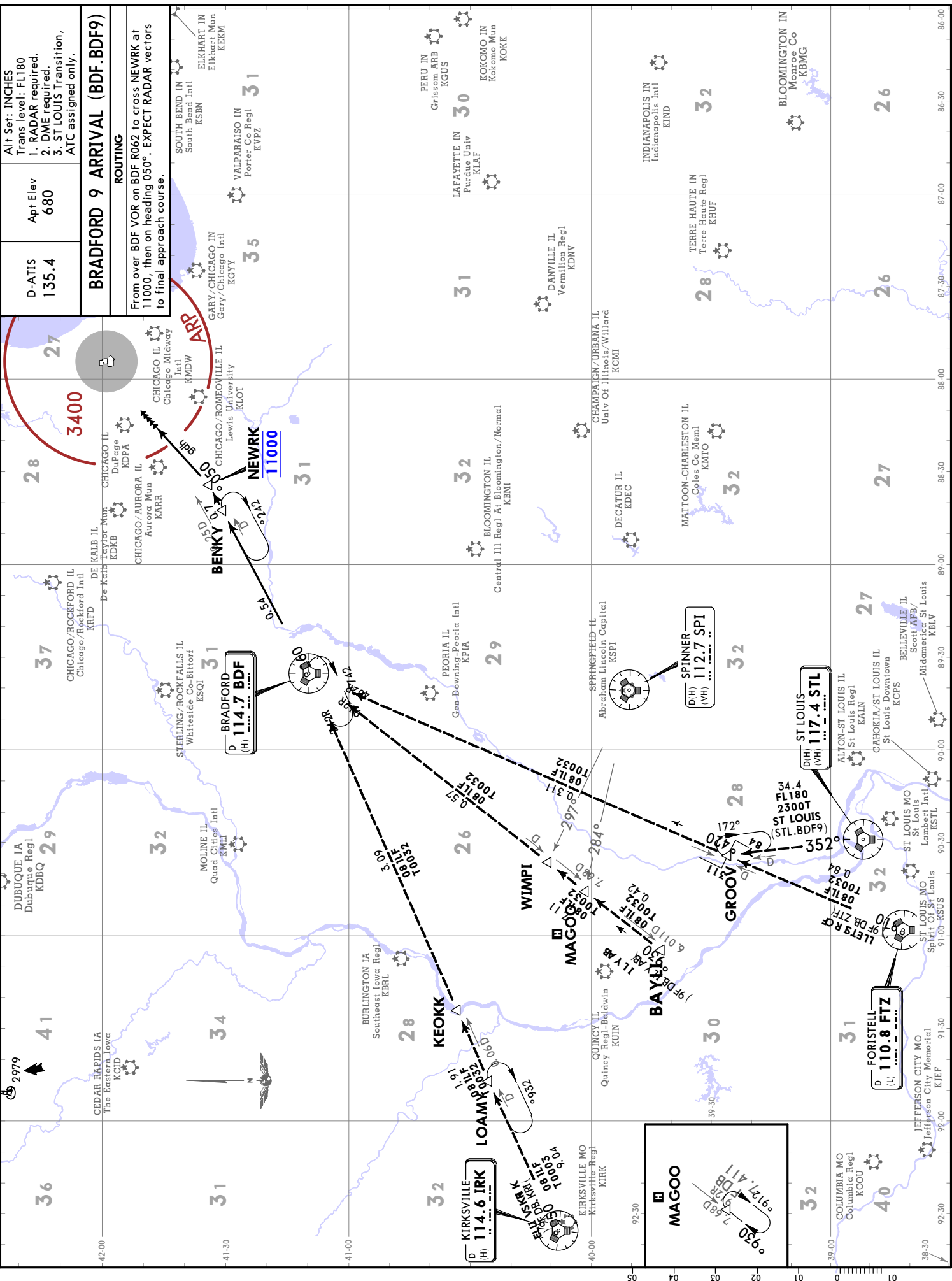
ROUTING	
From BENKY on track 065° to NEWRK, then on track 051° to AHSTN, then on track 045° to PETAH.	
RWY	LANDING
41/R, 91/C/R, 101/C/R, 221/R, 271/C, 28C/R	From PETAH on track 093° to JORJO, then on track 093° to MONKZ, then on track 093° to TONIE, then on track 093°. EXPECT RADAR vectors to final approach course.
27R	From PETAH on track 027° 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.
28L	From PETAH on track 093° to JORJO, then on track 093° to MONKZ, then on track 095° to RREGY, then on track 095°. EXPECT RADAR vectors to final approach course.



CHICAGO, ILL
STAR

JEPPESSEN
20 DEC 24 (20-2A) Eff 26 Dec

KORD/ORD
CHICAGO O'HARE INTL



Alt Set: INCHES
Trans level: FL180
1. RADAR required.
2. DME required.
3. ST LOUIS Transition, ATC assigned only.

BRADFORD 9 ARRIVAL (BDF.BDF9)

ROUTING
From over BDF VOR on BDF R062 to cross NEWRK at 11000, then on heading 050°. EXPECT RADAR vectors to final approach course.

ARRP
CHICAGO/ROCKFORD INTL
Chicago/Rockford Intl
KRFD
De Kalb IL
Taylor Mun
KDKB
CHICAGO/AURORA IL
Aurora Mun
KARR
CHICAGO/ROSEMOUNT IL
Lewis University
KLOT
VALPARAISO IN
Porter Co Regl
KVPZ
SOUTH BEND IN
South Bend Intl
KSNB
ELKHART IN
Elkhart Mun
KEKM

NEWRK
11000
050°
0.54
0.14
0.12

BRADFORD
114.7 BDF
(H)

KIRKSVILLE
114.6 IRK
(H)

MAGOO
930
7.6D
9.9DB
9127.411

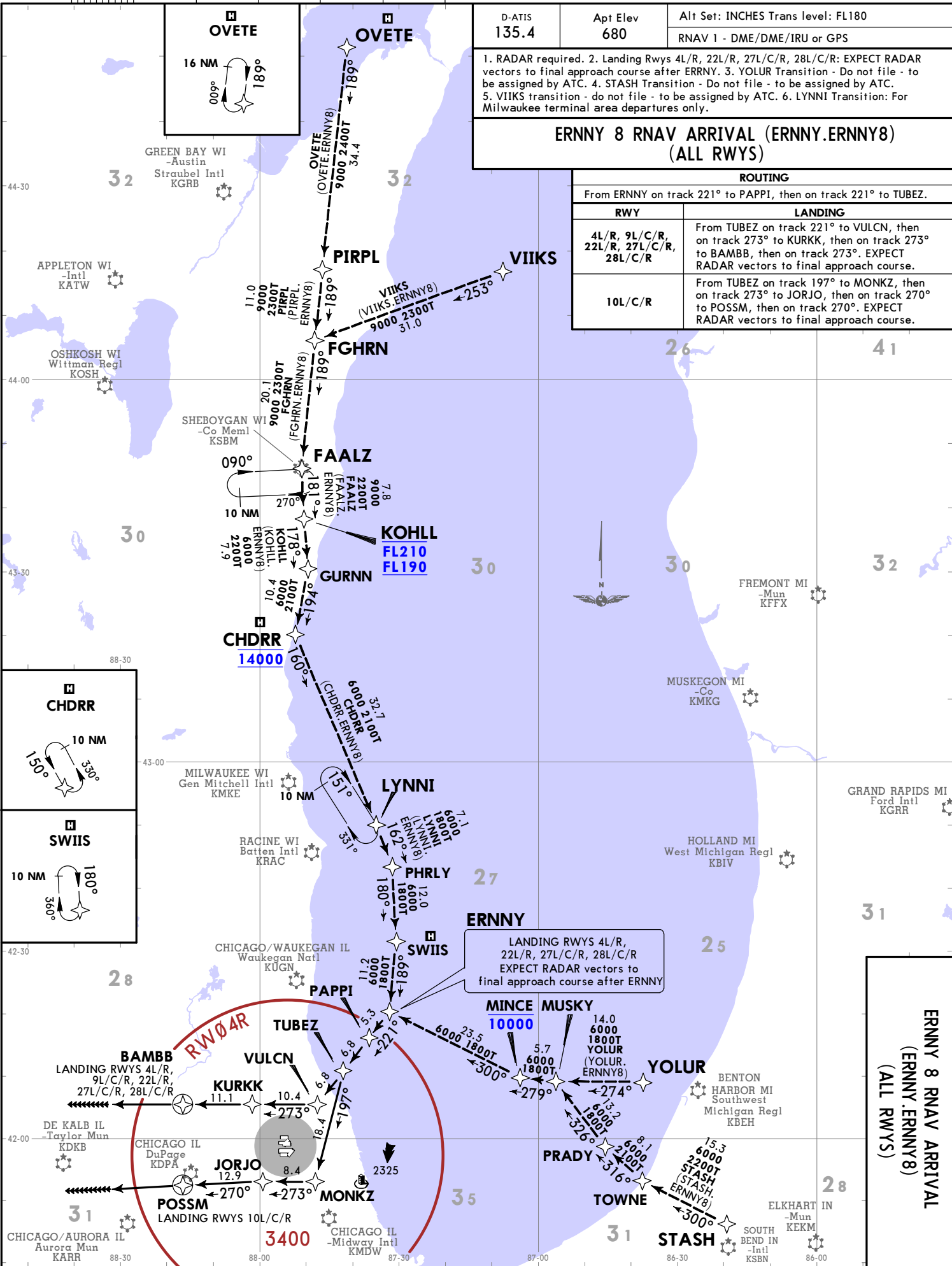
ST LOUIS
117.4 STL
(H)

FORISTELL
110.8 FTZ
(L)

SPINNER
112.7 SPI
(VH)

CHANGES: Procedure renumbered, revised.

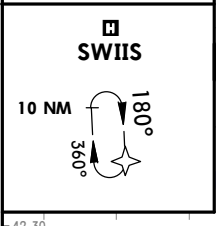
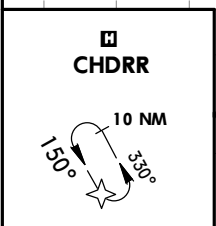
KORD/ORD
O'HARE INTL



D-ATIS 135.4	Apt Elev 680	Alt Set: INCHES Trans level: FL180 RNAV 1 - DME/DME/IRU or GPS
1. RADAR required. 2. Landing Rws 4L/R, 22L/R, 27L/C/R, 28L/C/R: EXPECT RADAR vectors to final approach course after ERNNY. 3. YOLUR Transition - Do not file - to be assigned by ATC. 4. STASH Transition - Do not file - to be assigned by ATC. 5. VIICKS transition - do not file - to be assigned by ATC. 6. LYNNI Transition: For Milwaukee terminal area departures only.		

ERNNY 8 RNAV ARRIVAL (ERNNY.ERNNY8) (ALL RWYS)

ROUTING	
From ERNNY on track 221° to PAPPI, then on track 221° to TUBEZ.	
RWY	LANDING
4L/R, 9L/C/R, 22L/R, 27L/C/R, 28L/C/R	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/R	From TUBEZ on track 197° to MONKZ, then on track 273° to JORJO, then on track 270°. EXPECT RADAR vectors to final approach course.



LANDING RWYS 4L/R, 22L/R, 27L/C/R, 28L/C/R
EXPECT RADAR vectors to final approach course after ERNNY

ERNNY 8 RNAV ARRIVAL (ERNNY.ERNNY8) (ALL RWYS)

14 APR 23 (20-2B) EFF 20 APR
JEPPESSEN CHICAGO, ILL
RNAV STAR

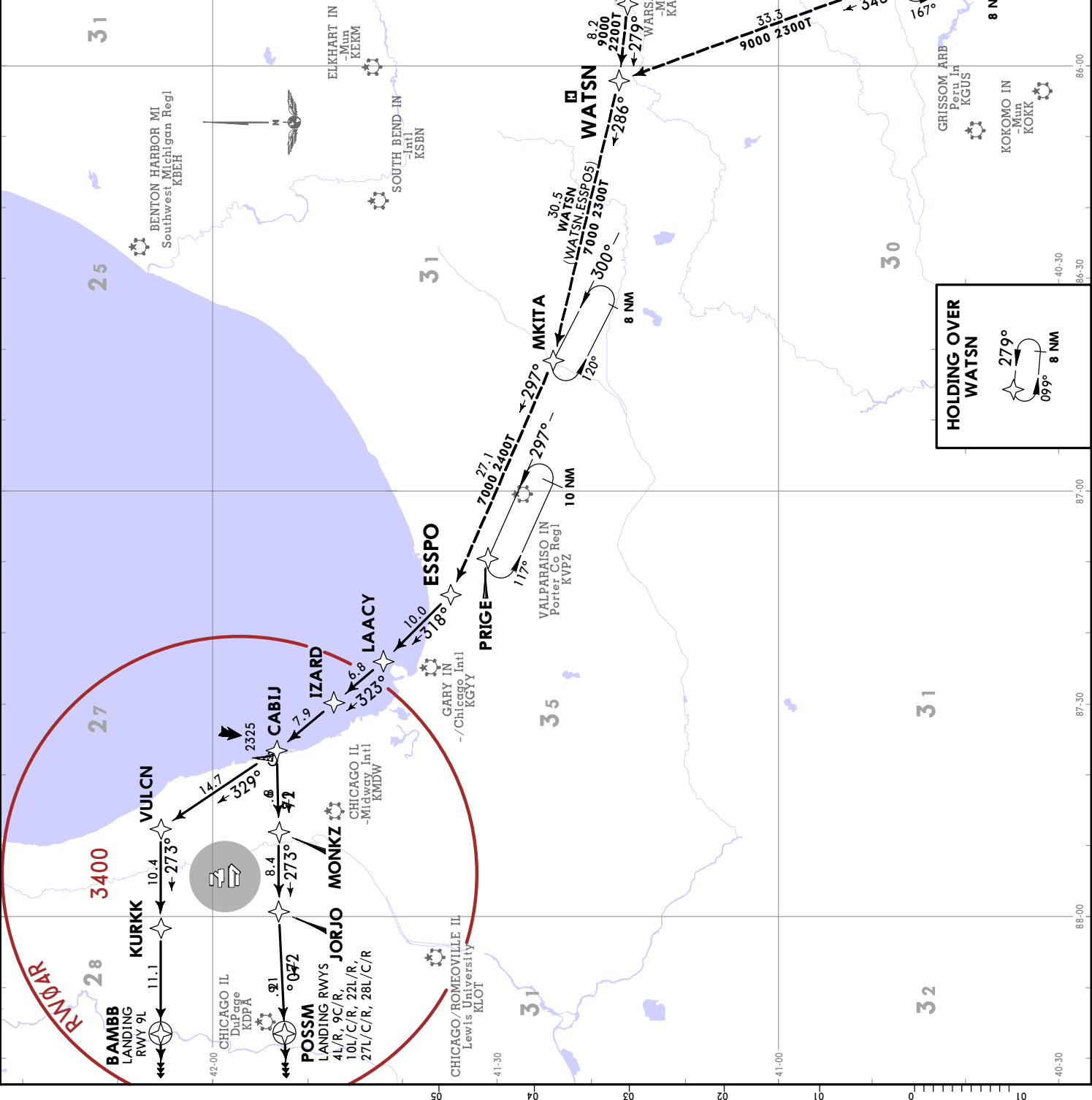
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CHICAGO, ILL
RNAV STAR

JEPPESEN
14 APR 23 **20-2C** Eff 20 Apr

KORD/ORD
-O'HARE INTL

D-ATIS 135.4	Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. ATC assigned only.
Apt Elev 680	
ESSPO 5 RNAV ARRIVAL (ESSPO.ESSPO5)	
ROUTING	
From ESSPO on track 318° to LAACY, then on track 323° to IZARD, then on track 323° to CABIJ.	
RWY	LANDING
4L/R, 9C/R, 10L/C/R, 22L/R, 27L/C/R, 28L/C/R	From CABIJ on track 271° to MONKZ, then on track 273° to JORJO, then on track 270° to POSSM, then on track 270°. EXPECT RADAR vectors to final approach course.
9L	From CABIJ on track 329° to VULCN, then on track 273° to KURKK, then on track 273° to BAMB, then on track 273°. EXPECT RADAR vectors to final approach course.



HOLDING OVER WATSN

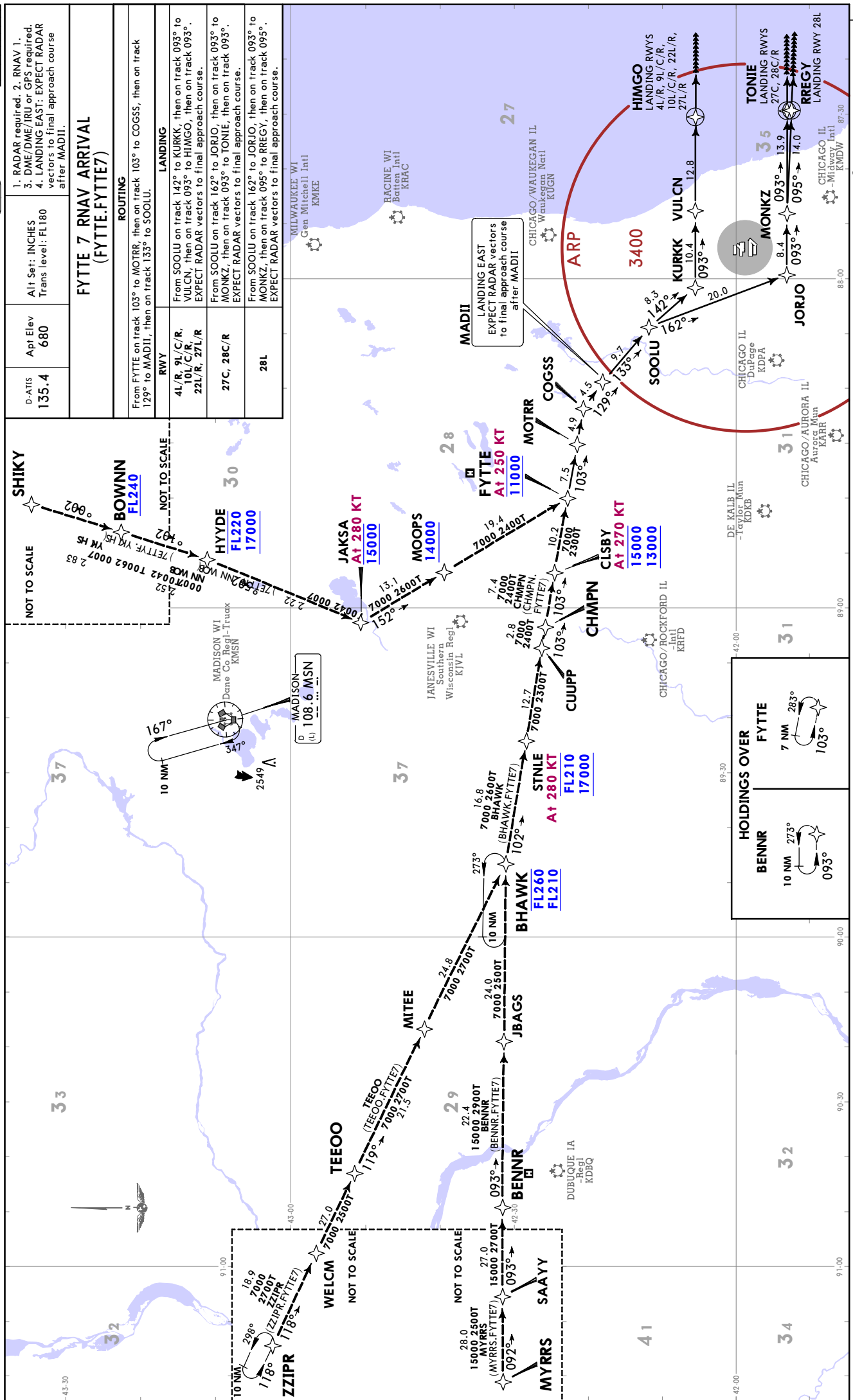
279°
099°
8 NM

JEPPESEN CHICAGO, ILL
RNAV STAR

KORD/ORD
-O'HARE INTL

1 OCT 21 (20-2D) Eff 7 Oct

D-ATIS 135.4	Apt Elev 680	Alt Set: INCHES Trans level: FL 180	1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. LANDING EAST: EXPECT RADAR vectors to final approach course after MADII.
FYITE 7 RNAV ARRIVAL (FYITE.FYITE7)			
ROUTING			
From FYITE on track 103° to MOTRR, then on track 103° to COGSS, then on track 129° to MADII, then on track 133° to SOOLU.			
LANDING			
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.			
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.			
From SOOLU on track 162° to JORJO, then on track 093° to MONKZ, then on track 095° to RREGY, then on track 095°. EXPECT RADAR vectors to final approach course.			



JEPPESEN
1 OCT 21 (20-2E) Eff 7 Oct

KORD/ORD
-O'HARE INTL

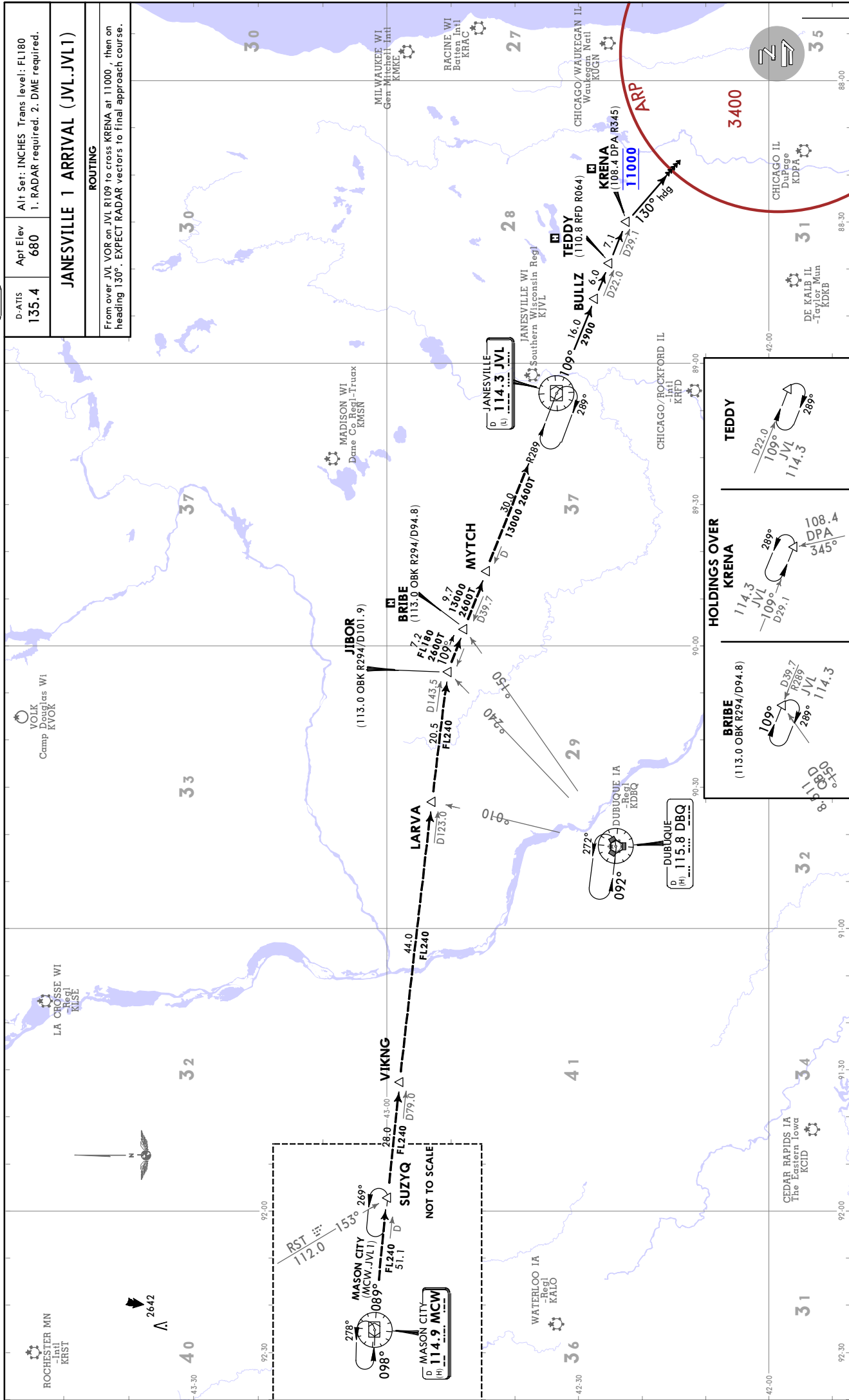
CHICAGO, ILL
STAR

D-ATIS 135.4
Apt Elev 680
Alt Set: INCHES Trans level: FL180
1. RADAR required. 2. DME required.

JANESVILLE 1 ARRIVAL (JVL.JV11)

ROUTING

From over JVL VOR on JVL R109 to cross KRENA at 11000, then on heading 130°. EXPECT RADAR vectors to final approach course.

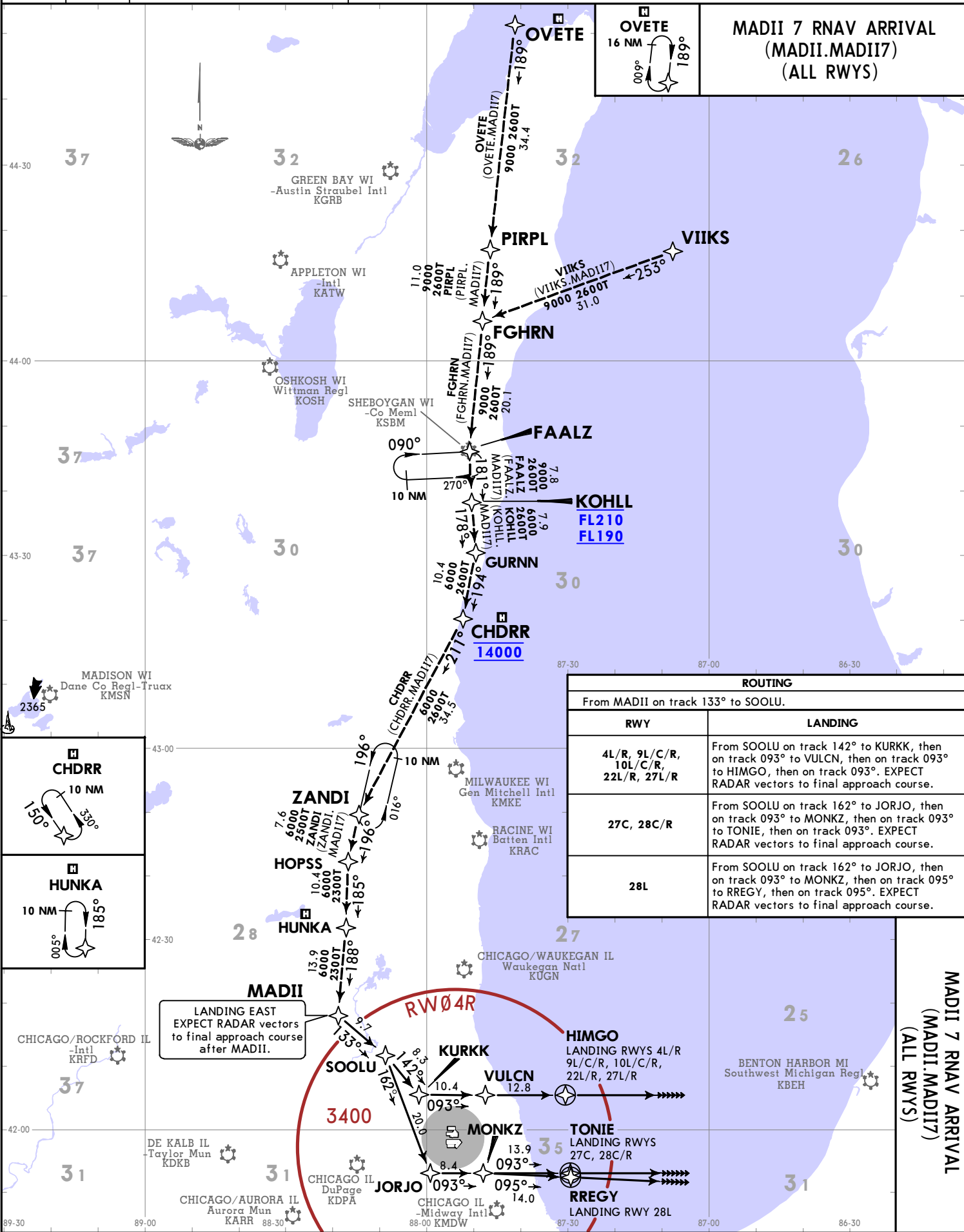


CHANGES: Procedure renumbered, revised.

D-ATIS 135.4 Apt Elev 680
 Alt Set: INCHES Trans level: FL180
 RNAV 1 - DME/DME/IRU or GPS

1. RADAR required. 2. ZANDI enroute Transition: for Milwaukee terminal area departures only. 3. VIKKS enroute Transition: do not file - to be assigned by ATC. 4. LANDING EAST: EXPECT RADAR vectors to final approach course after MADII.

KORD/ORD
 O'HARE INTL



ROUTING	
From MADII on track 133° to SOOLU.	
RWY	LANDING
4L/R, 9L/C/R, 10L/C/R, 22L/R, 27L/R	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.
27C, 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.
28L	From SOOLU on track 162° to JORJO, then on track 093° to MONKZ, then on track 095° to RREGY, then on track 095°. EXPECT RADAR vectors to final approach course.

LANDING EAST
 EXPECT RADAR vectors to final approach course after MADII.

MADII 7 RNAV ARRIVAL
 (MADII.MADII7)
 (ALL RWYS)

14 APR 23 20-20
 JEPPESEN CHICAGO, ILL
 EF 20 Apt RNAV STAR

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KORD/ORD
-O'HARE INTL

JEPPESEN
5 FEB 21 (20-2J)

CHICAGO, ILL
RNAV STAR

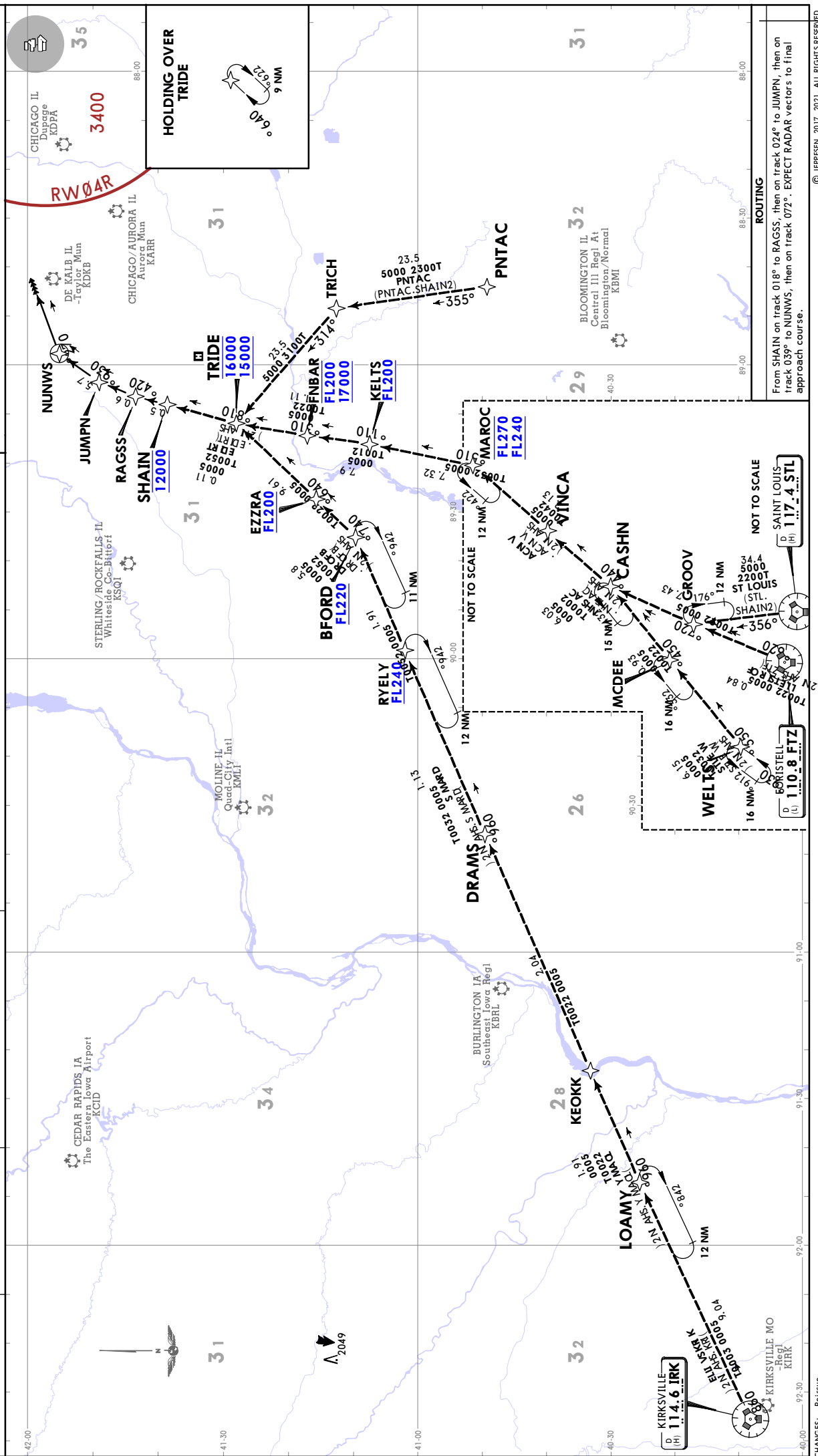
SHAIN 2 RNAV ARRIVAL
(SHAIN.SHAIN2)

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. DRAMS Transition: ATC assigned only.
5. ST LOUIS Transition: ATC assigned only.
6. VINCA Transition: ATC assigned only.
7. PNTAC Transition: For CML, SPL, and BMI departures only, or as assigned by ATC.

Alt Set: INCHES Trans level: FL180

Apt Elev
680

D-ATIS
135.4



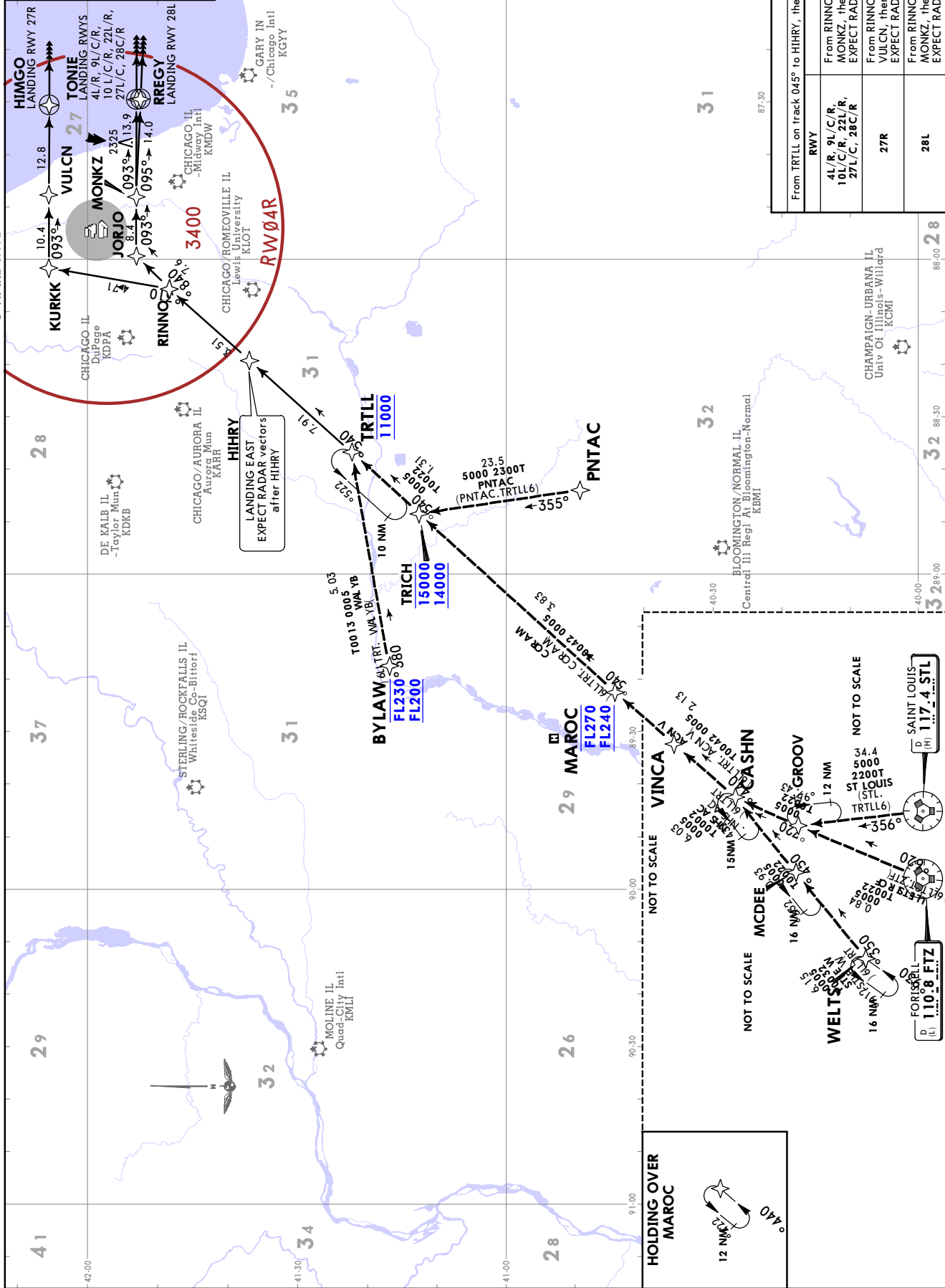
ROUTING
From SHAIN on track 018° to RAGSS, then on track 024° to JUMPN, then on track 039° to NUNNWS, then on track 072°. EXPECT RADAR vectors to final approach course.

NOT TO SCALE
SAINT LOUIS
D (H) 117.4 STL

NOT TO SCALE
ST LOUIS
D (H) 110.8 FITZ

D-ATIS 135.4	Apt Elev 680	Alt Set: INCHES Trans level: FL180
1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. ST LOUIS Transition: ATC assigned only. 5. VINCA Transition: ATC assigned only. 6. LANDING EAST: EXPECT RADAR vectors after HIHRY. 7. PNTAC Transition: For CMI, SPI, and BMI departures only, or as assigned by ATC.		

TRTLL 6 RNAV ARRIVAL (TRTLL.TRTLL6)



KORD/ORD
-O'HARE INTL

JEPPESEN
30 OCT 20 (20-2L) Eff 5 Nov

CHICAGO, ILL
RNAV STAR

VEECK 5 RNAV ARRIVAL (VEECK.VEECK5)

LOST COMMS → LOST COMMS → LOST COMMS → LOST COMMS → LOST COMMS

LANDING EAST: Standard.

LANDING WEST: At PINKK, turn RIGHT direct BABUU, MAINTAIN 5000, then via 360° heading, intercept localizer and execute ILS or LOC RWY 28R approach.

LOST COMMS → LOST COMMS → LOST COMMS → LOST COMMS → LOST COMMS

ROUTING

From VEECK on track 302° to BOONE, then on track 321° to HANNI, then on track 329° to CLUSO, then on track 323° to KAYTO, then on track 323° to PINKK.

RWY

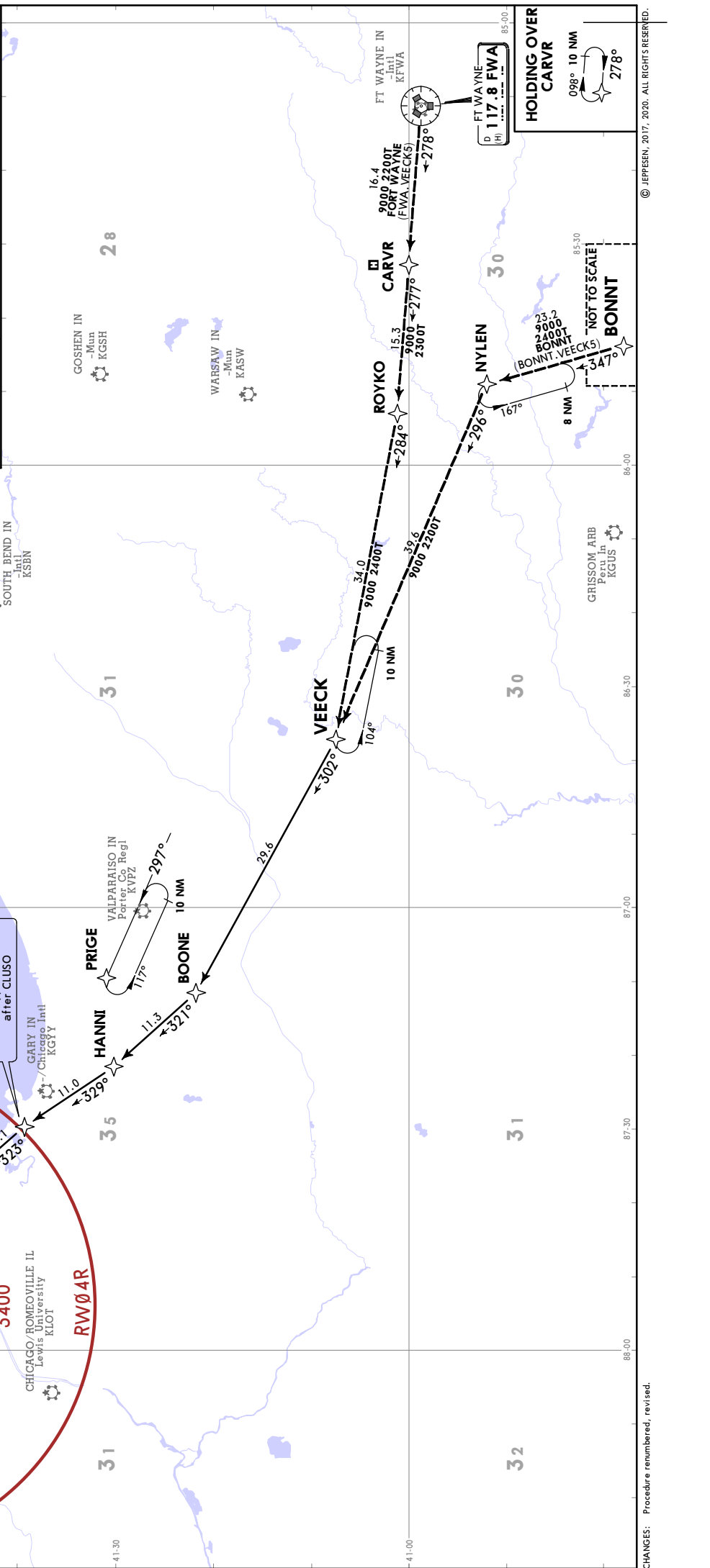
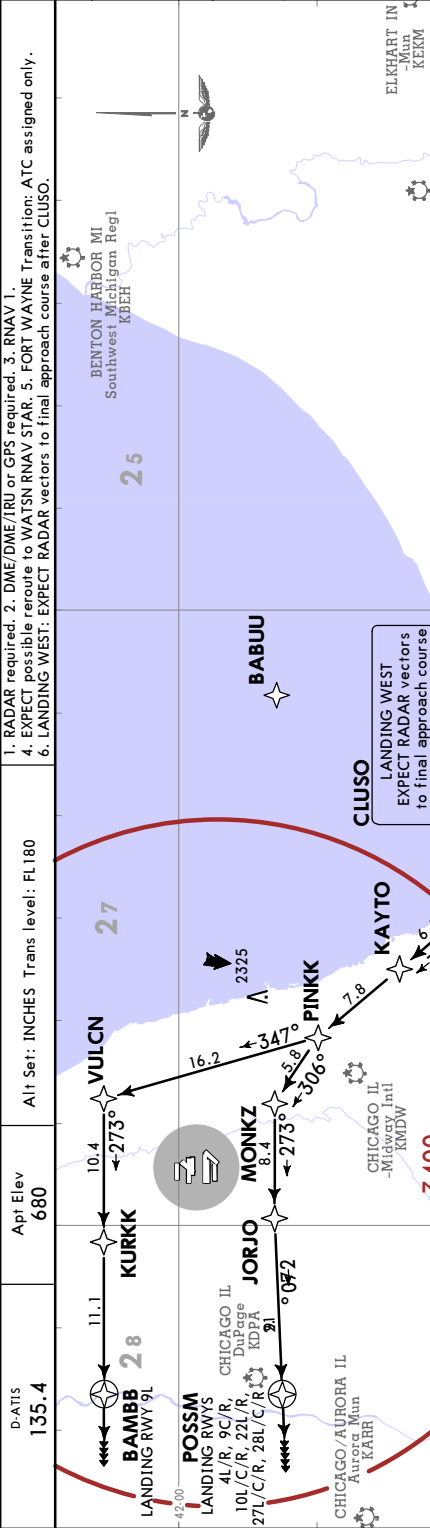
4L/R, 9C/R, 10L/C/R, 22L/R, 27L/C/R, 28L/C/R

LANDING

From PINKK on track 306° to MONKZ, then on track 273° to JORJO, then on track 270° to POSSM, then on track 270°.

From PINKK on track 347° to VULCN, then on track 273° to KURKK, then on track 273° to BAMB, then on track 273°.

EXPECT RADAR vectors to final approach course.



1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. EXPECT possible reroute to WATSN RNAV STAR. 5. FORT WAYNE Transitions: ATC assigned only.
6. LANDING WEST: EXPECT RADAR vectors to final approach course after CLUSO.

D-ATIS 135.4

Apt Elev 680

Alt Set: INCHES Trans level: FL180

HOLDING OVER CARVR

098° 10 NM

278°

NOT TO SCALE

BONNT

85-30

GRISSOM ARB
Peru In
KGUS

86-30

87-30

88-00

89-00

CHANGES: Procedure renumbered, revised.

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CHICAGO, ILL
RNAV STAR

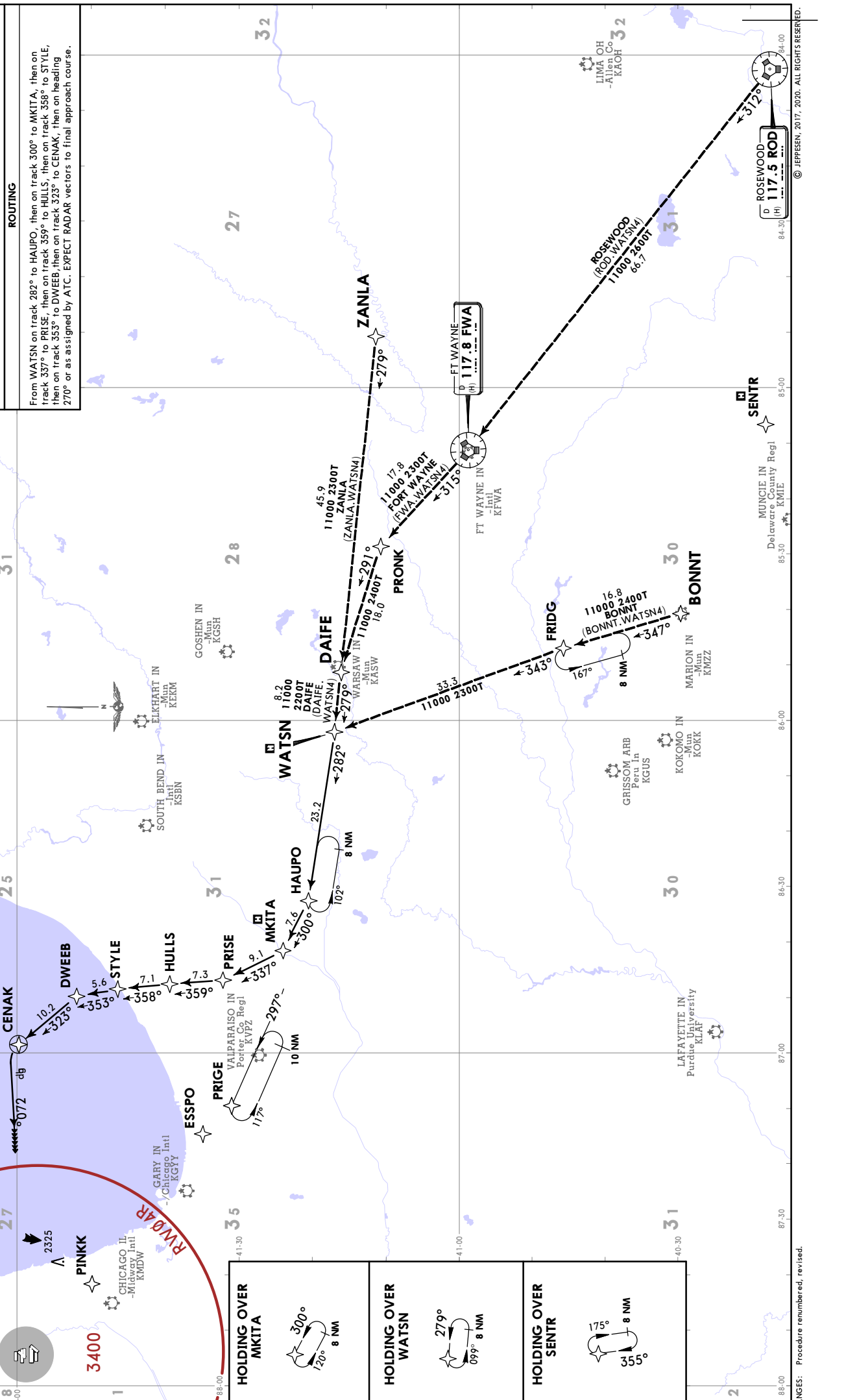
KORD/ORD
O'HARE INTL

JEPPESSEN
 30 OCT 20 (20-2M) **EFF 5 Nov**

WATSN 4 RNAV ARRIVAL
(WATSN.WATSN4)

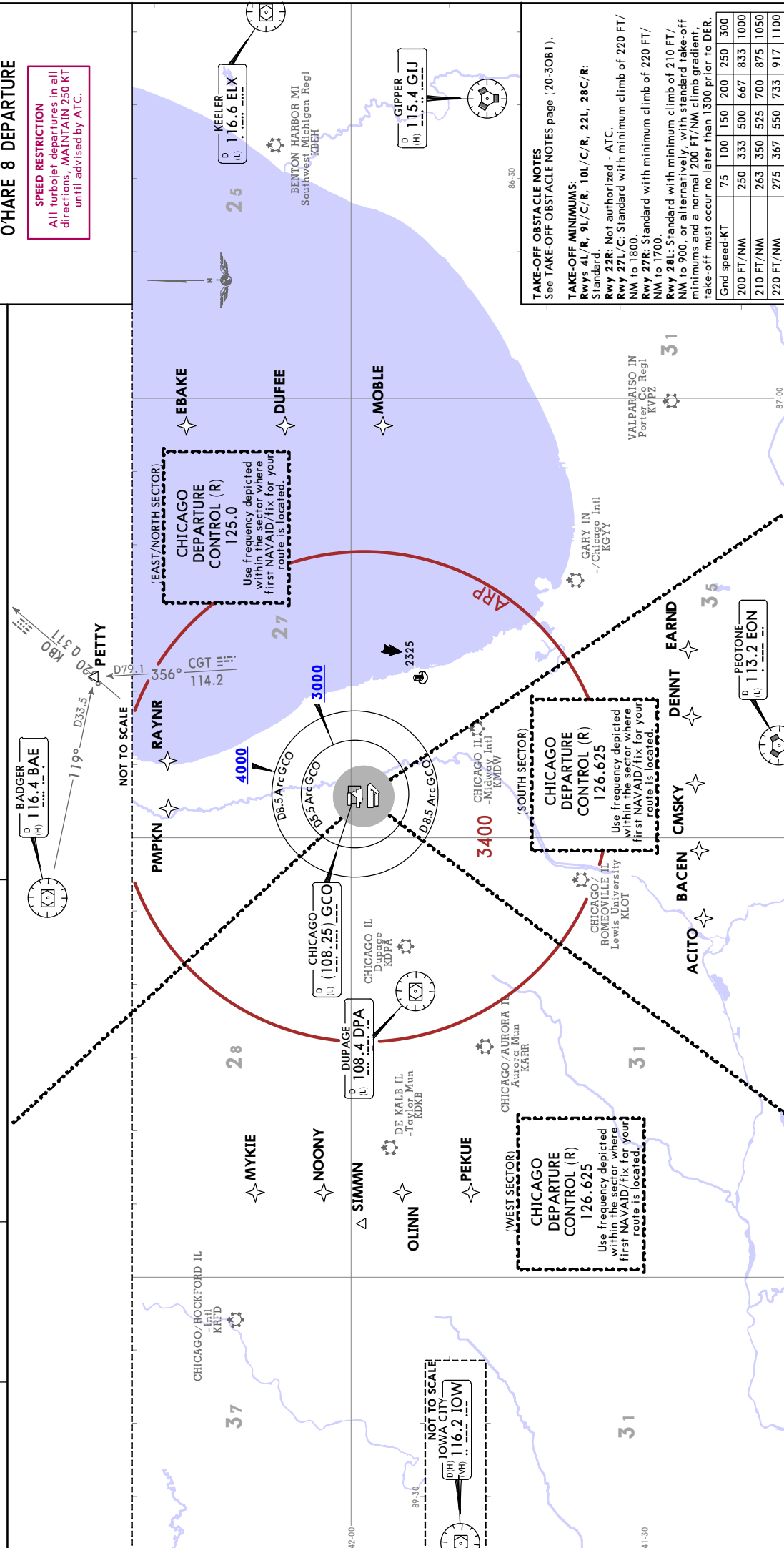
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
 4. EXPECT rerouting on the VEECK RNAV STAR or ESSPO RNAV STAR due to airport demand or configuration.
 5. LANDING EAST: EXPECT RADAR vectors to final approach course.
 6. BONNT Transition: ATC assigned only.

D-ATIS 135.4
 Apt Elev 680
 Alt Set: INCHES Trans level: FL180



CHANGES: Procedure renumbered, revised.

FOR DEPARTURE CONTROL REQ. SEE GRAPHIC
Apt Elev 680
Trans alt: 18000
1. RADAR required.
2. Use frequency depicted within the sector where first navaid/fix for your route is located.



O'HARE 8 DEPARTURE
SPEED RESTRICTION
All turbojet departures in all directions, MAINTAIN 250 KT until advised by ATC.

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (20-30B1).
TAKE-OFF MINIMUMS:
Rwys 4L/R, 9L/C/R, 10L/C/R, 22L, 28C/R: Standard.
Rwy 22R: Not authorized - ATC.
Rwy 27L/C: Standard with minimum climb of 220 FT/NM to 1800.
Rwy 27R: Standard with minimum climb of 220 FT/NM to 1700.
Rwy 28L: Standard with minimum climb of 210 FT/NM to 900, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1300 prior to DER.
Gnd speed-KT: 75 100 150 200 250 300
200 FT/NM: 250 333 500 667 833 1000
210 FT/NM: 263 350 525 700 875 1050
220 FT/NM: 275 367 550 733 917 1100

INITIAL CLIMB	TOP ALTITUDE
All aircraft EXPECT RADAR vectors to first enroute navaid/fix. EXPECT clearance to requested altitude/flight level 10 minutes after departure.	5000

ROUTING
ALL AIRCRAFT
Cross D5.5 Arc GCO at or above 3000, cross D8.5 Arc GCO at or above 4000, MAINTAIN 5000 or assigned altitude. If unable to comply advise ATC as soon as possible prior to departure.

KORD/ORD



 26 NOV 21 (20-30B1) Eff 2 Dec

CHICAGO, ILL

-OHARE INTL

TAKEOFF OBSTACLE NOTES - DEPs

- Rwy 4L:
Lighting 6 from DER, 108 right of centerline, 2 AGL/649 MSL. Pole 587 from DER, 614 right of centerline, 663 MSL. Building 3275 from DER, 1320 right of centerline, 93 AGL/734 MSL. Building tower 3301 from DER, 1248 right of centerline, 109 AGL/750 MSL. Tower, vehicle on road beginning 3341 from DER, 1206 right of centerline, 107 AGL/747 MSL.
- Rwy 4R:
Tree 809 from DER, 610 right of centerline, 675 MSL. Trees beginning 1108 from DER, 689 right of centerline, up to 700 MSL. Tree 1306 from DER, 823 right of centerline, 711 MSL. Antenna 4857 from DER, 1500 right of centerline, 777 MSL.
- Rwy 9L:
Building 2771 from DER, 1233 right of centerline, 94 AGL/745 MSL.
- Rwy 9C:
Terrain 417 from DER, 586 right of centerline, 666 MSL.
- Rwy 9R:
Pole 1026 from DER, 754 right of centerline, 680 MSL. Pole 1074 from DER, 775 left of centerline, 683 MSL. Vehicle on road, poles beginning 1076 from DER, 775 left of centerline, up to 41 AGL/684 MSL. Poles beginning 1171 from DER, 764 right of centerline, up to 682 MSL.
- Rwy 10L:
Building, sign beginning 2517 from DER, 729 right of centerline, 88 AGL/732 MSL. Tower 3958 from DER, 1287 right of centerline, 127 AGL/771 MSL. Pole 4388 from DER, 1585 left of centerline, 124 AGL/762 MSL. Antenna 4390 from DER, 1585 left of centerline, 125 AGL/763 MSL.
- Rwy 10C:
Tower 1169 from DER, 778 left of centerline, 41 AGL/694 MSL.
- Rwy 10R:
Tree 2218 from DER, 1016 right of centerline, 714 MSL. Tree 2248 from DER, 777 right of centerline, 716 MSL. Tree 2358 from DER, 821 right of centerline, 717 MSL. Trees beginning 2365 from DER, 732 right of centerline, up to 720 MSL. Trees beginning 2415 from DER, 690 right of centerline, up to 71 AGL/724 MSL.
- Rwy 22L:
Pole 1301 from DER, 737 right of centerline, 39 AGL/694 MSL.
- Rwy 27L:
Terrain 486 from DER, 593 right of centerline, 681 MSL. Terrain 779 from DER, 661 right of centerline, 688 MSL. Terrain beginning 1177 from DER, 717 left of centerline, up to 707 MSL. Tree 2426 from DER, 1013 right of centerline, 737 MSL.
- Rwy 27C:
Terrain 330 from DER, 577 left of centerline, 684 MSL. Tree 2426 from DER, 593 left of centerline, 737 MSL. Tree 2494 from DER, 683 right of centerline, 88 AGL/751 MSL.
- Rwy 27R:
Pole 1051 from DER, 739 left of centerline, 707 MSL. Vehicle on road 1071 from DER, 560 right of centerline, 698 MSL. Tree 1248 from DER, 815 right of centerline, 712 MSL. Tank 1509 from DER, 886 left of centerline, 56 AGL/726 MSL. Vehicle on road, elevator beginning 2777 from DER, 1019 left of centerline, up to 111 AGL/777 MSL.

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26 NOV 21 (20-30B2) Eff 2 DecCHICAGO, ILL
-OHARE INTL

TAKEOFF OBSTACLE NOTES - DEPs (CONTD)

- Rwy 28L:
Vehicle on road beginning 590 from DER, 656 left of centerline, up to 700 MSL. Vehicle on road, pole beginning 1070 from DER, 697 left of centerline, up to 707 MSL. Tree 1583 from DER, 803 left of centerline, 724 MSL. Tree 1608 from DER, 777 left of centerline, 727 MSL. Trees beginning 1675 from DER, 759 left of centerline, up to 728 MSL. Trees beginning 1748 from DER, 724 left of centerline, up to 732 MSL. Trees beginning 1911 from DER, 788 left of centerline, up to 79 AGL/751 MSL. Tree, vehicles on road beginning 2552 from DER, 717 left of centerline, up to 758 MSL. Tank 5893 from DER, 740 right of centerline, 167 AGL/834 MSL.
- Rwy 28C:
Tree, vehicle on road beginning 2373 from DER, 1099 left of centerline, up to 737 MSL. Tree 2559 from DER, 257 right of centerline, 737 MSL. Tree, vehicle on road, 2719 from DER, 1194 left of centerline, up to 80 AGL/750 MSL. Tree 3526 from DER, 695 left of centerline, 768 MSL. Vehicle on road 3538 from DER, 702 left of centerline, 97 AGL/771 MSL.
- Rwy 28R:
Tree 2559 from DER, 942 left of centerline, 737 MSL.

KORD/ORD



TAXI

CHICAGO O'HARE INTL

5 JAN 24

20-6

CHICAGO, ILL

Standard Arrival Taxi Routes

**O'HARE INTERNATIONAL AIRPORT (ORD)
STANDARD ARRIVAL TAXI ROUTES**

When issued a standard taxi route by O'Hare Ground Control, aircraft must comply with the following taxi instructions unless otherwise directed by ATC.

The following routes are based on individual aircraft arrival runway. All aircraft will be instructed "**Standard taxi, followed by hold short instructions.**"

The cockpit crew must advise Ground Control of gate and availability on initial contact, or as soon as practical.

WARNING: Do not cross runways without specific clearance from ATC. Standard taxi route clearances do not constitute a runway crossing clearance.

Arrival Runway	Standard Arrival Taxi Route
RUNWAY 9L	Taxi SOUTH on "M", then turn RIGHT on "M2". Turn LEFT on "C", then turn RIGHT on "C3". Turn RIGHT on "D" and expect ATC instructions to " HOLD SHORT of Rwy 9C "at EITHER "Twy FF" or "Twy VV". Pilots MUST read back hold short instructions with full call sign.

Arrival Runway	Standard Arrival Taxi Route
RUNWAY 10R	Taxi EAST on "W", then turn LEFT on "Y". Turn LEFT on "P" and expect a frequency change to 120.75. Continue on "P" (Expect sequencing with RWY 10C arrivals) and HOLD SHORT of "CC". Await further ATC instructions.

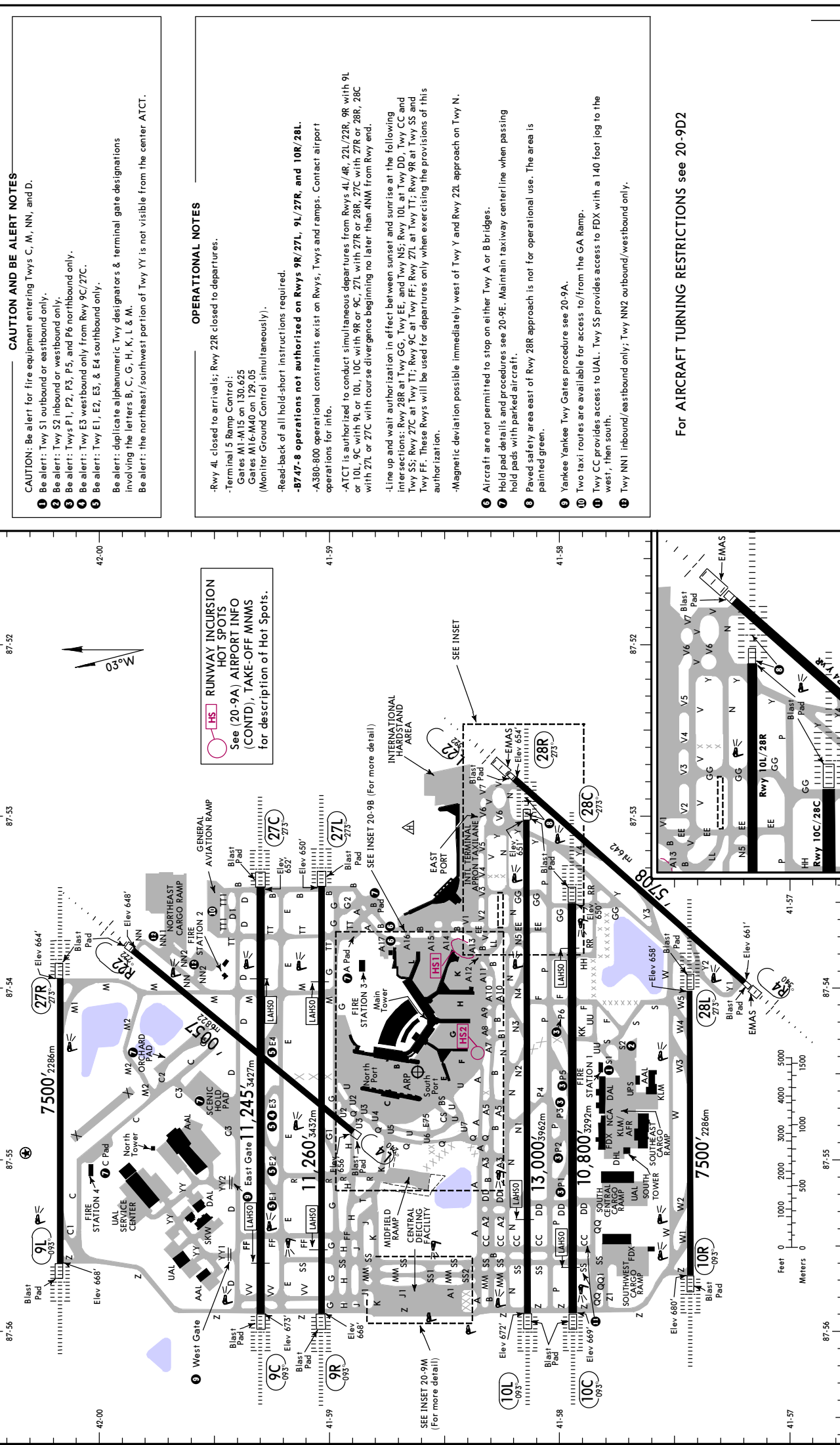
Arrival Runway	Standard Arrival Taxi Route
RUNWAY 27R	Turn LEFT on "C", continuing to "C3" with a RIGHT turn. Turn LEFT on "D" and expect ATC clearance to "Cross Runway 4L-22R". After given clearance to "Cross Rwy 4L-22R" continue east on "D" and expect ATC instructions to " HOLD SHORT of Rwy 27C at Twy TT." Pilots MUST read back hold short instructions with full call sign.

KORD / ORD
Apt Elev 680'
N41.58.6 W087.54.5

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14 FEB 25
Efl 20 Feb

CHICAGO, ILL
CHICAGO O'HARE INTL

D-ATIS	Data Comm	O'HARE	Metering	Ground (Main)	Inbound	Ground (North)	Ground (South)	Rwy 9R/27L	Tower
135.4	ACARS: FDL/C: PDC, TWIP	Clearance (Cpt) 121.6	121.675	Outbound 121.75	121.9	124.125	118.05	Rwy 9R/27L Rwy 22R 126.9	Rwy 10L/28R 132.7
								Rwy 9C/27C 121.15	Rwy 10R/28L 133.0
								Rwy 10C/28C 120.75	CHICAGO Departure (R) 320°-149° (East/North) 150°-219° (South) 220°-319° (West) 125.0
									126.625



CAUTION AND BE ALERT NOTES

- 1 Be alert: Be alert for fire equipment entering Twys C, M, NN, and D.
 - 2 Be alert: Twy S1 outbound or eastbound only.
 - 3 Be alert: Twys P1, P2, P3, P5, and P6 northbound only.
 - 4 Be alert: Twy E3 westbound only from Rwy 9C/27C.
 - 5 Be alert: Twy E1, E2, E3, & E4 southbound only.
- Be alert: duplicate alphanumeric Twy designators & terminal gate designations involving the letters B, C, G, H, K, L & M.
- Be alert: the northeast/southwest portion of Twy YY is not visible from the center ATCT.

OPERATIONAL NOTES

- Rwy 4L closed to arrivals; Rwy 22R closed to departures.
- Terminal S Ramp Control:
Gates M1-M15 on 130.625
Gates M16-M40 on 129.05
(Monitor Ground Control simultaneously).
- Read-back of all hold-short instructions required.
- 8747-8 operations not authorized on Rwy 9R/27L, 9L/27R, and 10R/28L.
- A380-800 operational constraints exist on Rwy 9R/27L, 9L/27R, and 10R/28L operations for info.
- ATCT is authorized to conduct simultaneous departures from Rwy 4L/4R, 22L/22R, 9R with 9L or 10L, 9C with 9R or 10L, 10C with 9R or 27L with 27R or 28R, 27C with 27R or 28R, 28C with 27L or 27C with course divergence beginning no later than 4NM from Rwy end.
- Line up and wait authorization in effect between sunset and sunrise at the following intersections: Rwy 28R at Twy GG, Twy EE, and Twy N5; Rwy 10L at Twy DD, Twy CC and Twy SS; Rwy 27C at Twy TT, Rwy 9C at Twy FF; Rwy 27L at Twy TT; Rwy 9R at Twy SS and Twy FF. These Rwy's will be used for departures only when exercising the provisions of this authorization.
- Magnetic deviation possible immediately west of Twy Y and Rwy 22L approach on Twy N.

- 6 Aircraft are not permitted to stop on either Twy A or B bridges.
- 7 Hold pad details and procedures see 20-9E. Maintain taxiway centerline when passing hold pads with parked aircraft.
- 8 Paved safety area east of Rwy 28R approach is not for operational use. The area is painted green.
- 9 Yankee Yankee Twy Gates procedure see 20-9A.
- 10 Two taxi routes are available for access to/from the GA Ramp.
- 11 Twy CC provides access to UAL. Twy SS provides access to FDX with a 140 foot jog to the west, then south.
- 12 Twy NN1 inbound/eastbound only; Twy NN2 outbound/westbound only.

For AIRCRAFT TURNING RESTRICTIONS see 20-9D2

HS RUNWAY INCURSION HOT SPOTS
See (20-9A) AIRPORT INFO (CONID), TAKE-OFF MINMS for description of Hot Spots.

TERPS		TAKE-OFF	
LOWER THAN STANDARD			
Rwys 4R, 9L/C/R, 10L/C/R, 22L, 27L, 28C/R			
OpSpec Authorization Required			
2 operating RWYs are required.			
All operating RWYs are controlling.			
CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL Adequate Vis Ref
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	TDZ RVR 12 Mid RVR 12 Rollout RVR 10	16 (if TDZ inop) Mid RVR 16 or 1/4
Rwy 27L: With Min climb of 220'/NM to 1800'.			
Rwy 4L			
LOWER THAN STANDARD			
OpSpec Authorization Required			
Both RWYs are required & controlling			
CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL Adequate Vis Ref
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	TDZ RVR 12 Rollout RVR 10	16 or 1/4
Rwys 27R, 27C, 27E, 28L, 28C			
LOWER THAN STANDARD			
OpSpec Authorization Required			
2 operating RWYs are required.			
All operating RWYs are controlling.			
CL & HIRL	CL or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL Adequate Vis Ref
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	TDZ RVR 12 Mid RVR 12 Rollout RVR 10	16 (if TDZ inop) Mid RVR 16 or 1/4
Rwy 27C: With Min climb of 220'/NM to 1700'.			
Rwy 27E: With Min climb of 220'/NM to 1800'.			
Rwy 28L: With Min climb of 210'/NM to 900', or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.			
STANDARD			
CL & HIRL	CL or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL Adequate Vis Ref
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	TDZ RVR 12 Mid RVR 12 Rollout RVR 10	16 or 1/2 RVR 50 or 1

TERPS		TAKE-OFF	
LOWER THAN STANDARD			
OpSpec Authorization Required			
2 operating RWYs are required.			
All operating RWYs are controlling.			
CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL Adequate Vis Ref
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	TDZ RVR 12 Mid RVR 12 Rollout RVR 10	16 (if TDZ inop) Mid RVR 16 or 1/4
Rwy 27C: With Min climb of 220'/NM to 1700'.			
Rwy 27E: With Min climb of 220'/NM to 1800'.			
Rwy 28L: With Min climb of 210'/NM to 900', or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.			
STANDARD			
CL & HIRL	CL or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL Adequate Vis Ref
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	TDZ RVR 12 Mid RVR 12 Rollout RVR 10	16 or 1/2 RVR 50 or 1

(For TAKE-OFF OBSTACLE NOTES see 20-9A1)

FOR FILING AS ALTERNATE

RWY	USABLE LENGTHS			TAKE-OFF WIDTH
	LANDING BEYOND THRESHOLD	LAHSO Distance	GLIDE SLOPE	
4R	HIRL CL MALSR TDZ ① PAPI-R grooved RVR	7026' 2142m	150' 46m	
4L	HIRL CL MALSR TDZ ① PAPI-L grooved RVR	6970' 2124m	150' 46m	NA
9R	HIRL CL MALSR TDZ ① PAPI-L grooved RVR	6558' 1999m	150' 46m	
9L	HIRL CL MALSR TDZ ① PAPI-L grooved RVR	6558' 1999m	150' 46m	
22R	HIRL CL MALSR TDZ ① PAPI-L grooved RVR	8780' 2676m	150' 46m	
22L	HIRL CL MALSR TDZ ① PAPI-L grooved RVR	8780' 2676m	150' 46m	
27L	HIRL CL ALSF-II TDZ ① PAPI-R grooved RVR	10,194' 3107m	200' 61m	
27C	HIRL CL ALSF-II TDZ ① PAPI-L grooved RVR	10,131' 3088m	200' 61m	
27R	HIRL CL ALSF-II TDZ ① PAPI-L grooved RVR	10,175' 3101m	200' 61m	
10L	HIRL CL ALSF-II TDZ ① PAPI-L grooved RVR	6340' 1932m	150' 46m	
10C	HIRL CL ALSF-II TDZ ① PAPI-L grooved RVR	6364' 1940m	150' 46m	
10R	HIRL CL ALSF-II TDZ ① PAPI-L grooved RVR	11,133' 3395m	150' 46m	
28C	HIRL CL ALSF-II TDZ ① PAPI-L grooved RVR	11,970' 3648m	200' 61m	
28L	HIRL CL ALSF-II TDZ ① PAPI-L grooved RVR	9449' 2880m	200' 61m	
28R	HIRL CL ALSF-II TDZ ① PAPI-L grooved RVR	9756' 2974m	200' 61m	
10R	HIRL CL ALSF-II TDZ ① PAPI-L grooved RVR	6388' 1947m	150' 46m	
28L	HIRL CL ALSF-II TDZ ① PAPI-L grooved RVR	6506' 1983m	150' 46m	

① Angle 3.00°.
 ② LDA 7300', 2225m.
 ③ Unusable beyond 8° right and 9° left of centerline.
 ④ LDA 12,246', 3733m.
 ⑤ LDA 10,540', 3213m.

RUNWAY INCURSION HOT SPOTS **HS**

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

HS1 Aircraft/vehicles taxiing on Twy A between Twys A14 and A12, use caution for aircraft pushing onto Twy A from Gates K18 and K20.
HS2 Aircraft/vehicles taxiing on Twy A near Twy A7, use caution for aircraft pushing onto Twy A from Gates F26 and F28.

YANKEE TAXIWAY GATES PROCEDURES

NOTE - Twy YY is a movement area. Pilots/mechanics must call Ground Control on 124.12 for clearance to proceed.

