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Airport Information For KORD

Terminal Charts For KORD

Revision Letter For Cycle 07-2023

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: 1110 Z
Sunset: 0033 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: 121.150

O'hare Tower: 126.800

O'hare Tower: 126.900

O'hare Tower: 128.050

O'hare Tower: 128.150

O'hare Tower: 133.000

O'hare Tower: 132.700

O'hare Tower: 119.625

O'hare Tower: 120.750

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 Ground: 118.050
O'hare Ramp/Taxi: 128.975
O'hare Ramp/Taxi: 129.050
O'hare Ramp/Taxi: 129.075
O'hare Ramp/Taxi: 129.675
O'hare Ramp/Taxi: 130.375
O'hare Ramp/Taxi: 130.625
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 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: 133.500
Chicago Terminal Control Area: 120.550
Chicago Terminal Control Area: 128.200
Chicago Departure: 126.625 (150°-219°)
Chicago Departure: 125.000 (320°-149°)
O'hare UNICOM: 122.950

JEPPERSEN
 30 OCT 20 (20-2) Eff: 5.Nov. .RNAV.STAR.

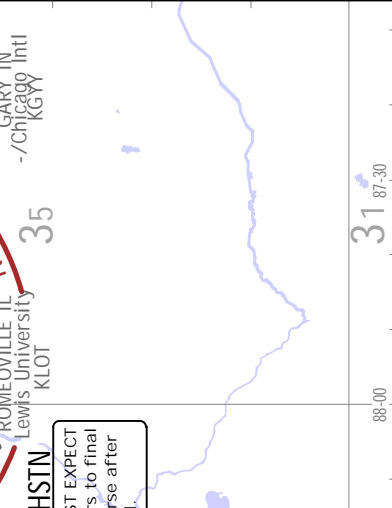
KORD/ORD
 -O'HARE INTL

CHICAGO, ILL
 .RNAV.STAR.

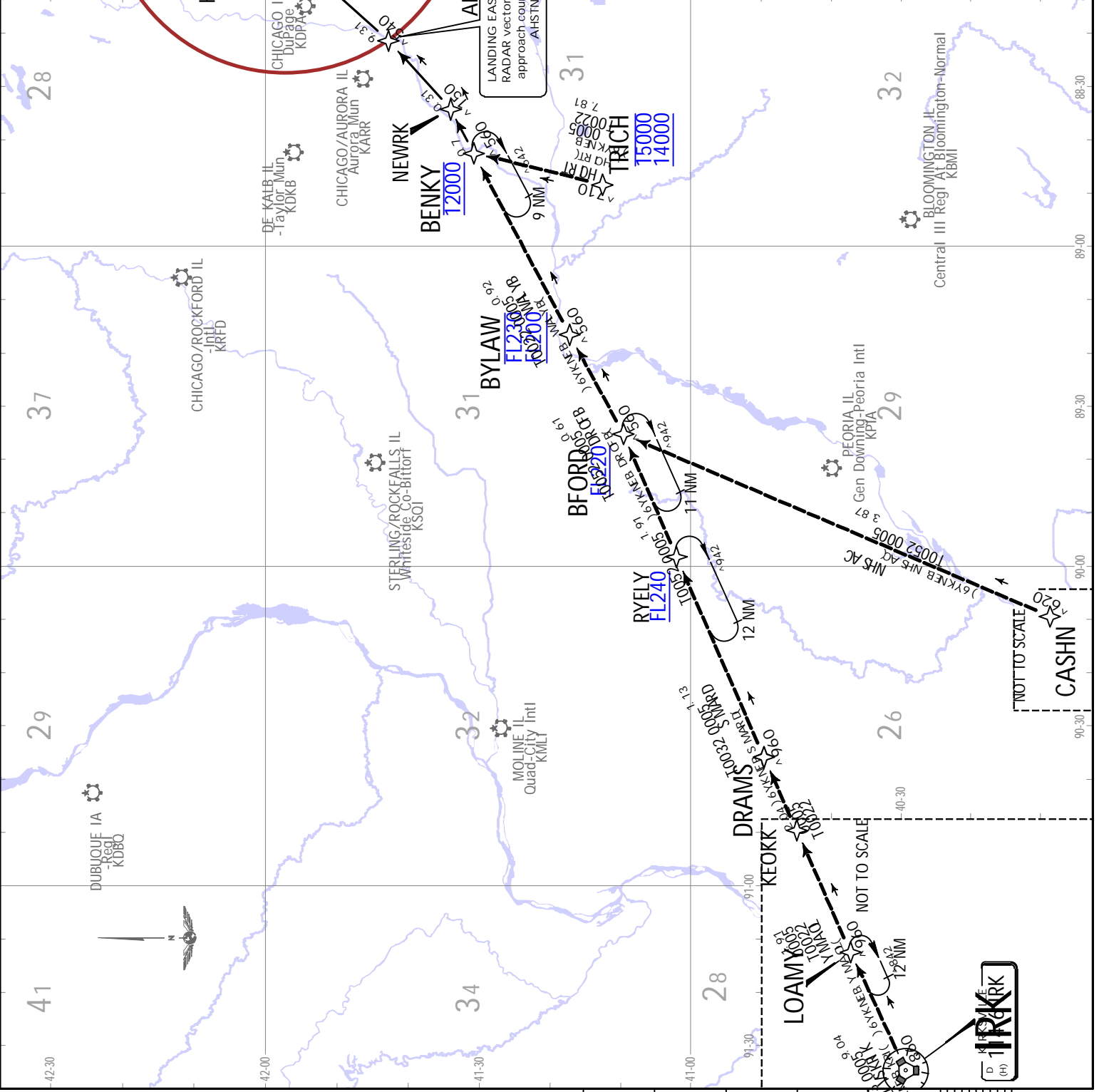
AIT Set: INCHES Trans level: FL180
 1. RADAR required. 2. RNAV 1.
 3. DME/DME/IRU or GPS required.
 4. CASHN Transition: ATC assigned only.
 5. DRAMS Transition: ATC assigned only.
 6. LANDING EAST: EXPECT RADAR vectors to final approach course after AHSTN.

BENKY 6 RNAV ARRIVAL (BENKY.BENKY6)

D-ATIS 135.4
 Apt Elev 680

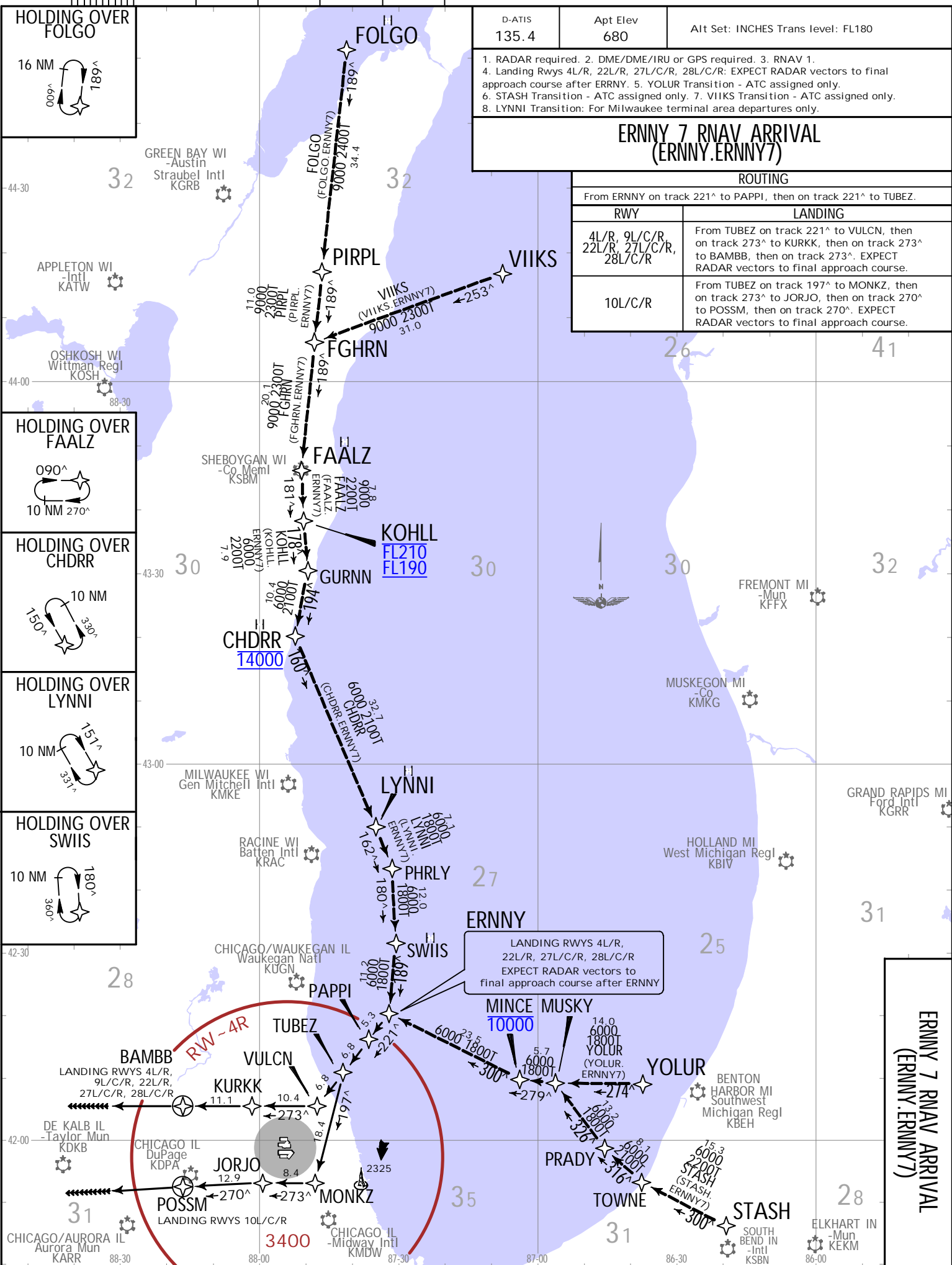


ROUTING	
From BENKY on track 065° to NEWRK, then on track 051° to AHSTN, then on track 045° to PETAH.	
RWY	LANDING
4L/R, 9L/C/R, 10L/C/R, 22L/R, 27L/C, 28C/R	From PETAH on track 093° to JORJO, then on track 093° to MONKZ, then on track 093° to TONIE, then on track 093°, EXPECT RADAR vectors to final 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.



CHANGES: Procedure renumbered, notes.

KORD/ORD
O'HARE INTL



D-ATIS 135.4	Apt Elev 680	Alt Set: INCHES Trans level: FL180
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1. RADAR required.
2. DME/DME/IRU or GPS required.
3. RNAV 1.
4. Landing Rwy's 4L/R, 22L/R, 27L/C/R, 28L/C/R: EXPECT RADAR vectors to final approach course after ERNNY.
5. YOLUR Transition - ATC assigned only.
6. STASH Transition - ATC assigned only.
7. VIIKS Transition - ATC assigned only.
8. LYNNI Transition: For Milwaukee terminal area departures only.

ERNNY 7 RNAV ARRIVAL (ERNNY.ERNNY7)

ROUTING	
From ERNNY on track 221° to PAPPY, 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° to POSSM, then on track 270°. EXPECT RADAR vectors to final approach course.

HOLDING OVER FOLGO

16 NM

↑ v68L

↓ v600

HOLDING OVER FAALZ

090°

10 NM 270°

HOLDING OVER CHDRR

10 NM

150°

330°

HOLDING OVER LYNNI

10 NM

151°

331°

HOLDING OVER SWIIS

10 NM

180°

360°

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

ERNNY 7 RNAV ARRIVAL
(ERNNY.ERNNY7)

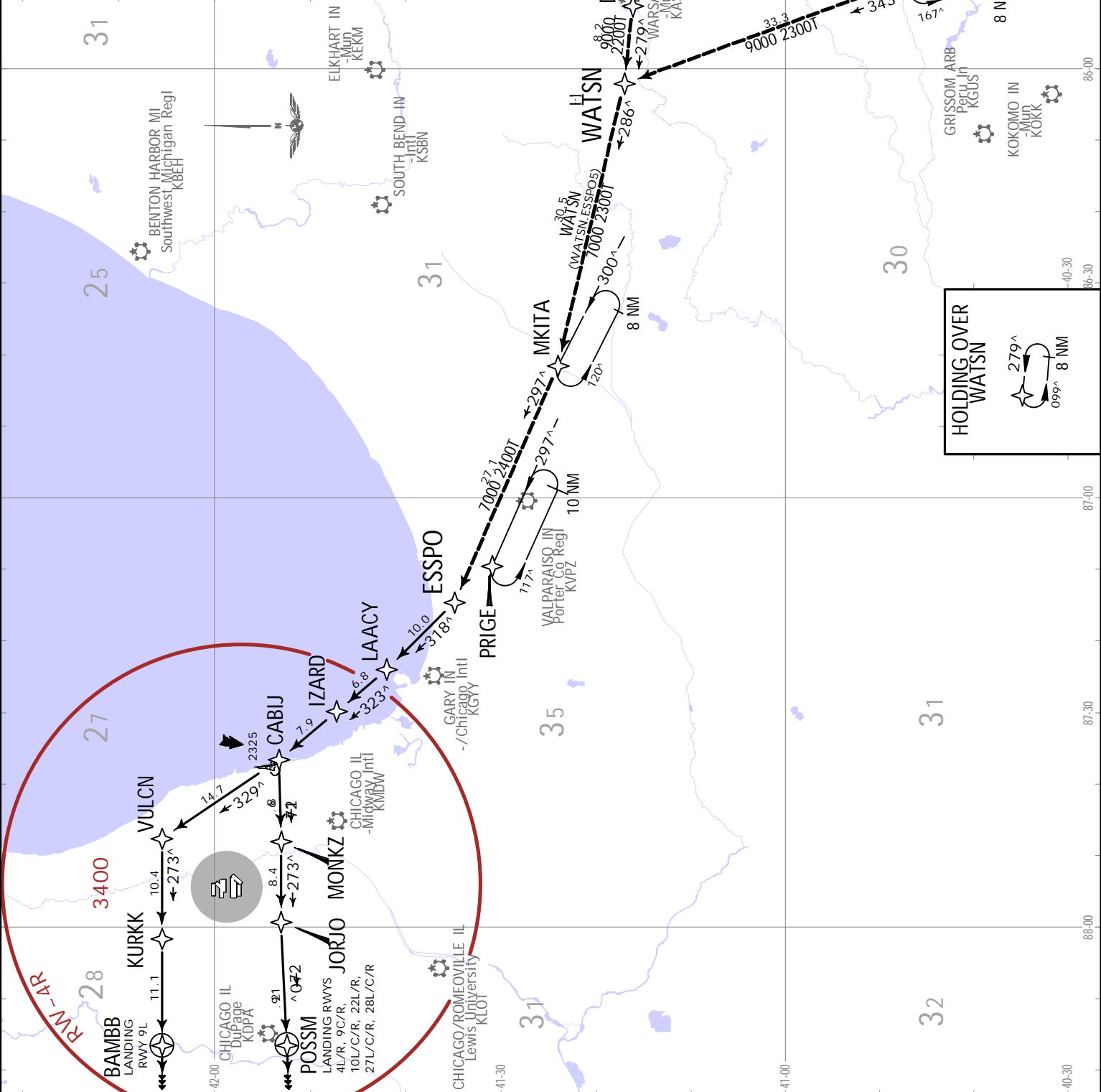
JEPPesen CHICAGO, IL
30 OCT 20 (20-2B) EFF 5 NOV RNAV STAR

CHICAGO, ILL
.RNAV.STAR.

JEPPESEN
 30 OCT 20 20-2C .Eff.5.NOV.

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 CABIJ.	
RWY	
4L/R, 9C/R, 10L/C/R, 22L/R, 27L/C/R, 28L/C/R	LANDING 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.

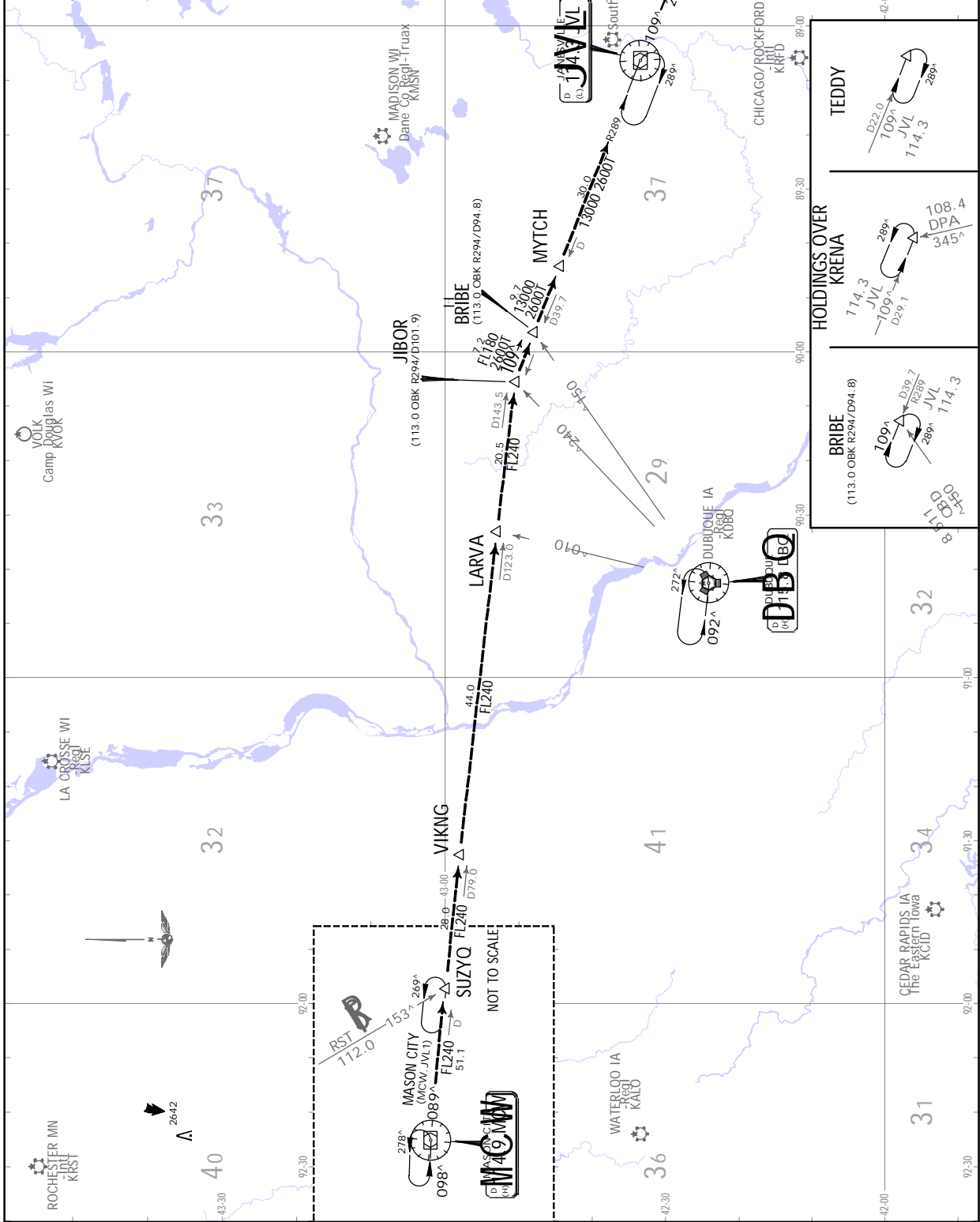


CHICAGO, ILL
STAR

JEPESEN
1 OCT 21 20-2E .Eff. 7.Oct.

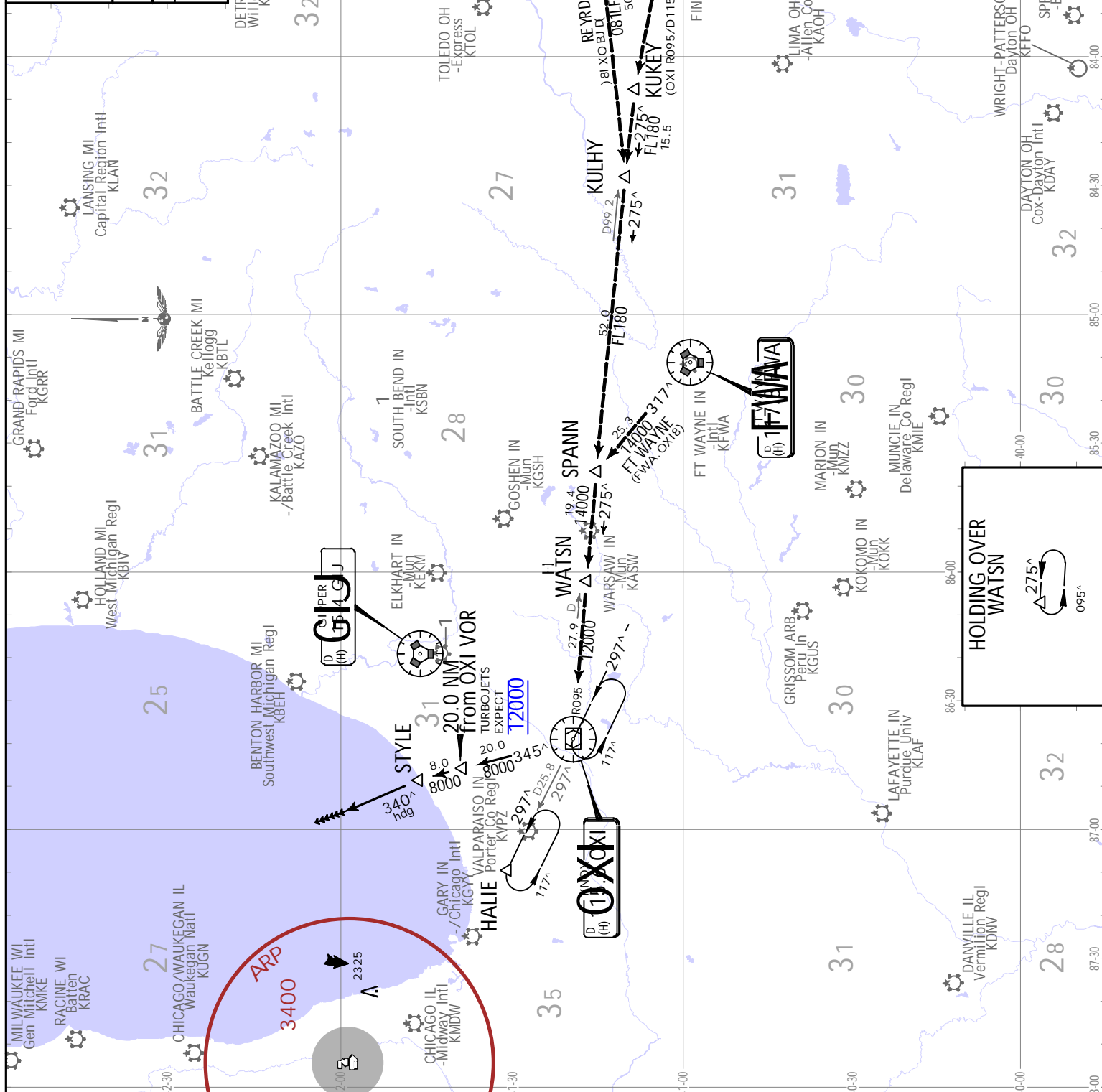
KORD/ORD
O'HARE INTL

DATIS	Alt Elev	Trans level: FL180
135.4	680	1. RADAR required. 2. DME required.
JAMESVILLE 1 ARRIVAL (JVL.JM1)		
ROUTING		
From over JVL VOR on JVL R109 to cross KRENA at 11000, then on heading 130°. EXPECT RADAR vectors to final approach course.		



JEPPesen CHICAGO, ILL
 20 MAR 20 (20-2F) Eff. 26 Mar. STAR.

D-ATIS 135.4	Air Set: INCHES Trans level: FL180 1. RADAR and DME required. 2. RADAR required from BSV VOR to KUKEY.
KNOX 8 ARRIVAL (OXI.OXI8)	
ROUTING	
From over OXI VOR via OXI R345 to STYLE, then on 340° heading. EXPECT RADAR vectors to final approach course.	



HOLDING OVER WATSON

275°
095°

(H) FWA VOR

14000

(H) DRY IR

31000

(H) BSV VOR

125

(H) GJ VOR

14000

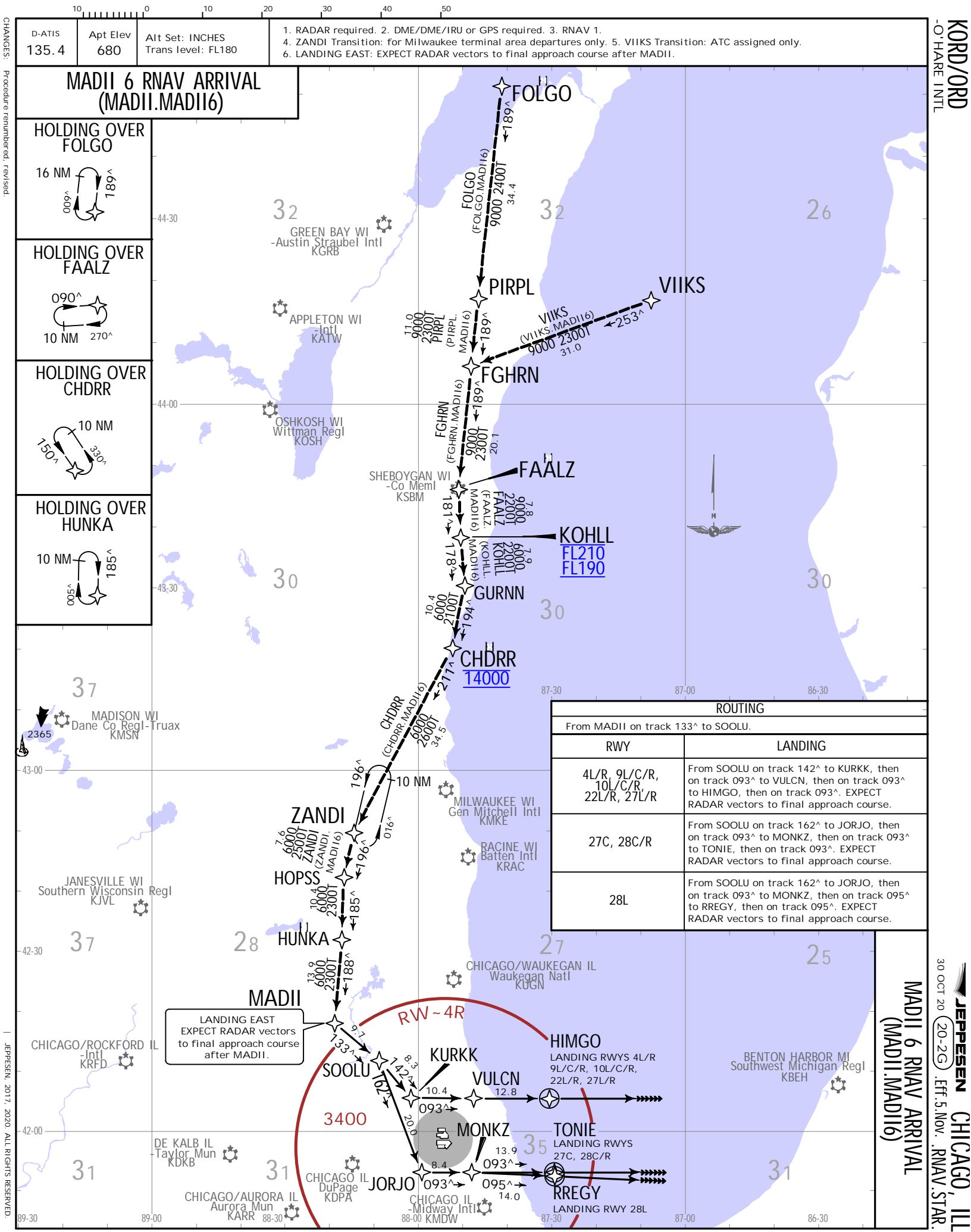
(H) OXI VOR

2325

ARR

3400

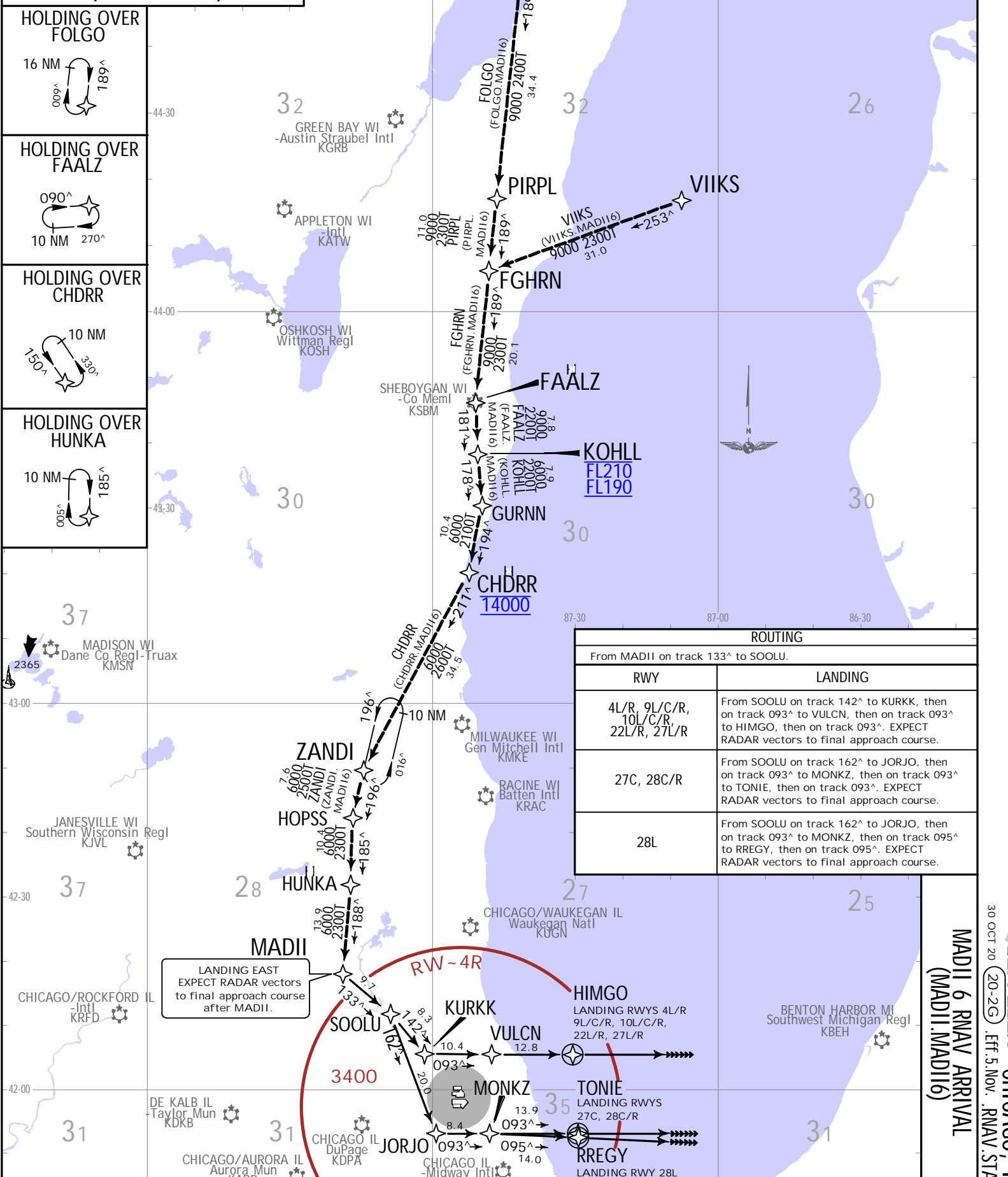
KORD/ORD
-O HARE INTL



CHANGES: Procedure renumbered, revised.

KORD/ORD
O'HARE INTL

30 OCT 20
JEPPesen CHICAGO, IL
20-2G EFF. 5. Nov. RNAV STAR



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KORD/ORD
-O'HARE INTL

CHICAGO, ILL
.RNAV STAR

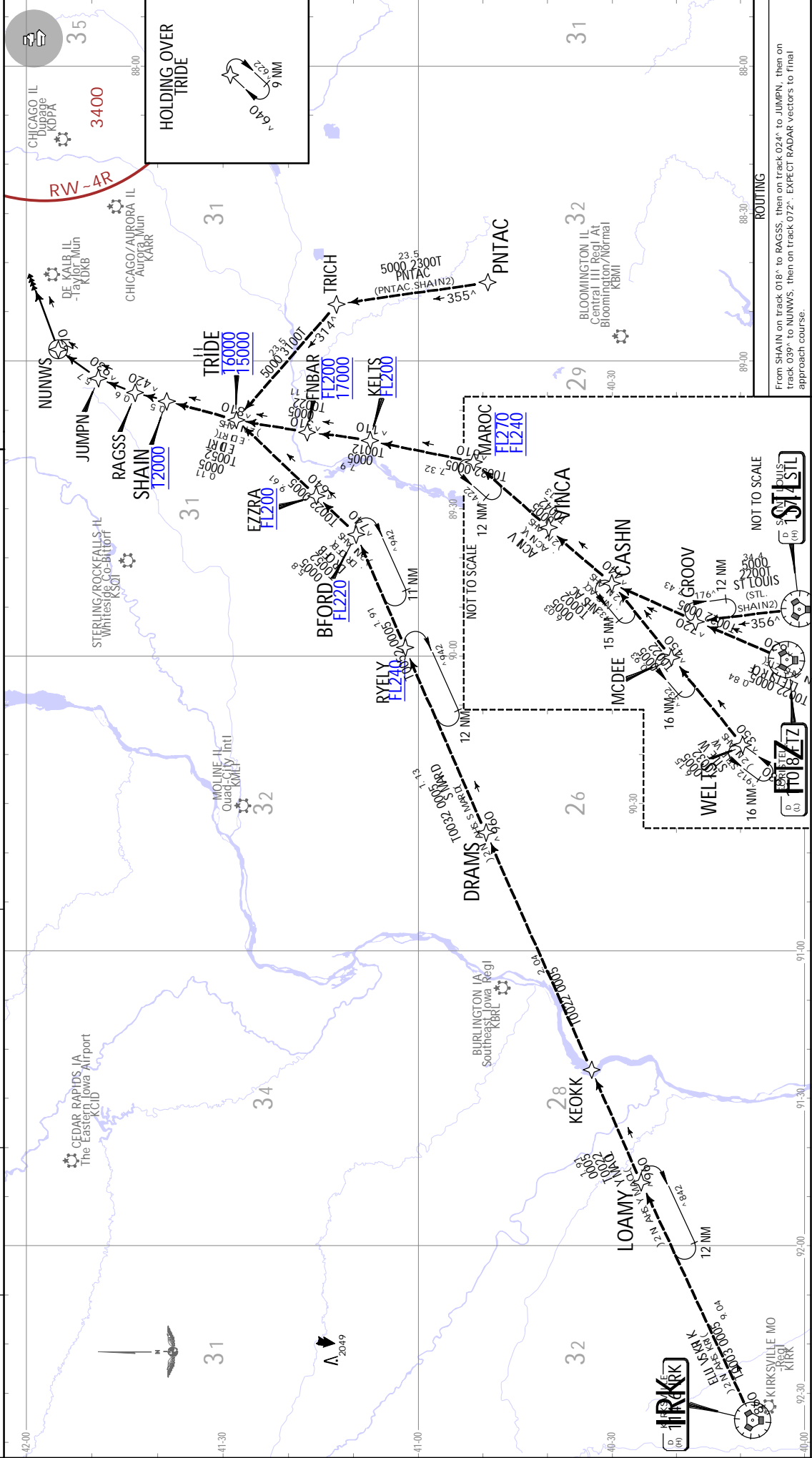
SHAIN 2 RNAV ARRIVAL (SHAIN, SHAIN2)

- 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 CMI, SPI, and BML 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 PACSS, then on track 024° to JUMPN, then on track 039° to NUNWS, then on track 072° EXPECT RADAR vectors to final approach course.

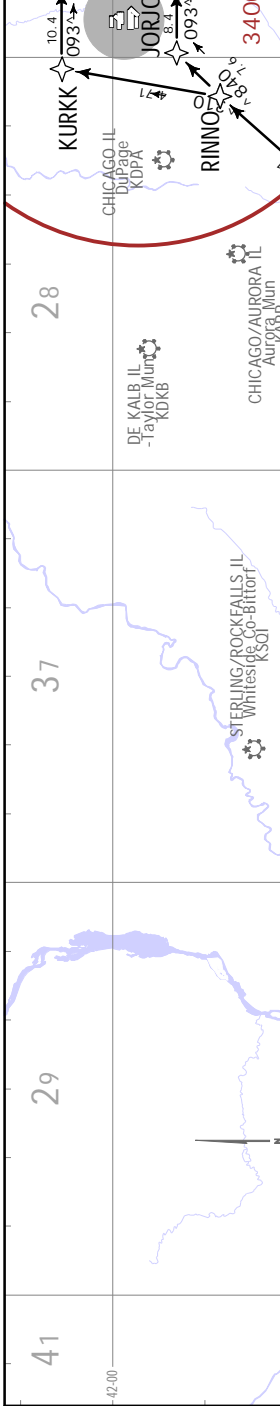
CHICAGO, ILL
.RNAV STAR

JEPESEN
 5 FEB 21 (20-2K)

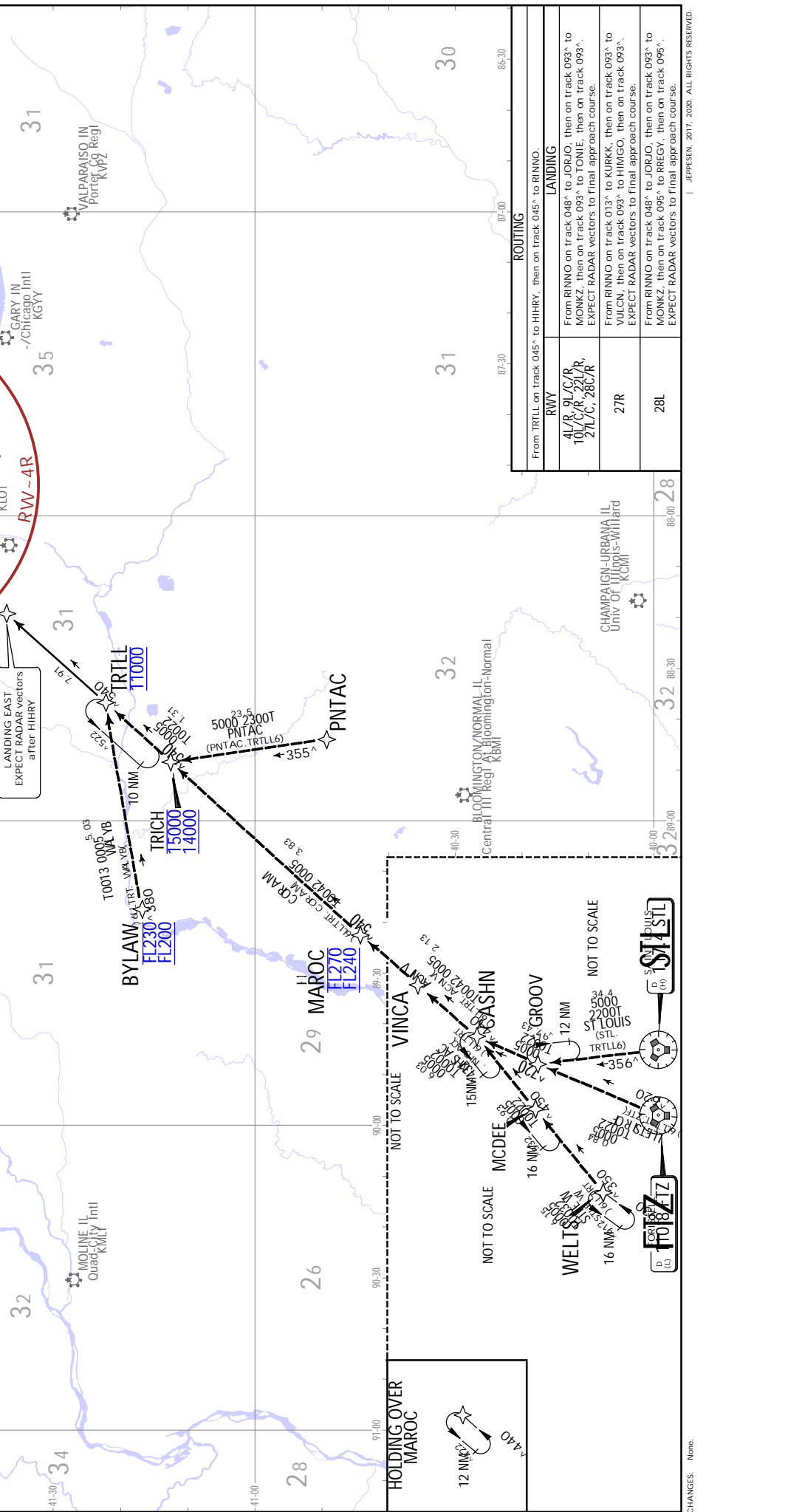
D-ATS 135.4	Apt Elev 680	Alt Set: INCHES Trans level: FL180
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1. RADAR required.
2. RNAV 1.
3. DME/DME/IRU or GPS required.
4. ST LOUIS Transition: ATC assigned only.
5. VINCA Transition: ATC assigned only.
6. LANDING EAST. EXPECT RADAR vectors after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

TRILL 6 RNAV ARRIVAL (TRILL TRILL)



ROUTING	
From TRILL on track 045° to HIHRY, then on track 045° to RINNO.	
RWY	
4L/R, 9L/C/R, 19L/C, 28L/R, 27L/C, 28C/R	LANDING
27R	From RINNO on track 048° to JORJO, then on track 093° to MONKZ, then on track 093° to TOMIE, then on track 093°. EXPECT RADAR vectors to final approach course.
28L	From RINNO on track 013° 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 RINNO on track 048° to JORJO, then on track 093° to MONKZ, then on track 093° to RREGY, then on track 095°. EXPECT RADAR vectors to final approach course.



KORD/ORD
-O'HARE INTL

CHICAGO, ILL
-RNAV STAR

JEPPesen
30 OCT 20 (20-2L) Eff. 5 Nov.

VEECK 5 RNAV ARRIVAL (VEECK, VEECK5)

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.

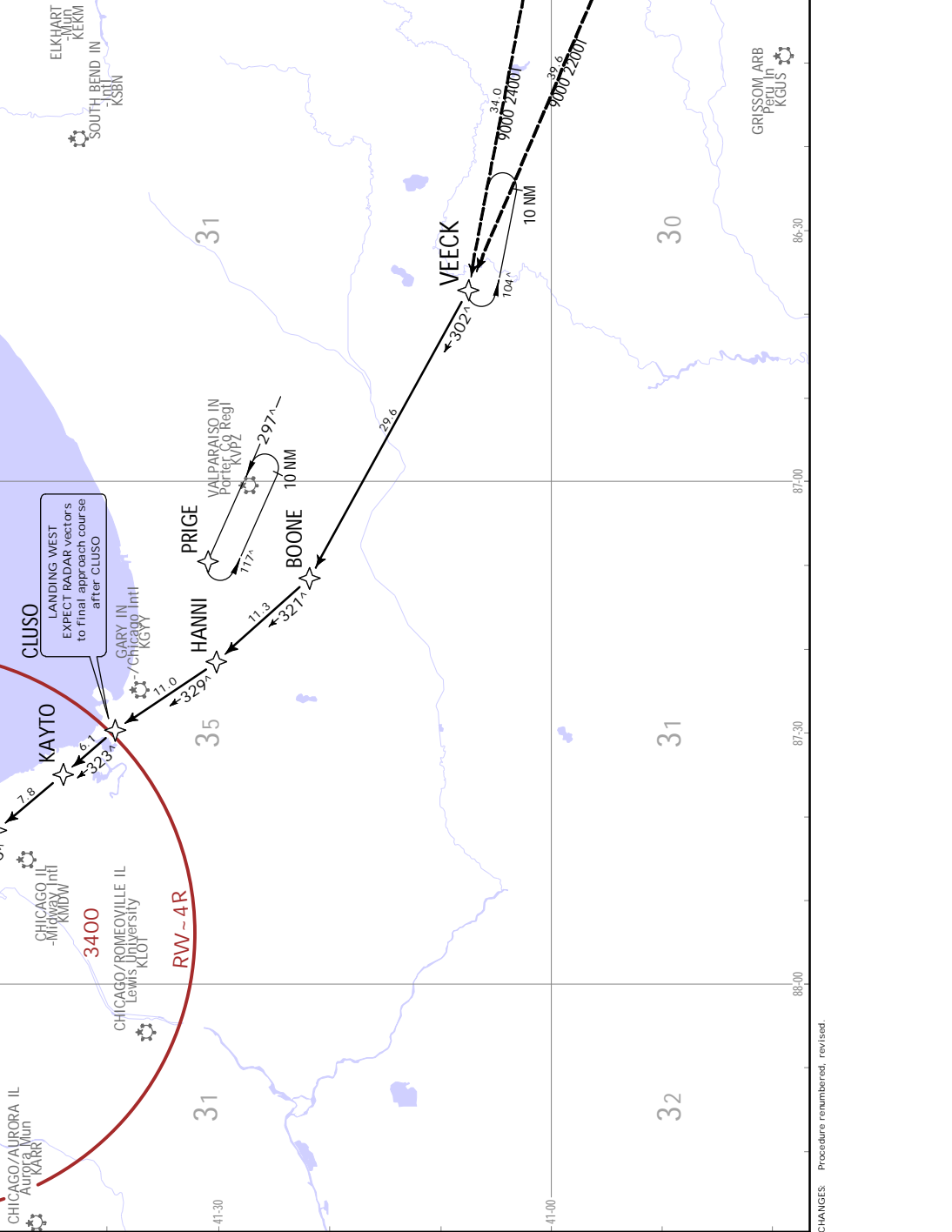
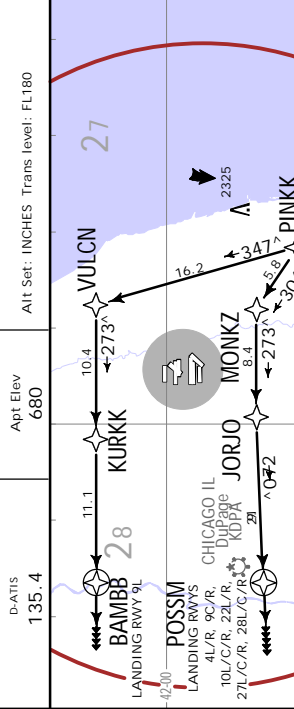
LANDING
From PINKK on track 306° to MONKZ, then on track 273° to JORJO, then on track 270° to POSSM, then on track 270°. EXPECT RADAR vectors to final approach course.
From PINKK on track 347° to VULCN, then on track 273° to KURKK, then on track 273°. EXPECT RADAR vectors to final approach course.

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

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
From PINKK on track 306° 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.
From PINKK on track 347° to VULCN, then on track 273° to KURKK, 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 WATSON RNAV STAR.
5. FORT WAYNE Transitions: ATC assigned only.
6. LANDING WEST: EXPECT RADAR vectors to final approach course after CLUSO.



CHANGES: Procedure renumbered, revised.

CHICAGO, ILL
.RNAV STAR

JEPPESSEN
 30 OCT 20 (20-2M) Eff. 5 Nov.

KORD/ORD
 -O'HARE INTL

WATSN 4 RNAV ARRIVAL
(WATSN.WATSN4)

ROUTING

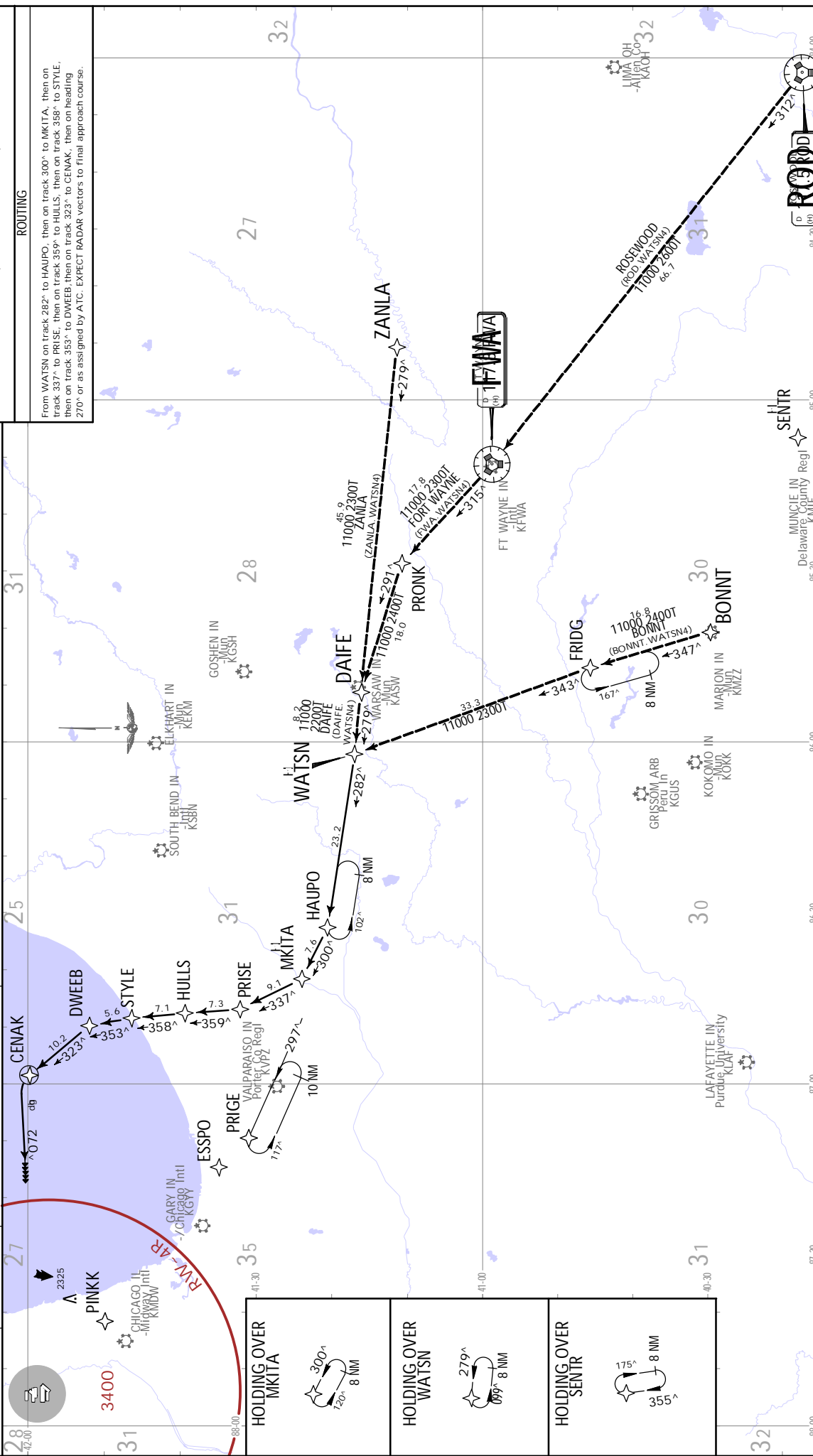
From WATSN on track 282° to HAUPO, then on track 300° to MKITA, then on track 337° to PRISE, then on track 359° to HULLS, then on track 388° to STYLE, then on track 353° to DWEEB, then on track 323° to CENAK, then on heading 270° or as assigned by ATC. EXPECT RADAR vectors to final approach course.

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.

Alt Set: INCHES Trans level: FL180

Apt Elev 680

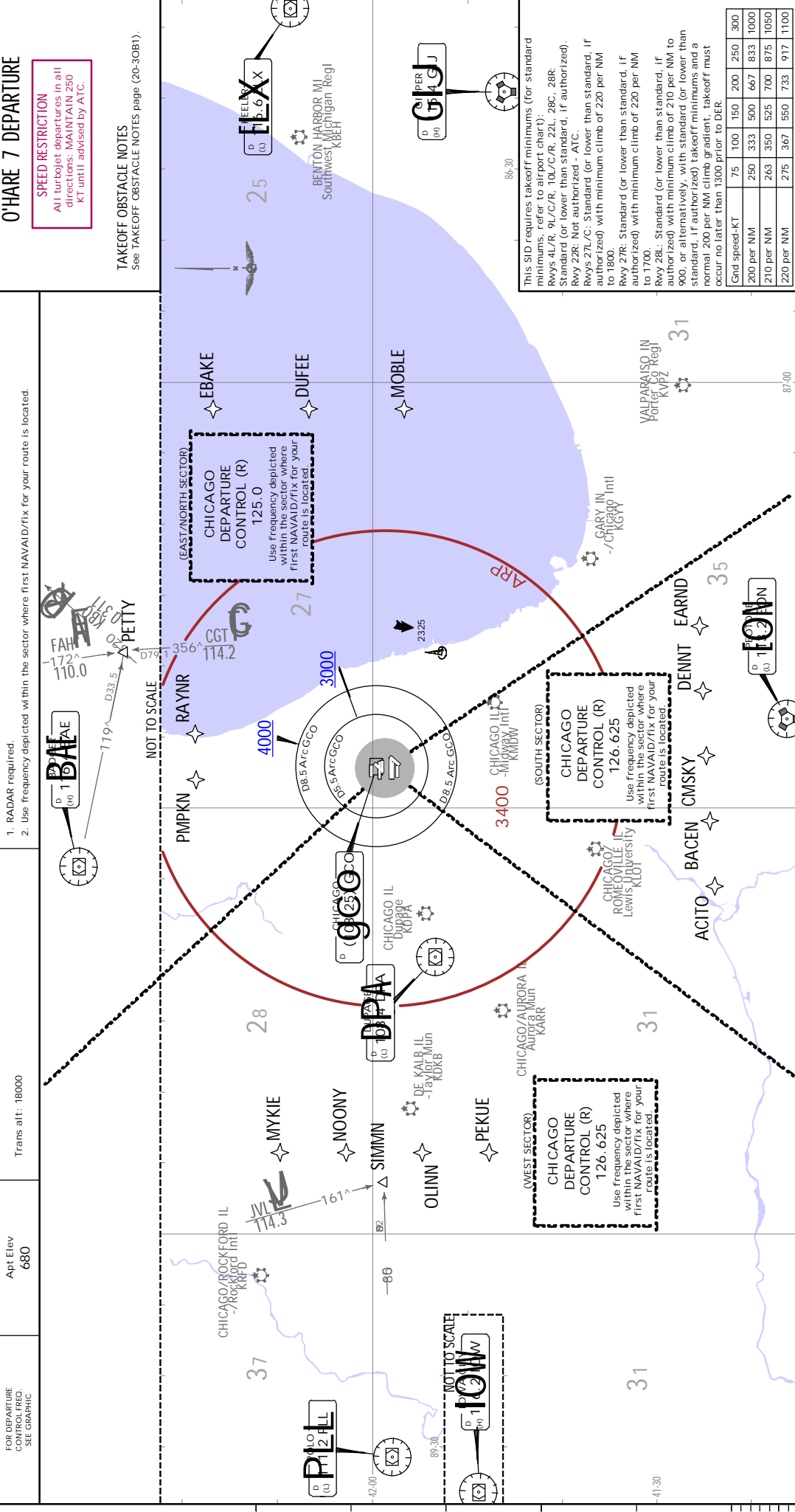
D-ATIS 135.4



KORD/ORD
O'HARE INTL

CHICAGO, ILL
O'HARE 7 DEPARTURE

JEPPesen
26 NOV 21 (20-3) Eff. 2 Dec.



1. RADAR required.
2. Use frequency depicted within the sector where first NAVAID/fix for your route is located.

Trans alt: 18000

Apt Elev
680

FOR DEPARTURE CONTROL FREQ. SEE GRAPHIC

SPEED RESTRICTION
All turboprop departures in all directions: MAINTAIN 250 KT until advised by ATIS.

TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (20-30B1).

FOR DEPARTURE CONTROL FREQ. SEE GRAPHIC

Trans alt: 18000

Apt Elev
680

FOR DEPARTURE CONTROL FREQ. SEE GRAPHIC

This SID requires takeoff minimums (for standard minimums refer to airport chart):
Rwy 5L/R: 9L/C/R: 10L/C/R: 22L, 28C, 28R: Standard or lower than standard, if authorized.
Rwy 27R: Standard or lower than standard, if authorized with minimum climb of 220 per NM to 1800.
Rwy 27L: Standard or lower than standard, if authorized with minimum climb of 220 per NM to 1700.
Rwy 28L: Standard or lower than standard, if authorized with minimum climb of 210 per NM to 900, or alternatively, with standard (or lower than standard, if authorized) takeoff minimums and a normal 200 per NM climb gradient; takeoff must occur no later than 1300 prior to DER.
Rwy 29R: Standard or lower than standard, if authorized with minimum climb of 220 per NM to 1700.
Rwy 29L: Standard or lower than standard, if authorized with minimum climb of 220 per NM to 1700.
Rwy 30R: Standard or lower than standard, if authorized with minimum climb of 220 per NM to 1700.
Rwy 30L: Standard or lower than standard, if authorized with minimum climb of 220 per NM to 1700.
Rwy 31: Standard or lower than standard, if authorized with minimum climb of 220 per NM to 1700.

Wind Speed	75	100	150	200	250	300
200 per NM	250	333	500	667	833	1000
210 per NM	263	350	525	700	875	1050
220 per NM	275	367	550	733	917	1100

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

TOP ALTITUDE
5000

ROUTING

Cross D8.5 ATIS GCO at or above 3000, cross D8.5 ATIS GCO at or above 4000, MAINTAIN 5000 or assigned altitude. If unable to comply advise ATIS as soon as possible prior to departure.

ALL AIRCRAFT

NOT TO SCALE

NOT TO SCALE

NOT TO SCALE

NOT TO SCALE

NOT TO SCALE

NOT TO SCALE

NOT TO SCALE

KORD/ORD


JEPPESEN

CHICAGO, ILL

26 NOV 21

20-3OB1

.Eff.2.Dec.

-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.

KORD/ORD

JEPPESEN
26 NOV 21 20-30B2 .Eff.2.Dec.

CHICAGO, 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.

