DEPARTURE (KMEM -> KORD): KMEM (Memphis Intl)

NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

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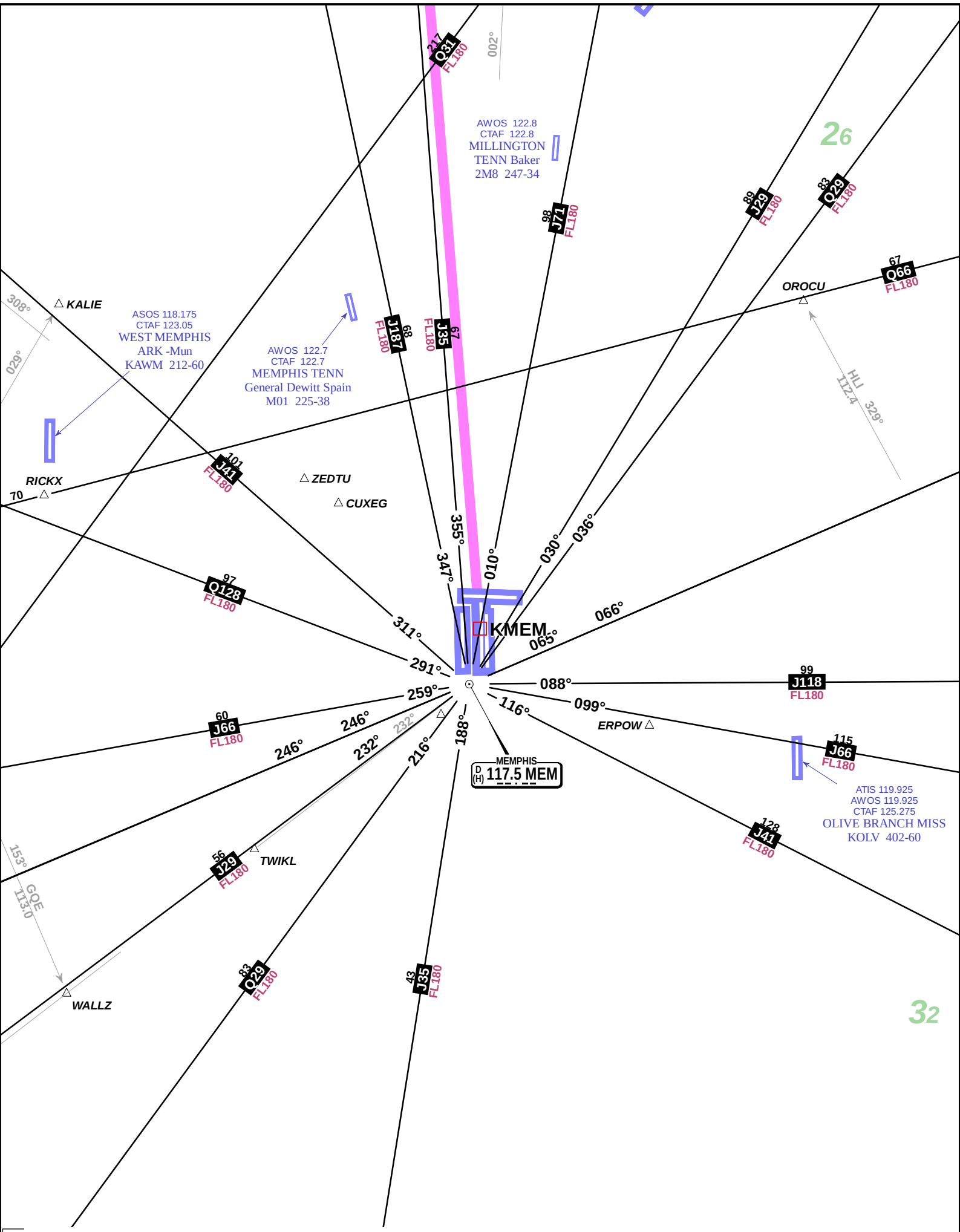
JeppView 3.6.2.0



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DESTINATION (KMEM -> KORD): KORD (-O'hare Intl)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

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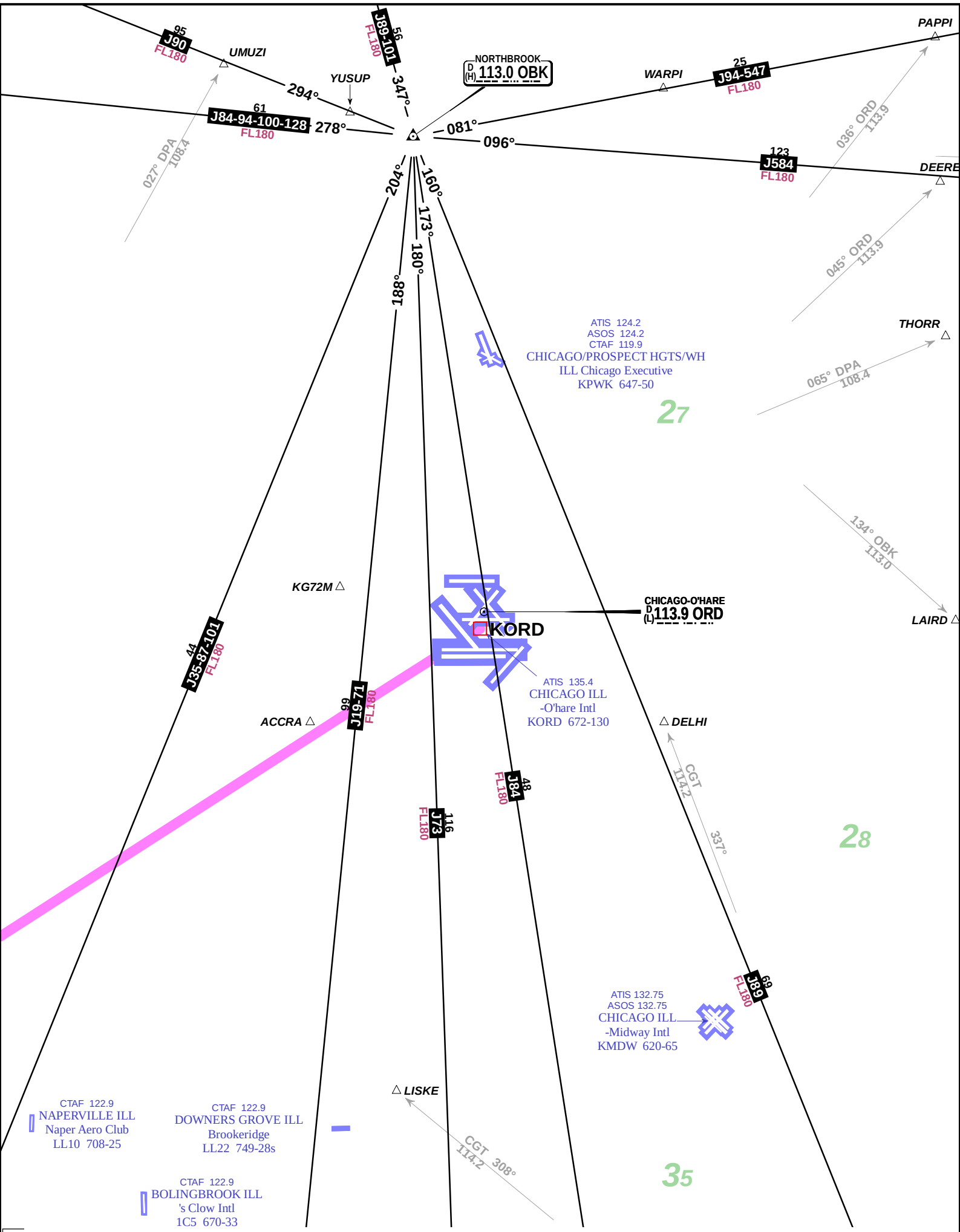

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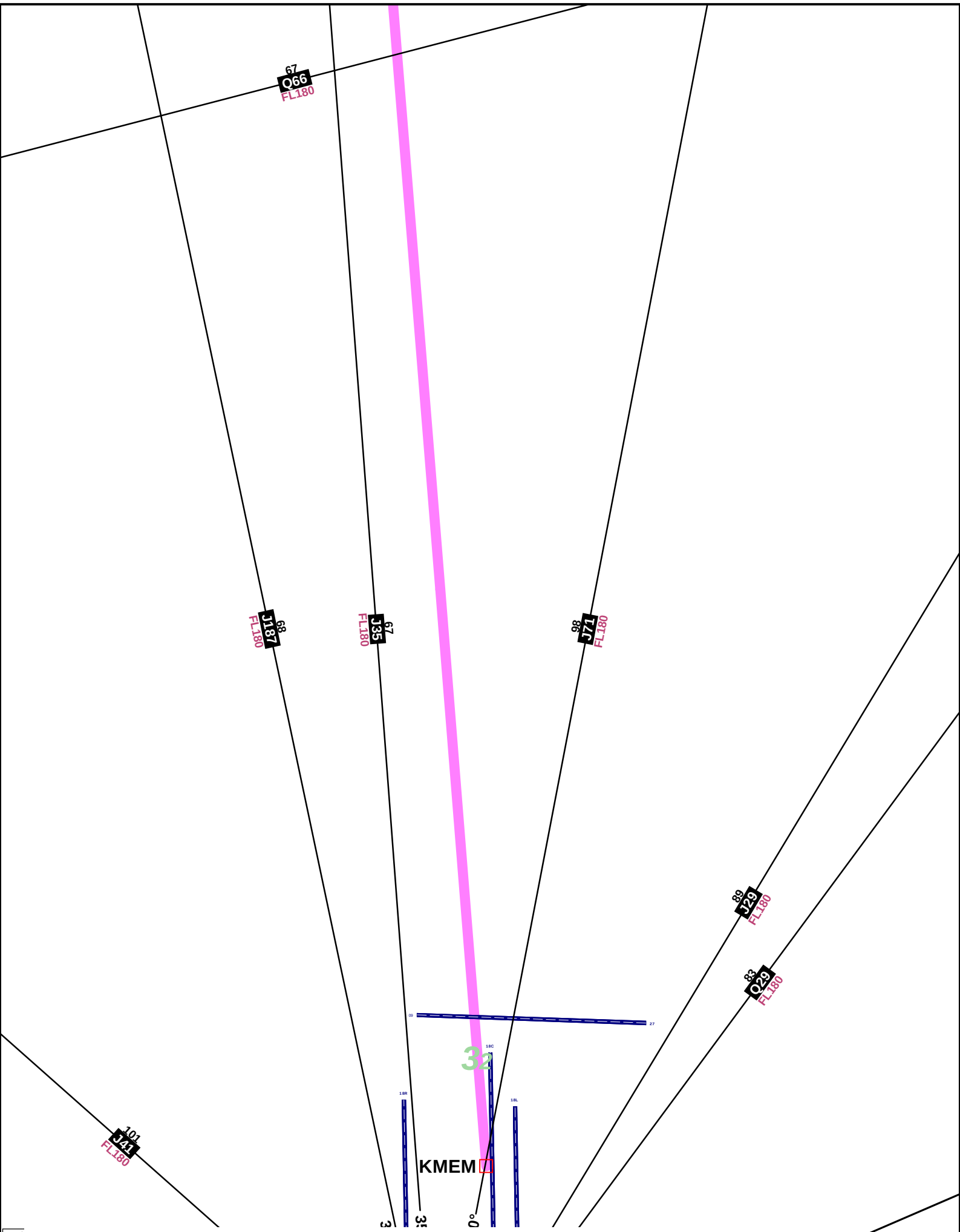

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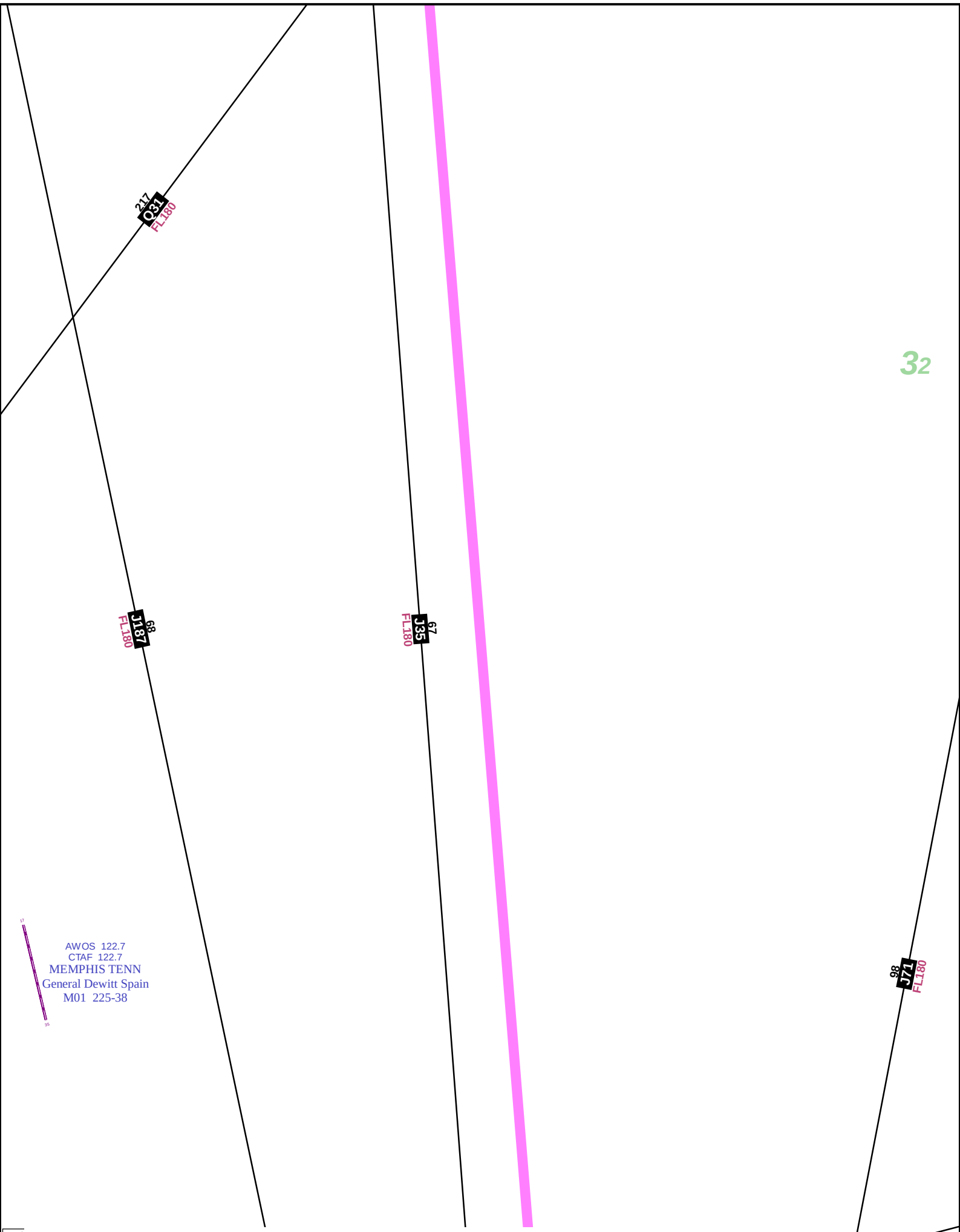

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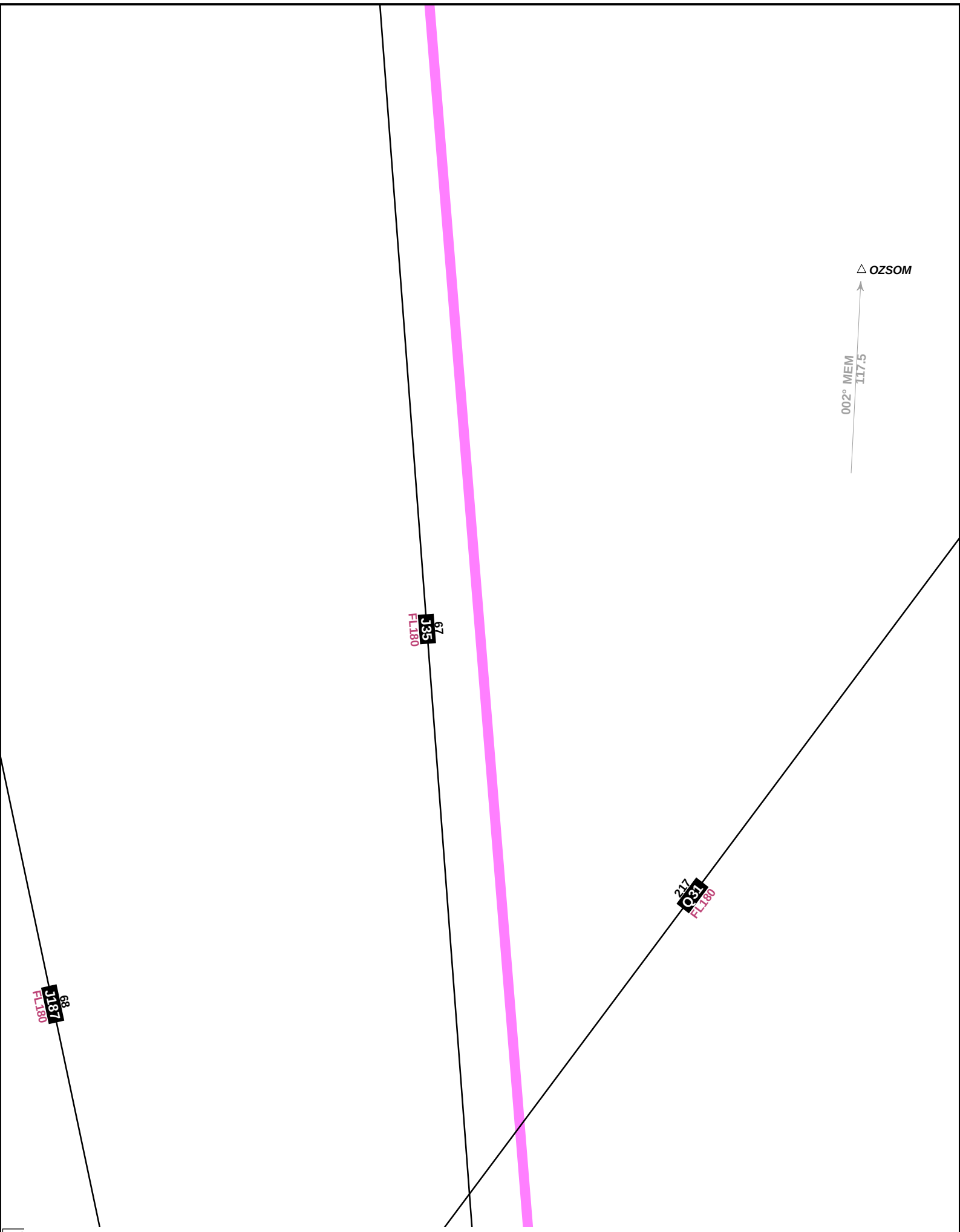

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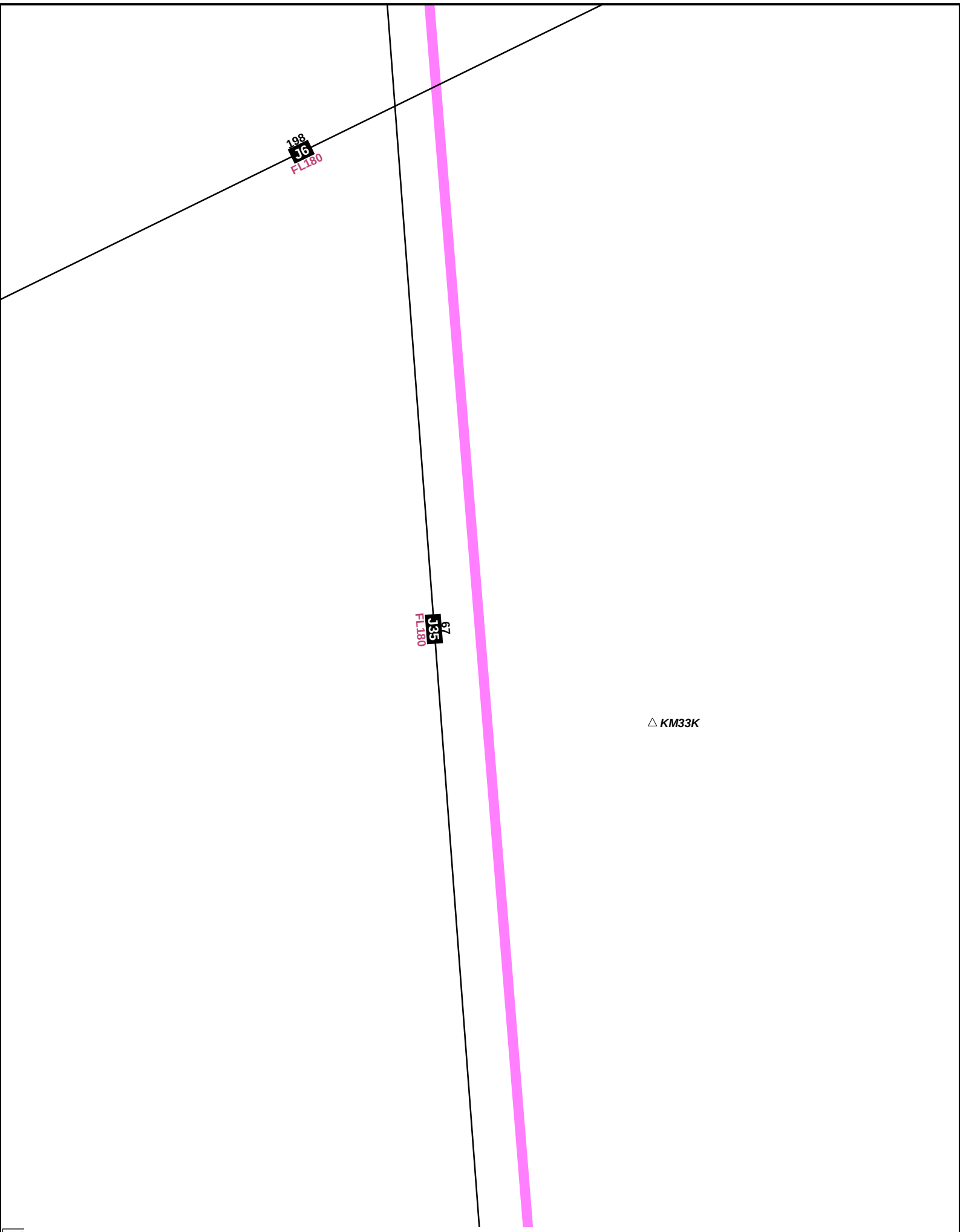

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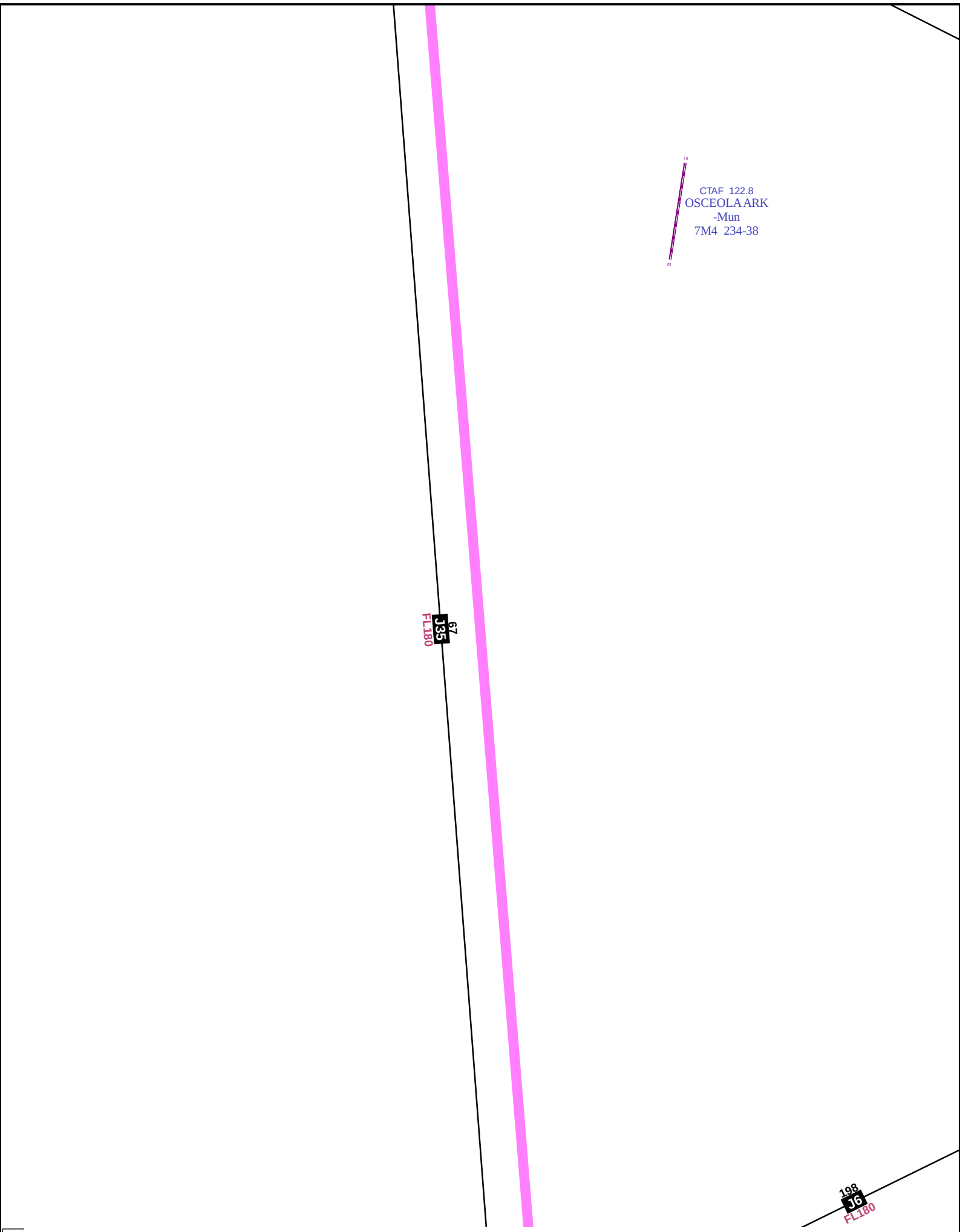

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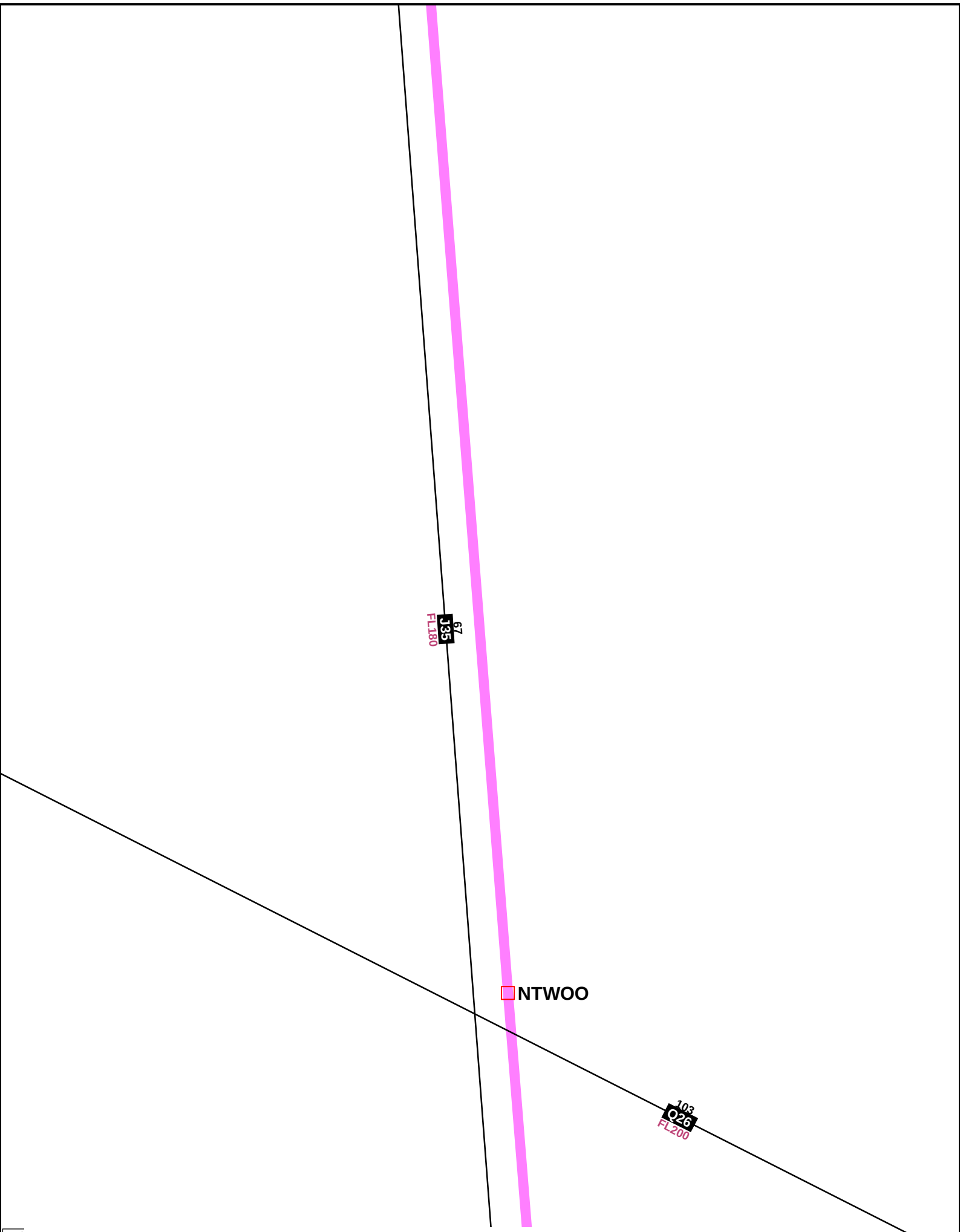

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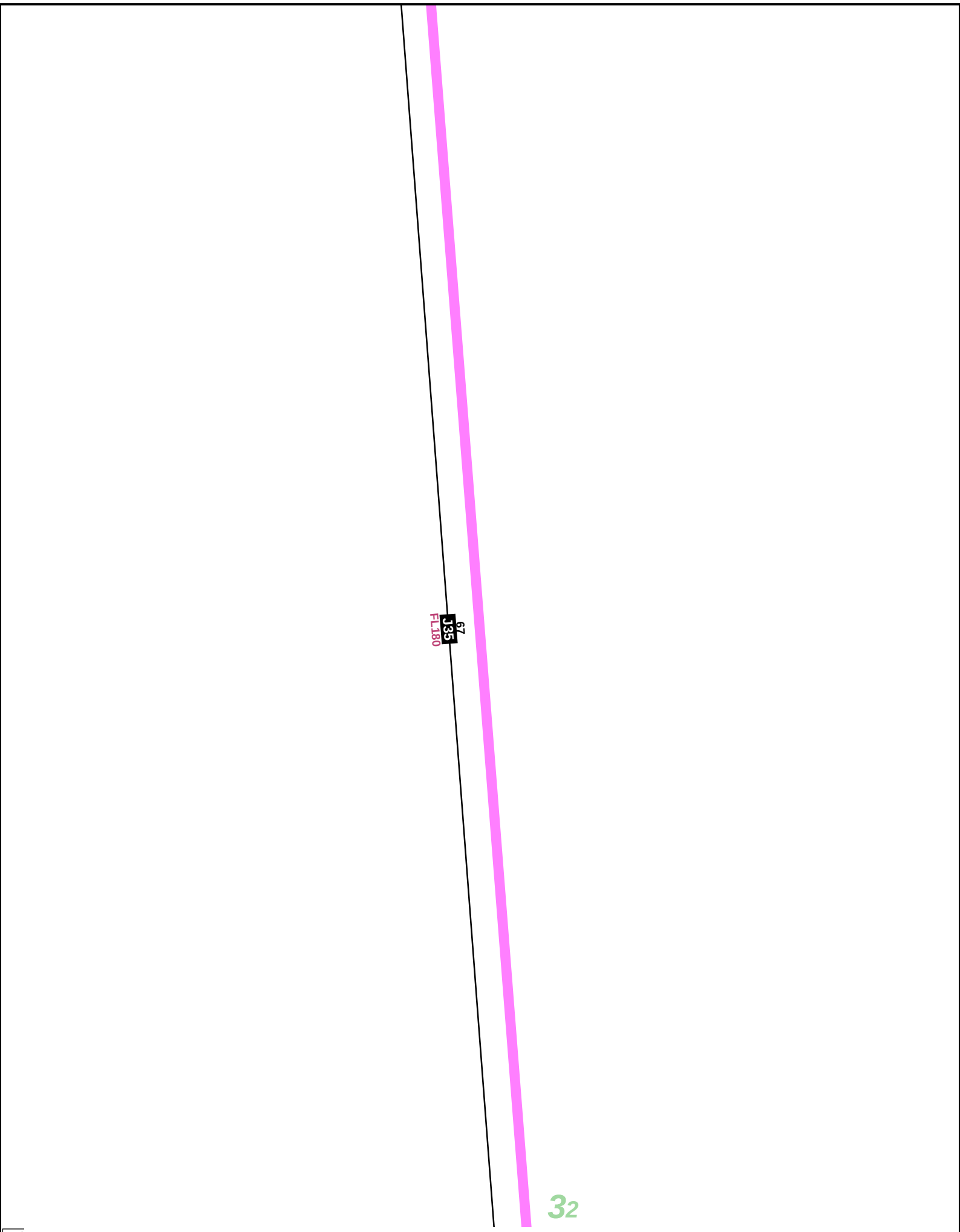

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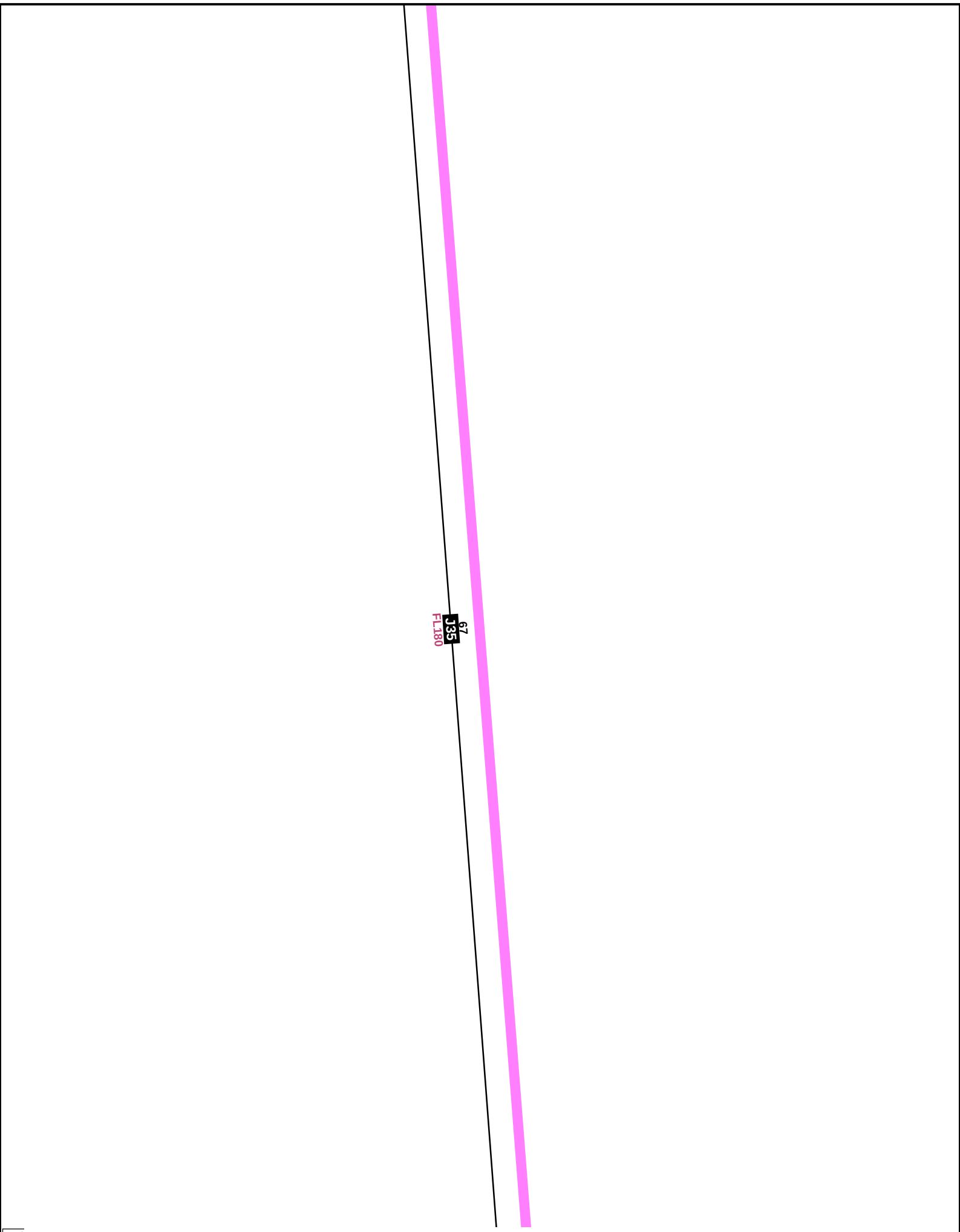

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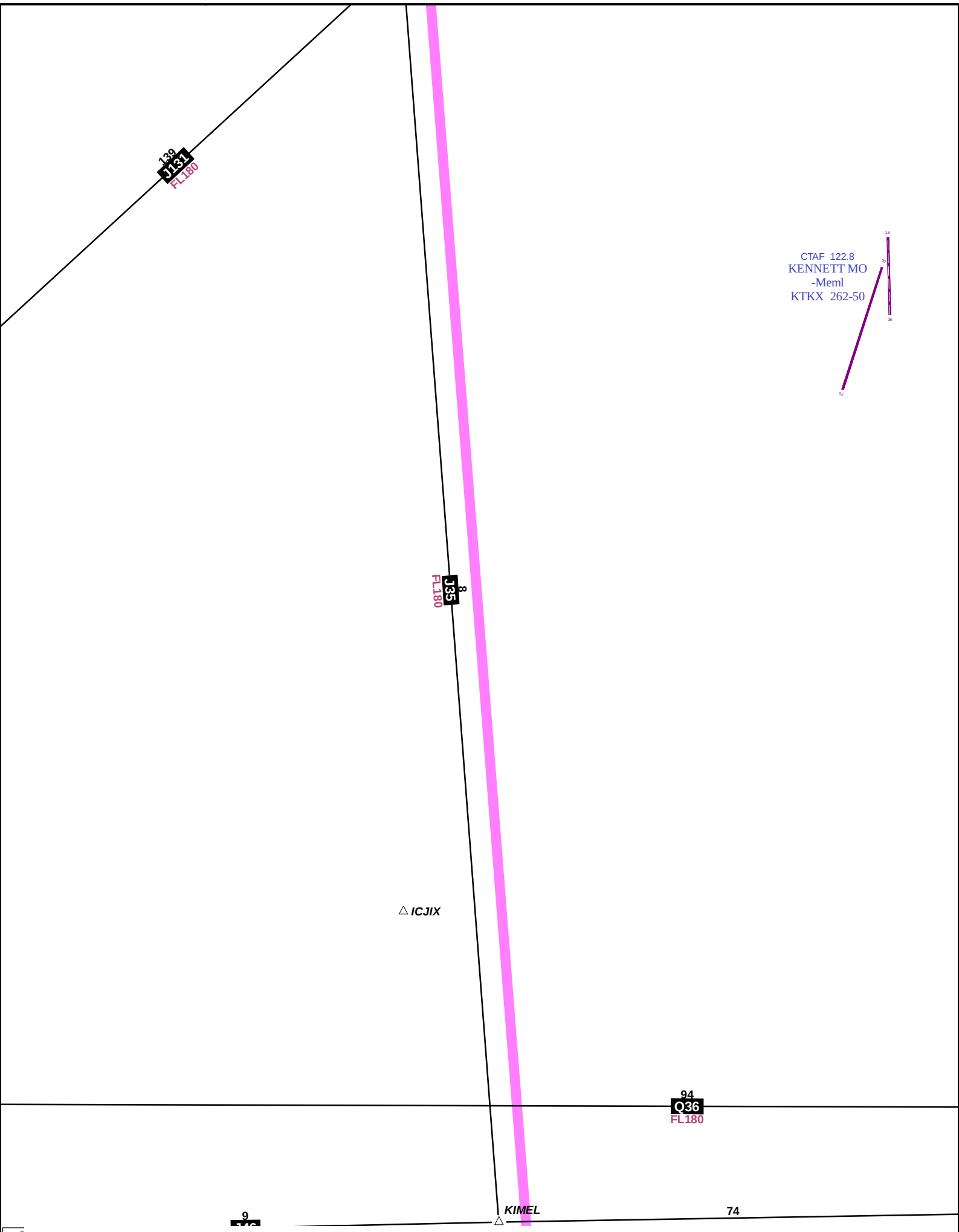

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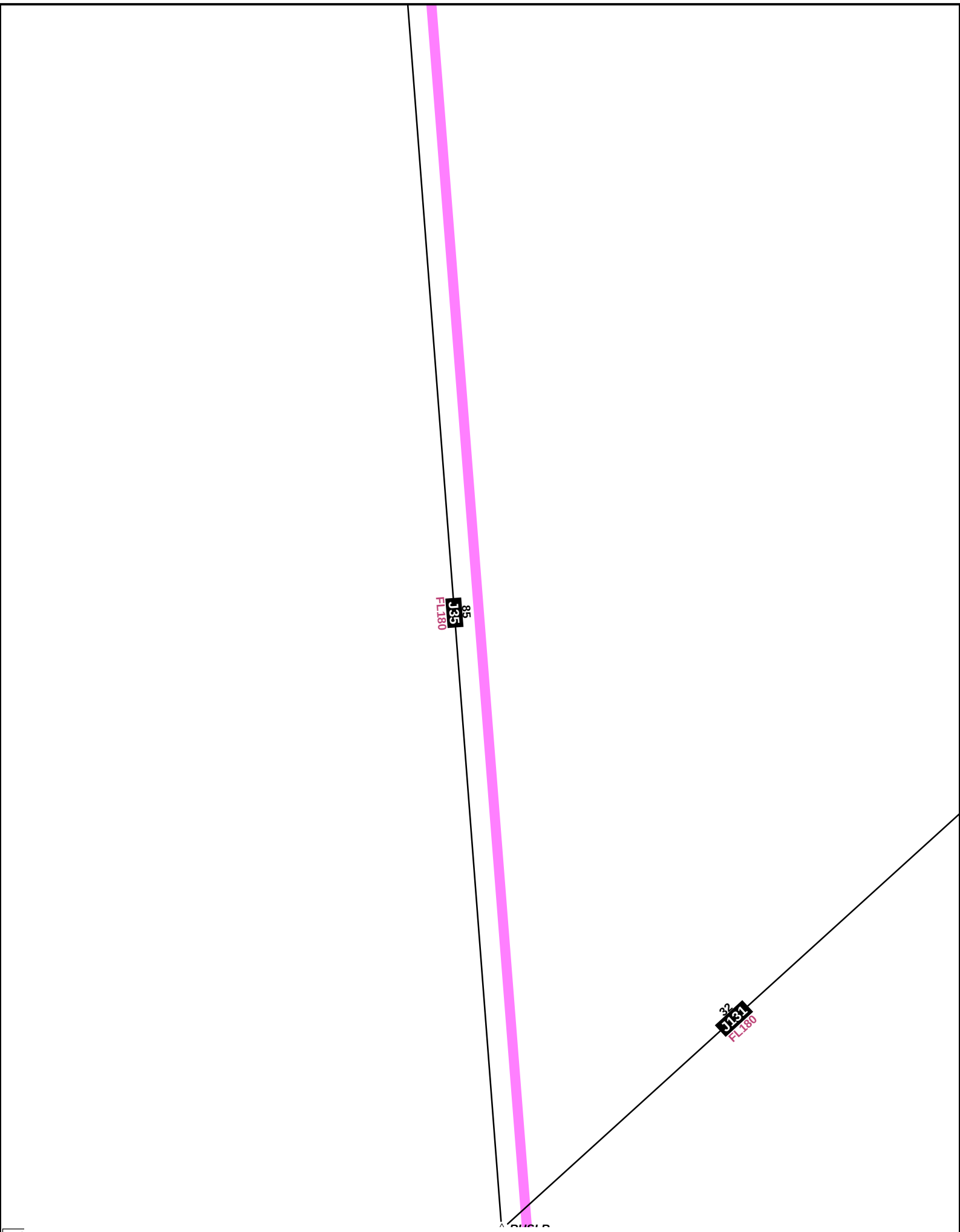

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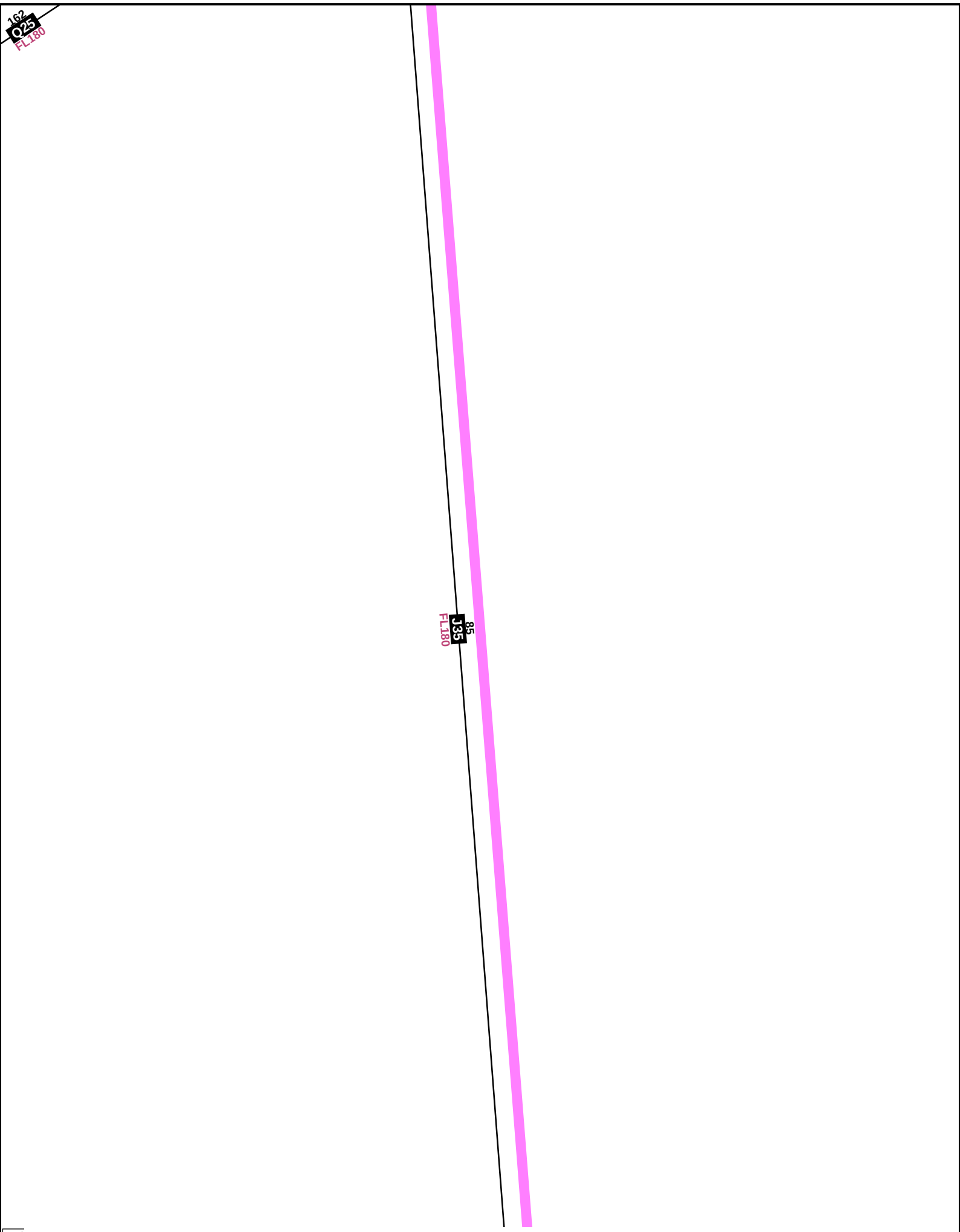

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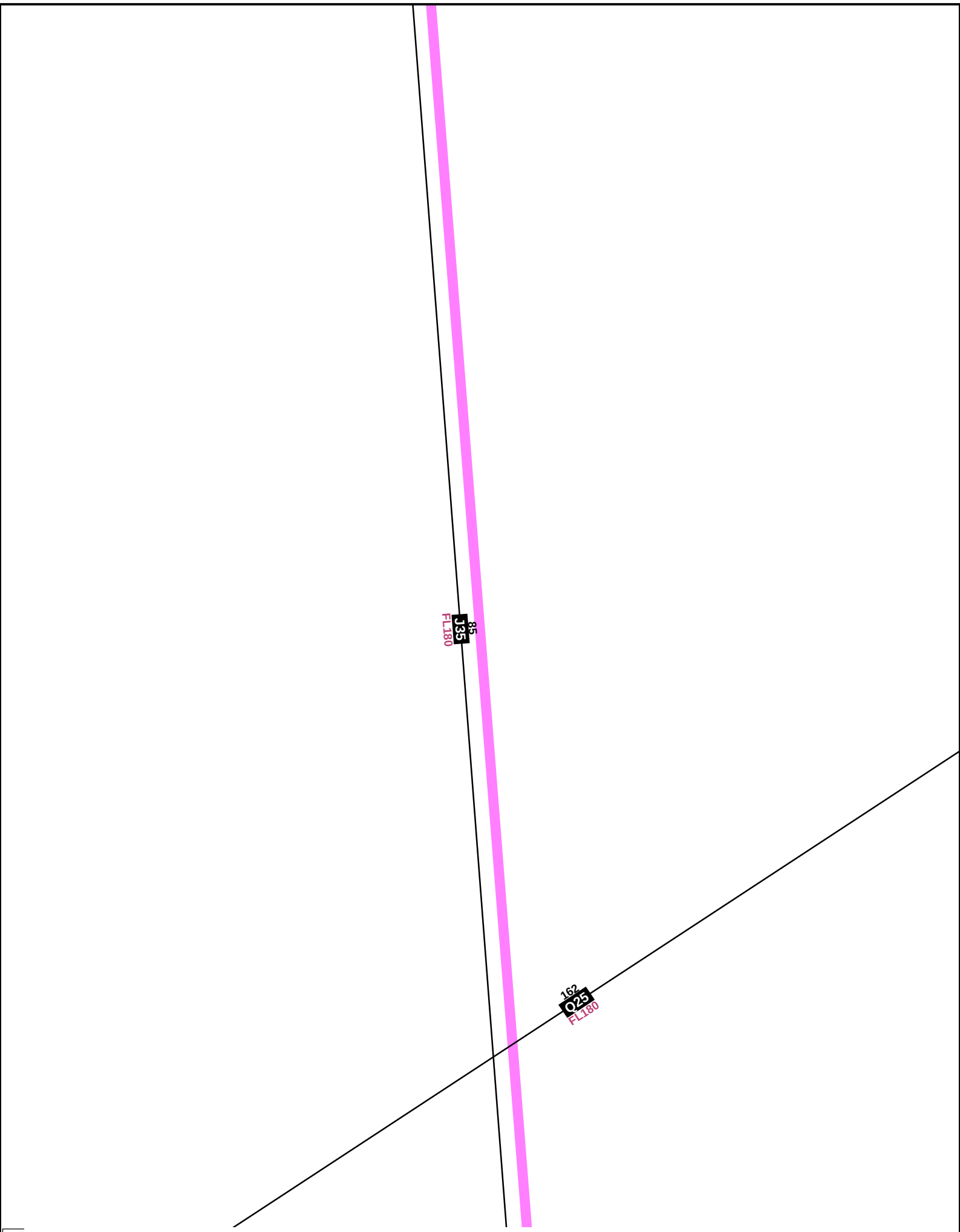

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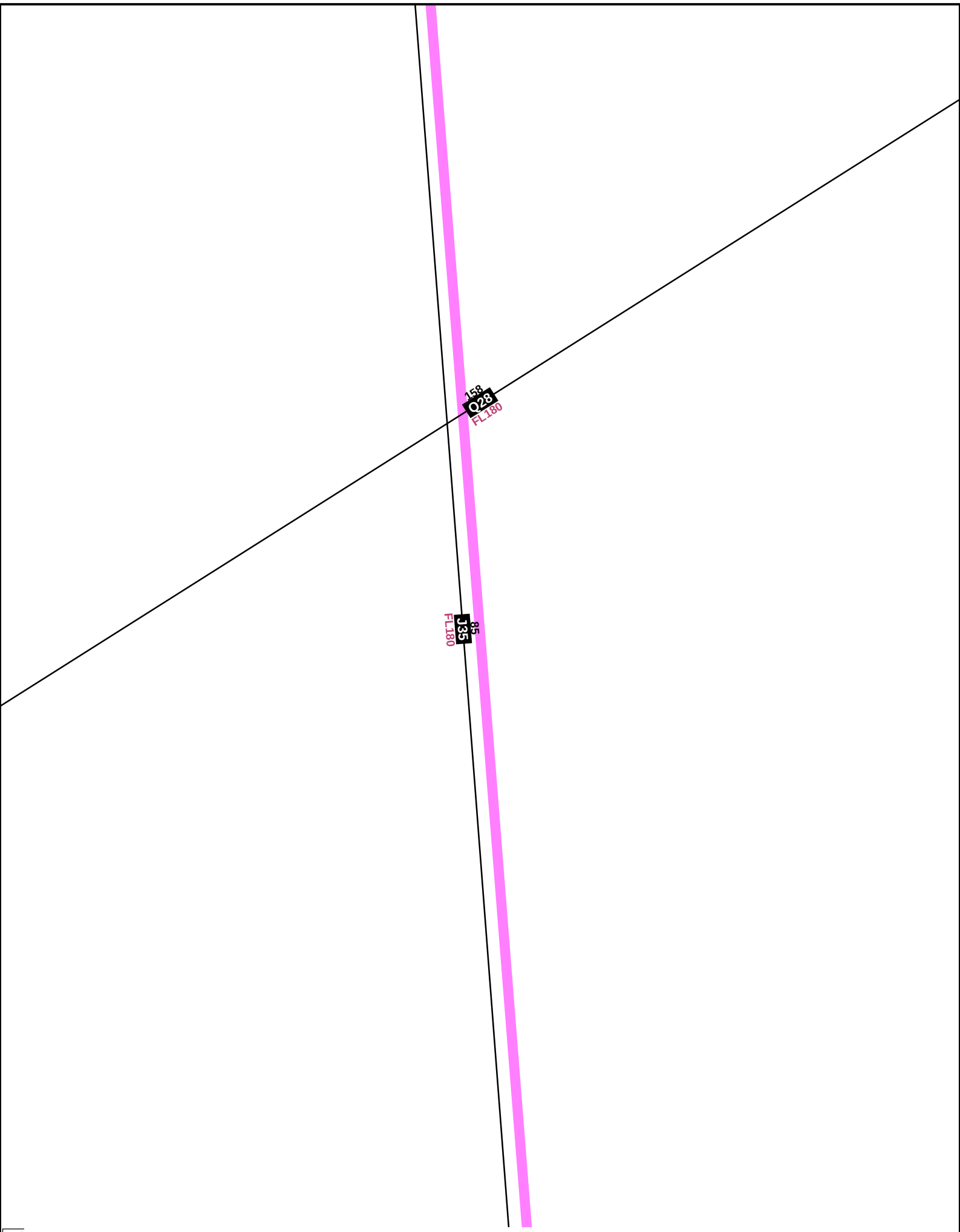

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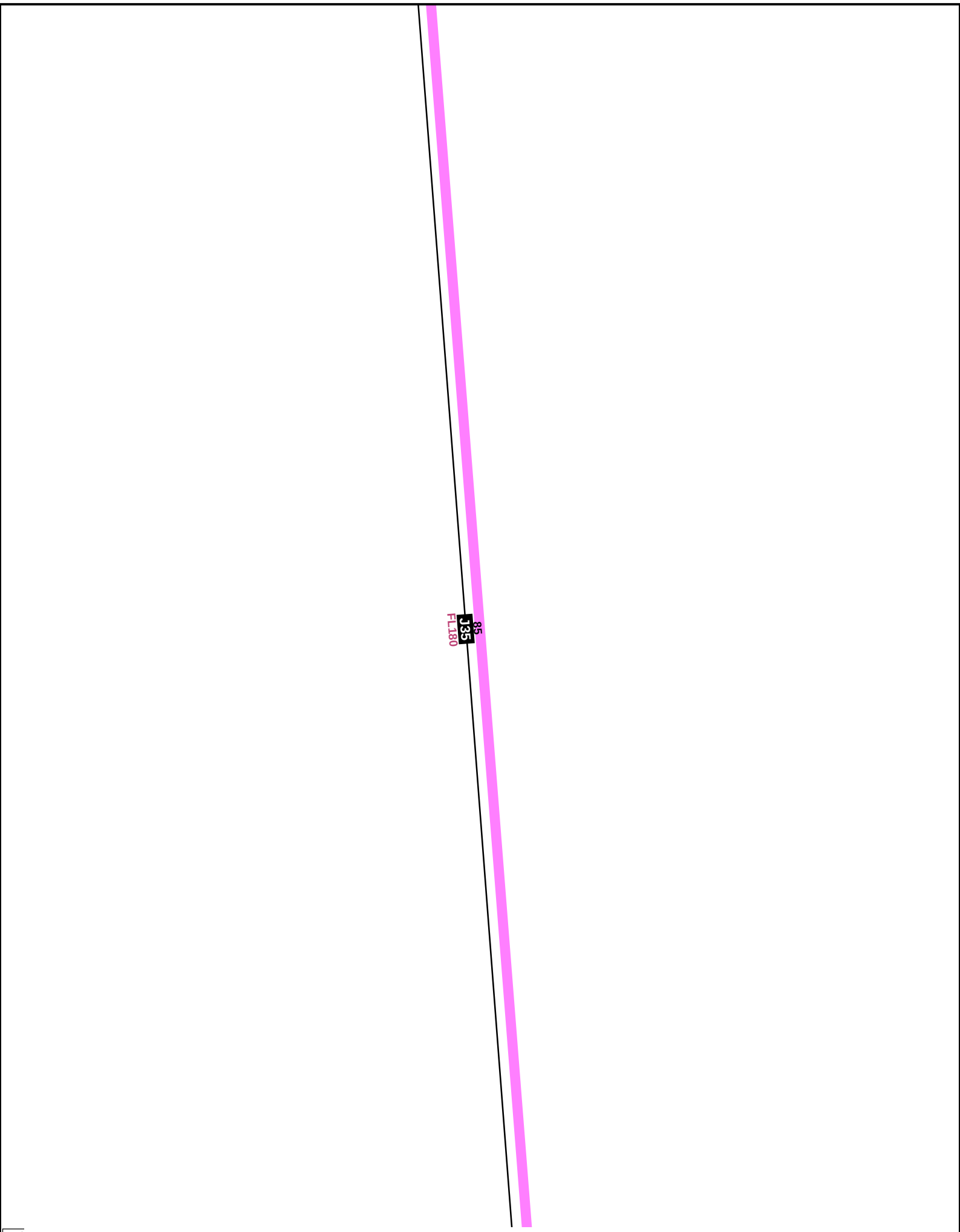

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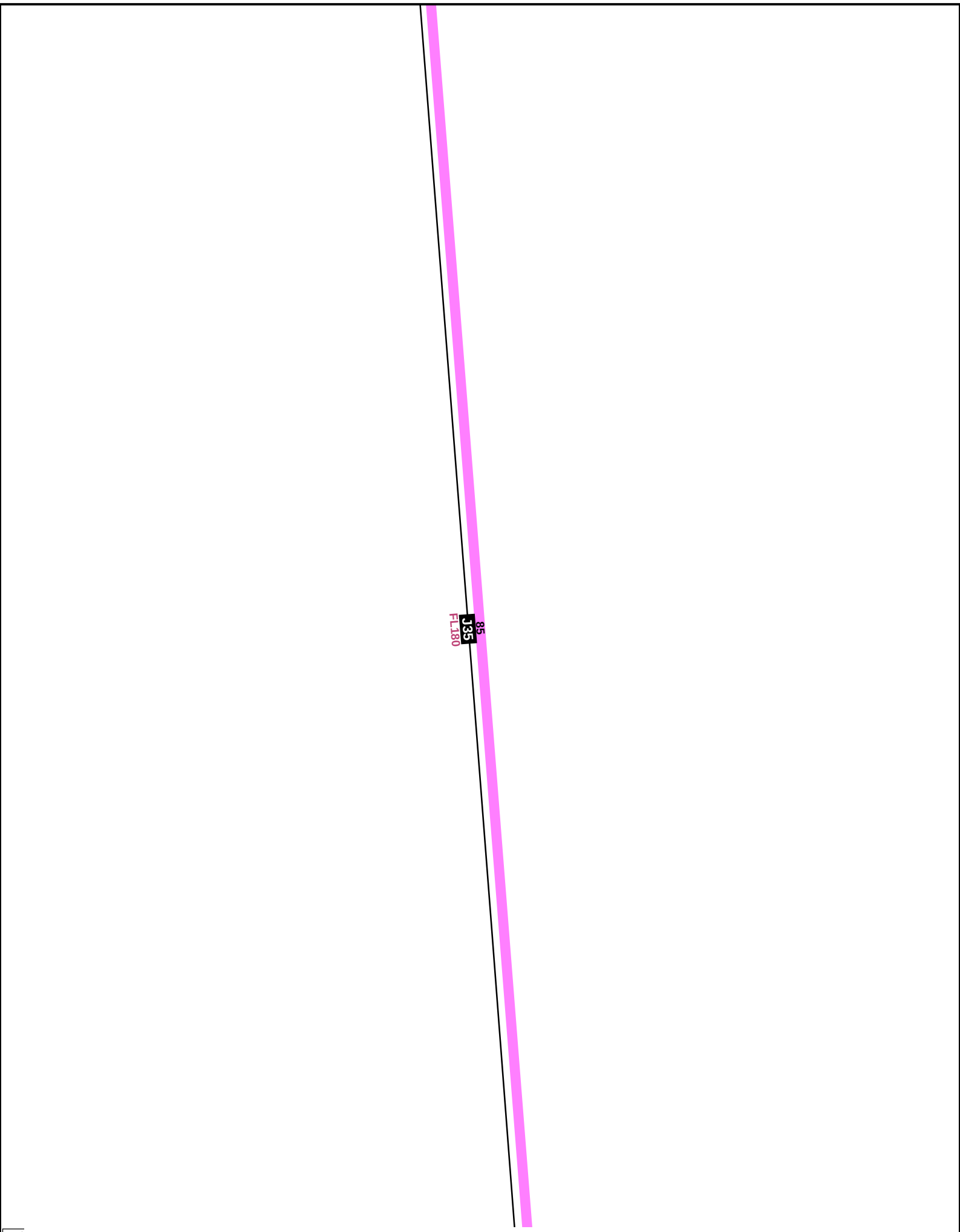