- 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 Rwy 9C/27C 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 East Gate will be manned 24 hours a day and the West Gate will be manned 24 hours a day.

CHANGES: None.

ODP TAKEOFF OBSTACLE NOTES

Rwy 4L: Lighting 6' from DER, 108' right of centerline, 2' AGL/649' MSL. Pole 587' from DER, 614' right of centerline, 663' MSL. Building 3275' from DER, 1320' right of centerline, 93' AGL/734' MSL. Building tower 3301' from DER, 1248' right of centerline, 109' AGL/750' MSL. Tower, vehicle on road beginning 3341' from DER, 1206' right of centerline, 107' AGL/747' MSL.

Rwy 4R: Tree 809' from DER, 610' right of centerline, 675' MSL. Trees beginning 1108' from DER, 689' right of centerline, up to 700' MSL. Tree 1306' from DER, 823' right of centerline, 711' MSL. Antenna 4857' from DER, 1500' right of centerline, 777' MSL.

Rwy 9C: Terrain 417' from DER, 586' right of centerline, 666' MSL.

Rwy 9L: Building 2771' from DER, 1233' right of centerline, 94' AGL/745' MSL.

Rwy 9R: Pole 1026' from DER, 754' right of centerline, 680' MSL. Pole 1074' from DER, 775' left of centerline, 683' MSL. Vehicle on road, poles beginning 1076' from DER, 775' left of centerline, up to 41' AGL/684' MSL. Poles beginning 1171' from DER, 764' right of centerline, up to 682' MSL.

Rwy 10C: Tower 1169' from DER, 778' left of centerline, 41' AGL/694' MSL.

Rwy 10L: Building, sign beginning 2517' from DER, 729' right of centerline, 88' AGL/732' MSL. Tower 3958' from DER, 1287' right of centerline, 127' AGL/771' MSL. Pole 4388' from DER, 1585' left of centerline, 124' AGL/762' MSL. Antenna 4390' from DER, 1585' left of centerline, 125' AGL/763' MSL.

Rwy 10R: Tree 2218' from DER, 1016' right of centerline, 714' MSL. Tree 2248' from DER, 777' right of centerline, 716' MSL. Tree 2358' from DER, 821' right of centerline, 717' MSL. Trees beginning 2365' from DER, 732' right of centerline, up to 720' MSL. Trees beginning 2415' from DER, 690' right of centerline, up to 71' AGL/724' MSL.

Rwy 22L: Pole 1301' from DER, 737' right of centerline, 39' AGL/694' MSL.

Rwy 27C: Terrain 330' from DER, 577' left of centerline, 684' MSL. Tree 2426' from DER, 593' left of centerline, 737' MSL. Tree 2494' from DER, 683' right of centerline, 88' AGL/751' MSL.

Rwy 27L: Terrain 486' from DER, 593' right of centerline, 681' MSL. Terrain 779' from DER, 661' right of centerline, 688' MSL. Terrain beginning 1177' from DER, 717' left of centerline, up to 707' MSL. Tree 2426' from DER, 1013' right of centerline, 737' MSL.

Rwy 27R: Pole 1051' from DER, 739' left of centerline, 707' MSL. Vehicle on road 1071' from DER, 560' right of centerline, 698' MSL. Tree 1248' from DER, 815' right of centerline, 712' MSL. Tank 1509' from DER, 886' left of centerline, 56' AGL/726' MSL. Vehicle on road, elevator beginning 2777' from DER, 1019' left of centerline, up to 111' AGL/777' MSL.

Rwy 28C: Tree, vehicle on road beginning 2373' from DER, 1099' left of centerline, up to 737' MSL. Tree 2559' from DER, 257' right of centerline, 737' MSL. Tree, vehicle on road, 2719' from DER, 1194' left of centerline, up to 80' AGL/750' MSL. Tree 3526' from DER, 695' left of centerline, 768' MSL. Vehicle on road 3538' from DER, 702' left of centerline, 97' AGL/771' MSL.

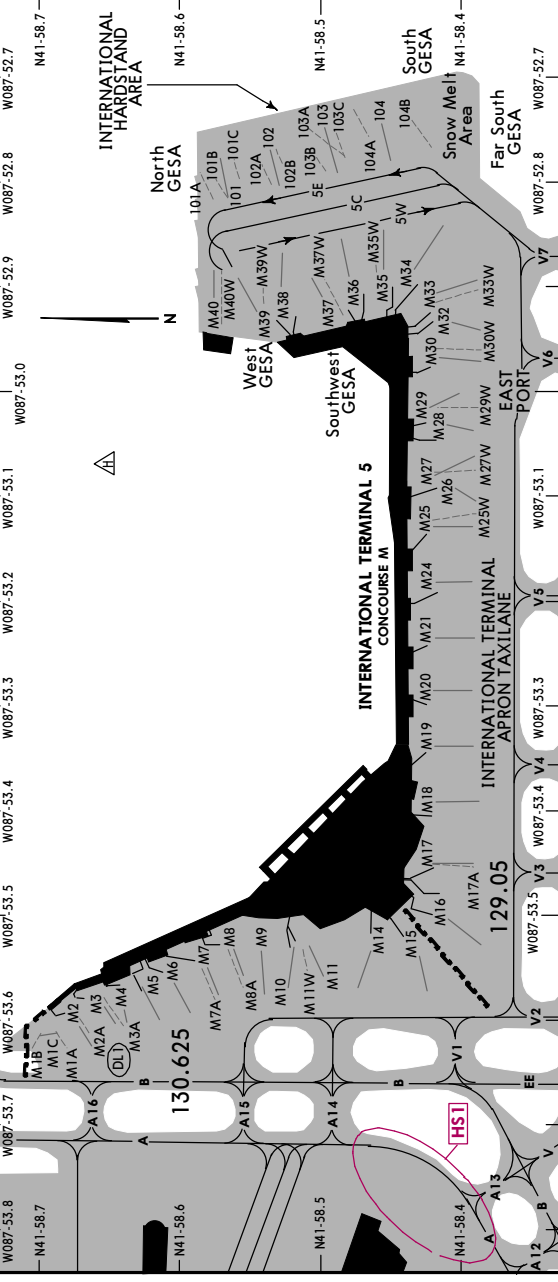
Rwy 28L: Vehicle on road beginning 590' from DER, 656' left of centerline, up to 700' MSL. Vehicle on road, pole beginning 1070' from DER, 697' left of centerline, up to 707' MSL. Tree 1583' from DER, 803' left of centerline, 724' MSL. Tree 1608' from DER, 777' left of centerline, 727' MSL. Trees beginning 1675' from DER, 759' left of centerline, up to 728' MSL. Trees beginning 1748' from DER, 724' left of centerline, up to 732' MSL. Trees beginning 1911' from DER, 788' left of centerline, up to 79' AGL/751' MSL. Tree, vehicles on road beginning 2552' from DER, 717' left of centerline, up to 758' MSL. Tank 5893' from DER, 740' right of centerline, 167' AGL/834' MSL.

Rwy 28R: Tree 2559' from DER, 942' left of centerline, 737' MSL.



- NOTES**
- A** Even "C" Gates 129.075
 - B** Odd "C" Gates 128.9
 - C** Ramp Frequency 131.3
 - D** Ramp Frequency 128.9
 - E** Terminal 2 Ramp Tower on 130.375 from 0530 to 2300 (L).
 - F** Gates G20 and G21 contact FAA Ground: Inbound 121.9 Outbound 121.75
 - G** Concourse H & K Ramp Control 129.675
 - H** American Airlines Ramp 131.875
 - I** Concourse L Ramp Control 131.7
 - J** North Stinger Ramp Frequency 130.625
 - K** For Special Low Visibility Taxilane U/A See 20-9F
 - L** Midfield Ramp managed by 129.05 Terminal 5 Ramp Control
- LEGEND**
- HS RUNWAY INCURSION HOT SPOTS See (20-9A) AIRPORT INFO (CONTD), TAKE-OFF MNMS for description of Hot Spots
 - Communication Boundary
 - Construction
 - XX Closed Taxiway
 - Hold Positions
 - 3 Drop Point
 - Transfer Control Point

- NOTES**
- 130.625 will serve aircraft operating in/out of Taxiways V1, A14 and A15 to/from Gates M1-M15.
 - 129.05 will serve aircraft operating in/out of Taxiways V2-V7 to/from Gates M16-M40 and hardstands 101-104.
 - Hardstands 101, 102, 103, & 104 will be capable of accommodating aircraft with wingspans up to and including B777-300ER/A35-1000, A380 and B747-8 aircraft can only be accommodated on a single angled 103A position.



- NOTES**
- 130.625 will serve aircraft operating in/out of Taxiways V1, A14 and A15 to/from Gates M1-M15.
 - 129.05 will serve aircraft operating in/out of Taxiways V2-V7 to/from Gates M16-M40 and hardstands 101-104.
 - Hardstands 101, 102, 103, & 104 will be capable of accommodating aircraft with wingspans up to and including B777-300ER/A35-1000, A380 and B747-8 aircraft can only be accommodated on a single angled 103A position.

CHANGES: Terminals 1, 2, 3, & aprons revised; Gate G12 renamed G10, Gate L26 added, Gate L7A removed, Concourse M gates & International hardstands revised. © JEPPESEN, 2023, 2025. ALL RIGHTS RESERVED.

KORD/ORD



28 FEB 25

20-9C

CHICAGO, ILL
CHICAGO O'HARE INTL

PARKING GATE COORDINATES

GATE/SPOT NO.	COORDINATES	GATE/SPOT NO.	COORDINATES
CONCOURSE B		CONCOURSE K	
B1 thru B3	N41 58.6 W087 54.4	K1 thru K3	N41 58.6 W087 54.0
B4 thru B8	N41 58.7 W087 54.4	K4 thru K6	N41 58.5 W087 54.0
B9 thru B12	N41 58.8 W087 54.4	K8 thru K10	N41 58.5 W087 53.9
B14, B16 thru B18	N41 58.9 W087 54.4	K12 thru K13X	N41 58.5 W087 53.9
B19 thru B22	N41 58.9 W087 54.3	K15, K19, K19X	N41 58.5 W087 53.8
B23, B24	N41 58.9 W087 54.2	K16, K18, K20	N41 58.4 W087 53.8
CONCOURSE C		CONCOURSE L	
C1, C3, C7, C9	N41 58.6 W087 54.6	L1A	N41 58.7 W087 53.9
C2, C4, C6, C8	N41 58.6 W087 54.7	L2A	N41 58.6 W087 54.0
C10 thru C10W	N41 58.7 W087 54.7	L2C thru L6B	N41 58.6 W087 53.9
C11, C15	N41 58.7 W087 54.6	L7 thru L12	N41 58.6 W087 53.8
C16 thru C16W	N41 58.7 W087 54.7	STINGER	
C17, C18, C18W	N41 58.7 W087 54.6	L20	N41 58.7 W087 53.9
C18A, C19 thru C28	N41 58.8 W087 54.6	L21 thru L24	N41 58.7 W087 53.8
C29 thru C31	N41 58.9 W087 54.6	L25 thru L27	N41 58.8 W087 53.8
CONCOURSE E		INTERNATIONAL TERMINAL 5 CONCOURSE M	
E1	N41 58.6 W087 54.4	M1A thru M3A	N41 58.7 W087 53.6
E2	N41 58.6 W087 54.3	M4 thru M7A	N41 58.6 W087 53.6
E3 thru E7A	N41 58.5 W087 54.4	M8, M8A	N41 58.6 W087 53.5
E8 thru E12	N41 58.5 W087 54.5	M9 thru M11W, M14	N41 58.5 W087 53.5
E14 thru E17	N41 58.5 W087 54.5	M15 thru M17A	N41 58.4 W087 53.5
CONCOURSE F		M18	N41 58.4 W087 53.4
F1, F3	N41 58.5 W087 54.3	M19, M20	N41 58.4 W087 53.3
F4 thru F4C	N41 58.6 W087 54.3	M21, M24	N41 58.4 W087 53.2
F5 thru F7, F9, F11	N41 58.5 W087 54.3	M25 thru M27W	N41 58.4 W087 53.1
F10, F12, F14	N41 58.5 W087 54.4	M28 thru M30W	N41 58.4 W087 53.0
F15, F17	N41 58.5 W087 54.3	M32 thru M34	N41 58.4 W087 52.9
F14A, F16, F16A	N41 58.4 W087 54.4	M35 thru M39W	N41 58.5 W087 52.9
F18, F20, F20A	N41 58.4 W087 54.4	M40, M40W	N41 58.6 W087 52.9
F22, F24, F26	N41 58.4 W087 54.4	INTERNATIONAL HARDSTAND AREA	
F19, F21, F23, F25	N41 58.4 W087 54.3	101 thru 101C	N41 58.6 W087 52.8
F27, F28	N41 58.4 W087 54.3	102 thru 103C	N41 58.5 W087 52.8
CONCOURSE G		104, 104A	N41 58.5 W087 52.7
G1A thru G9	N41 58.5 W087 54.2	104B	N41 58.4 W087 52.7
G10, G11, G13, G14	N41 58.4 W087 54.2	MIDFIELD RAMP HARDSTAND AREA	
G14A, G16 thru G18	N41 58.4 W087 54.2	MR201, MR207	N41 58.7 W087 55.1
G19, G19A	N41 58.4 W087 54.1	MR203 thru MR205	N41 58.6 W087 55.1
G20, G21	N41 58.4 W087 54.2		
CONCOURSE H			
H1A, H3A	N41 58.5 W087 54.1		
H2	N41 58.6 W087 54.1		
H4 thru H6, H8, H9	N41 58.5 W087 54.0		
H10 thru H12	N41 58.4 W087 54.0		
H14 thru H18	N41 58.4 W087 54.0		

KORD/ORD

JEPESEN
6 DEC 24 **(20-9D)**

CHICAGO, ILL
CHICAGO O'HARE INTL

Taxi Instructions for the Northeast Cargo Ramp

The Northeast Cargo Ramp is not controlled by ATC, therefore special operating procedures are required. All aircraft should monitor Unicom frequency 122.95MHz (Call sign "Ramp Common") prior to and during operations on the ramp. **Taxilane NN1 is to be used for inbound aircraft only. Taxilane NN2 is to be used for outbound 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. Arriving aircraft should announce the following on "Ramp Common" **prior to departing position B:**

- "Northeast Cargo"
- Airline and Flight number
- Current position and intentions with parking stand on the ramp
- "Northeast Cargo"

If a departing aircraft responds to the callout, the arriving aircraft **must hold at position B** on taxilane NN1 **until** the departing aircraft has **cleared onto Taxilane NN2.**

Departing Aircraft

Departing aircraft will have priority if no aircraft has entered the ramp past position B on Taxilane NN1 or if no other aircraft is taxiing on NN1. Departing aircraft should announce the following on "Ramp Common" **prior to pushback:**

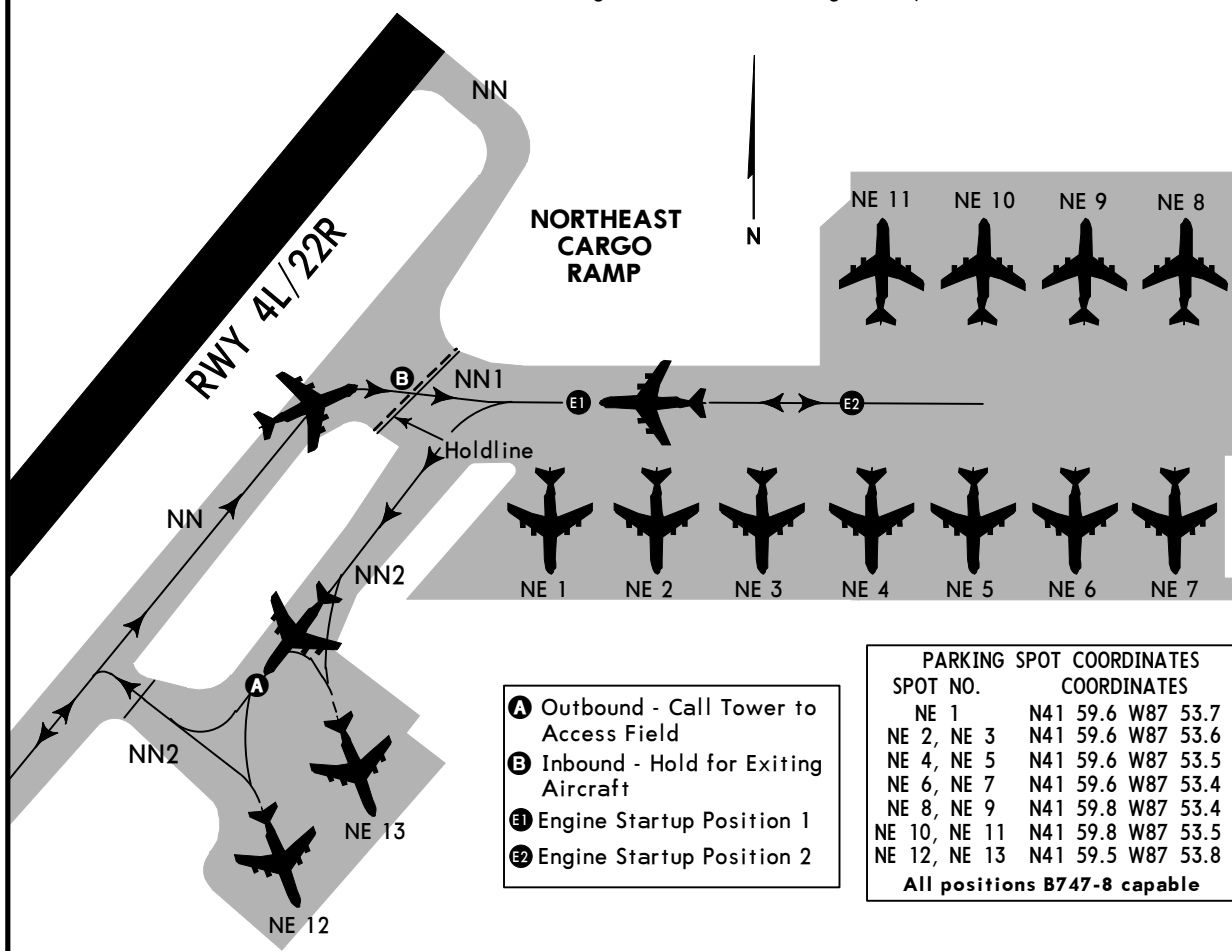
- "Northeast Cargo"
- Airline and Flight number
- Current parking stand on the ramp
- "Pushback"
- "Northeast Cargo"

If an arriving aircraft responds to outbound call, departing aircraft **must hold position at the stand** until the moving aircraft has **cleared** before pushback is authorized. Departing aircraft must monitor Unicom Frequency 122.95 at least two minutes prior to pushback to avoid any possible traffic conflicts.

Notes:

There is no Ramp Control on Unicom Frequency 122.95 (Ramp Common) so announce movements are "in the blind"

1. Listen carefully, as Ramp Common frequency is **used by both Northeast and Southeast Cargo Ramps.** State "Northeast Cargo" at the beginning and end of transmission.
2. Dimensions relate to B747-8 aircraft.
3. Taxilane NN1 is for inbound traffic entering the Northeast Cargo Ramp.
4. Taxilane NN2 is for outbound traffic exiting the Northeast Cargo Ramp.



KORD/ORD

JEPESEN
6 DEC 24 (20-9D1)

CHICAGO, ILL
CHICAGO O'HARE INTL

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":

- SE Cargo
- Airline and Flight number
- Current position and intentions with parking destinations on Southeast Cargo Ramp
- SE Cargo

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:

- SE Cargo
- Airline and Flight number
- Location on Southeast cargo ramp
- "Pushback"
- SE Cargo

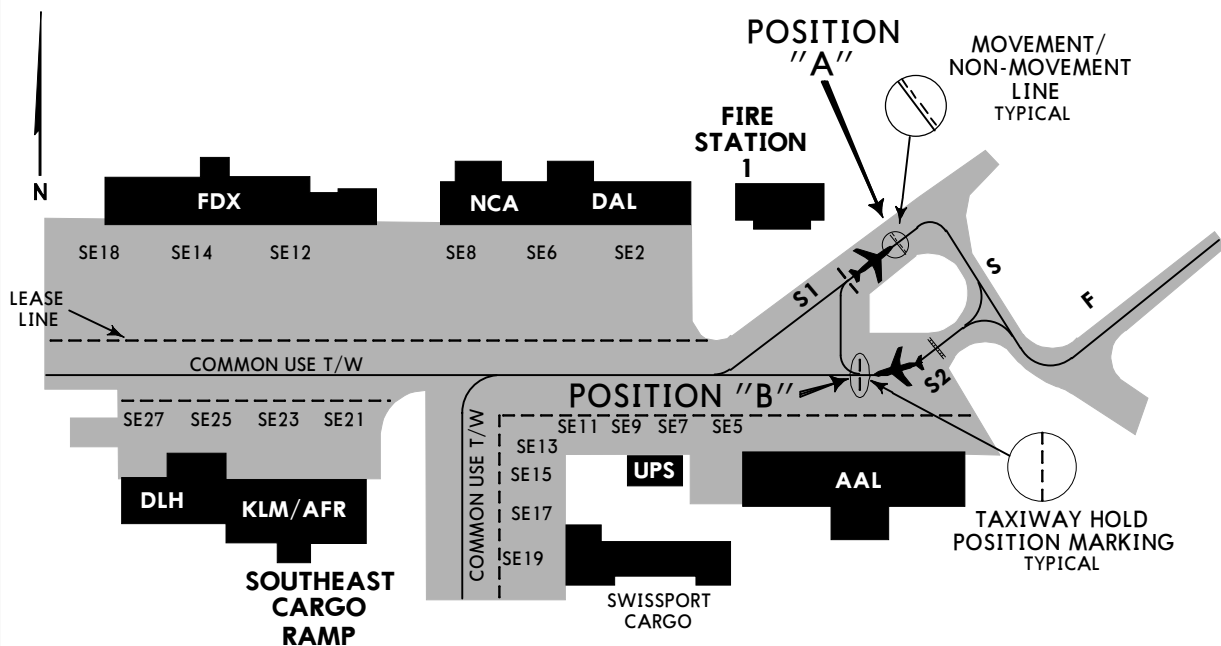
If arriving aircraft responds to outbound call, departing aircraft must hold position at the gate until the arriving aircraft has cleared before pushback is authorized. Departing aircraft must monitor the unicom frequency at least two minutes prior to pushback to avoid any possible traffic conflicts.

Notes:

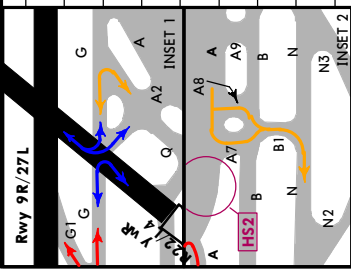
1. Listen carefully, Unicom Frequency 122.95 "Ramp Common" is used by both NE and SE Cargo. State SE Cargo at the beginning and end of transmission.
2. Dimensions relate to B747-400 aircraft.
3. S1 is for outbound traffic from the Southeast cargo area South tier.
4. S2 is to be used for aircraft entering Southeast cargo area South tier.
5. A Unicom frequency 122.95 has been designated "Ramp Common".
6. No Ramp Control on "Ramp Common".
7. Monitor "Ramp Common" 122.95 and announce your intentions "In the blind".

SPECIAL NOTE:

Aircraft on S1 must pull up to Movement/Non movement line to ensure inbound aircraft will clear empennage of aircraft on S1.

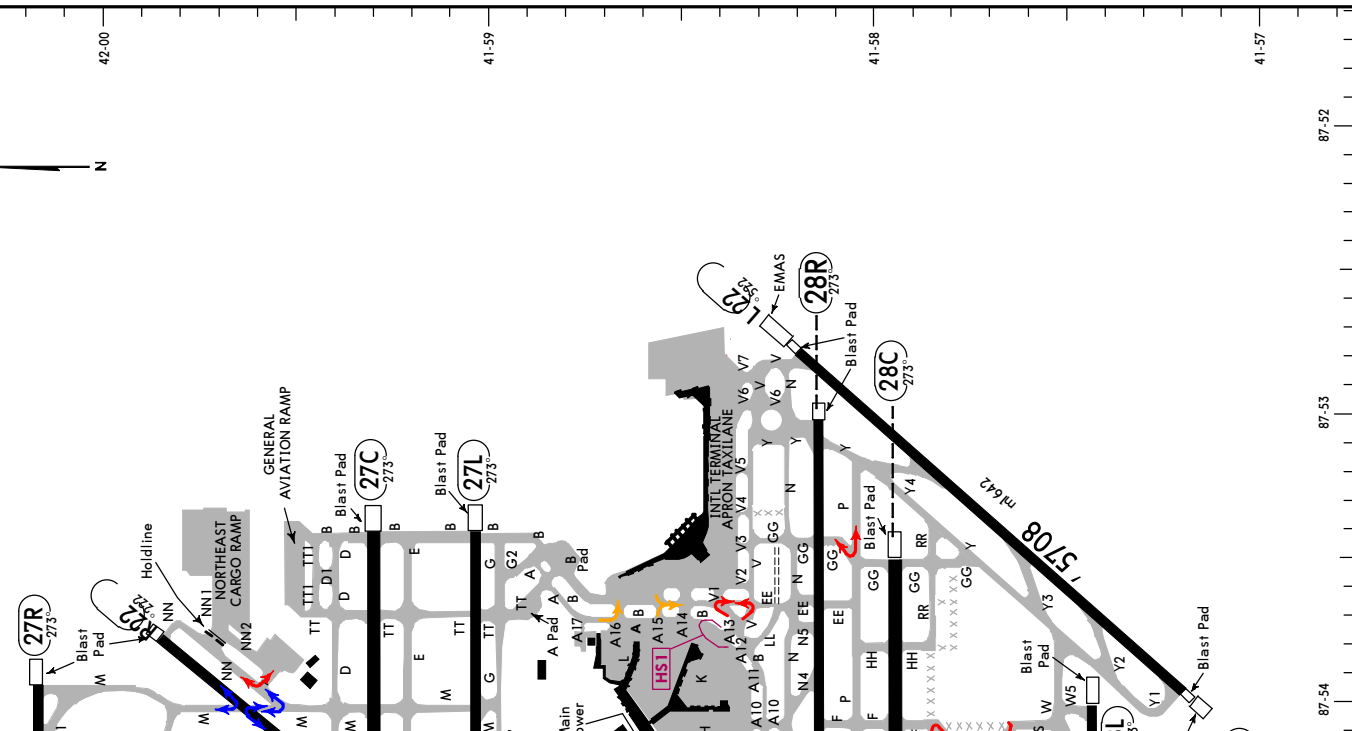


D-ATIS	ACARS	Data Comm	O'HARE	Metering	Ground (Main)	Inbound	Ground (North)	Ground (South)
135.4	CPDLC: D-ATIS: PDC, TWIP	DCL	121.6	121.675	121.75	121.9	124.125	118.05
Rwy 4R/22L	Rwy 9C/27C	Rwy 9R/27L	Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L	CHICAGO DEPARTURE (R)		
120.75	121.15	126.9	128.15	132.7	133.0	125.0	126.625	126.625
Rwy 10C/28C	Rwy 9R/27L	320°-149° (East/North) 150°-219° (South) 220°-319° (West)						
Rwy 9R/27L	7500' 2286m							



For complete taxi restrictions see
Airport Chart (20-9)

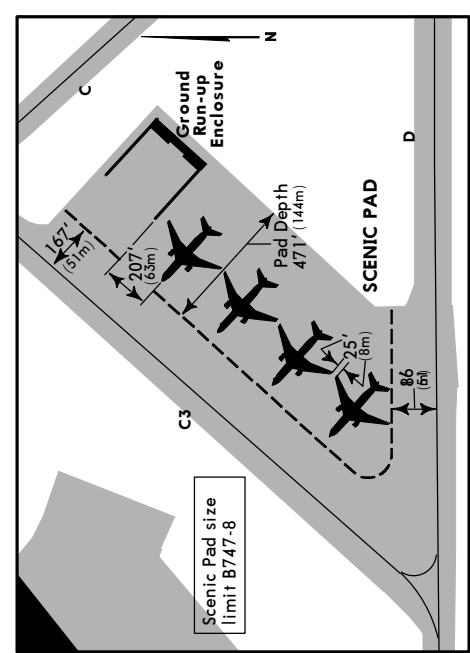
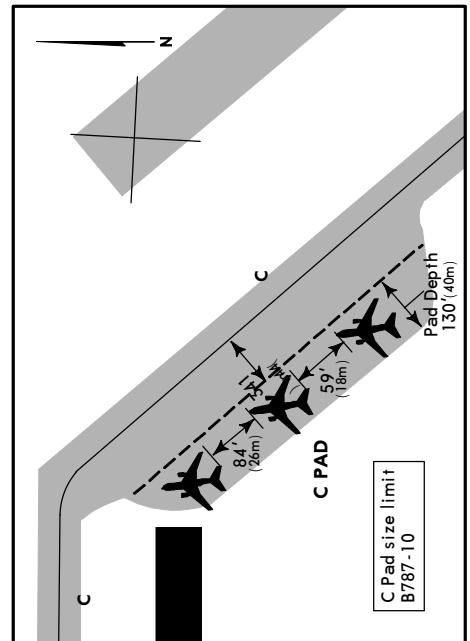
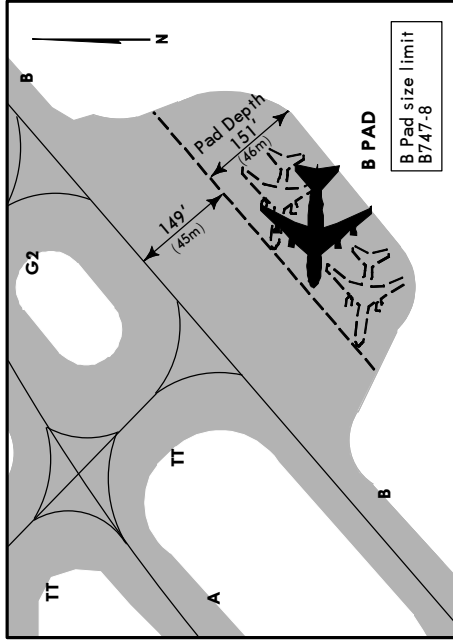
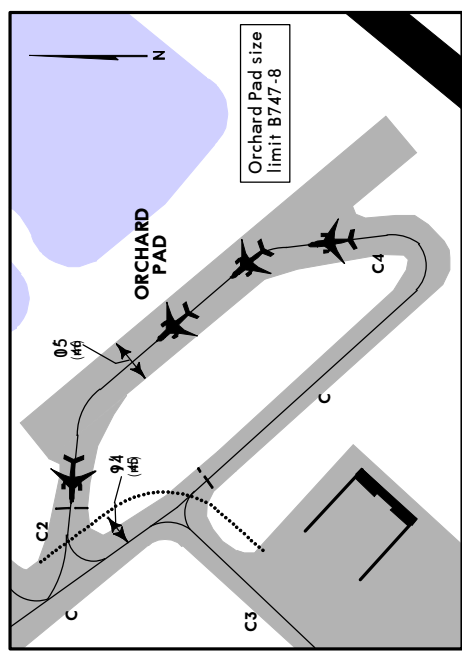
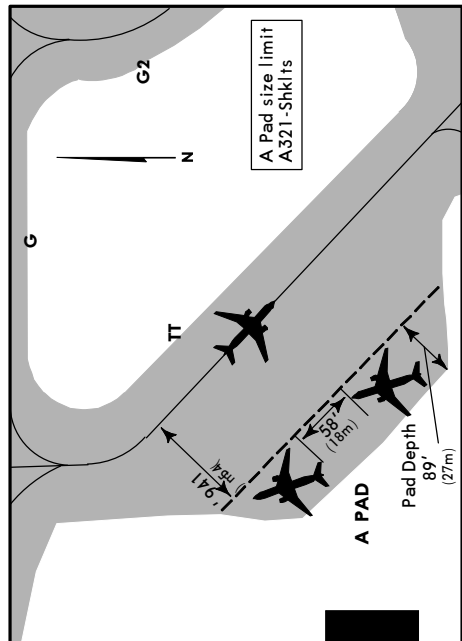
Rwy 9C arrivals exiting Twy E3
 must taxi West on Twy E.



LEGEND

- Restricted Turns - All aircraft.
- Restricted Turns - Restricted to A321/B737 or smaller.
- Restricted Turns - No A380, B747-8, B777-300, A350-900/1000, A340-500/600, B787-10.
- RUNWAY INCURSION HOT SPOTS**
 See (20-9A) AIRPORT INFO (CONTD), TAKE-OFF MINMS for description

OPERATIONAL NOTES
Pilots exercise caution taxiing past hold pad with parked aircraft - maintain centerline.
Entire aircraft must be contained inside pad boundary line defined by broken yellow line outlined in black.
Pilots should maximize the pad space when positioning aircraft.
There are no positioning lines.



LEGEND

TAXIWAY CENTERLINE

EXISTING HOLD PAD BOUNDARY

PAD BOUNDARY

TAXIWAY OBJECT FREE AREA (TOFA)

SPECIAL LOW VISIBILITY UNIFORM/ALPHA TAXILANE

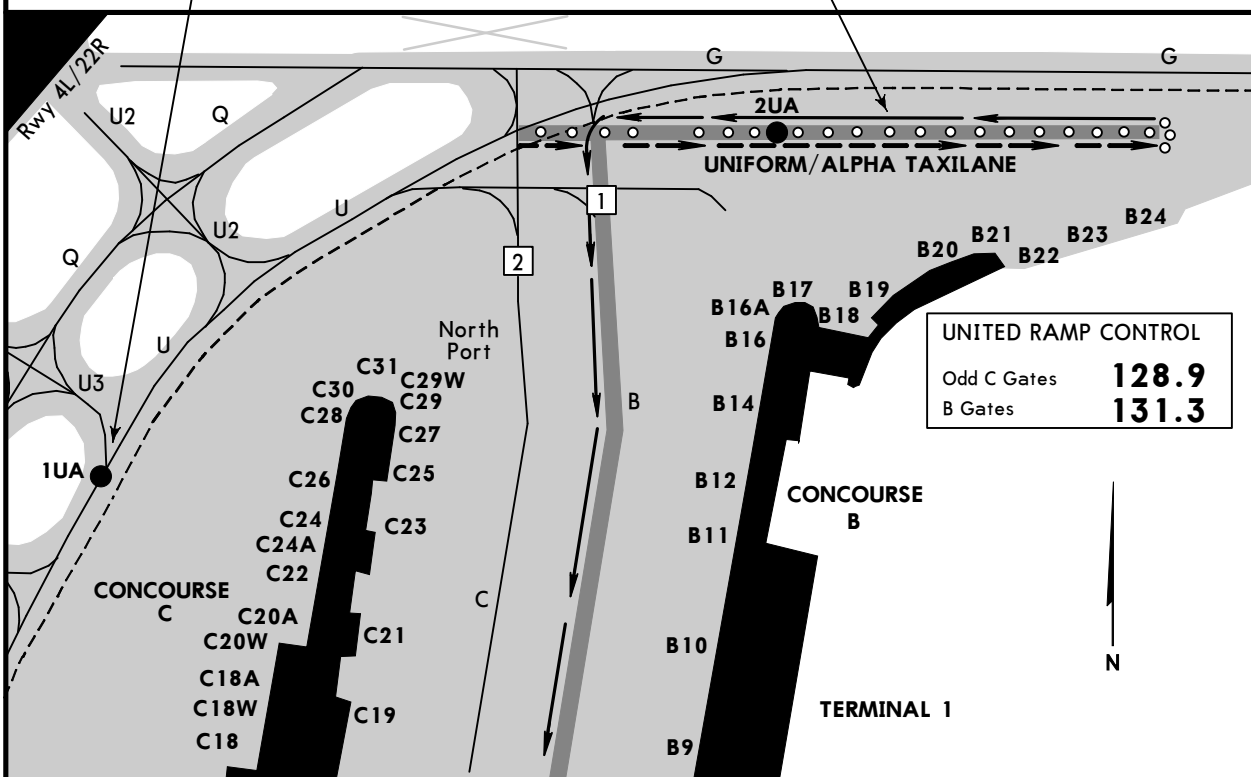
The Uniform/Alpha Taxilane protects runway 27L CAT II/III operations. These procedures are only in effect when the Taxilane centerline lights are illuminated and advised by United ramp or ATC ground control.

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 Golf 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

	LOW VISIBILITY TAXI ROUTE OUTBOUND
	LOW VISIBILITY TAXI ROUTE INBOUND
	1UA GEOGRAPHIC HOLD POSITION MARKING
	2UA TRANSFER CONTROL POINT
ALTERNATE TAXI ROUTE DURING LOW VISIBILITY OPERATIONS	

D-ATIS	ACARS: D-ATIS TWP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main) Outbound	Ground (Main) Inbound	Ground (North)	Ground (South)	Rwy 4B/22L	Rwy 9C/27C	Rwy 10C/28C	Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L	CHICAGO Departure (R)	
135.4		121.6	121.675	121.75	121.9	124.125	118.05	120.75	121.15	120.75	128.15	132.7	133.0	125.0	126.625
87-58			87-57			87-56	87-55		87-54		87-54		87-53	87-52	

KORD/ORD	CHICAGO O'HARE INTL	LESS THAN RVR 1200 TO 600
41-57	41-57	41-57

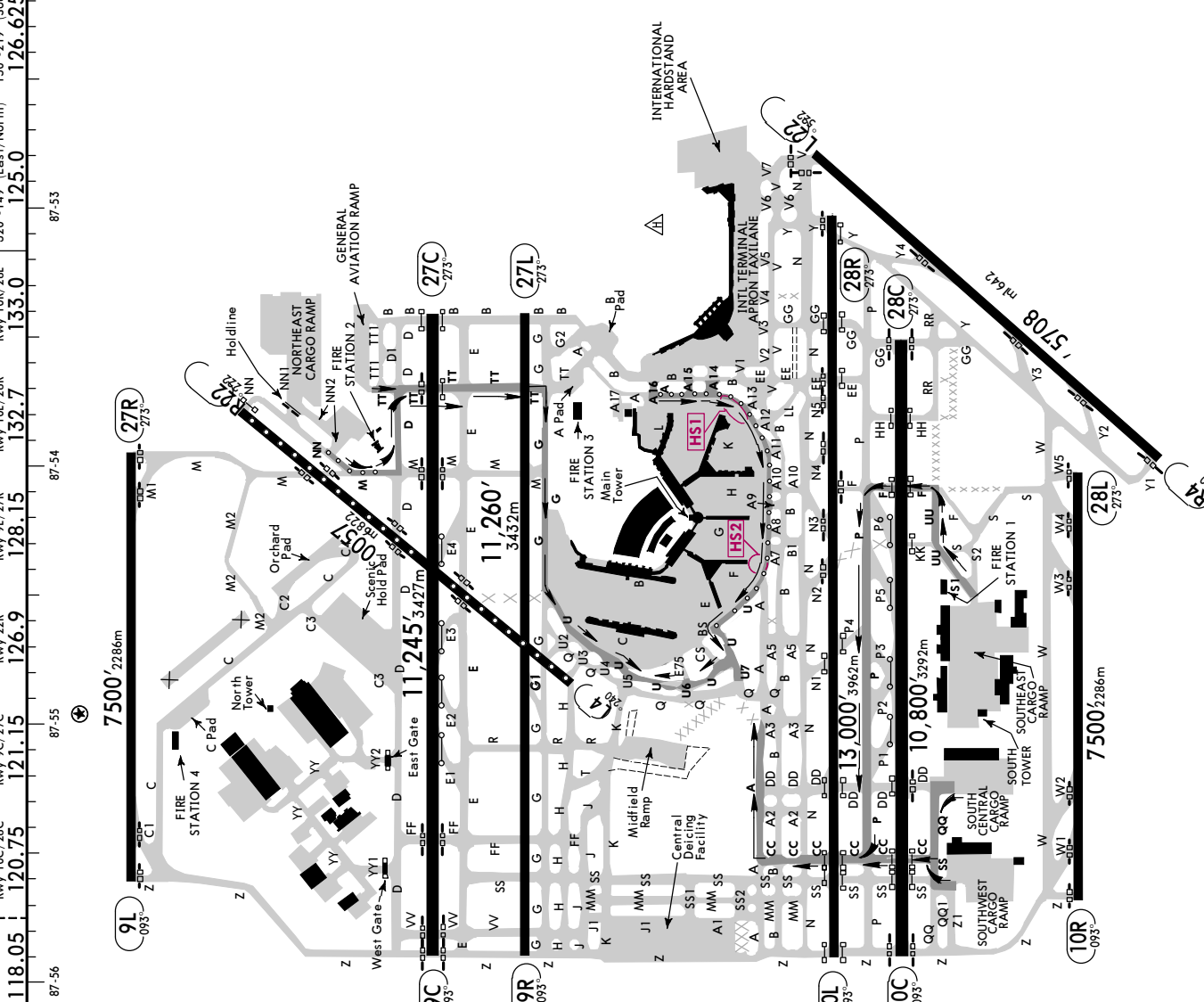
42-00	41-59	41-58	41-57

EXPECT TAXI INSTRUCTIONS FROM ATC

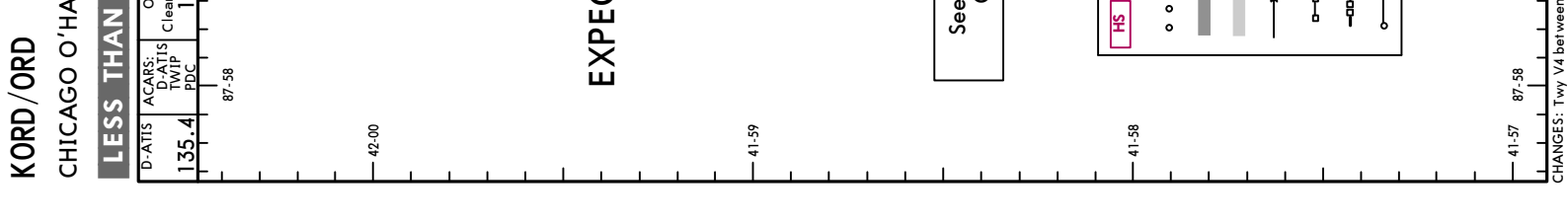
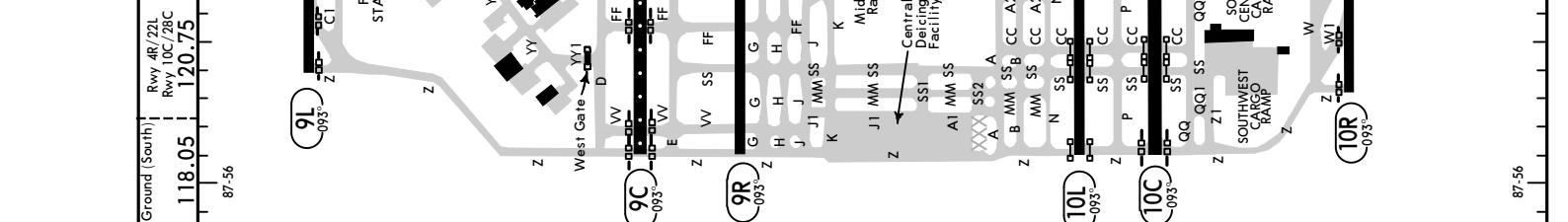
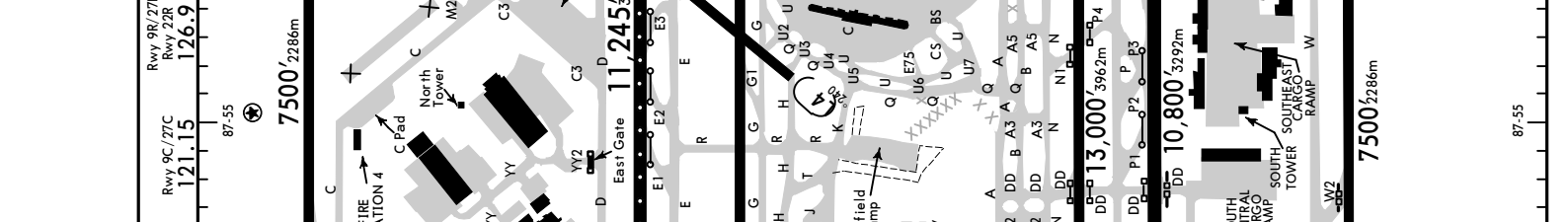
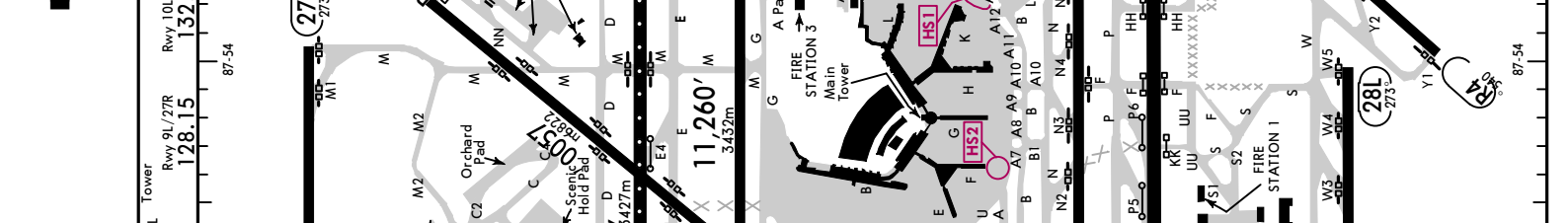
See 20-9 AIRPORT, AIRPORT INFO for CAUTION AND BE ALERT NOTES

LEGEND

- HS** RUNWAY INCURSION HOT SPOTS See (20-9A) AIRPORT INFO (CONTD), TAKE-OFF MINMS for description
- ○ ○ CENTERLINE LIGHTS
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- ELEVATED GUARD LIGHTS
- IN-PAVEMENT AND ELEVATED GUARD LIGHTS
- STOP BAR LIGHTS



ACARS:	O'HARE Clearance (Cpt)	Metering	Ground (Main)	Ground (North)	Ground (South)	Rwy 4R/22L	Rwy 9C/27C	Rwy 9R/27L	Tower	Rwy 10L/28R	Rwy 10R/28L	CHICAGO Departure (R)
D-ATIS TWP PDC	121.6	121.675	121.75	121.9	118.05	120.75	121.15	128.15	126.9	132.7	133.0	125.0
												220°-319° (West)
												126.625



EXPECT TAXI INSTRUCTIONS FROM ATC

See 20-9 AIRPORT, AIRPORT INFO for CAUTION AND BE ALERT NOTES

LEGEND

- HS RUNWAY INCURSION HOT SPOTS See (20-9A) AIRPORT INFO (CONTD), TAKE-OFF MINMS for description
- ○ ○ ○ CENTERLINE LIGHTS
- ▬ LOW VISIBILITY TAXI ROUTE
- ▬ TAXIWAY AND APRON
- ▬ DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- ▬ ELEVATED GUARD LIGHTS
- ▬ IN-PAVEMENT AND ELEVATED GUARD LIGHTS
- ▬ STOP BAR LIGHTS

LESS THAN RVR 1200 TO 600

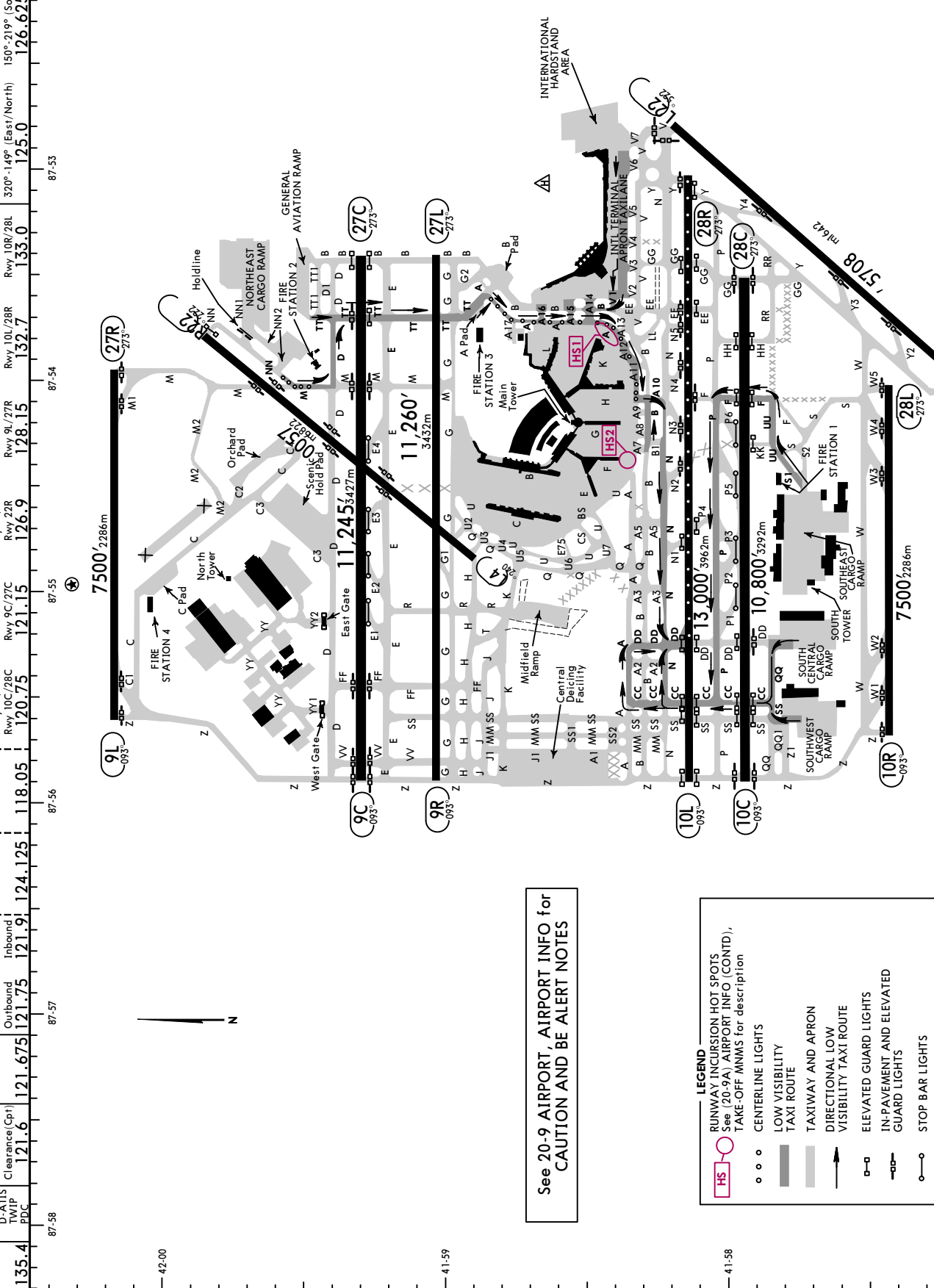
ACARS:	O'HARE Clearance (Cpt)	Metering	Ground (Main)	Ground (North)	Ground (South)	Rwy 4R/22L	Rwy 9C/27C	Rwy 9R/27L	Tower	Rwy 10L/28R	Rwy 10R/28L	CHICAGO Departure (R)
D-ATIS TWP PDC	121.6	121.675	121.75	121.9	118.05	120.75	121.15	128.15	126.9	132.7	133.0	125.0
												220°-319° (West)
												126.625

SMGCS
CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES
 Departure Rwy 10L@DD
 (with Rwy 9L & 10C arrivals)

JEPPESEN
 14 FEB 25
 Eff 20 Feb
 20-9H2

KORD/ORD
 CHICAGO O'HARE INTL
LESS THAN RVR 1200 TO 600

D-ATIS	ACARS:	O'HARE	Metering	Ground (Main)	Ground (North)	Ground (South)	Tower	Rwy 9L/27L	Rwy 9C/27C	Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L	CHICAGO Departure (R)
135.4	D-ATIS 121.6	Clearance (Cpt)	Outbound 121.75	Inbound 121.9	124.125	118.05	Rwy 22R 126.9	Rwy 22L 120.75	Rwy 27C 121.15	Rwy 27R 128.15	Rwy 28R 132.7	Rwy 28L 133.0	320°-149° East/North 125.0
	121.6		121.75	121.9	124.125	118.05							220°-319° (West) 126.625

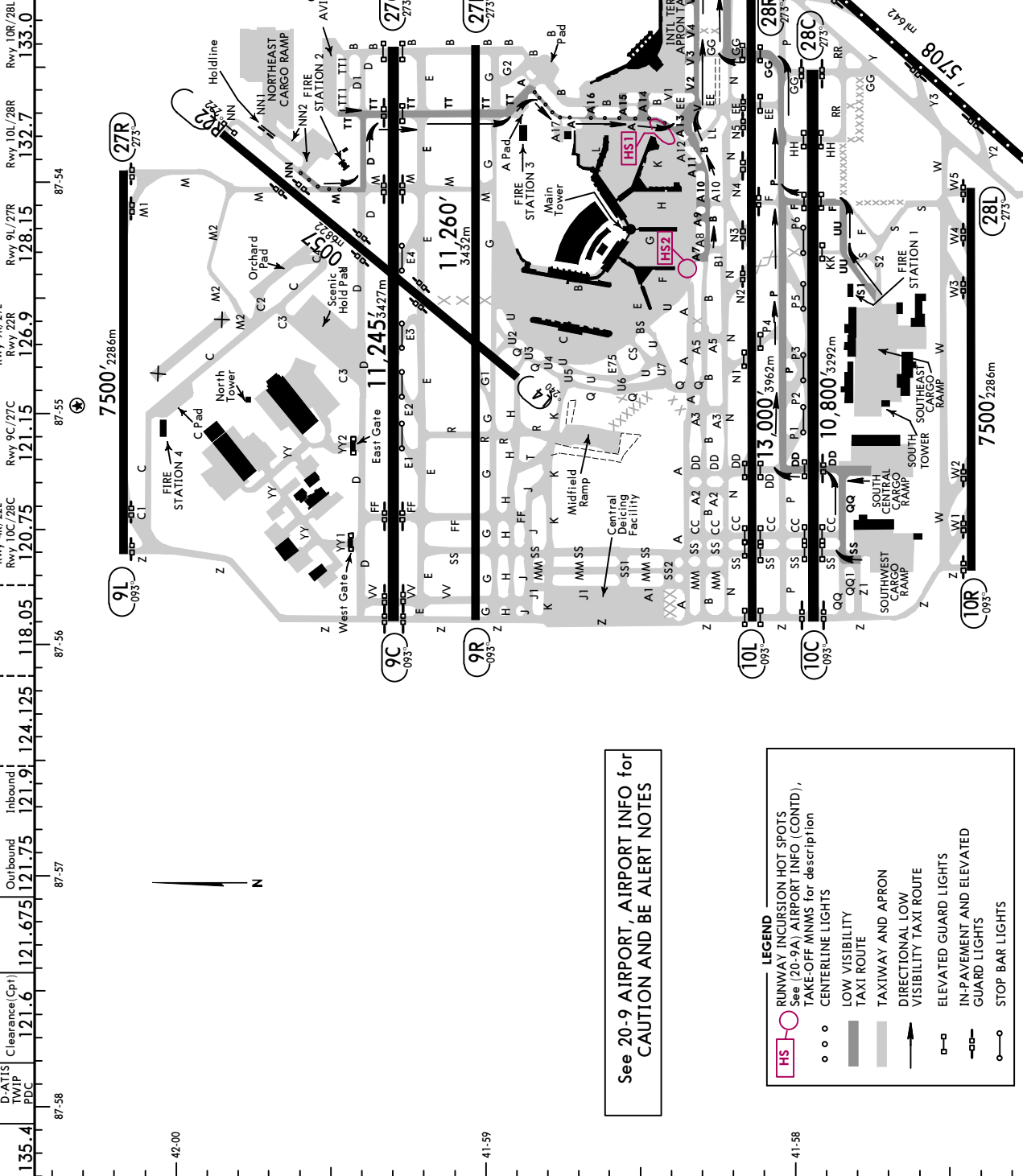


See 20-9 AIRPORT, AIRPORT INFO for CAUTION AND BE ALERT NOTES

LEGEND

- HS RUNWAY INCURSION HOT SPOTS
See (20-9A) AIRPORT INFO (CONT'D), TAKE-OFF MINIMS for description
- ○ ○ CENTERLINE LIGHTS
- TAXI ROUTE
- TAXIWAY AND APRON
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- ELEVATED GUARD LIGHTS
- IN-PAVEMENT AND ELEVATED GUARD LIGHTS
- ○ ○ STOP BAR LIGHTS

D-ATIS	ACARS:	O'HARE Clearance (Cpt)	Metering	Ground (Main)	Ground (North)	Ground (South)	Rwy 4R/22L	Rwy 9C/27C	Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L	CHICAGO Departure (R)	
135.4	D-ATIS TWIP PDC	121.6	121.675	Outbound 121.75	Inbound 121.91	118.05	120.75	121.15	128.15	132.7	133.0	125.0	
87-58			87-57			87-56	87-55	87-55	87-54	87-54	87-53	126.625	
42-00													42-00
41-59													41-59
41-57													41-57



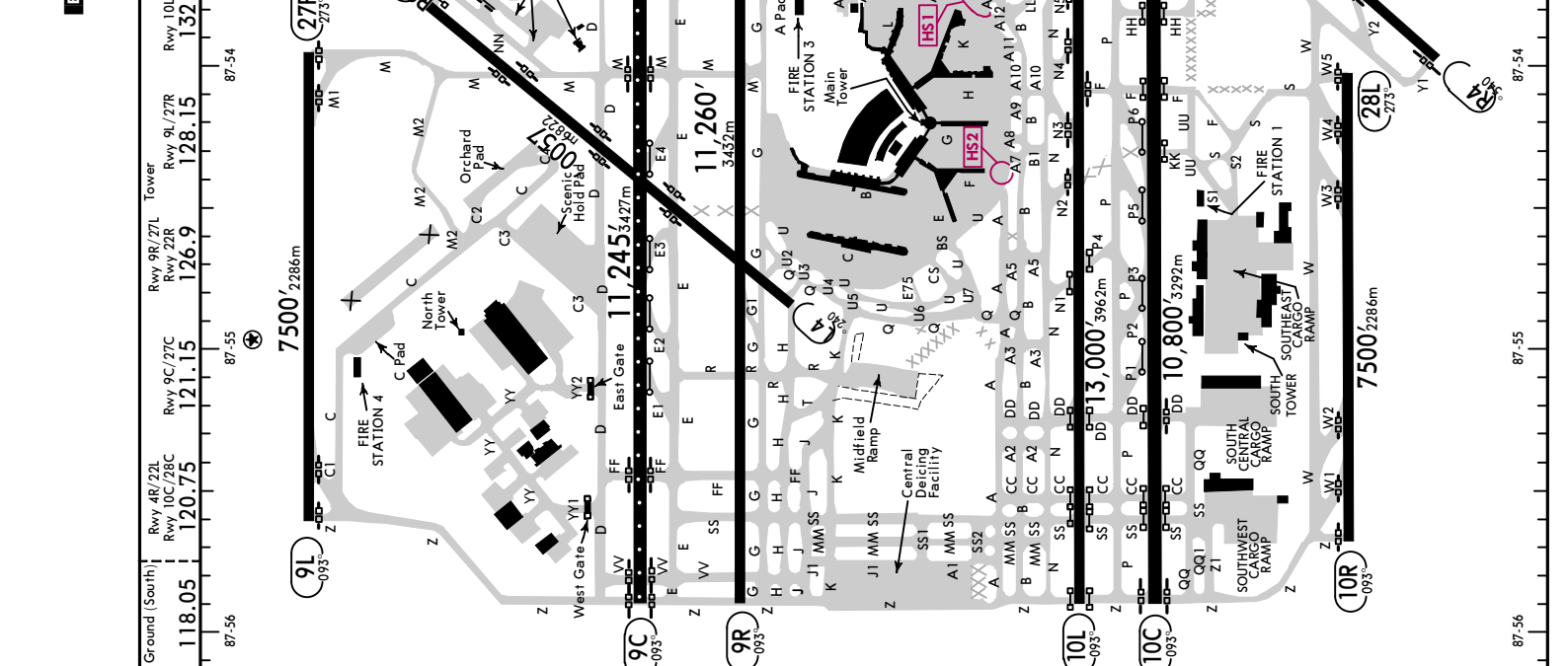
See 20-9 AIRPORT, AIRPORT INFO for CAUTION AND BE ALERT NOTES

LEGEND

- HS RUNWAY INCURSION HOT SPOTS See (20-9A) AIRPORT INFO (CONTD), TAKE-OFF MINMS for description
- ○ ○ CENTERLINE LIGHTS
- ▬ LOW VISIBILITY TAXI ROUTE
- ▬ TAXIWAY AND APRON
- ▬ DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- - □ ELEVATED GUARD LIGHTS
- - □ IN-PAVEMENT AND ELEVATED GUARD LIGHTS
- - ○ STOP BAR LIGHTS

D-ATIS	ACARS:	O'HARE Clearance (Cpt)	Metering	Ground (Main)	Ground (North)	Ground (South)	Rwy 4R/27L	Rwy 27R	Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L	CHICAGO Departure (R)
135.4	D-ATIS TWIP PDC	121.6	121.675	121.75	121.91	118.05	Rwy 4R/27L Rwy 27R	Rwy 9L/27R Rwy 27R	Rwy 10L/28R Rwy 27R	Rwy 10R/28L Rwy 27R	133.0	320°-149° (East/North) 150°-219° (South) 220°-319° (West)

87-58	87-57	87-56	87-55	87-54	87-53	87-52
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EXPECT TAXI INSTRUCTIONS FROM ATC

See 20-9 AIRPORT, AIRPORT INFO for CAUTION AND BE ALERT NOTES

LEGEND

- HS ○ RUNWAY INCURSION HOT SPOTS See (20-9A) AIRPORT INFO (CONTD), TAKE-OFF MINMS for description
- ○ CENTERLINE LIGHTS
- ▬ LOW VISIBILITY TAXI ROUTE
- ▬ TAXIWAY AND APRON
- ▬ DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- ▬ ELEVATED GUARD LIGHTS
- ▬ IN-PAVEMENT AND ELEVATED GUARD LIGHTS
- ▬ STOP BAR LIGHTS

ACARS:	O'HARE Clearance (Cpt)	Metering	Ground (Main)	Ground (North)	Ground (South)	Rwy 4R/27L	Rwy 28R	Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L	CHICAGO Departure (R)
D-ATIS TWIP PDC	121.6	121.675	121.75	121.9	118.05	120.75	120.75	121.15	128.15	132.7	126.625
		87-58	87-57	87-56	87-55	87-54	87-54	87-54	87-54	87-53	87-52

D-ATIS	42-00	41-59	41-58	41-57
135.4	42-00	41-59	41-58	41-57

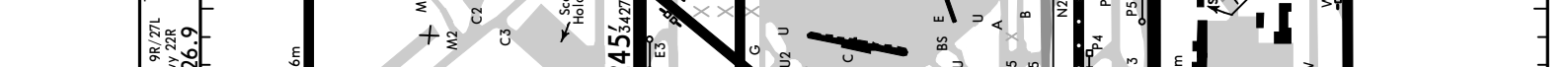
LESS THAN RVR 1200 TO 600

KORD/ORD
CHICAGO O'HARE INTL

See 20-9 AIRPORT, AIRPORT INFO for CAUTION AND BE ALERT NOTES

LEGEND

- HS** ○ RUNWAY INCURSION HOT SPOTS See (20-9A) AIRPORT INFO (CONTD), TAKE-OFF MNMS for description
- ○ CENTERLINE LIGHTS
- ▬ LOW VISIBILITY TAXI ROUTE
- ▬ TAXIWAY AND APRON
- ▬ DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- ▬ ELEVATED GUARD LIGHTS
- ▬ IN-PAVEMENT AND ELEVATED GUARD LIGHTS
- ▬ STOP BAR LIGHTS



7500' 2286m
 11,260' 3432m
 10,800' 3292m
 7500' 2286m

9L 093°
 9C 093°
 9R 093°
 10L 093°
 10C 093°
 27R 273°
 27C 273°
 27L 273°
 28R 273°
 28C 273°
 28L 273°
 10R 093°

87-58 87-57 87-56 87-55 87-54 87-53 87-52

42-00 41-59 41-58 41-57

CHANGES: Twy V4 between Twy V and Twy N closed.

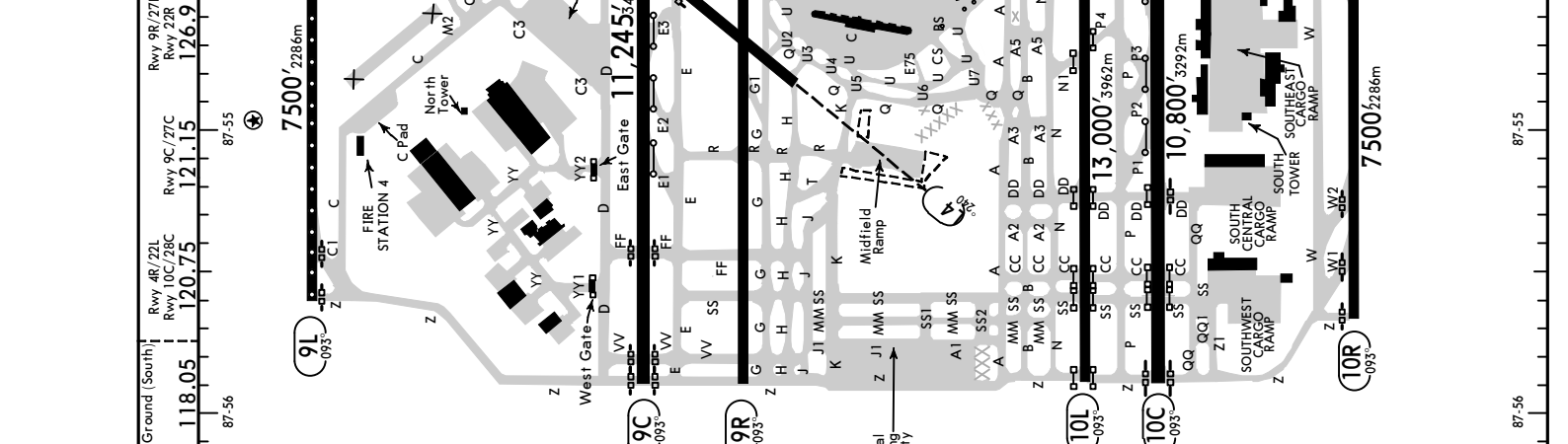
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SMGCS
CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES
Arrival Rwy 9L
 (With Rwy 10C arrivals)

JEPPESEN
 14 FEB 25
Eff 20 Feb
 20-9J

D-ATIS	ACARS:	O'HARE	Metering	Ground (Main)	Ground (North)	Ground (South)	Tower	Rwy 9L/27L	Rwy 9C/27C	Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L	CHICAGO Departure (R)		
135.4	D-ATIS TWP PDC	121.6	121.675	121.75	124.125	118.05	Rwy 4R/22L Rwy 10C/28C	120.75	121.15	126.9	128.15	132.7	125.0	126.625	126.625

LESS THAN RVR 1200 TO 600



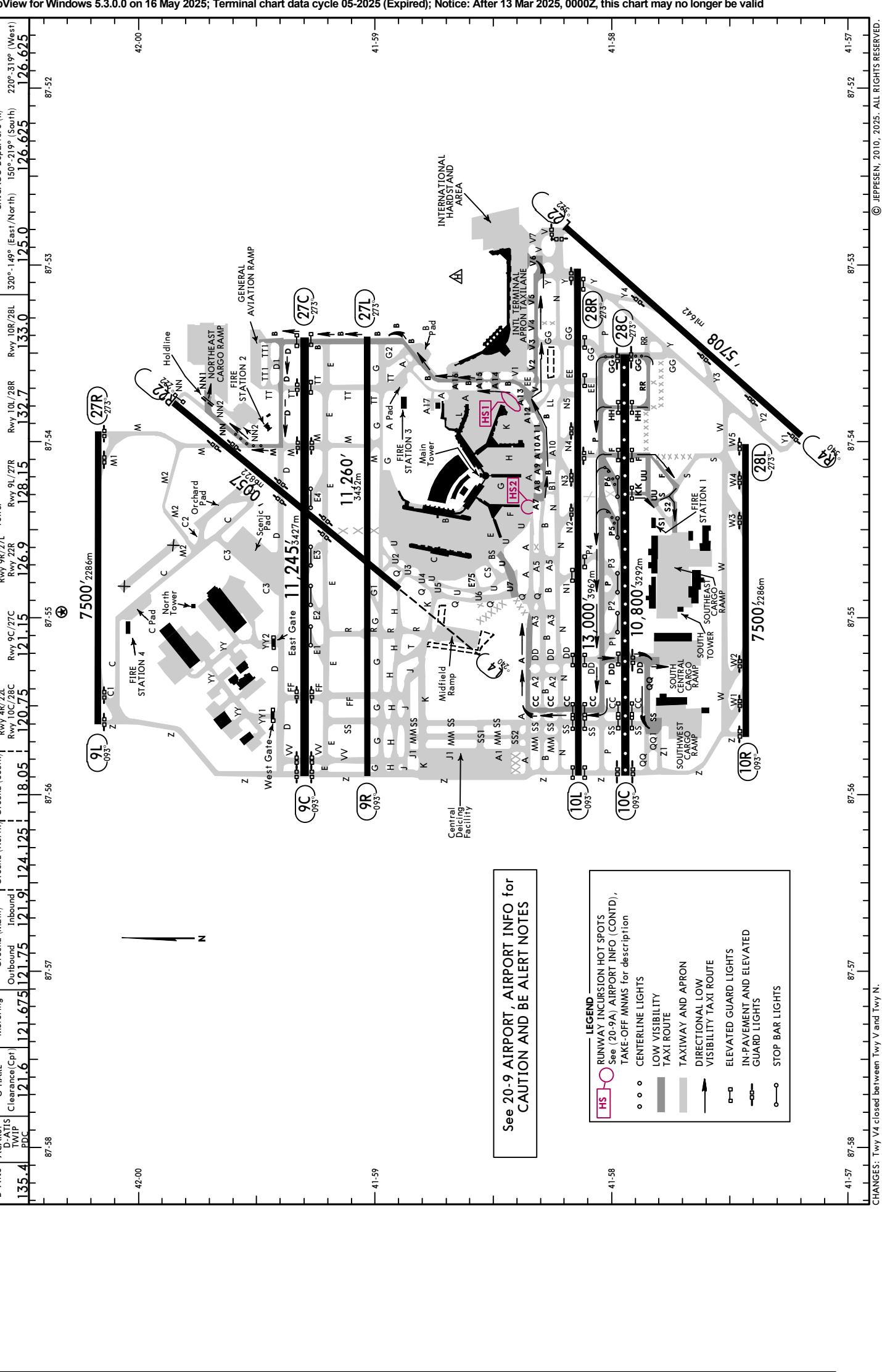
EXPECT TAXI INSTRUCTIONS FROM ATC

See 20-9 AIRPORT, AIRPORT INFO for CAUTION AND BE ALERT NOTES

Legend Symbol	Description
HS	RUNWAY INCURSION HOT SPOTS See (20-9A) AIRPORT INFO (CONTD), TAKE-OFF MINMS for description
○ ○ ○	CENTERLINE LIGHTS
—	LOW VISIBILITY TAXI ROUTE
—	TAXIWAY AND APRON
→	DIRECTIONAL LOW VISIBILITY TAXI ROUTE
□ □ □	ELEVATED GUARD LIGHTS
—	IN-PAVEMENT AND ELEVATED GUARD LIGHTS
○	STOP BAR LIGHTS

CHANGES: Twy V4 closed between Twy V and Twy N.

D-ATIS	ACARS:	O'HARE	Metering	Ground (Main)	Ground (North)	Ground (South)	Tower	Rwy 9L/27R	Rwy 9C/27C	Rwy 10L/28R	Rwy 10R/28L	CHICAGO Departure (R)
135.4	D-ATIS TWIP PDC	121.6	121.675	121.75	121.9	124.125	118.05	120.75	121.15	128.15	132.7	126.625
							87-56	87-55	87-55	87-54	87-53	87-52



LESS THAN RVR 1200 TO 600

14 FEB 25
Eff 20 Feb
20-9J1
LOW VISIBILITY TAXI ROUTES
Arrival Rwy 10C
 (with Rwy 9L arrivals)

CHICAGO O'HARE INTL
CHICAGO, ILL
SMCCS
JEPPESSEN
20-9J1
LOW VISIBILITY TAXI ROUTES
Arrival Rwy 10C
 (with Rwy 9L arrivals)

LEGEND
 RUNWAY INCURSION HOT SPOTS
 See (20-9A) AIRPORT INFO (CONTD),
 TAKE-OFF MMS for description
 CENTERLINE LIGHTS
 LOW VISIBILITY TAXI ROUTE
 TAXIWAY AND APRON
 DIRECTIONAL LOW VISIBILITY TAXI ROUTE
 ELEVATED GUARD LIGHTS
 IN-PAVEMENT AND ELEVATED GUARD LIGHTS
 STOP BAR LIGHTS

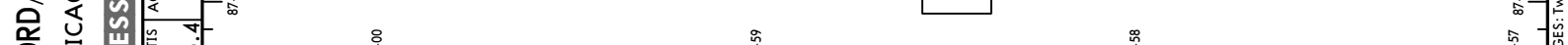
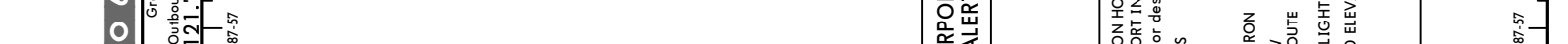
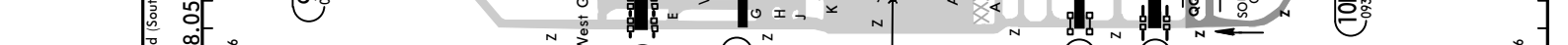
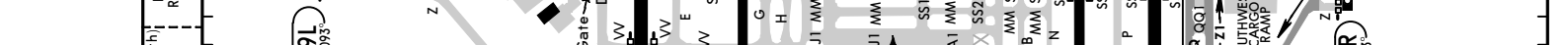
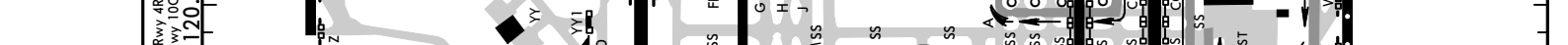
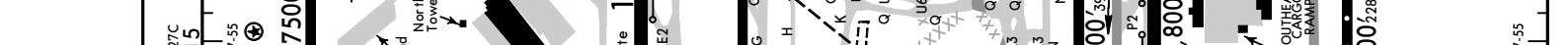
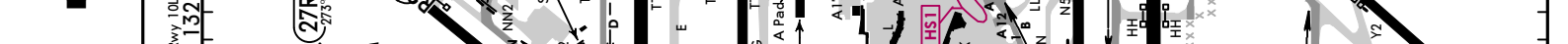
See 20-9 AIRPORT, AIRPORT INFO for CAUTION AND BE ALERT NOTES

CHANGES: Twy V4 closed between Twy V and Twy N.