Tower	Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L	CHICAGO Departure (R)
	128.15	132.7	133.0	320°-149°-(East/North) 150°-219°-(South) 220°-319°-(West)
				125.0 126.625 126.625

Ground (North)	Ground (South)	Rwy 4R/22L	Rwy 9C/27C	Rwy 9R/27L
124.125	118.05	120.75	121.15	126.9
121.9	121.75	120.75	121.15	126.9
121.675	121.75	120.75	121.15	126.9
121.6	121.75	120.75	121.15	126.9
121.675	121.75	120.75	121.15	126.9
121.6	121.75	120.75	121.15	126.9

CAUTION AND BE ALERT NOTES

- 1 CAUTION: Be alert for fire equipment entering Twys C, M, NN, and D.
- 2 Be alert: Twy S1 outbound or eastbound only.
- 3 Be alert: Twy S2 inbound or westbound only.
- 4 Be alert: Twys P1, P2, P3, P5, and P6 northbound only.
- 5 Be alert: Twy E3 westbound only from Rwy 9C/27C.
- 6 Be alert: Twy E1, E2, E3, & E4 southbound only.

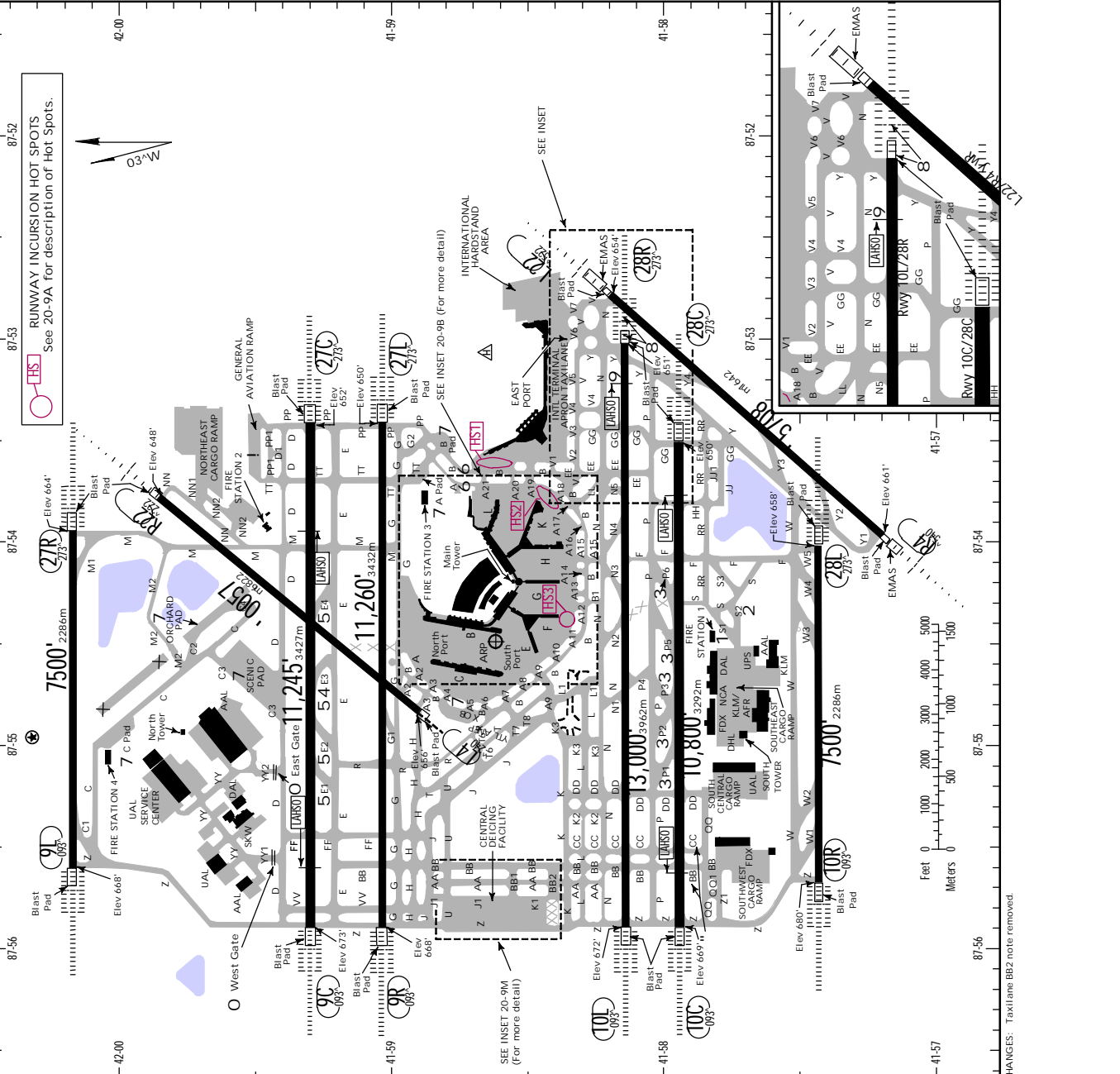
Be alert: duplicate alphanumeric Twy designators & terminal gate designations involving the letters B, C, G, H, K, L & M.
Be alert: the northeast/southwest portion of Twy YY is not visible from the center ATCT.

OPERATIONAL NOTES

- Rwy 4L closed to arrivals; Rwy 22R closed to departures.
- Terminal 5 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.
- B747-8 operations not authorized on Rwys 9R/27L, 9L/27R, and 10R/28L.
- B747-8, B747-400, B777-300ER, A350-900, A350-1000, A340-500, A340-600 and A330-900 cannot pass on Twys "A" & "B" due to insufficient wingtip clearance.
- A380-800 operational constraints exist on Rwys, Twys and ramps. Contact airport operations for info.
- ATCT is authorized to conduct simultaneous departures from Rwys 4L/4R, 22L/22R, 9R with 9L or 10L, 9C with 9L or 9C, 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.
- ATCT is authorized to conduct simultaneous opposite direction departures on Rwys 9R and 28R during IFR weather conditions.
- Line up and wait authorization in effect between sunset and sunrise at the following intersections: Rwy 28R at Twy GG, Twy EE, and Twy NE; Rwy 10L at Twy DD, Twy CC and Twy BB; Rwy 27C at Twy TT; Rwy 9C at Twy FF; Rwy 27L at Twy TT; Rwy 9R at Twy BB and Twy FF. These Rwys 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 Landing Rwy 10L: Special Land and Hold Short Point 12,156' (3705m) from Rwy 10L landing threshold.
- 0 Yankee Yankee Twy Gates procedure see 20-9A.
- ! Two taxi routes are available for access to/from the GA Ramp.
" Twy CC provides access to UAL. Twy BB provides access to FDX with a 140 foot jog to the west, then south.

FOR AIRCRAFT TURNING RESTRICTIONS see 20-9D2



RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS		TAKE-OFF	WIDTH
	Landing Beyond	Threshold	Glide Slope	LAHSO Distance	Threshold	LAHSO Distance		
4R	HIRL CL MALSR TDZ 1 PAPI-R grooved RVR		7026' 2142m				150' 46m	
22L	HIRL CL MALSR TDZ 1 PAPI-L grooved RVR		6970' 2124m				150' 46m	
4L	HIRL CL						150' 46m	
22R	HIRL CL MALSR TDZ 1 PAPI-L grooved RVR	2	6558' 1999m				150' 46m	
9R	HIRL CL ALSF-II TDZ 1 PAPI-L grooved		10,107' 3081m				150' 46m	
27L	HIRL CL ALSF-II TDZ 1 PAPI-R grooved		10,194' 3107m				150' 46m	
9C	HIRL CL ALSF-II TDZ 1 PAPI-L grooved RVR		10,131' 3088m	Twy TT 8830' 2691m			200' 61m	
27C			10,175' 3101m	Twy VV 9725' 2964m				
9L	HIRL CL ALSF-II TDZ		6340' 1932m				150' 46m	
27R			6364' 1940m				150' 46m	
10L	HIRL CL ALSF-II TDZ 1 PAPI-L grooved RVR	3	11,133' 3393m	Twy Y 12,156' 3705m			150' 46m	
28R			11,970' 3648m				150' 46m	
10C	HIRL CL ALSF-II TDZ 1 PAPI-L grooved RVR	4	9449' 2880m	Twy GG 9610' 2929m			200' 61m	
28C			9756' 2974m	Twy Z 9610' 2929m			150' 46m	
10R	HIRL CL ALSF-II TDZ		6388' 1947m				150' 46m	
28L			6506' 1983m				150' 46m	

- Angle 3.00°.
- LDA 7300' 2225m.
- LDA 12,246' 3733m.
- LDA 10,540' 3213m.

RUNWAY INCURSION HOT SPOTS 

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

- HS1** Aircraft/vehicles taxiing on Twy B between Twys A20 and A21, use caution for aircraft pushing onto Twy B from Gates M1, M2, and M3.
- HS2** Aircraft/vehicles taxiing on Twy A between Twys A19 and A17, use caution for aircraft pushing onto Twy A from Gates K18 and K20.
- HS3** Aircraft/vehicles taxiing on Twy A between Twys A12 and A11, use caution for aircraft pushing onto Twy A from Gates F26 and F28.

- YANKEE YANKEE TAXIWAY GATES PROCEDURES**
- Communication between pilot/mechanic and special police in guard booth will be through Unicom band (122.9). Calls are to be made in advance of leaving the hangar area outbound and after crossing north of Rwy 9R/27L when inbound to hangar area.
 - Aircraft will stop at surface painted hold bars until light changes from red to green signifying gate is completely open and safe for aircraft to taxi past the gate.
 - The East Gate will be manned 24 hours a day and the West Gate will be manned 24 hours a day.

TAKE-OFF			
Rwys 4R, 9L/C, 10L/C/R, 22L, 28C/R			
2 operating RVRs are required All operating RVRs are controlling	CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref
CL & HIRL	TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4
Rwy 4L			
Both RVRs are required & controlling	CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref
CL & HIRL	TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4
Rwys 27R 1, 27C 2, 28L 3			
2 operating RVRs are required All operating RVRs are controlling	CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref
CL & HIRL	TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4
Rwy 27R			
Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	STD
1/4	1/2	1	1

Rwy 9R			
Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref
1/4	1/2	1	1/4
Rwy 27L			
Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref
1/4	1/2	1	1

FOR FILING AS ALTERNATE			
ILS Rwy 4R ILS Rwy 9L/C/R ILS Rwy 10L/C ILS Y Rwy 10R ILS Z Rwy 10R ILS PRM Rwy 10C ILS PRM Y Rwy 10R ILS Rwy 22L ILS Rwy 27L/C/R ILS Rwy 28L/C/R ILS PRM Rwy 28C	LOC Rwy 9L/C/R LOC Rwy 10L/C LOC Z Rwy 10R LOC Z Rwy 10R LOC Rwy 27L/C/R LOC Rwy 28L/C/R LOC Rwy 28C LOC Rwy 28L	RNAV (GFS) PRM Y Rwy 10R RNAV (GFS) Z Rwy 10R RNAV (GFS) Rwy 27C/R RNAV (GFS) Rwy 28C/R RNAV (GFS) PRM Rwy 28C RNAV (GFS) Z Rwy 27L RNAV (GFS) Z Rwy 27L RNAV (GFS) Rwy 9L/C/R RNAV (GFS) Rwy 10L/C RNAV (GFS) PRM Rwy 10C RNAV (GFS) PRM Y Rwy 10R RNAV (GFS) Rwy 22L RNAV (GFS) Rwy 27L/C/R RNAV (GFS) Rwy 28L RNAV (GFS) Rwy 10L/C RNAV (GFS) PRM Rwy 10C RNAV (GFS) Y Rwy 10R	800-2 800-2 1/2
A	600-2	800-2	800-2
B			800-2 1/2
C			
D			

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.

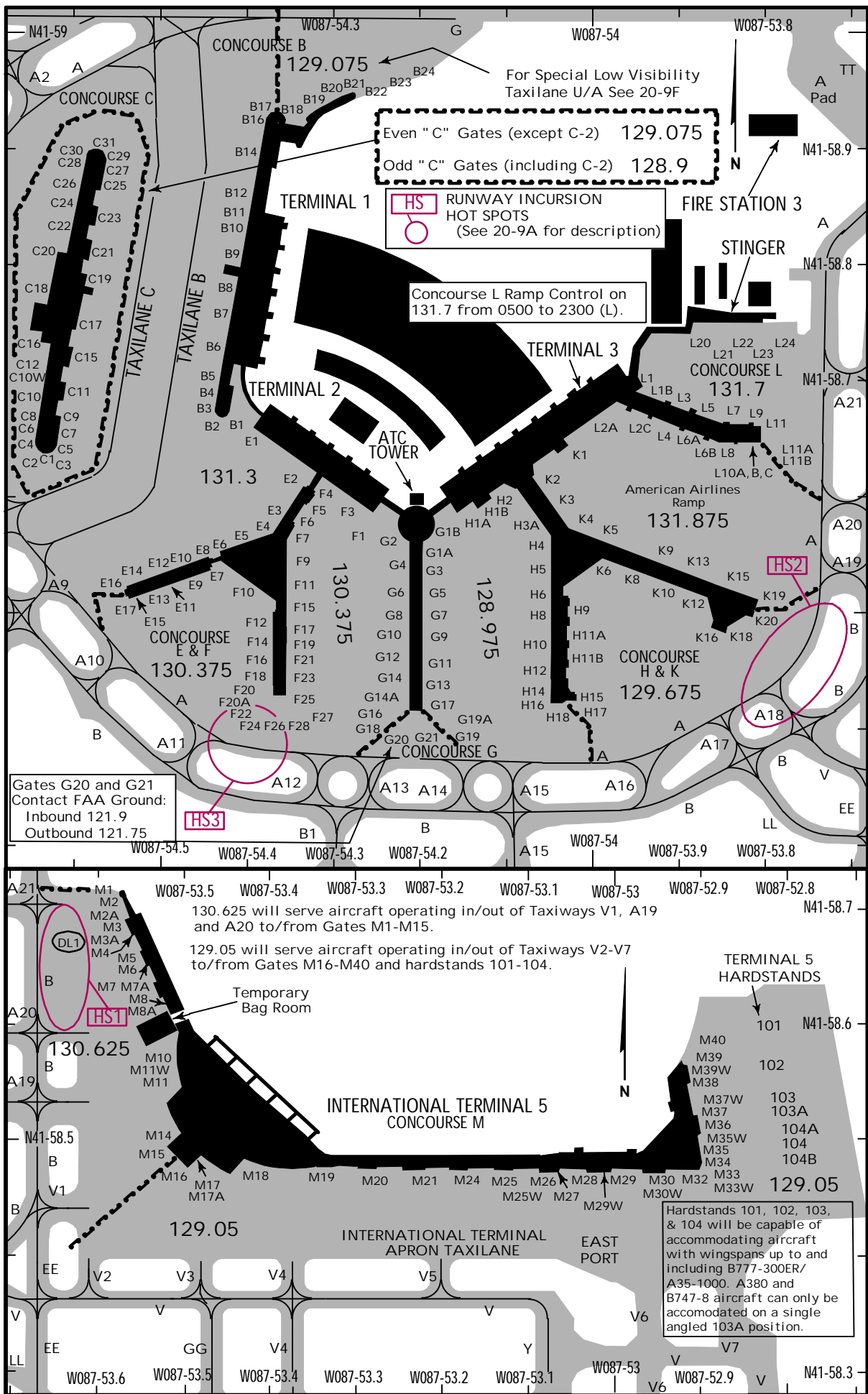
Rwy 28R: Tree 2559' from DER, 942' left of centerline, 737' MSL.

KORD/ORD

17 MAR 23 **20-9B**

CHICAGO, ILL

CHICAGO O'HARE INTL



CHANGES: Concourse G freq boundary, G20 and G21 freq, added gates.

JEPPesen, 1987, 2023. ALL RIGHTS RESERVED.

KORD/ORD



CHICAGO, ILL

17 MAR 23

20-9C

CHICAGO O'HARE INTL

PARKING GATE COORDINATES

GATE/SPOT NO.	COORDINATES	GATE/SPOT NO.	COORDINATES
CONCOURSE B		CONCOURSE K	
B1 thru B6	N41 58.7 W087 54.4	K1 thru K5	N41 58.6 W087 54.0
B7 thru B11	N41 58.8 W087 54.4	K6	N41 58.5 W087 54.0
B12	N41 58.9 W087 54.4	K8	N41 58.5 W087 53.9
B14, B16 thru B18	N41 58.9 W087 54.4	K9	N41 58.6 W087 53.9
B19, B20, B21	N41 58.9 W087 54.3	K10, K12, K13, K16	N41 58.5 W087 53.9
B22 thru B24	N41 58.9 W087 54.2	K15	N41 58.5 W087 53.8
CONCOURSE C		K18 thru K20	N41 58.5 W087 53.8
C1 thru C5	N41 58.6 W087 54.6	CONCOURSE L	
C6 thru C12	N41 58.7 W087 54.6	L1, L1B	N41 58.7 W087 53.9
C15, C16	N41 58.7 W087 54.6	L2A	N41 58.6 W087 54.0
C17 thru C23	N41 58.8 W087 54.6	L2C, L4, L8	N41 58.6 W087 53.9
C24 thru C31	N41 58.9 W087 54.6	L6A, L6B, L3, L5	N41 58.6 W087 53.9
CONCOURSE E		L7, L9, L10A,	N41 58.6 W087 53.8
E1	N41 58.7 W087 54.4	L10B, L10C	N41 58.6 W087 53.8
E2	N41 58.6 W087 54.3	L11, L11A, L11B	N41 58.6 W087 53.8
E3 thru E6	N41 58.6 W087 54.4	STINGER	
E7	N41 58.5 W087 54.4	L20	N41 58.7 W087 53.9
E8	N41 58.6 W087 54.5	L21 thru L24	N41 58.7 W087 53.8
E9 thru E15	N41 58.5 W087 54.5	INTERNATIONAL TERMINAL 5	
E16	N41 58.5 W087 54.6	CONCOURSE M	
E17	N41 58.5 W087 54.5	M1 thru M4	N41 58.7 W087 53.6
CONCOURSE F		M5, M6	N41 58.6 W087 53.6
F1 thru F7	N41 58.6 W087 54.3	M7 thru M8A	N41 58.6 W087 53.5
F8, F9, F11, F15,	N41 58.5 W087 54.3	M10, M11, M11W	N41 58.6 W087 53.5
F17, F19, F2, F23	N41 58.5 W087 54.4	M14 thru M17A	N41 58.5 W087 53.5
F10, F12, F14,	N41 58.5 W087 54.4	M18, M19	N41 58.5 W087 53.4
F16, F18, F20, F20A	N41 58.4 W087 54.4	M20	N41 58.5 W087 53.3
F22, F24, F26, F28	N41 58.4 W087 54.4	M21, M24	N41 58.5 W087 53.2
F25, F27	N41 58.4 W087 54.3	M25 thru M27	N41 58.5 W087 53.1
CONCOURSE G		M28 thru M30W	N41 58.5 W087 53.0
G1B, G2	N41 58.6 W087 54.2	M32 thru M37W	N41 58.5 W087 52.9
G1A, G3 thru G14A	N41 58.5 W087 54.2	M38 thru M40	N41 58.6 W087 52.9
G16 thru G21	N41 58.4 W087 54.2	INTERNATIONAL TERMINAL 5	
CONCOURSE H		HARDSTANDS	
H1A, H1B, H2	N41 58.6 W087 54.1	101, 102	N41 58.6 W087 52.8
H3A, H4	N41 58.6 W087 54.1	103 thru 104	N41 58.5 W087 52.8
H5, H6, H8	N41 58.5 W087 54.1		
H9	N41 58.5 W087 54.0		
H10	N41 58.5 W087 54.1		
H11A, H11B	N41 58.5 W087 54.0		
H12	N41 58.4 W087 54.1		
H14	N41 58.4 W087 54.1		
H15	N41 58.4 W087 54.0		
H16	N41 58.4 W087 54.1		
H17, H18	N41 58.4 W087 54.0		

KORD/ORD

JEPPESEN
2 SEP 22
Eff. 8.Sep. (20-9D)

CHICAGO, ILL
CHICAGO O'HARE INTL

Taxi Instructions for the Northeast Cargo Ramp

The Northeast Cargo Ramp is not controlled by ATC and therefore special operating procedures are required. All aircraft shall monitor Unicom frequency 122.95MHz (Call sign "Ramp Common") prior to and during operations on the ramp. As the ramp has ONLY one designated entrance and exit, Taxilane NN1, ATC monitor arrival and departure movements to prevent conflict.

Arriving Aircraft

Once established on the Twy network*, arriving aircraft are to make a "blind" broadcast on 122.95 and announce the following:

- "All stations Ramp Common, Northeast Cargo"
- Call sign
- Current position and intentions including parking stand
- "Northeast Cargo"

*Where applicable, this broadcast should be made prior to proceeding north of Rwy 9R/27L.

If a departing aircraft responds to the broadcast advising pushback in progress, engine start, or outbound taxi, the arriving aircraft must advise ATC and ask where to hold position.

If the arriving aircraft is north of Rwy 9R/27L when an initial broadcast from a departing aircraft is received, the arriving aircraft has priority.

Departing Aircraft

Departing aircraft must monitor 122.95 at least five minutes prior to pushback. Prior to commencing pushback:

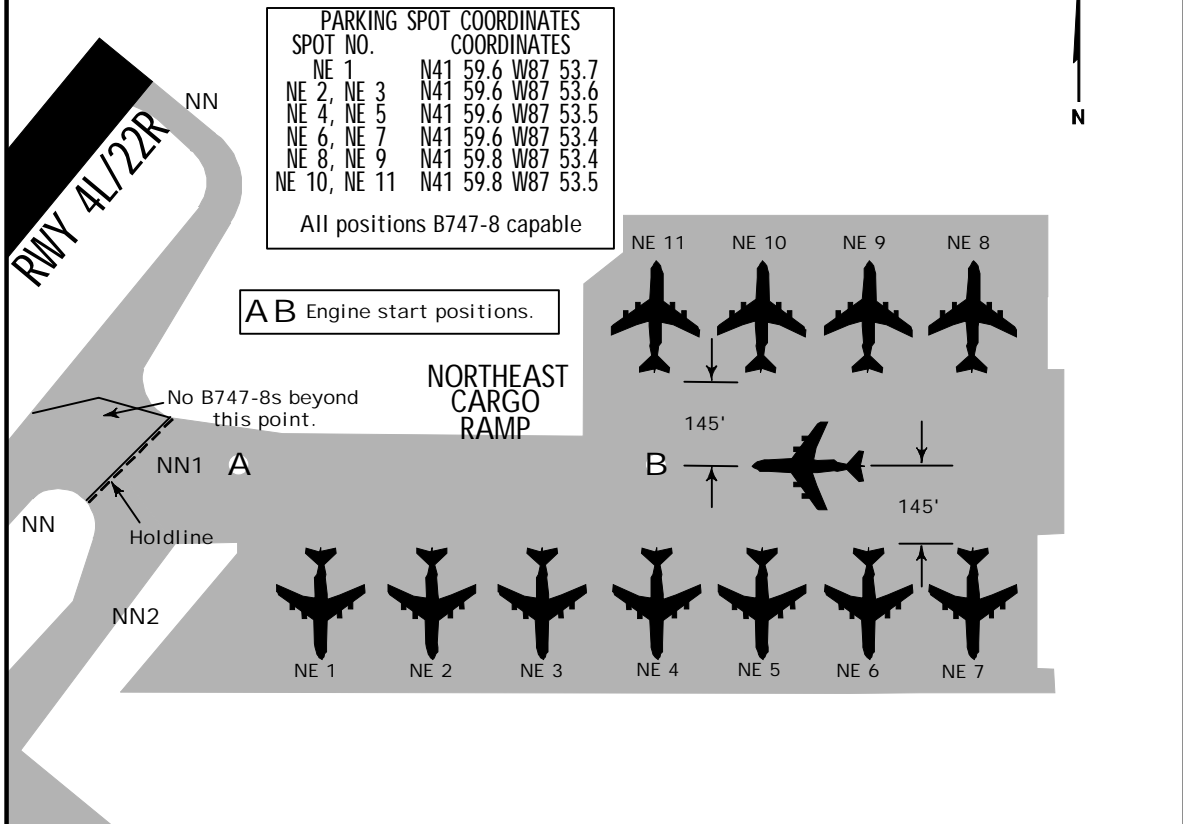
- Make a "blind" broadcast on 122.95 and announce the following:
 - "All stations Ramp Common, Northeast Cargo"
 - Call sign
 - Parking stand and "Pushback"
 - "Northeast Cargo"
- Contact O'Hare Metering (121.675) and advise the following:
 - Call sign
 - Parking stand
 - Intention to commence pushback

ATC does not control the ramp but must be contacted prior to pushback to prevent conflict with arriving aircraft. Pushback is at own discretion.

If an arriving aircraft responds to the Unicom broadcast while north of Rwy 9R/27L, the departing aircraft must hold position on the parking stand until there is no further conflict.

Notes:

1. Listen carefully. Both NE and SE Cargo Ramps use Unicom frequency 122.95. State "Northeast Cargo" at the beginning and end of each broadcast.
2. No ATC control on 122.95.
3. Aircraft diagram dimensions relate to a B747-800.



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

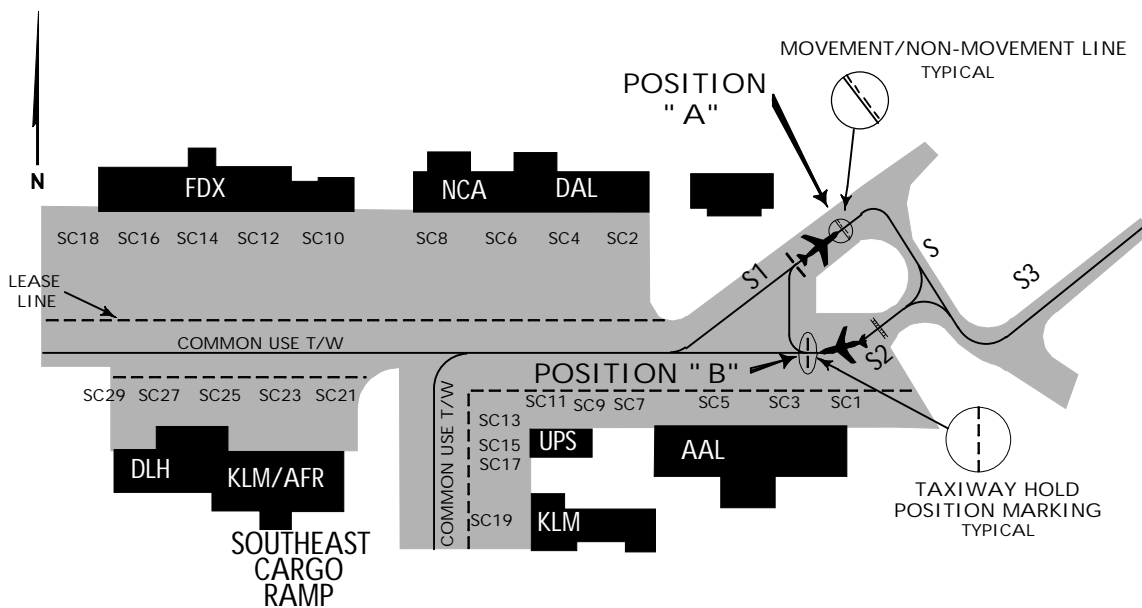
If arriving aircraft responds to outbound call, departing aircraft must hold position at the gate until the arriving aircraft has cleared before pushback is authorized. Departing aircraft must monitor the unicom frequency at least two minutes prior to pushback to avoid any possible traffic conflicts.

Notes:

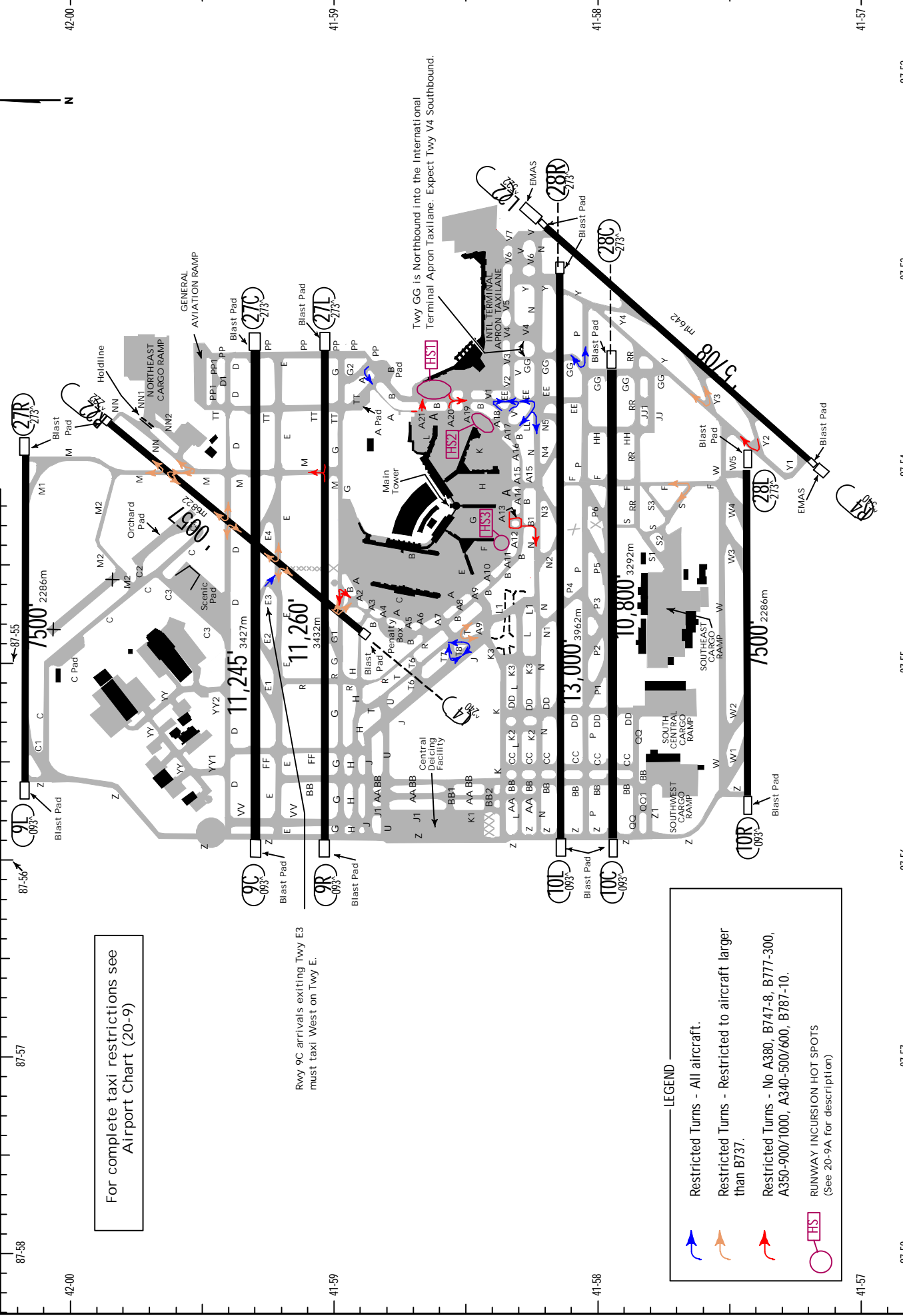
1. Listen carefully, Unicom Frequency 122.95 "Ramp Common" is used by both NE and SE Cargo. State SE Cargo at the beginning and end of transmission.
2. Dimensions relate to B747-400 aircraft.
3. S1 is for outbound traffic from the Southeast cargo area South tier.
4. S2 is to be used for aircraft entering 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	135.4	ACARS: D-ATIS PDC: TWIP	Data Comm GPDL: DCL	O'HARE Clearance(Cpt)	121.6	Metering	121.675	Outbound	121.75	Inbound	121.9	Ground (North)	124.125	Ground (South)	118.05
Rwy 4R/22L															
Rwy 9C/27C	120.75														
Rwy 10C/28C															
Rwy 9R/27L															
Rwy 22R	126.9														
Rwy 9L/27R	128.15														
Rwy 10L/28R	132.7														
Rwy 10R/28L	133.0														
CHICAGO Departure (R)															
320°-149° (East/North)	125.0														
150°-219° (South)	126.625														
220°-319° (West)	126.625														



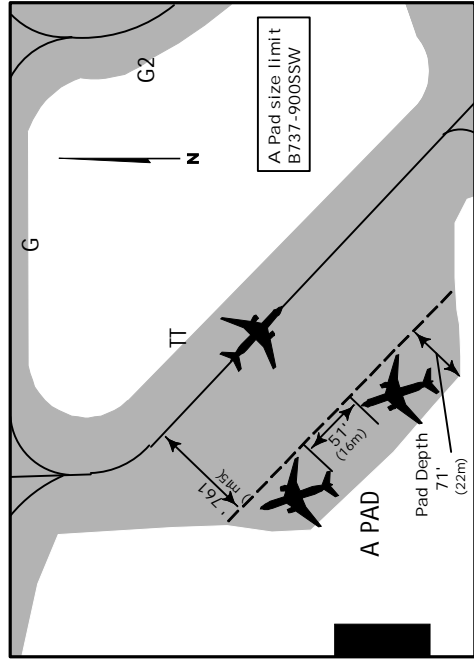
For complete taxi restrictions see Airport Chart (20-9)

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

Twy GG is Northbound into the International Terminal Apron Taxiway. Expect Twy V4 Southbound.

LEGEND

- Restricted Turns - All aircraft.
- Restricted Turns - Restricted to aircraft larger than B737.
- Restricted Turns - No A380, B747-8, B777-300, A350-900/1000, A340-500/600, B787-10.
- RUNWAY INCURSION HOT SPOTS (See 20-9A 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.

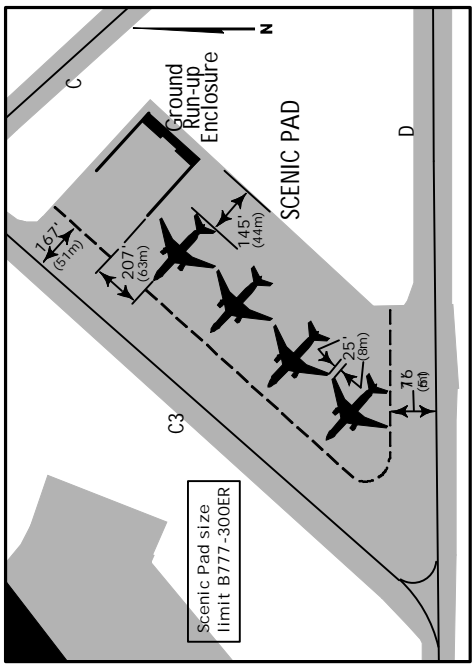
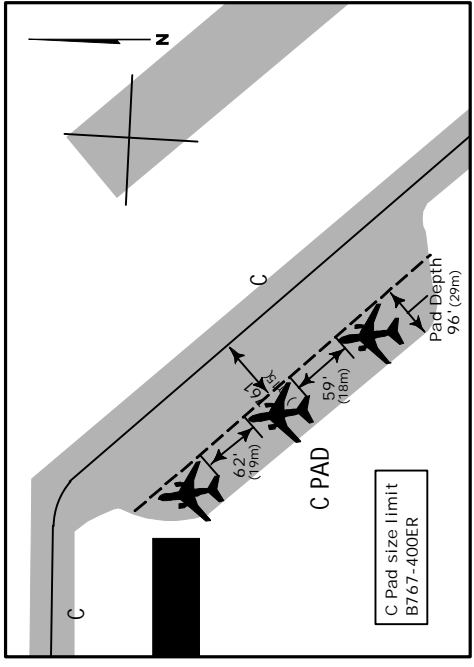
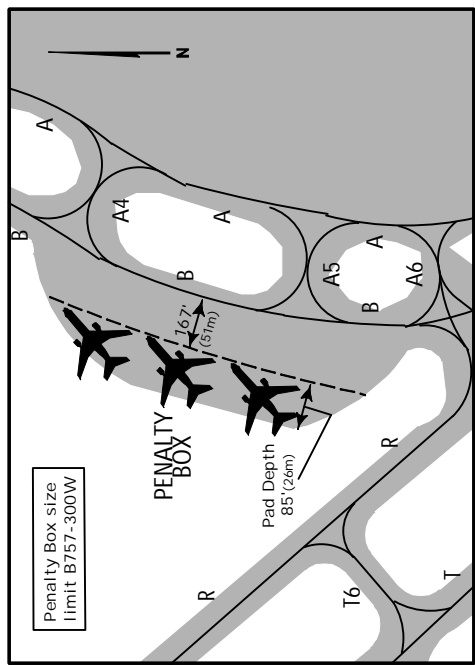
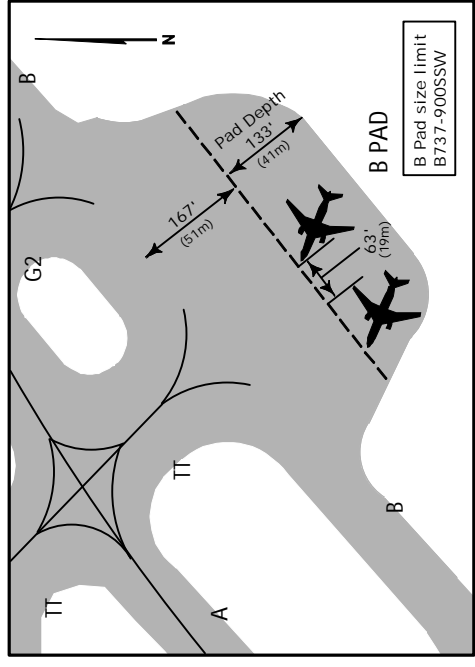
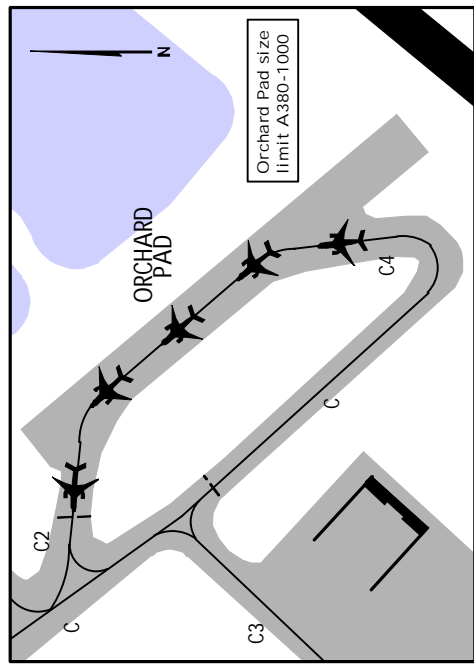
A Pad restricted: No A380, B747-8, A340-600, B777-300ER, A350-1000, B747-400, B787-10, A350-900, B777-200, A330-300, B787-900, MD11, B767-400ER, A300-600, B757-300W, A321-XLR.

B Pad restricted: No A380.

C Pad restricted: No A380, B747-8, A340-600, B777-300ER, A350-1000, B747-400, B787-10, A350-900, B777-200, A330-300, B787-900.

Orchard Pad restricted: No A380, B747-8, B777-300ER, B777-300ER, A350-1000, B747-400, B787-10, A350-900, B777-200, A330-300, B787-900, MD11, B767-400ER, A300-600.

Scenic Pad restricted: No A380.



LEGEND
TAXIWAY CENTERLINE
EXISTING HOLD PAD BOUNDARY

KORD/ORD

26 NOV 21 **JEPPESEN** (20-9F) .Eff.2.Dec.

CHICAGO, ILL
CHICAGO O'HARE INTL

SPECIAL LOW VISIBILITY UNIFORM/ALPHA TAXILANE

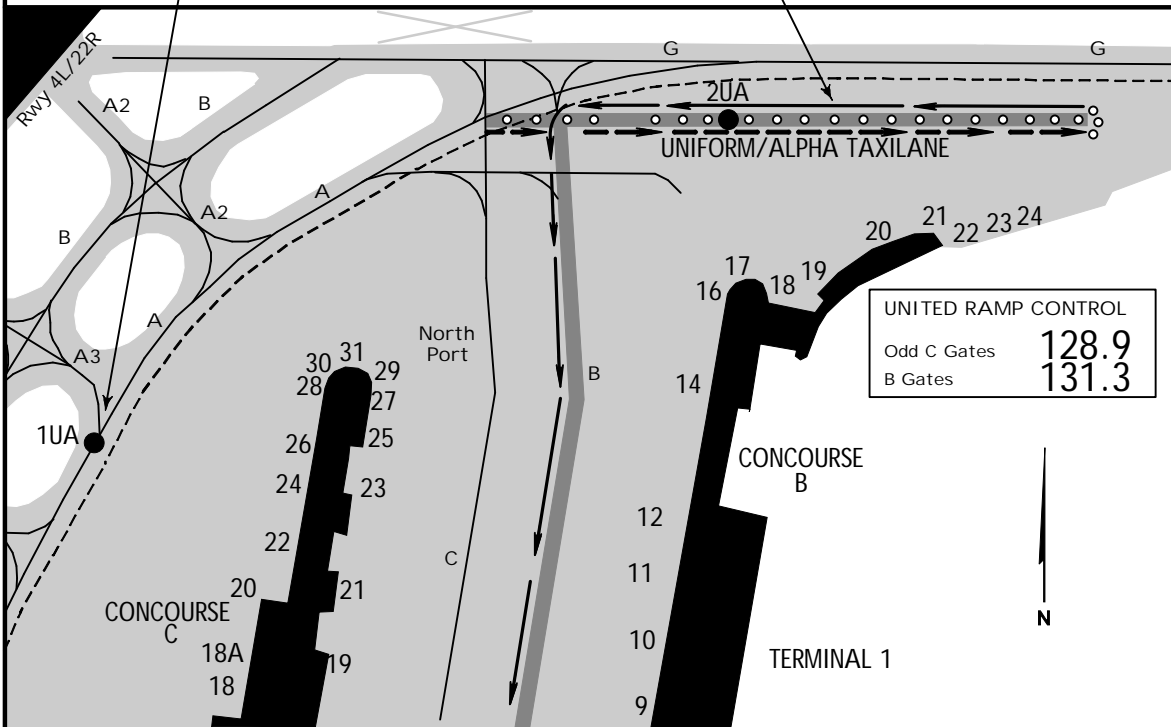
The Uniform/Alpha Taxilane protects runway 27L CAT II/III operations. These procedures are only in effect when the Taxilane centerline lights are illuminated and advised by United ramp or ATC ground control.

Departure From Gates B-18 thru B-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).



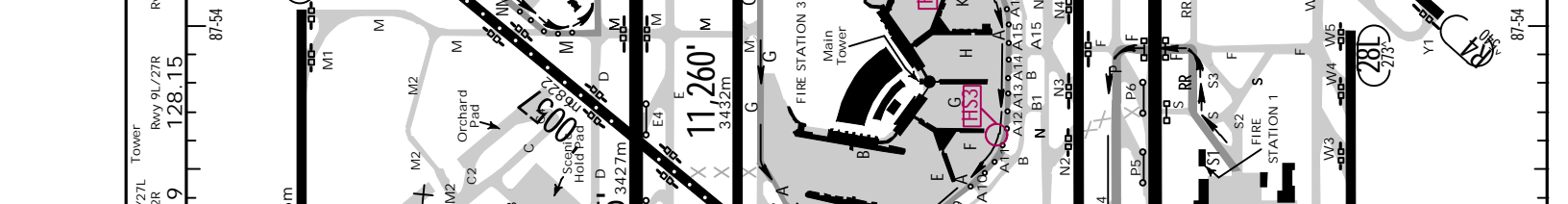
LEGEND

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

ALTERNATE TAXI ROUTE DURING LOW VISIBILITY OPERATIONS

D-ATIS 135.4	O'HARE Clearance(Cpt) 121.6	Metering 121.675	Ground (Main) Outbound 121.75	Ground (North) 124.125	Ground (South) 118.05	Rwy 4R/22L 120.75	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	CHICAGO Departure (R) 150°-219° (South) 126.625	220°-319° (West) 126.625
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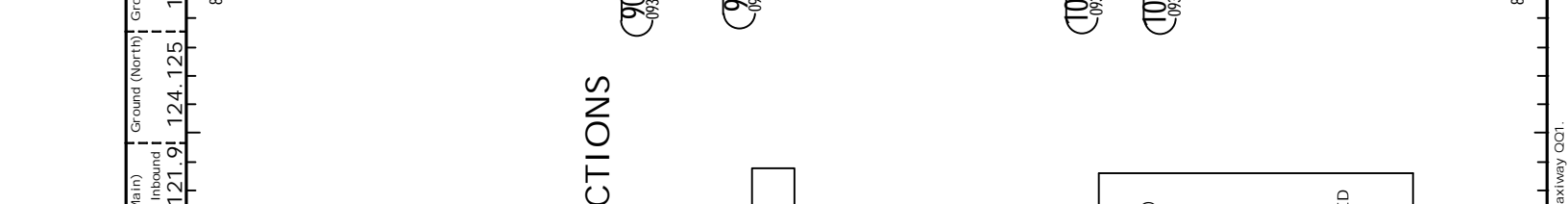
KORD/ORD
 CHICAGO O'HARE INTL
.LESS THAN .RVR. 1200. TO .600.



EXPECT TAXI INSTRUCTIONS FROM ATC

Twy S1 outbound or eastbound only,
 Twy S2 inbound or westbound only.

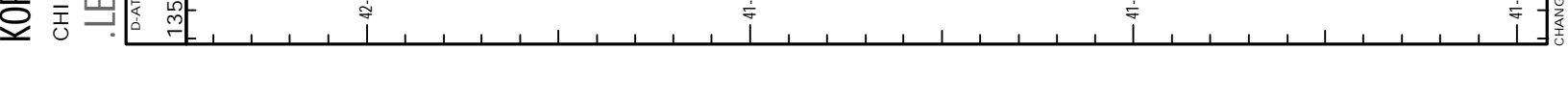
D-ATIS 135.4	O'HARE Clearance(Cpt) 121.6	Metering 121.675	Ground (Main) Outbound 121.75	Ground (North) 124.125	Ground (South) 118.05	Rwy 4R/22L 120.75	Rwy 10C/28C 120.75	Rwy 9C/27C 121.15	Rwy 9L/27R 128.15	Rwy 10L/28R 132.7	Rwy 10R/28L 133.0	CHICAGO Departure (R) 150°-219° (South) 126.625	220°-319° (West) 126.625
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EXPECT TAXI INSTRUCTIONS FROM ATC

Twy S1 outbound or eastbound only,
 Twy S2 inbound or westbound only.

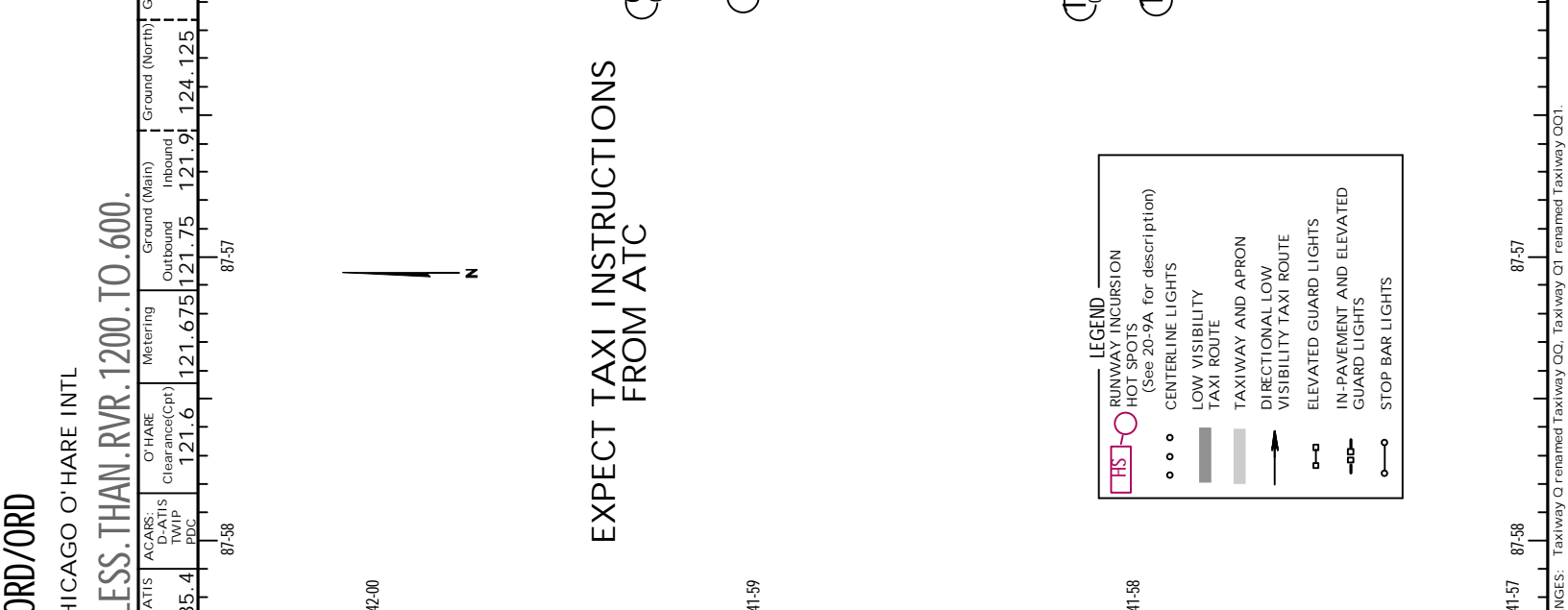
D-ATIS 135.4	O'HARE Clearance(Cpt) 121.6	Metering 121.675	Ground (Main) Outbound 121.75	Ground (North) 124.125	Ground (South) 118.05	Rwy 4R/22L 120.75	Rwy 10C/28C 120.75	Rwy 9C/27C 121.15	Rwy 9L/27R 128.15	Rwy 10L/28R 132.7	Rwy 10R/28L 133.0	CHICAGO Departure (R) 150°-219° (South) 126.625	220°-319° (West) 126.625
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KORD/ORD
 CHICAGO O'HARE INTL
CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES
 Departure Rwy 9C

JEPPESSEN
 Eff. 23 DEC. 22
 Eff. 29 DEC.

D-ATIS	ACARS:	O'HARE Clearance(Cpt)	Metering	Ground (Main)	Ground (North)	Ground (South)	Rwy 18R/27L	Rwy 9C/27C	Rwy 10C/28C	Rwy 18R/27L	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	118.05	120.75	121.15	126.9	126.9	128.15	132.7	133.0	320°-149° (East/North) 150°-219° (South) 220°-319° (West)
			87-57			87-56	87-55		87-55	87-55	87-54	87-54	87-53	126.625 126.625 87-52



EXPECT TAXI INSTRUCTIONS FROM ATC

LEGEND

- HS RUNWAY INCURSION
- O HOT SPOTS (See 20-9A 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

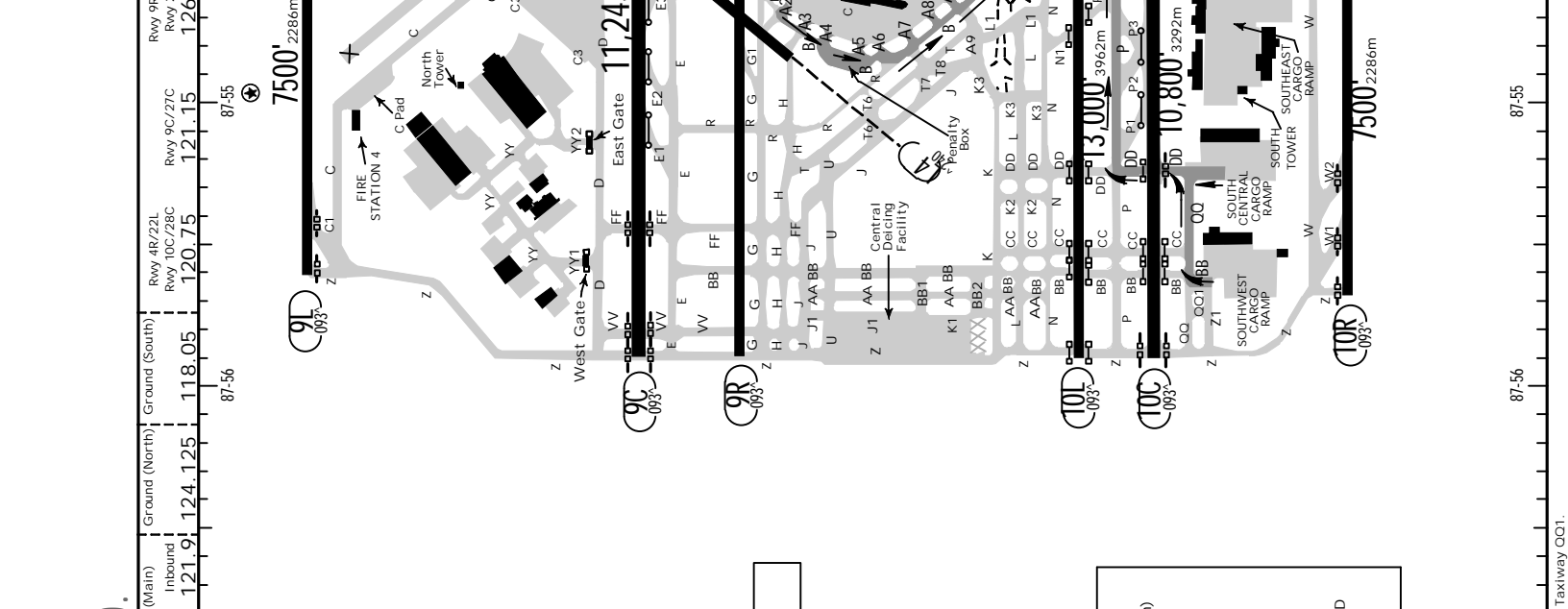
CHANGES: Taxiway Q renamed Taxiway QO. Taxiway O1 renamed Taxiway OQ1.

KORD/ORD
CHICAGO O'HARE INTL
CHICAGO ILL
SMGS
LOW VISIBILITY TAXI ROUTES
Departure Rwy 22L
(with Rwy 27L/R & 28C arrivals)

JEPPESEN
 23 DEC 22
 Eff. 29 Dec. 20-9H3

ACARS:	O'HARE	Metering	Ground (Main)	Ground (North)	Ground (South)	Tower	Rwy 9R/27L	Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L	CHICAGO Departure (R)
D-ATIS	D-ATIS		Outbound	Inbound			Rwy 22R	Rwy 9C/27C	Rwy 9C/28C	Rwy 10C/28C	
135.4	121.6	121.675	121.75	121.91	124.125	118.05	120.75	121.15	126.9	128.15	133.0
						87-56	87-55	87-54	87-53	87-52	87-51

7500' 2286m
11,245' 3427m
11,260' 3432m
10,800' 3292m
13,000' 3962m
7500' 2286m



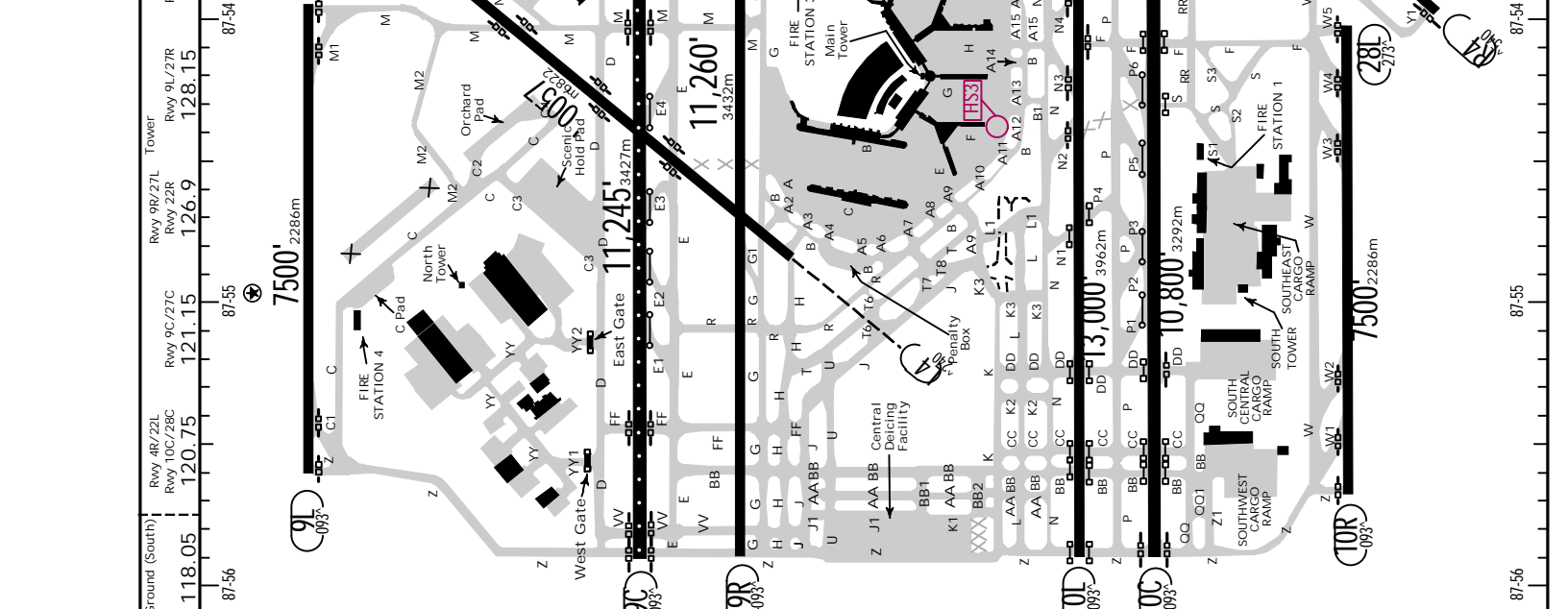
Twy S1 outbound or eastbound only.
 Twy S2 inbound or westbound only.