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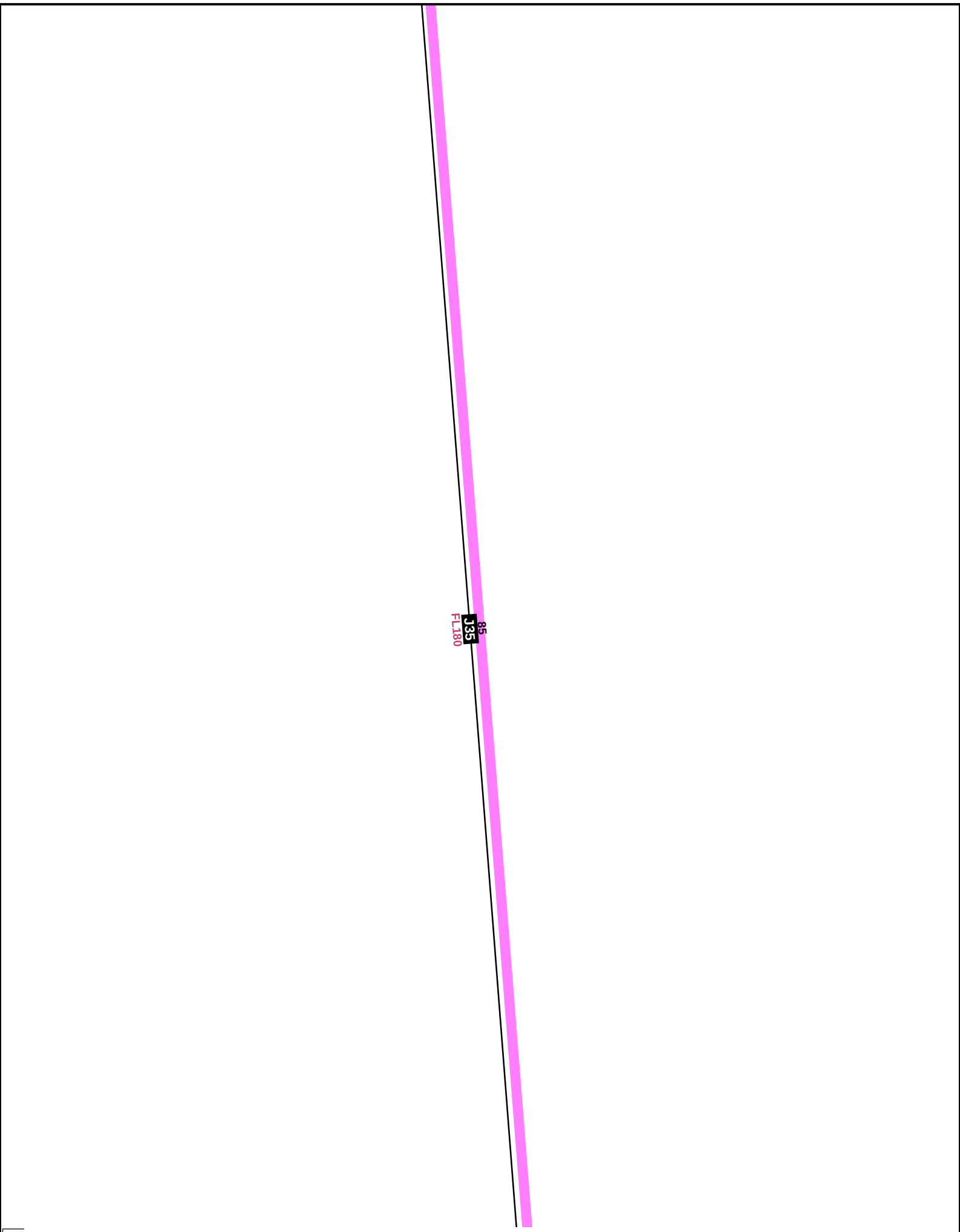

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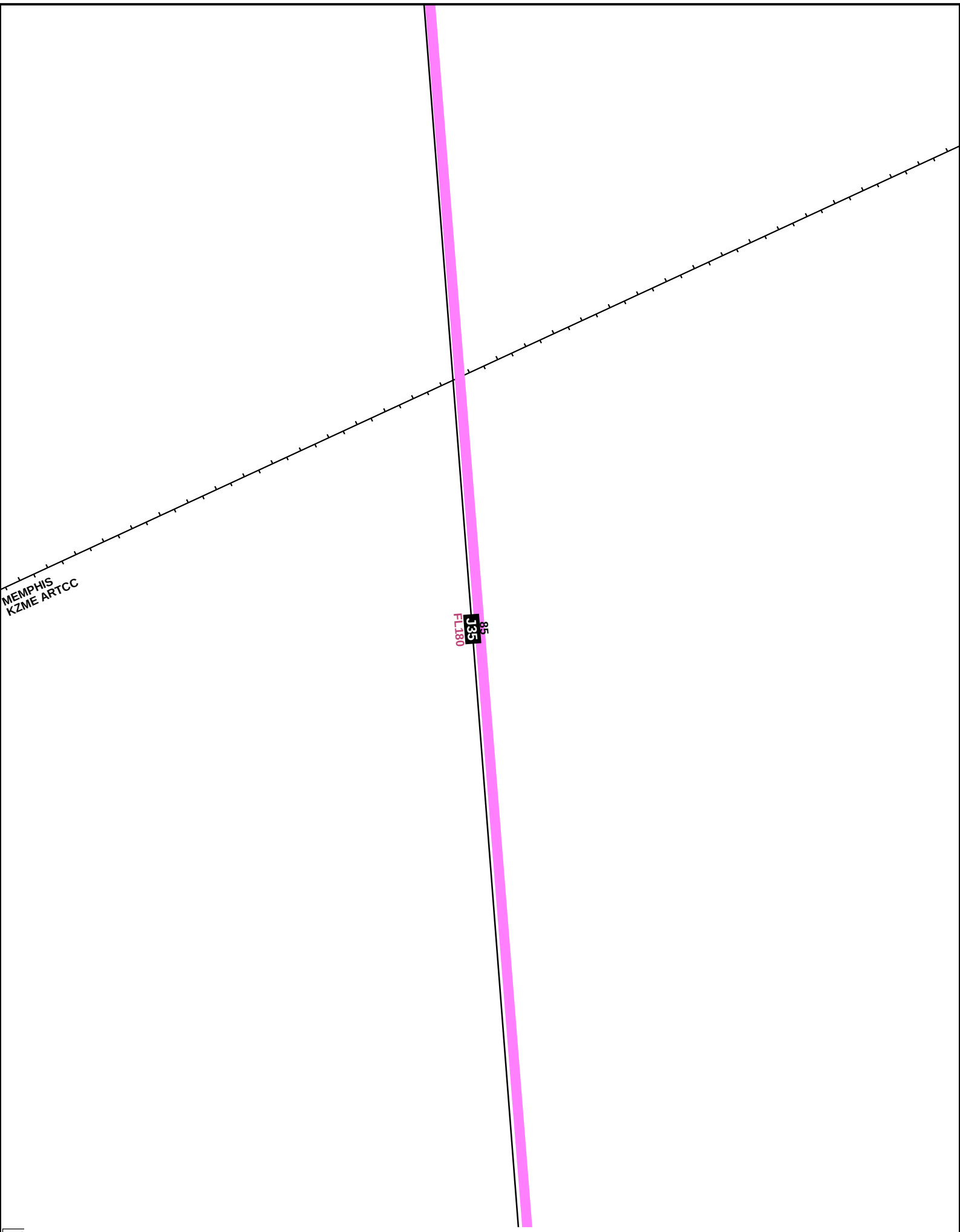

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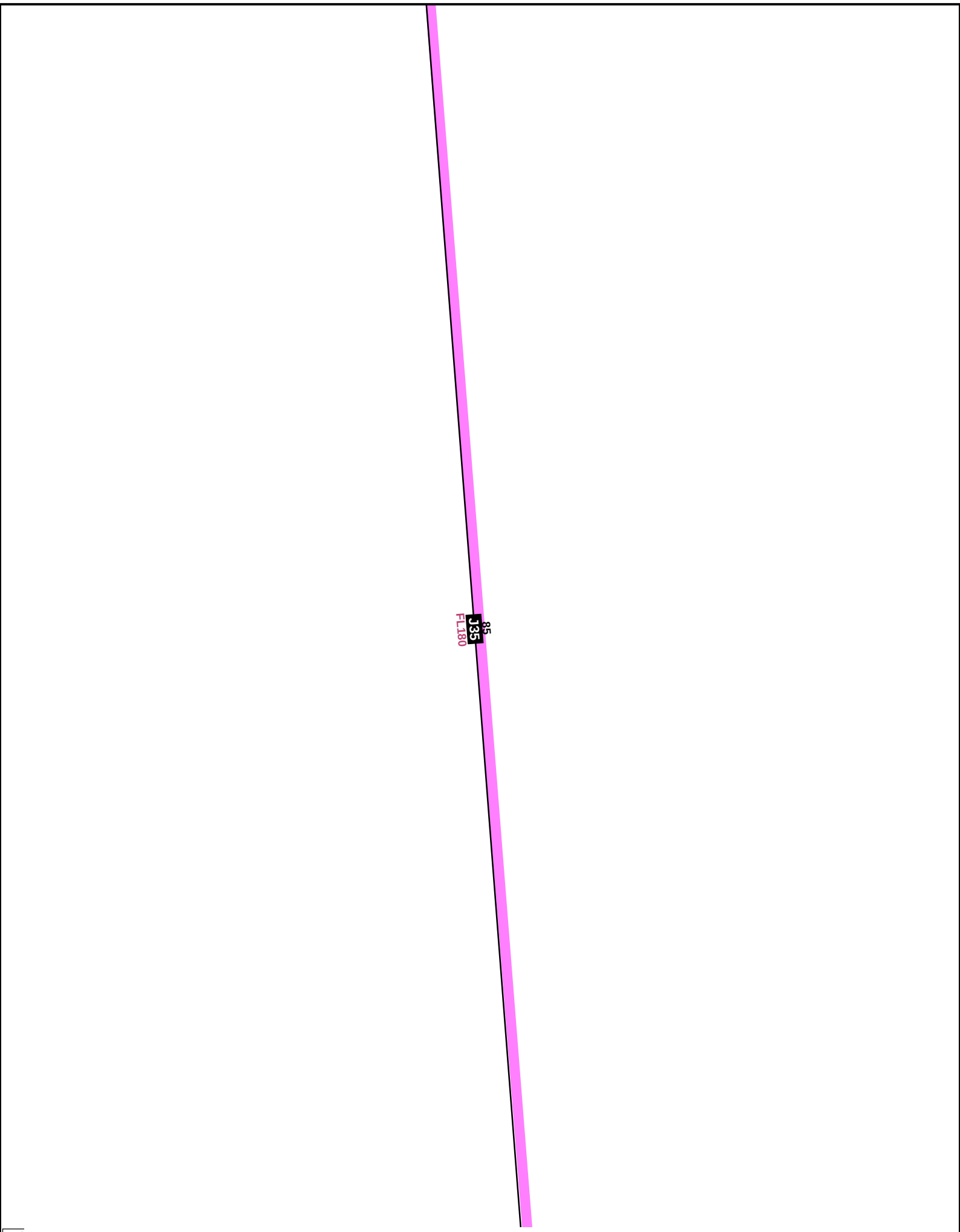

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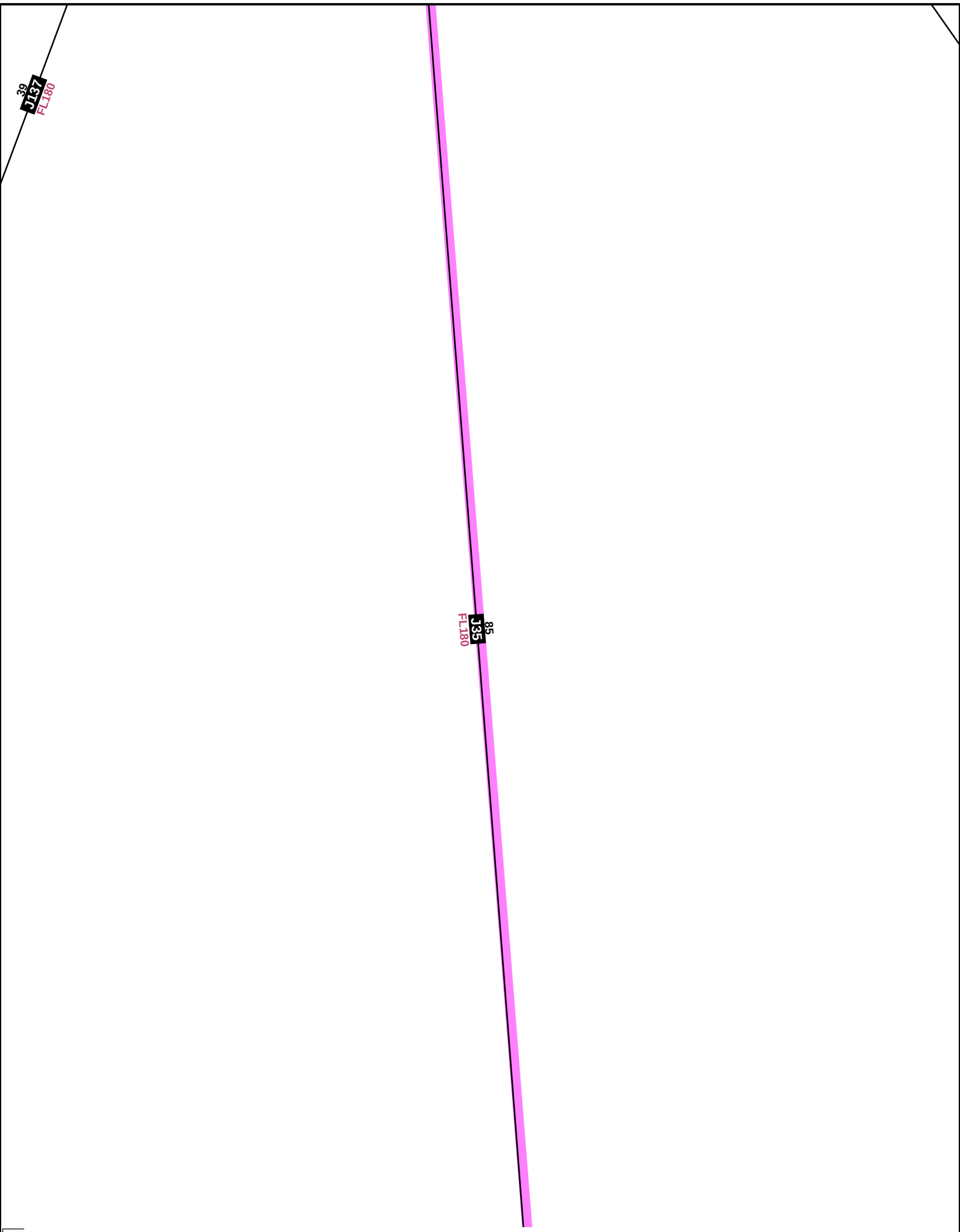

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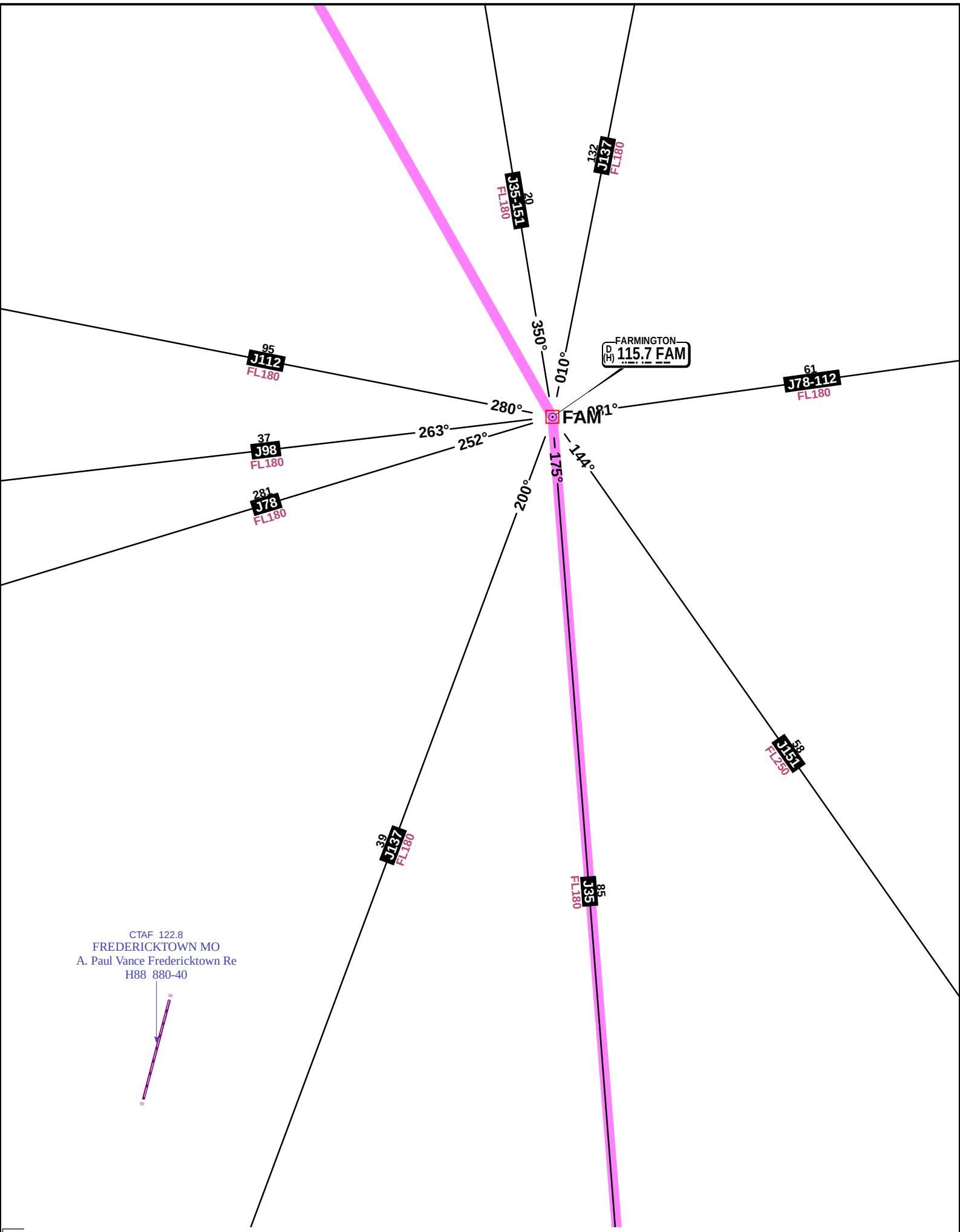

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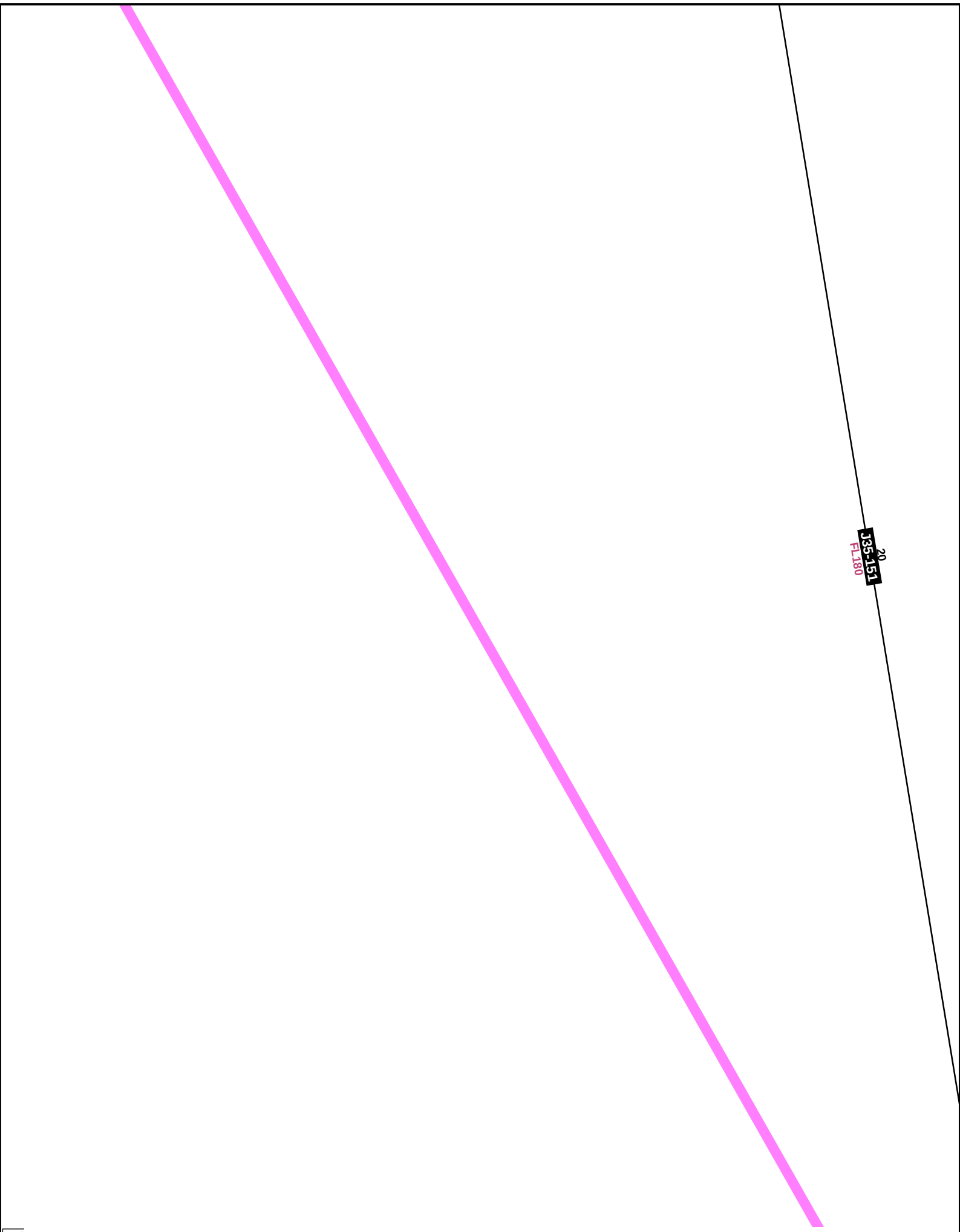

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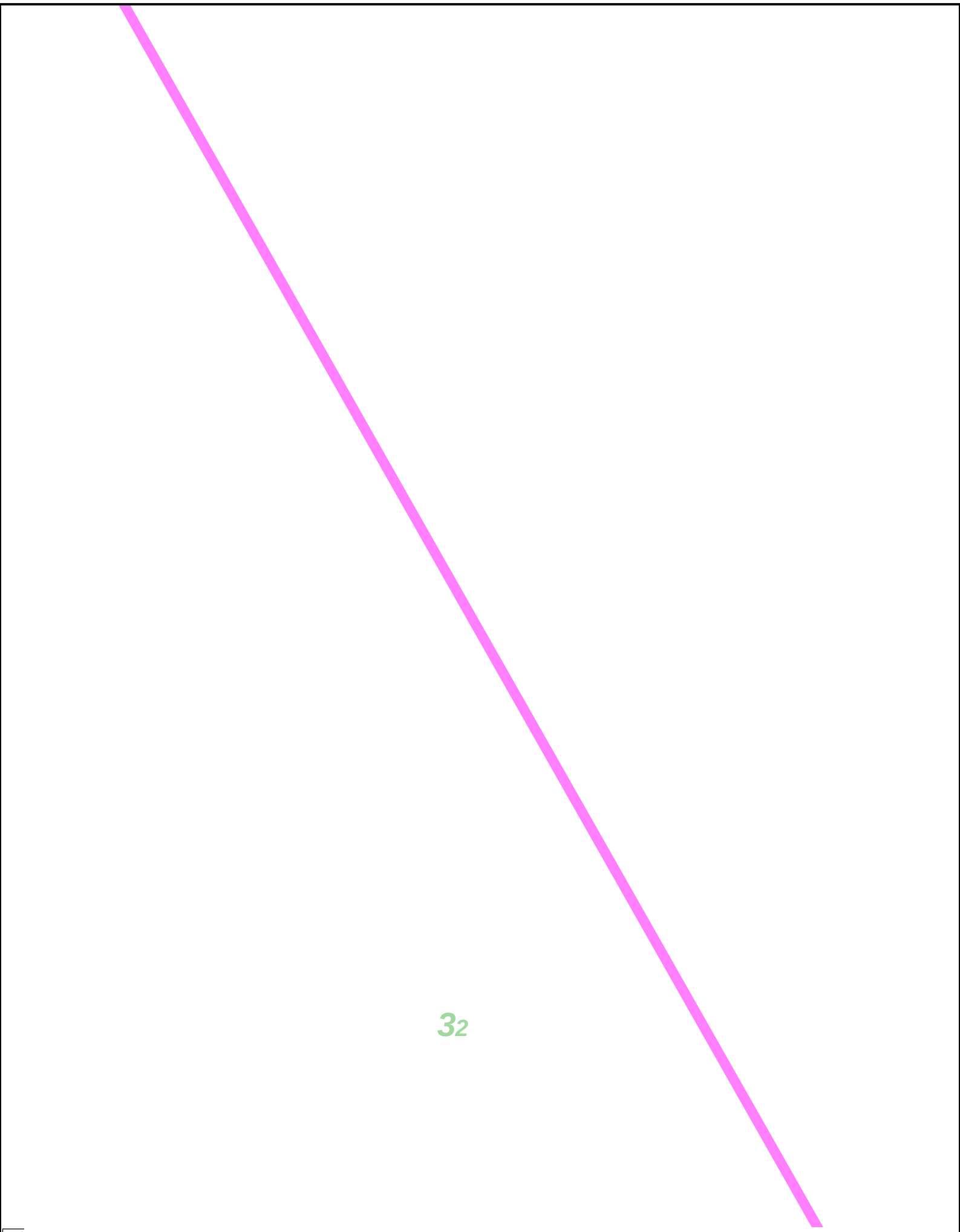

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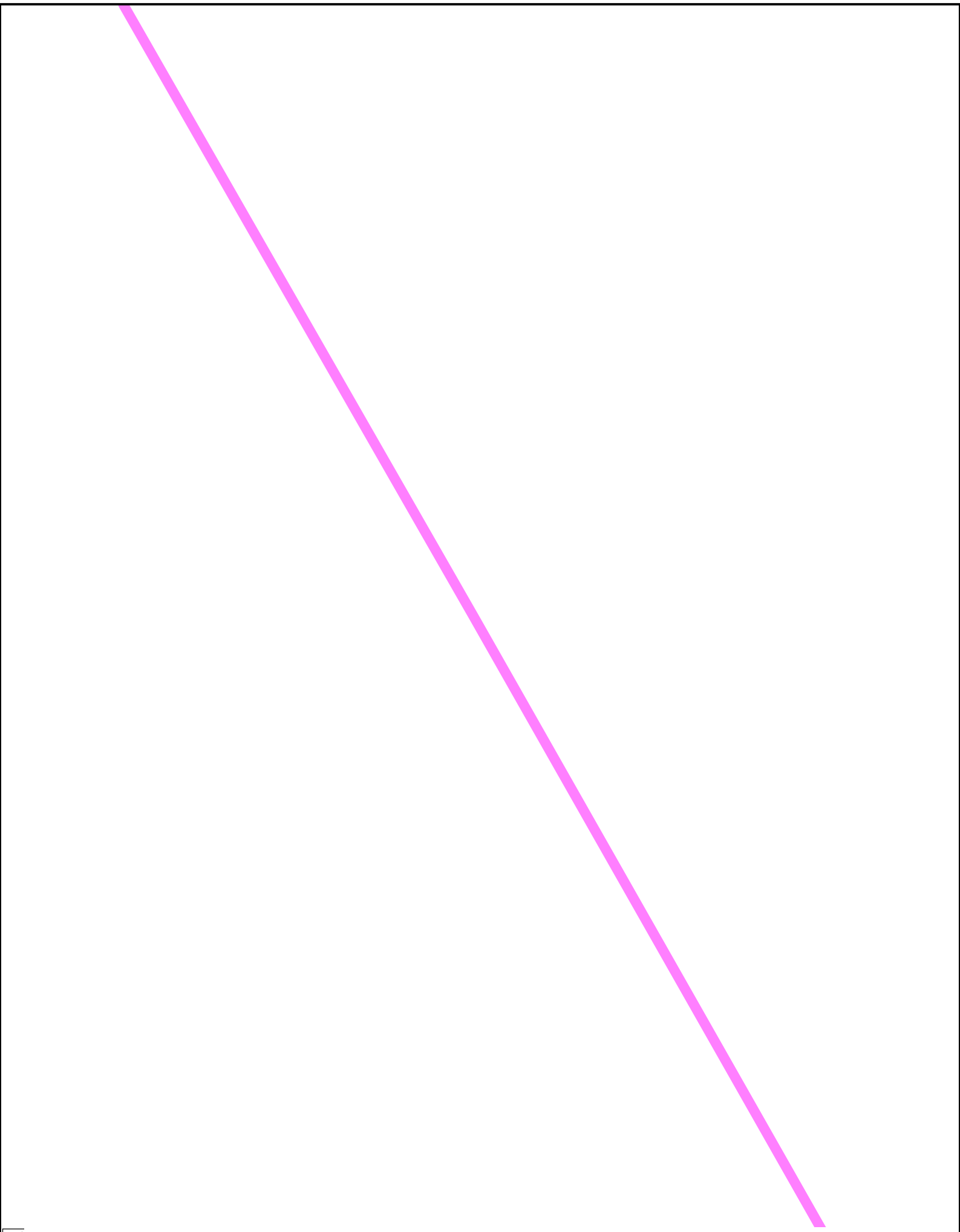

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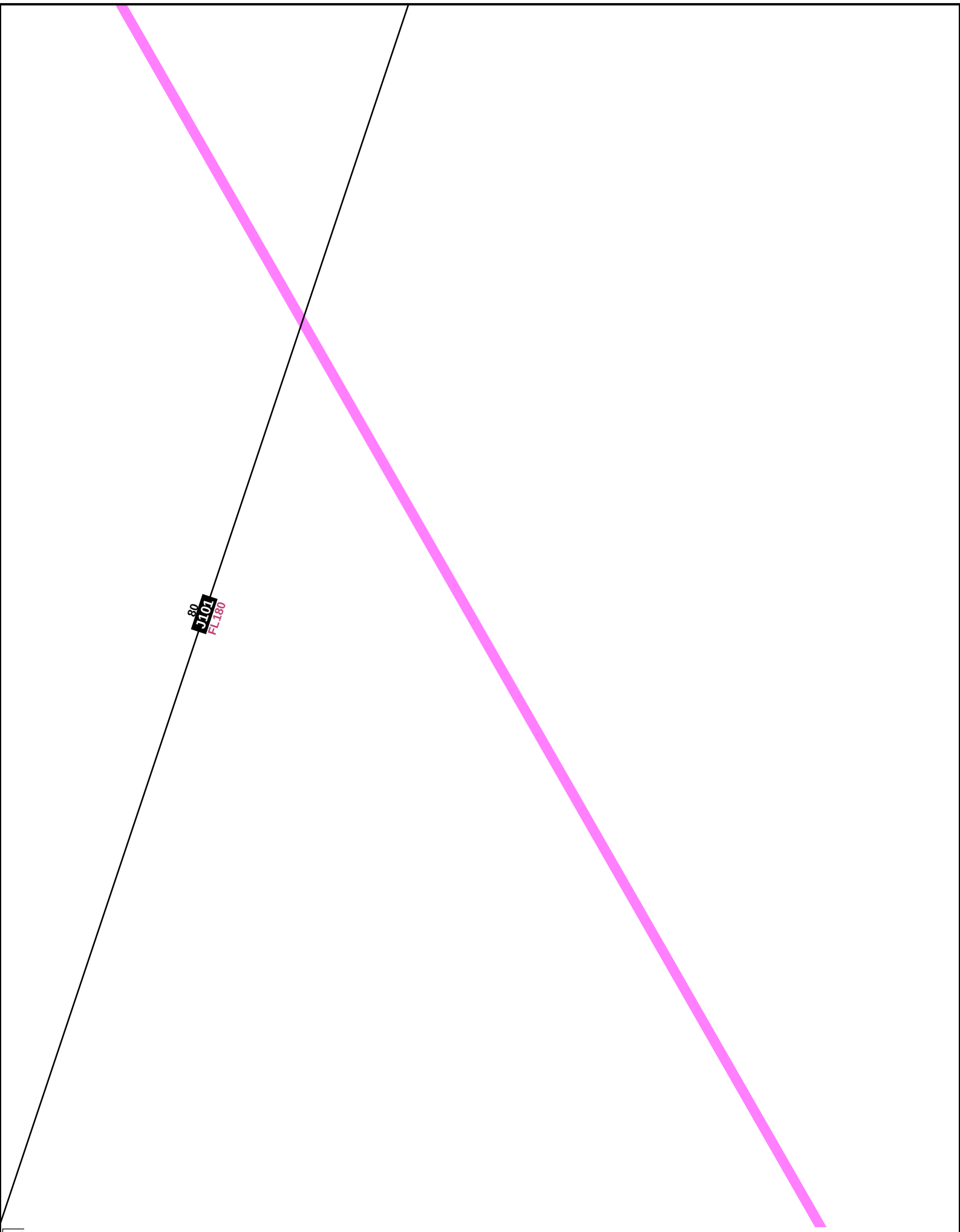

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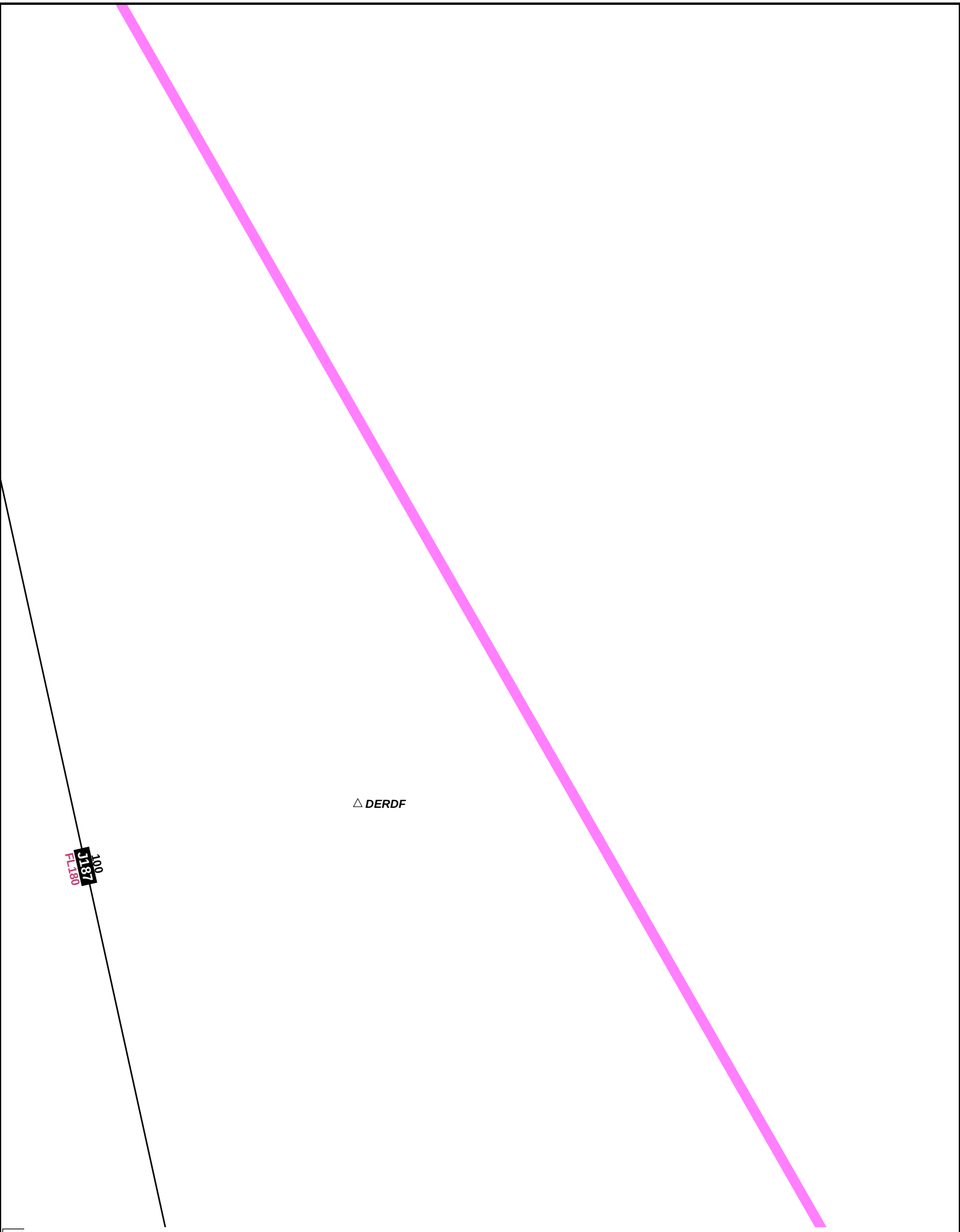

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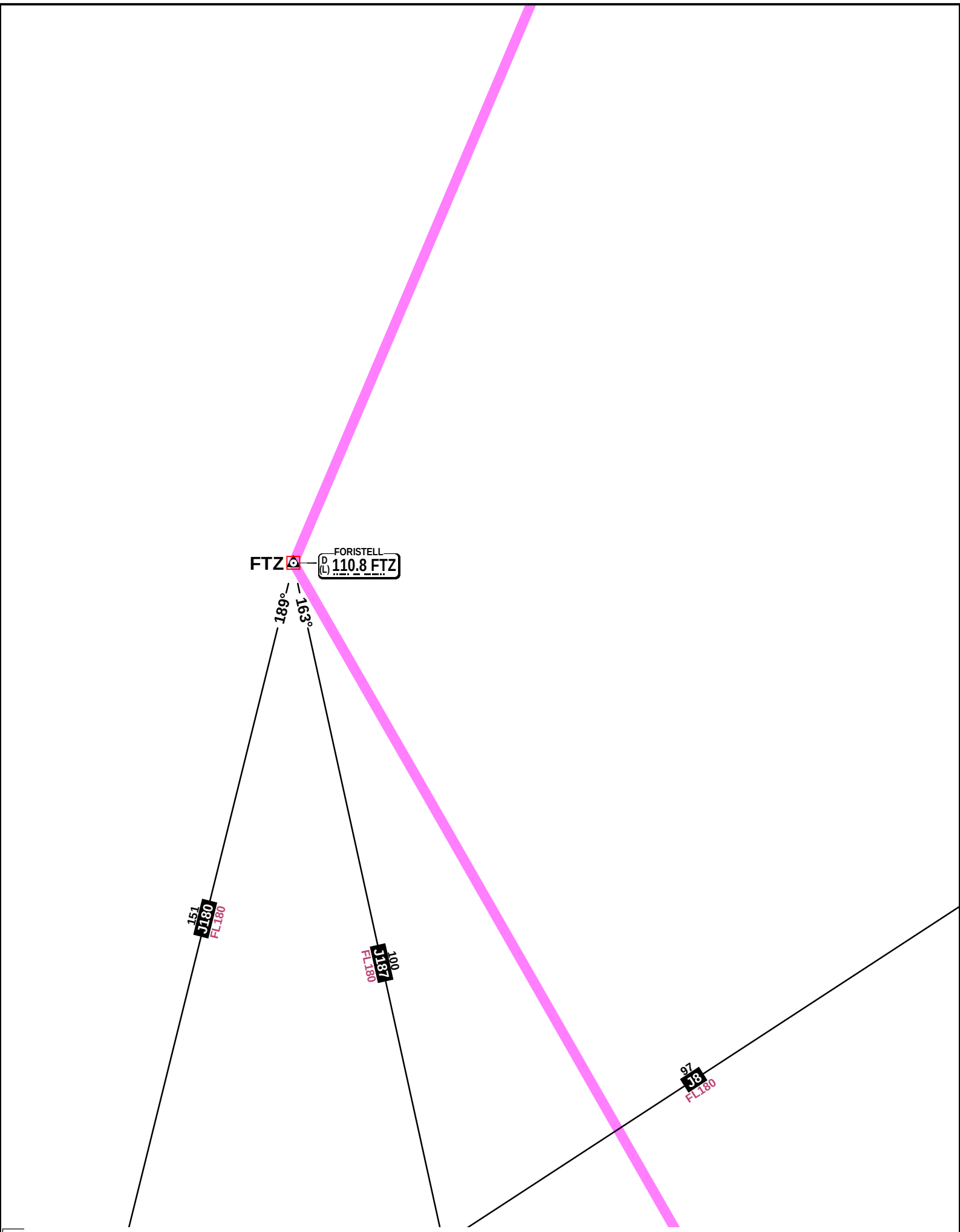

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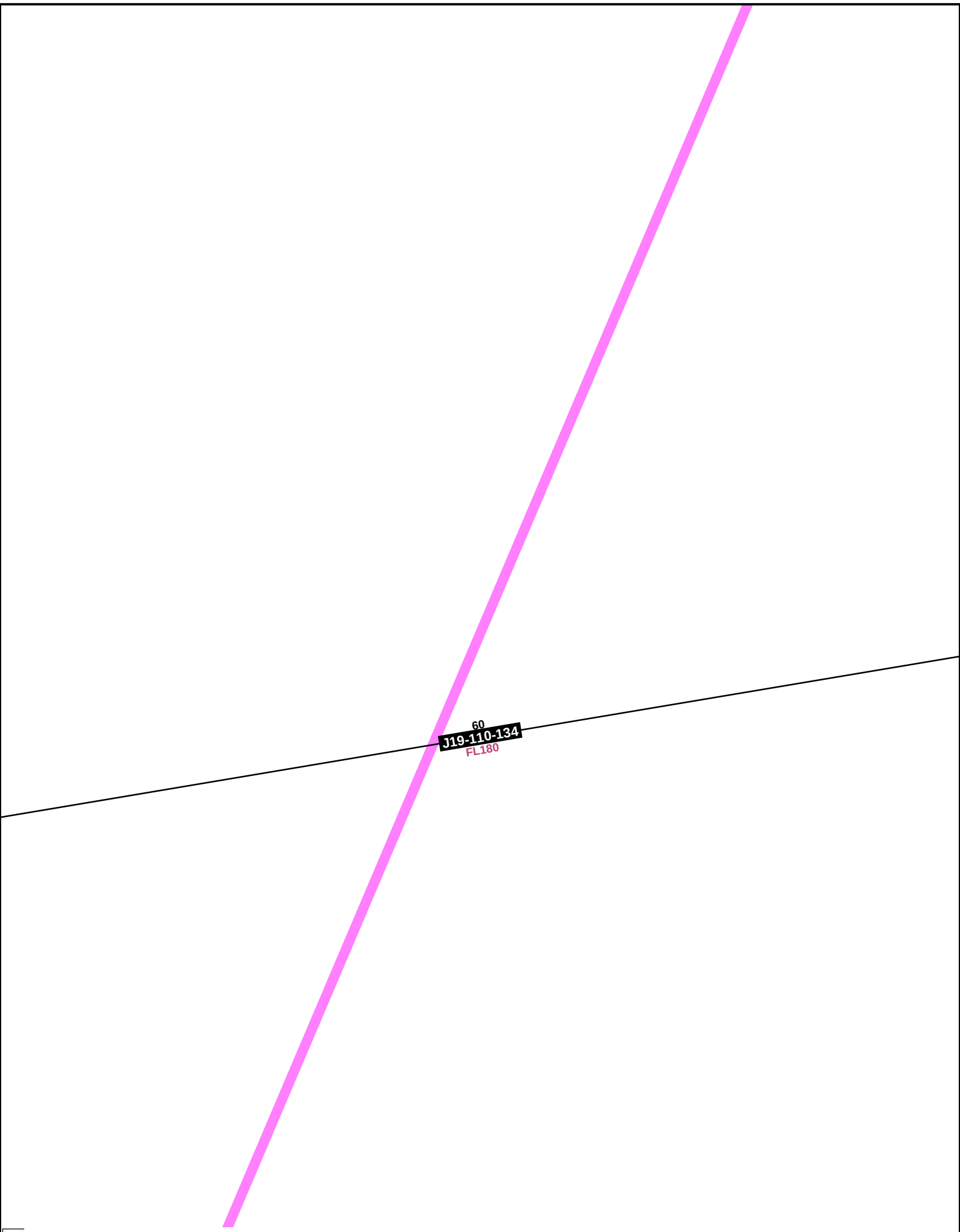

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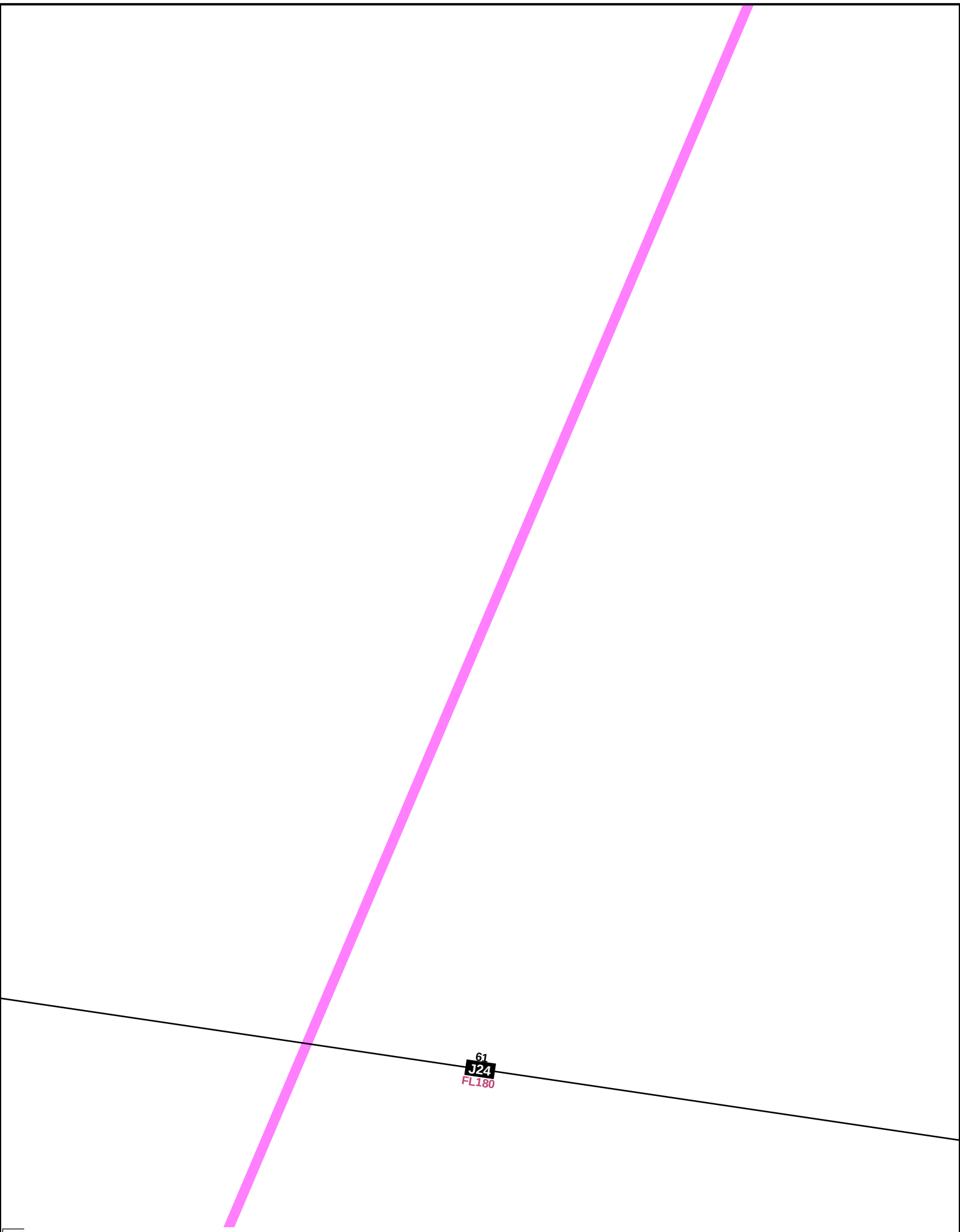

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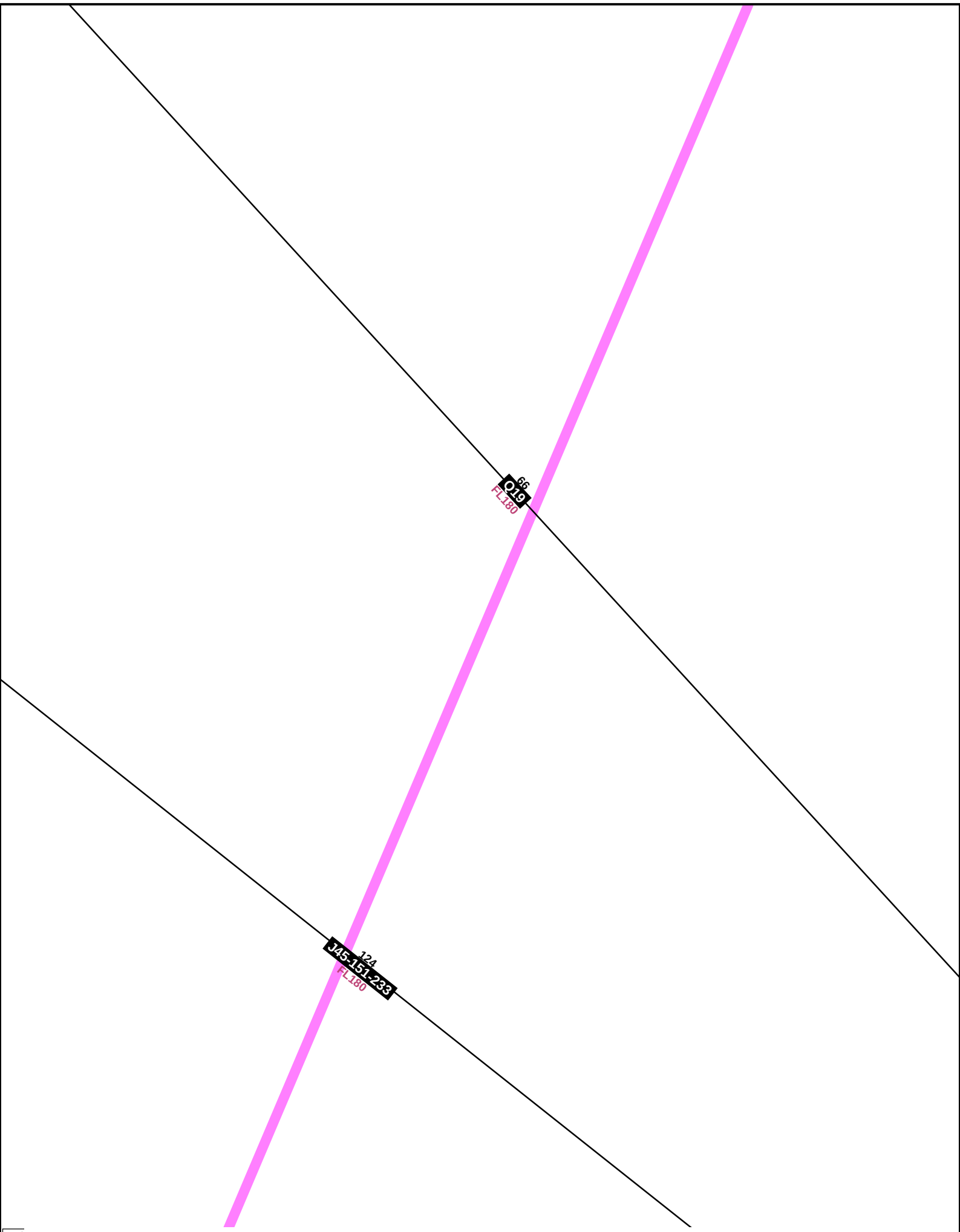

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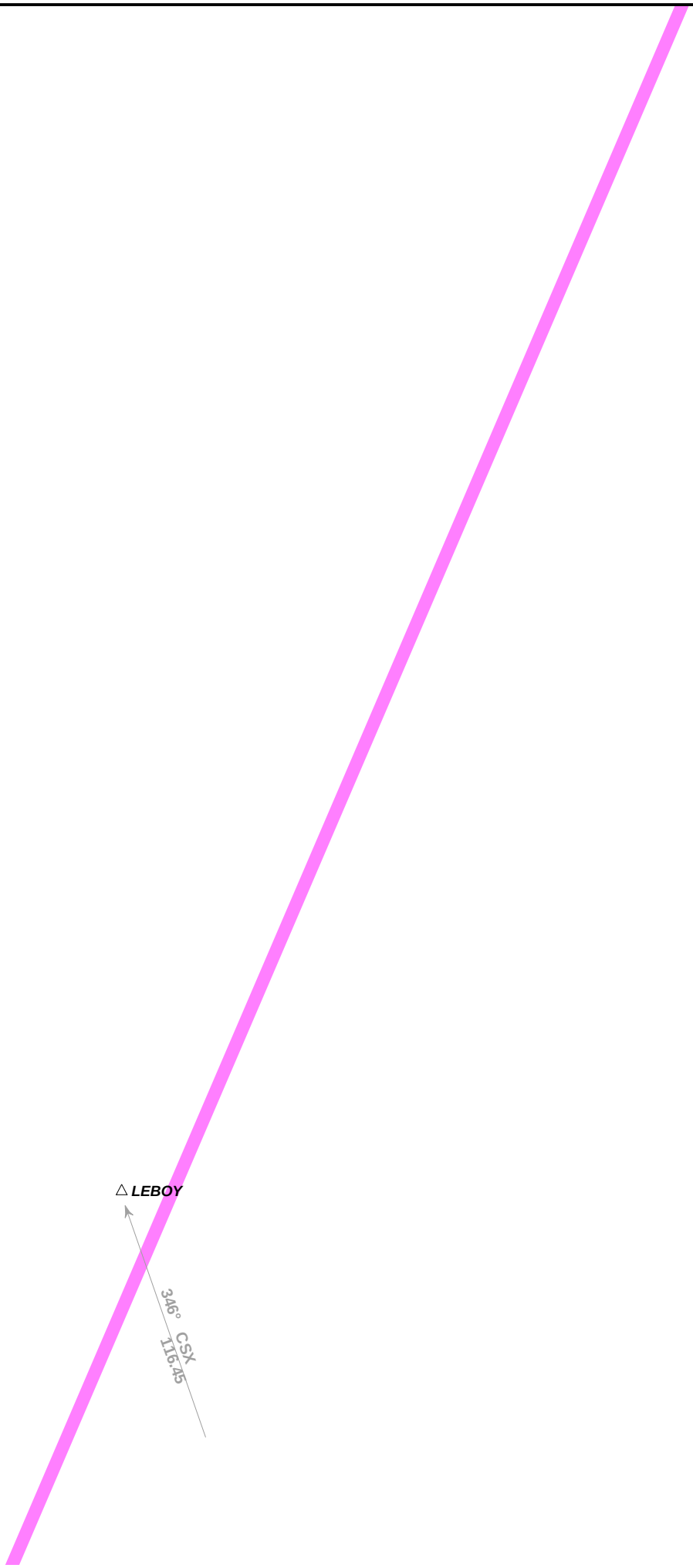

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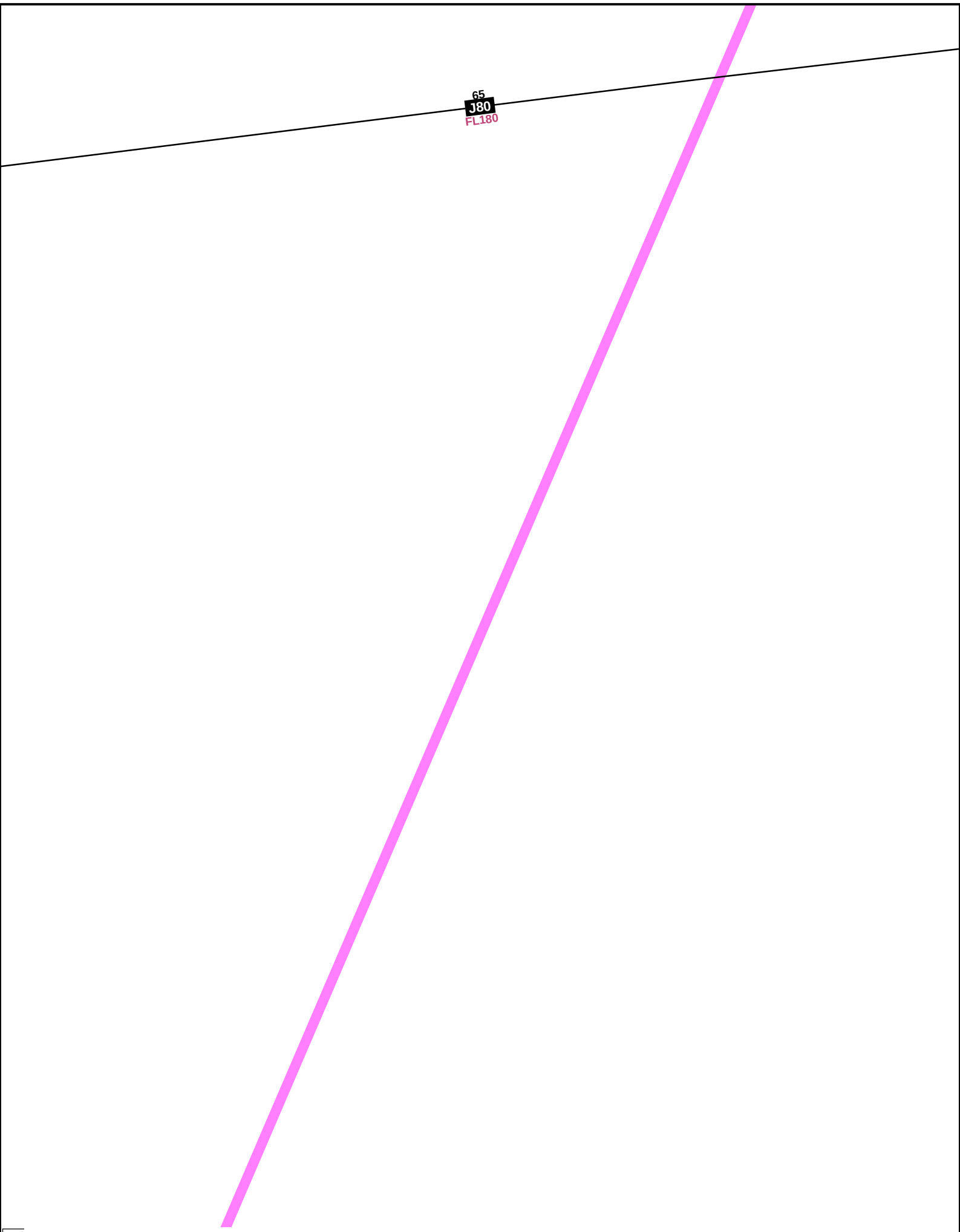

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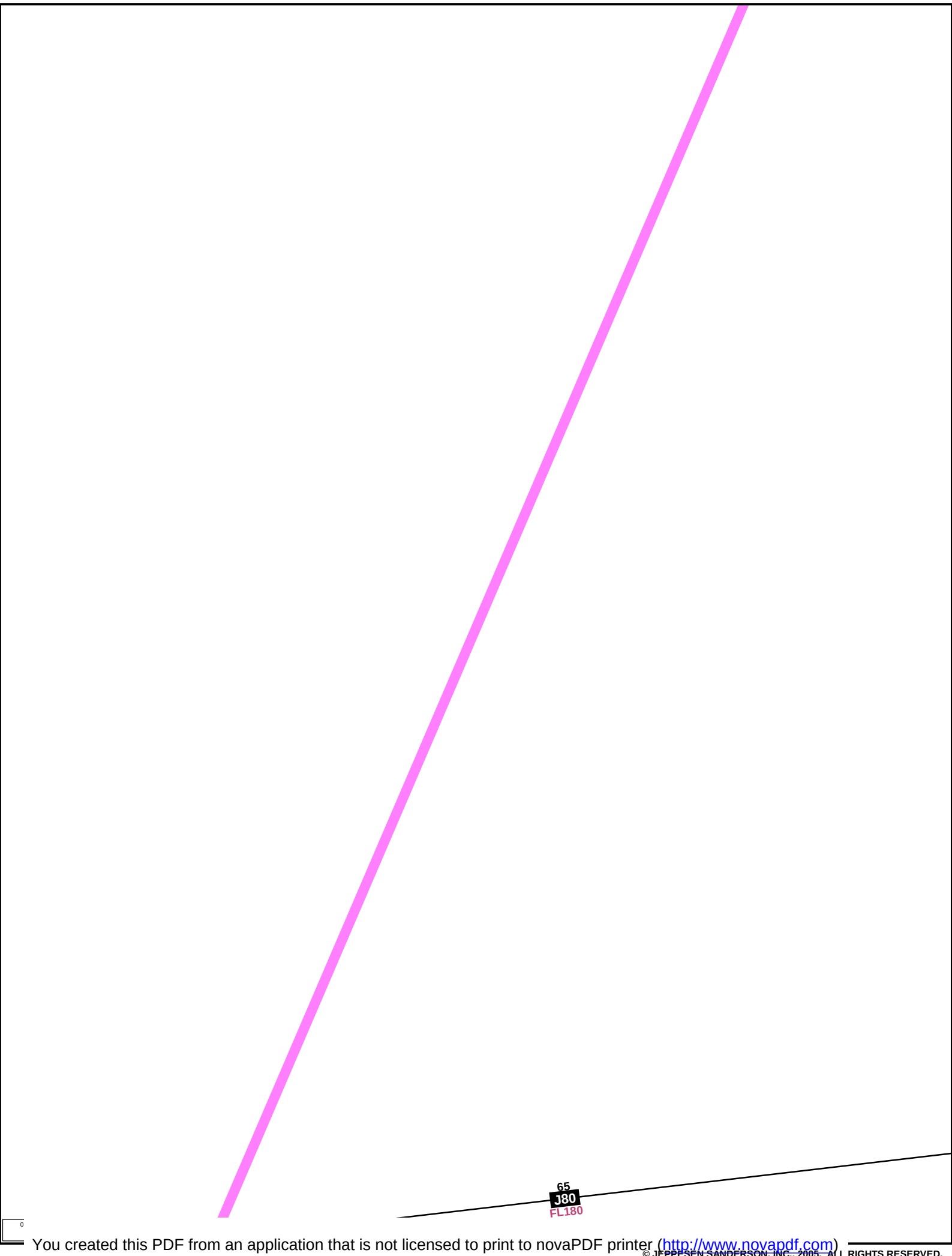