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D-ATIS	ACARS	O'HARE Clearance (Cpt)	Metering	Ground (Main)	Ground (North)	Ground (South)	Tower	Rwy 9L/27R	Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L	CHICAGO Departure (R)				
135.4	D-ATIS TWIP PDC	121.6	121.675	121.75	121.9	124.125	118.05	Rwy 4R/22L Rwy 10C/28C	Rwy 9C/27C	121.15	128.15	132.7	133.0	125.0	126.625	126.625

87-58	87-57	87-56	87-55	87-54	87-53	87-52
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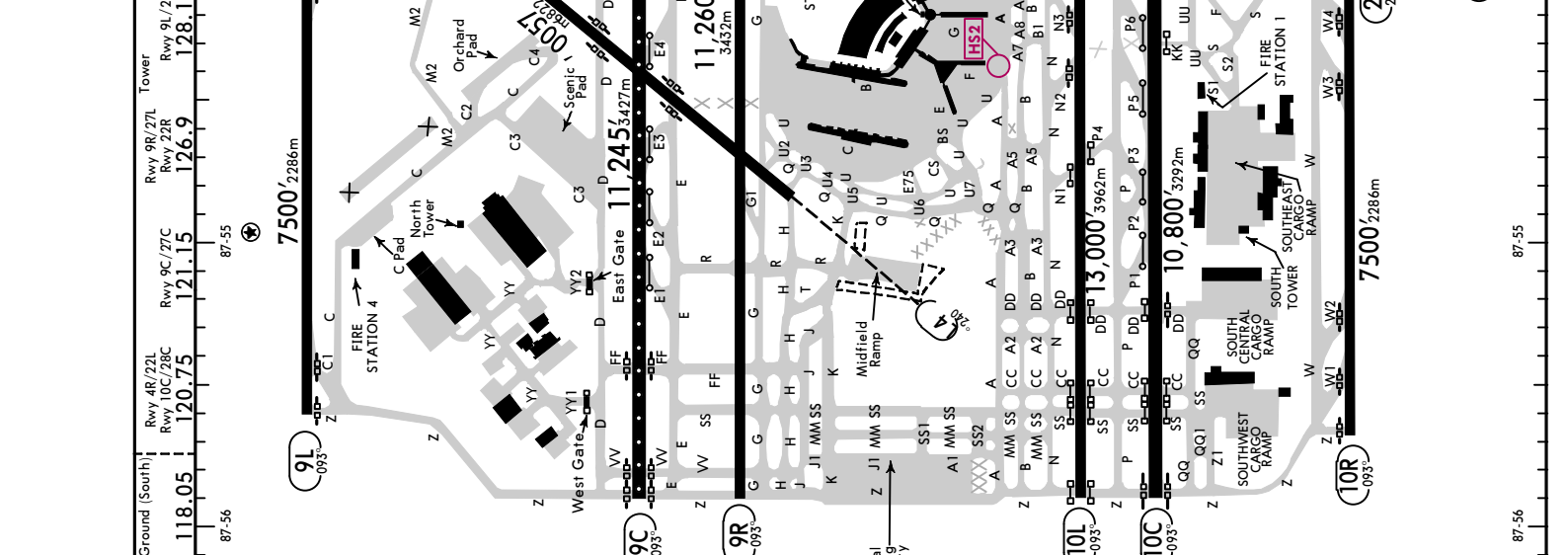


See 20-9 AIRPORT, AIRPORT INFO for CAUTION AND BE ALERT NOTES

LEGEND

- HS** RUNWAY INCURSION HOT SPOTS See (20-9A) AIRPORT INFO (CONTD), TAKE-OFF MINMS for description
- Centerline lights
- Low visibility taxi route
- Taxiway and apron
- Directional low visibility taxi route
- Elevated guard lights
- In-pavement and elevated guard lights
- Stop bar lights

D-ATIS	ACARS D-ATIS PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main) Outbound	Ground (North) Inbound	Ground (South)	Rwy 4R/22L Rwy 10C/28C	Rwy 9C/27C	Rwy 9L/27R Rwy 22R	Rwy 10L/28R	Rwy 10R/28L	CHICAGO Departure (R)		
135.4	121.6	121.675	121.75	121.9	124.125	118.05	120.75	121.15	128.15	132.7	133.0	125.0	126.625	126.625



EXPECT TAXI INSTRUCTIONS FROM ATC

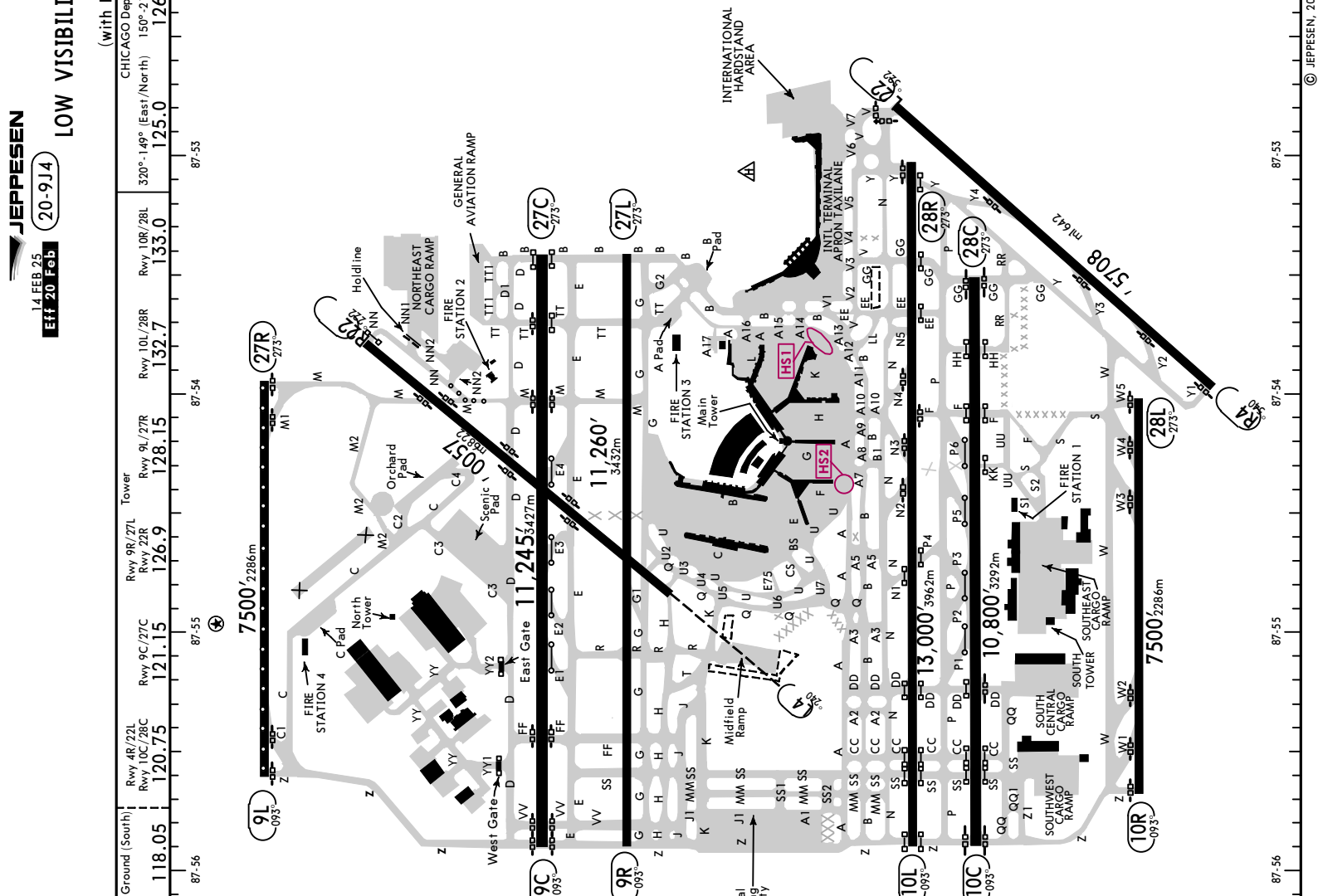
See 20-9 AIRPORT, AIRPORT INFO for CAUTION AND BE ALERT NOTES

LEGEND	DESCRIPTION
	RUNWAY INCURSION HOT SPOTS See (20-9A) AIRPORT INFO (CONTD), TAKE-OFF MINMS for description
	CENTERLINE LIGHTS
	LOW VISIBILITY TAXI ROUTE
	TAXIWAY AND APRON
	DIRECTIONAL LOW VISIBILITY TAXI ROUTE
	ELEVATED GUARD LIGHTS
	IN-PAVEMENT AND ELEVATED GUARD LIGHTS
	STOP BAR LIGHTS

CHANGES: Twy V4 closed between Twy V and Twy N.

ACARS:	O'HARE Clearance(Cpt)	Metering	Ground (Main) Outbound	Ground (Main) Inbound	Ground (North)	Ground (South)	Rwy 4R/22L	Rwy 9C/27C	Rwy 10C/28C	Rwy 9R/27L	Rwy 22R	Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L	320°-149° (East/North)	150°-219° (South)	220°-319° (West)
D-ATIS TWIP PDC	121.6	121.675	121.75	121.9	124.125	118.05	120.75	121.15	120.75	126.9	126.9	128.15	132.7	133.0	125.0	126.625	126.625

87-58	87-57	87-56	87-55	87-54	87-53	42-00	41-59	41-58	87-57	87-56	87-55	87-54	87-53	41-59	41-58	87-57	87-56	87-55	87-54	87-53	41-59	41-58	87-57	87-56	87-55	87-54	87-53	41-59	41-58	87-57	87-56	87-55	87-54	87-53	41-59	41-58
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EXPECT TAXI INSTRUCTIONS FROM ATC

See 20-9 AIRPORT, AIRPORT INFO for CAUTION AND BE ALERT NOTES

LEGEND
 RUNWAY INCURSION HOT SPOTS
 See (20-9A) AIRPORT INFO (CONTD),
 TAKE-OFF MINMS for description
 CENTERLINE LIGHTS
 LOW VISIBILITY TAXI ROUTE
 TAXIWAY AND APRON
 ELEVATED GUARD LIGHTS
 IN-PAVEMENT AND ELEVATED GUARD LIGHTS
 STOP BAR LIGHTS

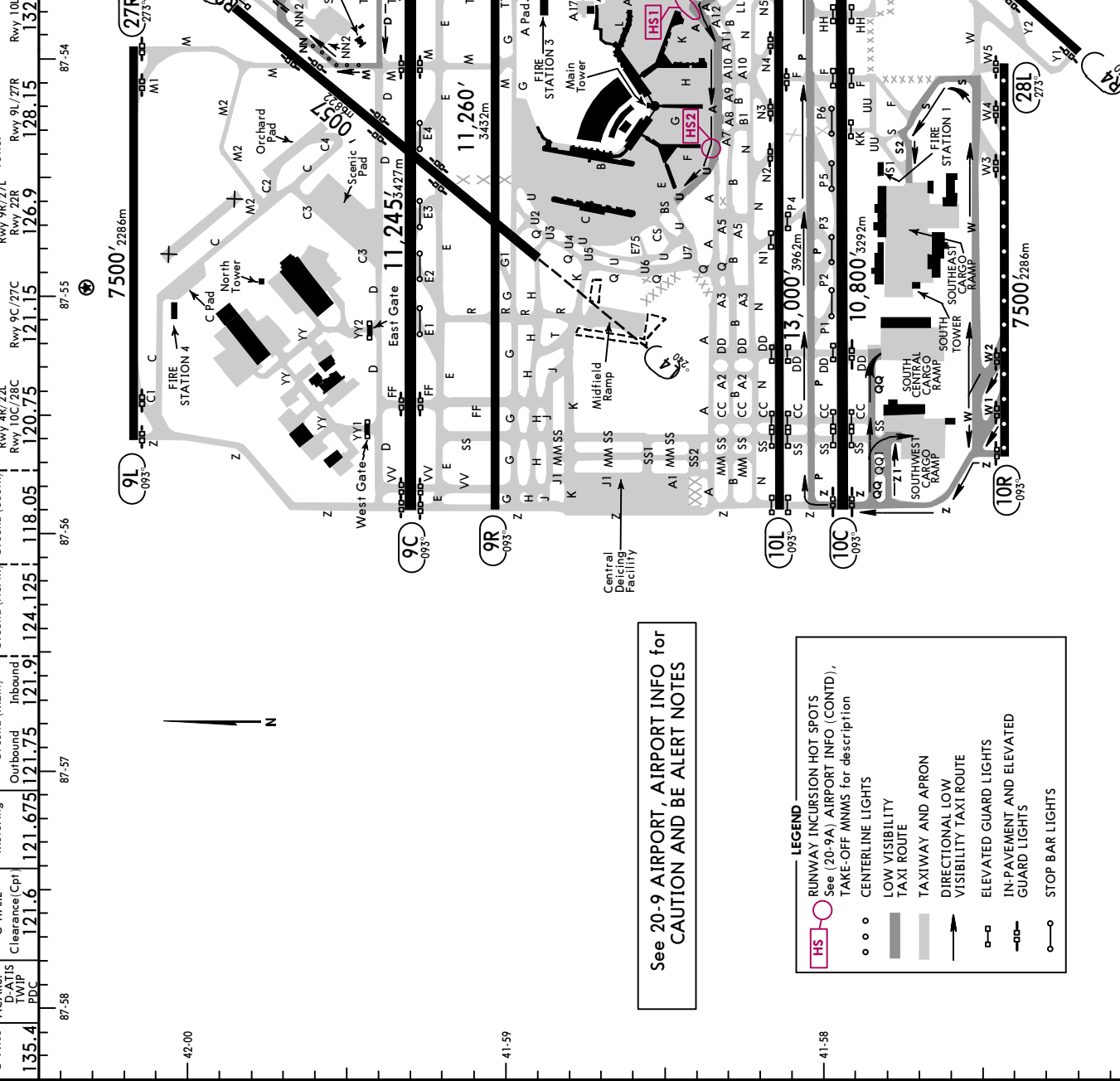
LESS THAN RVR 1200 TO 600

KORD/ORD
CHICAGO O'HARE INTL

CHANGES: Twy V4 closed between Twy V and Twy N.

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D-ATIS	ACARS	O'HARE	Metering	Ground (Main)	Ground (North)	Ground (South)	Tower	Rwy 9L/27R	Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L	CHICAGO Departure (R)
135.4	D-ATIS TWIP PDC	121.6	121.675	121.75	118.05	121.9	124.125	120.75	121.15	128.15	132.7	126.625
												125.0
												126.625



See 20-9 AIRPORT, AIRPORT INFO for CAUTION AND BE ALERT NOTES

LEGEND

- HS RUNWAY INCURSION HOT SPOTS
- See (20-9A), AIRPORT INFO (CONTD), TAKE-OFF MINMS for description
- ○ ○ ○ CENTERLINE LIGHTS
- ○ ○ ○ LOW VISIBILITY TAXI ROUTE
- ▬ TAXIWAY AND APRON
- ▬ DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- ▬ ELEVATED GUARD LIGHTS
- ▬ IN-PAVEMENT AND ELEVATED GUARD LIGHTS
- ○ ○ ○ STOP BAR LIGHTS

**Centralized De-Icing Facility
(CDF) Procedures**

General Notes:

- To expedite the overall de-icing process, if able, aircraft should be configured for de-icing as soon as possible on entering the assigned de-ice bay. Flight Crew should configure aircraft for an engines-on de-icing procedure, unless advised otherwise by ICEMAN.

CAUTION: ENGINE RUN-UPS WILL ONLY BE APPROVED BY OUTBOUND CONTROL OR ICEMAN WHEN OPERATIONS PERMIT AND WHEN SAFE TO DO SO. ENGINE RUN-UPS WITHOUT CLEARANCE ARE PROHIBITED.

- Inset lights may be illuminated during times of darkness or lowered visibility, regardless of taxi instructions.
- Single engine taxi in and out of the CDF pad is prohibited.

- Where only de-icing is performed, including symmetrical spot de-icing and/or specific aircraft sections only, a holdover start time will not be provided, as no holdover applies in these circumstances. BAY CONTROL/ ICEMAN will advise 'HOLD-OVER TIMES DO NOT APPLY.'

- When Type IV anti-icing treatment is required, the standard treatment is that fluid will be applied to the upper wing and horizontal stabilizer surfaces. Variations to this standard must be requested by the Flight Crew. This rule does not apply to UAX flights.

- An electronic visual guidance system is in place at the CDF, which will provide primary guidance for aircraft starting with entry instructions through to exit procedures from the CDF. This system is made by JCAAI and is known as the Electronic Message Board display system (EMB). A full list of the displays, instructions and their corresponding meanings, can be found in the attached pages for airports where this system is in use.

CDF De-Icing Bays

- KORD CDF operators are UAL, IDS & AAL. Traffic flow is typically oriented one-way (subject to change when operations require) from the Inbound Contact Points (ICP's) adjacent to the appropriate taxiway.

- Bay numbers ending with "W" indicate lead-in lanes and de/anti-icing lanes for widebody aircraft. When widebody lanes are in use, the narrowbody lanes either side will not be available due to wingspan restrictions.

- The CDF is comprised of ten staging bays and ten de/anti-icing bays, designated respectively as B Bay and A Bay. The CDF also has an additional five widebody bays; designated to the three key operators of the CDF. UAL designated zones are bays 7 through 10, IDS bays are 5 and 6 and the AAL zones are bays 1 through 4.

- There are four additional holding areas that can accommodate up to twenty narrow body aircraft. These areas are located on taxiway MM and SS between taxiway K and SS1, as well as between taxiway SS1 and SS2. There are two ICP's that can also accommodate up to eight aircraft, if needed (four each).

AUTOMATED OPERATIONS

ENTRY PROCEDURE - CONTACT INBOUND CONTROL

- KORD ground will provide taxi instructions to the CDF inbound transfer area.
- When approaching the CDF staging area, KORD ground will advise the Flight Crew to contact CDF Inbound control on 131.05.
- Inbound will normally instruct the Flight Crew to:
 - HOLD POSITION AT (specific holding location within the CDF staging area) or;
 - TAXI/PROCEED TO BAY X AND CONTACT ICEMAN (on relevant frequency)
 - PRIOR TO ENTERING THE BAY.

4. After receiving taxi clearance from Inbound control, proceed to assigned bay according to the clearance, visual lead-in and stopping directions will be displayed on the Electronic Message Board system's digital display signs (EMB's).

Note: The B bays only exist ahead of the A bays for narrowbody aircraft at the KORD CDF; widebody aircraft should inbound, then proceed directly to the A bay as indicated by the EMB's instructions. The EMB will display flight number, rate of closure and stopping information for all aircraft. Below are some of the visual messages an aircraft can expect to see when taxiing inbound to their assigned bay.

Note: The decrease in number of chevrons along the side of the "SLOW" signboard message below is a proximity guidance feature, indicating your closing distance to the relevant stop point. The fewer the number of chevrons on the sign, correlates to a closer distance to the stop point.

DE-ICING PROCEDURE - CONTACT BAY CONTROL/ICEMAN

CAUTION: DURING THE DE-ICING PROCESS, THRUST SETTING MUST NOT EXCEED GROUND IDLE AND/OR PROPELLERS MUST REMAIN FEATHERED AT ALL TIMES

5. As the aircraft arrives at the assigned bay (or transfer point designated by Inbound), contact ICEMAN for de-icing and proceed according to the EMB directions. Advise ICEMAN at this time of any additional requests such as; tactile inspection, underwing treatment, flap/under carriage inspection etc. ICEMAN will advise the mode of guidance (EMB) and the requirement for the Flight Crew to report "BRAKE SET, AIRCRAFT CONFIGURED, READY TO DE-ICE."

Note: For narrowbody aircraft, the below sign will indicate when you are cleared to move from B bay to the A Bay. Do not enter the A bay until advised by ICEMAN, and/or EMB instructions.

6. Once aircraft is in the final stop position, brakes are set and aircraft is configured for de/anti-icing, contact ICEMAN on the appropriate frequency and advise, "ICEMAN, AIRPLANEXXX, BRAKES ARE SET, AIRCRAFT CONFIGURED, READY FOR DE-ICE."

Note: As well as conducting the operation, ICEMAN will also:

- Receive calls from aircraft, transferred by Inbound coordinator
 - Confirm brakes are set and aircraft configured
 - Modify de/anti-icing treatment if requested
 - Provide the post de/anti-icing code to aircraft
 - Confirm aircraft holding position and transfer aircraft to Outbound coordinator
7. On completion of the de/anti-icing operation, ICEMAN will contact the Flight Crew to advise "DE-ICING COMPLETE, (DE-ICING/ANTI-ICING FLUID TYPE(S) APPLIED, MIXTURE RATIO (for Type IV fluid only), HOLD-OVER BEGAN AT (XX:XX local time), AIRCRAFT IS CLEAN AND CLEAR OF ALL EQUIPMENT, HOLD POSITION AND CONTACT OUTBOUND CONTROL ON 130.75 FOR TAXI". ICEMAN may also give an initial taxi clearance to an Outbound control transfer/hold point.

CAUTION: DO NOT MOVE AIRCRAFT UNTIL TAXI CLEARANCE HAS BEEN RECEIVED FROM ICEMAN OR OUTBOUND CONTROL.

- When ready to taxi contact Outbound and advise "AIRCRAFT123 READY TO TAXI".
- Outbound will issue verbal exit instructions (displayed on the EMB signs), to the CDF exit points.

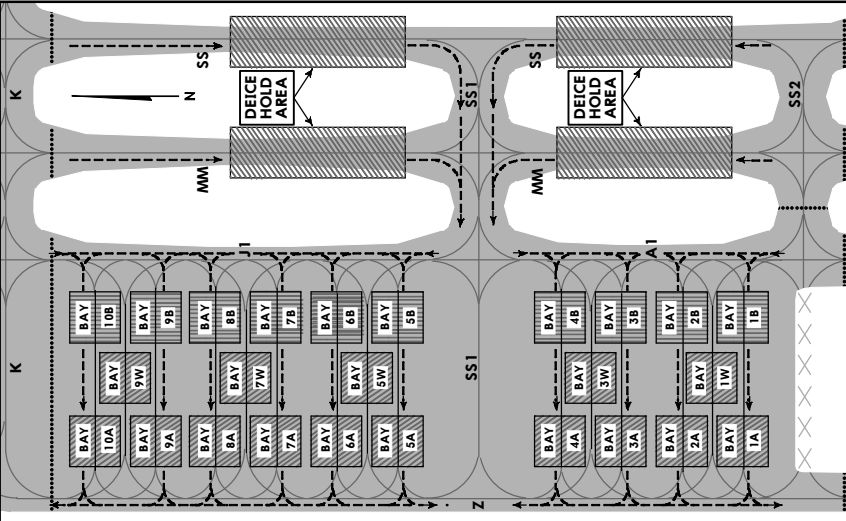
Note: In the event of a complete EMB system failure, only verbal instructions will be provided. 10. At the exit stop point, hold short and contact assigned frequency, as advised by Outbound control, for further taxi clearance.

DEICING PROCESS

- Request deicing services at least 30 minutes prior to push-back by contacting the appropriate dispatch contact (sources: UAL 71- 129-575 / 72 - 130.075, AAL 129, 1 / Phone: 773-686-3305, IDS 75 - 129,375 / 75 - 131,175 / Phone: 312-237-1409 or (if equipped) via direct request interface from cockpit to dispatch.
- When ready for push-back; contact appropriate frequency per company / terminal.
- Access to the CDF (Central Deicing Facility) will be either from the ALPHA or JULIET taxiways.
- The In-Bound Coordinator taxi aircraft to a HOLDING / STAGING area (depending upon traffic logistics the in-bound controller may direct aircraft directly to a deicing bay).
- In STAGING AREA; the In-Bound Coordinator instructs aircraft to call appropriate Icceman frequency.
- (if applicable) Icceman directs aircraft to move forward into deicing bay.
- (if applicable) When in deicing bay; Icceman confirms BRAKE SET and aircraft CONFIGURED for deicing.
- Deicing operation completed; Icceman provides the post de/anti-icing information, confirms ACFT will hold position and instructs aircraft to call Out-Bound Coordinator frequency 130.75.
- Out-Bound Coordinator confirms aircraft is ready to taxi and directs it to exit ZULU taxiway (left or right depending upon traffic flow).
- At hand-off point on ZULU taxiway; contact Ground Control as instructed by Out-Bound Pad Controller.

DEICE PAD FREQUENCIES	
KORD Metering	121.675
KORD Ground	121.750
IN-BOUND COORDINATOR	131.050
OUT-BOUND COORDINATOR	130.750
American Icceman	130.800
IDS Icceman	130.775
UNITED Icceman	131.450

LEGEND



KORD/ORD


JEPPESEN
 1 DEC 17 (21-0) Eff 7 Dec

CHICAGO, ILL
 -O'HARE INTL

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)
ILS PRM Rwys 10C, 28C
ILS PRM Rwys 10C (SA CAT I), 28C (SA CAT I)
ILS PRM Rwys 10C (CAT II-III), 28C (CAT II-III)
ILS PRM Y Rwy 10R

(SIMULTANEOUS CLOSE PARALLEL)

Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 120 miles from destination.

General

Review procedure for executing a climbing and descending PRM breakout.

Breakout phraseology: "TRAFFIC ALERT (call sign) TURN (left/right) IMMEDIATELY HEADING (degrees) CLIMB/DESCEND AND MAINTAIN (altitude)."

All breakouts: Hand flown, initiate immediately.

Descending on the glideslope/glidepath ensures compliance with any charted crossing restrictions.

Dual VHF Comm.: When assigned or planning a specific PRM approach, tune a second receiver to the PRM monitor frequency or, if silent, another active frequency (i.e. ATIS), set the volume, retune the PRM frequency if necessary, then deselect the audio. When directed by ATC, immediately switch to the tower frequency and select the second receiver audio to ON.

If later assigned the same runway, non-PRM approach, consider it briefed provided the same minimums are utilized. PRM related chart notes and PRM frequency no longer apply.

TCAS during breakout: Follow TCAS climb/descend if it differs from ATC, while executing the breakout turn.

Runway Specific
Rwy 10R:

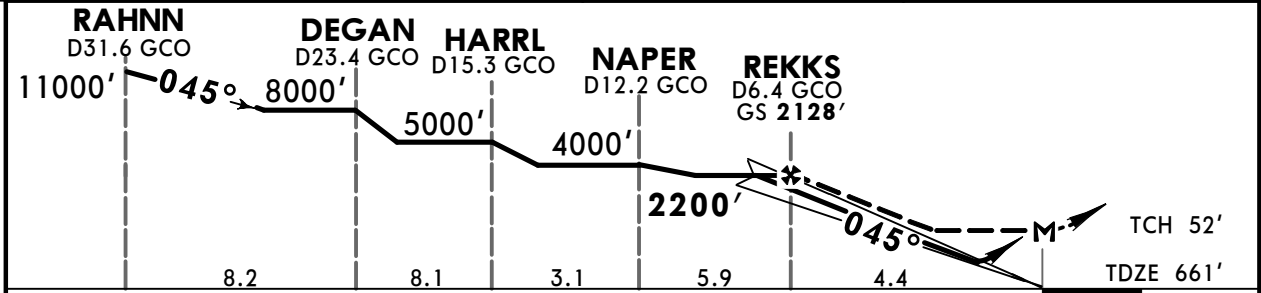
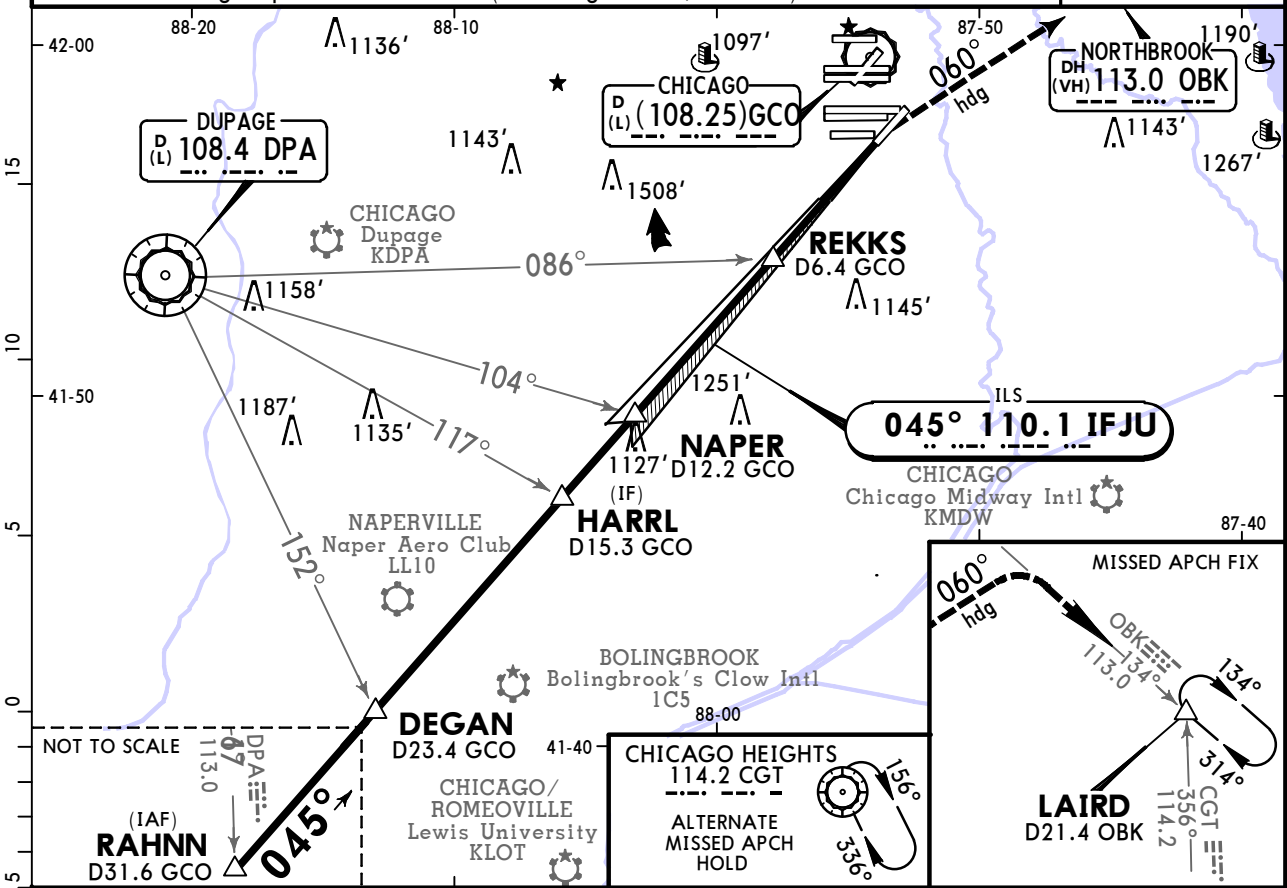
- Final approach course offset by 2.5 degrees.
- If later assigned a Visual Approach to Rwy 10R, expect clearance via the ILS or RNAV (GPS) PRM Y final approach course.

KORD/ORD CHICAGO O'HARE INTL

JEPPESSEN
2 SEP 22 (21-1)

CHICAGO, ILL ILS or LOC Rwy 4R

D-ATIS	CHICAGO Approach (R)	Rwy 4R/22L Rwy 10C/28C	Rwy 9C/27C	O'HARE Tower Rwy 9R/27L Rwy 22R	Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L
135.4	119.0	120.75	121.15	126.9	128.15	132.7	133.0
Ground (Main)		Ground (North)			Ground (South)		
121.9		124.125			118.05		
LOC IFJU 110.1	Final Apch Crs 045°	REKKS 2128' (1467')	ILS DA(H) 861' (200')	Apt Elev 680' TDZE 661'			
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' on 060° heading and outbound OBK VOR R-134 to LAIRD INT/D21.4 OBK and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Radar required for procedure entry. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/ TCH 67').							



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1200'	4000'	060°	OBK
GS	3.00°	372	478	531	637	849	PAPI	↑	RT	hdg	113.0
REKKS to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39				R-134

TERPS	STRAIGHT-IN LANDING RWY 4R				LOC (GS out)		CIRCLE-TO-LAND	
	ILS				MDA(H) 1160' (499')		MDA(H)	
	DA(H) 861' (200')							
	FULL	TDZ/CL out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	Max Kts		
	A					90	1220' (540') - 1	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	120	1220' (540') - 1 1/2		
C				RVR 50 or 1	140	1460' (780') - 2 1/2		
D					165			

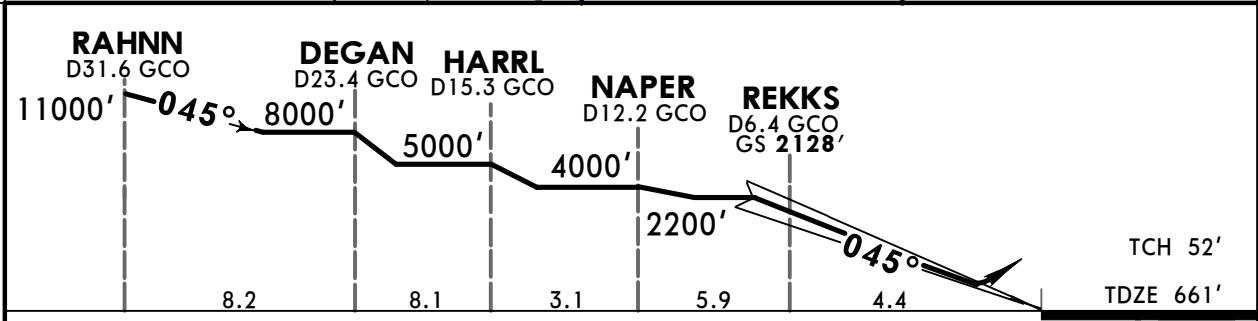
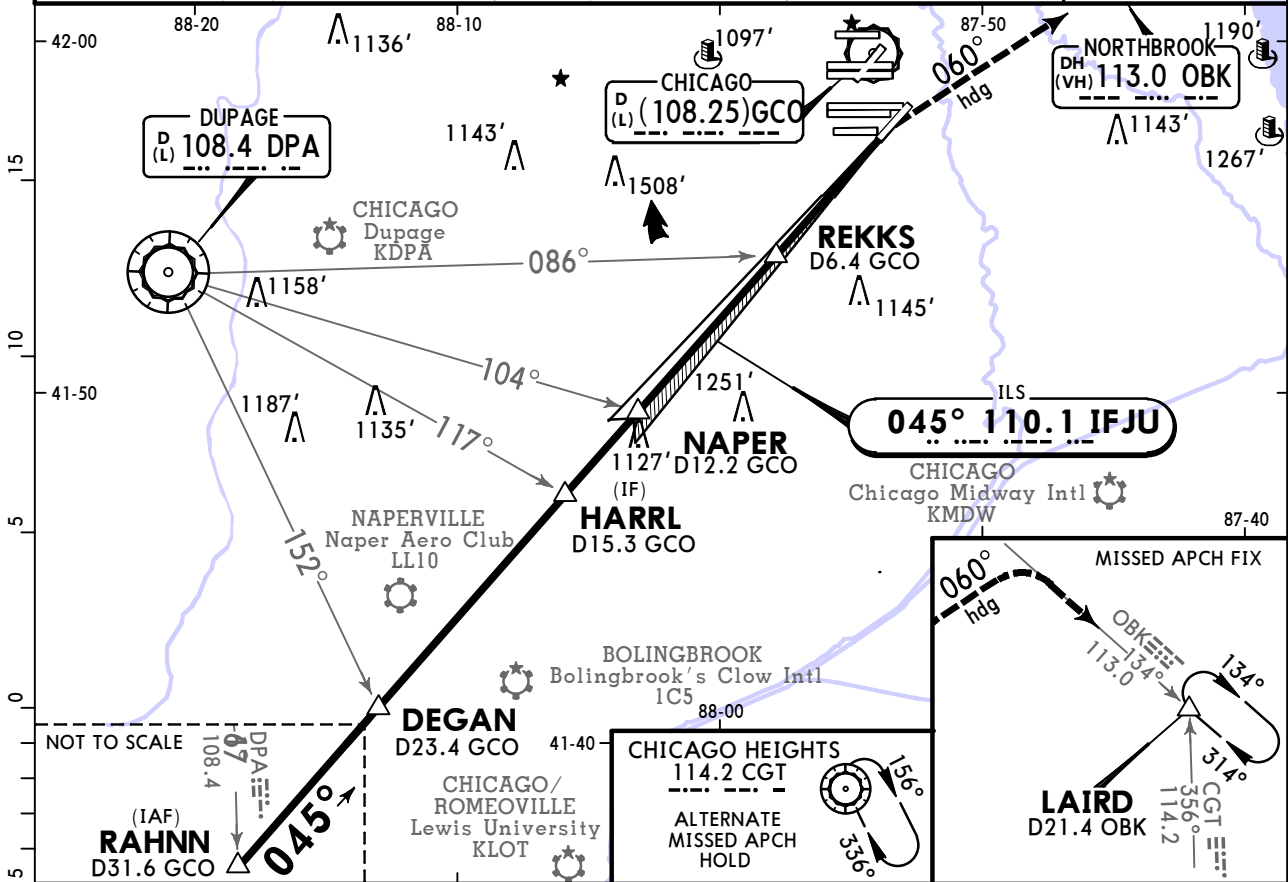
KORD/ORD CHICAGO O'HARE INTL

2 SEP 22 (21-1A)

CHICAGO, ILL ILS Rwy 4R SA CAT I



D-ATIS	CHICAGO Approach (R)	Rwy 4R/22L Rwy 10C/28C	Rwy 9C/27C	Rwy 9R/27L Rwy 22R	Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L
135.4	119.0	120.75	121.15	126.9	128.15	132.7	133.0
Ground (Main)		Ground (North)			Ground (South)		
121.9		124.125			118.05		
LOC IFJU 110.1	Final Apch Crs 045°	REKKS 2128' (1467')	SA CAT I ILS RA 160'	Apt Elev 680' TDZE 661'			
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' on 060° heading and outbound OBK VOR R-134 to LAIRD INT/D21.4 OBK and hold.							<p>3400</p> <p>MSA ARP</p>
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Special Aircrew & Acft Certification Required. 2. Radar required for procedure entry. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°, TCH 67').							



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1200'	4000'	060°	OBK
GS	3.00°	372	478	531	637	849	PAPI	↑	RT	hdg	113.0
										and	R-134

TERPS STRAIGHT-IN LANDING RWY 4R
 SA CAT I ILS
RA 160'
 DA(H) 811'(150')

RVR 16

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

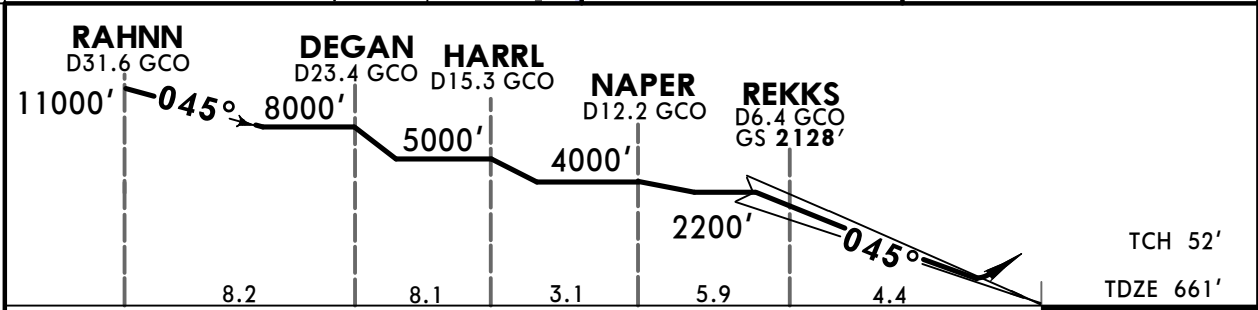
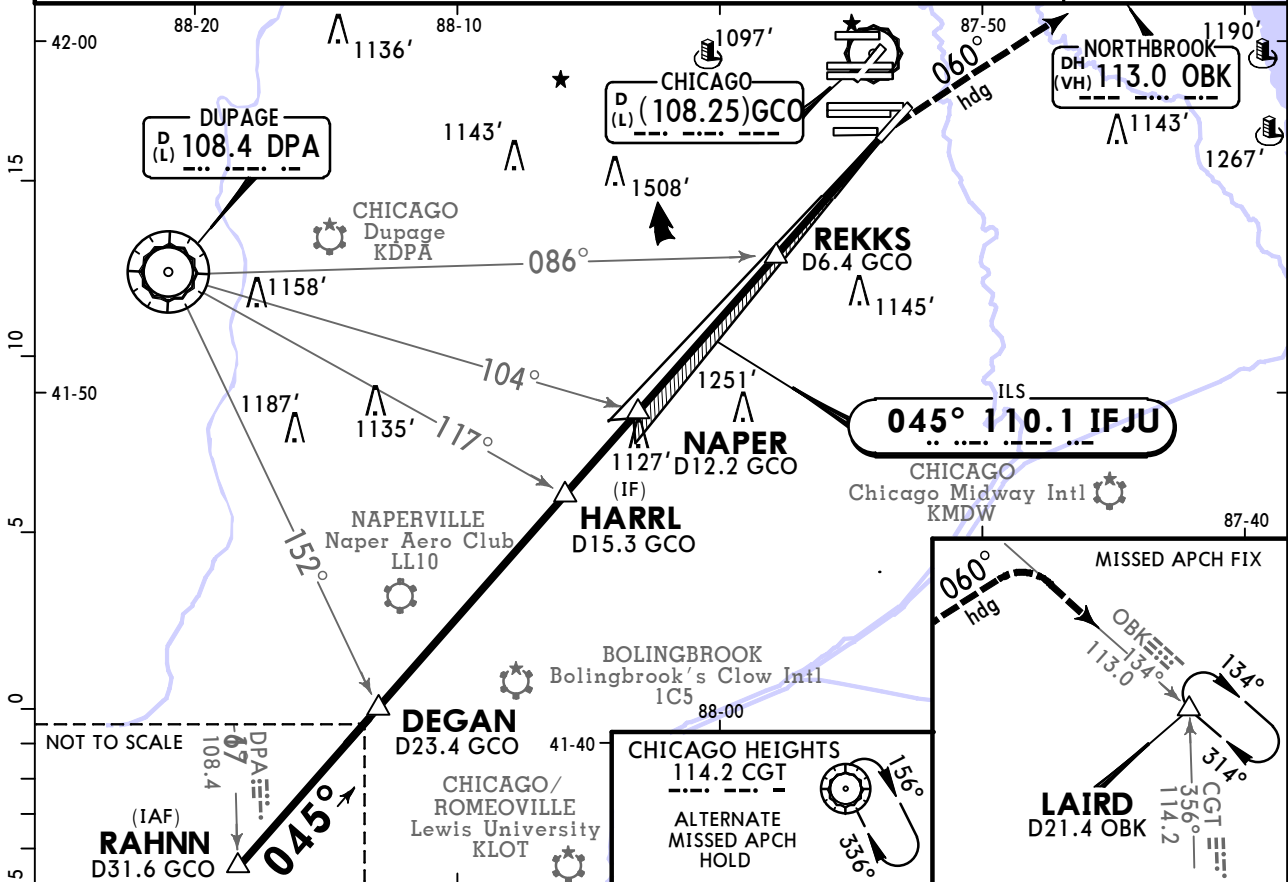
TERPS AMEND 8B 21 MAY 2020

KORD/ORD CHICAGO O'HARE INTL

2 SEP 22 **(21-1B)**

CHICAGO, ILL ILS Rwy 4R SA CAT II

D-ATIS	CHICAGO Approach (R)	Rwy 4R/22L Rwy 10C/28C		Rwy 9C/27C	O'HARE Tower Rwy 9R/27L Rwy 22R		Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L
135.4	119.0	120.75	121.15	126.9	128.15	132.7	133.0		
Ground (Main)			Ground (North)			Ground (South)			
121.9			124.125			118.05			
LOC IFJU 110.1	Final Apch Crs 045°	REKKS 2128' (1467')	SA CAT II ILS RA 111' DA(H) 761' (100')		Apt Elev 680'		TDZE 661'		3400 MSA ARP
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' on 060° heading and outbound OBK VOR R-134 to LAIRD INT/D21.4 OBK and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. Special Aircrew & Acft Certification Required. 2. Radar required for procedure entry. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°, TCH 67').									



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1200'	4000'	060°	OBK
Gs	3.00°	372	478	531	637	849	PAPI	↑	RT	hdg	113.0
										on	R-134

TERPS STRAIGHT-IN LANDING RWY4R
SA CAT II ILS
RA 111'
 DA(H) 761' (100')

RVR 12

Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

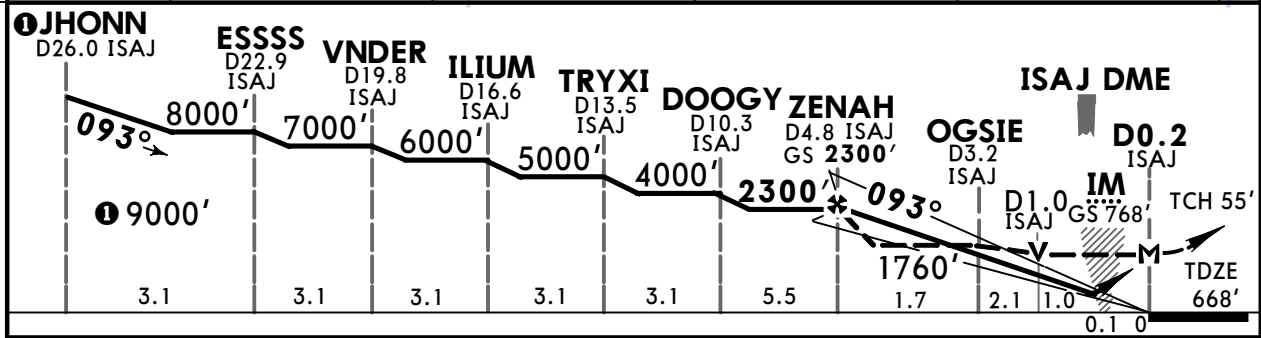
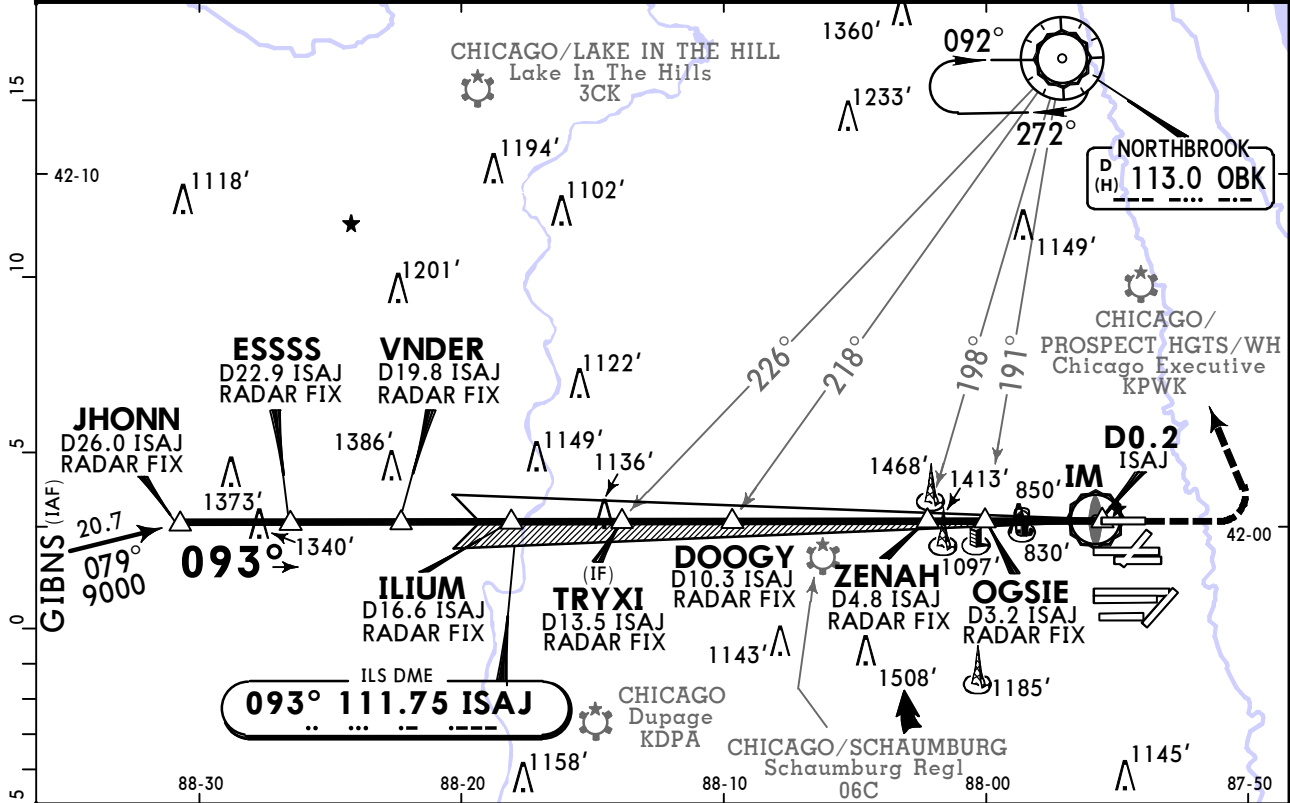
TERPS AMEND 8B 21 MAY 2020

KORD/ORD CHICAGO O'HARE INTL

JEPPESSEN
30 OCT 20 **(21-2)** Eff 5 Nov

CHICAGO, ILL ILS or LOC Rwy 9L

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (Main)			O'HARE Tower (South) Rwy 10R/28L
135.4	119.0	128.15	120.75	121.15	126.9	132.7
Ground (North) Rwy 9L/27R		Ground (Main) Rwy 10C/28C		Ground (South)		
124.125		121.9		118.05		
LOC ISAJ	Final Apch Crs	ZENAH	ILS DA(H)	Apt Elev 680' TDZE 668'		
111.75	093°	2300' (1632')	868' (200')			
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct OBK VOR and hold, continue climb-in-hold to 4000'.						3400
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
RNAV - 1 GPS or Radar required for procedure entry. Radar or DME required.						
Simultaneous approach authorized.						
						MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100' then 4000' LT	D → OBK 113.0
Gs	3.00°	372	478	531	637	849			
MAP at D0.2 ISAJ or ZENAH to MAP	5.0	4:17	3:20	3:00	2:30	2:09			

TERPS					STRAIGHT-IN LANDING RWY 9L					
ILS					LOC (GS out)					
DA(H) 868' (200')					MDA(H) 1100' (432')					
FULL		TDZ/CL out		ALS out		ALS out				
A								RVR 24 or 1/2	RVR 50 or 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	
C										
D										

KORD/ORD

JEPPESSEN

CHICAGO, ILL

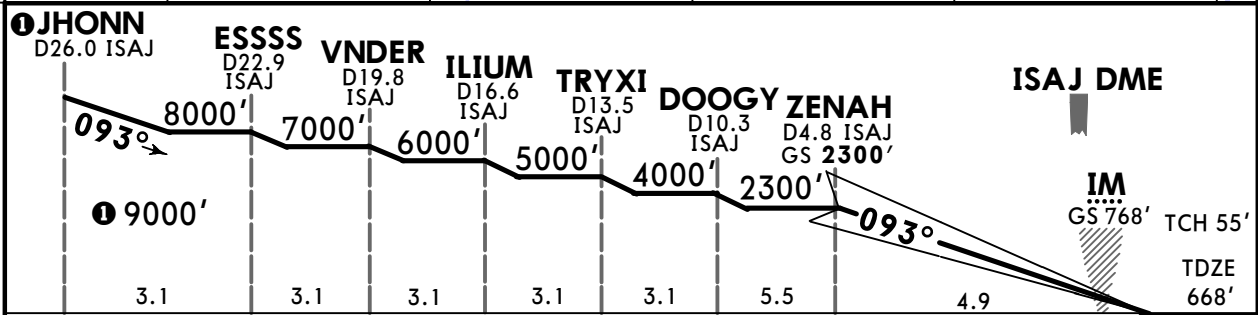
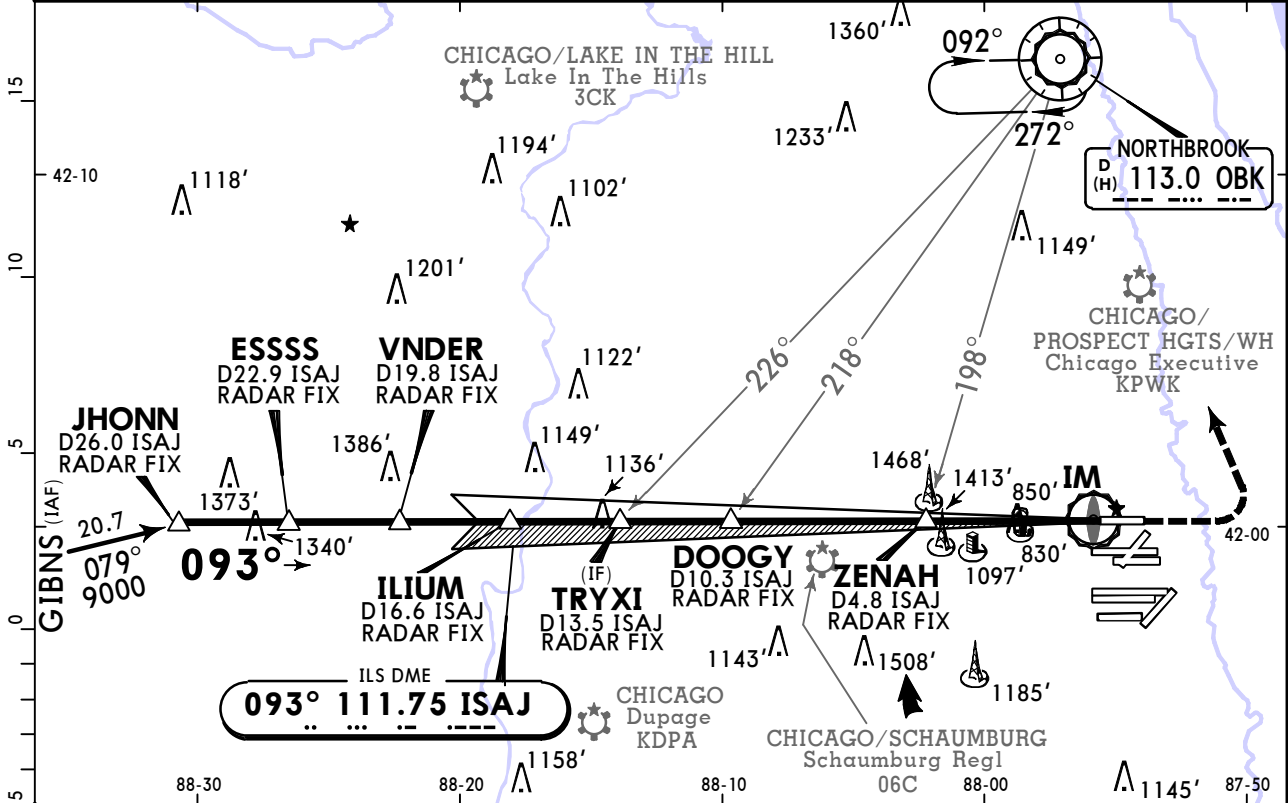
CHICAGO O'HARE INTL

30 OCT 20
Eff 5 Nov

(21-2A)

ILS Rwy 9L CAT II & III

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (Main)				O'HARE Tower (South) Rwy 10R/28L
135.4	119.0	128.15	120.75	121.15	126.9	132.7	133.0
Ground (North) Rwy 9L/27R			Ground (Main) Rwy 10C/28C			Ground (South)	
124.125			121.9			118.05	
LOC ISAJ	Final Apch Crs	ZENAH	CAT III Refer to Minimums	CAT II RA 104'	Apt Elev 680'		
111.75	093°	2300' (1632')		DA(H) 768' (100')	TDZE 668'		
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct OBK VOR and hold, continue climb-in-hold to 4000'.							3400
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
RNAV - 1 GPS or Radar required for procedure entry. Radar or DME required.							
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized.							
MSA ARP							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100' → 4000' then LT	→ OBK 113.0
GS	3.00°	372	478	531	637	849			

TERPS		STRAIGHT-IN LANDING RWY 9L	
CAT III ILS		CAT II ILS	
RVR 6		RA 104'	
		DA(H) 768' (100')	
		RVR 12	

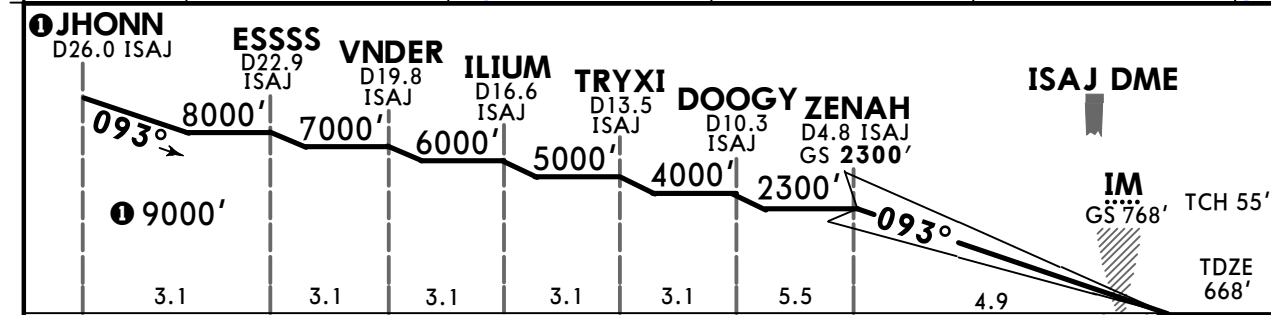
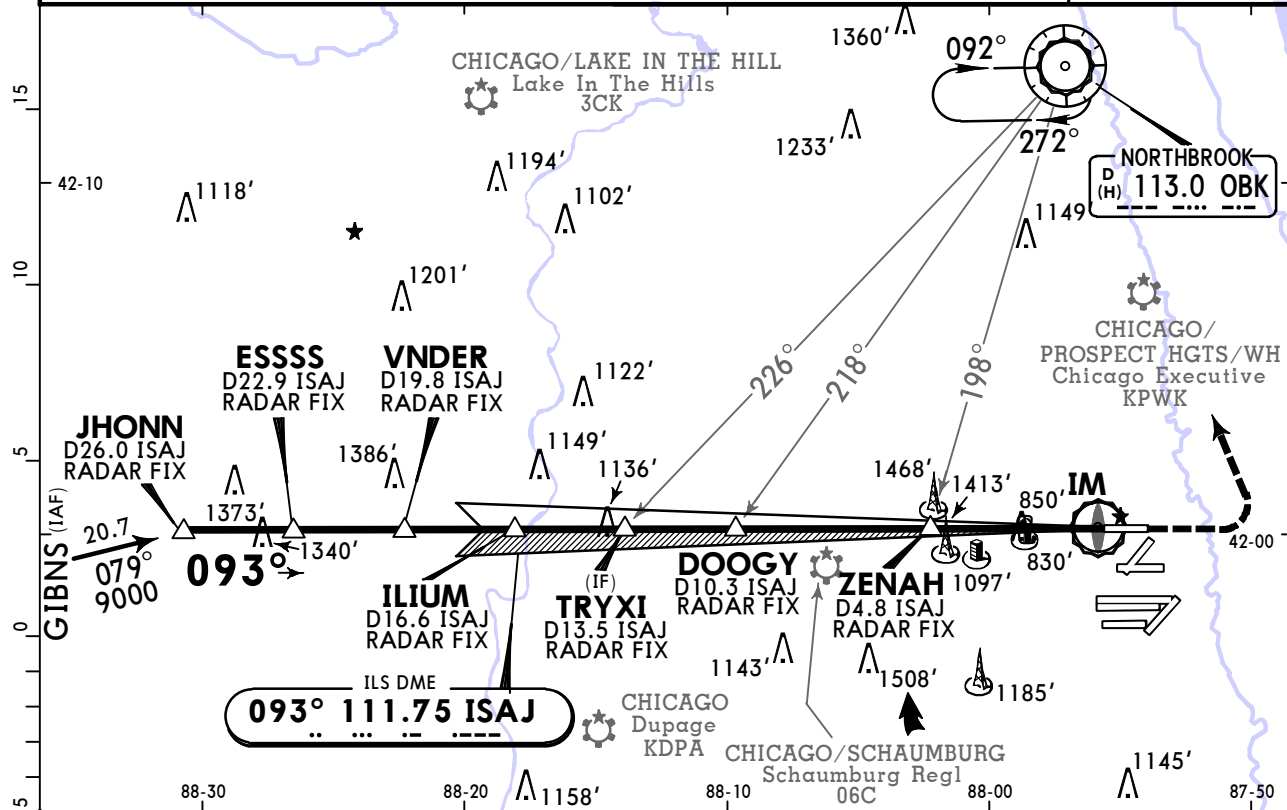
TERPS AMEND 4B 3 JAN 2019

KORD/ORD -O'HARE INTL

JEPPESEN
6 SEP 19 **(21-2B)**

CHICAGO, ILL ILS Rwy 9L SA CAT I

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (Main)			O'HARE Tower (South) Rwy 10R/28L	
135.4	119.0	128.15	120.75	121.15	126.9	132.7	133.0
Ground (North) Rwy 9L/27R		Ground (Main) Rwy 10C/28C			Ground (South)		
124.125		121.9			134.15		118.05
LOC ISAJ	Final Apch Crs	GS ZENAH	SA CAT I ILS RA 144'		Apt Elev 680'		3400
111.75	093°	2300' (1632')	DA(H) 818' (150')		TDZE 668'		
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct OBK VOR and hold, continue climb-in-hold to 4000'.							
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
RNAV - 1 GPS or Radar required for procedure entry. Radar or DME required.							
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized.							MSA ARP



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

TERPS STRAIGHT-IN LANDING RWY 9L
SA CAT I ILS
RA 144'
 DA(H) **818' (150')**
 RVR 14

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
 CHANGES: Notes, chart format, topo. © JEPPESEN, 2013, 2019. ALL RIGHTS RESERVED.

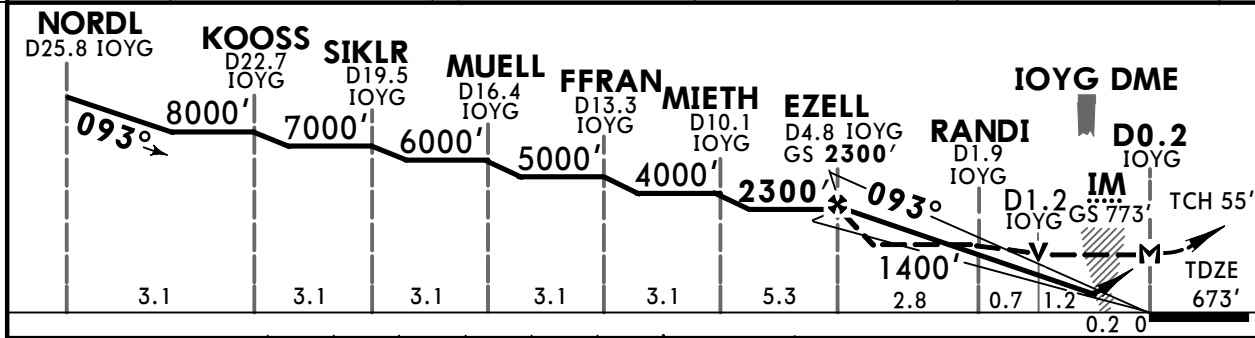
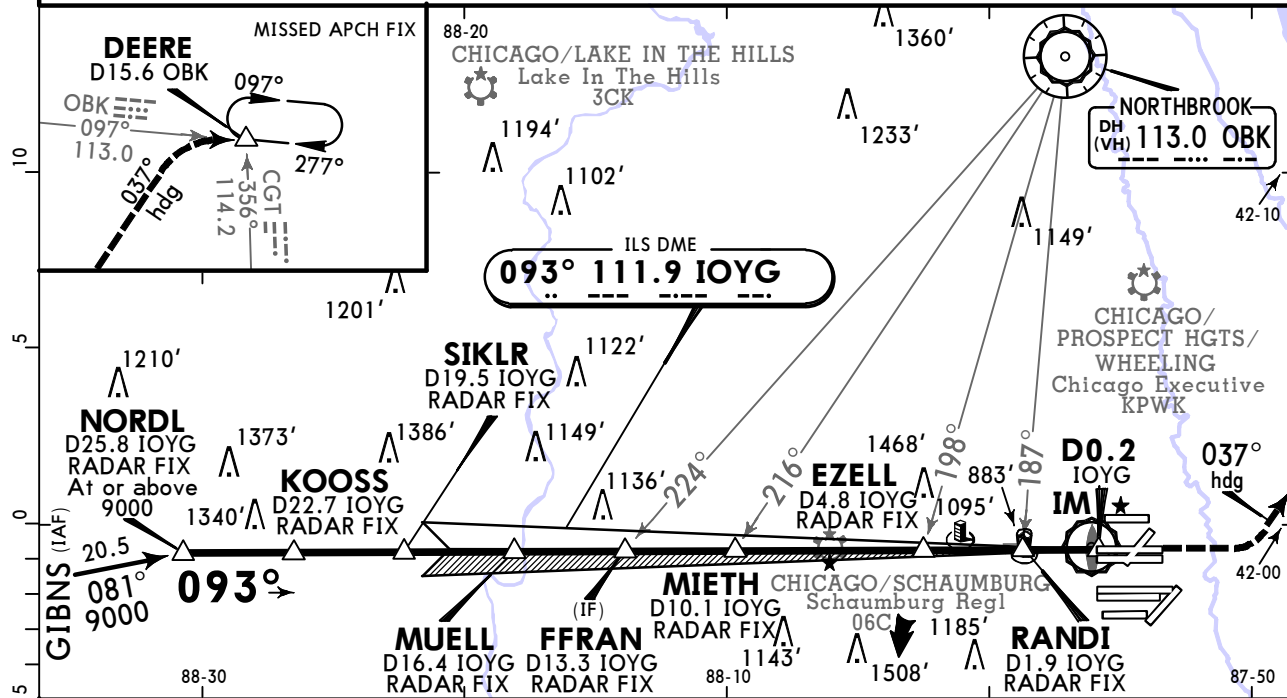
TERPS AMEND 4B 3 JAN 2019

KORD/ORD CHICAGO O'HARE INTL

JEPPESSEN
22 NOV 24 **(21-3)**

CHICAGO, ILL ILS or LOC Rwy 9C

D-ATIS 135.4		CHICAGO Approach (R) 119.0		O'HARE Tower 121.15	
Ground (North) Rwy 9L/27R 124.125		Ground (Main) Rwy 10C/28C 121.9 134.15		Ground (South) 118.05	
LOC IOYG 111.9	Final Apch Crs 093°	EZELL 2300' (1627')	ILS DA(H) 873' (200')	Apt Elev 680' TDZE 673'	3400 MSA ARP
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' on heading 037° and OBK VOR/DME R-097 outbound to DEERE INT/D15.6 OBK and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
From GIBNS: RNAV 1-GPS required. Aircraft not GPS equipped - radar required procedure entry. DME or Radar required.					
1. Simultaneous approach authorized. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').					



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	1200' 4000' 037° then LT on hdg
Descent Angle	3.00°	372	478	531	637	849		
MAP at D0.2 IOYG or EZELL to MAP	4.9	4:12	3:16	2:56	2:27	2:06		

TERPS				STRAIGHT-IN LANDING RWY 9C			
ILS				LOC (GS out)			
DA(H) 873' (200')				MDA(H) 1140' (467')			
TDZ/CL out		ALS out		ALS out		ALS out	
A				RVR 24 or 1/2		RVR 50 or 1	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4				
C				RVR 50 or 1		1 3/8	
D							

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

CHANGES: Tower frequencies removed.

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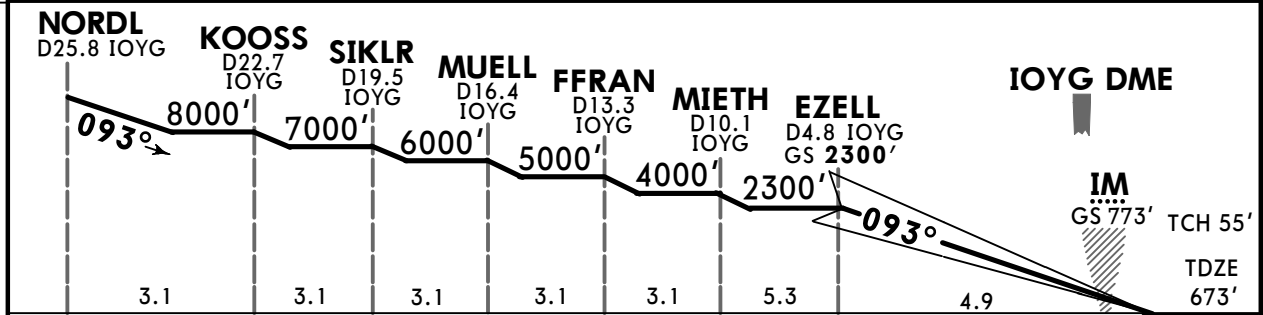
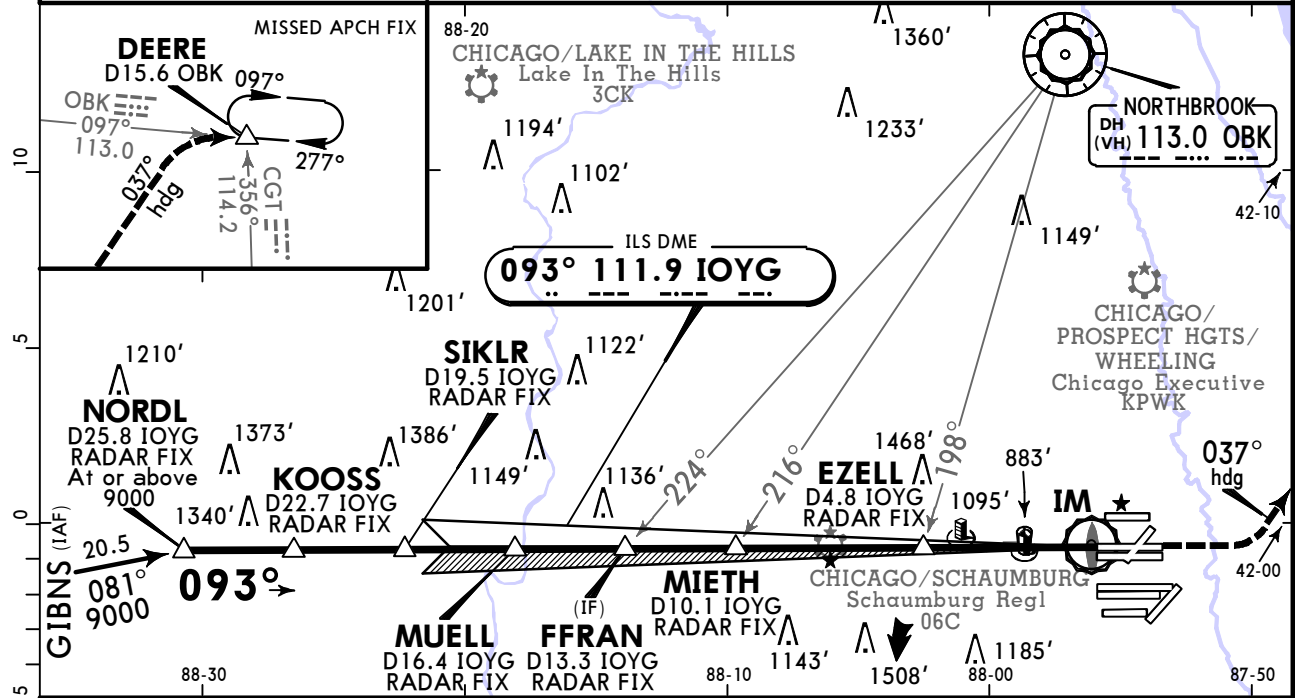
TERPS ORIG-A 15 JUN 2023

KORD/ORD
CHICAGO O'HARE INTL

JEPESEN
22 NOV 24 **(21-3A)**

CHICAGO, ILL
ILS Rwy 9C CAT II & III

D-ATIS		CHICAGO Approach (R)			O'HARE Tower	
135.4		119.0			121.15	
Ground (North) Rwy 9L/27R 124.125		Ground (Main) Rwy 10C/28C 121.9 134.15			Ground (South) 118.05	
LOC IOYG 111.9	Final Apch Crs 093°	EZELL 2300'(1627')	CAT III Refer to Minimums	CAT II RA 100' DA(H) 773' (100')	Apt Elev 680' TDZE 673'	3400 MSA ARP
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' on heading 037° and OBK VOR/DME R-097 outbound to DEERE INT/D15.6 OBK and hold.						
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'	
From GIBNS: RNAV 1-GPS required. Aircraft not GPS equipped - radar required procedure entry. DME or Radar required.						
1. Special Aircrew and Aircraft Certification Required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1200' 4000' 037° then LT on hdg
GS	3.00°	372	478	531	637	849		

TERPS		STRAIGHT-IN LANDING RWY 9C	
CAT III ILS		CAT II ILS RA 100' DA(H) 773' (100')	
RVR 7		1 RVR 12	

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.
CHANGES: Tower frequencies removed. © JEPESEN, 2020, 2024. ALL RIGHTS RESERVED.