ACARS:	D-ATIS	TWIP	PDC
135.4	121.6	121.675	121.75

LEGEND
 RUNWAY INCURSION
 HOT SPOTS (See 20-9A 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	Metering	Ground (Main)	Ground (North)	Ground (South)	Rwy 4R/2L	Rwy 9R/27L	Tower	Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L	CHICAGO Departure (R)
135.4	D-ATIS TWIP PDC	Clearance(Cpt)	121.6	Outbound 121.75	Inbound 121.9	124.125	118.05	120.75	121.15	128.15	132.7	133.0	320°-149° (East/North)
			121.675			124.125	120.75	120.75	121.15	128.15	132.7	133.0	150°-219° (South)
						124.125	118.05	120.75	121.15	128.15	132.7	133.0	220°-319° (West)
						124.125	118.05	120.75	121.15	128.15	132.7	133.0	126.625
						124.125	118.05	120.75	121.15	128.15	132.7	133.0	87.52
						124.125	118.05	120.75	121.15	128.15	132.7	133.0	87.53
						124.125	118.05	120.75	121.15	128.15	132.7	133.0	87.54
						124.125	118.05	120.75	121.15	128.15	132.7	133.0	87.55
						124.125	118.05	120.75	121.15	128.15	132.7	133.0	87.56
						124.125	118.05	120.75	121.15	128.15	132.7	133.0	87.57
						124.125	118.05	120.75	121.15	128.15	132.7	133.0	87.58

23 DEC. 22
Eff. 29 Dec.
20-9H4



EXPECT TAXI INSTRUCTIONS FROM ATC

D-ATIS	ACARS	O'HARE	Metering	Ground (Main)	Ground (North)	Ground (South)	Rwy 4R/2L	Rwy 9R/27L	Tower	Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L	CHICAGO Departure (R)
135.4	D-ATIS TWIP PDC	Clearance(Cpt)	121.6	Outbound 121.75	Inbound 121.9	124.125	118.05	120.75	121.15	128.15	132.7	133.0	320°-149° (East/North)
			121.675			124.125	120.75	120.75	121.15	128.15	132.7	133.0	150°-219° (South)
						124.125	118.05	120.75	121.15	128.15	132.7	133.0	220°-319° (West)
						124.125	118.05	120.75	121.15	128.15	132.7	133.0	126.625
						124.125	118.05	120.75	121.15	128.15	132.7	133.0	87.52
						124.125	118.05	120.75	121.15	128.15	132.7	133.0	87.53
						124.125	118.05	120.75	121.15	128.15	132.7	133.0	87.54
						124.125	118.05	120.75	121.15	128.15	132.7	133.0	87.55
						124.125	118.05	120.75	121.15	128.15	132.7	133.0	87.56
						124.125	118.05	120.75	121.15	128.15	132.7	133.0	87.57
						124.125	118.05	120.75	121.15	128.15	132.7	133.0	87.58

LESS THAN RVR. 1200. TO 600.

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

23 DEC. 22

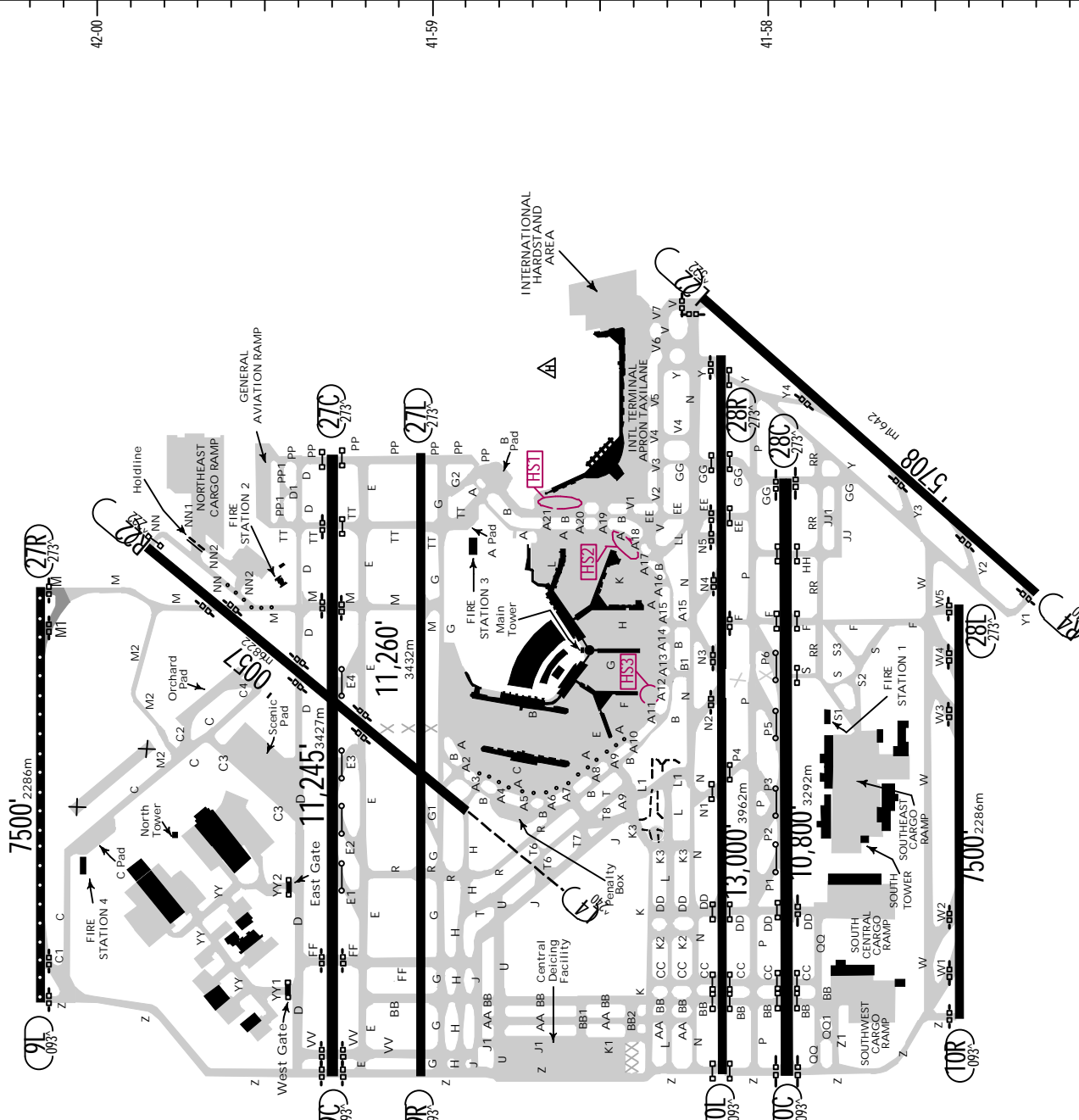
Eff. 29 Dec.

20-9J

LOW VISIBILITY TAXI ROUTES

CHICAGO O'HARE
Arrival Rwy 9L
(with Rwy 10C arrivals)

CHICAGO Departure (R)	320°-149° (East/North)	150°-219° (South)	220°-319° (West)
87-58	125.0	126.625	126.625



EXPECT TAXI INSTRUCTIONS FROM ATC

Twy S1 outbound or eastbound only.
Twy S2 inbound or westbound only.

LEGEND

- RUNWAY INCURSION
- HOT SPOTS (See 20-9A 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

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

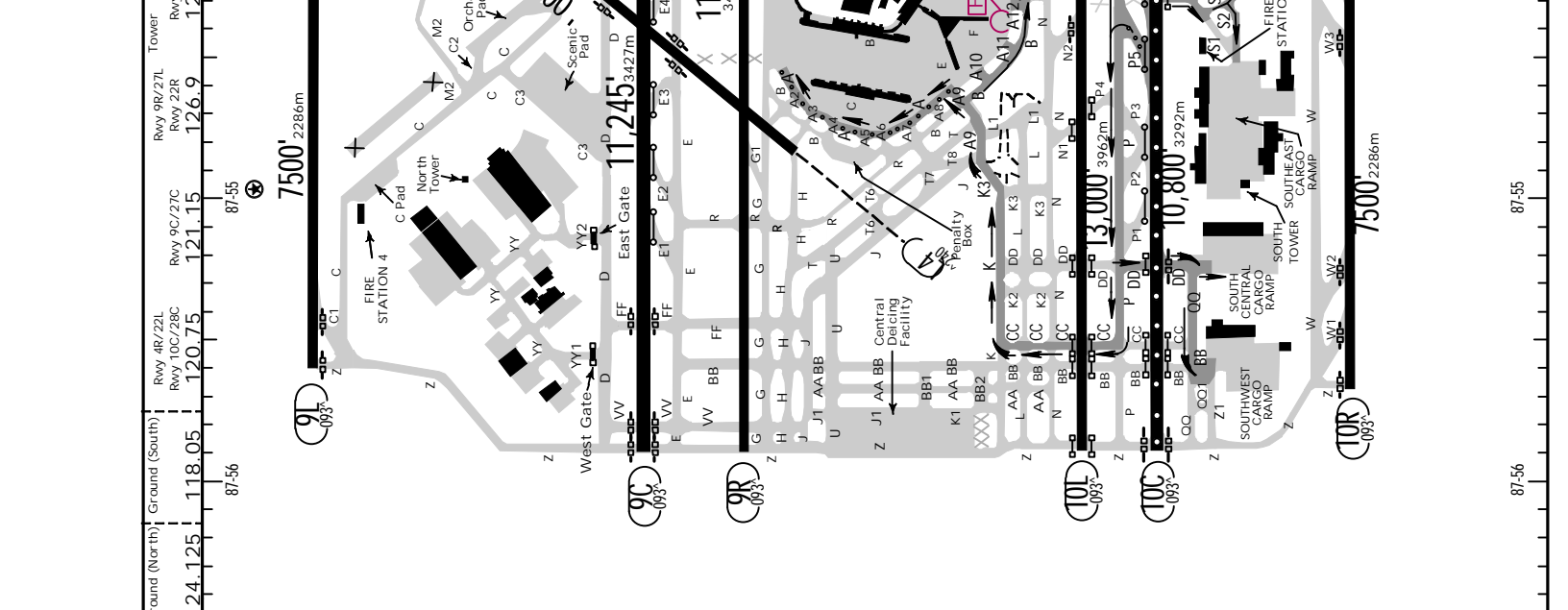
23 DEC 22
 . Eff. 29 Dec. (20-9J1) LOW VISIBILITY TAXI ROUTES
 Arrival Rwy 10C
 (with Rwy 9L arrivals)

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

JEPPESSEN
 20-9J1

CHICAGO Departure (R)
 320°-149° (East/North) 150°-219° (South) 220°-319° (West)
 Rwy 10R/28L 125.0 126.625 126.625
 Rwy 10L/28R 132.7 133.0 133.0
 Rwy 9L/27R 128.15 128.15 128.15
 Rwy 9C/27C 121.15 121.15 121.15
 Rwy 10C/28C 120.75 120.75 120.75
 Rwy 4R/22L 118.05 118.05 118.05
 Rwy 10C/28C Inbound 121.9 121.9 121.9
 Ground (North) 124.125 124.125 124.125
 Ground (South) 118.05 118.05 118.05
 Metering 121.675 121.75 121.75
 O'HARE Clearance(Cpt) 121.6 121.6 121.6
 D-ATIS 135.4 135.4 135.4
 D-ATIS TWIP pdc 121.6 121.6 121.6

87-58 87-57 87-56 87-55 87-54 87-53 87-52 87-51 87-50 87-49 87-48 87-47 87-46 87-45 87-44 87-43 87-42 87-41 87-40 87-39 87-38 87-37 87-36 87-35 87-34 87-33 87-32 87-31 87-30 87-29 87-28 87-27 87-26 87-25 87-24 87-23 87-22 87-21 87-20 87-19 87-18 87-17 87-16 87-15 87-14 87-13 87-12 87-11 87-10 87-9 87-8 87-7 87-6 87-5 87-4 87-3 87-2 87-1



Twy S1 outbound or eastbound only.
 Twy S2 inbound or westbound only.

LEGEND
 RUNWAY INCURSION
 HOT SPOTS (See 20-9A 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

87-58 87-57 87-56 87-55 87-54 87-53 87-52 87-51 87-50 87-49 87-48 87-47 87-46 87-45 87-44 87-43 87-42 87-41 87-40 87-39 87-38 87-37 87-36 87-35 87-34 87-33 87-32 87-31 87-30 87-29 87-28 87-27 87-26 87-25 87-24 87-23 87-22 87-21 87-20 87-19 87-18 87-17 87-16 87-15 87-14 87-13 87-12 87-11 87-10 87-9 87-8 87-7 87-6 87-5 87-4 87-3 87-2 87-1

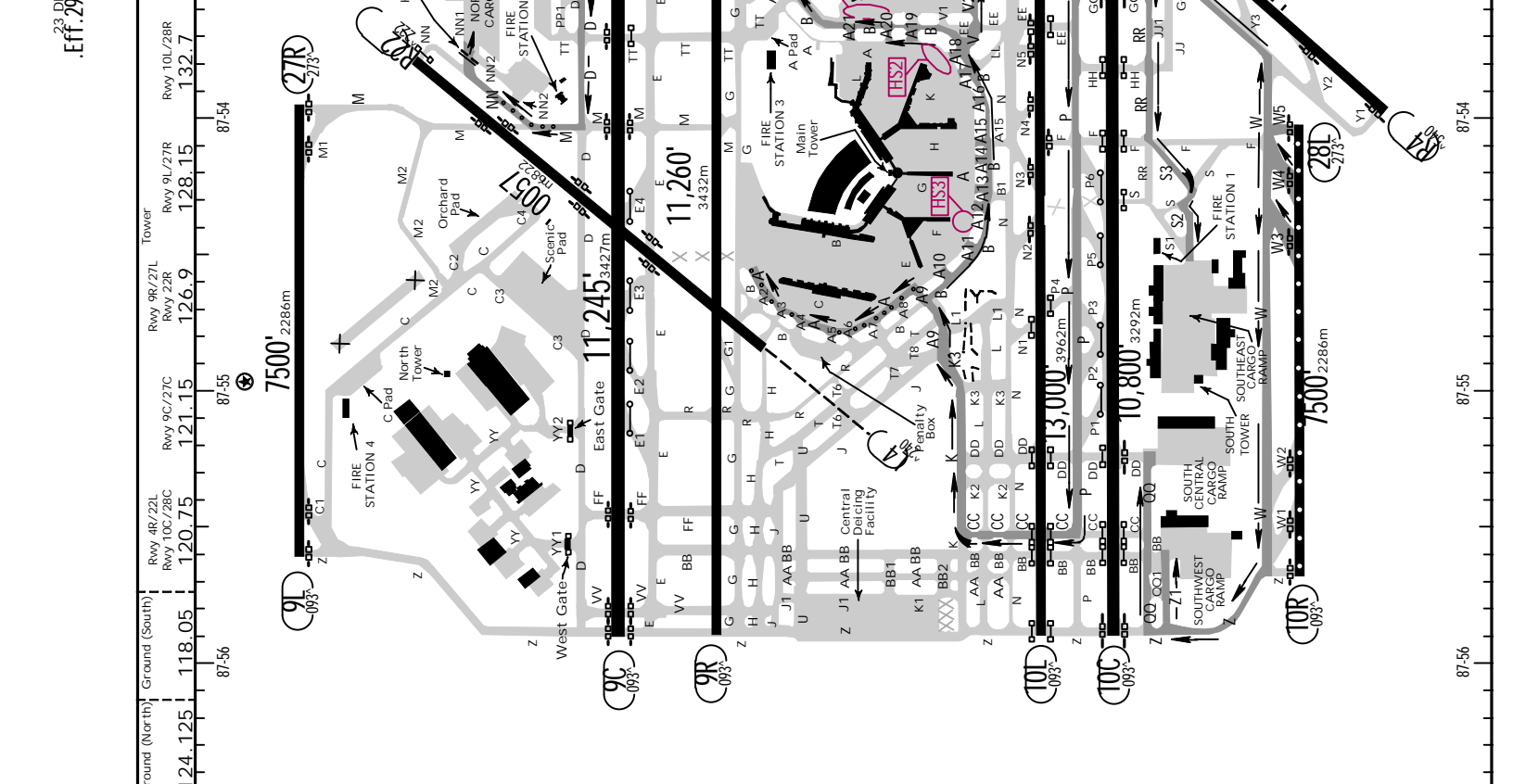
CHANGES: Taxiway Q renamed Taxiway QQ. Taxiway O1 renamed Taxiway OO1.

41-57 41-58 41-59 41-58 41-57

JEPPESSEN, 2010, 2022. ALL RIGHTS RESERVED.

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main)	Ground (North)	Ground (South)	Rwy 4R/22L	Rwy 10C/28C	Rwy 9C/27C	Rwy 9L/27R	Rwy 10L/28R	Rwy 10R/28L	CHICAGO Departure (R)
135.4	121.6	121.6	121.675	121.75	121.9	124.125	120.75	121.15	128.15	132.7	133.0	126.625	320°-149° (East/North) 150°-219° (South) 220°-319° (West) 126.625
87-58			87-57	87-56	87-55	87-54	87-55	87-55	87-54	87-54	87-54	87-53	87-52

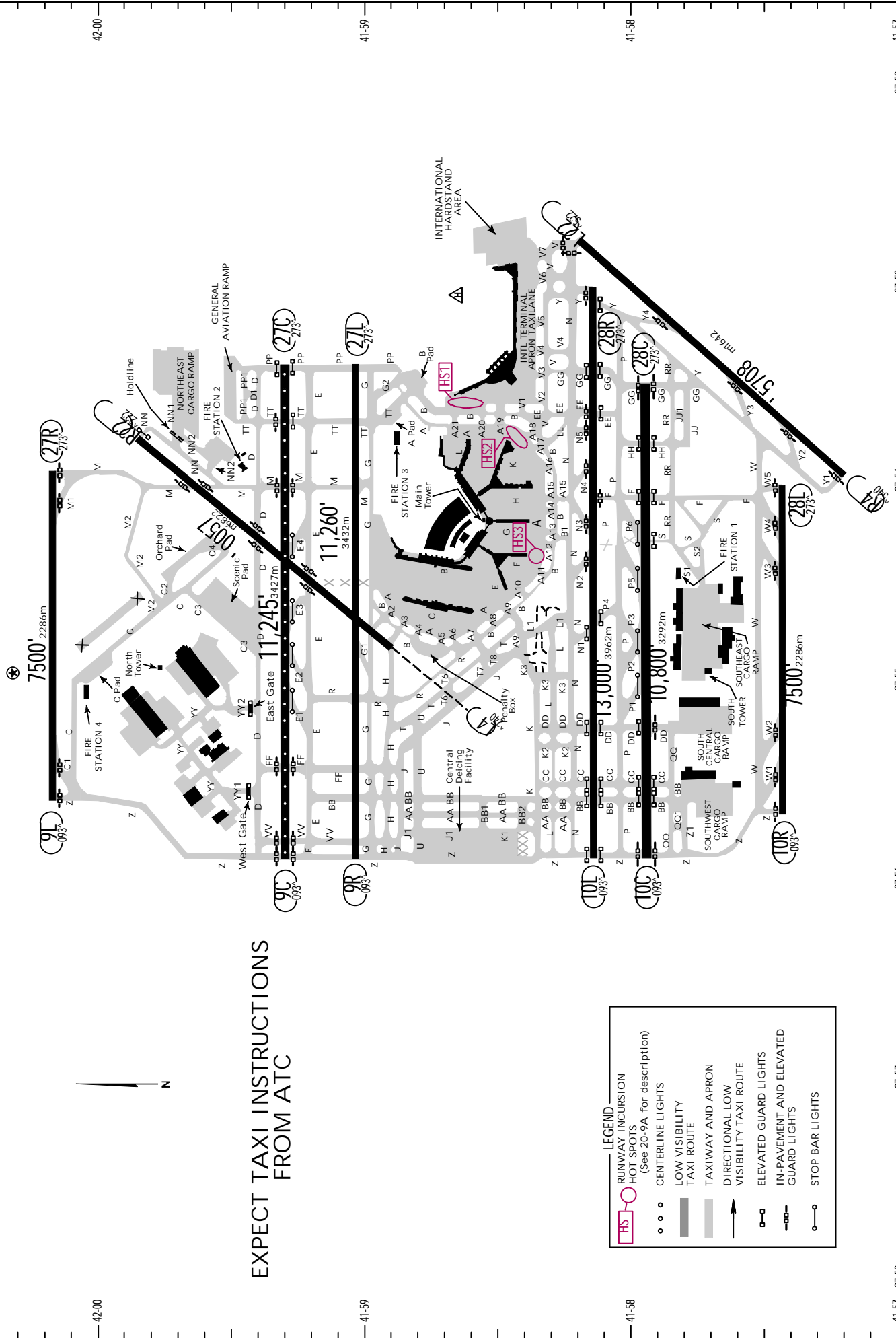
.LESS THAN RVR: 1200 TO 600.



87-58	87-57	87-56	87-55	87-54	87-53	87-52	87-51
42-00	41-59	41-58	41-57	41-56	41-55	41-54	41-53

.LESS THAN.RVR.1200.TO.600.

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



EXPECT TAXI INSTRUCTIONS FROM ATC

LEGEND

- RUNWAY INCURSION HOT SPOTS (See 20-9A for description)
- CENTERLINE LIGHTS
- LOW VISIBILITY TAXI ROUTE
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- ELEVATED GUARD LIGHTS
- IN-PAVEMENT AND ELEVATED GUARD LIGHTS
- STOP BAR LIGHTS

LESS THAN RVR. 1200. TO .600.

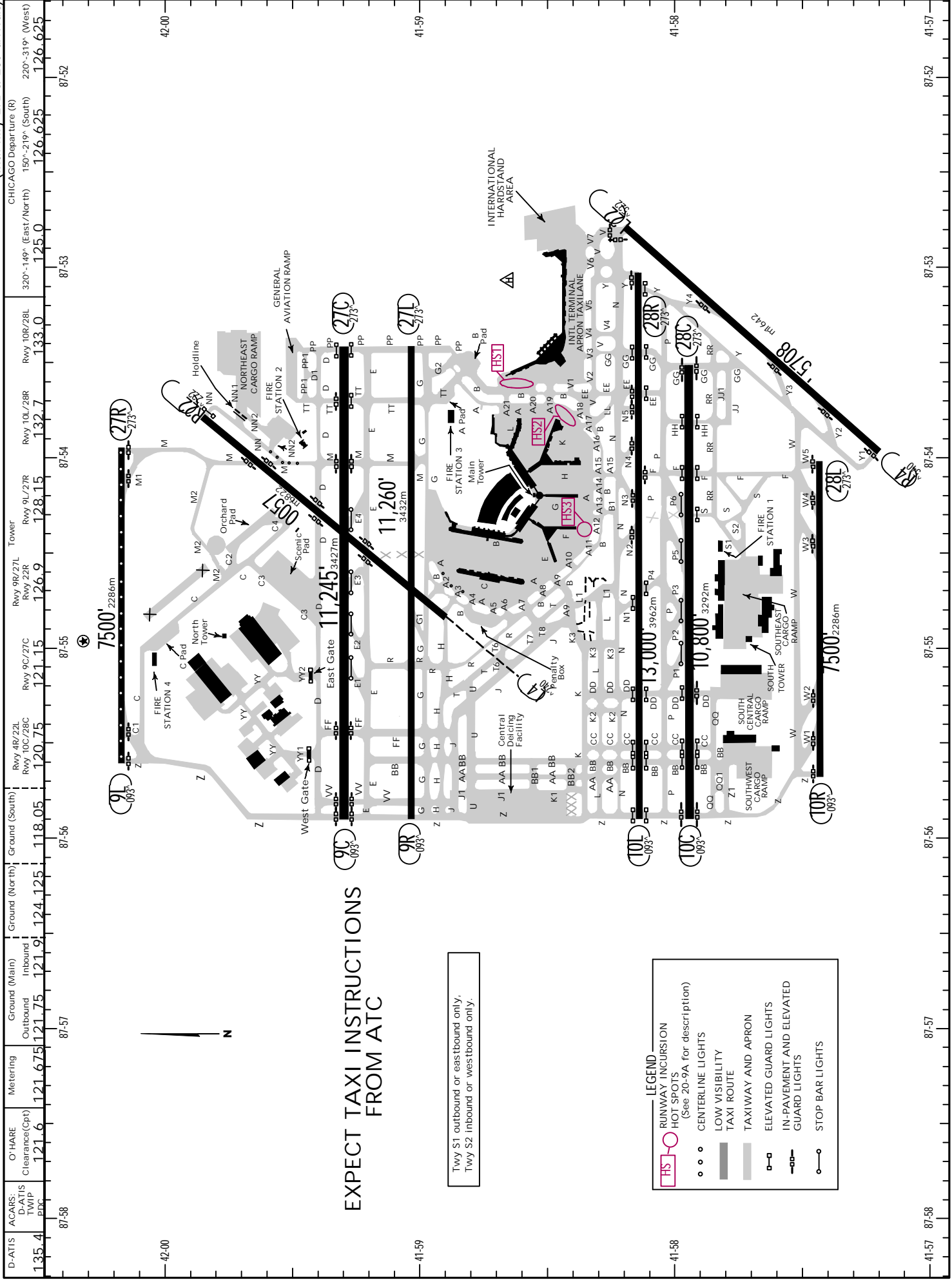
23 DEC. 22

Eff. 29 Dec.

20-9J4

LOW VISIBILITY TAXI ROUTES

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



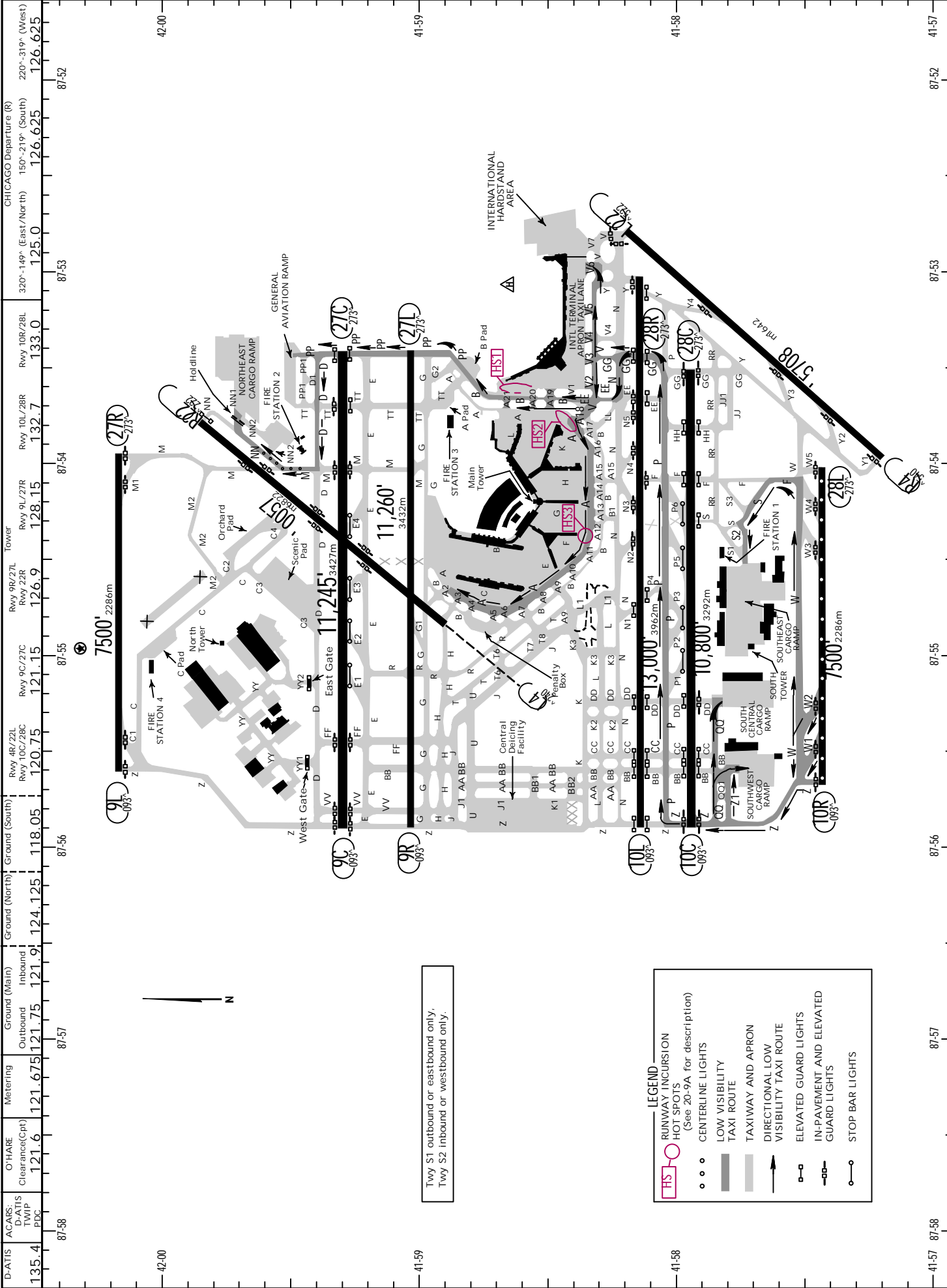
EXPECT TAXI INSTRUCTIONS FROM ATC

Twy S1 outbound or eastbound only, Twy S2 inbound or westbound only.

LEGEND

- RUNWAY INCURSION
- HOT SPOTS (See 20-9A 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.



Twy S1 outbound or eastbound only,
 Twy S2 inbound or westbound only.

LEGEND

- HS RUNWAY INCURSION
- HOT SPOTS (See 20-9A 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

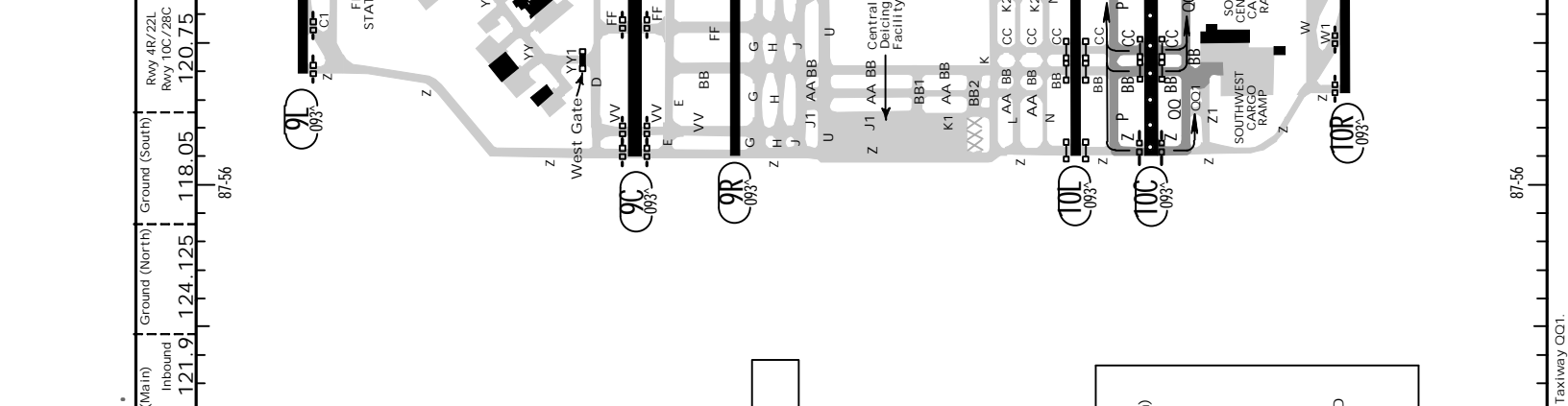
SMGS
CHICAGO O'HARE INTL
LOW VISIBILITY TAXI ROUTES
Arrival Rwy 28C
(with Rwy 27L/R arrivals)

JEPPesen
 Eff. 29 Dec. 20-9J6

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

D-ATIS	ACARS	O'HARE Clearance(Cpt)	Metering	Ground (Main)	Ground (North)	Ground (South)	Tower
135.4	D-ATIS TWIP PDC	121.6	121.675	Outbound 121.75	Inbound 121.9	124.125	Rwy 4R/22L Rwy 10C/28C Rwy 9C/27C Rwy 9L/27R Rwy 10L/28R Rwy 10R/28L

87-58 87-56 87-55 87-54 87-53 87-52 87-51 87-50 87-49 87-48 87-47 87-46 87-45 87-44 87-43 87-42 87-41 87-40 87-39 87-38 87-37 87-36 87-35 87-34 87-33 87-32 87-31 87-30 87-29 87-28 87-27 87-26 87-25 87-24 87-23 87-22 87-21 87-20 87-19 87-18 87-17 87-16 87-15 87-14 87-13 87-12 87-11 87-10 87-9 87-8 87-7 87-6 87-5 87-4 87-3 87-2 87-1



Twy S1 outbound or eastbound only.
 Twy S2 inbound or westbound only.

87-58 87-56 87-55 87-54 87-53 87-52 87-51 87-50 87-49 87-48 87-47 87-46 87-45 87-44 87-43 87-42 87-41 87-40 87-39 87-38 87-37 87-36 87-35 87-34 87-33 87-32 87-31 87-30 87-29 87-28 87-27 87-26 87-25 87-24 87-23 87-22 87-21 87-20 87-19 87-18 87-17 87-16 87-15 87-14 87-13 87-12 87-11 87-10 87-9 87-8 87-7 87-6 87-5 87-4 87-3 87-2 87-1

CENTRAL DEICING FACILITY







DEICING PROCESS

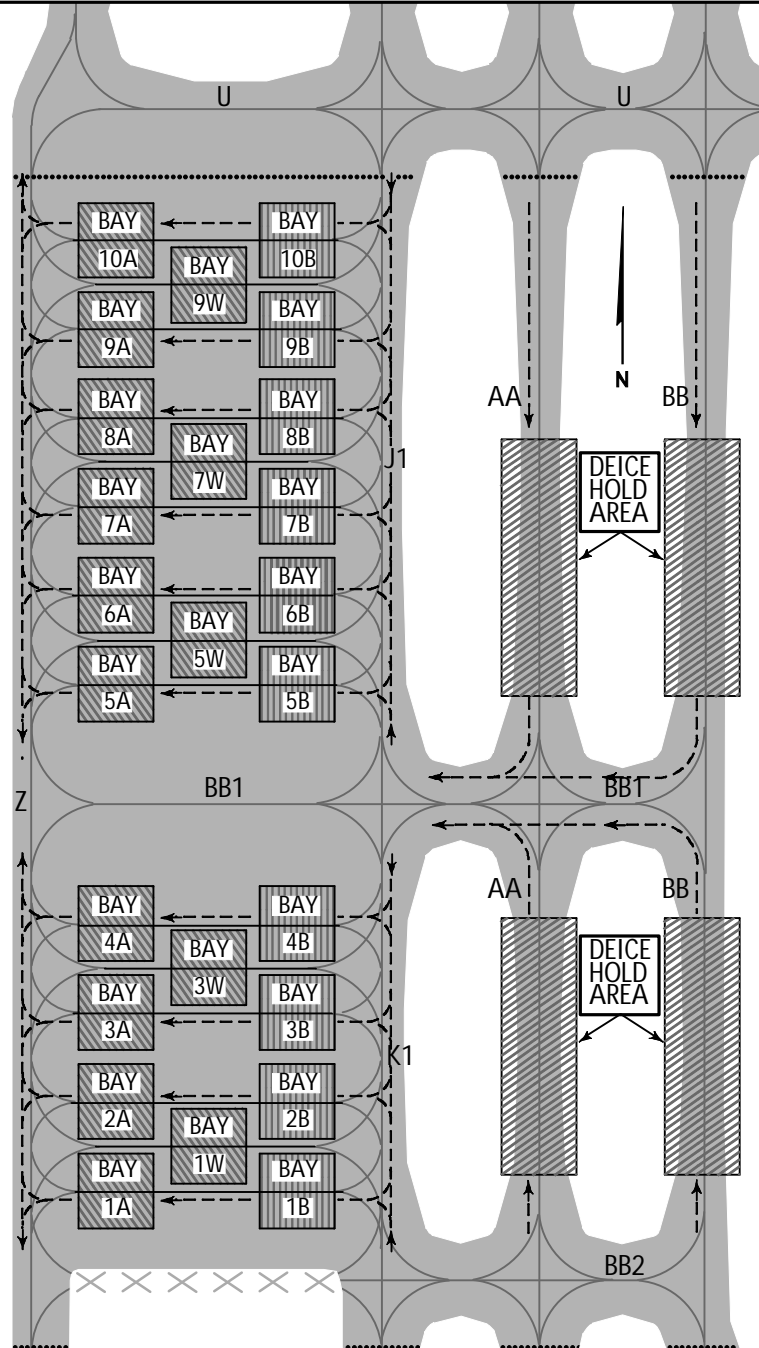
- Request deicing services at least 30 minutes prior to push-back by contacting the appropriate dispatch contact resource: UAL T1- 129.575 / T2 - 130.075, AAL 129.1 / Phone: 773-686-3305, IDS T3 - 129.375 / T5 - 131.175 / Phone: 312-237-1409 or (if equipped) via direct request interface from cockpit 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 KILO or JULIET taxiways.
- At the hand-off point; KORD Ground Control instructs aircraft to call the CDF Ramp In-Bound Coordinator frequency 131.05.
- 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 Iceman frequency.
- (if applicable) Iceman directs aircraft to move forward into deicing bay.
- (if applicable) When in deicing bay; Iceman confirms BRAKE SET and aircraft CONFIGURED for deicing.
- Deicing operation completed: Iceman provides the post de/anti-icing information, confirms aircraft will hold position and instructs aircraft to call Out-Bound Coordinator frequency.
- 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 Iceman	130.800
IDS Iceman	130.775
UNITED Iceman	131.450

LEGEND

-  Narrow-Body De-Icing Bay
-  Wide-Body De-Icing Bay
-  Narrow-Body Staging Bay
-  Holding Area
-  Transfer Control Point (TCP)
-  Direction of Taxi



KORD/ORD



 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.

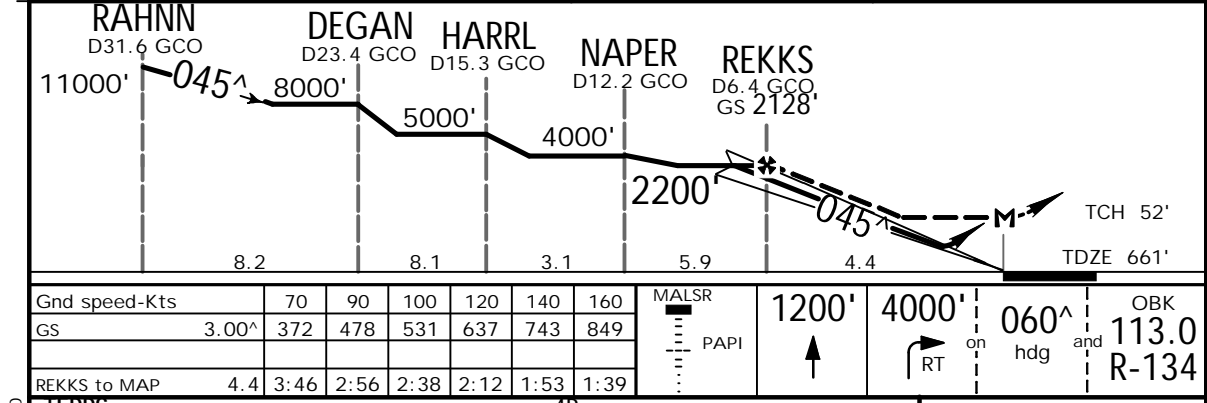
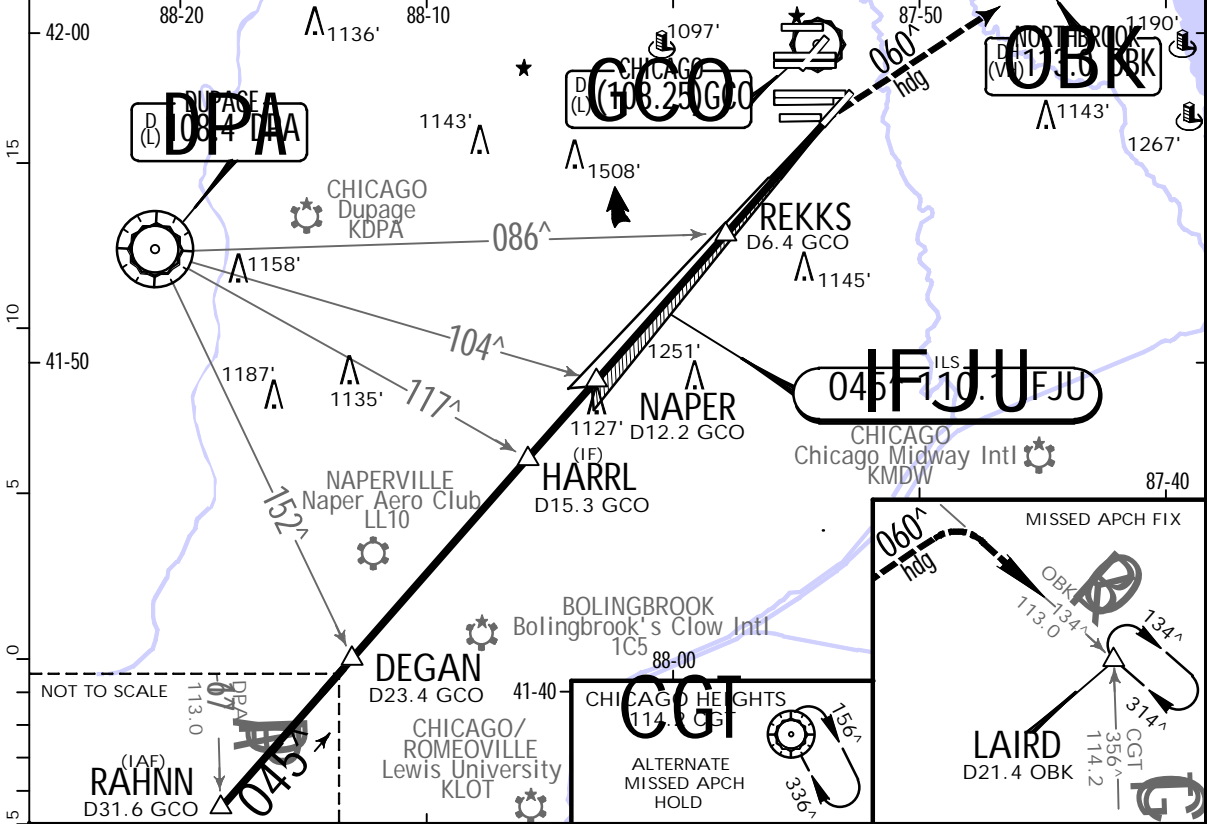
KORD/ORD

CHICAGO O'HARE INTL

JEPPESEN
2 SEP 22 (21-1)

CHICAGO, ILL
ILS or LOC Rwy 4R

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower				
		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')	ILS DA(H) 861' (200')	Apt Elev 680'			3400
				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'			MSA ARP
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 [^] hdg	OBK 113.0 R-134
GS		3.00 [^]	372	478	531	637	743					
REKKS to MAP		4.4	3:46	2:56	2:38	2:12	1:53	1:39				
TERPS. STRAIGHT-IN LANDING RWY4R												
ILS						LOC (GS out)			CIRCLE-TO-LAND			
DA(H) 861' (200')						MDA(H) 1160' (499')			Max Kts			
FULL		TDZ/CL out		RAIL/ALS out		RAIL/ALS out		MDA(H)				
A	1				RVR 24 or 1/2		RVR 50 or 1		90			
B	RVR 18 or 1/2		RVR 24 or 1/2		RVR 40 or 3/4				120			
C							1 1/2		140			
D									165			
1 RVR 18 with Flight Director or Autopilot or HUD to DA.												

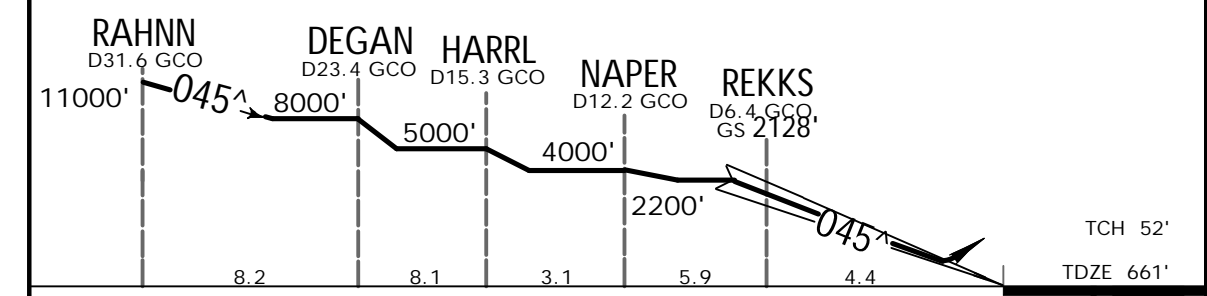
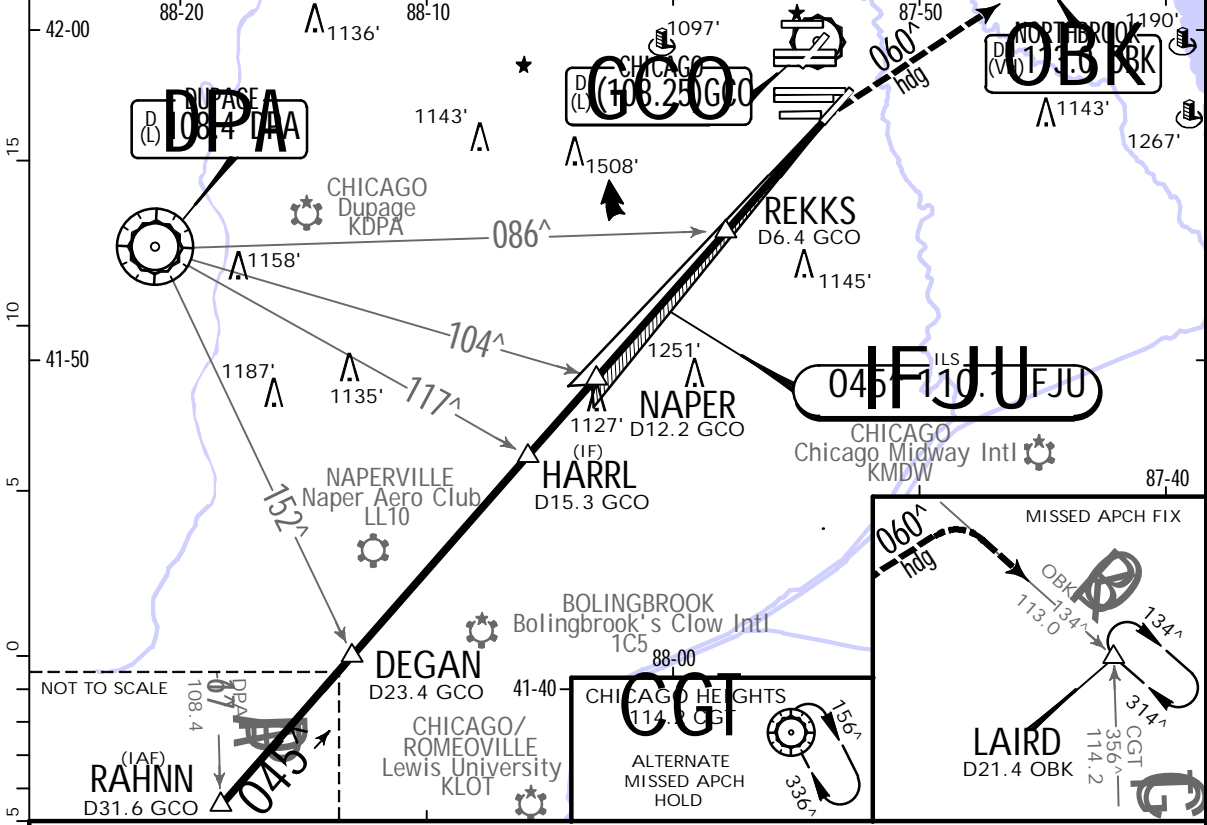
KORD/ORD

CHICAGO O'HARE INTL

JEPPESEN
2 SEP 22 **(21-1A)**

CHICAGO, ILL
ILS Rwy 4R SA CAT I

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	O'HARE Tower					
	135.4	119.0	Rwy 4R/22L Rwy 10C/28C 120.75	Rwy 9C/27C Rwy 22R 121.15	Rwy 9R/27L Rwy 22R 126.9	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 IFJU 110.1	Final Apch Crs 045 [^]	REKKS 2128' (1467')	SA CAT I ILS RA 160' DA(H) 811'(150')	Apt Elev 680' TDZE 661'	3400			
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').								
						MSA ARP		



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	R-134

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

RVR 16

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

KORD/ORD

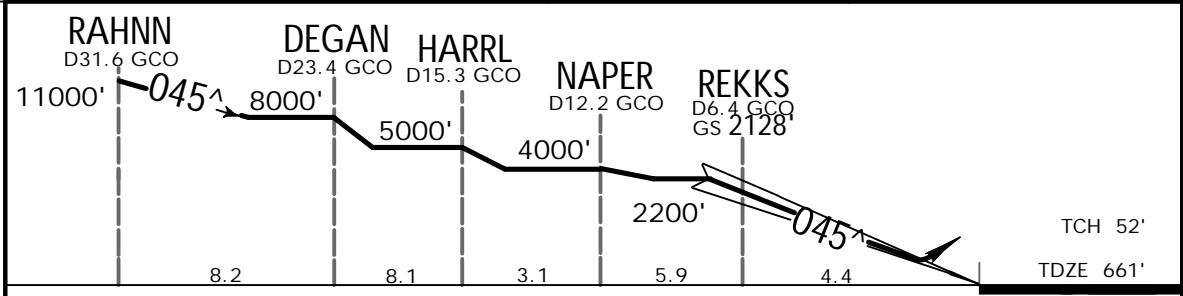
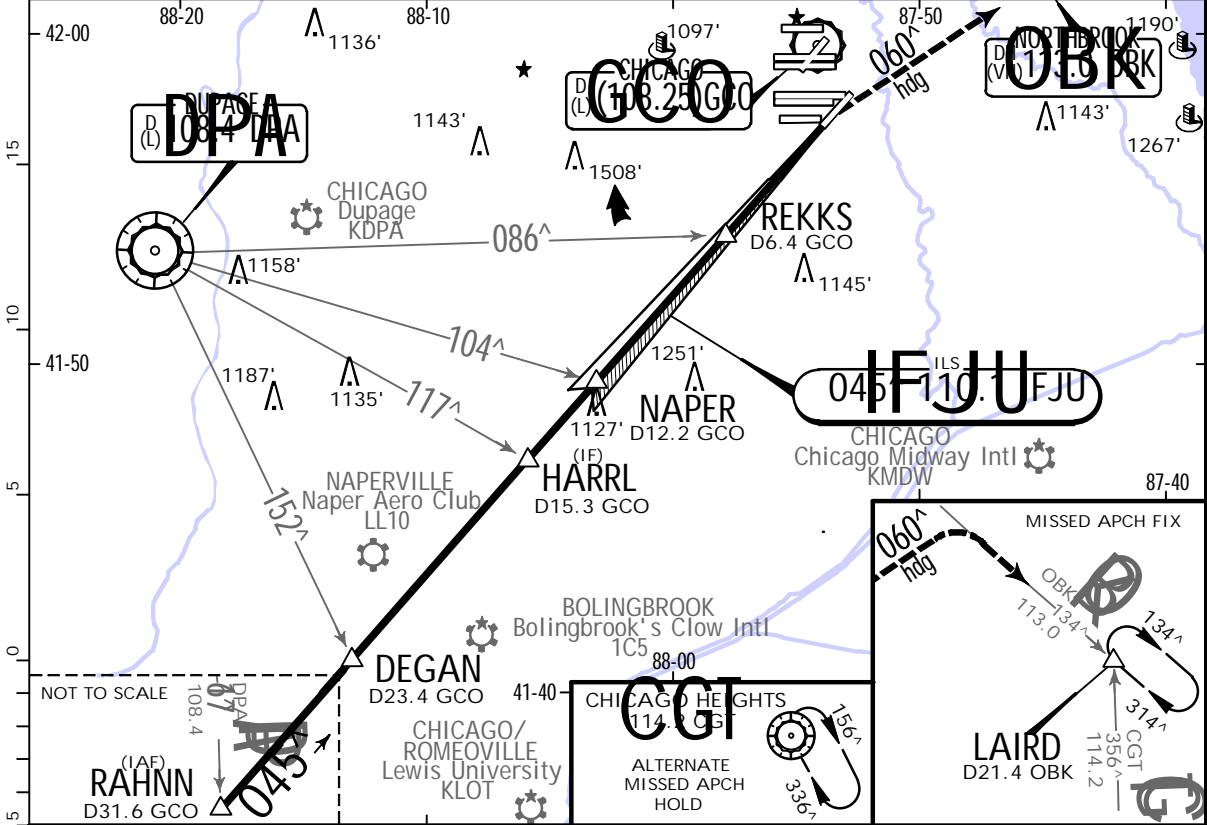
CHICAGO O'HARE INTL

2 SEP 22 **21-1B**

CHICAGO, ILL

ILS Rwy 4R SA CAT II

BRIEFING STRIP	D-ATIS	CHICAGO Approach (R)	O'HARE Tower					
	135.4	119.0	Rwy 4R/22L Rwy 10C/28C 120.75	Rwy 9C/27C Rwy 22R 121.15	Rwy 9R/27L Rwy 22R 126.9	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 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'			
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.						3400		
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'			
1. Special Aircrew & Acft Certification Required.						MSA ARP		
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	MALS	1200'	4000'	060 [^] hdg	OBK
GS	3.00 [^]	372	478	531	637	849	PAPI	↑	RT	and	113.0
											R-134

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

RVR 12

1 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

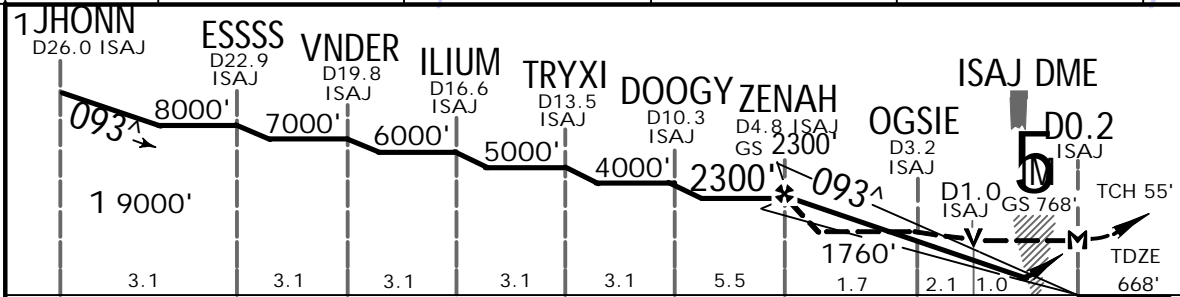
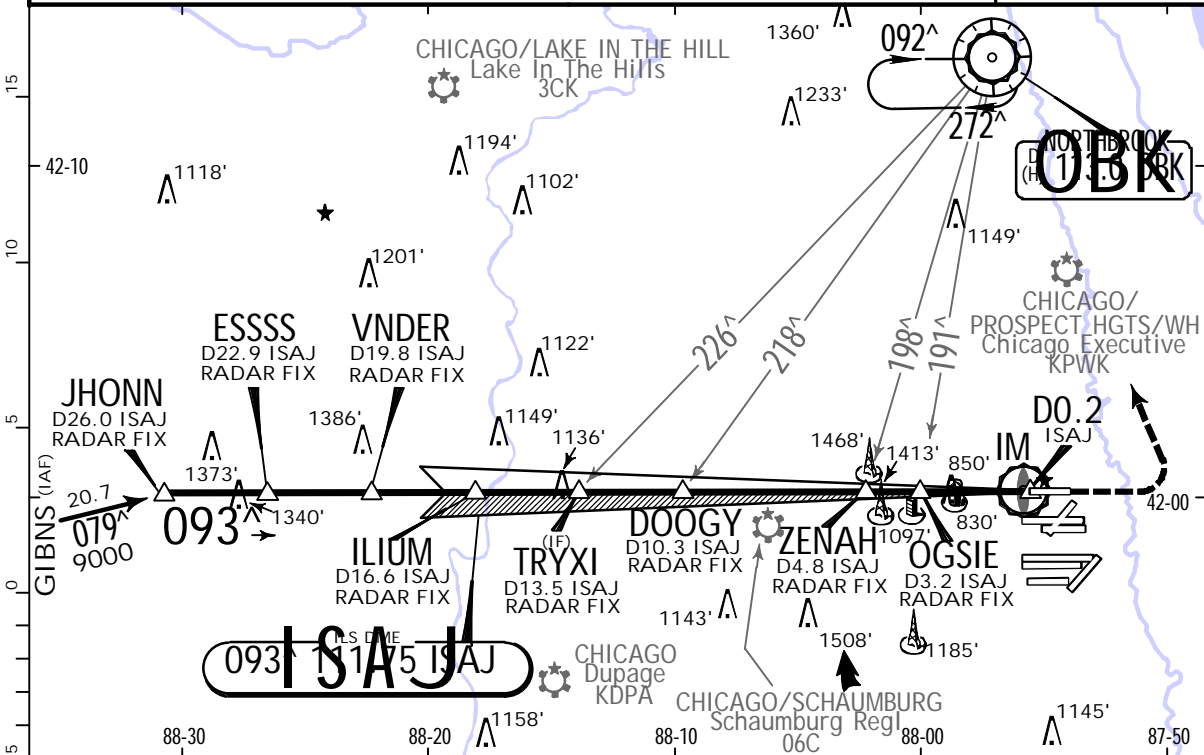


30 OCT 20 (21-2) .Eff.5.Nov.

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		134.15		118.05
LOC ISAJ 111.75	Final Apch Crs 093 [^]	ZENAH 2300' (1632')	ILS DA(H) 868' (200')	Apt Elev 680' 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 MSA ARP
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' 4000' then ↑ LT →	OBK 113.0
GS	3.00 [^]	372	478	531	637	849		
MAP at DO.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 DA(H) 868' (200')			LOC (GS out) 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		
C			RVR 40 or 3/4	RVR 60 or 1/4	
D					
1 RVR 18 with Flight Director or Autopilot or HUD to DA.					