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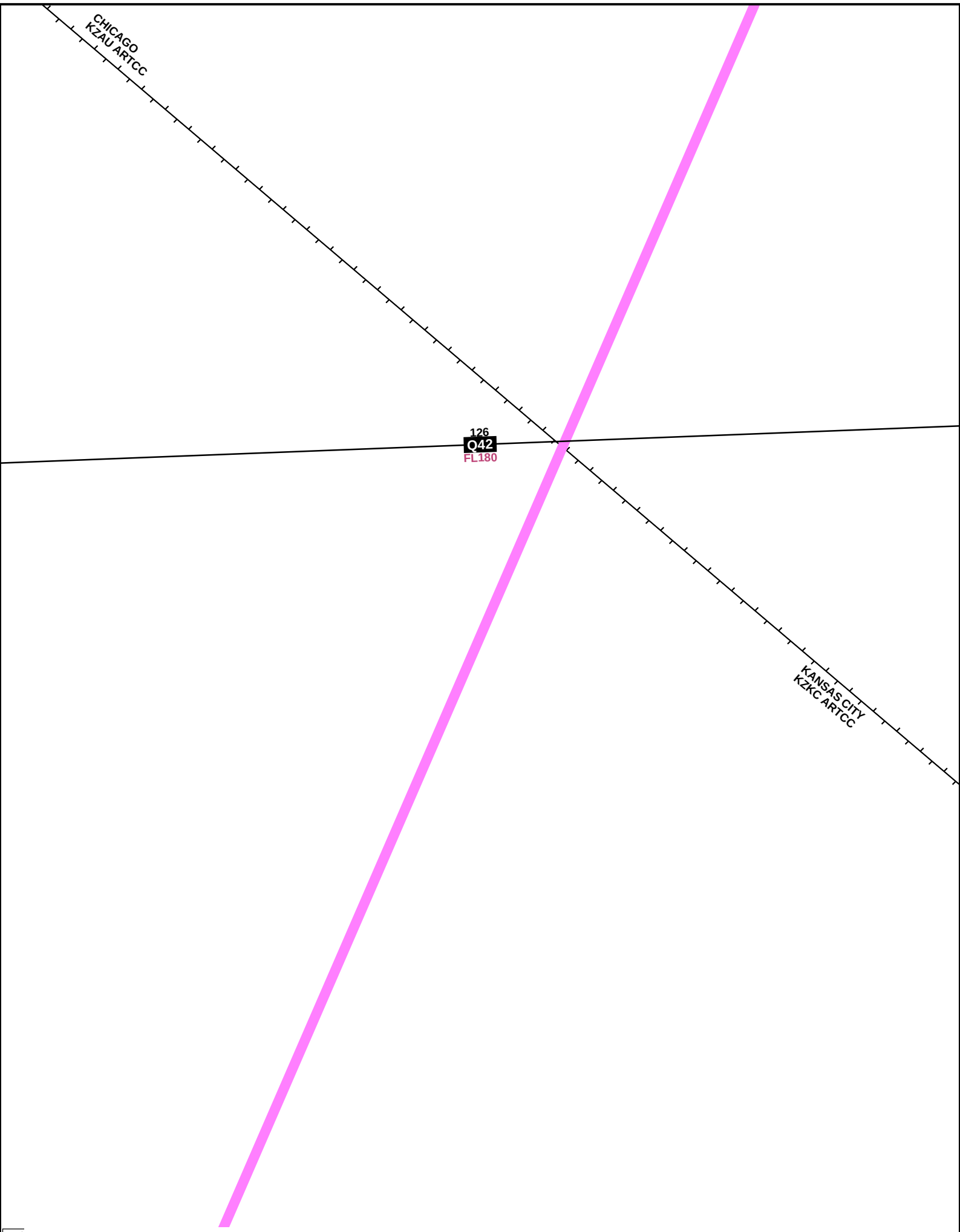

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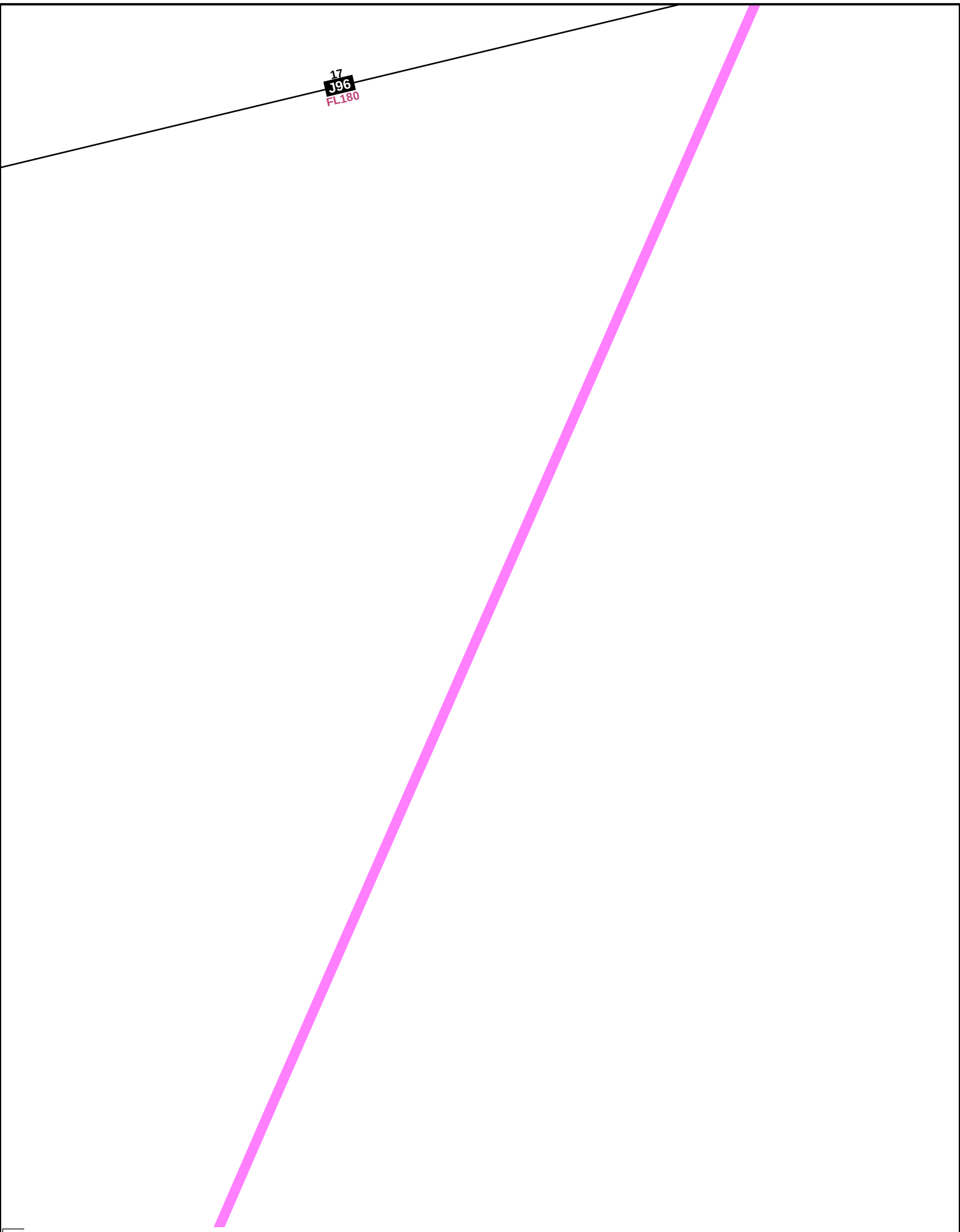

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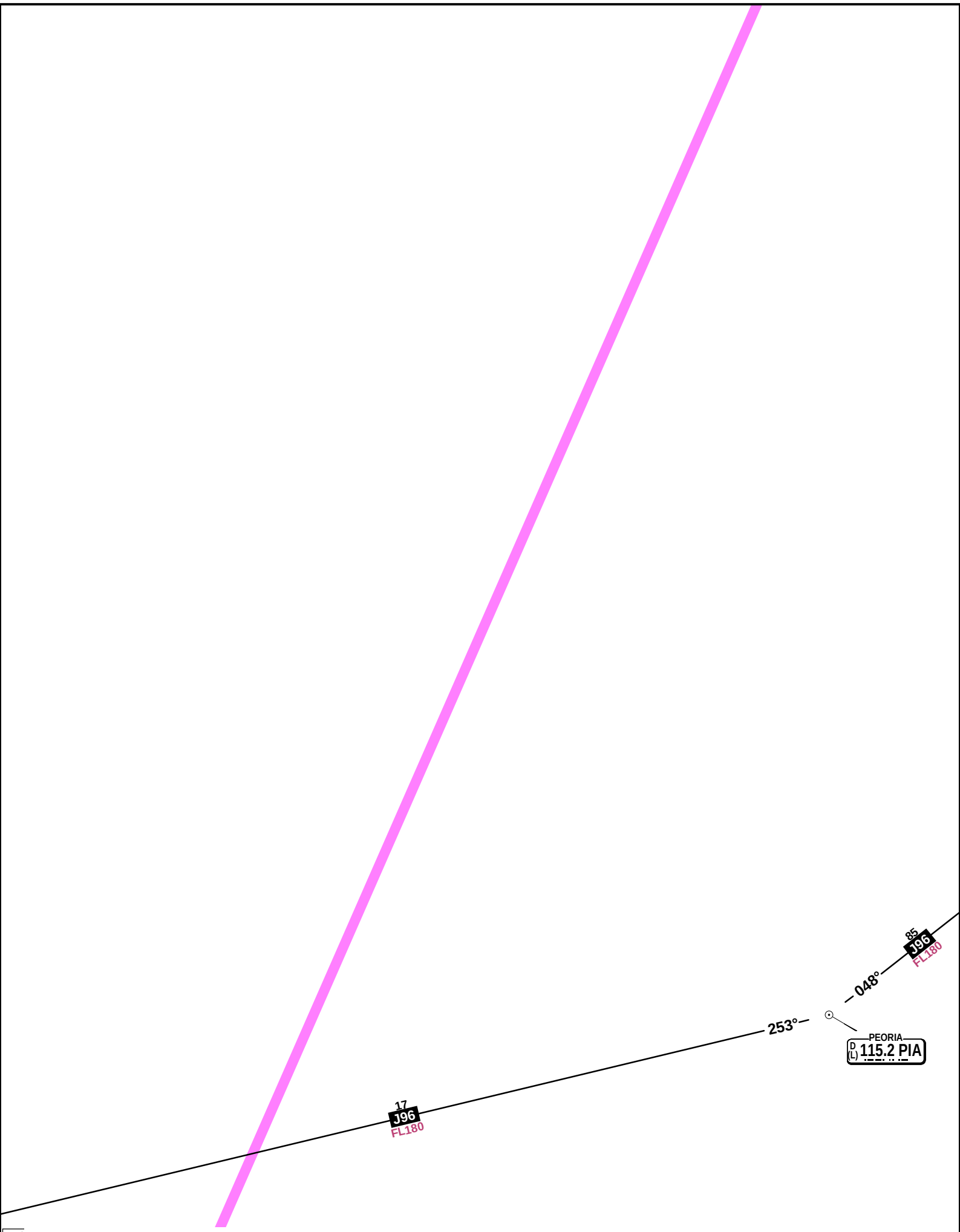

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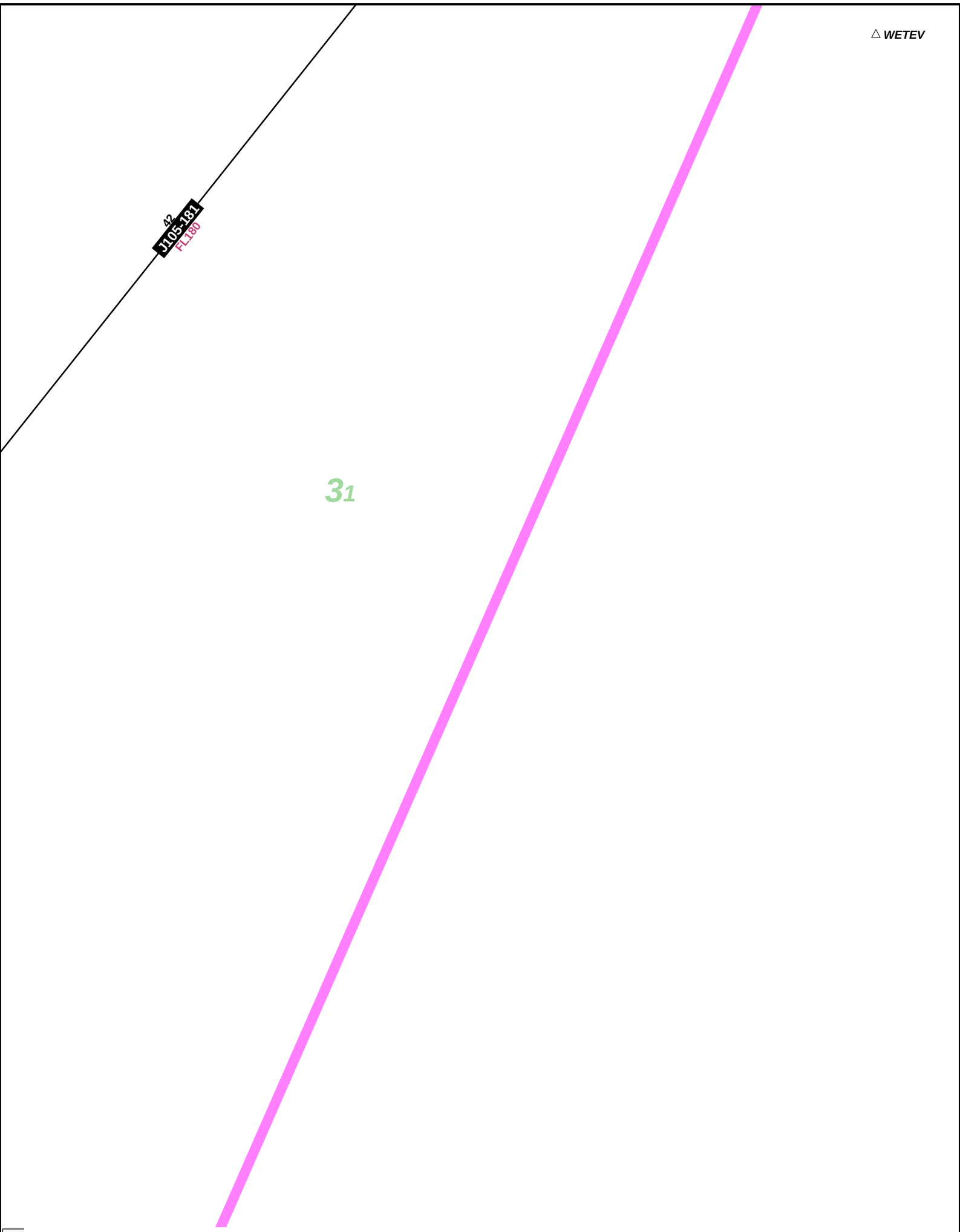

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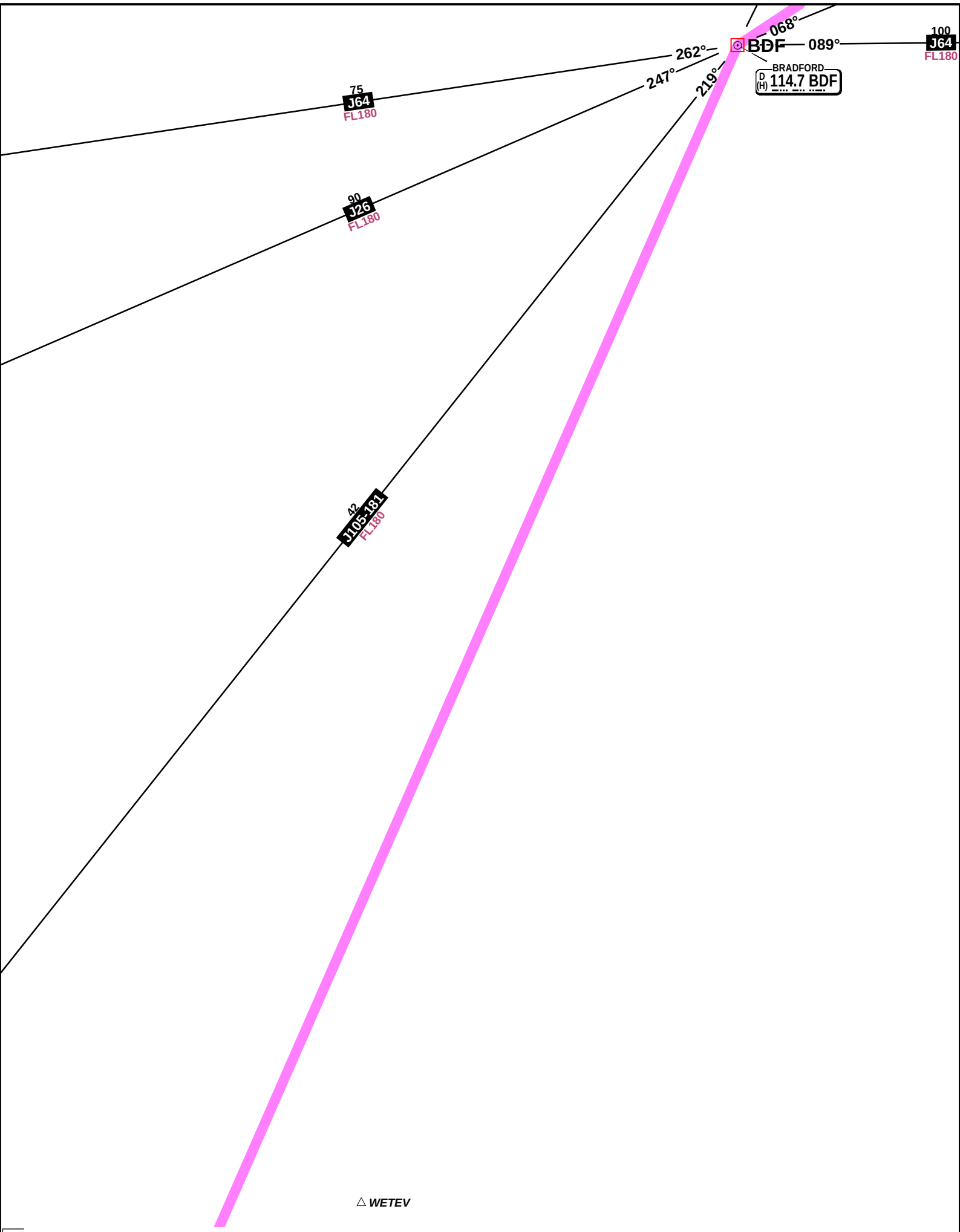

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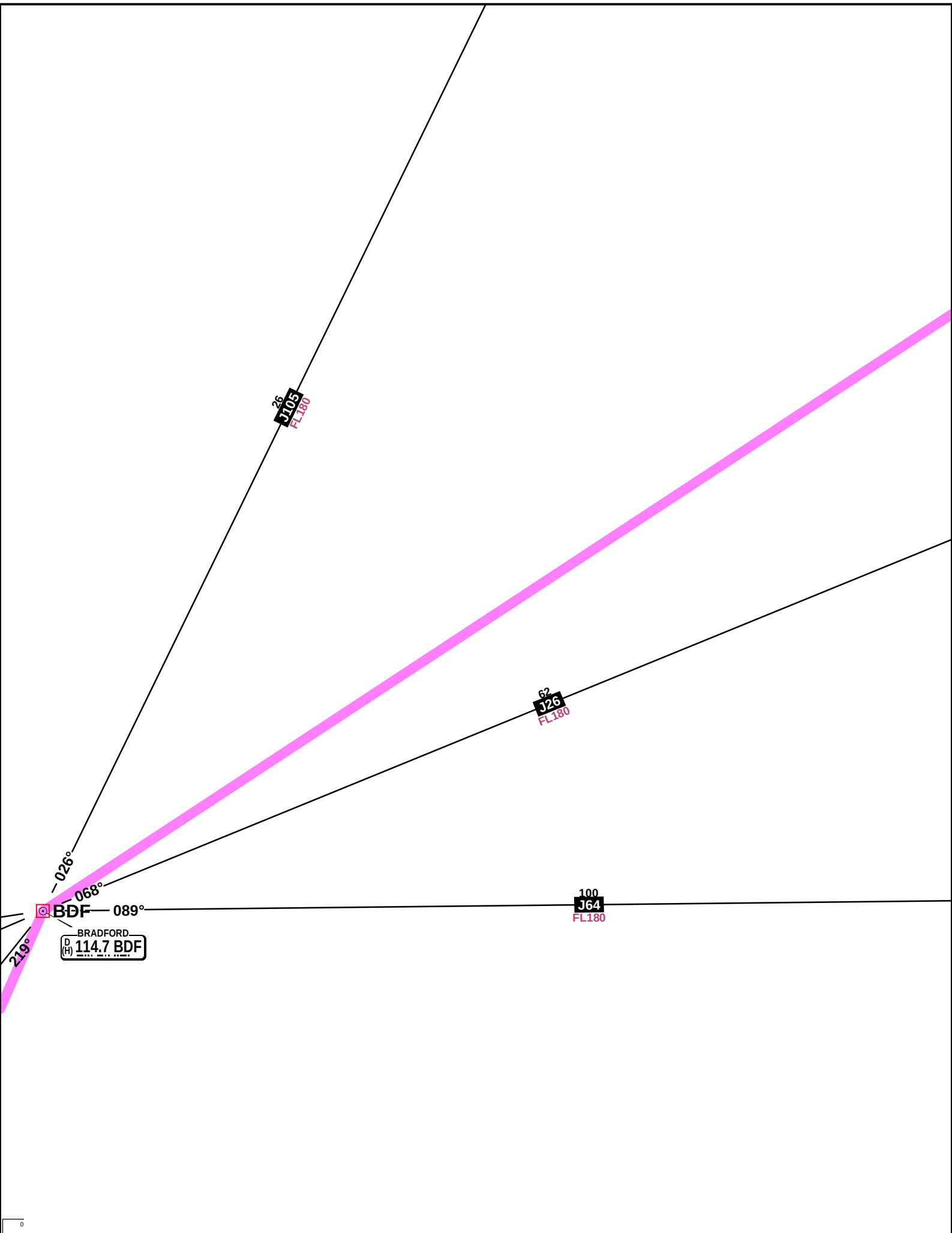

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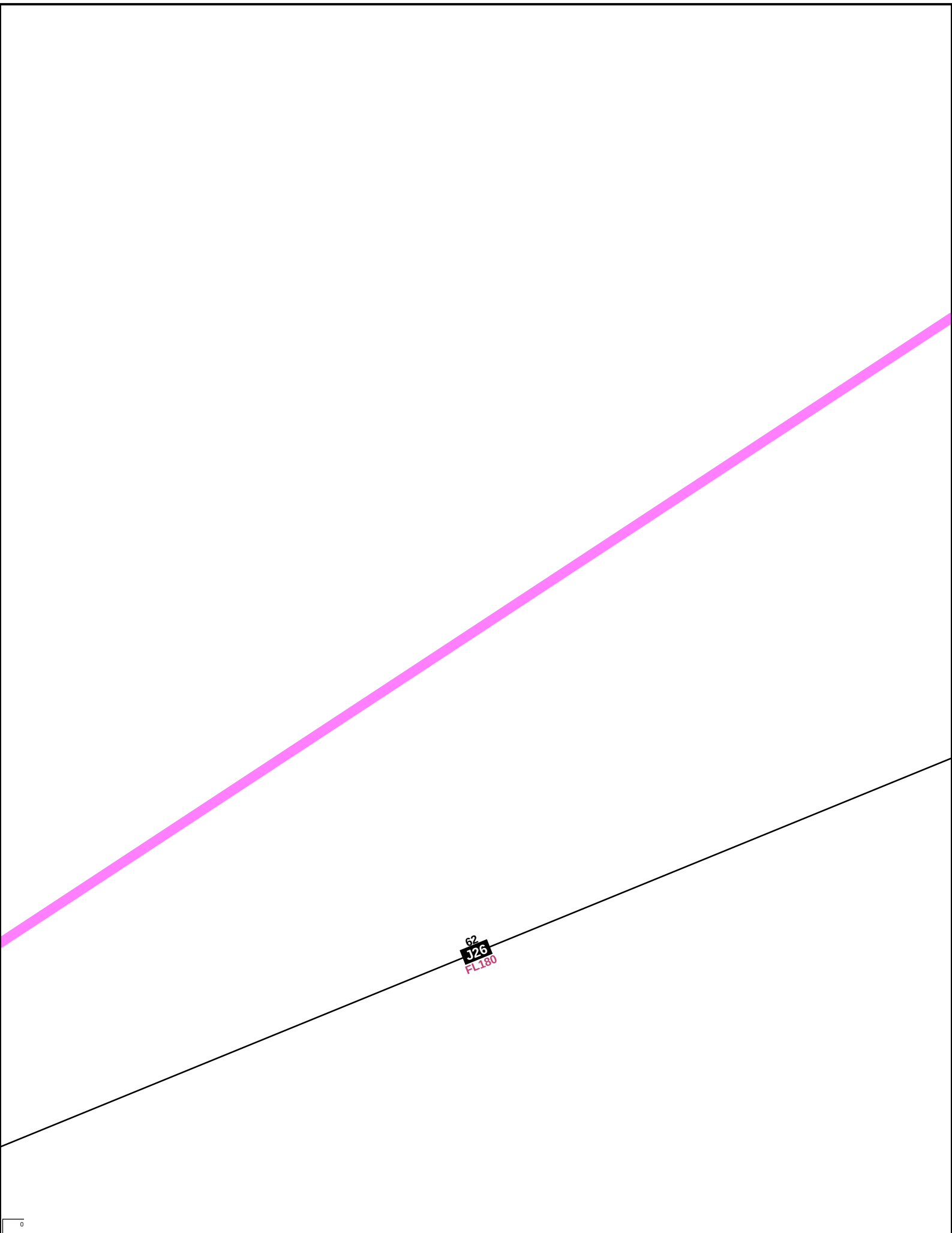

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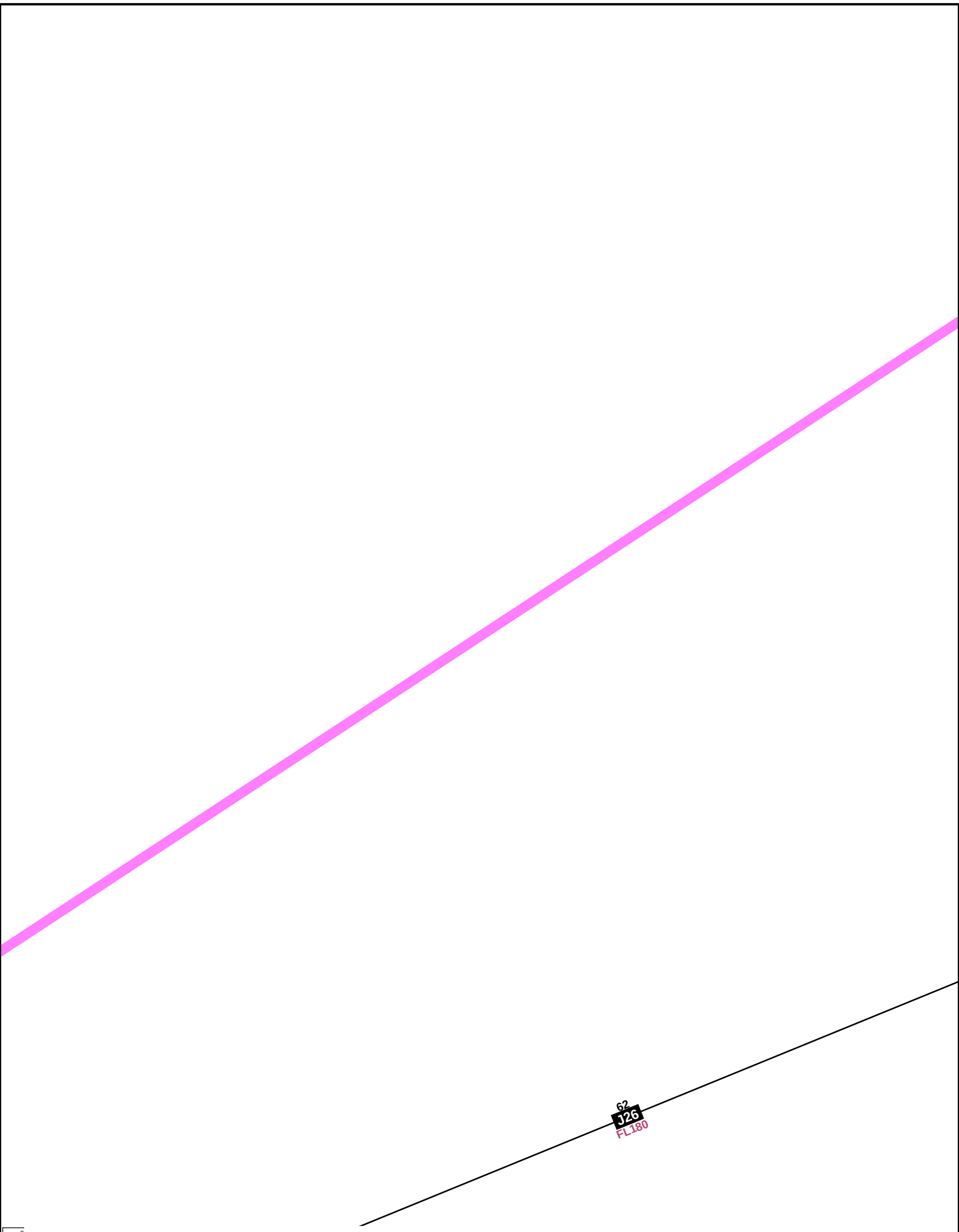

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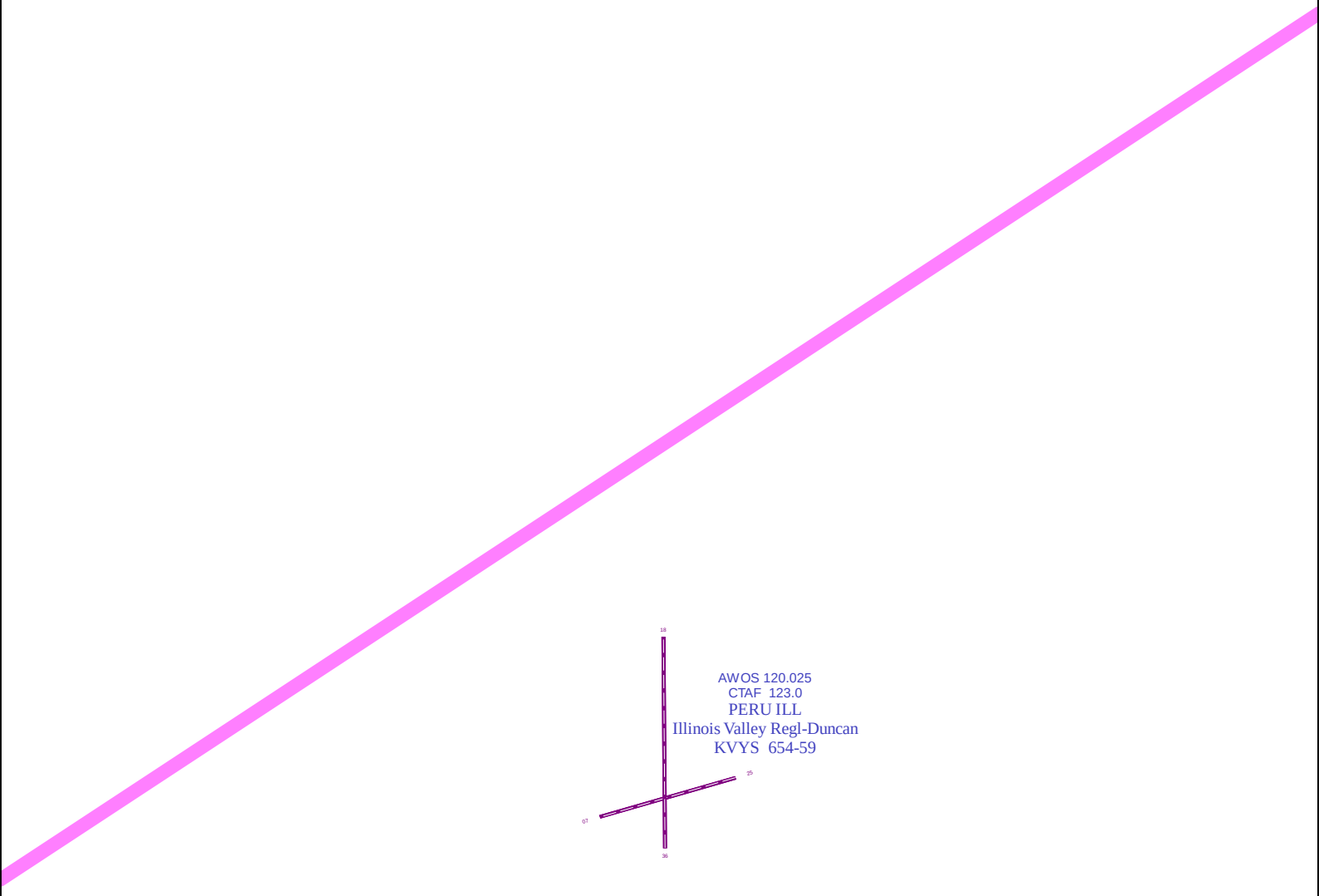

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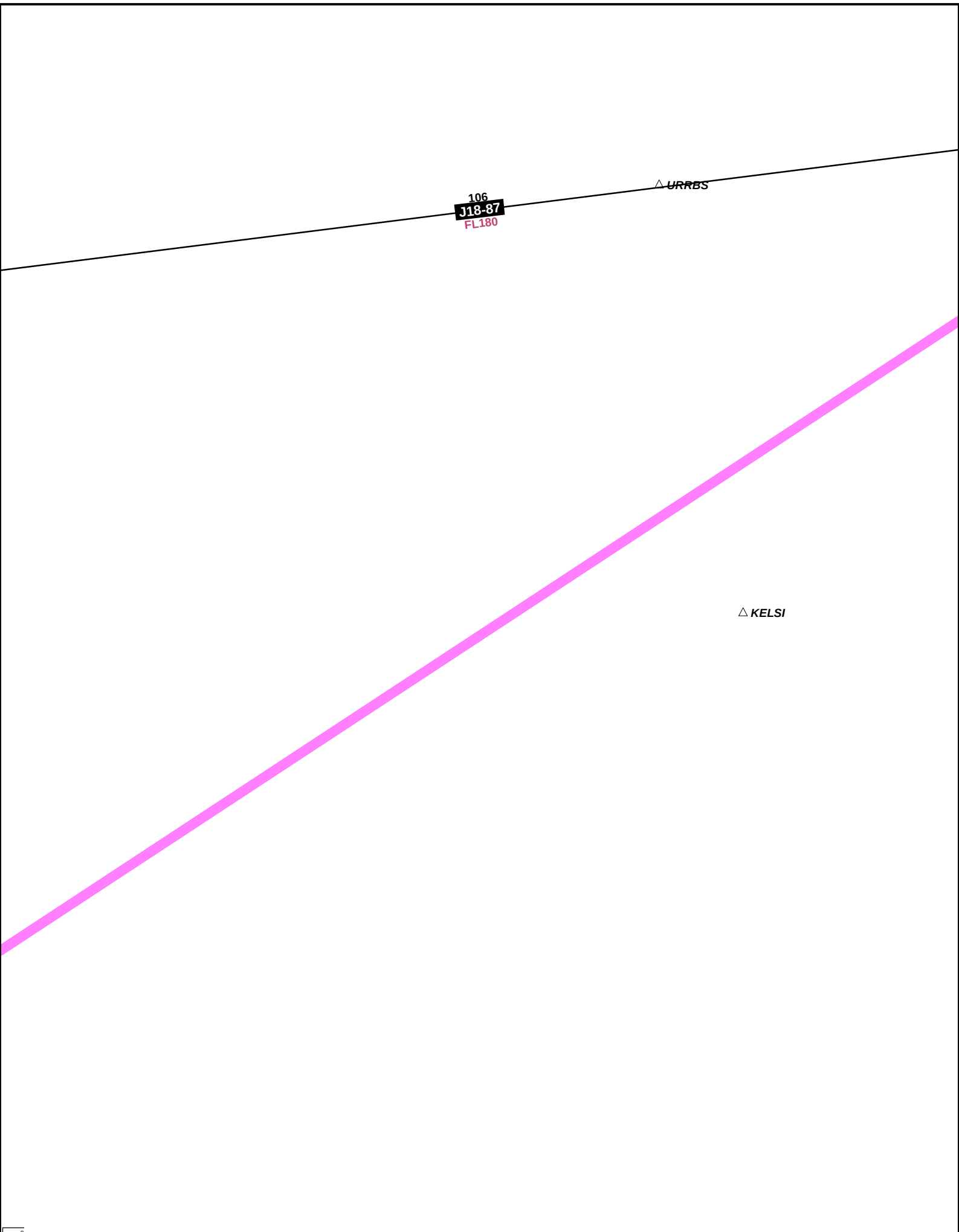

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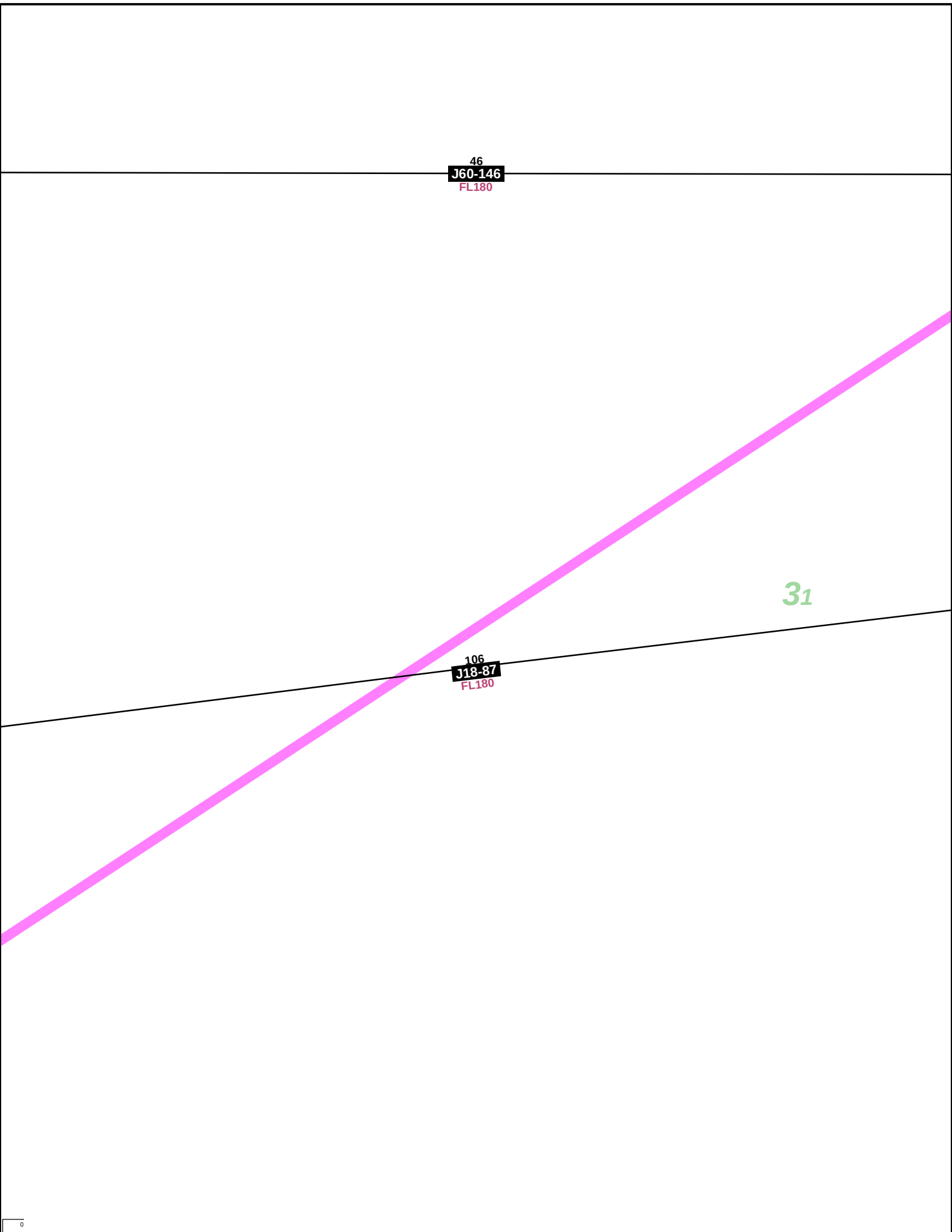

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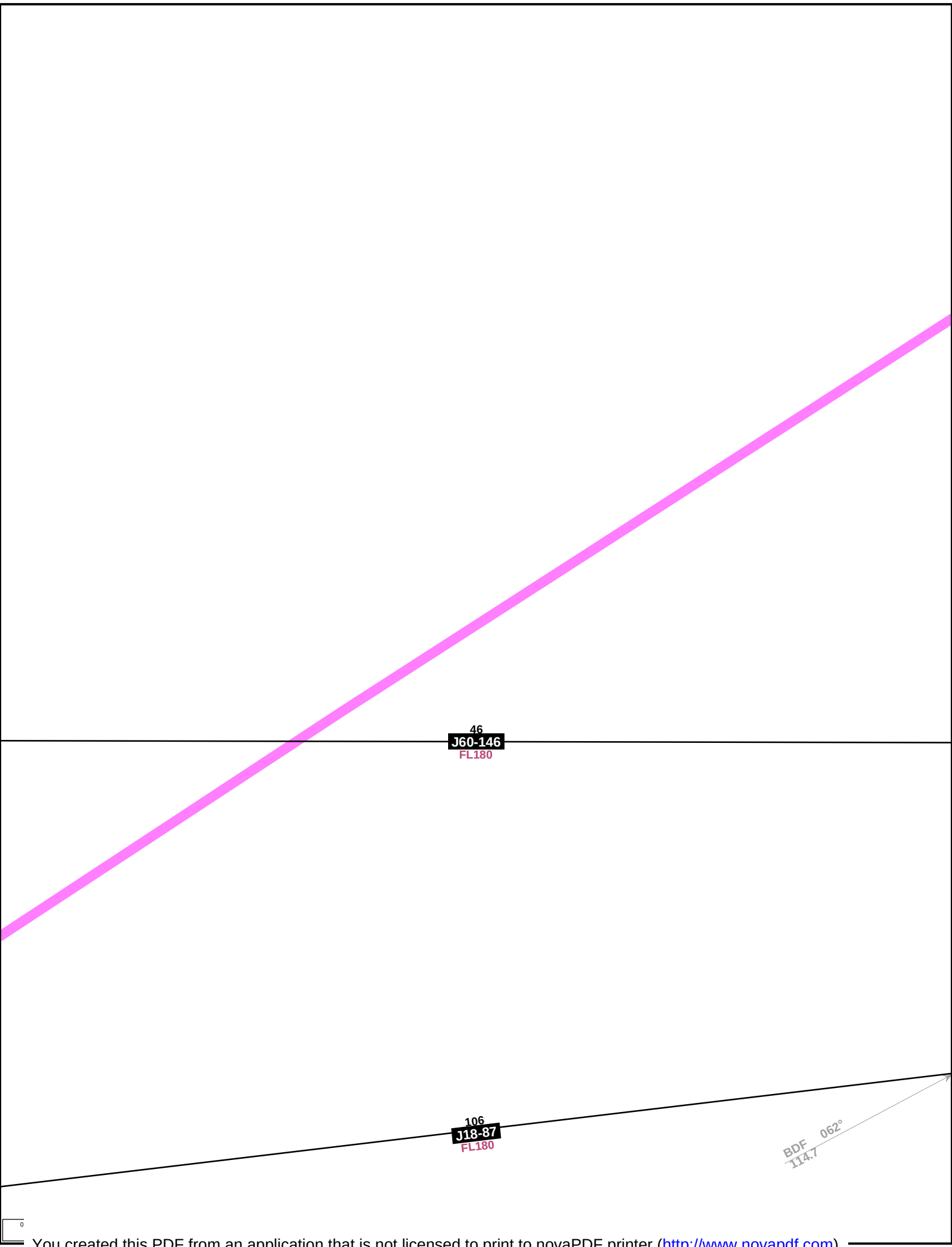

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△ PLANO

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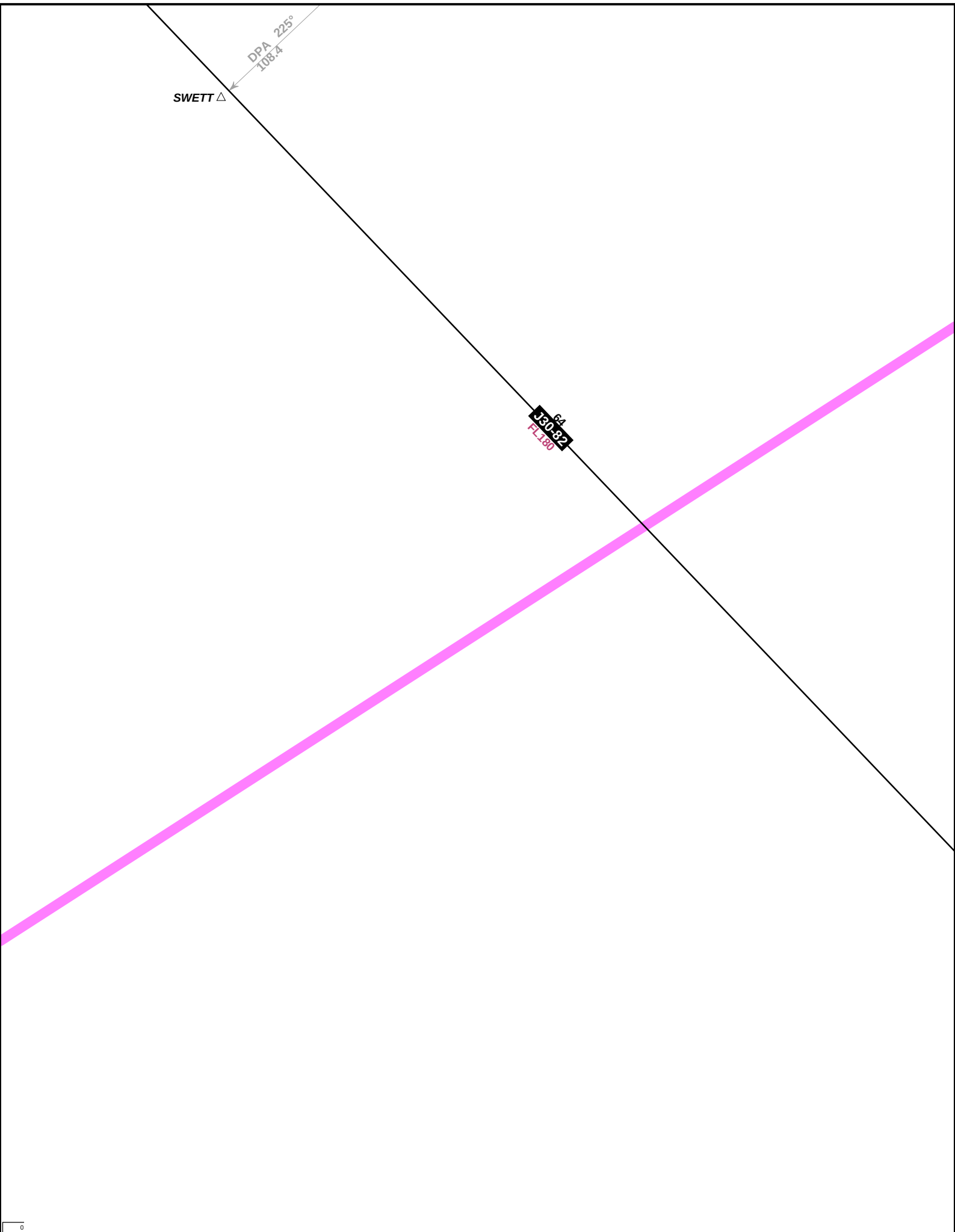

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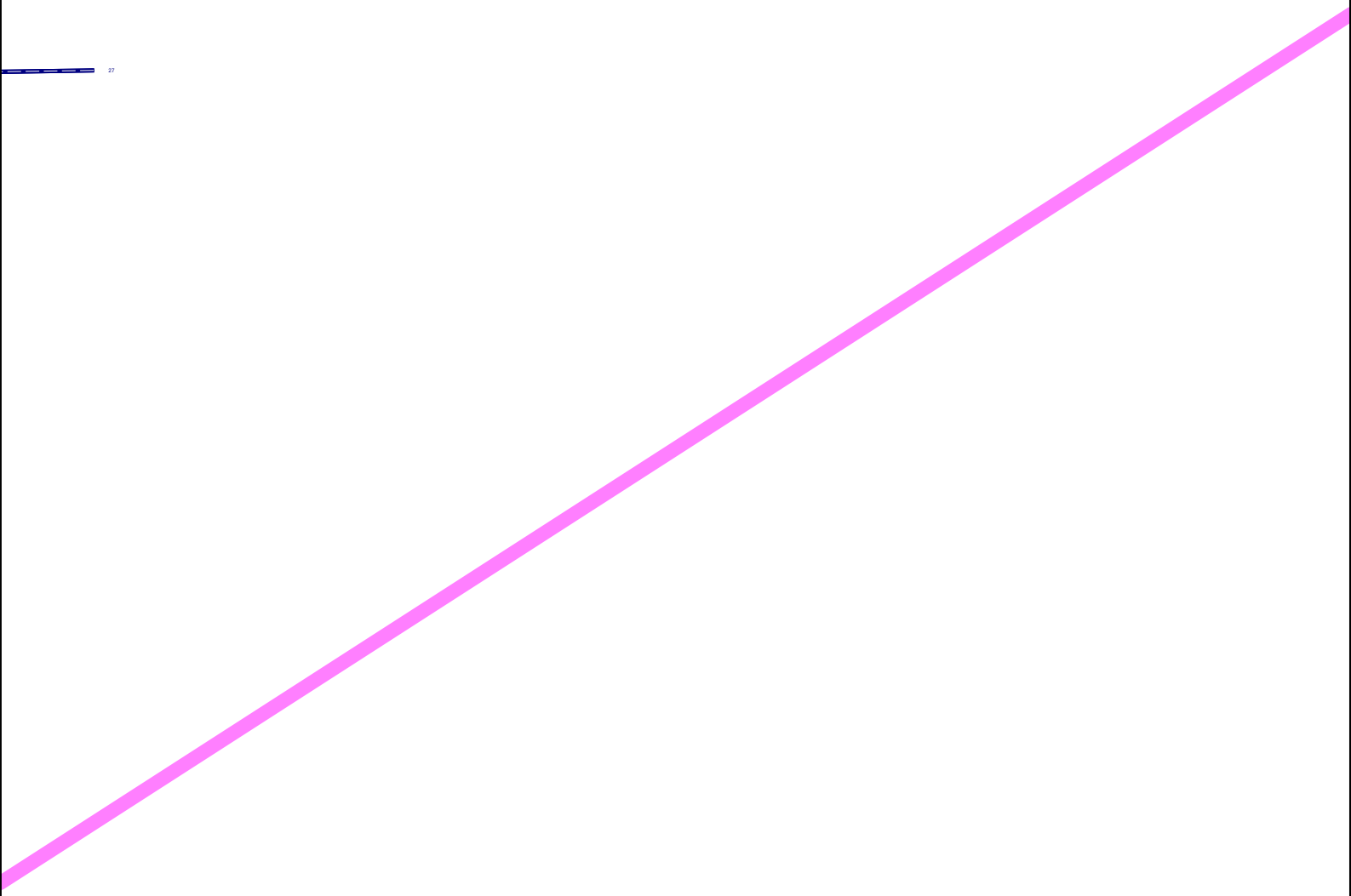

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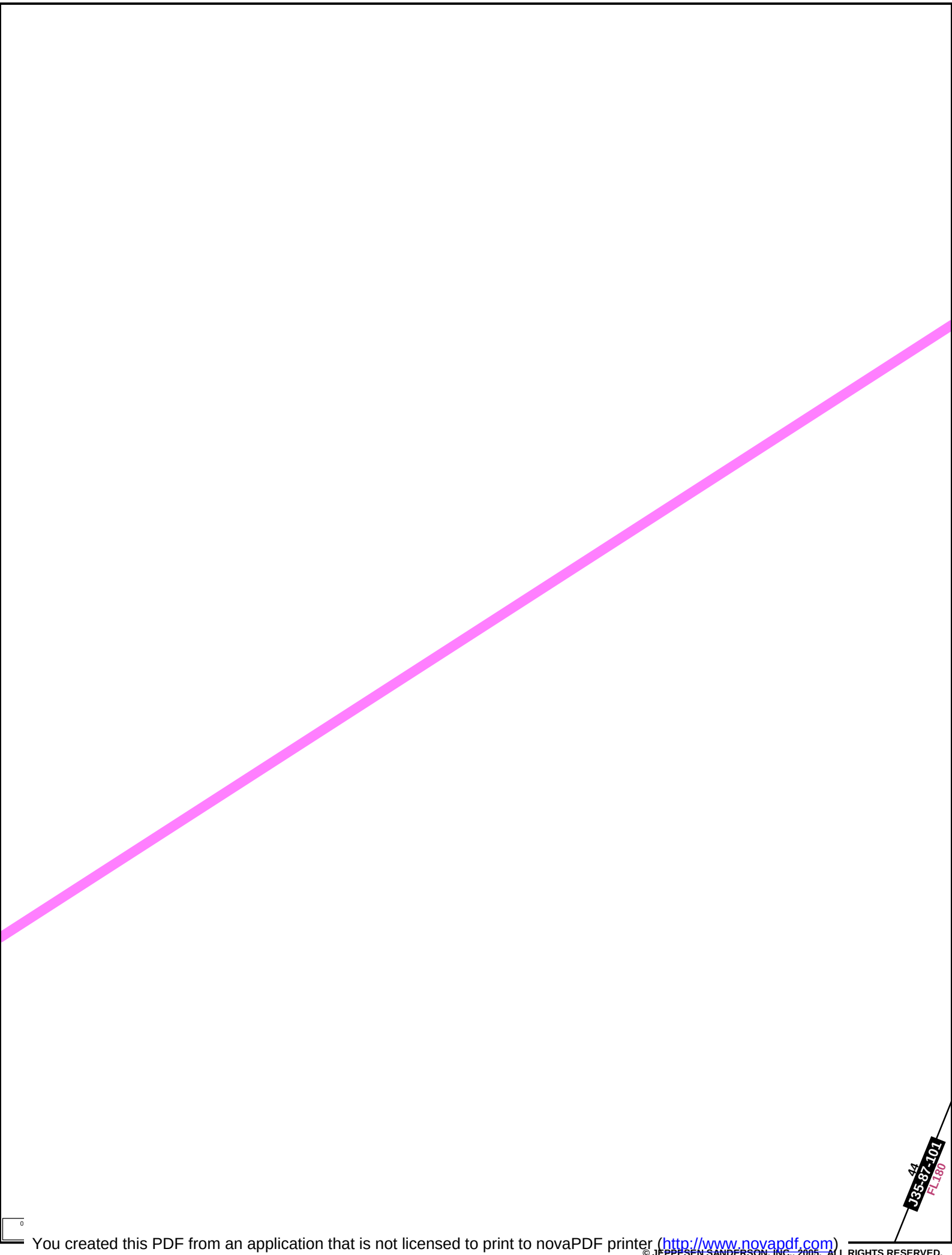

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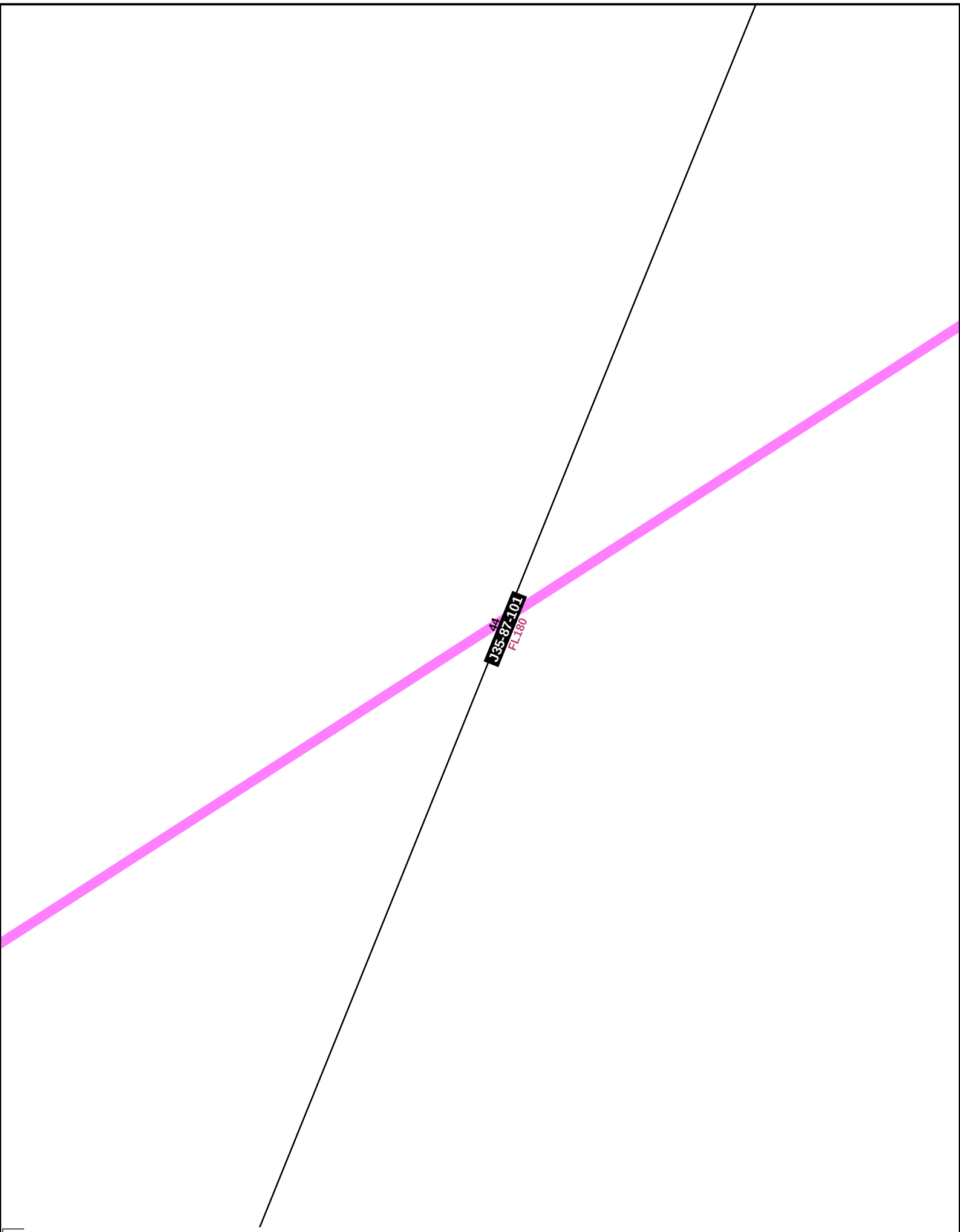

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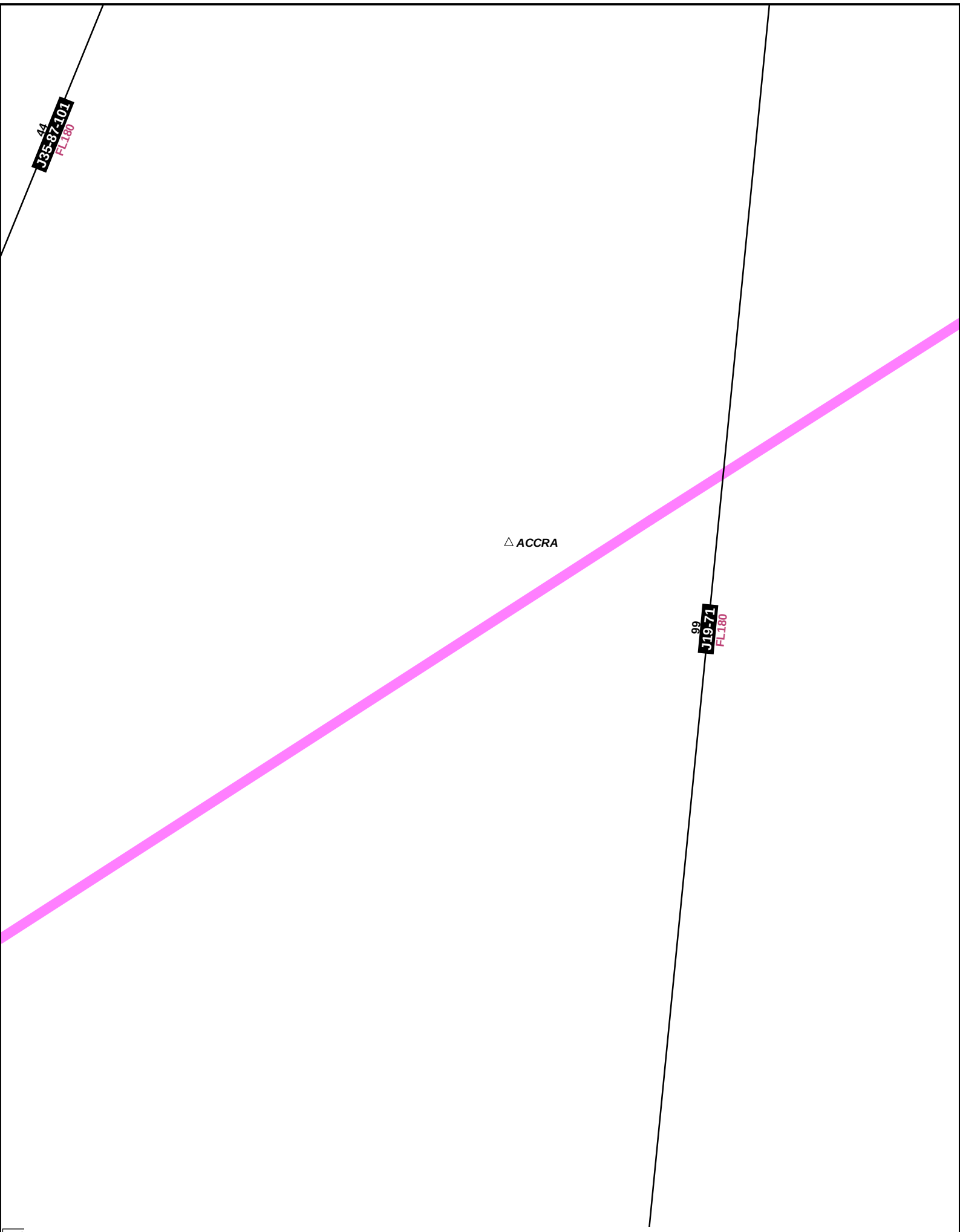