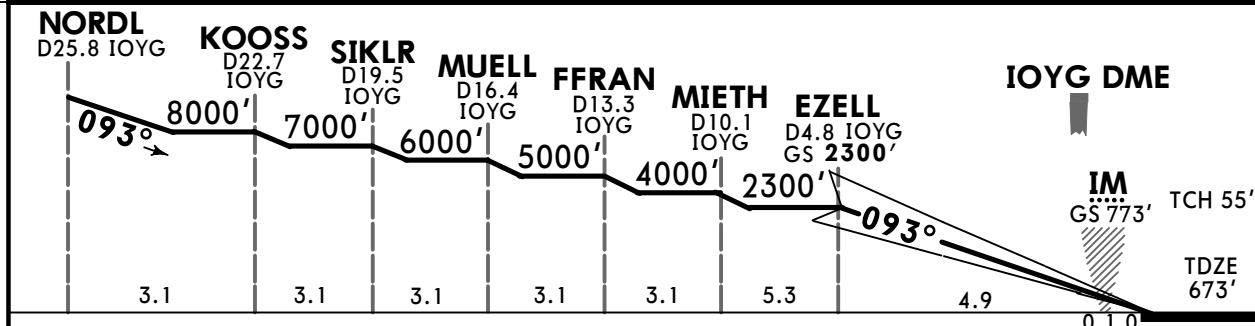
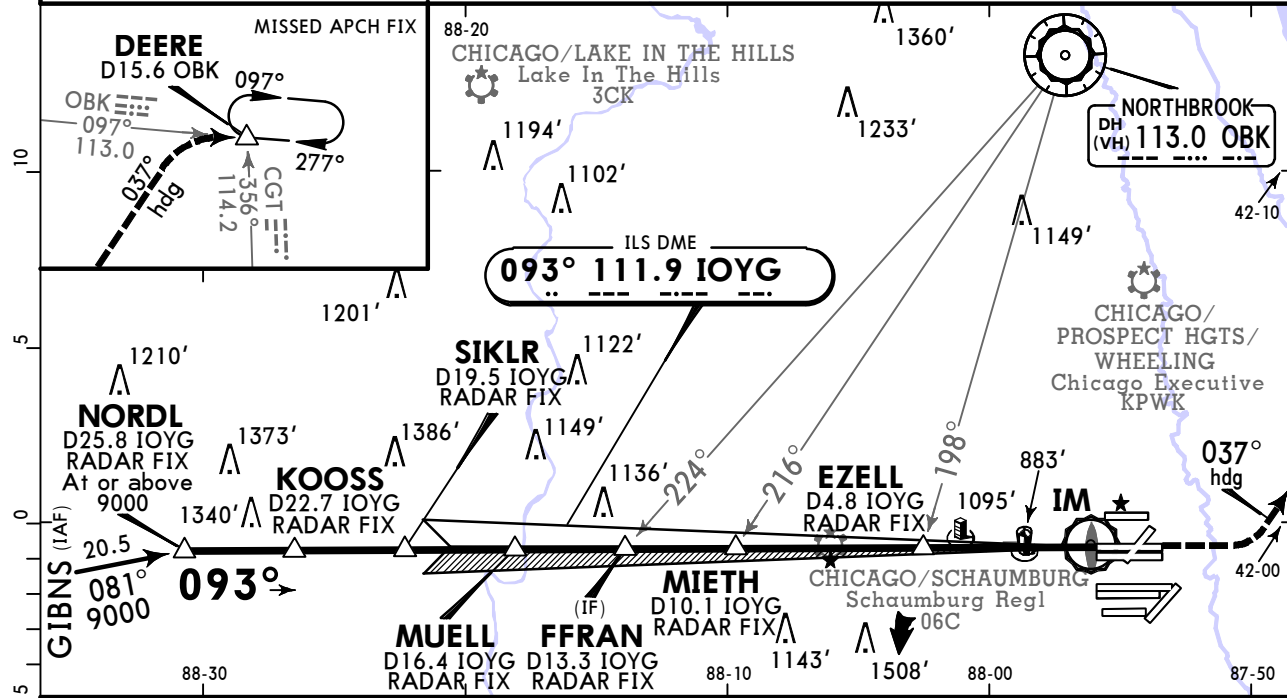
TERPS ORIG-A 15 JUN 2023

KORD/ORD
CHICAGO O'HARE INTL

JEPESEN
22 NOV 24 **(21-3B)**

CHICAGO, ILL
ILS Rwy 9C SA CAT I

D-ATIS 135.4		CHICAGO Approach (R) 119.0		O'HARE Tower 121.15	
Ground (North) Rwy 9L/27R 124.125		Ground (Main) Rwy 10C/28C 121.9 134.15		Ground (South) 118.05	
LOC IOYG 111.9	Final Apch Crs 093°	EZELL 2300' (1627')	SA CAT I ILS RA 154' DA(H) 823' (150')	Apt Elev 680' TDZE 673'	3400 MSA ARP
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' on heading 037° and OBK VOR/DME R-097 outbound to DEERE INT/D15.6 OBK and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
From GIBNS: RNAV 1-GPS required. Aircraft not GPS equipped - radar required procedure entry. DME or Radar required.					
1. Special Aircrew and Aircraft Certification Required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1200' then 4000' on 037° ↑ LT ↓ hdg
GS	3.00°	372	478	531	637	849		

TERPS STRAIGHT-IN LANDING RWY 9C
SA CAT I ILS
RA 154'
 DA(H) **823'** (150')

RVR 14
Requires specific OPSPEC, MSPEC, or LOA approval.

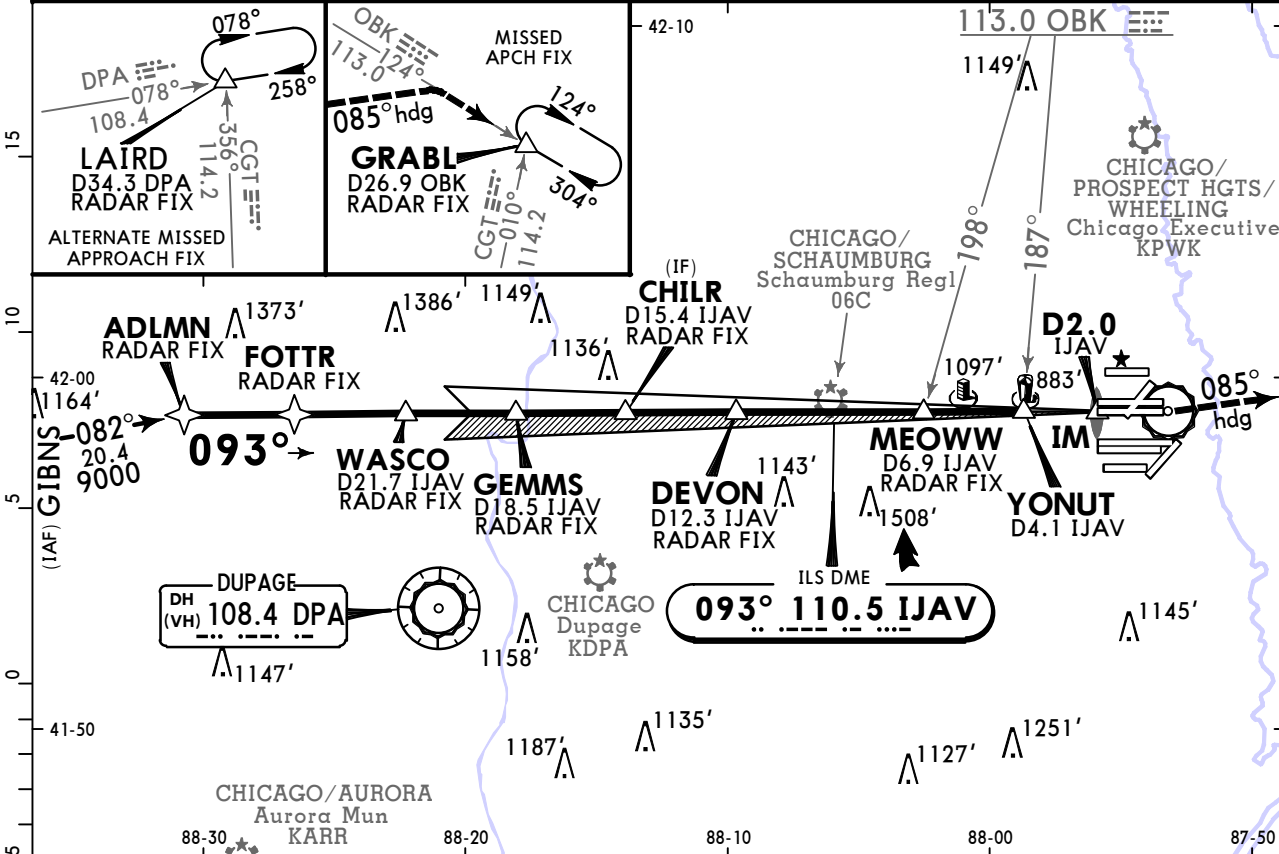
TERPS ORIG-A 15 JUN 2023

KORD/ORD CHICAGO O'HARE INTL

JEPPESSEN
8 JUL 22 (21-4) Eff 14 Jul

CHICAGO, ILL ILS or LOC Rwy 9R

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	Rwy 9R/27L Rwy 22R	Rwy 4R/22L Rwy 10C/28C	Rwy 9C/27C	Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L	
	135.4	119.0	126.9	120.75	121.15	128.15	132.7	133.0	
	Ground (Main)		Ground (North)			Ground (South)			
	121.9		124.125			118.05			
	LOC IJAV 110.5	Final Apch Crs 093°	MEOWW 2300' (1632')	ILS DA(H) 868' (200')	Apt Elev 680' TDZE 668'				3400 MSA ARP
MISSED APCH: Climb to 1200' then climb to 4000' on heading 085° and outbound on OBK VOR R-124 to GRABL INT/D26.9 OBK/RADAR and hold.									
RNP Apch-GPS from GIBNS		Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'				
1. Aircraft not GPS equipped-RADAR required for procedure entry. 2. RADAR or DME required. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 83').									



ADLMN	FOTTR	WASCO	GEMMS	CHILR	DEVON	MEOWW	YONUT	IM	D2.0	
8000'	7000'	6000'	5000'	4000'	2300'	2300'	1380'	767'	767'	
3.1	3.1	3.1	3.1	3.1	5.3	2.8	0.9	1.1	0.1	
Gnd speed-Kts		70	90	100	120	140	160			
GS		3.00°	372	478	531	637	743	849		
MAP at D2.0 IJAV or MEOWW to MAP		4.9	4:12	3:16	2:56	2:27	2:06	1:50		

ALSF-II	1200'	4000'	085°	OBK
PAPI	↑	↑	hdg	R-124
TCH 58' TDZE 668'				

TERPS						
ILS			STRAIGHT-IN LANDING RWY 9R			
DA(H) 868' (200')			MDA(H) 1120' (452')		MDA(H) 1380' (712')	
			2 With YONUT		Without YONUT	
FULL	TDZ/CL out	ALS out	ALS out	ALS out	ALS out	ALS out
A			RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4			
C			RVR 45 or 7/8	1 3/8	1 5/8	2
D						

1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 Dual VOR receivers or DME required.
 CHANGES: Procedure. © JEPPESSEN, 1997, 2022. ALL RIGHTS RESERVED.

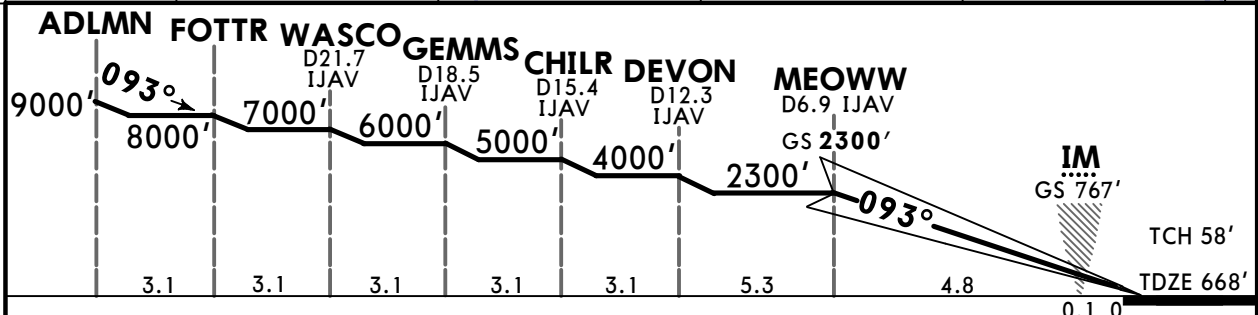
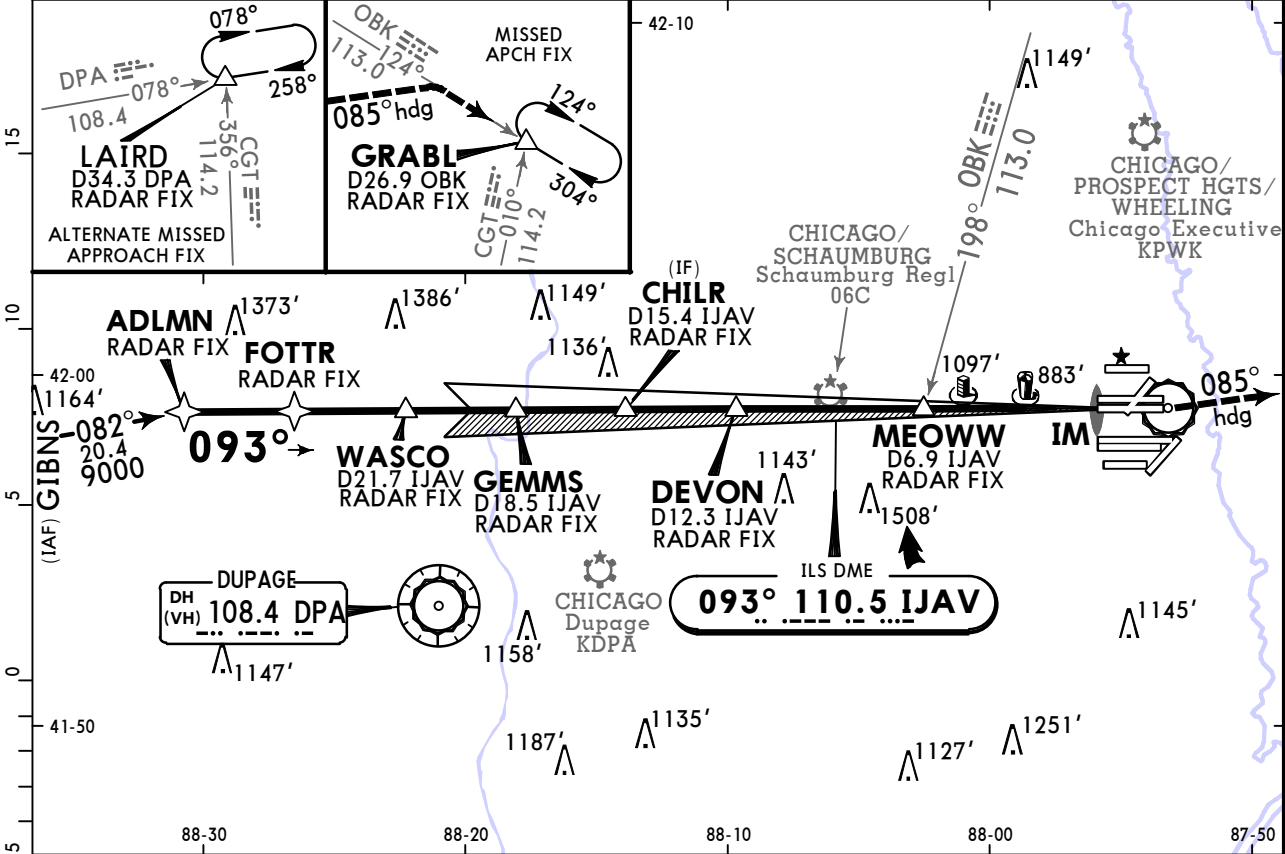
TERPS AMEND 13 14 JUL 2022

KORD/ORD CHICAGO O'HARE INTL

JEPESEN
8 JUL 22
Eff 14 Jul **(21-4A)**

CHICAGO, ILL ILS Rwy 9R CAT II & III

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	Rwy 9R/27L Rwy 22R	Rwy 4R/22L Rwy 10C/28C	Rwy 9C/27C	Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L
	135.4	119.0	126.9	120.75	121.15	128.15	132.7	133.0
	Ground (Main) 121.9		Ground (North) 124.125			Ground (South) 118.05		
LOC IJAV	Final Apch Crs	MEOWW	CAT III Refer to Minimums	CAT II RA 99' DA(H) 768'(100')	Apt Elev 680' TDZE 668'		3400 MSA ARP	
110.5	093°	2300'(1632')						
MISSED APCH: Climb to 1200' then climb to 4000' on heading 085° and outbound on OBK VOR R-124 to GRABL INT/D26.9 OBK/RADAR and hold.								
RNP Apch-GPS from GIBNS		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Special Aircrew & Acft Certification Required. 2. Aircraft not GPS equipped-RADAR required for procedure entry. 3. RADAR or DME required. 4. Simultaneous approach authorized. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 83').								



Gnd speed-Kts	70	90	100	120	140	160	ALSFI-II PAPI	1200'	4000'	on 085° and 113.0	OBK R-124
GS	3.00°	372	478	531	637	849					

TERPS		STRAIGHT-IN LANDING RWY 9R	
CAT III ILS		CAT II ILS	
RVR 6		RA 99' DA(H) 768'(100')	
RVR 6		RVR 12	

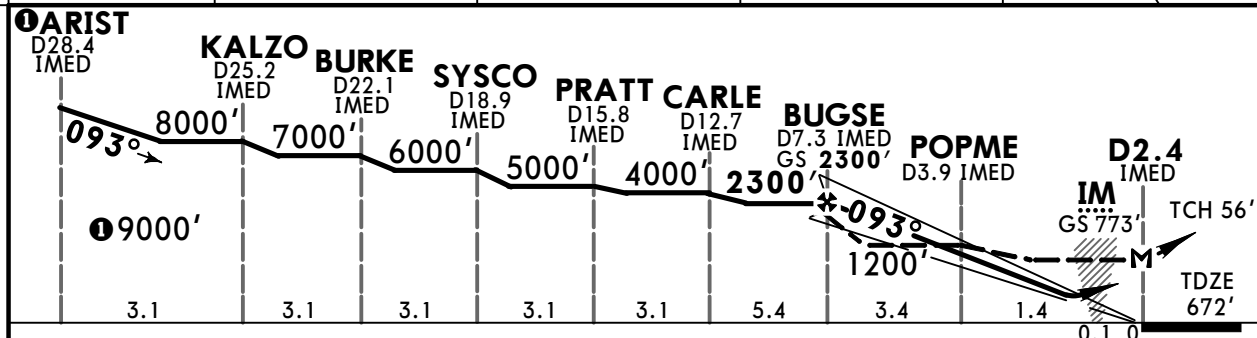
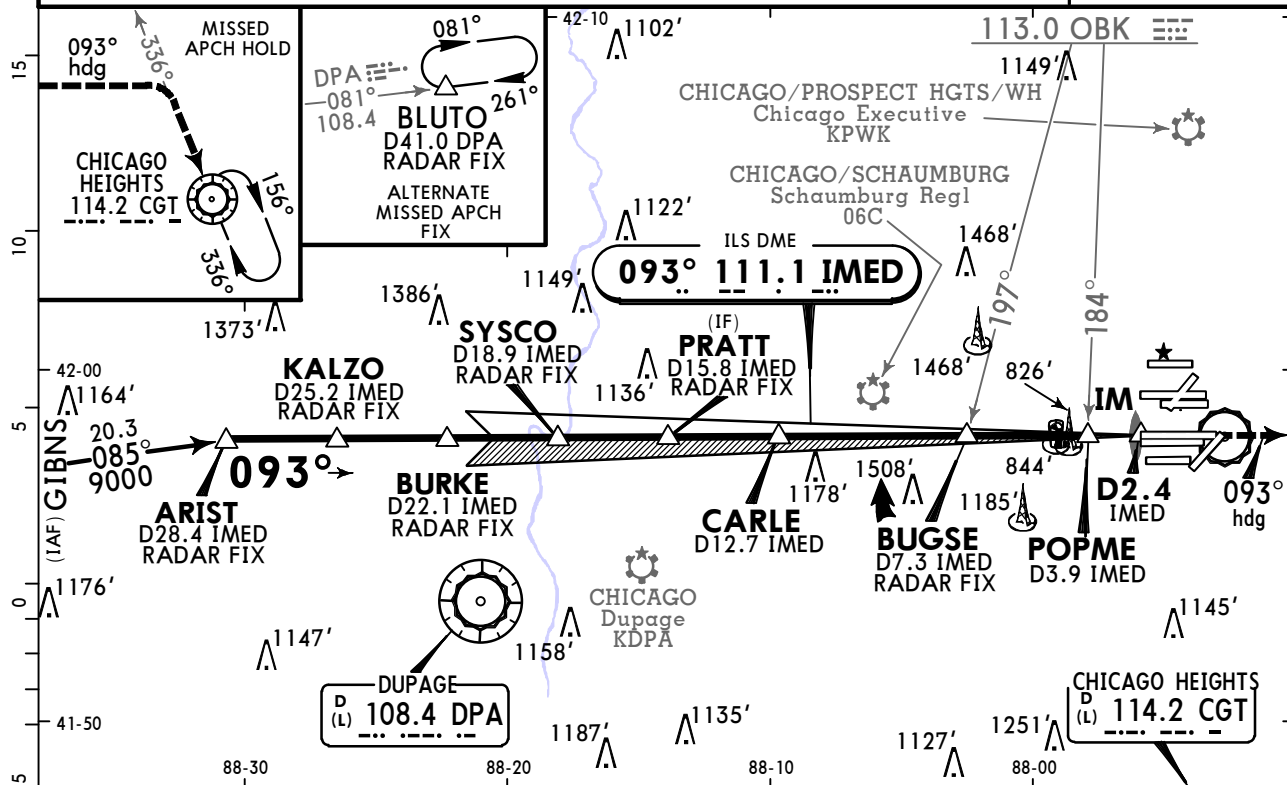
KORD/ORD CHICAGO O'HARE INTL

JEPPESSEN

CHICAGO, ILL ILS or LOC Rwy 10L

30 OCT 20 **(21-5)** Eff 5 Nov

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (South) Rwy 10R/28L
135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0
Ground (Main) Rwy 10C/28C		Ground (North) Rwy 9L/27R			Ground (South)		
121.9		134.15			124.125		
LOC IMED	Final Aptch Crs	BUGSE	ILS DA(H)	Apt Elev 680' TDZE 672'			
111.1	093°	2300' (1628')	872' (200')				
MISSED APCH: Climb to 4000' on heading 093° and inbound on CGT VOR R-336 to CGT VOR and hold.							
From GIBNS: RNAV-1 GPS required. RNAV 1-GPS or Radar required for procedure entry. DME or Radar Required.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Simultaneous approach authorized. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74').							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	4000' ↑ on 093° hdg and CGT 114.2 R-336	CGT 114.2	
GS	3.00°	372	478	531	637	743				849
MAP at D2.4 IMED or BUGSE to MAP	4.9	4:12	3:16	2:56	2:27	2:06				1:50

TERPS						
ILS				LOC (GS out)		
DA(H) 872' (200')				MDA(H) 1080' (408')		MDA(H) 1200' (528')
				2 With POPME		Without POPME
FULL	TDZ/CL out	ALS out		ALS out		ALS out
A						
B		1		RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1
D				RVR 40 or 3/4	RVR 60 or 1/4	RVR 55 or 1
						1/2

1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 Dual VOR receivers or DME required.

TERPS AMEND 19A 3 JAN 2019

KORD/ORD

JEPPesen

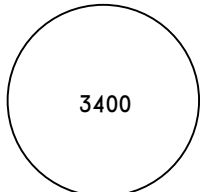
CHICAGO, ILL

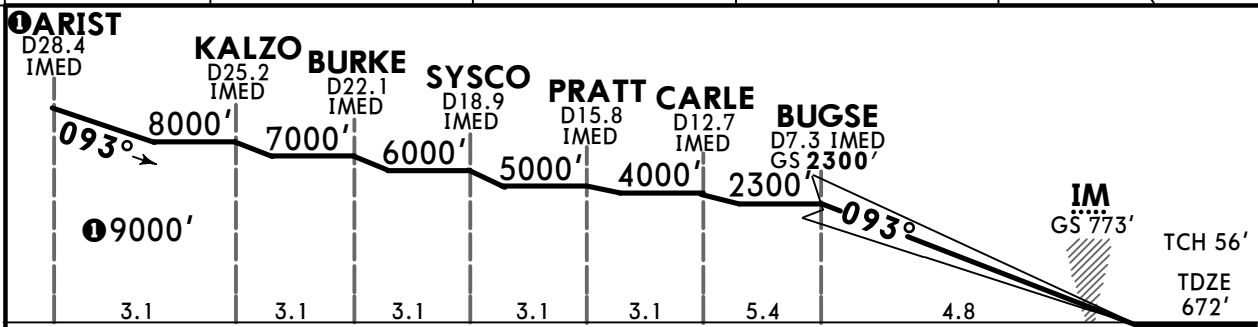
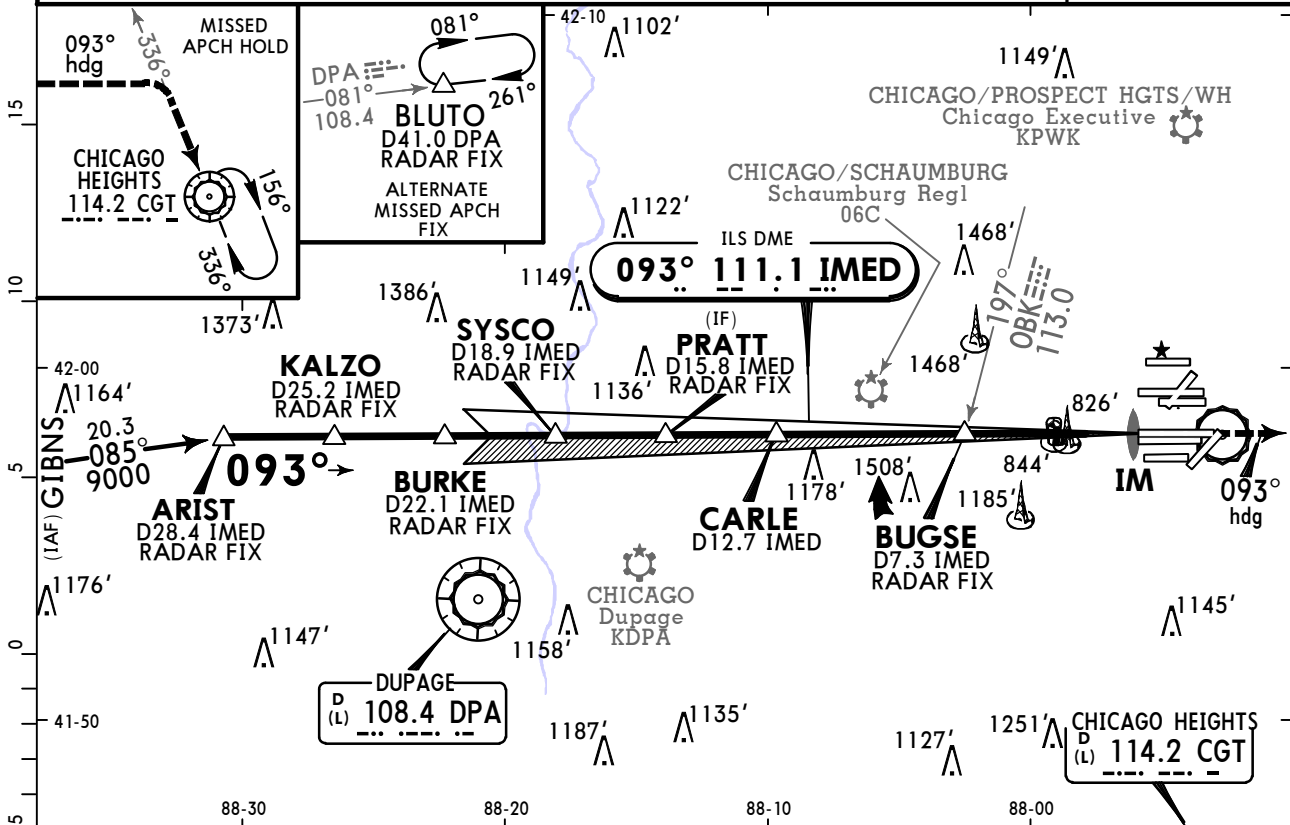
CHICAGO O'HARE INTL

30 OCT 20
Eff 5 Nov

(21-5A)

ILS Rwy 10L CAT II & III

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (South) Rwy 10R/28L
135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0
Ground (Main) Rwy 10C/28C		Ground (North) Rwy 9L/27R				Ground (South)	
121.9		134.15				118.05	
LOC IMED	Final Apch Crs	BUGSE	CAT III Refer to Minimums	CAT II RA 95' DA(H) 772'(100')	Apt Elev 680' TDZE 672'		
111.1	093°	2300'(1628')					
MISSED APCH: Climb to 4000' on heading 093° and inbound on CGT VOR R-336 to CGT VOR and hold.							MSA ARP
From GIBNS: RNAV-1 GPS required. RNAV 1-GPS or Radar required for procedure entry. DME or Radar Required.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74').							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	4000' ↑ on 093° hdg	CGT 114.2 R-336	CGT 114.2
GS	3.00°	372	478	531	637	743				

TERPS		STRAIGHT-IN LANDING RWY 10L	
CAT III ILS		CAT II ILS RA 95' DA(H) 772'(100')	
RVR 6		RVR 12	

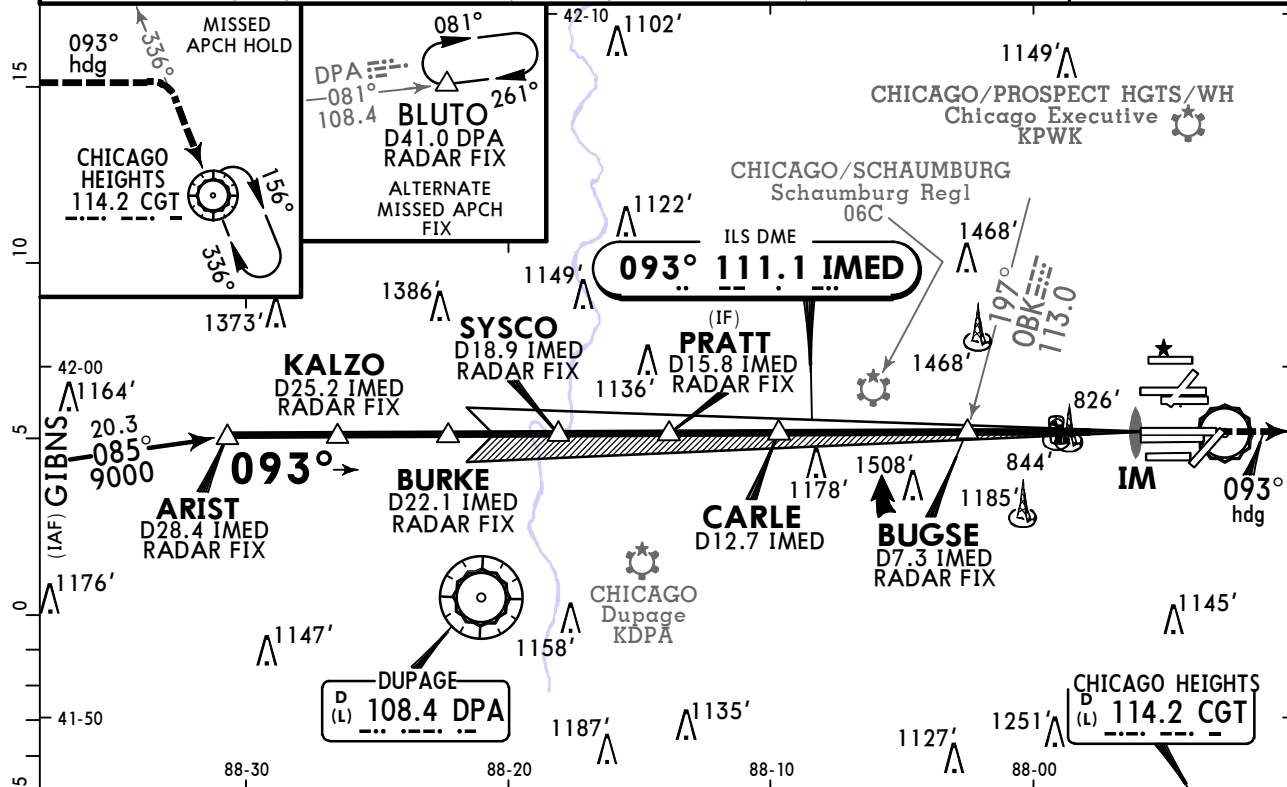
TERPS AMEND 19A 3 JAN 2019

KORD/ORD CHICAGO O'HARE INTL

JEPPESSEN
30 OCT 20
Eff 5 Nov
(21-5B)

CHICAGO, ILL ILS Rwy 10L SA CAT I

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (South) Rwy 10R/28L
	135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0
	Ground (Main) Rwy 10C/28C		Ground (North) Rwy 9L/27R				Ground (South)	
	121.9		134.15		124.125		118.05	
LOC IMED	Final Apch Crs	BUGSE		SA CAT I ILS RA 162'		Apt Elev 680' TDZE 672'		
111.1	093°	2300' (1628')		822' (150')				
MISSED APCH: Climb to 4000' on heading 093° and inbound on CGT VOR R-336 to CGT VOR and hold.							<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>3400</p> <p>MSA ARP</p>	
From GIBNS: RNAV-1 GPS required. RNAV 1-GPS or Radar required for procedure entry. DME or Radar Required.								
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'			
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 74').								



ARIST D28.4 IMED KALZO D25.2 IMED BURKE D22.1 IMED SYSCO D18.9 IMED PRATT D15.8 IMED CARLE D12.7 IMED BUGSE D7.3 IMED IM GS 773'	8000'	7000'	6000'	5000'	4000'	2300'	0.1	0
	3.1	3.1	3.1	3.1	3.1	5.4	4.8	
TCH 56' TDZE 672'								

Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 4000' on heading 093° and CGT 114.2 R-336	CGT 114.2
GS	3.00°	372	478	531	637	849		

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

RVR 14

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

TERPS AMEND 19A 3 JAN 2019

KORD/ORD CHICAGO O'HARE INTL

JEPPesen

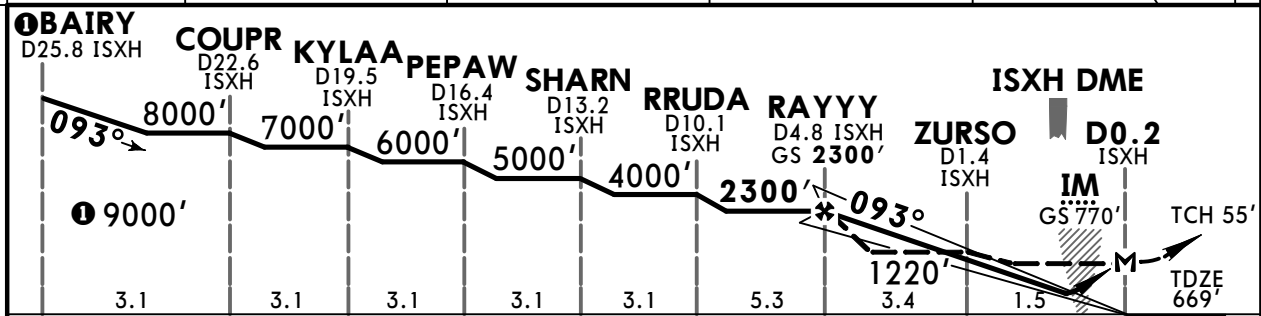
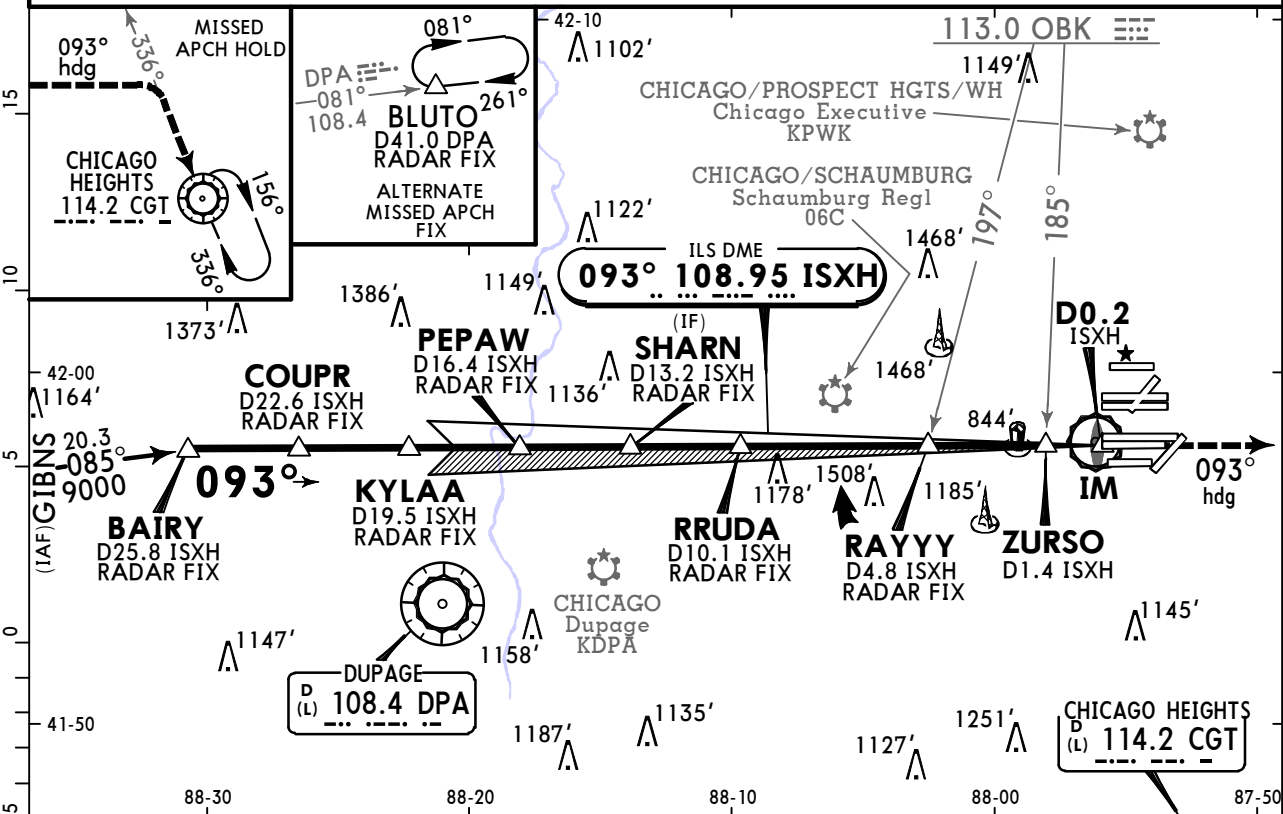
CHICAGO, ILL ILS or LOC Rwy 10C

1 SEP 23

(21-6)

Eff 7 Sep

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (South) Rwy 10R/28L
135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0
Ground (Main) Rwy 10C/28C		Ground (North) Rwy 9L/27R				Ground (South)	
134.15		121.9				118.05	
LOC ISXH	Final Apch Crs	RAYYY	ILS DA(H)	Apt Elev 680'		3400 MSA ARP	
108.95	093°	2300'(1631')	869'(200')	TDZE 669'			
MISSED APCH: Climb to 4000' on heading 093° and inbound on CGT VOR R-336 to CGT VOR and hold.							
From GIBNS: RNAV-1 GPS required. RNAV 1-GPS or Radar required for procedure entry. DME or Radar Required.							
Alt Set: INCHES				Trans level: FL 180		Trans alt: 18000'	
1. Simultaneous approach authorized. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 75').							

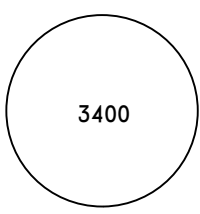


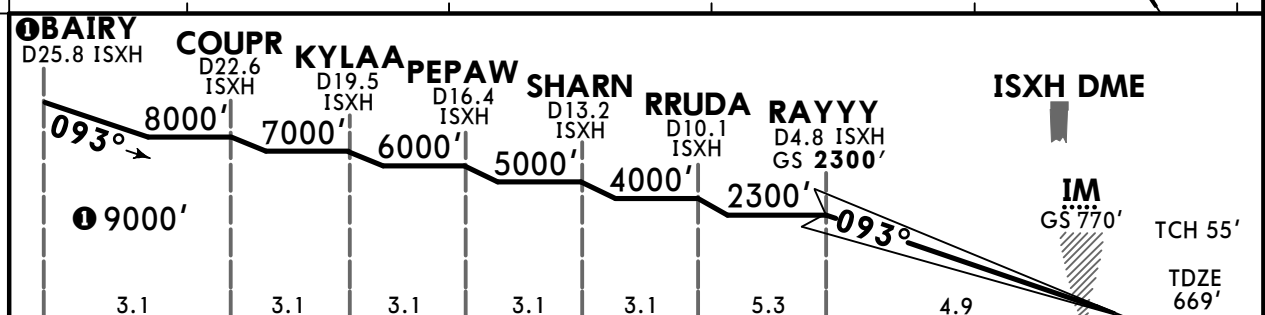
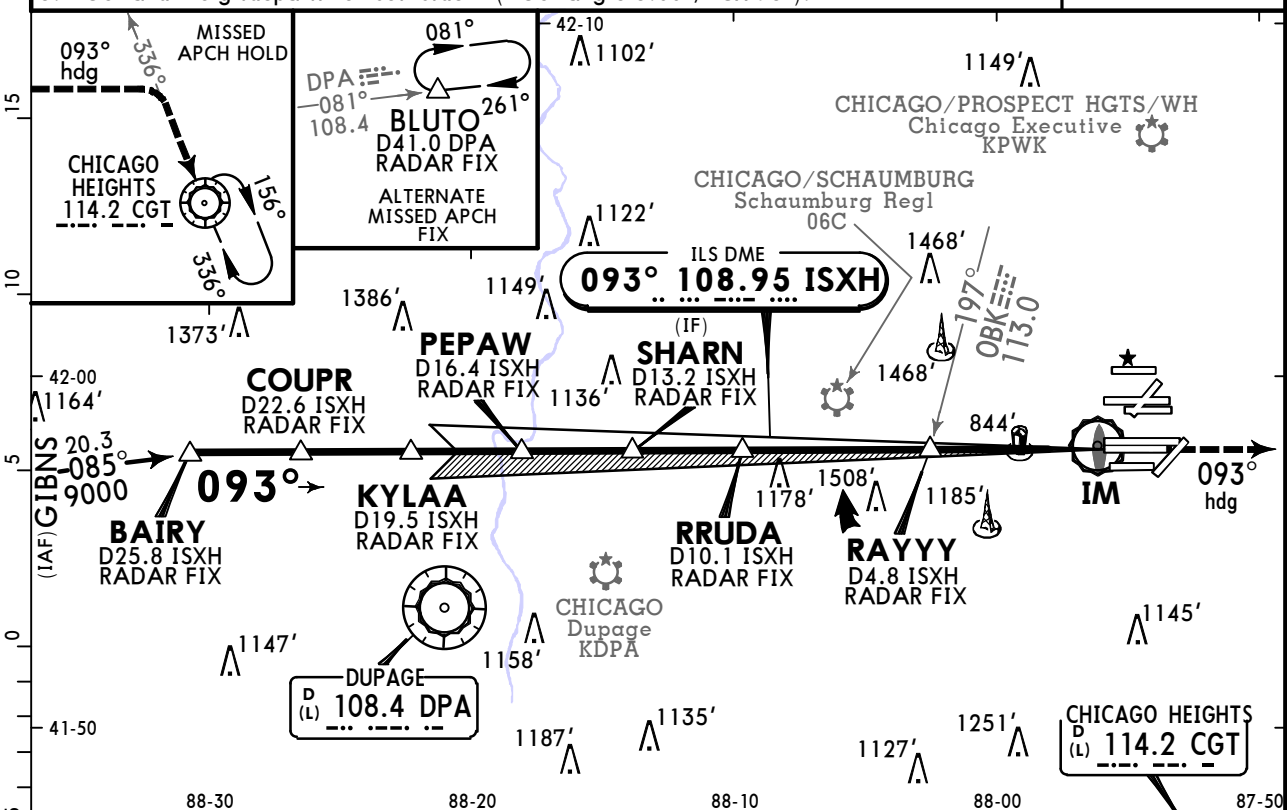
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 4000' on 093° hdg	CGT 114.2	CGT 114.2
GS	3.00°	372	478	531	637	849			
MAP at D0.2 ISXH or RAYYY to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53	PAPI	R-336

	ILS		STRAIGHT-IN LANDING RWY 10C		LOC (GS out)		
	DA(H)	869'(200')	MDA(H)	1100'(431') 2 With ZURSO	MDA(H)	1220'(551') Without ZURSO	
	TDZ/CL out	ALS out		ALS out		ALS out	
A							
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	RVR 24 or 1/2	RVR 50 or 1
C				RVR 40 or 3/4	RVR 60 or 1/4	RVR 60 or 1/4	1 3/4
D							

TERPS AMEND 2A 3 JAN 2019
 1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 Dual VOR receivers or DME required.
 CHANGES: ZURSO formation, chart format. © JEPPesen, 2013, 2023. ALL RIGHTS RESERVED.

KORD/ORD **CHICAGO O'HARE INTL** **30 OCT 20** **JEPPESSEN** **Eff 5 Nov** **(21-6A)** **ILS Rwy 10C CAT II & III** **CHICAGO, ILL**

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (South) Rwy 10R/28L
	135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0
	Ground (Main) Rwy 10C/28C		Ground (North) Rwy 9L/27R				Ground (South)	
	134.15		121.9				118.05	
LOC ISXH	Final Apch Crs	RAYYY	CAT III Refer to Minimums	CAT II RA 102' DA(H) 769'(100')	Apt Elev 680' TDZE 669'			 3400 MSA ARP
MISSED APCH: Climb to 4000' on heading 093° and inbound on CGT VOR R-336 to CGT VOR and hold.								
From GIBNS: RNAV-1 GPS required. RNAV 1-GPS or Radar required for procedure entry. DME or Radar Required.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 75').								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	4000' ↑ on hdg	093° and CGT R-336	CGT 114.2
GS	3.00°	372	478	531	637	743				

TERPS		STRAIGHT-IN LANDING RWY 10C	
CAT III ILS	RVR 6	CAT II ILS RA 102' DA(H) 769'(100')	RVR 12

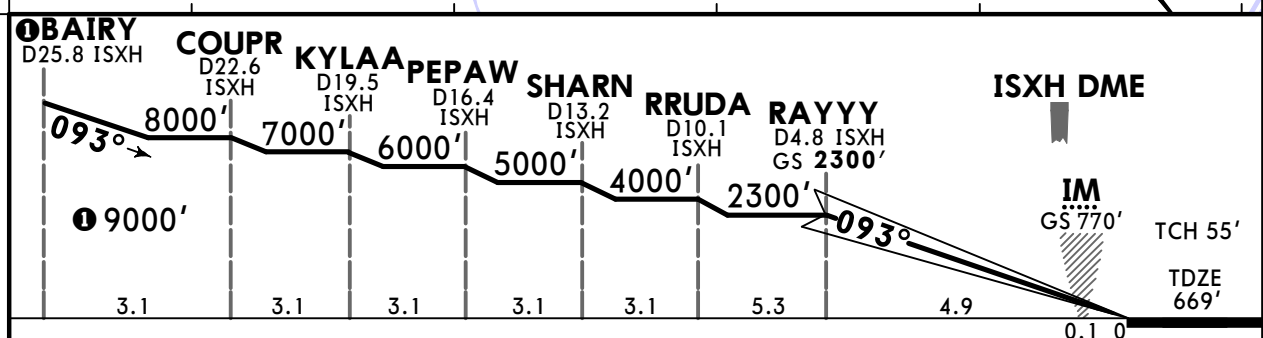
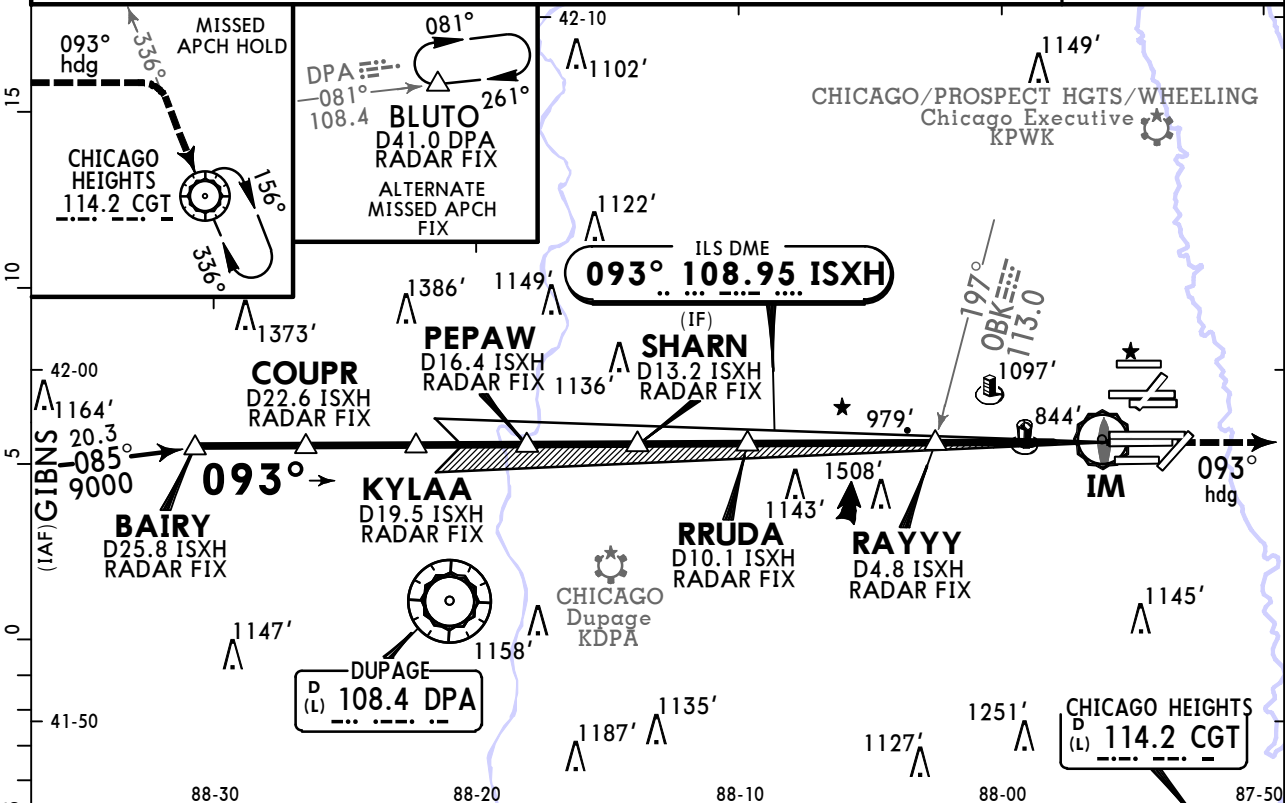
TERPS AMEND 2A 3 JAN 2019
 1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.
 CHANGES: Re-indexed, apt name, chart format. © JEPPESSEN, 2013, 2020. ALL RIGHTS RESERVED.

KORD/ORD CHICAGO O'HARE INTL

JEPPESSEN
30 OCT 20
Eff 5 Nov (21-6B)

CHICAGO, ILL ILS Rwy 10C SA CAT I

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (South) Rwy 10R/28L
	135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0
	Ground (Main) Rwy 10C/28C		Ground (North) Rwy 9L/27R				Ground (South)	
	134.15		121.9		124.125		118.05	
LOC ISXH	Final Apch Crs	RAYYY		SA CAT I ILS RA 148'		Apt Elev 680' TDZE 669'		
108.95	093°	2300' (1631')		DA(H) 819' (150')		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>3400</p> <p>MSA ARP</p>		
MISSED APCH: Climb to 4000' on heading 093° and inbound on CGT VOR R-336 to CGT VOR and hold.								
From GIBNS: RNAV-1 GPS required. RNAV 1-GPS or Radar required for procedure entry. DME or Radar Required.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 75').								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	4000'	↑ on	093°	and	CGT 114.2	CGT 114.2
GS	3.00°	372	478	531	637	849							

TERPS STRAIGHT-IN LANDING RWY 10C
1 SA CAT I ILS
RA 148'
 DA(H) 819' (150')

RVR 14

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

TERPS AMEND 2A 3 JAN 2019

KORD/ORD



CHICAGO, ILL

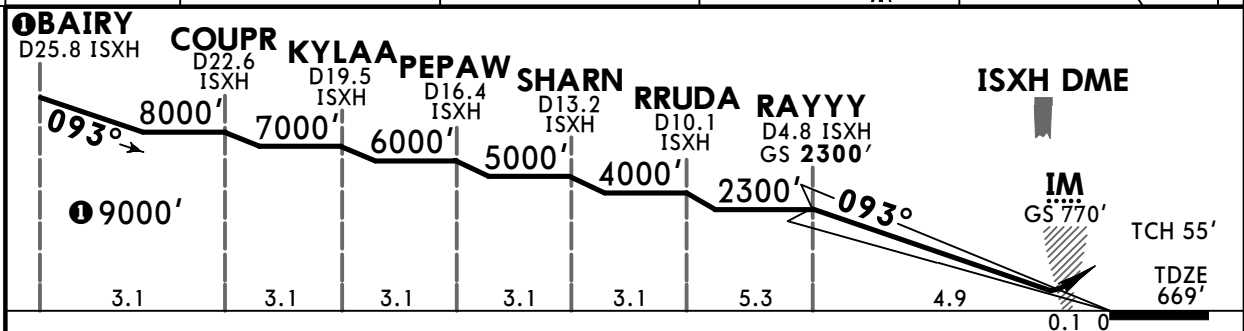
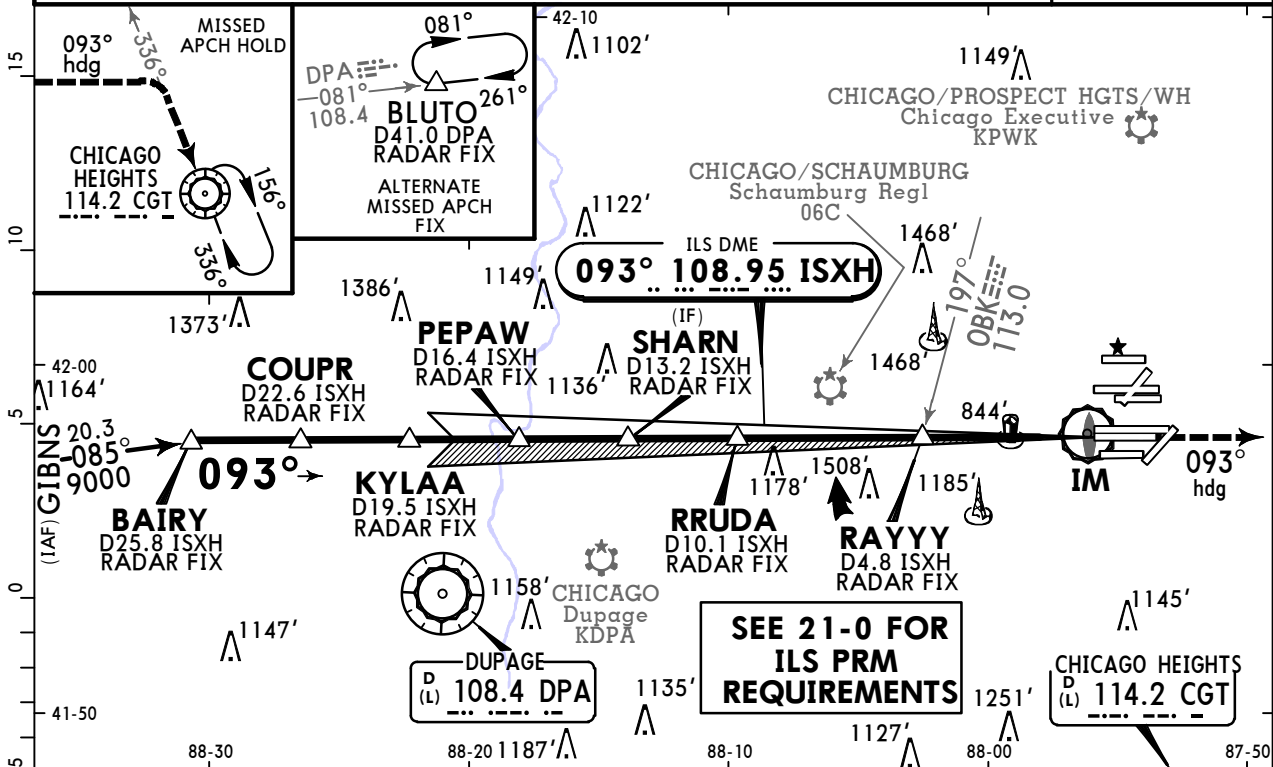
CHICAGO O'HARE INTL

30 OCT 20 **(21-6C)** Eff 5 Nov

ILS PRM Rwy 10C

(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North)	O'HARE Tower (South)
	135.4	119.0	120.75	121.15	126.9	132.7	Rwy 9L/27R	Rwy 10R/28L
	Ground (Main)		Ground (North)				Ground (South)	
	Rwy 10C/28C	134.15	121.9	Rwy 9L/27R				124.125
LOC ISXH	Final Apch Crs	RAYYY		ILS DA(H)		Apt Elev 680'		
108.95	093°	2300' (1631')		869' (200')		TDZE 669'		
MISSED APCH: Climb to 4000' on heading 093° and inbound on CGT VOR R-336 to CGT VOR and hold.								<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>3400</p> <p>MSA ARP</p>
From GIBNS: RNAV-1 GPS required. RNAV 1-GPS or Radar required for procedure entry. DME or Radar Required.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. Dual VHF comm required. 2. Use of Flight Director or Autopilot required during simultaneous operations. 3. See 21-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 4. Simultaneous approach authorized. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 75').								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	4000' on 093° hdg	CGT 114.2	CGT 114.2
GS	372	478	531	637	743	849				

TERPS STRAIGHT-IN LANDING RWY 10C		
ILS DA(H) 869' (200')		
FULL	TDZ/CL out	ALS out
A		
B		
C	RVR 18 or 1/2	RVR 24 or 1/2
D		RVR 40 or 3/4

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

TERPS AMEND 1A 3 JAN 2019

KORD/ORD

JEPPESEN

CHICAGO, ILL

30 OCT 20
Eff 5 Nov

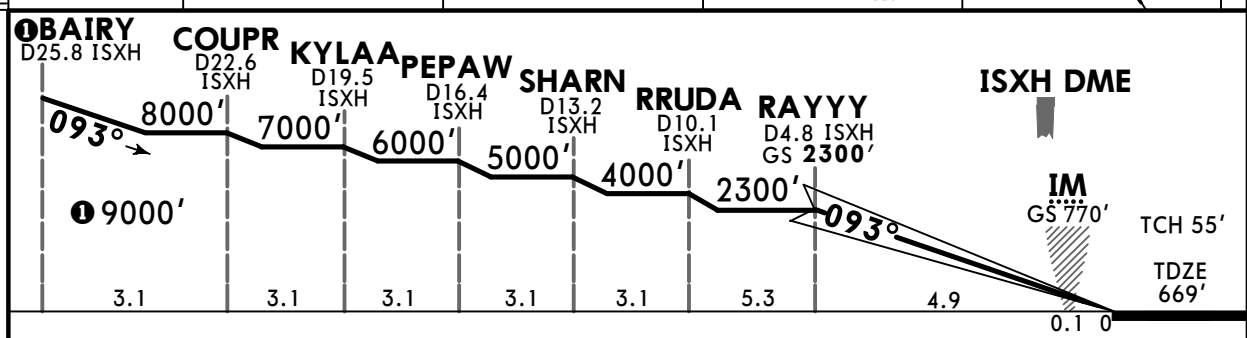
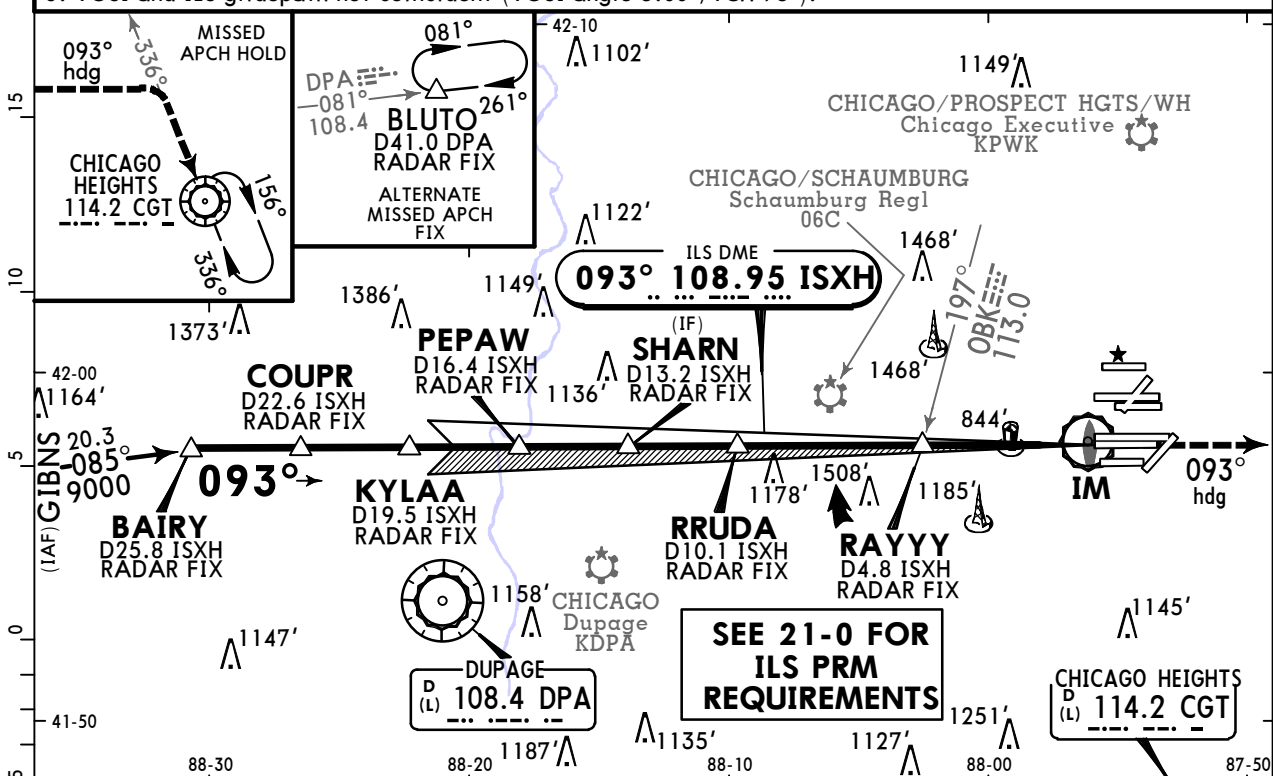
(21-6D) ILS PRM Rwy 10C CAT II & III

CHICAGO O'HARE INTL

(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North)	O'HARE Tower (South)
135.4	119.0	120.75	121.15	126.9	132.7	Rwy 9L/27R 128.15	Rwy 10R/28L 133.0
Ground (Main) Rwy 10C/28C		Ground (North) Rwy 9L/27R				Ground (South)	
134.15		121.9				124.125	
LOC ISXH	Final Apch Crs	RAYYY	CAT III Refer to Minimums	CAT II RA 102' DA(H) 769'(100')	Apt Elev 680' TDZE 669'		3400 MSA ARP
108.95	093°	2300'(1631')					
MISSED APCH: Climb to 4000' on heading 093° and inbound on CGT VOR R-336 to CGT VOR and hold.							
From GIBNS: RNAV-1 GPS required. RNAV 1-GPS or Radar required for procedure entry. DME or Radar Required.							
Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'	
1. Special Aircrew & Acft Certification Required. 2. Dual VHF comm required. 3. Use of Flight Director or Autopilot required during simultaneous operations. 4. See 21-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 5. Simultaneous approach authorized. 6. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 75').							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 4000'	↑ on 093° hdg and 114.2 R-336	CGT 114.2	CGT 114.2
GS	3.00°	372	478	531	637	743				

TERPS		STRAIGHT-IN LANDING RWY 10C	
CAT III ILS		CAT II ILS RA 102' DA(H) 769'(100')	
RVR 6		RVR 12	

RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.
CHANGES: Re-indexed, apt name, chart format. © JEPPESEN, 2015, 2020. ALL RIGHTS RESERVED.

TERPS AMEND 1A 3 JAN 2019

KORD/ORD



CHICAGO, ILL

CHICAGO O'HARE INTL

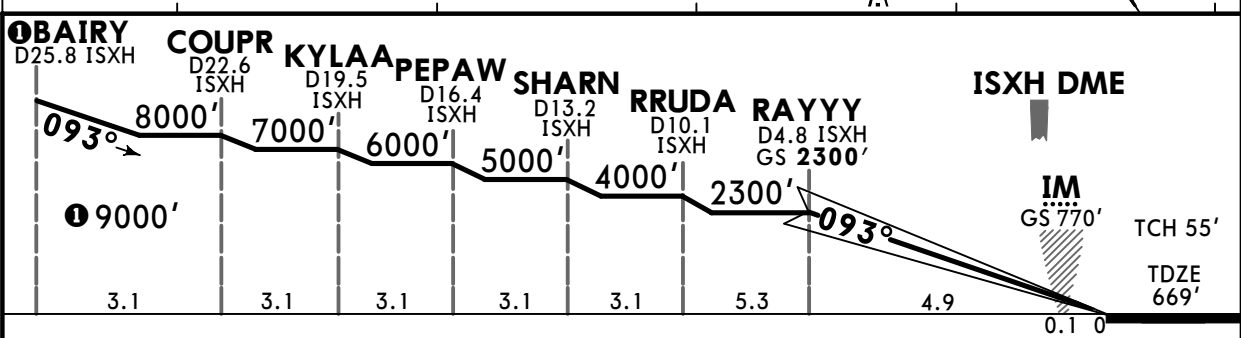
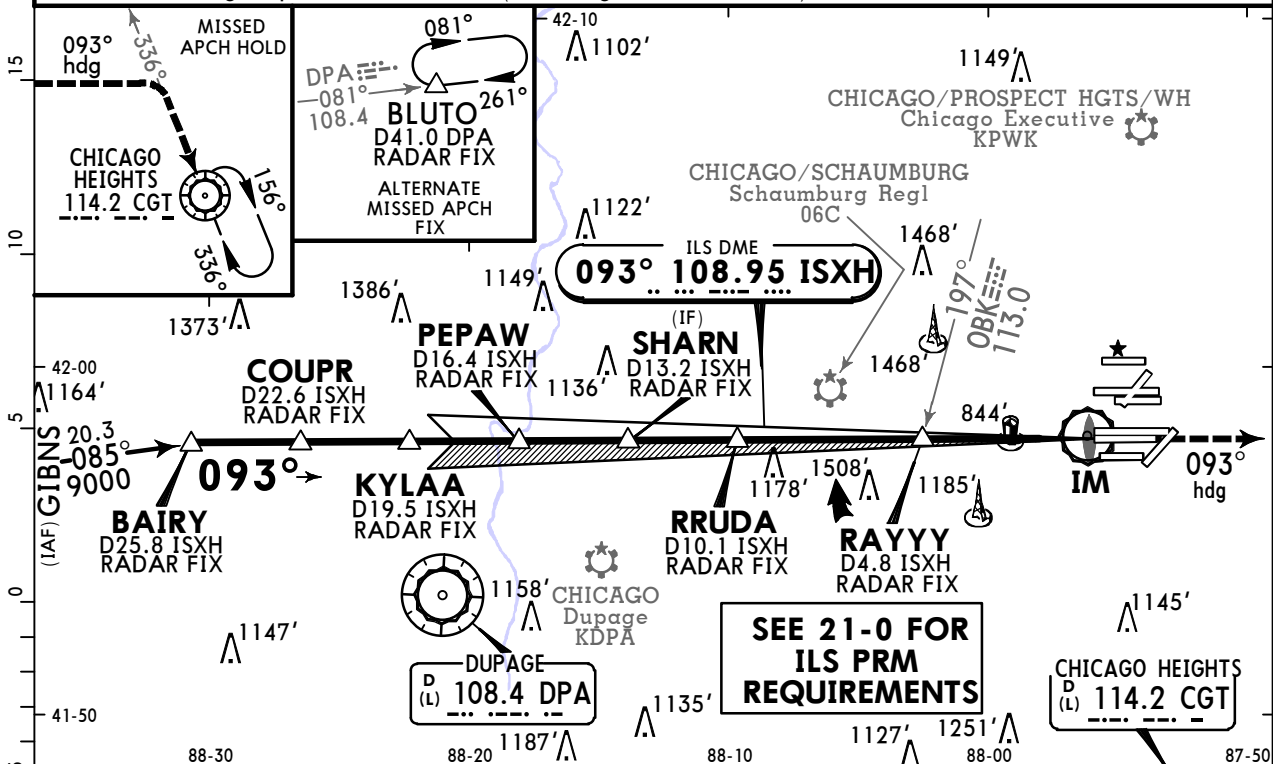
30 OCT 20
Eff 5 Nov

(21-6E)

ILS PRM Rwy 10C SA CAT I

(SIMULTANEOUS CLOSE PARALLEL)

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE Tower (Main) 120.75 121.15 126.9 132.7 Monitor Frequency 119.625				O'HARE Tower (North) Rwy 9L/27R 128.15	O'HARE Tower (South) Rwy 10R/28L 133.0
Ground (Main) Rwy 10C/28C 134.15		Ground (North) Rwy 9L/27R 124.125		Ground (South) 118.05			
LOC ISXH 108.95	Final Apch Crs 093°	RAYYY 2300' (1631')	SA CAT I ILS RA 148' DA(H) 819' (150')	Apt Elev 680' TDZE 669'			
MISSED APCH: Climb to 4000' on heading 093° and inbound on CGT VOR R-336 to CGT VOR and hold.							
From GIBNS: RNAV-1 GPS required. RNAV 1-GPS or Radar required for procedure entry. DME or Radar Required.							
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
1. Special Aircrew & Acft Certification Required. 2. Dual VHF comm required. 3. See 21-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 4. Simultaneous approach authorized. 5. Use of Flight Director or Autopilot required during simultaneous operations. 6. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 75').							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 	4000' ↑ on 093° hdg and 114.2 CGT R-336	CGT 114.2
GS	3.00°	372	478	531	637	849			

TERPS STRAIGHT-IN LANDING RWY 10C
SA CAT I ILS
RA 148'
 DA(H) **819'**(150')

RVR 14

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

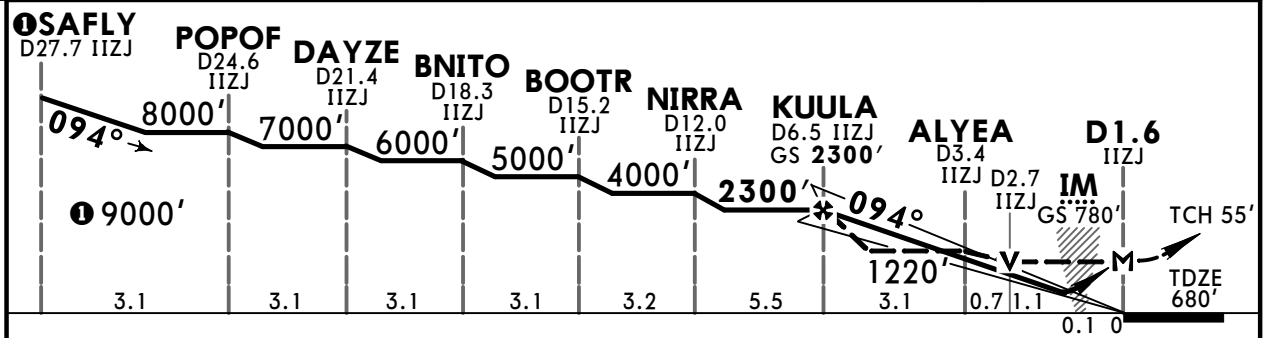
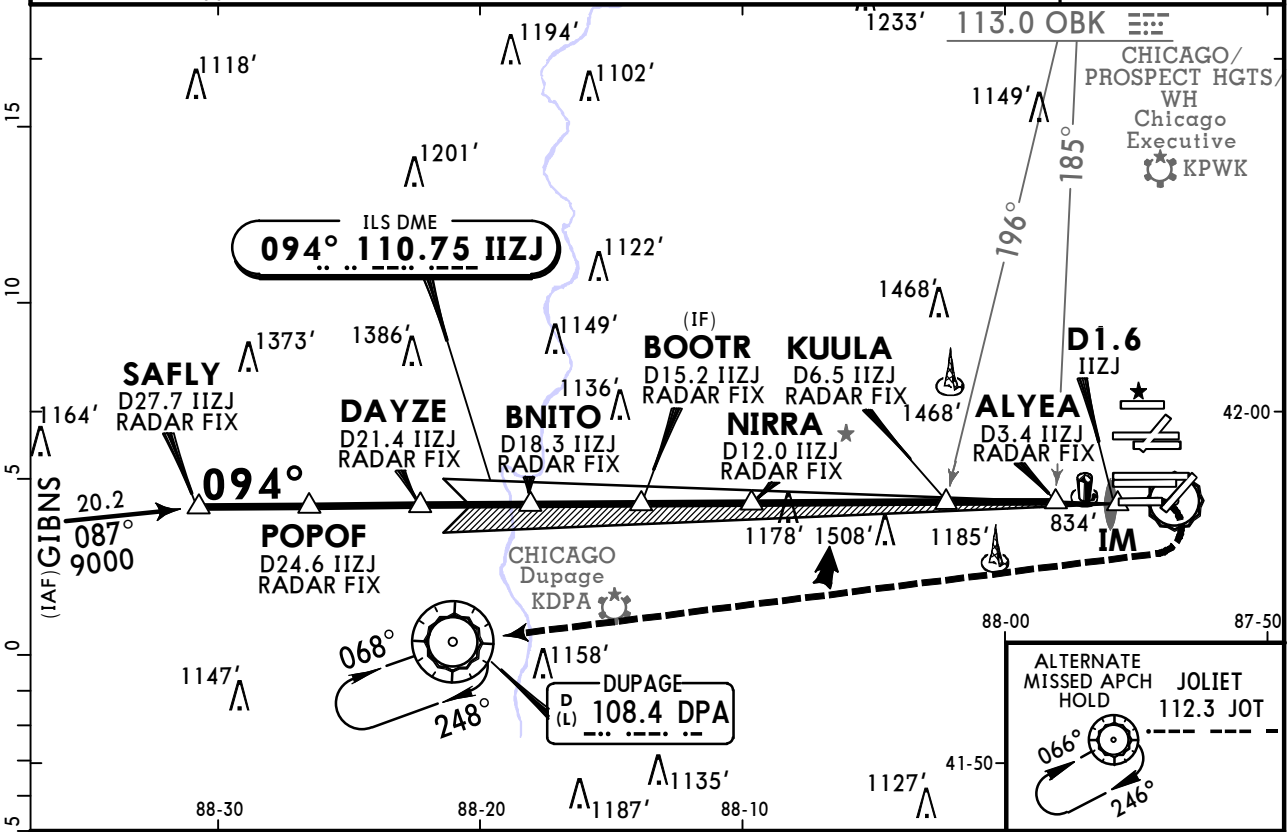
TERPS AMEND 1A 3 JAN 2019

KORD/ORD
CHICAGO O'HARE INTL

JEPESEN
30 OCT 20
Eff 5 Nov (21-7)

CHICAGO, ILL
ILS Z or LOC Z Rwy 10R

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (South) Rwy 10R/28L	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	133.0	120.75	121.15	126.9	132.7	128.15
Ground (Main) Rwy 10C/28C		Ground (North) Rwy 9L/27R			Ground (South)		
121.9		134.15			118.05		
LOC IIZJ	Final Apch Crs	KUULA	ILS DA(H)	Apt Elev 680'			
110.75	094°	2300' (1620')	880' (200')	TDZE 680'			
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' direct DPA VOR and hold.							3400
From GIBNS: RNAV-1 GPS required. RNAV 1-GPS or Radar required for procedure entry. DME or Radar Required.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
Simultaneous approach authorized.							
							MSA ARP

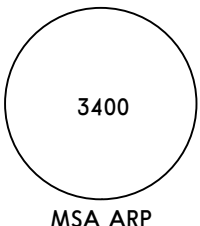


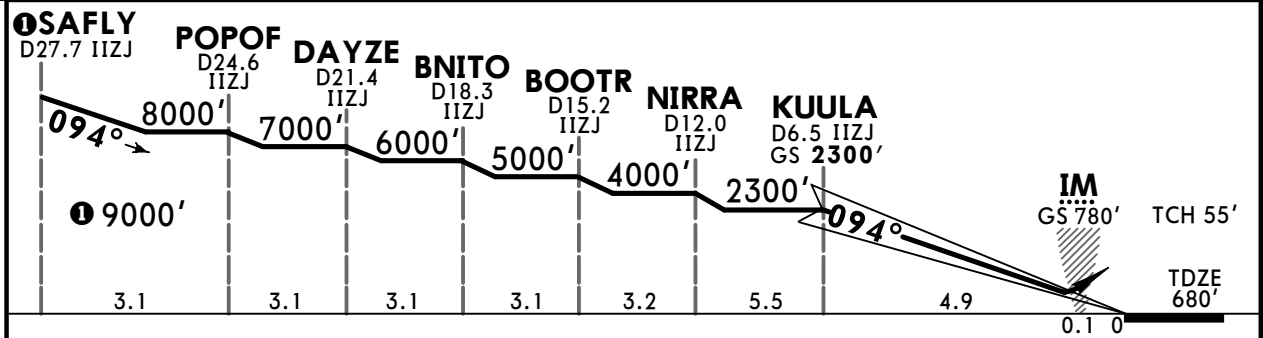
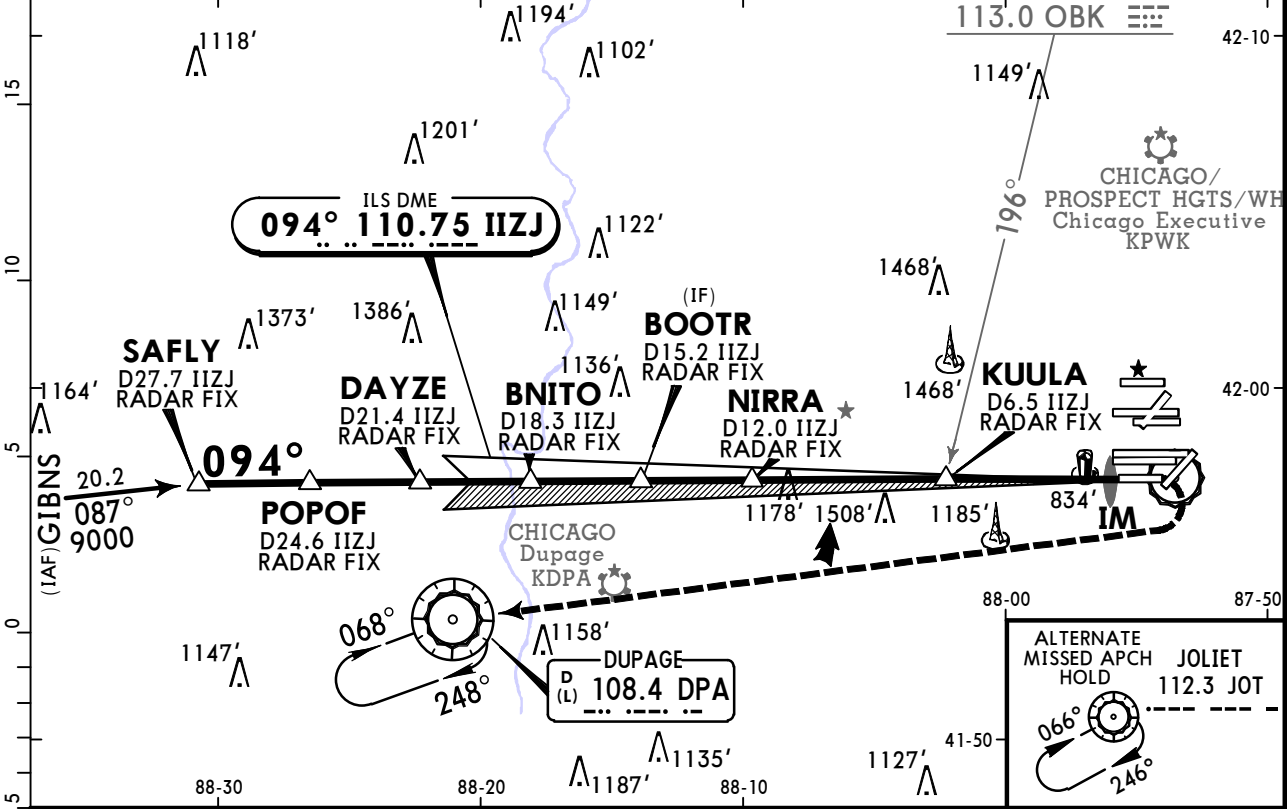
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1200'	4000'	D	DPA 108.4
GS	3.00°	372	478	531	637	743					
MAP at D1.6 IIZJ or KUULA to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50	↑	RT		

TERPS STRAIGHT-IN LANDING RWY 10R											
ILS						LOC (GS out)					
DA(H) 880' (200')						MDA(H) 1100' (420')					
FULL		TDZ/CL out		ALS out		ALS out					
A											RVR 50 or 1
B	RVR 18		RVR 24		RVR 40		RVR 24				RVR 60 or 1/4
C	or 1/2		or 1/2		or 3/4		or 1/2				
D											
I RVR 18 with Flight Director or Autopilot or HUD to DA.											