KORD/ORD

JEPPESSEN

CHICAGO, ILL

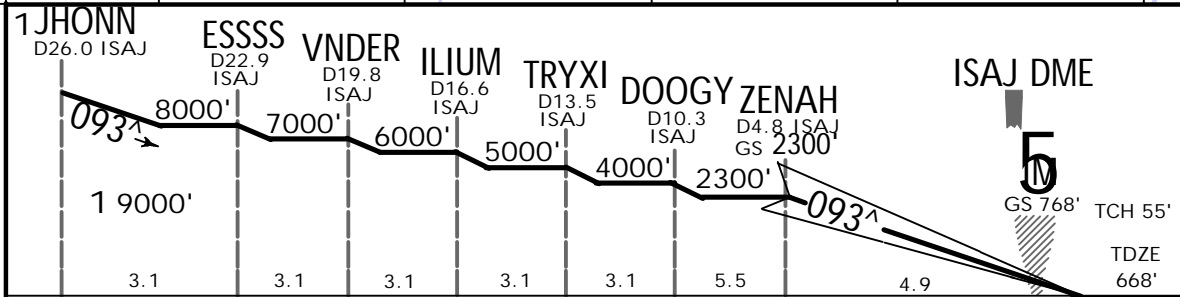
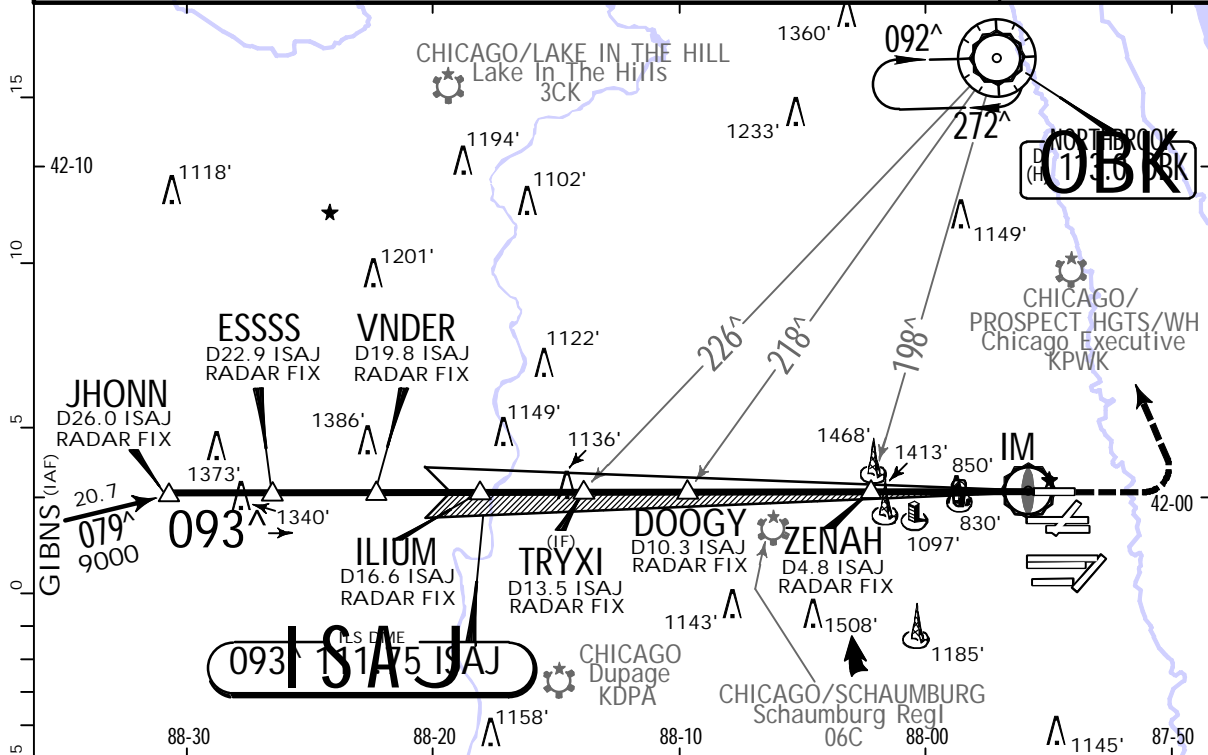
CHICAGO O'HARE INTL

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' DA(H) 768' (100')	Apt Elev 680'		3400
111.75	093 [^]	2300' (1632')			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	
CAT III ILS		CAT II ILS RA 104' DA(H) 768' (100')	
RVR 6		RVR 12	

CHANGES: Apt name, chart format.

JEPPESSEN, 2008, 2020. ALL RIGHTS RESERVED.

TERPS AMEND 4B 3 JAN 2019

KORD/ORD

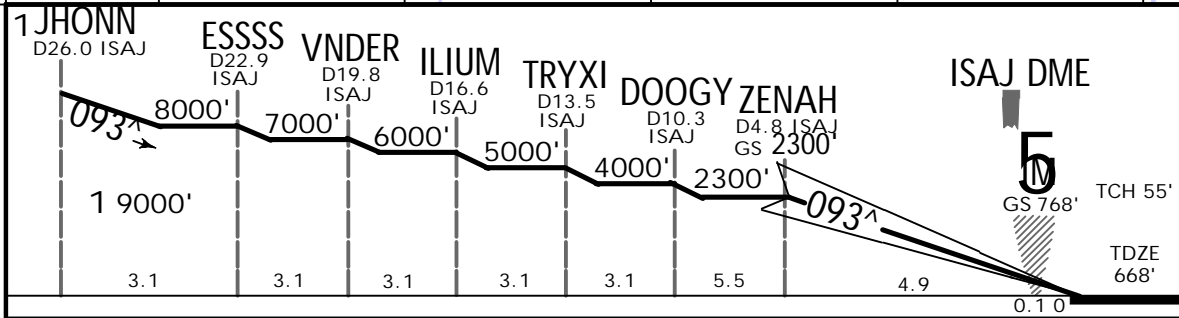
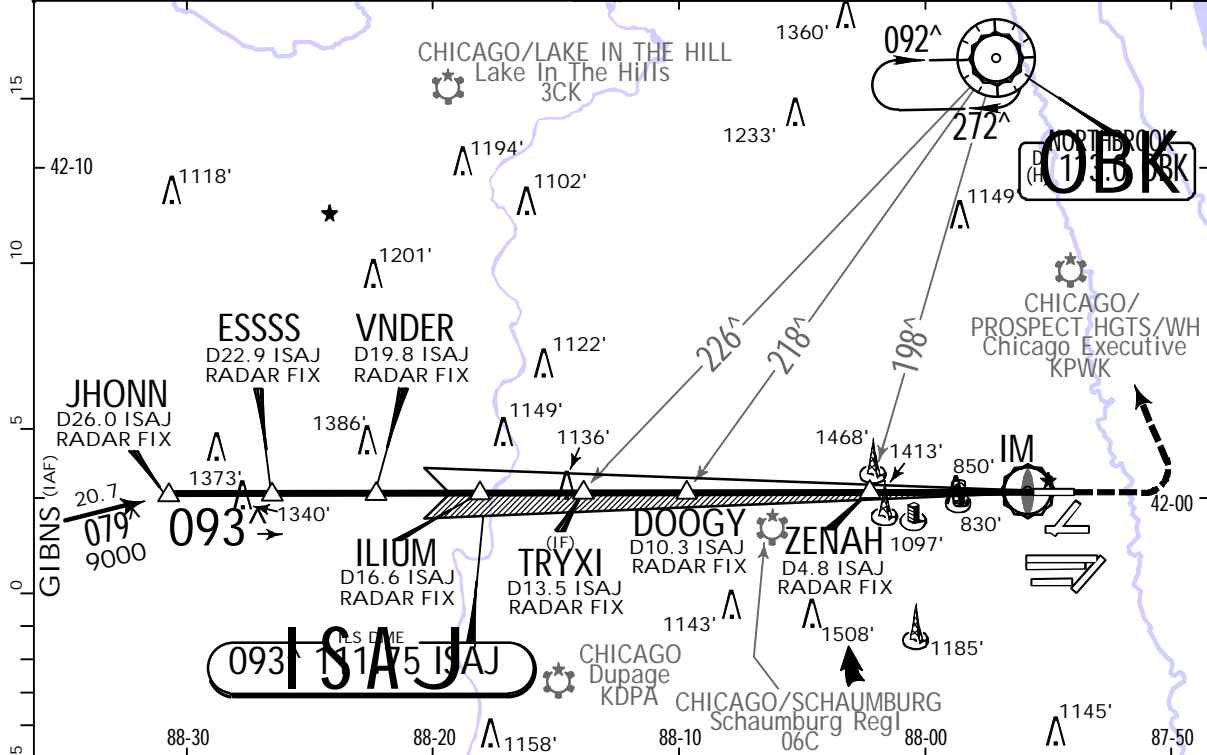
-O'HARE INTL

6 SEP 19 **21-2B**

CHICAGO, ILL

ILS Rwy 9L SA CAT I

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE Tower (North) Rwy 9L/27R 128.15	O'HARE Tower (Main) 120.75 121.15 126.9 132.7	O'HARE Tower (South) Rwy 10R/28L 133.0
Ground (North) Rwy 9L/27R 124.125		Ground (Main) Rwy 10C/28C 121.9 134.15		Ground (South) 118.05
LOC ISAJ 111.75	Final Apch Crs 093[^]	GS ZENAH 2300' (1632')	SA CAT I ILS RA 144' DA(H) 818' (150')	Apt Elev 680' 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		
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' ↑ then ← LT		OBK 113.0
GS	3.00 [^]	372	478	531	637	743				

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

RVR 14

1 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



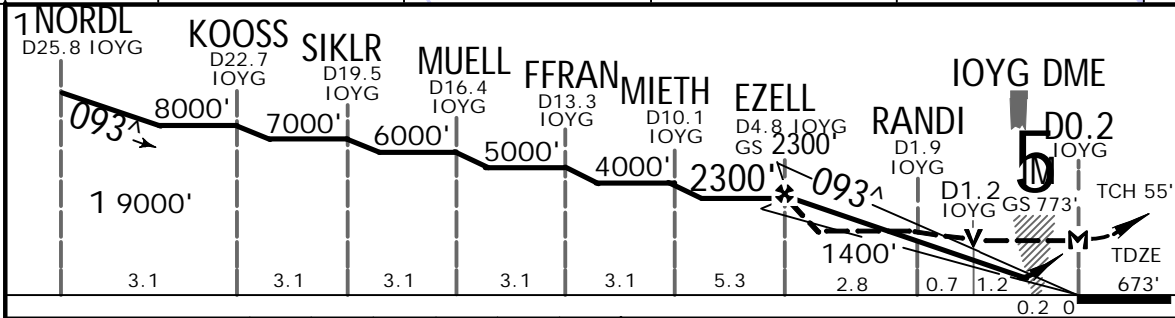
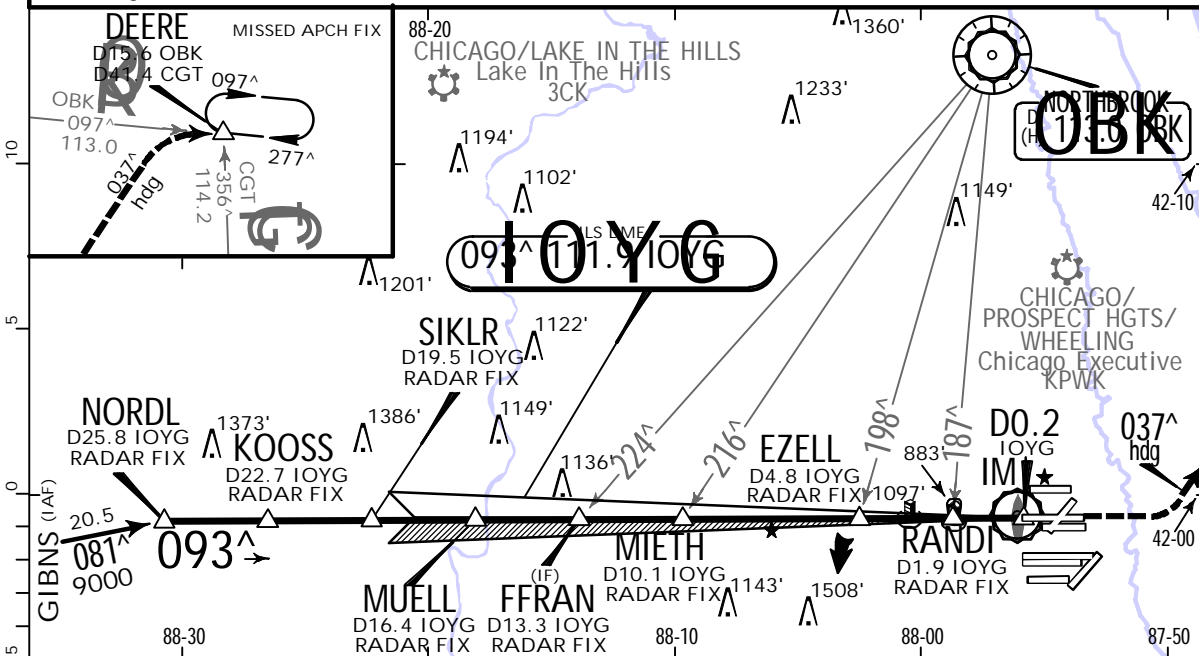
30 OCT 20 (21-3) .Eff.5.Nov.

CHICAGO, ILL

ILS or LOC Rwy 9C

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	
LOC IOYG 111.9	Final Apch Crs 093 [^]	EZELL 2300' (1627')	ILS DA(H) 873' (200')	Apt Elev 680'		3400	MSA ARP
				TDZE 673'			
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' then 4000' on 037 [^] ↑ LT hdg	
Descent Angle	3.00 [^]	372	478	531	637	743			849
MAP at D0.2 IOYG or EZELL to MAP	4.9	4:12	3:16	2:56	2:27	2:06			1:50

TERPS			STRAIGHT-IN LANDING RWY 9C		LOC (GS out)	
ILS			LOC (GS out)			
DA(H) 873' (200')			MDA(H) 1140' (467')			
FULL		TDZ/CL out	ALS out		ALS out	
A		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 50 or 1	1 3/8
D						
1 RVR 18 with Flight Director or Autopilot or HUD to DA.						

TERPS AMEND 0 5 NOV 2020

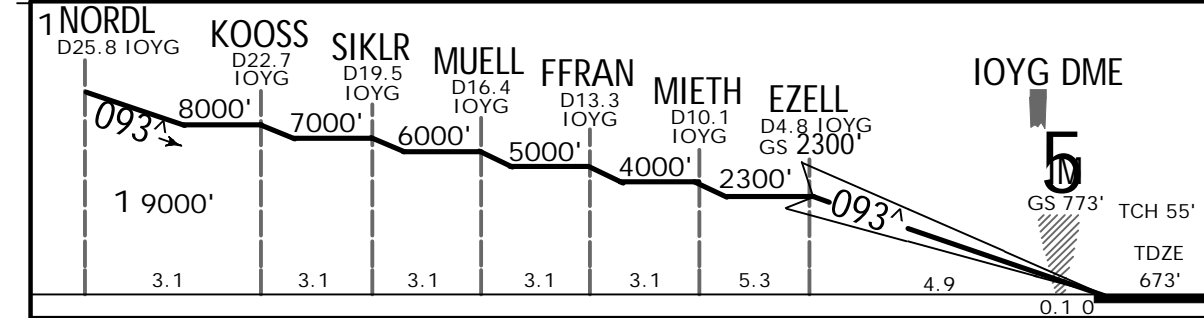
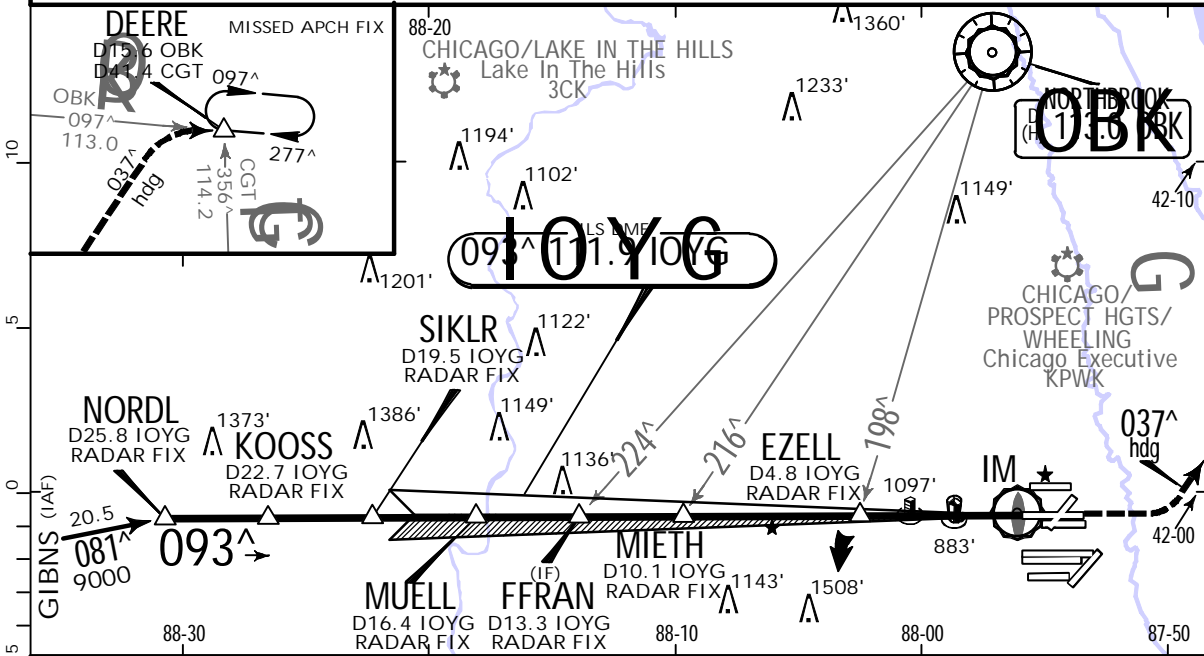
KORD/ORD

CHICAGO O'HARE INTL

JEPPESEN
 30 OCT 20
 Eff. 5 Nov. (21-3A)

CHICAGO, ILL
 ILS Rwy 9C 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 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')
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.				Apt Elev 680' TDZE 673'
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 & Acft 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 [^]
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 6		1 RVR 12	

TERPS AMEND 0 5 NOV 2020
 1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.
 CHANGES: New procedure. | JEPPESEN, 2020. ALL RIGHTS RESERVED.

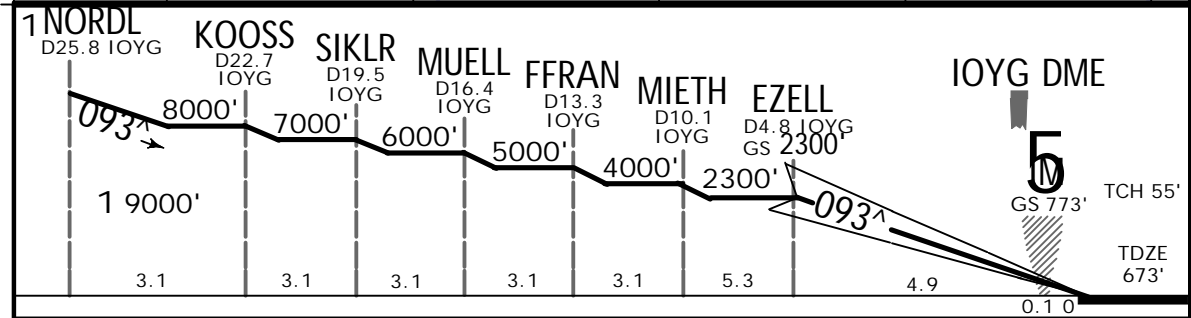
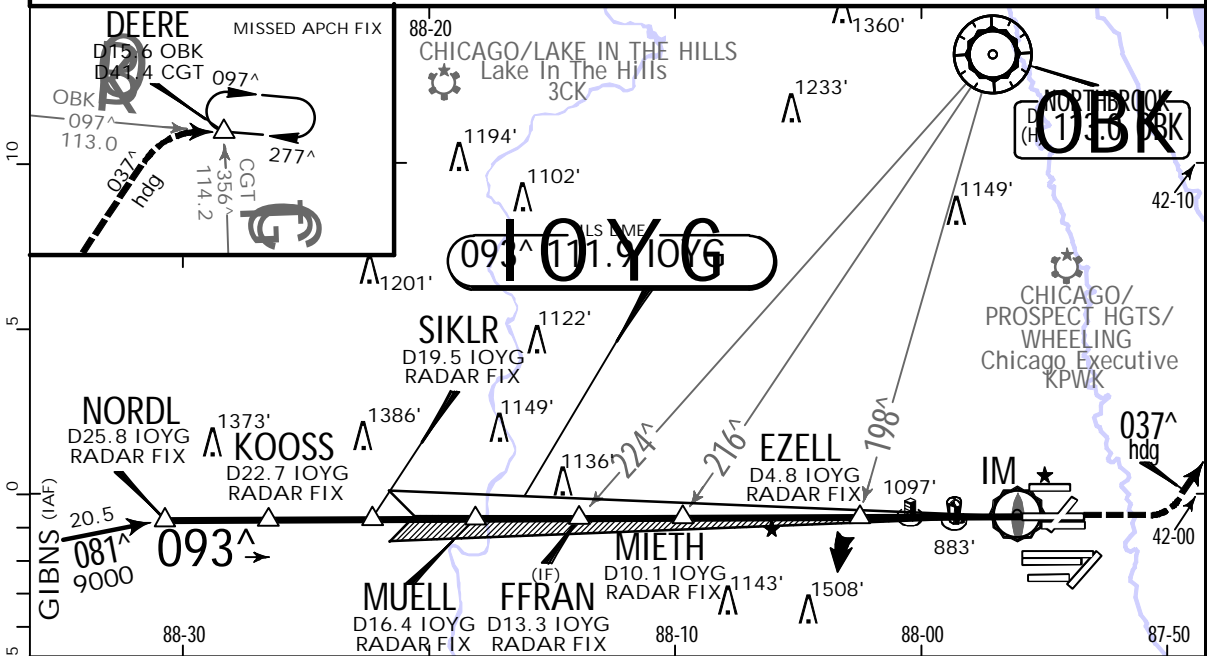
KORD/ORD

CHICAGO O'HARE INTL 30 OCT 20 21-3B .Eff.5.Nov. ILS Rwy 9C SA CAT I



CHICAGO, ILL
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
Ground (North) Rwy 9L/27R		Ground (Main) Rwy 10C/28C			Ground (South)	
124.125		121.9			118.05	
LOC IOYG	Final Apch Crs	EZELL	SA CAT I ILS RA 154' DA(H) 823' (150')	Apt Elev 680'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>3400</p> <p>MSA ARP</p>
111.9	093 [^]	2300' (1627')	TDZE 673'			
<p>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.</p>						
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 & Acft 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 [^]
GS	3.00 [^]	372	478	531	637	849		↑	then LT	on hdg

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

RVR 14

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

TERPS AMEND 0 5 NOV 2020

KORD/ORD

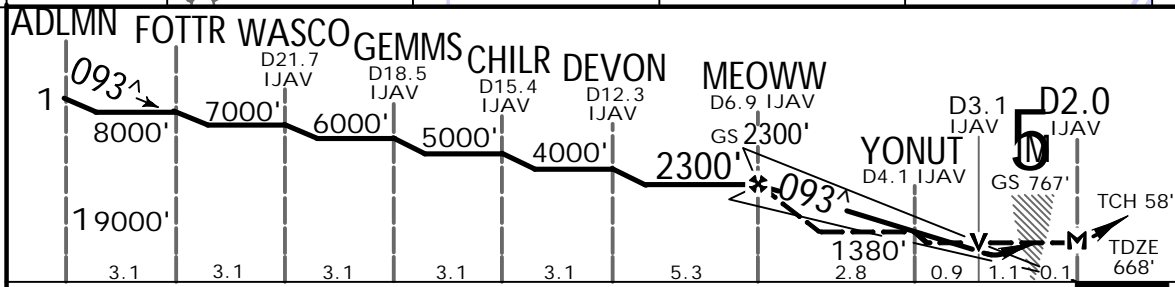
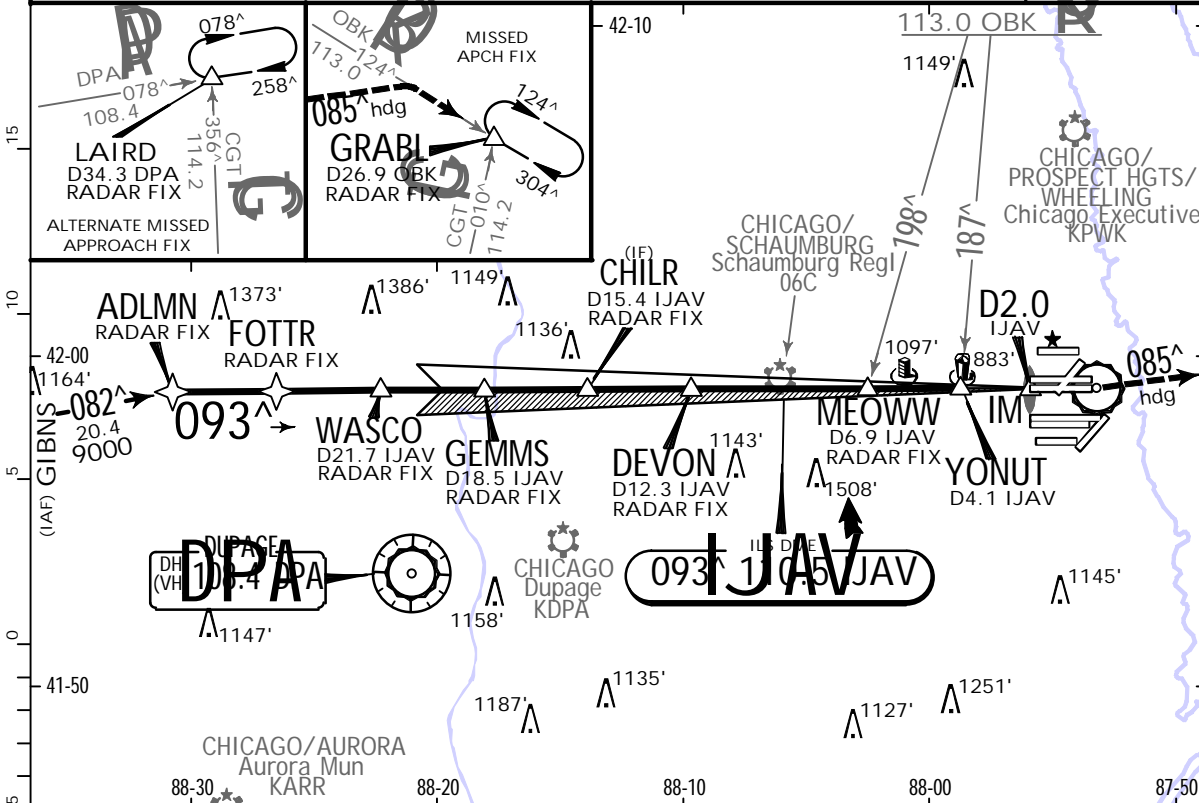
CHICAGO O'HARE INTL

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

CHICAGO, ILL

ILS or LOC Rwy 9R

BRIEFING STRIP™	D-ATIS	CHICAGO Approach (R)	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 IJAV 110.5	Final Apch Crs 093 [^]	MEOWW 2300' (1632')	ILS DA(H) 868' (200')	Apt Elev 680' TDZE 668'				
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.							3400	
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 [']).								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 1200' 4000'	PAPI	↑	↑	on 085 [^] and 113.0 hdg R-124
GS	3.00 [^]	372	478	531	637	743					
MAP at D2.0 IJAV or MEOWW to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50				

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

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

TERPS AMEND 13 14 JUL 2022

CHANGES: Procedure. | JEPPESSEN, 1997, 2022. ALL RIGHTS RESERVED.

KORD/ORD

JEPPESSEN

CHICAGO, ILL

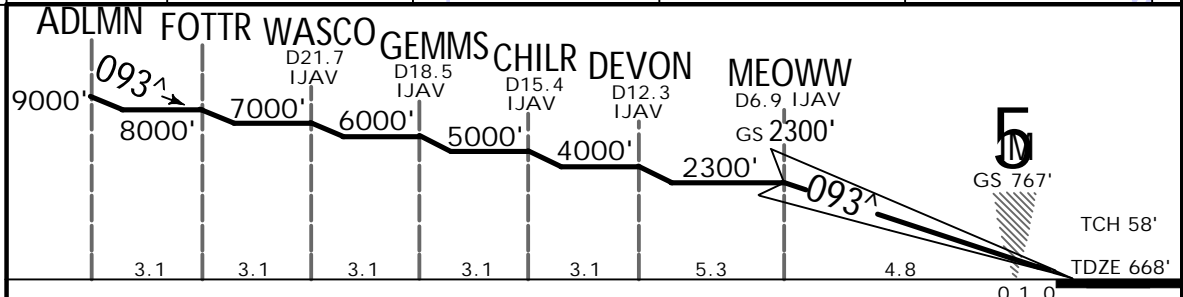
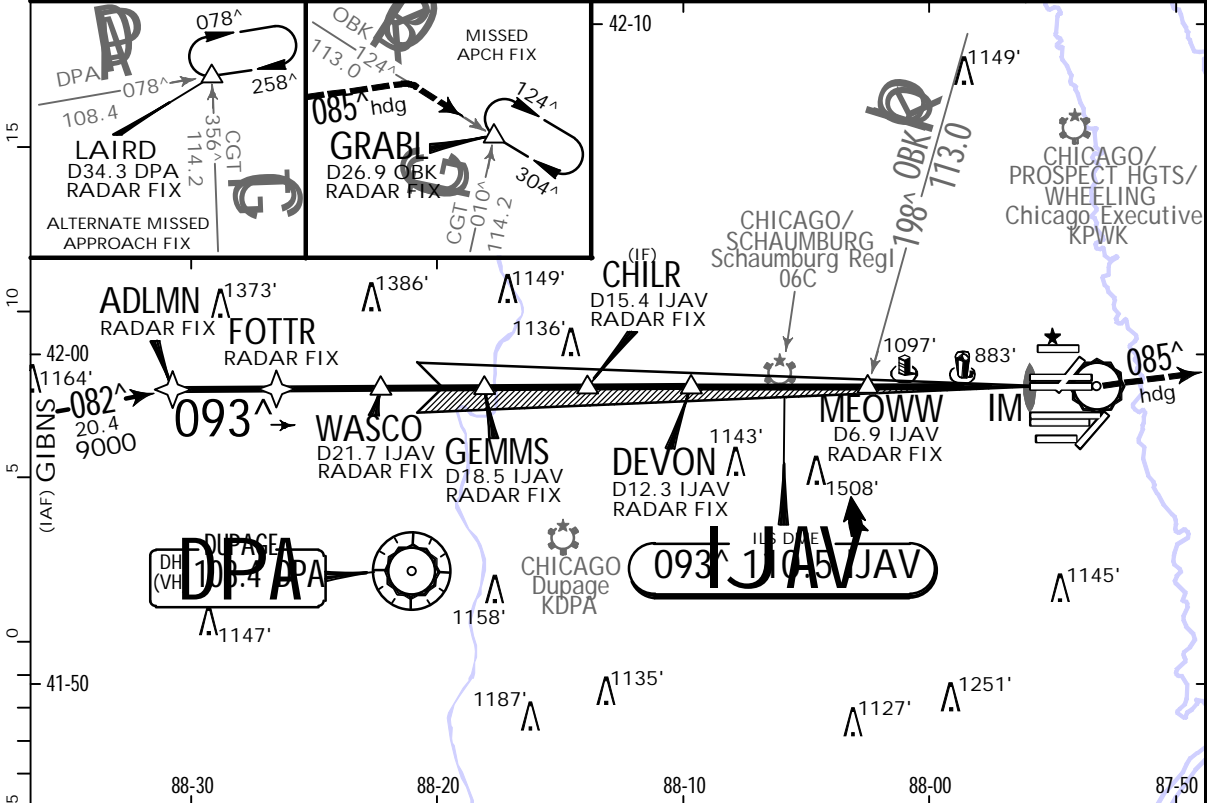
CHICAGO O'HARE INTL

8 JUL 22
Eff. 14 Jul.

(21-4A)

ILS Rwy 9R 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) 121.9		Ground (North) 124.125			Ground (South) 118.05		
LOC IJAV 110.5	Final Apch Crs 093^	MEOWW 2300' (1632')	CAT III Refer to Minimums	CAT II RA 99' DA(H) 768' (100')	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. 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	ALSF-II PAPI	1200'	4000'	085^ hdg and OBK R-124
GS	3.00^	372	478	531	637	743		849	↑	

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

TERPS AMEND 13 14 JUL 2022

KORD/ORD

CHICAGO O'HARE INTL

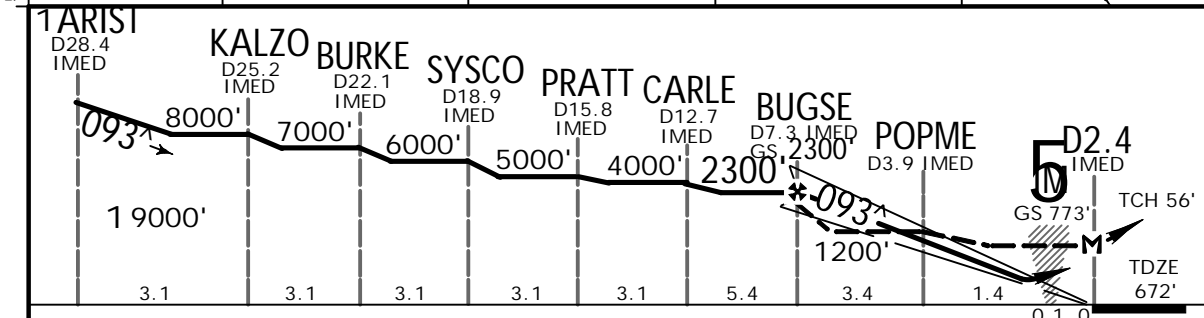
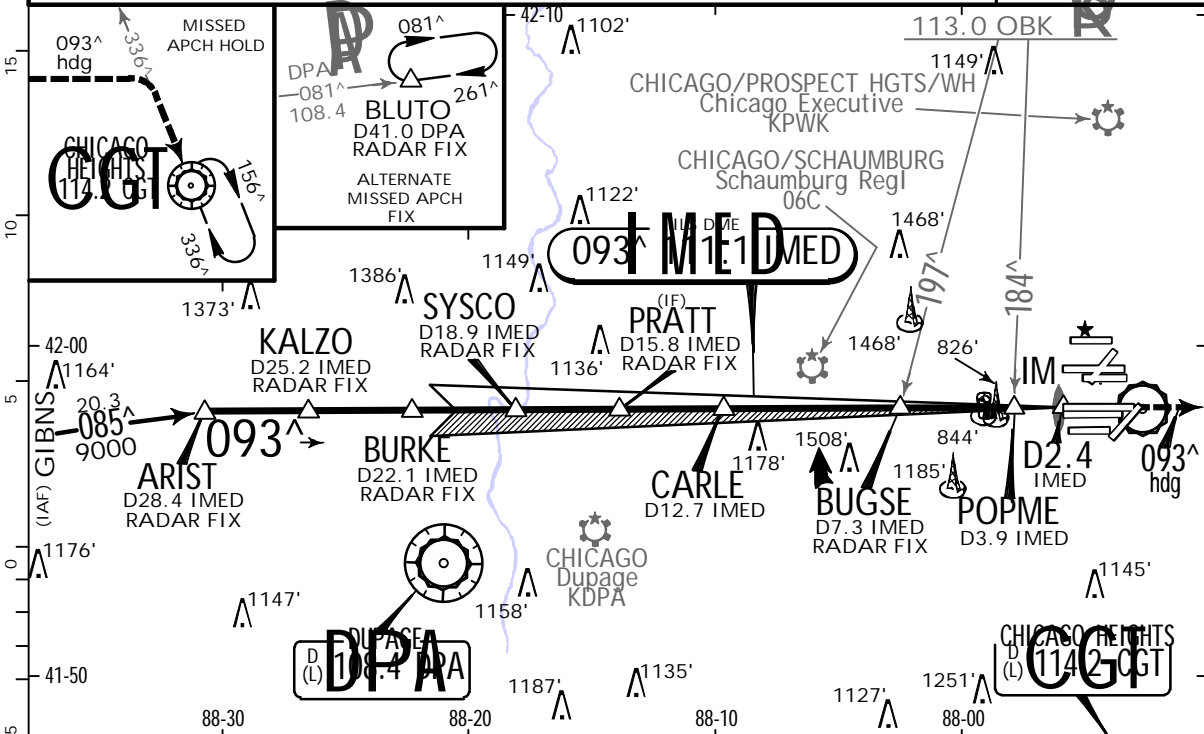


30 OCT 20 (21-5) .Eff.5.Nov.

CHICAGO, ILL

ILS or LOC 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	134.15	124.125				118.05	
LOC IMED	Final Apch 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.							<p>3400</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. Simultaneous approach authorized. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00 [^] /TCH 74').								



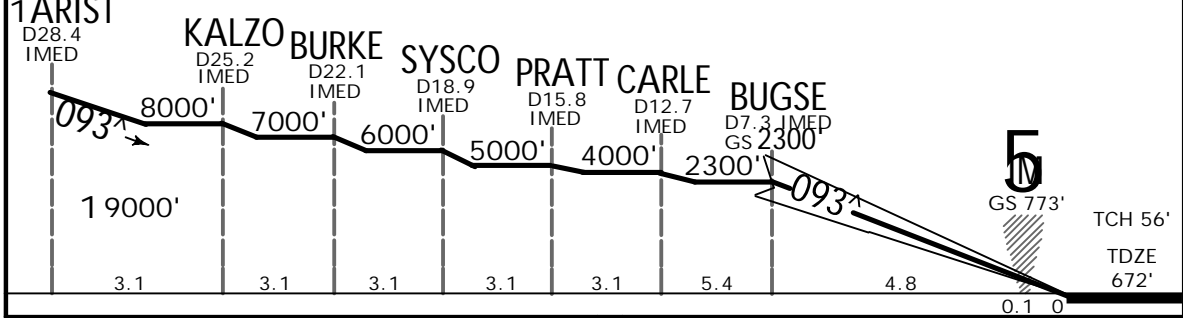
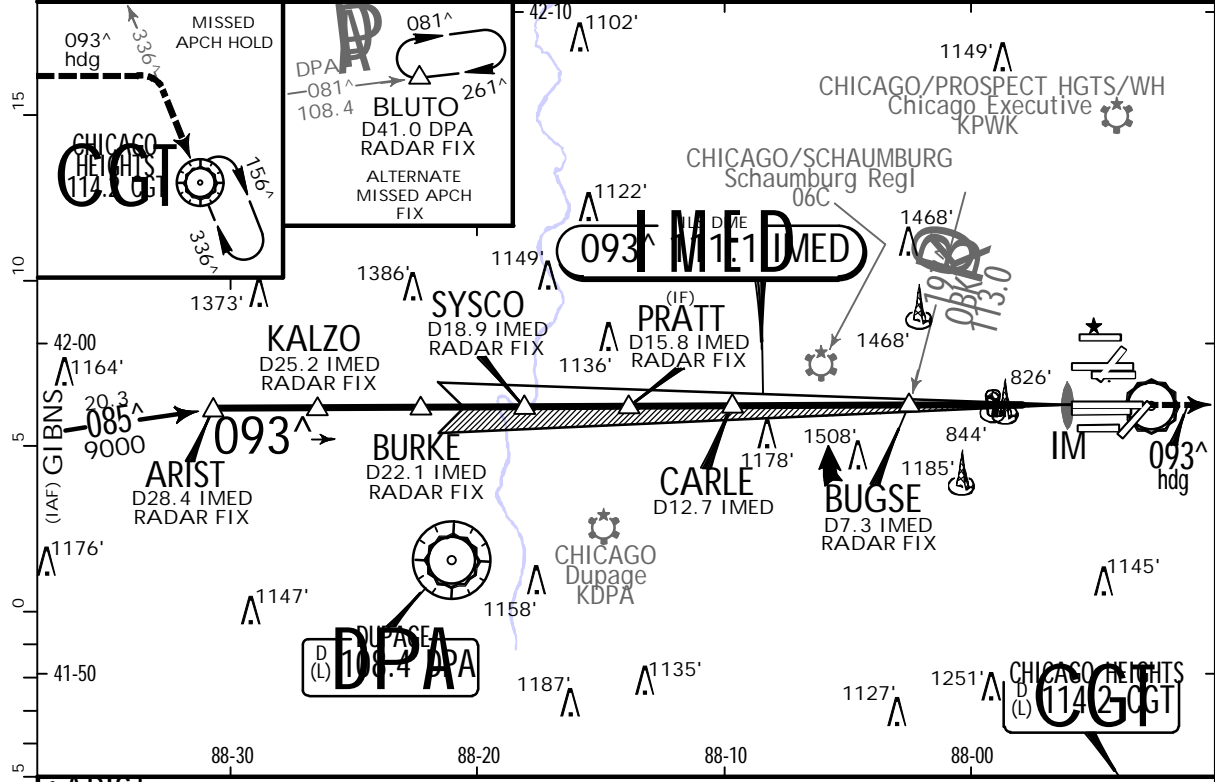
Gnd speed-Kts	70	90	100	120	140	160		4000'	093 [^]	CGT	CGT
GS	3.00 [^]	372	478	531	637	849		↑ on	hdg	114.2	114.2
MAP at D2.4 IMED or BUGSE to MAP	4.9	4:12	3:16	2:56	2:27	2:06		1:50		R-336	

.TERPS.			STRAIGHT-IN LANDING RWY 10L			
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	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 55 or 1
D				RVR 40 or 3/4	RVR 60 or 1/4	1 1/2
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 JEPPESSEN CHICAGO, ILL
 .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			124.125			
LOC IMED	Final Apch Crs	BUGSE	CAT III Refer to Minimums	CAT II RA 95'	Apt Elev 680'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>3400</p> <p>MSA ARP</p>		
111.1	093 [^]	2300' (1628')		772' (100')	TDZE 672'			
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 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			

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

CHICAGO O'HARE INTL

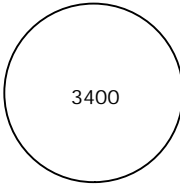
30 OCT 20
Eff. 5 Nov.

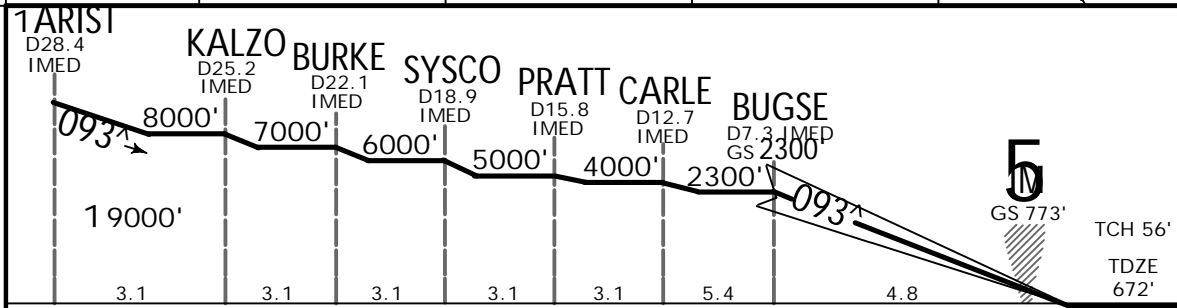
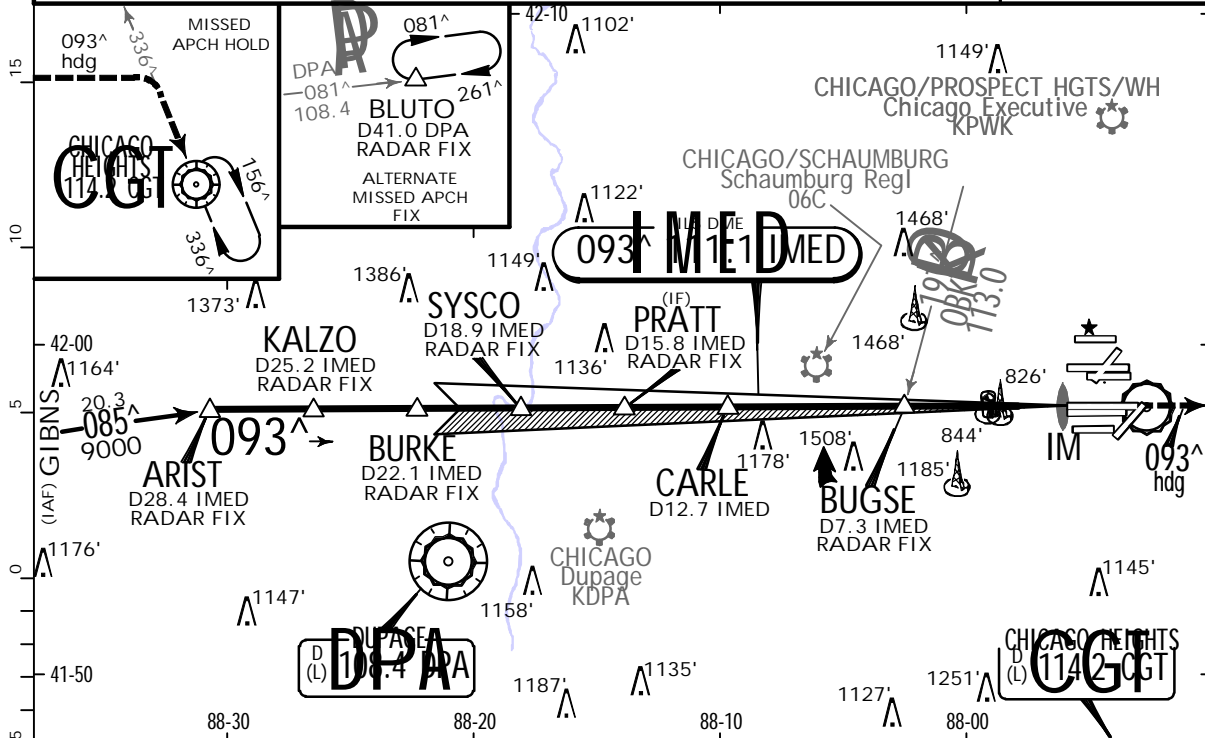
JEPPESSEN


21-5B

ILS Rwy

CHICAGO, ILL
10L 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) 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 ¹	Apt Elev 680'				
111.1	093 [^]	2300' (1628')	DA(H) 822' (150')		TDZE 672'			
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 74').							MSA ARP	



Gnd speed-Kts	70	90	100	120	140	160		4000'	093 [^] on hdg	CGT 114.2	CGT 114.2
GS	3.00 [^]	372	478	531	637	849					

.TERPS. STRAIGHT-IN LANDING RWY 10L
1 SA CAT I ILS
RA 162¹
DA(H) 822' (150')

RVR 14

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

TERPS AMEND 19A 3 JAN 2019

KORD/ORD

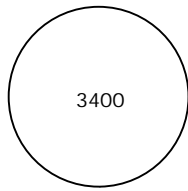
CHICAGO O'HARE INTL

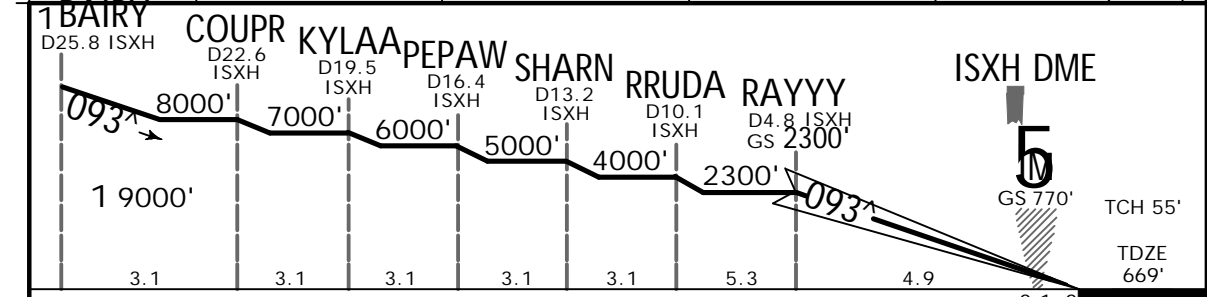
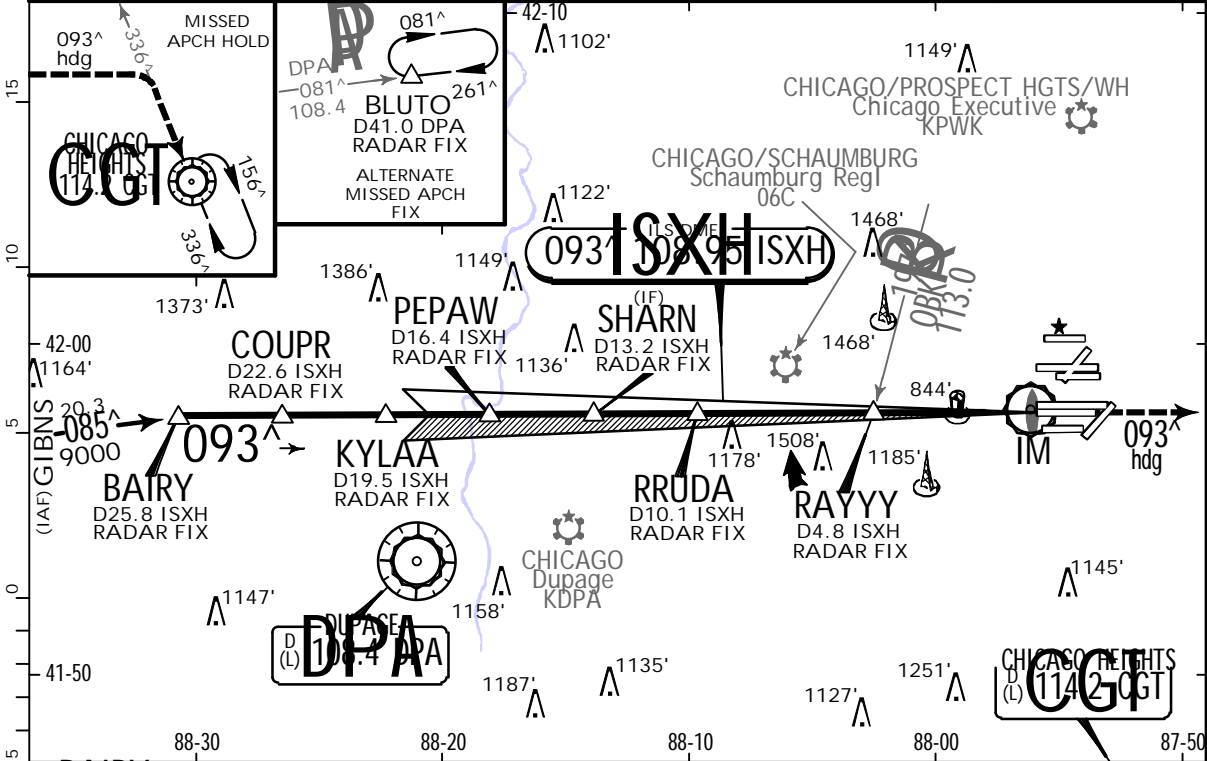
30 OCT 20
Eff. 5. Nov.


JEPPesen

21-6A

CHICAGO, ILL
ILS Rwy 10C CAT II & III

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 134.15		121.9	Ground (North) Rwy 9L/27R 124.125			Ground (South) 118.05	
LOC ISXH	Final Apch Crs 093 [^]	RAYYY 2300' (1631')	CAT III Refer to Minimums	CAT II RA 102' DA(H) 769' (100')	Apt Elev 680' TDZE 669'		 <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		4000'	093 [^]	CGT	CGT	
GS	372	478	531	637	743	849		↑	on	and	114.2	114.2
									hdg		R-336	

. TERPS.		STRAIGHT-IN LANDING RWY 10C	
CAT III ILS		CAT II ILS RA 102' DA(H) 769' (100')	
RVR 6		1 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

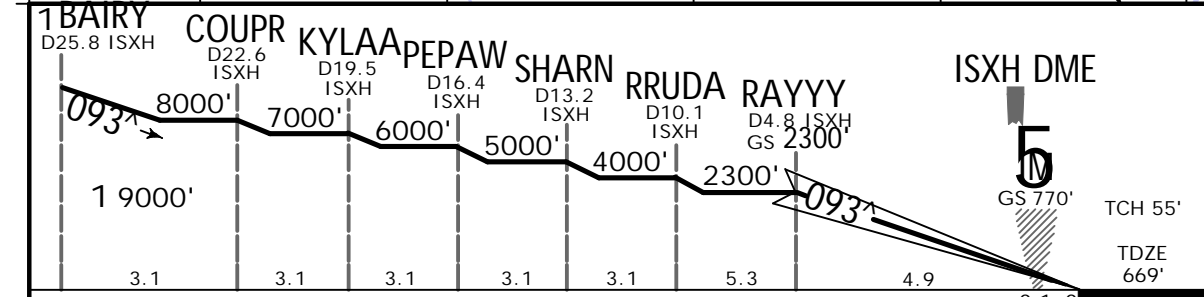
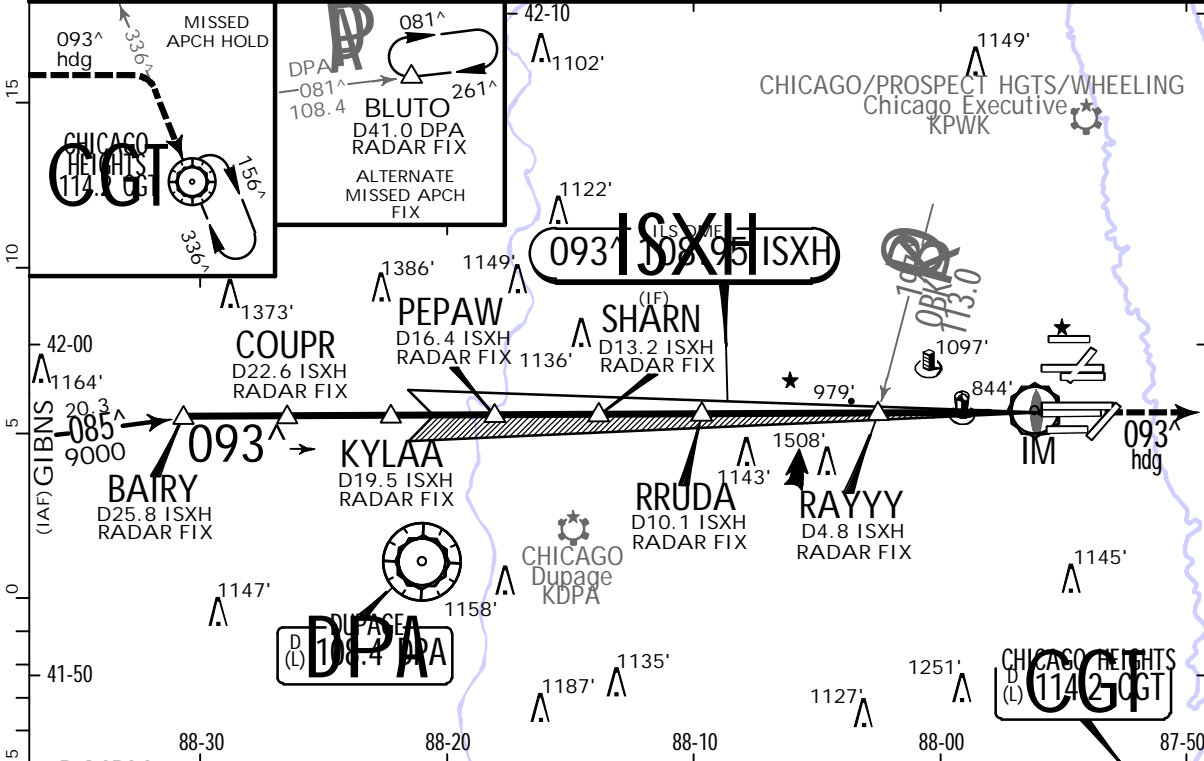
30 OCT 20
Eff. 5 Nov.

JEPPESSEN

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 108.95	Final Apch Crs 093 [^]	RAYYY 2300' (1631')	SA CAT I ILS RA 148' DA(H) 819' (150')		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 093 [^] and CGT 114.2 R-336	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.

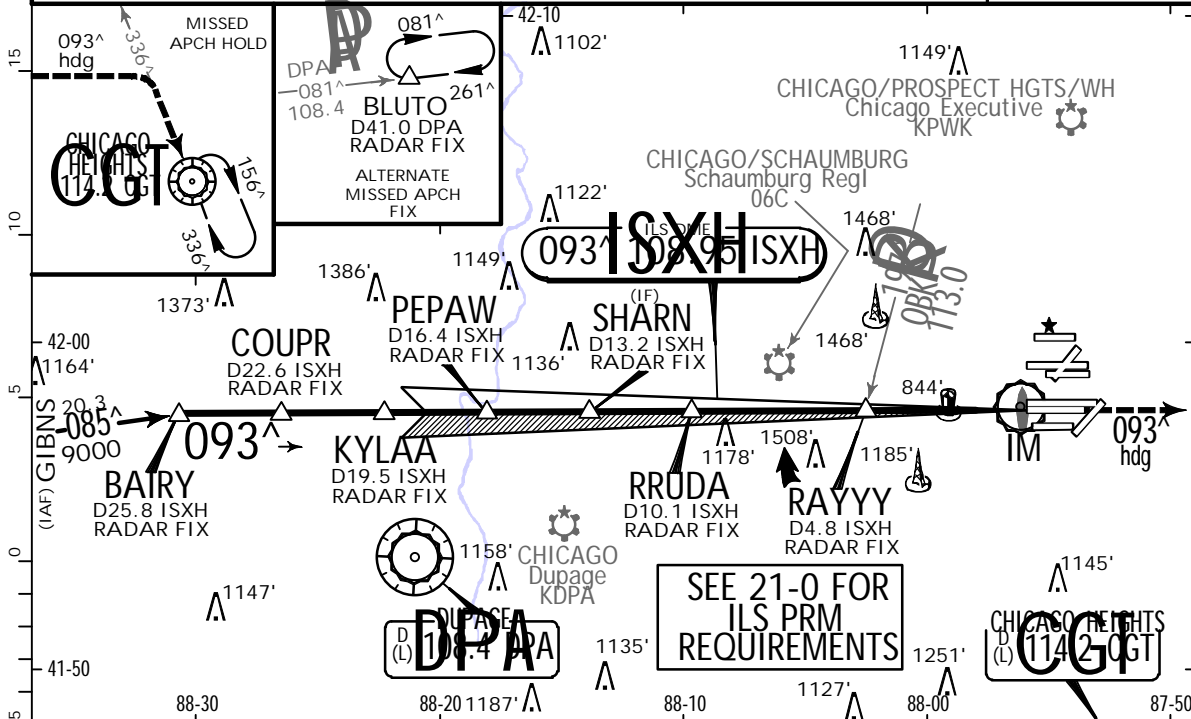
KORD/ORD



CHICAGO, ILL
ILS PRM Rwy 10C
 (SIMULTANEOUS CLOSE PARALLEL)

CHICAGO O'HARE INTL 30 OCT 20 (21-6C).Eff.5.Nov.

