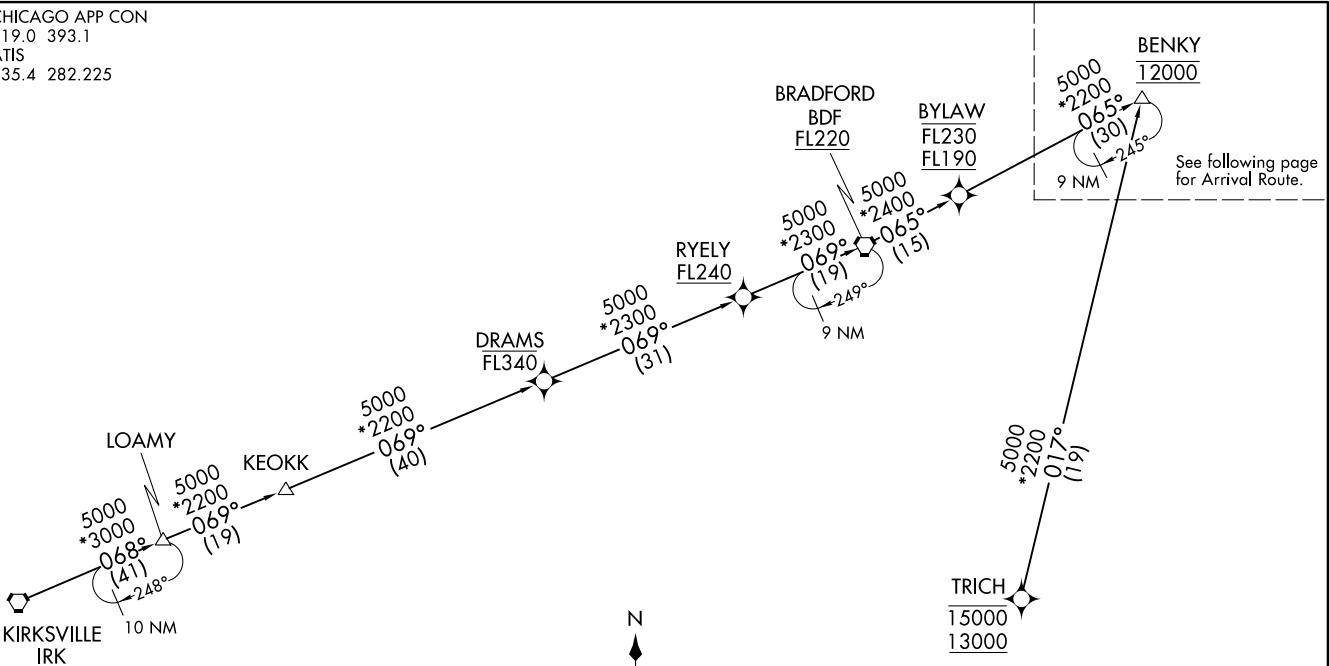


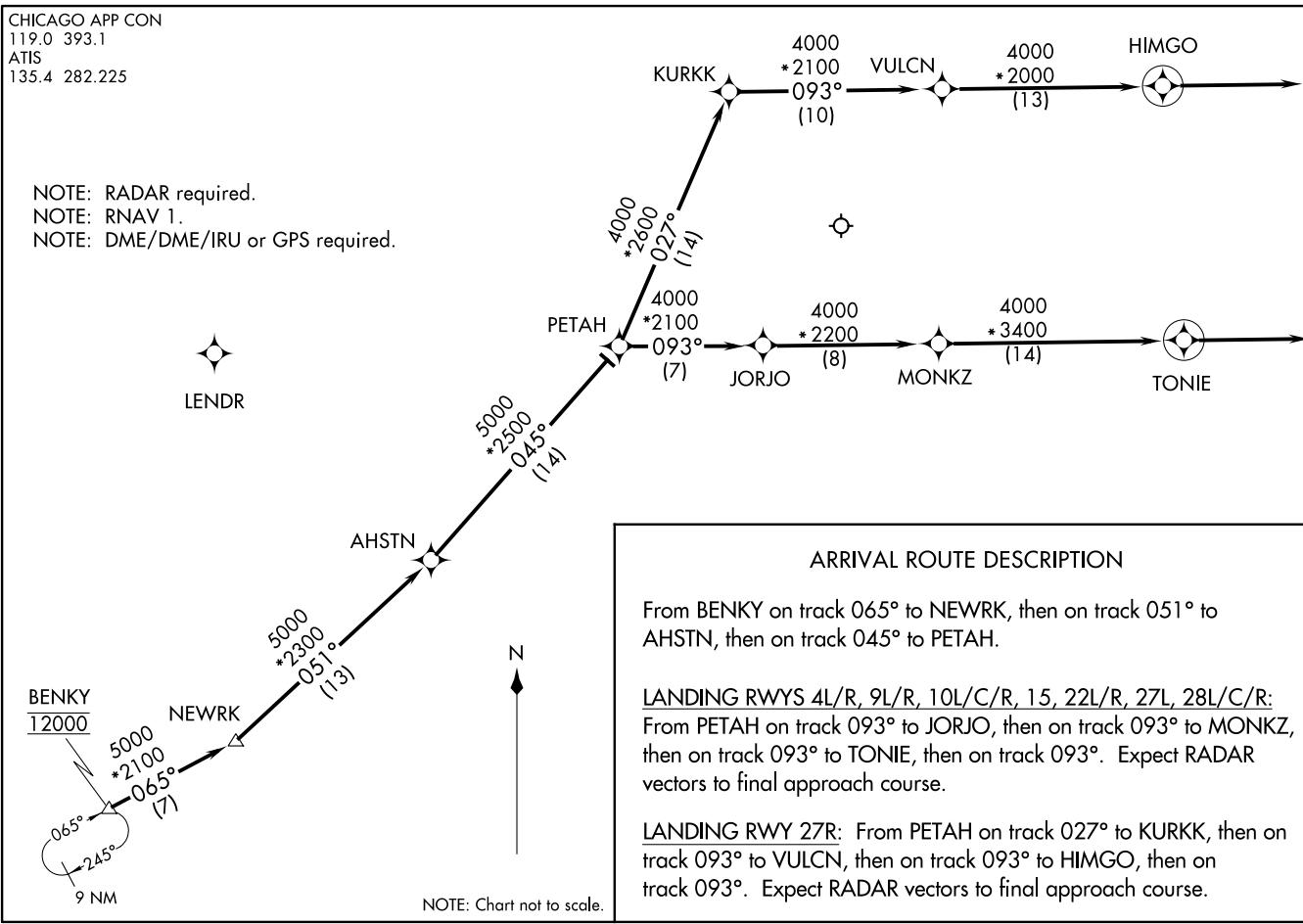
(BENKY.BENKY4) 16259
BENKY FOUR ARRIVAL (RNAV) Transition Routes

ST-166 (FAA)

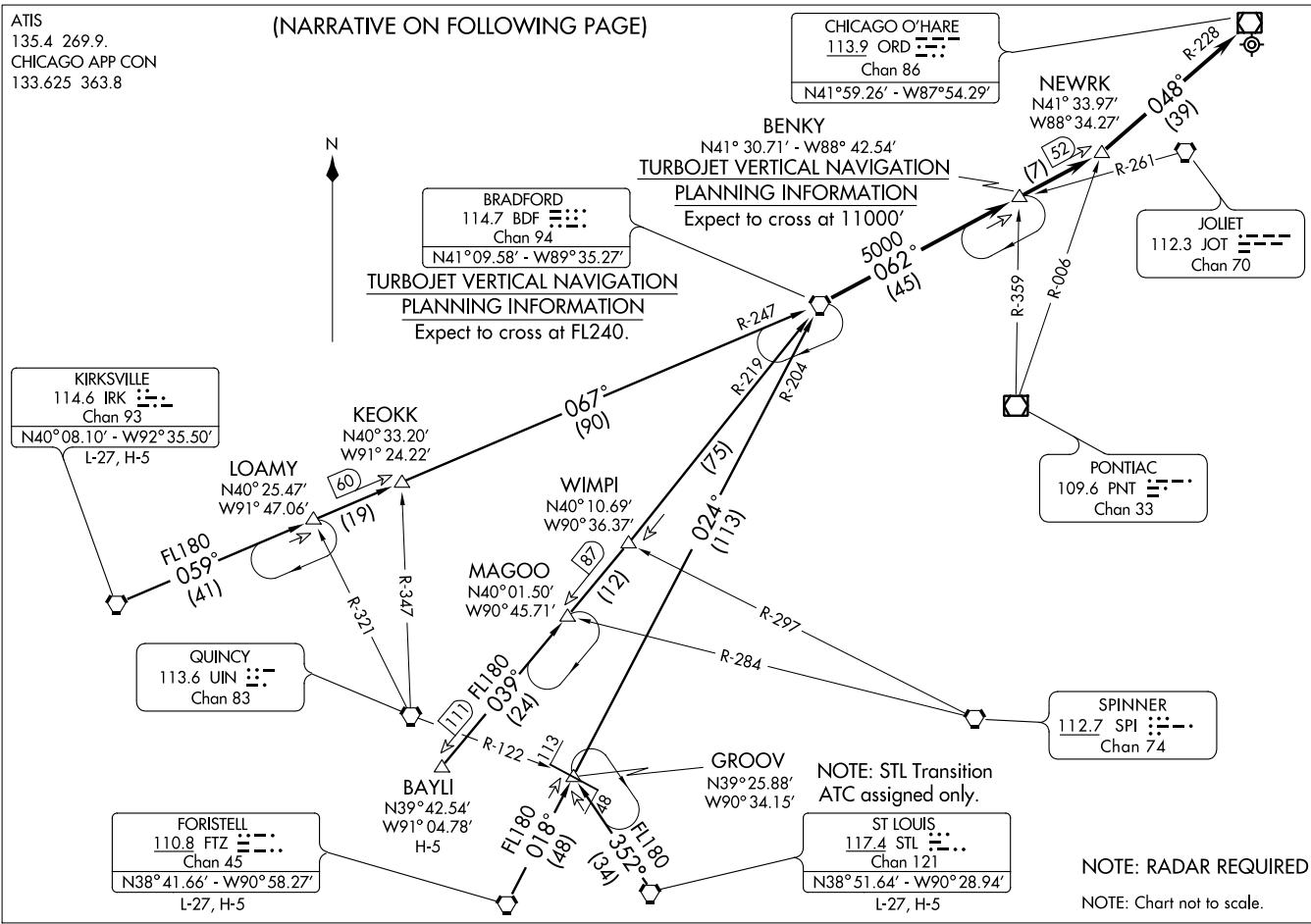
CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOISBENKY FOUR ARRIVAL (RNAV) Transition Routes
(BENKY.BENKY4) 15SEP16CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225

BRADFORD TRANSITION (BDF.BENKY4):
BYLAW TRANSITION (BYLAW.BENKY4):
KIRKSVILLE TRANSITION (IRK.BENKY4):
LOAMY TRANSITION (LOAMY.BENKY4):
TRICH TRANSITION (TRICH.BENKY4):

BENKY FOUR ARRIVAL (RNAV) Arrival Routes
(BENKY.BENKY4) 15SEP16



BRADFORD FIVE ARRIVAL
(BDF,BDF5) 13122



ARRIVAL DESCRIPTION

BAYLI TRANSITION (BAYLI.BDF5): From over BAYLI INT via BDF R-219 to BDF VORTAC. Thence....

FORISTELL TRANSITION (FTZ.BDF5): From over FTZ VORTAC via FTZ R-018 and BDF R-204 to BDF VORTAC. Thence....

KIRKSVILLE TRANSITION (IRK.BDF5): From over IRK VORTAC via IRK R-059 and BDF R-247 to BDF VORTAC. Thence....

ST LOUIS TRANSITION (STL.BDF5): From over STL VORTAC via STL R-352 and BDF R-204 to BDF VORTAC. Thence....

....from over the BDF VORTAC via BDF R-062 to NEWRK INT, thence direct ORD VOR/DME. Expect vector to final approach course.

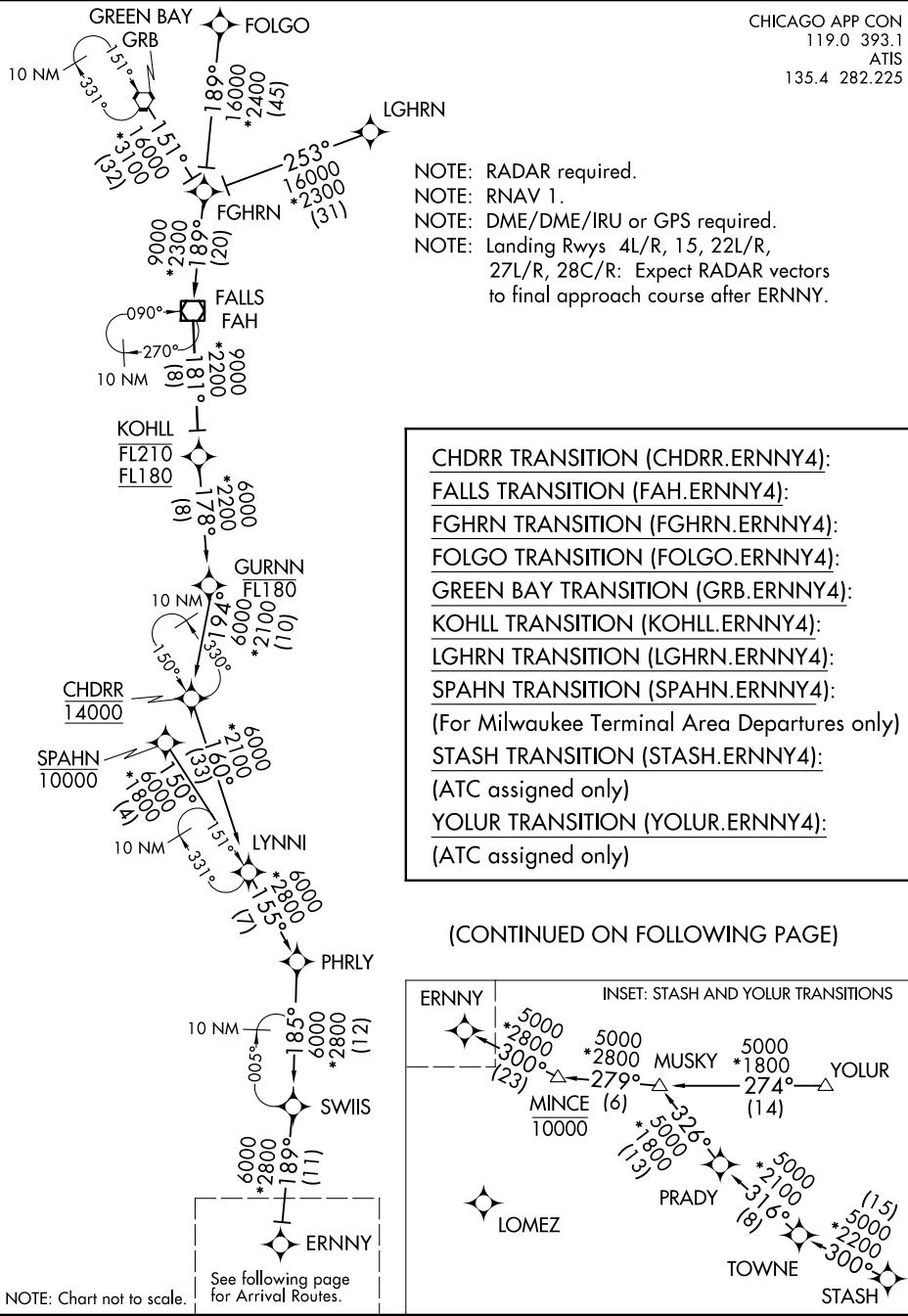
(ERNNY.ERNNY4) 16259

ST-166 (FAA)

CHICAGO O'HARE INTL (ORD)

ERNNY FOUR ARRIVAL (RNAV) Transition Routes

CHICAGO, ILLINOIS



ERNNY FOUR ARRIVAL (RNAV) Transition Routes

(ERNNY.ERNNY4) 15SEP16

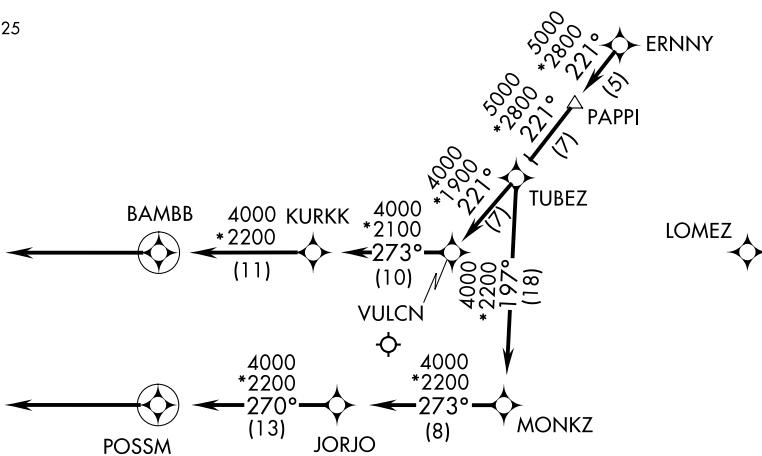
CHICAGO, ILLINOIS

CHICAGO O'HARE INTL (ORD)

ERNNY FOUR ARRIVAL (RNAV) Arrival Routes

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225



NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Landing RWYS 4L/R, 15, 22L/R, 27L/R, 28C/R: Expect RADAR vectors to final approach course after ERNNY.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

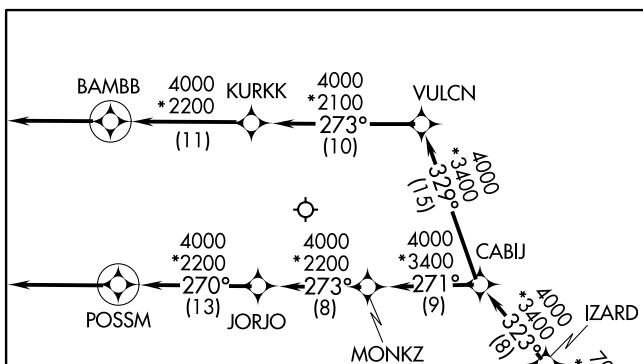
From ERNNY on track 221° to PAPPI, then on track 221° to TUBEZ.

LANDING RWYS 4L/R, 09L/R, 10L/C, 15, 22L/R, 27L/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.

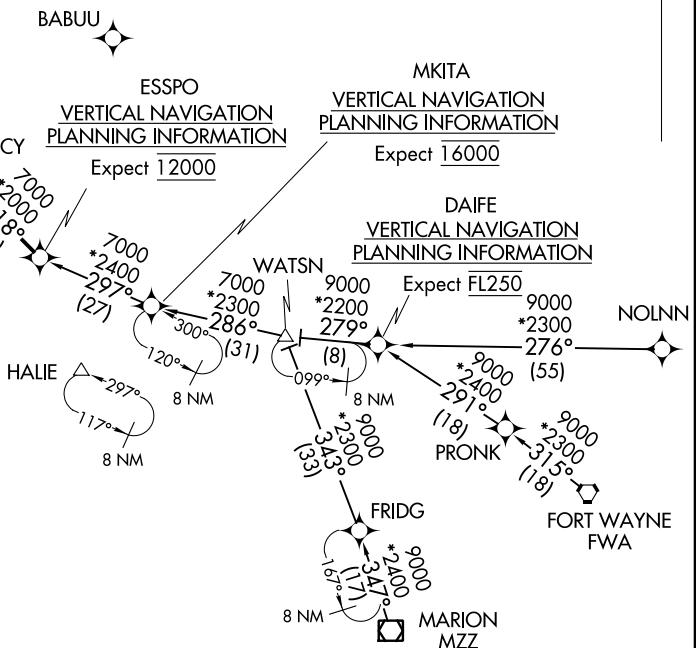
LANDING RWY 10R: From TUBEZ on track 197° to MONKZ, then on track 273° to JORJO, then on track 270° to POSSM, then on track 270° . Expect RADAR vectors to final approach course.

CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225

SI-166 (FAA)

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOISESSPO THREE ARRIVAL (RNAV)
(ESSPO.ESSPO3) 15SEP16

- NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: ATC assigned only.



(FYTHE,FYTHE4) 16259

ST-166

CHICAGO O'HARE INT'L (ORD)
CHICAGO, ILLINOIS**FYTHE FOUR ARRIVAL (RNAV) Transition Routes**

CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225



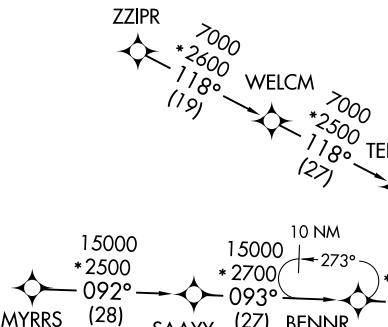
NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

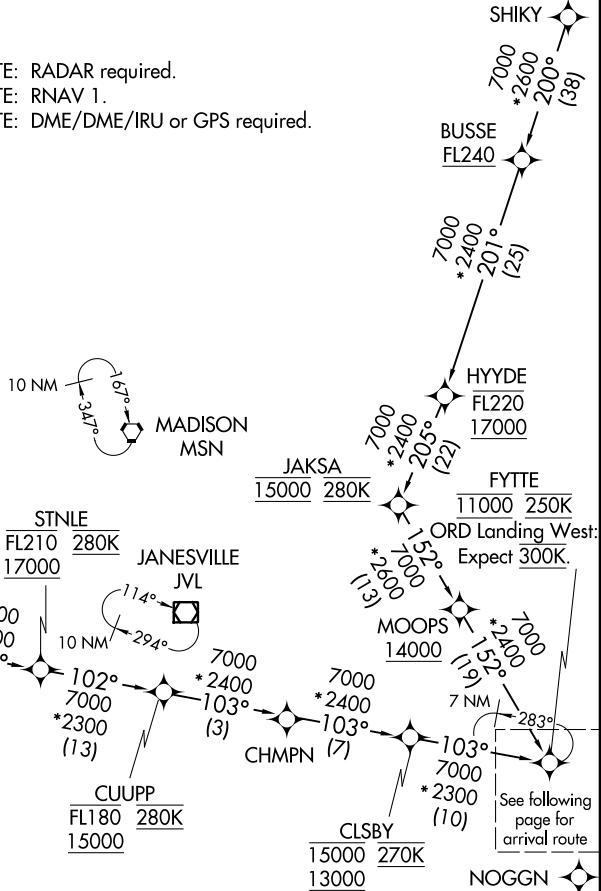
FYTHE FOUR ARRIVAL (RNAV) Transition Routes (FYTHE,FYTHE4)

15SEP16



- BENNR TRANSITION (BENNR.FYTHE4):
- BHAWK TRANSITION (BHAWK.FYTHE4):
- BUSSE TRANSITION (BUSSE.FYTHE4):
- CHMPN TRANSITION (CHMPN.FYTHE4):
- MYRRS TRANSITION (MYRRS.FYTHE4):
- SHIKY TRANSITION (SHIKY.FYTHE4):
- TEEOO TRANSITION (TEEOO.FYTHE4):
- ZZIPR TRANSITION (ZZIPR.FYTHE4):

NOTE: Chart not to scale.



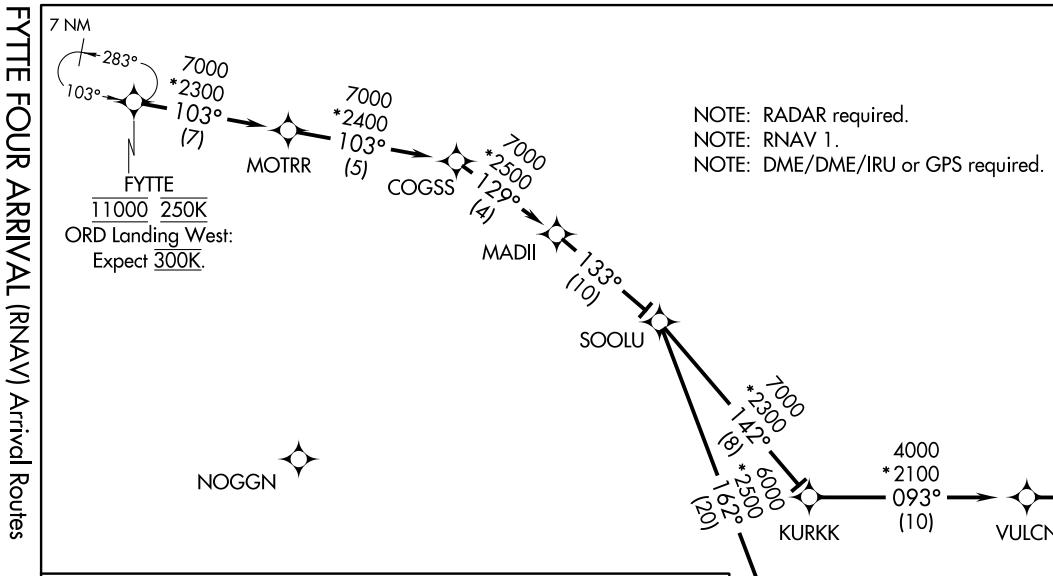
(FYTHE,FYTHE4) 16259
FYTHE FOUR ARRIVAL (RNAV) Arrival RoutesCHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225

SI-166

CHICAGO O'HARE INT'L (ORD)
CHICAGO, ILLINOIS

NOTE: Chart not to scale.

N

**ARRIVAL ROUTE DESCRIPTION**

From FYTHE on track 103° to MOTRR, then on track 103° to COGSS, then on track 129° to MADII, then on track 133° to SOOLU.

Landing Rwy 4L/R, 9L/R, 10L/C/R, 15, 22L/R, 27L/R: From SOOLU on track 142° to KURKK, then on track 093° to VULCN, then on track 093° to HIMGO, then on track 093°. Expect RADAR vectors to final approach course.

Landing Rwy 28L/C/R: From SOOLU on track 162° to JORJO, then on track 093° to MONKZ, then on track 093° to TONIE, then on track 093°. Expect RADAR vectors to final approach course.

FYTHE FOUR ARRIVAL (RNAV) Arrival Routes

CHICAGO O'HARE INT'L (ORD)
CHICAGO, ILLINOIS

CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225

(JVL,JVL7) 15176
(JVL,JVL7)

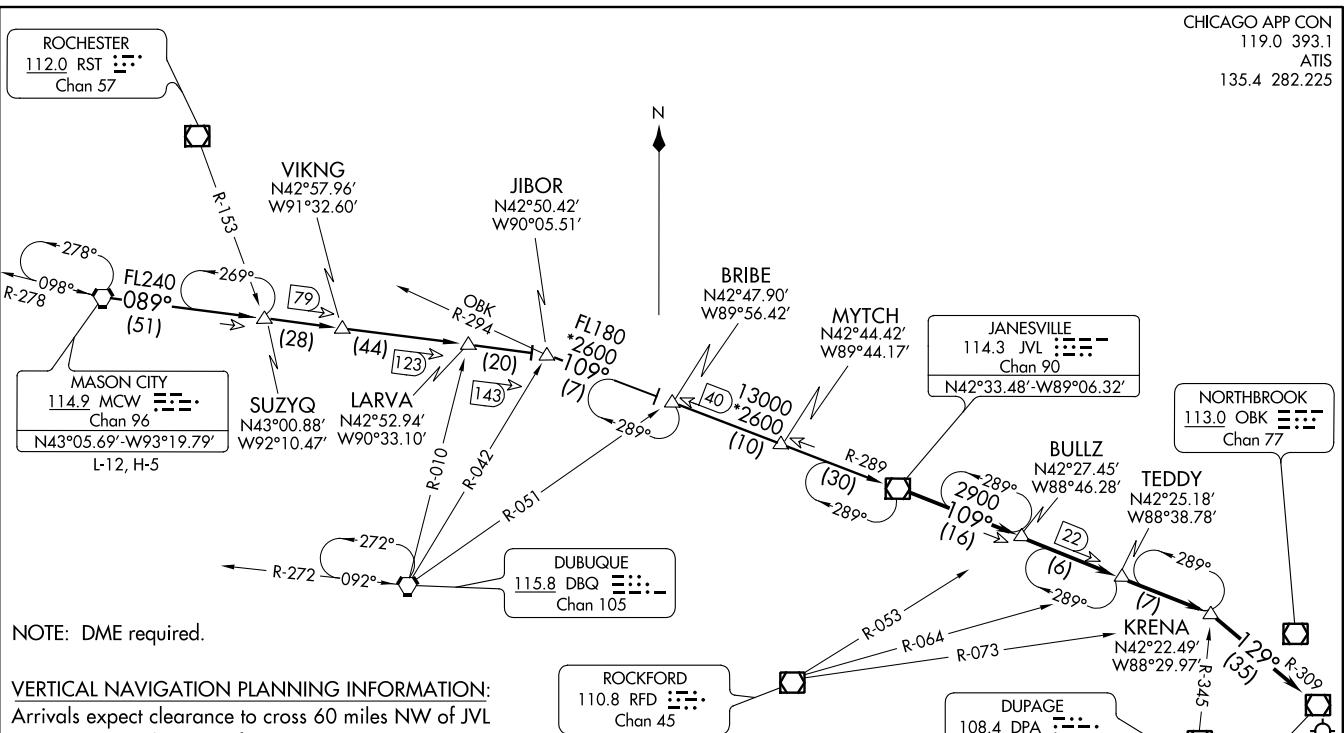
JANESVILLE SEVEN ARRIVAL

ST-166 (FAA)

CHICAGO O'HARE INT'L (ORD)
CHICAGO, ILLINOIS

JANESVILLE SEVEN ARRIVAL
(JVL,JVL7) 15176

CHICAGO O'HARE INT'L (ORD)
CHICAGO, ILLINOIS



NOTE: DME required.

VERTICAL NAVIGATION PLANNING INFORMATION:
Arrivals expect clearance to cross 60 miles NW of JVL
at FL240, 20 miles west of JVL at 13000, TEDDY at 7000.

ARRIVAL ROUTE DESCRIPTION

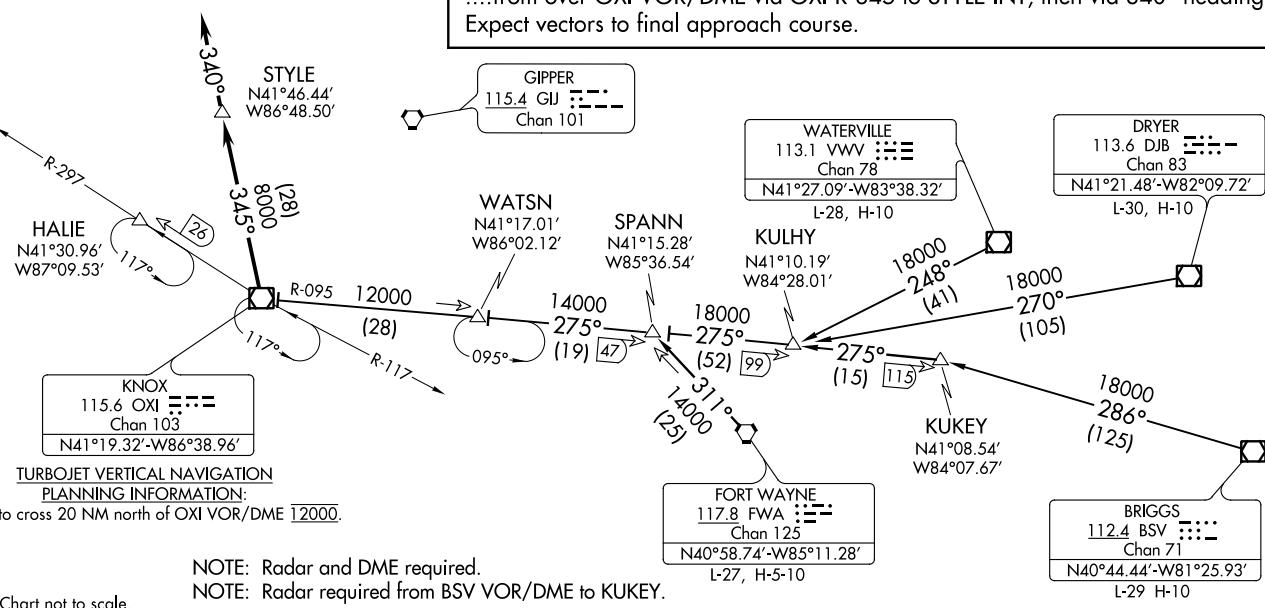
MASON CITY TRANSITION (MCW,JVL7): From over MCW VORTAC on MCW R-089 to JIBOR
then on JVL R-289 to JVL VOR/DME, thence....
....from over JVL VOR/DME to KRENA on JVL R-109, then direct ORD VOR/DME.
Expect radar vectors to final approach course.

NOTE: Chart not to scale.

KNOX SIX ARRIVAL
(OXI)(OXI) 15288

CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225

N



(MADI.II.MADI.III) 16259

ST-166 (FAA)

MADI THREE ARRIVAL (RNAV) Transition Routes

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

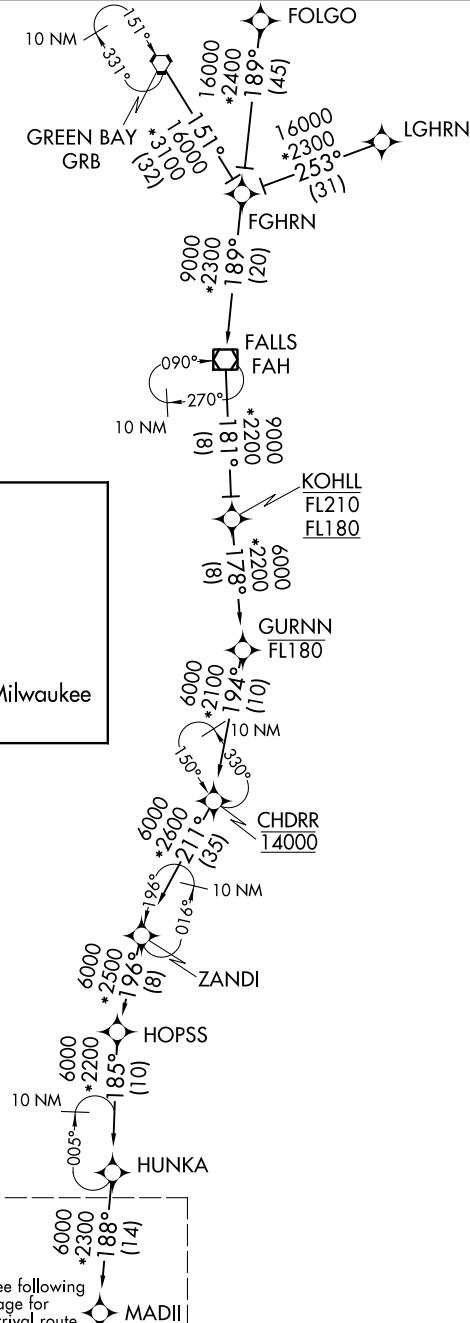
CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225

NOTE: RADAR Required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

CHDRR TRANSITION (CHDRR.MADI.III):
FALLS TRANSITION (FAH.MADI.III):
FGHRN TRANSITION (FGHRN.MADI.III):
FOLGO TRANSITION (FOLGO.MADI.III):
GREEN BAY TRANSITION (GRB.MADI.III):
KOHLL TRANSITION (KOHLL.MADI.III):
LGHRN TRANSITION (LGHRN.MADI.III):
ZANDI TRANSITION (ZANDI.MADI.III): (For Milwaukee terminal area departures only).