TERPS AMEND 0B 3 JAN 2019

KORD/ORD **JEPPESSEN** **CHICAGO, ILL**
CHICAGO O'HARE INTL **Eff 5 Nov** **(21-7A)** **ILS Z Rwy 10R CAT II & III**

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (South) Rwy 10R/28L	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	133.0	120.75	121.15	126.9	132.7	128.15
Ground (Main) Rwy 10C/28C			Ground (North) Rwy 9L/27R			Ground (South)	
121.9			134.15			124.125	
LOC IIZJ	Final Apch Crs	KUULA	CAT III Refer to Minimums	CAT II RA 110'	Apt Elev 680'		
110.75	094°	2300' (1620')		DA(H)780' (100')	TDZE 680'		
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' direct DPA VOR and hold.							
From GIBNS: RNAV-1 GPS required. RNAV 1-GPS or Radar required for procedure entry. DME or Radar Required.							
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'		
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized.							MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1200'	4000'	D	DPA 108.4
GS	3.00°	372	478	531	637	743					

TERPS		STRAIGHT-IN LANDING RWY 10R	
CAT III ILS		CAT II ILS RA 110' DA(H) 780'(100')	
RVR 6		RVR 12	

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.

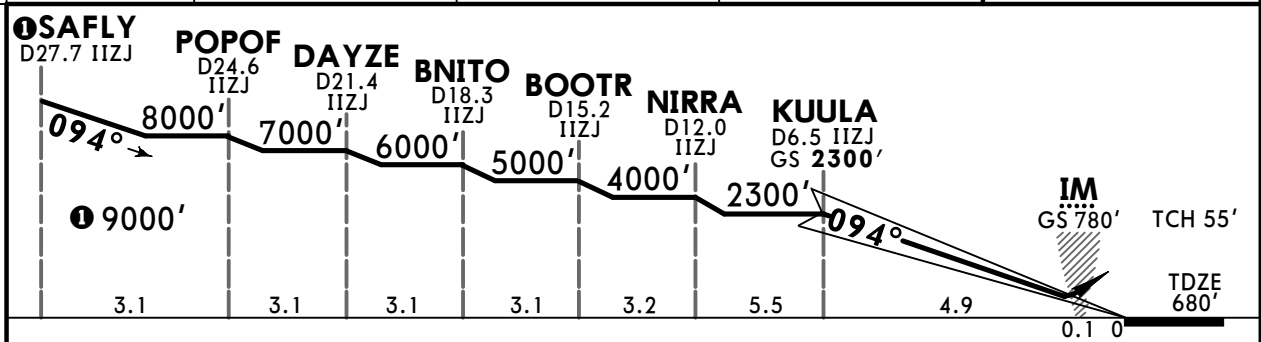
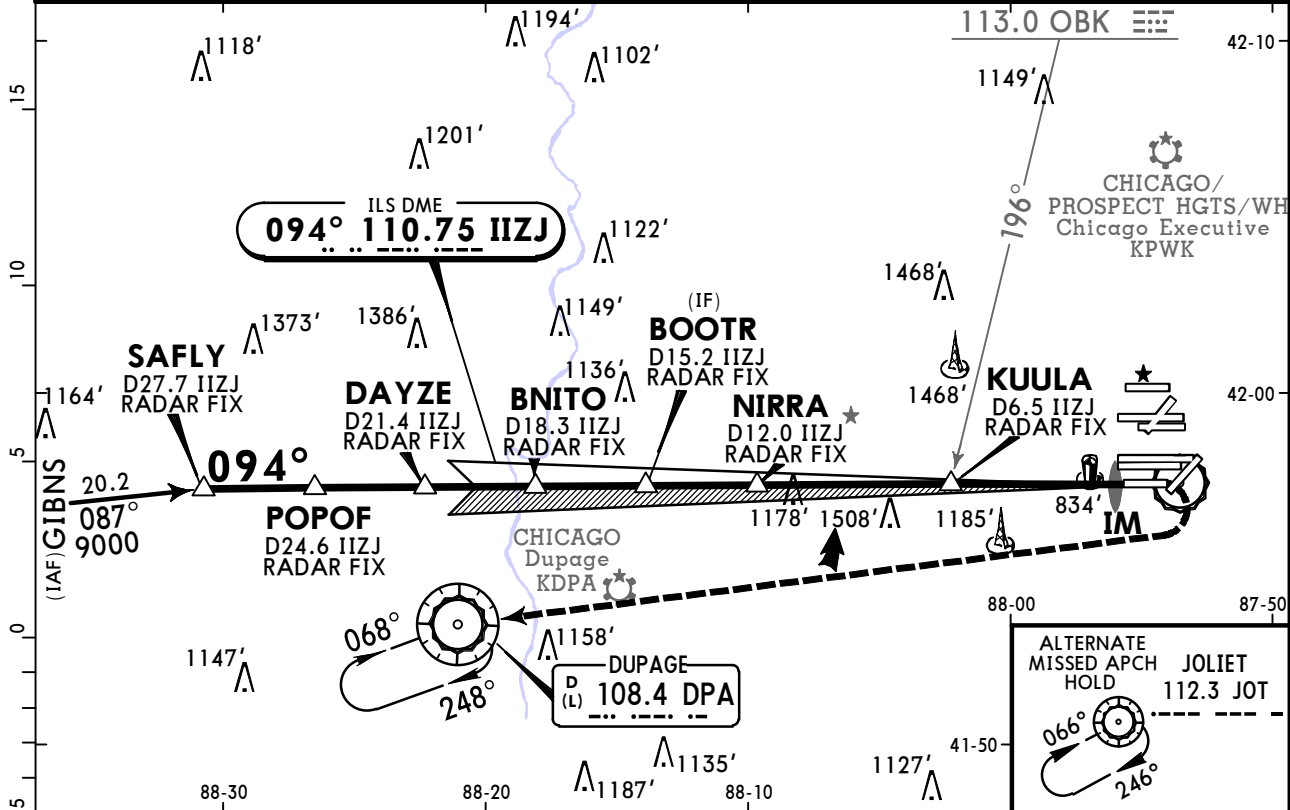
TERPS AMEND 0B 3 JAN 2019

KORD/ORD
CHICAGO O'HARE INTL

JEPESEN
30 OCT 20
Eff 5 Nov **(21-7B)**

CHICAGO, ILL
ILS Z Rwy 10R SA CAT I

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (South) Rwy 10R/28L	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	133.0	120.75	121.15	126.9	132.7	128.15
Ground (Main) Rwy 10C/28C		Ground (North) Rwy 9L/27R			Ground (South)		
121.9		134.15			118.05		
LOC IIZJ	Final Apch Crs	KUULA	SA CAT I ILS RA 165'		Apt Elev 680'		<p>3400 MSA ARP</p>
110.75	094°	2300' (1620')	DA(H)830' (150')		TDZE 680'		
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' direct DPA VOR and hold.							
From GIBNS: RNAV-1 GPS required. RNAV 1-GPS or Radar required for procedure entry. DME or Radar Required.							
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1200'	4000'	D→	DPA 108.4
GS	3.00°	372	478	531	637	849					

TERPS STRAIGHT-IN LANDING RWY 10R
SA CAT I ILS
RA 165'
 DA(H) **830'**(150')

RVR 14

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

TERPS AMEND OB 3 JAN 2019

KORD/ORD

CHICAGO O'HARE INTL

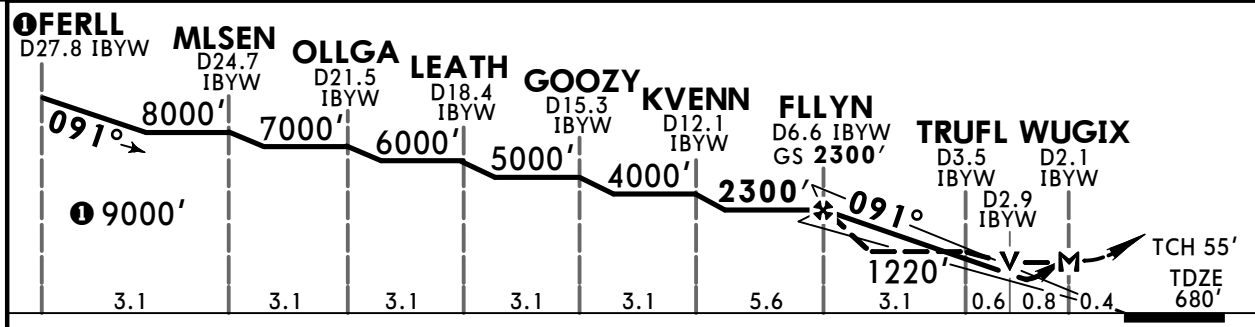
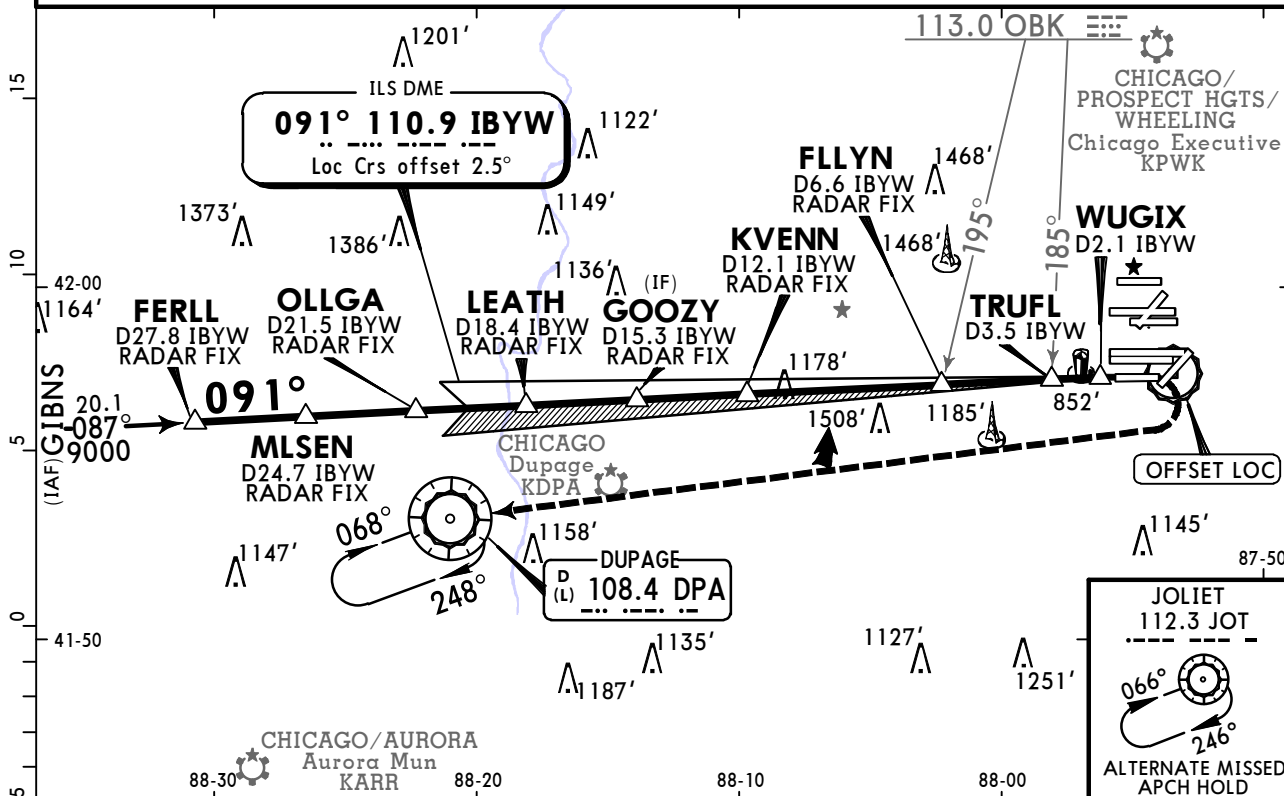
16 APR 21

(21-8)

CHICAGO, ILL
ILS Y or LOC Y Rwy 10R



BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (South) Rwy 10R/28L	O'HARE Tower (Main)			O'HARE Tower (North) Rwy 9L/27R	
	135.4	119.0	133.0	120.75	121.15	126.9	132.7	128.15
	Ground (Main) Rwy 10C/28C		Ground (North) Rwy 9L/27R			Ground (South)		
	121.9		134.15		124.125		118.05	
LOC IBYW	Final Apch Crs	FLLYN		ILS DA(H)	Apt Elev 680'		<p>3400</p> <p>MSA ARP</p>	
110.9	091°	2300' (1620')		930' (250')	TDZE 680'			
<p>MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' direct DPA VOR and hold.</p> <p>From GIBNS: RNAV-1 GPS required. RNAV 1-GPS or Radar required for procedure entry. DME or Radar Required.</p>								
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		



Gnd speed-Kts	70	90	100	120	140	160	ALS F II	1200'	4000'	DPA
GS	3.00°	372	478	531	637	849				
MAP at WUGIX or FLLYN to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41	↑	RT	→

TERPS							STRAIGHT-IN LANDING RWY 10R			
ILS			LOC (GS out)							
DA(H) 930' (250')			MDA(H) 1120' (440')		MDA(H) 1220' (540')					
			With TRUFL		Without TRUFL					
FULL		TDZ/CL out	ALS out		ALS out		ALS out		ALS out	
A					RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1		
B	RVR 24 or 1/2		RVR 40 or 3/4							
C					RVR 40 or 3/4	RVR 60 or 1/4	RVR 55 or 1	1 1/2		
D										

Dual VOR receivers or DME required.

TERPS AMEND OD 3 JAN 2019

KORD/ORD



CHICAGO, ILL

CHICAGO O'HARE INTL

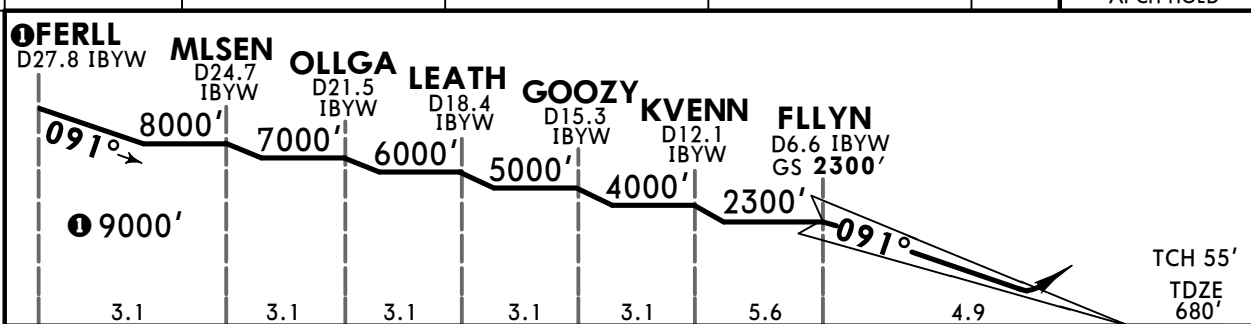
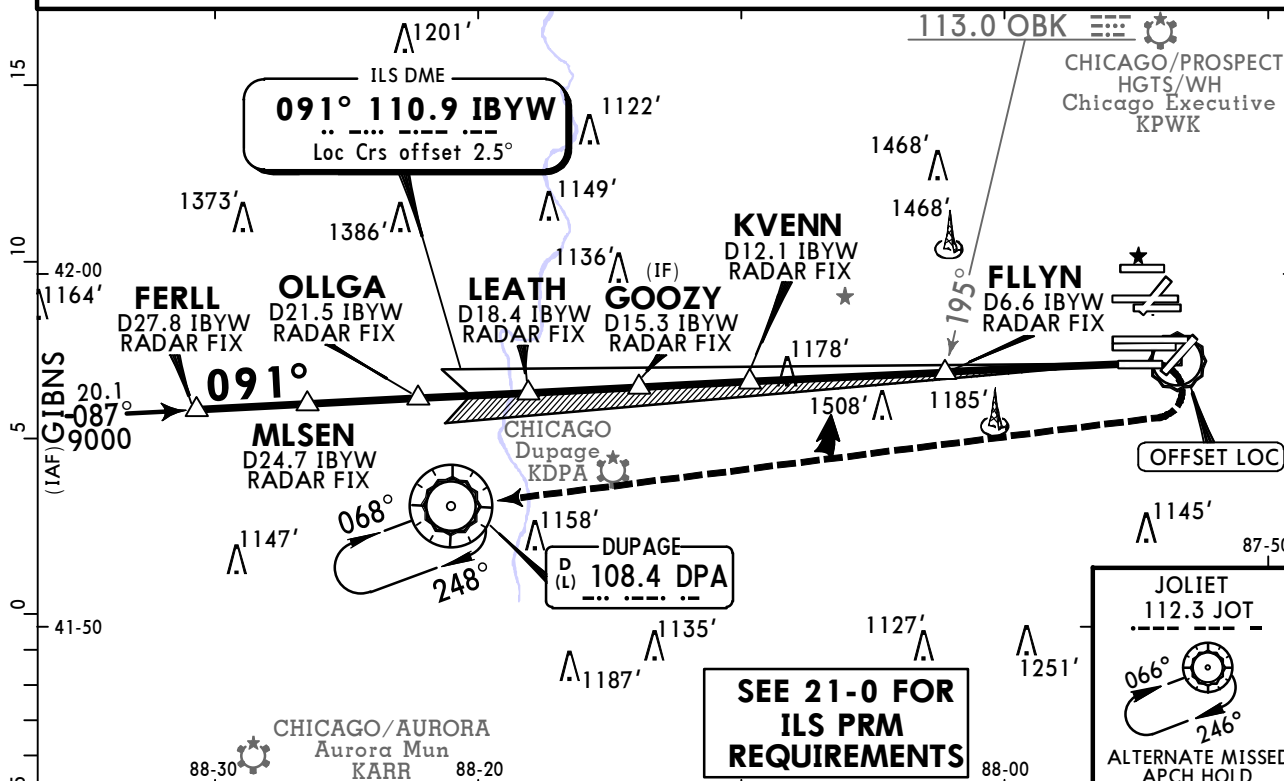
16 APR 21

21-9

ILS PRM Y Rwy 10R
(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (South) Rwy 10R/28L	O'HARE Tower (Main)			O'HARE Tower (North) Rwy 9L/27R	
	135.4	119.0	133.0	120.75	121.15	126.9	132.7	128.15
	Ground (Main) Rwy 10C/28C			Ground (North) Rwy 9L/27R			Ground (South)	
	121.9	134.15	124.125			118.05		
	LOC IBYW	Final Apch Crs	FLLYN	ILS DA(H)	Apt Elev 680'		3400	
	110.9	091°	2300' (1620')	930' (250')	TDZE 680'			
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' direct DPA VOR and hold.								
From GIBNS: RNAV-1 GPS required. RNAV 1-GPS or Radar required for procedure entry. DME or Radar Required.								
Alt Set: INCHES				Trans level: FL 180		Trans alt: 18000'		

1. Dual VHF comm required. 2. See 21-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 3. Use of Flight Director or Autopilot required during simultaneous operations. 4. Simultaneous approach authorized.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1200'	4000'	DPA 108.4
GS	3.00°	372	478	531	637	849		↑	↪ RT	

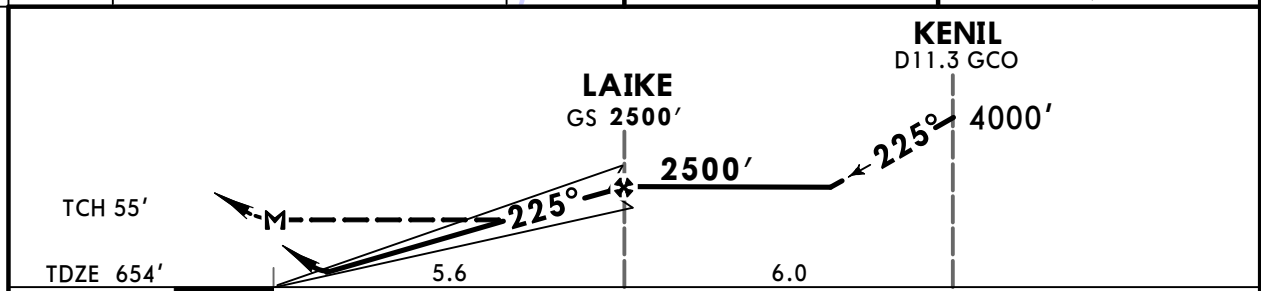
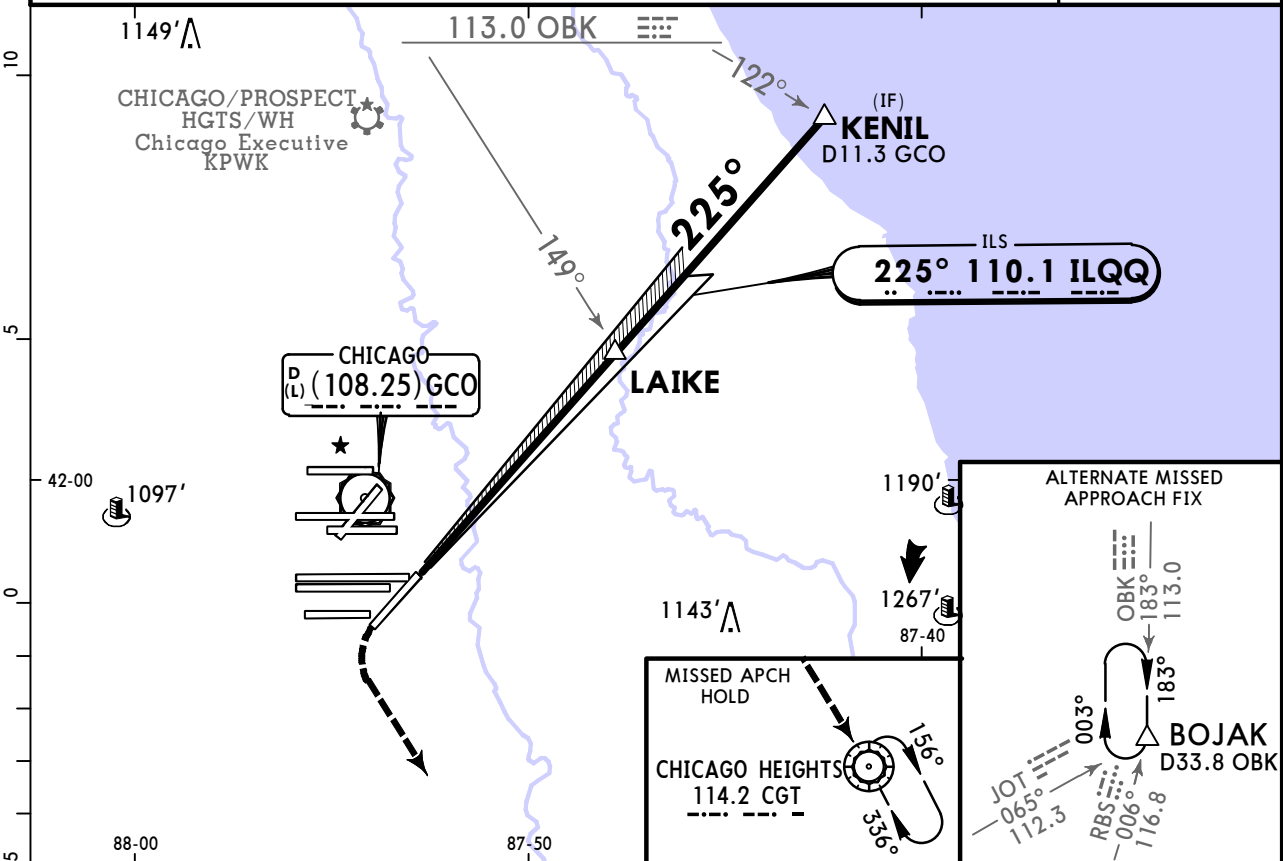
TERPS AMEND 0D 3 JAN 2019	TERPS			STRAIGHT-IN LANDING RWY 10R		
	FULL			ILS DA(H) 930' (250')		
	TDZ/CL out			ALS out		
	A	RVR 24 or 1/2			RVR 40 or 3/4	
B						
C						
D						

KORD/ORD CHICAGO O'HARE INTL

19 MAR 21 **(21-10)**

CHICAGO, ILL ILS or LOC Rwy 22L

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (South) Rwy 10R/28L					
	135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0					
	Ground (Main) Rwy 10C/28C		Ground (North)				Ground (South)						
	121.9		134.15		124.125		118.05						
	LOC ILQQ	Final Apch Crs	LAIKE	ILS DA(H)	Apt Elev 680'	MSA ARP							
110.1						225°		2500' (1846')		854' (200')		TDZE 654'	
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct CGT VOR and hold.										3400			
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'							
1. Radar required for procedure entry. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°, TCH 73').													



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1100'	4000'	D	CGT 114.2
GS	3.00°	372	478	531	637	849					
LAIKE to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06	PAPI	↑	LT	

	STRAIGHT-IN LANDING RWY22L			CIRCLE-TO-LAND	
	ILS			LOC (GS out)	
	DA(H) 854' (200')			MDA(H) 1120' (466')	
	FULL	TDZ/CL out	RAIL/ALS out	RAIL/ALS out	
A				RVR 24 or 1/2	RVR 50 or 1
B					
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2
D					

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

CHANGES: Amendment.

TERPS AMEND 7A 25 MAR 2021

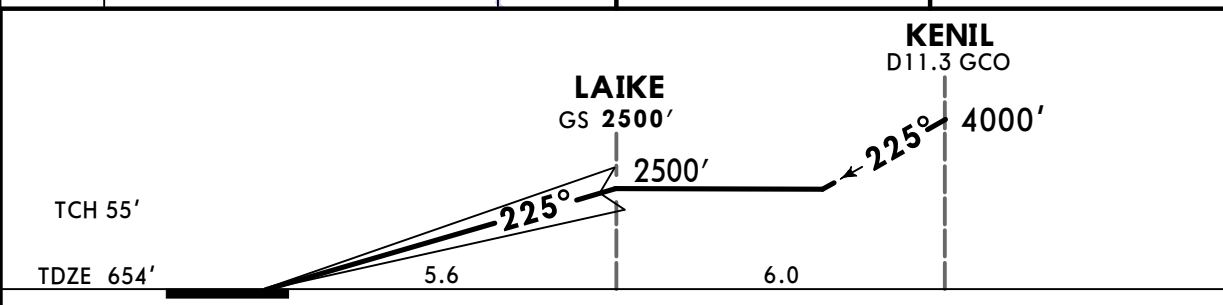
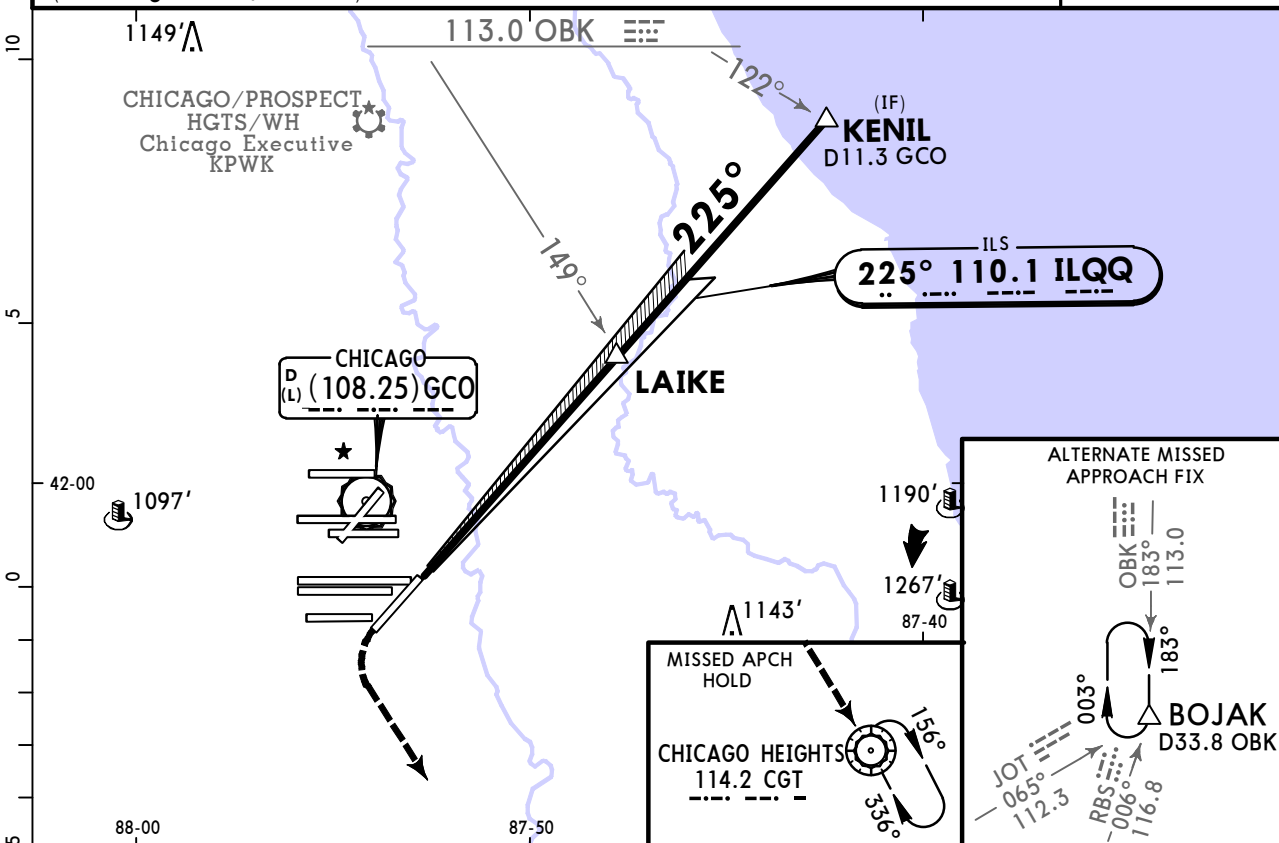
KORD/ORD CHICAGO O'HARE INTL

19 MAR 21

(21-10A)

CHICAGO, ILL ILS Rwy 22L SA CAT I

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (South) Rwy 10R/28L
	135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0
	Ground (Main) Rwy 10C/28C		Ground (North)				Ground (South)	
	121.9	134.15	124.125				118.05	
LOC ILQQ	Final Apch Crs	LAIKE	SA CAT I ILS RA 164'		Apt Elev 680'		3400 MSA ARP	
110.1	225°	2500' (1846')	DA(H) 804' (150')		TDZE 654'			
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct CGT VOR and hold.								
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
1. Special Aircrew & Acft Certification Required. 2. Radar required for procedure entry. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°, TCH 73').								



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1100'	4000'	D	CGT 114.2
GS	3.00°	372	478	531	637	743					

TERPS
STRAIGHT-IN LANDING RWY 22L
SA CAT I ILS
RA 164'
DA(H) 804' (150')

RVR 16

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

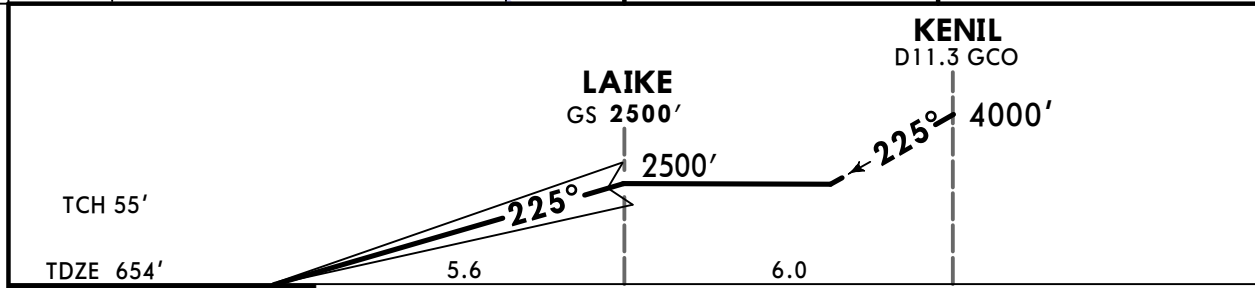
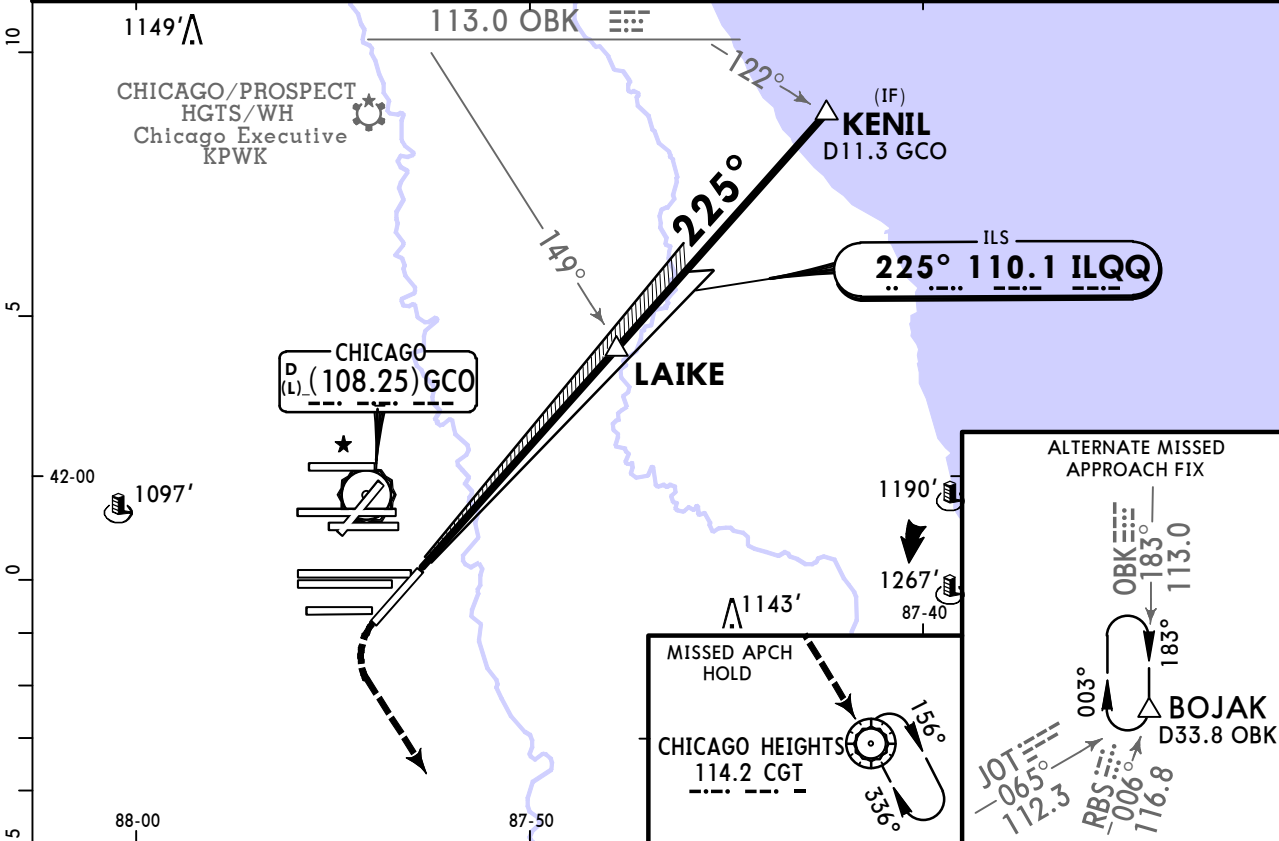
TERPS AMEND 7A 25 MAR 2021

KORD/ORD CHICAGO O'HARE INTL

19 MAR 21 **21-10B**

CHICAGO, ILL ILS Rwy 22L SA CAT II

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (South) Rwy 10R/28L
	135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0
	Ground (Main) Rwy 10C/28C		Ground (North)				Ground (South)	
	121.9	134.15	124.125				118.05	
LOC ILQQ 110.1	Final Apch Crs 225°	LAIKE 2500' (1846')	SA CAT II ILS RA 112' DA(H) 754' (100')		Apt Elev 680' TDZE 654'		3400 MSA ARP	
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct CGT VOR and hold.								
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			
1. Special Aircrew & Acft Certification Required. 2. Radar required for procedure entry. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°, TCH 73').								



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1100'	4000'	D →	CGT 114.2
GS	3.00°	372	478	531	637	743		849	↑		

TERPS
STRAIGHT-IN LANDING RWY 22L
SA CAT II ILS
RA 112'
DA(H) **754'**(100')

RVR 12

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

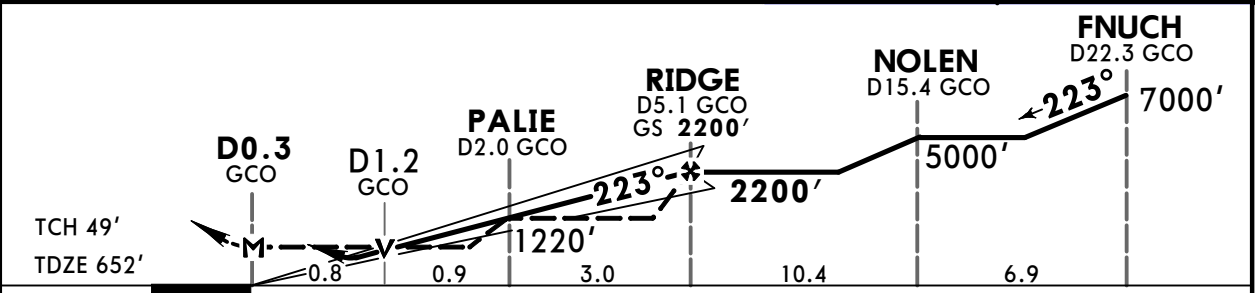
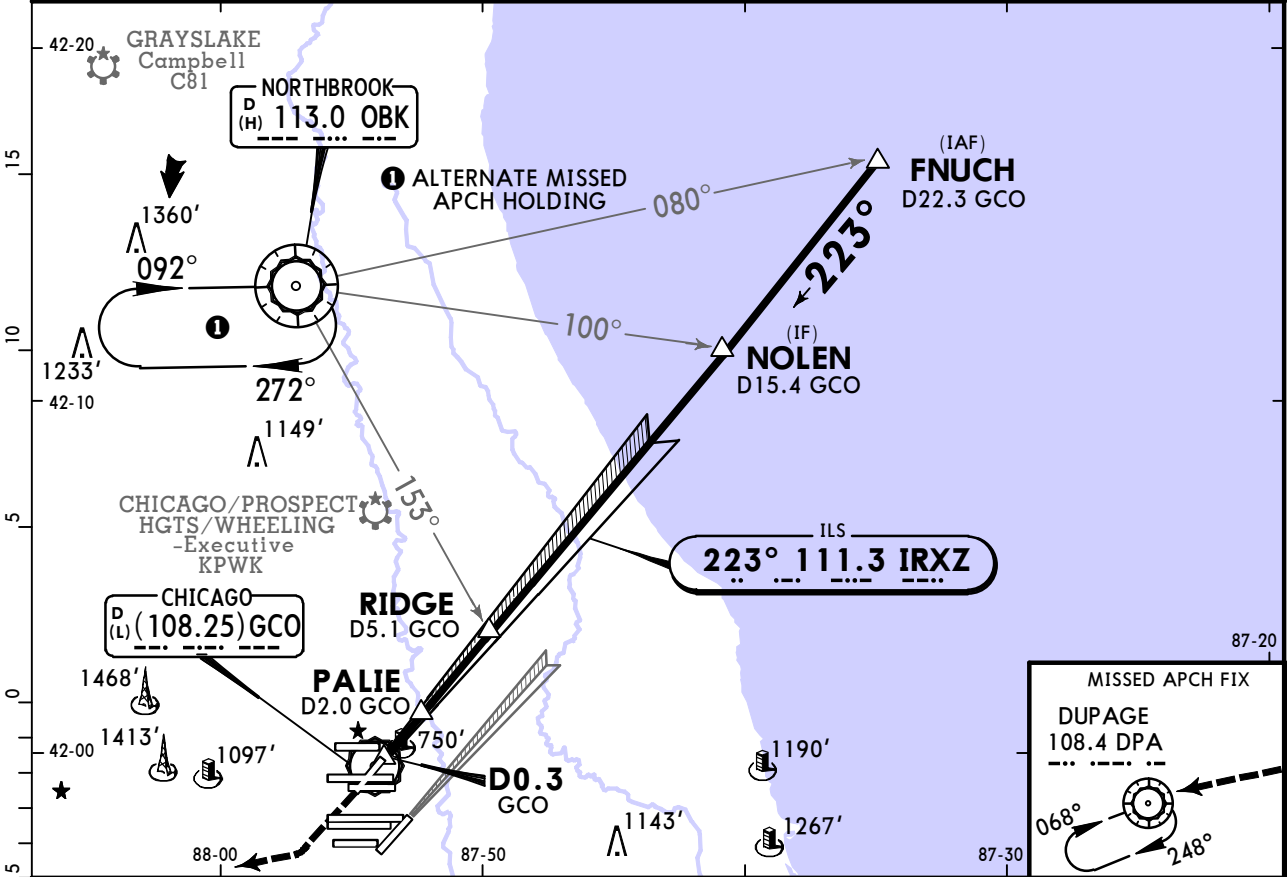
TERPS AMEND 7A 25 MAR 2021

KORD/ORD CHICAGO O'HARE INTL

JEPPESSEN
6 AUG 21 (21-11) Eff 12 Aug

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	O'HARE Tower (South) Rwy 10R/28L
	135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0
	Ground (Main) Rwy 10C/28C		Ground (North)				Ground (South)	
	121.9	134.15	124.125				118.05	
LOC IRXZ 111.3	Final Apch Crs 223°	RIDGE 2200' (1548')	ILS DA(H) 852' (200')	Apt Elev 680' TDZE 652'		3400 MSA ARP		
MISSED APCH: 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. Radar required for procedure entry. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI Angle 3.00°, TCH 69').								



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1300'	4000'	DPA 108.4
GS	3.00°	372	478	531	637	849				
MAP at D0.3 GCO or RIDGE to MAP	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)				CIRCLE-TO-LAND	
	DA(H)	TDZ/CL out	RAIL/ALS out	MDA(H) 980'(328')	MDA(H) 1220'(568')		CIRCLE-TO-LAND		
	852'(200')			1 With PALIE	Without PALIE		C		
							1 With PALIE		
							Without PALIE		
A				RVR 24	RVR 24	RVR 50	90	1220'(540')-1	1220'(540')-1
B	RVR 18	RVR 24	RVR 40	or 1/2	or 1/2	or 1	120	1220'(540')-1	1220'(540')-1
C	or 1/2	or 1/2	or 3/4	RVR 26	RVR 50		140	1220'(540')-1 1/2	1220'(540')-1 5/8
D				or 1/2	or 1		165	1460'(780')-2 1/2	1460'(780')-2 1/2

1 DME from GCO VOR. 2 RVR 18 with Flight Director or Autopilot or HUD to DA.
CHANGES: Procedure. © JEPPESSEN, 1997, 2021. ALL RIGHTS RESERVED.

KORD/ORD CHICAGO O'HARE INTL

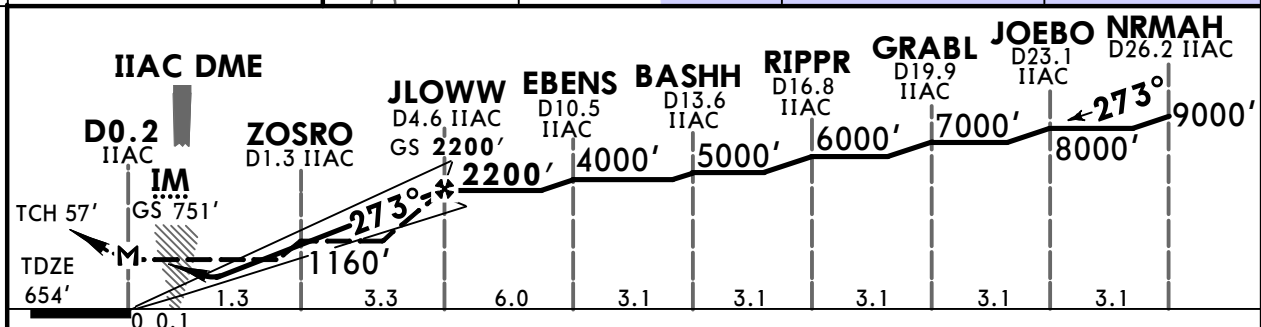
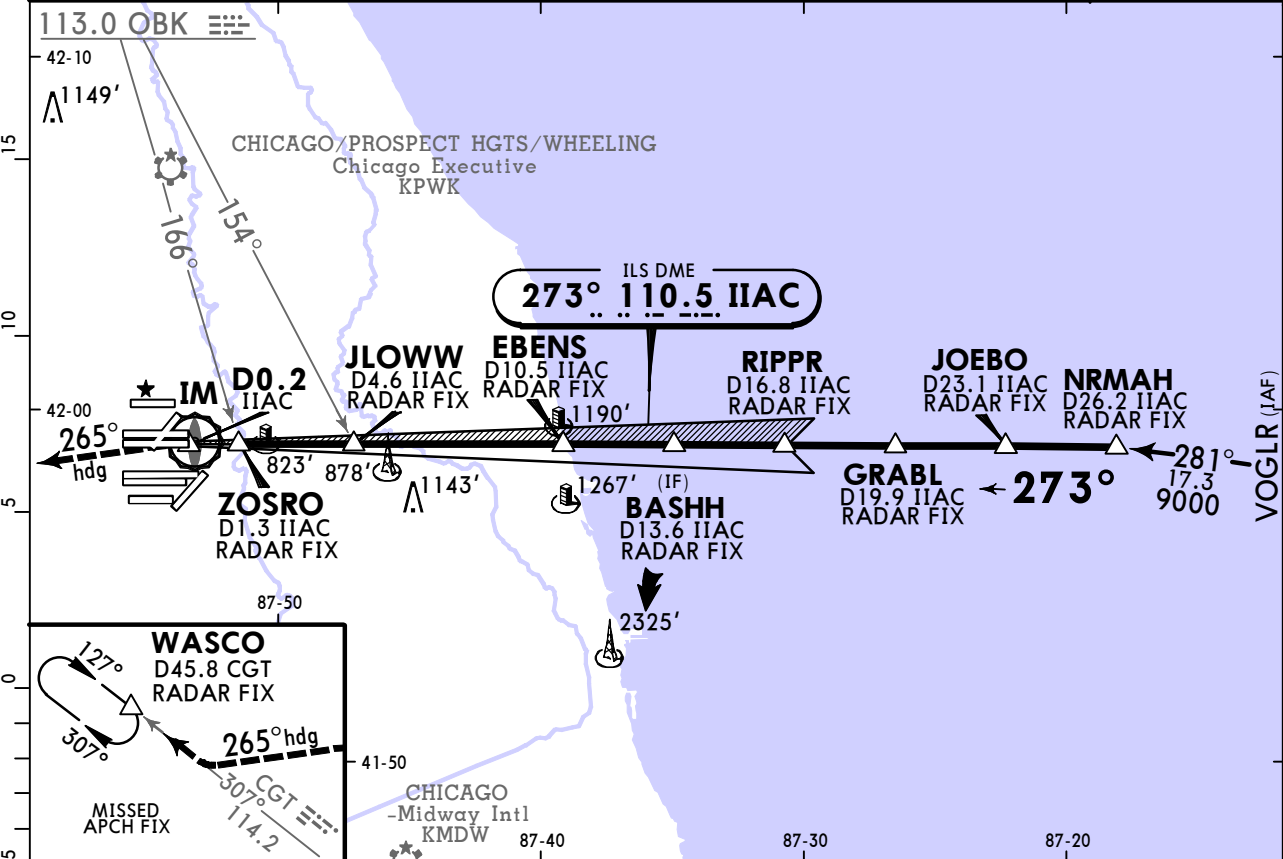


CHICAGO, ILL

8 JUL 22 (21-12) Eff 14 Jul

ILS or LOC Rwy 27L

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	Rwy 9R/27L Rwy 22R	Rwy 4R/22L Rwy 10C/28C	Rwy 9C/27C	Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L	O'HARE Tower
	135.4	119.0	126.9	120.75	121.15	128.15	132.7	133.0	
	Ground (Main)			Ground (North)			Ground (South)		
	121.9			124.125			118.05		
LOC IAC	Final Apch Crs	JLOWW	ILS DA(H)	Apt Elev 680'		TDZE 654'		3400 MSA ARP	
110.5	273°	2200' (1546')	854' (200')						
MISSED APCH: Climb to 1200' then climb to 4000' on heading 265° and outbound on CGT VOR R-307 to WASCO INT/D45.8 CGT/RADAR and hold.									
RNP Apch-GPS from VOGLR Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Aircraft not GPS equipped-RADAR required for procedure entry. 2. DME or RADAR required. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 78').									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1200'	4000'	265°	CGT	
GS	3.00°	372	478	531	637	849		↑	↑	hdg	on	114.2
MAP at D0.2 IIAC or JLOWW to MAP	4.7	4:02	3:08	2:49	2:21	2:01		1:46				R-307

TERPS				STRAIGHT-IN LANDING RWY27L			
ILS				LOC (GS out)			
DA(H) 854' (200')				MDA(H) 1080' (426')		MDA(H) 1160' (506')	
				2 With ZOSRO		Without ZOSRO	
FULL		TDZ/CL out	ALS out	ALS out		ALS out	
A		1		RVR 24	RVR 50	RVR 24	RVR 50
B	RVR 18	RVR 24	RVR 40	or 1/2	or 1	or 1/2	or 1
C	or 1/2	or 1/2	or 3/4	RVR 40	RVR 60	RVR 55	1 3/8
D				or 3/4	or 1/4	or 1	

1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 Dual VOR receivers or DME required.
 CHANGES: Procedures. © JEPPesen, 1997, 2022. ALL RIGHTS RESERVED.

TERPS AMEND 33 14 JUL 2022

KORD/ORD

JEPPESEN

CHICAGO, ILL

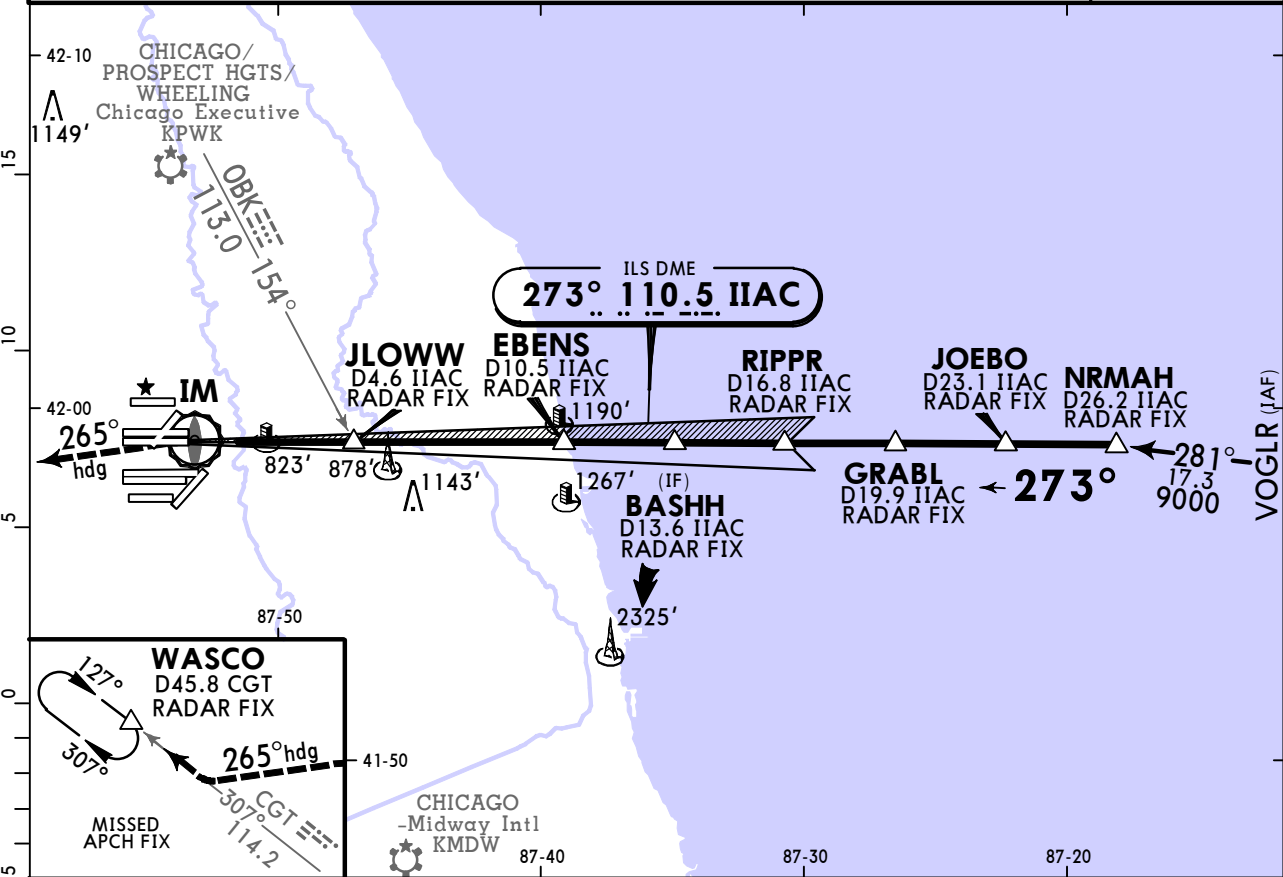
CHICAGO O'HARE INTL

8 JUL 22
Eff 14 Jul

21-12AA

ILS Rwy 27L CAT II & III

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower					
	135.4	119.0	Rwy 9R/27L Rwy 22R 126.9	Rwy 4R/22L Rwy 10C/28C 120.75	Rwy 9C/27C 121.15	Rwy 9L/27R 128.15	Rwy 10L/28R 132.7	Rwy 10R/28L 133.0
	Ground (Main)		Ground (North)		Ground (South)			
	121.9		124.125		118.05			
	LOC IIAC 110.5	Final Apch Crs 273°	JLOWW 2200' (1546')	CAT III Refer to Minimums	CAT II RA 110' DA(H) 754' (100')	Apt Elev 680'	TDZE 654'	3400
	MISSED APCH: Climb to 1200' then climb to 4000' on heading 265° and outbound on CGT VOR R-307 to WASCO INT/D45.8 CGT/RADAR and hold.							
	RNP Apch-GPS from VOGLR		Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'			MSA ARP
	1. Special Aircrew & Acft Certification Required. 2. Aircraft not GPS equipped-RADAR required for procedure entry. 3. DME or RADAR required. 4. Simultaneous approach authorized. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 78').							



IIAC DME	IM	JLOWW	EBENS	BASHH	RIPPR	GRABL	JOEBO	NRMAH
	D4.6 IIAC GS 2200'	D10.5 IIAC 4000'	D13.6 IIAC 5000'	D16.8 IIAC 6000'	D19.9 IIAC 7000'	D23.1 IIAC 8000'	D26.2 IIAC 9000'	
TCH 57'	GS 751'	2200'	4000'	5000'	6000'	7000'	8000'	9000'
TDZE 654'		4.6	6.0	3.1	3.1	3.1	3.1	3.1
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	
GS	372	478	531	637	743	849	1200'	4000'
							↑	↑
							265°	CGT
							hdg	on 114.2
								R-307

TERPS		STRAIGHT-IN LANDING RWY 27L	
CAT III ILS		CAT II ILS RA 110' DA(H) 754' (100')	
RVR 6		RVR 12	

TERPS AMEND 33 14 JUL 2022

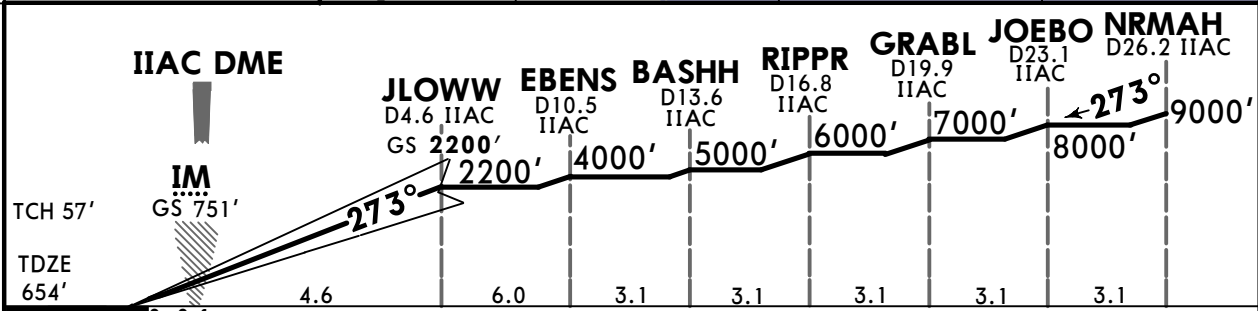
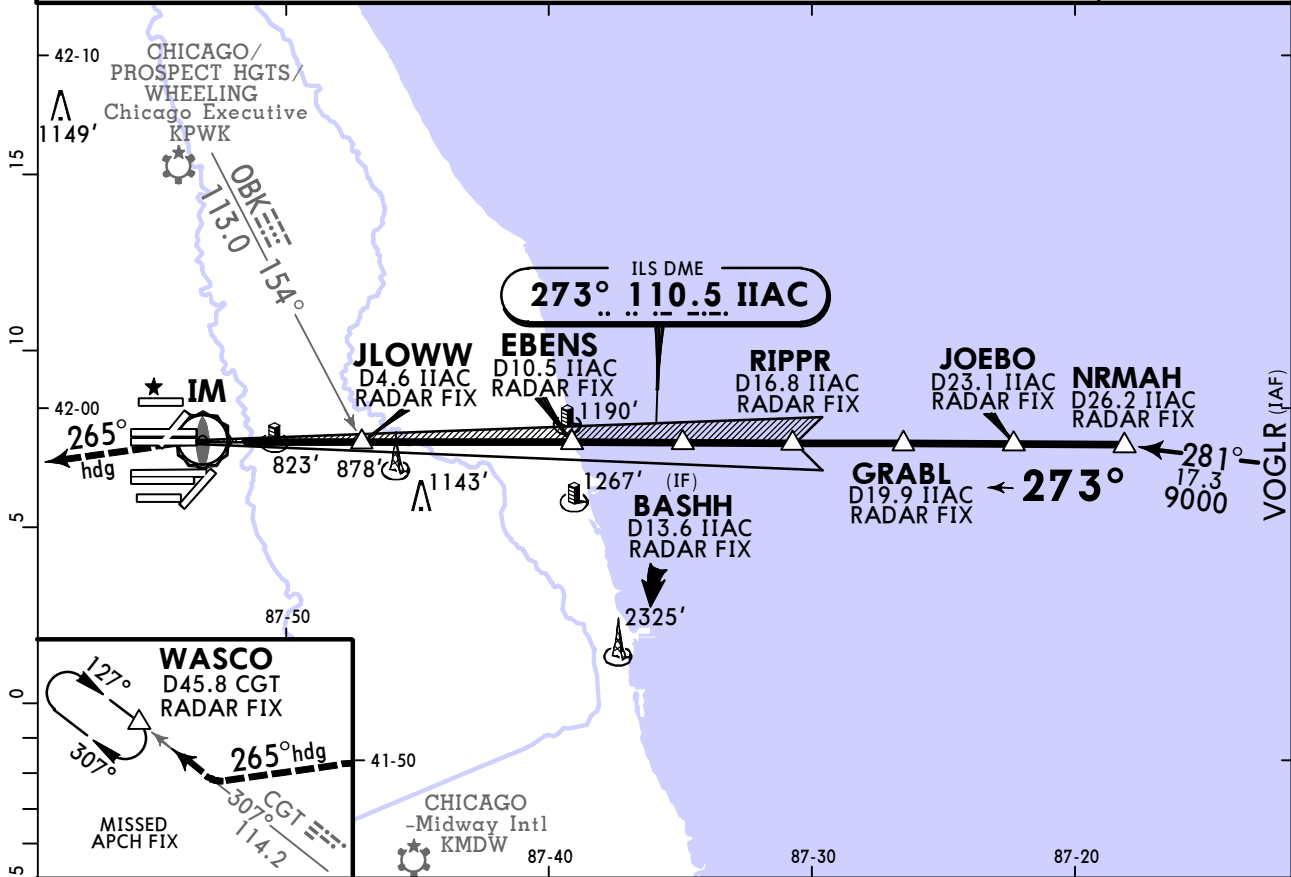
KORD/ORD

CHICAGO O'HARE INTL

8 JUL 22
Eff 14 Jul **21-12BB**

CHICAGO, ILL
 ILS Rwy 27L SA CAT I

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower					
	135.4	119.0	Rwy 9R/27L Rwy 22R 126.9	Rwy 4R/22L Rwy 10C/28C 120.75	Rwy 9C/27C 121.15	Rwy 9L/27R 128.15	Rwy 10L/28R 132.7	Rwy 10R/28L 133.0
	Ground (Main) 121.9		Ground (North) 124.125			Ground (South) 118.05		
	LOC IIAC 110.5	Final Apch Crs 273°	JLOWW 2200' (1546')	SA CAT I ILS RA 165' DA(H) 804' (150')	Apt Elev 680' TDZE 654'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>3400</p> <p>MSA ARP</p>	
MISSED APCH: Climb to 1200' then climb to 4000' on heading 265° and outbound on CGT VOR R-307 to WASCO INT/D45.8 CGT/RADAR and hold.								
RNP Apch-GPS from VOGLR Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. Special Aircrew & Acft Certification Required. 2. Aircraft not GPS equipped-RADAR required for procedure entry. 3. DME or RADAR required. 4. Simultaneous approach authorized. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 78').								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1200'	4000'	265°	CGT
GS	372	478	531	637	743	849		↑	↑	hdg	114.2

TERPS STRAIGHT-IN LANDING RWY 27L
SA CAT I ILS
RA 165'
 DA(H) 804' (150')

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval.

TERPS AMEND 33 14 JUL 2022

KORD/ORD CHICAGO O'HARE INTL

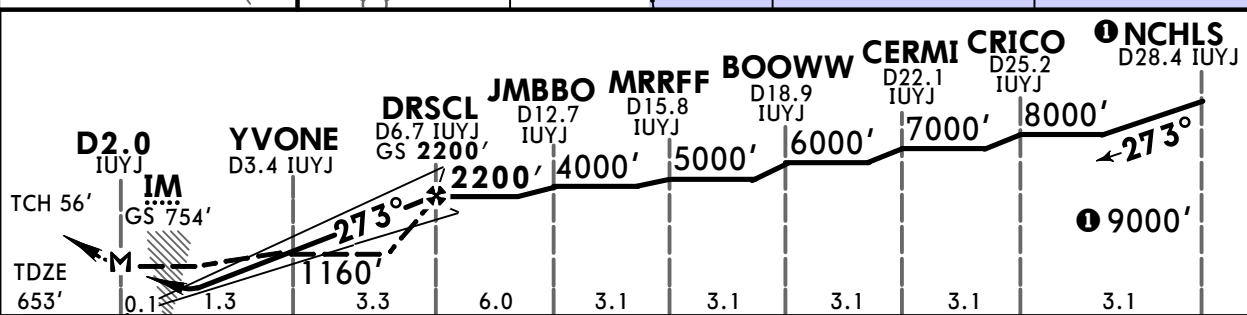
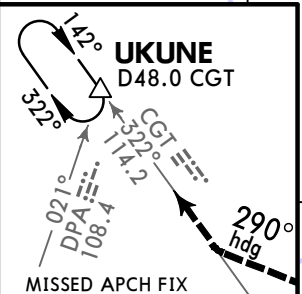
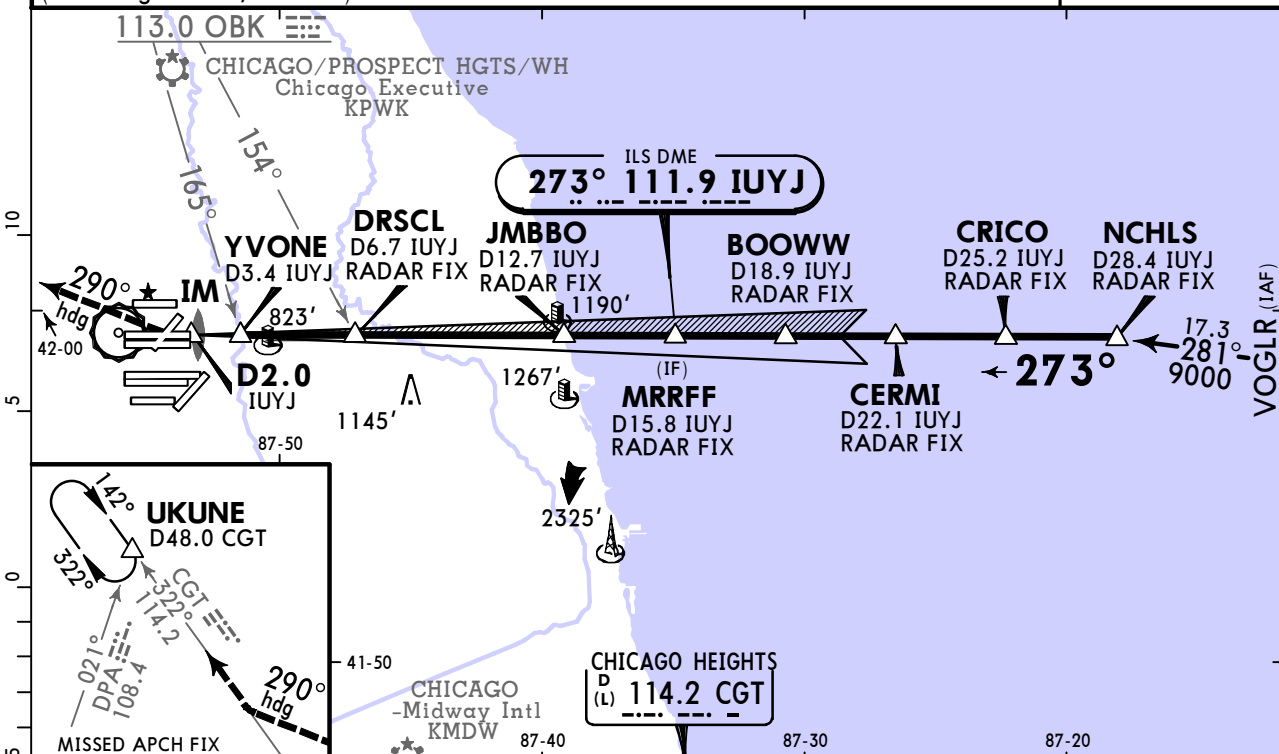
22 NOV 24

(21-13)



CHICAGO, ILL ILS or LOC Rwy 27C

D-ATIS		CHICAGO Approach (R)			O'HARE Tower	
135.4		119.0			121.15	
Ground (Main) Rwy 10C/28C		Ground (North)			Ground (South)	
121.9 134.15		124.125			118.05	
LOC IUYJ 111.9	Final Apch Crs 273°	DRSCL 2200' (1547')	ILS DA(H) 853' (200')	Apt Elev 680' TDZE 653'		<p>3400</p> <p>MSA ARP</p>
<p>MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' on heading 290° and CGT VOR R-322 outbound to UKUNE INT/D48.0 CGT and hold.</p>						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - Radar required for procedure entry. DME or Radar required.						
1. Simultaneous approach authorized. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°, TCH 75').						



Gnd speed-Kts	70	90	100	120	140	160		1100'	4000'	290°	CGT
GS	3.00°	372	478	531	637	849		↑	RT	hdg	and 114.2
MAP at D2.0 IUYJ or											
DRSCL to MAP	4.7	4:02	3:08	2:49	2:21	2:01		1:46			

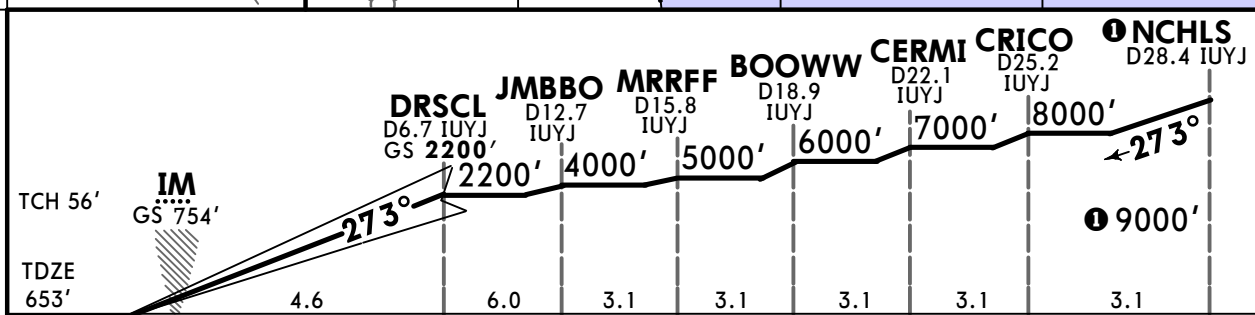
TERPS							STRAIGHT-IN LANDING RWY 27C					
ILS			LOC (GS out)									
DA(H) 853' (200')			MDA(H) 1080' (427')		MDA(H) 1160' (507')							
			With YVONE		Without YVONE							
TDZ/CL out			ALS out		ALS out		ALS out		ALS out			
A			1		RVR 24 or 1/2		RVR 50 or 1		RVR 24 or 1/2		RVR 50 or 1	
B	RVR 18 or 1/2		RVR 24 or 1/2		RVR 40 or 3/4		RVR 40 or 3/4		RVR 60 or 1/4		RVR 55 or 1	
C												
D												

1 RVR 18 with Flight Director or Autopilot or HUD to DA. **2** Dual VOR receivers or DME required.

CHANGES: Tower frequencies removed. © JEPPESEN, 2020, 2024. ALL RIGHTS RESERVED.