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		Rwy 9L/27R					
	LOC ISXH	Final Apch Crs	RAYYY	ILS DA(H)	Apt Elev 680'			 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. 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').								



KORD/ORD

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

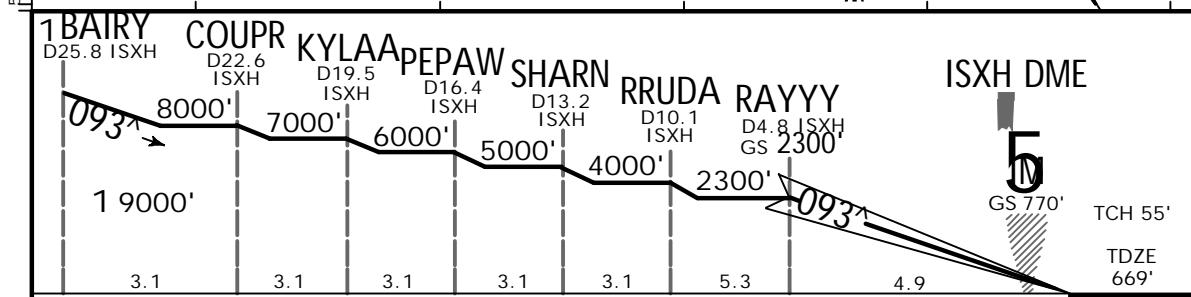
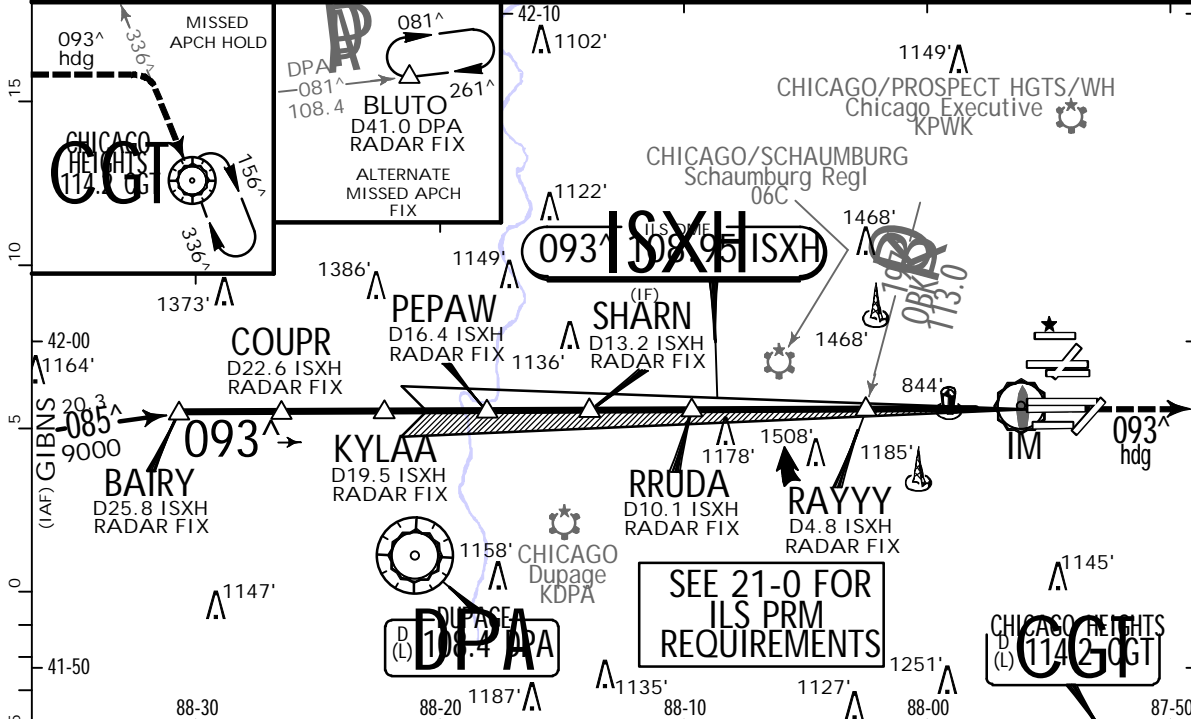
CHICAGO, ILL

CHICAGO O'HARE INTL

ILS PRM Rwy 10C CAT II & III
(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				118.05	
	LOC ISXH	Final Apch Crs	RAYYY	CAT III	CAT II	Apt Elev 680'	3400	
	108.95	093 [^]	2300' (1631')	Refer to Minimums	RA 102' DA(H) 769' (100')	TDZE 669'		
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. 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	ALSIF-II PAPI	4000'	↑	093 [^] hdg	CGT 114.2	CGT 114.2
GS	3.00 [^]	372	478	531	637	849						

TERPS AMEND 1A 3 JAN 2019	STRAIGHT-IN LANDING RWY 10C	
	CAT III ILS	CAT II ILS RA 102' DA(H) 769' (100')
	RVR 6	1 RVR 12
1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.		

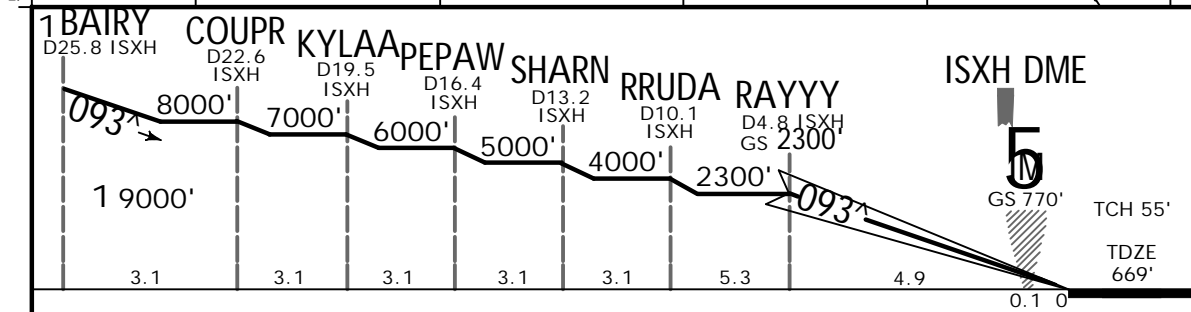
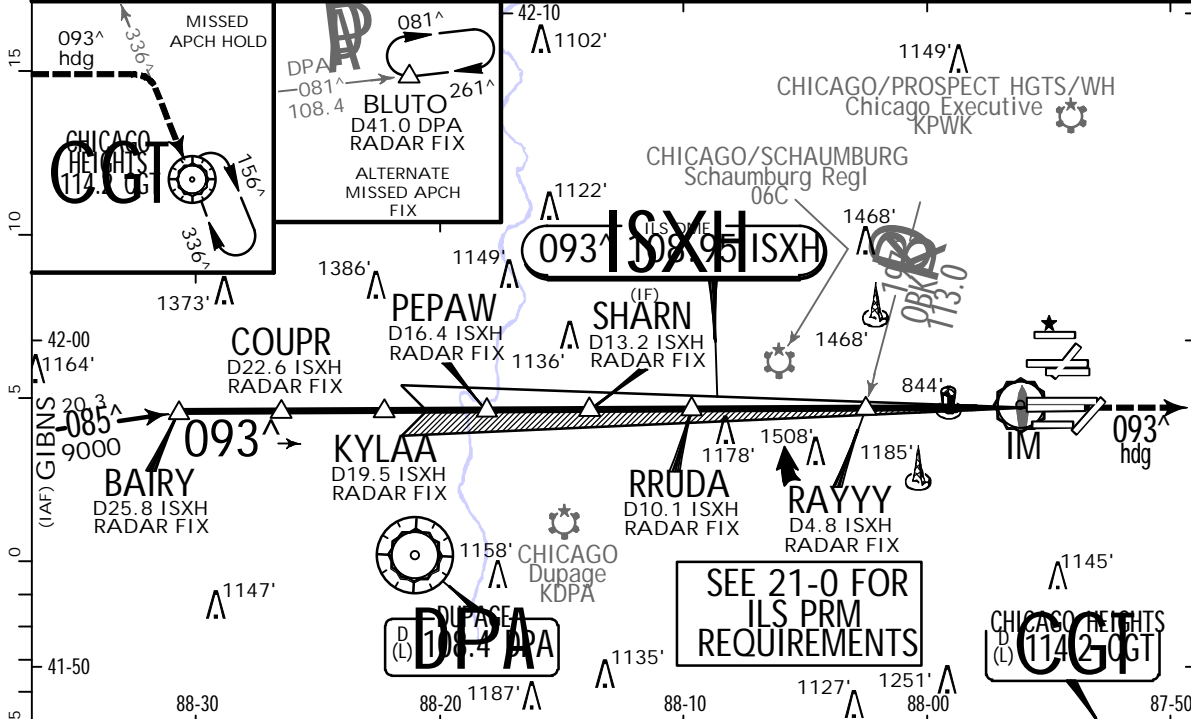
KORD/ORD



CHICAGO, ILL

CHICAGO O'HARE INTL ^{30 OCT 20} Eff. 5. Nov. **(21-6E)** ILS PRM Rwy 10C SA CAT I
(SIMULTANEOUS CLOSE PARALLEL)

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		Rwy 9L/27R					
	134.15		121.9				124.125	
	LOC	Final	RAYYY		SA CAT I ILS		Apt Elev 680'	3400
	ISXH	Apch Crs	2300' (1631')		RA 148 ⁺		TDZE 669'	
	108.95		093 [^]		819' (150')			
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. 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	ALSIF-II	4000'	093 [^]	CGT 114.2	CGT 114.2
GS	3.00 [^]	372	478	531	637	849					
							PAPI	↑	hdg	and	R-336

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

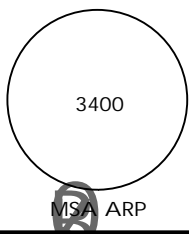
RVR 14

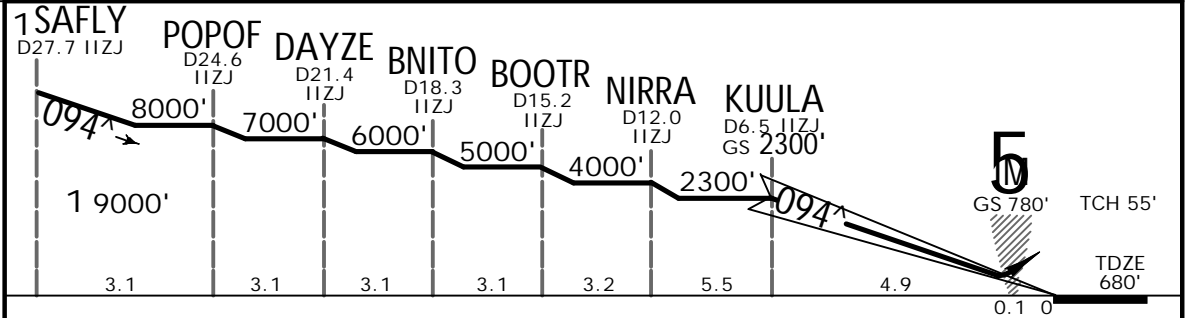
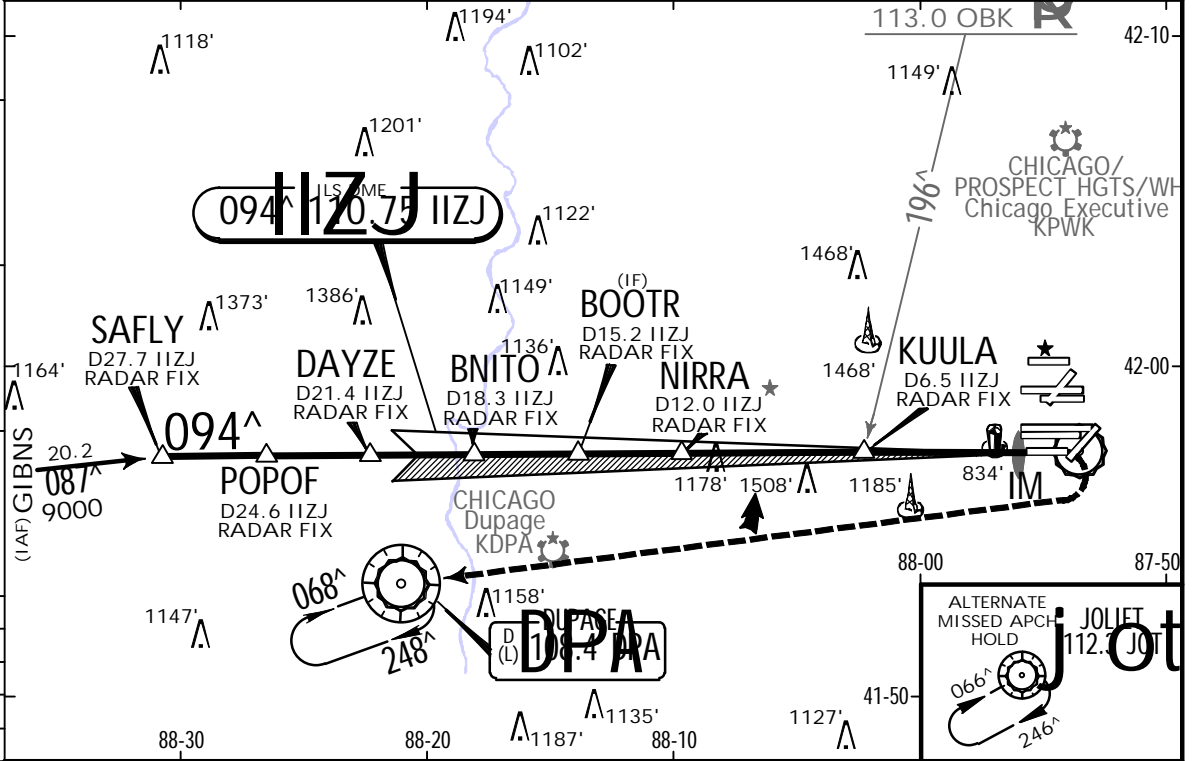
1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.


KORD/ORD CHICAGO O'HARE INTL

CHICAGO, ILL

30 OCT 20 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		118.05
LOC 11ZJ	Final Apch Crs	KUULA 2300' (1620')	CAT III Refer to Minimums	CAT II RA 110'	Apt Elev 680'			
110.75	094^			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'			



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. STRAIGHT-IN LANDING RWY 10R CAT III ILS	CAT II ILS RA 110' DA(H) 780' (100')
RVR 6	1 RVR 12

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

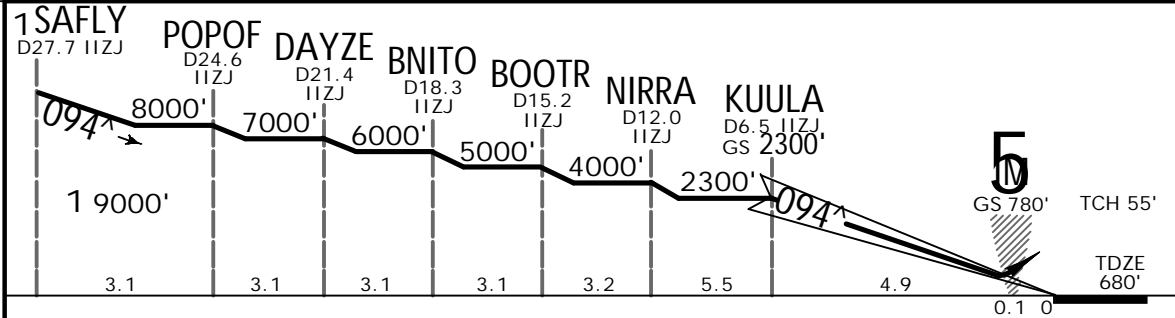
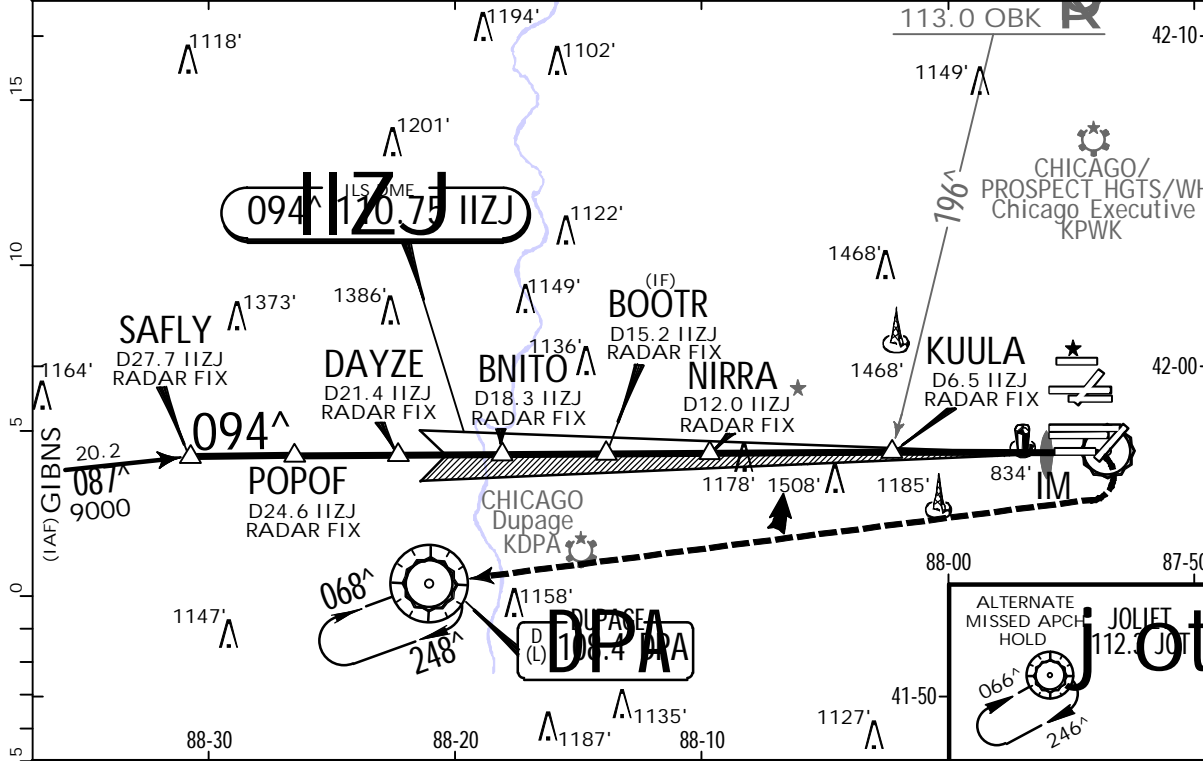
KORD/ORD

CHICAGO O'HARE INTL

JEPPESSEN
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			124.125		118.05
LOC 11ZJ	Final Apch Crs 094°	KUULA 2300' (1620')	SA CAT I ILS RA 165'	Apt Elev 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'		DPA 108.4
Gs	3.00°	372	478	531	637	743	849	↑	RT		

TERPS. STRAIGHT-IN LANDING RWY 10R
1 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

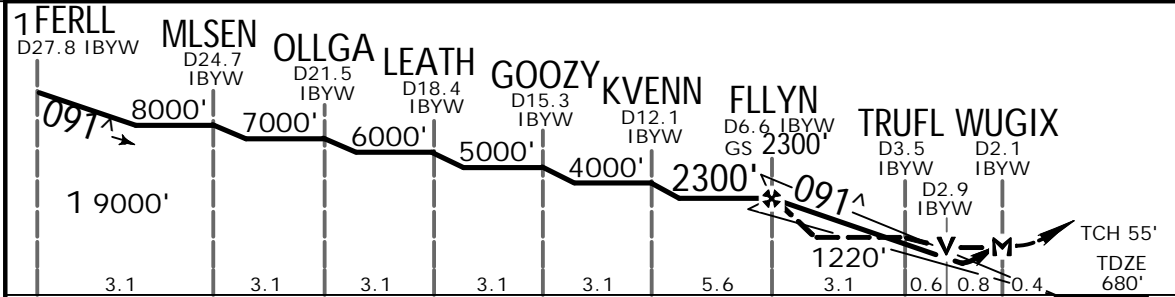
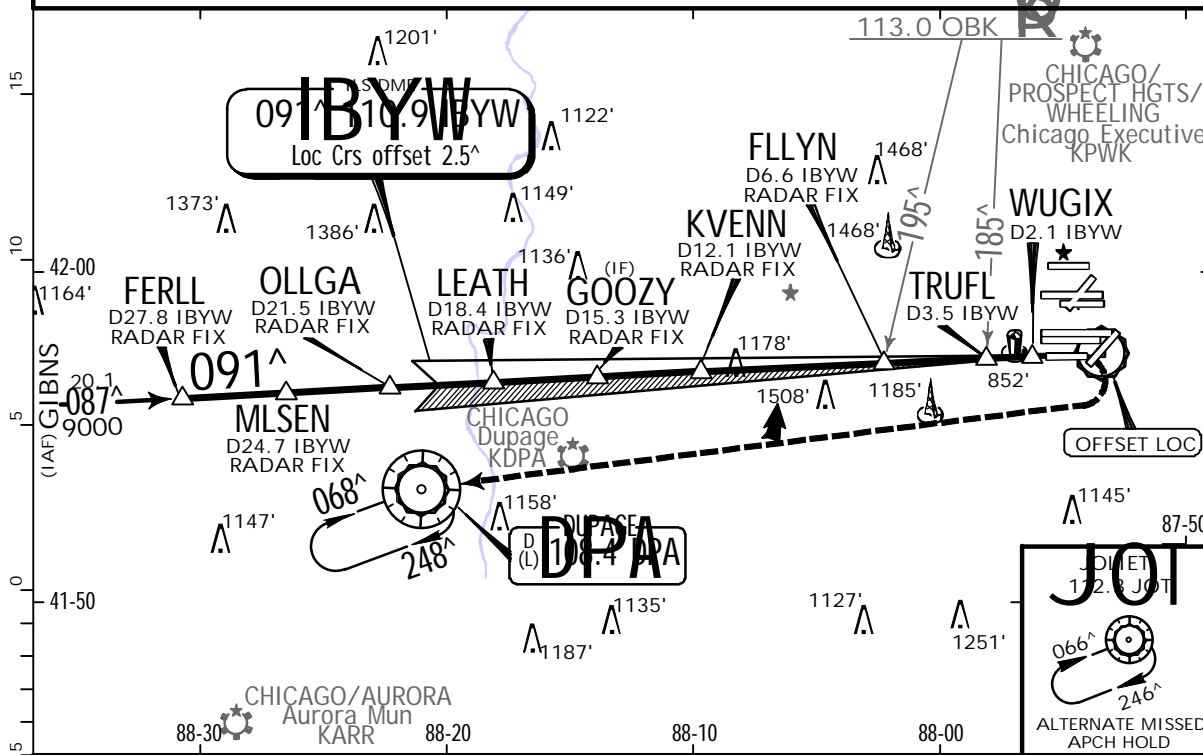
16 APR 21

21-8



CHICAGO, ILL
ILS Y or LOC Y Rwy 10R

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		124.125			118.05		
LOC IBYW 110.9	Final Apch Crs 091 [^]	FLLYN 2300' (1620')	ILS DA(H) 930' (250')	Apt Elev 680'		MSA ARP 3400	
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'	



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1200'	4000'	DPA 108.4
GS	3.00 [^]	372	478	531	637	743				
MAP at WUGIX or FLLYN to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41			

TERPS. STRAIGHT-IN LANDING RWY 10R					
ILS DA(H) 930' (250')			LOC (GS out) MDA(H) 1120' (440') 1 With TRUFL		
FULL		TDZ/CL out	ALS out	ALS out	
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 40 or 3/4		RVR 60 or 1/4	RVR 55 or 1
RVR 24 or 1/2		RVR 40 or 3/4		RVR 55 or 1	1 1/2

1 Dual VOR receivers or DME required.

TERPS AMEND OD. 3 JAN 2019

KORD/ORD



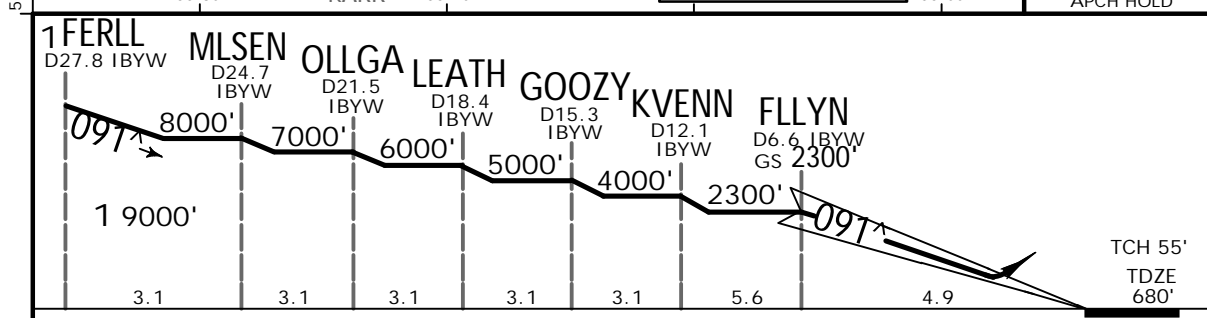
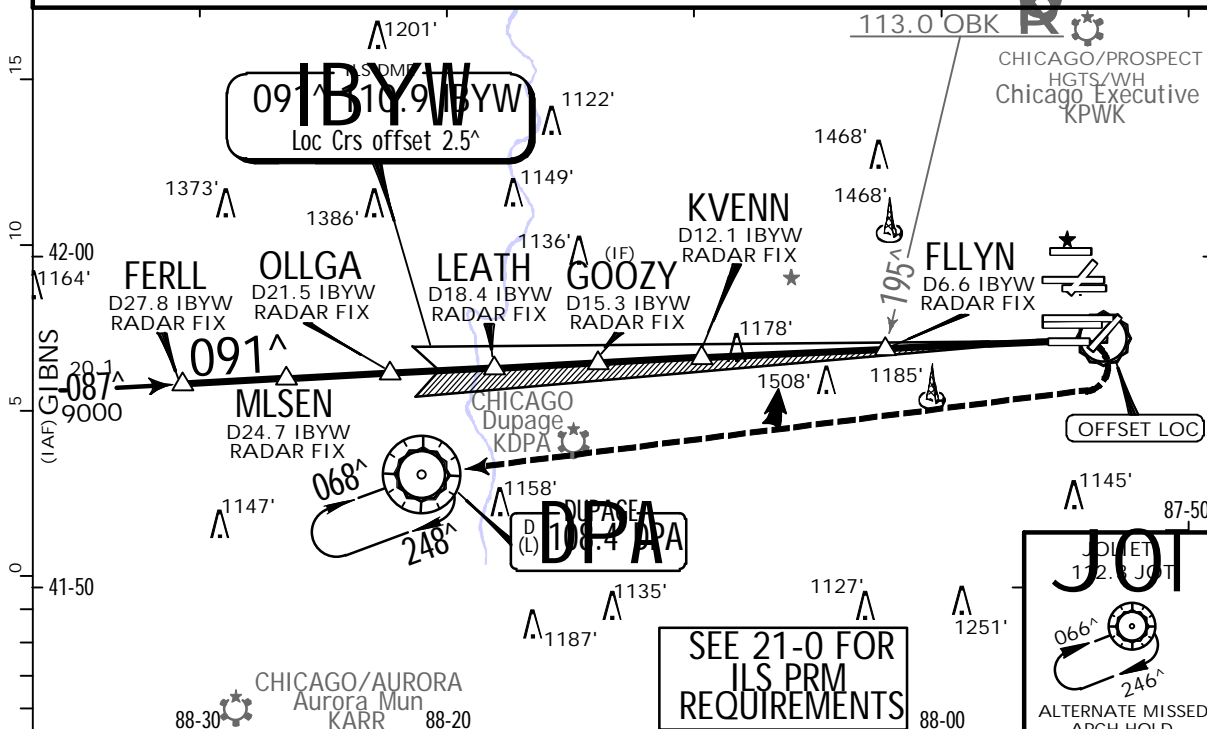
CHICAGO O'HARE INTL

16 APR 21

21-9

CHICAGO, ILL 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
	Monitor Frequency 128.05							
	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'				
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.							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. 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		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		ILS		DA(H) 930' (250')		
	FULL		TDZ/CL out		ALS out				
	A								
	B	RVR 24 or 1/2				RVR 40 or 3/4			
C									
D									

KORD/ORD

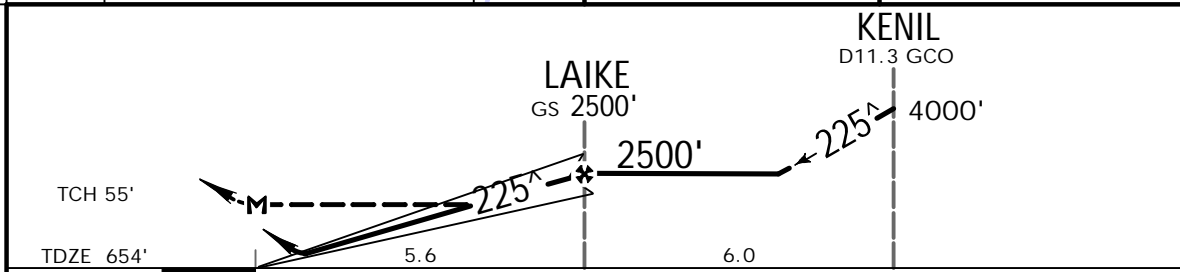
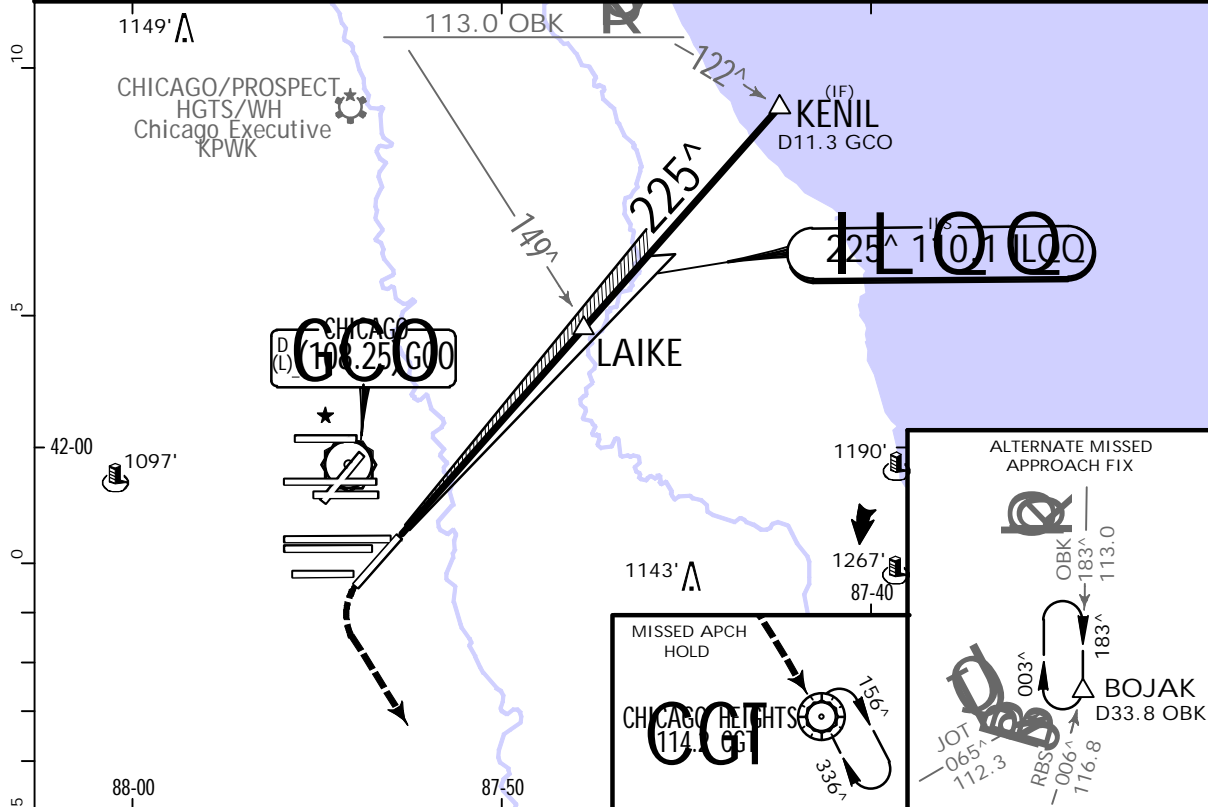
CHICAGO O'HARE INTL

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

CHICAGO, ILL

ILS or LOC Rwy 22L

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		124.125			118.05			
LOC ILQO	Final Apch Crs	LAIKE	ILS DA(H)	Apt Elev 680'		3400		
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.							MSA ARP	
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'	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

.TERPS.						STRAIGHT-IN LANDING RWY 22L		CIRCLE-TO-LAND		
ILS			LOC (GS out)			Max Kts		MDA(H)		
DA(H) 854' (200')			MDA(H) 1120' (466')			90		1220' (540') -1		
FULL		IDZ/CL out	RAIL/ALS out		RAIL/ALS out		120		1220' (540') -1 1/2	
A							140		1460' (780') -2 1/2	
B		1					165			
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		RVR 24 or 1/2					
D			RVR 50 or 1		1 1/2					

1 RVR 18 with Flight Director or Autopilot or HUD to DA. CHANGES: Amendment. | JEPPESEN, 1997, 2021. ALL RIGHTS RESERVED.

KORD/ORD

CHICAGO O'HARE INTL

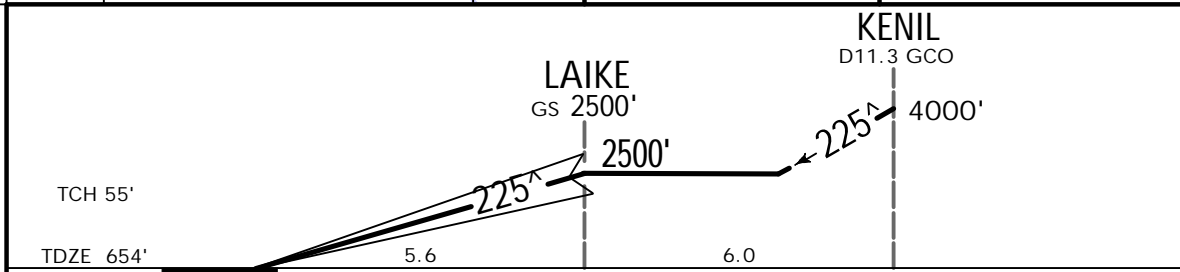
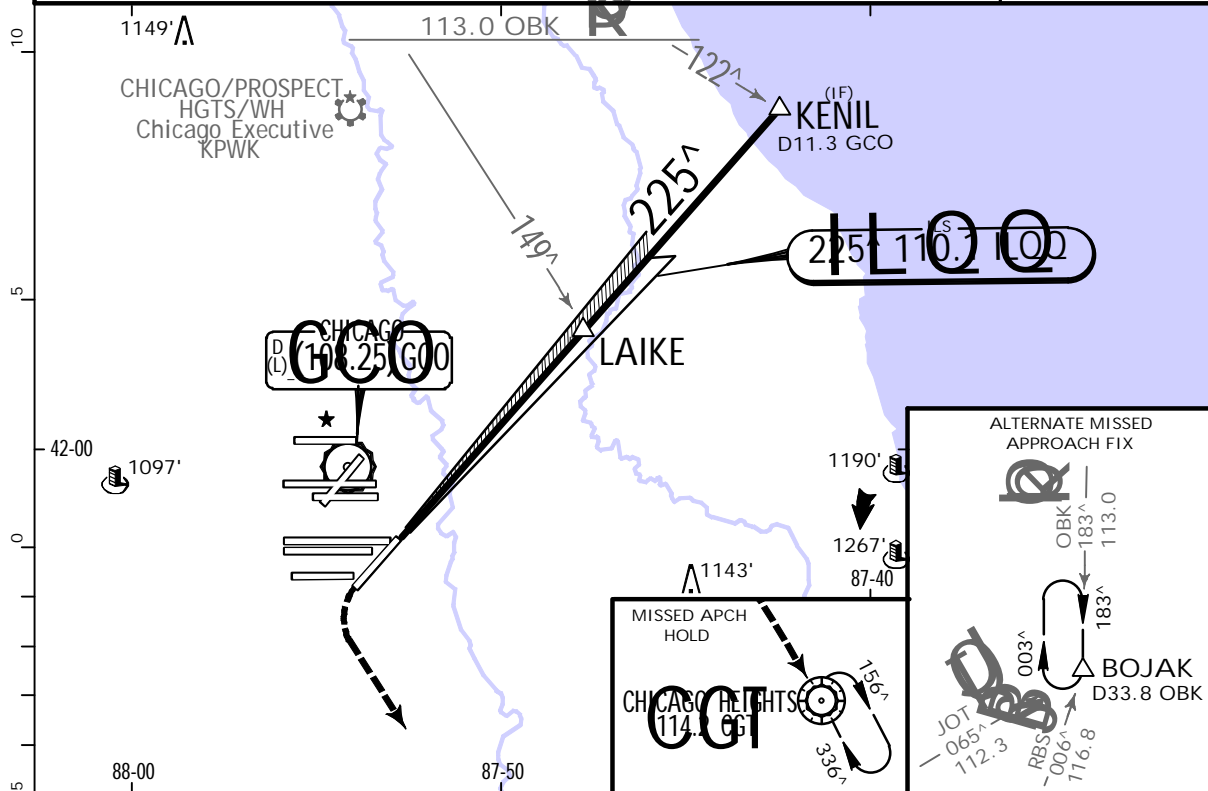
19 MAR 21

21-10A



CHICAGO, ILL
ILS Rwy 22L 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		124.125			118.05		
LOC ILOQ	Final Apch Crs	LAIKE	SA CAT I ILS RA 164'	Apt Elev 680'		3400	
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.							MSA ARP
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 1100'	PAPI 4000'	LT →	CGT 114.2
GS	3.00^	372	478	531	637	743				

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

RVR 16

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

TERPS AMEND 7A 25 MAR 2021

KORD/ORD

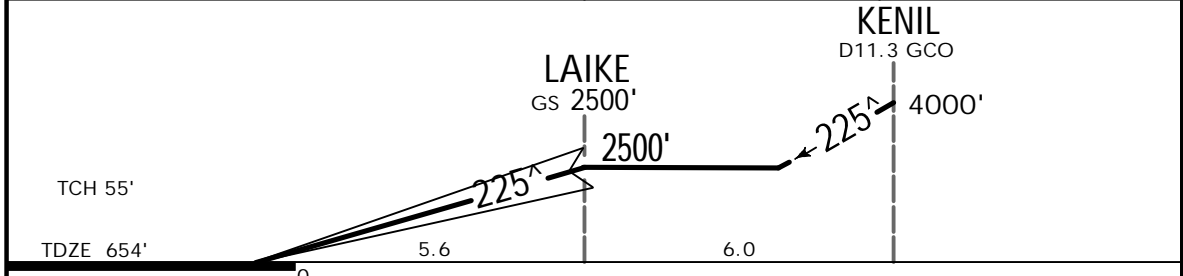
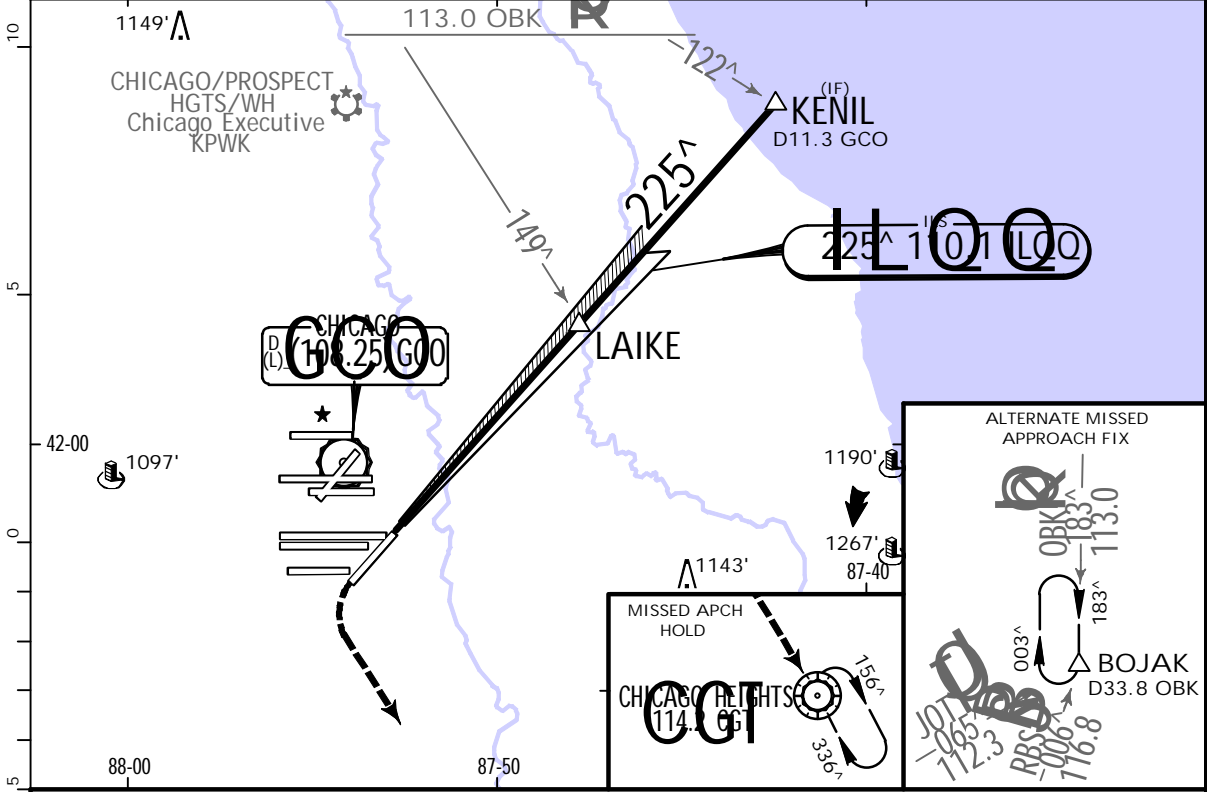
CHICAGO O'HARE INTL

19 MAR 21 **21-10B**

CHICAGO, ILL

ILS Rwy 22L SA CAT II

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		124.125			118.05		
LOC ILOQ	Final Apch Crs	LAIKE	SA CAT II ILS RA 112'	Apt Elev 680'		3400	
110.1	225 [^]	2500' (1846')	DA(H) 754' (100')	TDZE 654'			
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct CGT VOR and hold.							MSA ARP
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	1100'	4000'	D	CGT 114.2
GS	3.00 [^]	372	478	531	637	743					

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

RVR 12

1 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

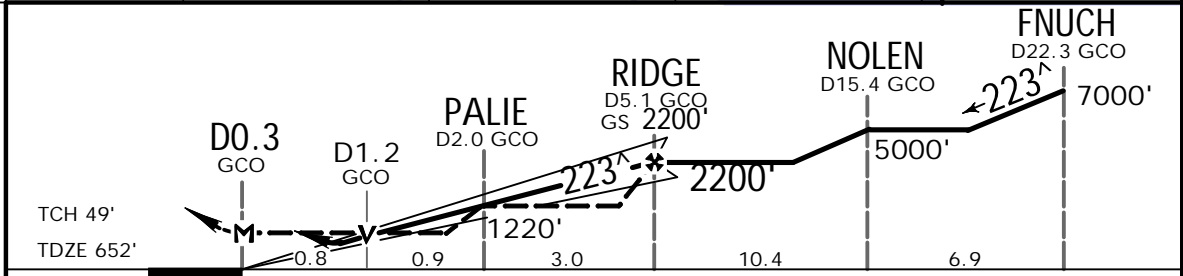
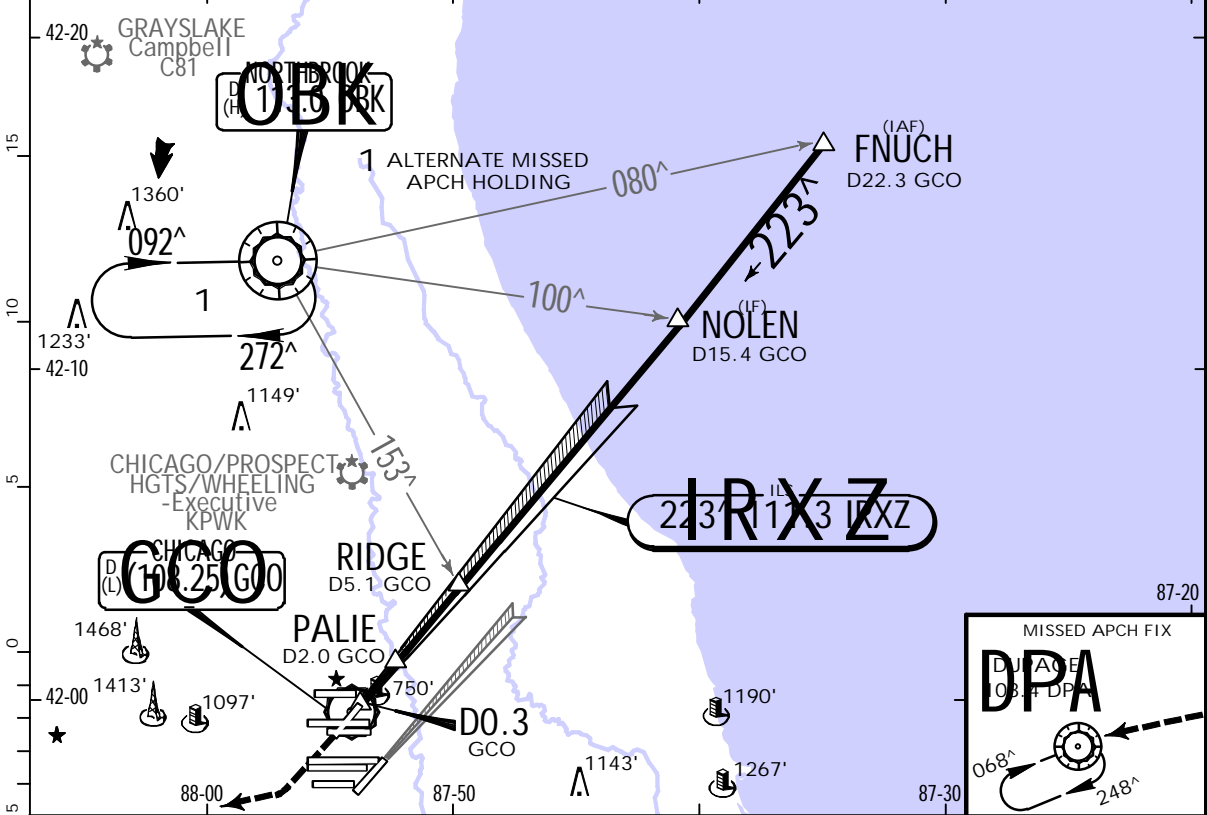


6 AUG 21

(21-11) Eff. 12 Aug.

CHICAGO, ILL
ILS or LOC Rwy 22R

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 IRXZ	Final Apch Crs	RIDGE	ILS DA(H)	Apt Elev 680'		3400	
111.3	223 [^]	2200' (1548')	852' (200')	TDZE 652'			
MISSED APCH: Climb to 1300', then climbing RIGHT turn to 4000' direct DPA VOR and hold.							MSA ARP
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	1300'	4000'	DPA 108.4
GS	3.00 [^]	372	478	531	637	849	PAPI	↑	RT	
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 LOC (GS out)						CIRCLE-TO-LAND				
ILS		MDA(H) 980' (328')		MDA(H) 1220' (568')		1 With PALIE		Without PALIE		
DA(H) 852' (200')	1 With PALIE		Without PALIE		Max Kts		MDA(H)		MDA(H)	
FULL	TDZ/CL out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	90	1220'(540')-1		1220'(540')-1	
A						120	1220'(540')-1		1220'(540')-1	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 26 or 1/2	RVR 50 or 1	140	1220'(540')-1 1/2		1220'(540')-1 5/8	
C						165	1460'(780')-2 1/2		1460'(780')-2 1/2	
D										
1 DME from GCO VOR. 2 RVR 18 with Flight Director or Autopilot or HUD to DA.										

TERPS AMEND TO 12 AUG 2021

KORD/ORD

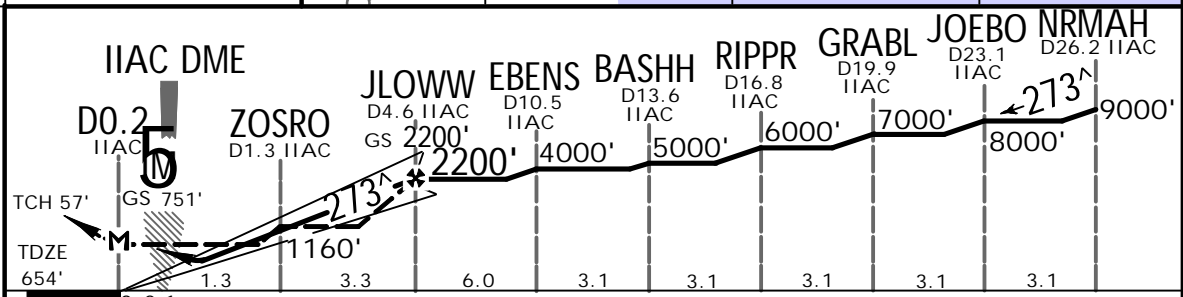
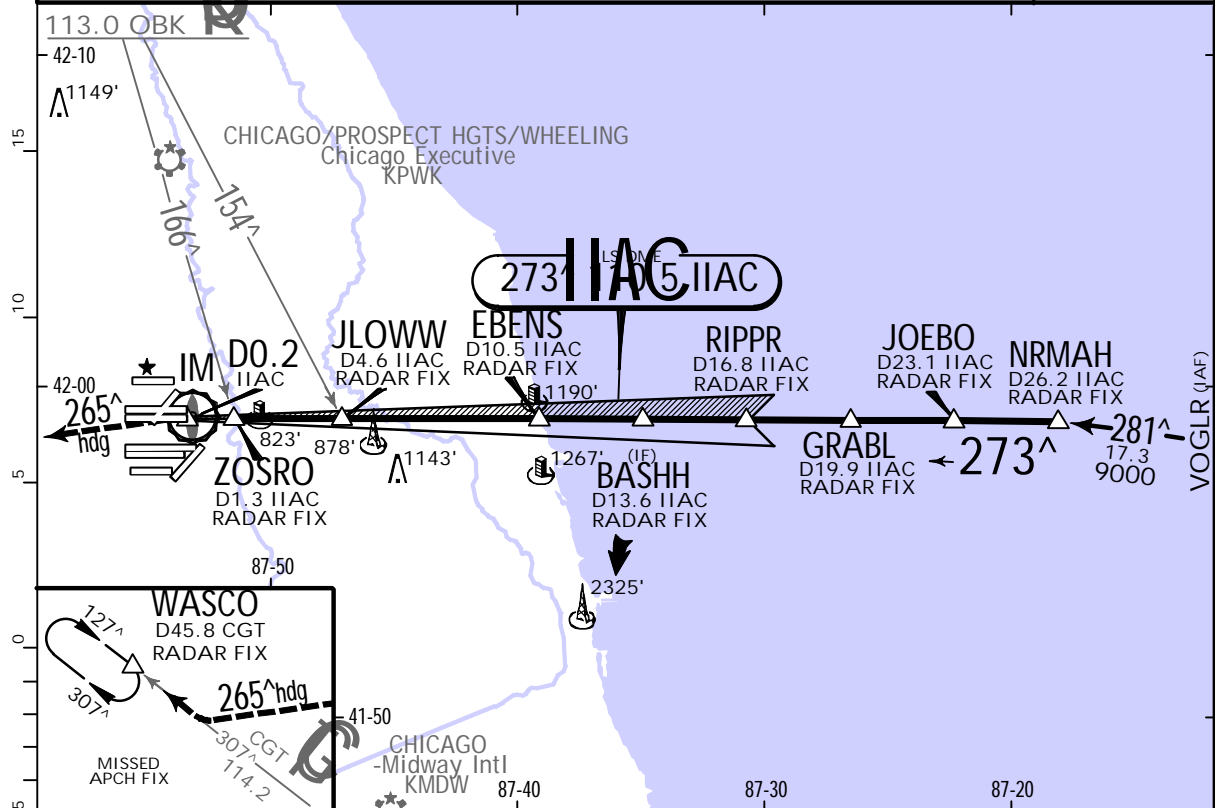
CHICAGO O'HARE INTL



8 JUL 22 (21-12). Eff. 14 Jul.

CHICAGO, ILL
ILS or LOC Rwy 27L

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')	ILS DA(H) 854' (200')	Apt Elev 680' TDZE 654'		3400 MSA ARP	
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 3.09° TCH 78').							



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

TERPS.			STRAIGHT-IN LANDING RWY 27L			
ILS			LOC (GS out)		CGT	
DA(H) 854' (200')			MDA(H) 1080' (426')		MDA(H) 1160' (506')	
2 With ZOSRO			Without ZOSRO			
FULL	IDZ/CL out	ALS out	ALS out		ALS out	
A			RVR 24	RVR 50	RVR 24	RVR 50
B	RVR 18	RVR 24	or 1/2	or 1	or 1/2	or 1
C	or 1/2	or 1/2	RVR 40	RVR 60	RVR 55	1 3/8
D		or 3/4	or 3/4	or 1 1/4	or 1	
1 RVR 18 with Flight Director or Autopilot or HUD to DA.			2 Dual VOR receivers or DME required.			