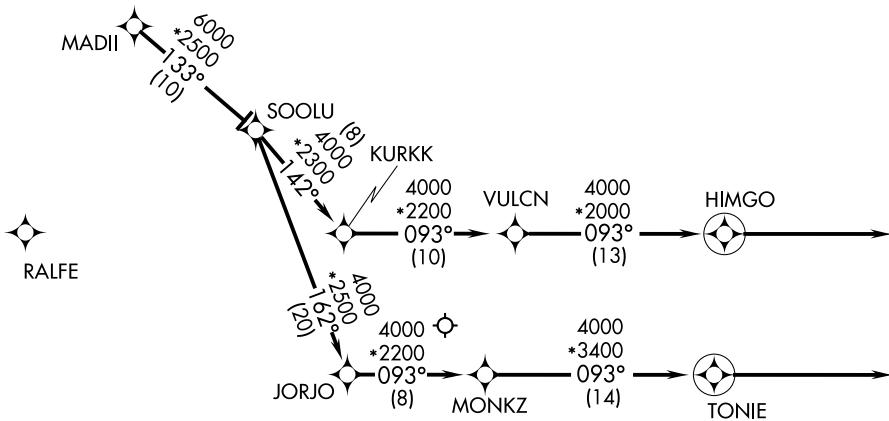
(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

MADI THREE ARRIVAL (RNAV) Transition Routes
(MADI.II.MADI.III) 15SEP16

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225



NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From MADII on track 133° to SOOLU.

LANDING RUNWAYS 4L/R, 9L/R, 10L/C/R, 15, 22L/R, 27L/R: From SOOLU on track 142° to KURKK, then on track 093° to VULCN, then on track 093° to HIMGO, then on track 093°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 28L/C/R: From SOOLU on track 162° to JORJO, then on track 093° to MONKZ, then on track 093° to TONIE, then on track 093°. Expect RADAR vectors to final approach course.

(PAITN,PAITN4) PAITN FOUR ARRIVAL

ST-166 (FAA)

AU SABLE
116.1 ASP
Chan 108
N44°26.95' -W83°23.66'
L-31,H-11

OBSTR
N43°41.70' -W85°12.89'
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect FL320.

Expect FL320.

FLINT
116.9 FNT
Chan 116
N42°58.01' -W83°44.82'
L-28, H-10-11

NOTE: Chart not to scale.

FL180
180°
(18)

JODEE
N45°16.72' -W84°42.06'
L-31,H-11

GAUT
N44°04.61' -W85°05.62'
L-31,H-11

CSTLO
N43°10.84' -W85°22.54'
L-31,H-11

FL180
257°
(77)

FL180
269°
(37)

LTOUR
N42°50.96' -W84°55.10'
L-31,H-11

VICTORY
115.95 VIO
Chan 106(Y)
N42°47.20' -W85°29.82'
L-28, H-5-10

SAULT STE MARIE
112.2 SSM
Chan 59
N46°24.73' -W84°18.89'
L-31, H-2-11

TRaverse CITY
114.6 TVC
Chan 93
N44°40.07' -W85°33.00'
L-31, H-2

PECOK
N44°00.46' -W85°43.25'
L-31, H-2

UFDUH
N43°42.60' -W85°47.78'
L-31, H-2

BITTR
N43°07.29' -W85°56.64'
L-31, H-2

10000
260°
(25)

DITCA
N42°44.84' -W85°43.00'
L-31, H-2

WLTER
N42°41.19' -W86°03.07'
L-28, H-5-10

PULLMAN
112.1 PMM
Chan 058
N42°27.96' -W86°06.29'
L-28, H-5-10

CHICAGO O'HARE
113.9 ORD
Chan 86
N41°59.26' -W87°54.29'

RHIVR
N42°38.76' -W86°16.24'
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect FL200.

NOTE: Radar and DME required.
NOTE: TVC transition is restricted to arrivals FL240.

CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225



PAITN FOUR ARRIVAL
(PAITN,PAITN4) 15008

CHICAGO O'HARE INT'L (ORD)
CHICAGO, ILLINOIS

ARRIVAL ROUTE DESCRIPTION

AU SABLE TRANSITION (ASP.PAITN4): From over ASP VOR/DME via ASP R-257 to GAULT, then via VIO R-017 to VIO VOR/DME, then via VIO R-260 to PAITN. Thence....

FLINT TRANSITION (FNT.PAITN4): From over FNT VORTAC via FNT R-269 to LTOUR, then via VIO R-085 to VIO VOR/DME ,then via VIO R-260 to PAITN. Thence....

PULLMAN TRANSITION (PMM.PAITN4): From over PMM VOR/DME via PMM R-282 to PAITN. Thence....

SAULT STE MARIE TRANSITION (SSM.PAITN4): From over SSM VOR/DME via SSM R-198 to GAULT, then via VIO R-017 to VIO VOR/DME, then via VIO R-260 to PAITN. Thence....

TRAVERSE CITY TRANSITION (TVC.PAITN4): From over TVC VOR/DME via TVC R-193 to BITTR, then via PMM R-010 to WLTER, then via VIO R-260 to PAITN. Thence....

VICTORY TRANSITION (VIO.PAITN4): From over VIO VOR/DME via VIO R-260 to PAITN. Thence....

....From over PAITN via OBK R-071 to WYNDE/OBK 40 DME, then via OBK R-071 to FIYER/OBK 30 DME, then via OBK R-071 to ERNNY/OBK 20 DME, then via ORD R-036 to PAPPI/ORD 22 DME, then via ORD R-036 to ORD VOR/DME. Expect radar vectors to final approach course.

SHAIN ONE ARRIVAL (RNAV) Transition Routes

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225

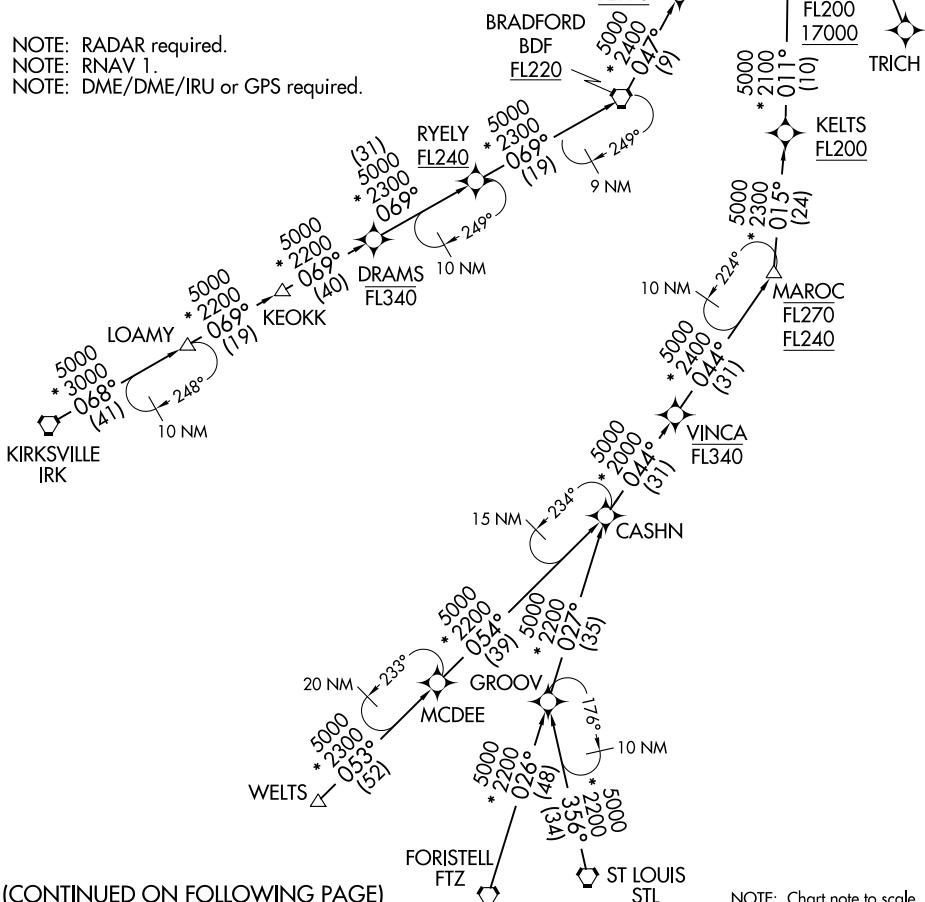
See following page for
Arrival Routes

BRADFORD TRANSITION (BDF.SHAIN1)
CASHN TRANSITION (CASHN.SHAIN1)
FORISTELL TRANSITION (FTZ.SHAIN1)
KIRKSVILLE TRANSITION (IRK.SHAIN1)
LOAMY TRANSITION (LOAMY.SHAIN1)
MAROC TRANSITION (MAROC.SHAIN1)
ST LOUIS TRANSITION (STL.SHAIN1): (ATC assigned only)
TRICH TRANSITION (TRICH.SHAIN1)
TRIDE TRANSITION (TRIDE.SHAIN1)
WELTS TRANSITION (WELTS.SHAIN1)

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.



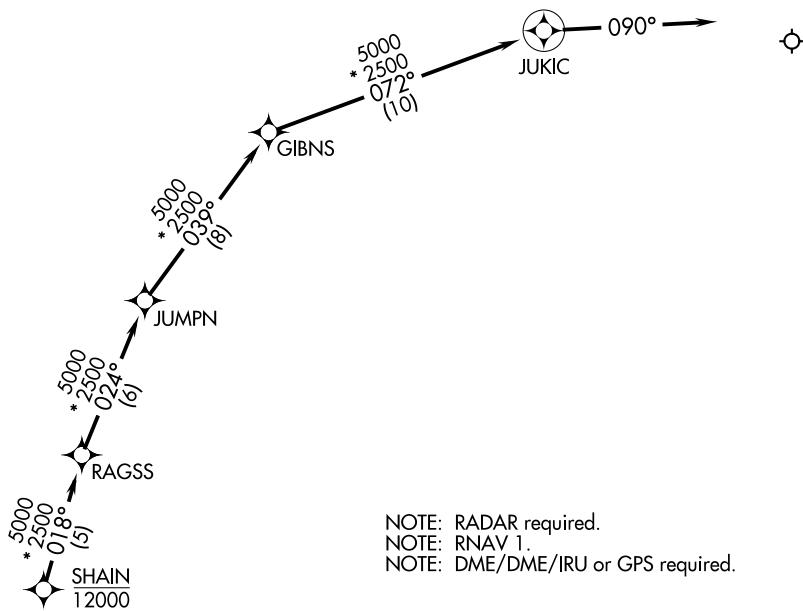
(SHAIN.SHAIN1) 15288

ST-166

SHAIN ONE ARRIVAL (RNAV) Arrival Routes

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225



NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Chart note to scale.

ARRIVAL ROUTE DESCRIPTION

LANDING RWYS 9L/R, 10L/C/R: From SHAIN on track 018° to RAGSS, then on track 024° to JUMPN, then on track 039° to GIBNS, then on track 072° to JUKIC, then on track 090°. Expect RADAR vectors to final approach course.

SHAIN ONE ARRIVAL (RNAV) Arrival Routes
(SHAIN.SHAIN1) 15288

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

(TRTLL.TRTLL4) 16259

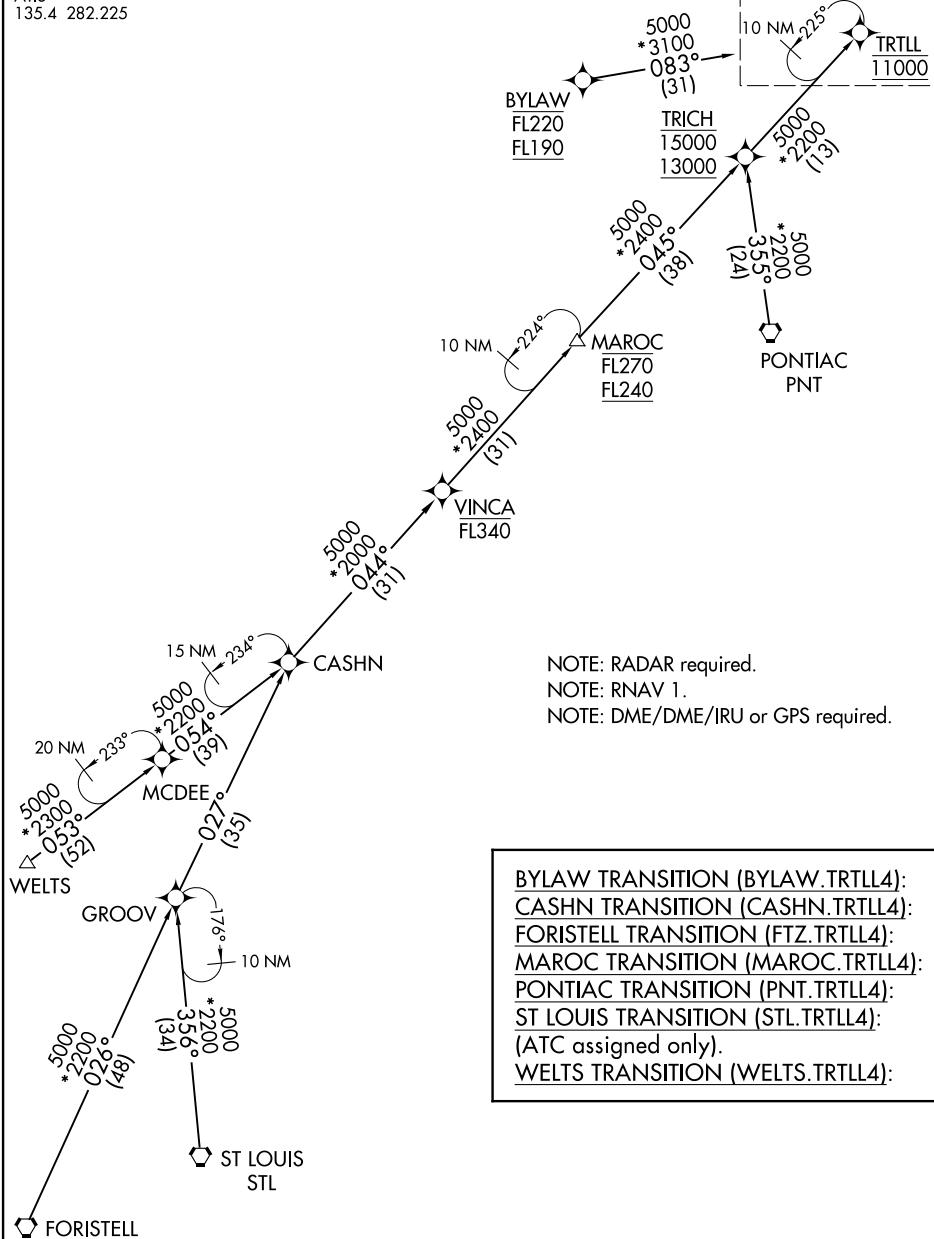
ST-166 (FAA)

TRTLL FOUR ARRIVAL (RNAV) Transition Routes

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225

See following page for
Arrival Routes



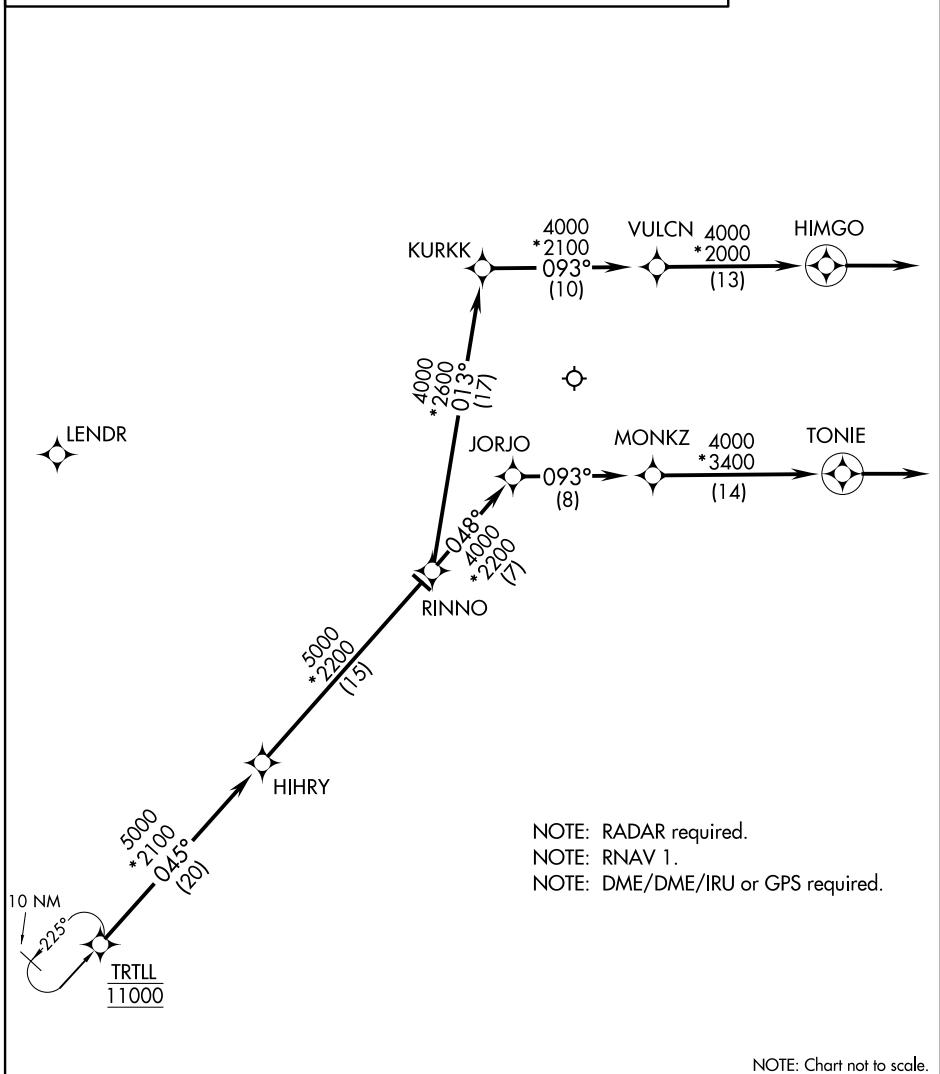
TRTLL FOUR ARRIVAL (RNAV) Transition Routes
(TRTLL.TRTLL4) 15SEP16

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

TRTLL FOUR ARRIVAL (RNAV) Arrival Routes

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

ARRIVAL ROUTE DESCRIPTION	CHICAGO APP CON 119.0 393.1 ATIS 135.4 282.225
<p>From TRTLL on track 045° to HIHRY, then on track 045° to RINNO.</p> <p><u>LANDING RWY 27R:</u> 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.</p> <p><u>LANDING RWYS 4L/R, 9L/R, 10L/C/R, 15, 22L/R, 27L, 28L/C/R:</u> From RINNO on track 048° 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.</p>	



CHICAGO APP CON
119.0 393.1
ATIS
135.4 282.225

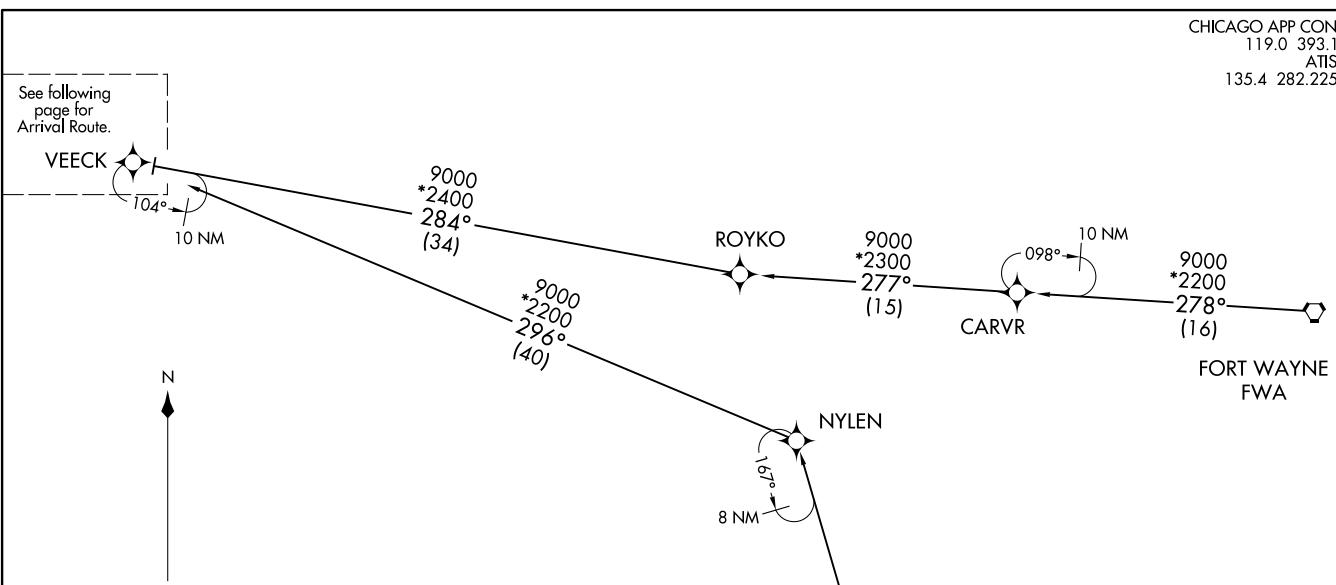
(VEECK, VEECK3) 16259
VEECK THREE ARRIVAL (RNAV) Transition Routes

ST-166 (FAA)

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

VEECK THREE ARRIVAL (RNAV) Transition Routes

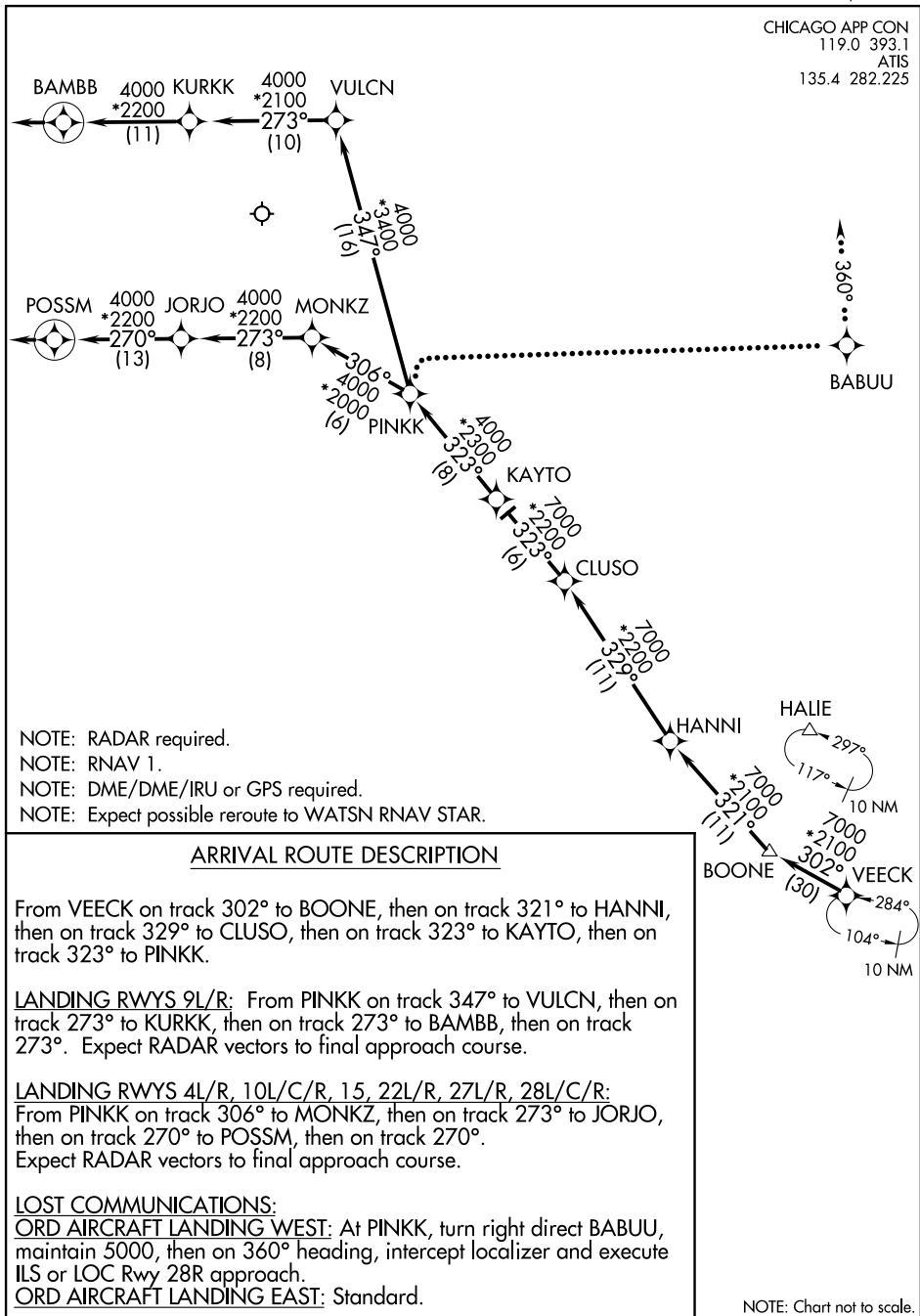
(VEECK, VEECK3) 15SEP16



FORT WAYNE TRANSITION (FWA.VEECK3): (ATC assigned only.)
MARION TRANSITION (MZZ.VEECK3):

NOTE: Chart not to scale.

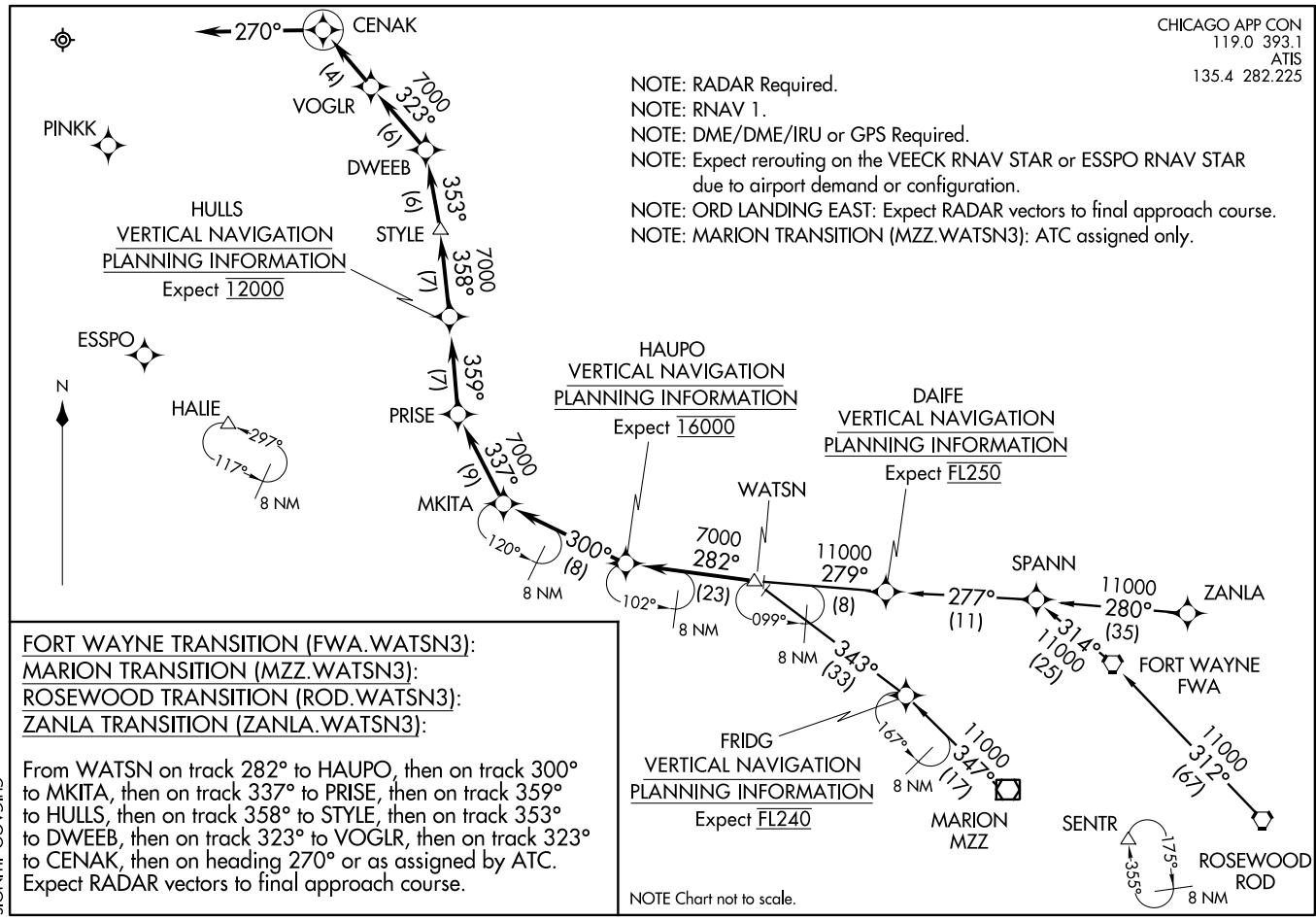
VEECK THREE ARRIVAL (RNAV) Arrival Routes

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

VEECK THREE ARRIVAL (RNAV) Arrival Routes

(VEECK.VEECK3) 15SEP16

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

WATSN THREE ARRIVAL (RNAV)
(WATSN,WATSN3) 26MAY16

ATIS
135.4 282.225
CHICAGO APP CON
119.0 393.1

WYNDE EIGHT ARRIVAL (RNAV) Transition Routes (WYNDE,WYNDE8)

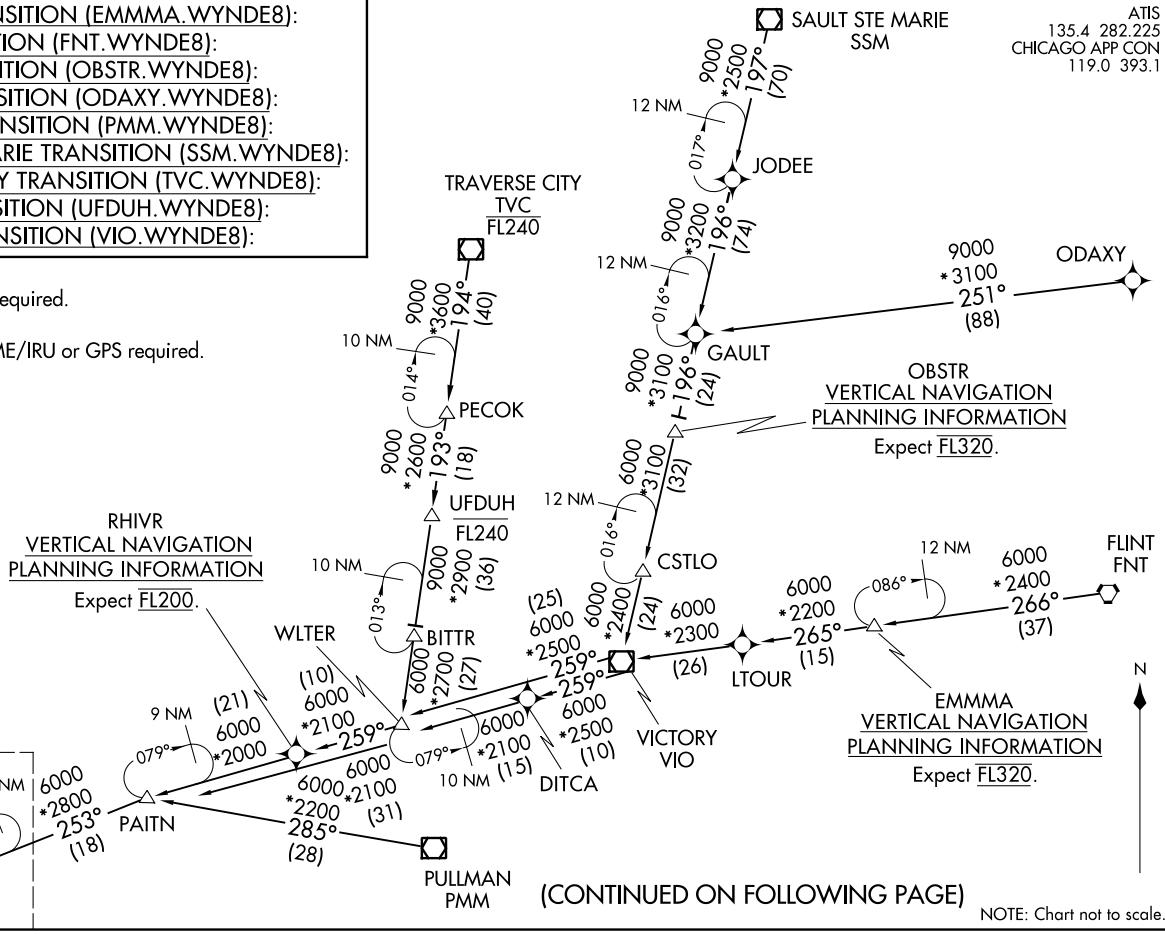
15SEP16

- EMMMA TRANSITION (EMMMA,WYNDE8):**
- FLINT TRANSITION (FNT,WYNDE8):**
- OBSTR TRANSITION (OBSTR,WYNDE8):**
- ODAXY TRANSITION (ODAXY,WYNDE8):**
- PULLMAN TRANSITION (PMM,WYNDE8):**
- SAULT STE MARIE TRANSITION (SSM,WYNDE8):**
- TRAVERSE CITY TRANSITION (TVC,WYNDE8):**
- UFDUH TRANSITION (UFDUH,WYNDE8):**
- VICTORY TRANSITION (VIO,WYNDE8):**

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.



WYNDE EIGHT ARRIVAL (RNAV) Arrival Routes (WYNDE,WYNDE8) 15SEP16

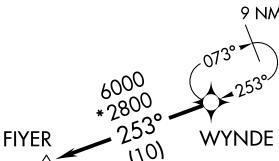
ARRIVAL ROUTE DESCRIPTION

From WYNDE on track 253° to FIYER, then on track 253° to ERNNY, then on track 221° to PAPPI, then on track 221° to TUBEZ.