KORD/ORD CHICAGO O'HARE INTL 22 NOV 24 (21-13AA) ILS Rwy 27C CAT II & III CHICAGO, ILL

D-ATIS		CHICAGO Approach (R)			O'HARE Tower	
135.4		119.0			121.15	
Ground (Main)		Ground (North)			Ground (South)	
121.9		124.125			118.05	
LOC IUYJ	Final Apch Crs	DRSCL	CAT III Refer to Minimums	CAT II RA 108' DA(H) 753'(100')	Apt Elev 680' TDZE 653'	<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto;"></div> <p style="text-align: center;">3400</p> <p style="text-align: center;">MSA ARP</p>
111.9	273°	2200'(1547')				
<p>MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' on heading 290° and CGT VOR R-322 outbound to UKUNE INT/D48.0 CGT and hold.</p>						
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'	
From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - Radar required for procedure entry. DME or Radar required.						
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°, TCH 75').						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1100'	4000'	290°	CGT
Gs	3.00°	372	478	531	637	849		↑	RT	on	hdg

TERPS		STRAIGHT-IN LANDING RWY 27C	
CAT III ILS	RVR 7	CAT II ILS RA 108' DA(H) 753'(100')	RVR 12

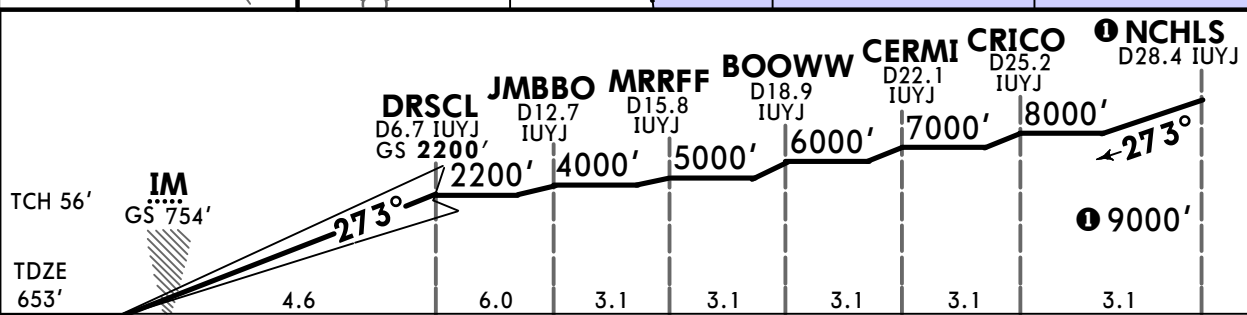
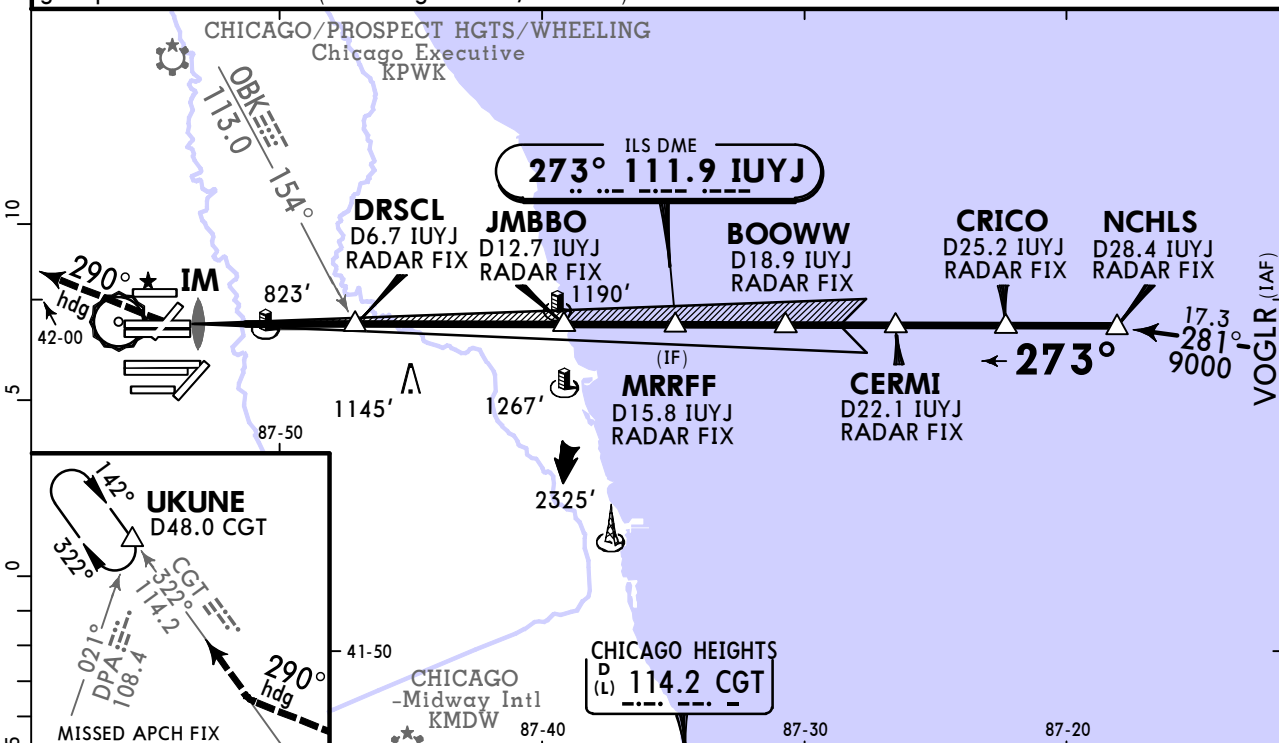
1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

KORD/ORD CHICAGO O'HARE INTL

22 NOV 24 **21-13BB**

CHICAGO, ILL ILS Rwy 27C SA CAT I

D-ATIS 135.4		CHICAGO Approach (R) 119.0		O'HARE Tower 121.15	
Ground (Main) Rwy 10C/28C 121.9 134.15		Ground (North) 124.125		Ground (South) 118.05	
LOC IUYJ 111.9	Final Apch Crs 273°	DRSCL 2200' (1547')	SA CAT I ILS RA 158' DA(H) 803' (150')	Apt Elev 680' TDZE 653'	3400 MSA ARP
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' on heading 290° and CGT VOR R-322 outbound to UKUNE INT/D48.0 CGT and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - Radar required for procedure entry. DME or Radar required.					
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°, TCH 75').					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1100'	4000'	290°	CGT
Gs	3.00°	372	478	531	637	849		↑	RT	on	hdg

TERPS STRAIGHT-IN LANDING RWY 27C
1 SA CAT I ILS
RA 158'
 DA(H) **803'** (150')

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval.

TERPS ORIG-A 15 JUN 2023

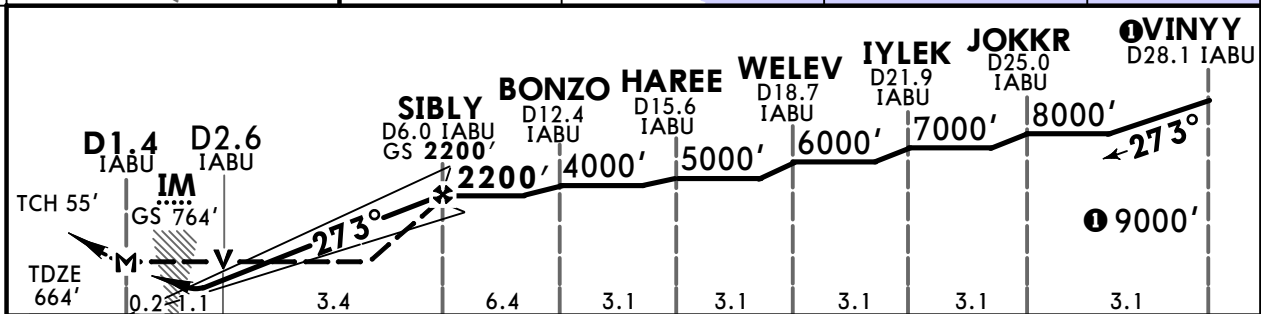
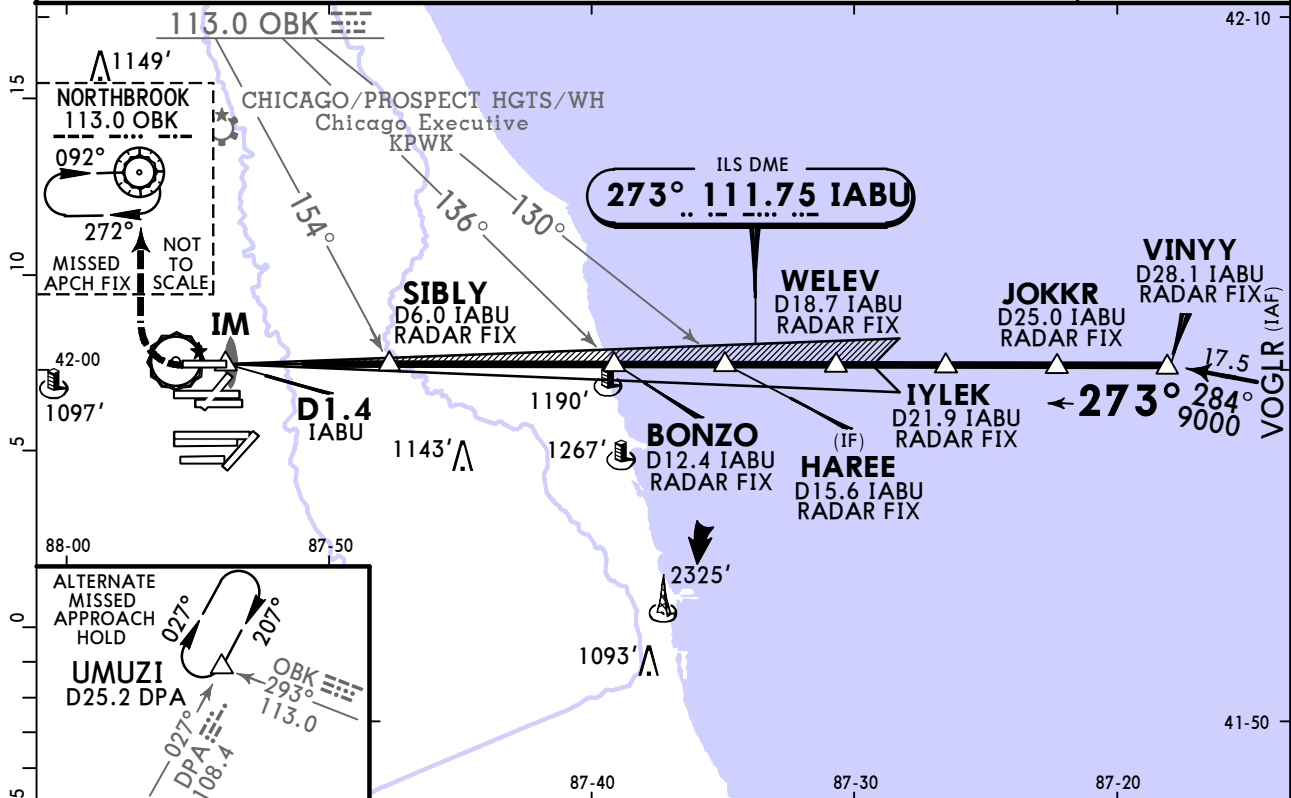
KORD/ORD CHICAGO O'HARE INTL

30 OCT 20 **21-14** **Eff 5 Nov** ILS or LOC Rwy 27R



CHICAGO, ILL

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (Main)			O'HARE Tower (South) Rwy 10R/28L	
	135.4	119.0	128.15	120.75	121.15	126.9	132.7	
	Ground (North)		Ground (Main) Rwy 10C/28C			Ground (South)		
	124.125		121.9			118.05		
	LOC IABU 111.75	Final Apch Crs 273°	SIBLY 2200' (1536')	ILS DA(H) 864' (200')	Apt Elev 680' TDZE 664'			<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>3400</p> <p>MSA ARP</p>
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' direct OBK VOR and hold, continue climb-in-hold to 4000'.								
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			
RNAV-1 GPS or Radar required for procedure entry. Radar or DME required.								
Simultaneous approach authorized.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100' then 4000'	D →	OBK 113.0
GS 3.00°	372	478	531	637	743	849				
MAP at D1.4 IABU or SIBLY to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46			

TERPS STRAIGHT-IN LANDING RWY 27R				
ILS DA(H) 864' (200')			LOC (GS out) MDA(H) 1120' (456')	
FULL		TDZ/CL out	ALS out	
A			RVR 24 or 1/2	
B	1		RVR 50 or 1	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	
D			RVR 45 or 7/8	

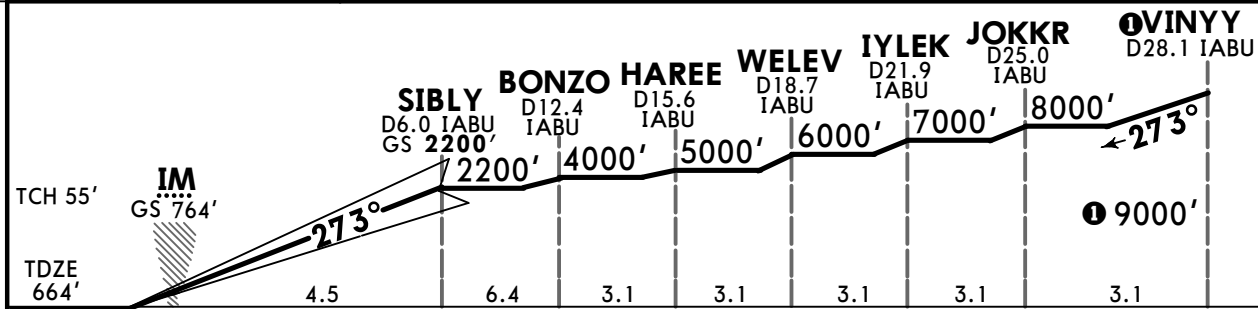
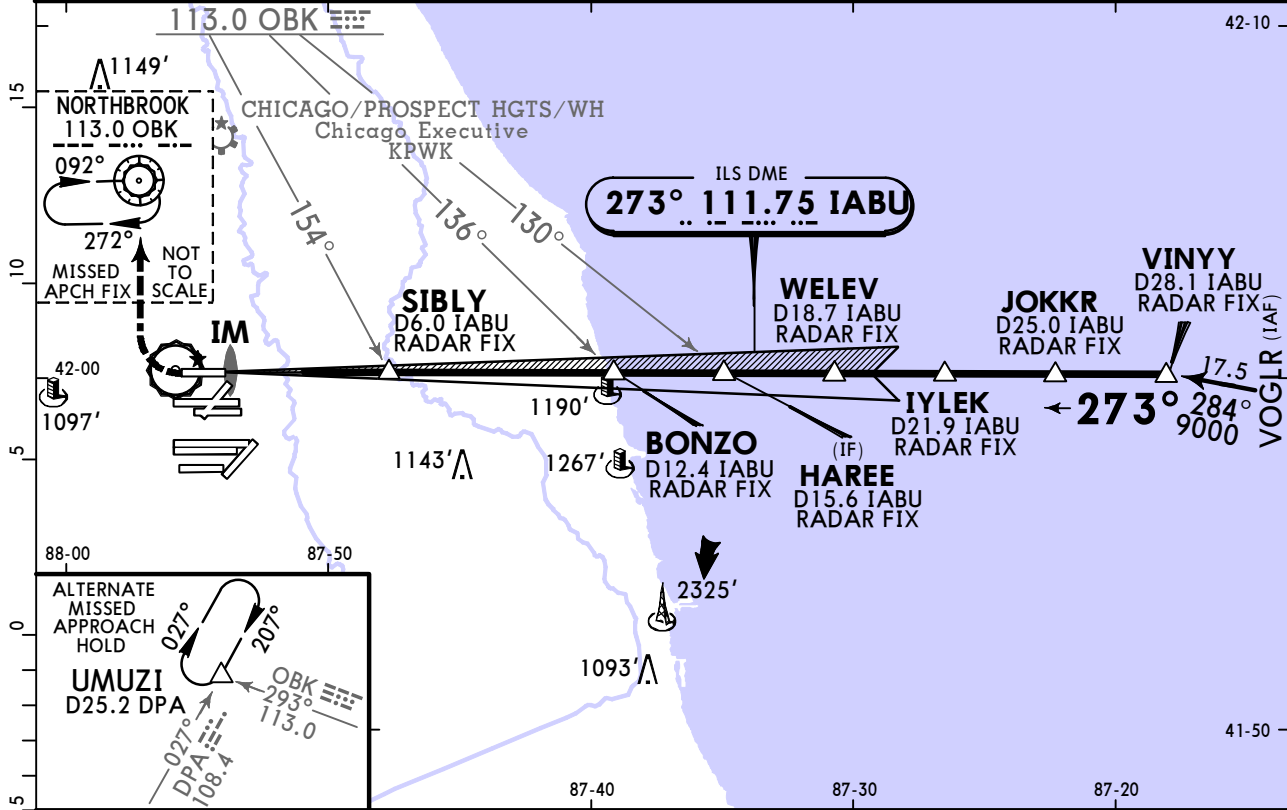
1 RVR 18 with Flight Director or Autopilot or HUD to DA.

KORD/ORD CHICAGO O'HARE INTL

JEPPESSEN 21-14A ILS Rwy 27R CAT II & III

30 OCT 20 Eff 5 Nov

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (Main)			O'HARE Tower (South) Rwy 10R/28L
135.4	119.0	128.15	120.75	121.15	126.9	132.7
Ground (North)		Ground (Main)			Ground (South)	
124.125		121.9			118.05	
LOC IABU	Final Apch Crs	SIBLY	CAT III Refer to Minimums	CAT II RA 101' DA(H) 764'(100')	Apt Elev 680'	<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto;"></div> <p>3400</p> <p>MSA ARP</p>
111.75	273°	2200' (1536')			TDZE 664'	
<p>MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' direct OBK VOR and hold, continue climb-in-hold to 4000'.</p>						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
RNAV-1 GPS or Radar required for procedure entry. Radar or DME required.						
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized.						



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

TERPS		STRAIGHT-IN LANDING RWY 27R	
CAT III ILS	CAT II ILS RA 101' DA(H) 764'(100')		
RVR 6	RVR 12		

TERPS AMEND 4B 3 JAN 2019

KORD/ORD

CHICAGO O'HARE INTL

30 OCT 20
Eff 5 Nov

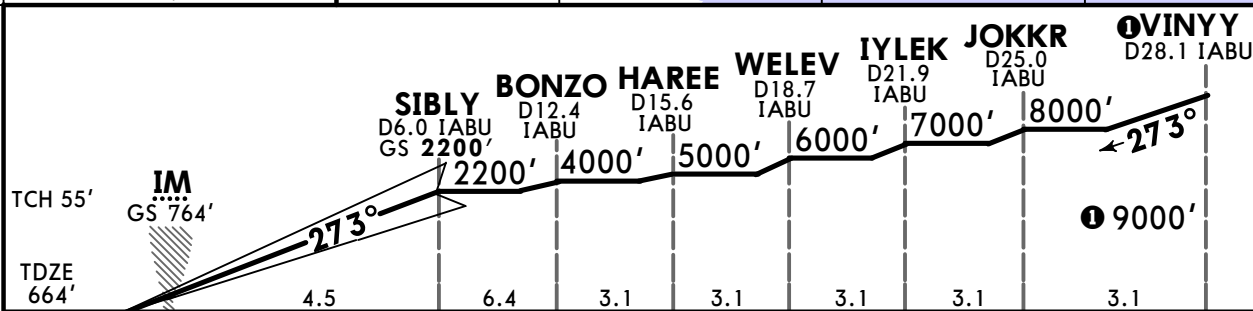
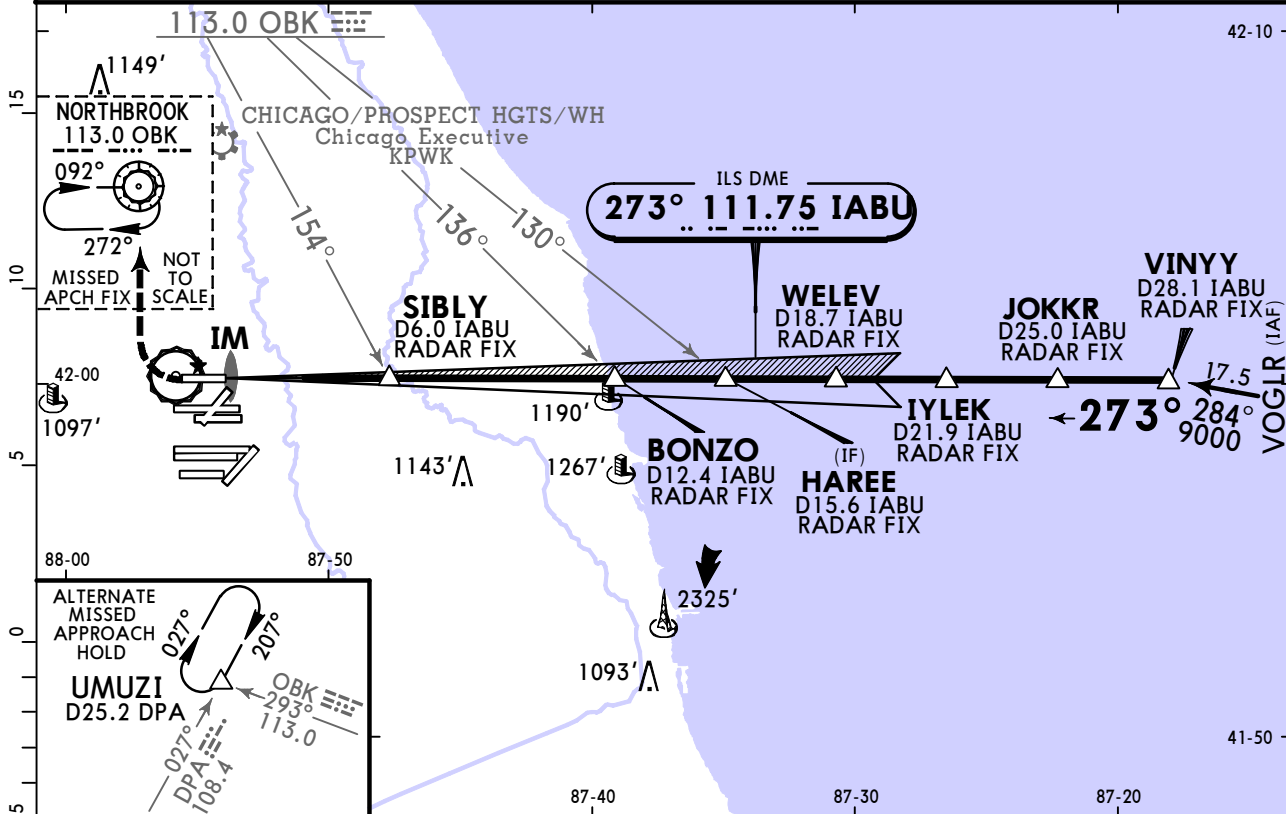
21-14B

JEPPESSEN

CHICAGO, ILL

ILS Rwy 27R SA CAT I

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (Main)			O'HARE Tower (South) Rwy 10R/28L
	135.4	119.0	128.15	120.75	121.15	126.9	132.7
	Ground (North)		Ground (Main)			Ground (South)	
	124.125		121.9	134.15		118.05	
	LOC IABU 111.75	Final Apch Crs 273°	SIBLY 2200' (1536')	SA CAT I ILS RA 171' DA(H) 814'(150')		Apt Elev 680' TDZE 664'	
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' direct OBK VOR and hold, continue climb-in-hold to 4000'.							3400
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'		
RNAV-1 GPS or Radar required for procedure entry. Radar or DME required.							
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized.							
MSA ARP							



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

TERPS STRAIGHT-IN LANDING RWY 27R
SA CAT I ILS
RA 171'
 DA(H) **814'(150')**

RVR 14

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

TERPS AMEND 4B 3 JAN 2019

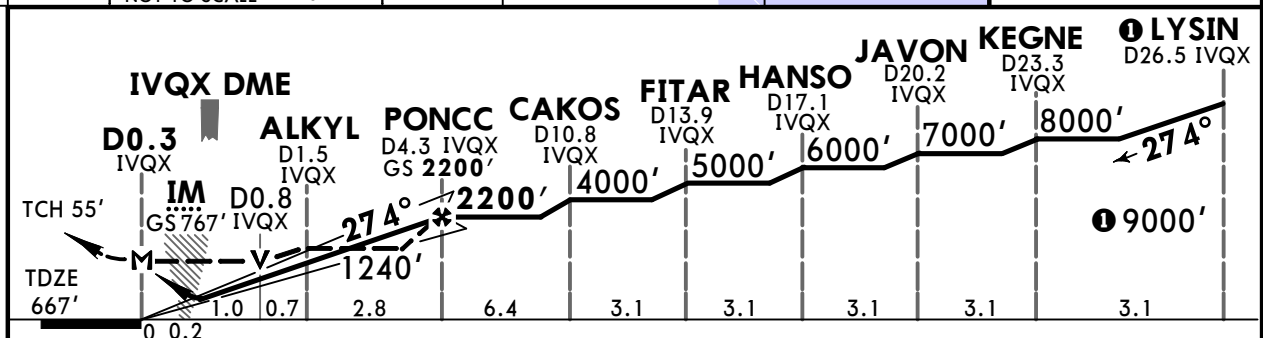
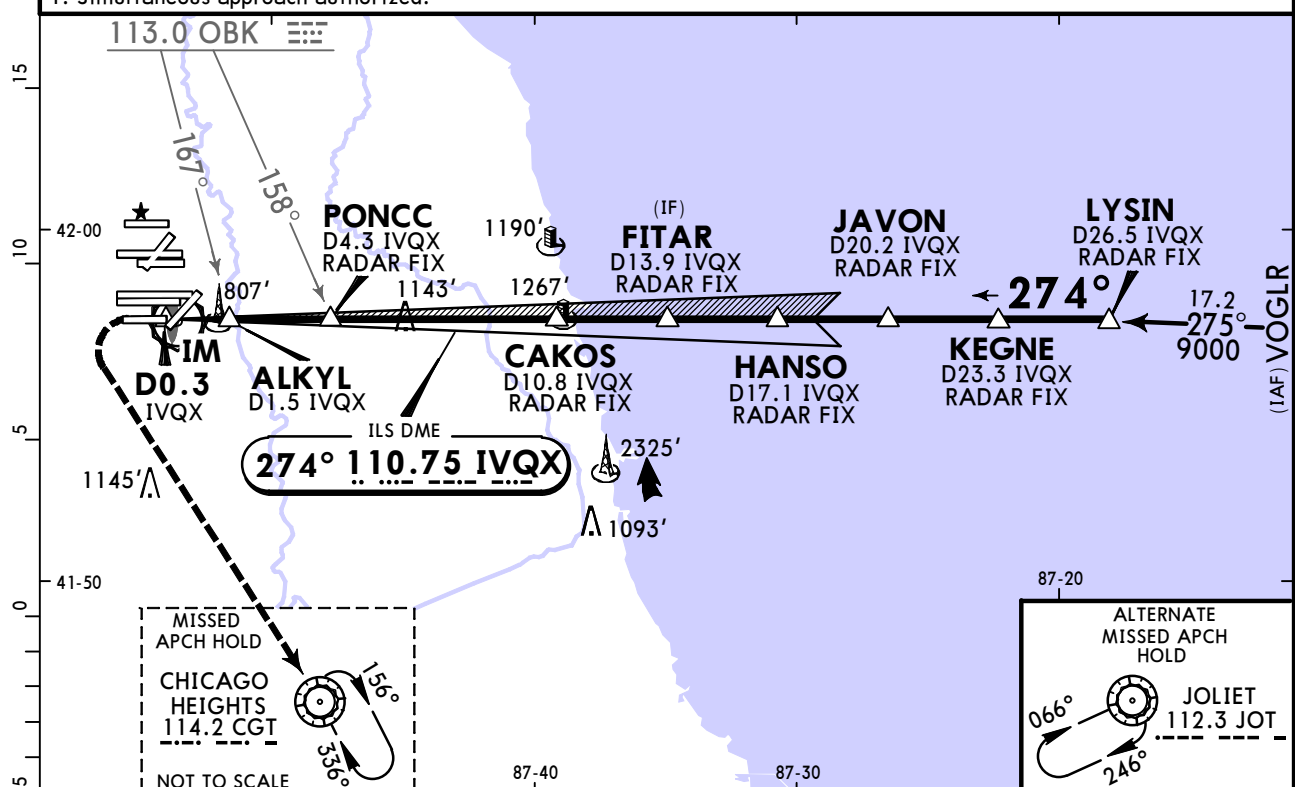
KORD/ORD CHICAGO O'HARE INTL

30 OCT 20 **(21-15)** Eff 5 Nov

CHICAGO, ILL ILS or LOC Rwy 28L



D-ATIS	CHICAGO Approach (R)	O'HARE Tower (South) Rwy 10R/28L	O'HARE Tower (Main)			O'HARE Tower (North) Rwy 9L/27R	
135.4	119.0	133.0	120.75	121.15	126.9	132.7	128.15
BRIEFING STRIP™	Ground (Main) Rwy 10C/28C		Ground (North)			Ground (South)	
	121.9	134.15	124.125			118.05	
LOC IVQX 110.75	Final Apch Crs 274°	PONCC 2200' (1533')	ILS DA(H) 867' (200')	Apt Elev 680' TDZE 667'		<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> 3400 </div>	
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' direct CGT VOR and hold.						MSA ARP	
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.							
1. Simultaneous approach authorized.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 	1200'	4000'	D → CGT 114.2
GS	3.00°	372	478	531	637	849		↑	← LT	
MAP at D0.3 IVQX or PONCC to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46			

TERPS STRAIGHT-IN LANDING RWY28L						
ILS			LOC (GS out)			
DA(H) 867' (200')			MDA(H) 1060' (393')		MDA(H) 1240' (573')	
			2 With ALSKYL		Without ALSKYL	
FULL	TDZ/CL out	ALS out	ALS out		ALS out	
A	1		RVR 24 or 1/2		RVR 24 or 1/2	
B			RVR 50 or 1		RVR 50 or 1	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		RVR 35 or 5/8	
D			RVR 60 or 1/4		RVR 1 1/4	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
2 Dual VOR receivers or DME required.

TERPS AMEND 08 3 JAN 2019

KORD/ORD CHICAGO O'HARE INTL

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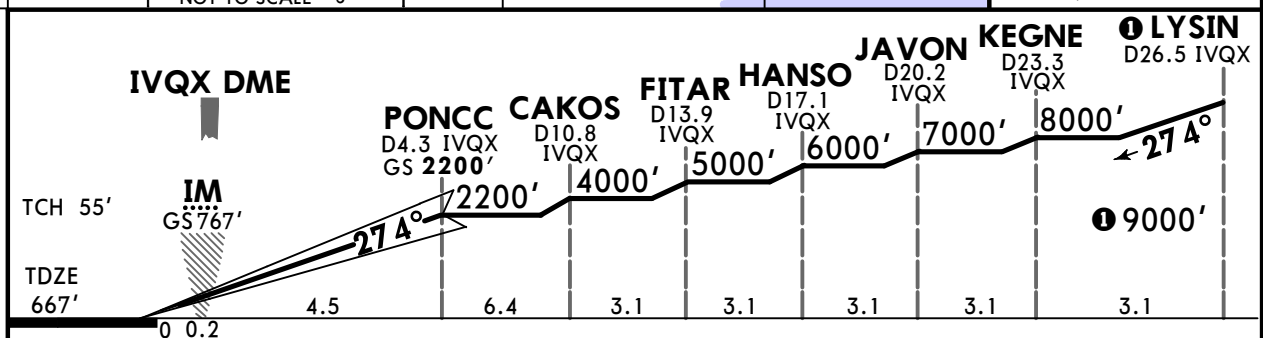
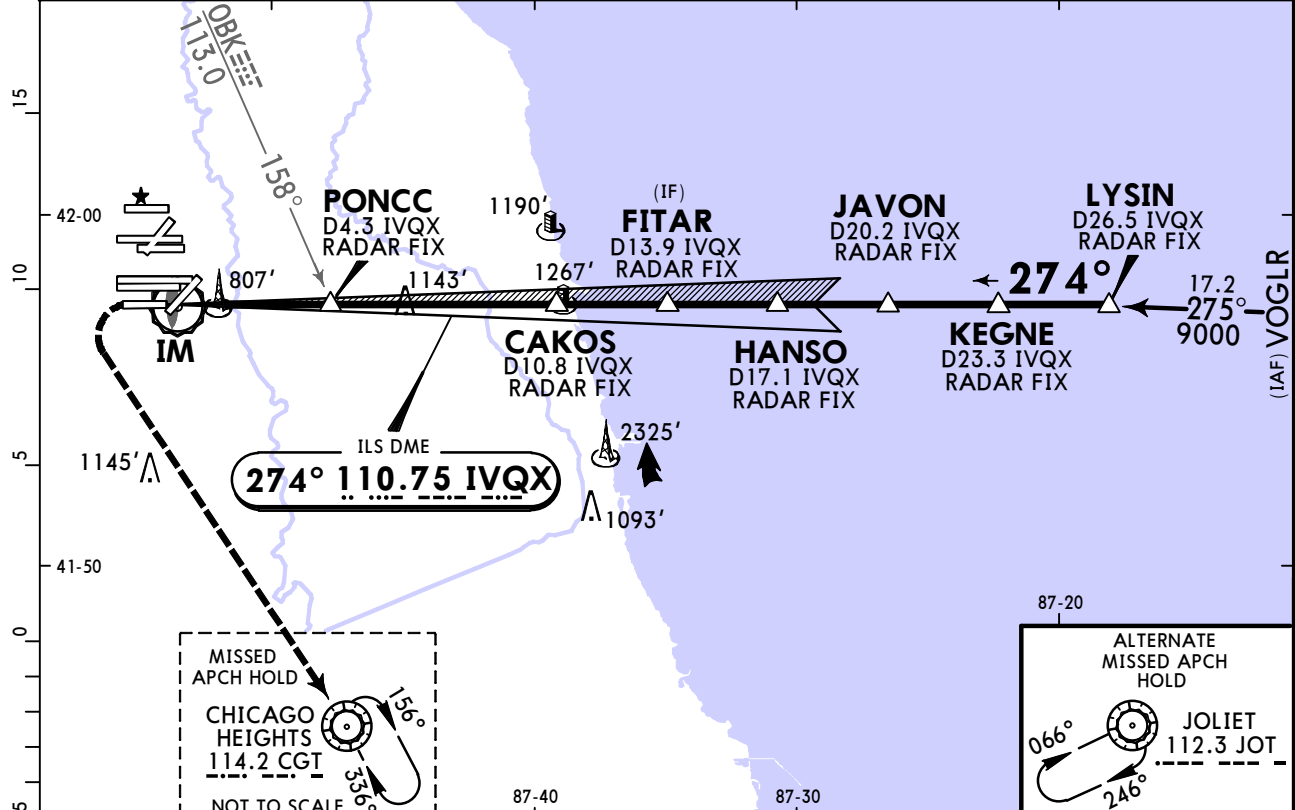
30 OCT 20
Eff 5 Nov

(21-15AA)

CHICAGO, ILL

ILS Rwy 28L CAT II & III

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (South) Rwy 10R/28L	O'HARE Tower (Main)			O'HARE Tower (North) Rwy 9L/27R	
	135.4	119.0	133.0	120.75	121.15	126.9	132.7	128.15
	Ground (Main) Rwy 10C/28C		Ground (North)			Ground (South)		
	121.9	134.15	124.125			118.05		
LOC IVQX	Final Apch Crs	PONCC	CAT III Refer to Minimums	CAT II RA 106' DA(H) 767'(100')	Apt Elev 680'		<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">3400</div>	
110.75	274°	2200' (1533')			TDZE 667'			
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' direct CGT VOR and hold.							MSA ARP	
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			
From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.								
1. Special Aircrew & Aft Certification Required. 2. Simultaneous approach authorized.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1200'	4000'	D→	CGT 114.2
GS	3.00°	372	478	531	637	849					

TERPS		STRAIGHT-IN LANDING RWY28L	
CAT III ILS		CAT II ILS RA 106' DA(H) 767'(100')	
RVR 6		RVR 12	

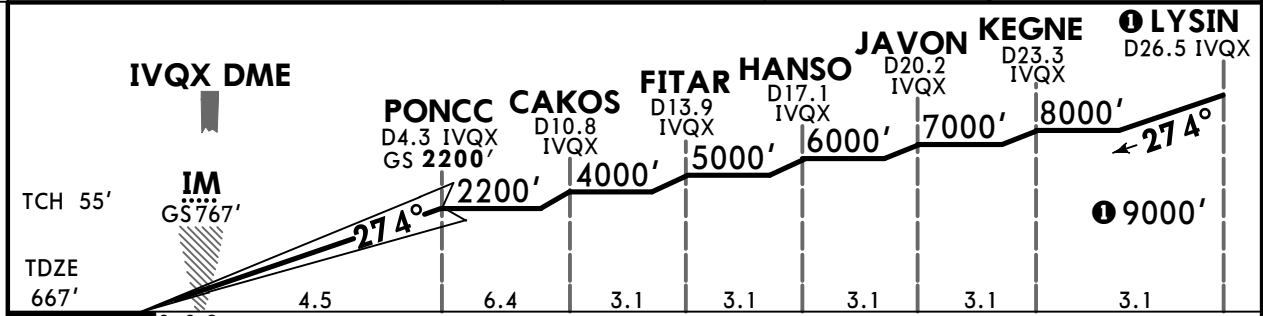
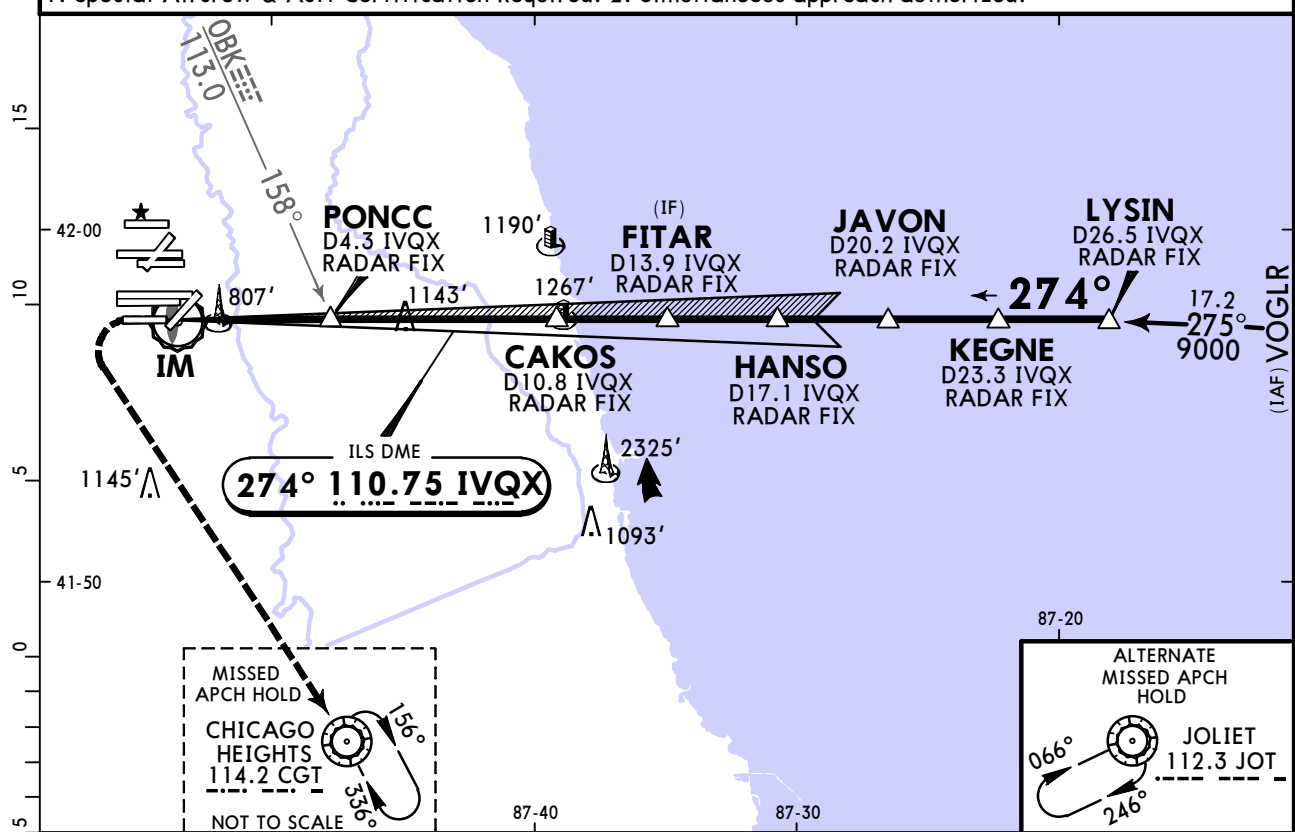
TERPS AMEND 08 3 JAN 2019

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

CHANGES: Apt diagram, chart format, reindexed, topo. © JEPPESSEN, 2015, 2020. ALL RIGHTS RESERVED.

KORD/ORD **JEPPESSEN** **CHICAGO, ILL**
CHICAGO O'HARE INTL **30 OCT 20** **21-15BB** **ILS Rwy 28L SA CAT I**
Eff 5 Nov

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (South) Rwy 10R/28L	O'HARE Tower (Main)			O'HARE Tower (North) Rwy 9L/27R	
	135.4	119.0	133.0	120.75	121.15	126.9	132.7	128.15
	Ground (Main) Rwy 10C/28C		Ground (North)			Ground (South)		
	121.9	134.15	124.125			118.05		
	LOC IVQX 110.75	Final Apch Crs 274°	PONCC 2200' (1533')	SA CAT I ILS RA 157' DA(H) 817' (150')	Apt Elev 680'		TDZE 667'	
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' direct CGT VOR and hold.								
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		
From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.								
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1200'	4000'	D	CGT 114.2
GS	3.00°	372	478	531	637	849					

TERPS **STRAIGHT-IN LANDING RWY28L**
SA CAT I ILS
RA 157'
 DA(H) **817' (150')**

RVR 14

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

TERPS AMEND 08 3 JAN 2019

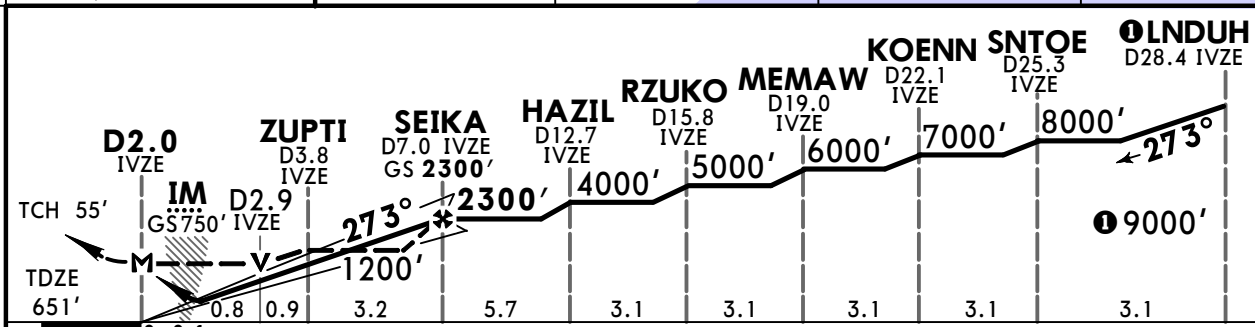
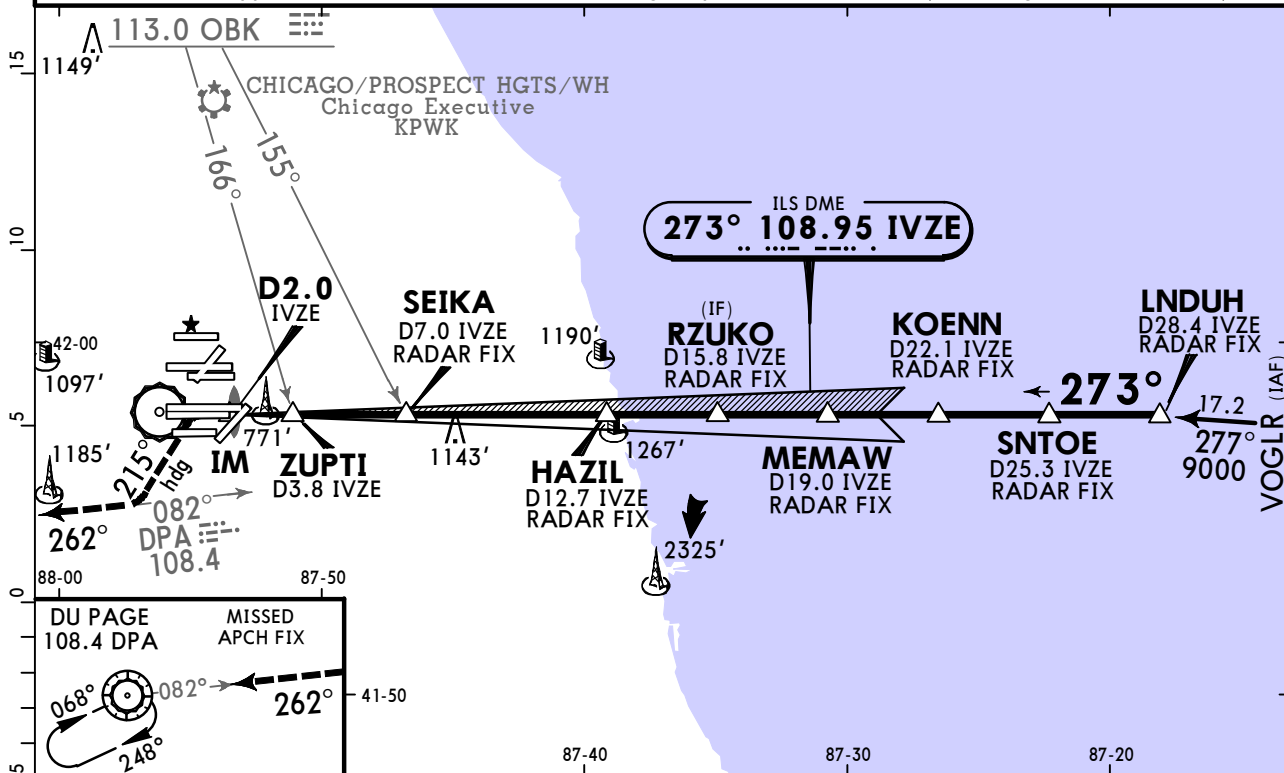
KORD/ORD CHICAGO O'HARE INTL



30 OCT 20 **(21-16)** Eff 5 Nov

CHICAGO, ILL ILS or LOC Rwy 28C

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (South) Rwy 10R/28L
	135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0
	Ground (Main) Rwy 10C/28C		Ground (North)				Ground (South)	
	134.15	121.9	124.125				118.05	
	LOC IVZE	Final Apch Crs	SEIKA	ILS DA(H)	Apt Elev 680'		3400	
	108.95	273°	2300'(1649')	851'(200')	TDZE 651'			
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.							MSA ARP	
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		
From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.								
1. Simultaneous approach authorized. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 80').								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1100'	4000'	215° hdg	DPA 108.4 R-082
GS	3.00°	372	478	531	637	849					
MAP at D2.0 IVZE or SEIKA to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53				

TERPS AMEND 2A 3 JAN 2019	STRAIGHT-IN LANDING RWY 28C					
	ILS			LOC (GS out)		
	DA(H) 851'(200')			MDA(H) 1040'(389')		MDA(H) 1200'(549')
				2 With ZUPTI		Without ZUPTI
	FULL	TDZ/CL out	ALS out	ALS out		ALS out
A			RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		RVR 50 or 1	
C				RVR 60 or 1/4	RVR 60 or 1/4	
D					1 3/4	
1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 Dual VOR receivers or DME required.						

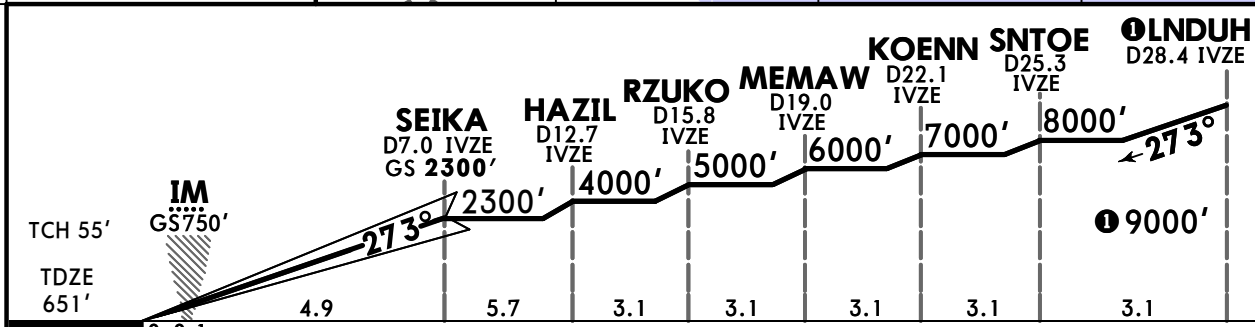
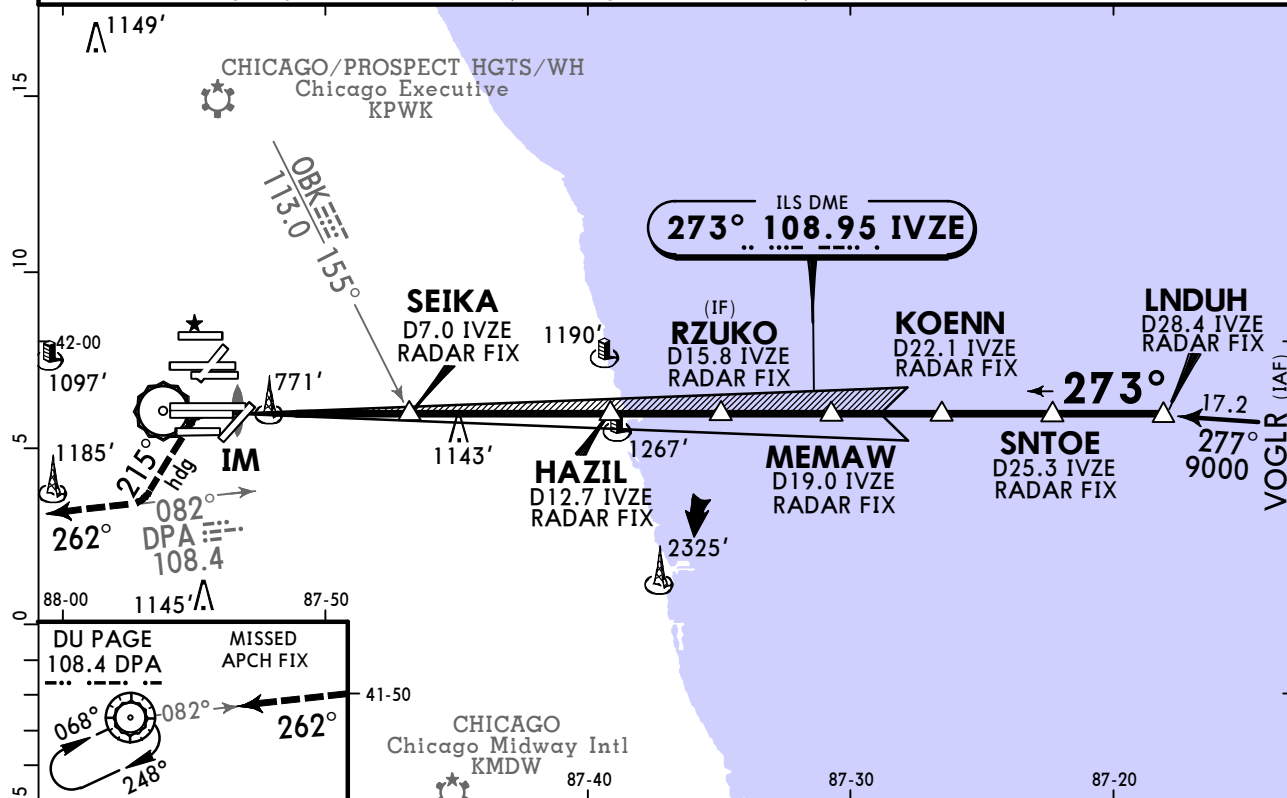
KORD/ORD CHICAGO O'HARE INTL

30 OCT 20 Eff 5 Nov
(21-16AA)
ILS Rwy 28C CAT II & III

JEPPESSEN

CHICAGO, ILL

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (South) Rwy 10R/28L
	135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0
	Ground (Main) Rwy 10C/28C		Ground (North)		Ground (South)			
LOC IVZE	Final Apch Crs	SEIKA		CAT III Refer to Minimums	CAT II RA 105' DA(H) 751'(100')	Apt Elev 680'		<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto;"></div> <p>3400</p> <p>MSA ARP</p>
108.95	273°	2300' (1649')				TDZE 651'		
<p>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.</p>								
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		
From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.								
<p>1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 80').</p>								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 1100' ↑ 4000' ↙ on 215° hdg DPA 108.4 R-082
GS	3.00°	372	478	531	637	849	

TERPS		STRAIGHT-IN LANDING RWY 28C	
CAT III ILS		CAT II ILS	
RVR 6		RA 105' DA(H) 751'(100')	
RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.		1 RVR 12	

KORD/ORD

CHICAGO O'HARE INTL

30 OCT 20
Eff 5 Nov

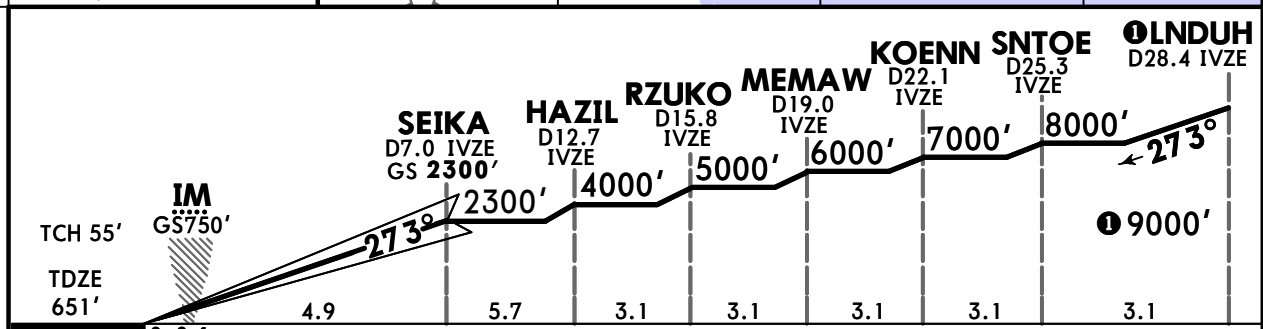
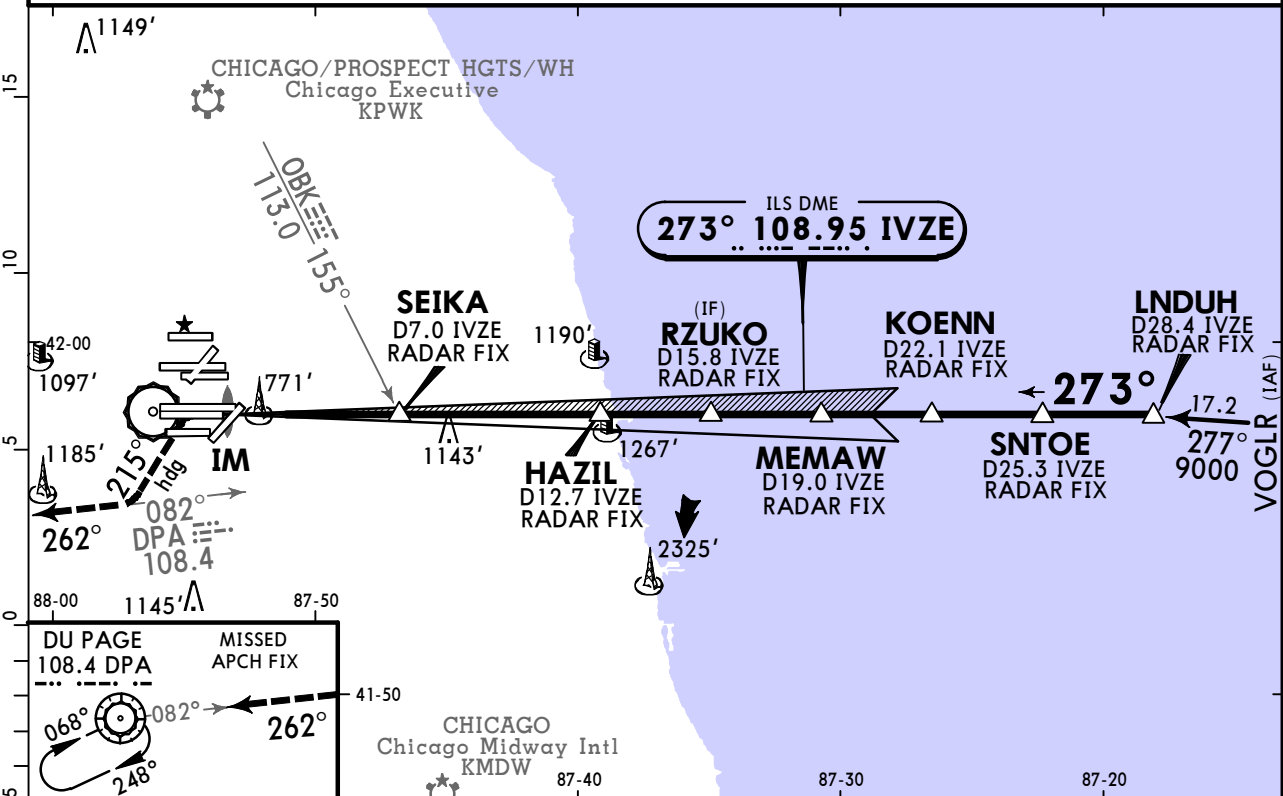
JEPPESSEN

21-16BB

CHICAGO, ILL

ILS Rwy 28C SA CAT I

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (South) Rwy 10R/28L
135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0
Ground (Main) Rwy 10C/28C		Ground (North)				Ground (South)	
134.15		121.9				118.05	
LOC IVZE	Final Apch Crs	SEIKA	SA CAT I ILS RA 155'		Apt Elev 680'		
108.95	273°	2300' (1649')	DA(H) 801' (150')		TDZE 651'		
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.							MSA ARP
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.							
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 80').							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 	1100'	4000'	215°	DPA
GS	3.00°	372	478	531	637	849				hdg	108.4
TDZE 651'											

TERPS STRAIGHT-IN LANDING RWY 28C
1 SA CAT I ILS
 RA 155'
 DA(H) 801' (150')

RVR 14

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

KORD/ORD



CHICAGO, ILL

CHICAGO O'HARE INTL

30 OCT 20
Eff 5 Nov

21-16CC

ILS PRM Rwy 28C
(SIMULTANEOUS CLOSE PARALLEL)

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)			O'HARE Tower (North)	O'HARE Tower (South)
135.4	119.0	120.75	121.15	126.9	Rwy 9L/27R	Rwy 10R/28L
		Monitor Frequency			119.625	128.15
					128.15	133.0

Ground (Main) Rwy 10C/28C		Ground (North)		Ground (South)	
134.15	121.9	124.125		118.05	

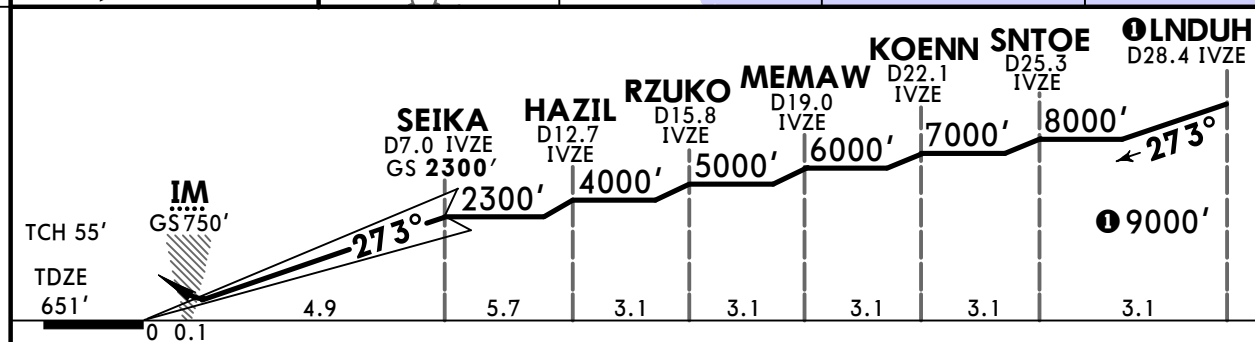
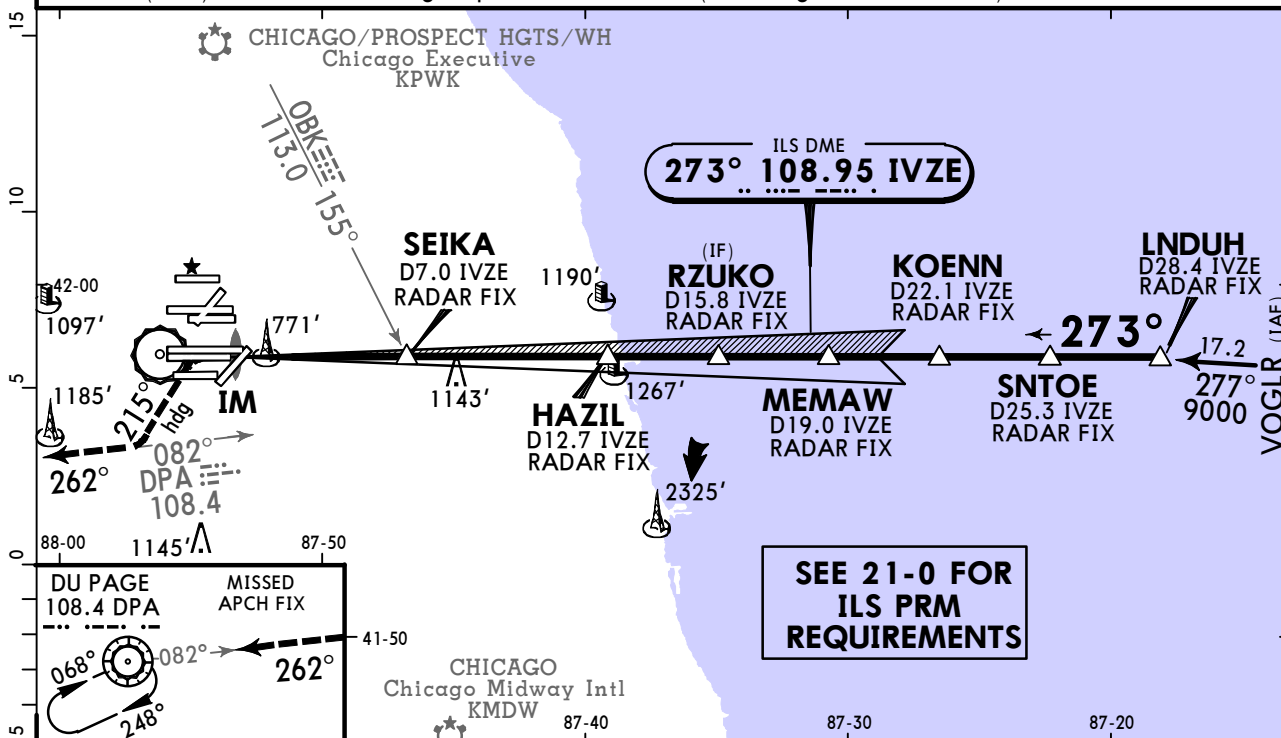
LOC IVZE	Final Apch Crs	SEIKA	ILS DA(H)	Apt Elev 680'	3400
108.95	273°	2300' (1649')	851' (200')	TDZE 651'	

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.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.

1. Dual VHF comm required.
2. Simultaneous approach authorized.
3. Use of Flight Director or Autopilot required during simultaneous operations.
4. See 21-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)".
5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 80').



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1100'	4000'	215° hdg	DPA 108.4 R-082
Gs	3.00°	372	478	531	637	849					

TERPS			STRAIGHT-IN LANDING RWY 28C			
FULL			ILS DA(H) 851' (200')			
FULL		TDZ/CL out		ALS out		
A						
B						
C	RVR 18 or 1/2		RVR 24 or 1/2		RVR 40 or 3/4	
D						

KORD/ORD

30 OCT 20
Eff 5 Nov

JEPPESSEN

CHICAGO, ILL

CHICAGO O'HARE INTL (SIMULTANEOUS CLOSE PARALLEL) ILS PRM Rwy 28C CAT II & III

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)			O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (South) Rwy 10R/28L	
135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0
		Monitor Frequency			119.625		

Ground (Main) Rwy 10C/28C		Ground (North)			Ground (South)	
134.15		121.9		124.125		118.05

BRIEFING STRIP

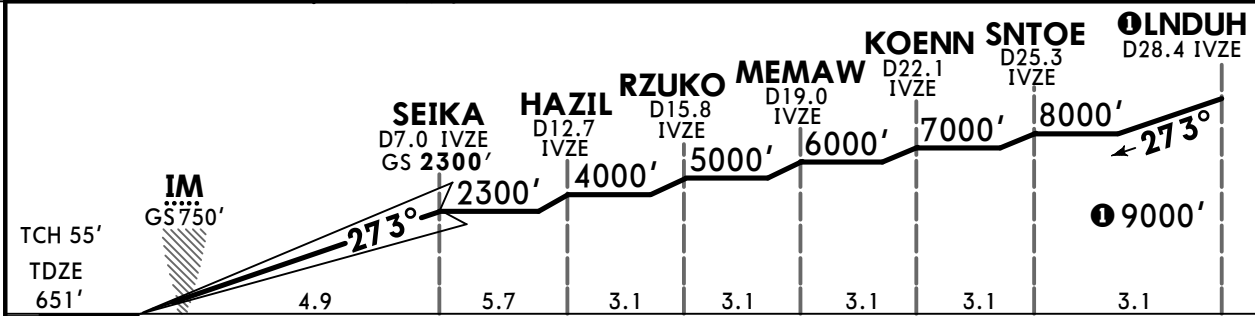
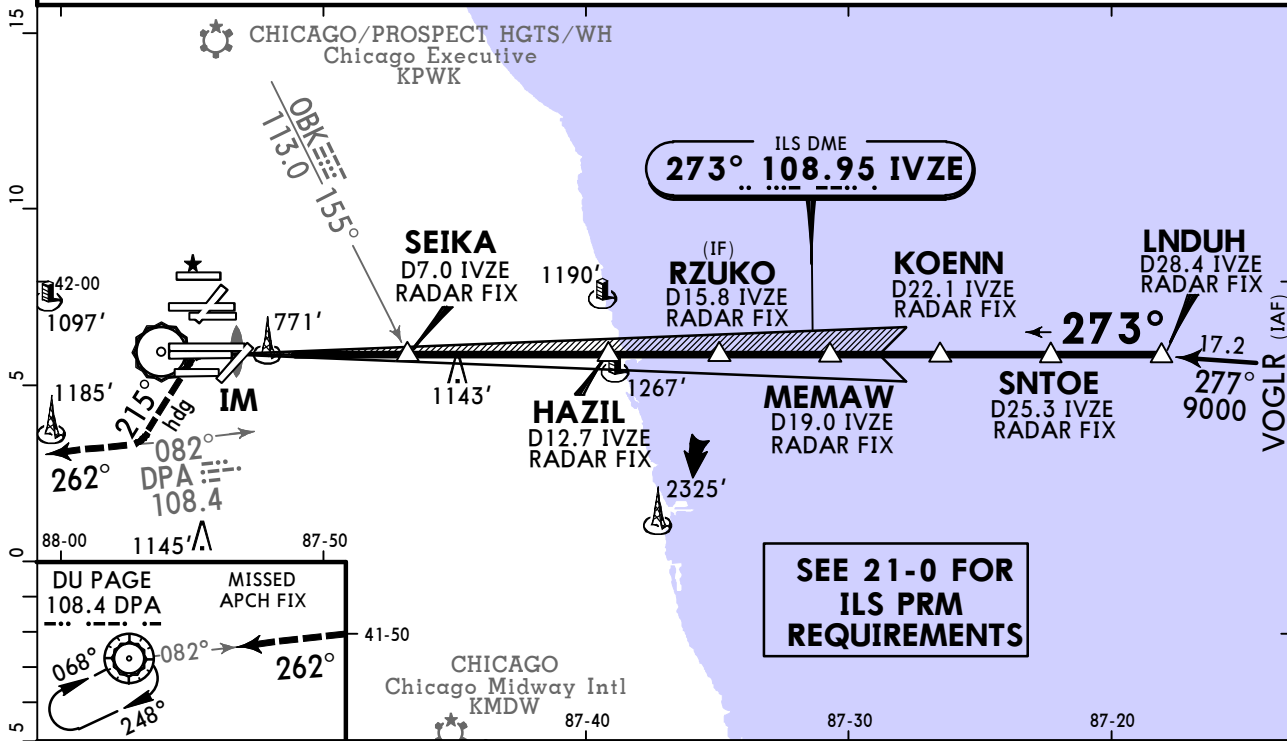
LOC IVZE	Final Apch Crs	SEIKA	CAT III Refer to Minimums	CAT II RA 105' DA(H) 751'(100')	Apt Elev 680' TDZE 651'	3400 MSA ARP
108.95	273°	2300'(1649')				

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.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.

1. Special Aircrew & Acft Certification Required.
2. Dual VHF comm required.
3. Simultaneous approach authorized.
4. Use of Flight Director or Autopilot required during simultaneous operations.
5. See 21-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)".
6. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 80°).