KORD/ORD



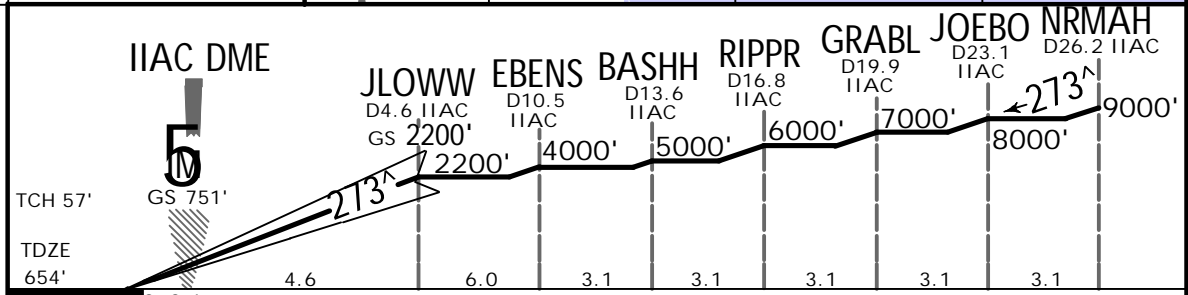
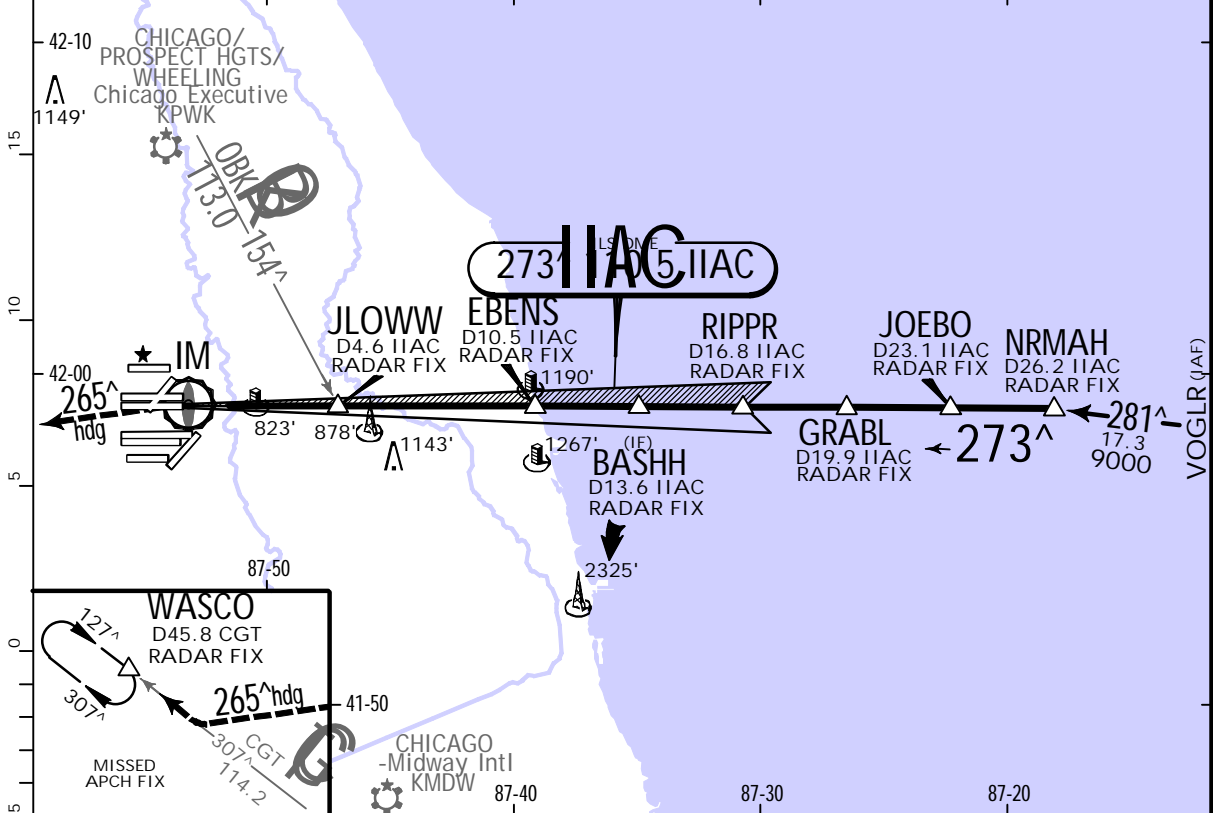
CHICAGO, ILL

CHICAGO O'HARE INTL .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) 121.9		Ground (North) 124.125			Ground (South) 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 MSA ARP		
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	1200'	4000'	265^	CGT
GS	3.00^	372	478	531	637	849	PAPI	↑	↑	hdg	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

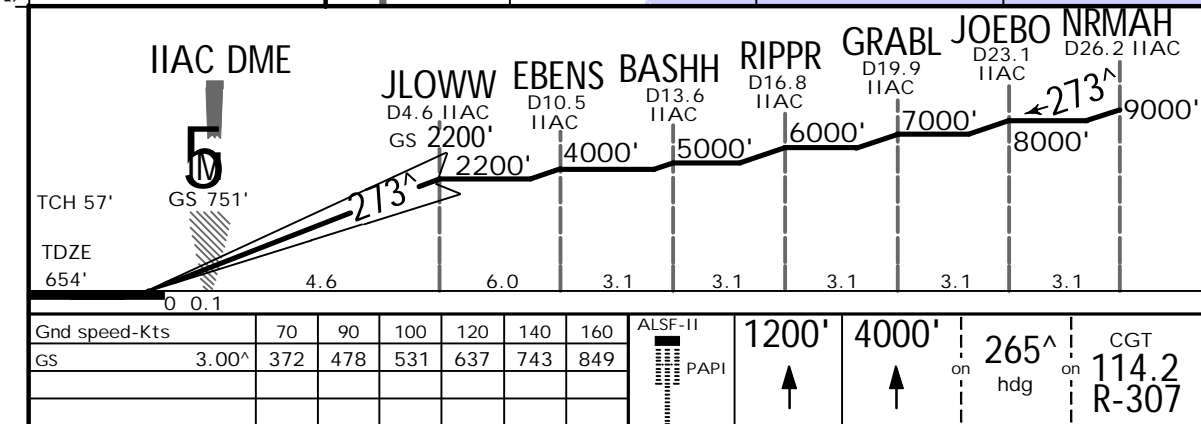
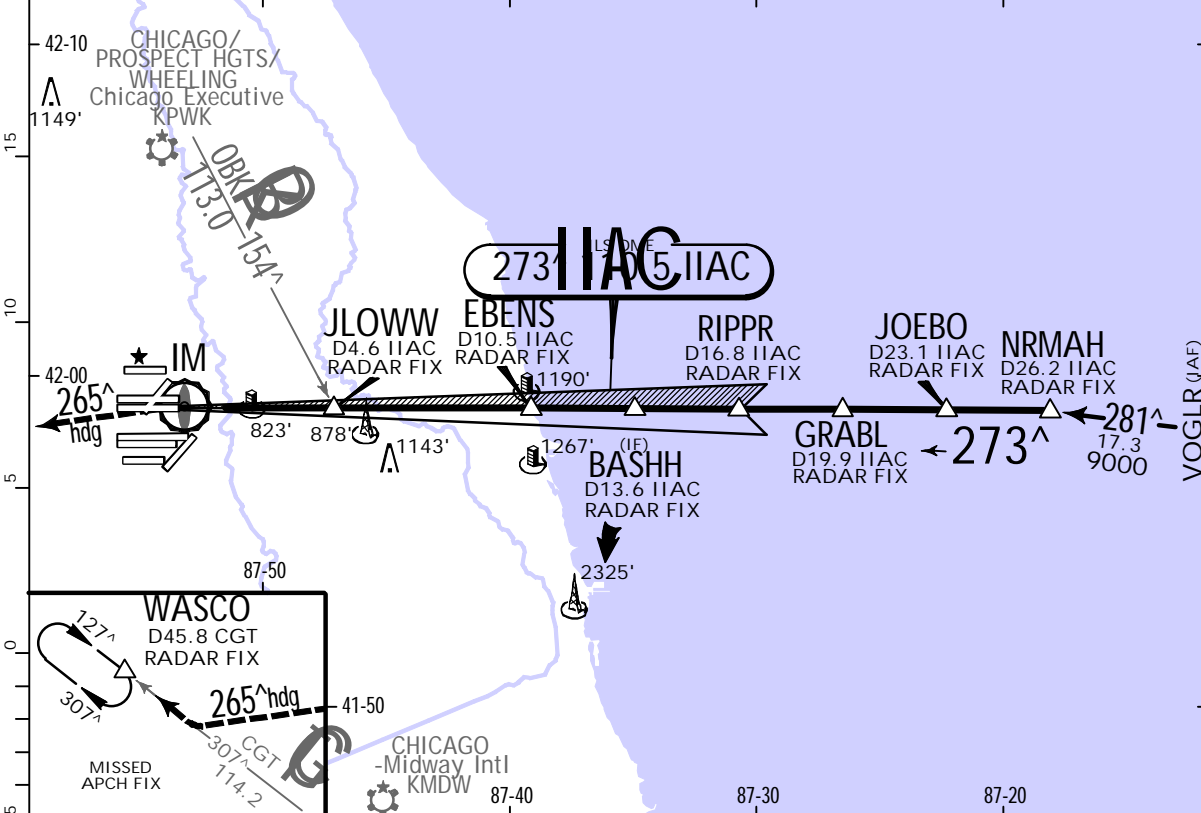


CHICAGO, ILL ILS Rwy 27L SA CAT I

CHICAGO O'HARE INTL .Eff.14.Jul.

21-12BB

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'								
<p>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').</p>								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1200'	4000'	265 [^]	CGT
GS	3.00 [^]	372	478	531	637	849	PAPI	↑	↑	hdg	114.2
											R-307

.TERPS. STRAIGHT-IN LANDING RWY 27L
1 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

30 OCT 20

(21-13)

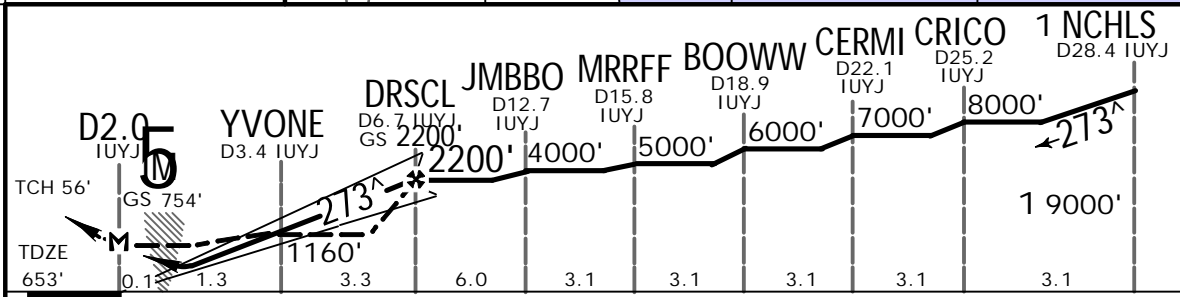
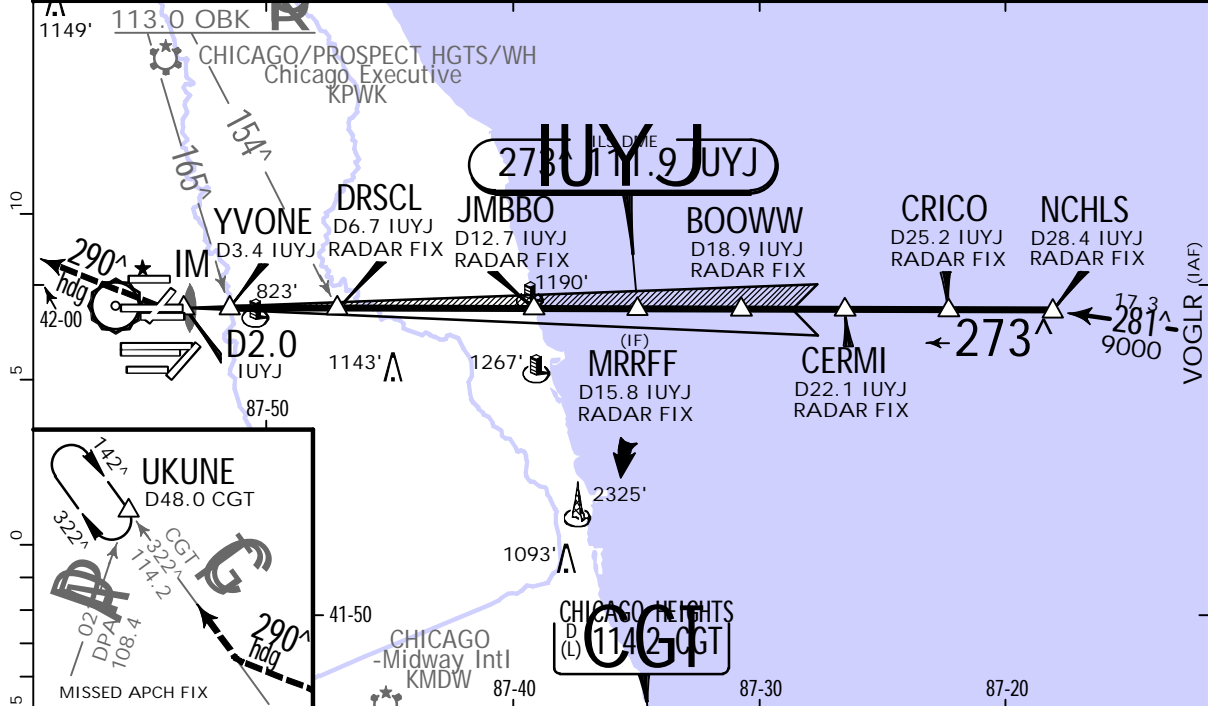
.Eff.5.Nov.



CHICAGO, ILL

ILS or LOC Rwy 27C

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 IUYJ	Final Apch Crs	DRSCL	ILS DA(H)	Apt Elev 680'				
111.9	273^	2200' (1547')	853' (200')	TDZE 653'				
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. Simultaneous approach authorized. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00^, TCH 75').								



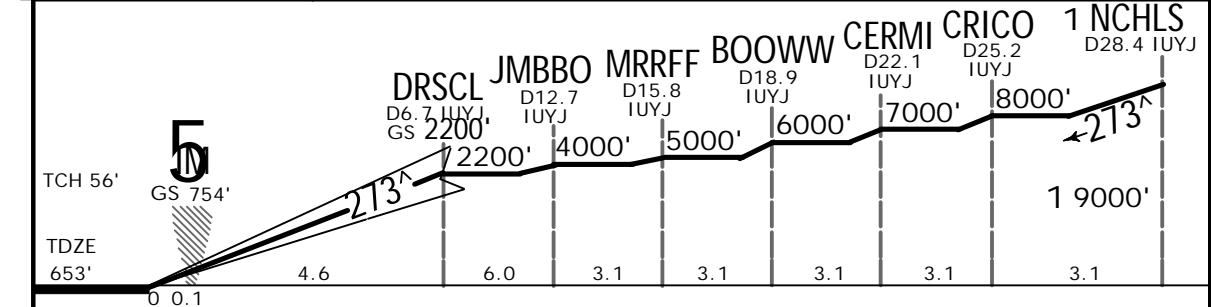
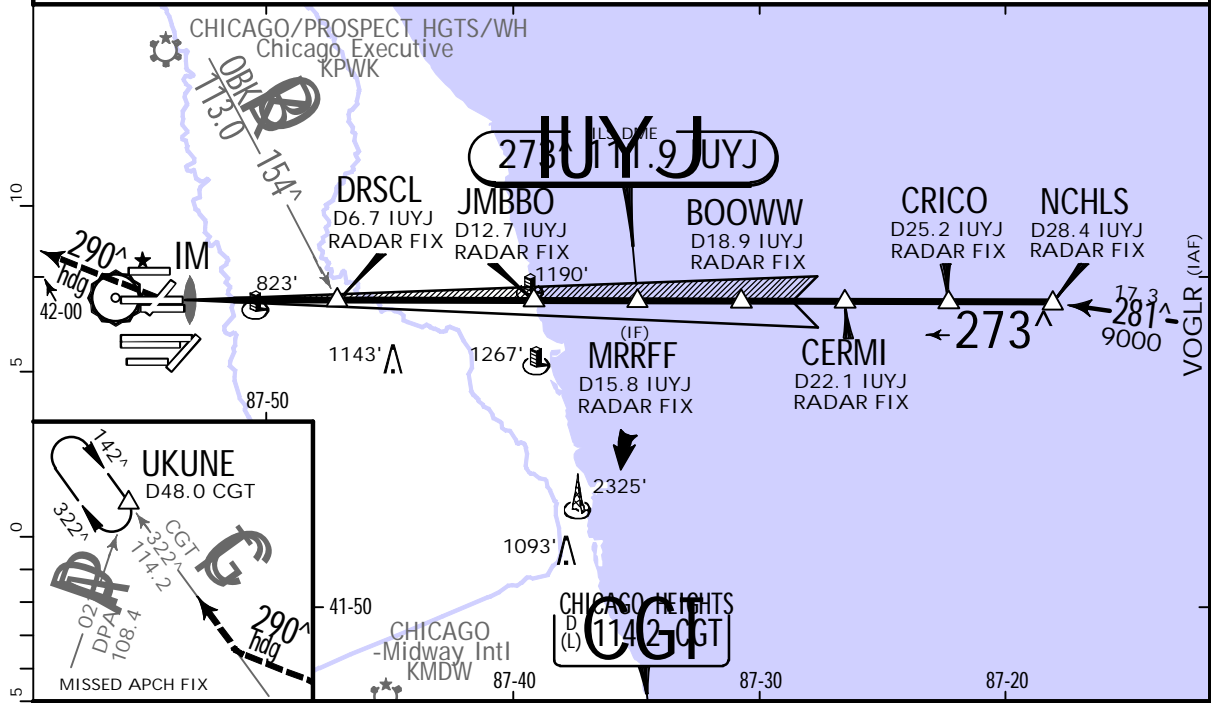
Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	4000'	290^	CGT
GS	3.00^	372	478	531	637	849	PAPI	↑	RT	hdg	114.2
MAP at D2.0 IUYJ or											R-322
DRSCL to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46				

.TERPS.			STRAIGHT-IN LANDING RWY 27C			LOC (GS out)		
ILS		MDA(H) 1080' (427')		MDA(H) 1160' (507')				
DA(H) 853' (200')		2 With YVONE		Without YVONE				
FULL	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								
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4			RVR 55 or 1		
D				RVR 40 or 3/4	RVR 60 or 1/4	1 3/8		
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

JEPPESEN CHICAGO, ILL
21-13AA ILS Rwy 27C CAT II & III
30 OCT 20 Eff. 5. Nov.

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			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="margin: 0;">3400</p> <p style="margin: 0; font-size: 0.8em;">MSA ARP</p>	
111.9	273 [^]	2200'(1547')						
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	743		849	↑	RT	on hdg

.TERPS.		STRAIGHT-IN LANDING RWY 27C	
CAT III ILS	CAT II ILS RA 108' DA(H) 753'(100')		
RVR 6	1 RVR 12		

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

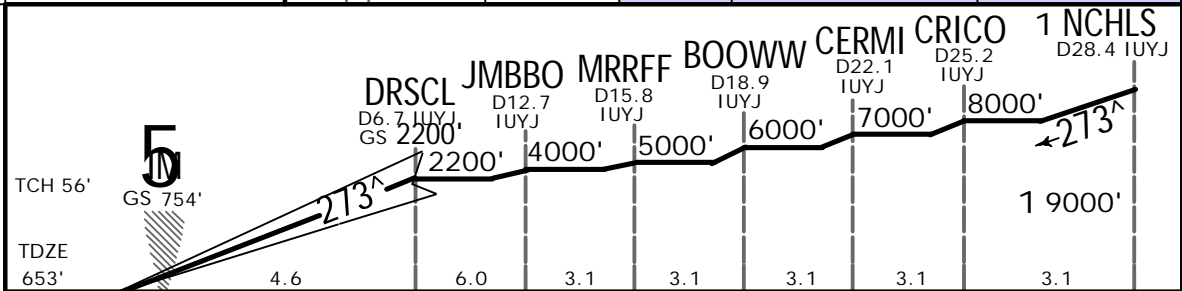
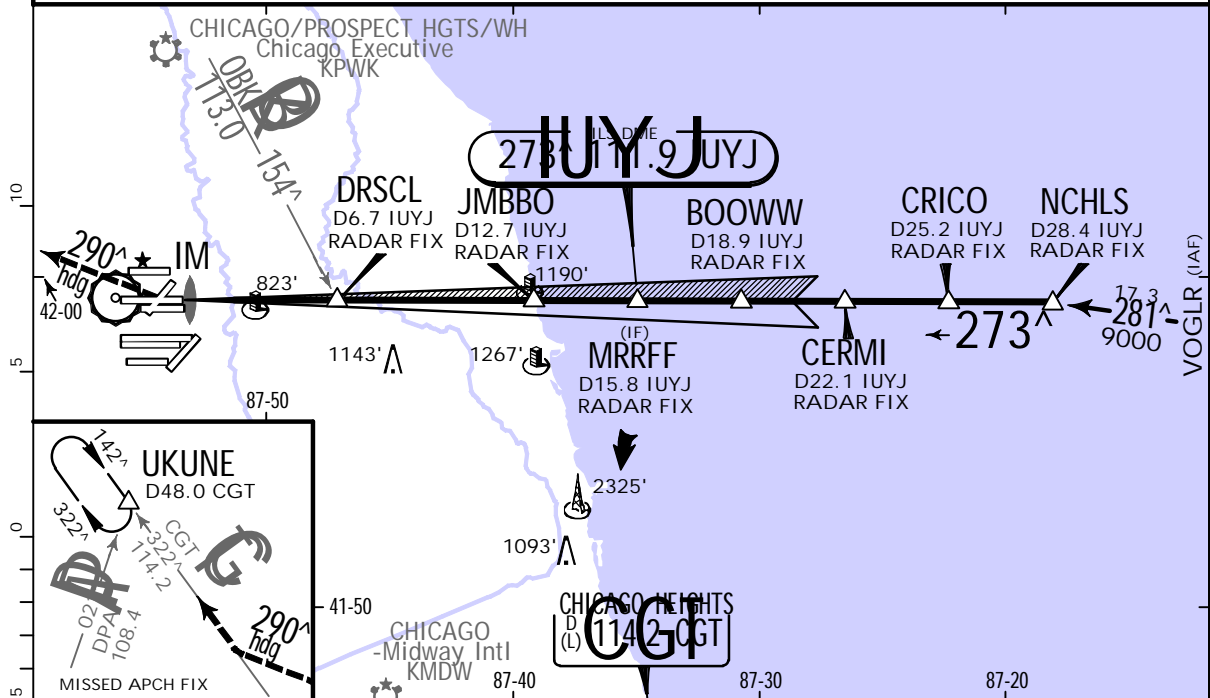
KORD/ORD

CHICAGO O'HARE INTL

30 OCT 20
Eff. 5 Nov. **JEPPESEN**
21-13BB

CHICAGO, ILL
ILS Rwy 27C 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 IUYJ 111.9	Final Apch Crs 273 [^]	DRSCL 2200' (1547')	SA CAT I ILS RA 158' DA(H) 803' (150')	Apt Elev 680'			
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.							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 75').								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 1100'	4000'	290 [^] on hdg	CGT and 114.2 R-322
GS	3.00 [^]	372	478	531	637	849				

.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 and use of HUD to DH.

KORD/ORD

CHICAGO O'HARE INTL

30 OCT 20

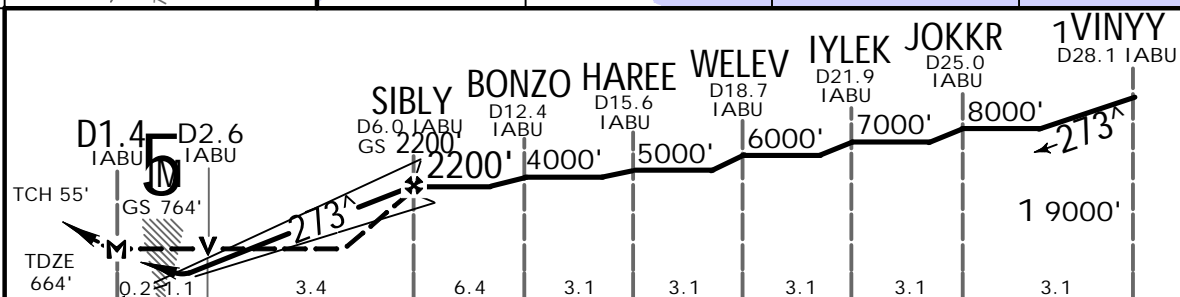
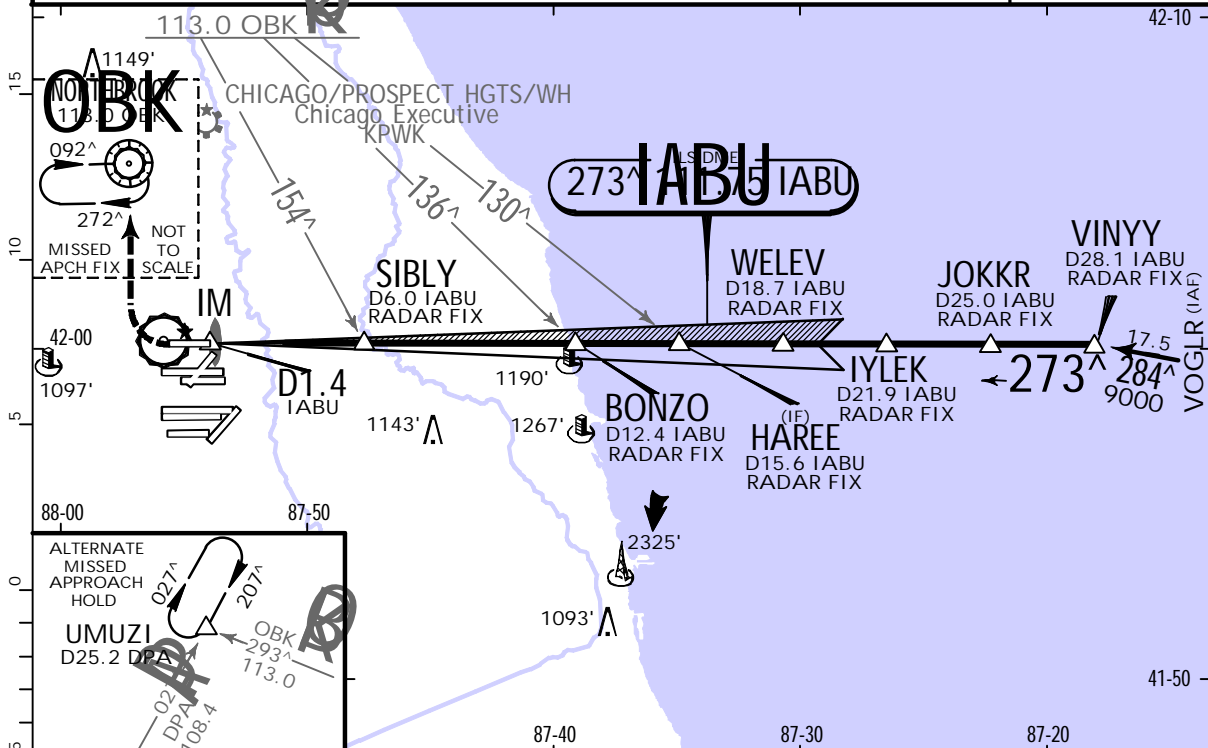
21-14 .Eff.5.Nov.



CHICAGO, ILL

ILS or LOC Rwy 27R

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)		Ground (Main)		Ground (South)			
124.125		121.9		134.15		118.05	
LOC IABU 111.75	Final Apch Crs 273 [^]	SIBLY 2200' (1536')	ILS DA(H) 864' (200')	Apt Elev 680'		TDZE 664'	3400
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.							MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	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		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				
D					RVR 45 or 7/8	1 3/8	
1 RVR 18 with Flight Director or Autopilot or HUD to DA.							

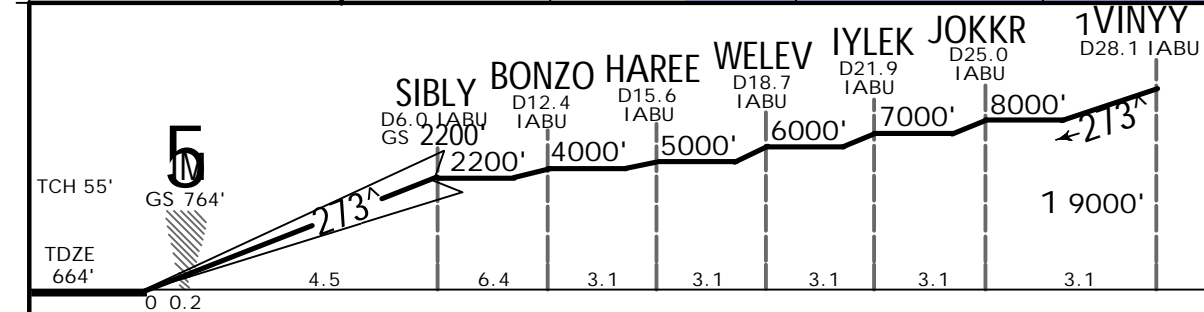
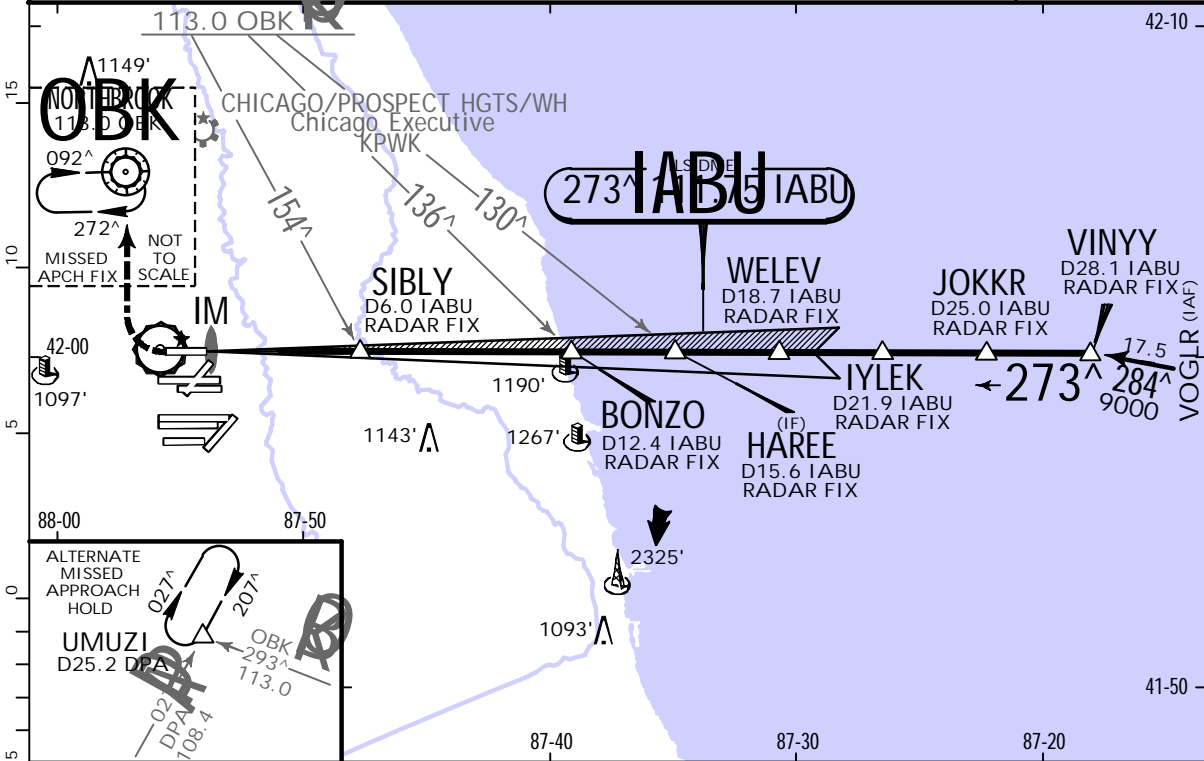
KORD/ORD

30 OCT 20
Eff. 5 Nov. **JEPPESSEN**

CHICAGO, ILL

CHICAGO O'HARE INTL. **21-14A** ILS Rwy 27R CAT II & III

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	Final Apch Crs 273 [^]	SIBLY 2200' (1536')	CAT III Refer to Minimums	CAT II RA 101' DA(H) 764' (100')	Apt Elev 680'	3400
	111.75					TDZE 664'	
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' direct OBK VOR and hold, continue climb-in-hold to 4000'.							MSA ARP
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' then 4000'	RT	OBK 113.0
GS	3.00 [^]	372	478	531	637	849				

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

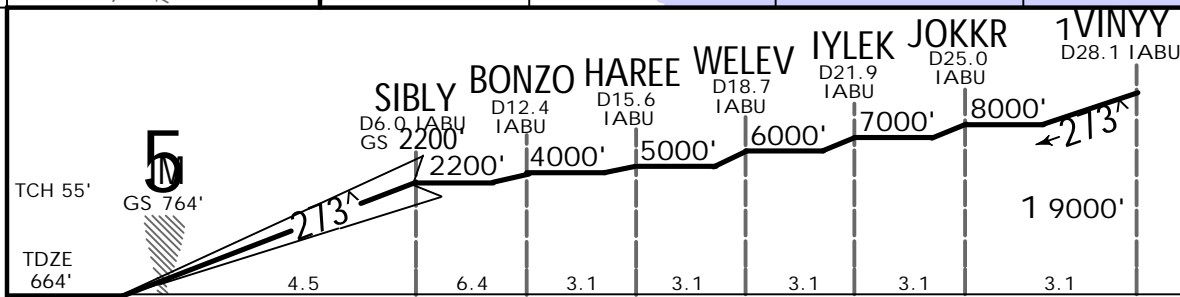
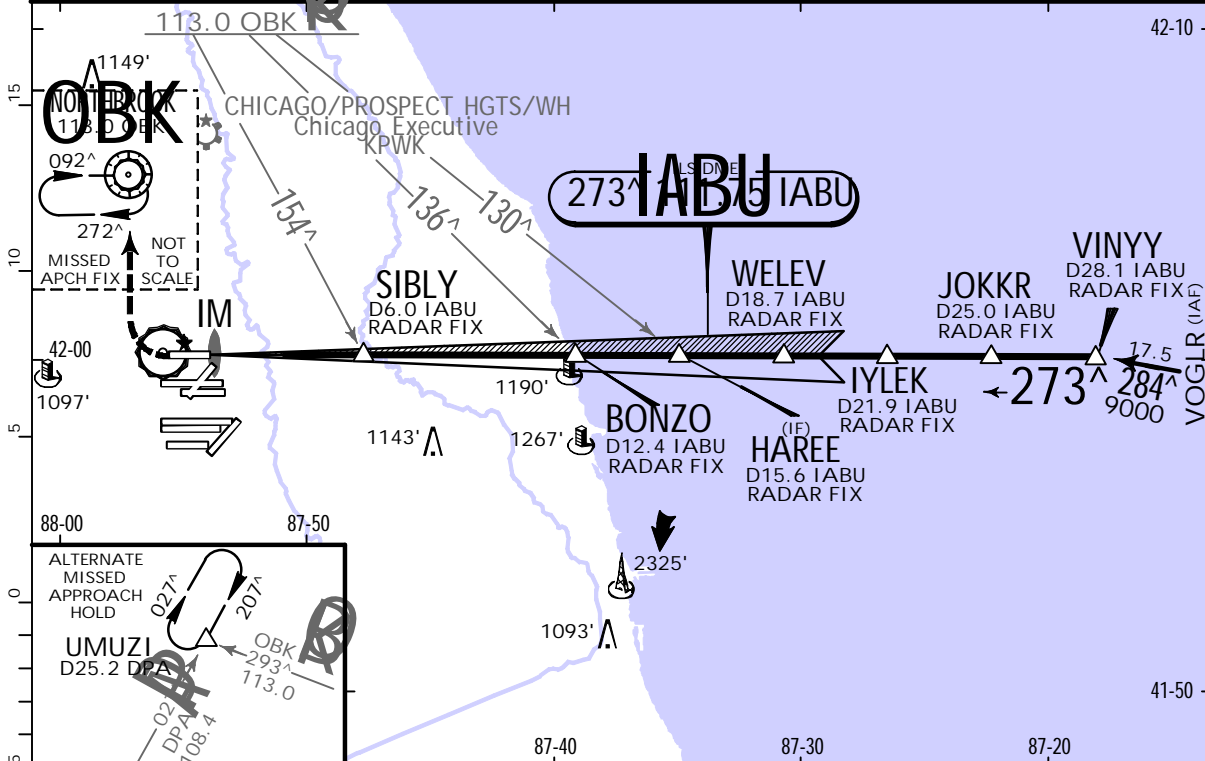
KORD/ORD

JEPPESSEN
30 OCT 20
Eff. 5 Nov. (21-14B)

CHICAGO, ILL

ILS Rwy 27R SA CAT I

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE Tower (North) Rwy 9L/27R 128.15	O'HARE Tower (Main) 120.75 121.15 126.9 132.7			O'HARE Tower (South) Rwy 10R/28L 133.0
Ground (North) 124.125		Ground (Main) Rwy 10C/28C 121.9 134.15		Ground (South) 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'		3400 MSA ARP
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.						
1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized.						



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

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

RVR 14

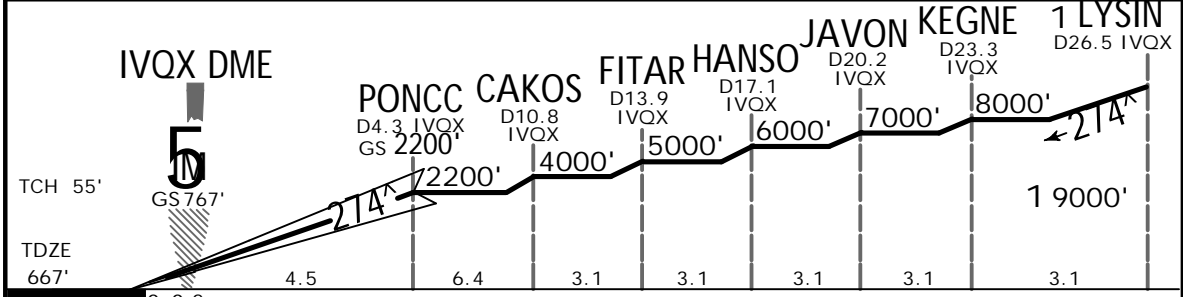
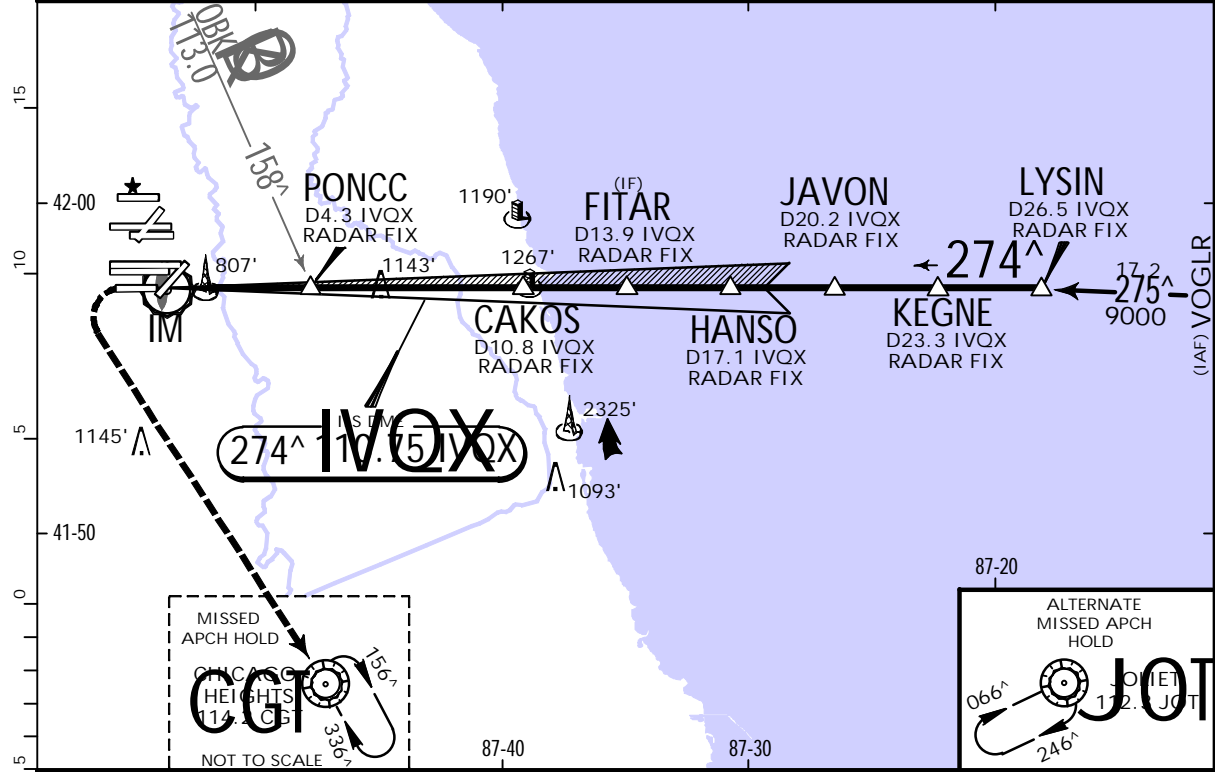
1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

KORD/ORD CHICAGO O'HARE INTL

JEPPESSEN
CHICAGO, ILL

30 OCT 20 Eff. 5 Nov. 21-15AA ILS Rwy 28L 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)			Ground (South)		
121.9		134.15		124.125			118.05
LOC IVOX	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;"></div> 3400 MSA ARP
110.75	274 [^]	2200' (1533')		767'(100')	TDZE 667'		
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' direct CGT VOR and hold.							
Ait 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	743		↑	← LT		

.TERPS. STRAIGHT-IN LANDING RWY 28L	
CAT III ILS	CAT II ILS RA 106' DA(H) 767'(100')
RVR 6	1 RVR 12

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.

TERPS AMEND OB 3 JAN 2019

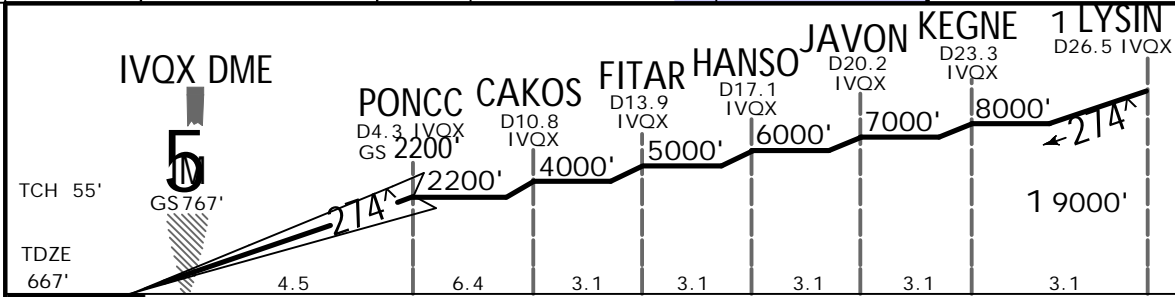
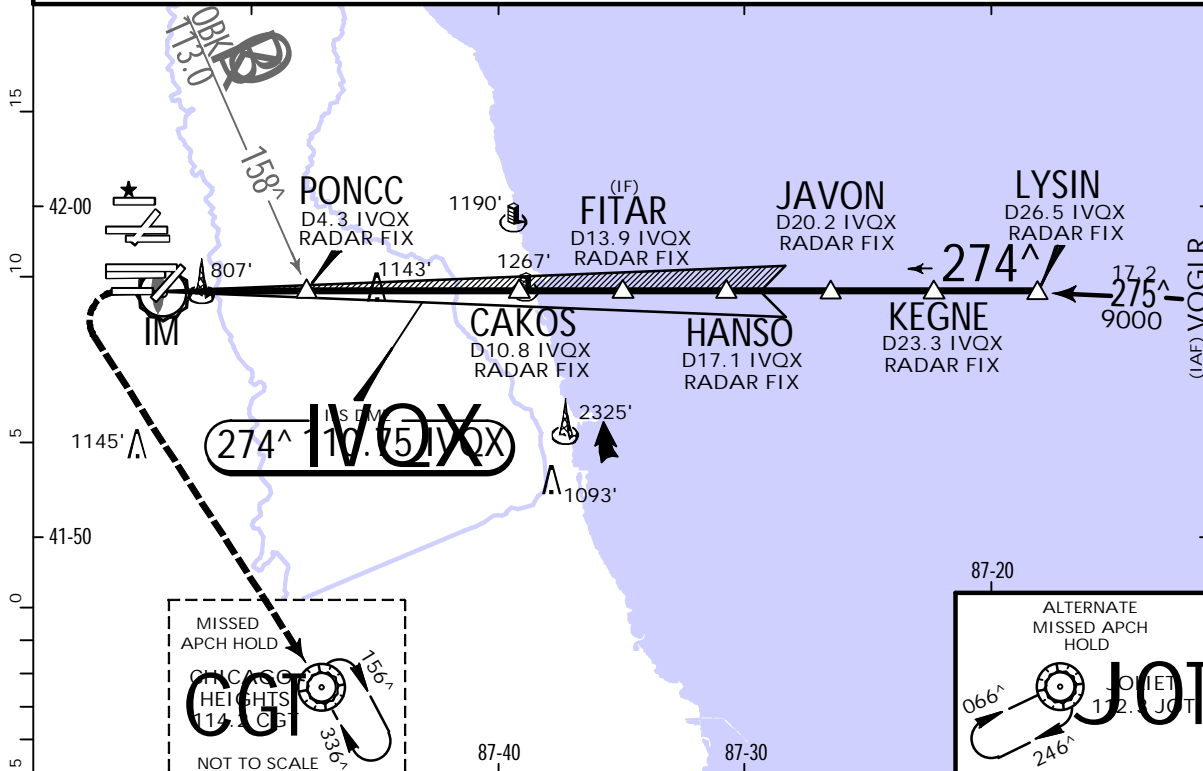
KORD/ORD

CHICAGO O'HARE INTL

JEPPESSEN
30 OCT 20
Eff. 5 Nov. (21-15BB)

CHICAGO, ILL
ILS Rwy 28L 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)			Ground (South)		
121.9		124.125			118.05		
LOC IVOX	Final Apch Crs	PONCC	SA CAT I ILS RA 157	Apt Elev 680'	3400		
110.75	274^	2200' (1533')	DA(H) 817' (150')	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 & 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 RWY 28L
1 SA CAT I ILS
RA 157'
DA(H) 817' (150')

RVR 14

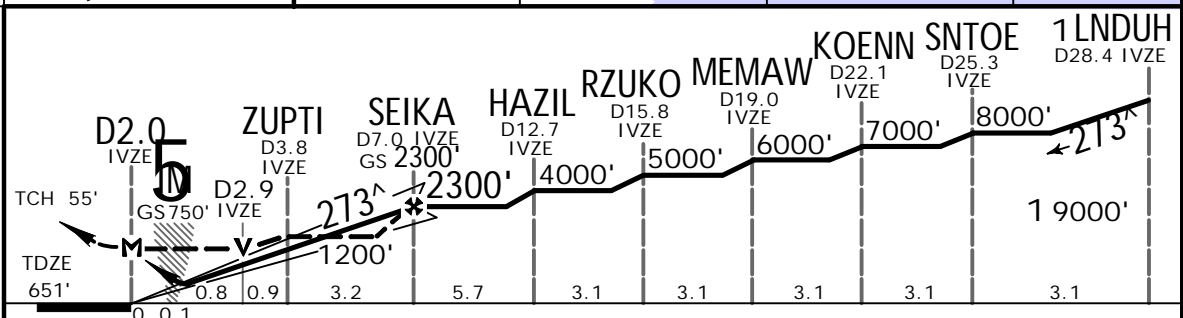
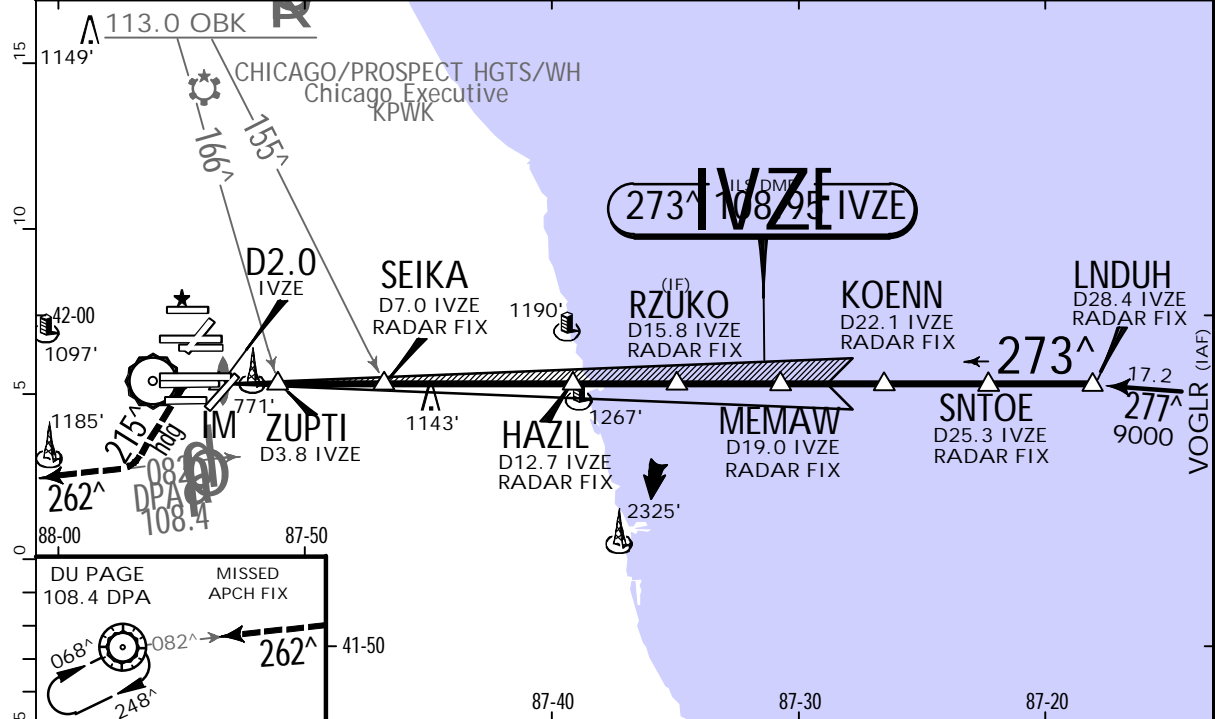
1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND OB 3 JAN 2019

KORD/ORD CHICAGO O'HARE INTL

30 OCT 20 21-16 .Eff.5.Nov. **CHICAGO, ILL** ILS or LOC 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		
LOC IVZE 108.95	Final Apch Crs 273 [^]	SEIKA 2300' (1649')	ILS DA(H) 851' (200')	Apt Elev 680'		<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto;"></div> <p>3400</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.				TDZE 651'			
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' ← on 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		

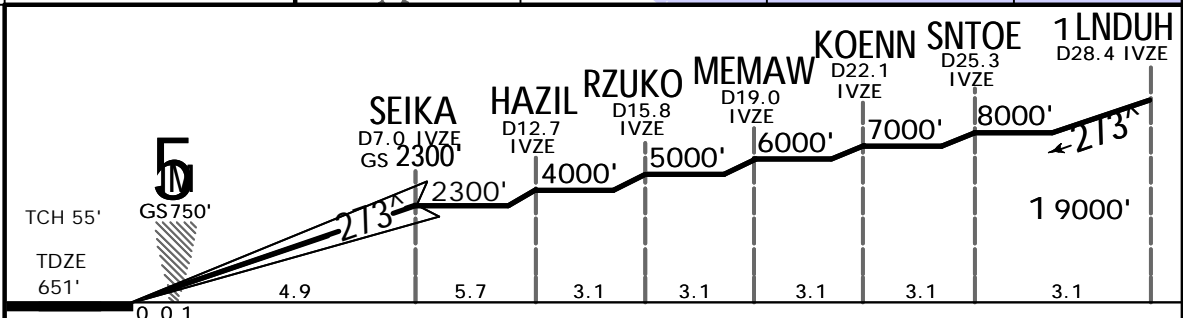
.TERPS. STRAIGHT-IN LANDING RWY 28C						
ILS			LOC (GS out)			
DA(H) 851' (200')			MDA(H) 1040' (389')		MDA(H) 1200' (549')	
			2 With ZUPTI		Without ZUPTI	
FULL	TDZ/CL out	ALS out	ALS out		ALS out	
A	1		RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4			
C			RVR 35 or 5/8	RVR 60 or 1/4	RVR 60 or 1/4	1 3/4
D						
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

JEPPESSEN
CHICAGO, ILL

30 OCT 20
21-16AA
ILS 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	
Ground (Main) Rwy 10C/28C		Ground (North)			Ground (South)			
134.15		121.9			124.125			118.05
LOC IVZE	Final Apch Crs	SEIKA		CAT III	CAT II	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')		Refer to Minimums	RA 105' DA(H) 751' (100')	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'			
<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 80').</p>								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">1100'</div> <div style="text-align: center;">4000'</div> <div style="text-align: center;">215[^] hdg</div> <div style="text-align: center;">DPA 108.4 R-082</div> </div>
GS	3.00 [^]	372	478	531	637	743	

.TERPS. STRAIGHT-IN LANDING RWY 28C	
CAT III ILS	CAT II ILS RA 105' DA(H) 751' (100')
RVR 6	1 RVR 12

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.

TERPS AMEND 2A 3 JAN 2019

KORD/ORD

CHICAGO O'HARE INTL

30 OCT 20
Eff. 5. Nov.

JEPPESEN

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		124.125		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'			
<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>							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.							
<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>							



TCH 55'	GS 750'	SEIKA	HAZIL	RZUKO	MEMAW	KOENN	SNTOE	LNDUH
		D7.0 IVZE GS 2300'	D12.7 IVZE	D15.8 IVZE	D19.0 IVZE	D22.1 IVZE	D25.3 IVZE	D28.4 IVZE
TDZE 651'		2300'	4000'	5000'	6000'	7000'	8000'	9000'
		4.9	5.7	3.1	3.1	3.1	3.1	3.1

Gnd speed-Kts	70	90	100	120	140	160		1100'	4000'	215^	DPA 108.4 R-082
GS	3.00^	372	478	531	637	849					

.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.

TERPS AMEND 2A 3 JAN 2019

KORD/ORD



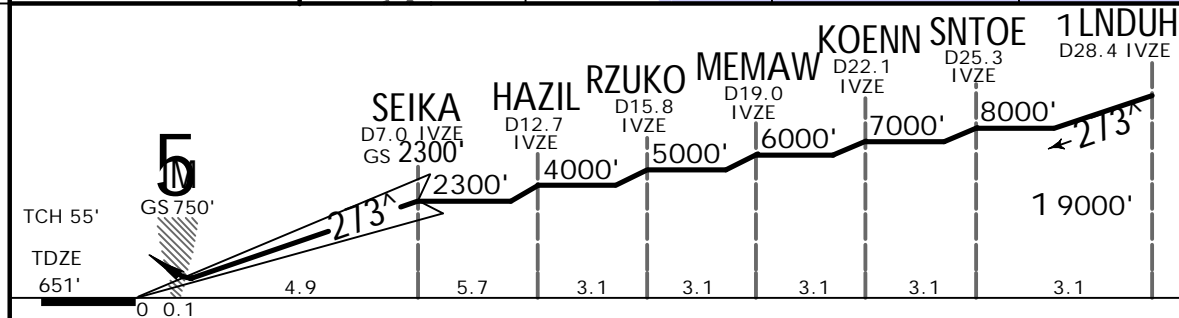
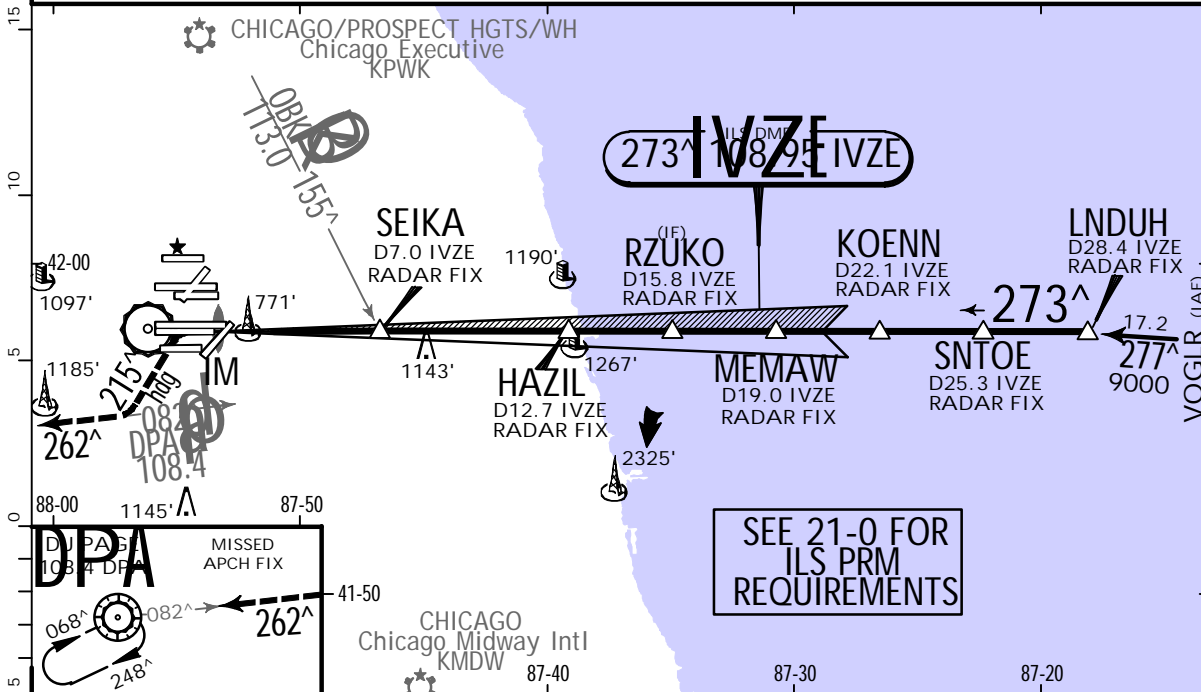
CHICAGO, ILL
ILS PRM Rwy 28C
 (SIMULTANEOUS CLOSE PARALLEL)

CHICAGO O'HARE INTL

30 OCT 20
 Eff. 5. Nov.

21-16CC

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
Ground (Main)		Ground (North)			Ground (South)		
Rwy 10C/28C		124.125			118.05		
LOC	Final	SEIKA	ILS	Apt Elev	3400		
IVZE	Apch Crs	2300' (1649')	DA(H)	680'			
108.95	273^		851' (200')	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. 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	ALSF-II		1100'	4000'	215^	DPA
GS	3.00^	372	478	531	637	849	PAPI		↑	←	hdg	108.4
												R-082

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

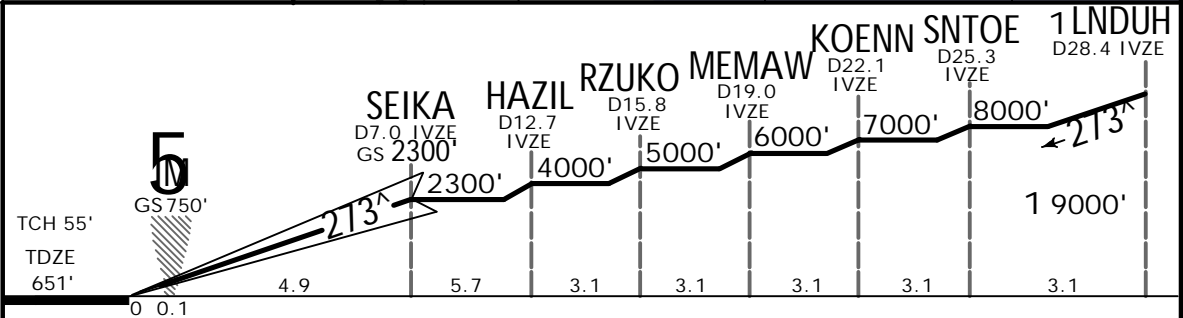
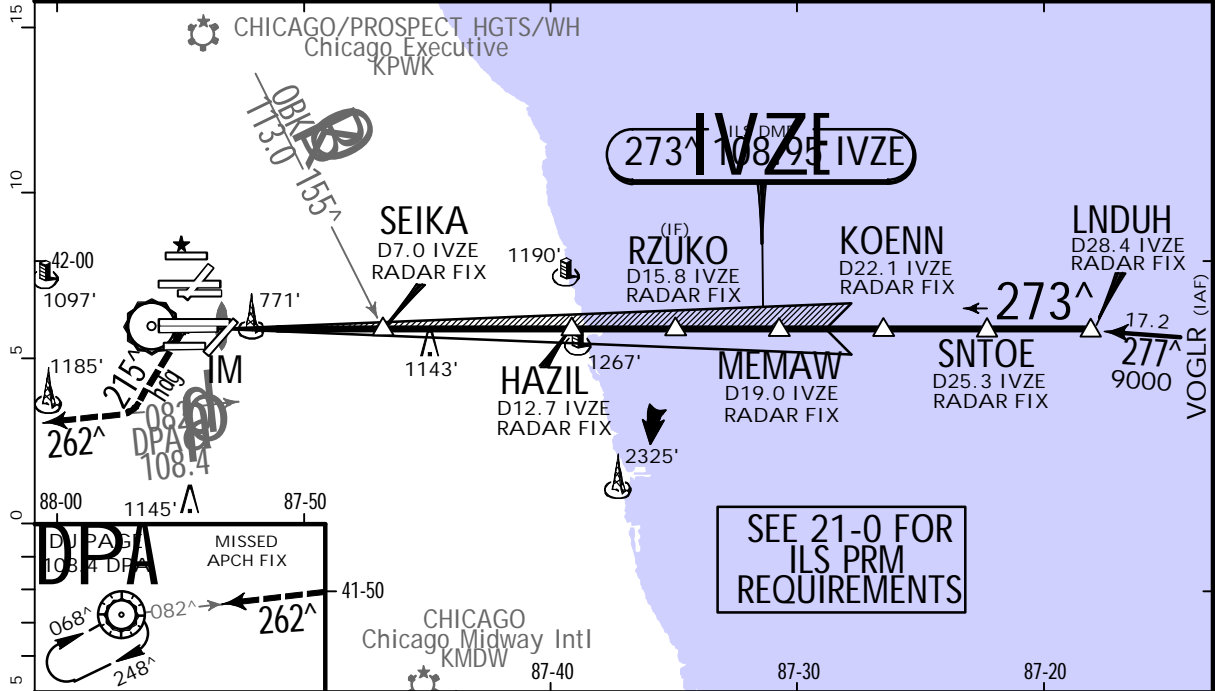
KORD/ORD

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

CHICAGO, ILL
(SIMULTANEOUS CLOSE PARALLEL)

CHICAGO O'HARE INTL

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)				Ground (South)	
134.15		121.9				118.05	
LOC IVZE	Final Apch Crs	SEIKA	CAT III Refer to Minimums	CAT II RA 105'	Apt Elev 680'	3400 MSA ARP	
108.95	273 [^]	2300' (1649')		DA(H) 751' (100')	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. 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 AII 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 [^]	DPA
Gs	3.00 [^]	372	478	531	637	849		↑	←	on	hdg
											R-082

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

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. | JEPPESEN, 2016, 2020. ALL RIGHTS RESERVED.