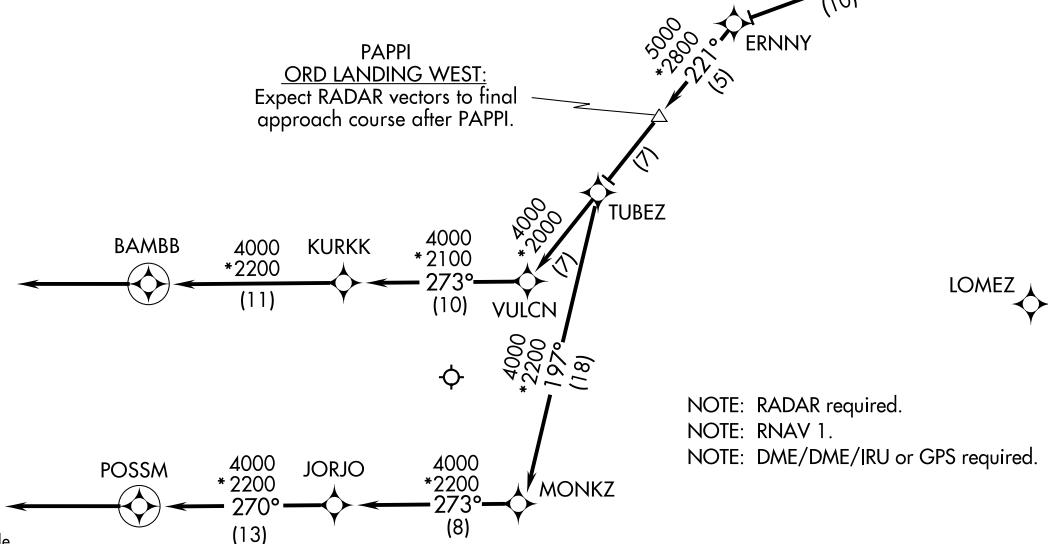
LANDING RWYS 4L/R, 9L/R, 10L/C, 15, 22L/R, 27L/R, 28L/C/R:
From TUBEZ on track 221° to VULCN, then on track 273° to KURKK, then on track 273° to BAMBB, then on track 273°. Expect RADAR vectors to final approach course.

LANDING RWY 10R: 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.

ATIS
135.4 282.225
CHICAGO APP CON
119.0 393.1



PAPPI
ORD LANDING WEST:
Expect RADAR vectors to final approach course after PAPPI.



CHICAGO O'HARE INT'L (ORD)
CHICAGO, ILLINOIS

(WYNDE,WYNDE8) 16259
ST-166 (FAA)
WYNDE EIGHT ARRIVAL (RNAV) Arrival Routes CHICAGO O'HARE INT'L (ORD)
CHICAGO, ILLINOIS

WAAS CH 65837 W28D	APP CRS 273°	Rwy Idg TDZE Apt Elev	7500 667 680
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RNAV (GPS) RWY 28L
CHICAGO-O'HARE INTL (ORD)

▼ DME/DME RNP-0.3 NA. Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

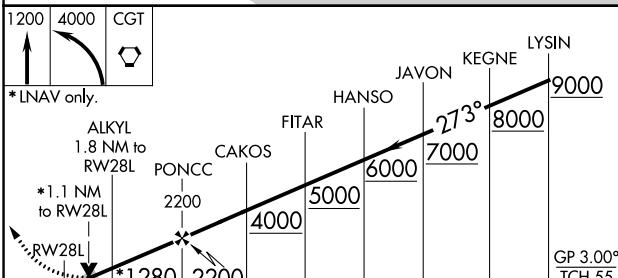
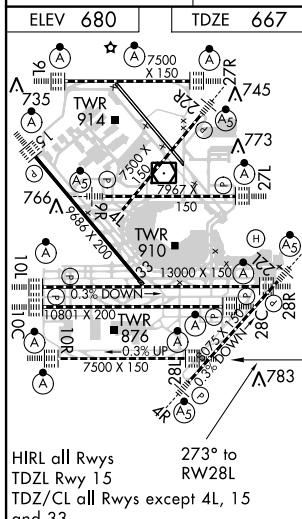
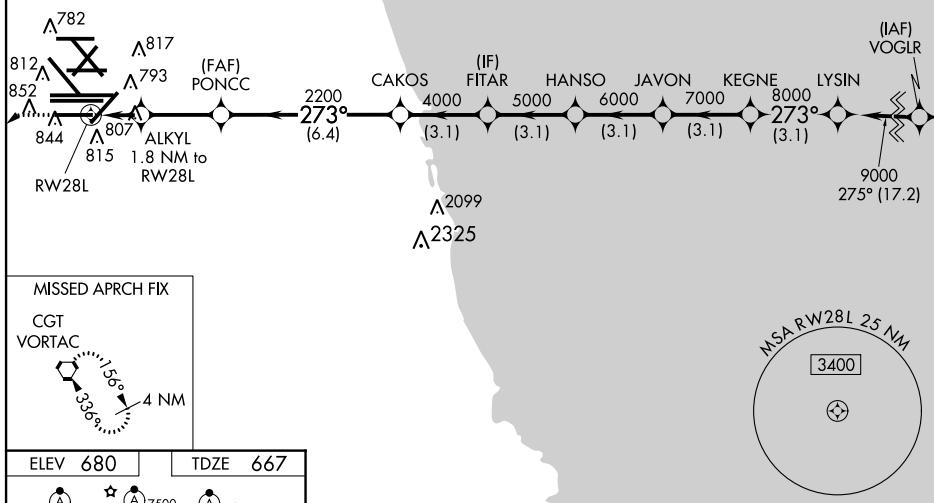


MISSED APPROACH: Climb 1200 then climbing left turn to 4000 direct CGT VORTAC and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0	O'HARE TOWERS 128.15 348.0 (Rwy 9/27R) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)
			121.75 (OBND) 121.9 (BND) 134.15

CINC DEL
121.6

RADAR REQUIRED



CHICAGO, ILLINOIS

AL-166 (FAA)

16259

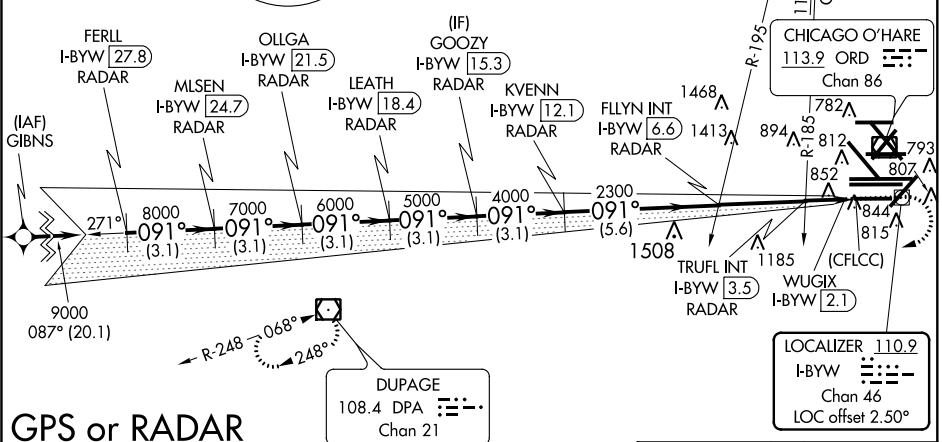
LOC/DME I-BYWW	APP CRS 091°	Rwy Idg 7500 TDZE 680 Apt Elev 680
110.9 Chan 46		

ILS or LOC RWY 10R
CHICAGO-O'HARE INTL (ORD)

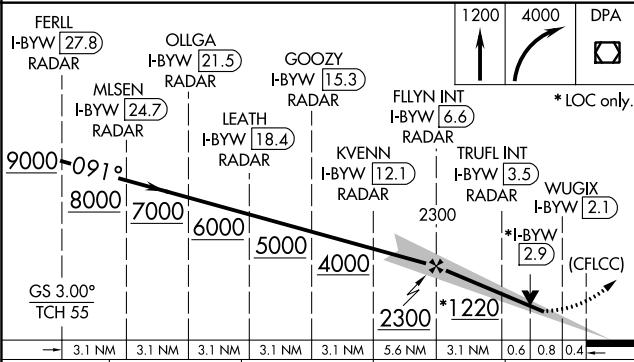
▼ Simultaneous approach authorized. DME or radar required.
Inop table does not apply to S-ILS 10R all Cats. For inop ALSF-2,
increase S-LOC 10R Cat A and B visibility to 1 mile.
Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

ALSF-2
(A)MISSIED APPROACH: Climb to 1200
then climbing right turn to 4000 direct
DPA VOR/DME and hold.

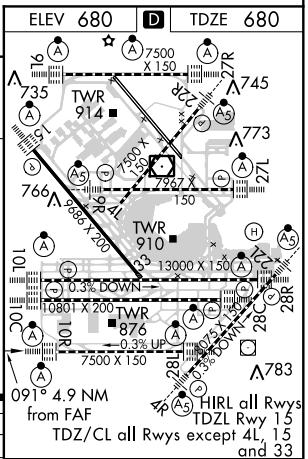
ATIS 135.4	CHICAGO APP CON 282.225	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	[TWR CENTER] 121.75 (OBND) 121.9 (BND) 134.15
119.0 393.1				



GPS or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 10R		930- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
S-LOC 10R	1220- $\frac{3}{4}$	540 (600- $\frac{3}{4}$)	1220-1 540 (600-1)	
TRUFL FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 10R	1120- $\frac{3}{4}$	440 (500- $\frac{3}{4}$)		



FAF to MAP 4.5 NM				
Knots	60	90	120	150
Min:Sec	4:30	3:00	2:15	1:48

CHICAGO, ILLINOIS

Orig 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)
ILS or LOC RWY 10R

CHICAGO, ILLINOIS

AL-166 (FAA)

16259

WAAS CH 99508 W09B	APP CRS 093°	Rwy Idg 7500
		TDZE 668
		Apt Elev 680

RNAV (GPS) RWY 9L

CHICAGO O'HARE INTL (ORD)

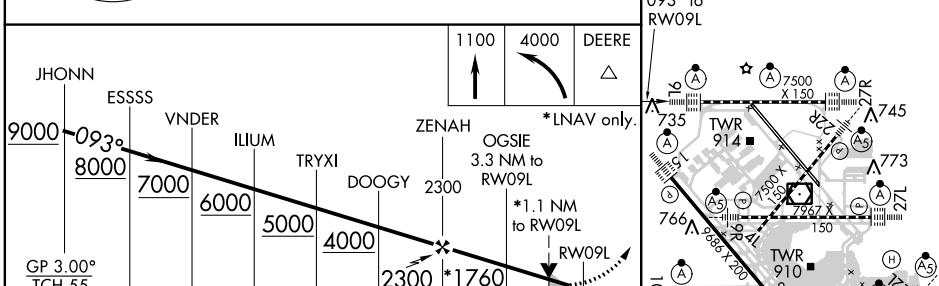
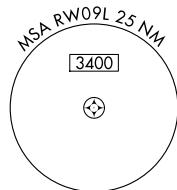
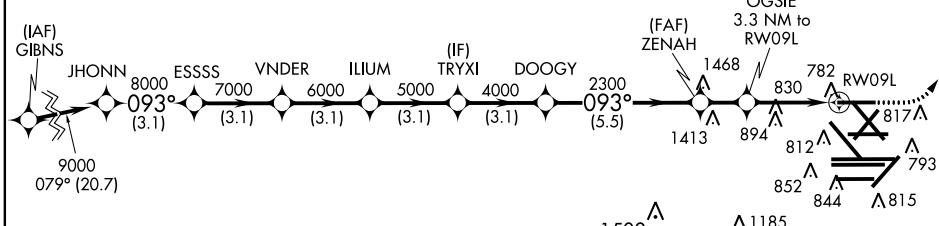
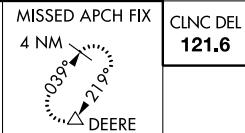
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF, increase LNAV/VNAV all Cats visibility to RVR 5000 and LNAV Cats C/D visibility to RVR 6000.



MISSIED APPROACH:
Climb to 1100 then climbing left turn to 4000 direct DEERE and hold.

ATIS 135.4	CHICAGO APP CON 282.225	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	(TWR CENTER) 121.75 (OBND) 121.9 (BND) 134.15
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RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA		868/24	200 (200-½)	
LNAV/VNAV DA		989/30	321 (400-¾)	
LNAV MDA	1080/24	412 (500-½)	1080/40	412 (500-¾)

CHICAGO, ILLINOIS

Amdt 3 15OCT15

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)
RNAV (GPS) RWY 9L

CHICAGO, ILLINOIS

AL-166 (FAA)

16259

LOC/DME 1-VQX 110.75 Chan 44(Y)	APP CRS 274°	Rwy Idg TDZE Apt Elev 7500 667 680
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ILS RWY 28L (SA CAT I)
CHICAGO-O'HARE INTL (ORD)

▼ Simultaneous approach authorized. DME or radar required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2
(A)

MISSIED APPROACH: Climb to 1200 then climbing left turn to 4000 direct CGT VORTAC and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	[TWR CENTER] 121.75 (BOND) 121.9 (BOND) 134.15
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CLNC DEL
121.6

GPS or RADAR REQUIRED

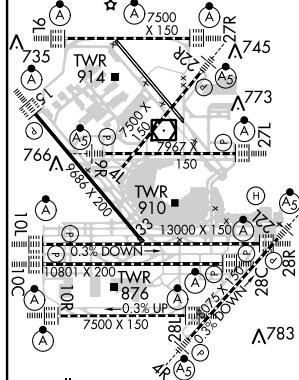
CHICAGO O'HARE
113.9 ORD
Chan 86

113.0 OBK
Chan 77

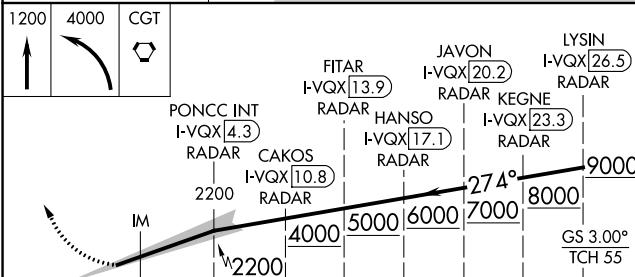
782
894
812 A
807
815 IM
844 A
815
LOCALIZER 110.75
I-VQX
Chan 44(Y)

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

ELEV 680 D TDZE 667



ALTERNATE MISSED
APCH FIX
JOLIET
JOT
112.3
Chan 70
R-246 066° 246°



CATEGORY A B C D

S-ILS 28L RA 157/14 150 DA 817

SA CATEGORY I ILS-SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIREDCHICAGO, ILLINOIS
Orig 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)
ILS RWY 28L (SA CAT I)

LOC I-RXZ	APP CRS 223°	Rwy Idg 7500 652 672
111.3		TDZE Apt Elev

ILS or LOC RWY 22R
CHICAGO-O'HARE INTL (ORD)

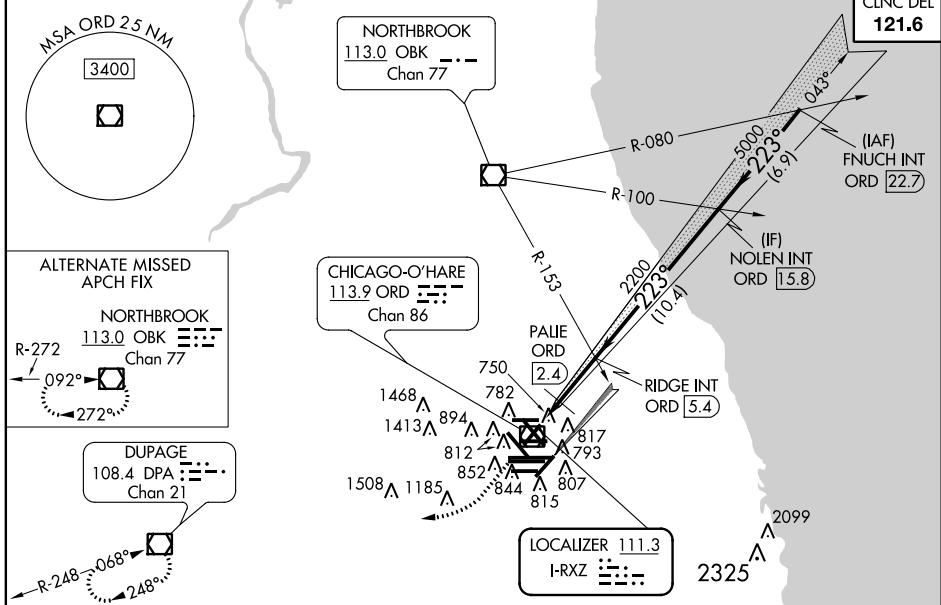
V Simultaneous approach authorized with Rwy 22L.
*DME from ORD VOR/DME.



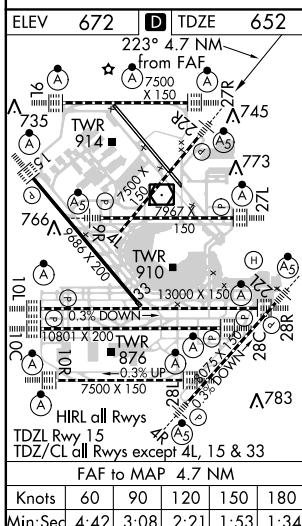
MISSIED APPROACH: Climb to 1300 then climbing right turn to 4000 direct DPA VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	[TWR CENTER] 121.75 (OBND) 121.9 (BND) 134.15
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CINCL DEL
121.6



RADAR REQUIRED



#LOC only	1300	4000	DPA	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 69).
RIDGE INT ORD [5.4]	2200	5000	NOLEN INT ORD [15.8]	FNUCH INT ORD [22.7]
PALIE ORD [2.4]	2200	5000	2200	7000
#1220	2200	5000	2200	7000
1.7 NM	3 NM	10.4 NM	6.9 NM	GS 3.00° TCH 49
CATEGORY	A	B	C	D
S-ILS 22R	852/18	200 (200-½)		
S-LOC 22R	1220/24 568 (600-½)	1220-1¼ 568 (600-1¼)		
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	1240-2	1240-2
			548 (600-1½)	568 (600-2)
*PALIE FIX MINIMUMS				
S-LOC 22R	980/24 328 (400-½)	980/26 328 (400-½)		
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	1240-2	1240-2
			548 (600-1½)	568 (600-2)

CHICAGO, ILLINOIS

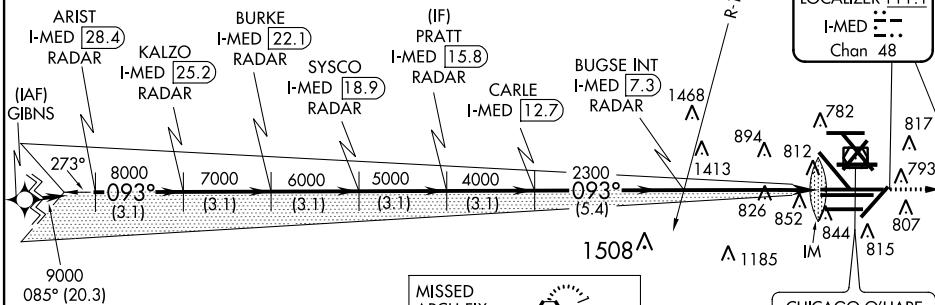
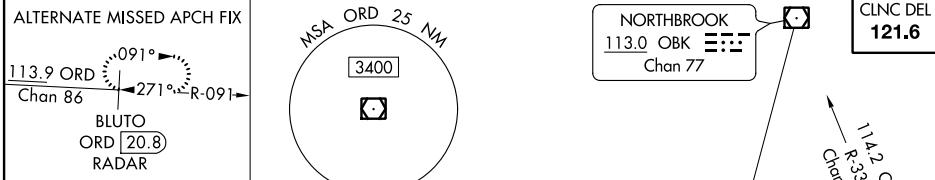
AL-166 (FAA)

16259

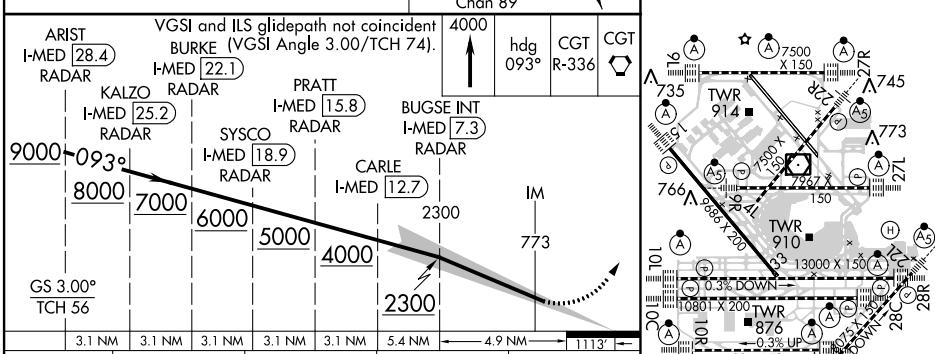
LOC/DME I-MED		Rwy Idg 12246
111.1	APP CRS 093°	TDZE 672
Chan 48		Apt Elev 680

ILS RWY 10L (CAT II & III)
CHICAGO-O'HARE INTL (ORD)

V Simultaneous approach authorized. DME or radar required.		ALSF-2 (A)	MISSIED APPROACH: Climb to 4000 on heading 093° and on CGT VORTAC R-336 to CGT VORTAC and hold.	
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	[TWR CENTER] 121.75 (OBND) [TWR SOUTH] 121.9 (BND) [134.15]



RADAR or GPS REQUIRED



CATEGORY II and III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS

Amdt 18 15OCT15

CHICAGO-O'HARE INTL (ORD)

41°59'N-87°54'W

ILS RWY 10L (CAT II & III)

HIRL all Rwy
TDZL Rwy 15
TDZL CL all Rwy except 4L, 15 and 33

CHICAGO, ILLINOIS

AL-166 (FAA)

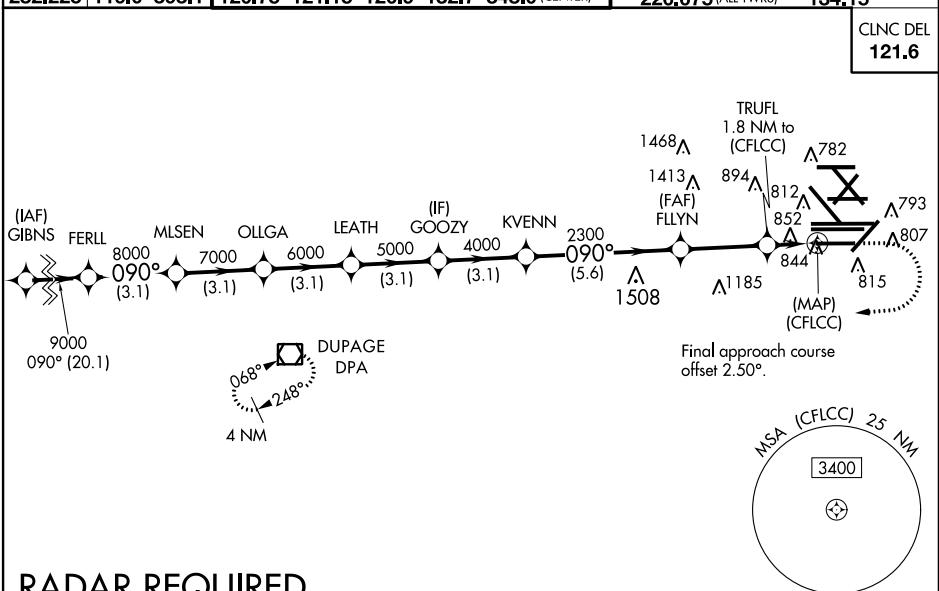
16259

WAAS CH 77937 W10D	APP CRS 090°	Rwy Idg TDZE Apt Elev	7500 680 680
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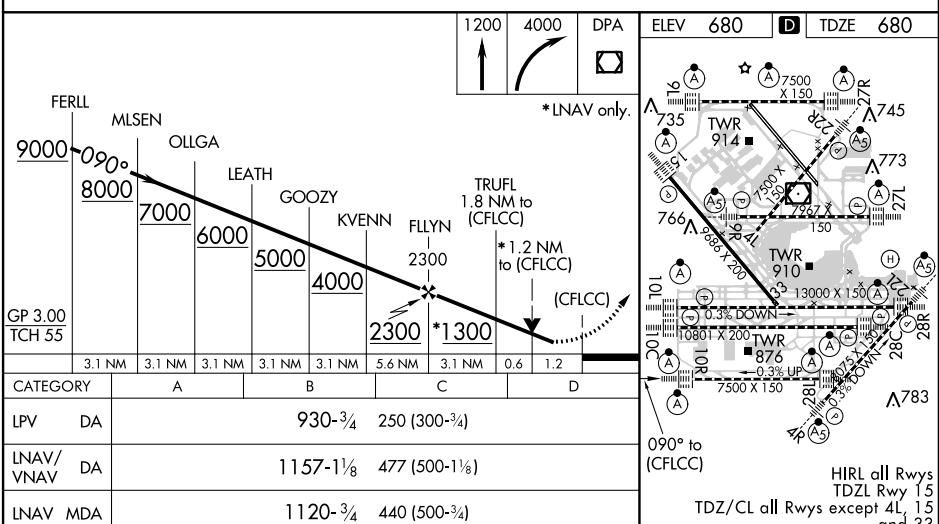
RNAV (GPS) RWY 10R
CHICAGO-O'HARE INTL (ORD)

▼ DME/DME RNP-0.3 NA. Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Inop table does not apply to LPV all Cats. For inop ALSF-2, increase LNAV Cat A and B visibility to 1 mile. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

ATIS	CHICAGO APP CON	O'HARE TOWERS	GND CON	[TWR CENTER]
135.4		128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L)	124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	121.75 (BOND) 121.9 (BBND) 134.15
282.225	119.0 393.1	120.75 121.15 126.9 132.7 348.0 (CENTER)		CINC DEL 121.6



RADAR REQUIRED

CHICAGO, ILLINOIS
Orig 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)
RNAV (GPS) RWY 10R

AL-166 (FAA)

CHICAGO, ILLINOIS

WAAS CH 81934 W10B	APP CRS 093°	Rwy Idg 10540 TDZE 669 Apt Elev 680
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RNAV (GPS) PRM RWY 10C
(CLOSE PARALLEL)

CHICAGO-O'HARE INTL (ORD)



DME/DME RNP-0.3 NA. Simultaneous approach authorized. Dual VHF comm required. See additional requirements on AAUP. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 4000 direct AGZED and on track 161° to CGT VORTAC and hold.

ATIS
135.4
282.225CHICAGO
APP CON
119.0 393.1

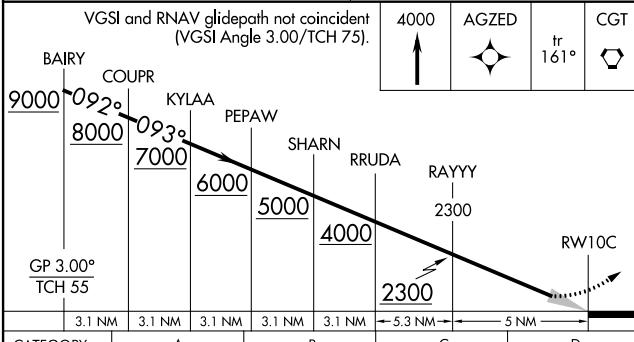
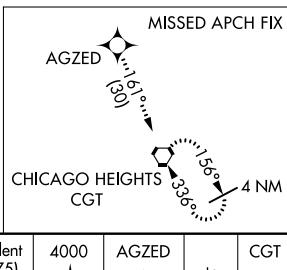
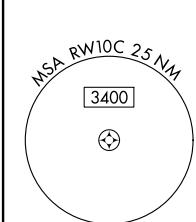
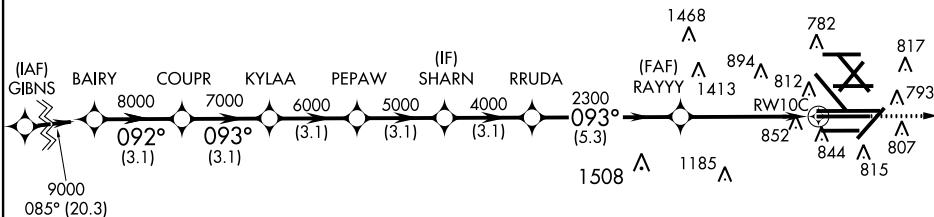
O'HARE TOWERS
128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L)
120.75 121.15 126.9 132.7 348.0 (CENTER)
PRM 119.625

GND CON
124.125 (TWR NORTH)
118.05 (TWR SOUTH)
226.675 (ALL TWR(S))

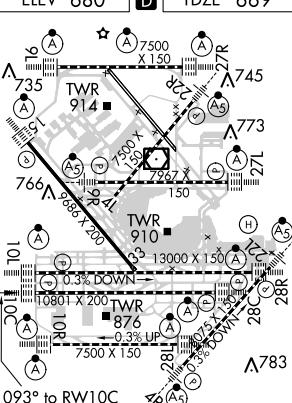
[TWR CENTER]
121.75 (IBND)
121.9 (IBND)
134.15

CLNC DEL
121.6

RADAR REQUIRED



ELEV 680 TDZE 669

CHICAGO, ILLINOIS
Orig 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)

RNAV (GPS) PRM RWY 10C (CLOSE PARALLEL)

CHICAGO, ILLINOIS

AL-166 (FAA)

16259

LOC/DME I-VZE 108.95 Chan 26 (Y)	APP CRS 273°	Rwy Idg 10801 TDZE Apt Elev 651 680
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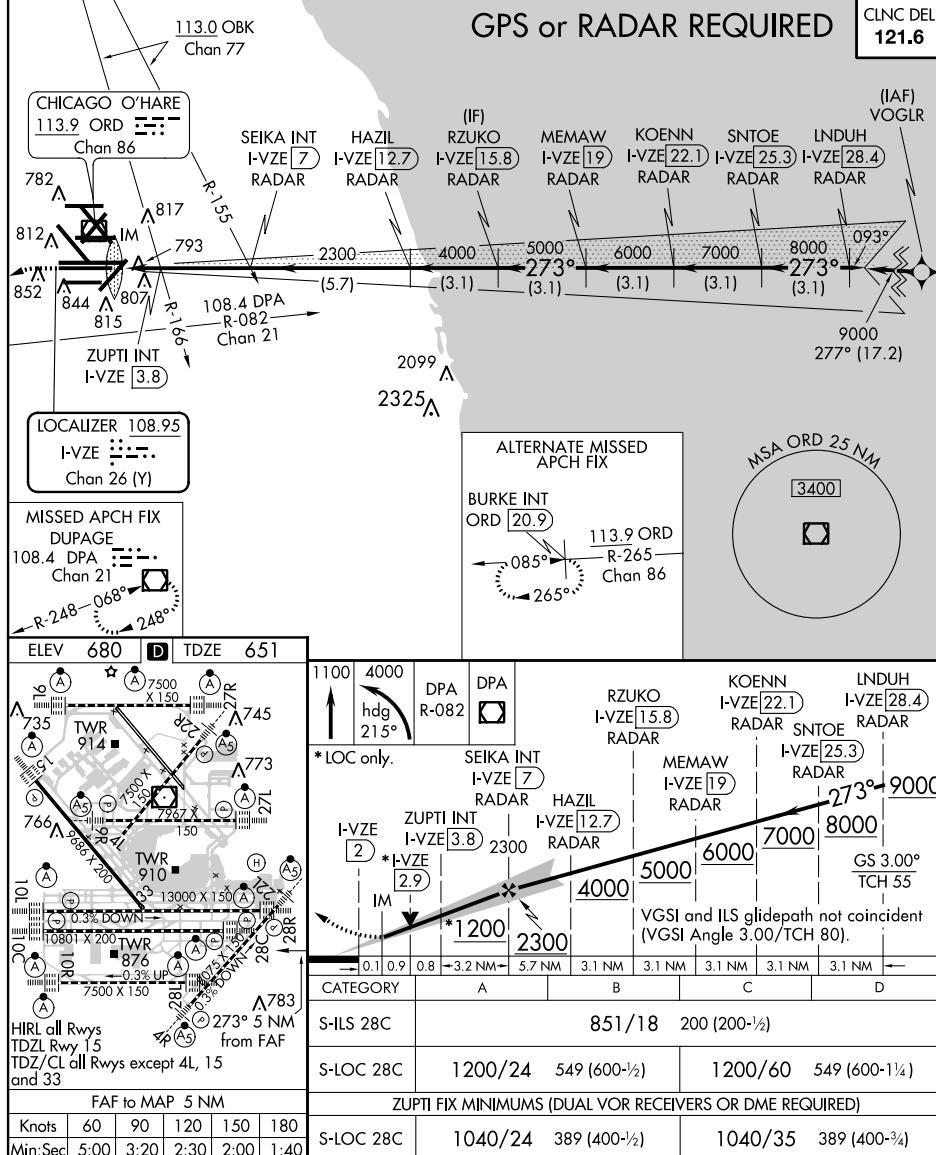
▼ Simultaneous approach authorized.
DME or RADAR required.



MISSIED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	(TWR CENTER) 121.75 (OBND) 121.9 (BND) 134.15
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GPS or RADAR REQUIRED

CINC DEL
121.6

CHICAGO, ILLINOIS

Amdt 1 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)

ILS or LOC RWY 28C

CHICAGO, ILLINOIS

AL-166 (FAA)

16259

LOC/DME	I-MED	APP	CRS	Rwy	Idg	12246
111.1			093°	TDZE		672
Chan	48			Apt Elev		680

T Simultaneous approach authorized. DME or radar required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ATIS 135.4	CHICAGO APP CON	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L)
282.225	119.0 393.1	120.75 121.15 126.9 132.7 348.0 (CENTER)

ILS RWY 10L (SA CAT I) CHICAGO-O'HARE INTL (ORD)

CHICAGO-O'HARE INTL (ORD)

MISSED APPROACH: Climb to 4000 on heading 093° and on CGT VORTAC R-336 to CGT VORTAC and hold.

135.4	APP CON	12
282.225	119.0 393.1	12

O'HARE TOWERS
128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L)
120.75 121.15 126.9 132.7 348.0 (CENTER)

GND CON	(TWR CENTER)
124.125	(TWR NORTH)
118.05	(TWR SOUTH)
226.675	(ALL TWRS)
121.75	(OBND)
121.9	(IBND)
134-15	

INTER)
(OBND)
BND)

LNC DE
121.6

BLUTO
ORD [20.8]
RADAR

A circular callout diagram centered on a point marked with a small square containing a circle. The text "MSA ORD 25 NM" is curved along the top edge of the circle, and the number "3400" is centered within the circle.