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1100'	4000'	215° hdg	DPA 108.4 R-082
GS	372	478	531	637	743	849					

TERPS		STRAIGHT-IN LANDING RWY 28C	
CAT III ILS		CAT II ILS RA 105' DA(H) 751'(100')	
RVR 6		RVR 12	

RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

TERPS AMEND 1A 3 JAN 2019

KORD/ORD



CHICAGO, ILL

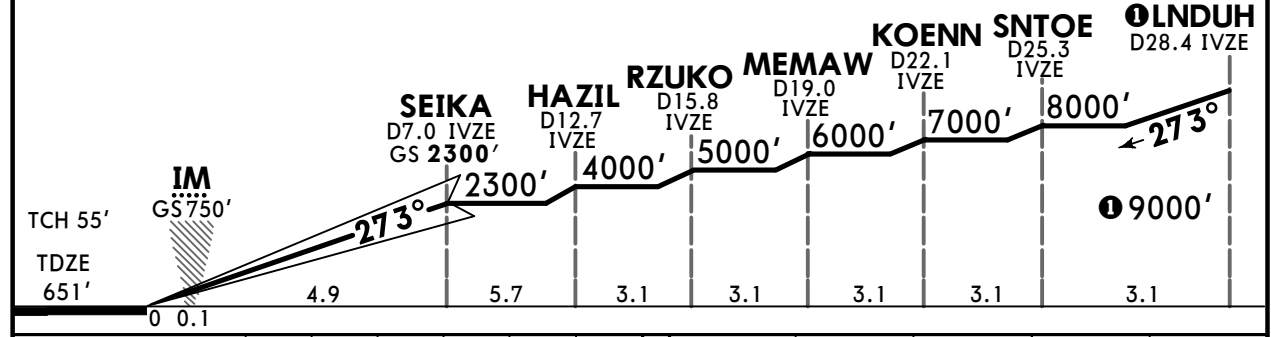
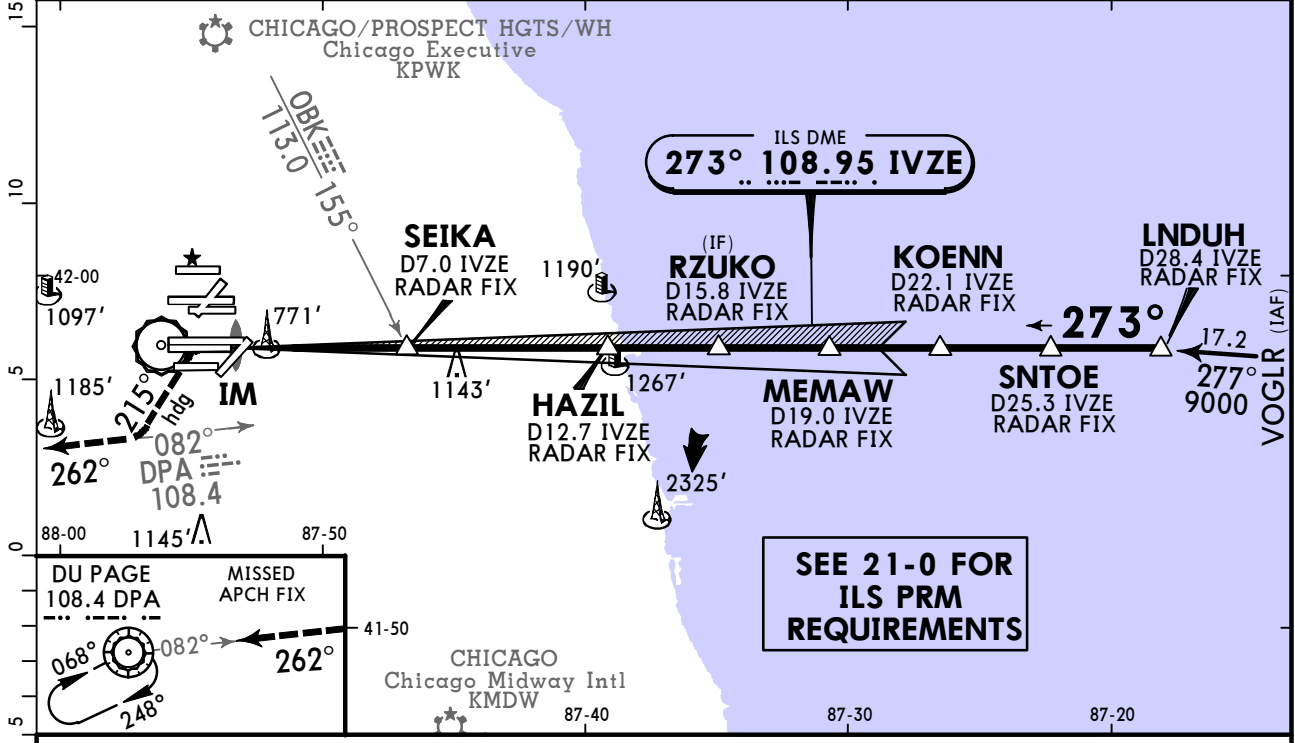
CHICAGO O'HARE INTL

30 OCT 20
Eff 5 Nov

21-16EE

ILS PRM Rwy 28C SA CAT I
(SIMULTANEOUS CLOSE PARALLEL)

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)			O'HARE Tower (North)	O'HARE Tower (South)
135.4	119.0	120.75	121.15	126.9	132.7	128.15
		Monitor Frequency			119.625	133.0
Ground (Main) Rwy 10C/28C		Ground (North)			Ground (South)	
134.15		121.9			124.125	
118.05						
LOC IVZE	Final Apch Crs	SEIKA	SA CAT I ILS RA 155'	Apt Elev 680'	3400	
108.95	273°	2300'(1649')	DA(H) 801'(150')	TDZE 651'	MSA ARP	
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.						
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'	
From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.						
1. Special Aircrew & Acft Certification required. 2. Dual VHF comm required. 3. Simultaneous approach authorized. 4. Use of Flight Director or Autopilot required during simultaneous operations. 5. See 21-0 for "Attention All Users of ILS Precision Runway Monitor (PRM)". 6. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 80').						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	4000'	215°	DPA 108.4
GS	3.00°	372	478	531	637	849					

TERPS STRAIGHT-IN LANDING RWY 28C
SA CAT I ILS RA 155'
 DA(H) 801'(150')

RVR 14

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

TERPS AMEND 1A 3 JAN 2019

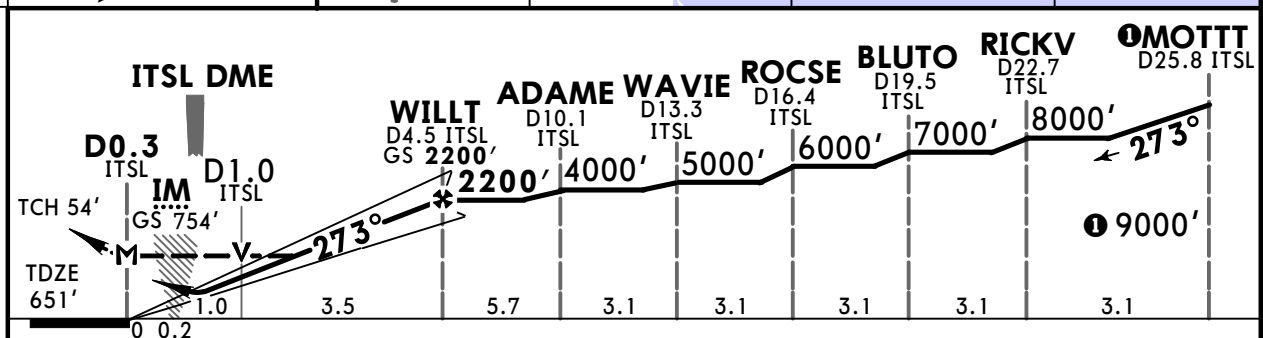
KORD/ORD CHICAGO O'HARE INTL

30 OCT 20 **(21-17)** Eff 5 Nov

CHICAGO, ILL ILS or LOC Rwy 28R



D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (South) Rwy 10R/28L
135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0
Ground (Main) Rwy 10C/28C		Ground (North)				Ground (South)	
121.9		134.15		124.125		118.05	
LOC ITSL 111.1	Final Apch Crs 273°	WILLT 2200' (1549')		ILS DA(H) 851' (200')		Apt Elev 680' 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.							
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'	
From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.							
1. Simultaneous approach authorized. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70').							



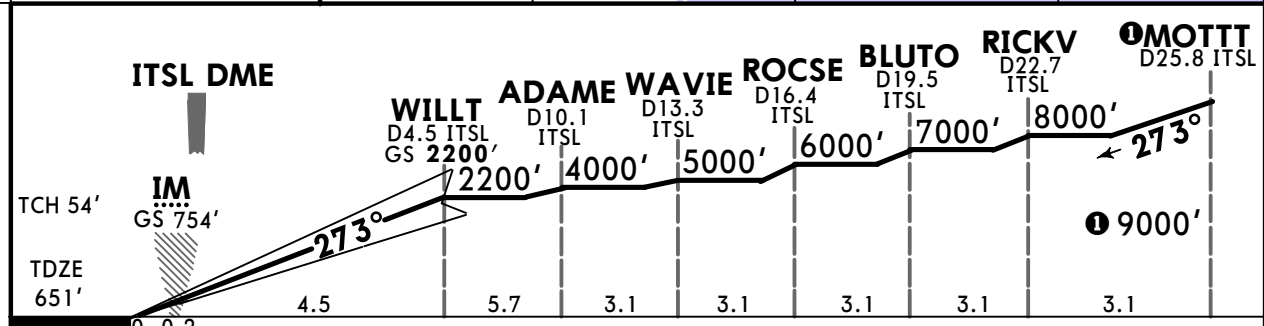
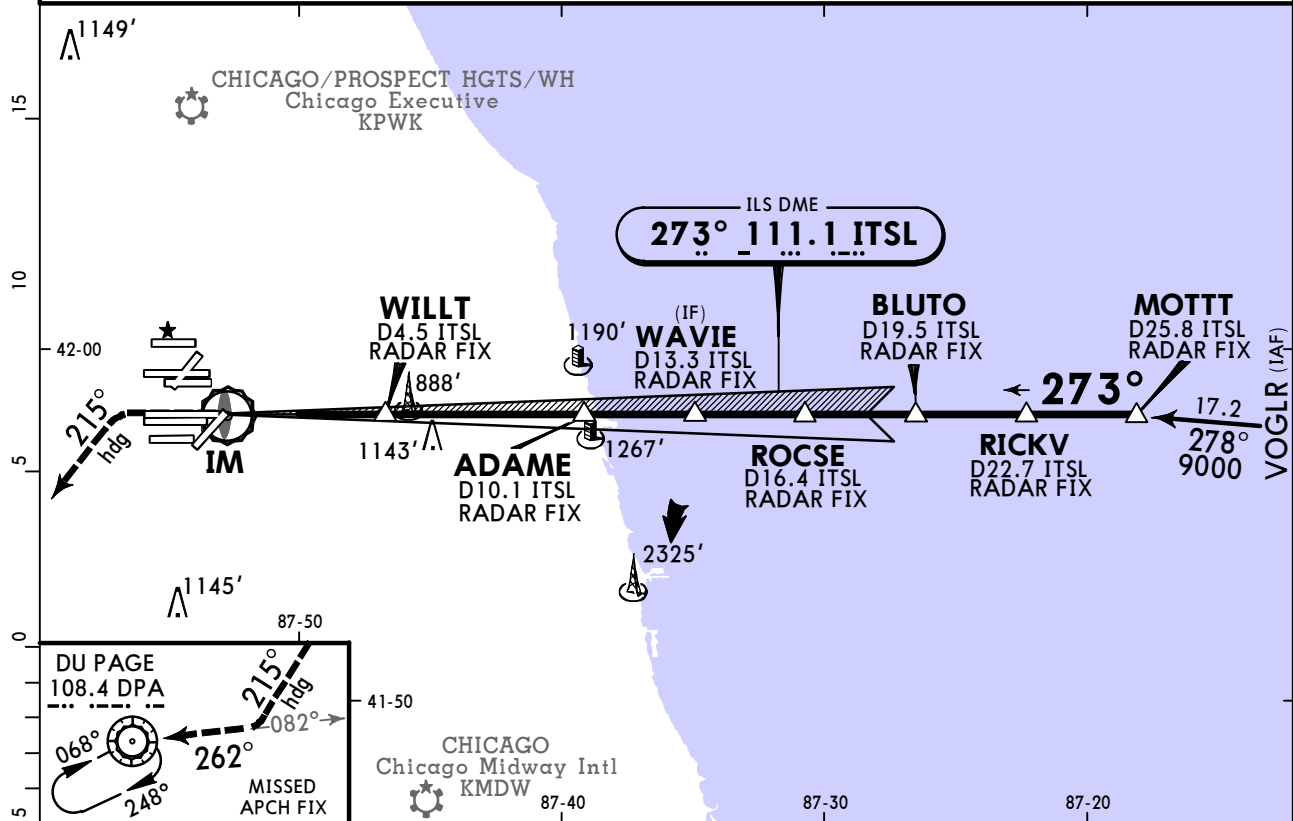
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 	1100'	4000'	215°	DPA
GS	3.00°	372	478	531	637	849		↑	LT	on	hdg
MAP at D0.3 ITSL or WILLT to MAP	4.7	4:02	3:08	2:49	2:21	2:01					R-082

TERPS				
STRAIGHT-IN LANDING RWY 28R				
ILS DA(H) 851' (200')			LOC (GS out) MDA(H) 1120' (469')	
	FULL	TDZ/CL out	ALS out	ALS out
A		I		RVR 24 or 1/2
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
C				RVR 50 or 1
D				1 1/2
I RVR 18 with Flight Director or Autopilot or HUD to DA.				

TERPS AMEND 18B 3 JAN 2019

KORD/ORD **JEPPESEN** **CHICAGO, ILL**
CHICAGO O'HARE INTL 30 OCT 20 **21-17A** **ILS Rwy 28R CAT II & III**
 Eff 5 Nov

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (South) Rwy 10R/28L
135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0
Ground (Main) Rwy 10C/28C		Ground (North)			Ground (South)		
121.9		134.15			124.125		
LOC ITSL	Final Apch Crs	WILLT	CAT III Refer to Minimums	CAT II RA 97' DA(H) 751'(100')	Apt Elev 680'	3400	
111.1	273°	2200' (1549')			TDZE 651'	MSA ARP	
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.							
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'	
From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.							
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70').							



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

TERPS		STRAIGHT-IN LANDING RWY 28R	
CAT III ILS	RVR 6	CAT II ILS RA 97' DA(H) 751'(100')	RVR 12

TERPS AMEND 18B 3 JAN 2019

KORD/ORD CHICAGO O'HARE INTL

JEPPESEN

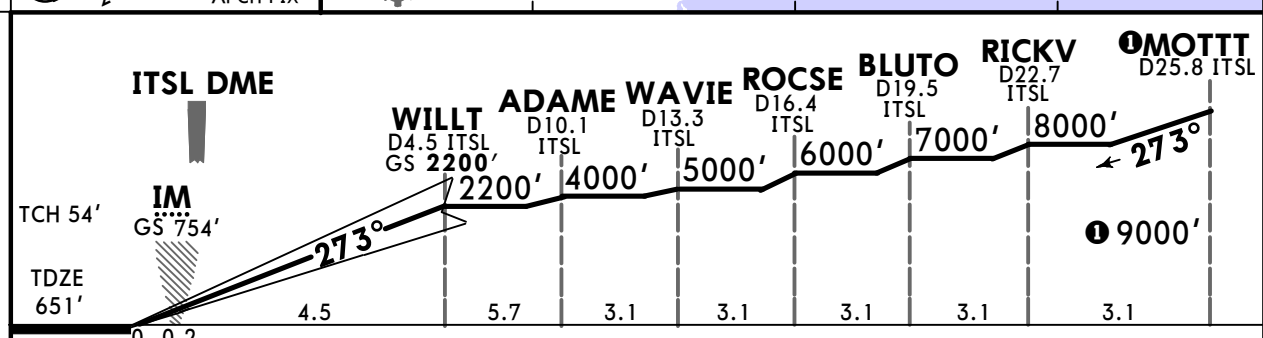
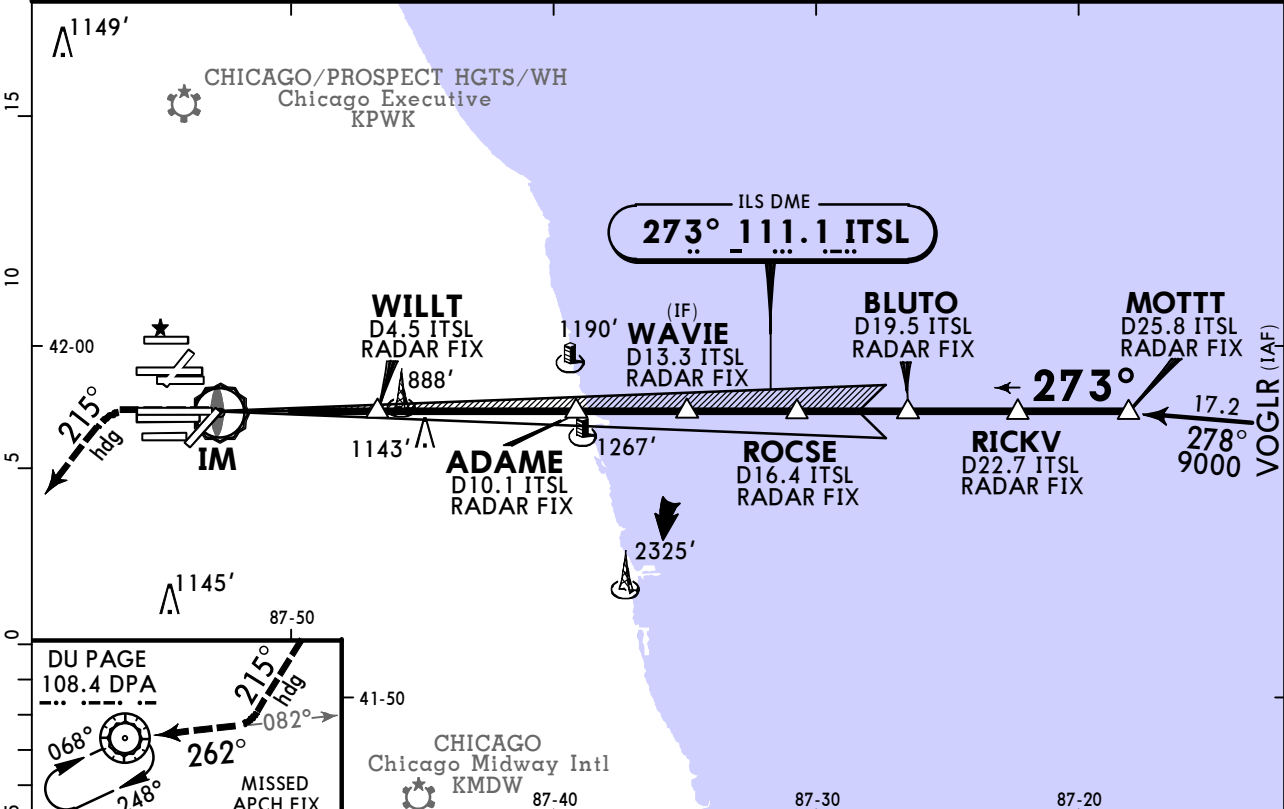
30 OCT 20
Eff 5 Nov

(21-17B)

CHICAGO, ILL

ILS Rwy 28R SA CAT I

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (South) Rwy 10R/28L
135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0
Ground (Main) Rwy 10C/28C		Ground (North)				Ground (South)	
121.9		134.15		124.125		118.05	
LOC ITSL 111.1	Final Apch Crs 273°	WILLT 2200' (1549')	SA CAT I ILS RA 161' DA(H) 801' (150')		Apt Elev 680'	TDZE 651'	
<p>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.</p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>From VOGLR: RNAV 1-GPS required. Aircraft not GPS equipped - RADAR required for procedure entry. DME or RADAR required.</p> <p>1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70').</p>						<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto;"></div> <p style="text-align: center;">3400</p> <p style="text-align: center;">MSA ARP</p>	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1100'	4000'	215°	DPA
GS	3.00°	372	478	531	637	849		↑	← LT	hdg	and 108.4

TERPS **STRAIGHT-IN LANDING RWY 28R**

SA CAT I ILS
RA 161'
DA(H) **801'** (150')

RVR 14

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

KORD/ORD



 1 DEC 17 **22-0** Eff 7 Dec

 CHICAGO, ILL
 -O'HARE INTL

ATTENTION ALL USERS OF RNAV PRECISION RUNWAY MONITOR (PRM)
RNAV (GPS) PRM Rwys 10C, 28C
RNAV (GPS) PRM Y Rwys 10R, 28L

(SIMULTANEOUS CLOSE PARALLEL)

Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ARTCC as soon as practical, but at least 120 miles from destination.

General

Review procedure for executing a climbing and descending PRM breakout.

Breakout phraseology: "TRAFFIC ALERT (call sign) TURN (left/right) IMMEDIATELY HEADING (degrees) CLIMB/DESCEND AND MAINTAIN (altitude)."

All breakouts: Hand flown, initiate immediately.

Descending on the glideslope/glidepath ensures compliance with any charted crossing restrictions.

Dual VHF Comm.: When assigned or planning a specific PRM approach, tune a second receiver to the PRM monitor frequency or, if silent, another active frequency (i.e. ATIS), set the volume, retune the PRM frequency if necessary, then deselect the audio. When directed by ATC, immediately switch to the tower frequency and select the second receiver audio to ON.

If later assigned the same runway, non-PRM approach, consider it briefed provided the same minimums are utilized. PRM related chart notes and PRM frequency no longer apply.

TCAS during breakout: Follow TCAS climb/descend if it differs from ATC, while executing the breakout turn.

Runway Specific
Rwy 10R:

- Final approach course offset by 2.5 degrees.
- If later assigned a Visual Approach to Rwy 10R, expect clearance via the ILS or RNAV (GPS) PRM Y final approach course.

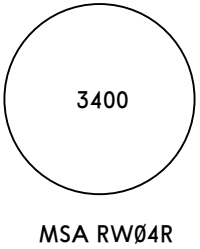
Rwy 28L:

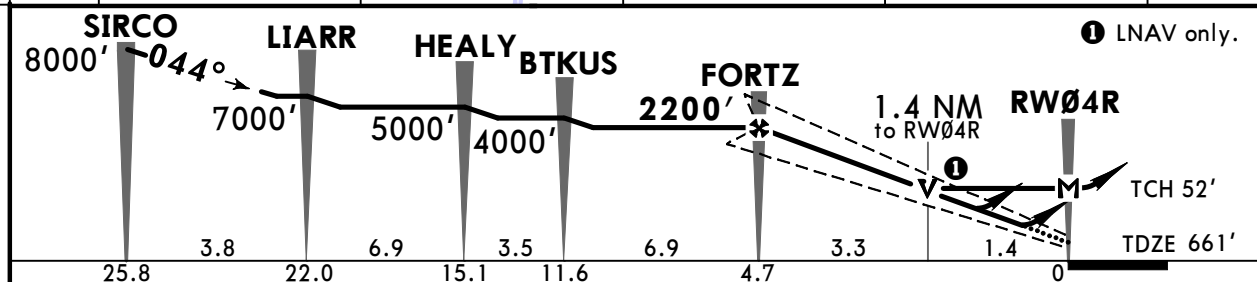
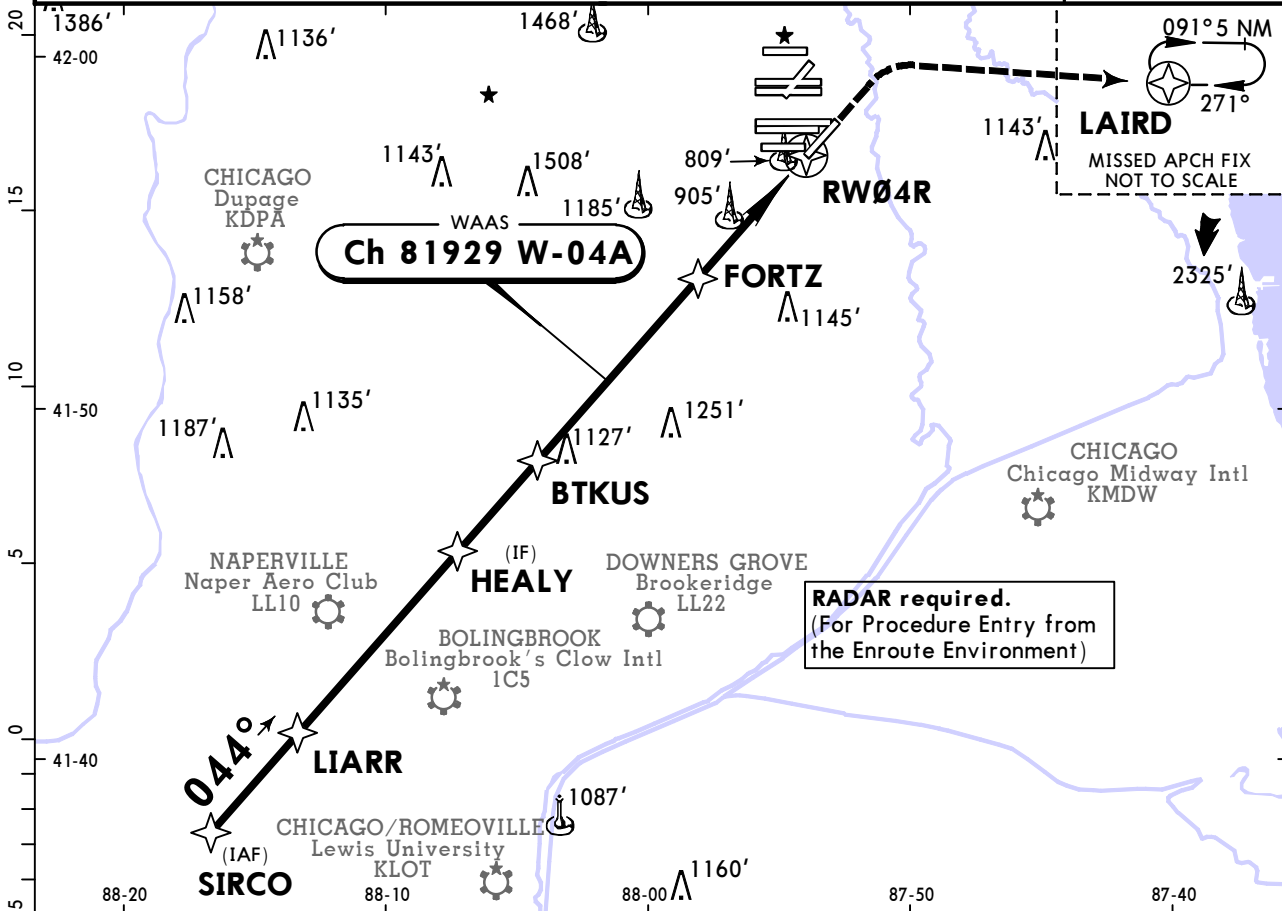
- Rwy 28L PRM final approach course offset by 2.5 degrees.

KORD/ORD CHICAGO O'HARE INTL

JEPPESSEN
5 AUG 22 **(22-1)**

CHICAGO, ILL RNAV (GPS) Rwy 4R

D-ATIS	CHICAGO Approach (R)	Rwy 4R/22L Rwy 10C/28C		Rwy 9C/27C	O'HARE Tower Rwy 9R/27L Rwy 22R		Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L			
135.4	119.0	120.75	121.15	126.9	128.15	132.7	133.0					
Ground (Main)			Ground (North)			Ground (South)						
121.9			124.125			118.05						
WAAS Ch 81929 W-04A	Final Apch Crs 044°	FORTZ 2200' (1539')	LPV DA(H) 861' (200')	Apt Elev 680' TDZE 661'								
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' direct LAIRD and hold, continue climb-in-hold to 4000'.												
RNP Apch - GPS			Alt Set: INCHES		Trans level: FL 180					Trans alt: 18000'		
For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C or above 39°C.												



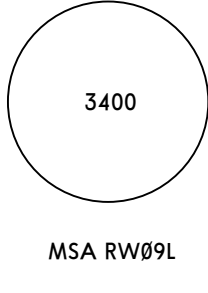
Gnd speed-Kts	70	90	100	120	140	160	MALS R	1200'	4000'	LAIRD
Glide Path Angle	3.00°	372	478	531	637	849	PAPI	↑	RT	
MAP at RW04R										

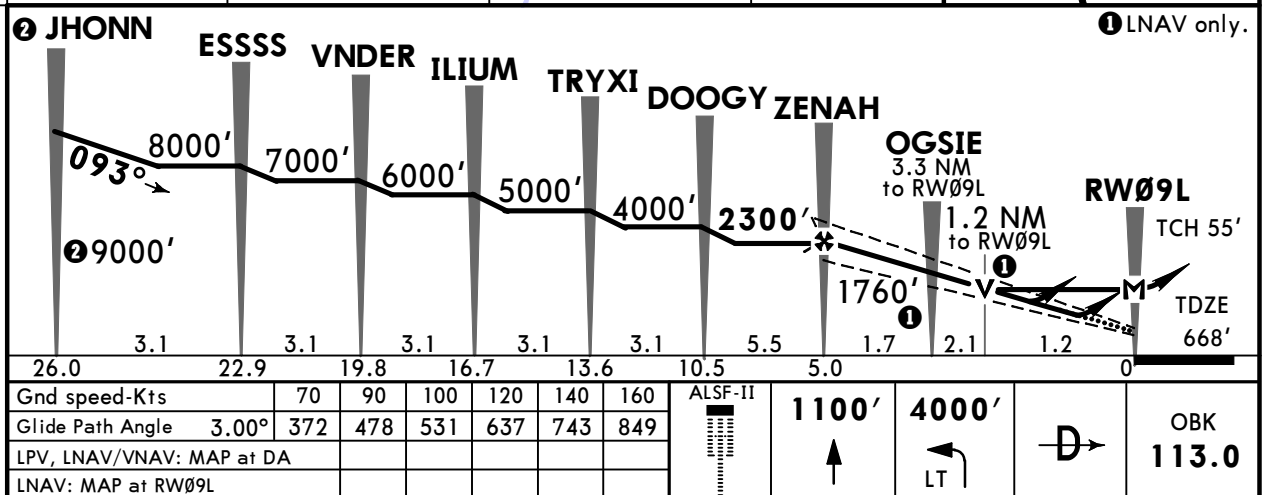
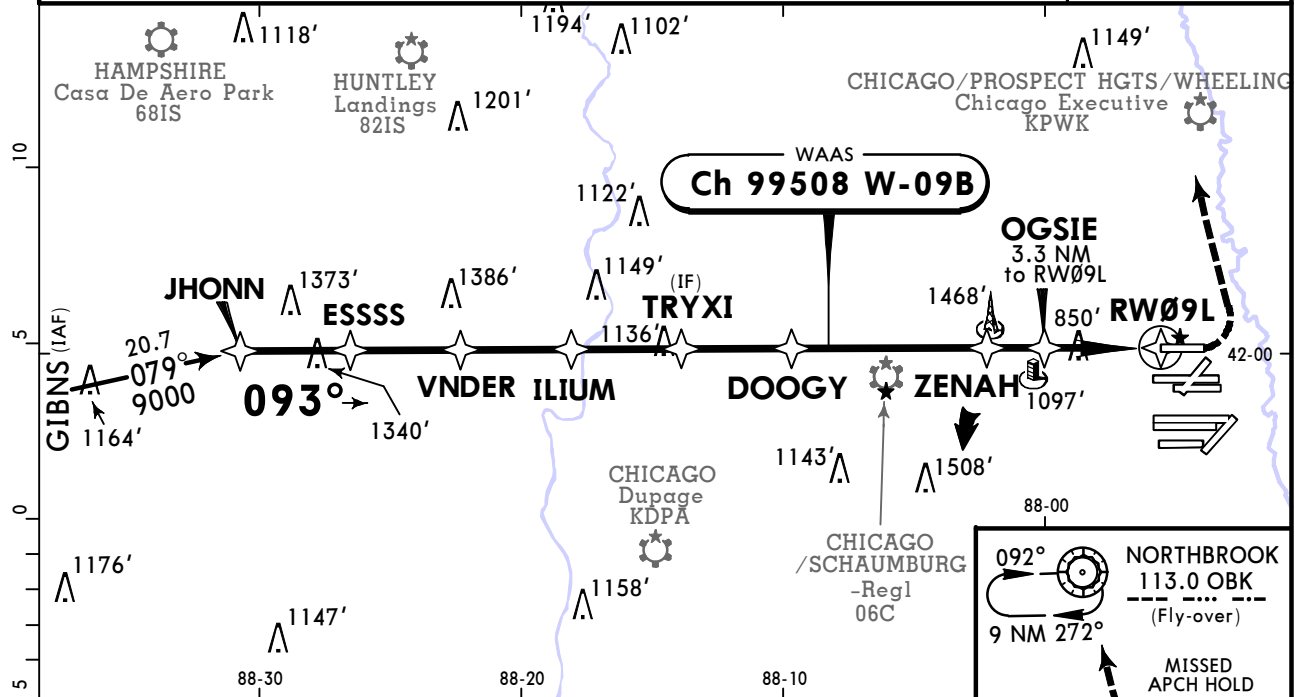
TERPS							STRAIGHT-IN LANDING RWY 4R		CIRCLE-TO-LAND	
LPV		LNAV/VNAV			LNAV		Max Kts	MDA(H)		
DA(H)	861' (200')	DA(H)	990' (329')	MDA(H)	1160' (499')	RAIL/ALS out		RAIL/ALS out	RAIL/ALS out	
A	RVR 18	RVR 24	RVR 40	RVR 32	RVR 60	RVR 24 or 1/2	RVR 50 or 1	90	1220' (540') - 1	
B	or 1/2	or 1/2	or 3/4	or 5/8	or 1 1/4	RVR 50 or 1	1 1/2	140	1220' (540') - 1 1/2	
C								165	1460' (780') - 2 1/2	

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

TERPS AMEND ID 12 OCT 2017

KORD/ORD CHICAGO O'HARE INTL 30 OCT 20 **(22-2) Eff 5 Nov** **CHICAGO, ILL**
RNAV (GPS) Rwy 9L

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (Main)			O'HARE Tower (South) Rwy 10R/28L	
	135.4	119.0	128.15	120.75	121.15	126.9	132.7	133.0
	Ground (North) Rwy 9L/27R		Ground (Main) Rwy 10C/28C		Ground (South)			
	124.125		121.9		134.15			118.05
WAAS Ch 99508 W-09B		Final Apch Crs 093°	ZENAH 2300' (1632')	LPV DA(H) 868' (200')	Apt Elev 680' TDZE 668'			 <p>3400 MSA RW09L</p>
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct OBK VOR and hold, continue to climb-in-hold to 4000'.								
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			
RNP Apch RADAR required for procedure entry.								
<p>1. For uncompensated Baro-VNAV systems, procedure not authorized below -19°C or above 54°C. 2. Simultaneous approach authorized. 3. LNAV procedure not authorized during simultaneous operations. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.</p>								



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1100'	4000'	D	OBK 113.0
Glide Path Angle	3.00°	372	478	531	637	743					
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW09L											

TERPS							STRAIGHT-IN LANDING RWY 9L	
LPV			LNAV/VNAV			LNAV		
DA(H) 868' (200')			DA(H) 1034' (366')			MDA(H) 1100' (432')		
TDZ/CL out		ALS out	ALS out		ALS out			
A					RVR 24 or 1/2	RVR 50 or 1		
B								
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 35 or 5/8	RVR 60 or 1/4			
D					RVR 40 or 3/4	RVR 60 or 1/4		

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

KORD/ORD CHICAGO O'HARE INTL

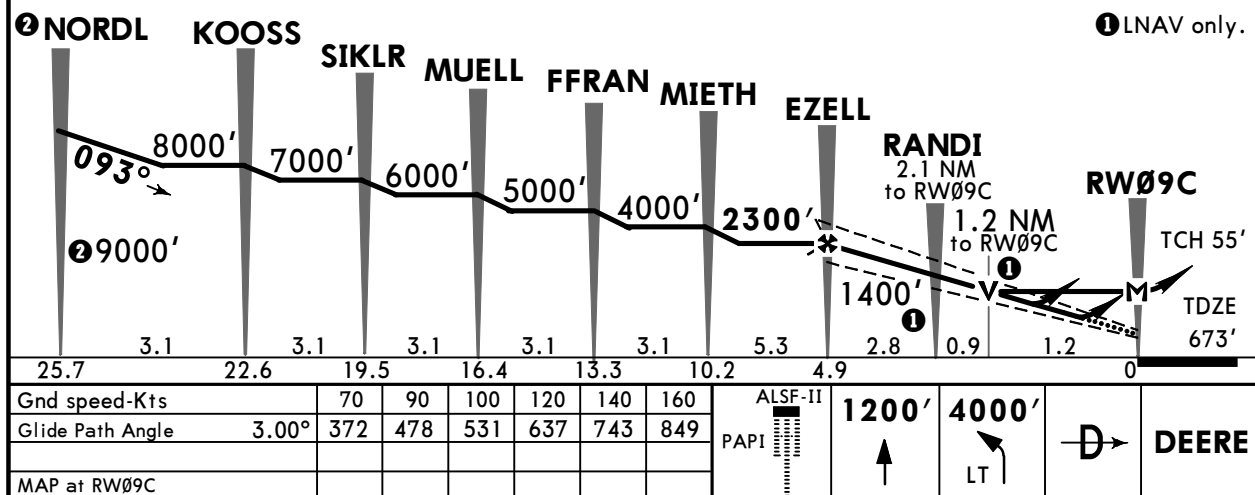
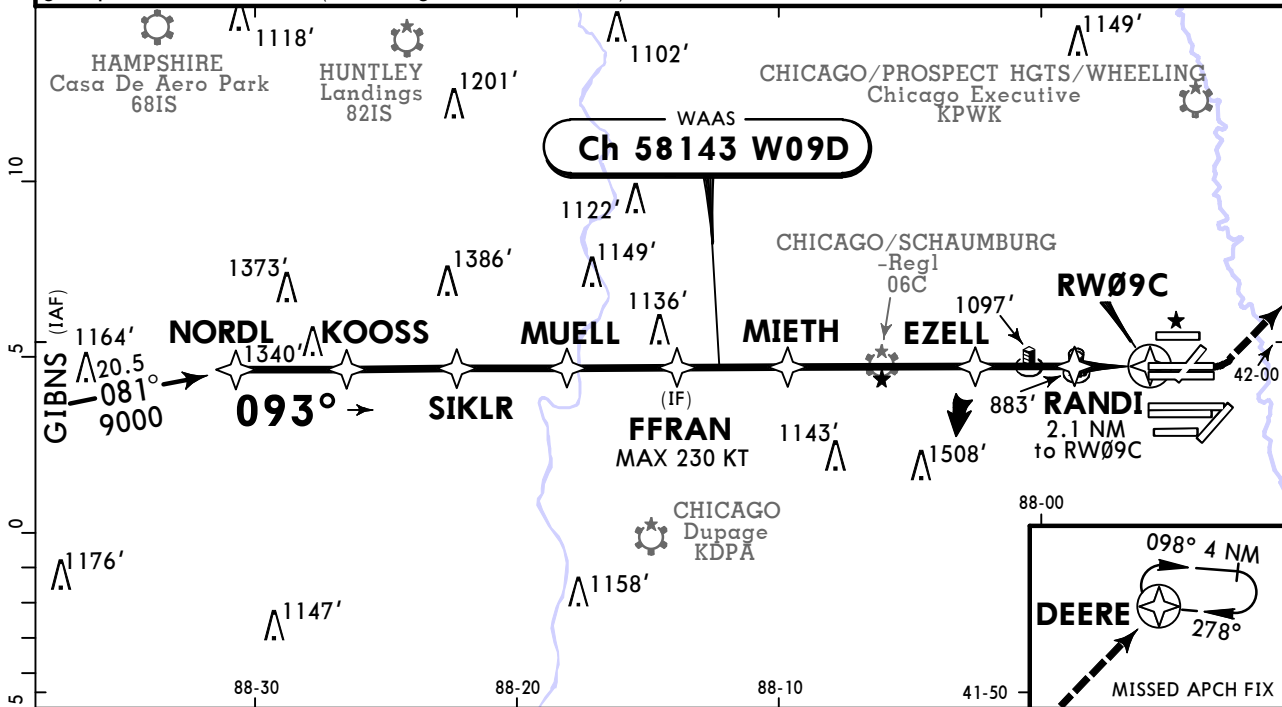
22 NOV 24

(22-3)



CHICAGO, ILL RNAV (GPS) Rwy 9C

D-ATIS 135.4		CHICAGO Approach (R) 119.0		O'HARE Tower 121.15	
Ground (Main) 121.9 Rwy 10C/28C 134.15		Ground (North) 124.125 Rwy 9L/27R		Ground (South) 118.05	
WAAS Ch 58143 W09D	Final Apch Crs 093°	EZELL 2300' (1627')	LPV DA(H) 873' (200')	Apt Elev 680' TDZE 673'	3400 MSA RW09C
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' direct DEERE and hold.					
RNP Apch	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'	
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C or above 54°C. 2. Simultaneous approach authorized. 3. LNAV procedure not authorized during simultaneous operations. 4. Use of Flight Director or Autopilot required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 72').					



TERPS							STRAIGHT-IN LANDING RWY 9C	
LPV DA(H) 873' (200')		LNAV/VNAV DA(H) 976' (303')			LNAV MDA(H) 1140' (467')			
TDZ/CL out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		
A					RVR 24 or 1/2	RVR 50 or 1		
B								
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 45 or 7/8	RVR 50 or 1	1 3/8	
D								

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

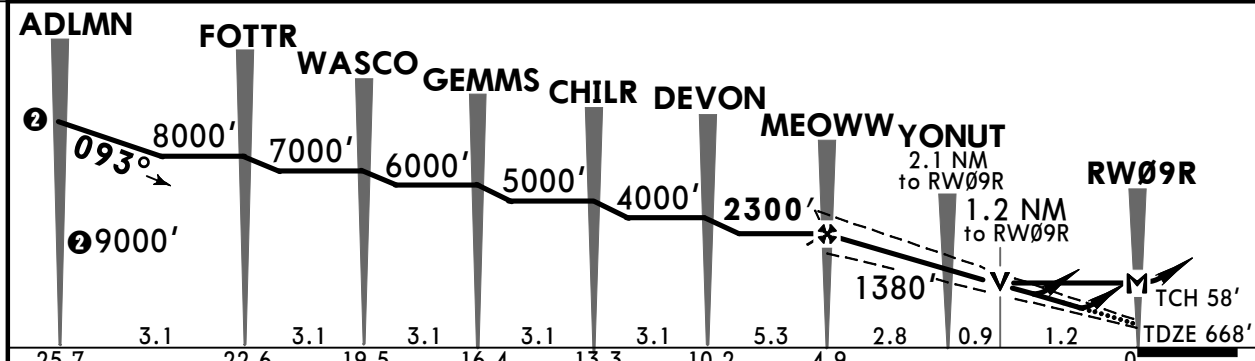
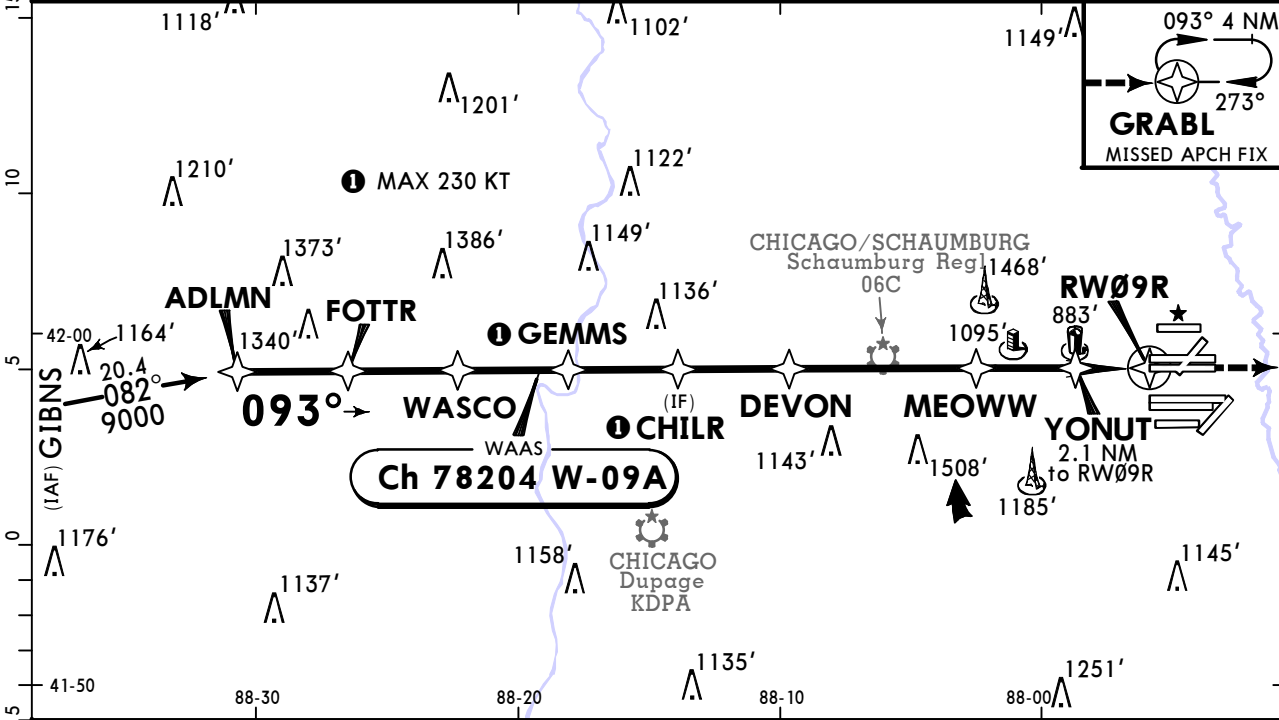
TERPS ORIG 5 NOV 2020

KORD/ORD CHICAGO O'HARE INTL

JEPPESSEN
2 SEP 22 **(22-4)** Eff 8 Sep

CHICAGO, ILL RNAV (GPS) Rwy 9R

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower					
	135.4	119.0	Rwy 9R/27L Rwy 22R 126.9	Rwy 4R/22L Rwy 10C/28C 120.75	Rwy 9C/27C 121.15	Rwy 9L/27R 128.15	Rwy 10L/28R 132.7	Rwy 10R/28L 133.0
	Ground (Main) 121.9		Ground (North) 124.125			Ground (South) 118.05		
WAAS Ch 78204 W-09A		Final Apch Crs 093°	MEOWW 2300' (1632')	LPV DA(H) 868' (200')	Apt Elev 680' TDZE 668'			<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">3400</div> <p>MSA RW09R</p>
MISSED APCH: Climb to 4000' direct GRABL and hold.								
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			
RNP Apch - GPS								
<p>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C or above 54°C. 2. Simultaneous approach authorized. 3. LNAV procedure not authorized during simultaneous operations. 4. Use of Flight Director or Autopilot required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 83').</p>								



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	4000'	D →	GRABL
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW09R										

TERPS STRAIGHT-IN LANDING RWY 9R										
LPV DA(H) 868' (200')			LNAV/VNAV DA(H) 976' (308')				LNAV MDA(H) 1140' (472')			
TDZ/CL out		ALS out	ALS out		ALS out		ALS out		ALS out	
A	RVR 18	RVR 24	RVR 40	RVR 24	RVR 45	RVR 24	RVR 50	RVR 24	RVR 50	RVR 50
B	or 1/2	or 1/2	or 3/4	or 1/2	or 7/8	or 1/2	or 1	or 1/2	or 1	or 1
C										
D										

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

CHANGES: Procedure.

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TERPS AMEND 6 8 SEP 2022

KORD/ORD

CHICAGO O'HARE INTL

30 OCT 20

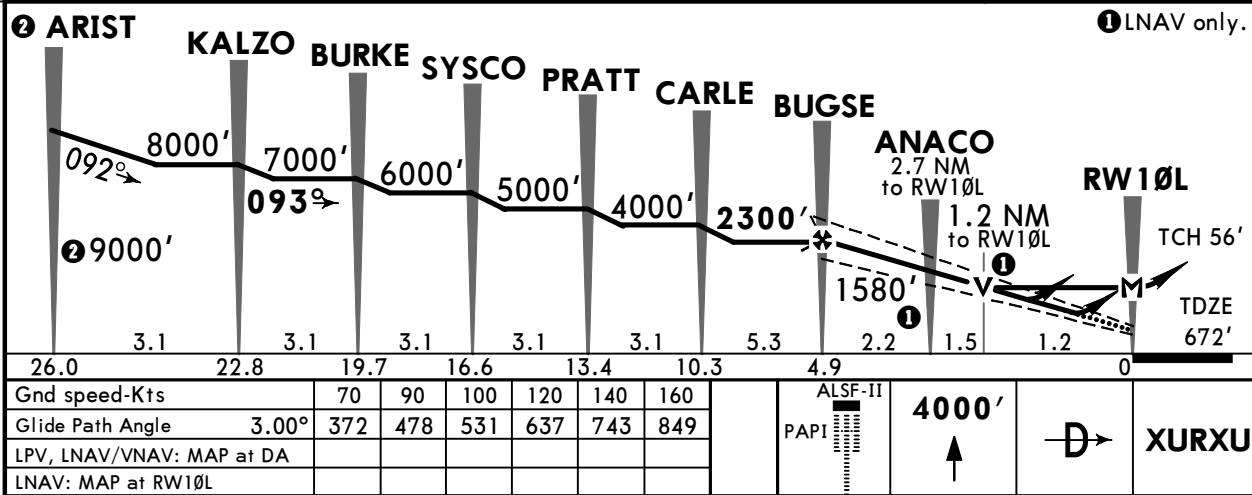
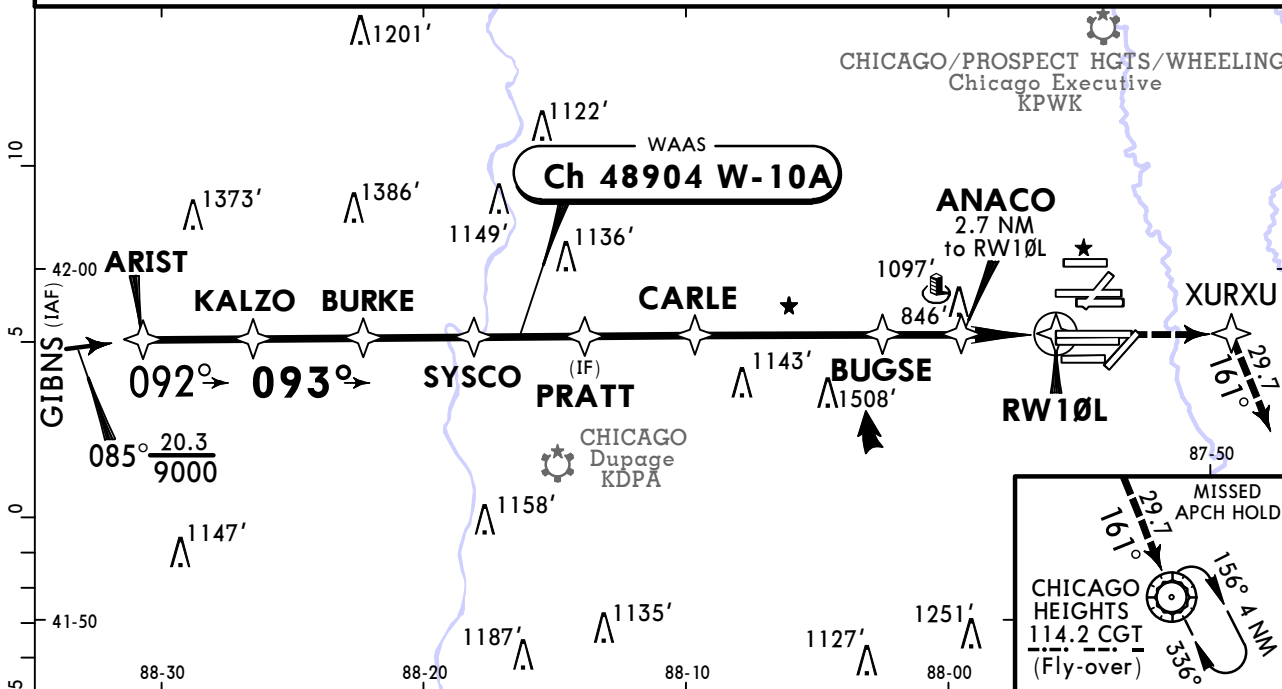
22-5 Eff 5 Nov

CHICAGO, ILL

RNAV (GPS) Rwy 10L



BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (South) Rwy 10R/28L
	135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0
	Ground (Main) Rwy 10C/28C		Ground (North) Rwy 9L/27R				Ground (South)	
	121.9		124.125				118.05	
	WAAS Ch 48904 W-10A	Final Apch Crs 093°	BUGSE 2300' (1628')	LPV DA(H) 872' (200')	Apt Elev 680' TDZE 672'		3400 MSA RW10L	
MISSED APCH: Climb to 4000' direct XURXU and on track 161° to CGT VOR and hold.								
Alt Set: INCHES			Trans level: FL 180				Trans alt: 18000'	
RNP Apch RADAR required for procedure entry.								
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C or above 54°C. 2. Simultaneous approach authorized. 3. LNAV procedure not authorized during simultaneous operations. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 74').								



TERPS							STRAIGHT-IN LANDING RWY 10L	
LPV		LNAV/VNAV			LNAV			
DA(H) 872' (200')		DA(H) 1062' (390')			MDA(H) 1120' (448')			
TDZ/CL out		ALS out		ALS out		ALS out		
A						RVR 24 or 1/2	RVR 50 or 1	
B								
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 35 or 5/8	RVR 60 or 1/4	RVR 45 or 7/8	1 3/8	
D								

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

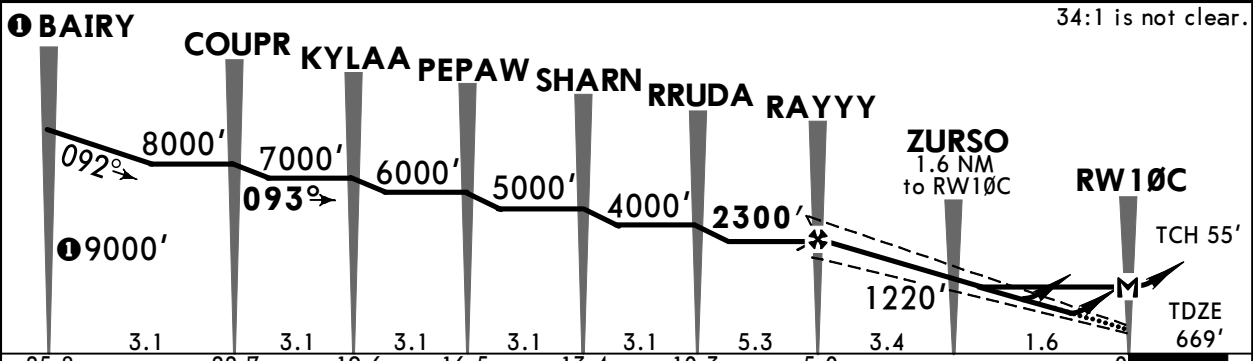
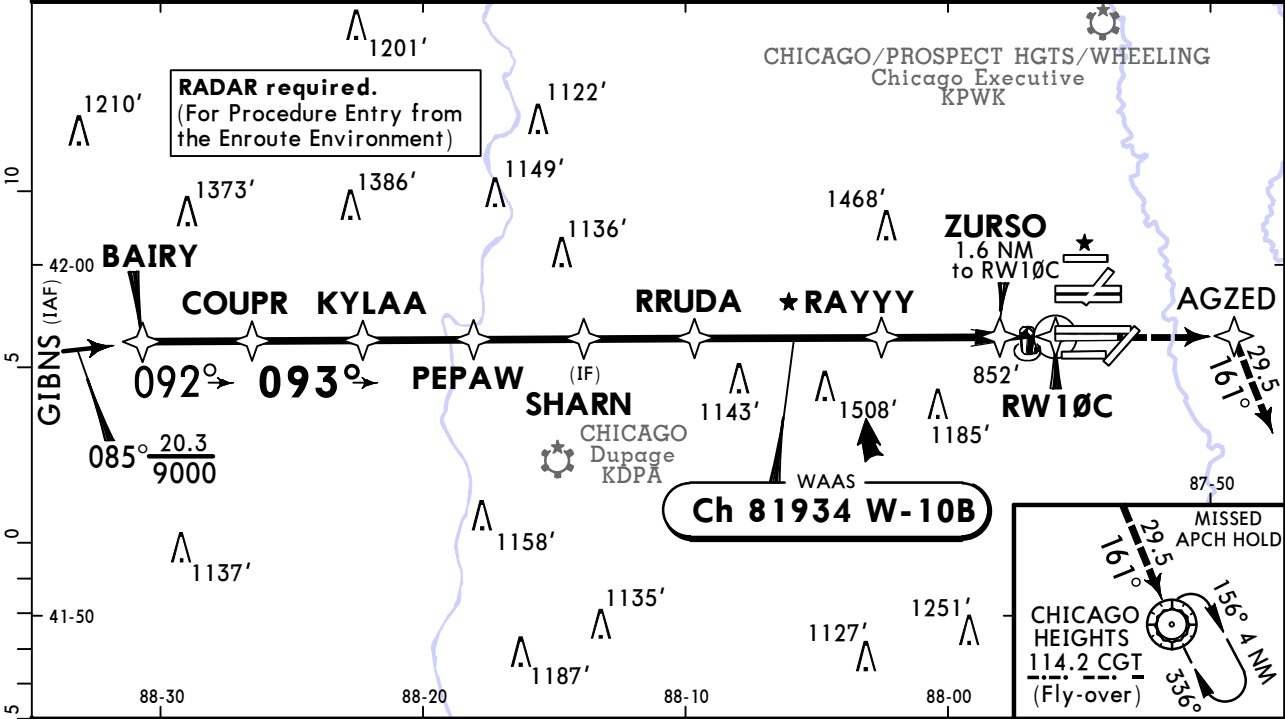
TERPS AMEND 5B 26 MAR 2020

KORD/ORD CHICAGO O'HARE INTL

JEPPESSEN
19 JAN 24 **(22-6)**

CHICAGO, ILL RNAV (GPS) Rwy 10C

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	Rwy 4R/22L Rwy 10C/28C	Rwy 9C/27C	O'HARE Tower Rwy 9R/27L Rwy 22R	Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L	
	135.4	119.0	120.75	121.15	126.9	128.15	132.7	133.0	
	Ground (Main) Rwy 10C/28C		Ground (North) Rwy 9L/27R			Ground (South)			
	134.15		121.9			124.125			
WAAS Ch 81934 W-10B		Final Apch Crs 093°	RAYYY 2300' (1631')	LPV DA(H) 869' (200')	Apt Elev 680' TDZE 669'		3400 MSA RW10C		
MISSED APCH: Climb to 4000' direct AGZED and on track 161° to CGT VOR and hold.									
RNP Apch - GPS Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 75'). 3. Simultaneous approach authorized. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot required during simultaneous operations. 6. Rwy 10C helicopter visibility reduction below RVR 40 or 3/4 SM not authorized.									



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	4000'	AGZED
Glide Path Angle	3.00°	372	478	531	637	743			
MAP at RW10C									

TERPS							STRAIGHT-IN LANDING RWY 10C	
LPV DA(H) 869' (200')		LNAV/VNAV DA(H) 1062' (393')			LNAV MDA(H) 1120' (451')			
TDZ/CL out		ALS out		ALS out		ALS out		
A						RVR 24 or 1/2	RVR 50 or 1	
B		1						
C	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	RVR 45 or 7/8	1 3/8	
D								

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

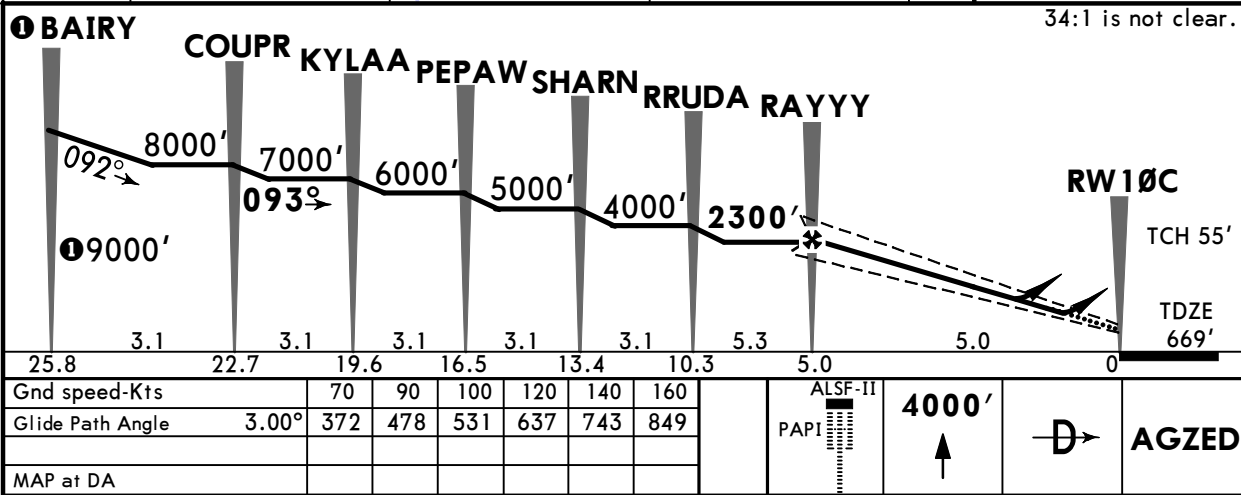
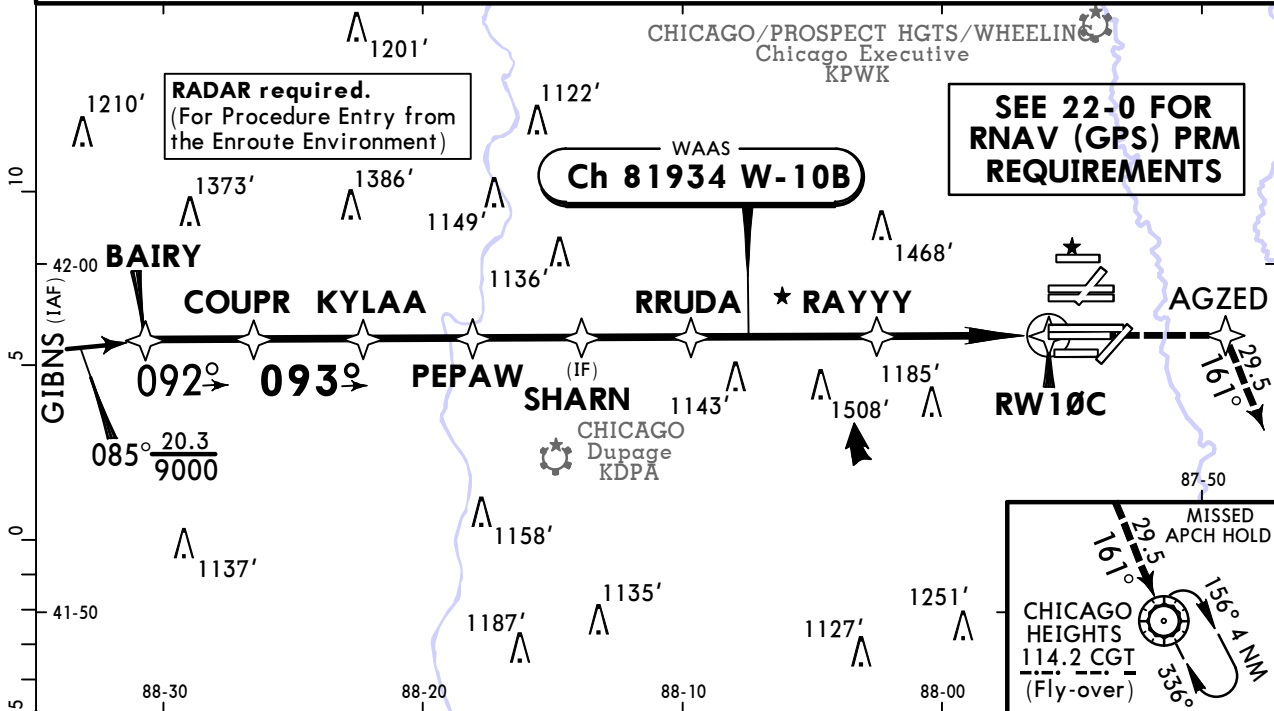
KORD/ORD
CHICAGO O'HARE INTL

19 JAN 24 **(22-6A)** RNAV (GPS) PRM Rwy 10C

CHICAGO, ILL
(SIMULTANEOUS CLOSE PARALLEL)



BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	Rwy 4R/22L Rwy 10C/28C	Rwy 9C/27C	O'HARE Tower Rwy 9R/27L Rwy 22R	Monitor Frequency	119.625	
	135.4	119.0	120.75	121.15	126.9	Rwy 9L/27R Rwy 10L/28R Rwy 10R/28L	128.15 132.7 133.0	
	Ground (Main) Rwy 10C/28C		Ground (North) Rwy 9L/27R		Ground (South)			
134.15		121.9		124.125		118.05		
WAAS Ch 81934 W-10B		Final Apch Crs 093°	RAYYY 2300' (1631')	LPV DA(H) 869' (200')	Apt Elev 680'	TDZE 669'		
MISSED APCH: Climb to 4000' direct AGZED and on track 161° to CGT VOR and hold.							MSA RW10C	
RNP Apch - GPS Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		
1. Dual VHF comm required. 2. See 22-0 for "Attention All Users of RNAV Precision Runway Monitor (PRM)". 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C or above 54°C. 4. Simultaneous approach authorized. 5. Use of Flight Director or Autopilot required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.0°/TCH 75'). 7. Rwy 10C helicopter visibility reduction below RVR 40 or 3/4 SM not authorized.								



TERPS					STRAIGHT-IN LANDING RWY 10C				
LPV DA(H) 869' (200')					LNAV/VNAV DA(H) 1062' (393')				
TDZ/CL out		ALS out			ALS out				
A									
B									
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		RVR 40 or 3/4				1/4
D									

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

CHANGES: LNAV/VNAV DA(H), notes, chart format.

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TERPS ORIG-B 17 AUG 2017

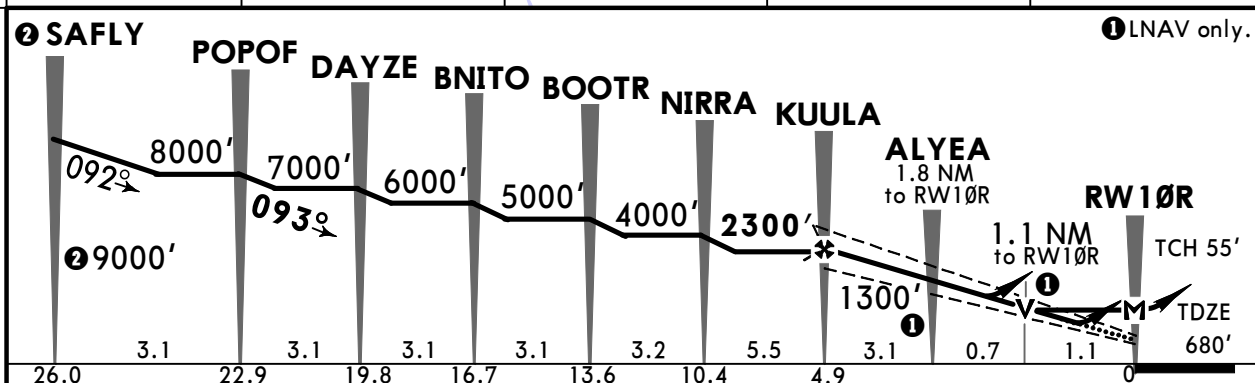
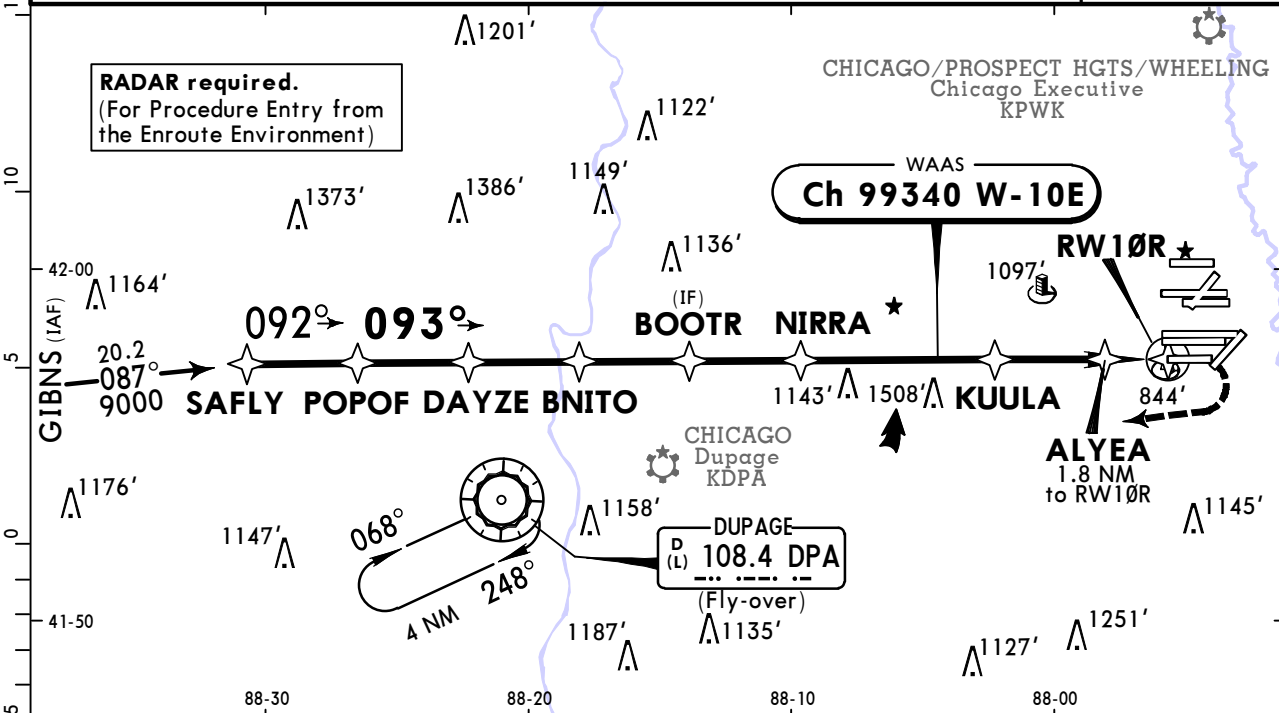
KORD/ORD CHICAGO O'HARE INTL

30 OCT 20 **(22-7) Eff 5 Nov** RNAV (GPS) Z Rwy 10R



CHICAGO, ILL

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (South) Rwy 10R/28L	O'HARE Tower (Main)			O'HARE Tower (North) Rwy 9L/27R	
	135.4	119.0	133.0	120.75	121.15	126.9	132.7	128.15
	Ground (Main) Rwy 10C/28C 121.9			Ground (North) Rwy 9L/27R 124.125			Ground (South) 118.05	
WAAS Ch 99340 W-10E		Final Apch Crs 093°	KUULA 2300' (1620')	LPV DA(H) 881' (201')	Apt Elev 680' TDZE 680'			<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>3400</p> <p>MSA RW10R</p>
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' direct DPA VOR and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
<p>1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.</p>								



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1200'	4000'	DPA 108.4
Glide Path Angle	3.00°	372	478	531	637	743		849	↑	
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RWY 10R										

TERPS STRAIGHT-IN LANDING RWY 10R						
LPV			LNAV/VNAV		LNAV	
DA(H) 881' (201')			DA(H) 1122' (442')		MDA(H) 1100' (420')	
TDZ/CL out		ALS out	ALS out		ALS out	
A					RVR 24 or 1/2	RVR 50 or 1
B		1				
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 40 or 3/4
D						RVR 60 or 1 1/4

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

CHANGES: Re-indexed, rwy configuration.

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TERPS AMEND 0A 12 OCT 2017

KORD/ORD

CHICAGO O'HARE INTL

16 APR 21

(22-8)



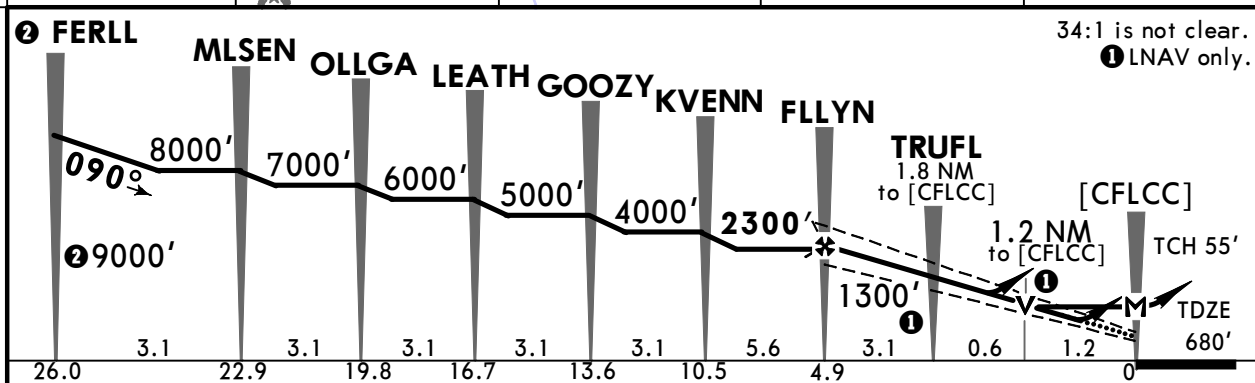
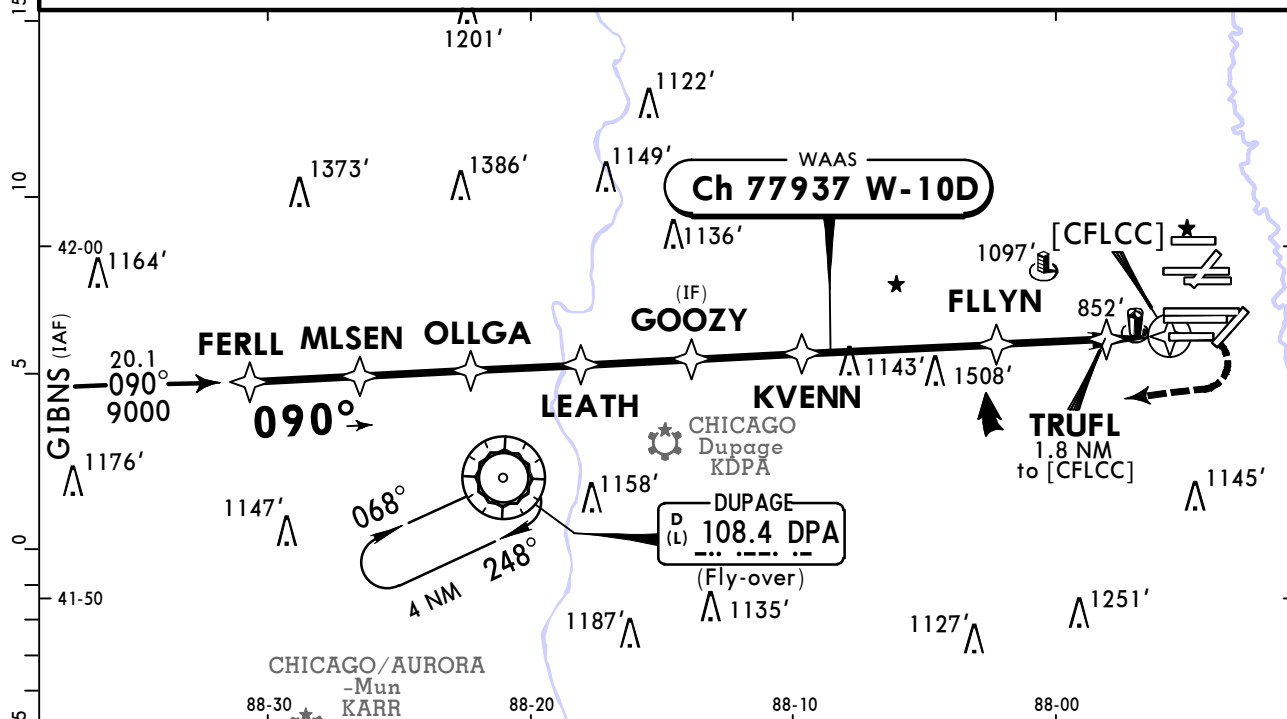
CHICAGO, ILL

RNAV (GPS) Y Rwy 10R

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (South) Rwy 10R/28L	O'HARE Tower (Main)			O'HARE Tower (North) Rwy 9L/27R
	135.4	119.0	133.0	120.75	121.15	126.9	132.7
	Ground (Main) Rwy 10C/28C		Ground (North) Rwy 9L/27R			Ground (South)	
	121.9		124.125			118.05	
	WAAS Ch 77937 W-10D	Final Apch Crs 090°	FLLYN 2300' (1620')	LPV DA(H) 930' (250')	Apt Elev 680' TDZE 680'		3400 MSA [CFLCC]
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' direct DPA VOR and hold.							