KORD/ORD



CHICAGO, ILL

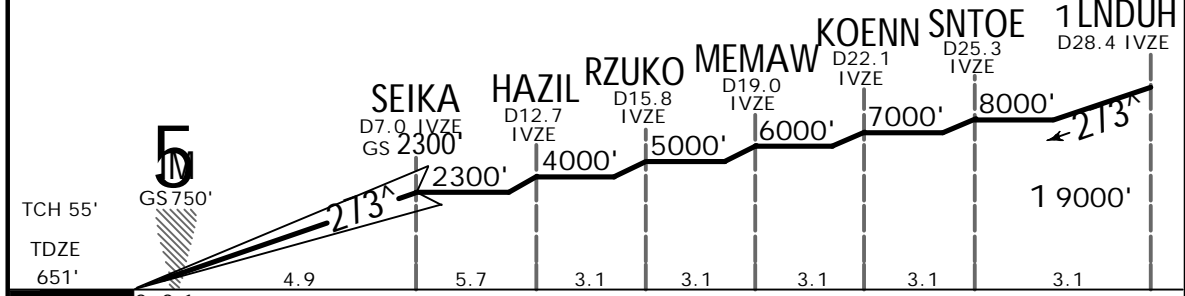
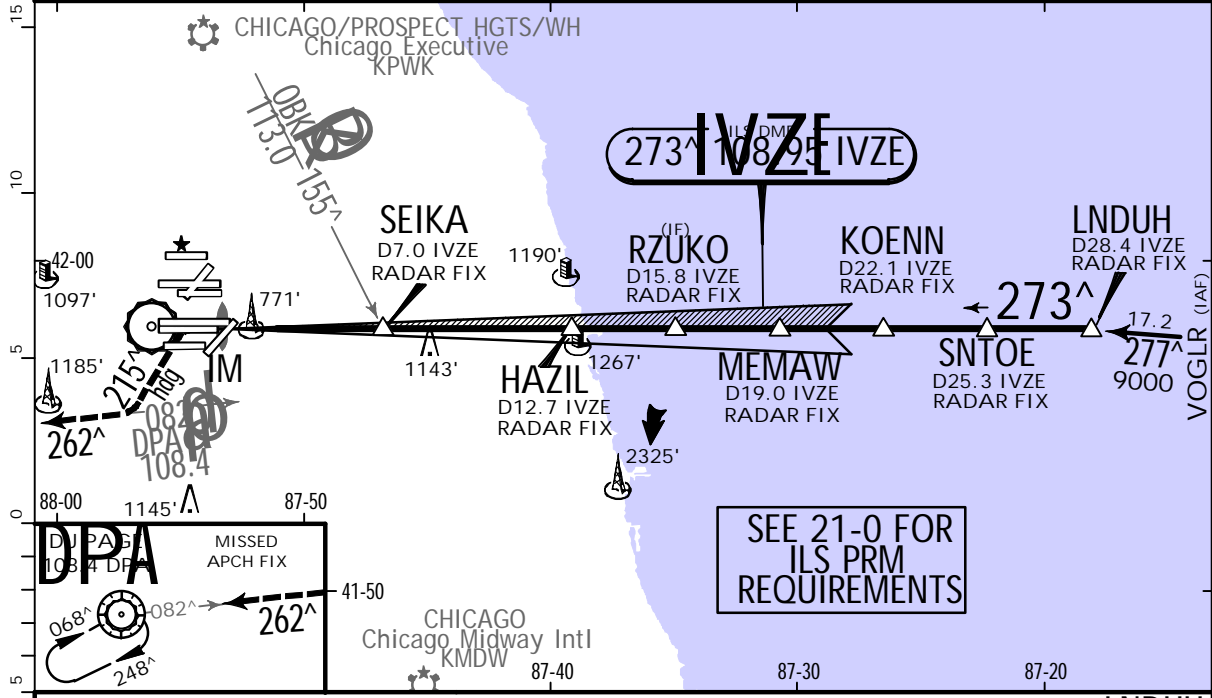
CHICAGO O'HARE INTL

30 OCT 20
Eff. 5 Nov.

21-16EE

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

D-ATIS 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) 121.9		Ground (South) 124.125		118.05	
LOC IVZE 108.95	Final Apch Crs 273^	SEIKA 2300' (1649')	SA CAT I ILS RA 155' DA(H) 801' (150')	Apt Elev 680'	TDZE 651'	3400 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 PAPI	1100'	4000'	215^ on hdg	DPA 108.4 R-082
GS	372	478	531	637	743	849					

.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.
CHANGES: Re-indexed, apt name, chart format. JEPPESEN, 2016, 2020. ALL RIGHTS RESERVED.

TERPS AMEND 1A 3 JAN 2019

BRIEFING STRIP™

VOGLR (IAF)

KORD/ORD



CHICAGO, ILL

CHICAGO O'HARE INTL

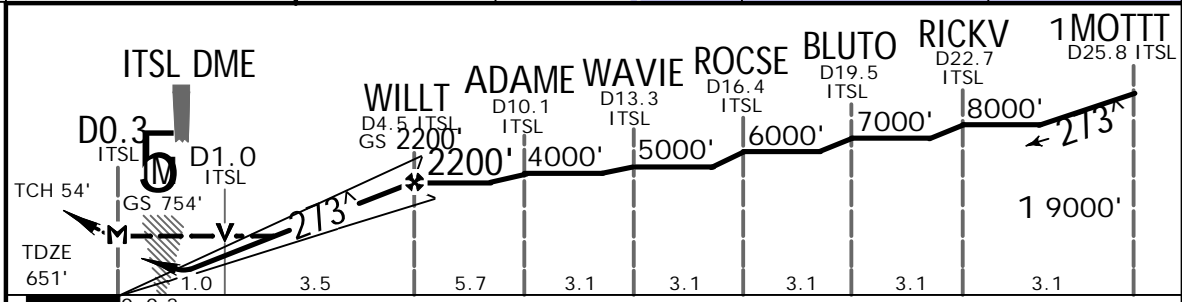
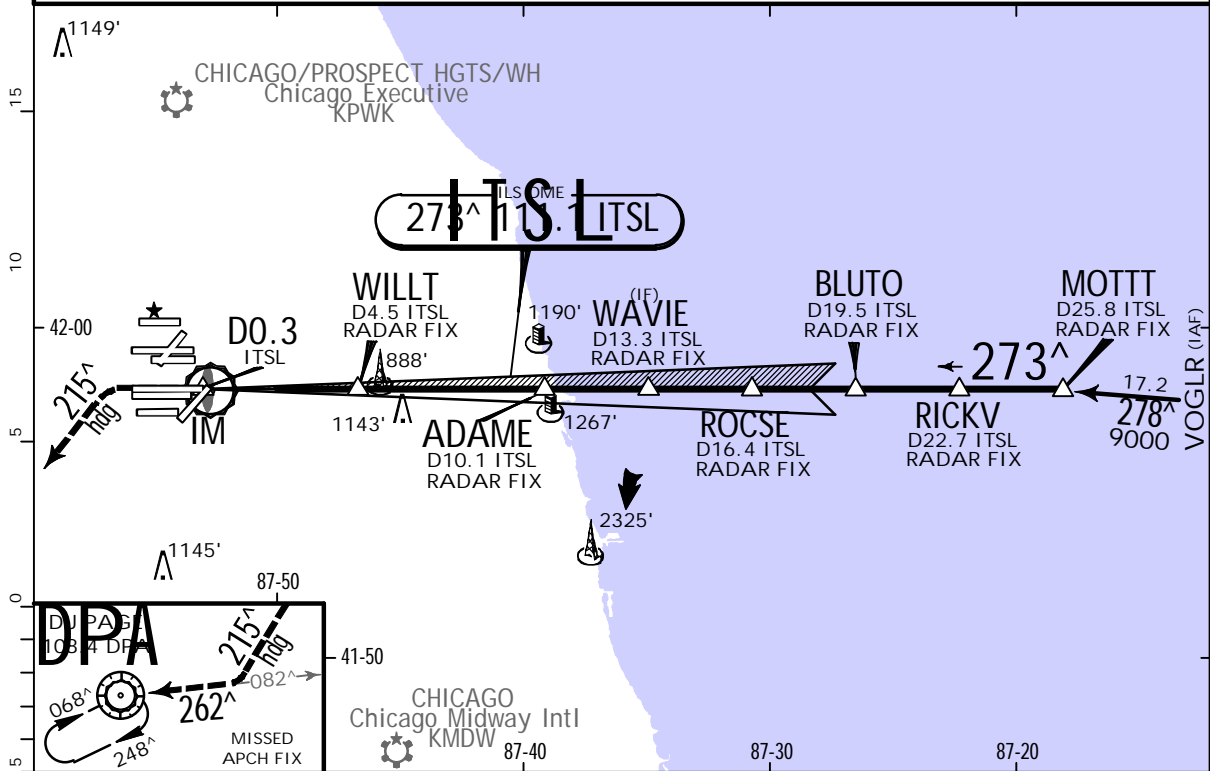
30 OCT 20

21-17

.Eff.5.Nov.

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		124.125			118.05		
LOC ITSL	Final Apch Crs	WILLT	ILS DA(H)	Apt Elev 680'		3400 MSA ARP	
111.1	273 [^]	2200' (1549')	851' (200')	TDZE 651'			
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' on heading 215 [^] and inbound DPA VOR R-082 to DPA VOR and hold.							
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	ALSFI-II PAPI	1100'	4000'	215 [^] hdg	DPA 108.4 R-082
GS	3.00 [^]	372	478	531	637	849					
MAP at DO.3 ITSL or WILLT to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46				

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

KORD/ORD



CHICAGO, ILL

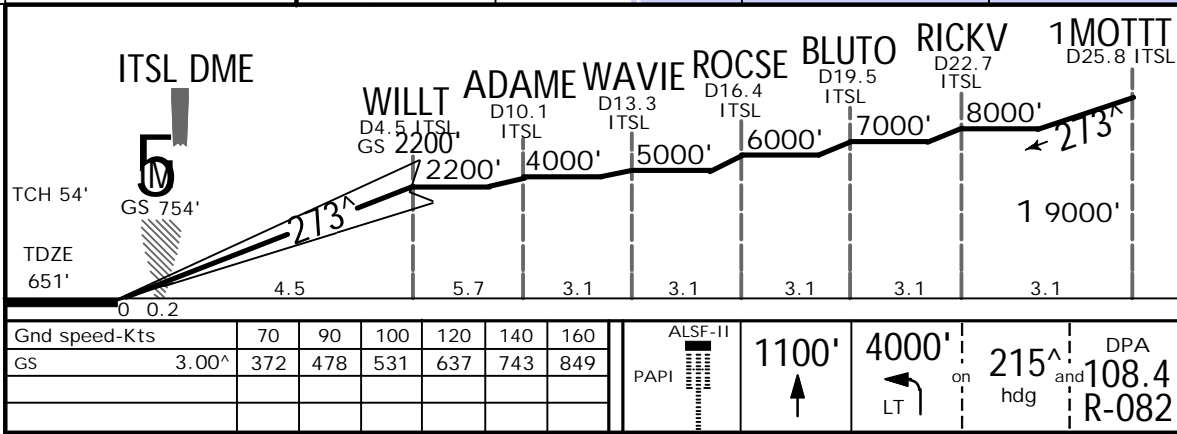
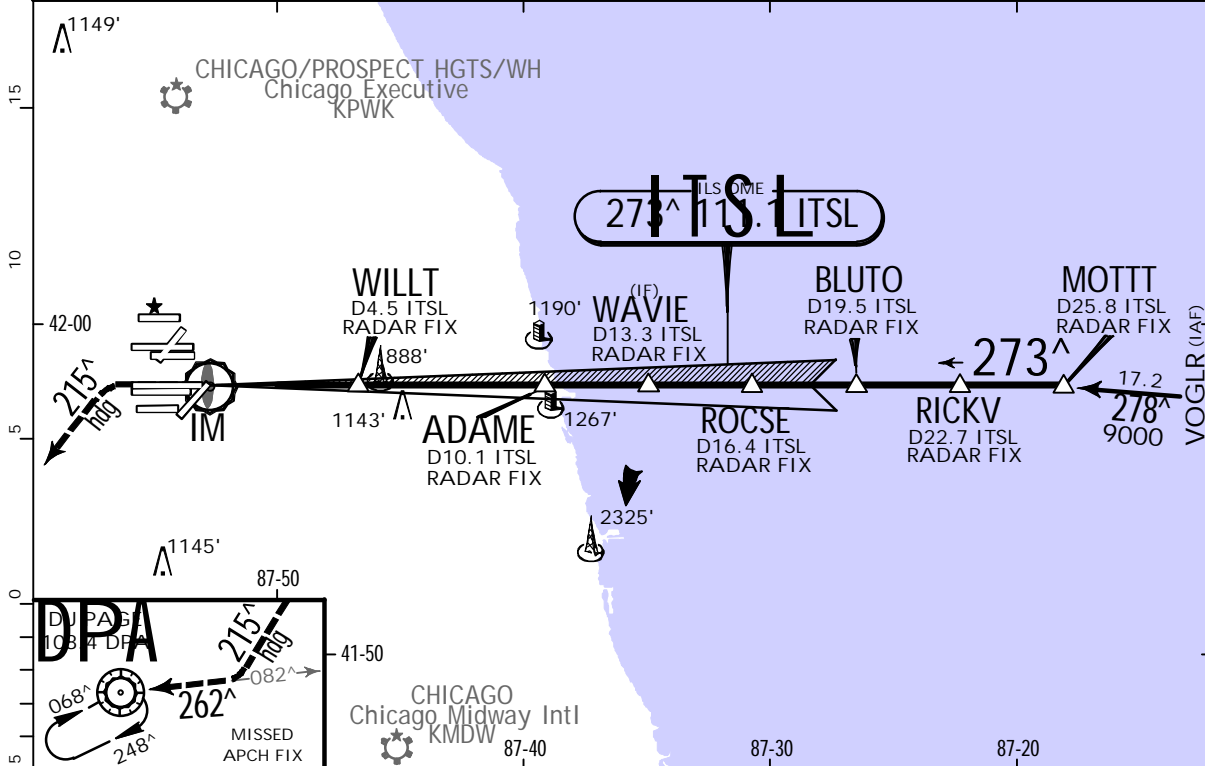
CHICAGO O'HARE INTL

30 OCT 20
Eff. 5 Nov.

21-17A

ILS Rwy 28R 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)			Ground (South)		
121.9		134.15		124.125		118.05	
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 [^] on hdg	DPA 108.4 R-082
GS		3.00 [^]	372	478	531	637	849					
.TERPS. STRAIGHT-IN LANDING RWY 28R												
CAT III ILS						CAT II ILS RA 97' DA(H) 751'(100')						
RVR 6						RVR 12						

TERPS AMEND 18B 3 JAN 2019

KORD/ORD

CHICAGO O'HARE INTL

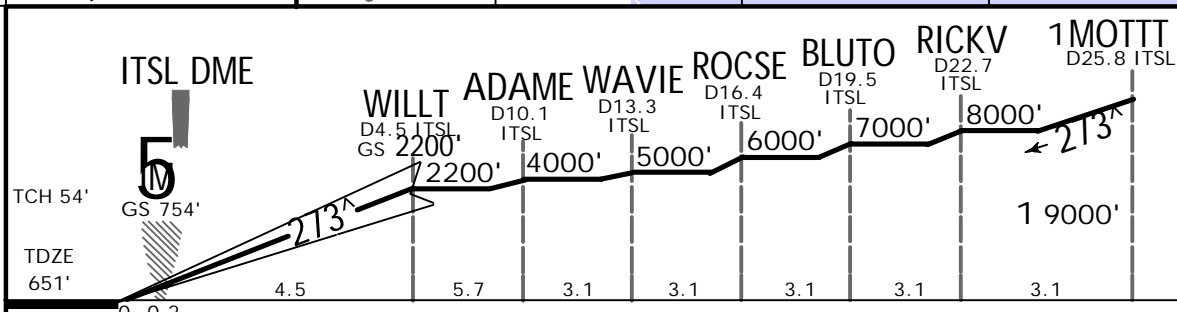
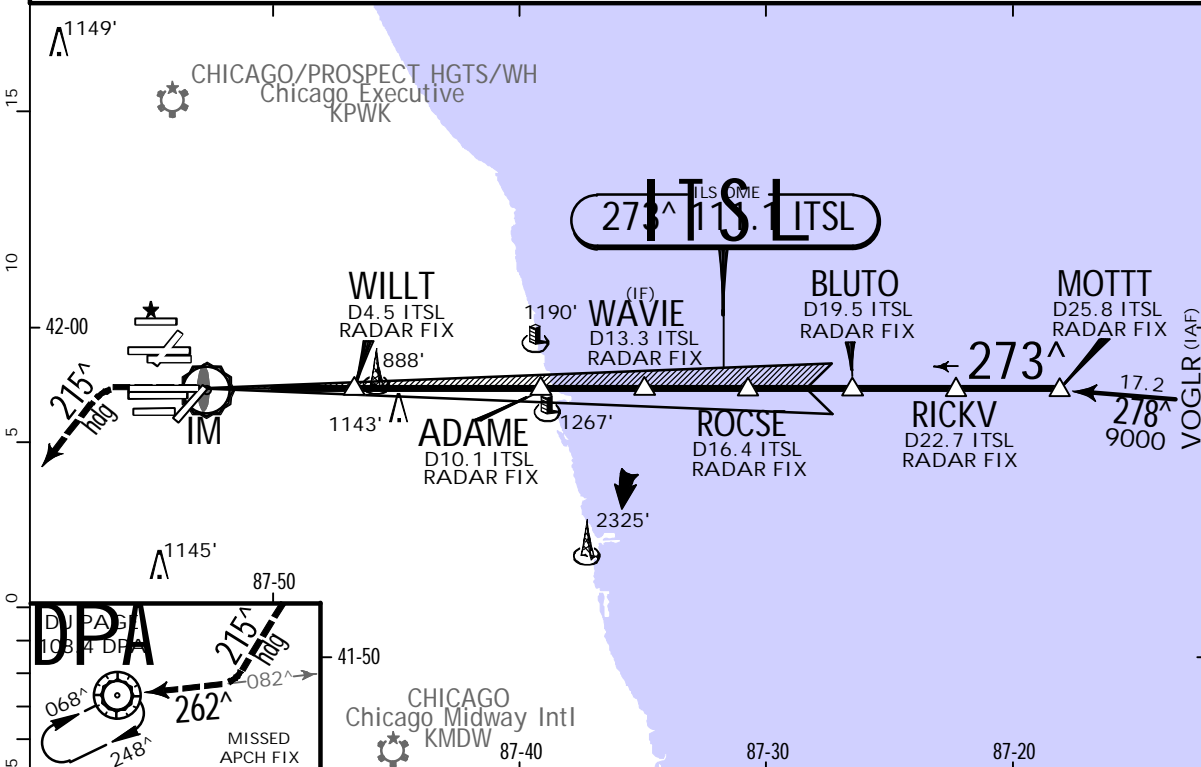
30 OCT 20
Eff. 5. Nov.

JEPPESEN

(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	Final Apch Crs	WILLT	SA CAT I ILS RA 161		Apt Elev 680'		
111.1	273^	2200' (1549')	801' (150')		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.							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 70').							



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

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

RVR 14

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

KORD/ORD



 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 Rwy 10C, 28C

RNAV (GPS) PRM Y Rwy 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.

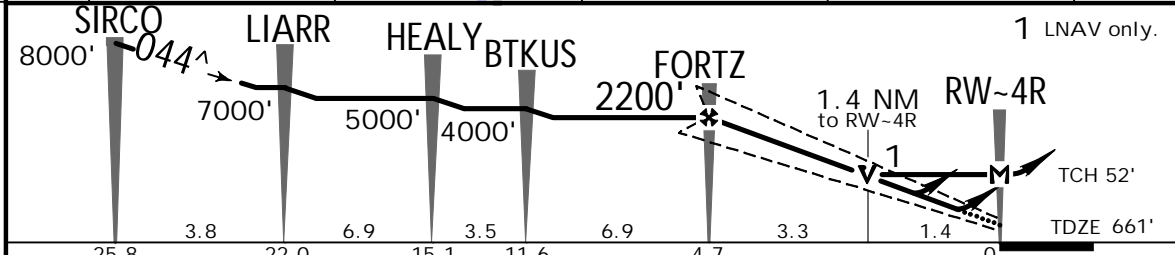
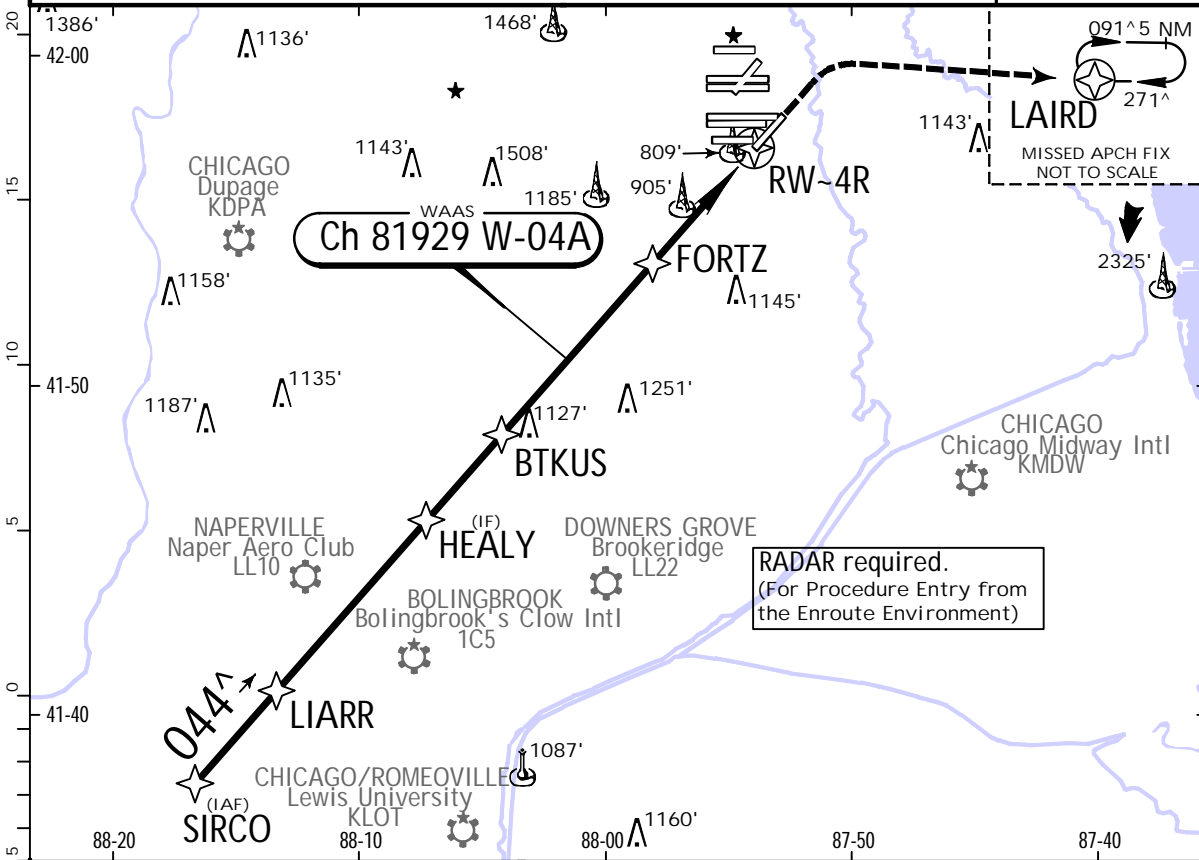
KORD/ORD

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		
Ch 81929 W-04A	Final Apch Crs 044 [^]	FORTZ 2200' (1539')	LPV DA(H) 861' (200')	Apt Elev 680' TDZE 661'		3400	
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' direct LAIRD and hold, continue climb-in-hold to 4000'.							MSA RW-4R
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	MALSR	1200'	4000'	LAIRD
Glide Path Angle	3.00 [^]	372	478	531	637	849	PAPI	↑	RT	→
MAP at RW-4R										

TERPS.		STRAIGHT-IN LANDING RWY 4R				CIRCLE-TO-LAND	
LPV DA(H) 861' (200')		LNAV/VNAV DA(H) 990' (329')		LNAV MDA(H) 1160' (499')		C	
TDZ/CL out RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		Max Kts MDA(H)	
A	RVR 18	RVR 24	RVR 40	RVR 32	RVR 60	90	1220' (540') - 1
B	or 1/2	or 1/2	or 3/4	or 5/8	or 1 1/4	120	1220' (540') - 1 1/2
C						140	1460' (780') - 2 1/2
D						165	

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

KORD/ORD



CHICAGO O'HARE INTL

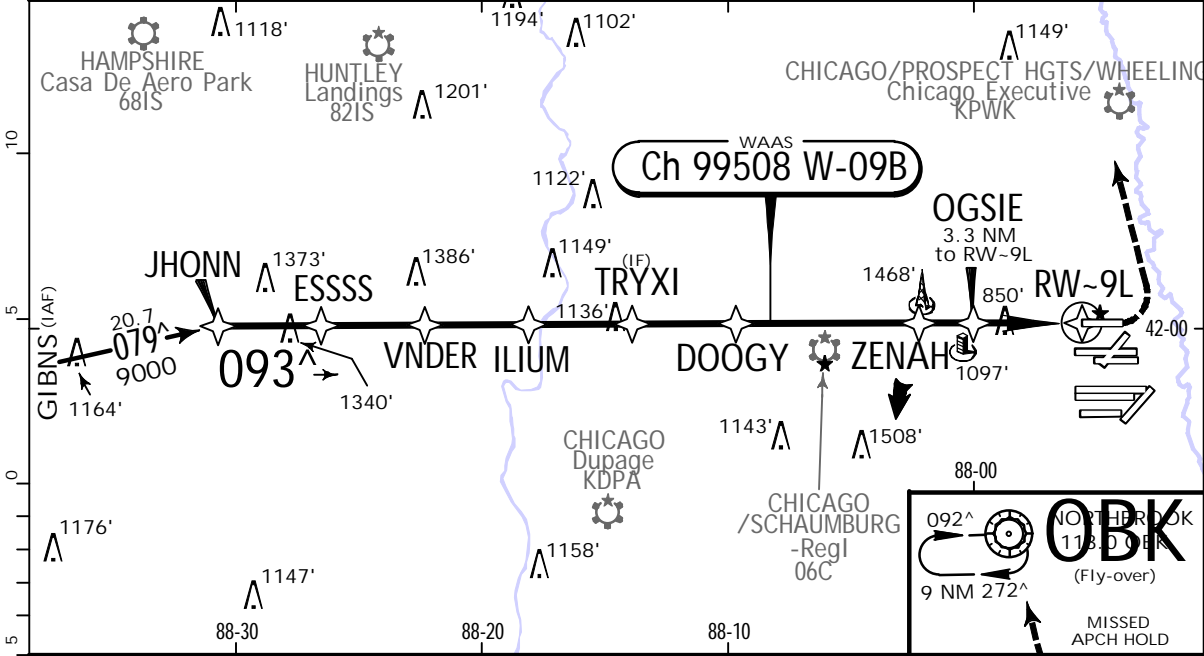
30 OCT 20

22-2

Eff. 5 Nov.

CHICAGO, ILL
RNAV (GPS) Rwy 9L

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE Tower (North) Rwy 9L/27R 128.15	O'HARE Tower (Main) 120.75 121.15 126.9 132.7			O'HARE Tower (South) Rwy 10R/28L 133.0
Ground (North) Rwy 9L/27R 124.125		Ground (Main) 121.9	Ground (Main) Rwy 10C/28C 134.15		Ground (South) 118.05	
WAAS Ch 99508 W-09B	Final Apch Crs 093 [^]	ZENAH 2300' (1632')	LPV DA(H) 868' (200')	Apt Elev 680'	TDZE 668'	
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct OBK VOR and hold, continue to climb-in-hold to 4000'.					3400 MSA RW-9L	
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 guidance required during simultaneous operations.						



2 JHONN	ESSSS	VNDER ILIUM	TRYXI	DOOGY	ZENAH	OGSIE	RW-9L
29000'	8000'	7000'	6000'	5000'	4000'	2300'	1760'
26.0	3.1	22.9	3.1	19.8	3.1	16.7	3.1
10.5	5.5	5.0	1.7	2.1	1.2	0	

Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	4000'	OBK	113.0
Glide Path Angle	3.00 [^]	372	478	531	637	743	849	↑	←	→	
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW-9L											

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

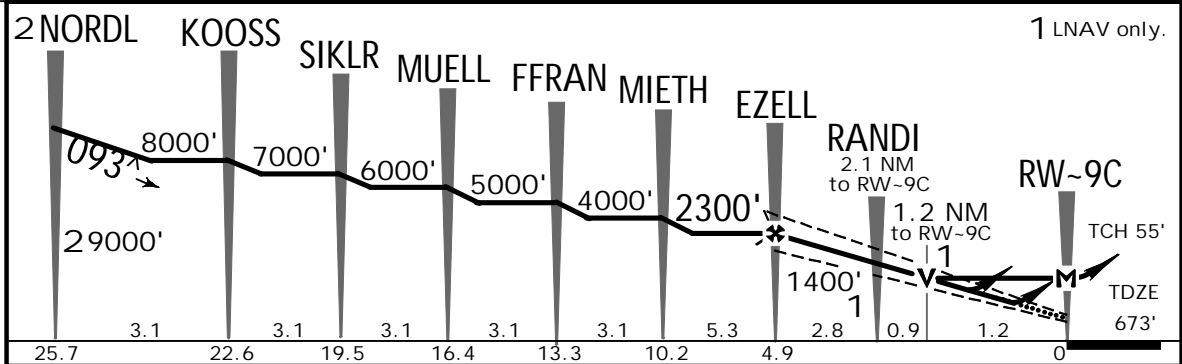
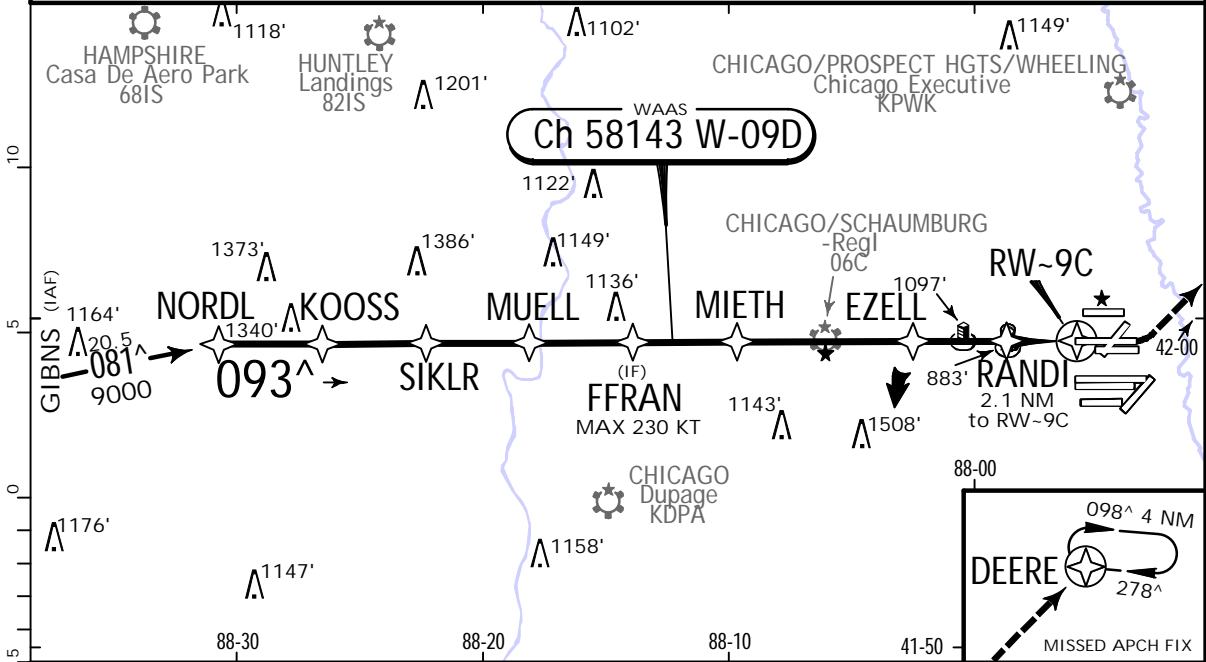
30 OCT 20

(22-3) .Eff.5.Nov.



CHICAGO, ILL
RNAV (GPS) Rwy 9C

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		
	WAAS Ch 58143 W-09D	Final Apch Crs 093 [^]	EZELL 2300' (1627')	LPV DA(H) 873' (200')	Apt Elev 680'	TDZE 673'	3400 MSA RW-9C	
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').								



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	1200'	4000'	D	DEERE
Glide Path Angle	372	478	531	637	743	849					
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW-9C											

.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	RAIL/ALS out		RAIL/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 24 or 1/2	RVR 45 or 7/8				RVR 50 or 1	
D											1 3/8
1 RVR 18 with Flight Director or Autopilot or HUD to DA.											

TERPS AMEND 0. 5 NOV 2020

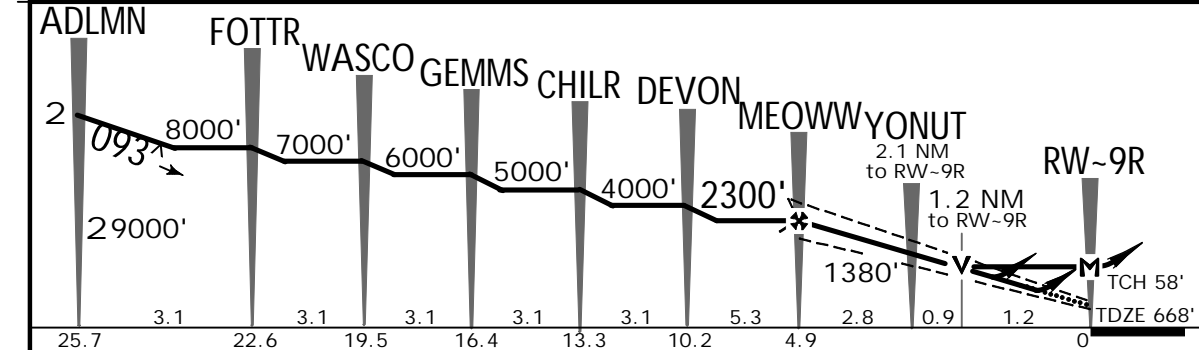
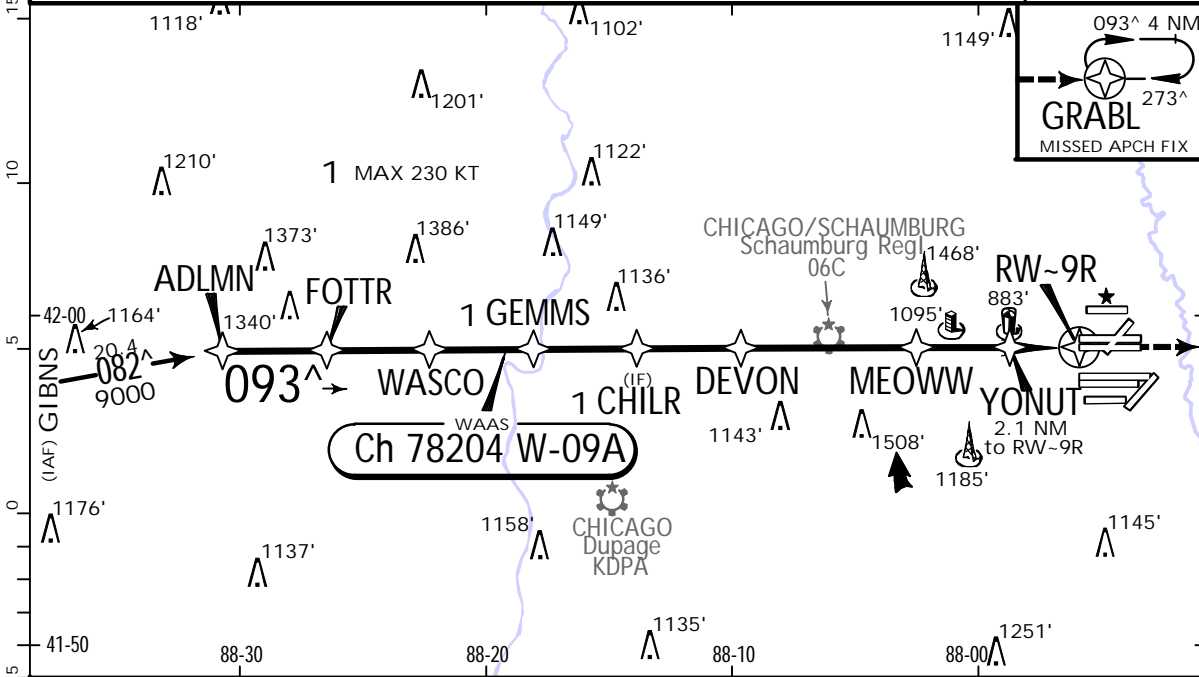
KORD/ORD

CHICAGO O'HARE INTL

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'	
MISSED APCH: Climb to 4000' direct GRABL and hold.							3400 MSA RW-9R	
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 83').								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 4000'	D → GRABL
Glide Path Angle	3.00 [^]	372	478	531	637	849		
MAP at RW-9R								

TERPS.								STRAIGHT-IN LANDING RWY 9R			
LPV		LNAV/VNAV		LNAV							
DA(H) 868' (200')		DA(H) 976' (308')		MDA(H) 1140' (472')							
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 24 or 1/2	RVR 45 or 7/8			RVR 50 or 1	1 3/8		
C	or 1/2										
D											
1 RVR 18 with Flight Director or Autopilot or HUD to DA.											

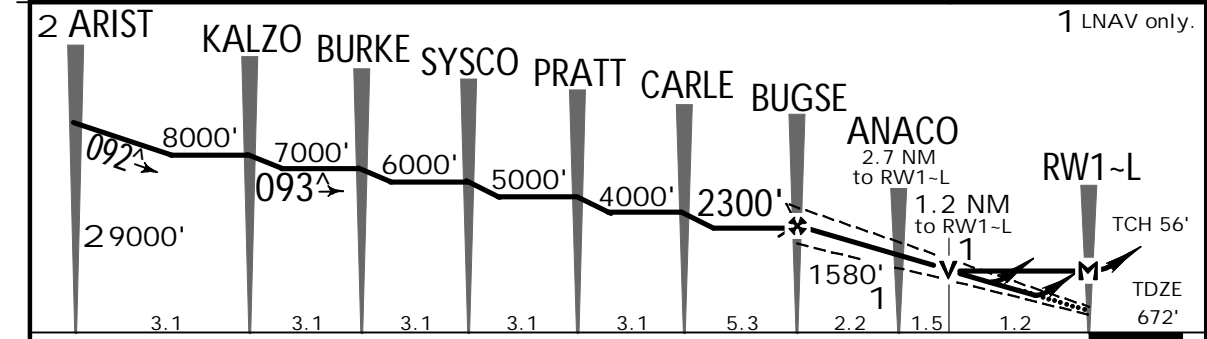
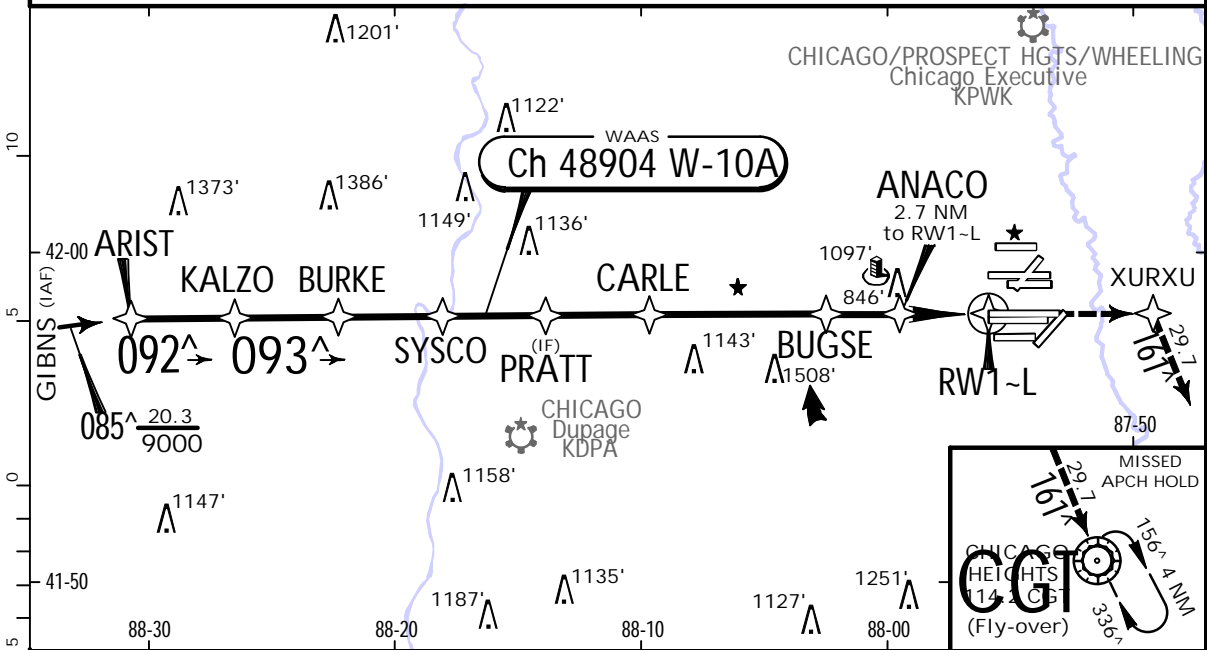
KORD/ORD

CHICAGO O'HARE INTL

JEPPESSEN 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	134.15	124.125			118.05		
	WAAS Ch 48904 W-10A	Final Apch Crs 093 [^]	BUGSE 2300' (1628')	LPV DA(H) 872' (200')	Apt Elev 680'	MSA RW1-L 3400		
	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').							



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II 4000'	PAPI	XURXU
Glide Path Angle	3.00 [^]	372	478	531	637	849			
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW1-L									

.TERPS. STRAIGHT-IN LANDING RWY 10L									
LPV DA(H) 872' (200')			LNAV/VNAV DA(H) 1062' (390')				LNAV MDA(H) 1120' (448')		
IDZ/CL out		ALS 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.									

KORD/ORD

CHICAGO O'HARE INTL

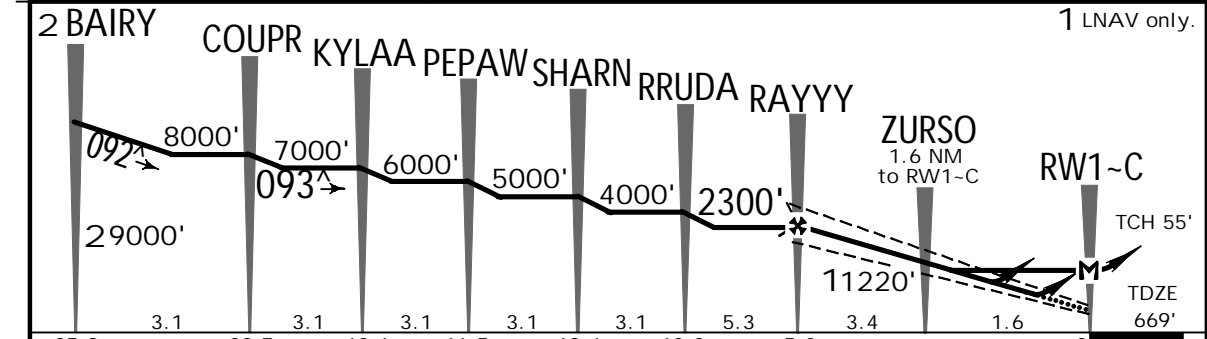
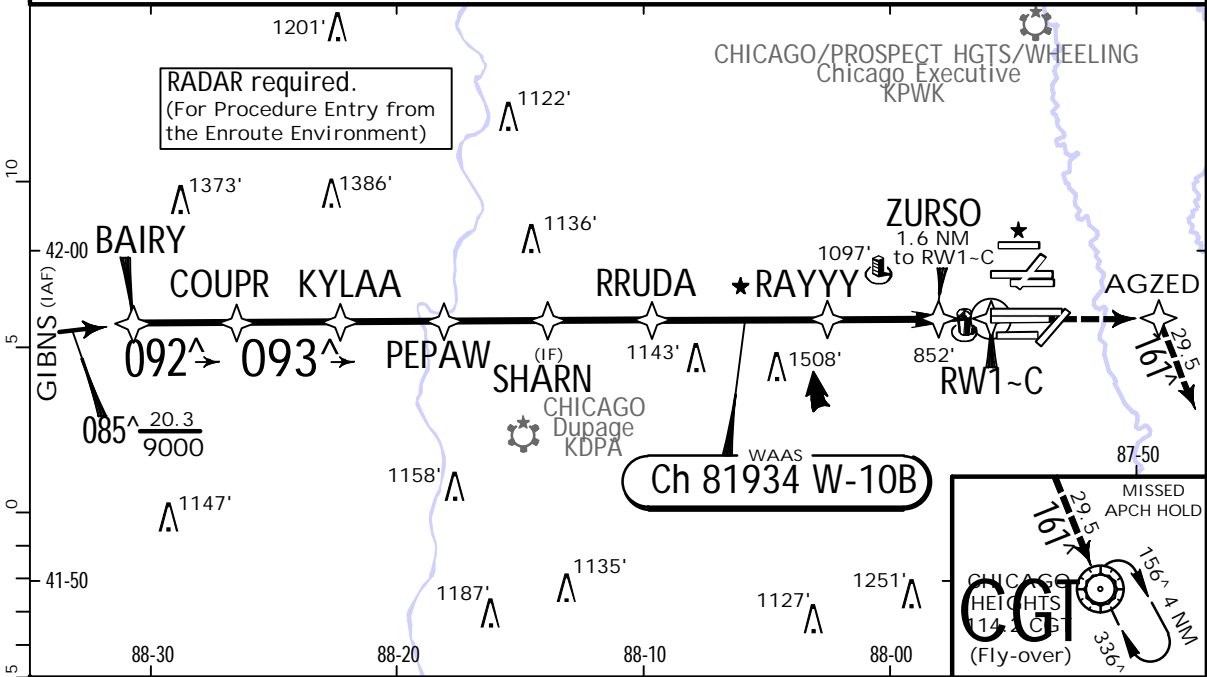


30 OCT 20

(22-6) Eff. 5 Nov.

CHICAGO, ILL
RNAV (GPS) Rwy 10C

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		
WAAS Ch 81934 W-10B	Final Apch Crs 093 [^]	RAYYY 2300' (1631')	LPV DA(H) 869' (200')	Apt Elev 680' TDZE 669'		3400	
MISSED APCH: Climb to 4000' direct AGZED and on track 161 [^] to CGT VOR and hold.						MSA RW1-C	
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 3.00°/TCH 75'). 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 PAPI	4000'	AGZED
Glide Path Angle	3.00 [^]	372	478	531	637	743			
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW1-C									

TERPS. STRAIGHT-IN LANDING RWY 10C									
LPV DA(H) 869' (200')			LNAV/VNAV DA(H) 1056' (387')				LNAV MDA(H) 1120' (451')		
TDZ/CL out		ALS 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

JEPPESSEN

30 OCT 20 Eff. 5 Nov. **(22-6A)** RNAV (GPS) PRM Rwy 10C
(SIMULTANEOUS CLOSE PARALLEL)

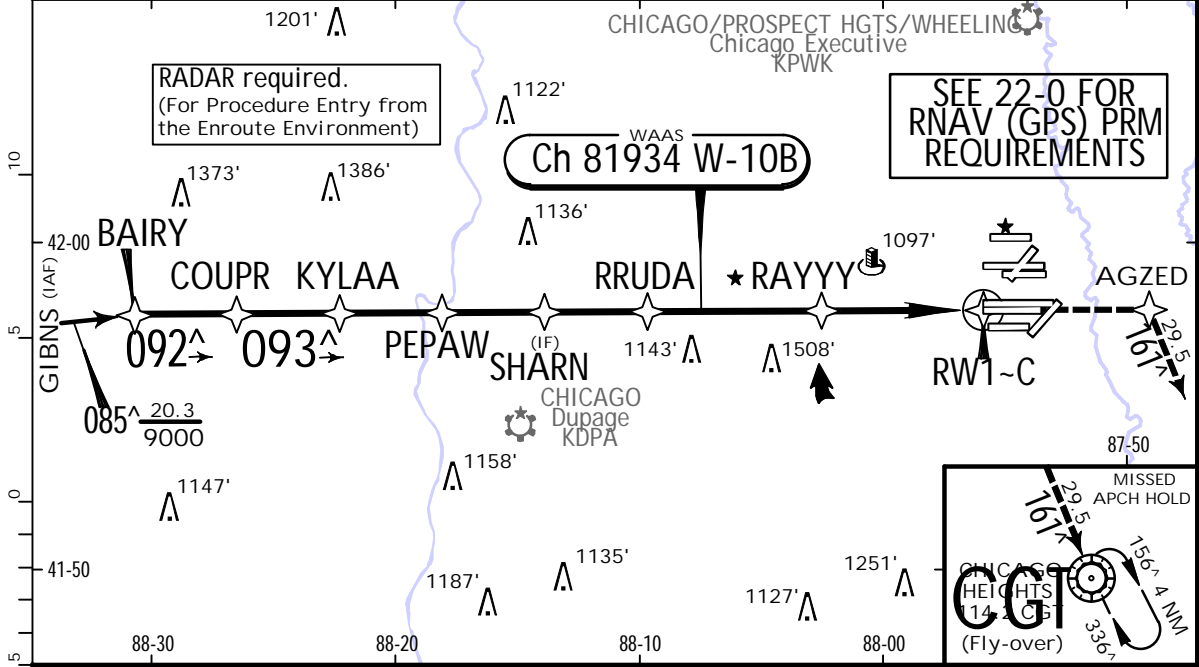
CHICAGO, ILL

CHICAGO, ILL

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 134.15 121.9			Ground (North) Rwy 9L/27R 124.125			Ground (South) 118.05	
Ch 81934 W-10B		Final Apch Crs 093 [^]	RAYYY 2300' (1631')	LPV DA(H) 869' (200')	Apt Elev 680'	TDZE 669'	3400	
MISSED APCH: Climb to 4000' direct AGZED and on track 161 [^] to CGT VOR and hold.							MSA RW1-C	

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 (-2°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. Simultaneous approach 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 3.0[^]/TCH 75').



LPV DA(H) 869' (200')	LNAV/VNAV DA(H) 1056' (387')
ALS out	ALS out

TERPS. STRAIGHT-IN LANDING RWY 10C				
	IDZ/CL out	ALS out		ALS out
A				
B	1			
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4
D				1 1/4

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

CHANGES: Re-indexed, rwy configuration. JEPPESSEN, 2015, 2020. ALL RIGHTS RESERVED.

KORD/ORD

CHICAGO O'HARE INTL

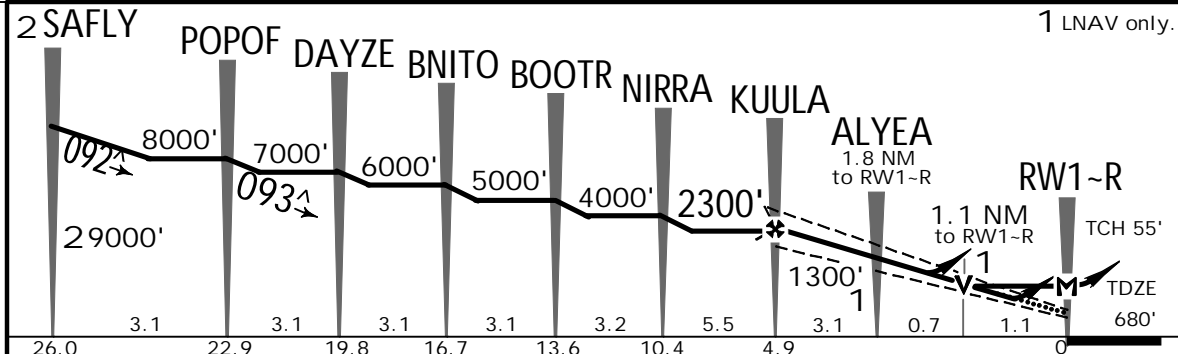
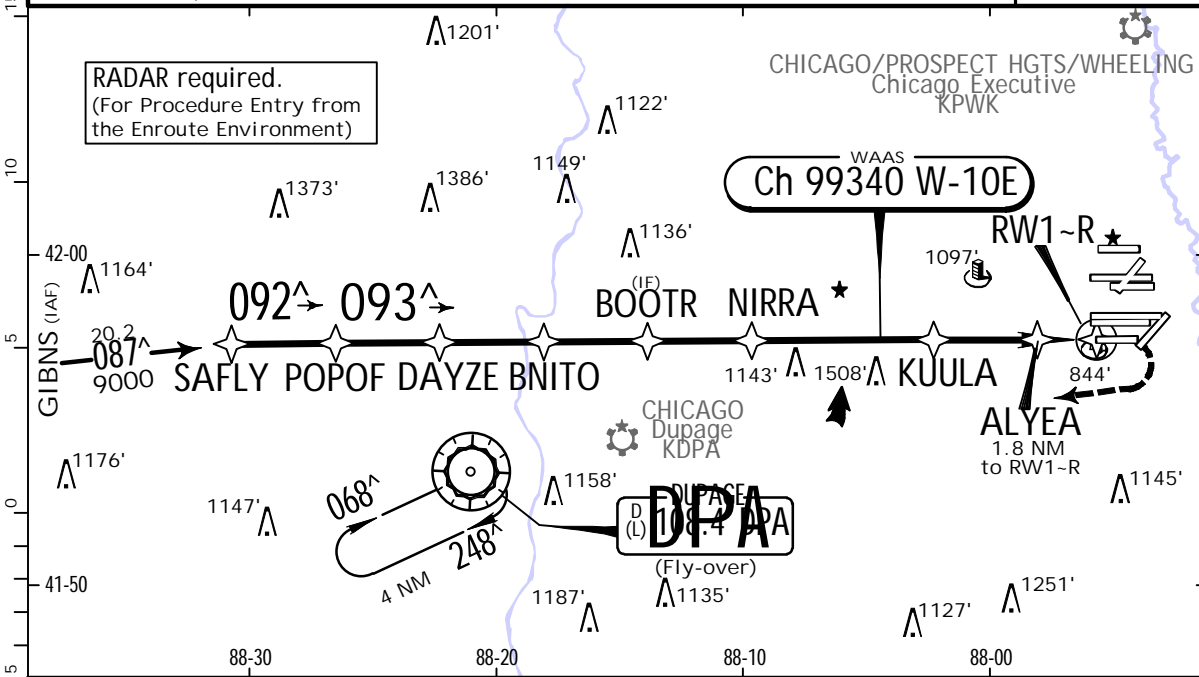
30 OCT 20

22-7 Eff. 5 Nov.



CHICAGO, ILL
RNAV (GPS) 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		124.125			118.05		
WAAS Ch 99340 W-10E		Final Apch Crs 093 [^]	KUULA 2300' (1620')	LPV DA(H) 881' (201')	Apt Elev 680' TDZE 680'		3400 MSA RW1-R
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' 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.							