NORTHBROOK
113.0 OBK 
Chap. 77

LNC DE
121.6

RADAR or GPS REQUIRED

E1FV 680 | P | TDZE 672

This figure is an aeronautical chart segment showing flight levels and glide paths. The vertical axis represents flight level in feet, with labels at 9000, 8000, 7000, 6000, 5000, 4000, and 2300. The horizontal axis represents distance from a reference point, with labels at 3.1 NM, 5.4 NM, and 4.9 NM. A shaded area indicates the glide path envelope for VGS and ILS approaches. Key points marked include:

- Top Left:** ARIST (I-MED 28.4), RADAR KALZO RADAR.
- Top Center:** VGSI and ILS glidepath not coincident BURKE (VGSI Angle 3.00/TCH 74).
- Middle Left:** I-MED 25.2 RADAR.
- Middle Center:** PRATT (I-MED 15.8), RADAR SYSCO (I-MED 18.9), RADAR.
- Middle Right:** BUGSE INT (I-MED 7.3), RADAR.
- Bottom Left:** CARLE (I-MED 12.7), RADAR.
- Bottom Right:** IM (Indicated Minimum) point.
- Bottom Labels:** GS 3.00° TCH 56, 3.1 NM, 5.4 NM, 4.9 NM, 1113'.

CATEGORY	A	B	C

TOE RA 162/14 130 DA 822
**SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

HIRL all Rwy's
TDZL Rwy 15
TDZ/CL all Rwy's except 4L, 15
and 33

CHICAGO-O'HARE INT'L (ORD)
RWY 10L (SA CAT I)

CHICAGO ILLINOIS

CHICAGO, ILLINOIS
Amdt 18 15 OCT 15

4125Q(NL) 0725 10/M

**CHICAGO-O'HARE INTL (ORD)
ILS RWY 10L (SA CAT I)**

CHICAGO, ILLINOIS

AL-166 (FAA)

16259

LOC/DME I-VZE 108.95 Chan 26 (Y)	APP CRS 273°	Rwy Idg 10801 TDZE 651 Apt Elev 680
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ILS RWY 28C (SA CAT I) CHICAGO-O'HARE INTL (ORD)

V Simultaneous approach authorized.
DME or RADAR required. Requires specific OPSPEC,
MSPEC, or LOA approval and use of HUD to DH.

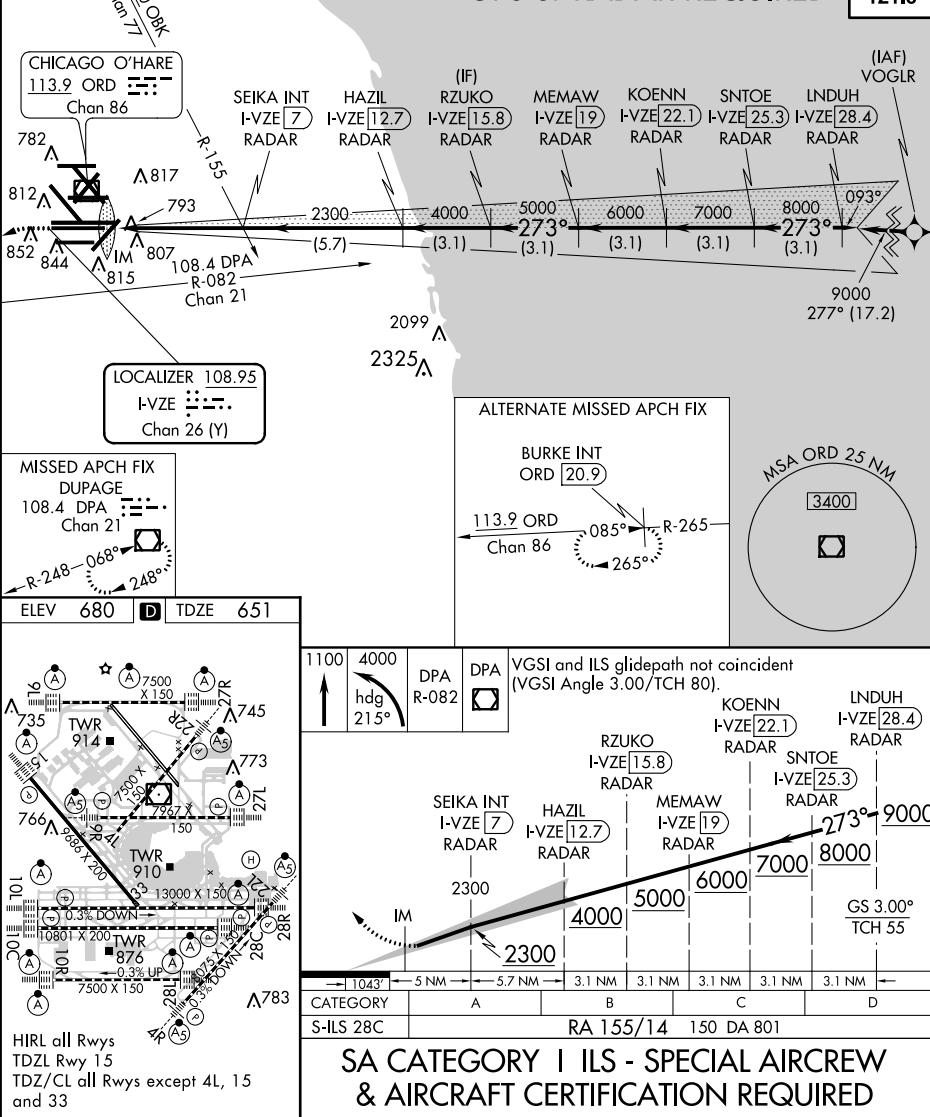


MISSIED APPROACH: Climb to 1100 then climbing left
turn to 4000 on heading 215° and DPA VOR/DME
R-082 to DPA VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRs)	(TWR CENTER) 121.75 (OBND) 121.9 (BND) 134.15
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CINC DEL
121.6

GPS or RADAR REQUIRED



CHICAGO, ILLINOIS

Amdt 1 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)

ILS RWY 28C (SA CAT I)

WAAS CH 50228 W22B	APP CRS 225°	Rwy Idg 8075 TDZE 654 Apt Elev 672
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▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 39°C (102°F). Simultaneous approach authorized with Rwy 22R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ATIS 135.4 282.225	CHICAGO APP CON 119.0	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)
		GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)

RNAV (GPS) RWY 22L

CHICAGO-O'HARE INTL (ORD)

MISSIED APPROACH: Climb to 1100 then climbing left turn to 4000 direct LAIRD and hold, continue climb-in-hold to 4000.

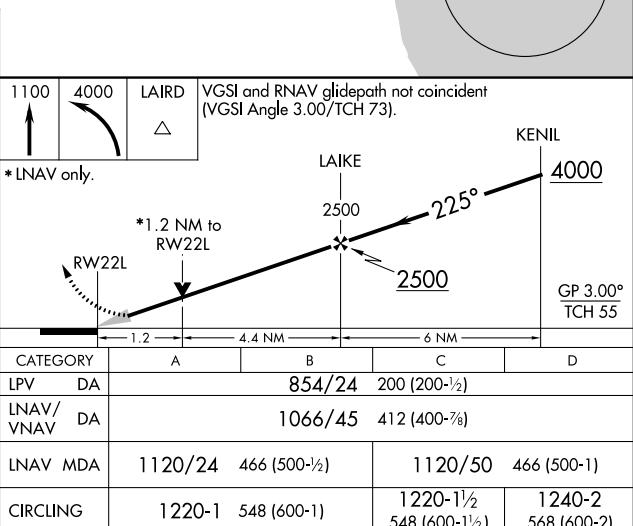
MALS R
(A5)

(TWR CENTER) 121.75 (OBND)
(TWR SOUTH) 121.9 (BBND)
(ALL TWRS) 134.15

CLNC DEL
121.6

RADAR REQUIRED

ELEV 672	D	TDZE 654
735	225° to RW22L	
766		
10801 X 200		
HIRL all Rwy		
TDZL Rwy 15		
TDZ/CL all Rwy except 4L, 15 and 33		



CHICAGO, ILLINOIS

AL-166 (FAA)

16259

LOC/DME I-SXH	APP CRS	Rwy Idg 10540
108.95	093°	TDZE 669
Chan 26(Y)	Apt Elev 680	

ILS RWY 10C (SA CAT I)

CHICAGO-O'HARE INTL (ORD)

▼ Simultaneous approach authorized. DME or RADAR required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

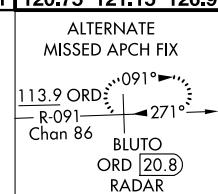
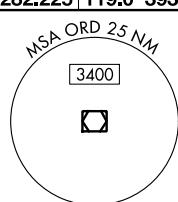
ATIS 135.4
282.225 APP CON 119.0 393.1

O'HARE TOWERS
128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L)
120.75 121.15 126.9 132.7 348.0 (CENTER)

ALSF-2 MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

GND CON
124.125 (TWR NORTH)
118.05 (TWR SOUTH)
226.675 (ALL TWRS)

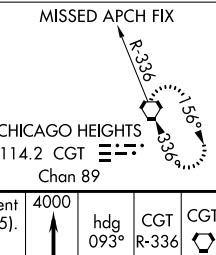
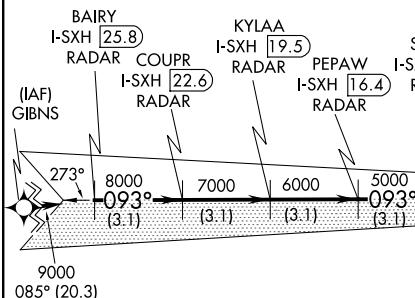
[TWR CENTER] 121.75 (BND)
[TWR SOUT] 121.9 (BND)
134.15



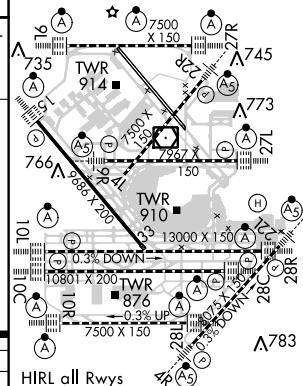
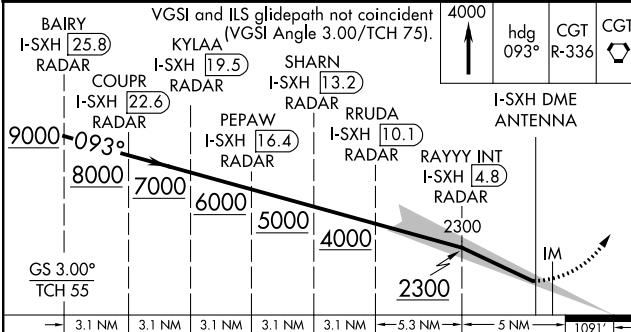
NORTHBROOK
113.0 OBK Chan 77

CINCL DEL 121.6

GPS or RADAR REQUIRED



ELEV 680 TDZE 669



HIRL all Rwy's
TDZL Rwy 15
TDZ/CL all Rwy's except 4L, 15 and 33

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS

Amdt 1 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)
ILS RWY 10C (SA CAT I)

CHICAGO, ILLINOIS

LOC/DME I-SXH	APP CRS	Rwy Idg 10540
108.95	093°	TDZE 669
Chan 26(Y)	Apt Elev	680

AL-166 (FAA)

**ILS PRM RWY 10C (CAT II & III)
(CLOSE PARALLEL)**

CHICAGO-O'HARE INTL (ORD)

▼

Simultaneous approach authorized. Procedure NA when glide slope not available. Dual VHF COMM required. See additional requirements on AAUP. DME or radar required. RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.



MISSIED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

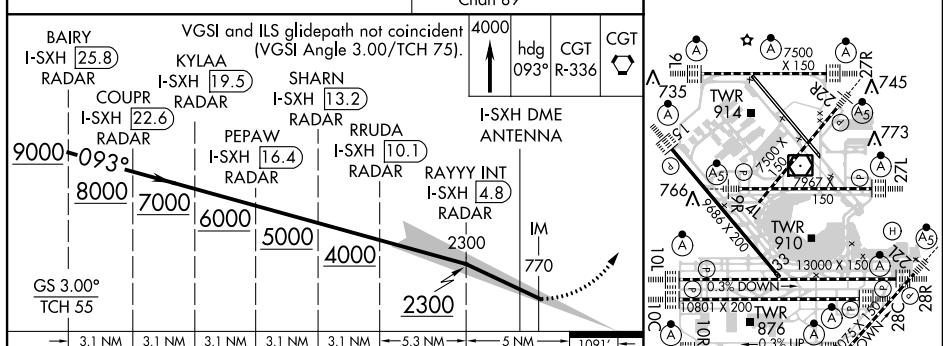
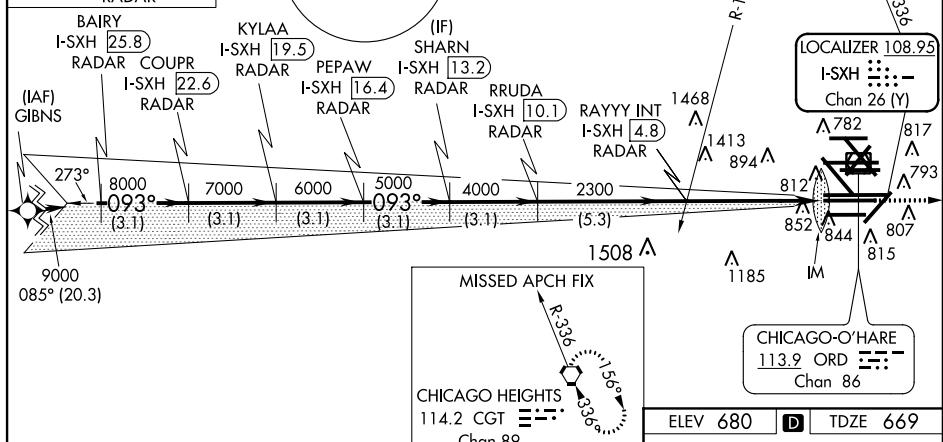
ATIS 135.4	CHICAGO APP CON
282.225	119.0 393.1

O'HARE TOWERS			
128.15	348.0 (Rwy 9L/27R)	133.0	348.0 (10R/28L)
120.75	121.15	126.9	132.7
348.0 (CENTER)			
PRM 119.625			

GND CON	TWR CENTER
124.125 (TWR NORTH)	121.75 (BND)
118.05 (TWR SOUTH)	121.9 (BND)
226.675 (ALL TWR(S))	134.15

CLNC DEL
121.6

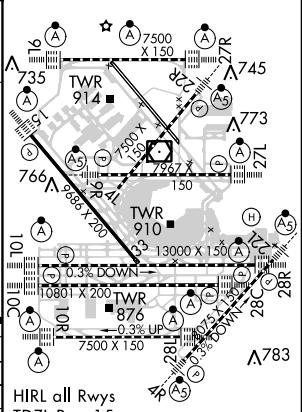
ALTERNATE MISSED APCH FIX



CATEGORY	A	B	C	D
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S-ILS 10C CAT II RA 102/12 100 DA 769

S-ILS 10C CAT III RVR 06



CATEGORY II and III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS
Orig 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)

ILS PRM RWY 10C (CAT II & III) (CLOSE PARALLEL)

CHICAGO, ILLINOIS

AL-166 (FAA)

16259

WAAS	APP CRS	Rwy	1dg	10801
CH 42634	273°	TDZE		651
W28B		Apt Elev		680

D DME/DME RNP-0.3 NA. Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F) LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF, increase LNAV Cat C and D visibility to RVR 6000

ATIS 135.4 282 225	CHICAGO APP CON 119.0	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)
	393.1	

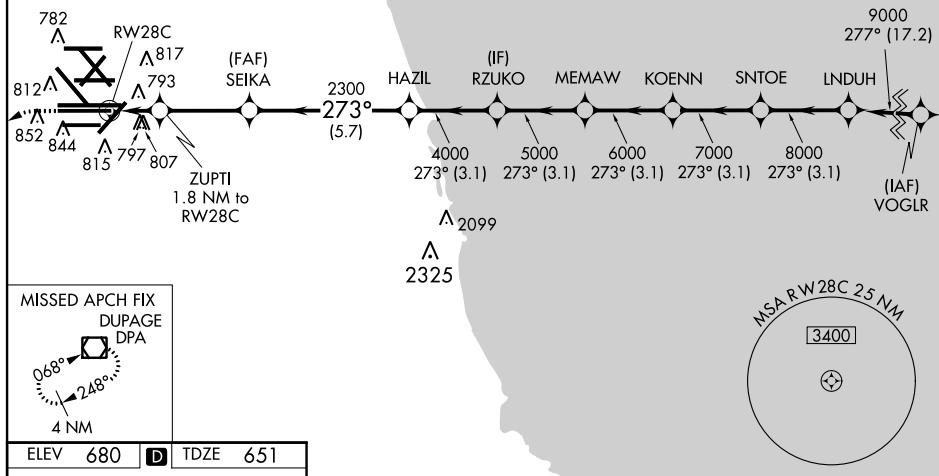
RNAV (GPS) RWY 28C
CHICAGO O'HARE INTL (ORD)

CHICAGO O'HARE INTL (ORD)

MISSED APPROACH:
Climb to 1100 then
climbing left turn to
4000 direct DPA
VOR/DMF and hold

CLNC DEL
101-6

RADAR REQUIRED



ELEV 680 D TDZE 651

***LNAV only.**

DPA

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 80).

ZUPTI 1.8 NM to RW28C

SEIKA 2300

HAZIL

RZUKO

MEMAW

KOENN

SNTOE

LNDUH

27° 9000

7000

6000

5000

4000

3000

2300

1260

1260

2300

RW28C

*1 NM to RW28C

*1 NM to RW28C

1 NM

0.8 3.2 NM -5.7 NM 3.1 NM 3.1 NM 3.1 NM 3.1 NM

GP 3.00°
TCH 55

CATEGORY	A	B	C	D
LPV DA	851/24 200 (200-½)			
LNAV/ VNAV DA	1094/50 443 (500-1)			
LNAV MDA	1060/24 409 (400-½)	1060/40 409 (400-¾)		

CHICAGO, ILLINOIS
Amdt 1 15OCT15

41°59'N-87°54'W

**CHICAGO O'HARE INTL (ORD)
RNAV (GPS) RWY 28C**

CHICAGO, ILLINOIS

AL-166 (FAA)

16259

LOC/DME I-BYW	APP CRS	Rwy Idg	7500
110.9	091°	TDZE	680
Chan 46		Apt Elev	680

ILS PRM RWY 10R (CLOSE PARALLEL)
CHICAGO-O'HARE INTL (ORD)

▼ Simultaneous approach authorized. Procedure NA when glide slope not available. Dual VHF COMM required. See additional requirements on AAUP. DME or radar required. Inop table does not apply to S-ILS 10R all Cats. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

ALSF-2

MISSSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct DPA VOR/DME and hold.

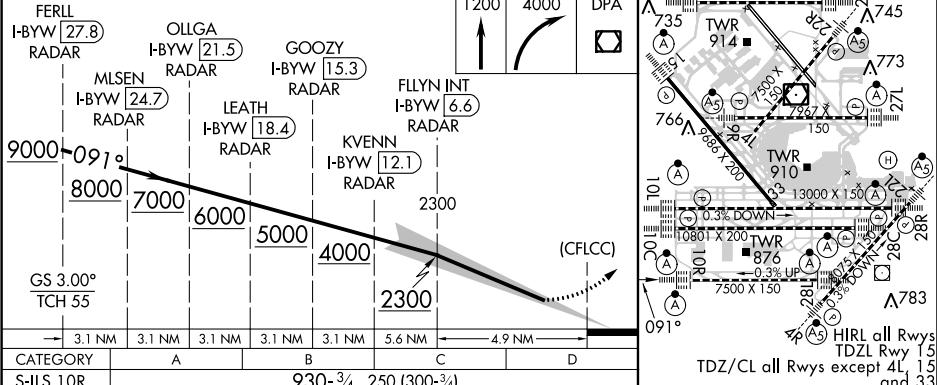
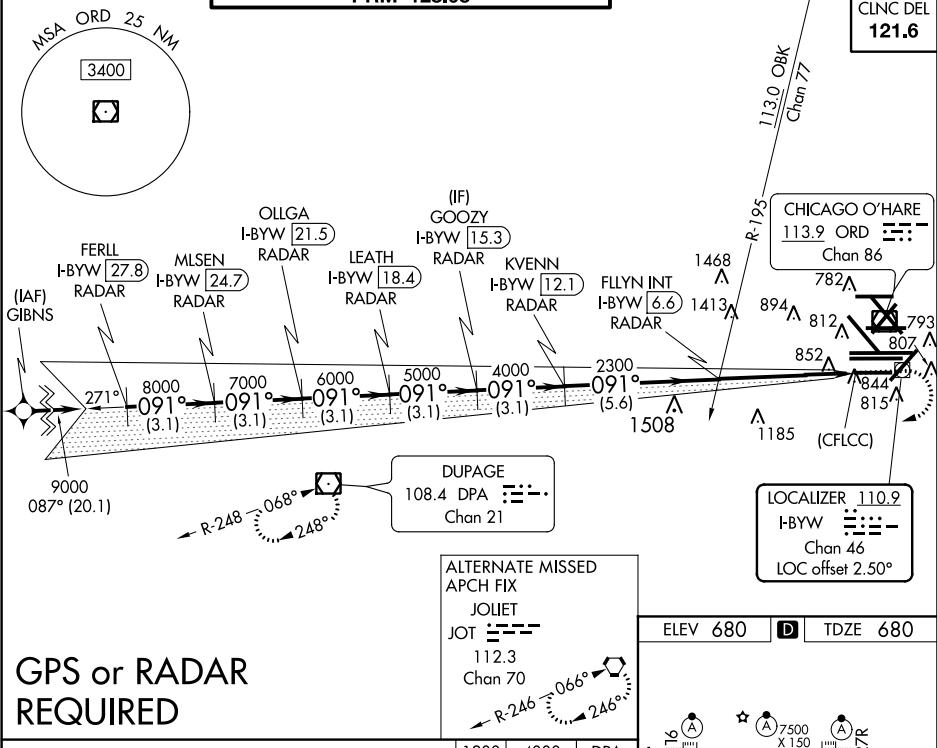
ATIS	CHICAGO	O'HARE TOWERS	GND CON	[TWR CENTER]
135.4	APP CON	128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L)	124.125 (TWR NORTH)	121.75 (BOND)
282.225	119.0 393.1	120.75 121.15 126.9 132.7 348.0 (CENTER)	118.05 (TWR SOUTH)	121.9 (BOND)

PRM 128.05

226.675 (ALL TWRS) 134.15

CLNC DEL

121.6



CHICAGO, ILLINOIS

Orig 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)

ILS PRM RWY 10R (CLOSE PARALLEL)

CHICAGO, ILLINOIS

RNAV (GPS) PRM RWY 10R

(CLOSE PARALLEL)

CHICAGO-O'HARE INTL (ORD)

WAAS CH 77937 W10D	APP CRS 090°	Rwy Idg TDZE Apt Elev	7500 680 680
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▼ DME/DME RNP-0.3 NA. Simultaneous approach authorized. Dual VHF comm required. See additional requirements on AAUP. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. Inop table does not apply to LPV all Cats. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

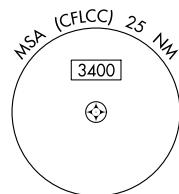
ALSF-2

(A)

MISSSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct DPA VOR/DME and hold.

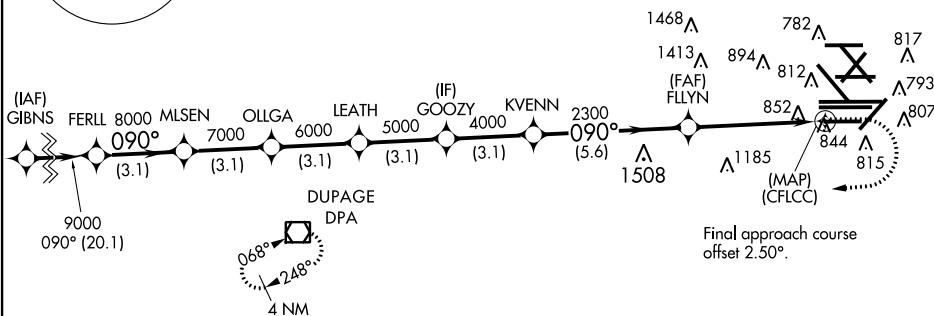
ATIS
135.4
282.225CHICAGO
APP CON
119.0 393.1

O'HARE TOWERS
128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L)
120.75 121.15 126.9 132.7 348.0 (CENTER)
PRM 128.05

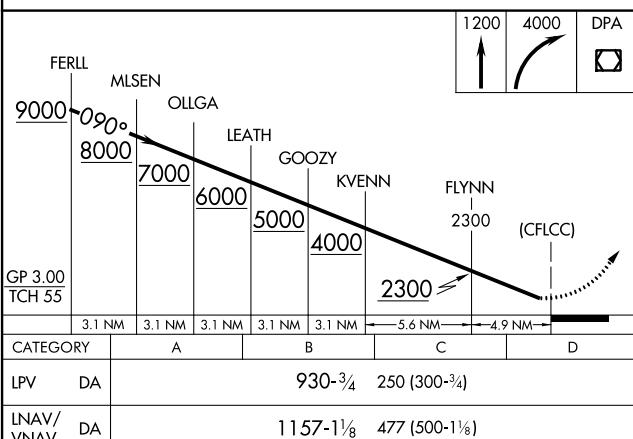
GND CON
124.125 (TWR NORTH)
118.05 (TWR SOUTH)
226.675 (ALL TWRS)(TWR CENTER)
121.75 (BOND)
121.9 (BBND)
134.15CLNC DEL
121.6

EC-3 13 OCT 2016 to 10 NOV 2016

EC-3, 13 OCT 2016 to 10 NOV 2016



RADAR REQUIRED

CHICAGO, ILLINOIS
Orig 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)

RNAV (GPS) PRM RWY 10R (CLOSE PARALLEL)

CHICAGO, ILLINOIS

AL-166 (FAA)

16259

LOC I-LQQ	APP CRS	Rwy Idg	8075
<u>110.1</u>	225°	TDZE	654
		Apt Elev	672

ILS or LOC RWY 22L
CHICAGO-O'HARE INTL (ORD)

T Simultaneous approach authorized with Rwy 22R.

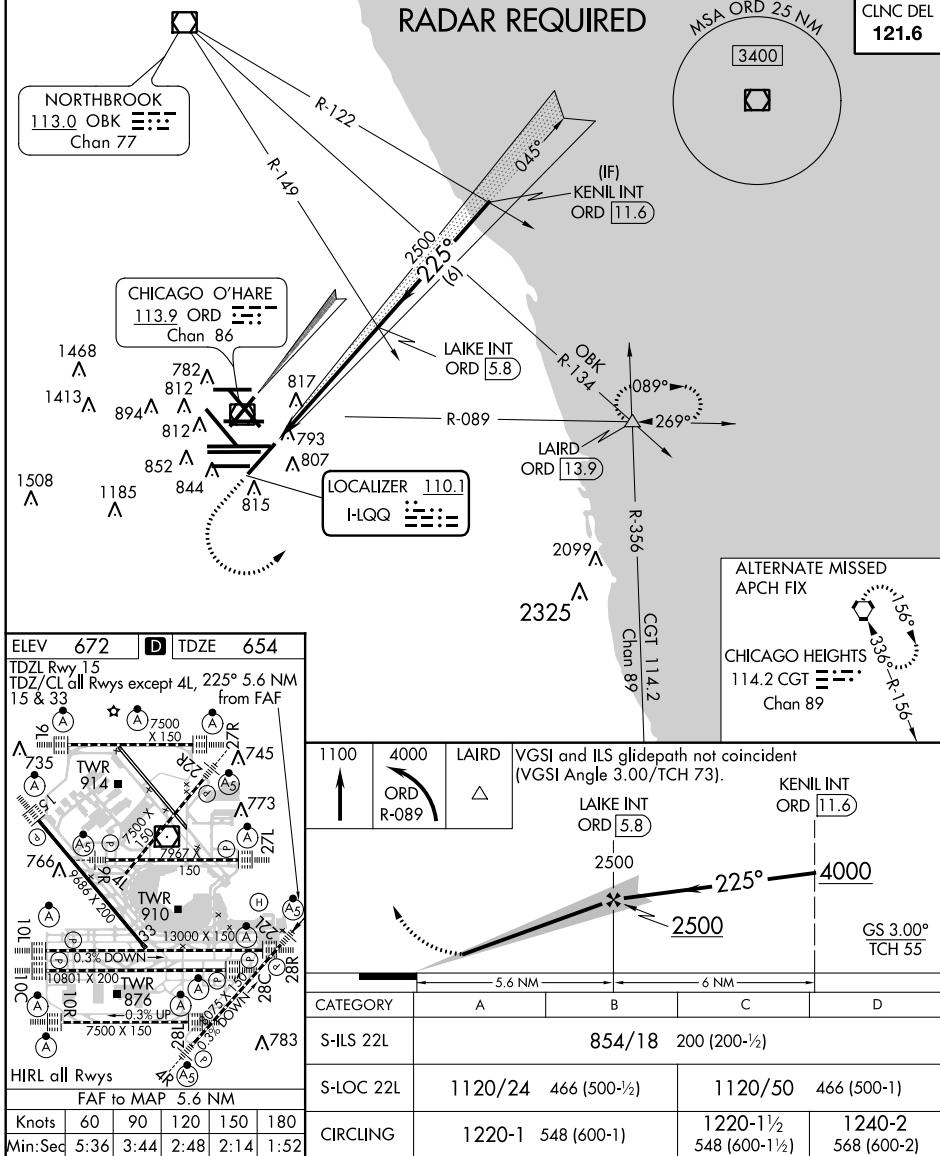


MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on ORD VOR/DME R-089 to LAIRD INT/ORD 1.3 9 DMF and hold

ATIS 135.4	CHICAGO APP CON	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226-675 (ALL TWR'S)	[TWR CENTER] 121.75 (OBND) 121.9 (BND)
282.225	119.0 393.1			134.15

CLNC DEL
121.6

RADAR REQUIRED



CHICAGO, ILLINOIS

Amdt 5A 29MAY14

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)
ILS or LOC RWY 22L

CHICAGO, ILLINOIS

AL-166 (FAA)

16259

LOC/DME 1-VQX 110.75 Chan 44(Y)	APP CRS 274°	Rwy Idg TDZE Apt Elev	7500 667 680
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ILS or LOC RWY 28L
CHICAGO-O'HARE INTL (ORD)

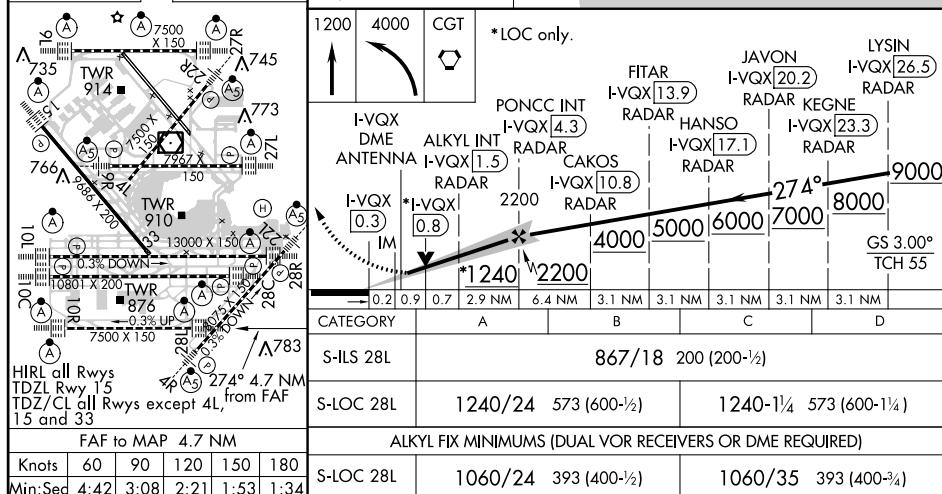
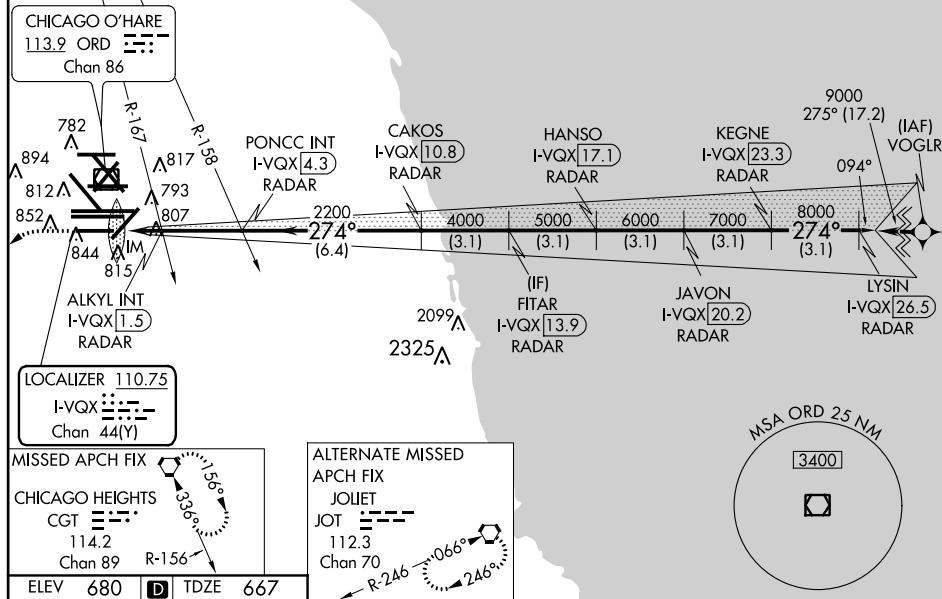
▼ Simultaneous approach authorized.
For inop ALSF-2, increase S-LOC 28L Cat C and D visibility to 1½ mile.
DME or radar required.

ALSF-2
MISSIED APPROACH: Climb to 1200
then climbing left turn to 4000 direct
CGT VORTAC and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	[TWR CENTER] 121.75 (BOND) 121.9 (BOND) 134.15
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113.0 OBK
Chan 77

GPS or RADAR REQUIRED
CLNC DEL
121.6



CHICAGO, ILLINOIS
Orig 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)
ILS or LOC RWY 28L

LOC/DME I-ABU 111.75 Chan 54 (Y)	APP CRS 273°	Rwy Idg 7500 TDZE 664 Apt Elev 680
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▼ Simultaneous approach authorized. Radar or DME required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.