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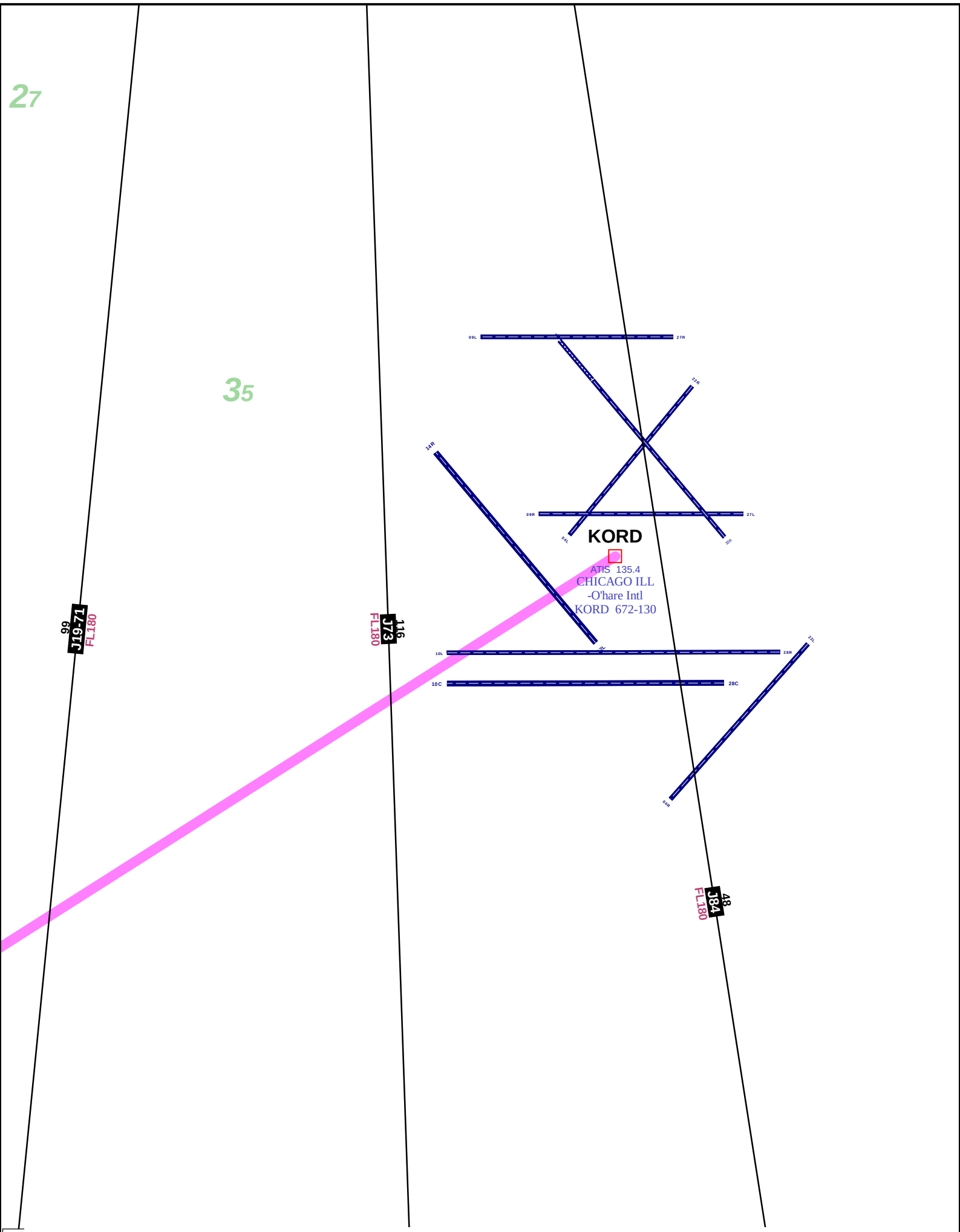

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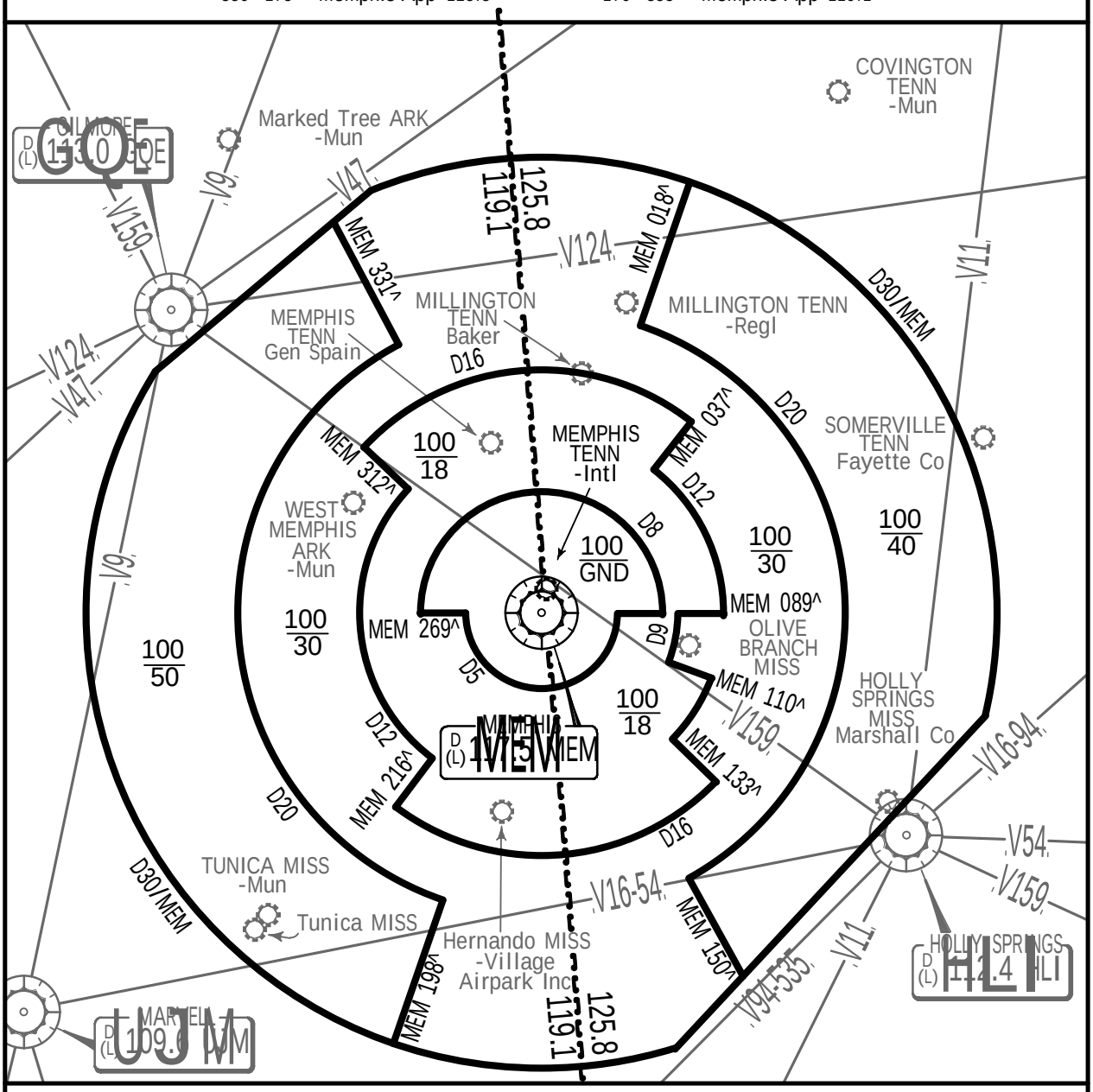
MEMPHIS CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

356^-175^ Memphis App 125.8 176^-355^ Memphis App 119.1



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

FLIGHT PROCEDURES

IFR Flights-Aircraft operating within the Memphis Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR Flights-

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

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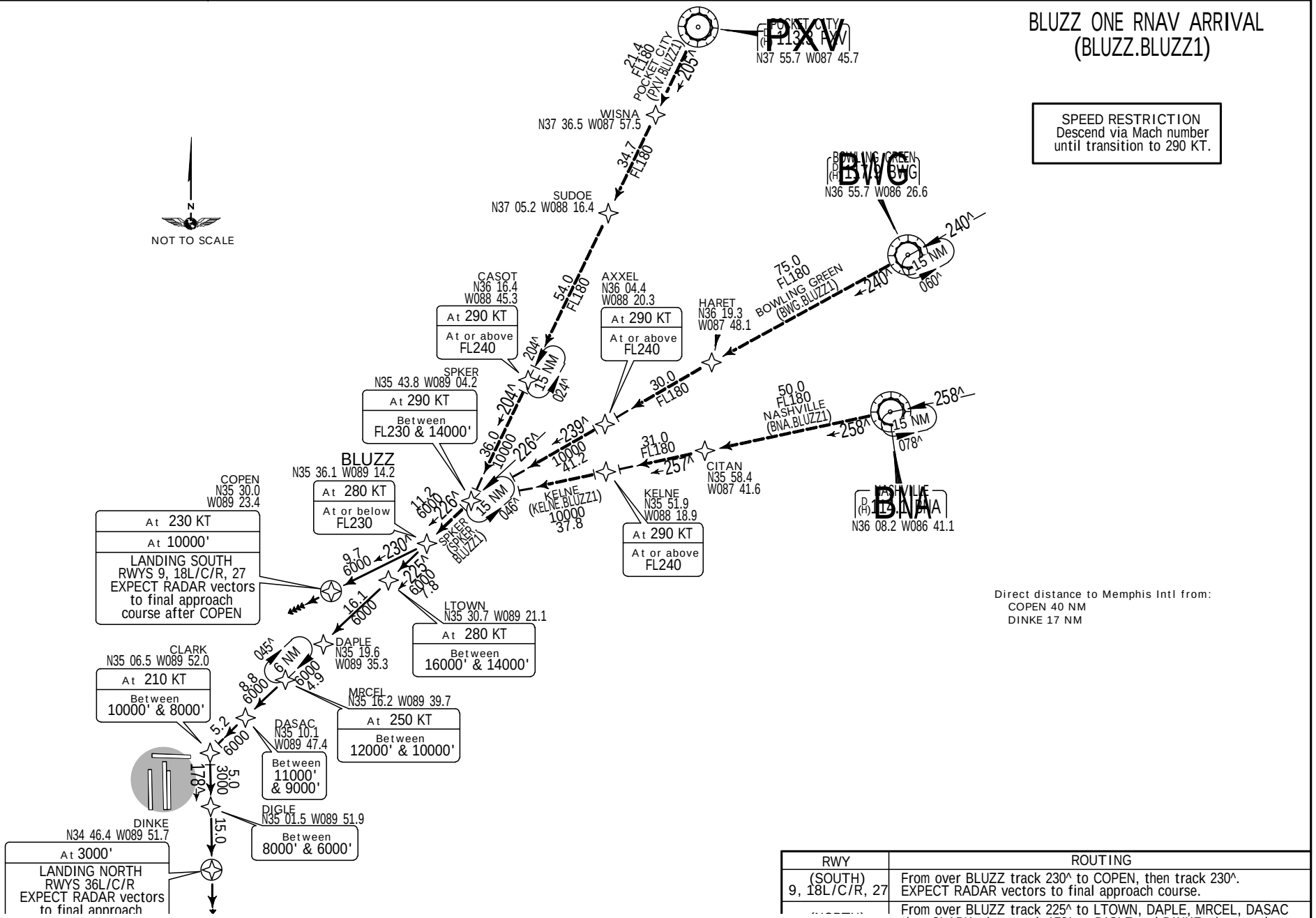
KMEM/MEM
MEMPHIS INTL

D-ATIS	Apt Elev		
127.75	341'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojet aircraft only.	5. EXPECT to receive landing direction (NORTH/SOUTH) and "Descend via" clearance from Memphis Center. Memphis Approach will assign landing runway. 6. Landing SOUTH indicates Rwys 9, 18L/C/R, 27. Landing NORTH indicates Rwys 36L/C/R.

BLUZZ ONE RNAV ARRIVAL (BLUZZ.BLUZZ1)



RWY	ROUTING
(SOUTH) 9, 18L/C/R, 27	From over BLUZZ track 230^ to COPEN, then track 230^. EXPECT RADAR vectors to final approach course.
(NORTH)	From over BLUZZ track 225^ to LTOWN, DAPLE, MRCEL, DASAC then CLARK, then track 178^ to DIGLE and DINKE, then track 178^. EXPECT RADAR vectors to final approach course.

CHANGES: New procedure at this airport.

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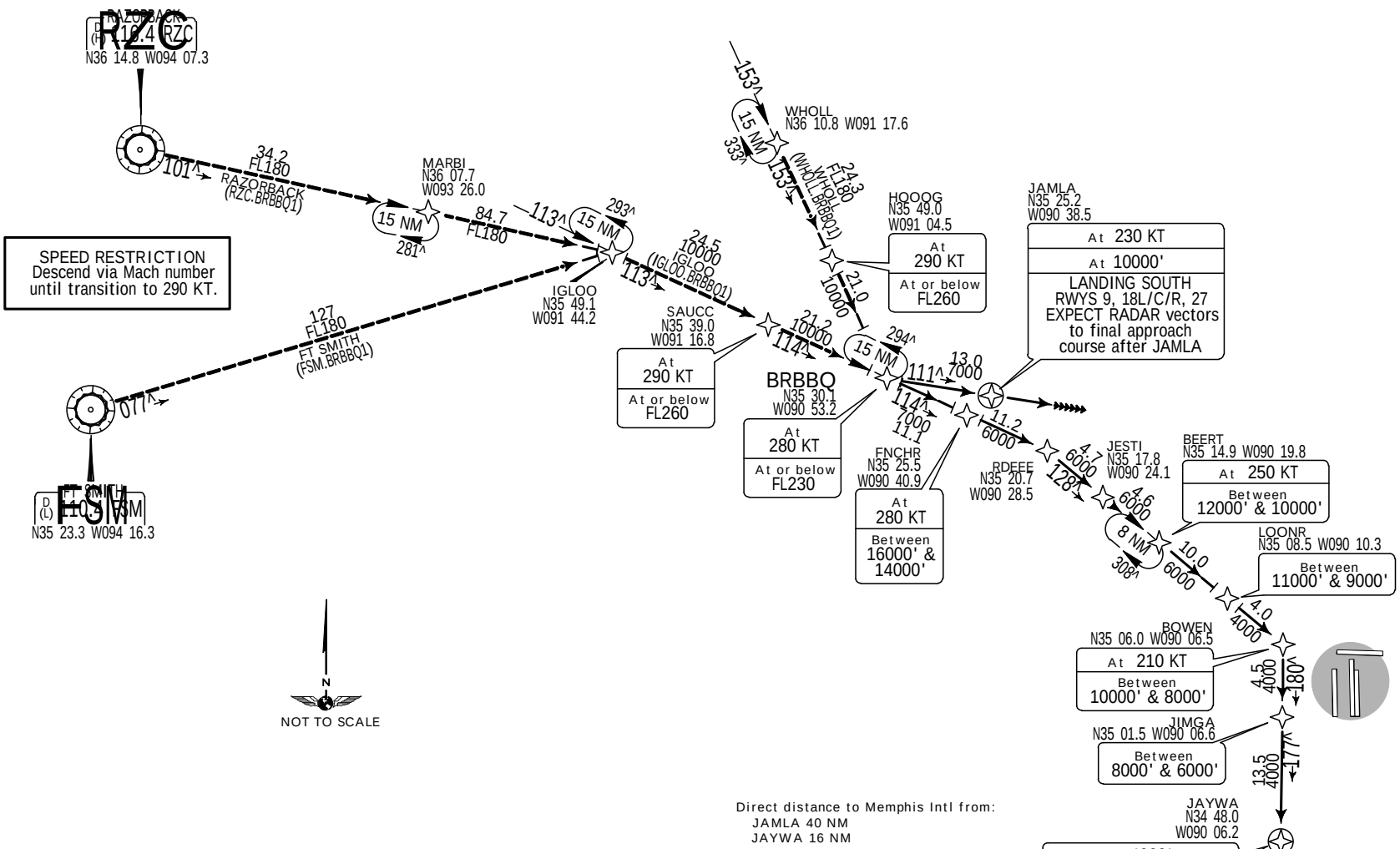
D-ATIS	Apt Elev		
127.75	341'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojet aircraft only.	5. EXPECT to receive landing direction (NORTH/SOUTH) and "Descend via" clearance from Memphis Center. Memphis Approach will assign landing runway. 6. Landing SOUTH indicates Rwys 9, 18L/C/R, 27. Landing NORTH indicates Rwys 36L/C/R.

BRBBQ ONE RNAV ARRIVAL (BRBBQ.BRBBQ1)



Direct distance to Memphis Intl from:
JAMLA 40 NM
JAYWA 16 NM

RWY	ROUTING
(SOUTH) 9, 18L/C/R, 27	From over BRBBQ track 111^ to JAMLA, then track 111^. EXPECT RADAR vectors to final approach course.
(NORTH)	From over BRBBQ on track 114^ to FNCHR and RDEEE, then on track 128^ to JESTI, BEERT, LOONR and BOWEN, then track

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CHANGES: New procedure at this airport.

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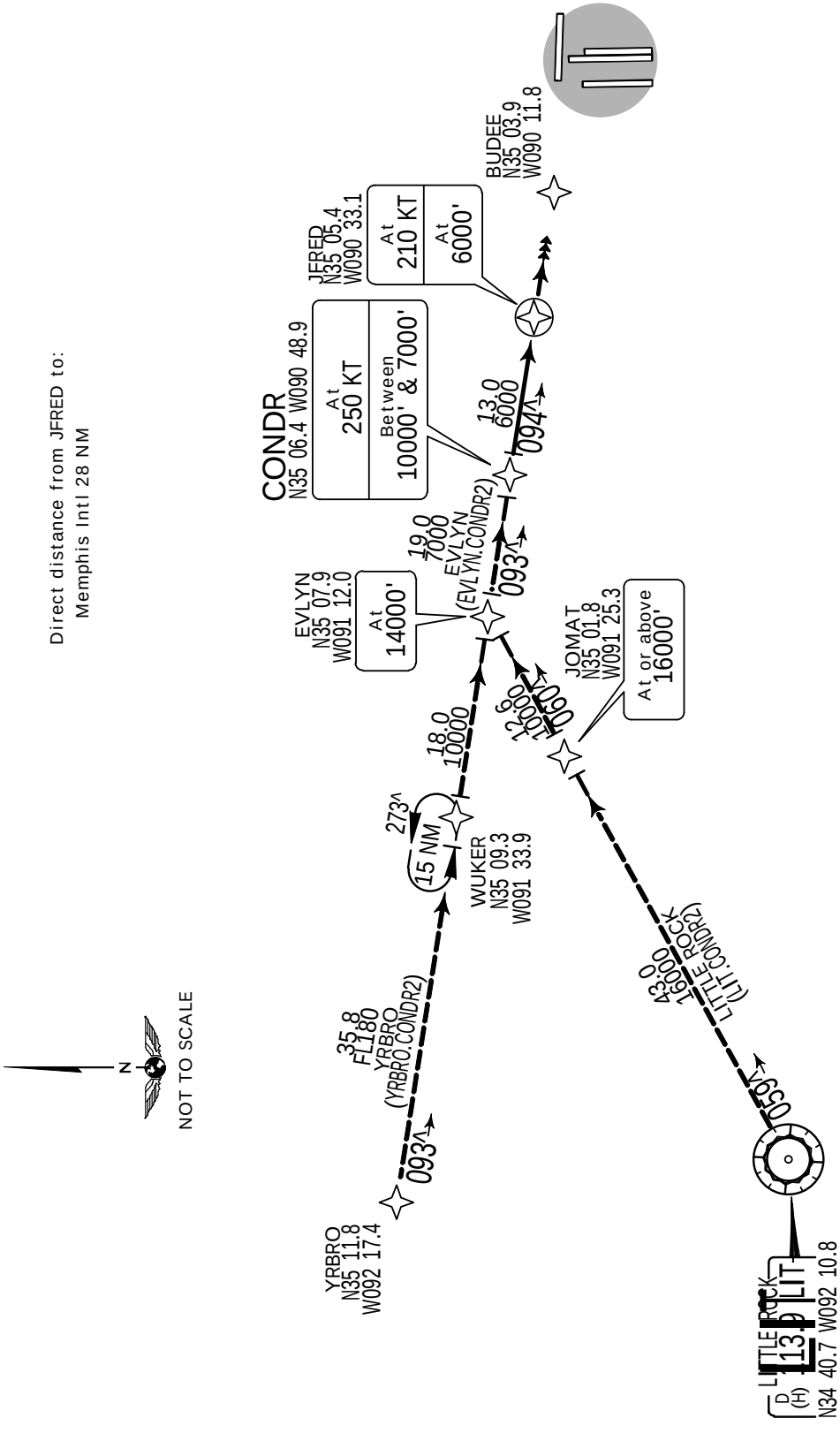
KMEM/MEM MEMPHIS INTL

MEMPHIS, TENN .RNAV.STAR.

D-ATIS	Apt Elev	
127.75	341'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. Turbojet aircraft only. 5. Assigned by ATC only.

CONDR TWO RNAV ARRIVAL (CONDR.CONDR2)



ROUTING

From over CONDR track 094^ to JFRED, then track 094^. EXPECT RADAR vectors to final approach course.

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KMEM/MEM MEMPHIS INTL

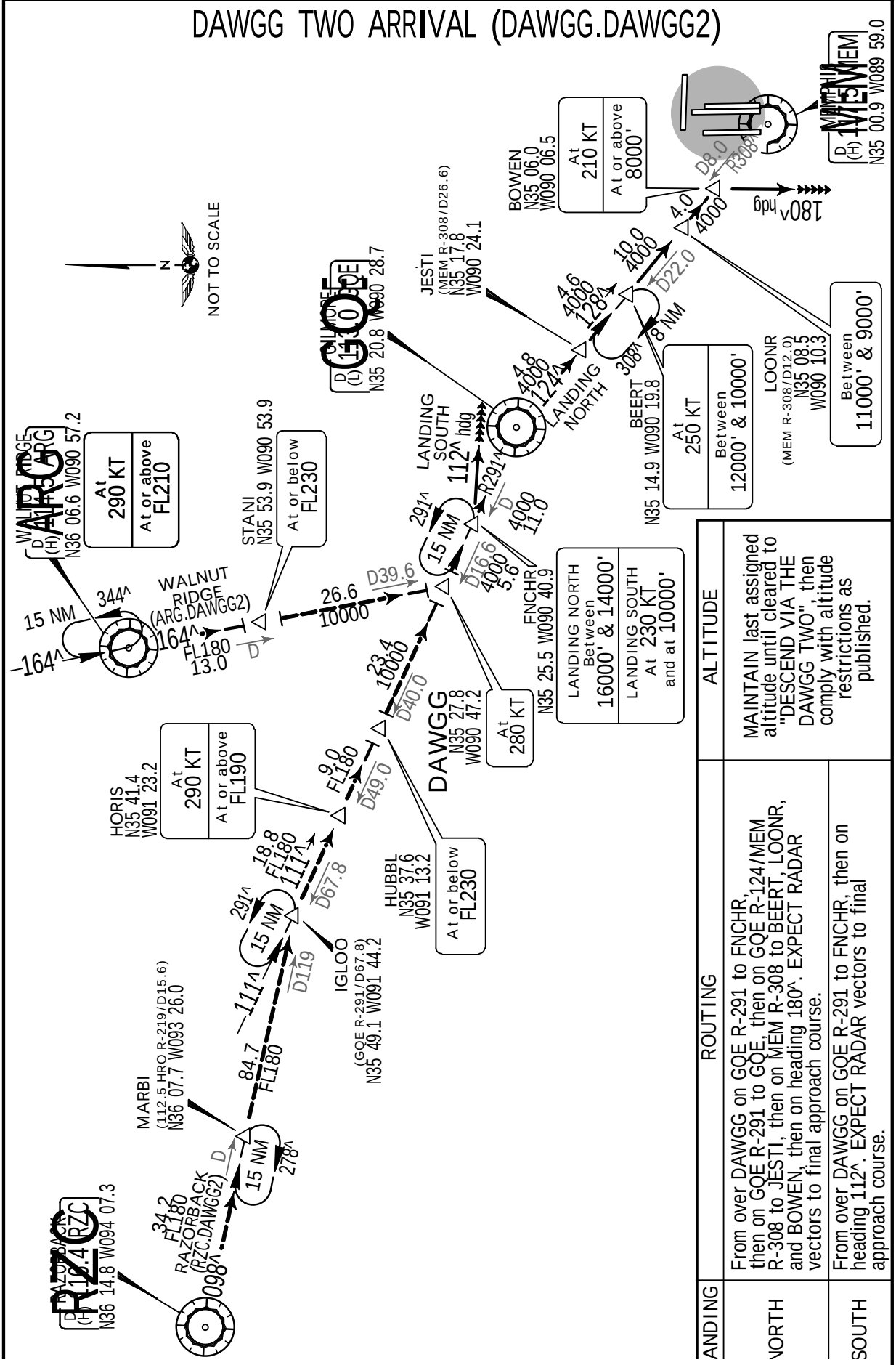
JEPPESEN 23 MAY 14 (10-2C) .Eff.29.May.

MEMPHIS, TENN .STAR.

D-ATIS	Apt Elev
127.75	341'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME and RADAR required.
2. Procedure not available for RNAV capable turbojets.
3. RNAV capable turbojets must file the BRBBQ RNAV STAR.

DAWGG TWO ARRIVAL (DAWGG.DAWGG2)



ALTITUDE
MAINTAIN last assigned altitude until cleared to "DESCEND VIA THE DAWGG TWO", then comply with altitude restrictions as published.

LANDING	ROUTING
NORTH	From over DAWGG on GOE R-291 to FNCHR, then on GOE R-291 to GOE, then on GOE R-124/MEM R-308 to JESTI, then on MEM R-308 to BEERT, LOONR, and BOWEN, then on heading 180^. EXPECT RADAR vectors to final approach course.
SOUTH	From over DAWGG on GOE R-291 to FNCHR, then on heading 112^. EXPECT RADAR vectors to final approach course.

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KMEM/MEM MEMPHIS INTL

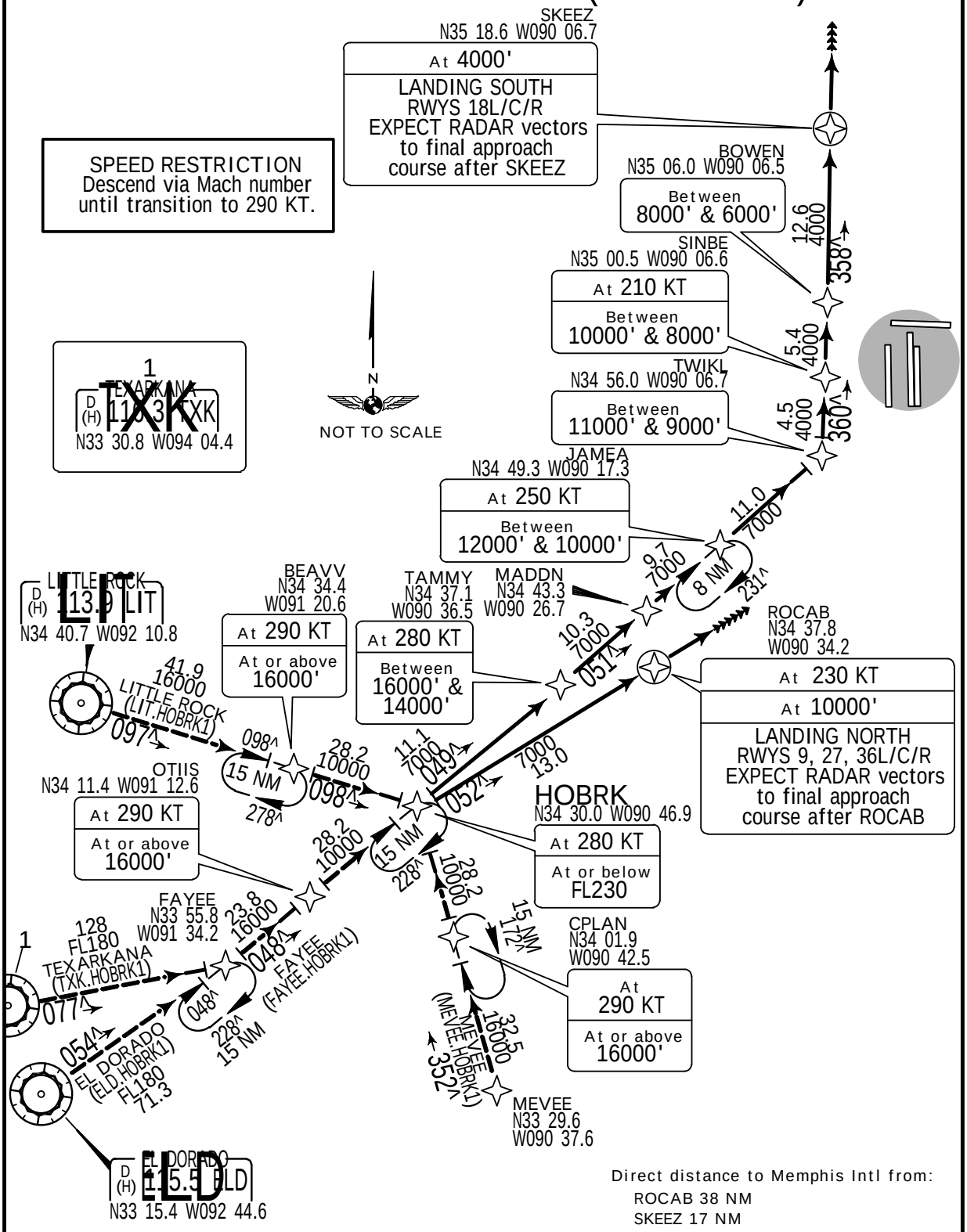
JEPPESEN

31 JAN 14 (10-2D) .Eff.6.Feb.

MEMPHIS, TENN .RNAV.STAR.

D-ATIS	Apt Elev	
127.75	341'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojet aircraft only. 5. EXPECT to receive landing direction (NORTH/SOUTH) and "Descend via" clearance from Memphis Center. Memphis Approach will assign landing runway. 6. Landing SOUTH indicates Rwys 18L/C/R. Landing NORTH indicates Rwys 9, 27, 36L/C/R.

HOBRK ONE RNAV ARRIVAL (HOBRK.HOBRK1)



RWY	ROUTING
(NORTH) 9, 27, 36L/C/R	From over HOBRK track 052^ to ROCAB, then track 052^. EXPECT RADAR vectors to final approach course.
(SOUTH) 18L/C/R	From over HOBRK track 049^ to TAMMY, then track 051^ to MADDN, JAMEA and then TWIKL, then track 360^ to SINBE and BOWEN, then track 358^ to SKEEZ, then

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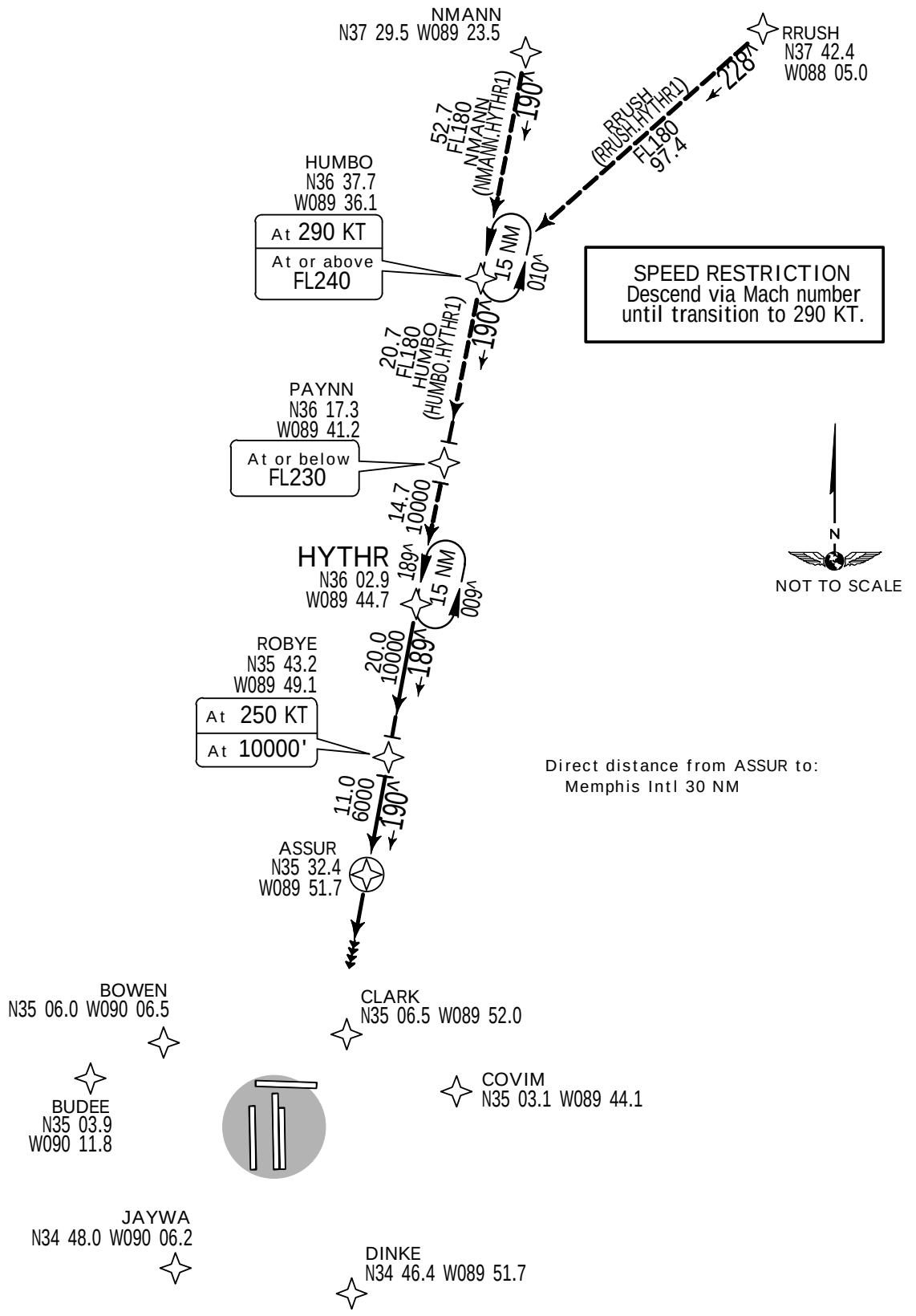
KMEM/MEM
MEMPHIS INTL

JEPPESEN
31 JAN 14 (10-2E) .Eff.6.Feb.

MEMPHIS, TENN
.RNAV.STAR.

D-ATIS	Apt Elev	
127.75	341'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojet aircraft only. 5. Assigned by ATC only.

HYTHR ONE RNAV ARRIVAL (HYTHR.HYTHR1)



ROUTING

From over HYTHR track 189^ to ROBYE, then track 190^ to ASSUR, then track 190^. EXPECT

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KMEM/MEM MEMPHIS INTL

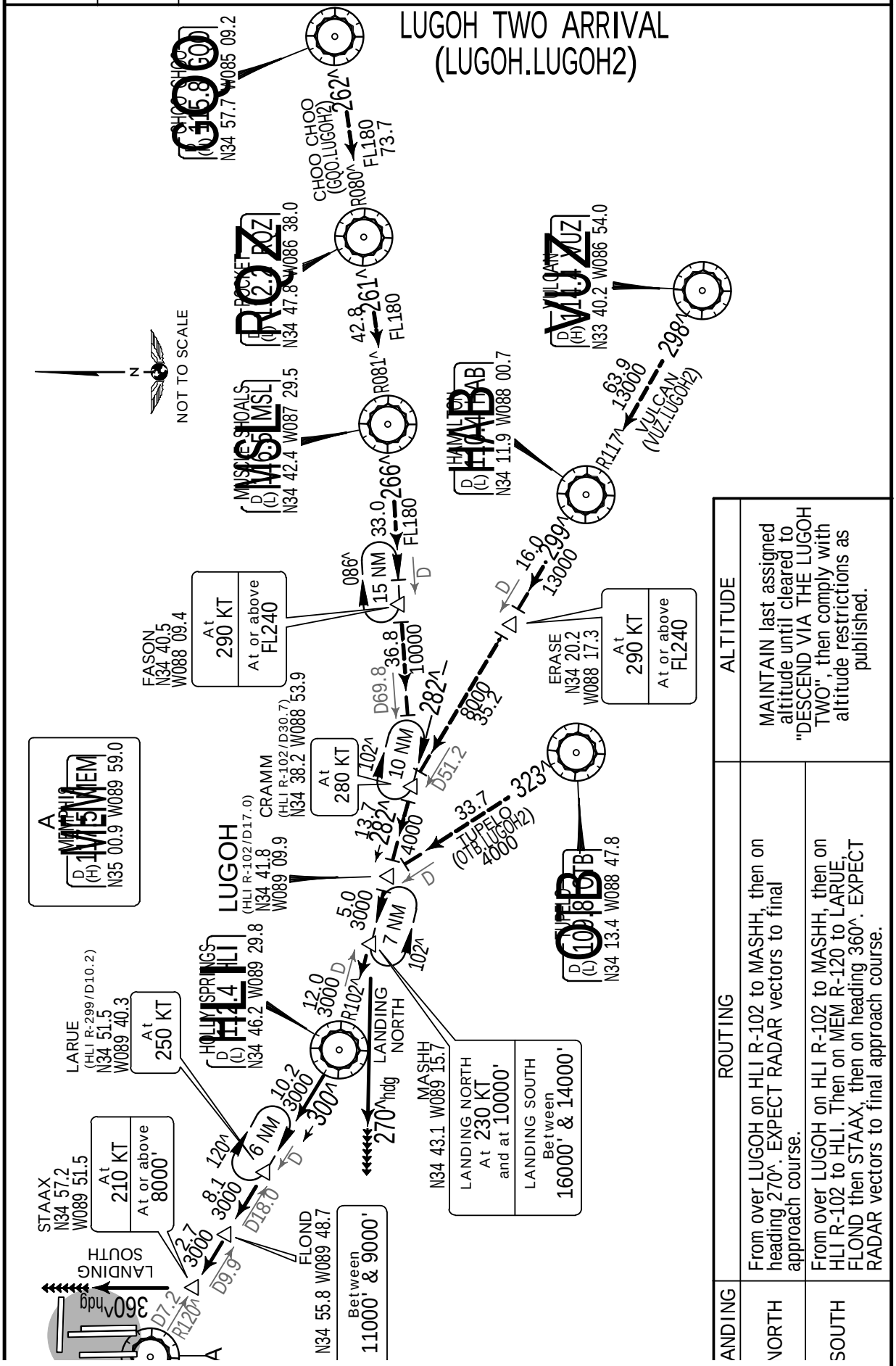
JEPPESEN 23 MAY 14 (10-2F) .Eff.29.May.

MEMPHIS, TENN .STAR.

D-ATIS	Apt Elev
127.75	341'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME and RADAR required.
2. Procedure not available for RNAV capable turbojets.
3. RNAV capable turbojets must file the VANZE RNAV STAR.

LUGOH TWO ARRIVAL (LUGOH.LUGOH2)



ANDING	ROUTING	ALTITUDE
NORTH	From over LUGOH on HLI R-102 to MASHH, then on heading 270^. EXPECT RADAR vectors to final approach course.	MAINTAIN last assigned altitude until cleared to "DESCEND VIA THE LUGOH TWO", then comply with altitude restrictions as published.
SOUTH	From over LUGOH on HLI R-102 to MASHH, then on HLI R-102 to HLI. Then on MEM R-120 to LARUE, FLOND then STAAX, then on heading 360^. EXPECT RADAR vectors to final approach course.	

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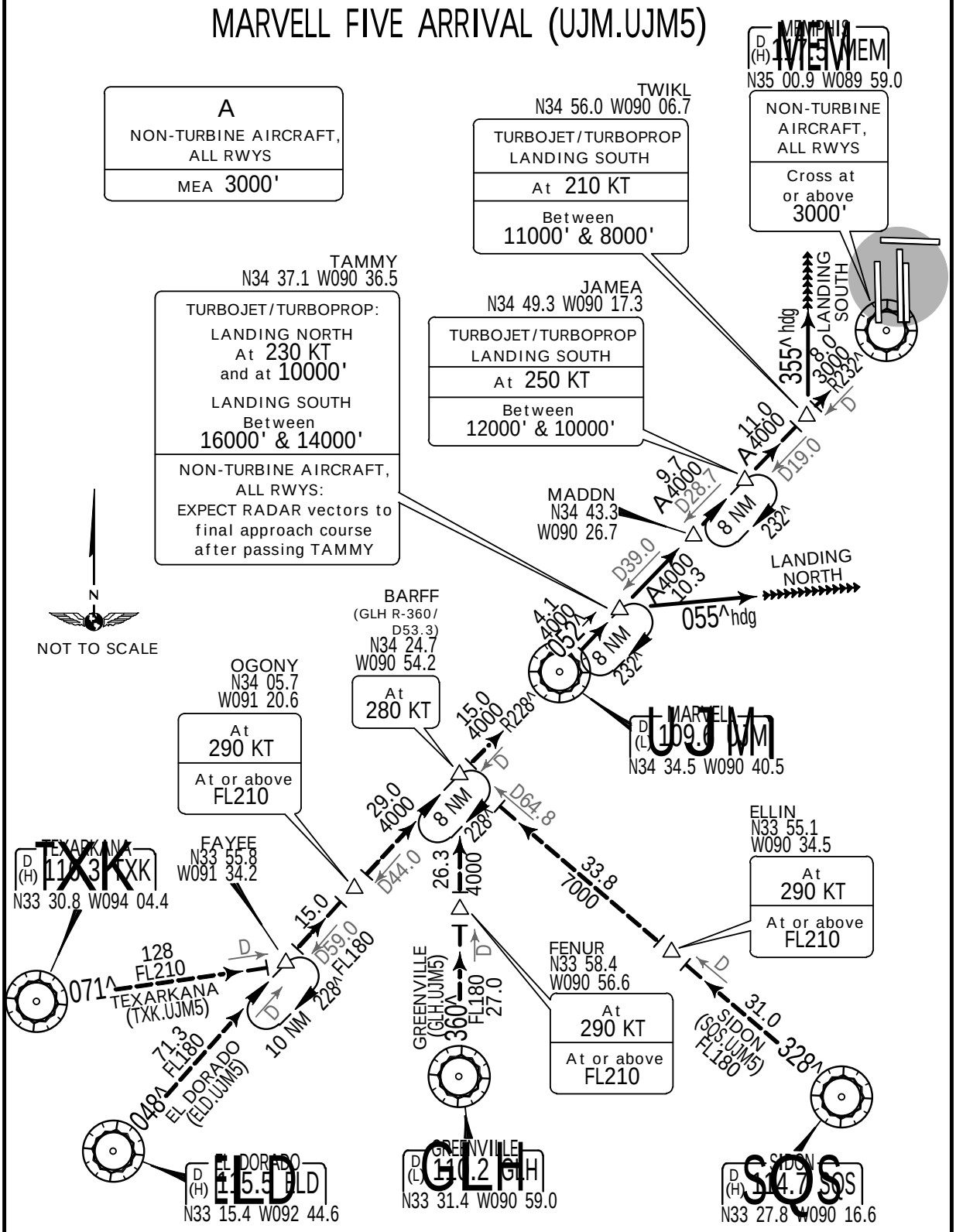
KMEM/MEM MEMPHIS INTL — MEMPHIS, TENN .STAR.

JEPPESEN
23 MAY 14 (10-2G) .Eff.29.May.

D-ATIS	Apt Elev	
127.75	341'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. DME and RADAR required. 2. Procedure not available for RNAV capable turbojets. 3. RNAV capable turbojets must file the HOBRK RNAV STAR.

MARVELL FIVE ARRIVAL (UJM.UJM5)



	ROUTING	ALTITUDE
TURBOJETS/ TURBOPROPS LANDING NORTH	From over UJM on MEM R-232 to TAMMY, then on heading 055^. EXPECT RADAR vectors to final approach course.	MAINTAIN last assigned altitude until cleared to "DESCEND VIA THE MARVELL FIVE", then comply with altitude restrictions as published.
TURBOJETS/ TURBOPROPS LANDING SOUTH	From over UJM on MEM R-232 to TAMMY, MADDN, JAMEA, then TWIKL, then on heading 355^. EXPECT RADAR vectors to final approach course.	
NON-TURBINE ALL RUNWAYS	From over UJM on MEM R-232 to MEM. EXPECT RADAR vectors to final approach course after	

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KMEM/MEM MEMPHIS INTL

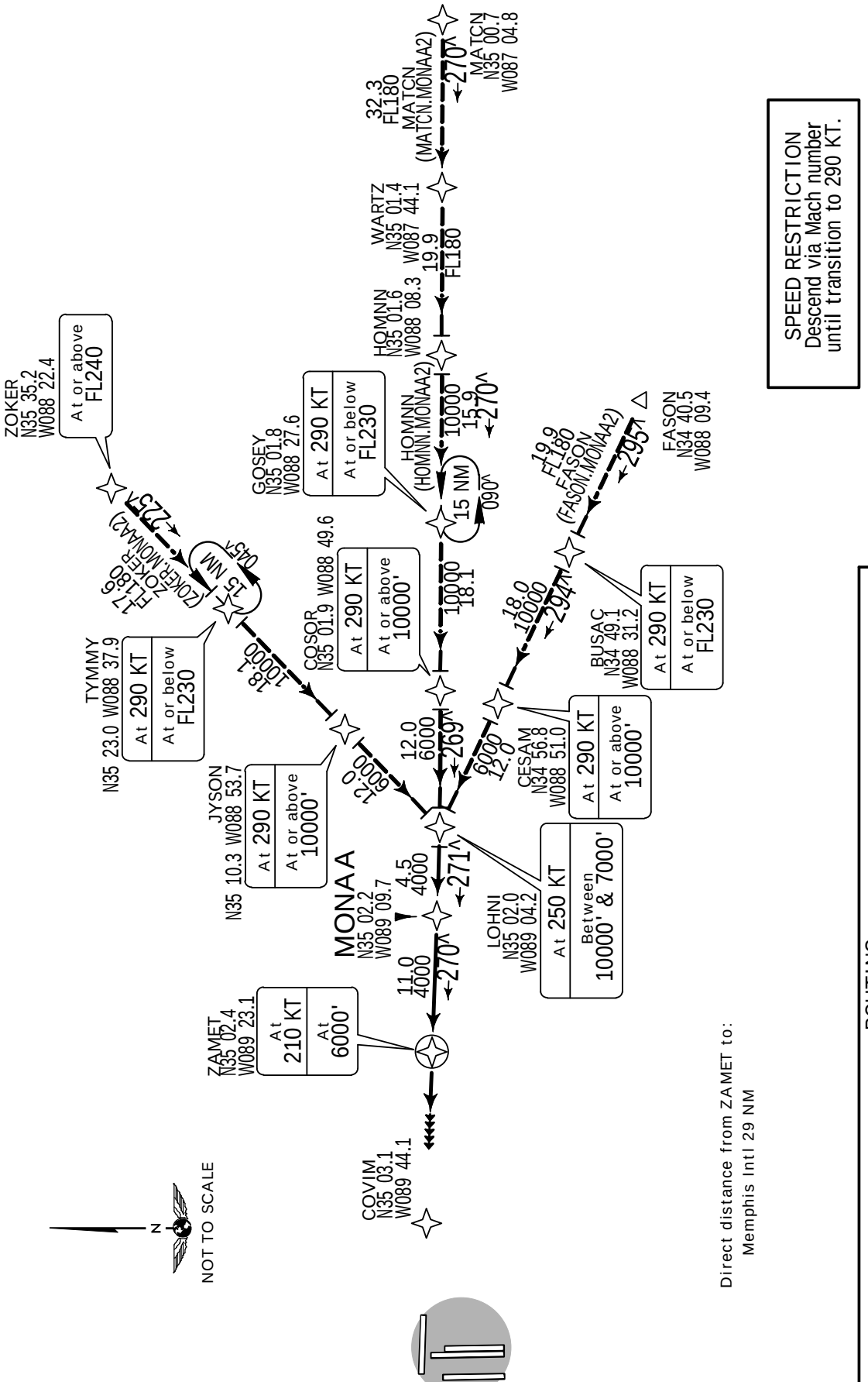
JEPPESEN 31 JAN 14 (10-2H) .Eff.6.Feb.

MEMPHIS, TENN .RNAV.STAR.

D-ATIS	Apt Elev
127.75	341'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
4. Turbojet aircraft only. 5. Assigned by ATC only.

MONAA TWO RNAV ARRIVAL (MONAA.MONAA2)



SPEED RESTRICTION
Descend via Mach number until transition to 290 KT.

ROUTING

om over LOHNI track 271^ to MONAA, then track 270^ to ZAMET, then track 270^.
XPECT RADAR vectors to final approach course.

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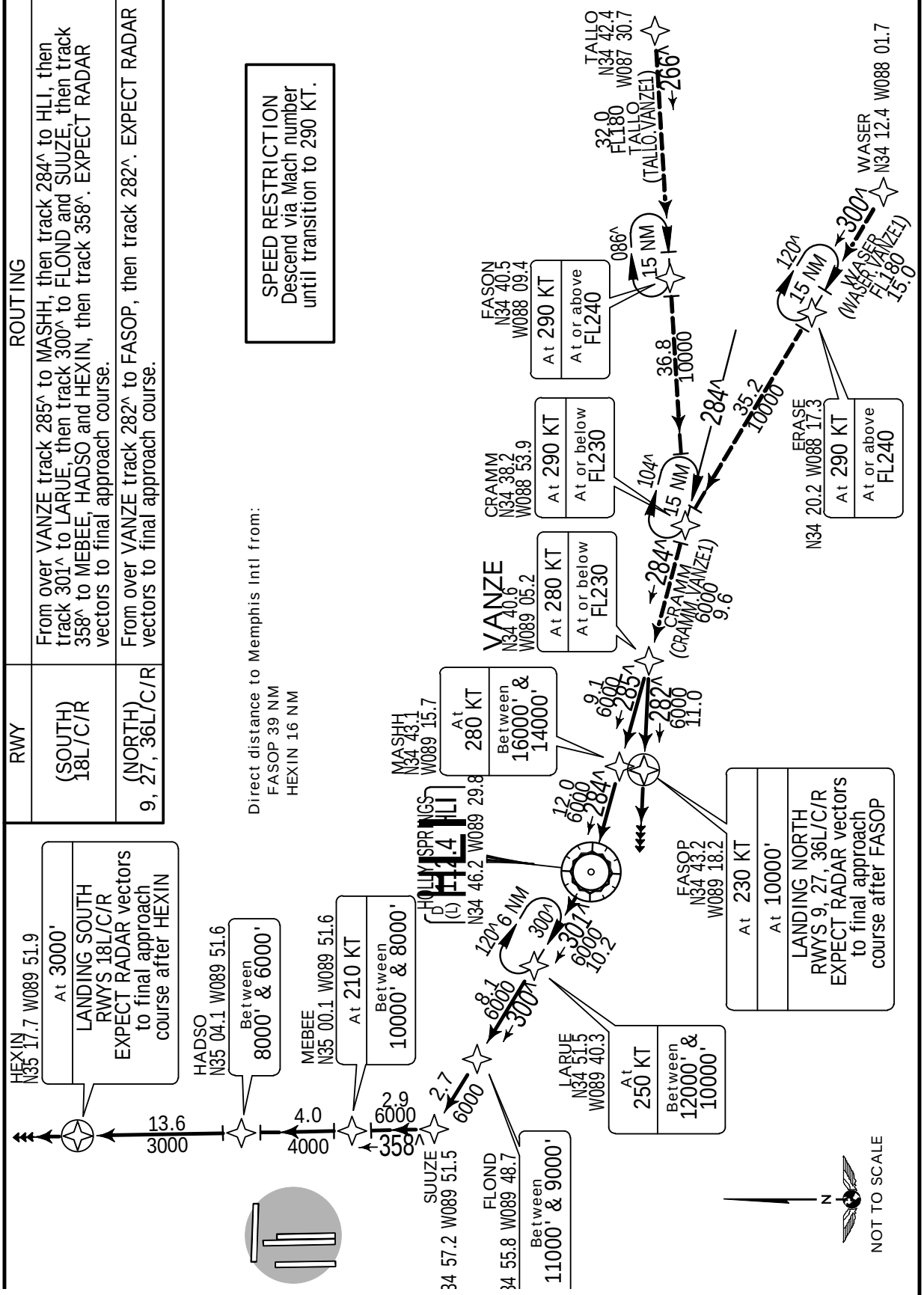
D-ATIS	Apt Elev	
127.75	341'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. Turbojet aircraft only. 5. EXPECT to receive landing direction (NORTH/SOUTH) and "Descend via" clearance from Memphis Center. Memphis Approach will assign landing runway. 6. Landing SOUTH indicates Rwys 18L/C/R. Landing NORTH indicates Rwys 9, 27, 36L/C/R.

VANZE ONE RNAV ARRIVAL (VANZE.VANZE1)

RWY	ROUTING
(SOUTH) 18L/C/R	From over VANZE track 285^ to MASHH, then track 284^ to HLI, then track 301^ to LARUE, then track 300^ to FLOND and SUUZE, then track 358^ to MEBEE, HADSO and HEXIN, then track 358^. EXPECT RADAR vectors to final approach course.
(NORTH) 9, 27, 36L/C/R	From over VANZE track 282^ to FASOP, then track 282^. EXPECT RADAR vectors to final approach course.



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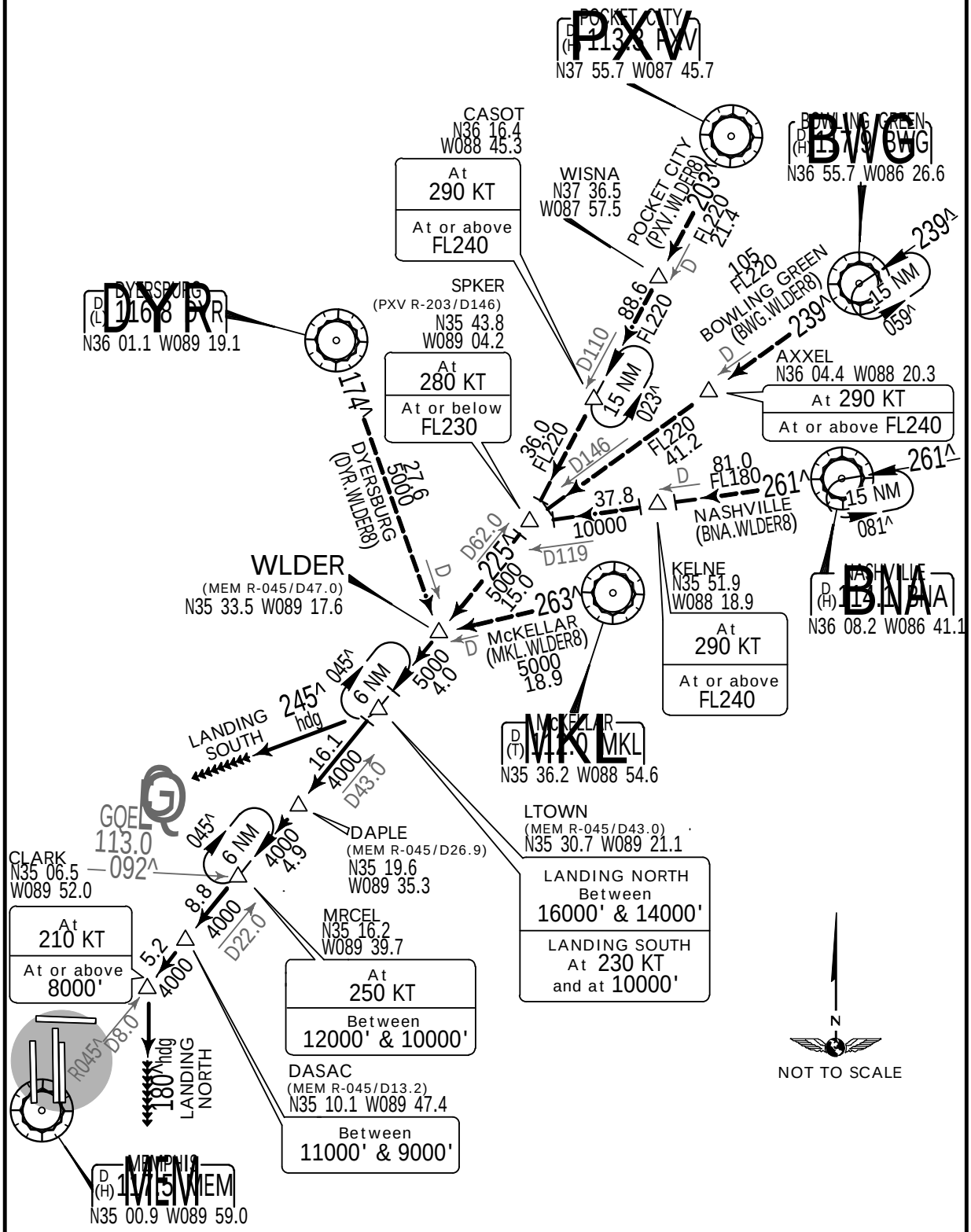
KMEM/MEM MEMPHIS INTL — MEMPHIS, TENN .STAR.

JEPPESEN 23 MAY 14 (10-2K) .Eff.29.May.

D-ATIS	Apt Elev	
127.75	341'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. DME and RADAR required. 2. Procedure not available for RNAV capable turbojets. 3. RNAV capable turbojets must file the BLUZZ RNAV STAR.

WLDER EIGHT ARRIVAL (WLDER.WLDER8)



LANDING	ROUTING	ALTITUDE
NORTH	From over WLDER on MEM R-045 to LTOWN, DAPLE, MRCEL, DASAC and then CLARK, then on heading 180^. EXPECT RADAR vectors to final approach course.	MAINTAIN last assigned altitude until cleared to "DESCEND VIA THE WLDER EIGHT", then comply with altitude restrictions as published.
SOUTH	From over WLDER via MEM R-045 to LTOWN, then on heading 245^. EXPECT RADAR vectors to final	

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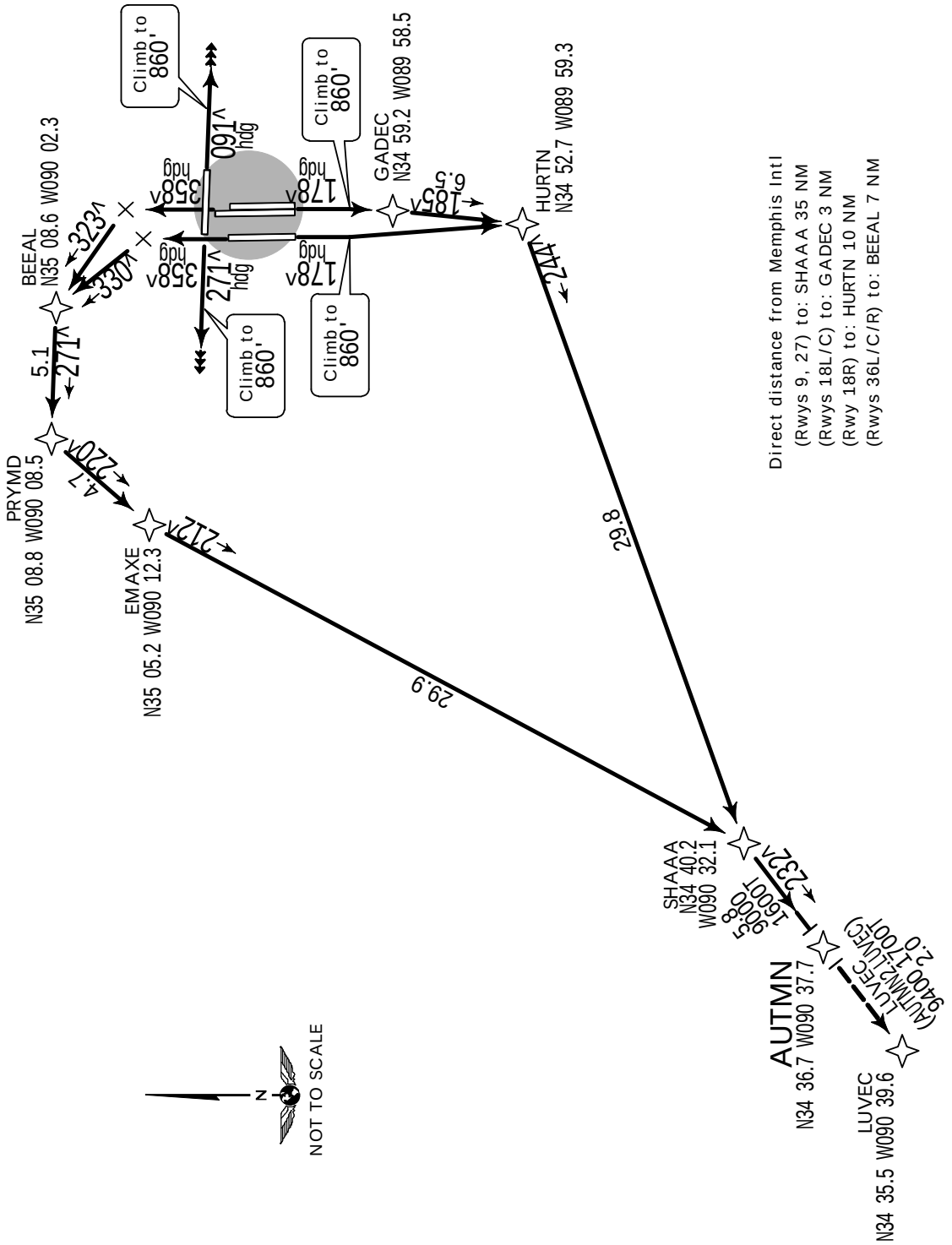
MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Procedure authorized 0200-0600 local only. 8. Accelerate to 250 KT, if unable advise ATC. 9. If unable to accept climb rates, advise ATC on initial contact.

AUTMN TWO RNAV DEPARTURE
(AUTMN2.AUTMN)

For Procedure Text, Take-off Minimums and Obstacles see 10-3-1



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AUTMN TWO RNAV DEPARTURE (AUTMN2.AUTMN)

For Procedure Graphic see 10-3

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to SHAAA, then on depicted route to AUTMN.
18L/C	Climb heading 178^ to 860', then direct GADEC, then on depicted route to AUTMN.
18R	Climb heading 178^ to 860', then direct HURTN, then on depicted route to AUTMN.
27	Climb heading 271^ to 860^, then continue climb on heading 271^. EXPECT vectors to SHAAA, then on depicted route to AUTMN.
36L	Climb heading 358^ to intercept course 330^ to BEEAL, then on depicted route to AUTMN.
36C/R	Climb heading 358^ to intercept course 323^ to BEEAL, then on depicted route to AUTMN.