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											
LNAV: MAP at RW1-R											

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

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

TERPS AMEND DA 12 OCT 2017

KORD/ORD

CHICAGO O'HARE INTL

16 APR 21

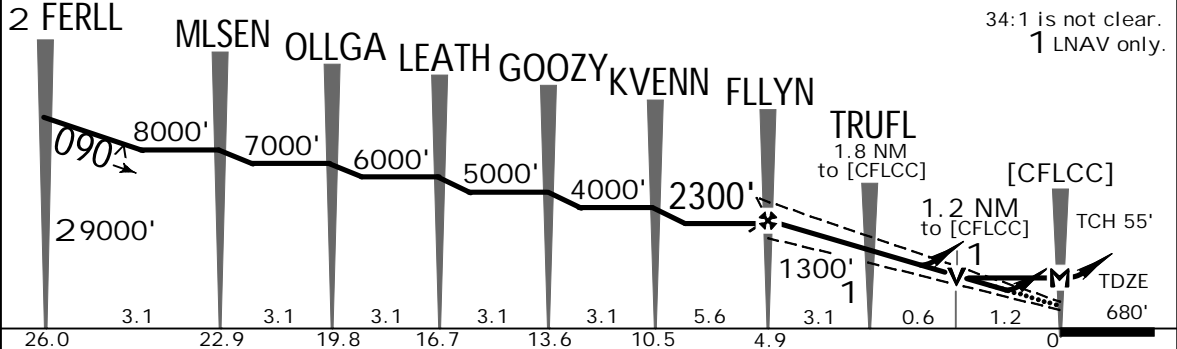
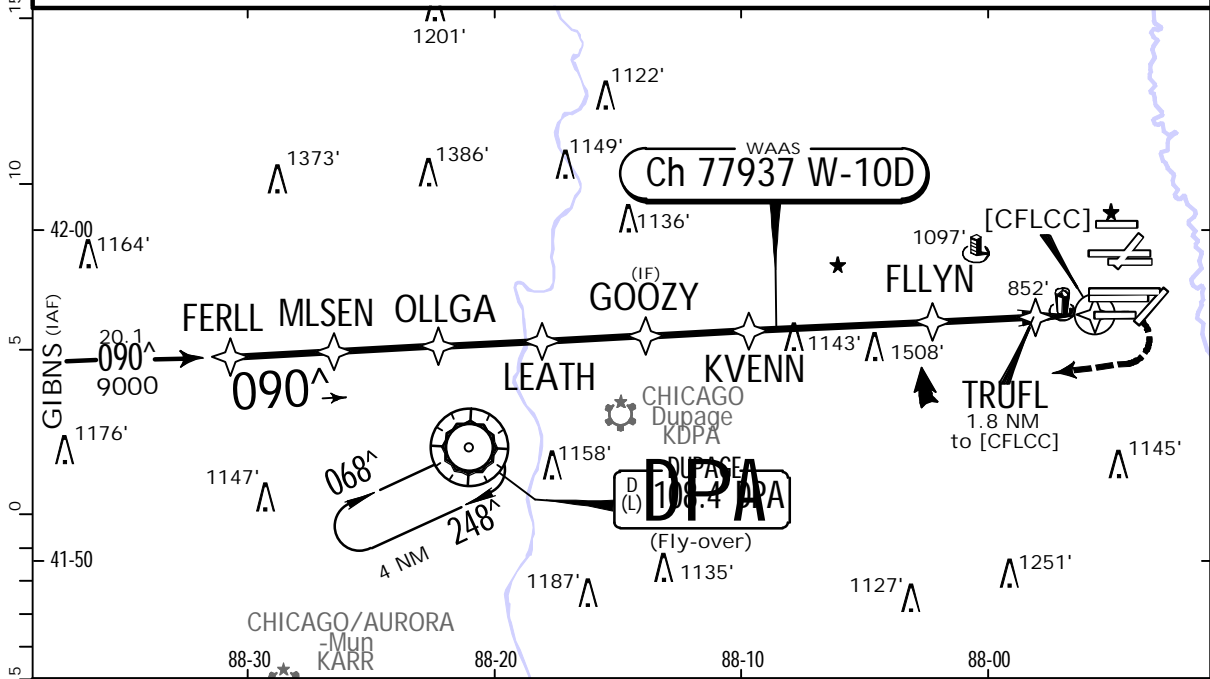
(22-8)



CHICAGO, ILL
RNAV (GPS) Y 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		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]	
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	743	849	↑	↻ RT	↻	
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	RVR 50 or 1
B					
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 3/8	
D				RVR 40 or 3/4	RVR 60 or 1/4

KORD/ORD

CHICAGO O'HARE INTL

16 APR 21

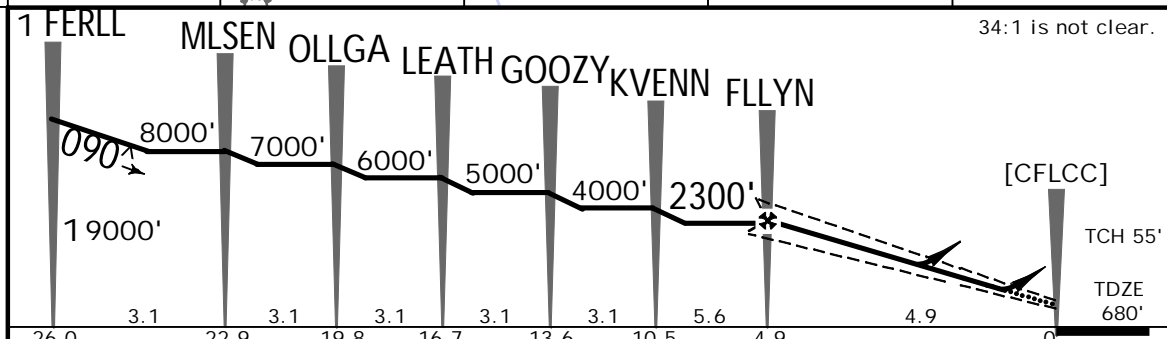
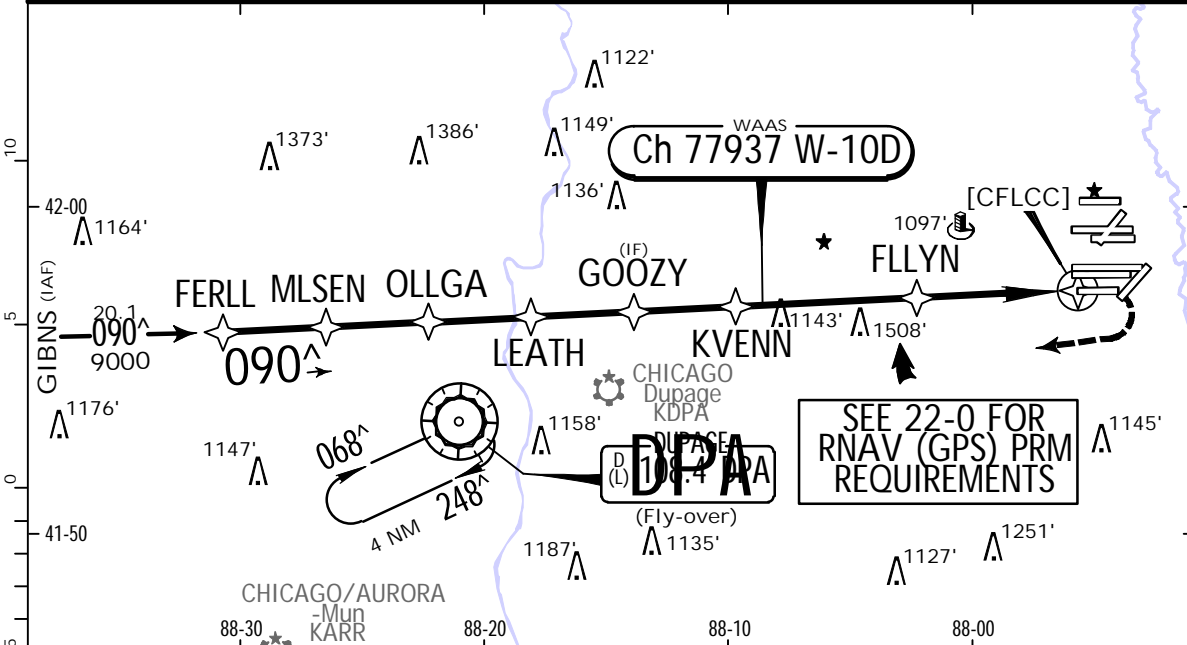


22-9

CHICAGO, ILL
RNAV (GPS) 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 Monitor Frequency 128.05	120.75	121.15	126.9	132.7
	Ground (Main) Rwy 10C/28C		Ground (North)		Ground (South)		
	121.9 134.15		124.125		118.05		
	WAAS Ch 77937 W-10D	Final Apch Crs 090°	FLLYN (1620')	LPV DA(H) 930' (250')	Apt Elev 680' TDZE 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	ALS F-II	1200'	4000'	DPA 108.4
Glide Path Angle	3.00°	372	478	531	637	743				
LPV, LNAV/VNAV: MAP at DA										

TERPS.				STRAIGHT-IN LANDING RWY TOR			
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 OB 22 JUN 2017

KORD/ORD

CHICAGO O'HARE INTL

30 OCT 20

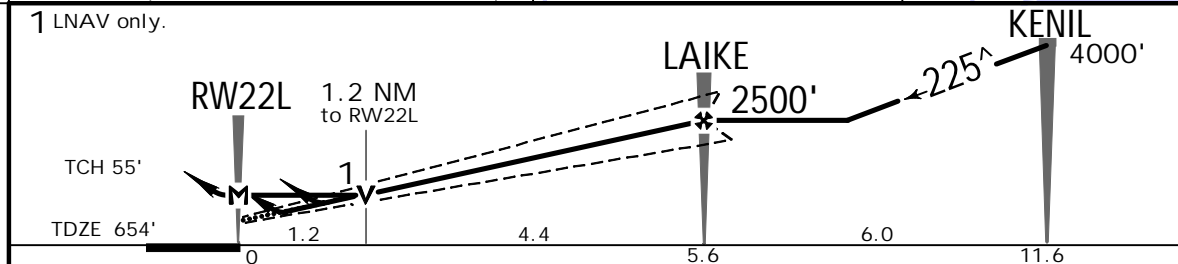
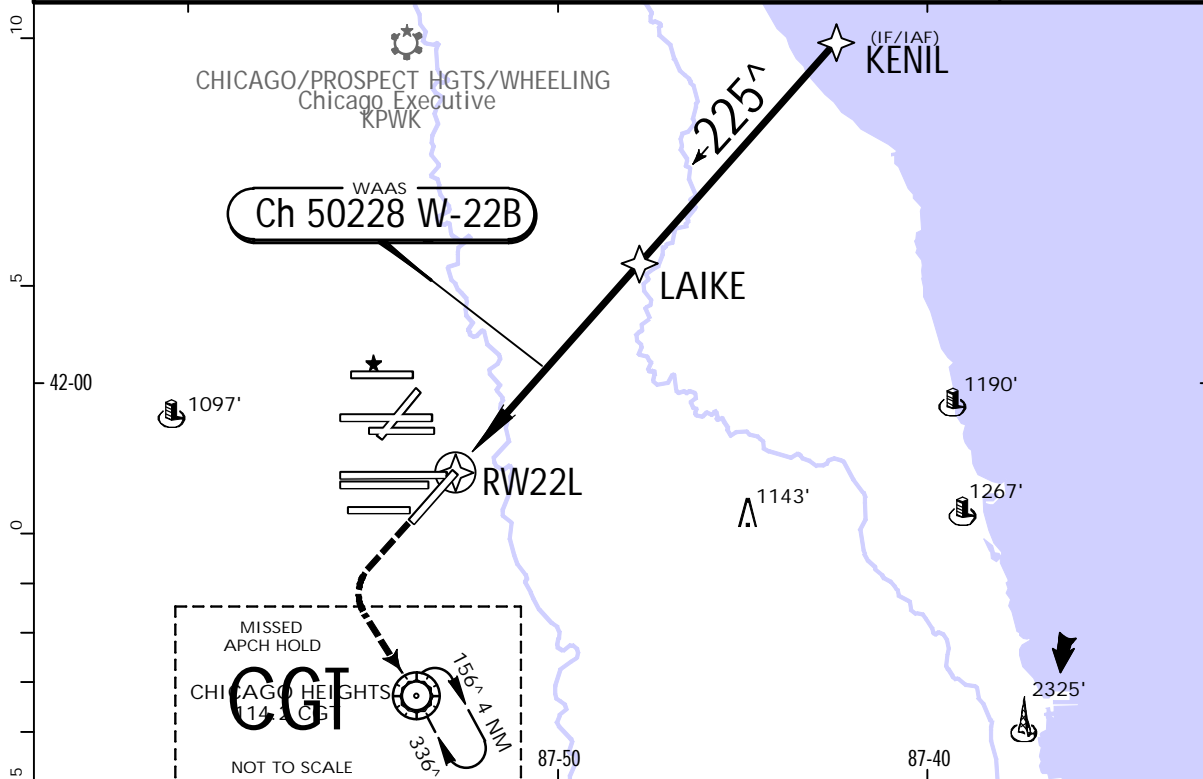
22-10

.Eff.5.Nov.



CHICAGO, ILL
RNAV (GPS) Rwy 22L

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		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'		<p>3400</p> <p>MSA RW22L</p>
<p>MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct CGT VOR and hold.</p>							
<p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <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. 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.</p>							



Gnd speed-Kts	70	90	100	120	140	160	MALS	1100'	4000'	CGT 114.2
Glide Path Angle	3.00°	372	478	531	637	743	849	↑	← LT	→
LPV, LNAV/VNAV: MAP at DA							PAPI			
LNAV: MAP at RW22L										

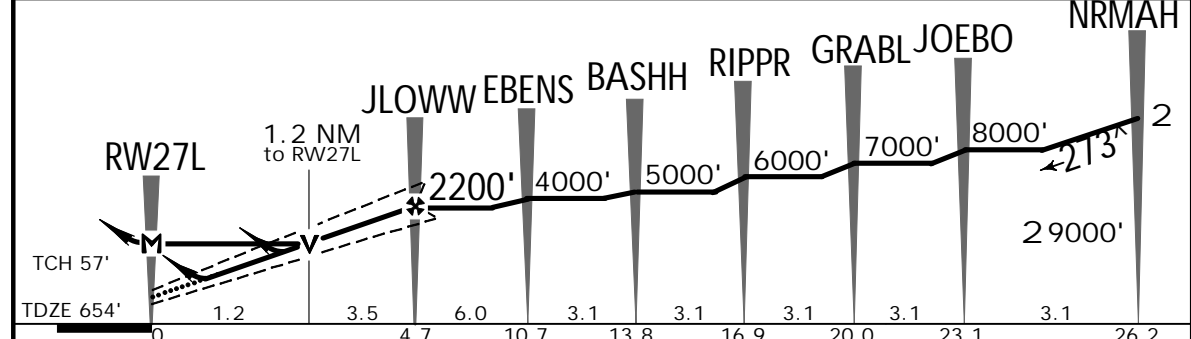
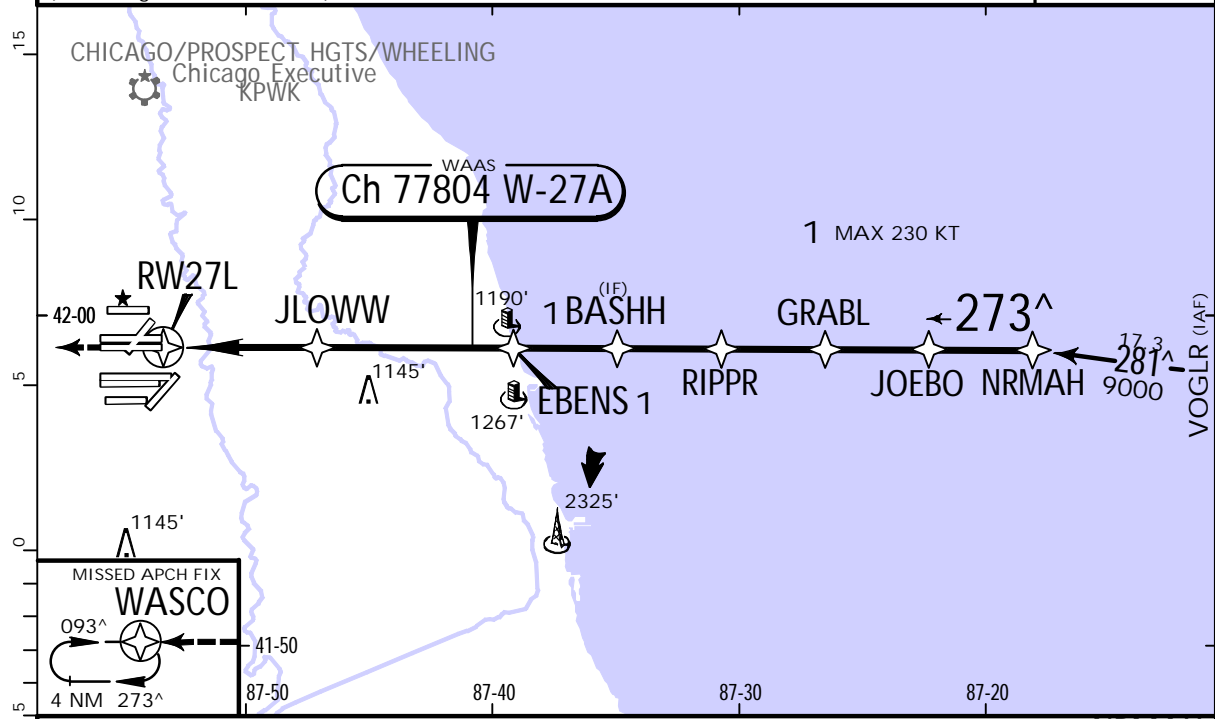
TERPS STRAIGHT-IN LANDING RWY 22L						CIRCLE-TO-LAND		
LPV DA(H) 854' (200')		LNAV/VNAV DA(H) 1066' (412')		LNAV MDA(H) 1120' (466')			Max Kts	MDA(H)
IDZ/CL out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out				
A	1					90	1220' (540') - 1	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	1 3/8	120	1220' (540') - 1 1/2	
C						140	1460' (780') - 2 1/2	
D						165		

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

KORD/ORD CHICAGO O'HARE INTL

22-12
CHICAGO, ILL
RNAV (GPS) Z Rwy 27L

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 77804 W-27A	Final Apch Crs 273 [^]	JLOWW (1546')	LPV DA(H) 854' (200')	Apt Elev 680' TDZE 654'			<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 RW27L</p>
MISSED APCH: Climb to 4000' direct WASCO 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 78').</p>								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 4000' ↑ D → WASCO
Glide Path Angle	3.00 [^]	372	478	531	637	849	
MAP at RW27L							

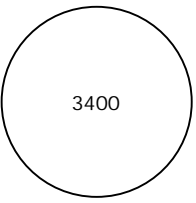
TERPS. AMEND 6 8 SEP 2022	STRAIGHT-IN LANDING RWY 27L					
	LPV DA(H) 854' (200')		LNAV/VNAV DA(H) 1088' (434')		LNAV MDA(H) 1100' (446')	
	IDZ/CL out		ALS out		ALS out	
	A					
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 24 or 1/2 RVR 50 or 1
C						RVR 45 or 7/8
D						1 3/8
1 RVR 18 with Flight Director or Autopilot or HUD to DA.						

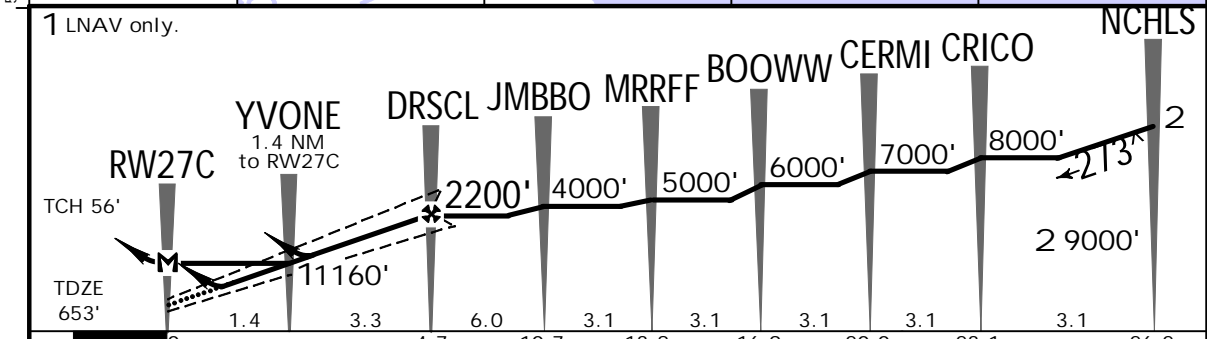
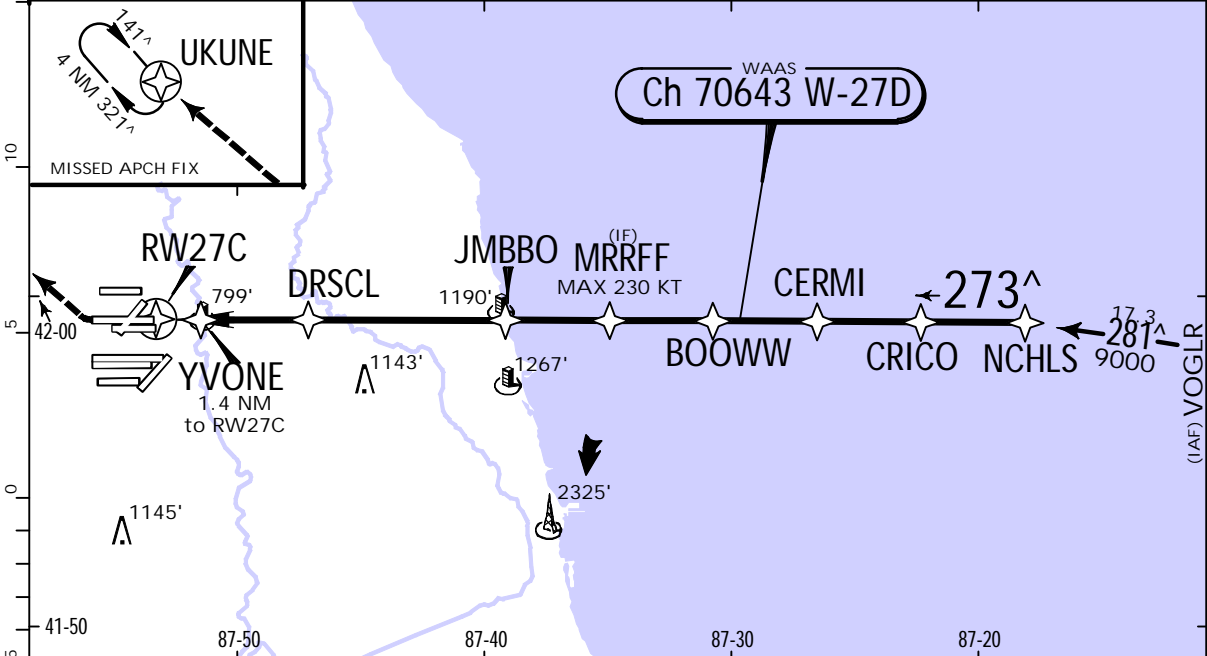
KORD/ORD

CHICAGO O'HARE INTL

JEPPESSEN
30 OCT 20
Eff. 5 Nov. 22-13

CHICAGO, ILL
RNAV (GPS) Rwy 27C

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 70643 W-27D		Final Apch Crs 273 [^]		DRSCL 2200' (1547')		LPV DA(H) 853' (200')			
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').									



Grnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1100'	4000'	UKUNE
Glide Path Angle	3.00 [^]	372	478	531	637	743				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW27C										

STRAIGHT-IN LANDING RWY 27C						
LPV		LNAV/VNAV			LNAV	
DA(H) 853' (200')		DA(H) 1086' (433')			MDA(H) 1060' (407')	
IDZ/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	
D					RVR 40 or 3/4	RVR 60 or 1/4

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

CHANGES: New procedure.

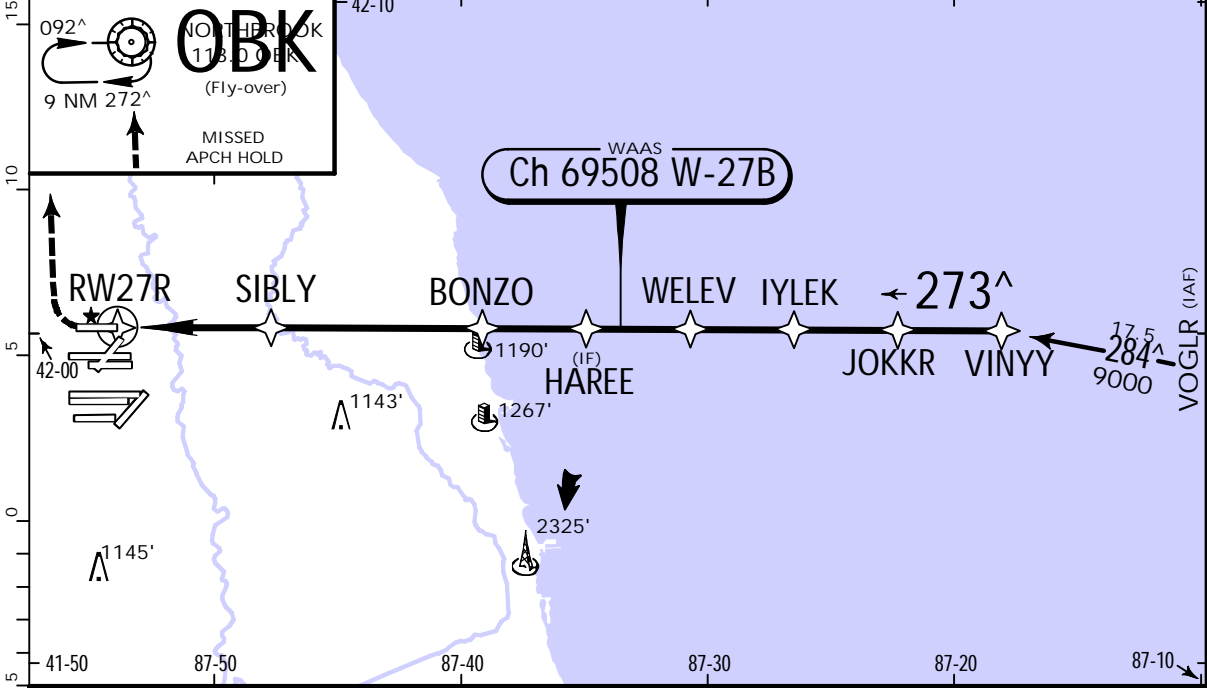
JEPPESSEN, 2020. ALL RIGHTS RESERVED.

TERPS AMEND 05 NOV 2020

KORD/ORD CHICAGO O'HARE INTL

JEPPESEN
CHICAGO, ILL
30 OCT 20
22-14
.Eff.5.Nov.
RNAV (GPS) Rwy 27R

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)		Ground (Main) Rwy 10C/28C			Ground (South)		
124.125		121.9			118.05		
WAAS Ch 69508 W-27B		Final Apch Crs 273[^]	SIBLY 2200¹ (1536')	LPV DA(H) 864¹ (200')	Apt Elev 680' TDZE 664'		<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto;"></div> <p style="margin: 0;">3400</p> <p style="margin: 0; font-size: 0.8em;">MSA RW27R</p>
MISSED APCH: Climb to 1100' then climbing RIGHT turn 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.							

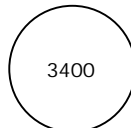


1 LNAV only.									
RW27R	SIBLY	BONZO	HAREE	WELEV	IYLEK	JOKKR	VINYY		
TCH 55'	1.3 NM to RW27R	2200'	4000'	5000'	6000'	7000'	8000'	9000'	← 273 [^]
TDZE 664'	1.3	3.4	4.7	6.4	11.1	14.2	17.3	20.4	23.5
0	1.3	3.4	4.7	6.4	11.1	14.2	17.3	20.4	23.5
Gnd speed-Kts	70	90	100	120	140	160			
Glide Path Angle	3.00 [^]	372	478	531	637	743	849		
LPV, LNAV/VNAV: MAP at DA							1100'	4000'	OBK
LNAV: MAP at RW27R							↑	↻ RT	113.0

TERPS. STRAIGHT-IN LANDING RWY 27R							
LPV DA(H) 864¹ (200')			LNAV/VNAV DA(H) 961¹ (297')			LNAV MDA(H) 1120¹ (456')	
		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 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.							

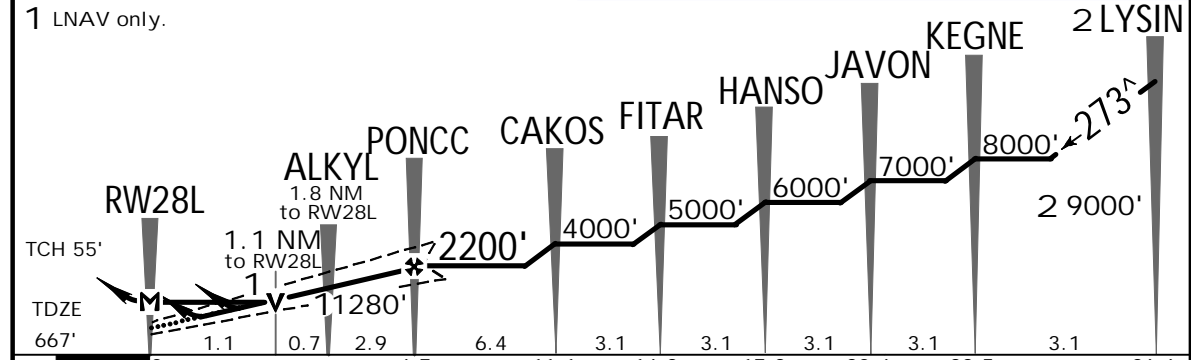
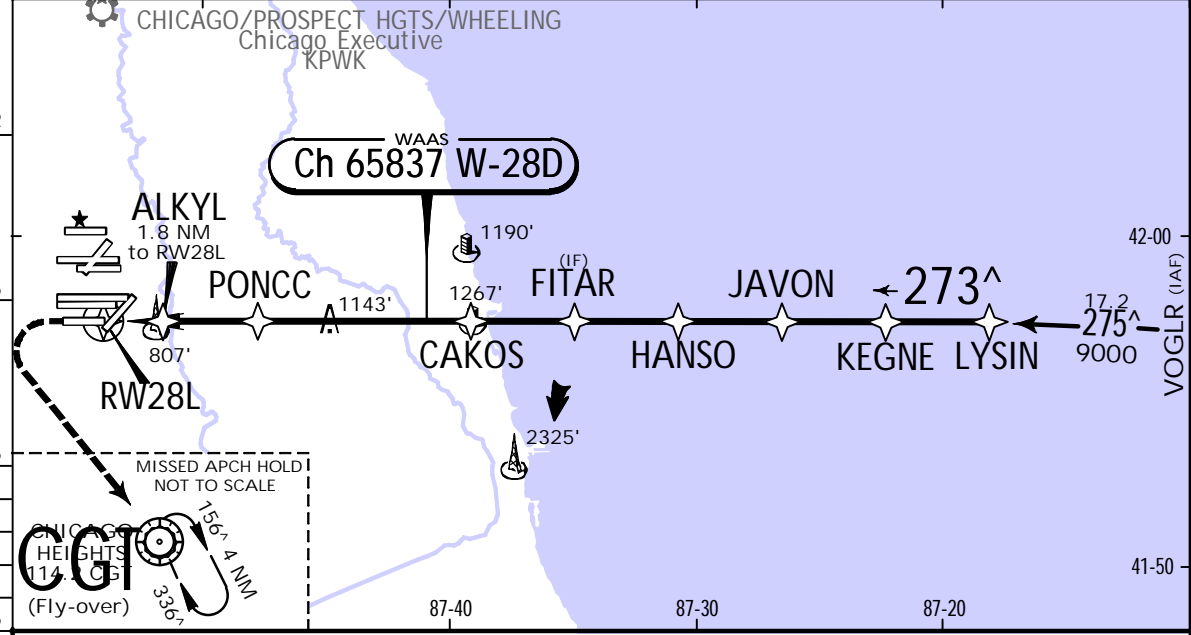
KORD/ORD CHICAGO O'HARE INTL


JEPPESSEN 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'		 3400
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' direct CGT VOR and hold.							MSA RW28L

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).



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 RW28L											

.TERPS.						
STRAIGHT-IN LANDING RWY 28L						
LPV DA(H) 867' (200')		LNAV/VNAV DA(H) 1090' (423')			LNAV MDA(H) 1060' (393')	
IDZ/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 35 or 5/8
D						RVR 60 or 1/4

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

CHANGES: Re-indexed, rwy configuration. | JEPPESSEN, 2015, 2020. ALL RIGHTS RESERVED.

KORD/ORD CHICAGO O'HARE INTL

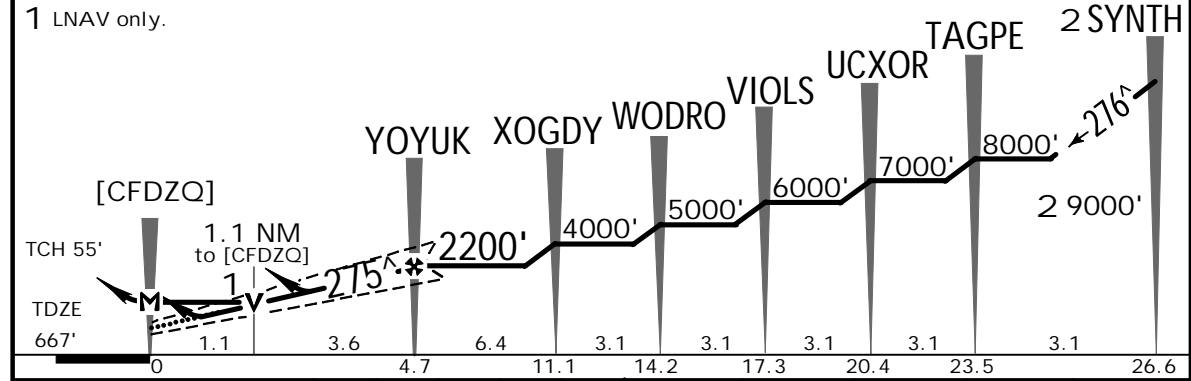
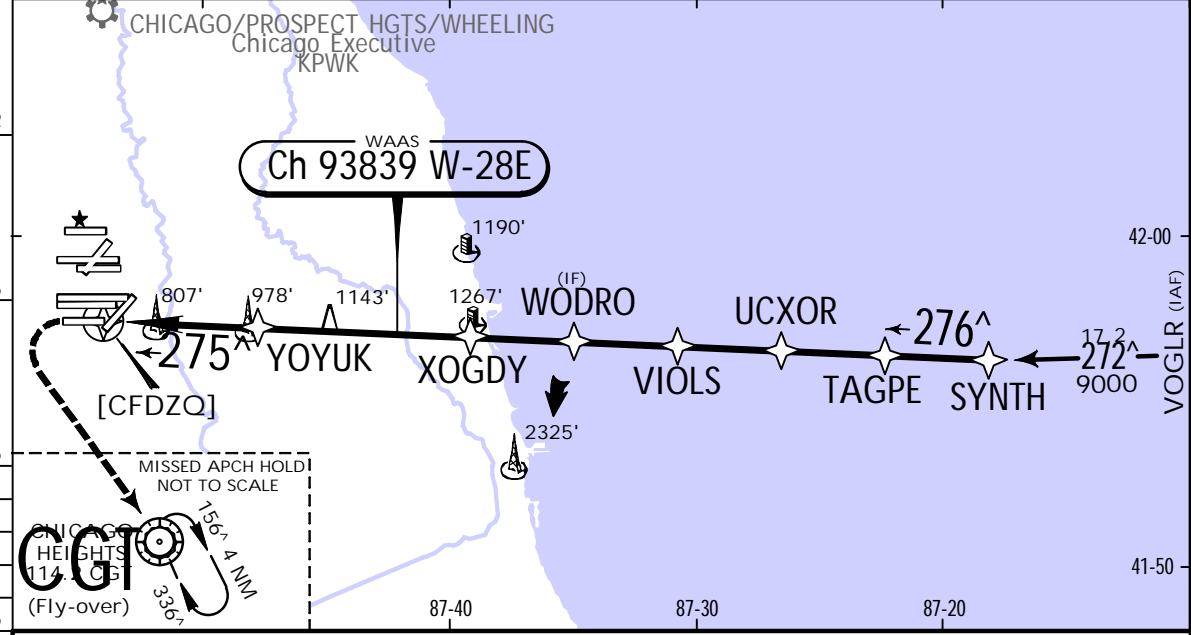
JEPPESEN
CHICAGO, ILL

30 OCT 20
Eff. 5. Nov.
22-16
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	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'	<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto;"></div> 3400
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' direct CGT VOR and hold.						MSA [CFDZQ]

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	114.2
Glide Path Angle	3.00 [^]	372	478	531	637	743	849	↑	← LT	→	
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
RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4
RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4
RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1/4

KORD/ORD



CHICAGO, ILL

CHICAGO O'HARE INTL

30 OCT 20
Eff. 5 Nov.

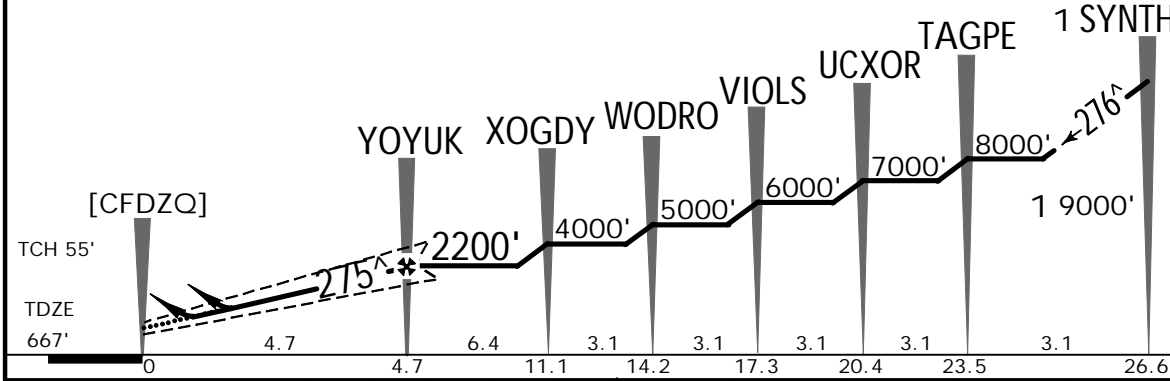
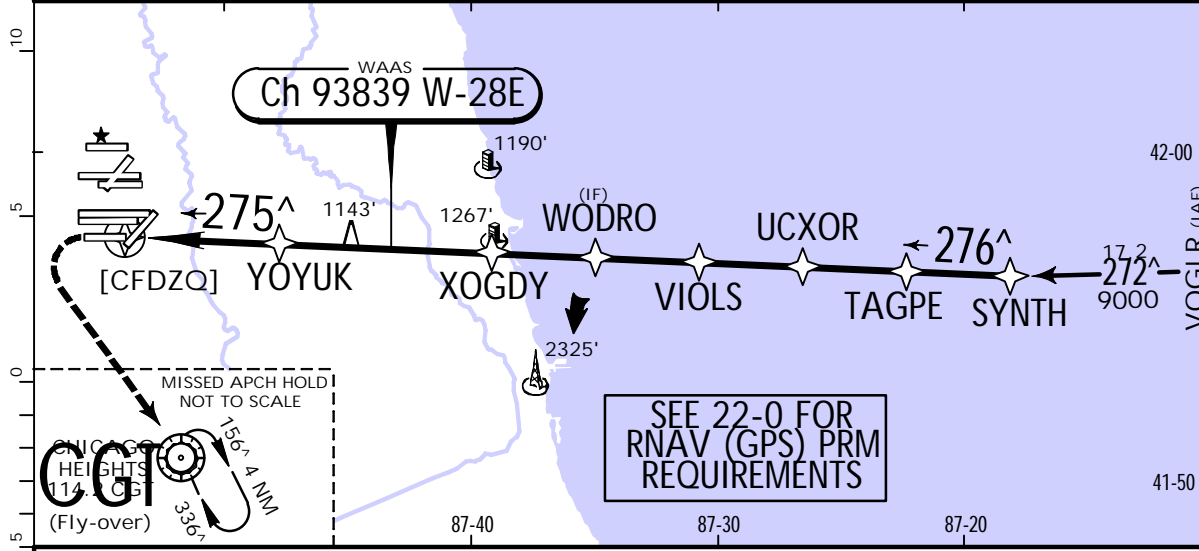
22-16AB

RNAV (GPS) PRM Y Rwy 28L
(SIMULTANEOUS CLOSE PARALLEL)

BRIEFING STRIP™

D-ATIS 135.4	CHICAGO Approach (R) 119.0	O'HARE Tower (South) Rwy 10R/28L 133.0 Monitor Frequency 119.625	O'HARE Tower (Main) 120.75 121.15 126.9 132.7			O'HARE Tower (North) Rwy 9L/27R 128.15
Ground (Main) Rwy 10C/28C 121.9 134.15		Ground (North) 124.125			Ground (South) 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'		
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°.



ALS F-11	1200'	4000'	CGT 114.2
LPV, LNAV/VNAV: MAP at DA	↑	← LT	

. 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 60 or 1/4
D			

TERPS AMEND DA 13 SEP 2018

KORD/ORD

CHICAGO O'HARE INTL

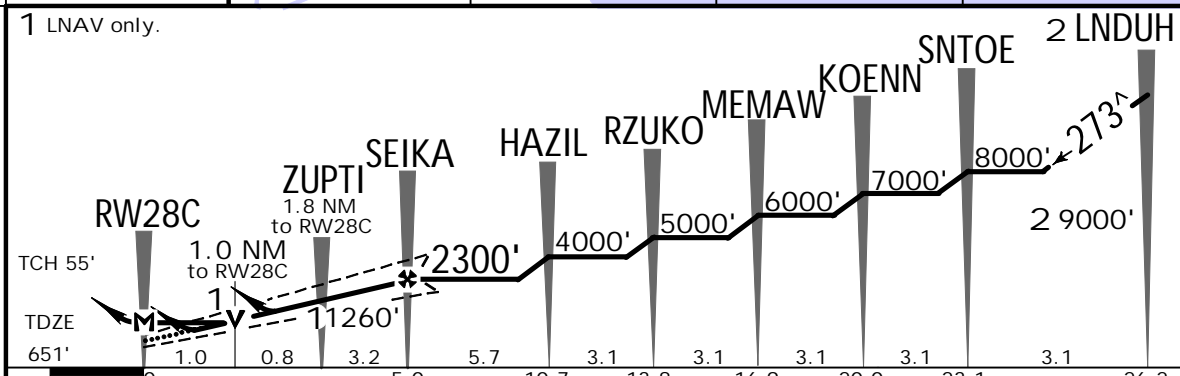
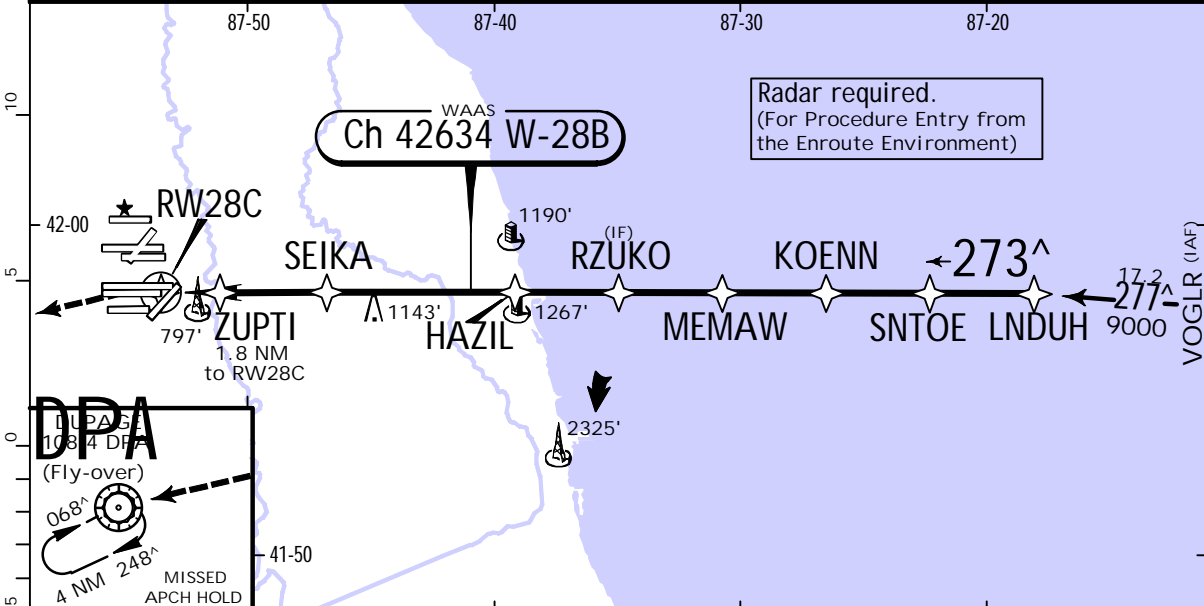


30 OCT 20 (22-17). Eff. 5. Nov.

CHICAGO, ILL

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		118.05
WAAS Ch 42634 W-28B	Final Apch Crs 273[^]	SEIKA 2300' (1649')	LPV DA(H) 851' (200')	Apt Elev 680'			
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	ALSIF-II PAPI	1100'	4000'	DPA 108.4
Glide Path Angle	3.00 [^]	372	478	531	637	849		↑	LT	
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW28C										

.TERPS.											
STRAIGHT-IN LANDING RWY 28C											
LPV DA(H) 851' (200')				LNAV/VNAV DA(H) 1094' (443')				LNAV MDA(H) 1060' (409')			
IDZ/CL out		ALS out		ALS 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	RVR 60 or 1/4	
D											
1 RVR 18 with Flight Director or Autopilot or HUD to DA.											

KORD/ORD



CHICAGO, ILL

CHICAGO O'HARE INTL

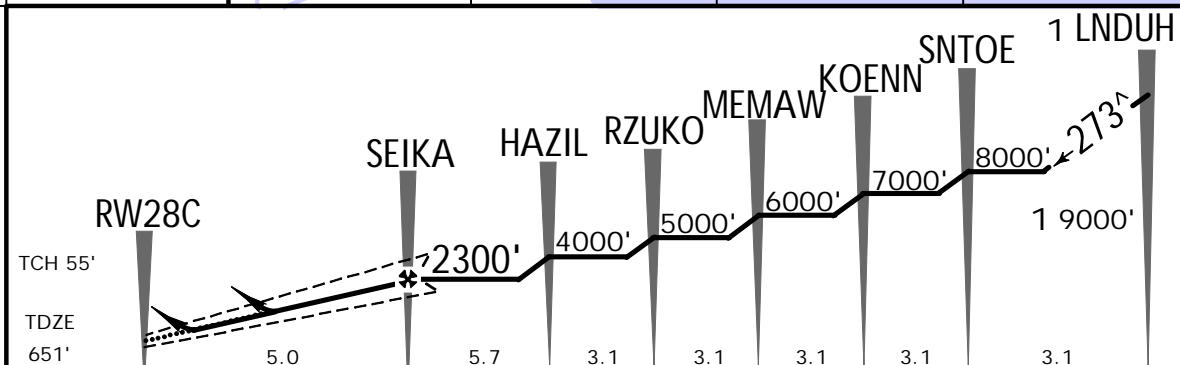
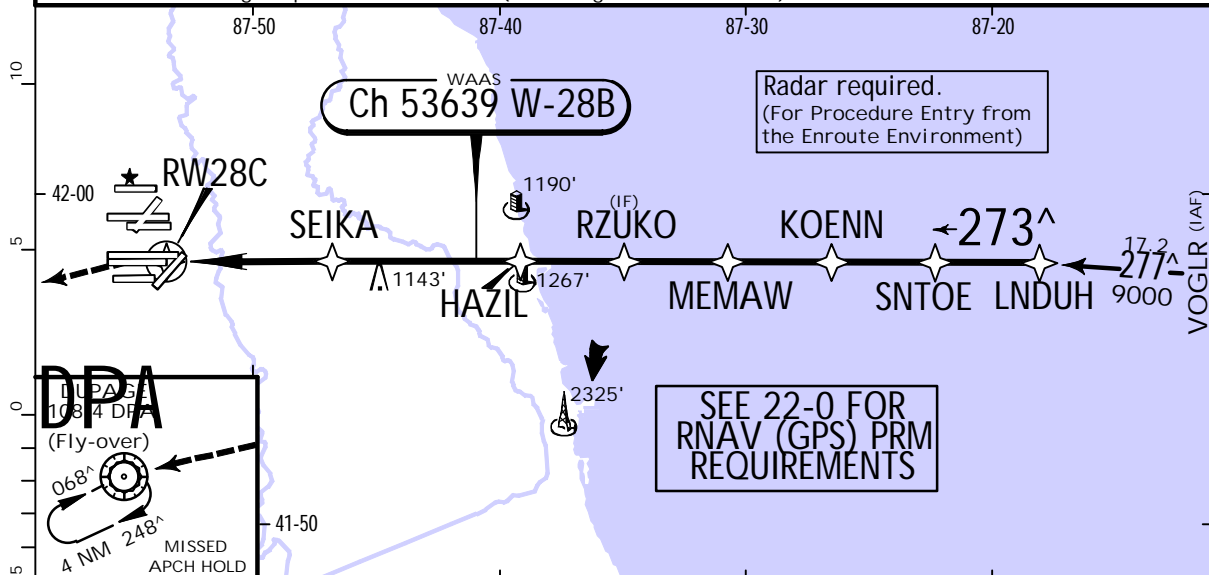
11 DEC 20

22-17AA

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

BRIEFING STRIP™

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) 121.9		Ground (South) 124.125		118.05	
WAAS Ch 53639 W-28B	Final Apch Crs 273 [^]	SEIKA 2300' (1649')	LPV DA(H) 851' (200')	Apt Elev 680' TDZE 651'		3400	
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. 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 PAPI	1100'	4000'	DPA 108.4
Glide Path Angle	3.00 [^]	372	478	531	637	743		849	↑	
LPV, LNAV/VNAV: MAP at DA										

.TERPS.					STRAIGHT-IN LANDING RWY 28C					
LPV DA(H) 851' (200')			LNAV/VNAV DA(H) 1094' (443')							
		TDZ/CL out	ALS out				ALS out			
A										
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			
D										
1 RVR 18 with Flight Director or Autopilot or HUD to DA.										

TERPS AMEND DA 17 AUG 2017

KORD/ORD



CHICAGO, ILL
 CHICAGO O'HARE INTL

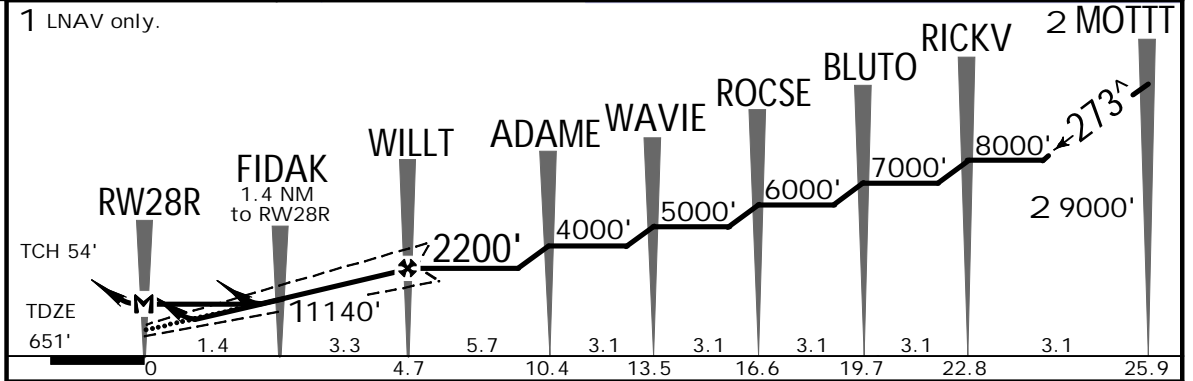
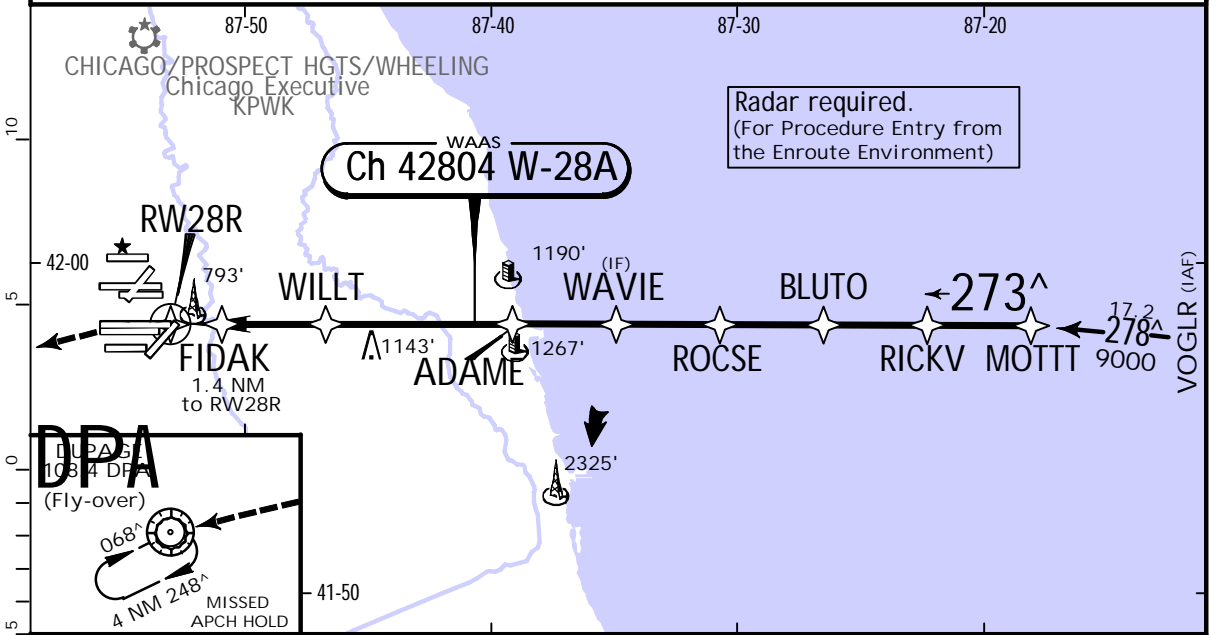
30 OCT 20 **22-18** .Eff.5.Nov.

RNAV (GPS) 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		124.125			118.05		
WAAS Ch 42804 W-28A	Final Apch Crs 273[^]	WILLT 2200' (1549')	LPV DA(H) 851' (200')	Apt Elev 680'		3400	
				TDZE 651'			
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' direct to DPA VOR and hold.							MSA RW28R

BRIEFING STRIP™

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	ALSF-II PAPI	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 RW28R										

.TERPS.		STRAIGHT-IN LANDING RWY 28R					
LPV DA(H) 851' (200')		LNAV/VNAV DA(H) 1041' (390')			LNAV MDA(H) 1060' (409')		
		IDZ/CL out	ALS out	ALS 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	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.

TERPS AMEND 4A 17 AUG 2017

KORD/ORD

CHICAGO O'HARE INTL

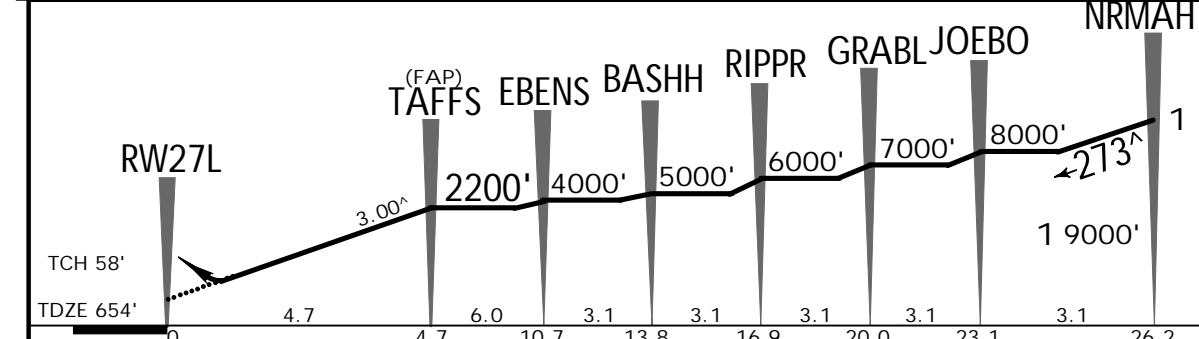
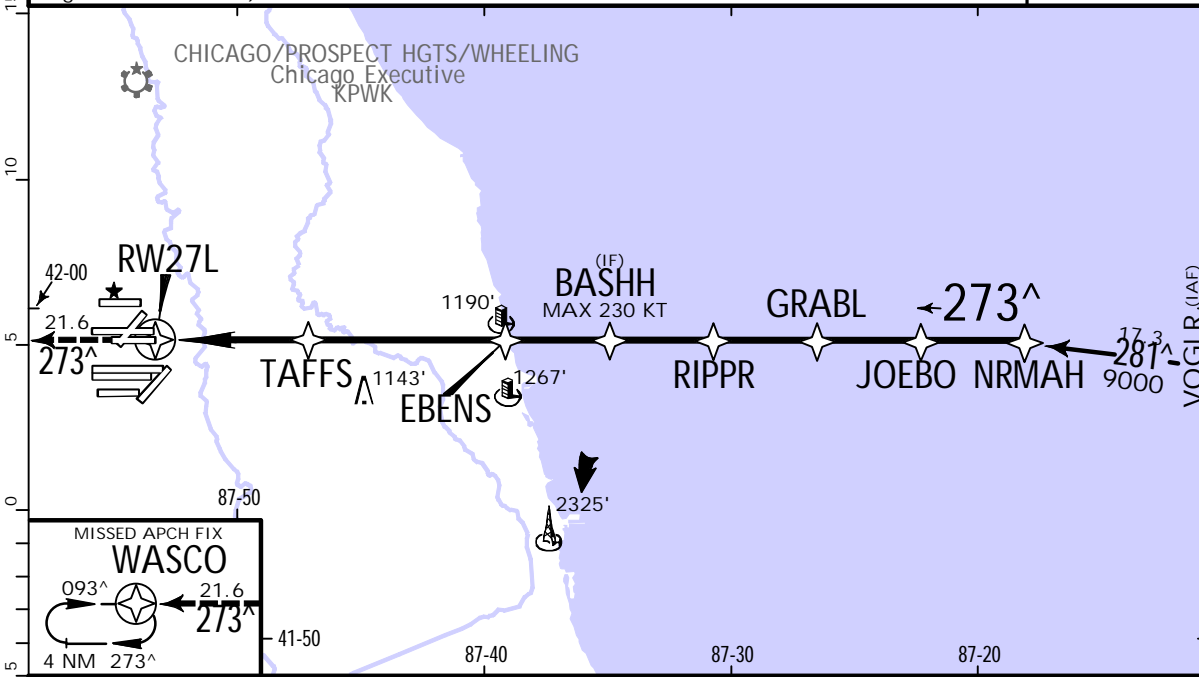
26 NOV 21
Eff. 2. Dec.

JEPPESSEN

22-20

CHICAGO, ILL
RNAV (RNP) Y Rwy 27L

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		
	RNAV	Final Apch Crs 273[^]	TAFSS 2200' (1546')	RNP 0.15 DA(H) 989' (335')	Apt Elev 680' TDZE 654'			<p>3400 MSA RW27L</p>
MISSED APCH: Climb to 4000' on track 273 [^] to WASCO and hold.								
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. 4. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glidepath. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 67').								



Gnd speed-Kts	70	90	100	120	140	160	4000' ↑ on 273 [^]	WASCO
Glide Path Angle	3.00 [^]	372	478	531	637	849		

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

TERPS AMEND 2 - 2 DEC 2021

Chart changes since cycle 06-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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CHICAGO, IL (CHICAGO O'HARE INTL - KORD)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KORD

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.

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, (21-3) ILS OR LOC RWY 9C, (21-3A) ILS RWY 9C CAT II & III, (21-3B) 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).

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.