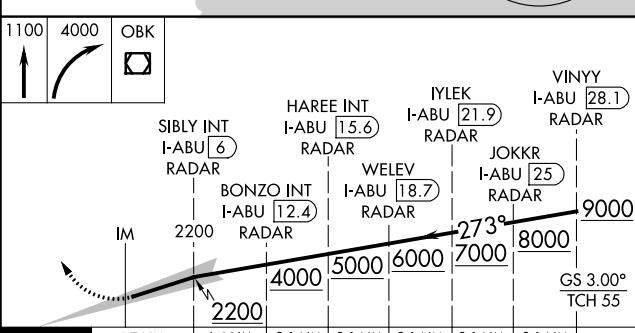
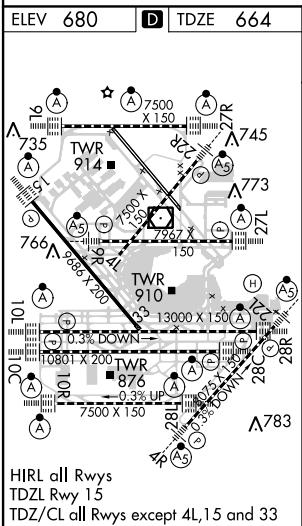
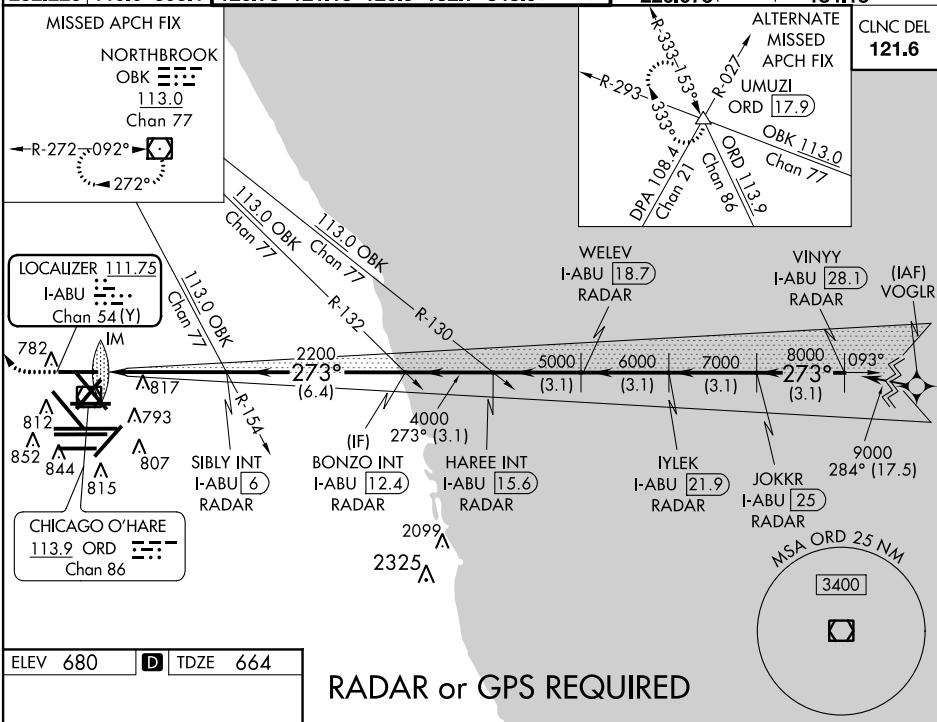
MISSIED APPROACH: Climb to 1100 then climbing right turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1
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O'HARE TOWERS
128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L)
120.75 121.15 126.9 132.7 348.0 (CENTER)

ILS RWY 27R (SA CAT I) CHICAGO O'HARE INTL (ORD)

GND CON (TWR CENTER)
121.75 (OBND)
118.05 (TWR NORTH)
121.9 (BND)
226.675 (ALL TWRS)
134.15



SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

WAAS CH 81934 W10B	APP CRS 093°	Rwy Idg 10540 TDZE 669 Apt Elev 680
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RNAV (GPS) RWY 10C

CHICAGO-O'HARE INTL (ORD)

▼ DME/DME RNP-0.3 NA. Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



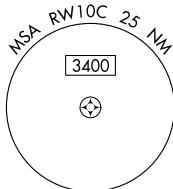
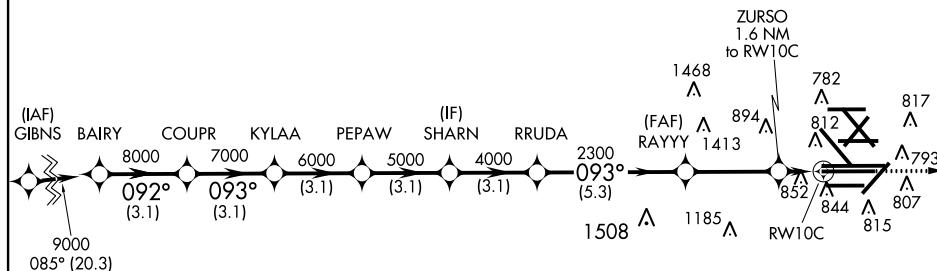
MISSED APPROACH:
Climb to 4000 direct AGZED
and on track 161° to
CGT VORTAC and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)
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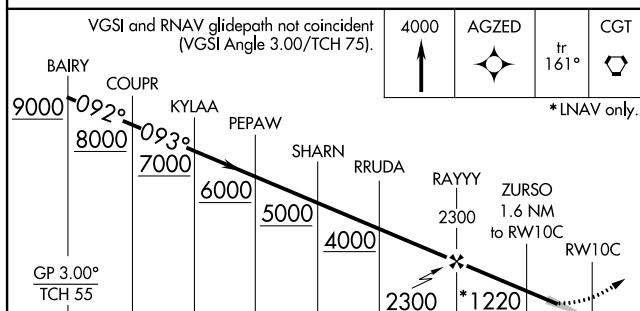
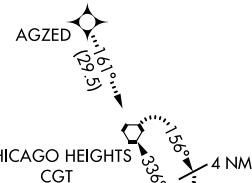
GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	[TWR CENTER] 121.75 (OBND) 121.9 (IBND) 134.15
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CINCL DEL
121.6

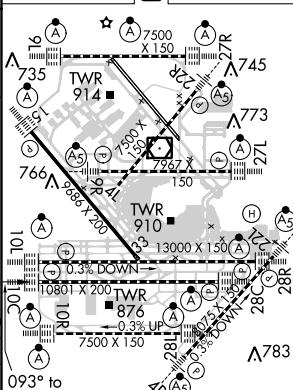
RADAR REQUIRED



MISSED APCH FIX



ELEV 680 □ TDZE 669



HIRL all Rwy
TDZL Rwy 15
TDZ/CL all Rwy's except 4L, 15 and 33

CHICAGO, ILLINOIS

AL-166 (FAA)

16259

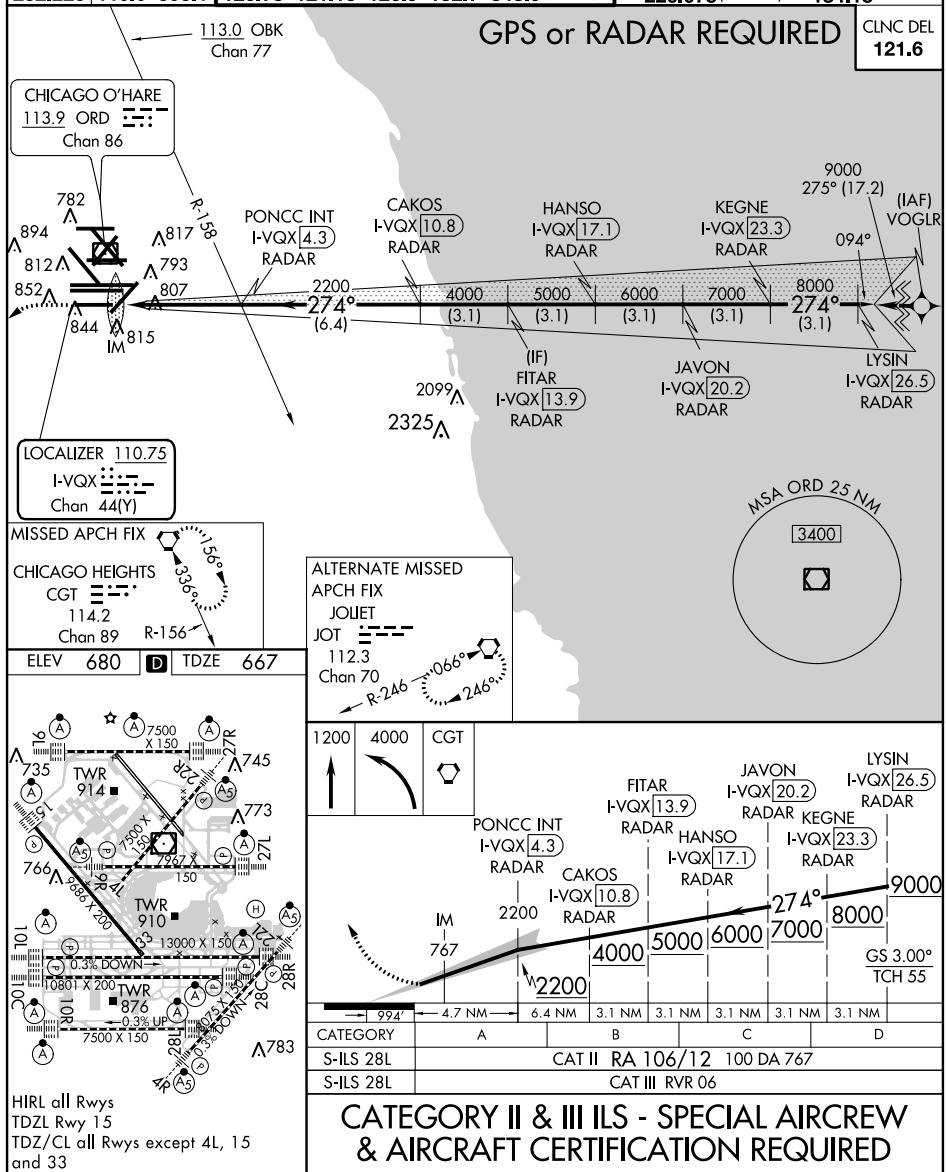
LOC/DME 1-VQX 110.75 Chan 44(Y)	APP CRS 274°	Rwy Idg TDZE Apt Elev 7500 667 680
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ILS RWY 28L (CAT II & III) CHICAGO-O'HARE INTL (ORD)

▼ Simultaneous approach authorized. DME or radar required.
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or
LOA approval and use of autoland or HUD to touchdown.

ALSF-2
MISSIED APPROACH: Climb to 1200
then climbing left turn to 4000 direct
CGT VORTAC and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	[TWR CENTER] 121.75 (BOND) 121.9 (BOND) 134.15
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CHICAGO, ILLINOIS

Orig 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)
ILS RWY 28L (CAT II & III)

LOC/DME I-IAC 110.5 Chan 42	APP CRS 273°	Rwy Idg 7782 TDZE 654 Apt Elev 680
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ILS RWY 27L (SA CAT I)

CHICAGO O'HARE INTL (ORD)

▼ Simultaneous approach authorized. DME or Radar required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

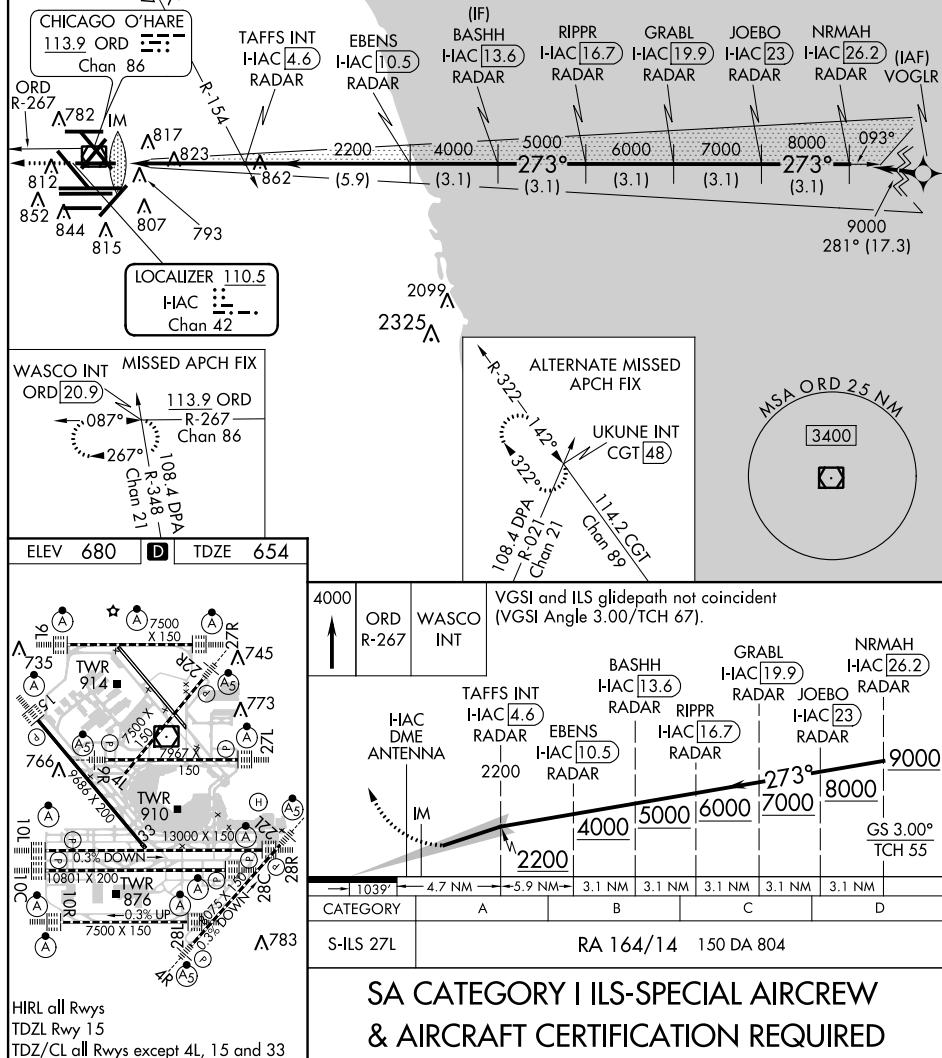


MISSIED APPROACH: Climb to 4000 on ORD VOR/DME R-267 to WASCO INT/20.9 DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9/27L) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	[TWR CENTER] 121.75 (BND) 121.9 (BND) 134.15
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CINCL DEL
121.6

RADAR or GPS REQUIRED



WAAS CH 69508 W27B	APP CRS 273°	Rwy Idg TDZE Apt Elev	7500 664 680
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RNAV (GPS) RWY 27R

CHICAGO O'HARE INTL (ORD)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

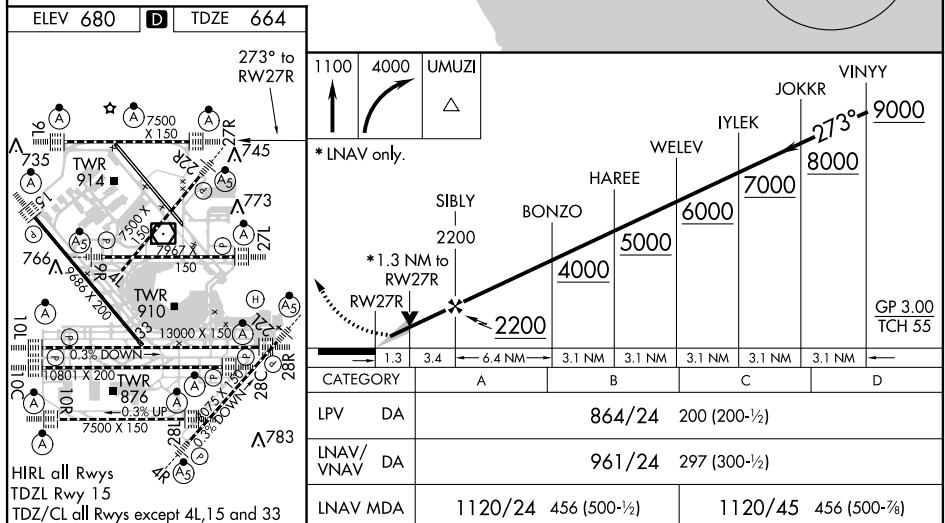
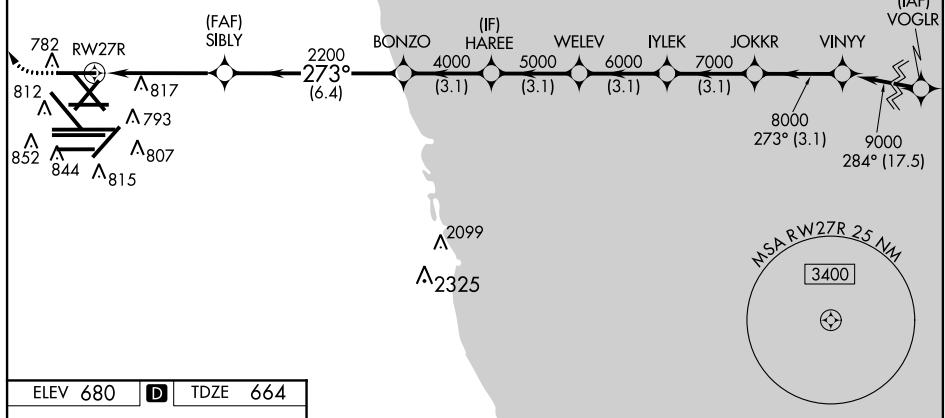
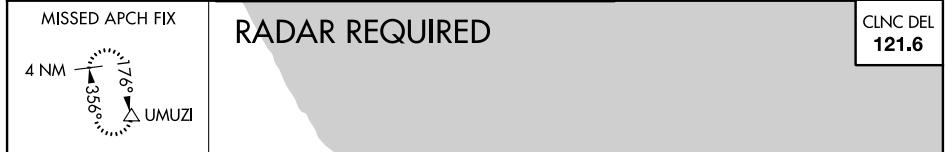


MISSIED APPROACH: Climb to 1100 then climbing right turn to 4000 direct UMUZI and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)
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GND CON (TWR CENTER)
124.125 (TWR NORTH)
118.05 (TWR SOUTH)
226.675 (ALL TWRS)
121.75 (OBND)
121.9 (IBND)
134.15

CLNC DEL
121.6

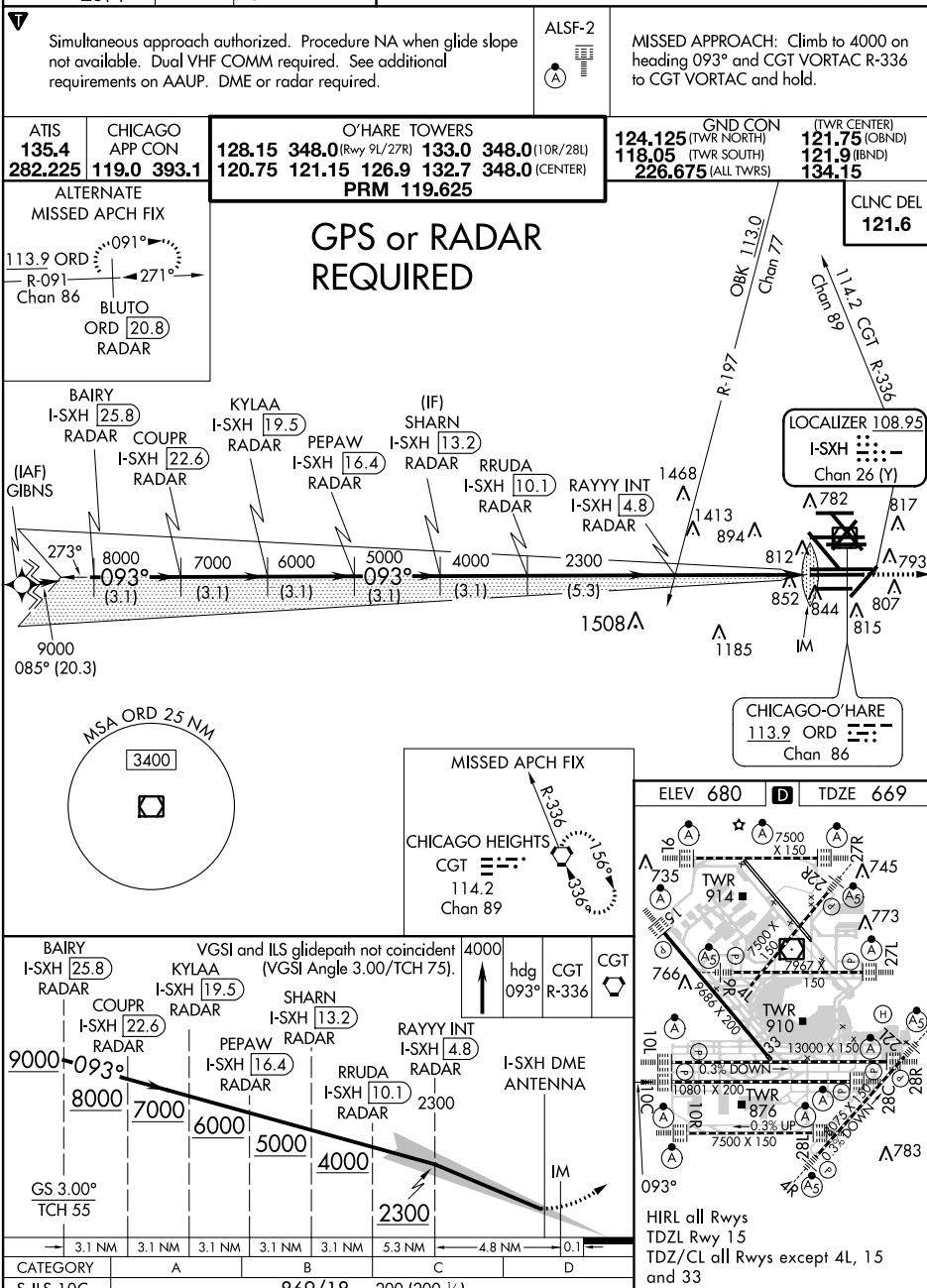


CHICAGO, ILLINOIS

AL-166 (FAA)

LOC/DME I-SXH	APP CRS	Rwy Idg 10540
108.95	093°	TDZE 669
Chan 26(Y)	Apt Elev	680

ILS PRM RWY 10C (CLOSE PARALLEL) CHICAGO-O'HARE INTL (ORD)

CHICAGO, ILLINOIS
Orig 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)

869/18 200 (200 1/2)

ILS PRM RWY 10C (CLOSE PARALLEL)

WAAS CH 78204 W09A	APP CRS 093°	Rwy Idg 7709
		TDZE 660
		Apt Elev 680

RNAV (GPS) RWY 9R

CHICAGO O'HARE INTL (ORD)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALSR, increase LNAV Cat C/D visibility to 1 1/8 mile.

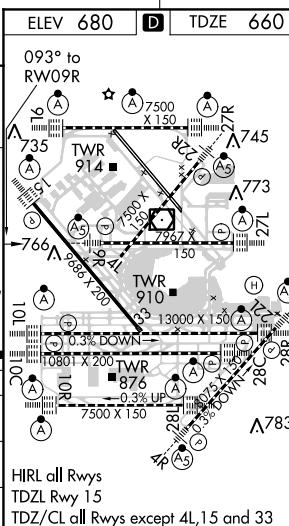
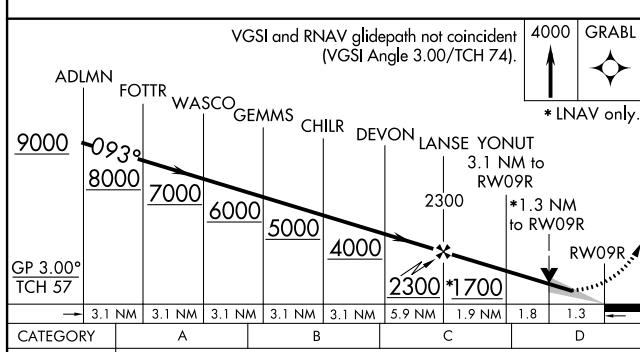
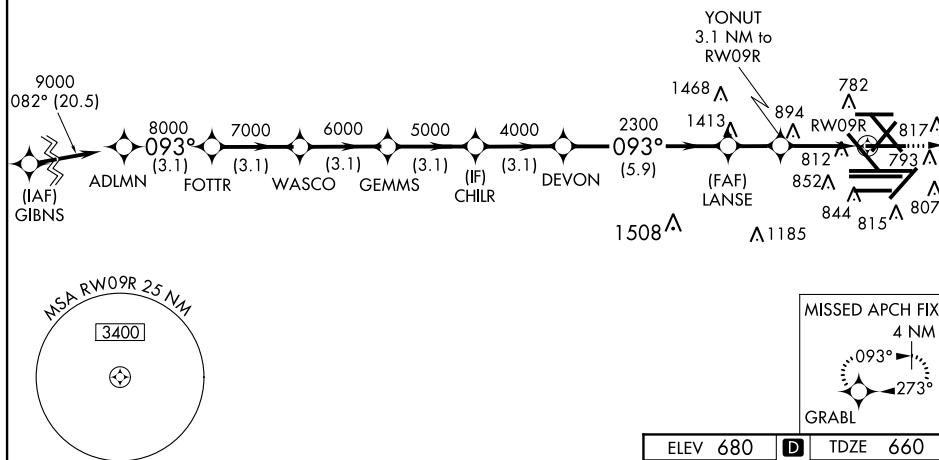
MALSR



MISSIED APPROACH:
Climb to 4000 direct
GRABL and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0	O'HARE TOWERS 128.15 348.0 (RWY 9/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	[TWR CENTER] 121.75 (BND) 121.9 (BND) 134.15
	393.1			CINCL DEL 121.6

RADAR REQUIRED



WAAS CH 48904 W10A	APP CRS 093°	Rwy Idg TDZE Apt Elev	12246 672 680
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RNAV (GPS) RWY 10L

CHICAGO-O'HARE INTL (ORD)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use FD or AP providing RNAV track guidance required during simultaneous operations.

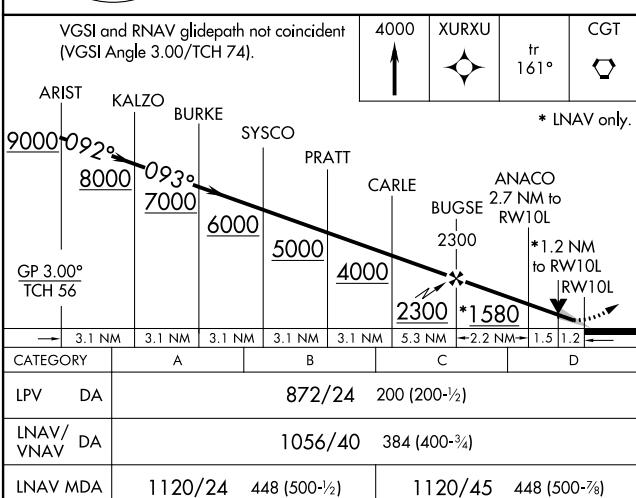
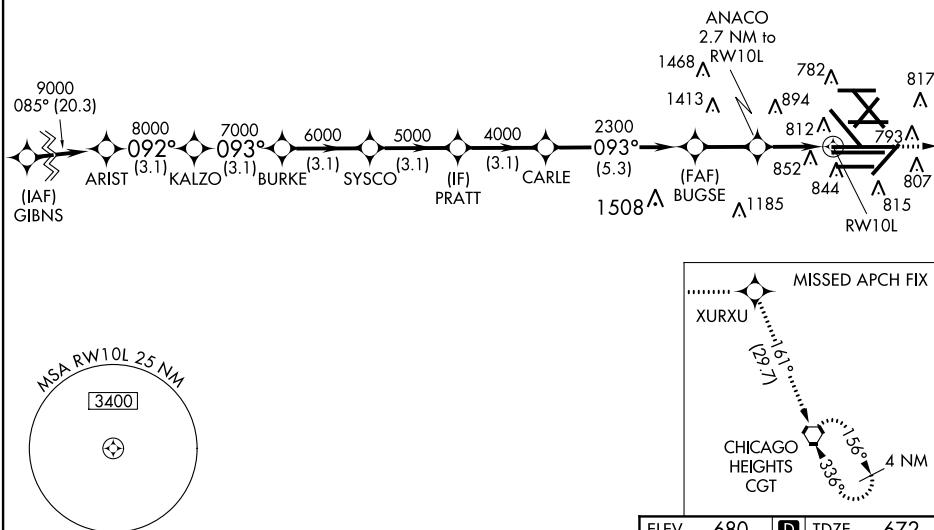
ALSF-2

MISSIED APPROACH: Climb to 4000 direct XURXU and on track 161° to CGT VORTAC and hold.

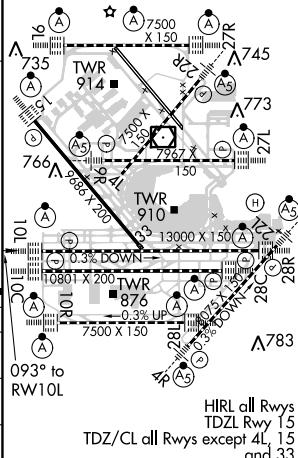
ATIS 135.4 282.225	CHICAGO APP CON 119.0	O'HARE TOWERS 128.15 348.0 (Rwy 9/27R) 128.15 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	[TWR CENTER] 121.75 (BOND) 121.9 (BBND) 134.15
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CLNC DEL
121.6

RADAR REQUIRED



ELEV 680 D TDZE 672



LOC/DME I-IAC 110.5 Chan 42	APP CRS 273°	Rwy Idg 7782 TDZE 654 Apt Elev 680
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ILS or LOC RWY 27L

CHICAGO O'HARE INTL (ORD)

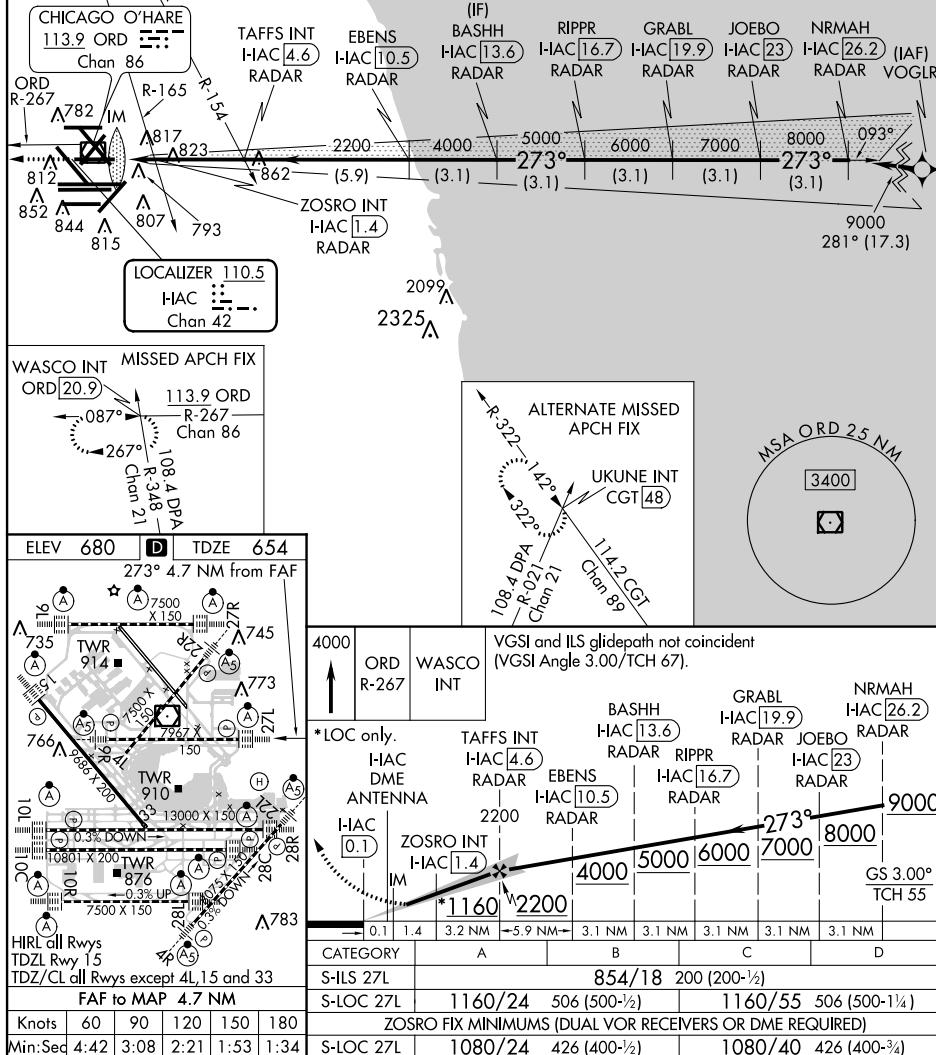
▼ Simultaneous approach authorized. DME or Radar required. For inop ALSF-2, increase S-LOC 27L Cat C/D visibility to 1½ mile.

ALSF-2 MISSED APPROACH: Climb to 4000 on ORD VOR/DME R-267 to WASCO INT/20.9 DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	[TWR CENTER] 121.75 (BND) 121.9 (BND) 134.15
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CLNC DEL
121.6

RADAR or GPS REQUIRED



WAAS CH 42804 W28A	APP CRS 273°	Rwy Idg 13000 TDZE Apt Elev 651 680
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RNAV (GPS) RWY 28R

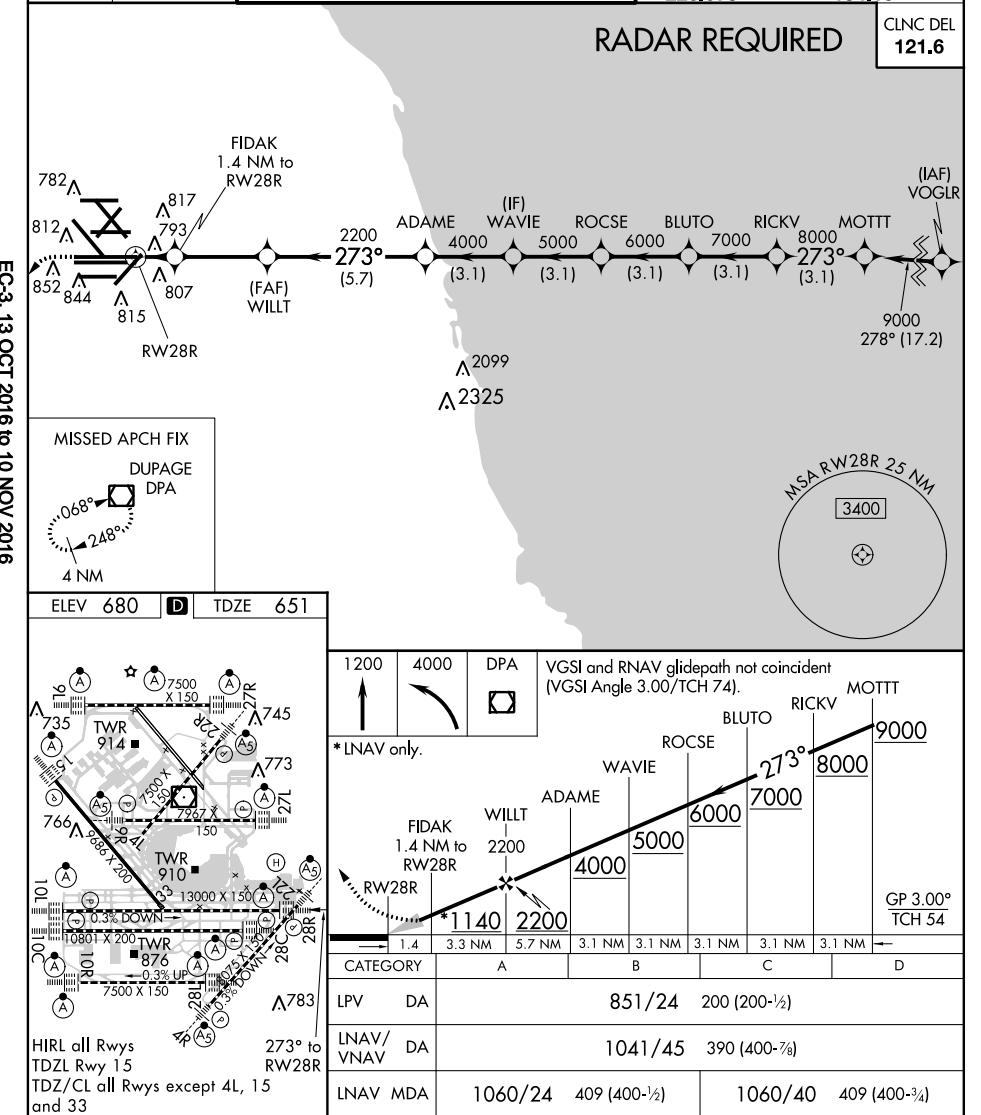
CHICAGO-O'HARE INTL (ORD)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to 1 1/4 mile and LNAV Cats C/D visibility to RVR 6000. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.	ALSF-2 (A)	MISSIED APPROACH: Climb to 1200 then climbing left turn to 4000 direct DPA VOR/DME and hold.
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)

GND CON

(TWR CENTER)
121.75 (OBND)(TWR NORTH)
118.05 (TWR SOUTH)
226.675 (ALL TWRS)121.9 (BND)
134.15CLNC DEL
121.6

RADAR REQUIRED



ATTENTION ALL USERS PAGE (AAUP)

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

**ILS PRM Rwys 10C, 10R, 28C
RNAV (GPS) PRM Rwys 10C, 10R, 28L, 28C**

NOTE: Rwy 10R PRM and 28L PRM approaches are offset 2.5 degrees.