ROUTING

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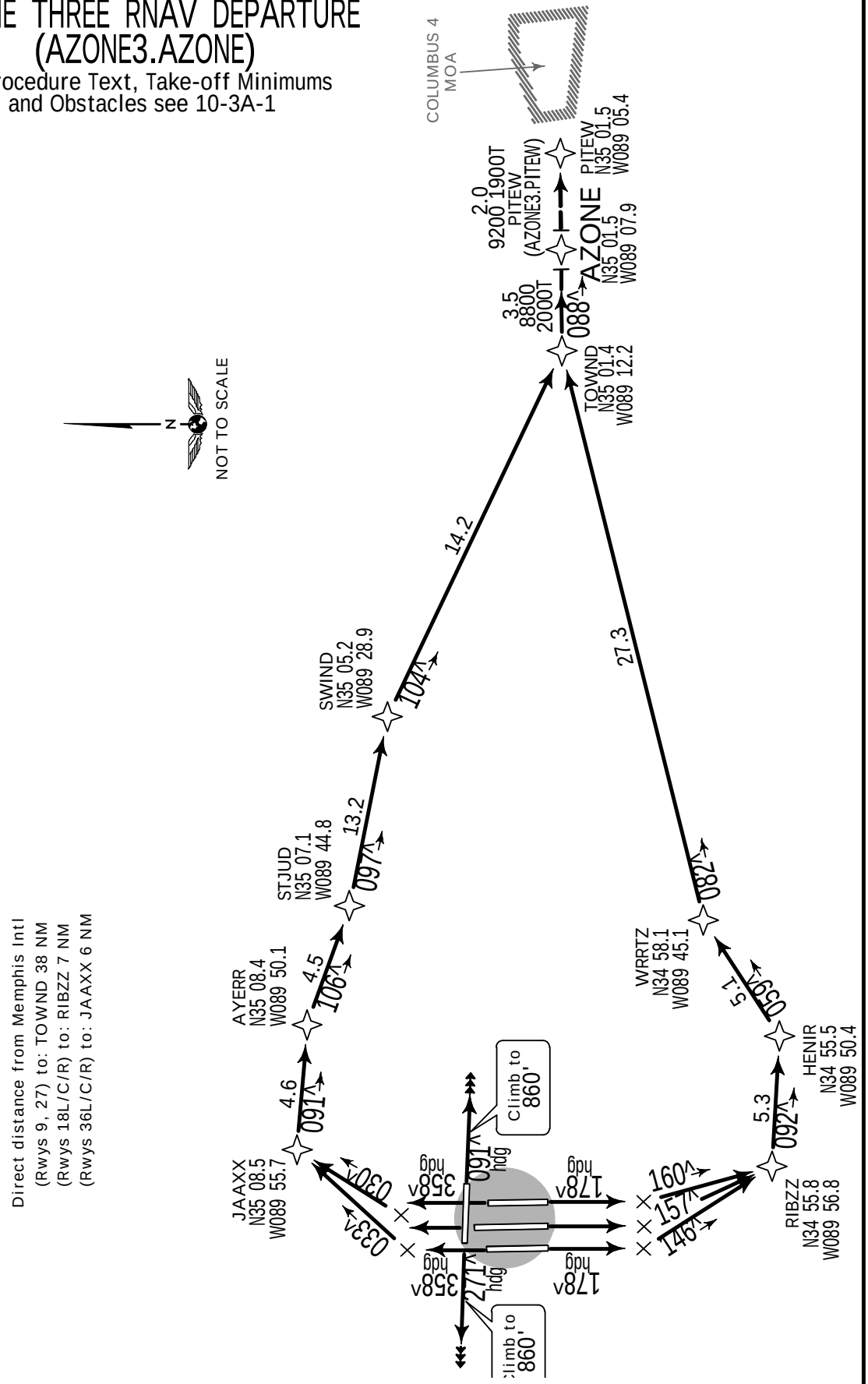
MEMPHIS Departure (R)	Apt Elev	
124.15	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Procedure not authorized when COLUMBUS 4 MOA active. 8. Accelerate to 250 KT, if unable advise ATC. 9. If unable to accept climb rates, advise ATC on initial contact.

AZONE THREE RNAV DEPARTURE (AZONE3.AZONE)

For Procedure Text, Take-off Minimums and Obstacles see 10-3A-1



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AZONE THREE RNAV DEPARTURE (AZONE3.AZONE)

For Procedure Graphic see 10-3A

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to TOWND, then on depicted route to AZONE.
18L	Climb heading 178^ to intercept course 160^ to RIBZZ, then on depicted route to AZONE.
18C	Climb heading 178^ to intercept course 157^ to RIBZZ, then on depicted route to AZONE.
18R	Climb heading 178^ to intercept course 146^ to RIBZZ, then on depicted route to AZONE.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to TOWND, then on depicted route to AZONE.
36L	Climb heading 358^ to intercept course 033^ to JAAXX, then on depicted route to AZONE.
36C/R	Climb heading 358^ to intercept course 030^ to JAAXX, then on depicted route to AZONE.

ROUTING

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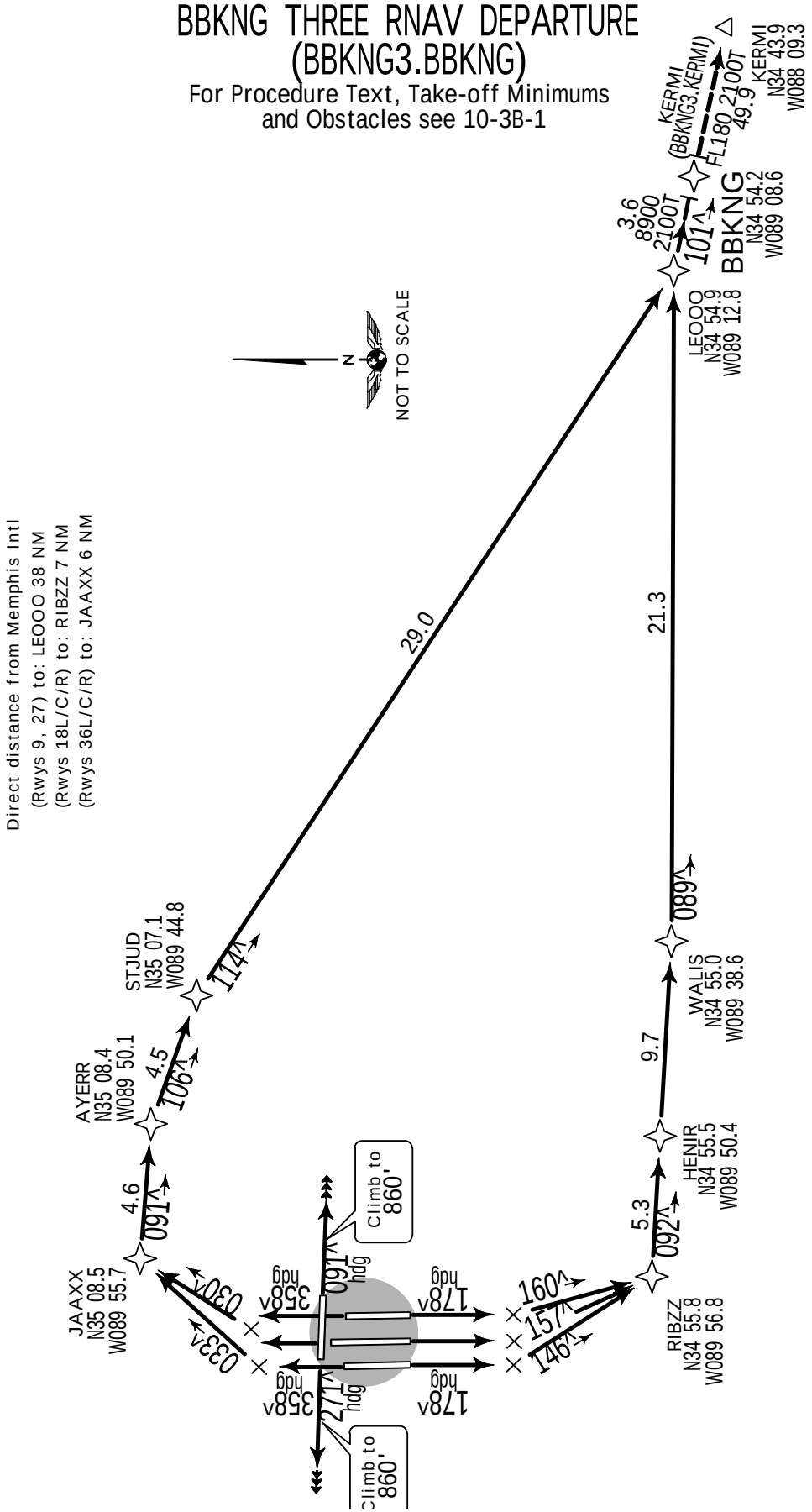
MEMPHIS Departure (R) 124.15	Apt Elev 341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Accelerate to 250 KT, if unable advise ATC. 8. If unable to accept climb rates, advise ATC on initial contact.

BBKNG THREE RNAV DEPARTURE (BBKNG3.BBKNG)

For Procedure Text, Take-off Minimums and Obstacles see 10-3B-1



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BBKNG THREE RNAV DEPARTURE (BBKNG3.BBKNG)

For Procedure Graphic see 10-3B

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to LEOOO, then on depicted route to BBKNG.
18L	Climb heading 178^ to intercept course 160^ to RIBZZ, then on depicted route to BBKNG.
18C	Climb heading 178^ to intercept course 157^ to RIBZZ, then on depicted route to BBKNG.
18R	Climb heading 178^ to intercept course 146^ to RIBZZ, then on depicted route to BBKNG.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to LEOOO, then on depicted route to BBKNG.
36L	Climb heading 358^ to intercept course 033^ to JAAXX, then on depicted route to BBKNG.
36C/R	Climb heading 358^ to intercept course 030^ to JAAXX, then on depicted route to BBKNG.

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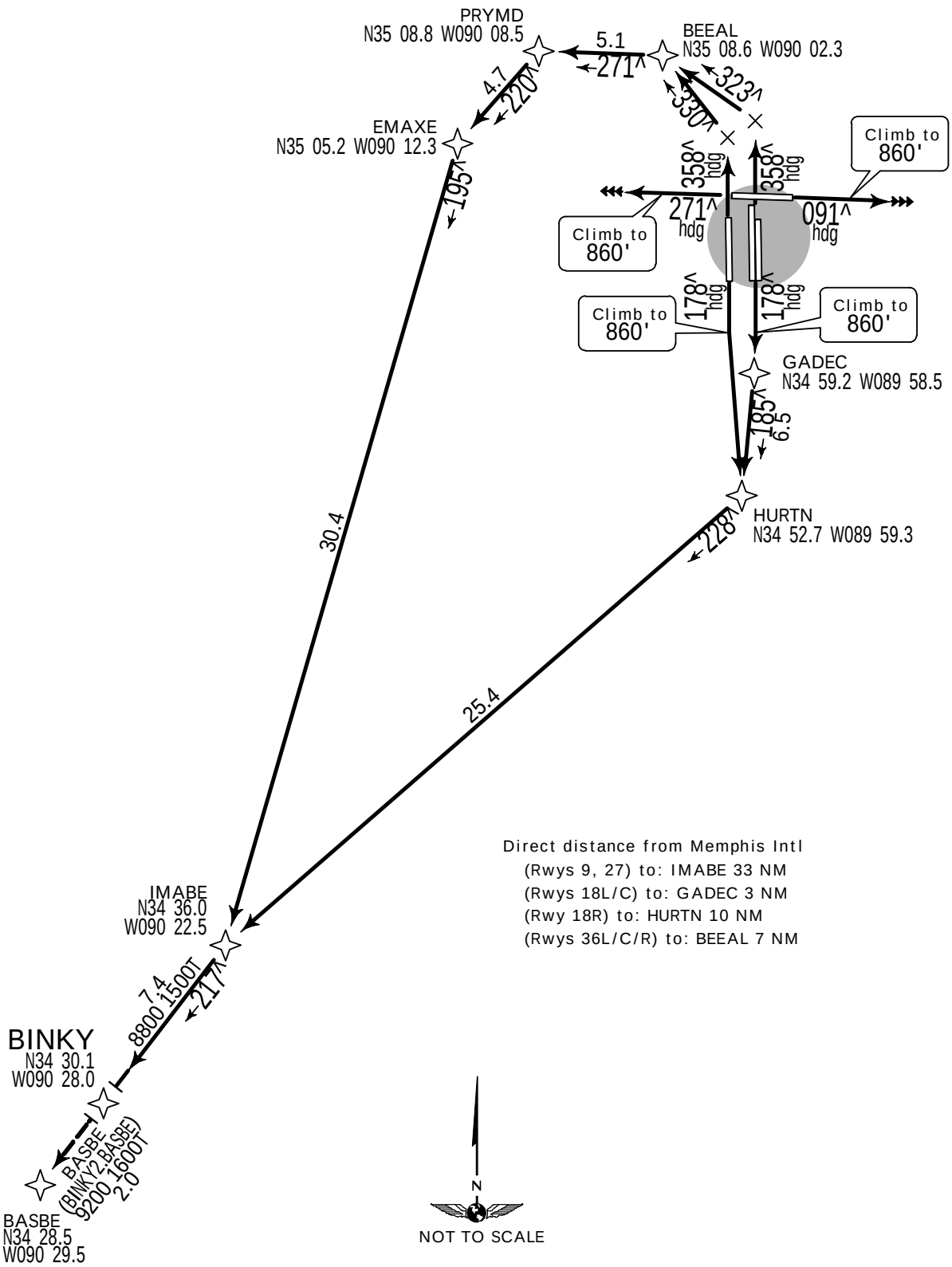
MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Procedure authorized 0200-0600 local only. 8. Accelerate to 250 KT, if unable advise ATC. 9. If unable to accept climb rates, advise ATC on initial contact.

BINKY TWO RNAV DEPARTURE
(BINKY2.BINKY)

For Procedure Text, Take-off Minimums and Obstacles see 10-3C-1



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BINKY TWO RNAV DEPARTURE
(BINKY2.BINKY)

For Procedure Graphic see 10-3C

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to IMABE, then on depicted route to BINKY.
18L/C	Climb heading 178^ to 860', then direct GADEC, then on depicted route to BINKY.
18R	Climb heading 178^ to 860', then direct to HURTN, then on depicted route to BINKY.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to IMABE, then on depicted route to BINKY.
36L	Climb heading 358^ to intercept course 330^ to BEEAL, then on depicted route to BINKY.
36C/R	Climb heading 358^ to intercept course 323^ to BEEAL, then on depicted route to BINKY.

ROUTING

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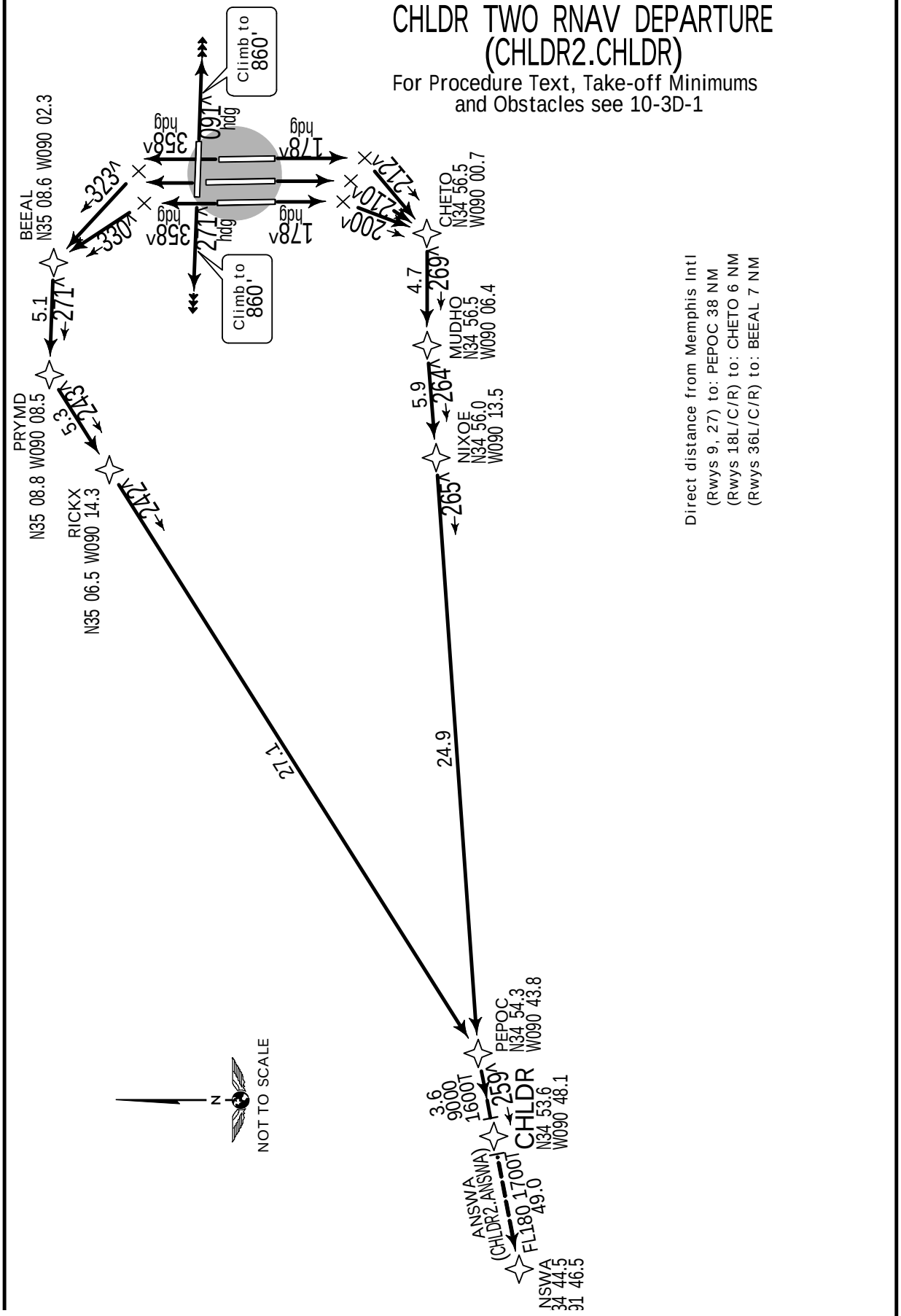
MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Accelerate to 250 KT, if unable advise ATC. 8. If unable to accept climb rates, advise ATC on initial contact.

CHLDR TWO RNAV DEPARTURE (CHLDR2.CHLDR)

For Procedure Text, Take-off Minimums and Obstacles see 10-3D-1



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CHLDR TWO RNAV DEPARTURE
(CHLDR2.CHLDR)

For Procedure Graphic see 10-3D

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to PEPOC, then on depicted route to CHLDR.
18L	Climb heading 178^ to intercept course 212^ to CHETO, then on depicted route to CHLDR.
18C	Climb heading 178^ to intercept course 210^ to CHETO, then on depicted route to CHLDR.
18R	Climb heading 178^ to intercept course 200^ to CHETO, then on depicted route to CHLDR.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to PEPOC, then on depicted route to CHLDR.
36L	Climb heading 358^ to intercept course 330^ to BEEAL, then on depicted route to CHLDR.
36C/R	Climb heading 358^ to intercept course 323^ to BEEAL, then on depicted route to CHLDR.

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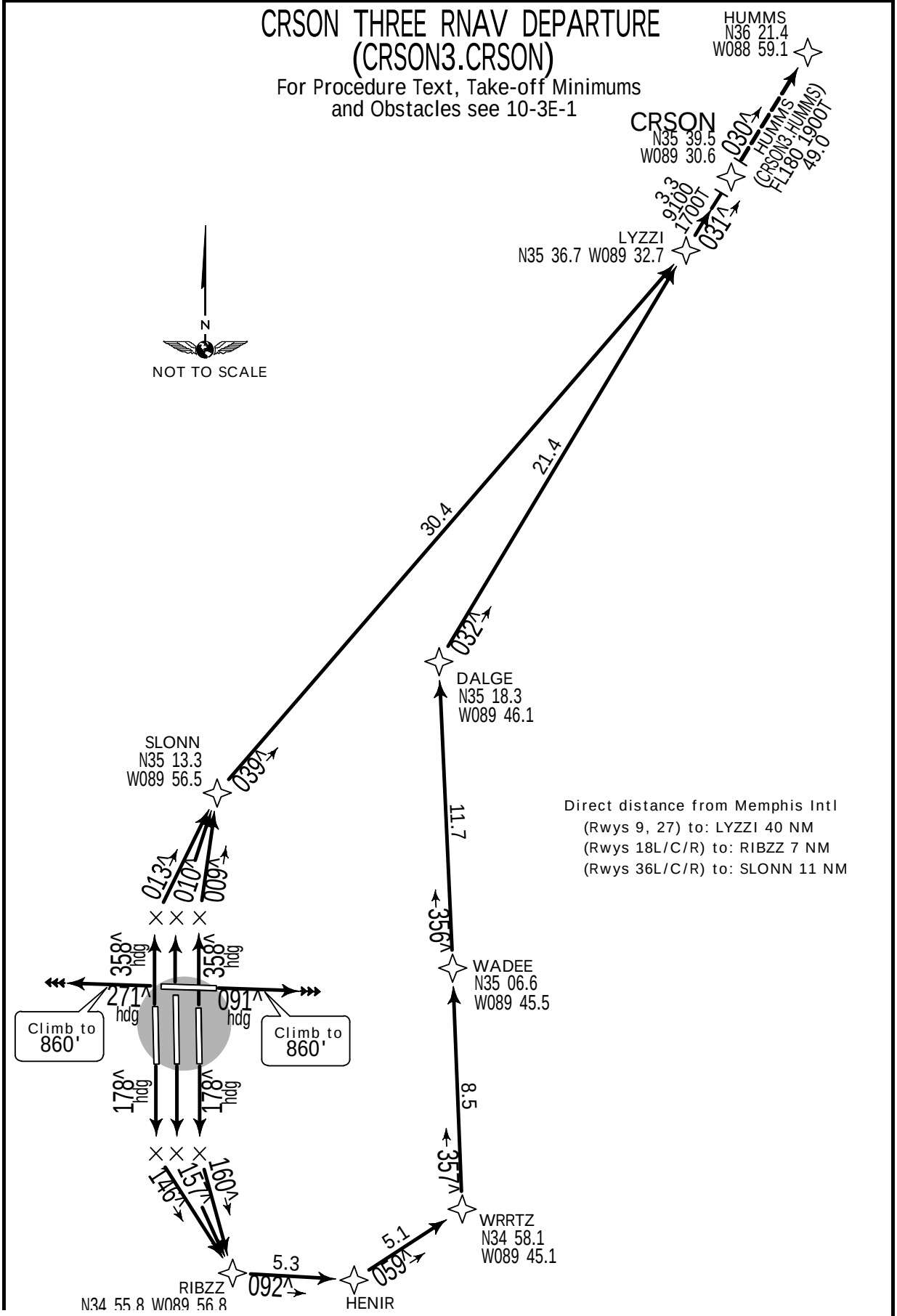
124.15	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Accelerate to 250 KT, if unable advise ATC. 8. If unable to accept climb rates, advise ATC on initial contact.

CRSON THREE RNAV DEPARTURE (CRSON3.CRSON)

For Procedure Text, Take-off Minimums and Obstacles see 10-3E-1



Direct distance from Memphis Intl
(Rwys 9, 27) to: LYZZI 40 NM
(Rwys 18L/C/R) to: RIBZZ 7 NM
(Rwys 36L/C/R) to: SLONN 11 NM

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CRSON THREE RNAV DEPARTURE (CRSON3.CRSON)

For Procedure Graphic see 10-3E

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to LYZZI, then on depicted route to CRSON.
18L	Climb heading 178^ to intercept course 160^ to RIBZZ, then on depicted route to CRSON.
18C	Climb heading 178^ to intercept course 157^ to RIBZZ, then on depicted route to CRSON.
18R	Climb heading 178^ to intercept course 146^ to RIBZZ, then on depicted route to CRSON.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to LYZZI, then on depicted route to CRSON.
36L	Climb heading 358^ to intercept course 013^ to SLONN, then on depicted route to CRSON.
36C	Climb heading 358^ to intercept course 010^ to SLONN, then on depicted route to CRSON.
36R	Climb heading 358^ to intercept course 009^ to SLONN, then on depicted route to CRSON.

ROUTING

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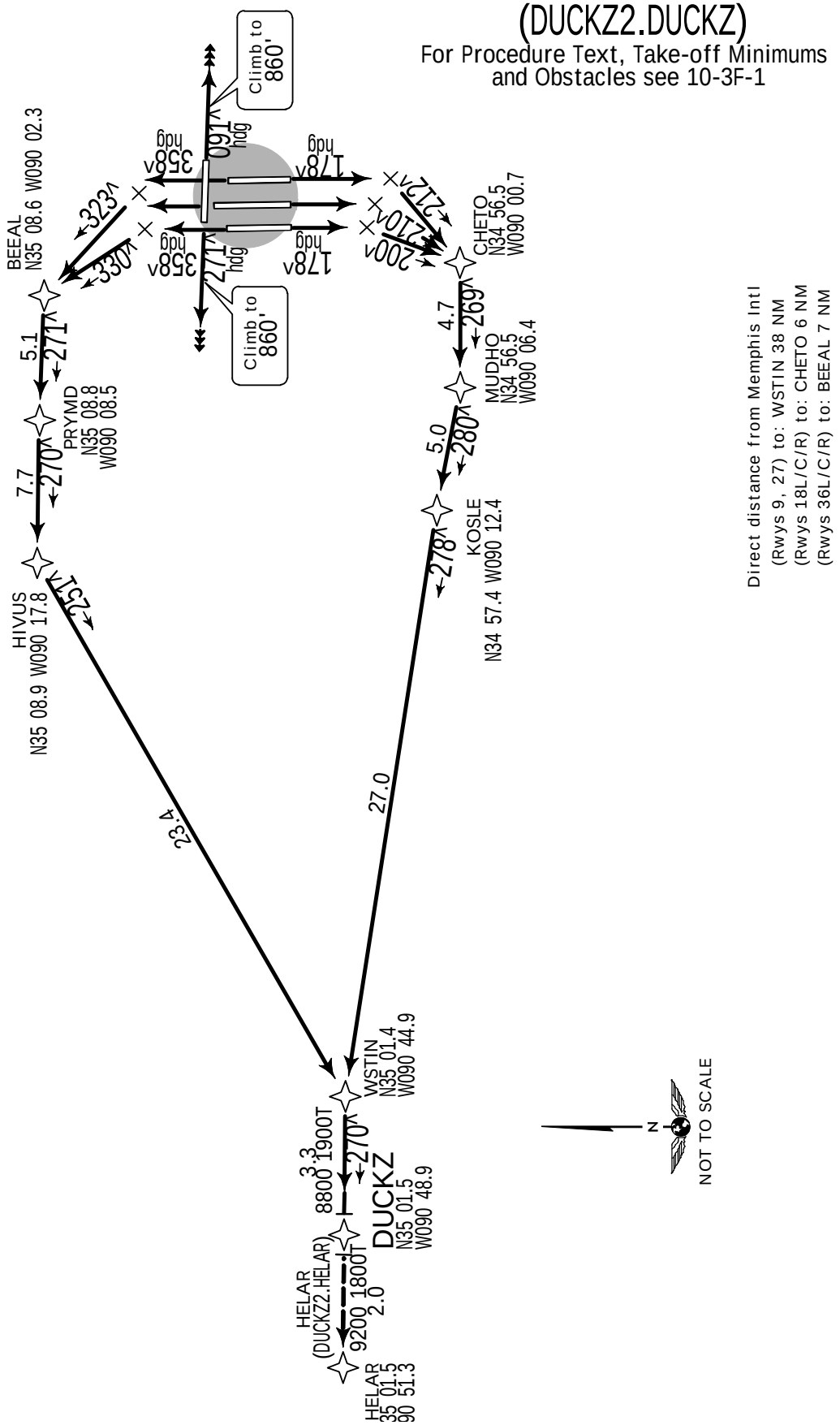
MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Accelerate to 250 KT, if unable advise ATC. 8. If unable to accept climb rates, advise ATC on initial contact.

DUCKZ TWO RNAV DEPARTURE (DUCKZ2.DUCKZ)

For Procedure Text, Take-off Minimums and Obstacles see 10-3F-1



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DUCKZ TWO RNAV DEPARTURE (DUCKZ2.DUCKZ)

For Procedure Graphic see 10-3F

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to WSTIN, then on depicted route to DUCKZ.
18L	Climb heading 178^ to intercept course 212^ to CHETO, then on depicted route to DUCKZ.
18C	Climb heading 178^ to intercept course 210^ to CHETO, then on depicted route to DUCKZ.
18R	Climb heading 178^ to intercept course 200^ to CHETO, then on depicted route to DUCKZ.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to WSTIN, then on depicted route to DUCKZ.
36L	Climb heading 358^ to intercept course 330^ to BEEAL, then on depicted route to DUCKZ.
36C/R	Climb heading 358^ to intercept course 323^ to BEEAL, then on depicted route to DUCKZ.

ROUTING

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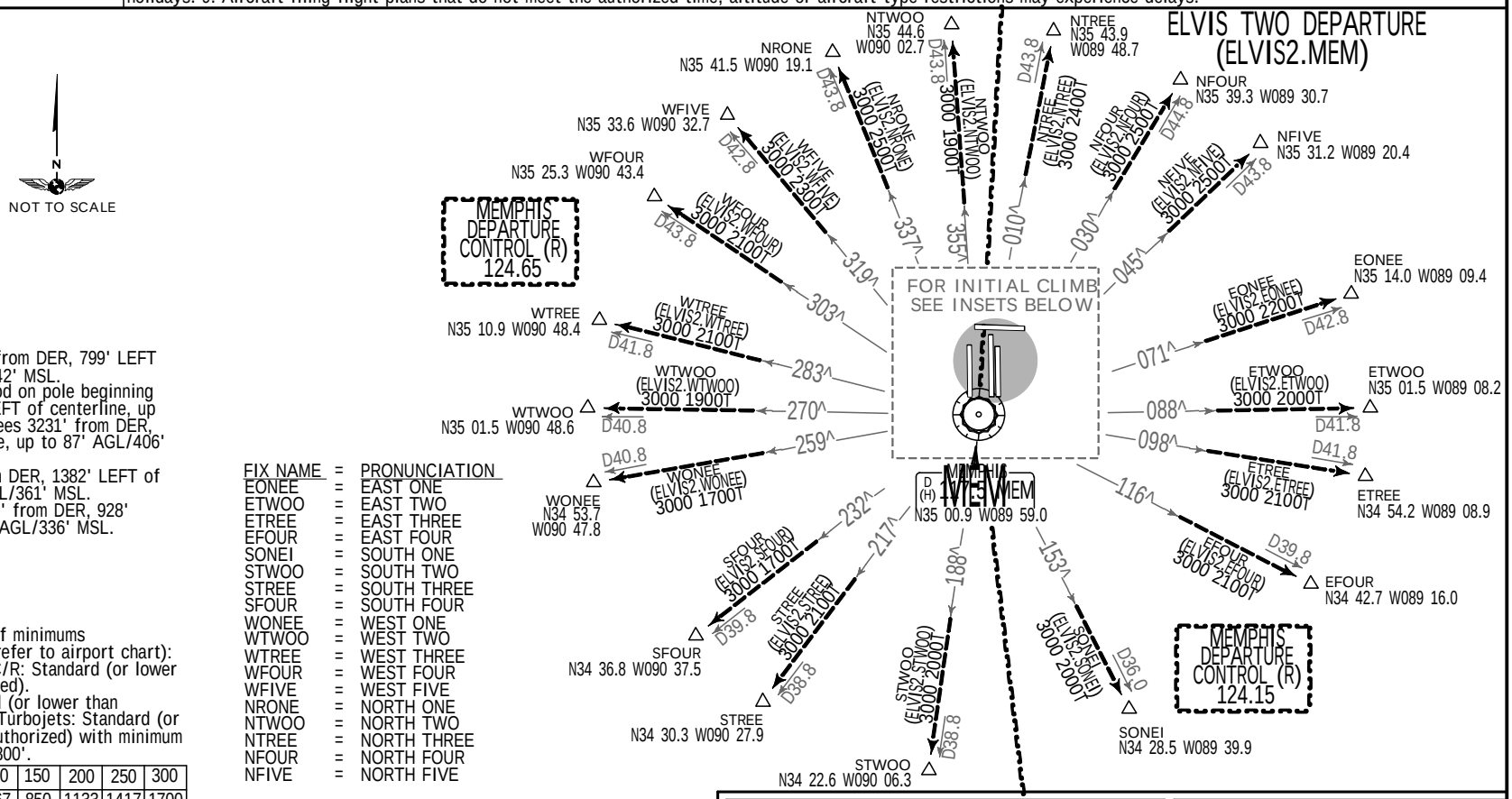
KMEM/MEM
MEMPHIS INTL

JEPPESEN MEMPHIS, TENN
6 DEC 13 (10-3G) .Eff.12.Dec. .SID.

FOR DEPARTURE CONTROL FREQ. SEE GRAPHIC	Apt Elev 341'	Trans level: FL180 Trans alt: 18000'	1. DME and RADAR required. 2. Make no turns below 800'. 3. Turbojet aircraft accelerate to 250 KIAS immediately until reaching 10000', if unable advise ATC. 4. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 5. NFIVE, EFOUR, STREE, SFOUR, WFOUR and WFIVE transitions authorized 0200 - 0600 local only. 6. ETWOO and WTREE transitions restricted to aircraft requesting 9000' or below, sunrise-sunset, Monday-Friday. Restrictions do not apply on weekday nights, weekends or holidays. 7. NRONE transition restricted to prop/turboprop aircraft requesting 14000' or below. Restriction does not apply 0200-0600 local. 8. SONEI transition restricted to aircraft requesting 7000' or below, sunrise to sunset, Monday-Friday. Restrictions do not apply on weekday nights, weekends, or holidays. 9. Aircraft filing flight plans that do not meet the authorized time, altitude or aircraft type restrictions may experience delays.

ELVIS TWO DEPARTURE (ELVIS2.MEM)



OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

FIX NAME	=	PRONUNCIATION
EONEE	=	EAST ONE
ETWOO	=	EAST TWO
ETREE	=	EAST THREE
EFOUR	=	EAST FOUR
SONEI	=	SOUTH ONE
STWOO	=	SOUTH TWO
STREE	=	SOUTH THREE
SFOUR	=	SOUTH FOUR
WONEE	=	WEST ONE
WTWOO	=	WEST TWO
WTREE	=	WEST THREE
WFOUR	=	WEST FOUR
WFIVE	=	WEST FIVE
NRONE	=	NORTH ONE
NTWOO	=	NORTH TWO
NTREE	=	NORTH THREE
NFOUR	=	NORTH FOUR
NFIVE	=	NORTH FIVE

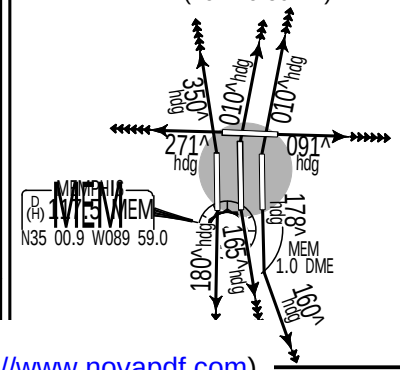
This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized).
Rwy 18L: Props: Standard (or lower than standard, if authorized). Turbojets: Standard (or lower than standard, if authorized) with minimum climb of 340' per NM to 800'.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	850	1133	1417	1700

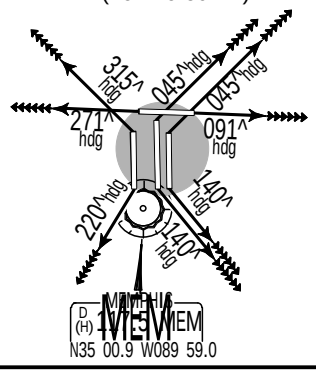
RWY	INITIAL CLIMB	ALTITUDE
9	All aircraft: Climb heading 091^, or as assigned by ATC.	JET AIRCRAFT: MAINTAIN 5000' (or requested altitude if lower) PROP AIRCRAFT: MAINTAIN 3000'
18L	Turbojet aircraft: Climb heading 178^ to MEM 1.0 DME SOUTH of MEM, then turn LEFT heading 160^, or as assigned by ATC. Non-Turbojet aircraft: Climbing LEFT turn heading 140^, or as assigned by ATC.	
18C	Turbojet aircraft: Climb heading 165^, or as assigned by ATC. Non-Turbojet aircraft: Climbing LEFT turn heading 140^, or as assigned by ATC.	
18R	Turbojet aircraft: Climb heading 180^, or as assigned by ATC. Non-Turbojet aircraft: Climbing RIGHT turn heading 220^, or as assigned by ATC.	
27	All aircraft: Climb heading 271^, or as assigned by ATC.	
36L	Turbojet aircraft: Climb heading 350^, or as assigned by ATC. Non-Turbojet aircraft: Climbing LEFT turn heading 315^, or as assigned by ATC.	
36C/R	Turbojet aircraft: Climb heading 010^, or as assigned by ATC. Non-Turbojet aircraft: Climbing RIGHT turn heading 045^, or as assigned by ATC.	

ROUTING
EXPECT vectors to join assigned transition radial. Crossing the transition fix, continue on current heading

TURBOJET AIRCRAFT INITIAL CLIMB INSET (NOT TO SCALE)



NON-TURBOJET AIRCRAFT INITIAL CLIMB INSET (NOT TO SCALE)



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CHANGES: Procedure renumbered, revised.

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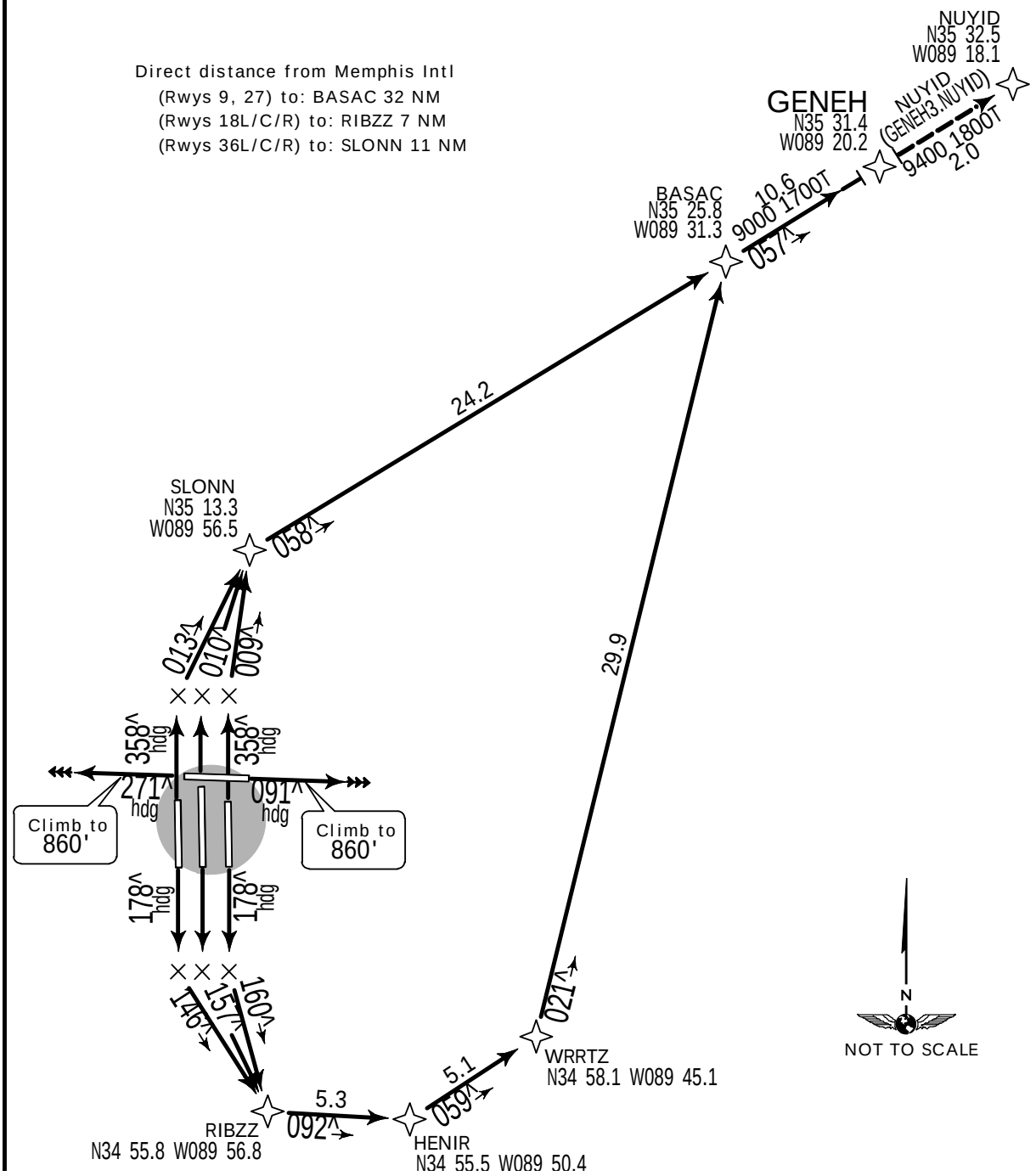
MEMPHIS Departure (R)	Apt Elev	
124.15	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Procedure authorized 0200-0600 local only. 8. Accelerate to 250 KT, if unable advise ATC. 9. If unable to accept climb rates, advise ATC on initial contact.

GENEH THREE RNAV DEPARTURE (GENEH3.GENEH)

For Procedure Text, Take-off Minimums and Obstacles see 10-3H-1



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GENEH THREE RNAV DEPARTURE (GENEH3.GENEH)

For Procedure Graphic see 10-3H

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to BASAC, then on depicted route to GENEH.
18L	Climb heading 178^ to intercept course 160^ to RIBZZ, then on depicted route to GENEH.
18C	Climb heading 178^ to intercept course 157^ to RIBZZ, then on depicted route to GENEH.
18R	Climb heading 178^ to intercept course 146^ to RIBZZ, then on depicted route to GENEH.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to BASAC, then on depicted route to GENEH.
36L	Climb heading 358^ to intercept course 013^ to SLONN, then on depicted route to GENEH.
36C	Climb heading 358^ to intercept course 010^ to SLONN, then on depicted route to GENEH.
36R	Climb heading 358^ to intercept course 009^ to SLONN, then on depicted route to GENEH.

ROUTING

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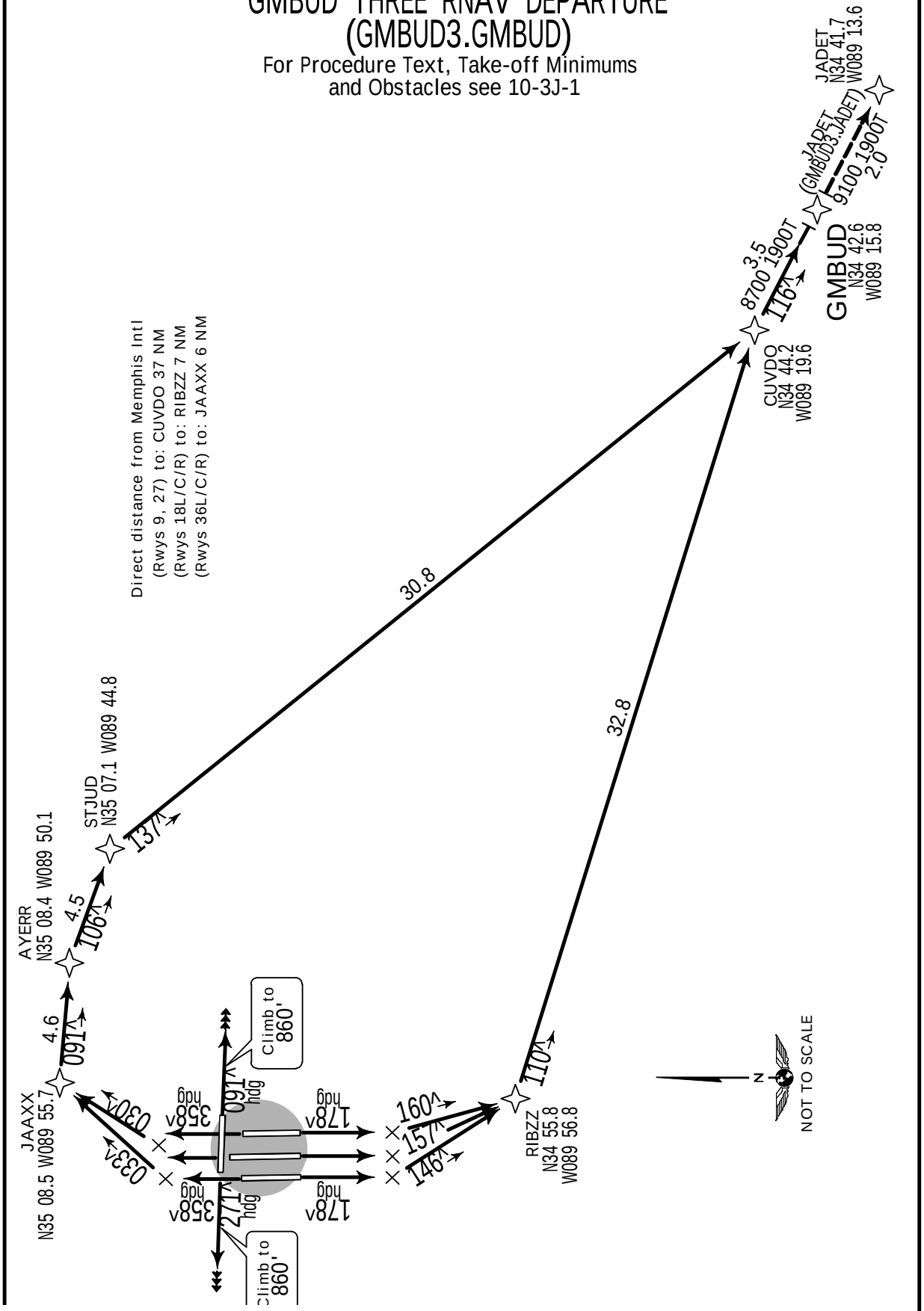
MEMPHIS Departure (R)	Apt Elev	
124.15	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Procedure authorized 0200-0600 local only. 8. Accelerate to 250 KT, if unable advise ATC. 9. If unable to accept climb rates, advise ATC on initial contact.

GMBUD THREE RNAV DEPARTURE (GMBUD3.GMBUD)

For Procedure Text, Take-off Minimums and Obstacles see 10-3J-1



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GMBUD THREE RNAV DEPARTURE (GMBUD3.GMBUD)

For Procedure Graphic see 10-3J

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to CUVDO, then on depicted route to GMBUD.
18L	Climb heading 178^ to intercept course 160^ to RIBZZ, then on depicted route to GMBUD.
18C	Climb heading 178^ to intercept course 157^ to RIBZZ, then on depicted route to GMBUD.
18R	Climb heading 178^ to intercept course 146^ to RIBZZ, then on depicted route to GMBUD.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to CUVDO, then on depicted route to GMBUD.
36L	Climb heading 358^ to intercept course 033^ to JAAXX, then on depicted route to GMBUD.
36C/R	Climb heading 358^ to intercept course 030^ to JAAXX, then on depicted route to GMBUD.

ROUTING

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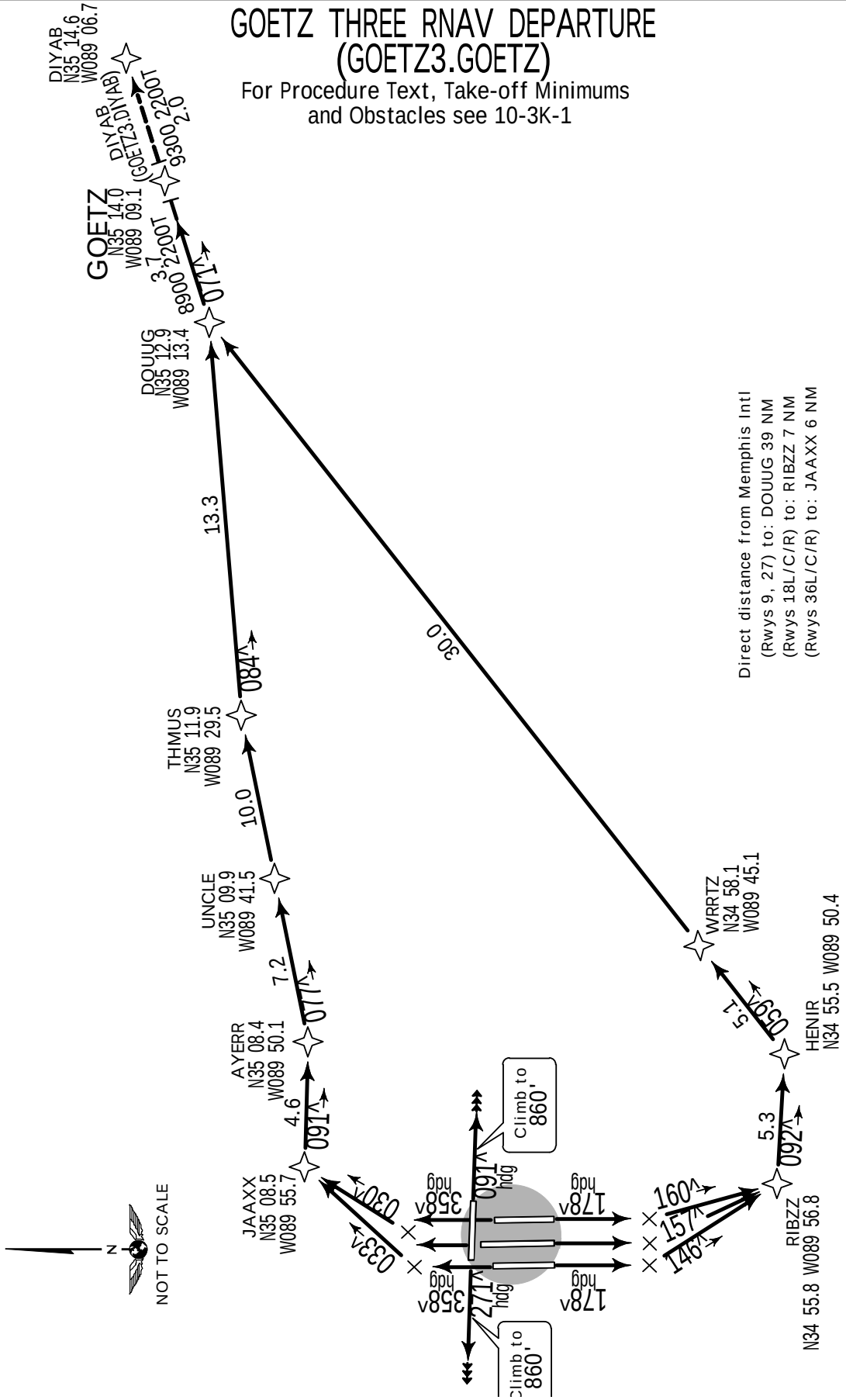
MEMPHIS Departure (R)	Apt Elev	
124.15	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Accelerate to 250 KT, if unable advise ATC. 8. If unable to accept climb rates, advise ATC on initial contact.

GOETZ THREE RNAV DEPARTURE (GOETZ3.GOETZ)

For Procedure Text, Take-off Minimums and Obstacles see 10-3K-1



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GOETZ THREE RNAV DEPARTURE (GOETZ3.GOETZ)

For Procedure Graphic see 10-3K

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to DOUUG, then on depicted route to GOETZ.
18L	Climb heading 178^ to intercept course 160^ to RIBZZ, then on depicted route to GOETZ.
18C	Climb heading 178^ to intercept course 157^ to RIBZZ, then on depicted route to GOETZ.
18R	Climb heading 178^ to intercept course 146^ to RIBZZ, then on depicted route to GOETZ.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to DOUUG, then on depicted route to GOETZ.
36L	Climb heading 358^ to intercept course 033^ to JAAXX, then on depicted route to GOETZ.
36C/R	Climb heading 358^ to intercept course 030^ to JAAXX, then on depicted route to GOETZ.

ROUTING

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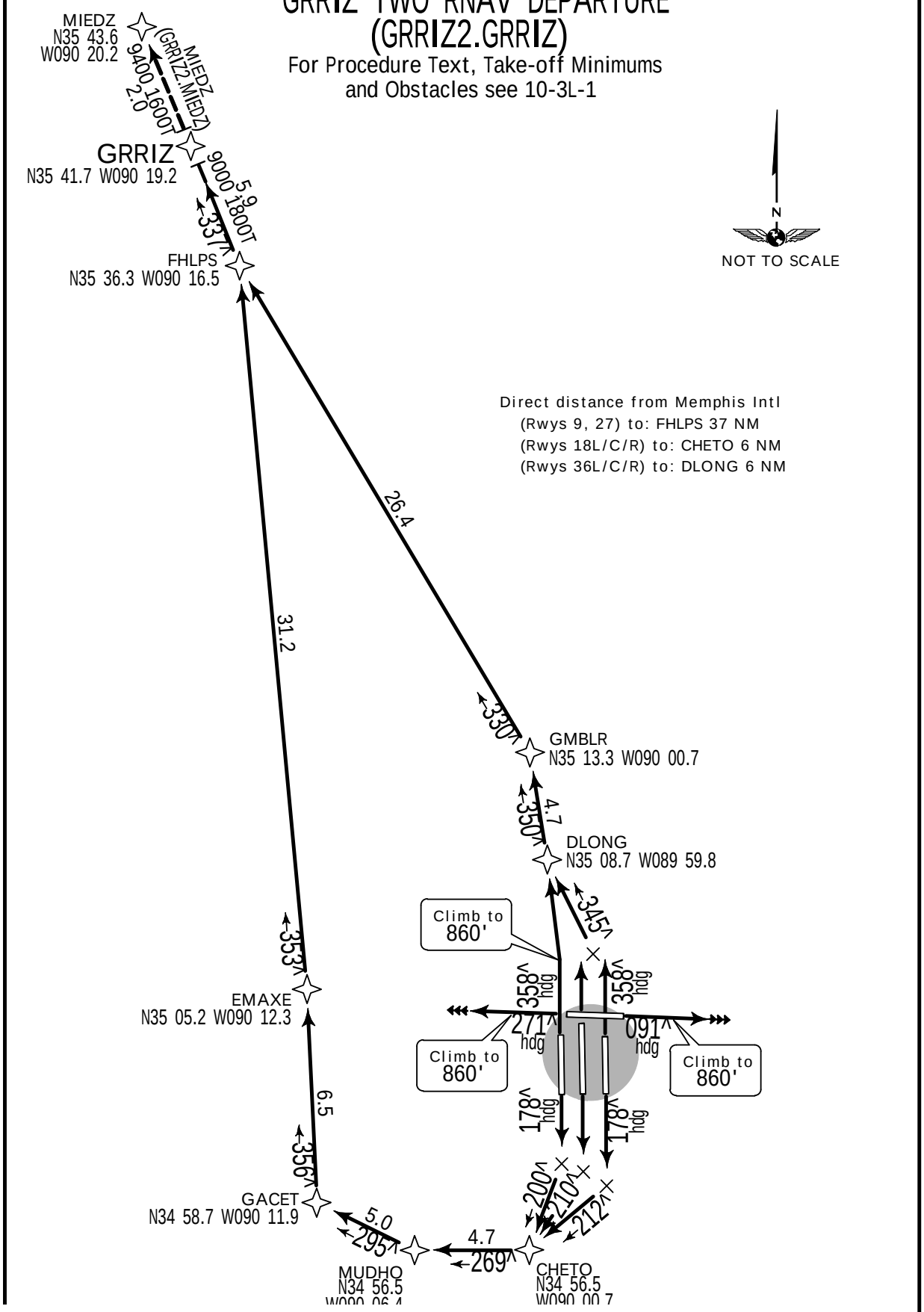
MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Procedure authorized 0200-0600 local only. 8. Accelerate to 250 KT, if unable advise ATC. 9. If unable to accept climb rates, advise ATC on intial contact.

GRRIZ TWO RNAV DEPARTURE
(GRRIZ2.GRRIZ)

For Procedure Text, Take-off Minimums and Obstacles see 10-3L-1



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GRRIZ TWO RNAV DEPARTURE
(GRRIZ2.GRRIZ)

For Procedure Graphic see 10-3L

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to FHLPS, then on depicted route to GRRIZ.
18L	Climb heading 178^ to intercept course 212^ to CHETO, then on depicted route to GRRIZ.
18C	Climb heading 178^ to intercept course 210^ to CHETO, then on depicted route to GRRIZ.
18R	Climb heading 178^ to intercept course 200^ to CHETO, then on depicted route to GRRIZ.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to FHLPS, then on depicted route to GRRIZ.
36L	Climb heading 358^ to 860', then direct DLONG, then on depicted route to GRRIZ.
36C/R	Climb heading 358^ to intercept course 345^ to DLONG, then on depicted route to GRRIZ.

ROUTING

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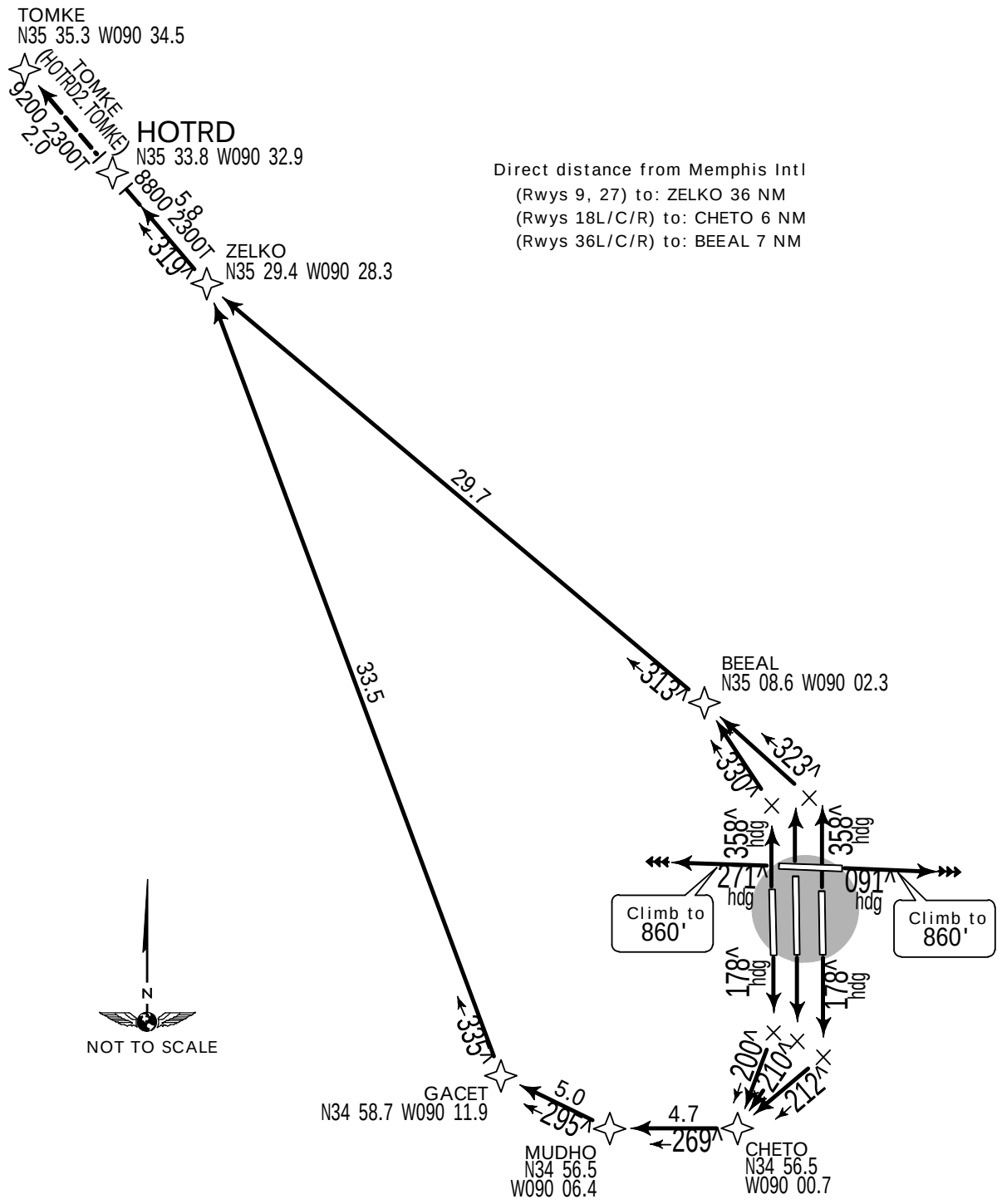
MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Procedure authorized 0200-0600 local only. 8. Accelerate to 250 KT, if unable advise ATC. 9. If unable to accept climb rates, advise ATC on initial contact.

HOTRD TWO RNAV DEPARTURE
(HOTRD2.HOTRD)

For Procedure Text, Take-off Minimums and Obstacles see 10-3M-1



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HOTRD TWO RNAV DEPARTURE
(HOTRD2.HOTRD)

For Procedure Graphic see 10-3M

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to ZELKO, then on depicted route to HOTRD.
18L	Climb heading 178^ to intercept course 212^ to CHETO, then on depicted route to HOTRD.
18C	Climb heading 178^ to intercept course 210^ to CHETO, then on depicted route to HOTRD.
18R	Climb heading 178^ to intercept course 200^ to CHETO, then on depicted route to HOTRD.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to ZELKO, then on depicted route to HOTRD.
36L	Climb heading 358^ to intercept course 330^ to BEEAL, then on depicted route to HOTRD.
36C/R	Climb heading 358^ to intercept course 323^ to BEEAL, then on depicted route to HOTRD.