RNP Apch Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C or above 54°C.
2. Simultaneous approach authorized.
3. LNAV procedure not authorized during simultaneous operations.
4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.
5. Final approach course offset 2.5°.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1200'	4000'	DPA 108.4
Glide Path Angle	3.00°	372	478	531	637	849				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at [CFLCC]										

TERPS STRAIGHT-IN LANDING RWY 10R

	LPV DA(H) 930' (250')	LNAV/VNAV DA(H) 1157' (477')		LNAV MDA(H) 1120' (440')
	ALS out	ALS out		ALS out
A				RVR 24 or 1/2
B				RVR 50 or 1
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4
D			1 3/8	RVR 60 or 1/4

TERPS AMEND 08 22 JUN 2017

KORD/ORD

CHICAGO O'HARE INTL

16 APR 21



22-9

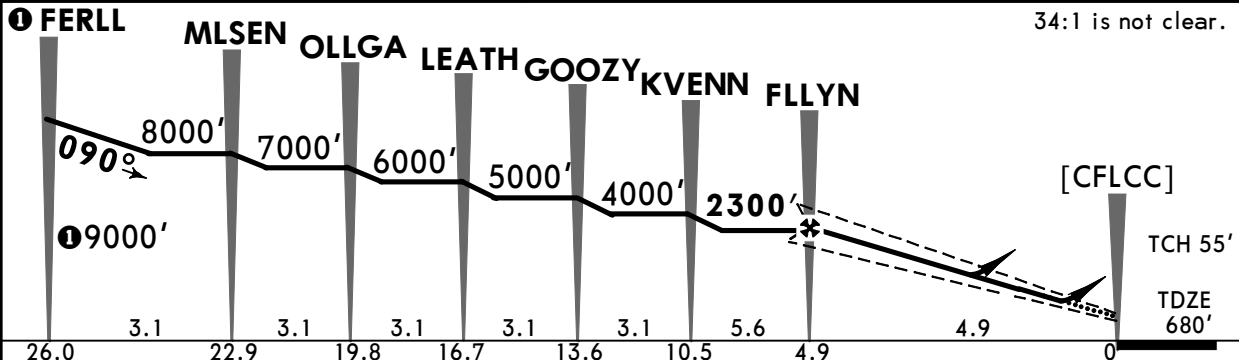
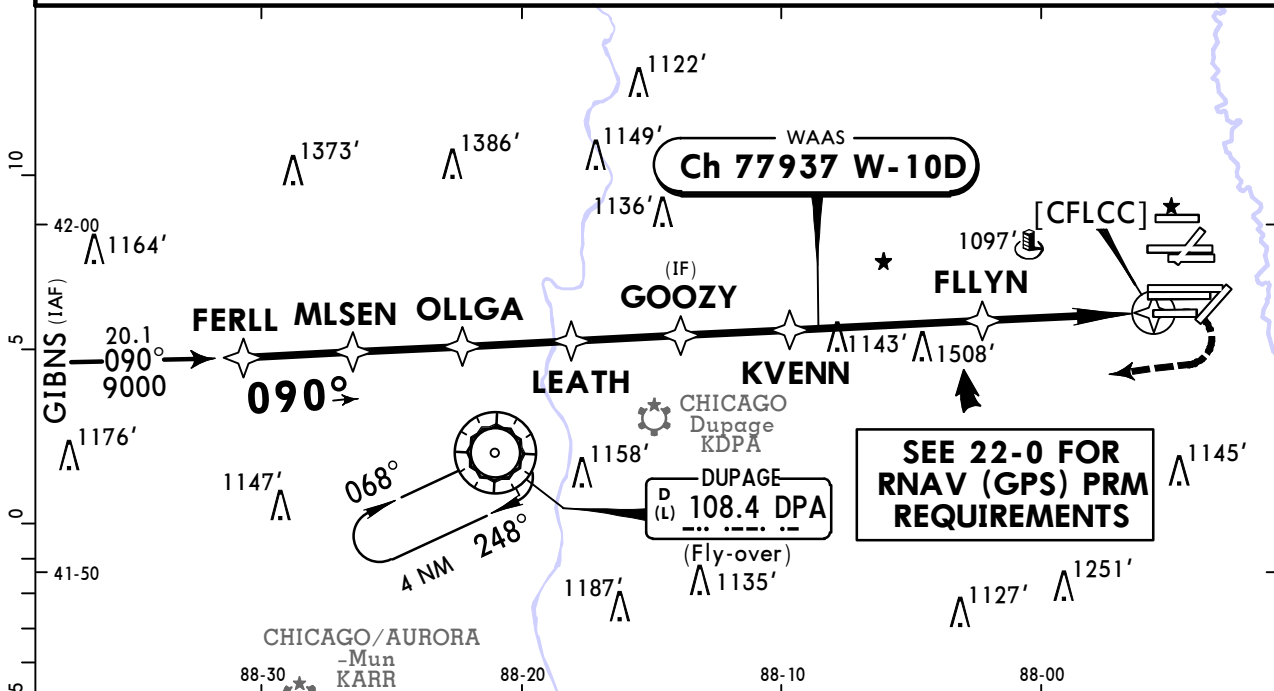
RNAV (GPS) PRM Y Rwy 10R

CHICAGO, ILL

(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (South) Rwy 10R/28L	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
	135.4	119.0	133.0	120.75	121.15	126.9	132.7	128.15
	Monitor Frequency			128.05				
Ground (Main) Rwy 10C/28C			Ground (North)			Ground (South)		
121.9			124.125			118.05		
WAAS Ch 77937 W-10D		Final Apch Crs 090°	FLLYN 2300' (1620')	LPV DA(H) 930' (250')	Apt Elev 680'		3400	
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' direct DPA VOR and hold.								MSA [CFLCC]
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		
RNP Apch.								

1. Dual VHF comm required. 2. See 22-0 for "Attention All Users of RNAV Precision Runway Monitor (PRM)". 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C or above 54°C. 4. Simultaneous approach authorized. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. Final approach course offset 2.5°.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1200'	4000'	DPA	108.4
Glide Path Angle	3.00°	372	478	531	637	849		↑	↻ RT	→	
LPV, LNAV/VNAV: MAP at DA											

TERPS				STRAIGHT-IN LANDING RWY 10R			
LPV DA(H) 930' (250')		ALS out		LNAV/VNAV DA(H) 1157' (477')		ALS out	
A							
B							
C	RVR 24 or 1/2	RVR 40 or 3/4		RVR 50 or 1			1 3/8
D							

TERPS AMEND 0B 22 JUN 2017

KORD/ORD



CHICAGO, ILL

CHICAGO O'HARE INTL

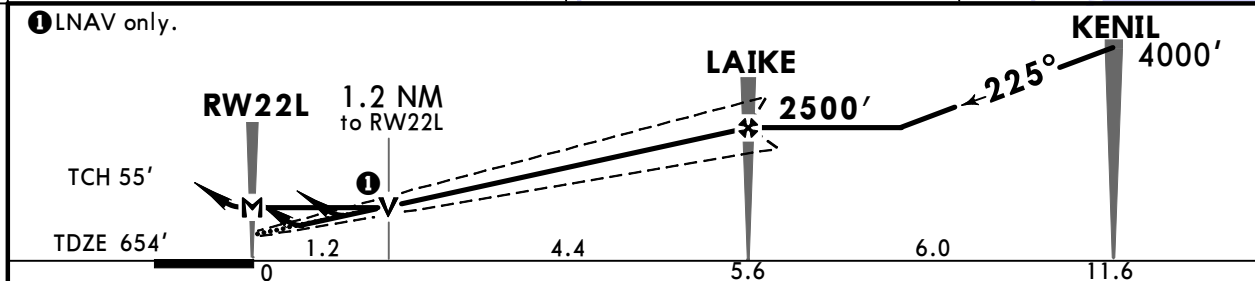
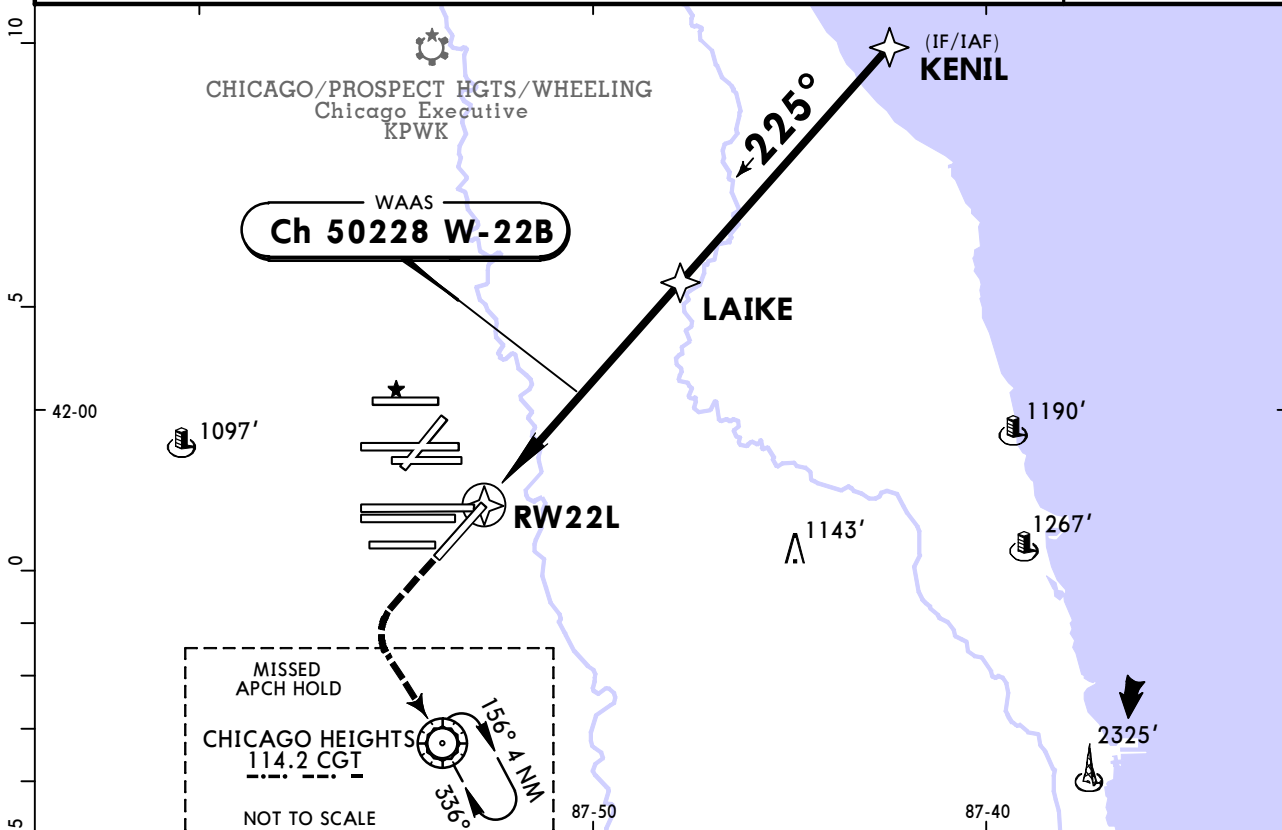
30 OCT 20

22-10

Eff 5 Nov

RNAV (GPS) Rwy 22L

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (South) Rwy 10R/28L
	135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0
	Ground (Main) Rwy 10C/28C		Ground (North)				Ground (South)	
	121.9	134.15	124.125				118.05	
	WAAS Ch 50228 W-22B	Final Apch Crs 225°	LAIKE 2500' (1846')	LPV DA(H) 854' (200')	Apt Elev 680' TDZE 654'		3400 MSA RW22L	
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct CGT VOR and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.0°/TCH 73'). 4. Simultaneous approach authorized with Rwy 22R. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.								



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1100'	4000'	CGT	114.2
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑	LT	↻	
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW22L											

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')			
	TDZ/CL out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	Max Kts	MDA(H)
A						90	1220' (540') - 1
B	RVR 18	RVR 24	RVR 40	RVR 45 or 7/8	1 3/8	120	1220' (540') - 1 1/2
C	or 1/2	or 1/2	or 3/4			140	1220' (540') - 1 1/2
D						165	1460' (780') - 2 1/2

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

CHANGES: Re-indexed, rwy configuration.

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TERPS AMEND 2A 12 OCT 2017

KORD/ORD CHICAGO O'HARE INTL

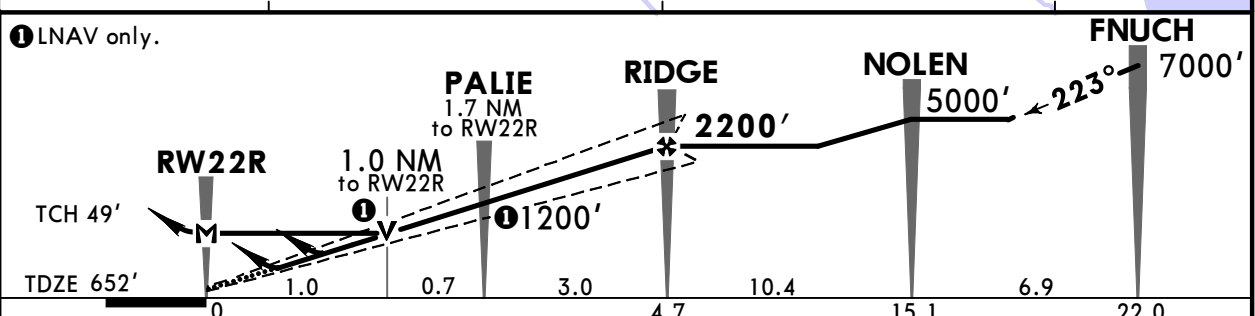
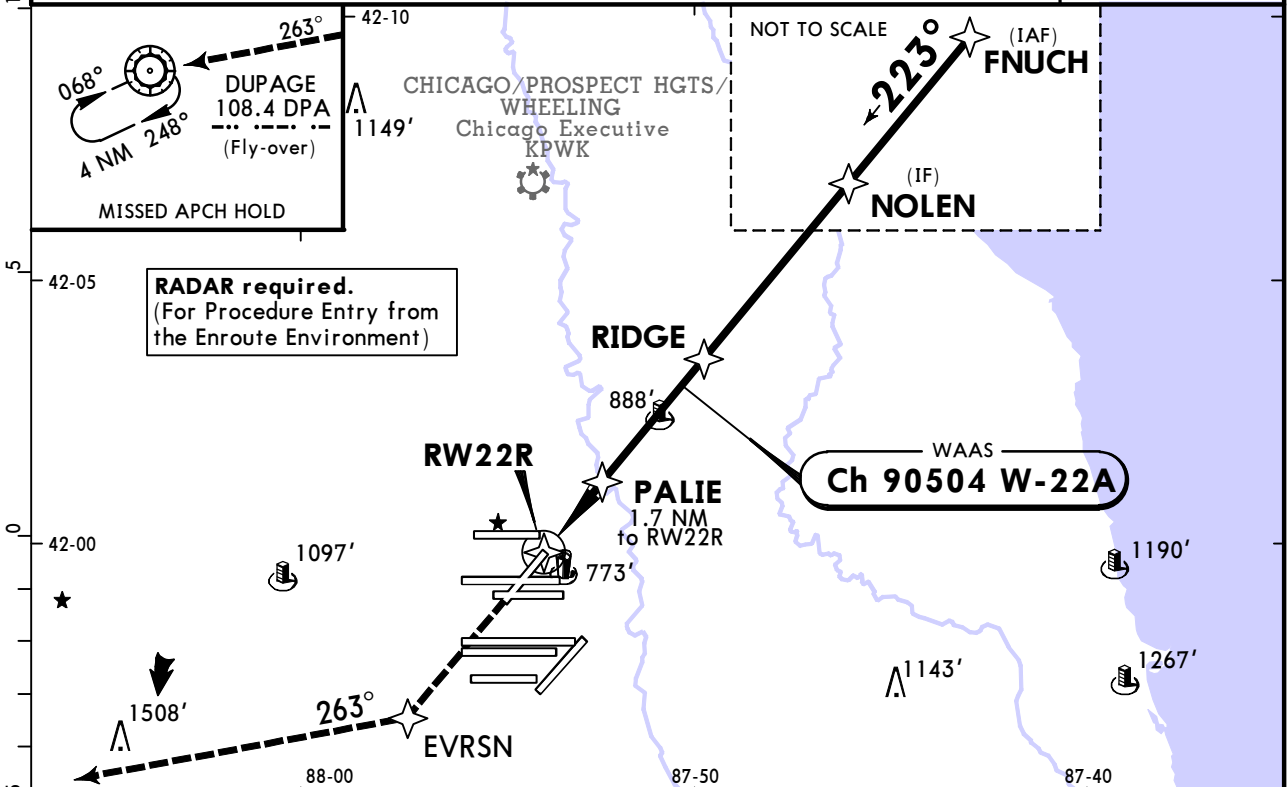
30 OCT 20 **22-11** Eff 5 Nov

CHICAGO, ILL

RNAV (GPS) Rwy 22R



BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (South) Rwy 10R/28L
	135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0
	Ground (Main) Rwy 10C/28C		Ground (North)				Ground (South)	
	121.9	134.15	124.125				118.05	
WAAS Ch 90504 W-22A		Final Apch Crs 223°	RIDGE 2200' (1548')	LPV DA(H) 852' (200')	Apt Elev 680' TDZE 652'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>3400</p> <p>MSA RW22R</p>	
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. Use of flight director or autopilot providing RNAV track guidance required during simultaneous operations. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 39°C (102°F). 3. Simultaneous approach authorized with Rwy 22L. 4. DME/DME RNP-0.30 not authorized. 5. LNAV procedure not authorized during simultaneous operations. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.0°/TCH 69').								



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 4000' ↑ EVRSN
Glide Path Angle	3.00°	372	478	531	637	849	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW22R							

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')			<p>Max Kts</p> <p>90</p> <p>120</p> <p>140</p> <p>165</p> <p>MDA(H)</p>		
		TDZ/CL out	RAIL/ALS out	RAIL/ALS out		RAIL/ALS out					
A						RVR 24 or 1/2	RVR 50 or 1		1220' (540') - 1		
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 32 or 5/8	RVR 60 or 1 1/4				1220' (540') - 1 1/2		
C						RVR 35 or 5/8	RVR 60 or 1 1/4		1460' (780') - 2 1/2		
D											

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

CHANGES: Re-indexed, rwy configuration.

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TERPS AMEND 2C 17 AUG 2017

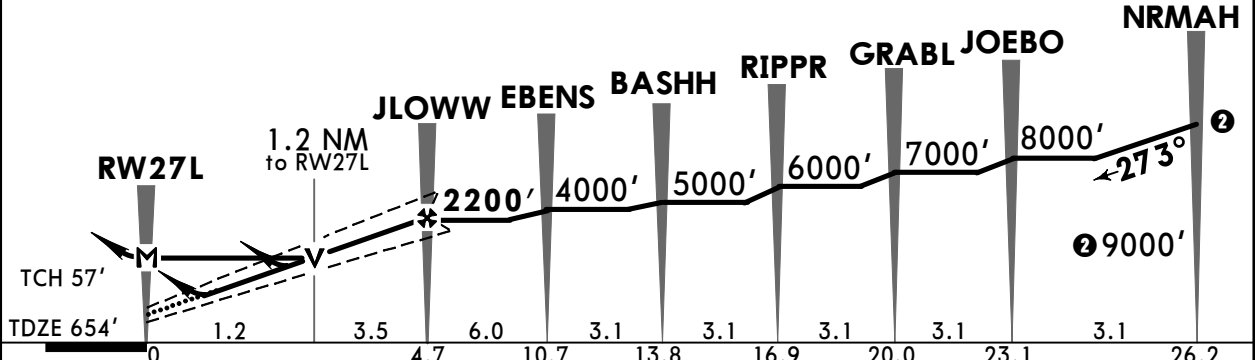
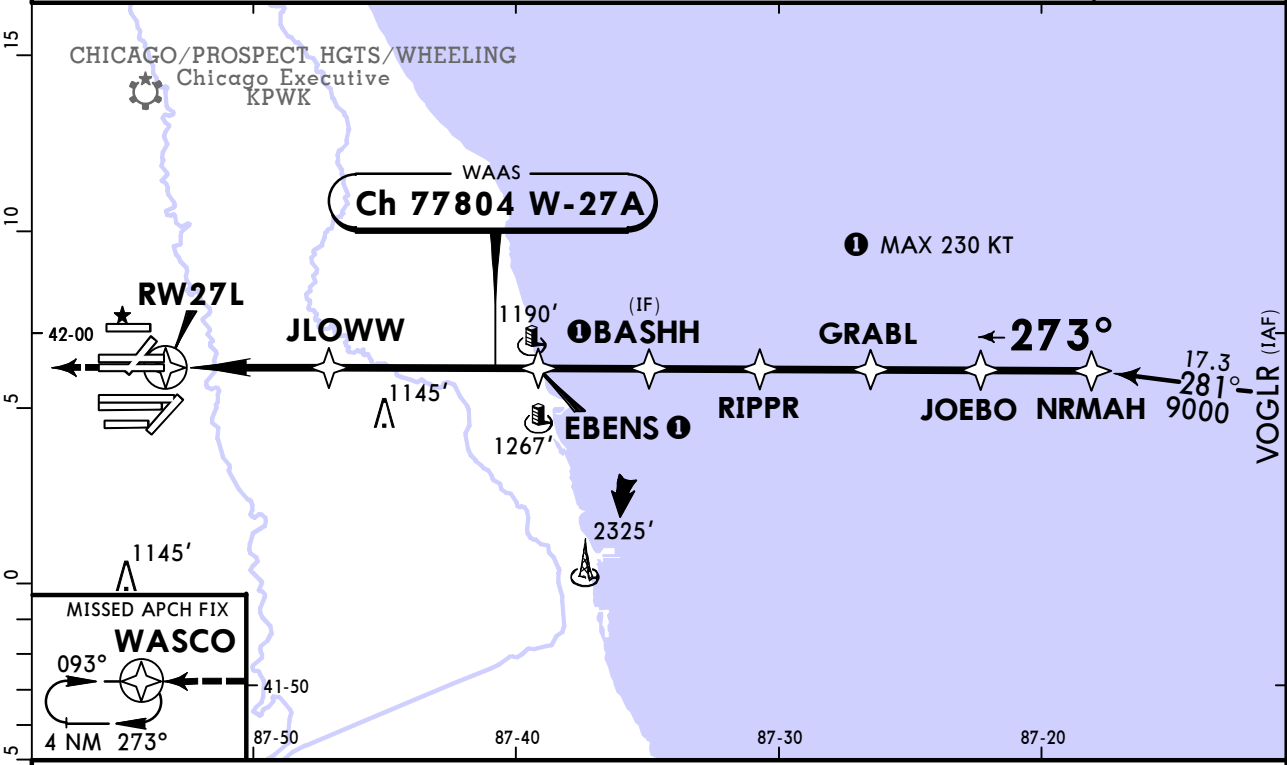
KORD/ORD CHICAGO O'HARE INTL

JEPESEN
2 SEP 22
Eff 8 Sep

CHICAGO, ILL
RNAV (GPS) Z Rwy 27L

22-12

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower					
	135.4	119.0	Rwy 9R/27L Rwy 22R 126.9	Rwy 4R/22L Rwy 10C/28C 120.75	Rwy 9C/27C 121.15	Rwy 9L/27R 128.15	Rwy 10L/28R 132.7	Rwy 10R/28L 133.0
	Ground (Main)		Ground (North)			Ground (South)		
	121.9		124.125			118.05		
WAAS Ch 77804 W-27A		Final Apch Crs 273°	JLOWW 2200' (1546')	LPV DA(H) 854' (200')	Apt Elev 680' TDZE 654'			3400 MSA RW27L
MISSED APCH: Climb to 4000' direct WASCO and hold.								
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			
RNP Apch - GPS								
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C or above 54°C. 2. Simultaneous approach authorized. 3. LNAV procedure not authorized during simultaneous operations. 4. Use of Flight Director or Autopilot required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 78').								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	4000'	WASCO
Glide Path Angle	3.00°	372	478	531	637	743	PAPI		
MAP at RW27L									

TERPS		STRAIGHT-IN LANDING RWY 27L						
LPV DA(H) 854' (200')			LNAV/VNAV DA(H) 1088' (434')			LNAV MDA(H) 1100' (446')		
TDZ/CL out		ALS out		ALS out		ALS out		
A						RVR 24 or 1/2	RVR 50 or 1	
B	RVR 18	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4			
C	or 1/2					RVR 45 or 7/8	1 3/8	
D								

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

CHANGES: Procedure.

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TERPS AMEND 6 8 SEP 2022

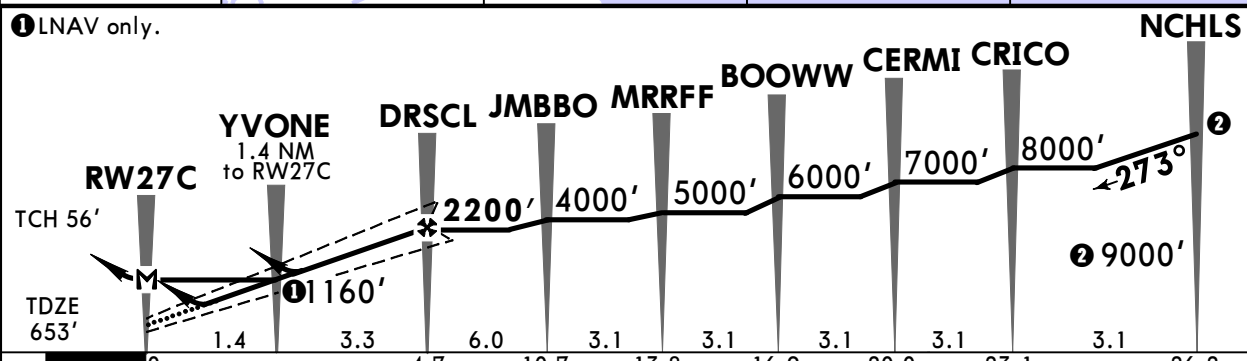
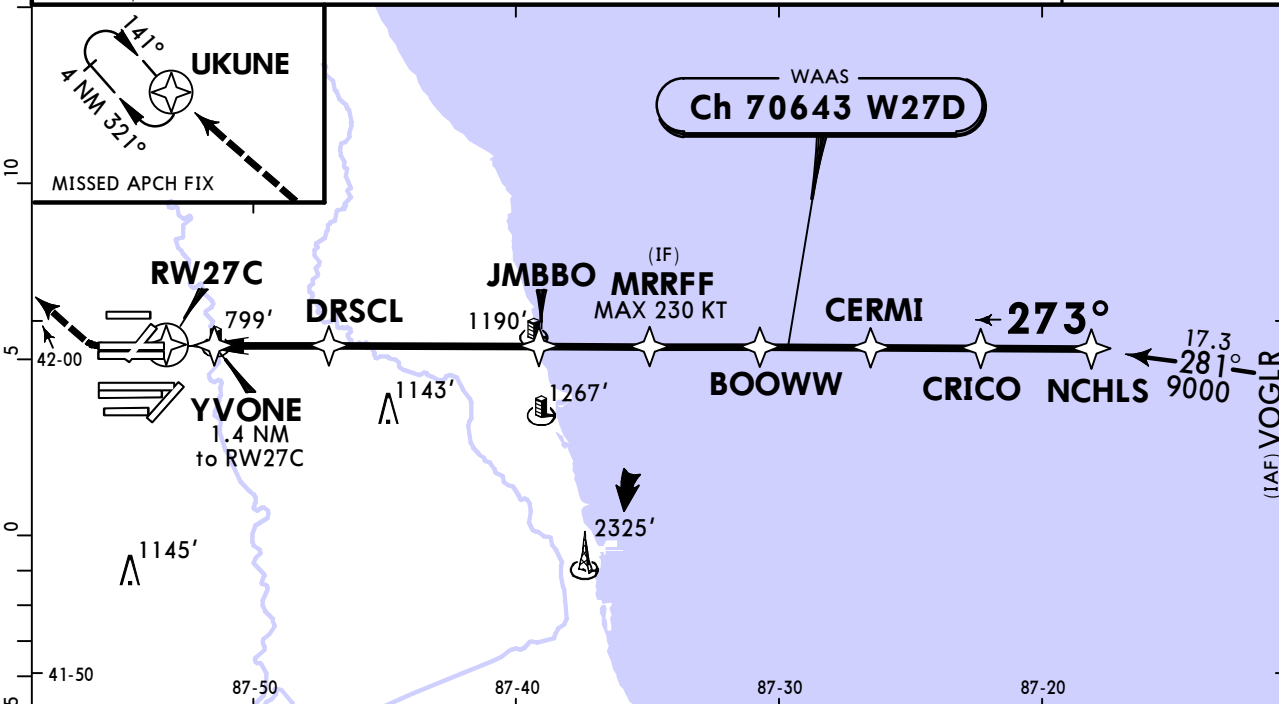
KORD/ORD CHICAGO O'HARE INTL

22 NOV 24 **22-13**

CHICAGO, ILL RNAV (GPS) Rwy 27C



D-ATIS 135.4		CHICAGO Approach (R) 119.0		O'HARE Tower 121.15	
Ground (Main) 121.9 Rwy 10C/28C 134.15		Ground (North) 124.125		Ground (South) 118.05	
WAAS Ch 70643 W27D	Final Apch Crs 273°	DRSCL 2200' (1547')	LPV DA(H) 853' (200')	Apt Elev 680' TDZE 653'	
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' direct UKUNE and hold.					 MSA RW27C
RNP Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'		
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C or above 54°C. 2. Simultaneous approach authorized. 3. LNAV procedure not authorized during simultaneous operations. 4. Use of Flight Director or Autopilot required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 75').					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	4000'	UKUNE
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI	↑	RT
MAP at RW27C										

STRAIGHT-IN LANDING RWY 27C					
LPV		LNAV/VNAV		LNAV	
DA(H) 853' (200')		DA(H) 1086' (433')		MDA(H) 1060' (407')	
	TDZ/CL out	ALS out		ALS out	

A					RVR 24 or 1/2	RVR 50 or 1
B		1				
C	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	
D					RVR 40 or 3/4	RVR 60 or 1/4

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

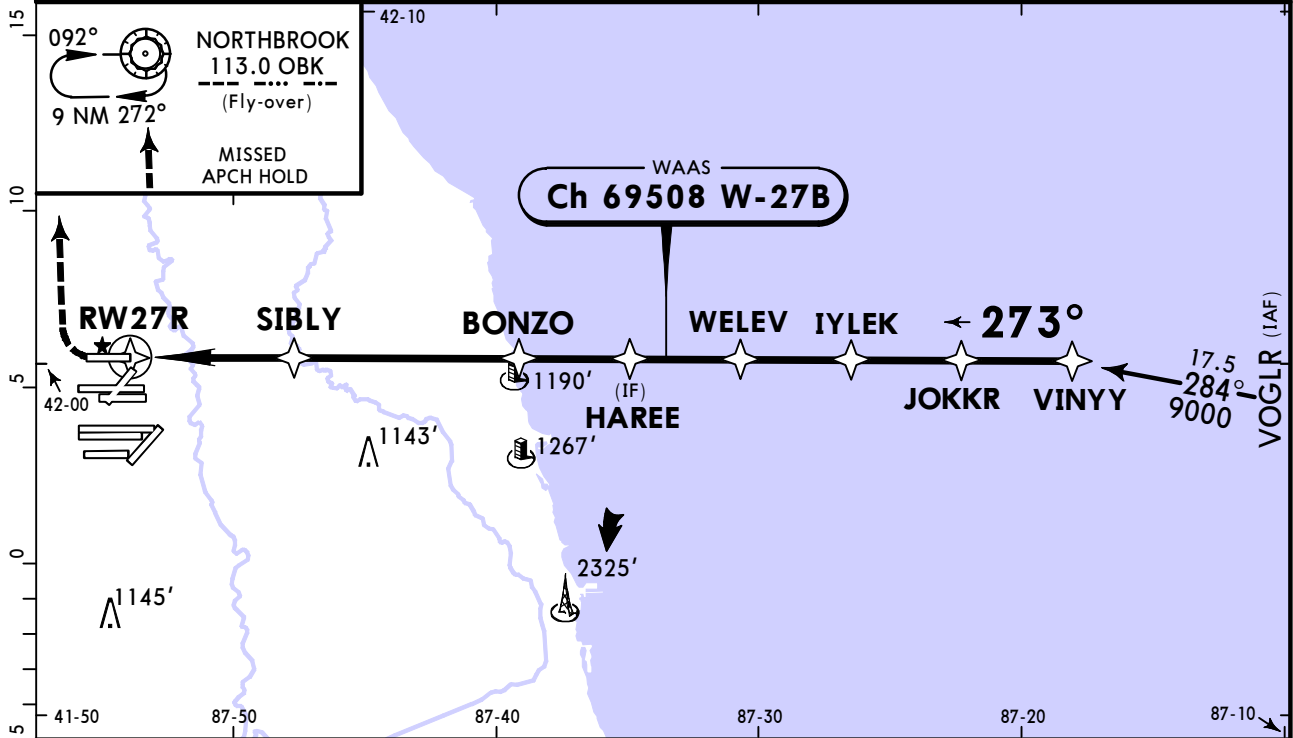
TERPS ORIG 5 NOV 2020

KORD/ORD CHICAGO O'HARE INTL

JEPPESEN CHICAGO, ILL

30 OCT 20 **22-14** Eff 5 Nov RNAV (GPS) Rwy 27R

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (Main)			O'HARE Tower (South) Rwy 10R/28L
	135.4	119.0	128.15	120.75	121.15	126.9	132.7
	Ground (North)		Ground (Main)			Ground (South)	
124.125		121.9			134.15		118.05
WAAS Ch 69508 W-27B		Final Apch Crs 273°	SIBLY 2200' (1536')	LPV DA(H) 864' (200')	Apt Elev 680' TDZE 664'		3400 MSA RW27R
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' direct OBK VOR and hold, continue climb-in-hold to 4000'.							
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
RNP Apch	RADAR required for procedure entry.						
1. For uncompensated Baro-VNAV systems, procedure not authorized below -19°C or above 54°C. 2. Simultaneous approach authorized. 3. LNAV procedure not authorized during simultaneous operations. 4. Use of Flight Director or Autopilot providing RNAV track required during simultaneous operations.							



① LNAV only.

	RW27R	SIBLY	BONZO	HAREE	WELEV	IYLEK	JOKKR	VINYY
	TCH 55'							
	TDZE 664'	1.3 NM to RW27R						
		2200'	4000'	5000'	6000'	7000'	8000'	9000'
		1.3	3.4	6.4	11.1	14.2	17.3	20.4
		3.1	3.1	3.1	3.1	3.1	3.1	3.1
Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1100'
Glide Path Angle	3.00°	372	478	531	637	743	849	4000'
LPV, LNAV/VNAV: MAP at DA								OBK 113.0
LNAV: MAP at RW27R								

TERPS STRAIGHT-IN LANDING RWY 27R						
LPV		LNAV/VNAV			LNAV	
DA(H) 864'(200')		DA(H) 961'(297')			MDA(H) 1120'(456')	
TDZ/CL out		ALS out		ALS out		ALS out
A						
B		1			RVR 24 or 1/2	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 50 or 1	
D					RVR 45 or 7/8	1 3/8

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

CHANGES: Missed approach, VDP, rwy configuration.

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TERPS AMEND 4 5 NOV 2020

KORD/ORD CHICAGO O'HARE INTL

JEPPESSEN

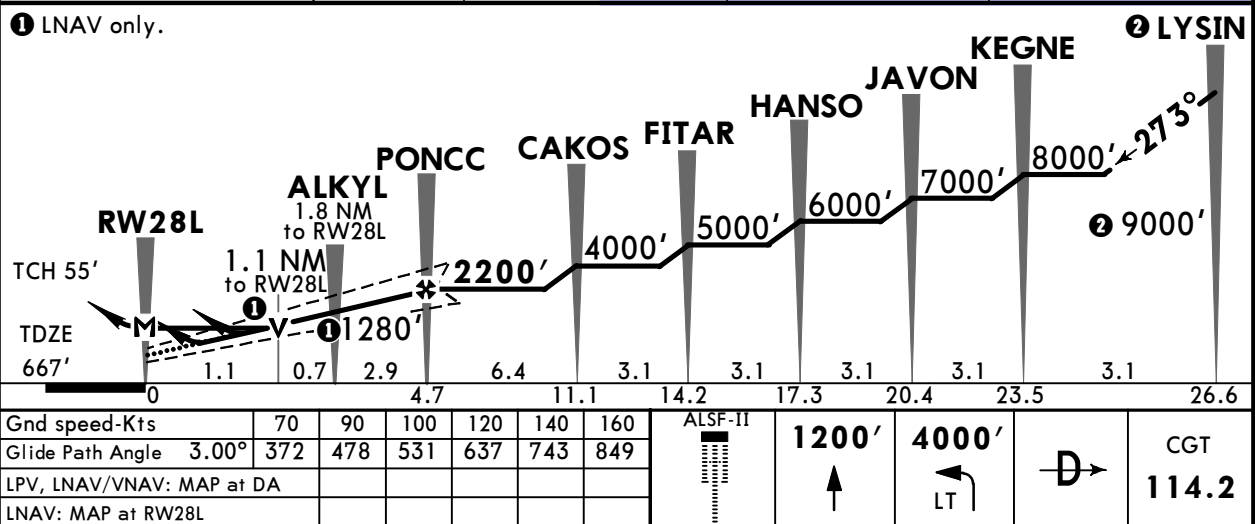
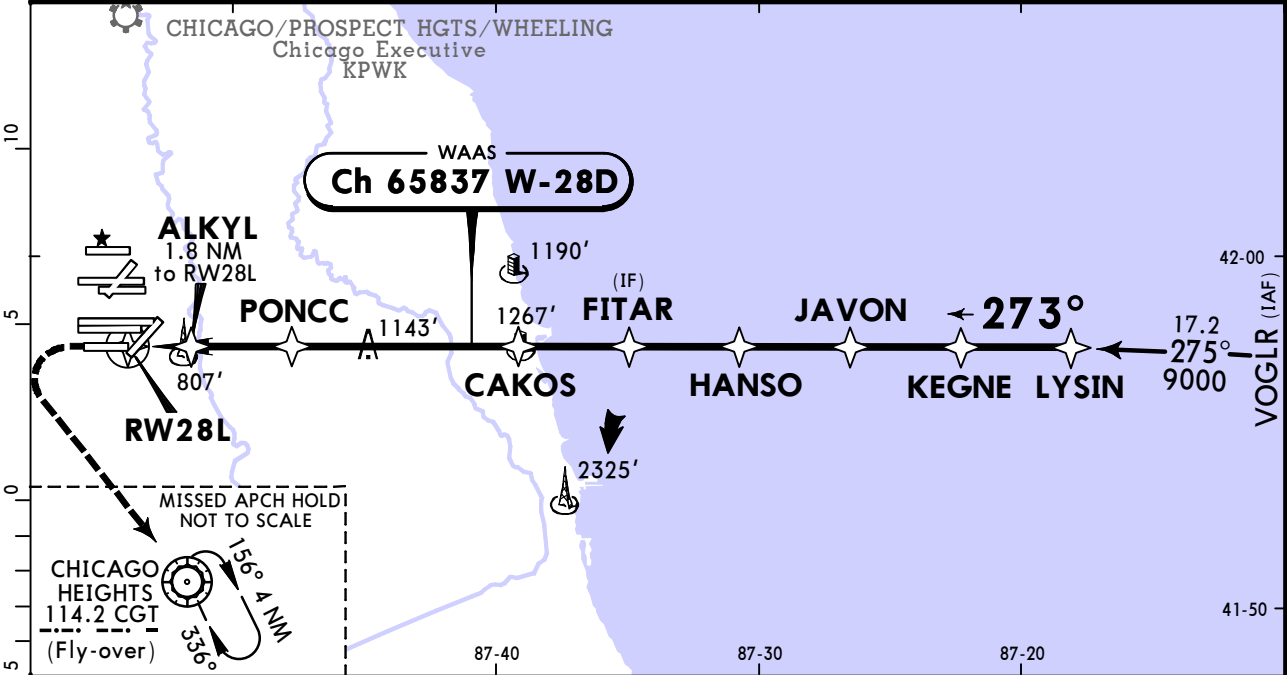
30 OCT 20
Eff 5 Nov

22-15

CHICAGO, ILL

RNAV (GPS) Z Rwy 28L

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (South) Rwy 10R/28L	O'HARE Tower (Main)			O'HARE Tower (North) Rwy 9L/27R	
135.4	119.0	133.0	120.75	121.15	126.9	132.7	128.15
Ground (Main) Rwy 10C/28C		Ground (North)			Ground (South)		
121.9		124.125			118.05		
WAAS Ch 65837 W-28D		Final Apch Crs 273°	PONCC 2200' (1533')	LPV DA(H) 867' (200')	Apt Elev 680' TDZE 667'		<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto;"></div> <p>3400</p>
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' direct CGT VOR and hold.							<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto;"></div> <p>MSA RW28L</p>
RNP Apch	Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'	
<p>1. Simultaneous approach authorized. 2. LNAV procedure not authorized during simultaneous operations. 3. Use of Flight Director or Autopilot required during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 54°C (129°F).</p>							



TERPS STRAIGHT-IN LANDING RWY 28L									
LPV DA(H) 867' (200')			LNAV/VNAV DA(H) 1090' (423')				LNAV MDA(H) 1060' (393')		
		TDZ/CL out	ALS out				ALS out		ALS out
A							RVR 24 or 1/2		RVR 50 or 1
B		1					RVR 24 or 1/2		RVR 50 or 1
C	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		RVR 60 or 1/4	
D							RVR 35 or 5/8		RVR 60 or 1/4
<p>1 RVR 18 with Flight Director or Autopilot or HUD to DA.</p>									

TERPS AMEND 0C 13 SEP 2018

KORD/ORD

CHICAGO O'HARE INTL

30 OCT 20
Eff 5 Nov

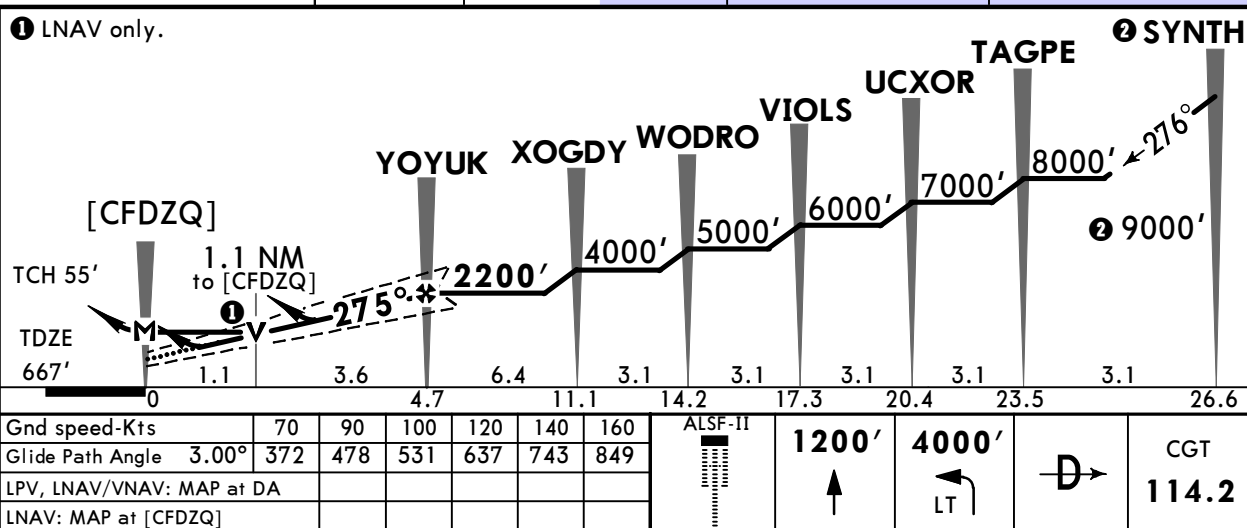
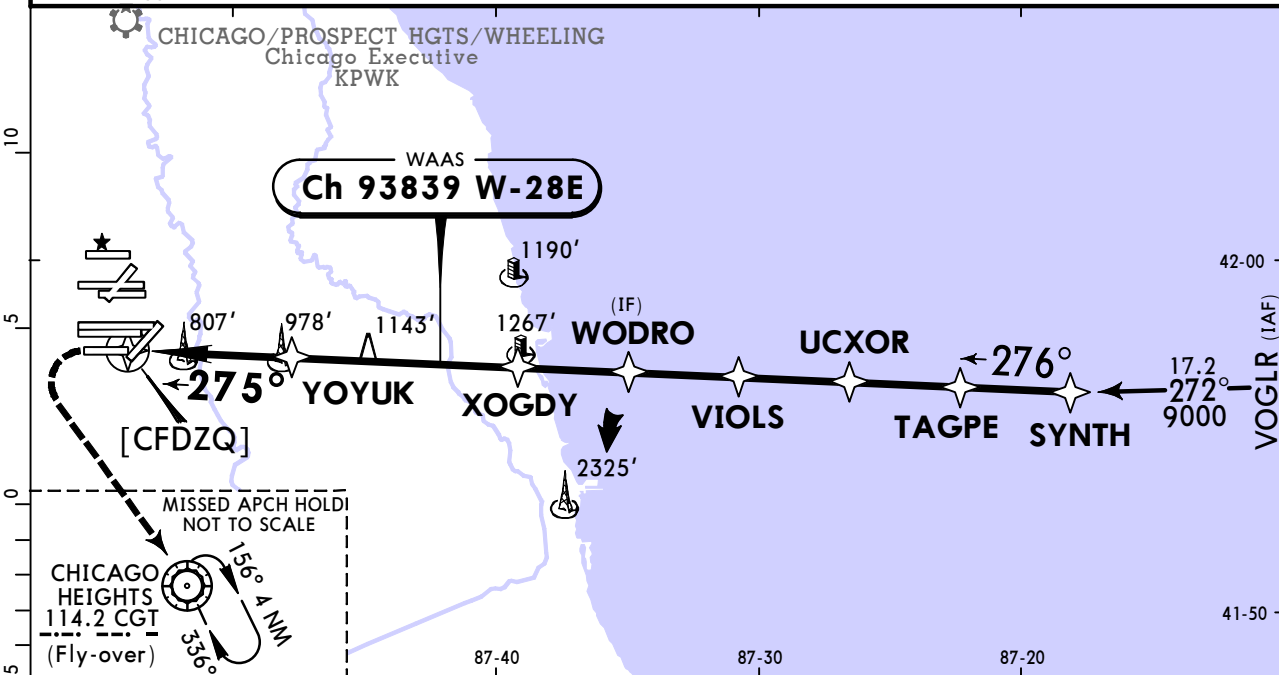
JEPPESSEN

22-16

CHICAGO, ILL

RNAV (GPS) Y Rwy 28L

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (South) Rwy 10R/28L	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	133.0	120.75	121.15	126.9	132.7	128.15
Ground (Main) Rwy 10C/28C		Ground (North)			Ground (South)		
121.9		124.125			118.05		
WAAS Ch 93839 W-28E		Final Apch Crs 275°	YOYUK 2200' (1533')	LPV DA(H) 917' (250')	Apt Elev 680' TDZE 667'		3400 MSA [CFDZQ]
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' direct CGT VOR and hold.							
RNP Apch		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Simultaneous approach authorized. 2. LNAV procedure not authorized during simultaneous operations. 3. Use of Flight Director or Autopilot required during simultaneous operations. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 54°C (129°F). 5. Final approach course offset 2.50°.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1200'	4000'	CGT
Glide Path Angle	3.00°	372	478	531	637	743	849	↑	← LT	114.2
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at [CFDZQ]										

TERPS						STRAIGHT-IN LANDING RWY 28L	
LPV DA(H) 917' (250')		LNAV/VNAV DA(H) 1090' (423')		LNAV MDA(H) 1060' (393')			
ALS out		ALS out		ALS out		ALS out	
A						RVR 24 or 1/2	RVR 50 or 1
B							
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4			
D						RVR 35 or 3/4	RVR 60 or 1/4

CHANGES: Re-indexed, rwy configuration.

TERPS AMEND 0A 13 SEP 2018

KORD/ORD



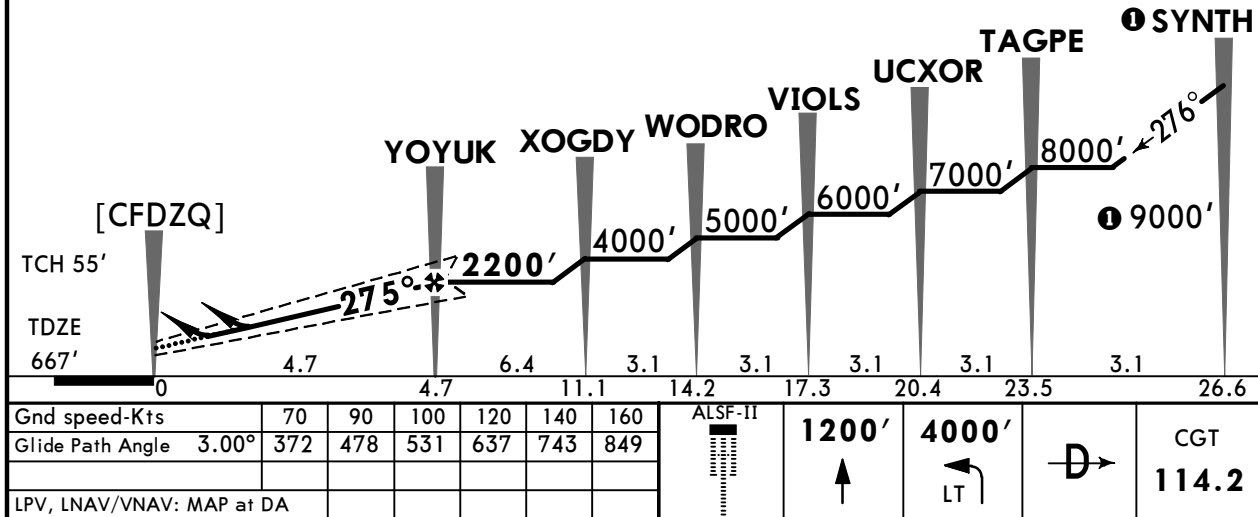
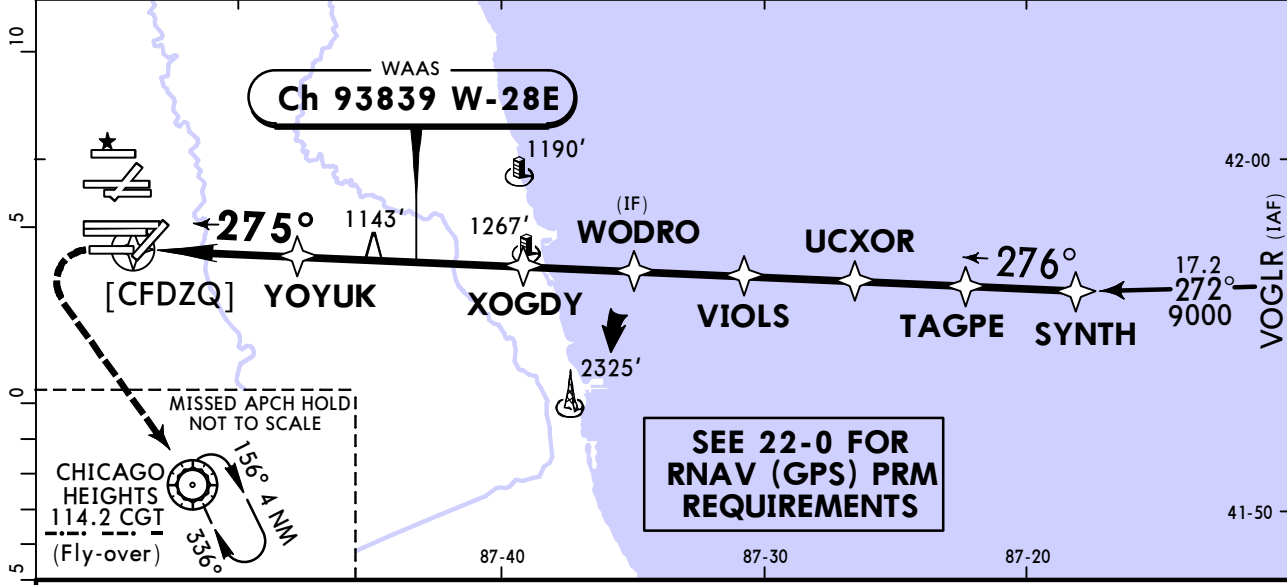
CHICAGO, ILL

CHICAGO O'HARE INTL **30 OCT 20** **Eff 5 Nov** **(22-16AB)** RNAV (GPS) PRM Y Rwy 28L
(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (South) Rwy 10R/28L 133.0 Monitor Frequency	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	119.625	120.75	121.15	126.9	132.7	128.15
Ground (Main) Rwy 10C/28C		Ground (North)			Ground (South)		
121.9		134.15		124.125		118.05	
WAAS Ch 93839 W-28E	Final Apch Crs 275°	YOYUK 2200' (1533')	LPV DA(H) 917' (250')	Apt Elev 680' TDZE 667'		<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">3400</div> <p>MSA [CFDZQ]</p>	
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' direct CGT VOR and hold.							
RNP Apch	Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'	
Radar required.							

1. Dual VHF comm required. 2. See 22-0 for "Attention All Users of RNAV Precision Runway Monitor (PRM)". 3. Simultaneous approach authorized. 4. Use of Flight Director or Autopilot required during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 54°C (129°F). 6. Final approach course offset 2.50°.



TERPS				STRAIGHT-IN LANDING RWY 28L			
LPV DA(H) 917' (250')		LNAV/VNAV DA(H) 1090' (423')		ALS out		ALS out	
A							
B							
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/4		
D							

TERPS AMEND 0A 13 SEP 2018

CHANGES: Re-indexed, rwy configuration.

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KORD/ORD CHICAGO O'HARE INTL

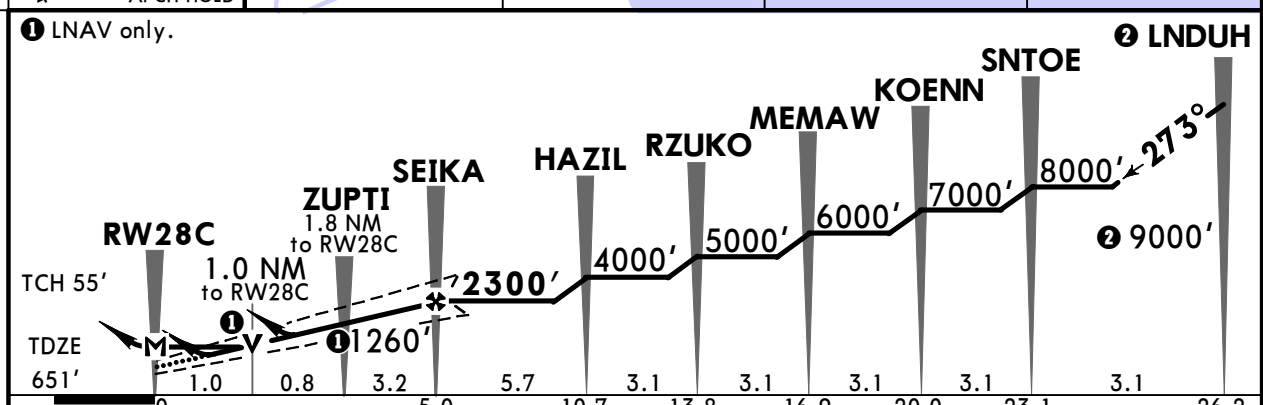
JEPPESEN CHICAGO, ILL

30 OCT 20 **22-17** Eff 5 Nov RNAV (GPS) Rwy 28C

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (South) Rwy 10R/28L
135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0
Ground (Main) Rwy 10C/28C		Ground (North)			Ground (South)		
134.15		121.9			124.125		
WAAS Ch 42634 W-28B		Final Apch Crs 273°		SEIKA 2300' (1649')		LPV DA(H) 851' (200')	Apt Elev 680' TDZE 651'
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct DPA VOR and hold.							
							MSA RW28C

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.0°/TCH 80'). 4. Simultaneous approach authorized. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	4000'	DPA	108.4
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI	↑	LT	→
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW28C											

TERPS STRAIGHT-IN LANDING RWY 28C						
LPV		LNAV/VNAV			LNAV	
DA(H) 851' (200')		DA(H) 1094' (443')			MDA(H) 1060' (409')	
TDZ/CL out		ALS out		ALS out		ALS out
A						RVR 24 or 1/2
B						RVR 50 or 1
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 40 or 3/4
D						RVR 60 or 1/4

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

TERPS AMEND 1A 17 AUG 2017

BRIEFING STRIP™

KORD/ORD



CHICAGO, ILL

CHICAGO O'HARE INTL

11 DEC 20

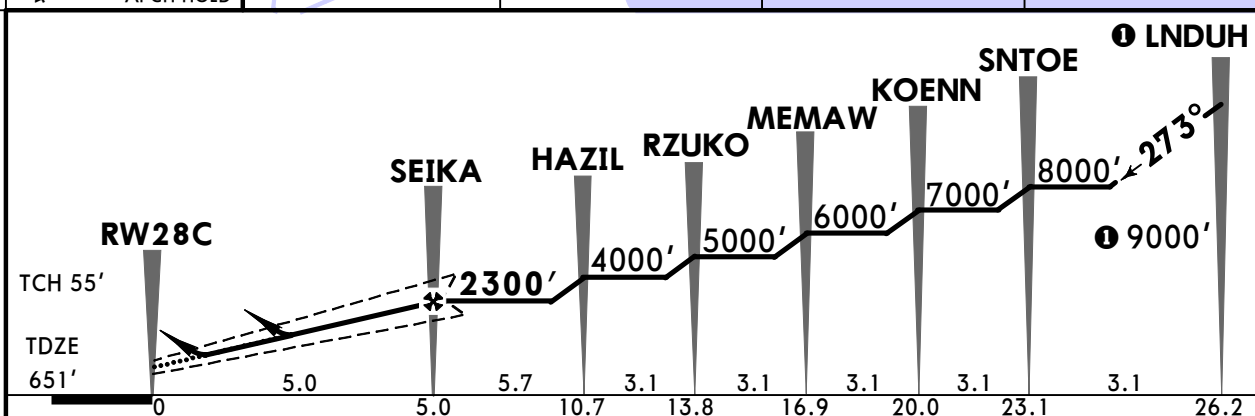
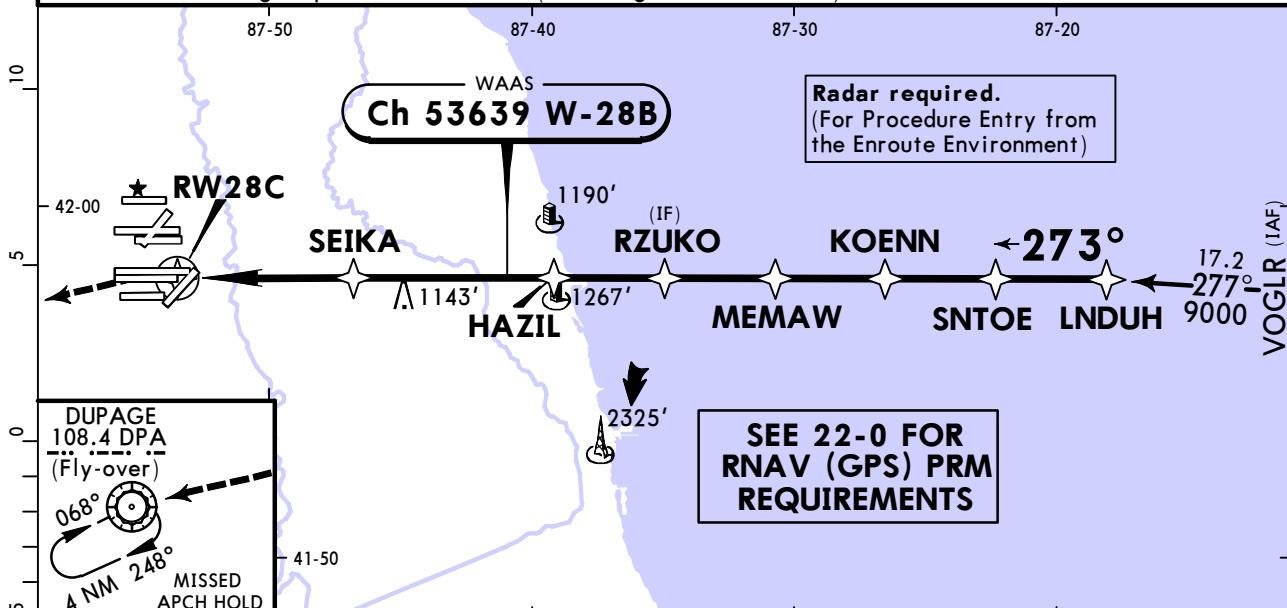
22-17AA

RNAV (GPS) PRM Rwy 28C
(SIMULTANEOUS CLOSE PARALLEL)

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North)	O'HARE Tower (South)
135.4	119.0	120.75	121.15	126.9	132.7	Rwy 9L/27R	Rwy 10R/28L
		Monitor Frequency 119.625				128.15	133.0
Ground (Main) Rwy 10C/28C		Ground (North)			Ground (South)		
134.15		121.9			124.125		
WAAS Ch 53639 W-28B	Final Apch Crs 273°	SEIKA 2300' (1649')	LPV DA(H) 851' (200')	Apt Elev 680'		TDZE 651'	
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct DPA VOR and hold.							3400
							MSA RW28C

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Dual VHF comm required. 2. Simultaneous approach authorized. 3. See 22-0 for "Attention All Users of RNAV Precision Runway Monitor (PRM)". 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 54°C (130°F). 5. DME/DME RNP-0.30 not authorized. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 7. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 80').



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1100'	4000'	DPA	108.4
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑	LT	→	
LPV, LNAV/VNAV: MAP at DA											

TERPS					STRAIGHT-IN LANDING RWY 28C				
LPV			LNAV/VNAV						
DA(H) 851' (200')			DA(H) 1094' (443')						
TDZ/CL out		ALS out					ALS out		
A									
B									
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		RVR 50 or 1			1 1/2	
D									

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

TERPS AMEND 0A 17 AUG 2017

KORD/ORD CHICAGO O'HARE INTL 30 OCT 20 22-18 Eff 5 Nov RNAV (GPS) Rwy 28R

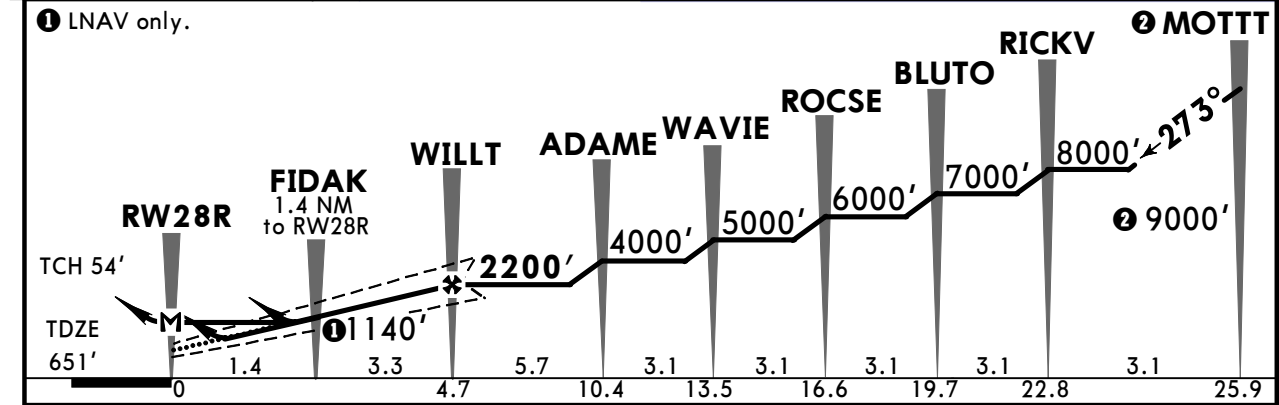
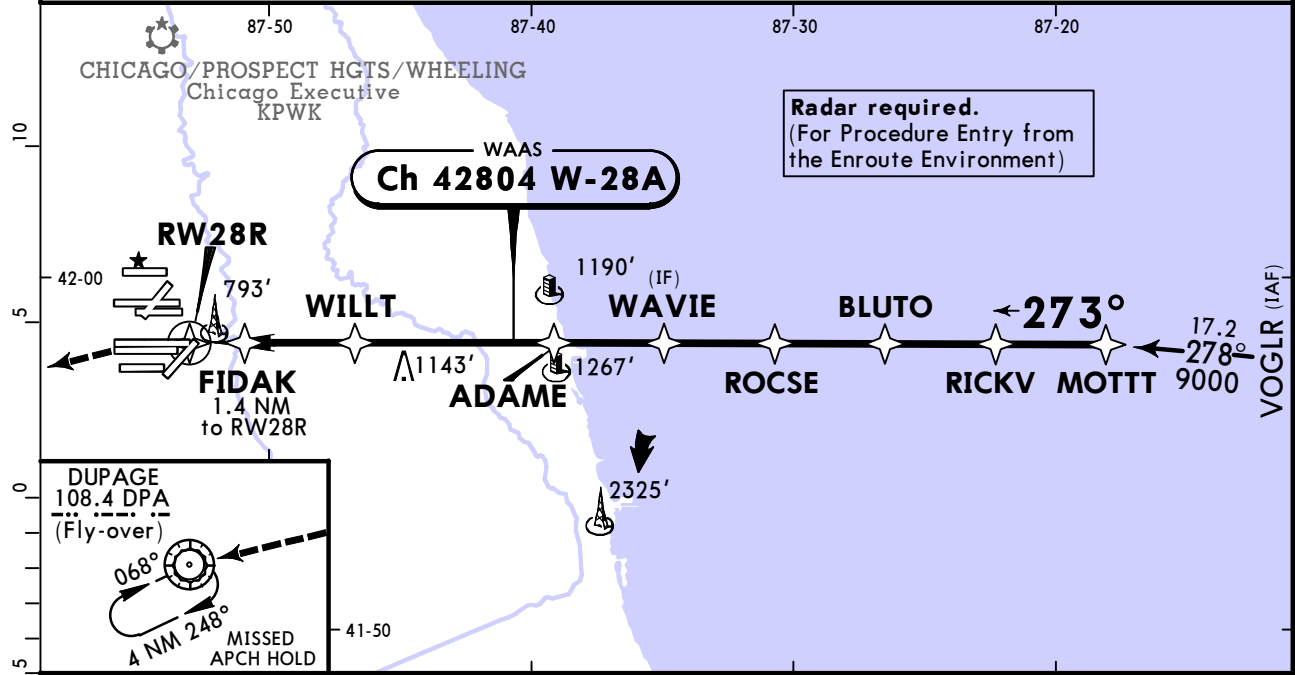


CHICAGO, ILL

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R	O'HARE Tower (South) Rwy 10R/28L
135.4	119.0	120.75	121.15	126.9	132.7	128.15	133.0
Ground (Main) Rwy 10C/28C		Ground (North)			Ground (South)		
121.9		134.15		124.125			118.05
WAAS Ch 42804 W-28A	Final Apch Crs 273°	WILLT 2200' (1549')	LPV DA(H) 851' (200')	Apt Elev 680' TDZE 651'		<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">3400</div>	
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' direct to DPA VOR and hold.							MSA RW28R

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidpath not coincident (VGSI angle 3.0°/TCH 74'). 4. Simultaneous approach authorized. 5. LNAV procedure not authorized during simultaneous operations. 6. 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 PAPI	1200'	4000'	D →	DPA 108.4
Glide Path Angle	3.00°	372	478	531	637	743		849	↑		
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW28R											

TERPS STRAIGHT-IN LANDING RWY 28R						
LPV		LNAV/VNAV			LNAV	
DA(H) 851' (200')		DA(H) 1041' (390')			MDA(H) 1060' (409')	
	TDZ/CL out	ALS out		ALS out		ALS out
A					RVR 24 or 1/2	RVR 50 or 1
B		1				
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	1 1/4	RVR 40 or 3/4
D						RVR 60 or 1/4

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

CHANGES: Re-indexed, rwy configuration. © JEPPesen, 2002, 2020. ALL RIGHTS RESERVED.

KORD/ORD

CHICAGO O'HARE INTL

16 FEB 24

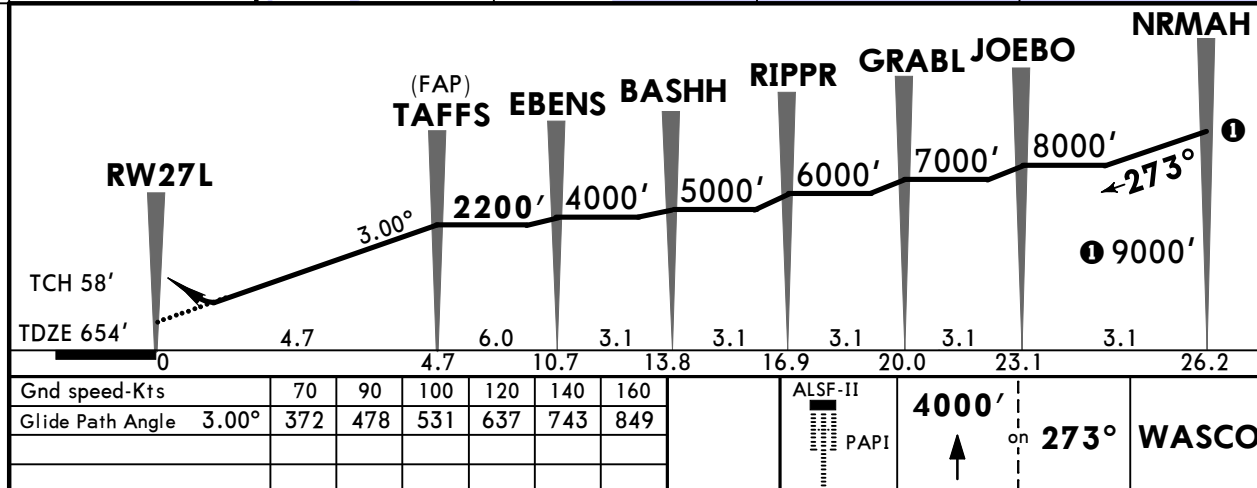
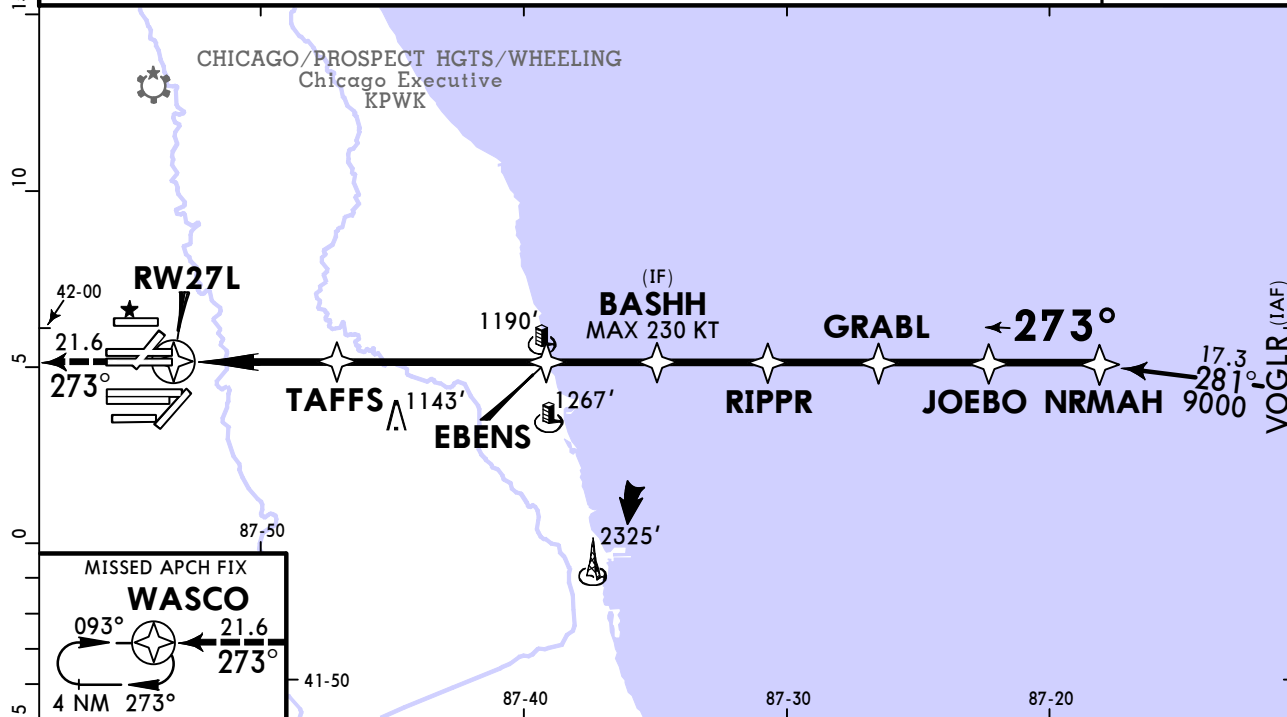
22-20



CHICAGO, ILL

RNAV (RNP) Y Rwy 27L

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	Rwy 4R/22L Rwy 10C/28C		Rwy 9C/27C	O'HARE Tower Rwy 9R/27L Rwy 22R		Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L
	135.4	119.0	120.75	121.15	126.9	128.15	132.7	133.0		
	Ground (Main)			Ground (North)			Ground (South)			
	121.9			124.125			118.05			
RNAV	Final Apch Crs 273°	TAFS 2200' (1546')	RNP 0.15 DA(H) 989' (335')		Apt Elev 680' TDZE 654'					
MISSED APCH: Climb to 4000' on track 273° to WASCO and hold.										<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">3400</div> MSA RW27L
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'				
RNP Apch-GPS. RADAR required.										
1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C or above 54°C. 3. Simultaneous approach authorized. Use of Flight Director or Auto Pilot required during simultaneous operations. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 77').										



TERPS				STRAIGHT-IN LANDING RWY 27L			
RNP 0.15		RNP 0.30		RNP 0.15		RNP 0.30	
DA(H) 989' (335')		DA(H) 1133' (479')		DA(H) 989' (335')		DA(H) 1133' (479')	
ALS out		ALS out		ALS out		ALS out	
A							
B	RVR 26	RVR 50	RVR 50	RVR 50	RVR 50	RVR 50	RVR 50
C	or 1/2	or 1	or 1	or 1	or 1	or 1	1 1/2
D							

TERPS AMEND 2A 2 DEC 2021

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
CHICAGO, IL (CHICAGO O'HARE INTL - KORD)				
REV	PARKING GATES	20-9B	28 Feb 2025	
REV	PARKING GATE COORDS	20-9C	28 Feb 2025	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KORD

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(20-9F thru 20-9J6 SMGCS Series) Low Visibility Taxi Routes - Surface Movement Guidance and Control System operations suspended until further notice. Contact the Chicago O'Hare Intl Airport for details.

Type: Terminal

Effectivity: Temporary

Begin Date: 20220714

End Date: Until Further Notice

(21-2) ILS OR LOC RWY 9L, (21-2A) ILS RWY 9L CAT II & III, (21-2B) ILS RWY 9L SA CAT I, ILS RWY 9C SA CAT I and (21-11) ILS OR LOC RWY 22R; OBK VOR DME standard service volume changed to DME HIGH (DH) and VOR standard service volume changed to VOR HIGH (VH).

Type: Terminal

Effectivity: Permanent

Begin Date: 20220204

End Date: No end date

(Series) O'HARE Tower, Rwy 4R/22L & Rwy 10C/28C, Frequency 120.75. O'HARE Tower, Rwy 9C/27C, Frequency 121.15. O'HARE Tower, Rwy 9R/27L & 22R, Frequency 126.9. O'HARE Tower, Rwy 9L/27R, Frequency 128.15. O'HARE Tower, Rwy 10L/28R, Frequency 132.7. O'HARE Tower, Rwy 10R/28L, Frequency 133.0.

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.