Briefing Points:

- When assigned a specific PRM approach, tune in the PRM monitor frequency on a secondary radio, set the audio volume, then deselect the audio until switched to the tower frequency. If no communications are heard on the PRM frequency, set the volume by turning to another frequency (i.e. the ATIS) to verify functionality of secondary radio, and return to the PRM monitor frequency.
- When instructed to switch to the tower frequency, select the PRM monitor frequency audio on.
- Descending on the glidepath ensures compliance with any charted crossing restrictions.

EXPANDED PROCEDURES (Optional, brief if necessary)

1. **ATIS.** When the ATIS broadcast advises that simultaneous PRM approaches are in progress, pilots should review the briefing points below in anticipation of the possible assignment of a PRM approach. If later advised to expect an ILS or RNAV (GPS) approach, the PRM chart may be used after noting the following:

- a. Minimums and missed approach procedures are unchanged.
- b. Monitor frequency no longer required.
- c. A lower glidepath intercept altitude may be assigned when advised to expect an ILS or RNAV (GPS) approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a tower and a PRM monitor frequency. The PRM monitor controller's transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. When in range, on a second communications radio, select the PRM monitor frequency. Set the audio level to about the same volume as the primary communication radio so that transmissions on the PRM monitor frequency can be heard in the event the tower frequency is blocked. Then, deselect the PRM monitor audio. When instructed by ATC to contact the tower, reselect the PRM monitor frequency audio.

3. **All "Breakouts" are to be hand flown** to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

- a. **ATC Directed "Breakouts":** ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below the minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance.
- b. **Phraseology - "TRAFFIC ALERT":** If an aircraft enters the "NO TRANSGRESSION ZONE (NTZ)," the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY,
HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

LOC/DME I-JAV	APP CRS	Rwy Idg 7709
110.5 Chan 42	093°	TDZE 660 Apt Elev 680

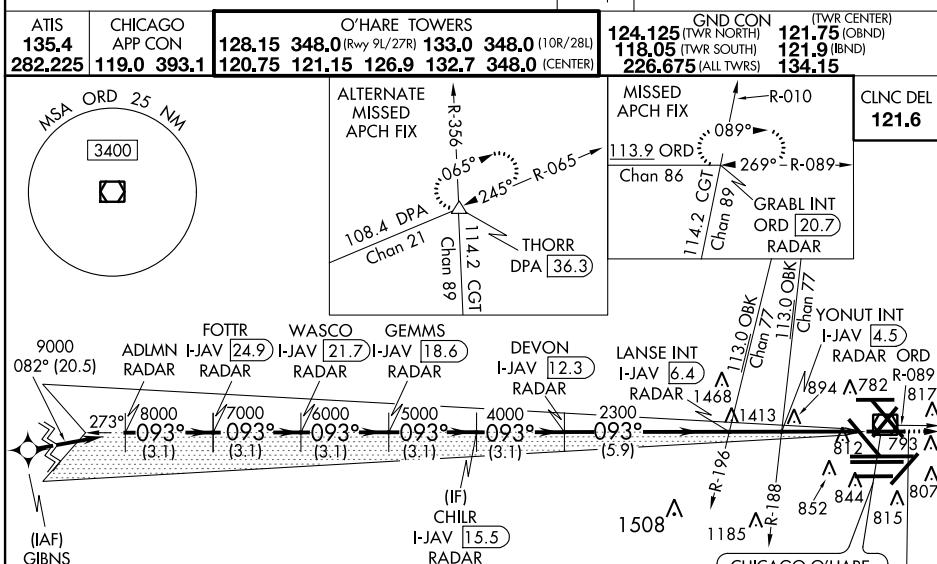
▼ Simultaneous approach authorized.
DME or Radar required.



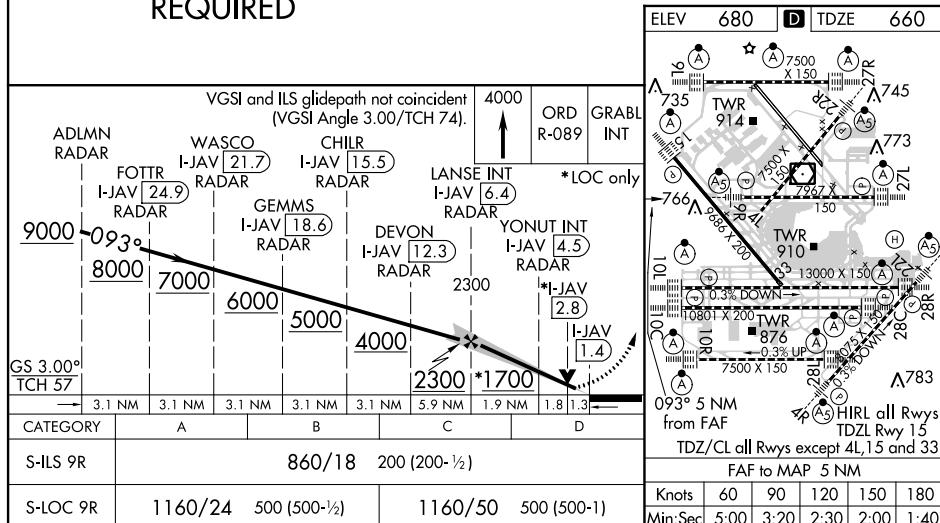
ILS or LOC RWY 9R

CHICAGO O'HARE INTL (ORD)

MISSIED APPROACH: Climb to 4000 on ORD VOR/DME R-089 to GRABL INT/ORD 20.7 DME/RADAR and hold.



RADAR or GPS REQUIRED



CHICAGO, ILLINOIS

AL-166 (FAA)

LOC/DME I-TSL	111.1	APP CRS	273°	Rwy Idg 13000 TDZE 651 Apt Elev 680
Chan 48				

16259
ILS RWY 28R (SA CAT I)
CHICAGO-O'HARE INTL (ORD)

V Simultaneous approach authorized. DME or radar required. Requires specific OPSEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2



MISSIED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

ATIS 135.4	CHICAGO APP CON 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L)	O'HARE TOWERS 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	GND CON 121.75 (BND) 121.9 (BND) 134.15
282.225	119.0 393.1 120.75 121.15 126.9 132.7 348.0 (CENTER)		(TWR CENTER) (TWR BND)

CINCL DEL
121.6

RADAR or GPS REQUIRED

113.0 OBK
Chan 77

CHICAGO O'HARE
113.9 ORD
Chan 86

WILLT INT

I-TSL 4.5

RADAR

ADAME

I-TSL 10.1

RADAR

(IF) WAVIE

I-TSL 13.3

RADAR

ROCSE

I-TSL 16.4

RADAR

BLUTO

I-TSL 19.5

RADAR

RICKY

I-TSL 22.7

RADAR

MOTT

I-TSL 25.8

(IAF) VOGLR

782A

812A

852A

844A

815A

LOCALIZER 111.1
I-TSL Chan 48

R-151

888

2200

(5.7)

273°

(3.1)

4000

(3.1)

5000

(3.1)

6000

(3.1)

7000

(3.1)

8000

(3.1)

9000

278° (17.2)

MISSIED APCH FIX

DUPAGE

DPA

108.4

Chan 21

R-248

068°

248°

273°

2099A

2325A

ELEV 680

TDZE 651

MSA ORD 25 NM

[3400]

ALTERNATE MISSIED

APCH FIX

BURKE

ORD 20.9

RADAR

113.9 ORD

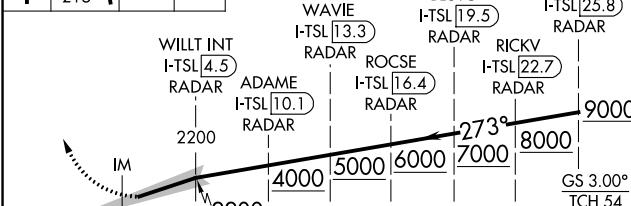
R-265

Chan 86

265°

1100 4000 DPA DPA
hdg 215° R-082

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 74).



CATEGORY	A	B	C	D
S-ILS 28R	RA 161/14	150 DA 801		

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

HIRL all Rwy's
TDZL Rwy 15
TDZ/CL all Rwy's except 4L, 15
and 33

CHICAGO, ILLINOIS
Amdt 17 15OCT15

41°59'N-87°54'W

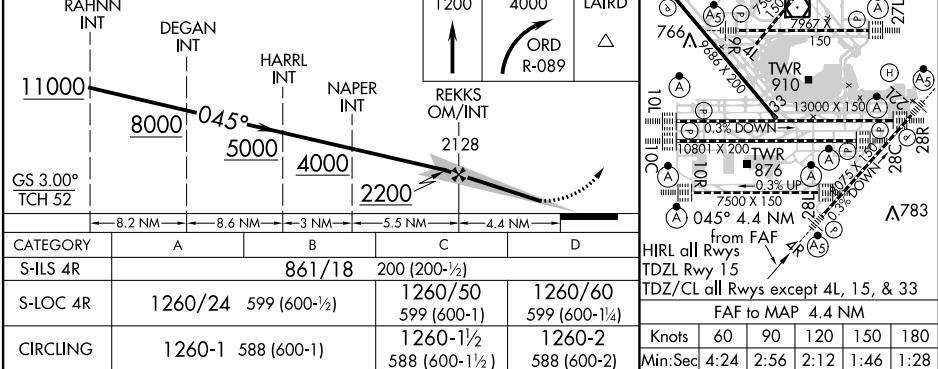
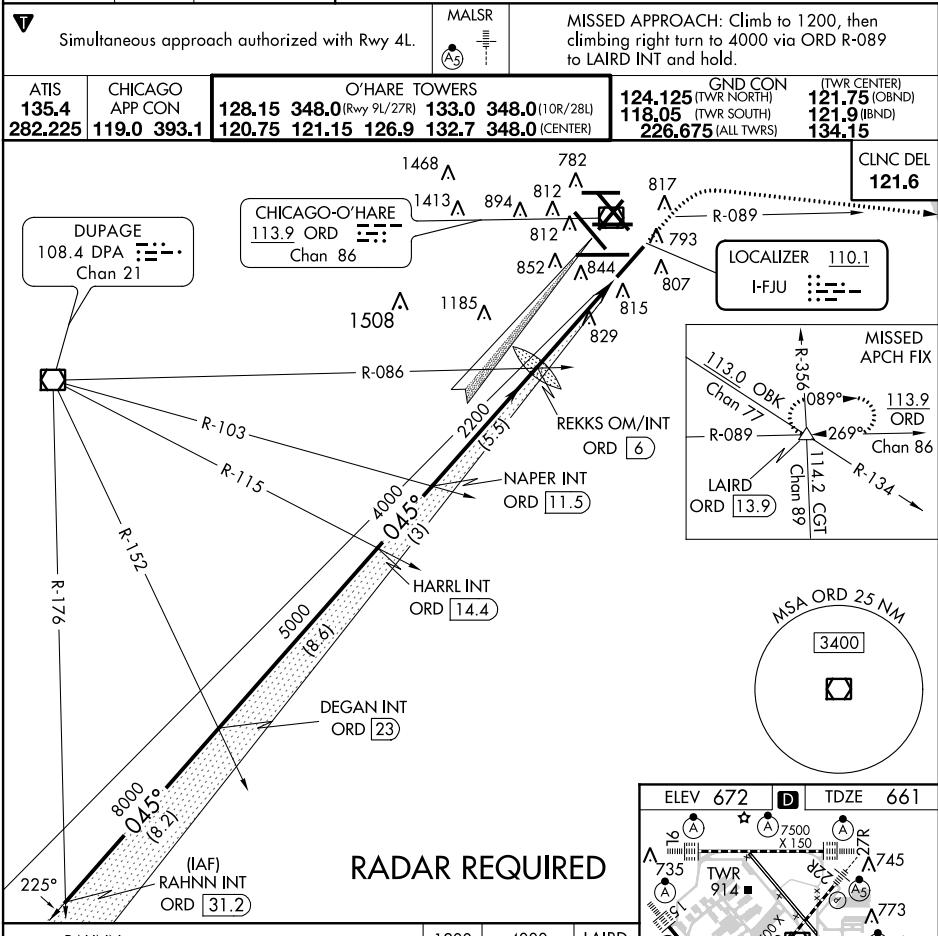
CHICAGO-O'HARE INTL (ORD)
ILS RWY 28R (SA CAT I)

CHICAGO, ILLINOIS

AL-166 (FAA)

16259

LOC I-FJU	APP CRS 045°	Rwy Ldg 8075 TDZE 661 Apt Elev 672
110.1		

ILS or LOC RWY 4R
CHICAGO-O'HARE INTL (ORD)CHICAGO, ILLINOIS
Amdt 6M 31MAY12

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)
ILS or LOC RWY 4R

CHICAGO, ILLINOIS

AL-166 (FAA)

16259

LOC/DME I-MED	I-MED	APP CRS	Rwy Idg	12246
111.1		093°	TDZE	672
Chan 48			Apt Elev	680

ILS or LOC RWY 10L

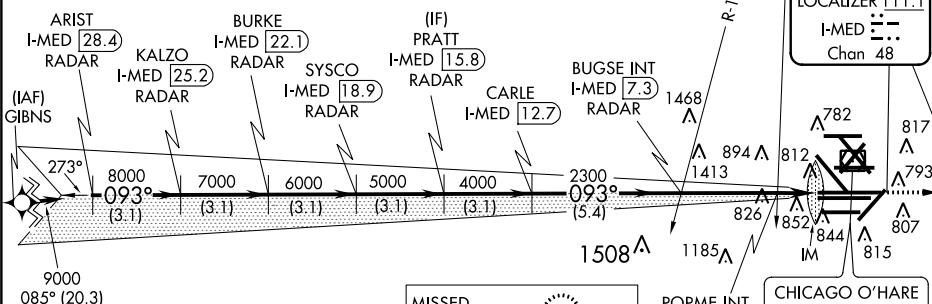
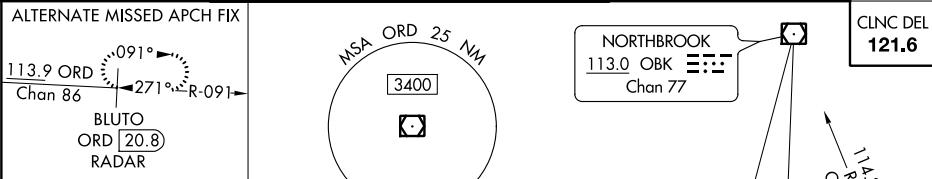
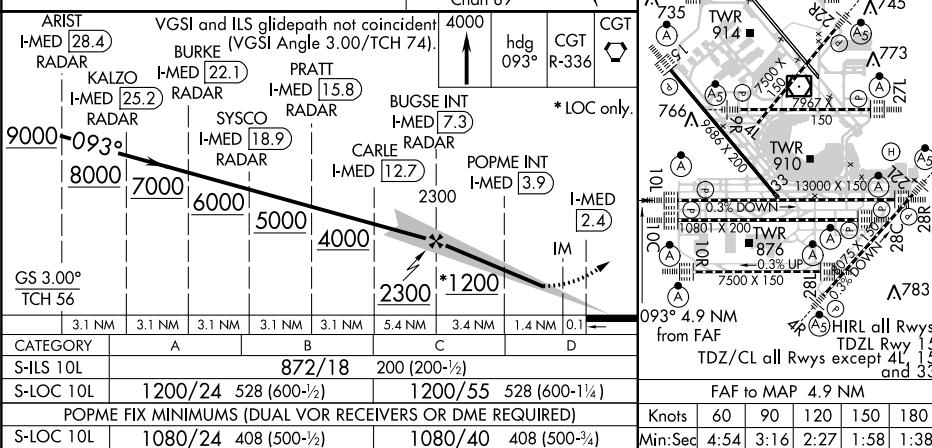
CHICAGO-O'HARE INTL (ORD)

▼ Simultaneous approach authorized. DME or radar required. POPME fix minimums: For inop ALSF-2, increase S-LOC Cat C/D visibility to RVR 6000.

ALSF-2
(A)

MISSSED APPROACH: Climb to 4000 on heading 093° and on CGT VORTAC R-336 to CGT VORTAC and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	GND CON	TWR CENTER
135.4		128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L)	124.125 (TWR NORTH)	121.75 (OBND)
282.225	119.0 393.1	120.75 121.15 126.9 132.7 348.0 (CENTER)	118.05 (TWR SOUTH)	121.9 (BND)

**RADAR or GPS REQUIRED**

CHICAGO, ILLINOIS

Amdt 18 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)

ILS or LOC RWY 10L

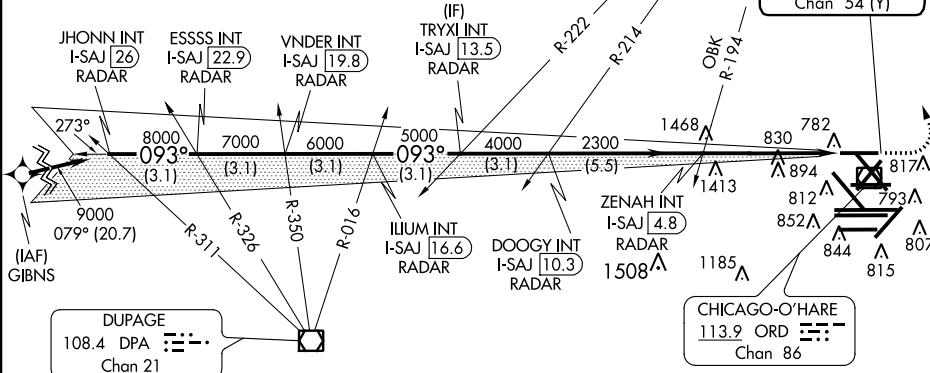
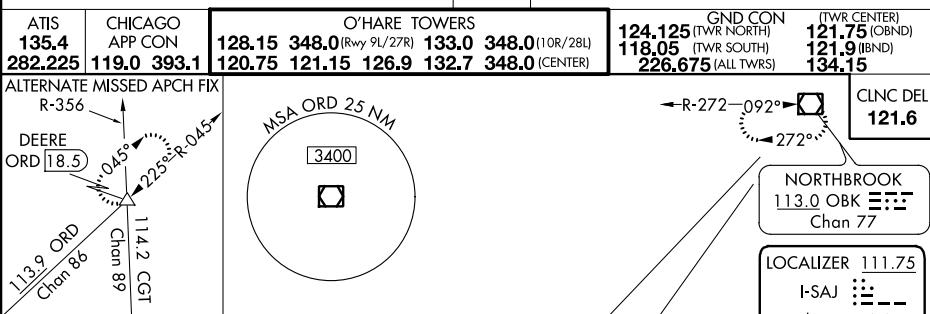
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

LOC/DME I-SAJ	APP CRS	Rwy Idg	7500
111.75	093°	TDZE	668
Chan 54 (Y)		Apt Elev	680

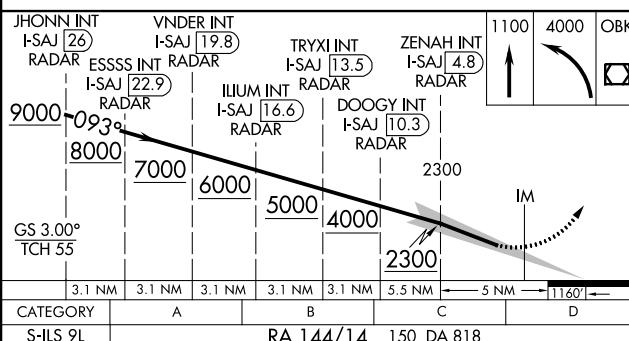
V Simultaneous approach authorized. Requires specific
A OPSEC, MSPEC, or LOA approval and use of HUD
to DH.



MISSIED APPROACH: Climb to 1100 then climbing
left turn to 4000 direct OBK VOR/DME and hold,
continue climb-in-hold to 4000.



GPS or RADAR REQUIRED



SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS

AL-166 (FAA)

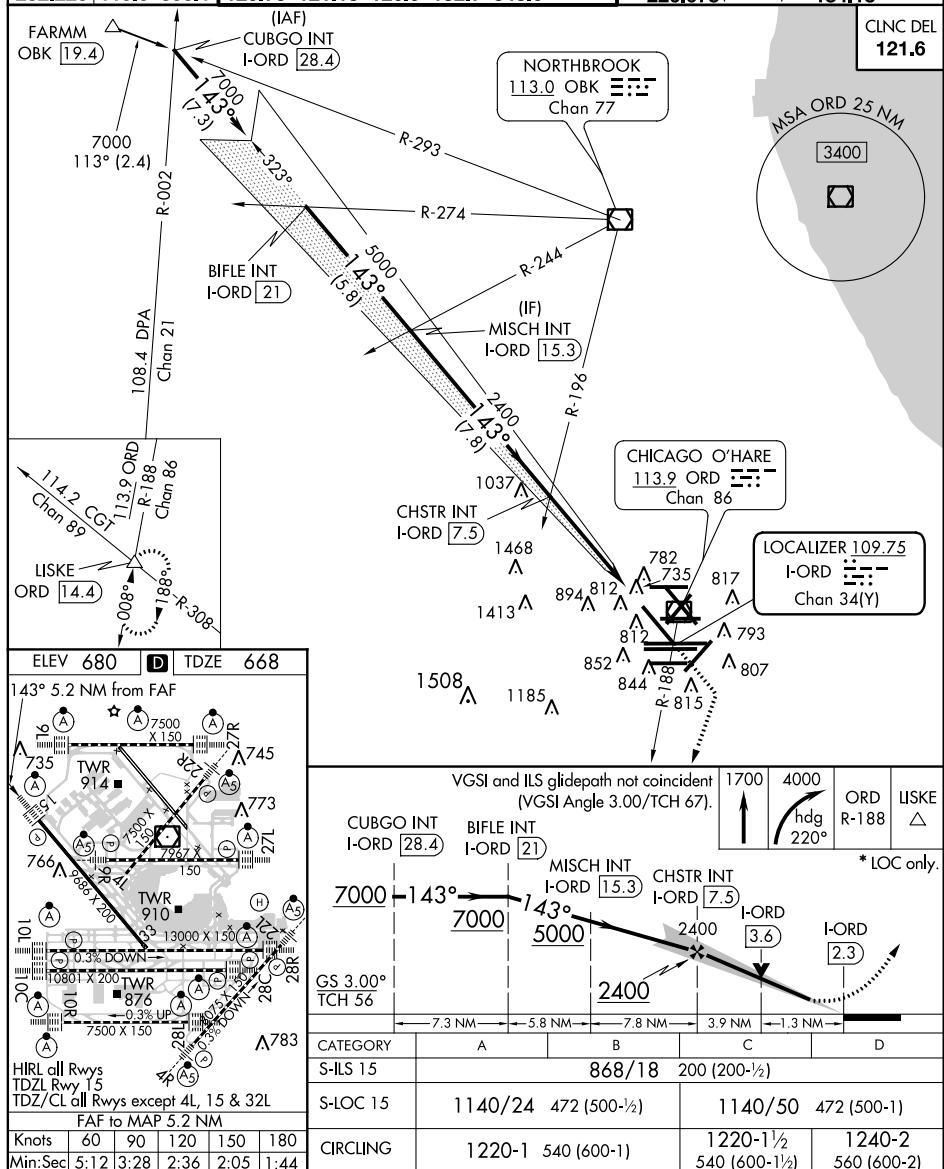
16259

LOC/DME I-ORD <u>109.75</u> Chan 34(Y)	APP CRS 143°	Rwy Idg TDZE Apt Elev 8650 668 680
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ILS or LOC RWY 15
CHICAGO-O'HARE INTL (ORD)

MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 on heading 220° and ORD VOR/DME R-188 to LISKE INT/ORD 14.4 DME and hold.

ATIS 135.4	CHICAGO APP CON	O'HARE TOWERS	128.15 348.0 (RWY 9L/27R) 120.75 121.15 126.9 132.7 348.0 (CENTER)	124.125 (TWX NORTH) 118.05 (TWX SOUTH) 226.675 (ALL TWRCS)	GND CON (TWX NORTH) (TWX SOUTH) (ALL TWRCS)	121.75 (OBND) 121.9 (IBND)	(TWR CENTER)
282.225	119.0 393.1					134.15	



CHICAGO, ILLINOIS

Amdt 30D 15SEP16

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)
ILS or LOC RWY 15

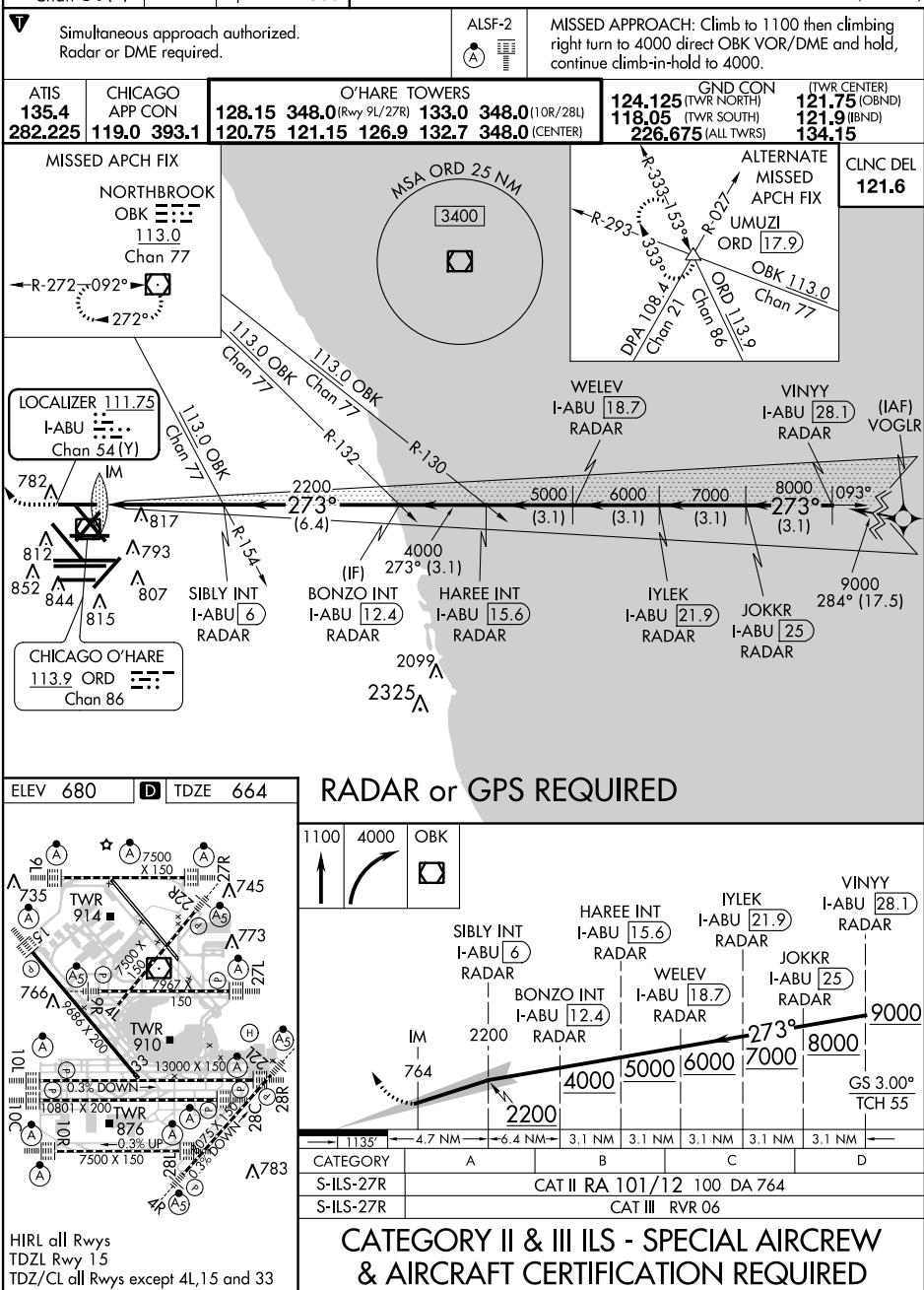
CHICAGO, ILLINOIS

AL-166 (FAA)

16259

LOC/DME I-ABU 111.75 Chan 54 (Y)	APP CRS 273°	Rwy Idg 7500 TDZE 664 Apt Elev 680
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ILS RWY 27R (CAT II & III) CHICAGO O'HARE INTL (ORD)



CHICAGO, ILLINOIS
Amdt 3 15OCT15

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)
ILS RWY 27R (CAT II & III)

APP CRS 273°	Rwy Idg 654	7782
TDZE		654
Apt Elev		680

RNAV (RNP) Y RWY 27L

CHICAGO O'HARE INTL (ORD)

▼ For uncompensated Baro-VNAV systems, procedure NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

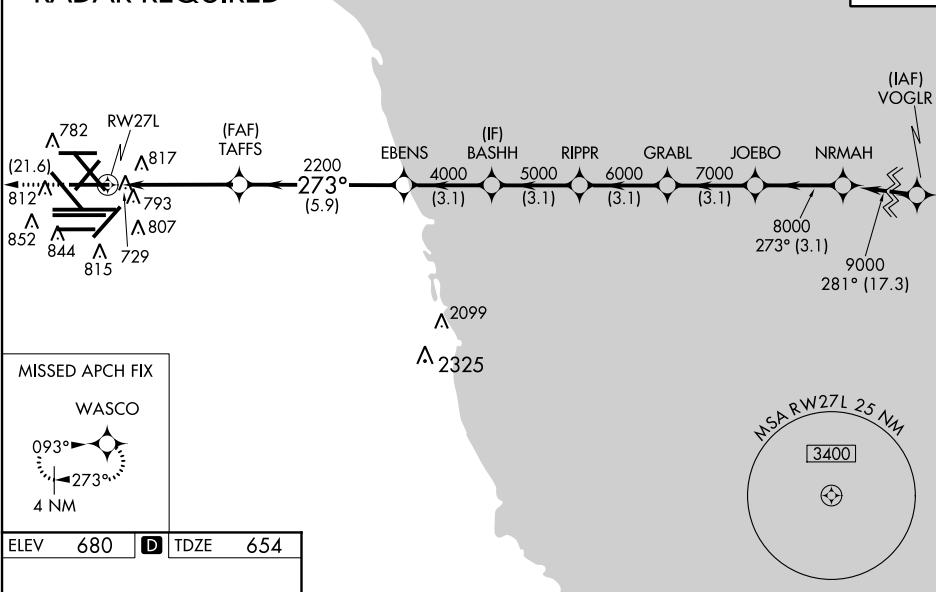


MISSIED APPROACH:
Climb to 4000 on track
273° to WASCO and
hold.