ROUTING

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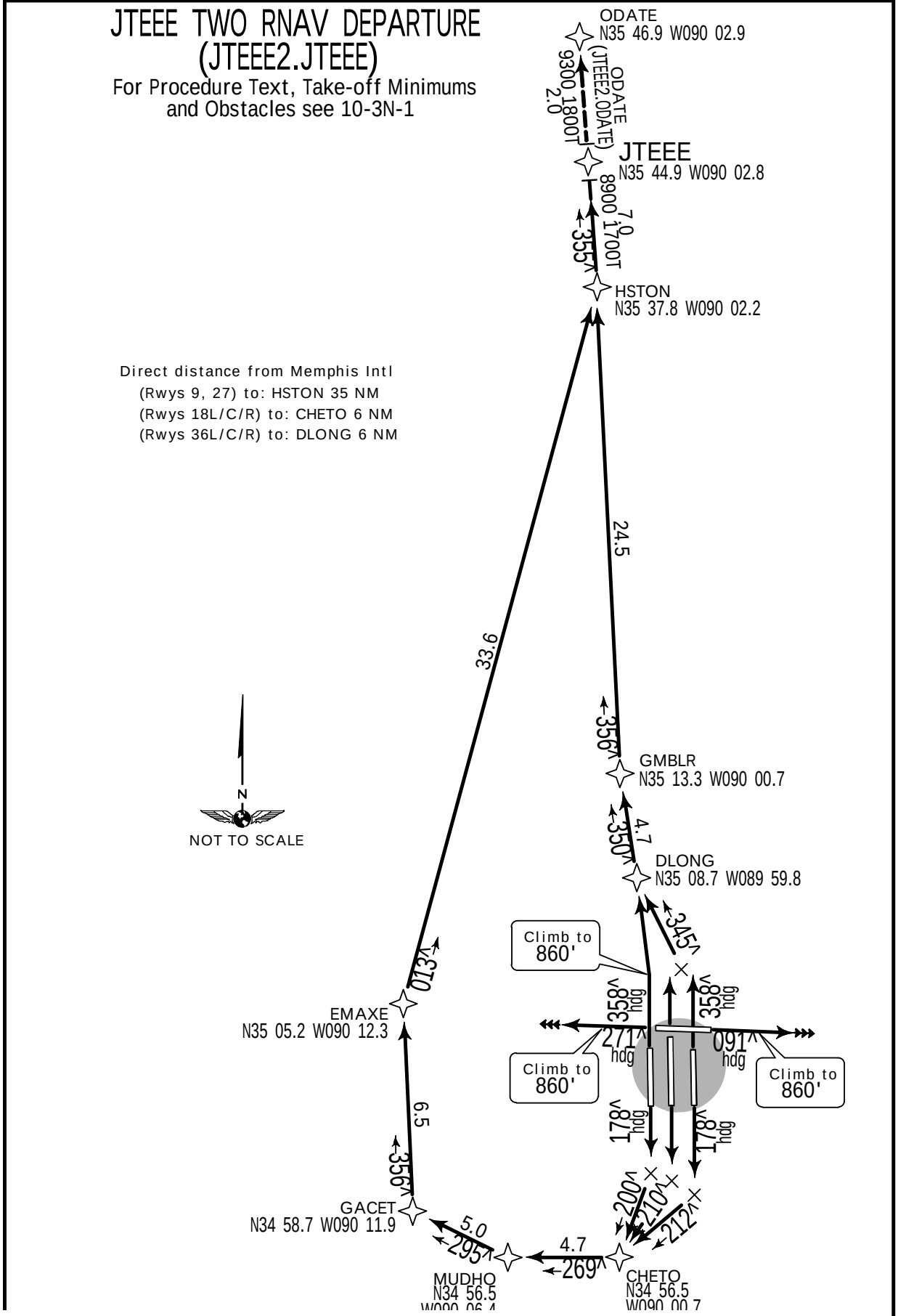
MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Accelerate to 250 KT, if unable advise ATC. 8. If unable to accept climb rates, advise ATC on initial contact.

JTEEE TWO RNAV DEPARTURE (JTEEE2.JTEEE)

For Procedure Text, Take-off Minimums and Obstacles see 10-3N-1



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JTEEE TWO RNAV DEPARTURE
(JTEEE2.JTEEE)

For Procedure Graphic see 10-3N

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to HSTON, then on depicted route to JTEEE.
18L	Climb heading 178^ to intercept course 212^ to CHETO, then on depicted route to JTEEE.
18C	Climb heading 178^ to intercept course 210^ to CHETO, then on depicted route to JTEEE.
18R	Climb heading 178^ to intercept course 200^ to CHETO, then on depicted route to JTEEE.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to HSTON, then on depicted route to JTEEE.
36L	Climb heading 358^ to 860', then direct DLONG, then on depicted route to JTEEE.
36C/R	Climb heading 358^ to intercept course 345^ to DLONG, then on depicted route to JTEEE.

ROUTING

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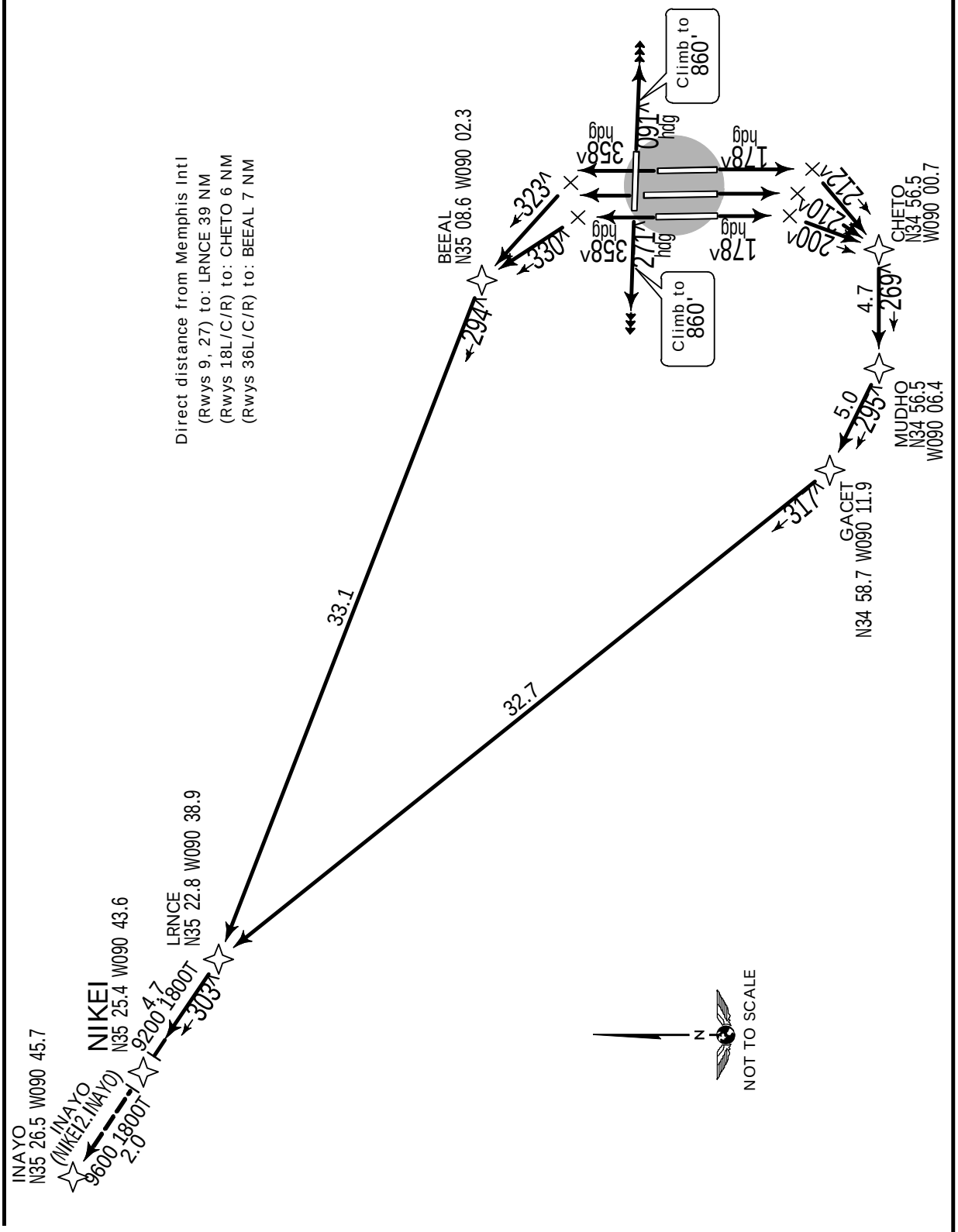
MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Procedure authorized 0200-0600 local only. 8. Accelerate to 250 KT, if unable advise ATC. 9. If unable to accept climb rates, advise ATC on initial contact.

NIKEI TWO RNAV DEPARTURE
(NIKEI2.NIKEI)

For Procedure Text, Take-off Minimums and Obstacles see 10-3P-1



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NIKEI TWO RNAV DEPARTURE
(NIKEI2.NIKEI)

For Procedure Graphic see 10-3P

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to LRNCE, then on depicted route to NIKEI.
18L	Climb heading 178^ to intercept course 212^ to CHETO, then on depicted route to NIKEI.
18C	Climb heading 178^ to intercept course 210^ to CHETO, then on depicted route to NIKEI.
18R	Climb heading 178^ to intercept course 200^ to CHETO, then on depicted route to NIKEI.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to LRNCE, then on depicted route to NIKEI.
36L	Climb heading 358^ to intercept course 330^ to BEEAL, then on depicted route to NIKEI.
36C/R	Climb heading 358^ to intercept course 323^ to BEEAL, then on depicted route to NIKEI.

ROUTING

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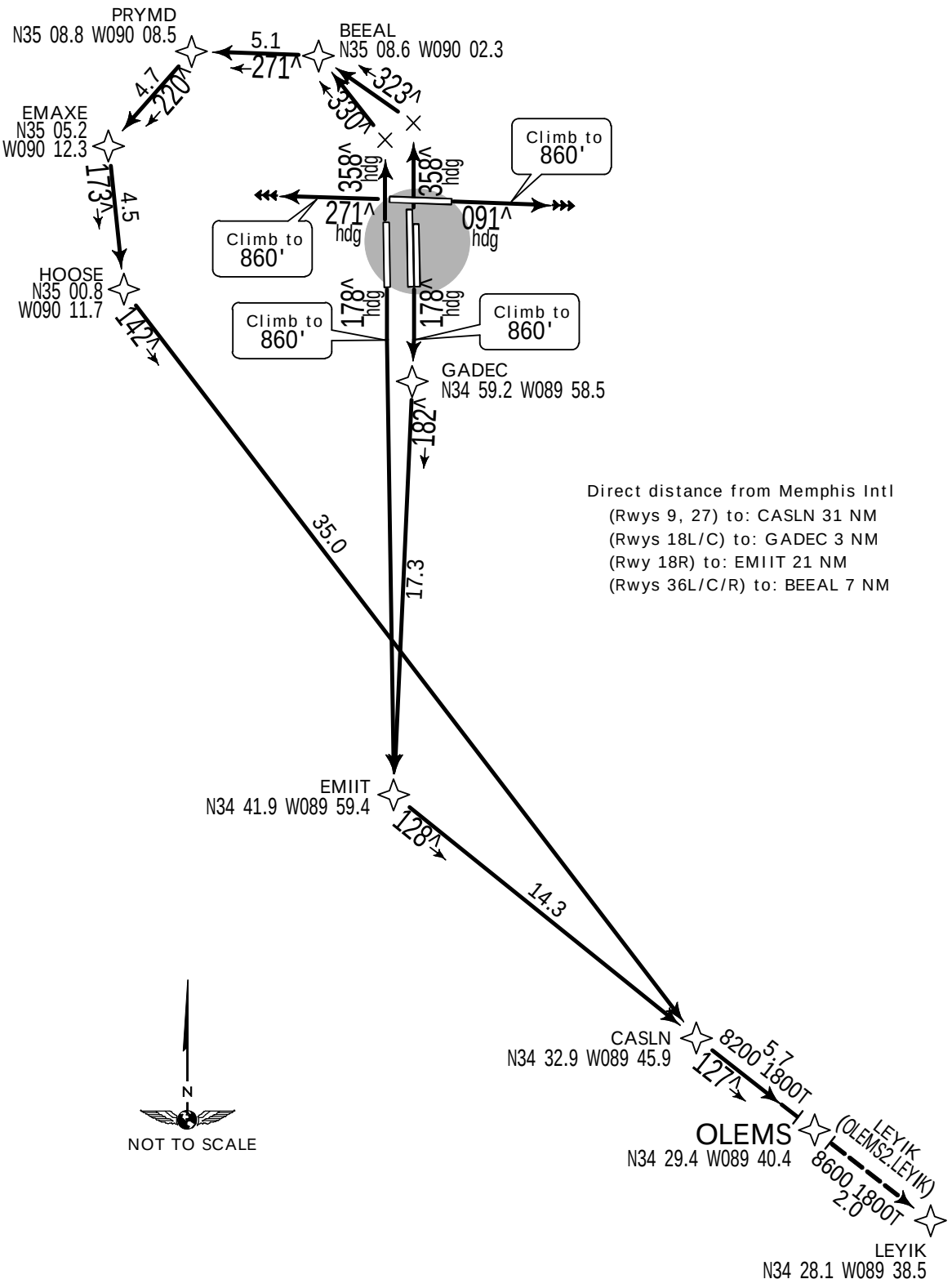
MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Procedure authorized 0200-0600 local only. 7. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 8. Accelerate to 250 KT, if unable advise ATC. 9. If unable to accept climb rates, advise ATC on initial contact.

OLEMS TWO RNAV DEPARTURE (OLEMS2.OLEMS)

For Procedure Text, Take-off Minimums and Obstacles see 10-3Q-1



Direct distance from Memphis Intl
(Rwys 9, 27) to: CASLN 31 NM
(Rwys 18L/C) to: GADEC 3 NM
(Rwy 18R) to: EMIIT 21 NM
(Rwys 36L/C/R) to: BEEAL 7 NM

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OLEMS TWO RNAV DEPARTURE
(OLEMS2.OLEMS)

For Procedure Graphic see 10-3Q

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to CASLN, then on depicted route to OLEMS.
18L/C	Climb heading 178^ to 860', then direct GADEC, then on depicted route to OLEMS.
18R	Climb heading 178^ to 860', then direct EMIIT, then on depicted route to OLEMS.
27	Climb heading 271^ to 860^, then continue climb on heading 271^. EXPECT vectors to CASLN, then on depicted route to OLEMS.
36L	Climb heading 358^ to intercept course 330^ to BEEAL, then on depicted route to OLEMS.
36C/R	Climb heading 358^ to intercept course 323^ to BEEAL, then on depicted route to OLEMS.

ROUTING

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KMEM/MEM
MEMPHIS INTL

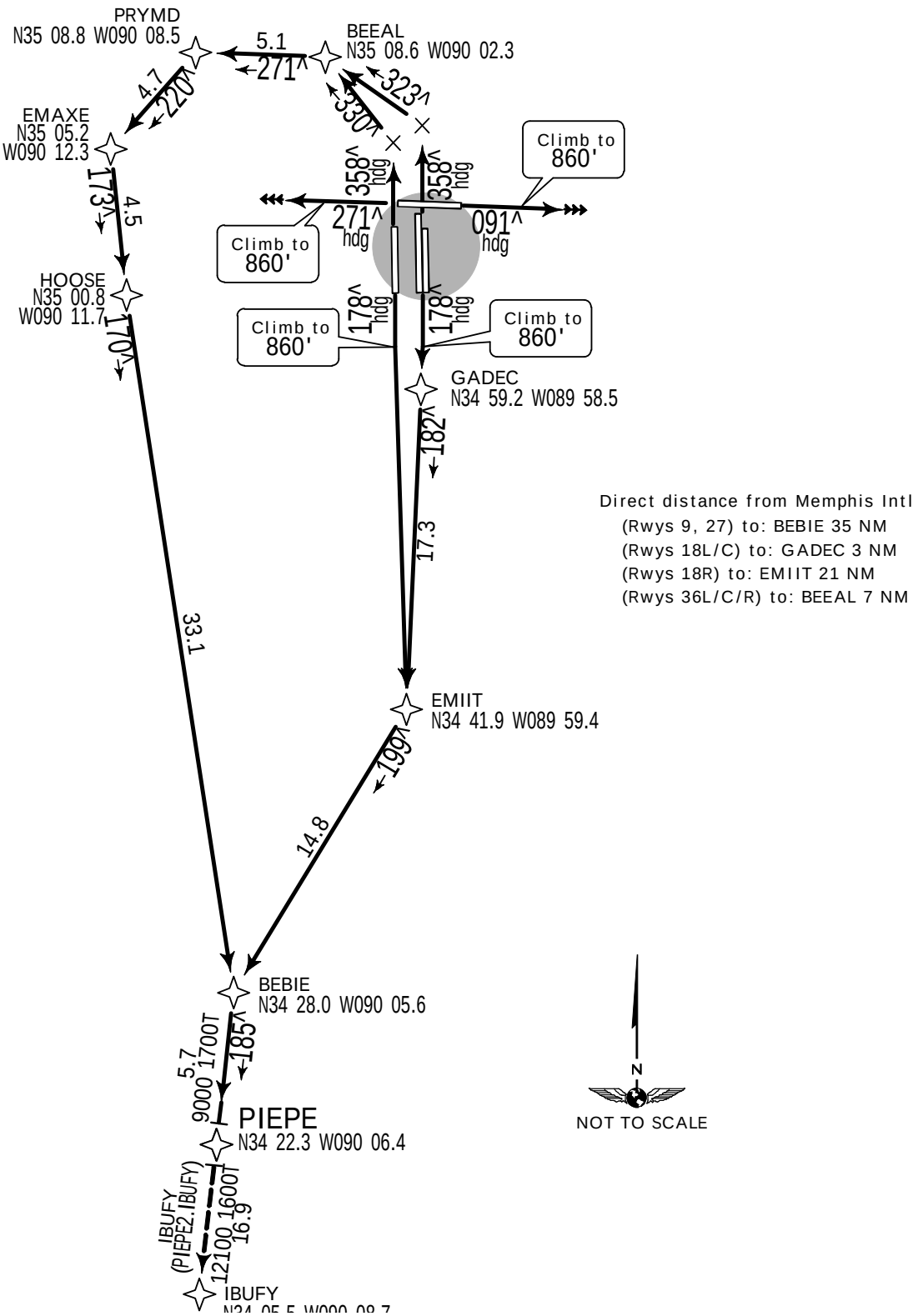
JEPPESEN
18 JUL 14 (10-3S) .Eff.24.Jul.

MEMPHIS, TENN
.RNAV.SID.

MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Accelerate to 250 KT, if unable advise ATC. 8. If unable to accept climb rates, advise ATC on initial contact.

PIEPE TWO RNAV DEPARTURE
(PIEPE2.PIEPE)

For Procedure Text, Take-off Minimums and Obstacles see 10-3S-1



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PIEPE TWO RNAV DEPARTURE (PIEPE2.PIEPE)

For Procedure Graphic see 10-3S

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to BEBIE, then on depicted route to PIEPE.
18L/C	Climb heading 178^ to 860', then direct GADEC, then on depicted route to PIEPE.
18R	Climb heading 178^ to 860', then direct EMIIT, then on depicted route to PIEPE.
27	Climb heading 271^ to 860^, then continue climb on heading 271^. EXPECT vectors to BEBIE, then on depicted route to PIEPE.
36L	Climb heading 358^ to intercept course 330^ to BEEAL, then on depicted route to PIEPE.
36C/R	Climb heading 358^ to intercept course 323^ to BEEAL, then on depicted route to PIEPE.

ROUTING

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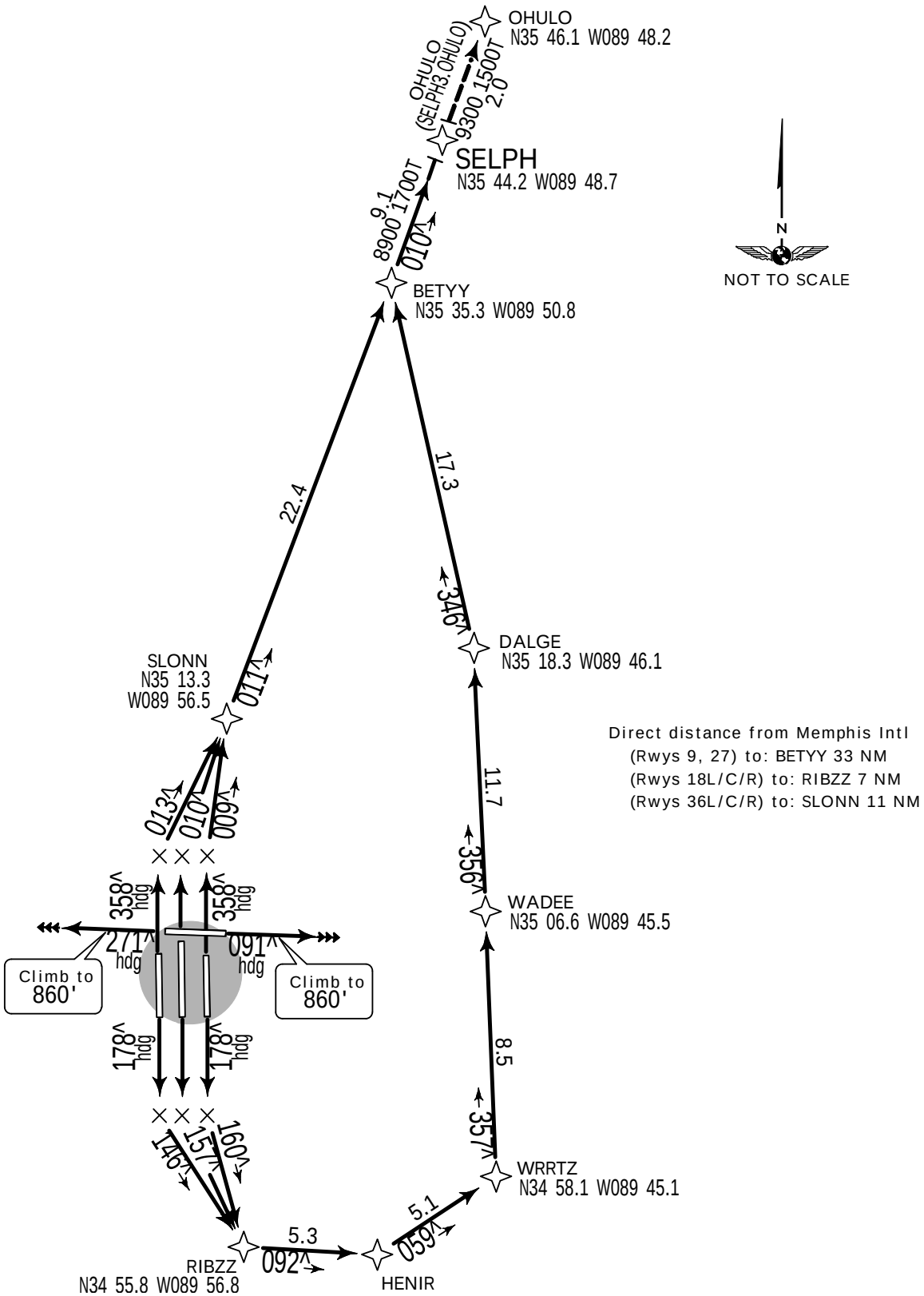
MEMPHIS Departure (R)	Apt Elev	
124.15	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Accelerate to 250 KT, if unable advise ATC. 8. If unable to accept climb rates, advise ATC on initial contact.

SELPH THREE RNAV DEPARTURE
(SELPH3.SELPH)

For Procedure Text, Take-off Minimums and Obstacles see 10-3T-1



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SELPH THREE RNAV DEPARTURE
(SELPH3.SELPH)

For Procedure Graphic see 10-3T

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to BETYY, then on depicted route to SELPH.
18L	Climb heading 178^ to intercept course 160^ to RIBZZ, then on depicted route to SELPH.
18C	Climb heading 178^ to intercept course 157^ to RIBZZ, then on depicted route to SELPH.
18R	Climb heading 178^ to intercept course 146^ to RIBZZ, then on depicted route to SELPH.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to BETYY, then on depicted route to SELPH.
36L	Climb heading 358^ to intercept course 013^ to SLONN, then on depicted route to SELPH.
36C	Climb heading 358^ to intercept course 010^ to SLONN, then on depicted route to SELPH.
36R	Climb heading 358^ to intercept course 009^ to SLONN, then on depicted route to SELPH.

ROUTING

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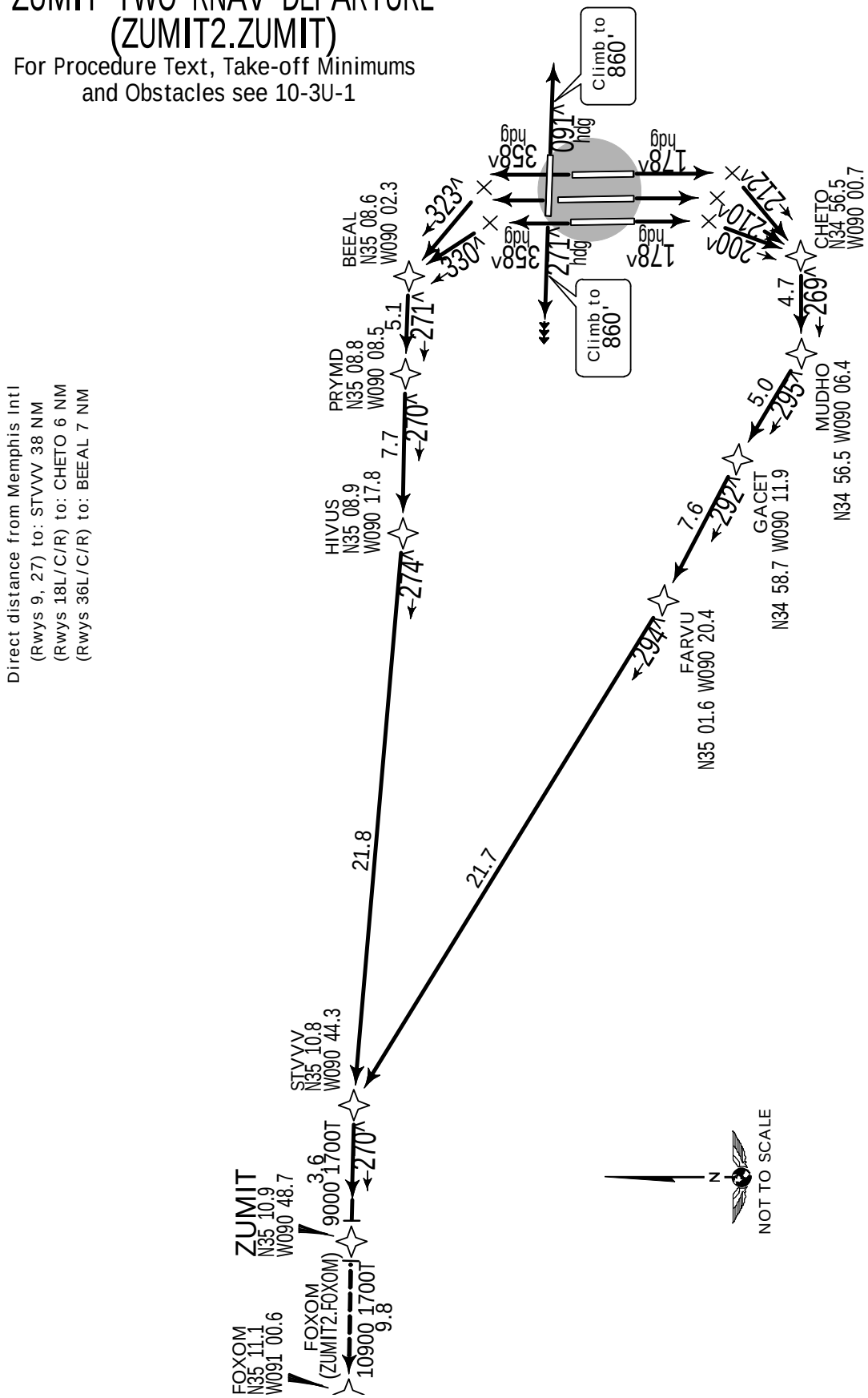
MEMPHIS Departure (R)	Apt Elev	
124.65	341'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. Turbojets only. 4. Take-off Rwys 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft. 5. Take-off Rwys 9, 27: RADAR required. 6. Transponder code will be issued via PDC or MEMPHIS clearance delivery. 7. Authorized for aircraft requesting FL240 or above only. 8. Accelerate to 250 KT, if unable advise ATC. 9. If unable to accept climb rates, advise ATC on initial contact.

ZUMIT TWO RNAV DEPARTURE (ZUMIT2.ZUMIT)

For Procedure Text, Take-off Minimums and Obstacles see 10-3U-1



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ZUMIT TWO RNAV DEPARTURE (ZUMIT2.ZUMIT)

For Procedure Graphic see 10-3U

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwys 9, 18L/C/R, 27, 36L/C/R: Standard (or lower than standard, if authorized) with a minimum climb of 500' per NM to 860'.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
Rwy 9: Light pole 1497' from DER, 799' LEFT of centerline, 43' AGL/342' MSL.
Rwy 18R: VORTAC and rod on pole beginning 3209' from DER, 1019' LEFT of centerline, up to 43' AGL/412' MSL. Trees 3231' from DER, 1038' RIGHT of centerline, up to 87' AGL/406' MSL.
Rwy 27: Trees 4145' from DER, 1382' LEFT of centerline, up to 112' AGL/361' MSL.
Rwy 36C: Light pole 1948' from DER, 928' RIGHT of centerline, 77' AGL/336' MSL.

RWY	INITIAL CLIMB
9	Climb heading 091^ to 860', then continue climb on heading 091^, EXPECT vectors to STVVV, then on depicted route to ZUMIT.
18L	Climb heading 178^ to intercept course 212^ to CHETO, then on depicted route to ZUMIT.
18C	Climb heading 178^ to intercept course 210^ to CHETO, then on depicted route to ZUMIT.
18R	Climb heading 178^ to intercept course 200^ to CHETO, then on depicted route to ZUMIT.
27	Climb heading 271^ to 860', then continue climb on heading 271^, EXPECT vectors to STVVV, then on depicted route to ZUMIT.
36L	Climb heading 358^ to intercept course 330^ to BEEAL, then on depicted route to ZUMIT.
36C/R	Climb heading 358^ to intercept course 323^ to BEEAL, then on depicted route to ZUMIT.

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KMEM/MEM

Apt Elev 341'
N35 02.5 W089 58.6

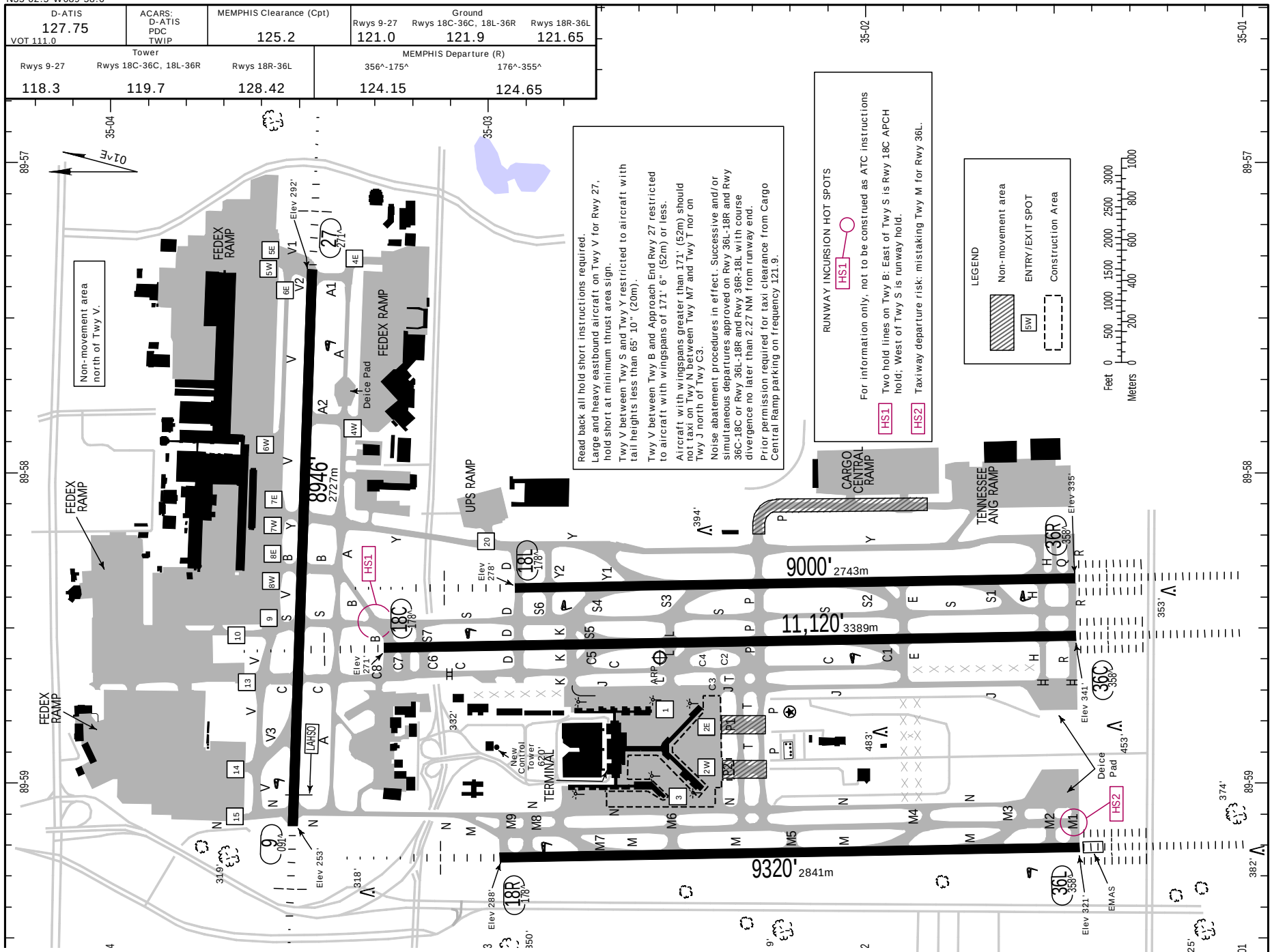
JEPPESEN
1 AUG 14 (10-9)

MEMPHIS, TENN

MEMPHIS INTL

D-ATIS	ACARS: D-ATIS PDC TWIP	MEMPHIS Clearance (Cpt)	Ground Rwys 9-27	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 18R-36L
127.75 VOT 111.0		125.2	121.0	121.9	121.65

Tower Rwys 9-27	Tower Rwys 18C-36C, 18L-36R	Tower Rwys 18R-36L	MEMPHIS Departure (R) 356^-175^	MEMPHIS Departure (R) 176^-355^
118.3	119.7	128.42	124.15	124.65



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CHANGES: Construction area added.

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GENERAL

ASDE-X surveillance system in use: Operate transponders with Mode C on all Twys and Rwys. If possible all aircraft conduct ground operations with transponders on. Birds in vicinity of airport. Terminal Doppler Weather Radar. All transient aircraft require 'Follow me' assistance when entering ANG ramp. Prior permission required for use of ANG ramp. Helicopter operations prohibited to/from terminal building.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS: LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
9 1 27	HIRL CL MALSR RVR		7901'2408m			150' 46m
	HIRL CL MALSR 2 PAPI-L RVR		7698'2346m	Twy N 8450'2576m		
18R 1 36L	HIRL CL MALSR TDZ RVR		8370'2551m			150' 46m
	HIRL CL ALSF-II TDZ 2 PAPI-L RVR		8020'2444m			
18C 1 36C	HIRL CL MALSR TDZ RVR		10,220'3115m			150' 46m
	HIRL CL ALSF-II TDZ RVR		9950'3033m			
18L 1 36R	HIRL CL MALSR TDZ 2 PAPI-L RVR		8086'2465m			150' 46m
	HIRL CL ALSF-II TDZ 2 PAPI-R RVR		7869'2398m			

1 Grooved. 2 Angle 3.0^

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 36R, 36C

2 operating RVRs are required All operating RVRs are controlling			Adequate Vis Ref	STD	
HUD & CL & HIRL	CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 3 Mid RVR 3 Rollout RVR 3	TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 18R, 18C, 18L, 36L

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 9, 27

Both RVRs are required & controlling	Adequate Vis Ref	STD	
CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

OBSTACLE DP

Rwy 36C, climb heading 358^ to 700' before turning LEFT.

FOR FILING AS ALTERNATE

	ILS Rwy 9 ILS Rwy 18L ILS Rwy 18C ILS Rwy 18R ILS Rwy 36L ILS Rwy 36C ILS Rwy 36R	ILS Rwy 27	LOC Rwy 9 LOC Rwy 18L LOC Rwy 18C LOC Rwy 18R LOC Rwy 36L LOC Rwy 36C LOC Rwy 36R	RNAV (GPS) Rwy 9 RNAV (GPS) Z Rwy 18L RNAV (GPS) Z Rwy 18C RNAV (GPS) Z Rwy 18R RNAV (GPS) Rwy 36L RNAV (GPS) Rwy 36C RNAV (GPS) Rwy 36R	RNAV (RNP) X Rwy 18L RNAV (RNP) Y Rwy 18L RNAV (RNP) Y Rwy 18C RNAV (RNP) X Rwy 18R RNAV (RNP) Y Rwy 18R	LOC Rwy 27 RNAV (GPS) Rwy 27
A B C	600-2	700-2	800-2			800-2

AMEND 4

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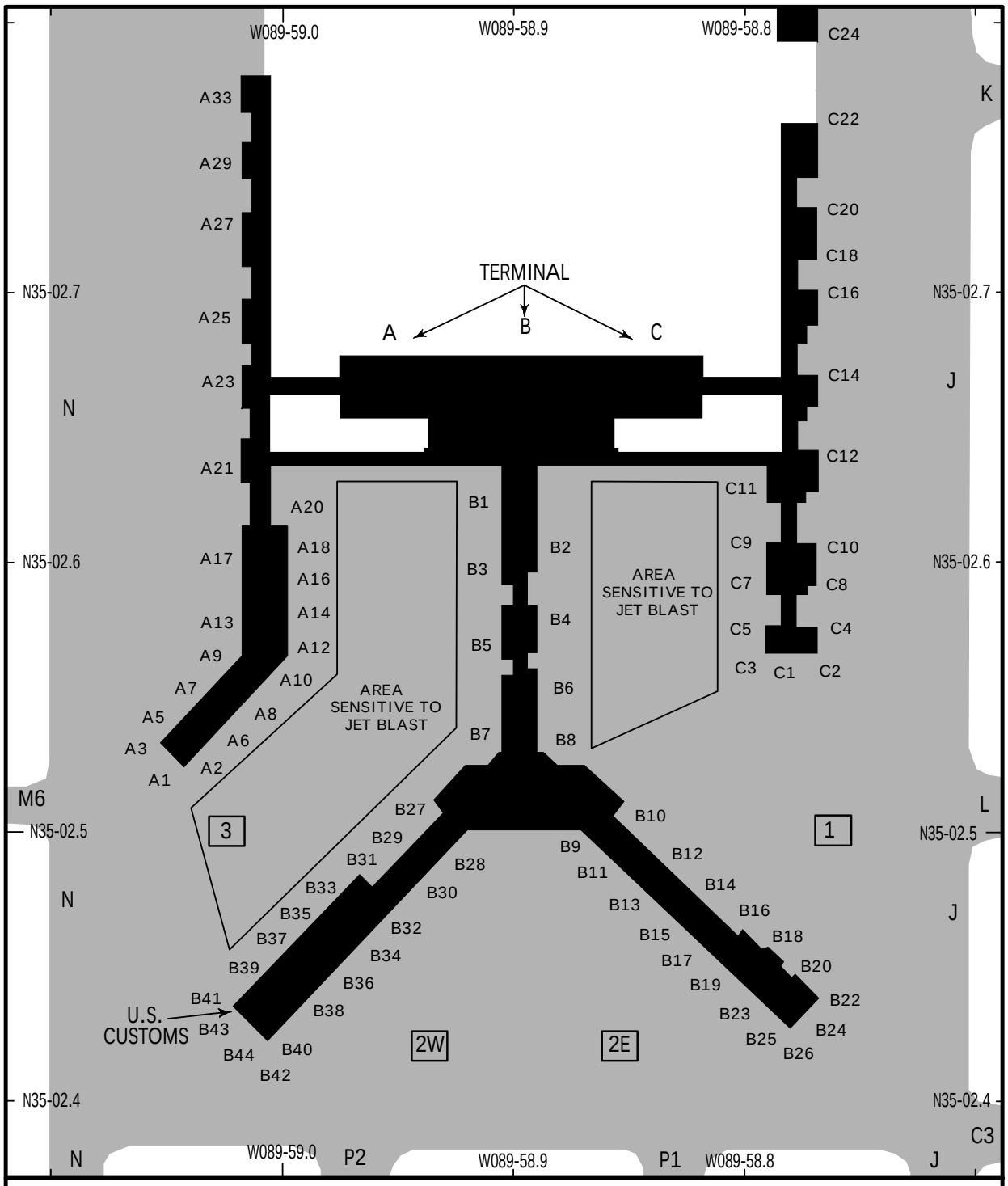
KMEM/MEM

JEPPESEN
24 JUL 09 10-9B

MEMPHIS, TENN
MEMPHIS INTL



PARKING GATE COORDINATES

GATE No.	COORDINATES		GATE No.	COORDINATES	
A1, A2, A6, A8	N35 02.5	W089 59.0	B19 thru B26	N35 02.4	W089 58.8
A3, A5	N35 02.5	W089 59.1	B29, B31 thru B35	N35 02.5	W089 58.8
A7, A9 thru A21	N35 02.6	W089 59.0	B37, B39	N35 02.5	W089 58.8
A23 thru A29	N35 02.7	W089 59.0	B36, B38,	N35 02.4	W089 59.0
A33	N35 02.8	W089 59.0	B40 thru B44	N35 02.4	W089 59.0
B1 thru B6	N35 02.6	W089 58.9	C1 thru C12	N35 02.6	W089 58.8
B7 thru B9, B11	N35 02.5	W089 58.9	C14 thru C20	N35 02.7	W089 58.8
B27, B28, B30	N35 02.5	W089 58.9	C22, C24	N35 02.8	W089 58.8
B10, B12 thru B18	N35 02.5	W089 58.8			

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KMEM/MEM
MEMPHIS INTL

JEPPESEN

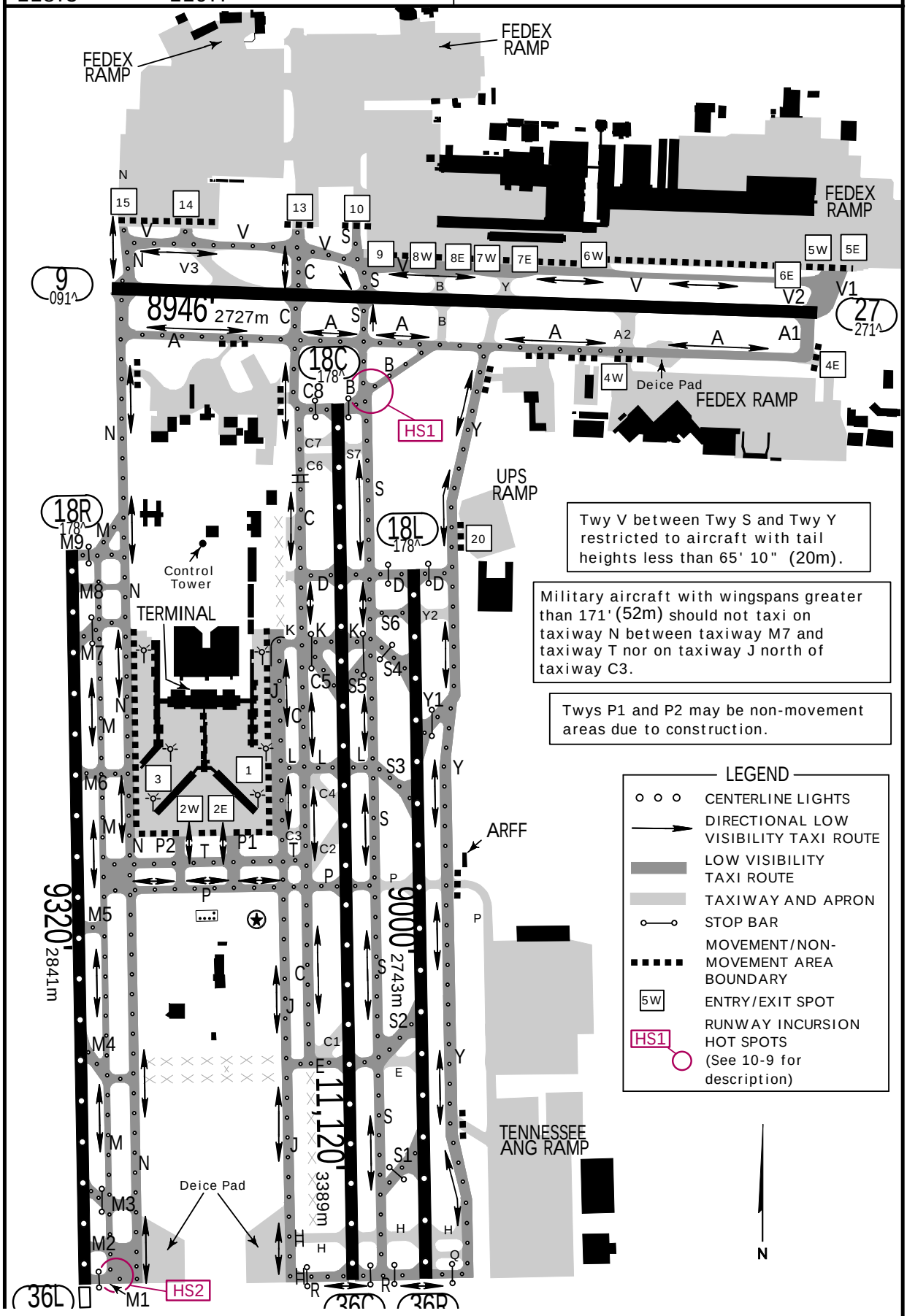
28 FEB 14 (10-9C)

.LESS.THAN.RVR.1200.to.600.
For less than RVR 600, see 10-9D thru 10-9J

.SMGCS.
MEMPHIS, TENN
LOW VISIBILITY TAXI ROUTES

D-ATIS	ACARS:	MEMPHIS Clearance (Cpt)	Ground		
127.75	D-ATIS PDC TWIP	125.2	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L
VOT 111.0			121.0	121.9	121.65

Tower			MEMPHIS Departure (R)	
Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	356^-175^	176^-355^
118.3	119.7	128.42	124.15	124.65



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KMEM/MEM

MEMPHIS INTL

.LESS.THAN.RVR.600.

For less than RVR 1200 to 600, see 10-9C

JEPPESEN

28 FEB 14 (10-9D)

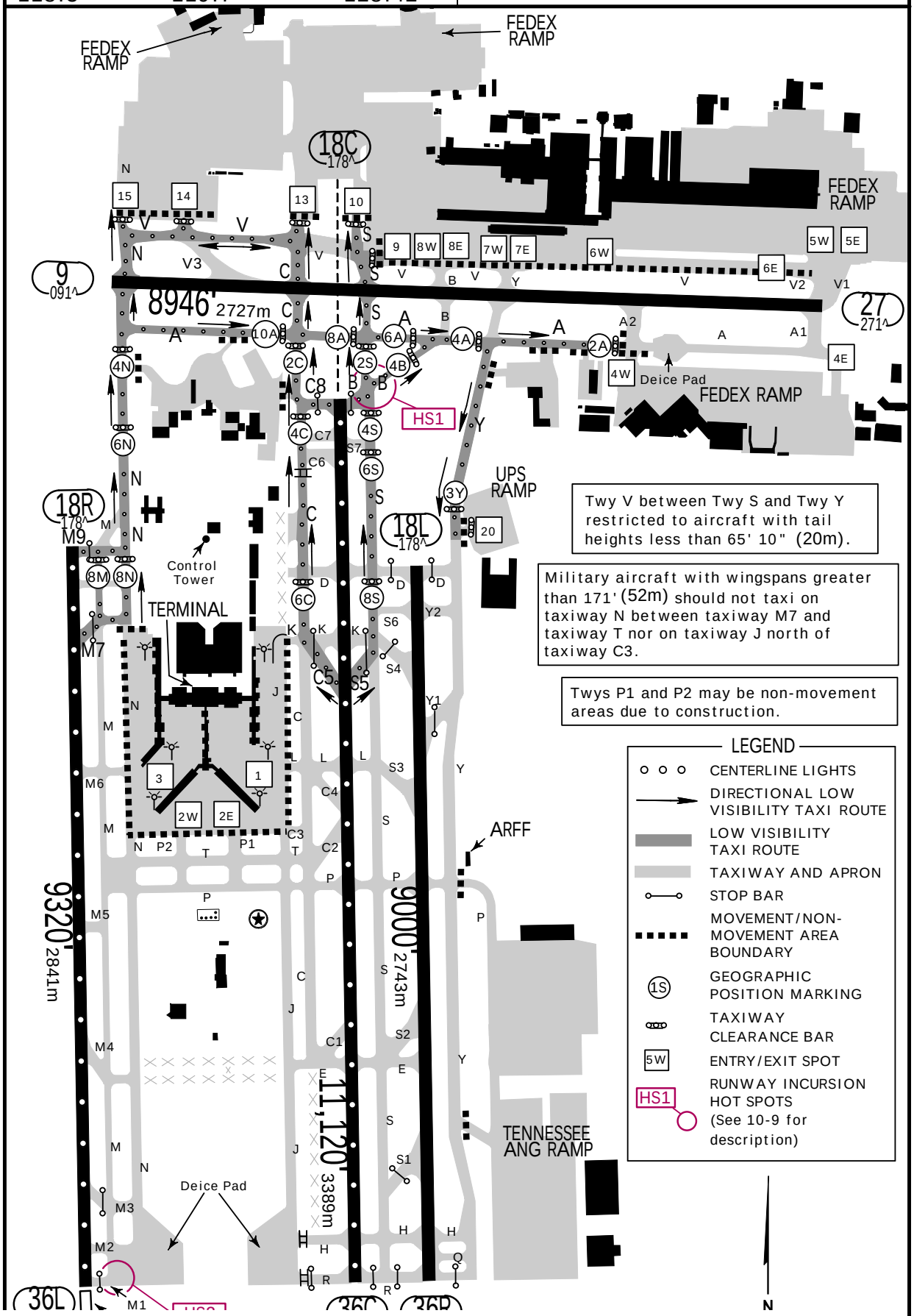
SMGCS

MEMPHIS, TENN

LOW VISIBILITY TAXI ROUTES
ARRIVAL Rwys 36L/36C

D-ATIS	ACARS:	MEMPHIS Clearance (Cpt)	Ground		
127.75	D-ATIS PDC TWIP	125.2	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L
VOT 111.0			121.0	121.9	121.65

Tower			MEMPHIS Departure (R)	
Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	356^-175^	176^-355^
118.3	119.7	128.42	124.15	124.65



Twy V between Twy S and Twy Y restricted to aircraft with tail heights less than 65' 10" (20m).

Military aircraft with wingspans greater than 171' (52m) should not taxi on taxiway N between taxiway M7 and taxiway T nor on taxiway J north of taxiway C3.

Twys P1 and P2 may be non-movement areas due to construction.

LEGEND

- CENTERLINE LIGHTS
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- STOP BAR
- MOVEMENT/NON-MOVEMENT AREA BOUNDARY
- (1S) GEOGRAPHIC POSITION MARKING
- TAXIWAY CLEARANCE BAR
- [5W] ENTRY/EXIT SPOT
- HS1 RUNWAY INCURSION HOT SPOTS (See 10-9 for description)

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KMEM/MEM

MEMPHIS INTL

.LESS.THAN.RVR.600.

For less than RVR 1200 to 600, see 10-9C

JEPPESEN

28 FEB 14

10-9E

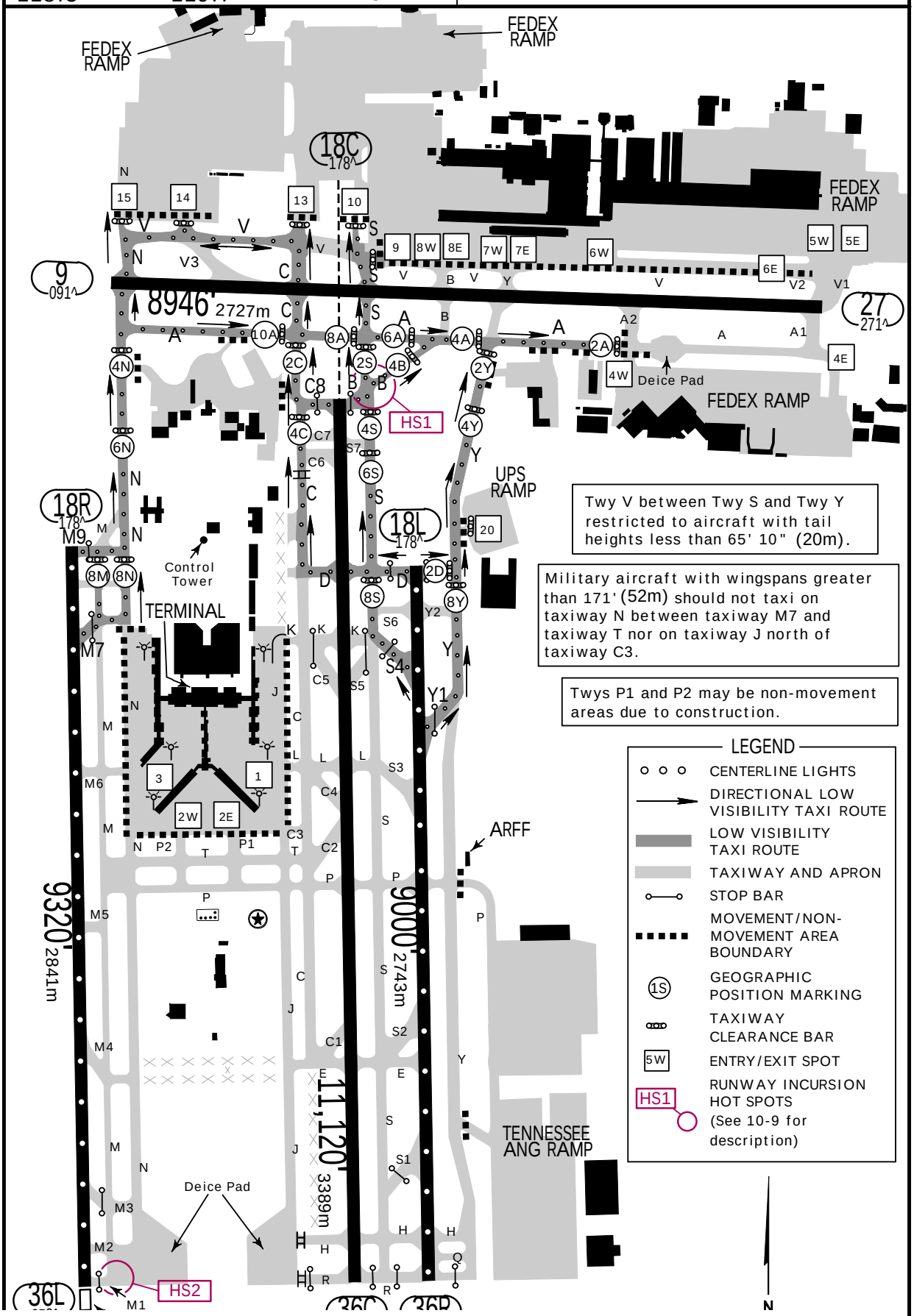
SMGCS

MEMPHIS, TENN

LOW VISIBILITY TAXI ROUTES
ARRIVAL Rwys 36L/36R

D-ATIS	ACARS:	MEMPHIS Clearance (Cpt)	Ground		
127.75	D-ATIS PDC TWIP	125.2	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L
VOT 111.0			121.0	121.9	121.65

Tower			MEMPHIS Departure (R)	
Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	356^-175^	176^-355^
118.3	119.7	128.42	124.15	124.65



Twy V between Twy S and Twy Y restricted to aircraft with tail heights less than 65' 10" (20m).

Military aircraft with wingspans greater than 171' (52m) should not taxi on taxiway N between taxiway M7 and taxiway T nor on taxiway J north of taxiway C3.

Twys P1 and P2 may be non-movement areas due to construction.

LEGEND

- CENTERLINE LIGHTS
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- STOP BAR
- MOVEMENT/NON-MOVEMENT AREA BOUNDARY
- (1S) GEOGRAPHIC POSITION MARKING
- TAXIWAY CLEARANCE BAR
- [5W] ENTRY/EXIT SPOT
- HS1 RUNWAY INCURSION HOT SPOTS (See 10-9 for description)

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KMEM/MEM

MEMPHIS INTL

.LESS.THAN.RVR.600.

For less than RVR 1200 to 600, see 10-9C

JEPPESEN

28 FEB 14

10-9F

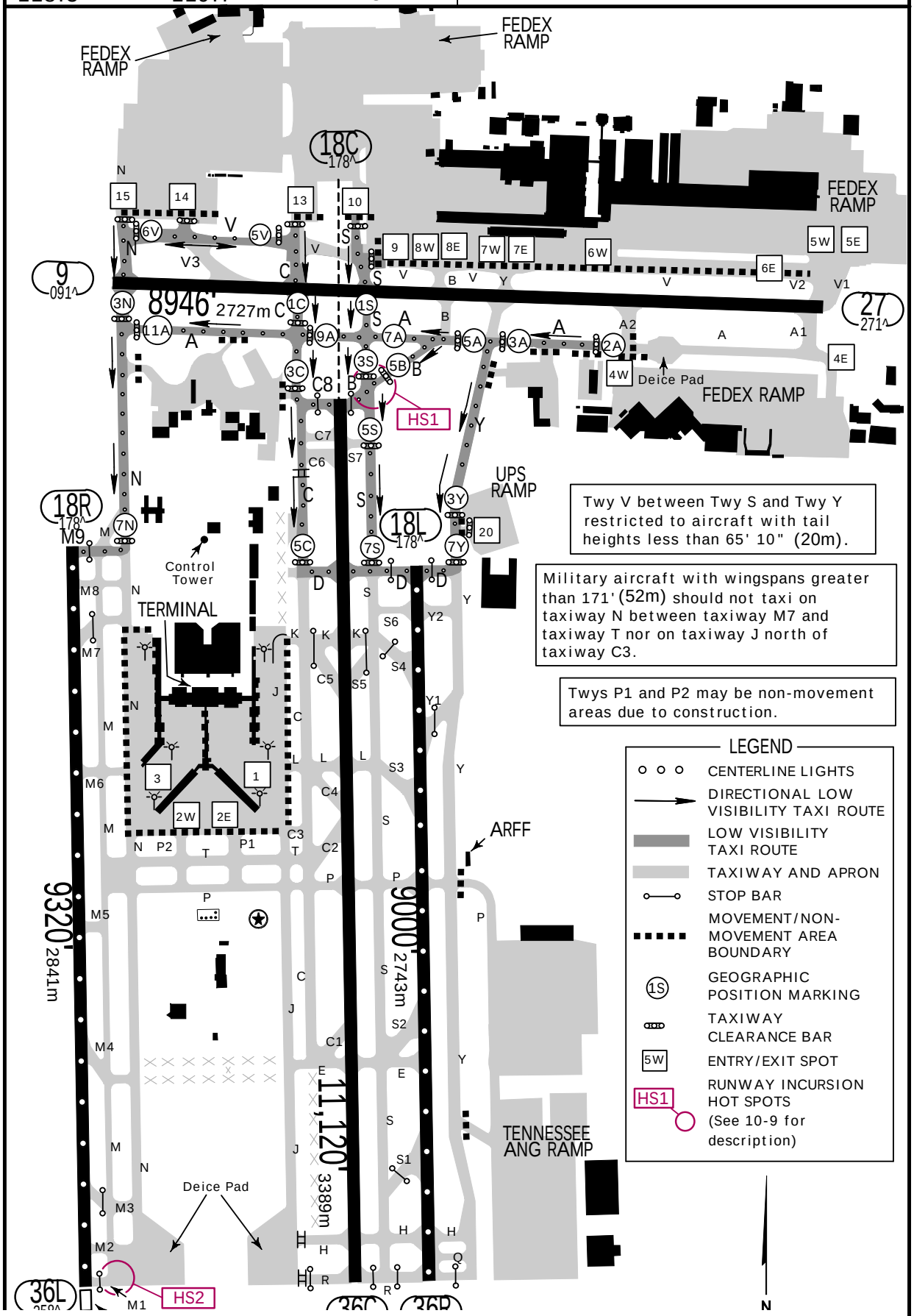
SMGCS

MEMPHIS, TENN

LOW VISIBILITY TAXI ROUTES DEPARTURE Rwys 18L/18R

D-ATIS	ACARS:	MEMPHIS Clearance (Cpt)	Ground		
127.75	D-ATIS PDC TWIP	125.2	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L
VOT 111.0			121.0	121.9	121.65

Tower			MEMPHIS Departure (R)	
Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	356^-175^	176^-355^
118.3	119.7	128.42	124.15	124.65



Twy V between Twy S and Twy Y restricted to aircraft with tail heights less than 65' 10" (20m).

Military aircraft with wingspans greater than 171' (52m) should not taxi on taxiway N between taxiway M7 and taxiway T nor on taxiway J north of taxiway C3.

Twys P1 and P2 may be non-movement areas due to construction.

LEGEND

- CENTERLINE LIGHTS
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- STOP BAR
- MOVEMENT/NON-MOVEMENT AREA BOUNDARY
- GEOGRAPHIC POSITION MARKING
- TAXIWAY CLEARANCE BAR
- ENTRY/EXIT SPOT
- RUNWAY INCURSION HOT SPOTS (See 10-9 for description)

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JEPPESEN
JeppView 3.6.2.0

KMEM/MEM
MEMPHIS INTL

.LESS.THAN.RVR.600.

For less than RVR 1200 to 600, see 10-9C

JEPPESEN

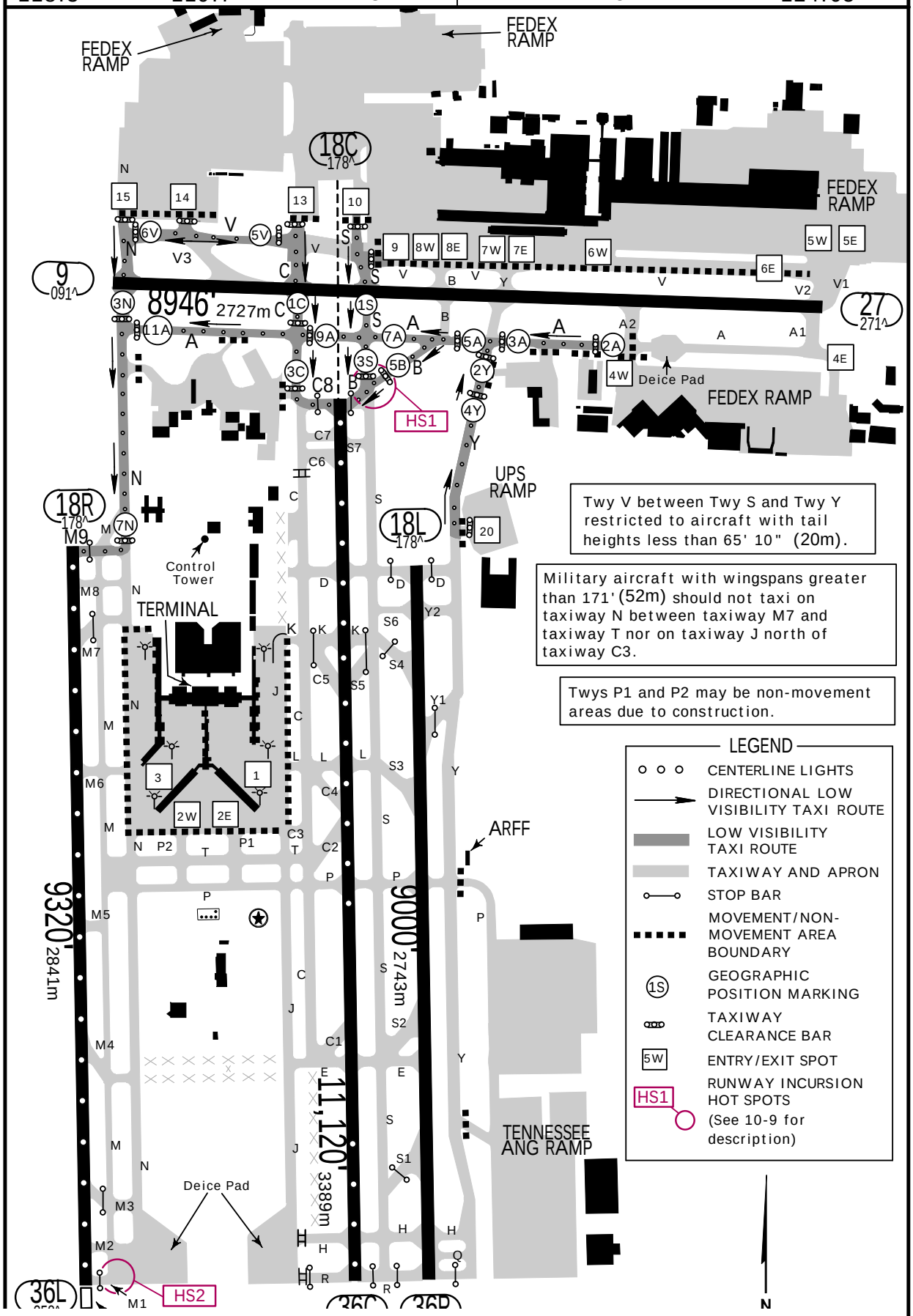
28 FEB 14 (10-9G)

.SMGCS.