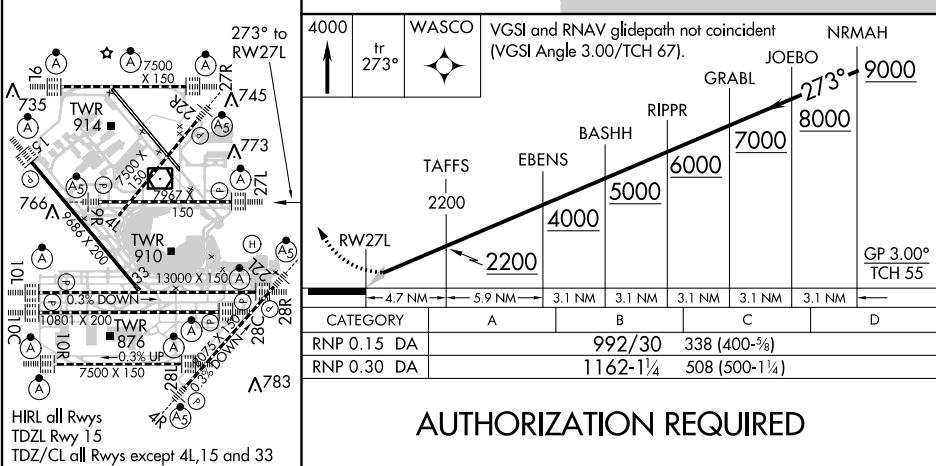
ATIS 135.4 282.225	CHICAGO APP CON 119.0	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	(TWR CENTER) 121.75 (OBND) 121.9 (BND) 134.15
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CINCL DEL
121.6

RADAR REQUIRED



ELEV 680 TDZE 654



WAAS CH 62905 W04B	APP CRS 042°	Rwy Idg 7500 TDZE 658 Apt Elev 672
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RNAV (GPS) RWY 4L

CHICAGO-O'HARE INTL (ORD)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 39°C (102°F). Simultaneous approach authorized with Rwy 4R. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

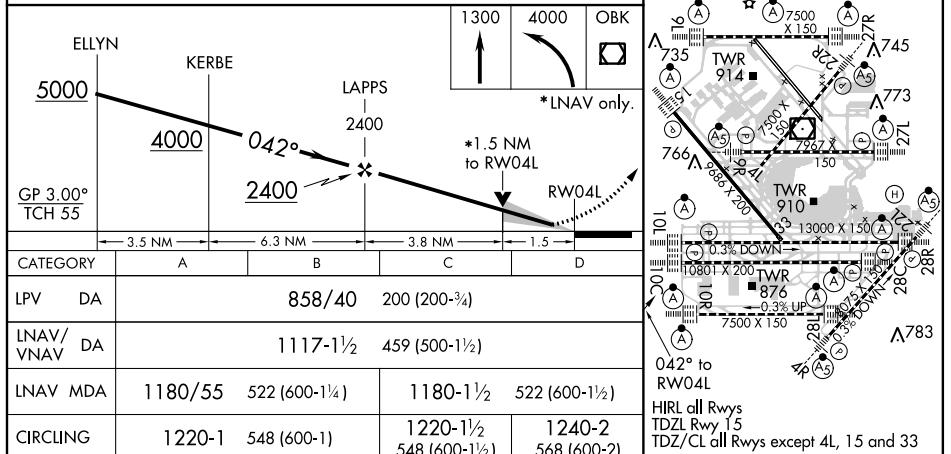
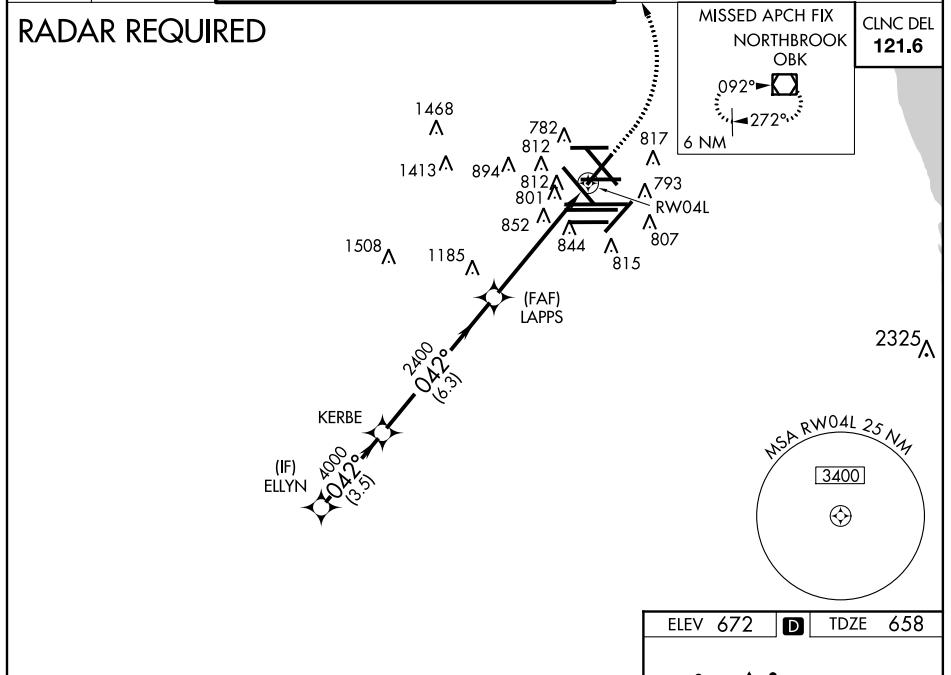
MISSIED APPROACH: Climb to 1300 then climbing left turn to 4000 direct OBK VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)
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GND CON
124.125 (TWR NORTH)
118.05 (TWR SOUTH)
226.675 (ALL TWRS)

(TWR CENTER)
121.75 (OBND)
121.9 (OBND)
134.15

RADAR REQUIRED



CHICAGO, ILLINOIS

AL-166 (FAA)

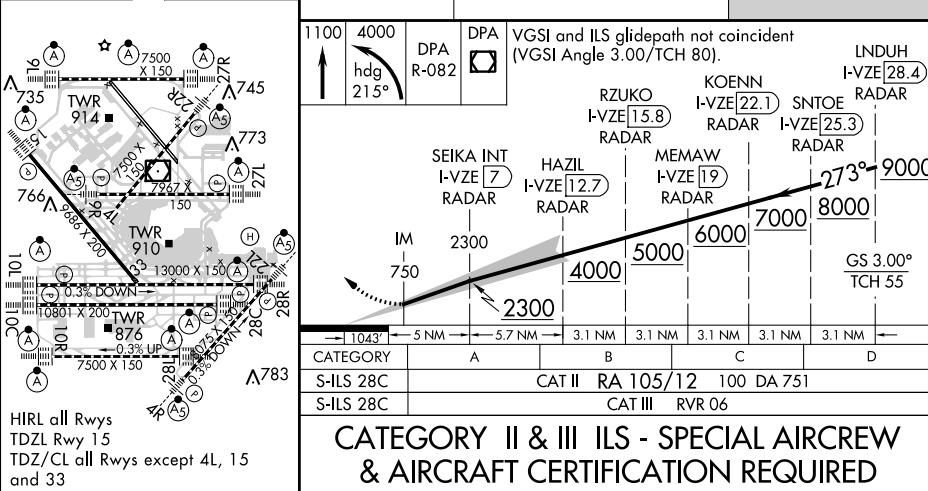
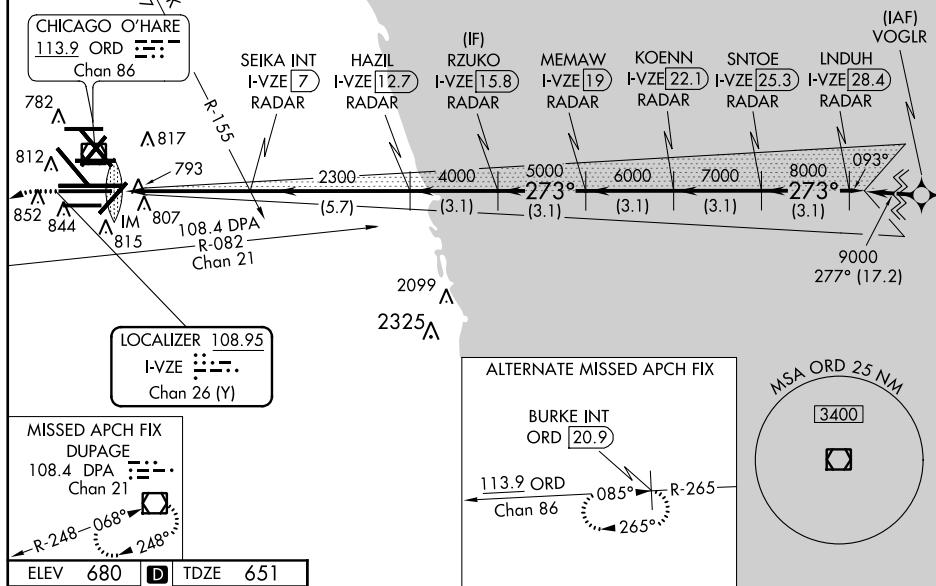
16259

LOC/DME I-VZE 108.95 Chan 26 (Y)	APP CRS 273°	Rwy Idg 10801 TDZE Apt Elev 651 680
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ILS RWY 28C (CAT II & III) CHICAGO-O'HARE INTL (ORD)

▼ Simultaneous approach authorized. DME or RADAR required. RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWR(S))	[TWR CENTER] 121.75 (BND) 121.9 (BND) 134.15
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CLNC DEL
121.6**GPS or RADAR REQUIRED**CHICAGO, ILLINOIS
Amdt 1 15OCT15CHICAGO-O'HARE INTL (ORD)
41°59'N-87°54'W
ILS RWY 28C (CAT II & III)

CHICAGO, ILLINOIS

AL-166 (FAA)

16259

LOC/DME I-TSL	APP CRS	Rwy Idg	13000
111.1	273°	TDZE	651
Chan 48		Apt Elev	680

ILS or LOC RWY 28R CHICAGO-O'HARE INTL (ORD)

V Simultaneous approach authorized. DME or radar required. For inop ALSF-2, increase S-LOC 28R Cats C/D visibility to 1 1/2 mile.

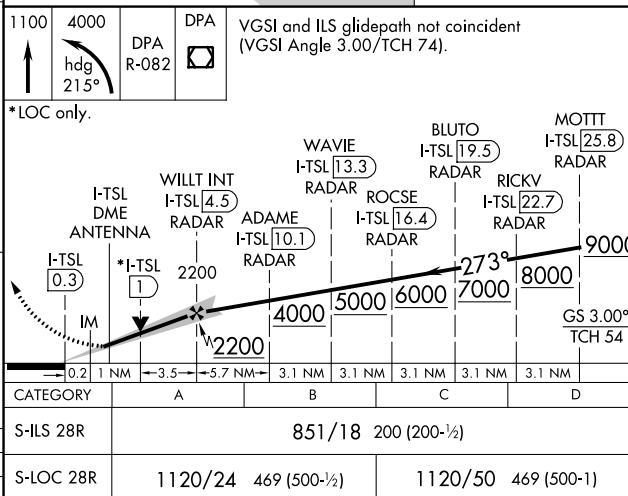
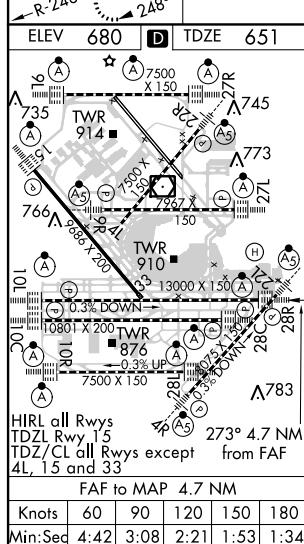
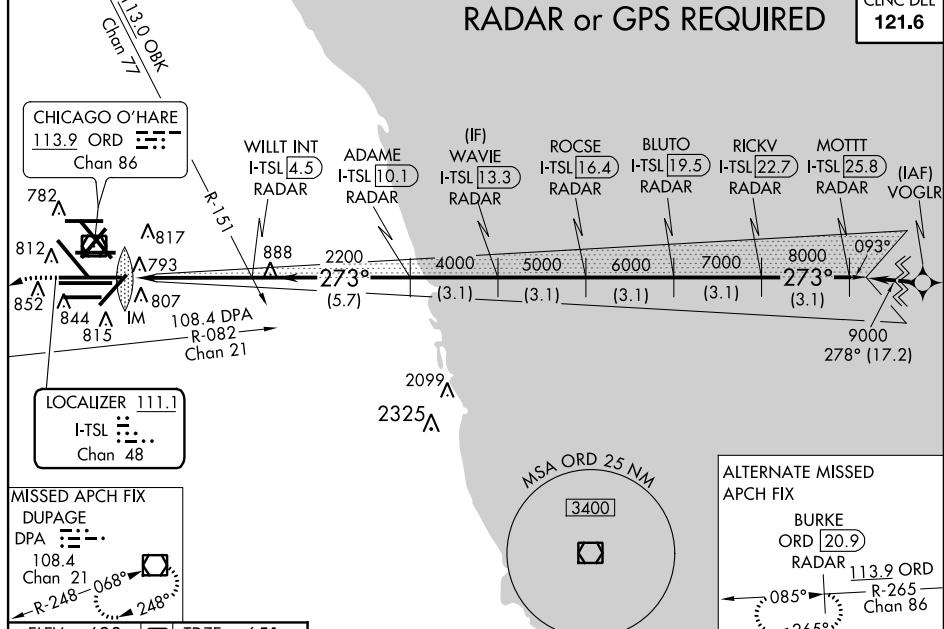


MISSIED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	GND CON
135.4		128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L)	121.75 (TWR NORTH)
282.225	119.0 393.1	120.75 121.15 126.9 132.7 348.0 (CENTER)	118.05 (TWR SOUTH) 226.675 (ALL TWRS)

CNC DEL
121.6

RADAR or GPS REQUIRED



CHICAGO, ILLINOIS
Amdt 17 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)
ILS or LOC RWY 28R

LOC/DME I-IAC 110.5 Chan 42	APP CRS 273°	Rwy Idg 7782 TDZE 654 Apt Elev 680
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ILS RWY 27L (CAT II & III) CHICAGO O'HARE INTL (ORD)

▼ Simultaneous approach authorized.
DME or Radar required.

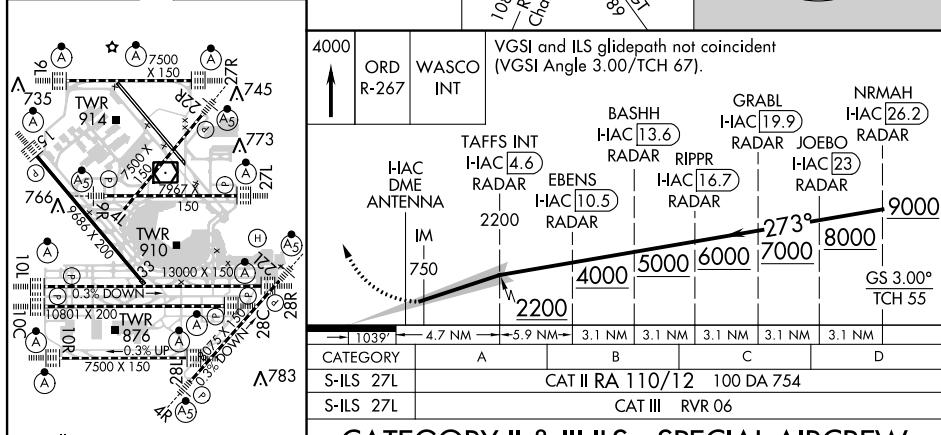
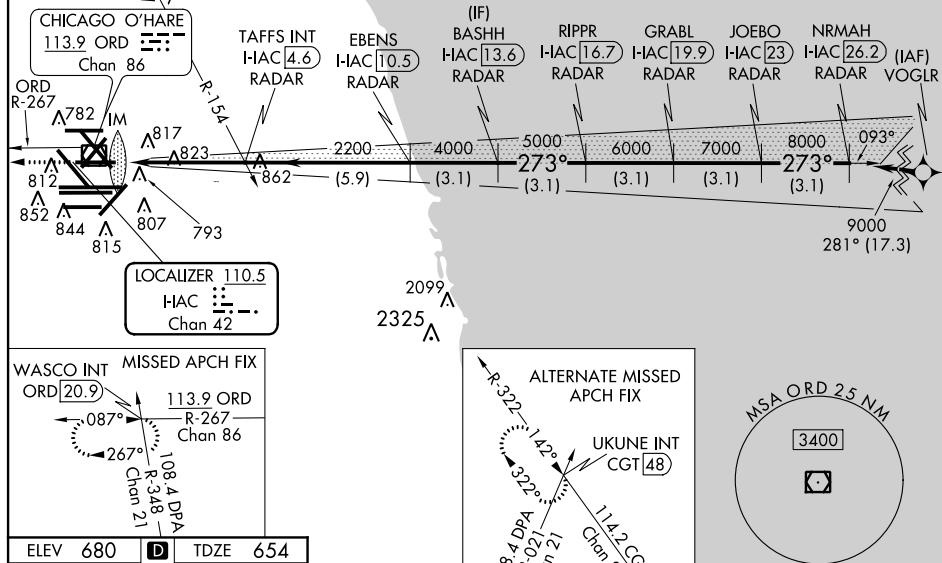


MISSIED APPROACH: Climb to
4000 on ORD VOR/DME R-267 to
WASCO INT/20.9 DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	[TWR CENTER] 121.75 (BND) 121.9 (BND) 134.15
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CLNC DEL
121.6

RADAR or GPS REQUIRED



CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwy's
TDZL Rwy 15
TDZL/CL all Rwy's except 4L, 15 and 33

CHICAGO, ILLINOIS
Amdt 30 15OCT15

41°59'N-87°54'W

CHICAGO O'HARE INTL (ORD)

ILS RWY 27L (CAT II & III)

CHICAGO, ILLINOIS

AL-166 (FAA)

16259

LOC I-HNA 111.3	APP CRS 042°	Rwy Idg TDZE Apt Elev	7500 658 672
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LOC RWY 4L
 CHICAGO-O'HARE INTL (ORD)

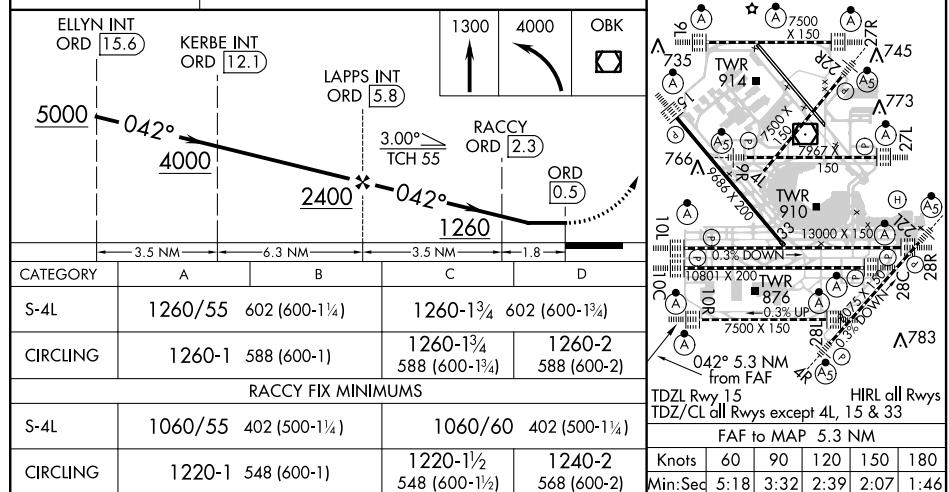
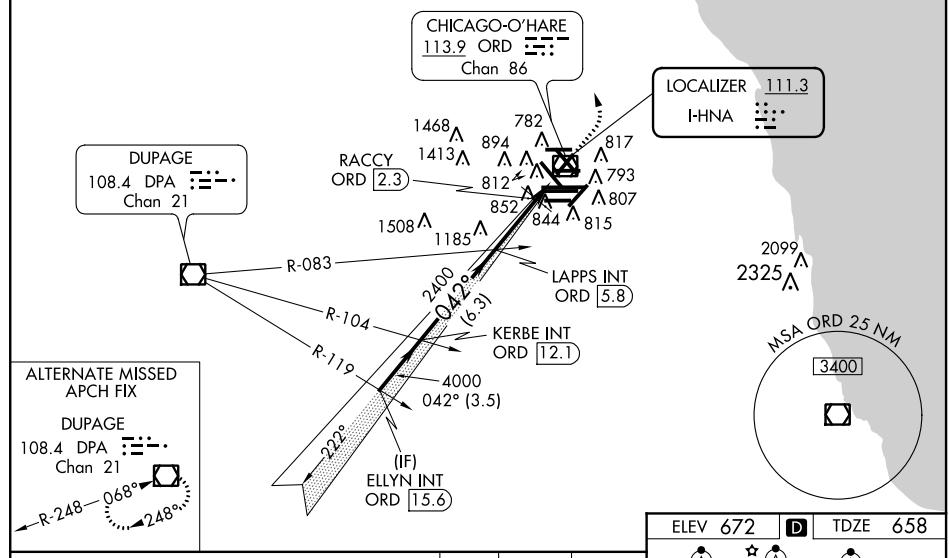
MISSIED APPROACH: Climb to 1300 then climbing left turn to 4000 direct OBK VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	[TWR CENTER] 121.75 (OBND) 121.9 (BND) 134.15
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CLNC DEL
121.6**RADAR REQUIRED**

EC-3 13 OCT 2016 to 10 NOV 2016

EC-3, 13 OCT 2016 to 10 NOV 2016

CHICAGO, ILLINOIS
Amdt 22A 29MAY14

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)
LOC RWY 4L

LOC/DME 1-SAJ 111.75 Chan 54 (Y)	APP CRS 093°	Rwy Idg 7500 TDZE 668 Apt Elev 680
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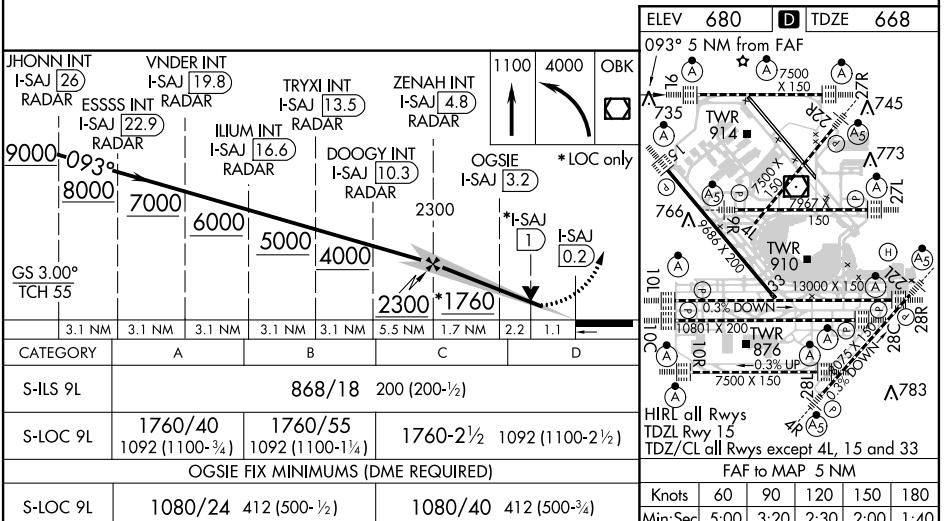
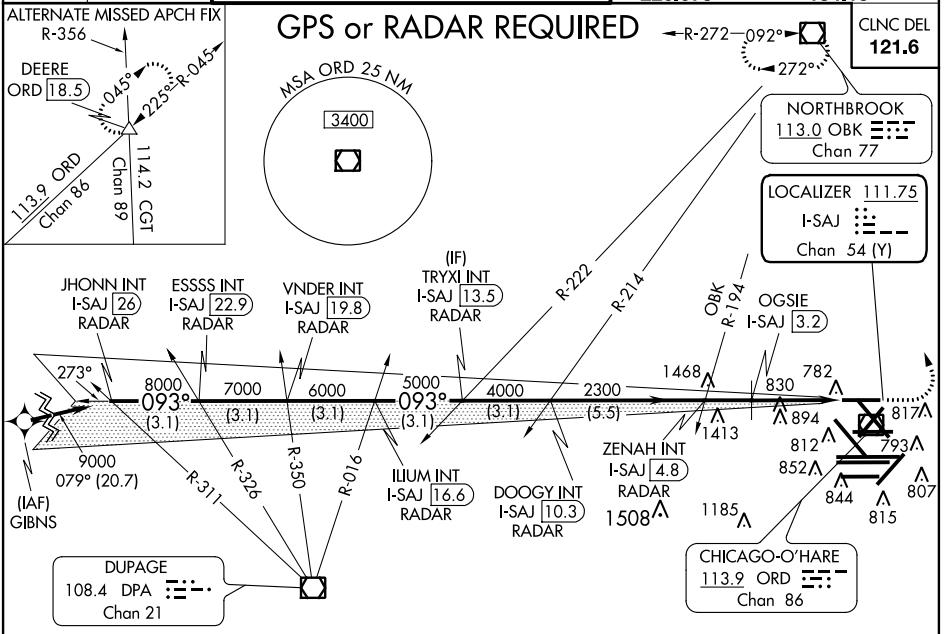
ILS or LOC RWY 9L

CHICAGO-O'HARE INT'L (ORD)

▼ Simultaneous approach authorized. For inop ALSF-2, increase OGSIE fix minimums S-LOC 9L Cat C/D visibility to RVR 6000.

▲ Missed approach: Climb to 1100 then climbing left turn to 4000 direct OBK VOR/DME and hold, continue climb-in-hold to 4000.

ATIS 135.4 282.25	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	(TWR CENTER) 121.75 (OBND) 121.9 (IBND) 134.15
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CHICAGO, ILLINOIS

AL-166 (FAA)

16259

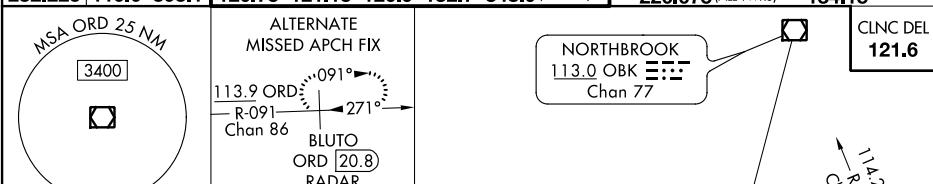
LOC/DME I-SXH	APP CRS	Rwy Idg 10540
108.95	093°	TDZE 669
Chan 26(Y)	Apt Elev	680

ILS RWY 10C (CAT II & III) CHICAGO-O'HARE INTL (ORD)

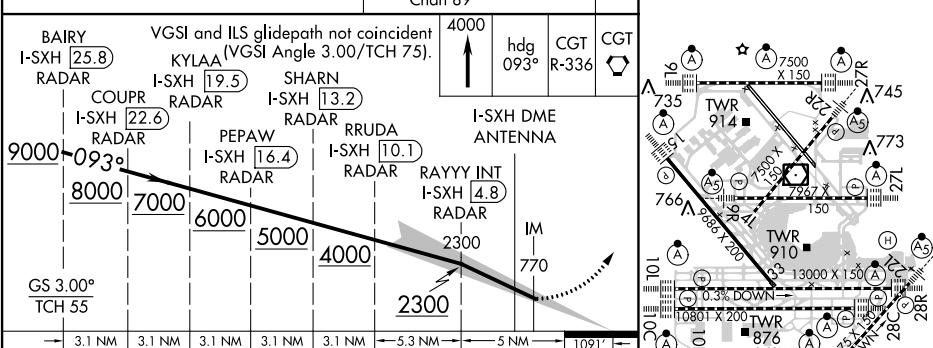
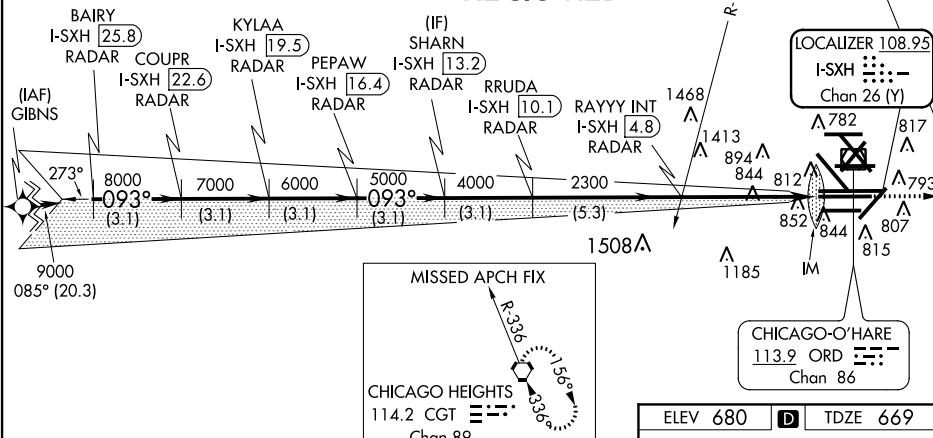
V Simultaneous approach authorized. DME or RADAR required. RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2 MISSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

ATIS 135.4	CHICAGO APP CON	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	[TWR CENTER] 121.75 (BOND)
282.225	119.0 393.1	120.75 121.15 126.9 132.7 348.0 (CENTER)	121.29 (BOND)	134.15



GPS or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 10C	CAT II	RA 102/12	100 DA 769	
S-ILS 10C	CAT III	RVR 06		

CATEGORY II and III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS

Amendt 1 15OCT15

CHICAGO-O'HARE INTL (ORD)

41°59'N-87°54'W

ILS RWY 10C (CAT II & III)

16259

WAAS CH 90504 W22A	APP CRS 223°	Rwy Idg 7500
		TDZE 652
		Apt Elev 672

RNAV (GPS) RWY 22R

CHICAGO-O'HARE INTL (ORD)

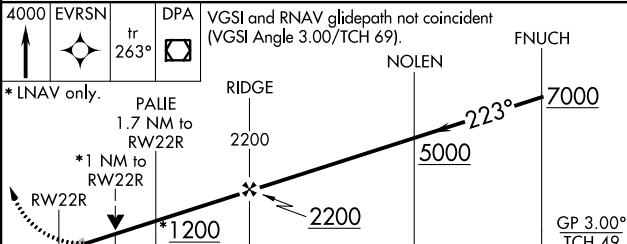
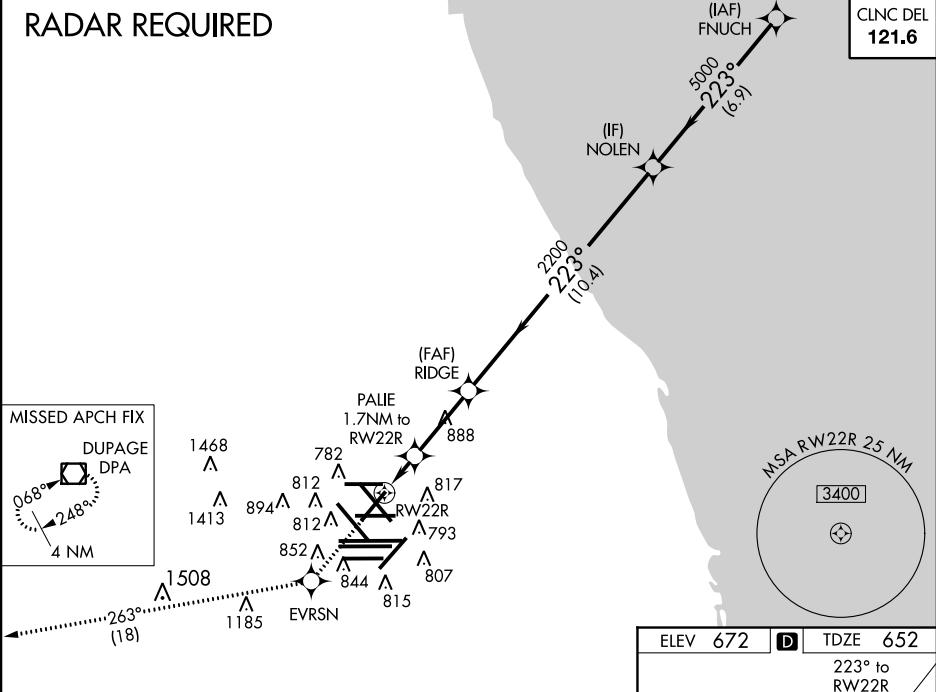
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 39°C (102°F). Simultaneous approach authorized with Rwy 22L, DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.



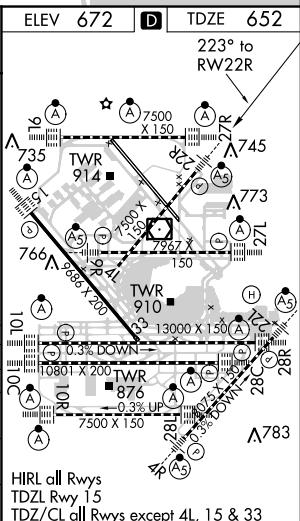
MISSIED APPROACH: Climb to 4000 direct EVRSN and on track 263° to DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	GND CON	TWR CENTER
135.4 282.225	119.0 393.1	128.15 348.0 (Rwy 9/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWR'S)	121.75 (OBND) 121.9 (BND) 134.15

RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	852/24	200 (200-½)		
LNAV/ VNAV DA		972/32	320 (300-½)	
LNAV MDA	1040/24	388 (400-½)	1040/35	388 (400-½)
CIRCLING	1220-1	548 (600-1)	1220-1½	568 (600-1)



CHICAGO, ILLINOIS

LOC/DME I-SXH	APP CRS 093°	Rwy Idg 10540 TDZE 669 Apt Elev 680
108.95 Chan 26(Y)		

AL-166 (FAA)

ILS PRM RWY 10C (SA CAT I) (CLOSE PARALLEL)

CHICAGO-O'HARE INTL (ORD)



Simultaneous approach authorized. Procedure NA when glide slope not available. Dual VHF COMM required. See additional requirements on AAUP, DME or radar required. Requires specific OPSEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2



MISSSED APPROACH: Climb to 4000 on heading 093° and CGT VORTAC R-336 to CGT VORTAC and hold.

ATIS 135.4	CHICAGO APP CON
282.225	119.0 393.1

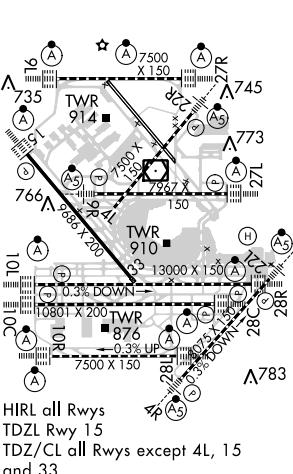
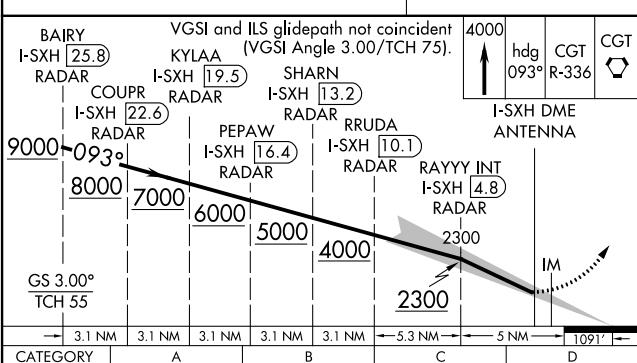
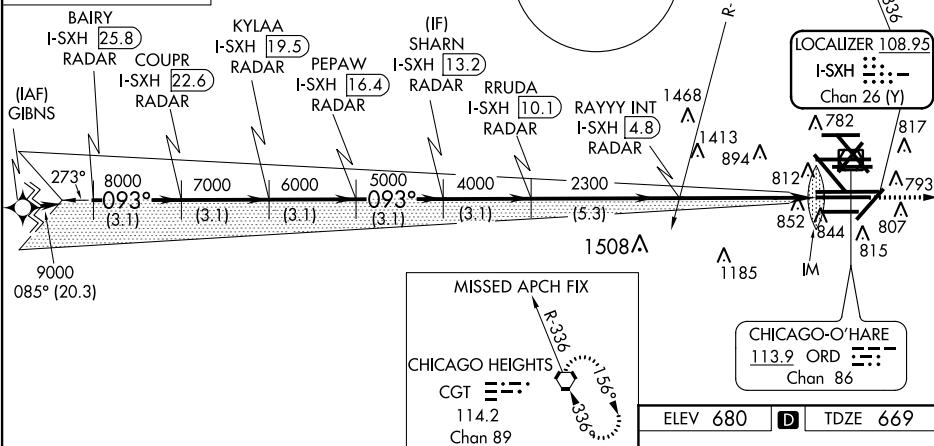
O'HARE TOWERS
128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L)
120.75 121.15 126.9 132.7 348.0 (CENTER)
PRM 119.625

GND CON 124.125 (TWR NORTH)	TWR CENTER 121.75 (BOND)
118.05 (TWR SOUTH)	121.9 (BOND)
226.675 (ALL TWRS)	134.15

CLNC DEL 121.6

ALTERNATE MISSED APCH FIX
113.9 ORD -091°
R-091 Chan 86 BLUTO
ORD [20.8] RADAR

GPS or RADAR REQUIRED



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

CHICAGO, ILLINOIS
Orig 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)

ILS PRM RWY 10C (SA CAT I) (CLOSE PARALLEL)

LOC/DME I-ABU	APP CRS	Rwy ldg 7500
111.75	273°	TDZE 664
Chan 54 (Y)		Apt Elev 680

ILS or LOC RWY 27R

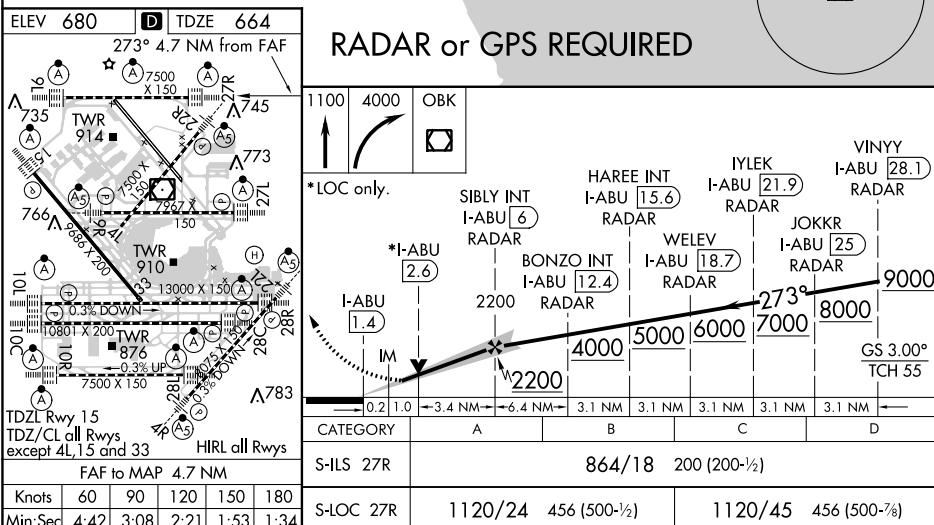
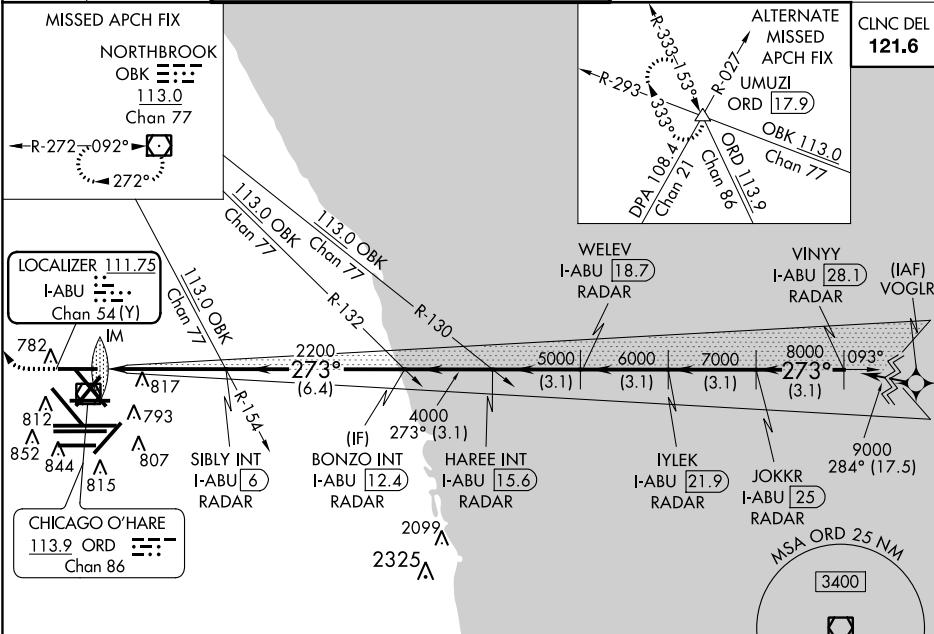
CHICAGO O'HARE INTL (ORD)

▼ Simultaneous approach authorized.
Radar or DME required.

ALSF-2
(A)

MISSIED APPROACH: Climb to 1100 then climbing right turn to 4000 direct OBK VOR/DME and hold, continue climb-in hold to 4000.

ATIS 135.4	CHICAGO APP CON	O'HARE TOWERS	GND CON	TWR CENTER
282.225	119.0	348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	121.75 (OBND) 121.9 (BND) 134.15



CHICAGO, ILLINOIS

AL-166 (FAA)

16203

LOC I-IDN <u>110.75</u>	APP CRS 323°	Rwy Idg TDZE Apt Elev	10005 653 672
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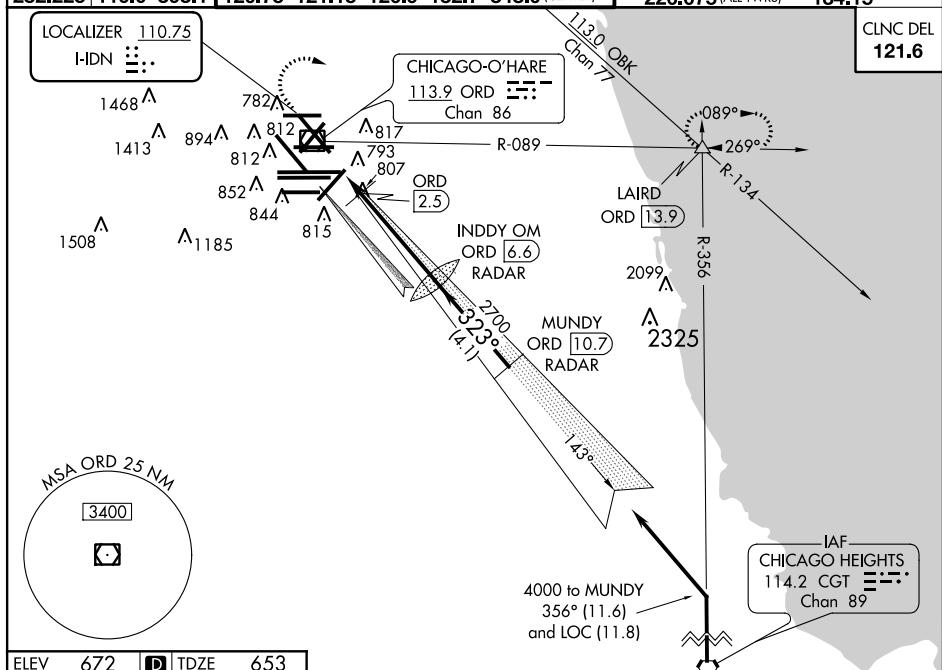
ILS or LOC RWY 32R
CHICAGO-O'HARE INTL (ORD)

CHICAGO-O'HARE INTL (ORD)

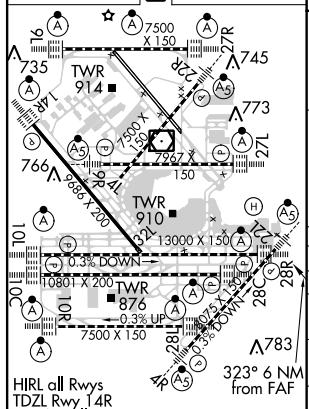
MISSED APPROACH: Climb to 1100, then climbing right turn to 4000 via ORD R-089 to LAIRD INT/ORD 13.9 DME and hold

ATIS 135.4	CHICAGO APP CON	O'HARE TOWERS	128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L)	124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL JWSRS)	GND CON (TWR CENTER) (TWR BND)
282.25	119.0 393.1	120.75 121.15 126.9 132.7 348.0 (CENTER)			121.75 (BND)

CLNC DEL
121.6



ELEV 672 D TDZE 653



Procedure	Turn	NA
ORD [10.7]	RADAR	
GS 3.00°	TCH 76	

HIRL all Rwy's
TDZL Rwy 14R
TDZ/CL all Rwy's except 4L, 14R & 32L

		DME MINIMUMS	
S-LOC 32R	1100/24 447 (500-½)	1100/40 447 (500-¾)	1100/50 447 (500-1)
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-½)	1240-2 568 (600-2)

CHICAGO, ILLINOIS
Amdt 21E 08MAR12

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)
ILS or LOC RWY 32R

WAAS CH 77804 W27A	APP CRS 273°	Rwy Idg TDZE Apt Elev	7782 654 680
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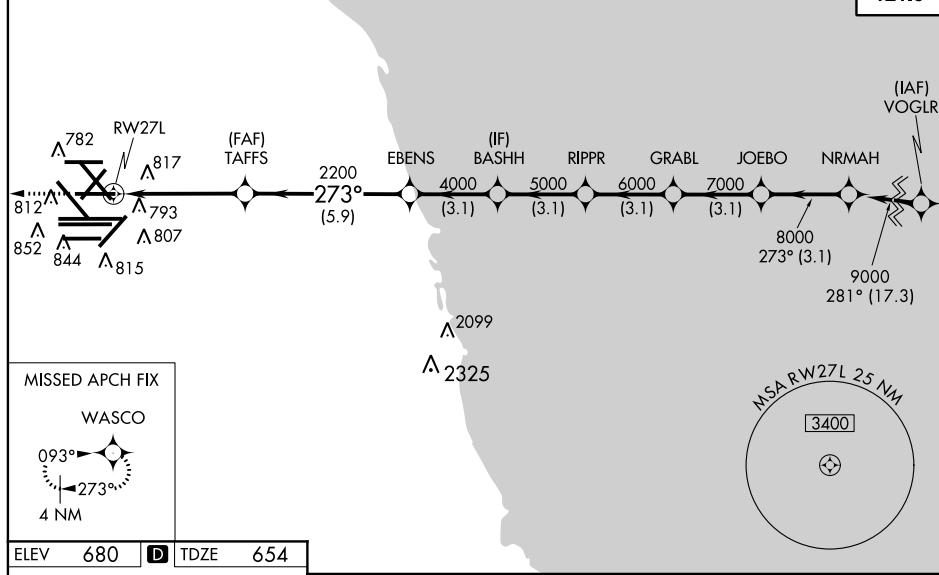
RNAV (GPS) Z RWY 27L

CHICAGO O'HARE INTL (ORD)

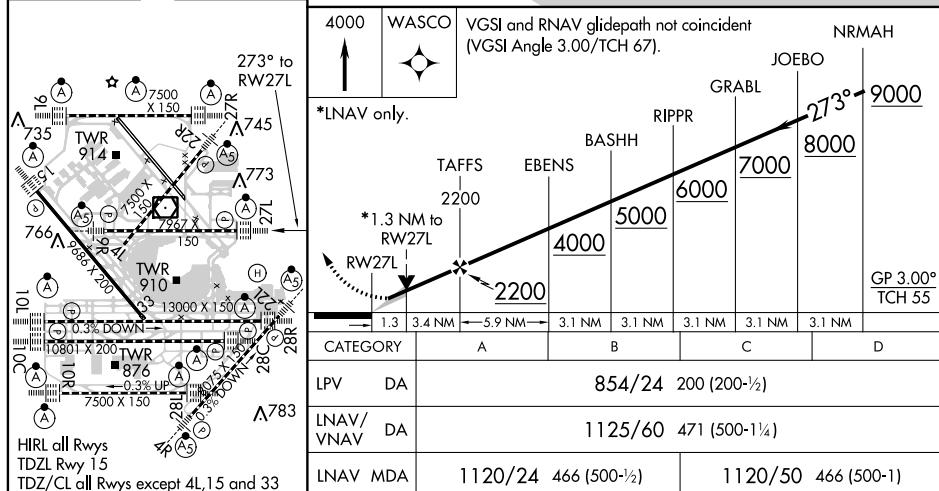
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF-2, increase LNAV Cat C/D visibility to 1½ mile.	ALSF-2 MISSING APPROACH: Climb to 4000 direct WASCO and hold.
ATIS 135.4 282.225 CHICAGO APP CON 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 282.225 119.0 393.1 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) (TWR CENTER) 121.75 (OBND) 118.05 (TWR SOUTH) 226.675 (ALL TWR'S) 121.9 (BND) 134.15

RADAR REQUIRED

CINCL DEL
121.6



ELEV 680 TDZE 654



CHICAGO, ILLINOIS

AL-166 (FAA)

16259

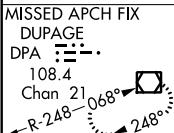
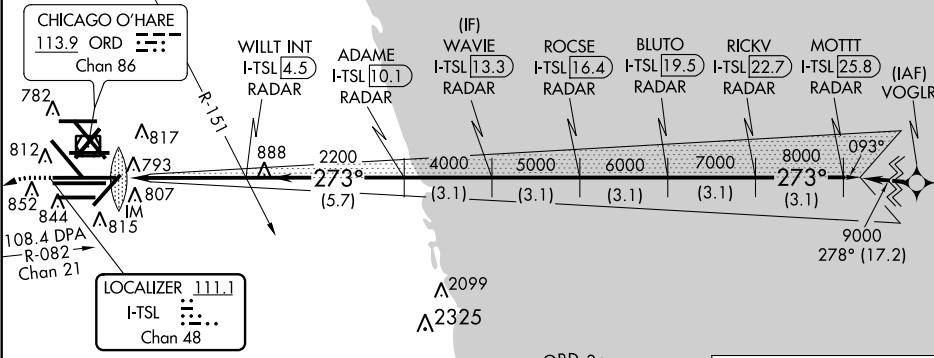
LOC/DME I-TSL 111.1 Chan 48	APP CRS 273°	Rwy Idg 13000 TDZE 651 Apt Elev 680
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ILS RWY 28R (CAT II & III)
CHICAGO-O'HARE INTL (ORD)

V Simultaneous approach authorized. DME or radar required.		ALSF-2 (A)	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS) (TWR CENTER) 121.75 (OBND) 121.9 (BND) 134.15

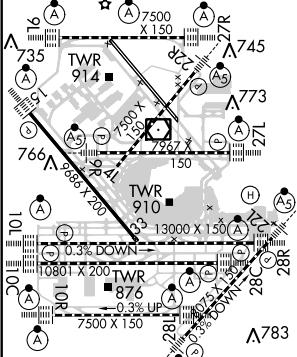
CINC DEL
121.6

RADAR or GPS REQUIRED

113.0 OBK
Chan 77

ELEV 680 TDZE 651

1100 4000 DPA DPA
4000 215° DPA R-082 DPA
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).



HIRL all Rwy's
TDZL Rwy 15
TDZ/CL all Rwy's except 4L, 15 and 33

WAVIE I-TSL 13.3 RADAR
BLUTO I-TSL 19.5 RADAR
MOTTI I-TSL 25.8 RADAR
WILLT INT I-TSL 4.5 RADAR
ADAME I-TSL 10.1 RADAR
ROCSE I-TSL 16.4 RADAR
GS 3.0° TCH 54
273° 9000 8000 7000 6000 5000 4000 3000 2000 1000
753 750 X 150
1.030° 4.7 NM 5.7 NM 3.1 NM
CATEGORY A B C D
S-ILS 28R CAT II RA 97/12 100 DA 751
S-ILS 28R CAT III RVR 06

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS

Amdt 17 15OCT15

41°59'N-87°54'W

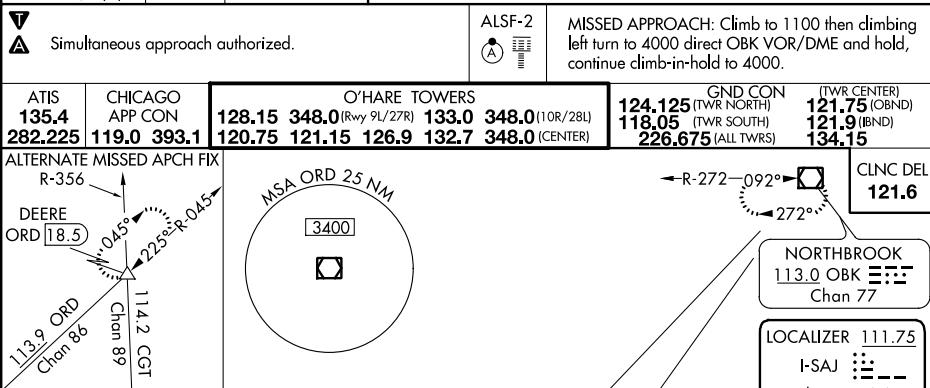
CHICAGO-O'HARE INTL (ORD)
ILS RWY 28R (CAT II & III)

CHICAGO, ILLINOIS

AL-166 (FAA)

16259

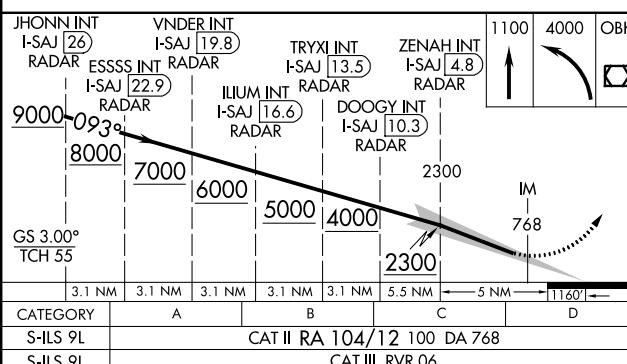
LOC/DME I-SAJ 111.75 Chan 54 (Y)	APP CRS 093°	Rwy Idg 7500 TDZE 668 Apt Elev 680
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ILS RWY 9L (CAT II & III)
CHICAGO-O'HARE INTL (ORD)

EC-3, 13 OCT 2016 to 10 NOV 2016

EC-3, 13 OCT 2016 to 10 NOV 2016

GPS or RADAR REQUIRED



CATEGORY II and III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS

Amdt 3 15OCT15

41°59'N-87°54'W

CHICAGO-O'HARE INTL (ORD)

ILS RWY 9L (CAT II & III)

HIRL all Rwy
TDZL Rwy 15
TDZ/CL all Rwy except 4L, 15 and 33

WAAS CH 81929 W04A	APP CRS 044°	Rwy Idg 8075
		TDZE 661
		Apt Elev 672

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 39°C (102°F). Simultaneous approach authorized with Rwy 4L. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ATIS 135.4	CHICAGO APP CON 282.225	119.0 393.1
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O'HARE TOWERS			
128.15	348.0 (Rwy 9L/27R)	133.0	348.0 (10R/28L)
120.75	121.15	126.9	132.7
348.0 (CENTER)			

RNAV (GPS) RWY 4R

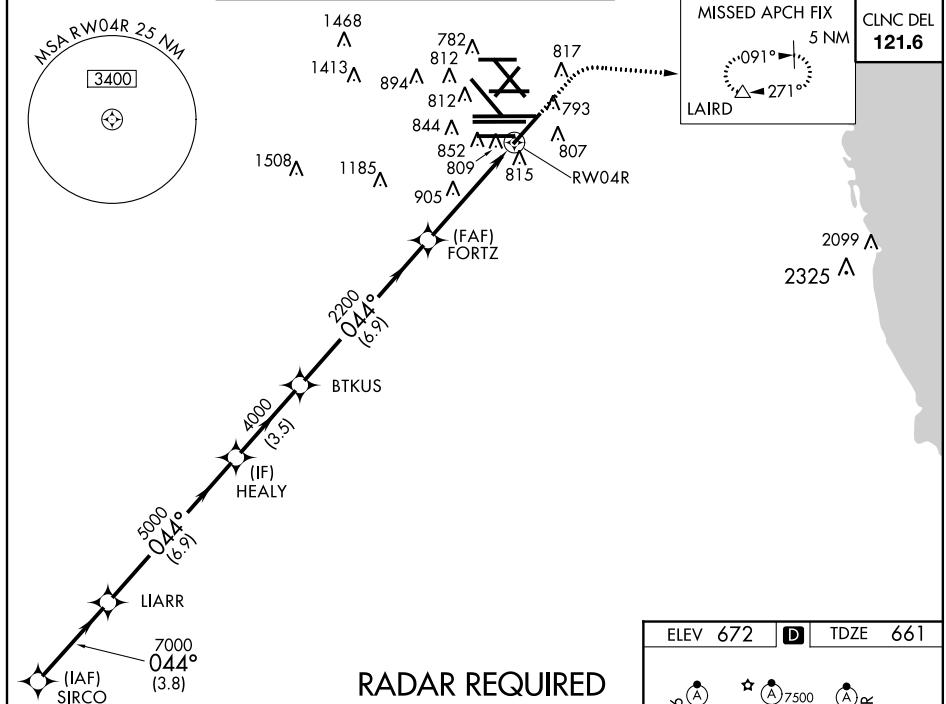
CHICAGO-O'HARE INTL (ORD)

MALSR MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct LAIRD and hold, continue climb-in-hold to 4000.

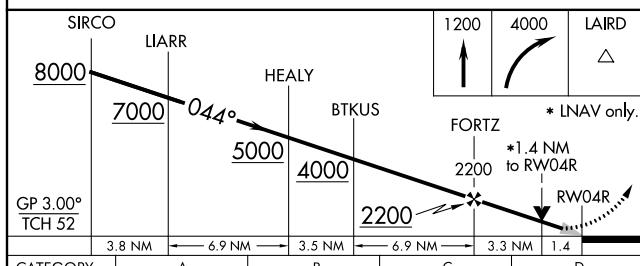
GND CON 124.125 (TWR CENTER) 118.05 (TWR NORTH) 226.675 (TWR SOUTH)	(TWR NORTH) 121.75 (OBND) 121.75 (BND)
(TWR SOUTH) 134.15 (ALL TWR)	(ALL TWR) 134.15

MISSING APCH FIX
5 NM
LAIRD

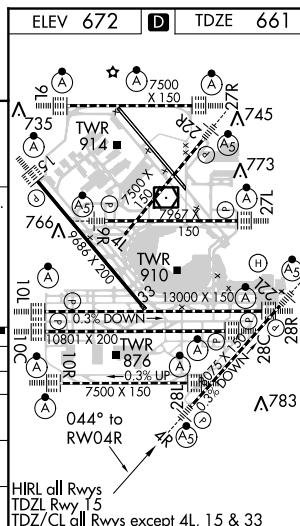
CINCL DEL
121.6



RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA		861/24	200 (200-½)	
LNAV/ VNAV DA		990/32	329 (400-½)	
LNAV MDA	1160/24	499 (500-½)	1160/50	499 (500-1)
CIRCLING	1220-1	548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)



WAAS CH 93603 W15A	APP CRS 143°	Rwy Idg TDZE Apt Elev	8650 668 680
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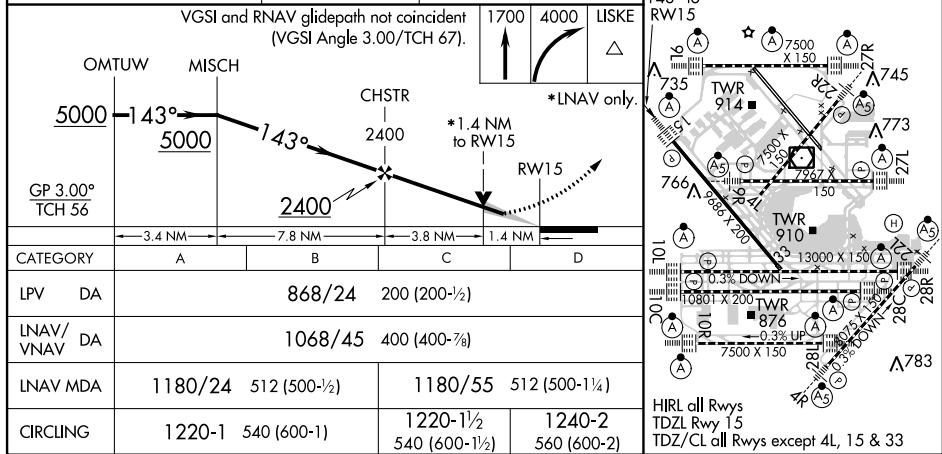
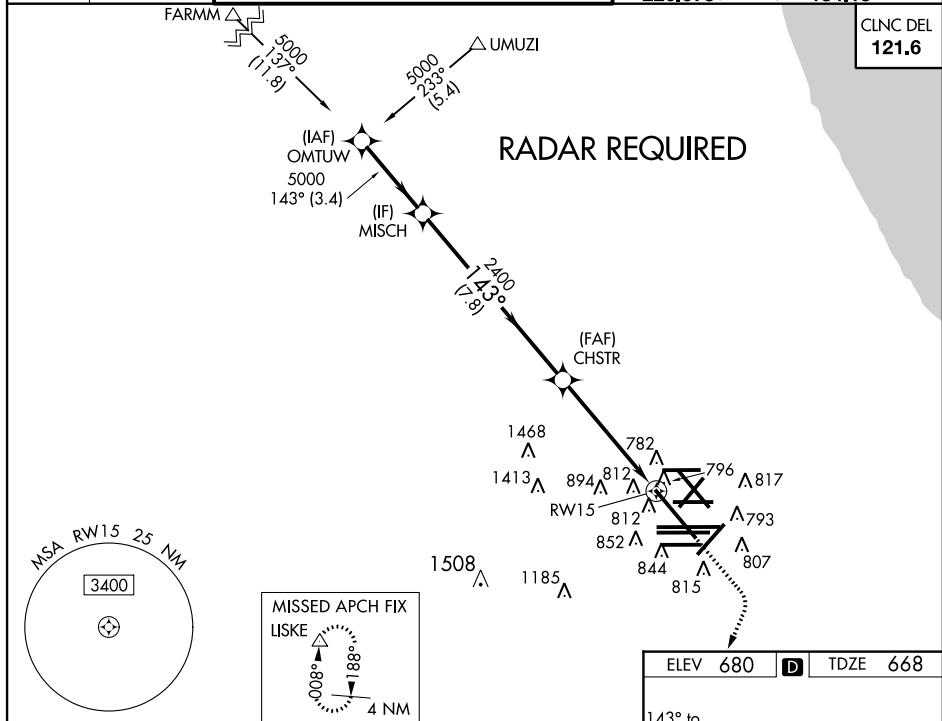
RNAV (GPS) RWY 15

CHICAGO-O'HARE INTL (ORD)

V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 35°C (95°F), DME/DME RNP-0.3 NA. For inop ALSF-2, increase LNAV/VNAV visibility to RVR 6000 all Cats and LNAV Cat C/D visibility to 1 1/8 mile.

ALSF-2 MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 direct LISKE and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 348.0 (RWY 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	GND CON 124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	TWR CENTER 121.75 (OBND) 121.9 (IBND) 134.15
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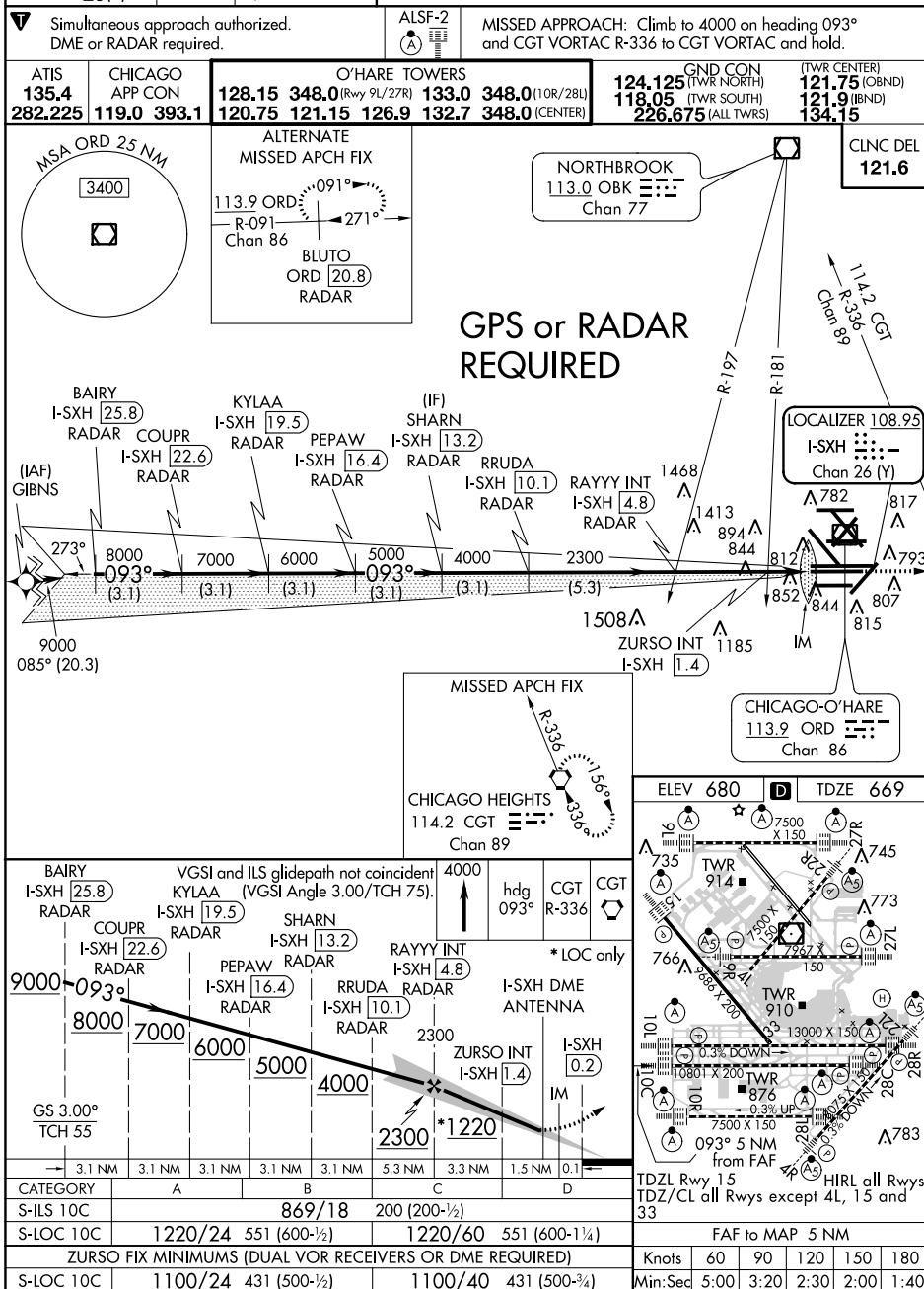


CHICAGO, ILLINOIS

AL-166 (FAA)

16259

LOC/DME I-SXH	APP CRS 093°	Rwy Idg 10540 TDZE 669 Apt Elev 680
108.95 Chan 26(Y)		

ILS or LOC RWY 10C
CHICAGO-O'HARE INTL (ORD)

CHICAGO, ILLINOIS

Amdt 1 15OCT15

41°59'N-87°54'W

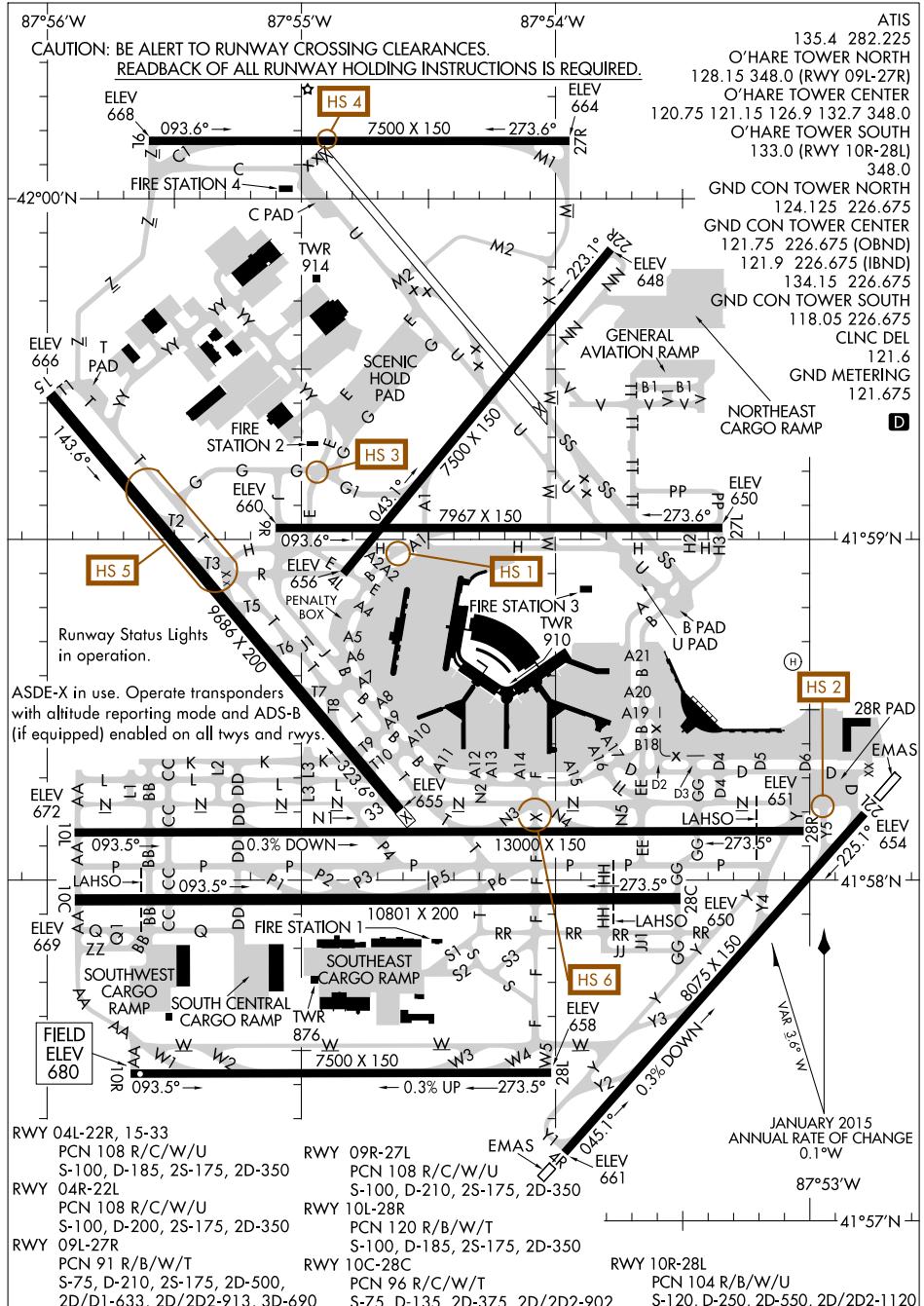
CHICAGO-O'HARE INTL (ORD)
ILS or LOC RWY 10C

16259

AIRPORT DIAGRAM

AL-166 (FAA)

CHICAGO O'HARE INT'L (ORD)
CHICAGO, ILLINOIS



AIRPORT DIAGRAM

16259

CHICAGO, ILLINOIS
CHICAGO O'HARE INT'L (ORD)