MEMPHIS, TENN
LOW VISIBILITY TAXI ROUTES
DEPARTURE Rwys 18C/18R

D-ATIS	ACARS:	MEMPHIS Clearance (Cpt)	Ground		
127.75 (VOT 111.0)	D-ATIS PDC TWIP	125.2	Rwys 9-27 121.0	Rwys 18C-36C, 18L-36R 121.9	Rwys 18R-36L 121.65

Tower			MEMPHIS Departure (R)	
Rwys 9-27 118.3	Rwys 18C-36C, 18L-36R 119.7	Rwys 18R-36L 128.42	356^-175^ 124.15	176^-355^ 124.65



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KMEM/MEM

MEMPHIS INTL

.LESS.THAN.RVR.600.

For less than RVR 1200 to 600, see 10-9C

JEPPESEN

28 FEB 14

10-9H

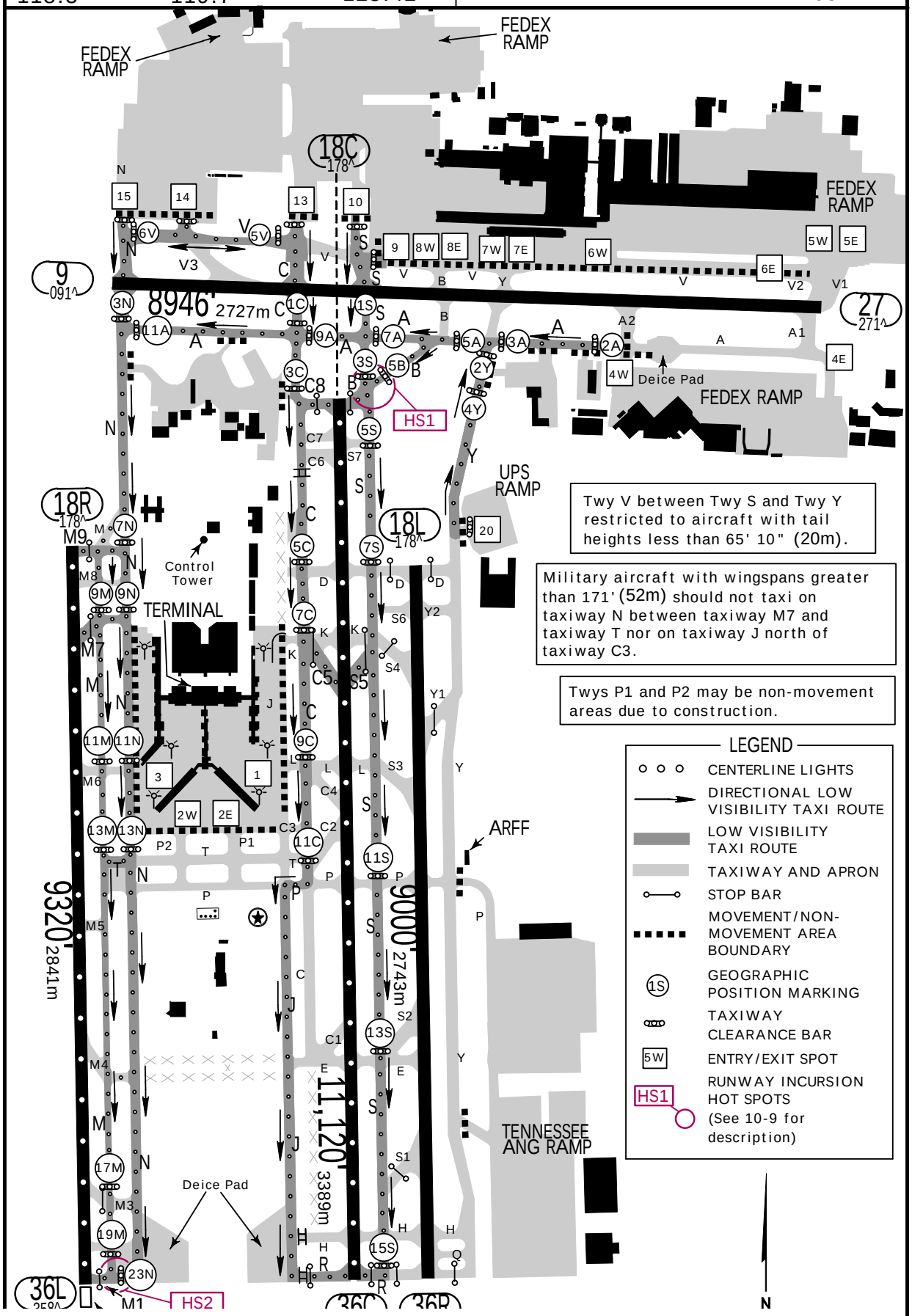
SMGCS

MEMPHIS, TENN

LOW VISIBILITY TAXI ROUTES DEPARTURE Rwys 36L/36C

D-ATIS	ACARS:	MEMPHIS Clearance (Cpt)	Ground		
127.75	D-ATIS PDC TWIP	125.2	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L
VOT 111.0			121.0	121.9	121.65

Tower			MEMPHIS Departure (R)	
Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	356^-175^	176^-355^
118.3	119.7	128.42	124.15	124.65



Twy V between Twy S and Twy Y restricted to aircraft with tail heights less than 65' 10" (20m).

Military aircraft with wingspans greater than 171' (52m) should not taxi on taxiway N between taxiway M7 and taxiway T nor on taxiway J north of taxiway C3.

Twys P1 and P2 may be non-movement areas due to construction.

LEGEND

- CENTERLINE LIGHTS
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- STOP BAR
- MOVEMENT/NON-MOVEMENT AREA BOUNDARY
- GEOGRAPHIC POSITION MARKING
- TAXIWAY CLEARANCE BAR
- ENTRY/EXIT SPOT
- RUNWAY INCURSION HOT SPOTS (See 10-9 for description)

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KMEM/MEM

MEMPHIS INTL

.LESS.THAN.RVR.600.

For less than RVR 1200 to 600, see 10-9C

JEPPESEN

28 FEB 14

10-9J

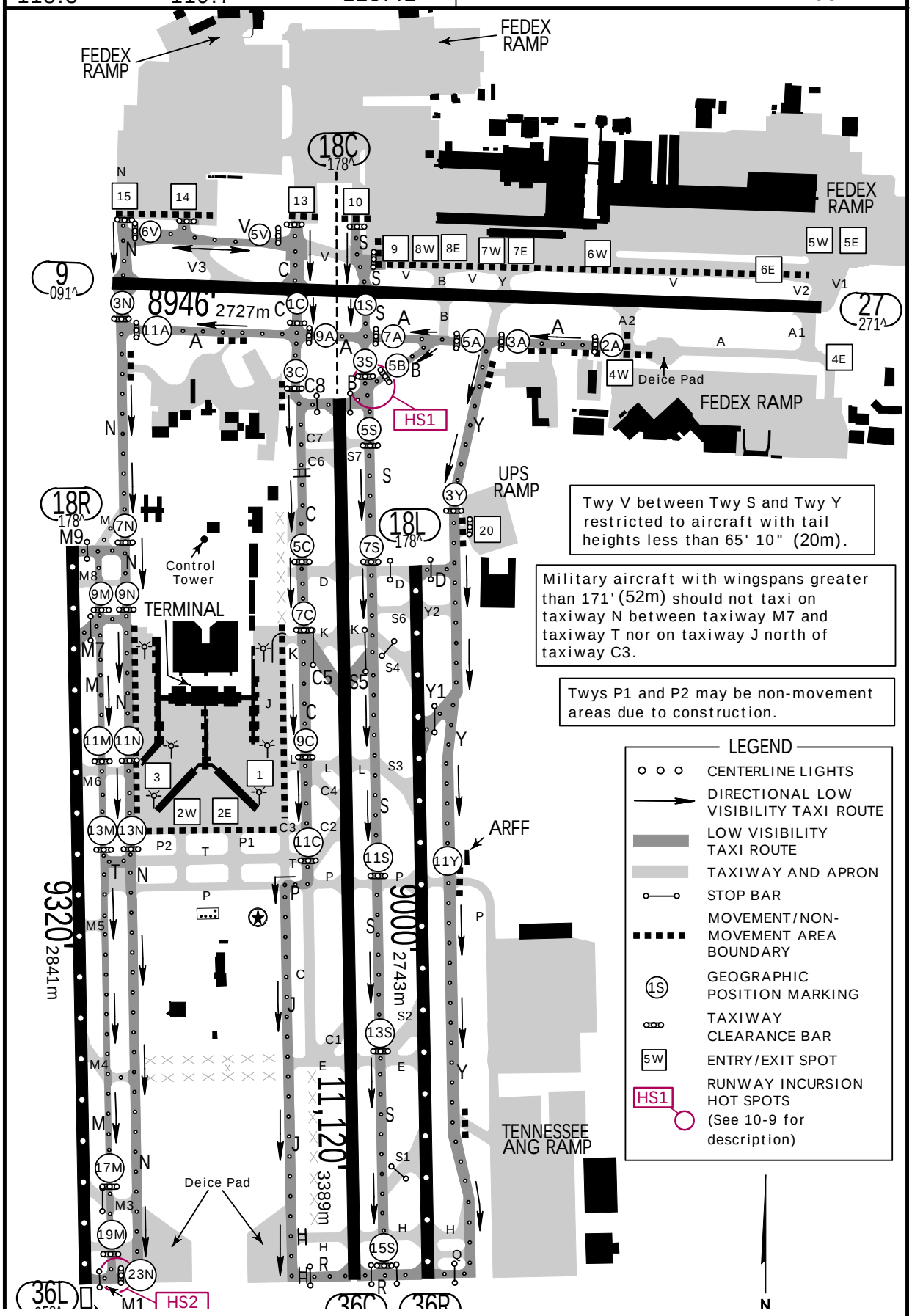
SMGCS

MEMPHIS, TENN

LOW VISIBILITY TAXI ROUTES DEPARTURE Rwys 36L/36R

D-ATIS	ACARS:	MEMPHIS Clearance (Cpt)	Ground		
127.75	D-ATIS PDC TWIP	125.2	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L
VOT 111.0			121.0	121.9	121.65

Tower			MEMPHIS Departure (R)	
Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	356^-175^	176^-355^
118.3	119.7	128.42	124.15	124.65



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KMEM/MEM
MEMPHIS INTL

JEPPESEN
4 MAR 11 (11-1)

MEMPHIS, TENN
ILS or LOC Rwy 9

BRIEFING STRIP™

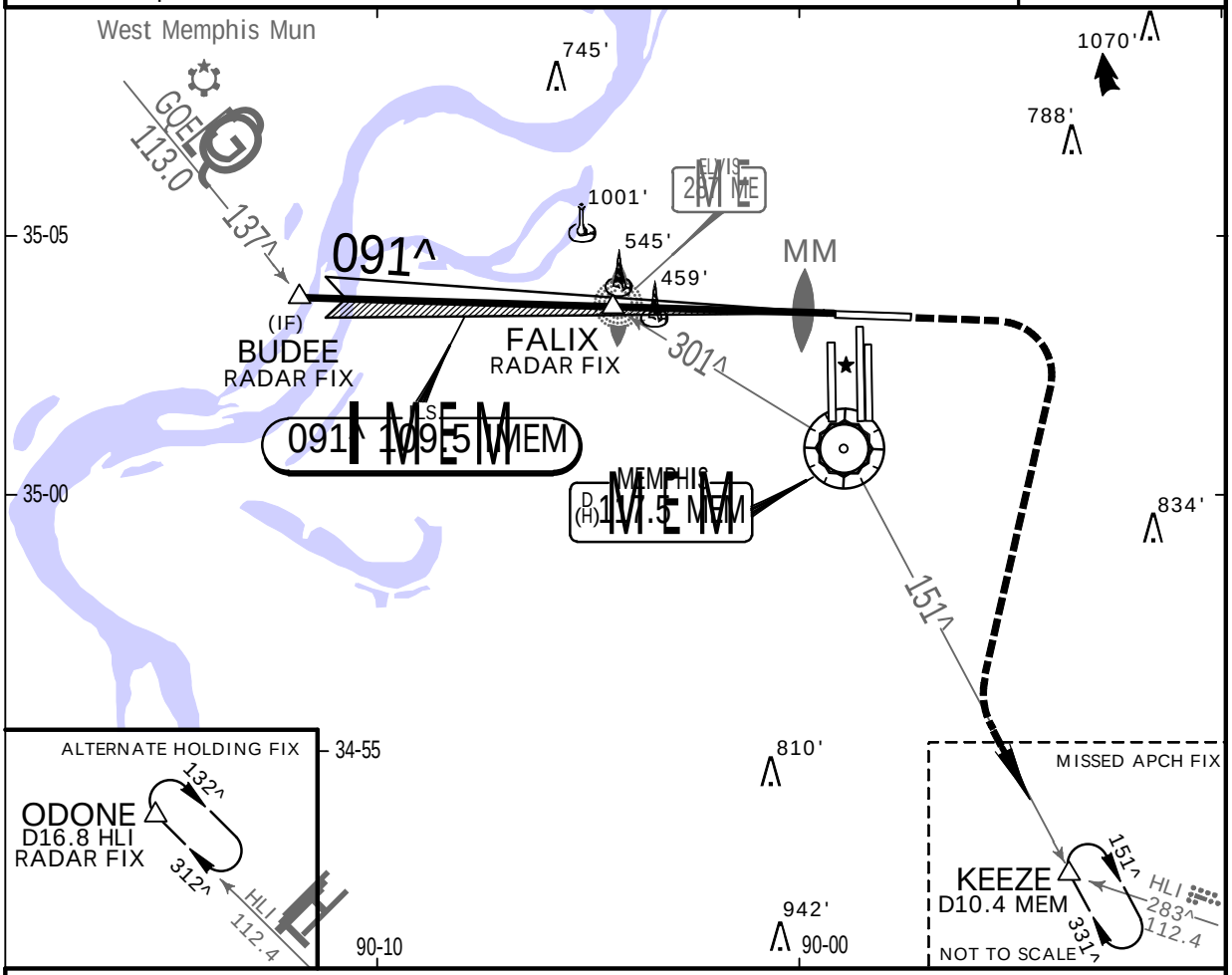
D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 9-27	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 18R-36L
127.75	125.8	119.1	118.3	119.7	128.42	121.0	121.9	121.65

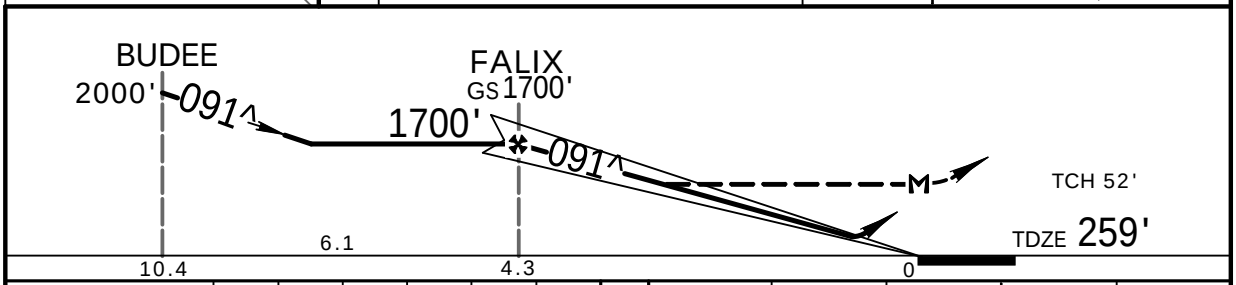
LOC IMEM	Final Apch Crs	GS FALIX	ILS DA(H)	Apt Elev 341'
109.5	091^	1700' (1441')	466' (207')	TDZE 259'

MISSED APCH: Climb to 1000' then climbing RIGHT turn to 5000' outbound via MEM VOR R-151 to KEEZE INT/D10.4 MEM and hold, continue climb-in-hold to 5000'.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'
1. Radar required.

MSA MEM VOR: 135^ 2500', 315^ 2100'





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	377	484	538	646	753	861
FALIX to MAP 4.3	3:41	2:52	2:35	2:09	1:51	1:37

MALSR | 1000' | 5000' via RT | MEM 117.5 R-151 | KEEZE

STRAIGHT-IN LANDING RWY9

	ILS DA(H) 466' (207') FULL	ILS DA(H) 466' (207') RAIL or ALS out	LOC (GS out) MDA(H) 720' (461')	LOC (GS out) RAIL out	LOC (GS out) ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	940' (599') -1
B						120	
C			RVR 40 or ¾	RVR 60 or 1¼		140	940' (599') -1½
D			RVR 50 or 1	1½		165	940' (599') -2

CHANGES: Circling minimums.

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
25 MAY 12 (11-2)

MEMPHIS, TENN
ILS or LOC Rwy 18L

BRIEFING STRIP ™

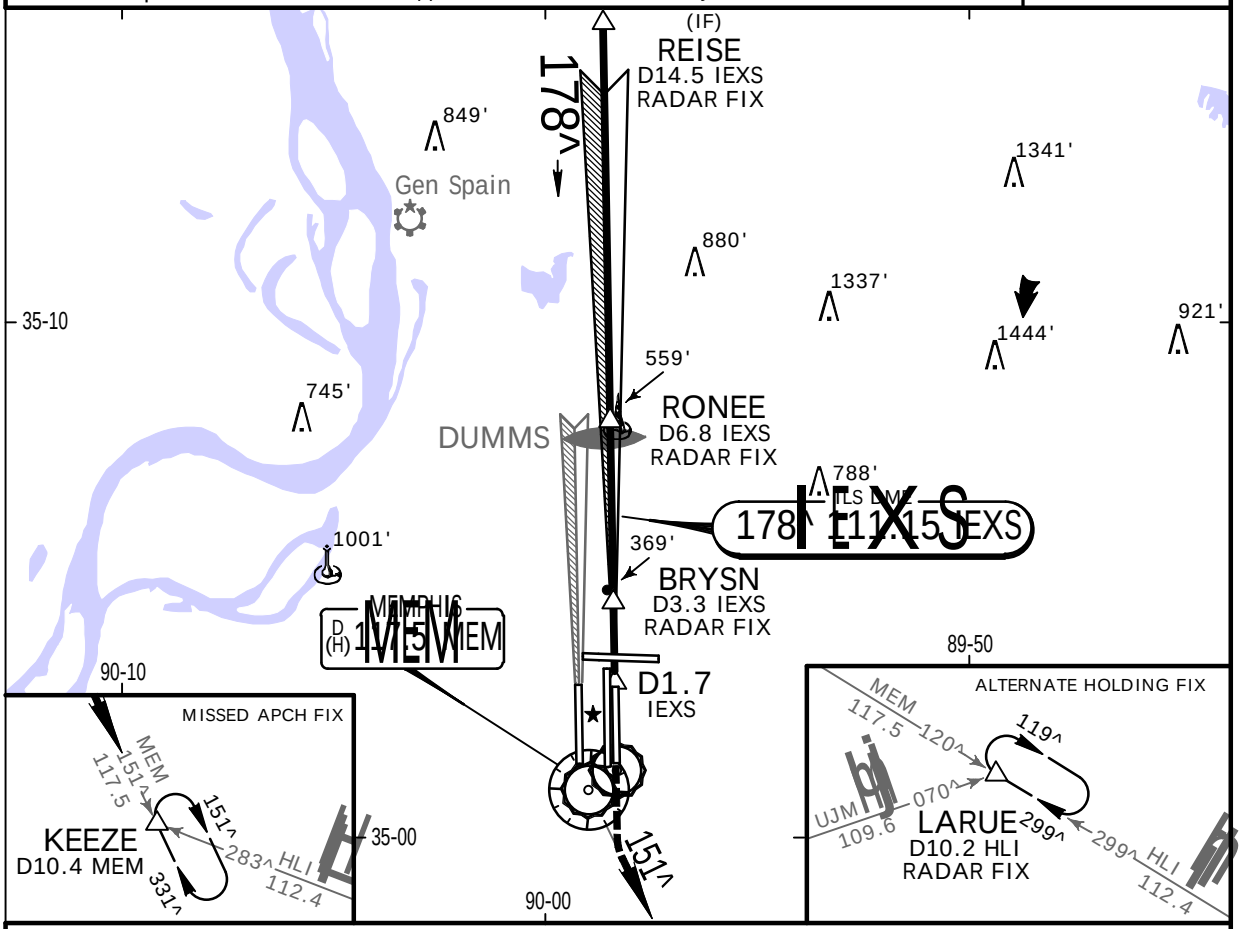
D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

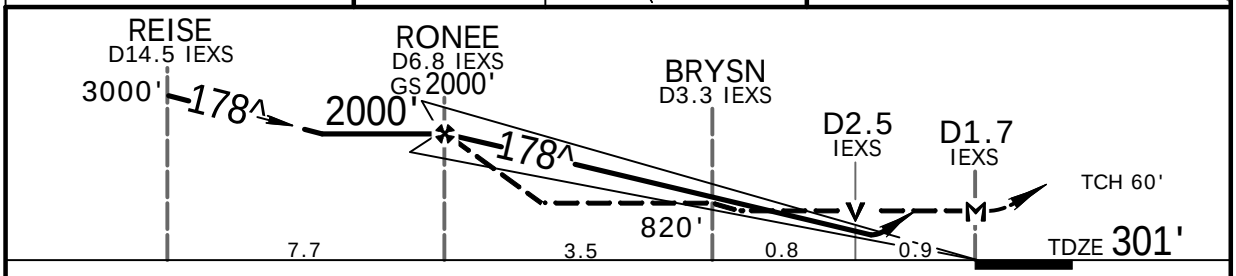
LOC IEXS	Final Apch Crs	GS RONEE	ILS DA(H)	Apt Elev 341' / TDZE 301'
111.15	178^	2000' (1699')	501' (200')	

MISSED APCH: Climb to 900' then climbing LEFT turn to 5000' outbound via MEM VOR R-151 to KEEZE INT/D10.4 MEM and hold, continue climb-in-hold to 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Radar required. 2. Simultaneous approach authorized with Rwy 18R.

MSA MEM VOR: 135^ 2500'; 315^ 2100'





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D1.7 IEXS or RONEE to MAP 5.2	4:27	3:28	3:07	3:02	2:14	1:57

MALSR
PAPI

900' ↑

5000' LT via MEM 117.5 R-151 KEEZE

STRAIGHT-IN LANDING RWY 18L

	ILS DA(H) 501' (200') FULL	TDZ or CL out	RAIL or ALS out	1 LOC (GS out) with BRYSN MDA(H) 620' (319')	RAIL out	ALS out	without BRYSN MDA(H) 820' (519')	RAIL out	ALS out
A	RVR 18 or 1½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B									
C							RVR 50 or 1	1½	
D				RVR 40 or ¾	RVR 50 or 1		RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940' (599') -1
120	
140	940' (599') -1½
165	940' (599') -2

CHANGES: Notes. AMEND 2C 31 MAY 2012

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
25 MAY 12 (11-3)

MEMPHIS, TENN
ILS or LOC Rwy 18C

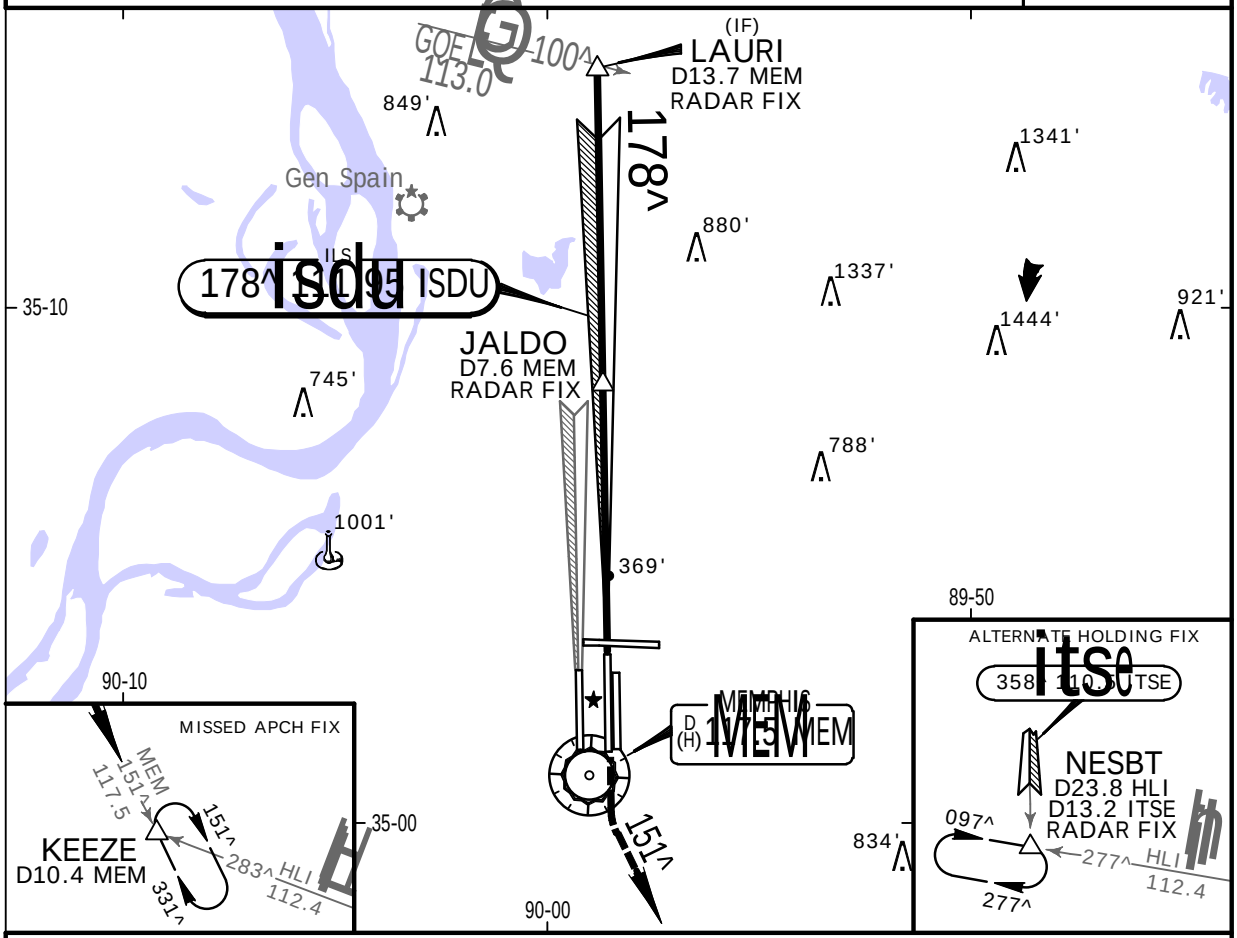
D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

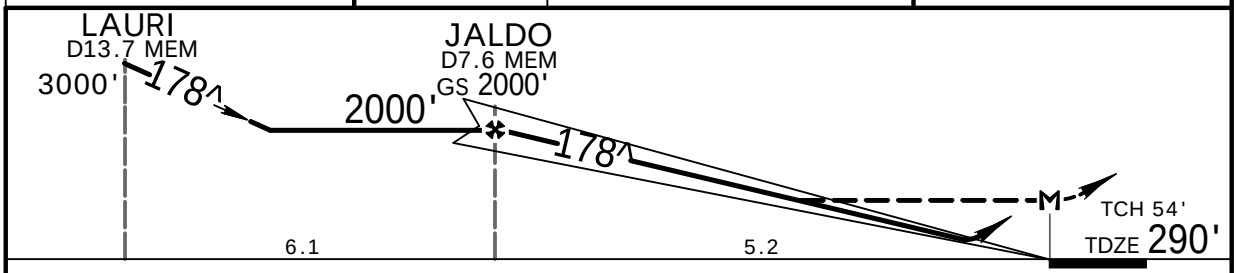
LOC ISDU	Final Apch Crs	GS JALDO	ILS DA(H)	Apt Elev / TDZE
111.95	178^	2000' (1710')	640' (350')	341' / 290'

MISSED APCH: Climb to 900' then climbing LEFT turn to 5000' outbound via MEM VOR R-151 to KEEZE INT/D10.4 MEM and hold, continue climb-in-hold to 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 18R.

MSA MEM VOR: 135^ 2500' 2100' 315^





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
JALDO to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR | 900' | 5000' LT via MEM 117.5 R-151 | KEEZE

STRAIGHT-IN LANDING RWY 18C

ILS DA(H) 640' (350')

	FULL	TDZ or CL out	RAIL or ALS out
A, B, C	RVR 40 or ¾	RVR 50 or 1	RVR 60 or 1¼

LOC (GS out) MDA(H) 860' (570')

		RAIL out	ALS out
A, B	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
C	RVR 50 or 1	1½	
	RVR 60		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940' (599') -1
120	940' (599') -1
140	940' (599') -1½

BRIEFING STRIP ™

AMEND 1C 31 MAY 2012

CHANGES: Notes.

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
18 JUL 14 (11-4)

MEMPHIS, TENN
ILS or LOC Rwy 18R

BRIEFING STRIP ™

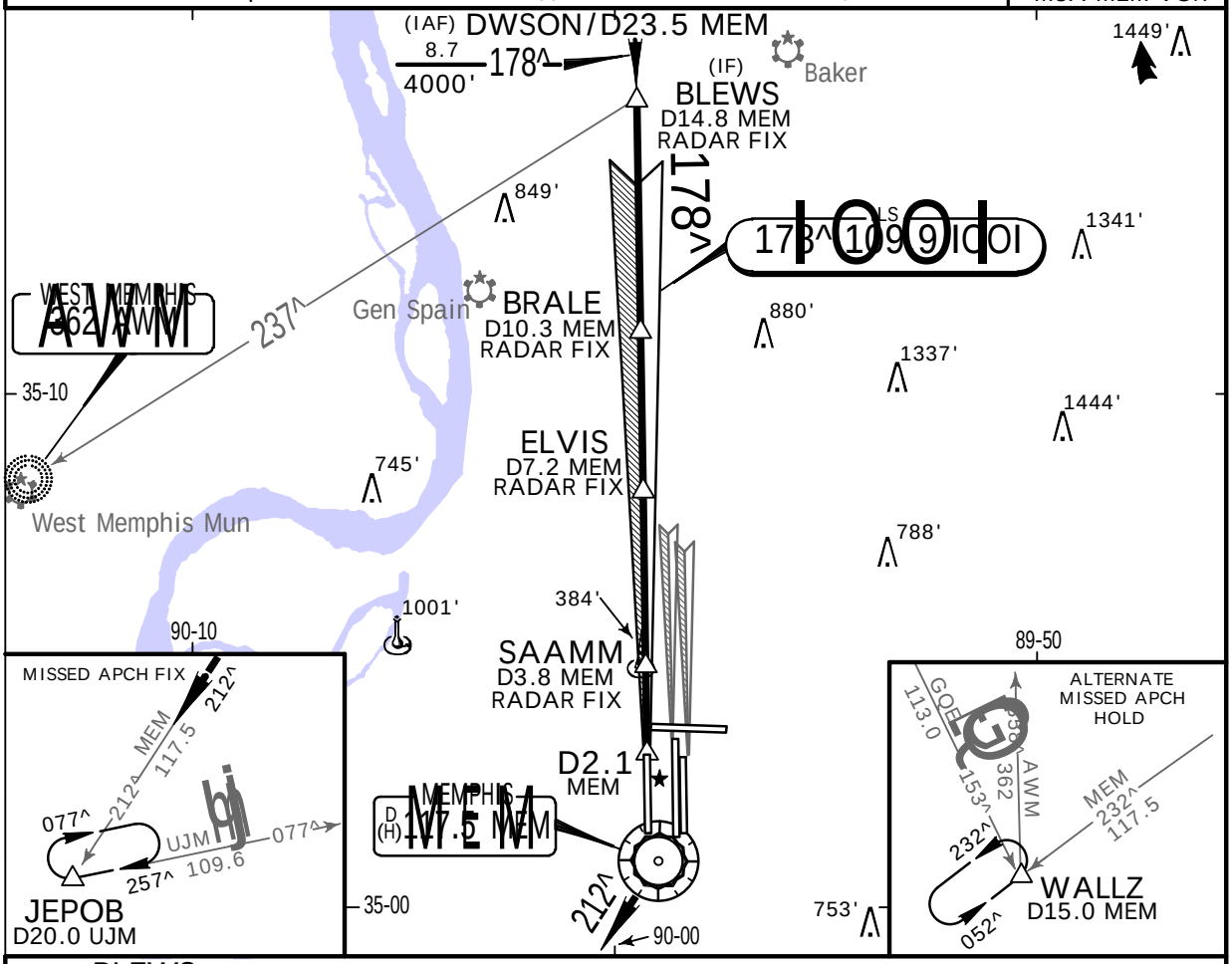
D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
	356^-175^	176^-355^	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	Rwys 9-27	Rwys 18C-36C, 18L-36R
127.75	125.8	119.1	128.42	118.3	119.7	121.65	121.0	121.9

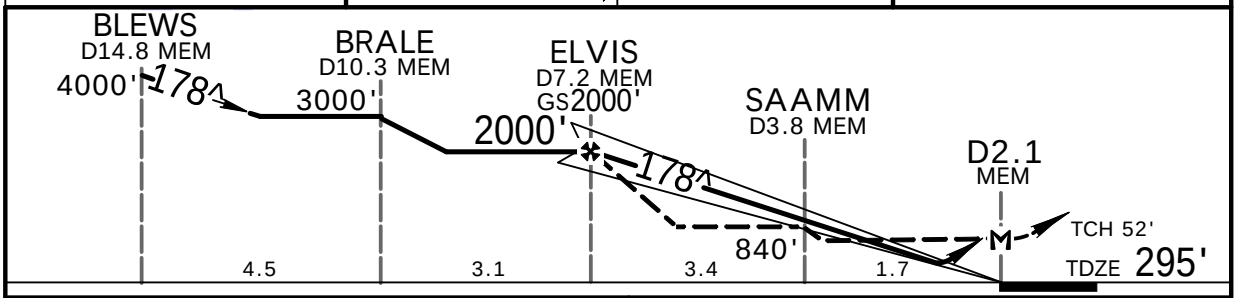
LOC IOOI	Final Apch Crs	GS ELVIS	ILS DA(H)	Apt Elev 341'
109.9	178^	2000' (1705')	495' (200')	TDZE 295'

MISSED APCH: Climb to 900' then climbing RIGHT turn to 5000' outbound via MEM VOR R-212 to JEPOB INT/D20.0 UJM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 18C/L.

MSA MEM VOR: 135^ 2500' 2100' 315^





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D2.1 MEM or ELVIS to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

MALSR | 900' | 5000' RT | via MEM 117.5 R-212 | JEPOB

STRAIGHT-IN LANDING RWY 18R

	ILS DA(H) 495' (200')			LOC (GS out) MDA(H) 700' (405') With SAAMM			MDA(H) 840' (545') Without SAAMM			CIRCLE-TO-LAND Max Kts	MDA(H)
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out		
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	940' (599') -1
B										120	
C				RVR 40 or 3/4	RVR 60 or 1 1/4		RVR 50 or 1	1 1/2		140	940' (599') -1 1/2
							RVR 60				

CHANGES: None.

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KMEM/MEM MEMPHIS INTL

JEPPESEN

18 JUL 14 (11-5)

MEMPHIS, TENN ILS or LOC Rwy 27

BRIEFING STRIP™

D-ATIS	MEMPHIS Approach (R) 356^-175^	176^-355^	MEMPHIS Tower Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L	Ground Rwys 9-27	Rwys 18C-36C, 18L-36R	Rwys 18R-36L
127.75	125.8	119.1	118.3	119.7	128.42	121.0	121.9	121.65

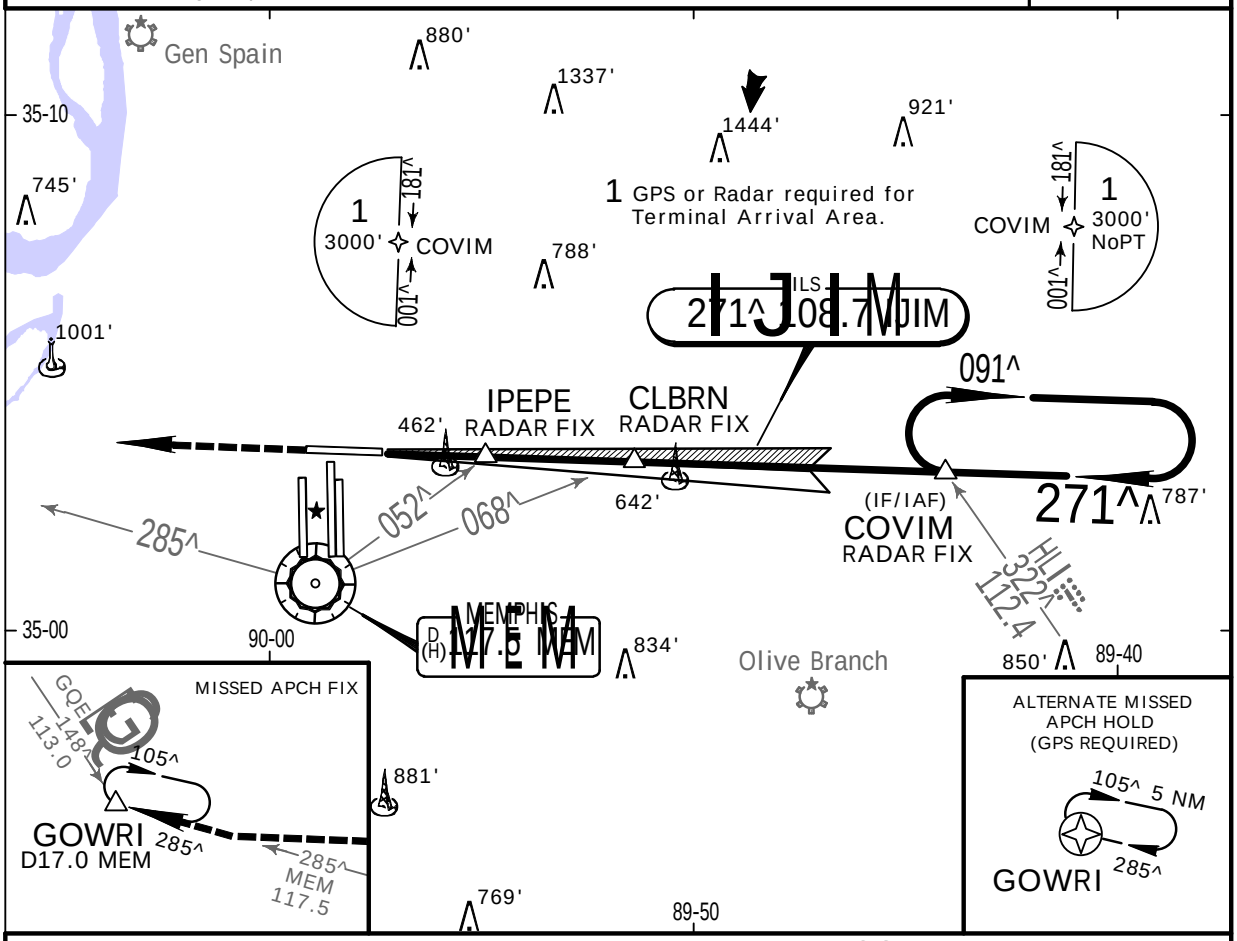
LOC IJIM	Final Apch Crs	GS CLBRN	ILS DA(H)	Apt Elev 341'
108.7	271^	1900' (1608')	492' (200')	TDZE 292'

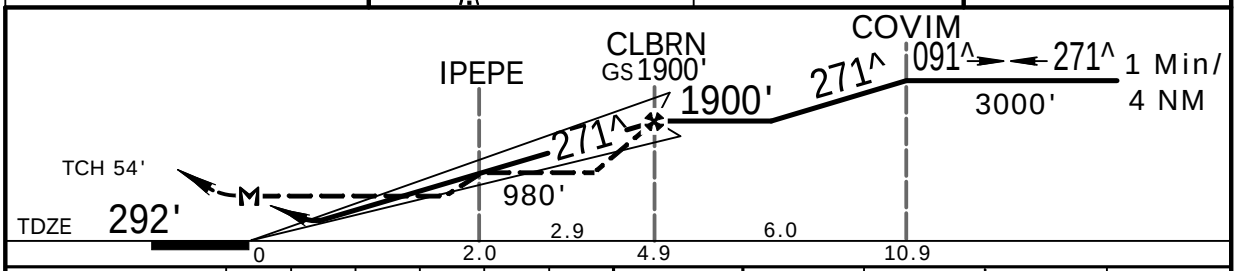
MISSED APCH: Climb to 5000' and intercept MEM VOR R-285 to GOWRI INT/D17.0 MEM and hold, continue climb-in-hold to 5000, or as directed by ATC.

TAA 30 NM IAF

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

1. VGSI and ILS glidepath not coincident.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
CLBRN to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50

MALSR PAPI 5000' MEM and 117.5 R-285 GOWRI

TERPS. STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 492' (200') FULL	ILS RAIL or ALS out	LOC (GS out) 1 With IPEPE MDA(H) 720' (428')	RAIL out	ALS out	Without IPEPE MDA(H) 980' (688')	RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B								
C			RVR 40 or 3/4	RVR 50 or 1	1 1/4	1 1/2	1 3/4	2
D								

CIRCLE-TO-LAND

Max Kts	1 With IPEPE MDA(H)	Without IPEPE MDA(H)
90	920 (579') -1	980 (639') -1
120		
140	920 (579') -1 1/2	980 (639') -2
165	1020 (679') -2 1/4	1020 (679') -2 1/4

CHANGES: TDZE.

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
12 APR 13 (11-6)

MEMPHIS, TENN
ILS or LOC Rwy 36L

BRIEFING STRIP ™

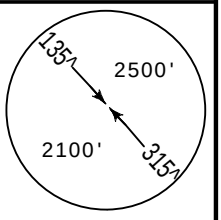
D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18R-36L	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18C-36C, 18L-36R	Ground Rwys 18R-36L	Ground Rwys 9-27	Ground Rwys 18C-36C, 18L-36R
127.75	125.8	119.1	128.42	118.3	119.7	121.65	121.0	121.9

LOC IOHN	Final Apch Crs	GS CADUS	ILS DA(H)	Apt Elev 341'
108.9	360^	2000' (1679')	521' (200')	TDZE 321'

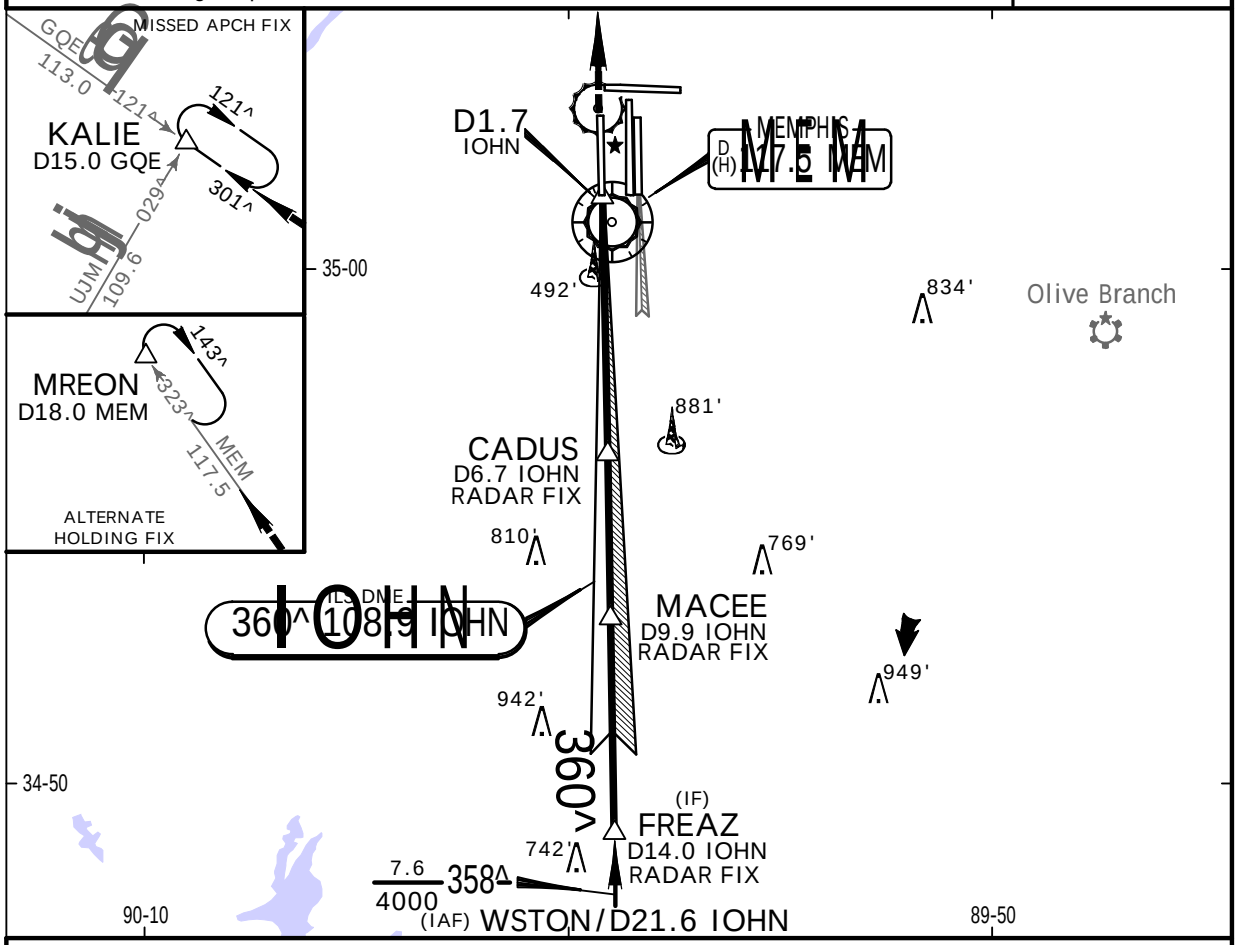
MISSED APCH: Climb to 1000' then climbing LEFT turn to 5000' via 330^ heading and GQE VOR R-121 to KALIE INT/D15.0 GQE and hold, continue climb-in-hold to 5000'.

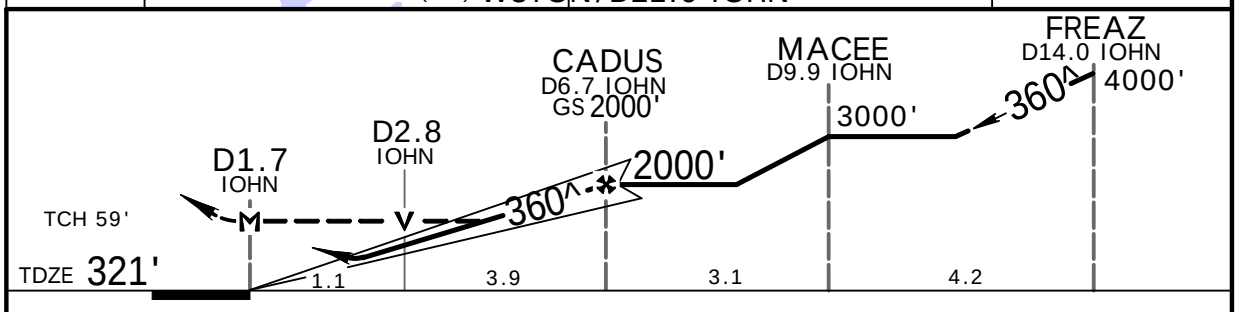
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 36C/R.
3. VGSI and ILS glidepath not coincident.



MSA MEM VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D1.7 IOHN or CADUS to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI ALSF-II 1000' 5000' LT via 330^ hdg and GQE 113.0 R-121

STRAIGHT-IN LANDING RWY 36L

	ILS DA(H) 521' (200') FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out) MDA(H) 760' (439')	LOC ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	90	940'(599')-1
B						120	
C				RVR 40 or ¾	RVR 60 or 1¼	140	940'(599')-1½
D				50-1	1¼		

CHANGES: Marker beacon decommissioned.

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
12 APR 13 (11-6A)

MEMPHIS, TENN
ILS Rwy 36L CAT II & III

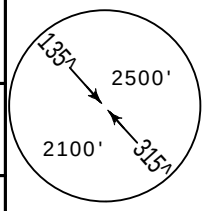
D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18R-36L	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18C-36C, 18L-36R	Ground Rwys 18R-36L	Ground Rwys 9-27	Ground Rwys18C-36C, 18L-36R
127.75	125.8	119.1	128.42	118.3	119.7	121.65	121.0	121.9

LOC IOHN	Final Apch Crs	GS CADUS	CAT IIIC	CAT IIIB / CAT IIIA	CAT II ILS	Apt Elev
108.9	360^	2000' (1679')	NA	Refer to Minimums	RA 100' DA(H) 421'(100')	341' TDZE 321'

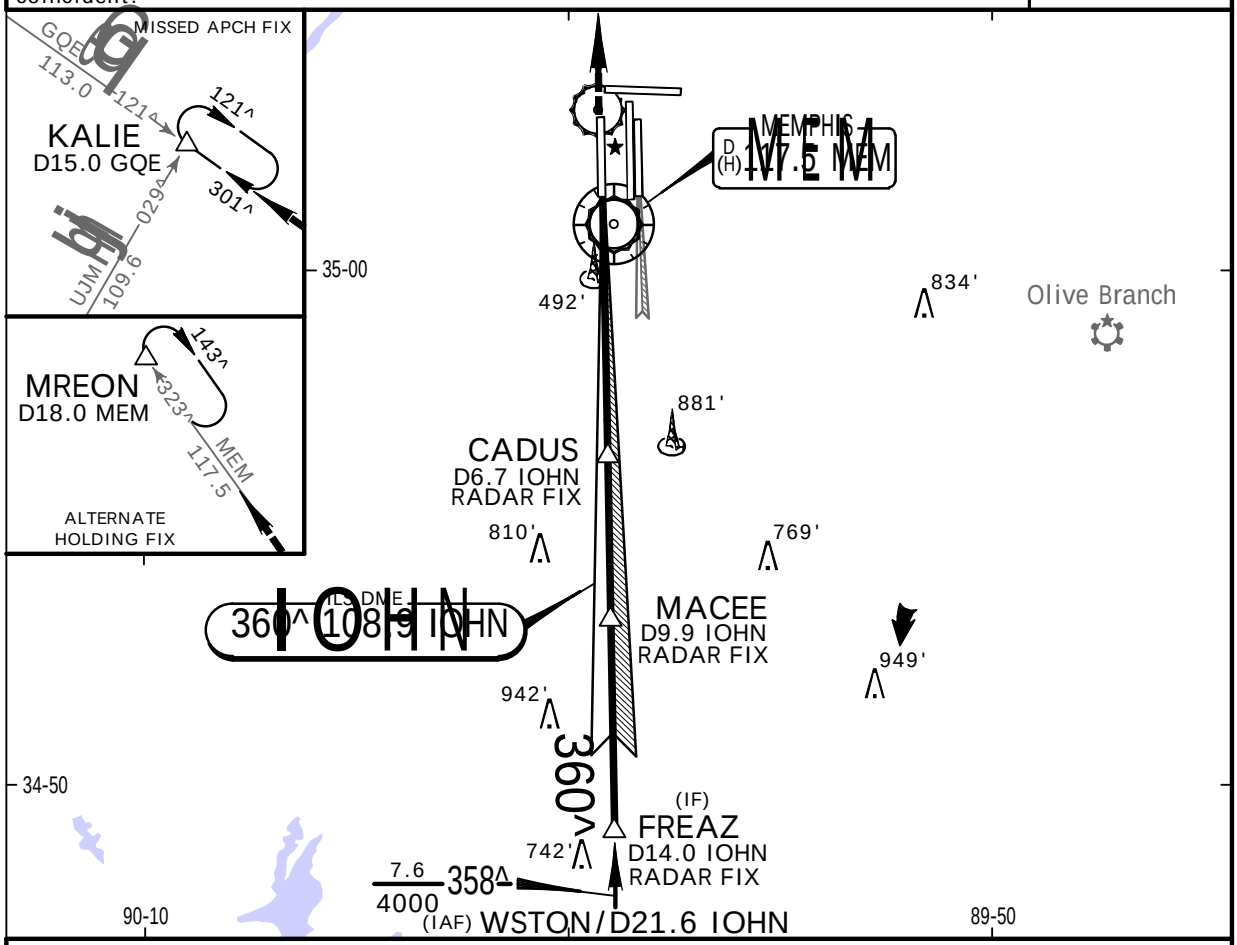
MISSED APCH: Climb to 1000' then climbing LEFT turn to 5000' via 330^ heading and GQE VOR R-121 to KALIE INT/D15.0 GQE and hold, continue climb-in-hold to 5000'.

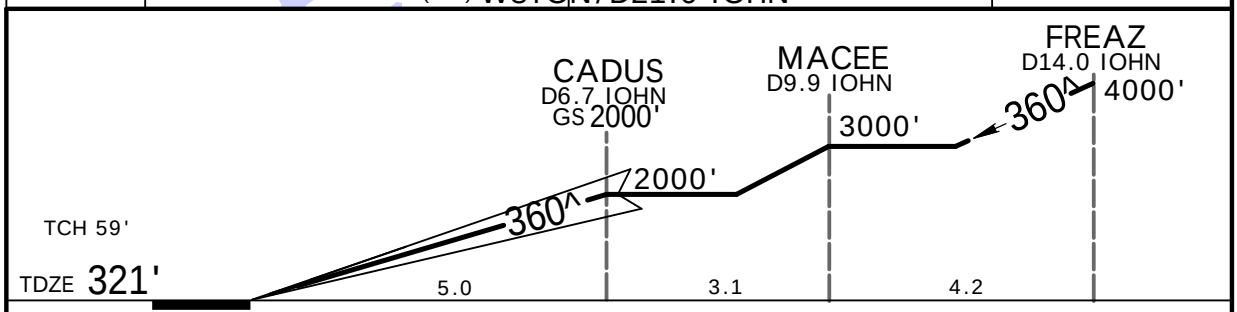
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Aircraft Certification required. 2. DME or Radar required.
3. Simultaneous approach authorized with Rwy 36C/R. 4. VGSI and ILS glidepath not coincident.



MSA MEM VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II PAPI 1000' 5000' LT via 330^ hdg and GQE 113.0 R-121

STRAIGHT-IN LANDING RWY 36L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
			RA 100' DA(H) 421' (100')
NA	RVR 3	RVR 7	RVR 12

BRIEFING STRIP ™

CHANGES: Marker beacon decommissioned.

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
12 APR 13 (11-7)

MEMPHIS, TENN
ILS or LOC Rwy 36C

BRIEFING STRIP ™

D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
	356^-175^	176^-355^	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

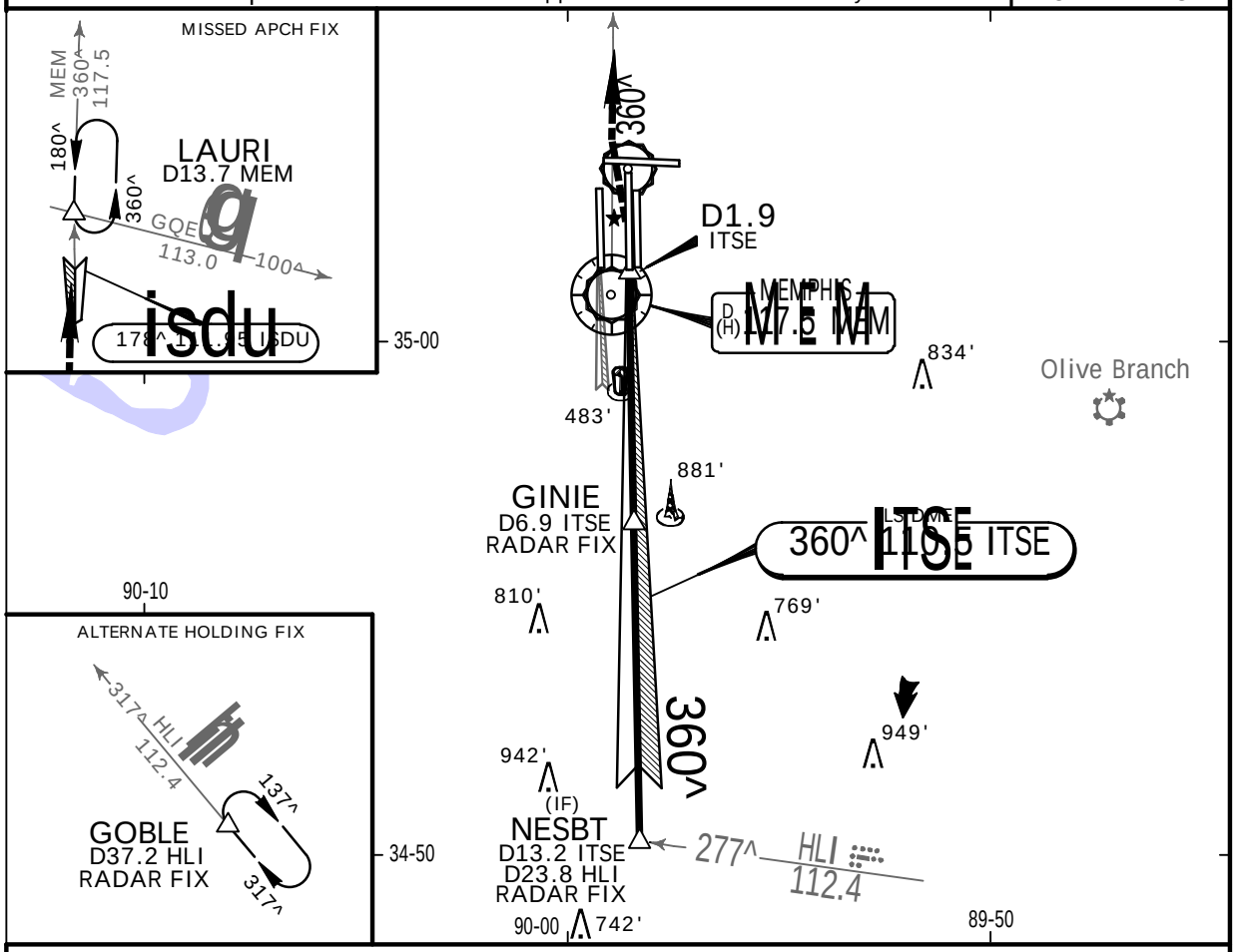
LOC ITSE	Final Apch Crs	GS GINIE	ILS DA(H)	Apt Elev 341'
110.5	360^	2000' (1659')	541' (200')	TDZE 341'

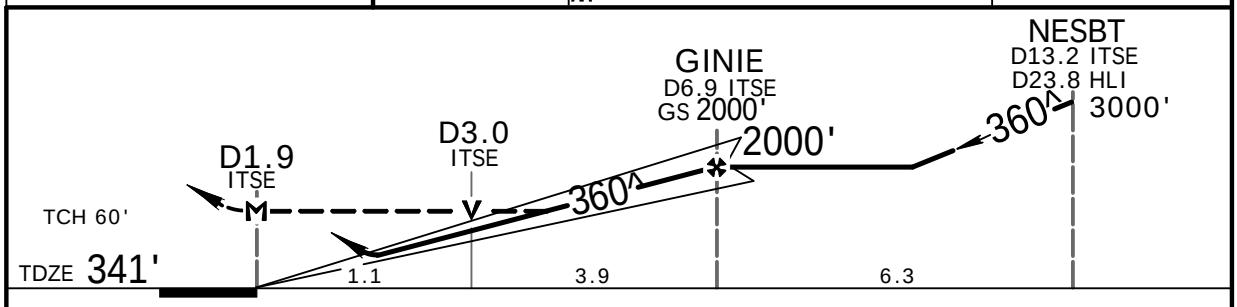
MISSED APCH: Climb to 3000' outbound via MEM VOR R-360 to LAURI INT/D13.7 MEM and hold.

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

1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 36L.

MSA MEM VOR: 135^ 2500', 315^ 2100'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D1.9 ITSE or GINIE to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-II

3000' via MEM 117.5 R-360 LAURI

STRAIGHT-IN LANDING RWY 36C

	ILS DA(H) 541' (200') FULL	TDZ or CL out	ALS out	1 LOC (GS out) MDA(H) 740' (399')	ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B					
C					
D				RVR 40 or 3/4	RVR 60 or 1 1/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940' (599')-1
120	
140	940' (599')-1 1/2
165	940' (599')-2

CHANGES: Marker beacons decommissioned.

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KMEM/MEM
MEMPHIS INTL

JEPPESEN

12 APR 13 (11-7A)

MEMPHIS, TENN
ILS Rwy 36C CAT II & III

BRIEFING STRIP ™

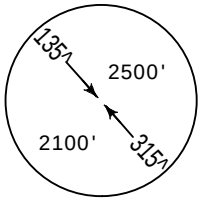
D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

LOC ITSE	Final Apch Crs	GS GINIE	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev / TDZE
110.5	360^	2000' (1659')	NA	Refer to Minimums		RA 118' DA(H) 441'(100')	341' / 341'

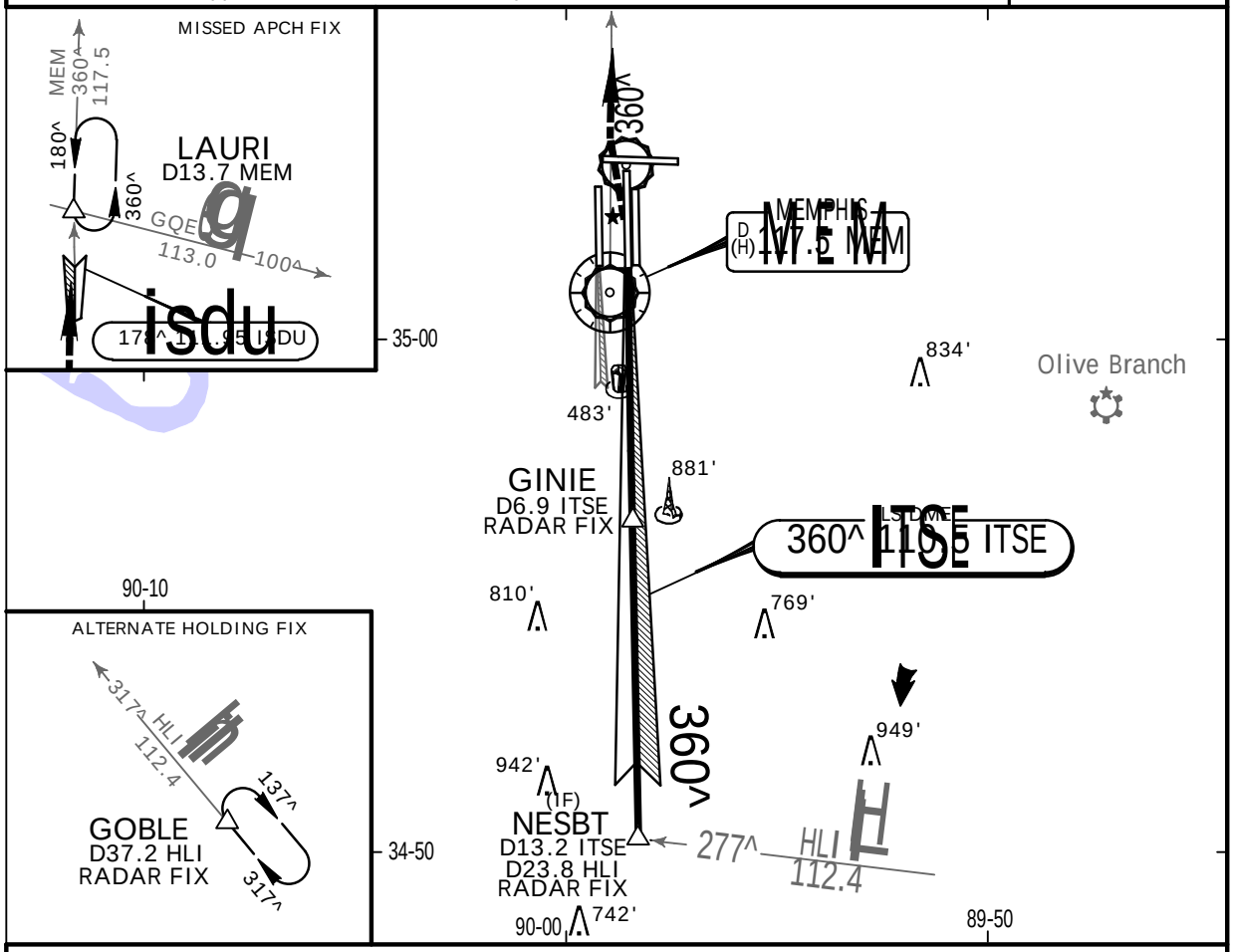
MISSED APCH: Climb to 3000' outbound via MEM VOR R-360 to LAURI INT/D13.7 MEM and hold.

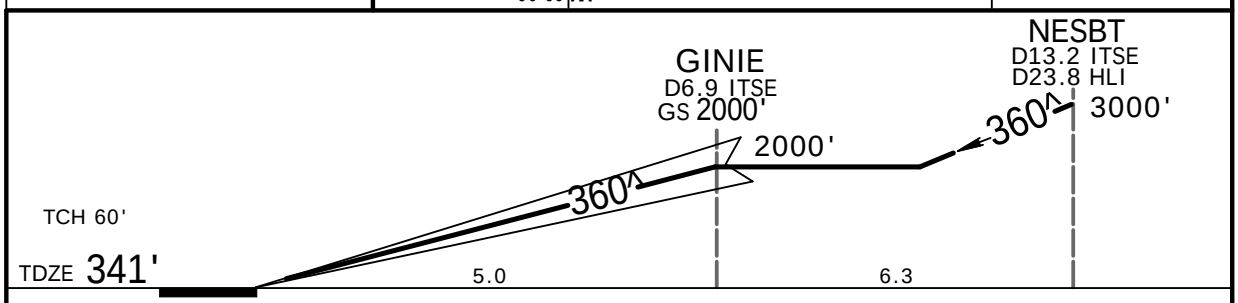
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Acft Certification required. 2. DME or Radar required.
3. Simultaneous approach authorized with Rwy 36L.



MSA MEM VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II 3000' via MEM 117.5 R-360 LAURI

STRAIGHT-IN LANDING RWY 36C

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 118' DA(H) 441' (100')
NA	RVR 3	RVR 7	RVR 12

CHANGES: Marker beacons decommissioned.

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
12 APR 13 (11-8)

MEMPHIS, TENN
ILS or LOC Rwy 36R

BRIEFING STRIP™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

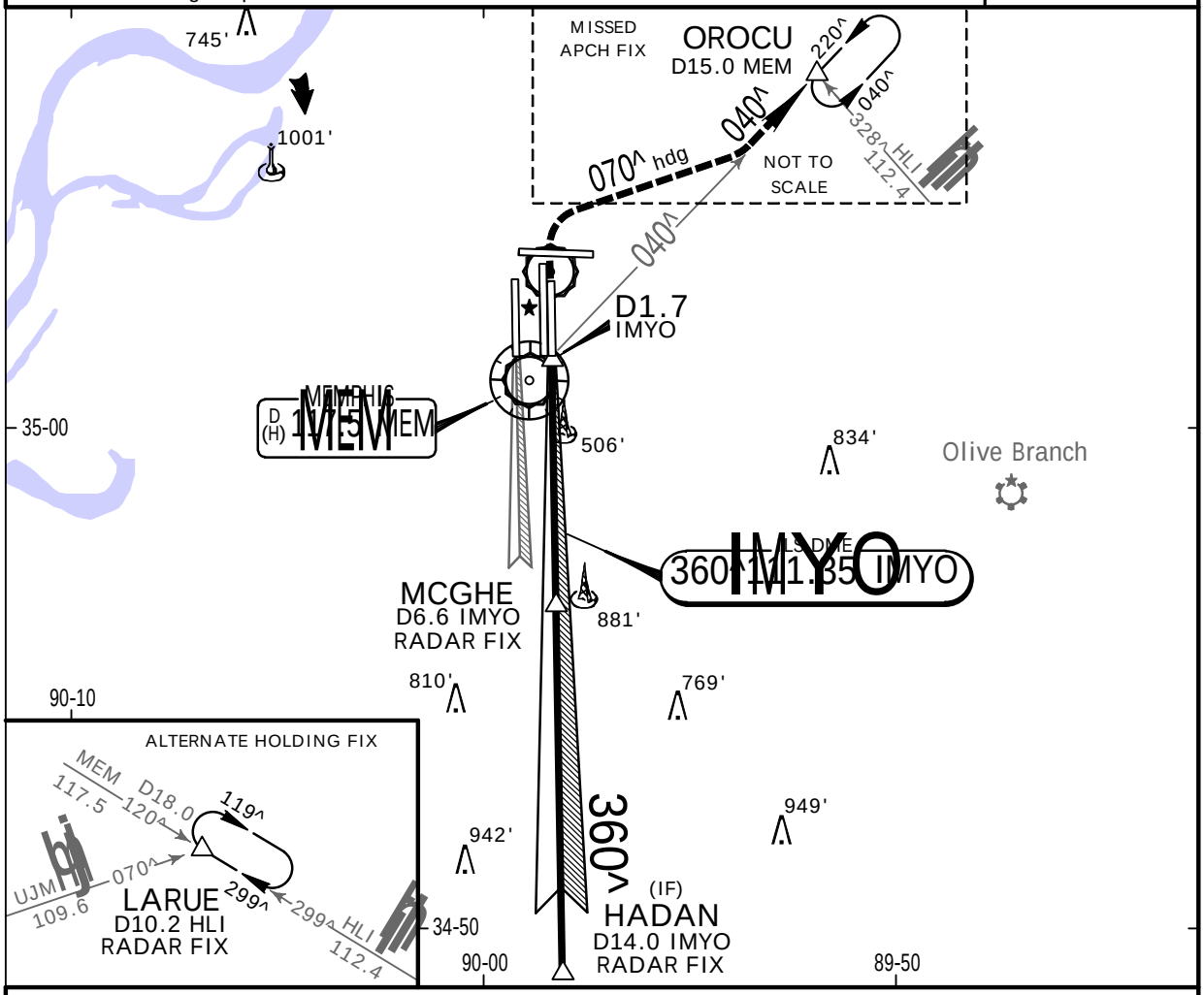
LOC IMYO	Final Apch Crs	GS MCGHE	ILS DA(H)	Apt Elev 341'
111.35	360^	2000' (1665')	535' (200')	TDZE 335'

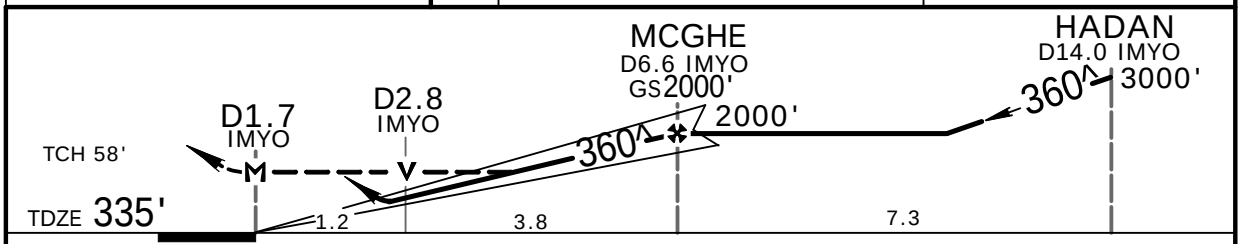
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 5000' via 070^ heading and MEM VOR R-040 outbound to OROCU INT/D15.0 MEM and hold, continue climb-in-hold to 5000'.

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

1. DME or Radar required. 2. Simultaneous approach authorized with Runway 36L.
3. VGSI and ILS glidepath not coincident.

MSA MEM VOR: 135^ 2500', 2100', 315^





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D1.7 IMYO or MCGHE to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-II PAPI

1000' 5000' RT via 070^ hdg and MEM 117.5 R-040

STRAIGHT-IN LANDING RWY36R

	ILS DA(H) 535' (200') FULL	TDZ or CL out	ALS out	1 LOC (GS out) MDA(H) 760' (425')	ALS out
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B					
C				RVR 40 or 3/4	RVR 60 or 1 1/4
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940' (599') -1
120	
140	940' (599') -1 1/2
165	940' (599') -2

CHANGES: Marker beacon decommissioned.

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KMEM/MEM MEMPHIS INTL

JEPPESEN

12 APR 13 (11-8A)

MEMPHIS, TENN ILS Rwy 36R CAT II & III

D-ATIS	MEMPHIS Approach (R)		MEMPHIS Tower			Ground		
	356^-175^	176^-355^	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L	Rwys 18C-36C, 18L-36R	Rwys 9-27	Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

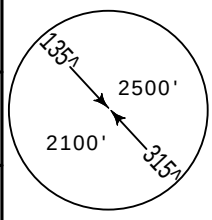
LOC	Final Apch Crs	GS MCGHE	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev
IMYO 111.35	360^	2000' (1665')	NA	Refer to Minimums		RA 109' DA(H) 435'(100')	341' TDZE 335'

BRIEFING STRIP™

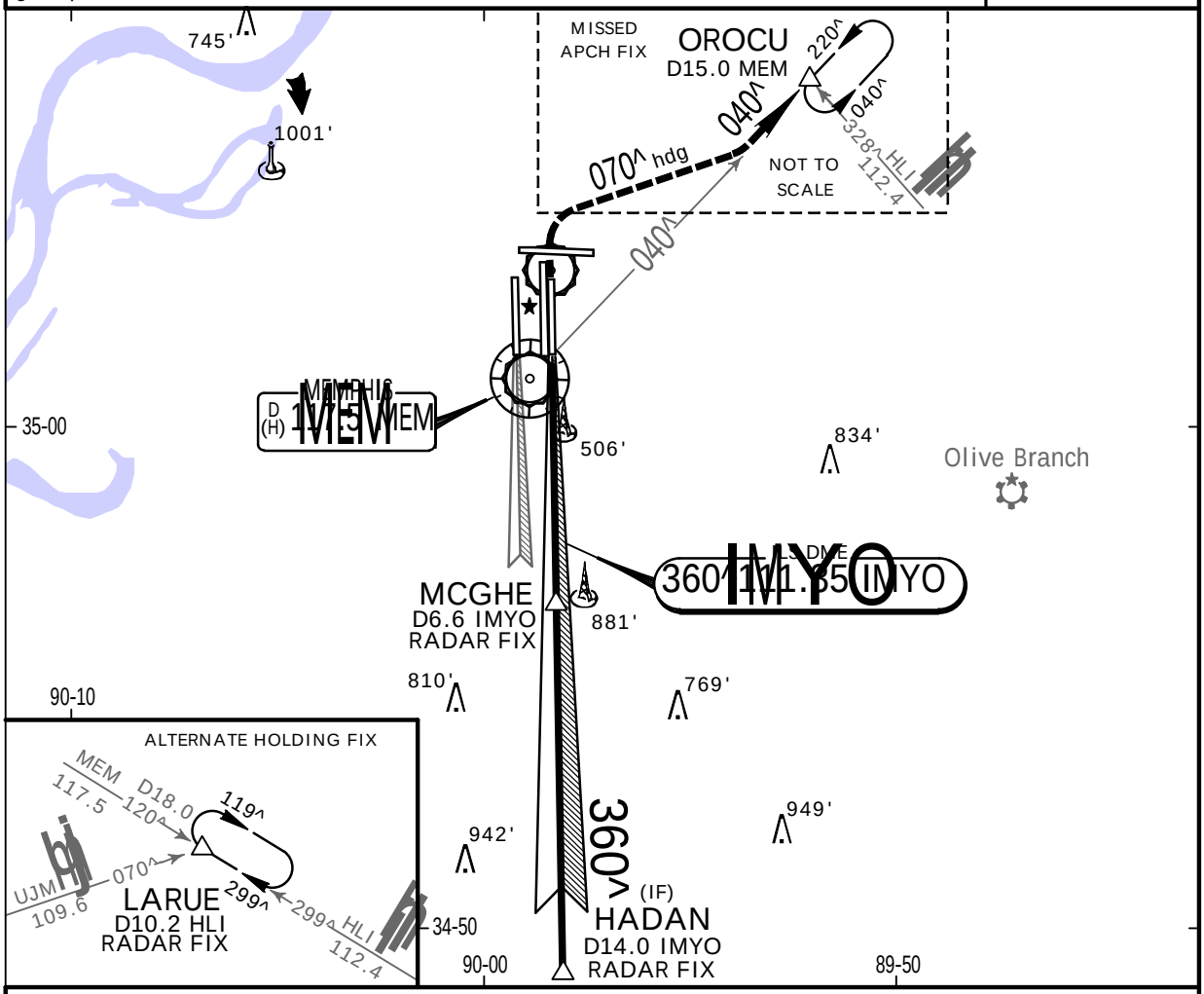
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 5000' via 070^ heading and MEM VOR R-040 outbound to OROCU INT/D15.0 MEM and hold, continue climb-in-hold to 5000'.

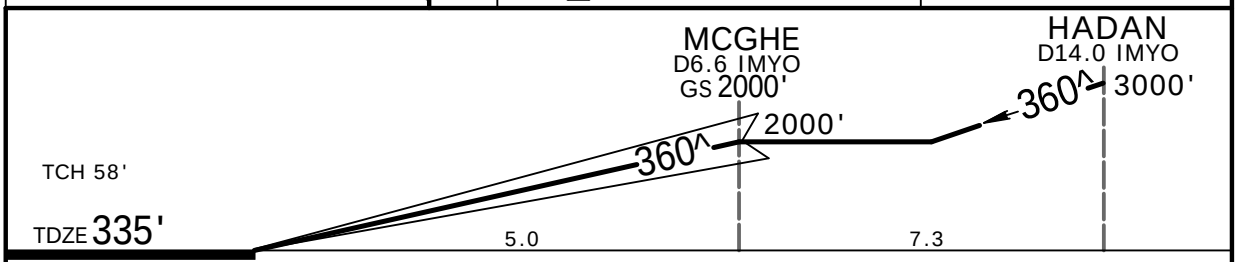
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Aircraft Certification required. 2. DME or Radar required. 3. Simultaneous approach authorized with Runway 36L. 4. VGSI and ILS glidepath not coincident.



MSA MEM VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II PAPI

1000' ↑ | 5000' RT via 070^ hdg and MEM 117.5 R-040

STRAIGHT-IN LANDING RWY 36R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 109' DA(H) 435'(100')
NA	RVR 3	RVR 7	RVR 12

CHANGES: Marker beacon decommissioned.

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KMEM/MEM MEMPHIS INTL

JEPPESEN 29 MAR 13 (12-1) .Eff.4.Apr.

MEMPHIS, TENN RNAV (GPS) Rwy 9

BRIEFING STRIP ™

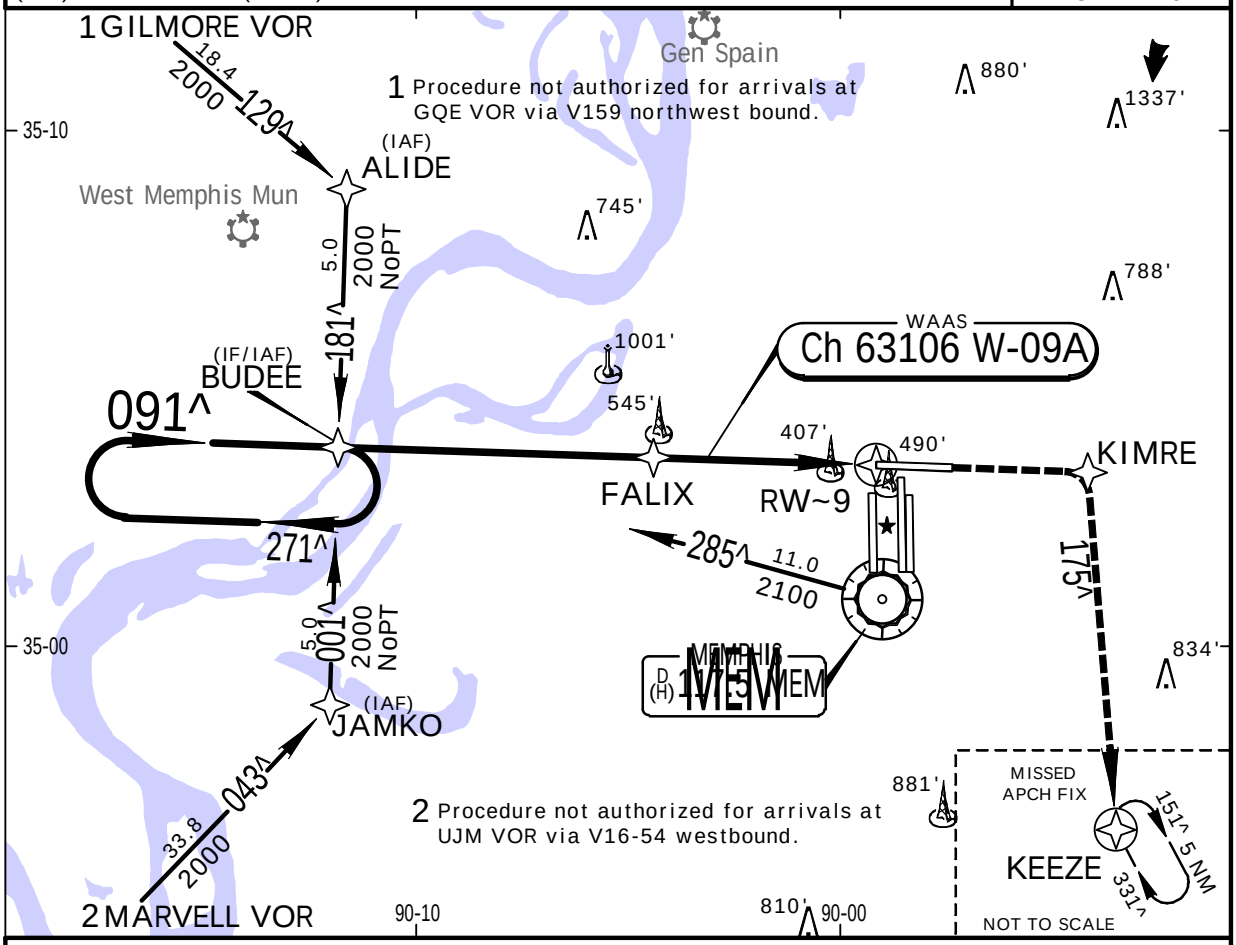
D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 9-27	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 18R-36L
127.75	125.8	119.1	118.3	119.7	128.42	121.0	121.9	121.65

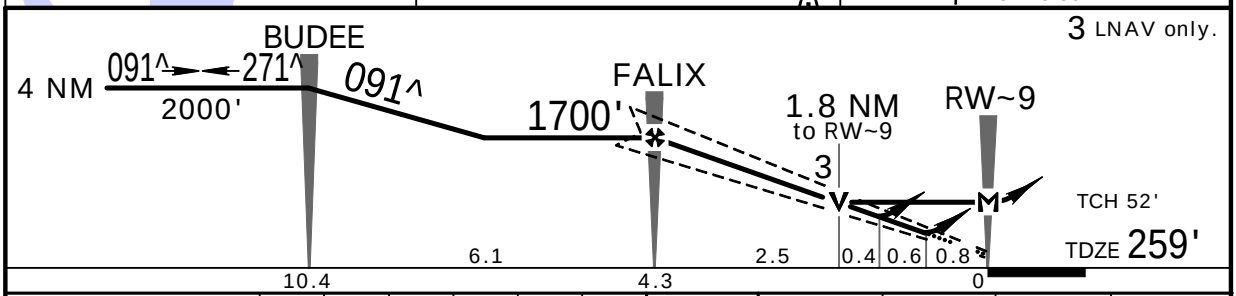
WAAS	Final Apch Crs	Minimum Alt FALIX	LPV DA(H)	Apt Elev 341'
Ch 63106 W-09A	091^	1700'(1441')	557'(298')	TDZE 259'

MISSED APCH: Climb to 5000' direct KIMRE and via 175^ track to KEEZE and hold, continue climb-in-hold to 5000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15^C (5^F) or above 48^C (118^F). 2. DME/DME RNP-0.30 not authorized.

2500'
MSA RW~9





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW~9						

MALSR 5000' KIMRE

STRAIGHT-IN LANDING RWY 9

	LPV DA(H) 557'(298') RAIL or ALS out		LNAV/VNAV DA(H) 751'(492') RAIL or ALS out		LNAV MDA(H) 880'(621') RAIL out	ALS out
A	RVR 24 or ½	RVR 50 or 1	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 40 or ¾ / RVR 50 or 1
B						
C					RVR 60 or 1¼	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940'(599')-1
120	
140	940'(599')-1½

S AMEND 1A 7 APR 2011

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KMEM/MEM MEMPHIS INTL

JEPPESEN

29 MAR 13 .Eff.4.Apr. (12-2)

MEMPHIS, TENN RNAV (GPS) Z Rwy 18L

BRIEFING STRIP ™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

WAAS	Final Apch Crs	Minimum Alt RONEE	LPV DA(H)	Apt Elev 341'
Ch 53307 W-18B	178^	2000' (1699')	557' (256')	TDZE 301'

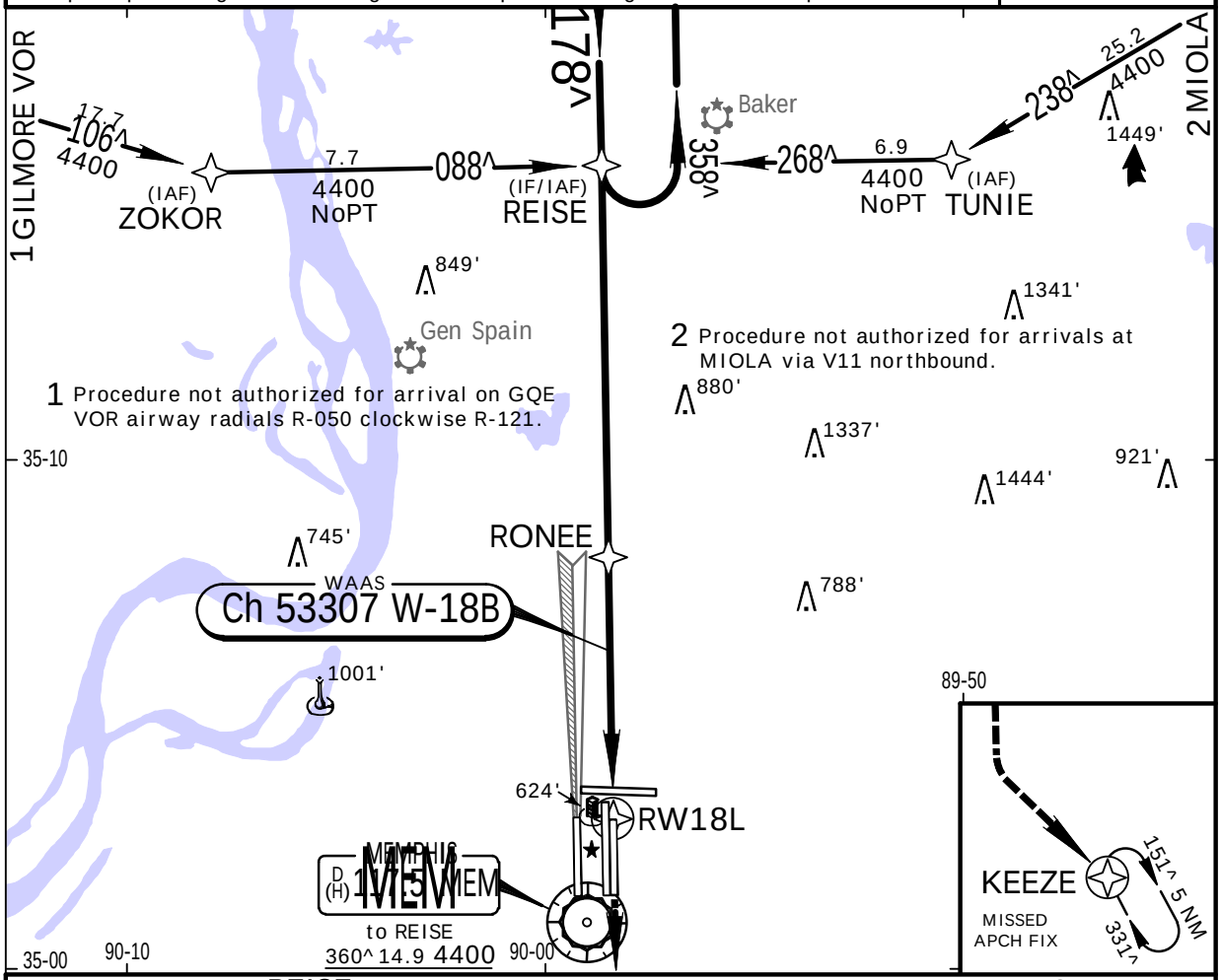
MISSED APCH: Climb to 900' then climbing LEFT turn to 5000' direct KEEZE and hold, continue climb-in-hold to 5000'.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15^C (5^F) or above 48^C (118^F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Simultaneous approach authorized with Rwy 18R. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

2500'

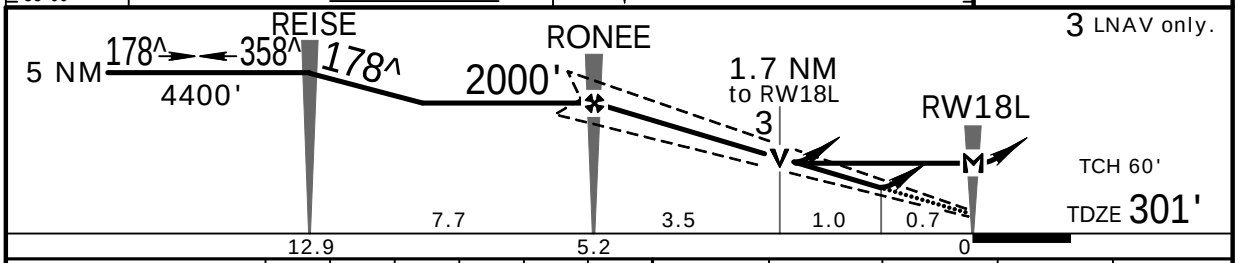
MSA RW18L



1 Procedure not authorized for arrival on GQE VOR airway radials R-050 clockwise R-121.

2 Procedure not authorized for arrivals at MIOLA via V11 northbound.

3 LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW18L						

MALSR PAPI 900' 5000' LT D KEEZE

STRAIGHT-IN LANDING RWY 18L

	LPV DA(H) 557' (256') RAIL or ALS out		LNAV/VNAV DA(H) 874' (573') RAIL or ALS out		LNAV MDA(H) 880' (579') RAIL out	ALS out
A	RVR 24 or 1/2	RVR 50 or 1	1½	2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B						
C					RVR 50 or 1	1½
					RVR 60	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940' (599') -1
120	
140	940' (599') -1½

AMEND 2B 4 APR 2013

CHANGES: missed approach.

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KMEM/MEM MEMPHIS INTL

JEPPESEN

29 MAR 13 .Eff.4.Apr. (12-3)

MEMPHIS, TENN RNAV (GPS) Z Rwy 18C

BRIEFING STRIP ™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

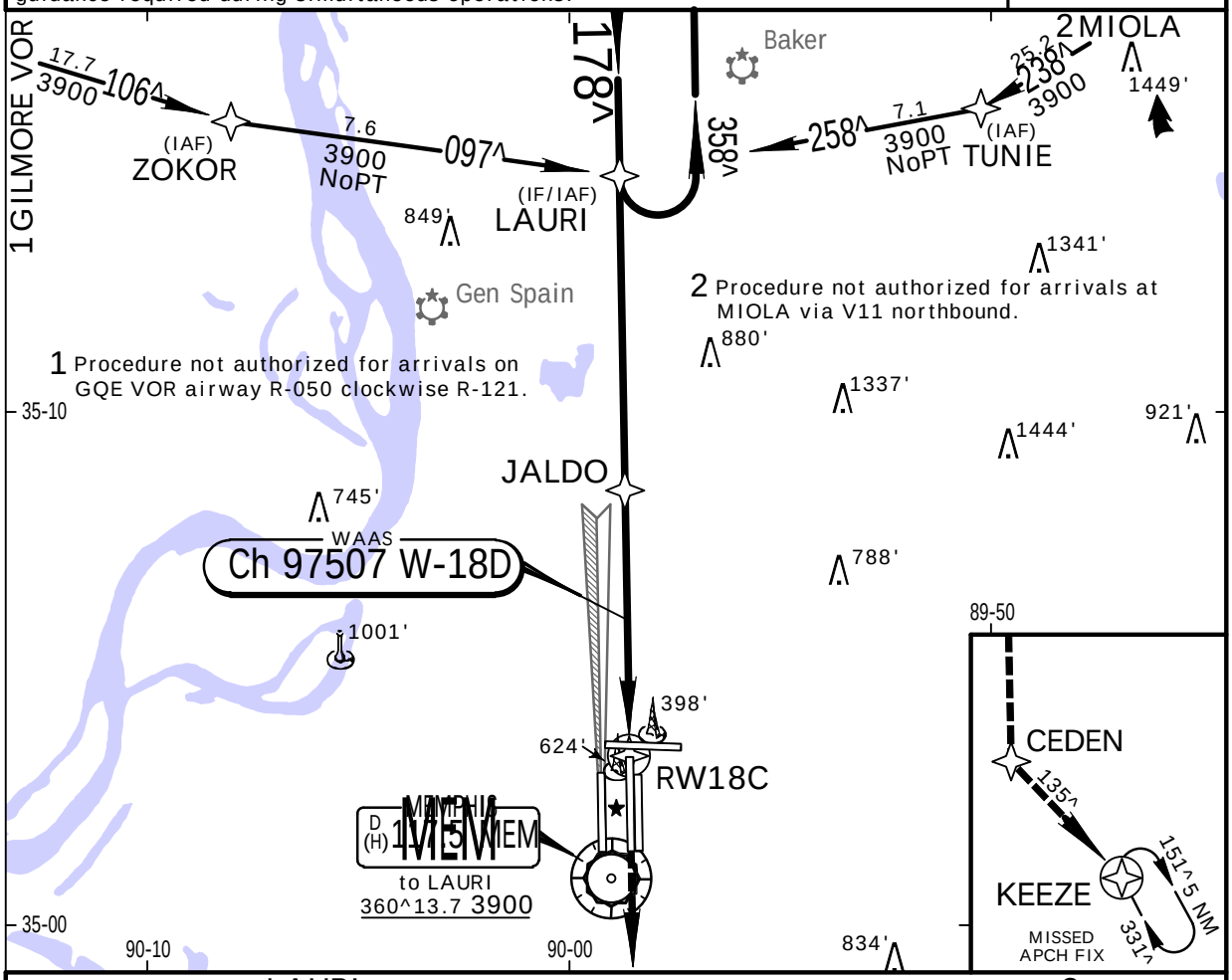
WAAS Ch 97507 W-18D	Final Apch Crs 178^	Minimum Alt JALDO 2000' (1710')	LPV DA(H) 665' (375')	Apt Elev 341' TDZE 290'

MISSED APCH: Climb to 5000' direct CEDEN and via 135^ track to KEEZE and hold, continue climb-in-hold to 5000'.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15^C (5^F) or above 48^C (118^F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 18R. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

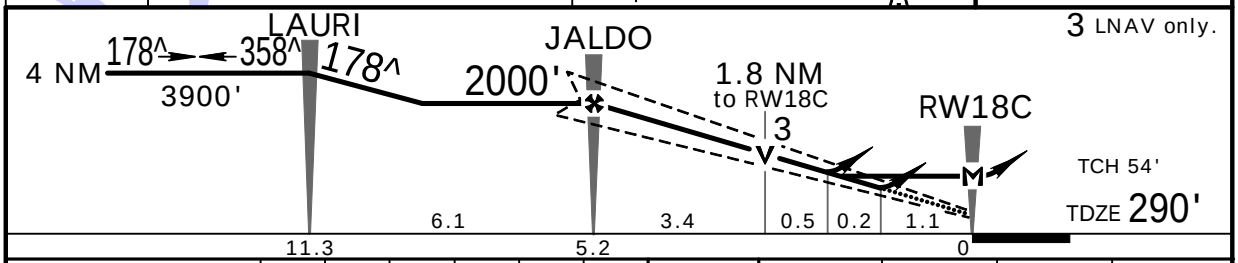
MSA RW18C: 2500'



1 Procedure not authorized for arrivals on GQE VOR airway R-050 clockwise R-121.

2 Procedure not authorized for arrivals at MIOLA via V11 northbound.

3 LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW18C						

MALSR 5000' CEDEN

STRAIGHT-IN LANDING RWY 18C

	LPV DA(H) 665' (375') RAIL or ALS out	LNAV/VNAV DA(H) 741' (451') RAIL or ALS out	LNAV MDA(H) 880' (590') RAIL out	LNAV MDA(H) 880' (590') ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 60 or 1¼	1½
B				
C				

	RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B			
C	RVR 50 or 1	1½	
	RVR 60		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940' (599') -1
120	
140	940' (599') -1½

S AMEND 2A 31 MAY 2012

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KMEM/MEM MEMPHIS INTL

JEPPESEN

29 MAR 13 .Eff.4.Apr. (12-4)

MEMPHIS, TENN RNAV (GPS) Z Rwy 18R

BRIEFING STRIP ™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18R-36L	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18C-36C, 18L-36R	Ground Rwys 18R-36L	Ground Rwys 9-27	Ground Rwys 18C-36C, 18L-36R
127.75	125.8	119.1	128.42	118.3	119.7	121.65	121.0	121.9

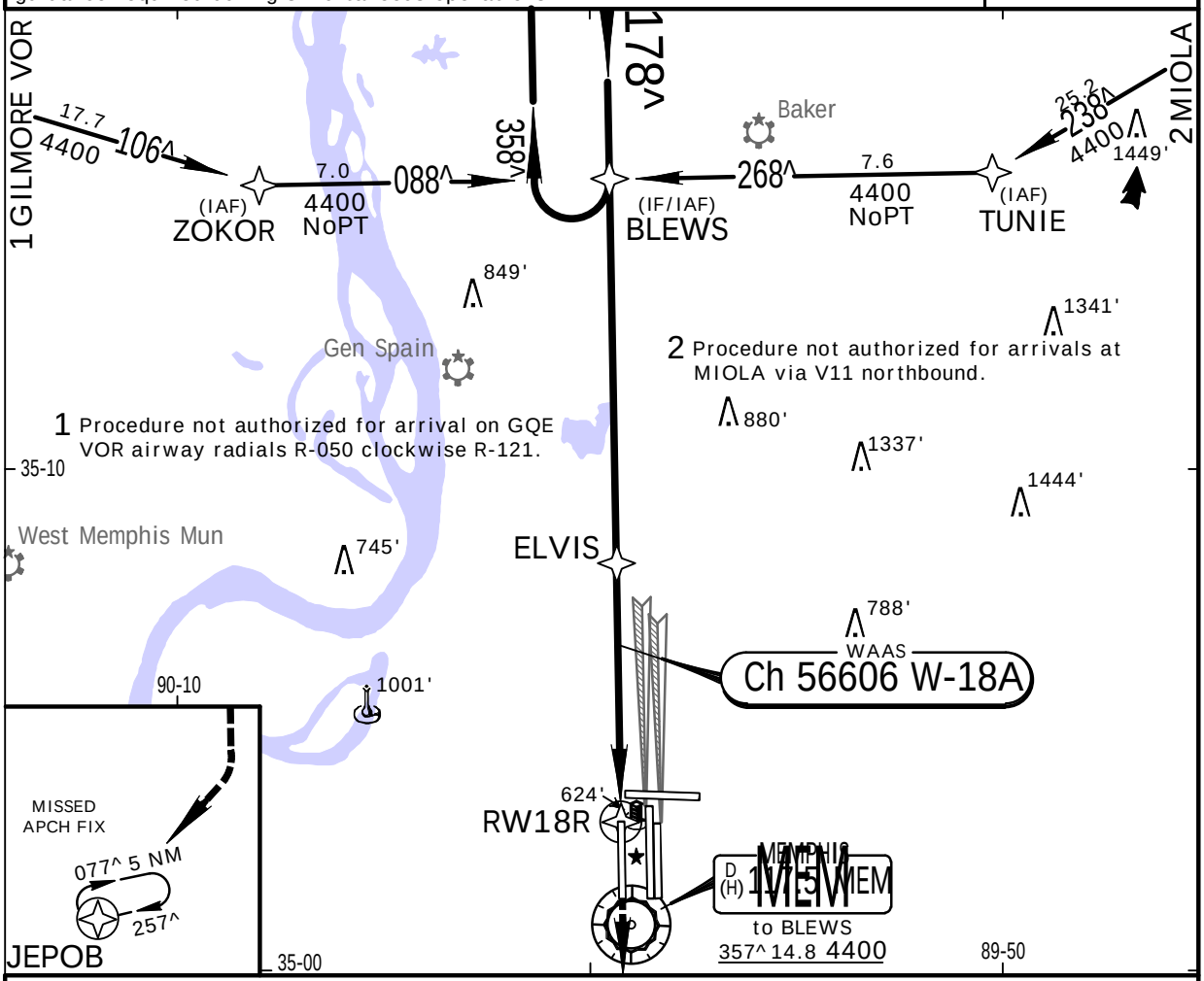
WAAS	Final Apch Crs	Minimum Alt ELVIS	LPV DA(H)	Apt Elev / TDZE
Ch 56606 W-18A	178^	2000' (1705')	495' (200')	Apt Elev 341' TDZE 295'

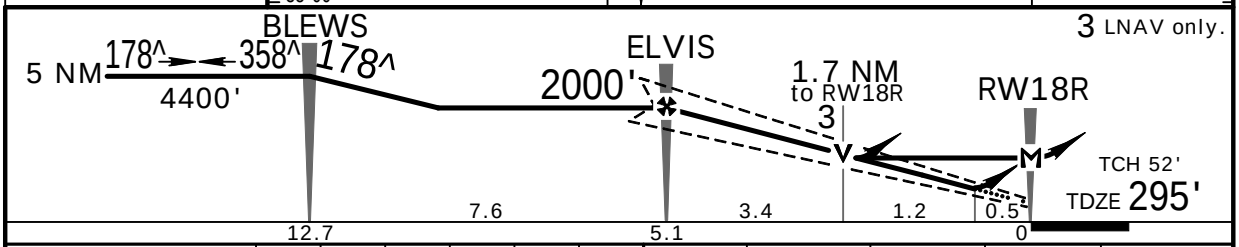
MISSED APCH: Climb to 900' then climbing RIGHT turn to 5000' direct JEPOB and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15^C (5^F) or above 48^C (118^F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 18C/L. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

2500'
MSA RW18R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW18R						

MALSR 900' 5000' RT D JEPOB

STRAIGHT-IN LANDING RWY 18R

	LPV DA(H) 495' (200') RAIL or ALS out		LNAV/VNAV DA(H) 874' (579') RAIL or ALS out		LNAV MDA(H) 880' (585') RAIL out	ALS out
A	RVR 24 or 1/2	RVR 50 or 1	1½	2	RVR 24 or 1/2	RVR 40 or 3/4 / RVR 50 or 1
B						
C					RVR 50 or 1	1½
					RVR 60	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940' (599') -1
120	
140	940' (599') -1½

AMEND 2B 4 APR 2013

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
18 JUL 14 (12-5)

MEMPHIS, TENN
RNAV (GPS) Rwy 27

BRIEFING STRIP ™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 9-27	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 18R-36L
127.75	125.8	119.1	118.3	119.7	128.42	121.0	121.9	121.65

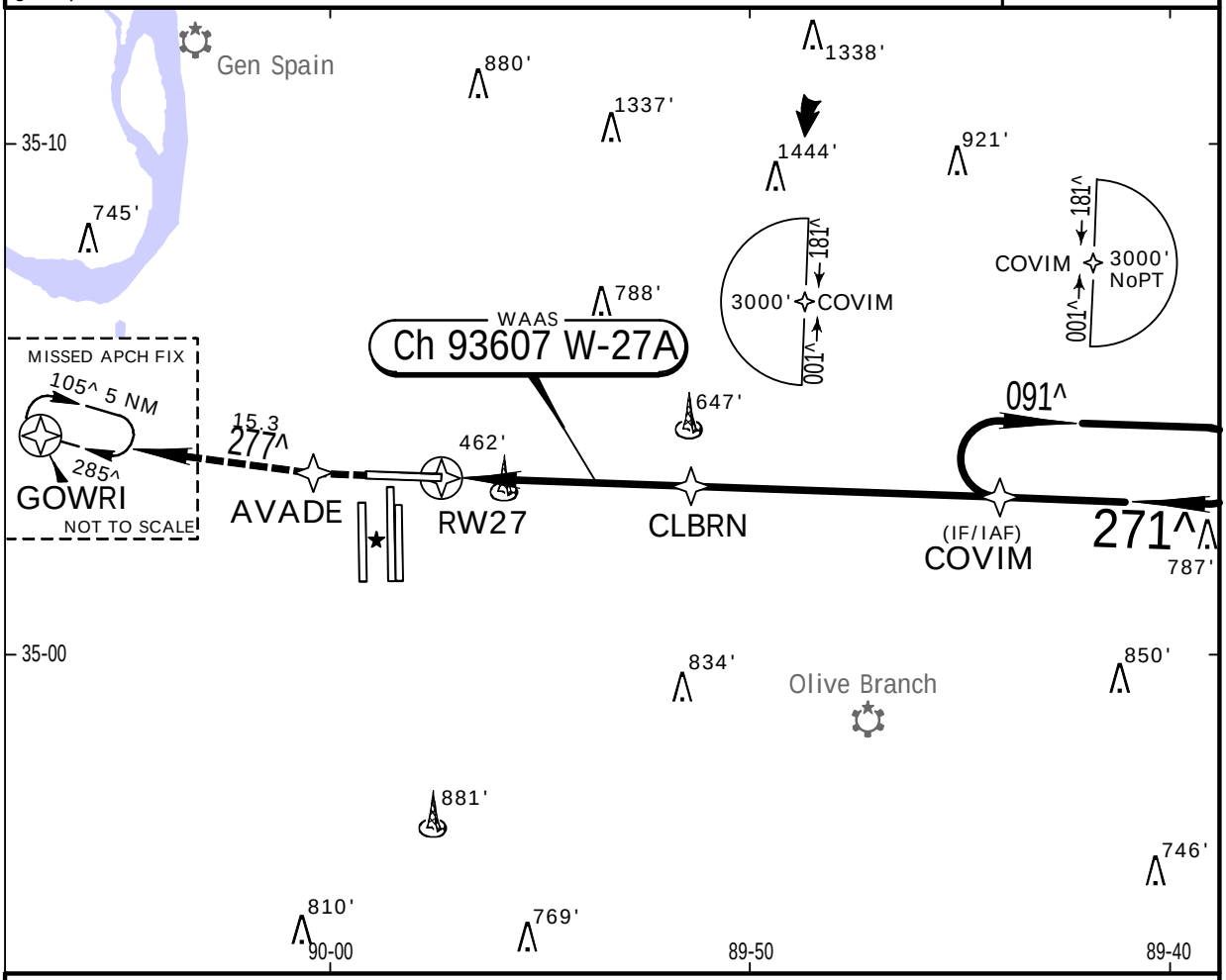
WAAS	Final Apch Crs	Minimum Alt CLBRN	LPV DA(H)	Apt Elev / TDZE
Ch 93607 W-27A	271^	1900' (1608')	492' (200')	Apt Elev 341' TDZE 292'

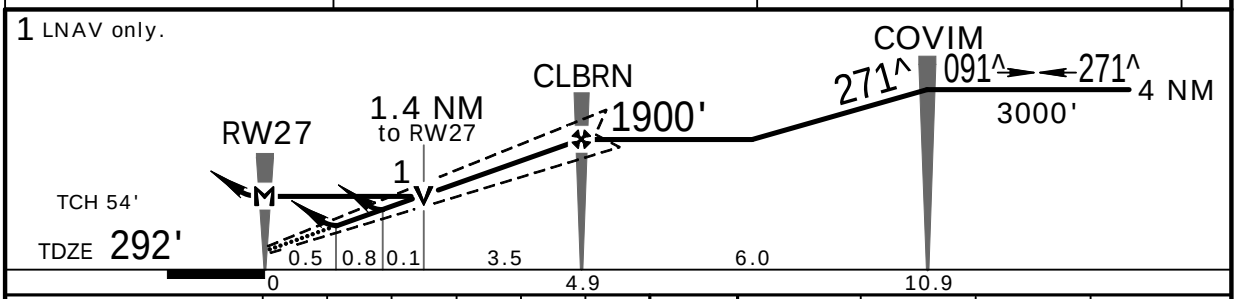
MISSED APCH: Climb to 5000' direct AVADE and on track 277^ to GOWRI and hold, continue climb-in-hold to 5000'.

TAA 30 NM IAF

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -9^C (16^F) or above 54^C (130^F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW27						

MALSR
PAPI
5000'
D
AVADE

.TERPS.

STRAIGHT-IN LANDING RWY 27

	LPV DA(H) 492' (200')		LNAV/VNAV DA(H) 745' (453')			LNAV MDA(H) 800' (508')		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 55 or 1	1 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B								
C						RVR 55 or 1	1 1/4	1 3/8

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	920' (579') -1
120	
140	920' (579') -1 1/2

S AMEND 2B 24 JUL 2014

CHANGES: TDZE. JEPPESEN, 2001, 2014. ALL RIGHTS RESERVED.

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
18 JUL 14 (12-6)

MEMPHIS, TENN
RNAV (GPS) Rwy 36L

BRIEFING STRIP ™

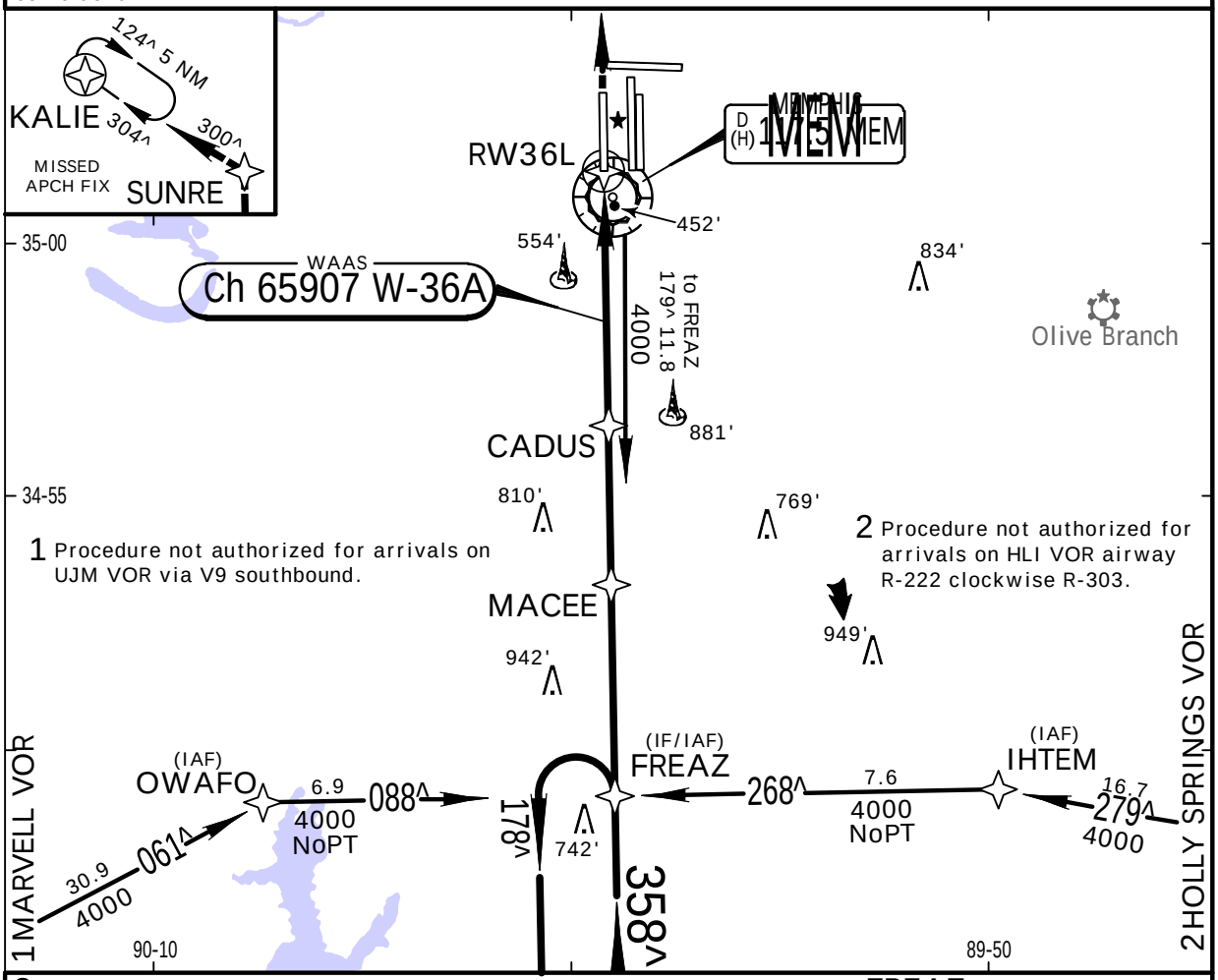
D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18R-36L	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18C-36C, 18L-36R	Ground Rwys 18R-36L	Ground Rwys 9-27	Ground Rwys 18C-36C, 18L-36R
127.75	125.8	119.1	128.42	118.3	119.7	121.65	121.0	121.9

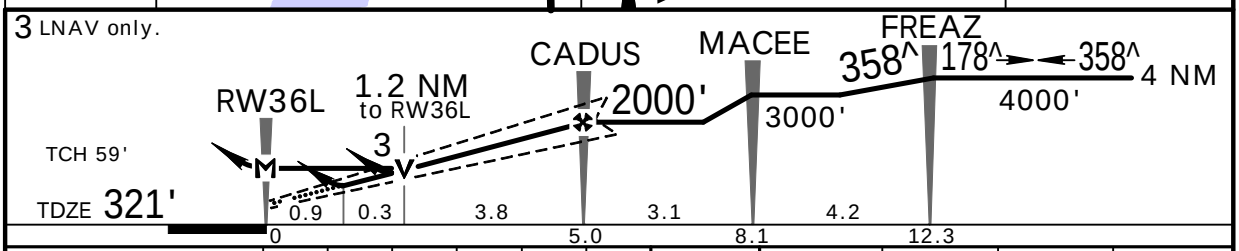
WAAS Ch 65907 W-36A	Final Apch Crs 358^	Minimum Alt CADUS 2000' (1679')	LPV DA(H) 673' (352')	Apt Elev 341' TDZE 321'	2500' MSA RW36L

MISSED APCH: Climb to 5000' direct SUNRE and via 300^ track to KALIE and hold, continue climb-in-hold to 5000'.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15^C (5^F) or above 48^C (118^F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 36R/C. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW36L						

ALSF-II PAPI 5000' D SUNRE

STRAIGHT-IN LANDING RWY 36L

	LPV DA(H) 673' (352')		LNAV/VNAV DA(H) 760' (439')		LNAV MDA(H) 780' (459')		CIRCLE-TO-LAND Max Kts	MDA(H)
		ALS out		ALS out		ALS out		
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1	90	940' (599') -1
B							120	
C					RVR 40 or ¾	RVR 60 or 1¼	140	940' (599') -1½
					RVR 50			

S AMEND 1B 5 APR 2012

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MEMPHIS INTL

JEPPESEN
30 MAR 12 (12-7)

MEMPHIS, TENN
RNAV (GPS) Rwy 36C

BRIEFING STRIP™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

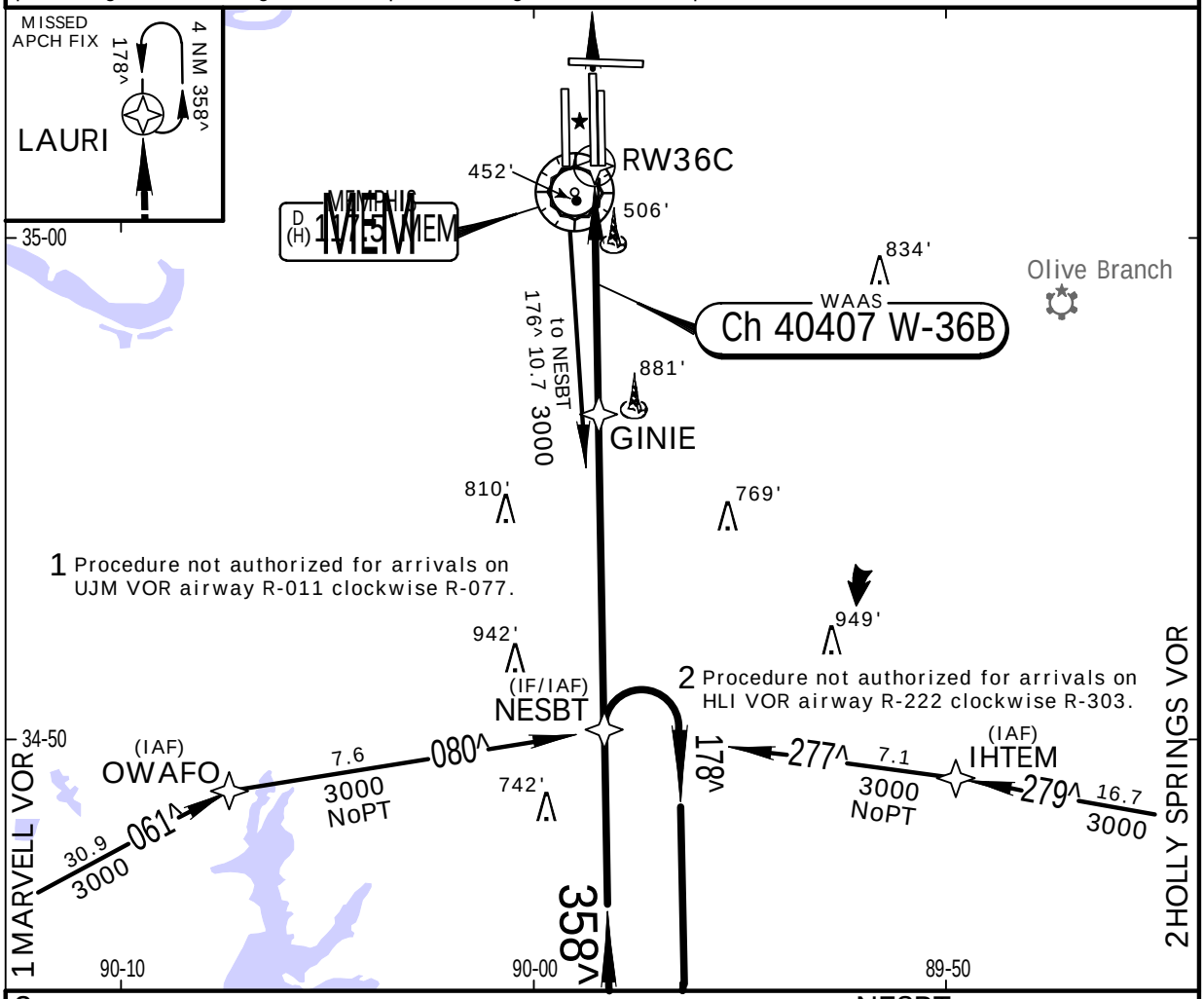
WAAS	Final Apch Crs	Minimum Alt GINIE	LPV DA(H)	Apt Elev 341'
Ch 40407 W-36B	358^	2000' (1659')	665' (324')	TDZE 341'

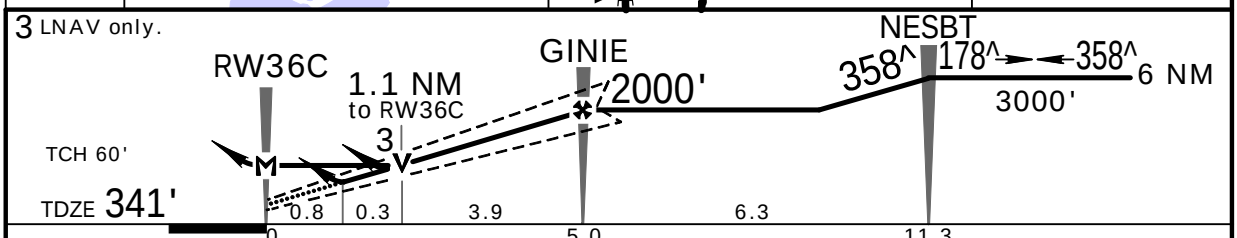
2500' MSA RW36C

MISSED APCH: Climb to 3000' direct LAURI and hold.

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15^C (5^F) or above 48^C (118^F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 36L. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW36C						

ALSF-II 3000' LAURI

STRAIGHT-IN LANDING RWY 36C

	LPV DA(H) 665' (324') ALS out		LNAV/VNAV DA(H) 765' (424') ALS out		LNAV MDA(H) 760' (419') ALS out	
A	RVR 24 or ½	RVR 50 or 1	RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 40 or ¾	RVR 60 or 1¼
					RVR 50	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940' (599') -1
120	
140	940' (599') -1½

PS AMEND 1B 5 APR 2012

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
30 MAR 12 (12-8)

MEMPHIS, TENN
RNAV (GPS) Rwy 36R

BRIEFING STRIP ™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

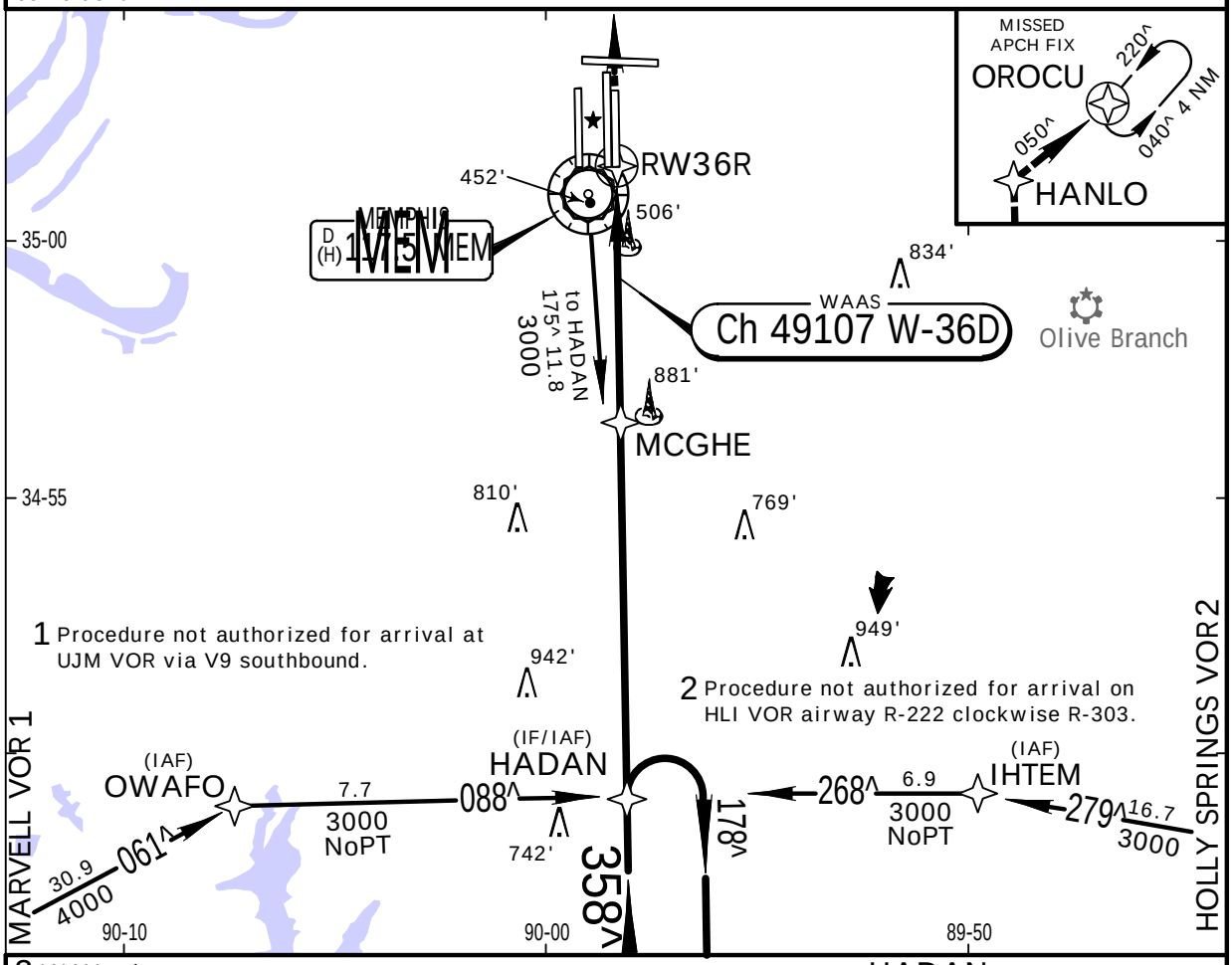
WAAS	Final Apch Crs	Minimum Alt MCGHE	LPV DA(H)	Apt Elev 341'
Ch 49107 W-36D	358^	2000' (1665')	639' (304')	TDZE 335'

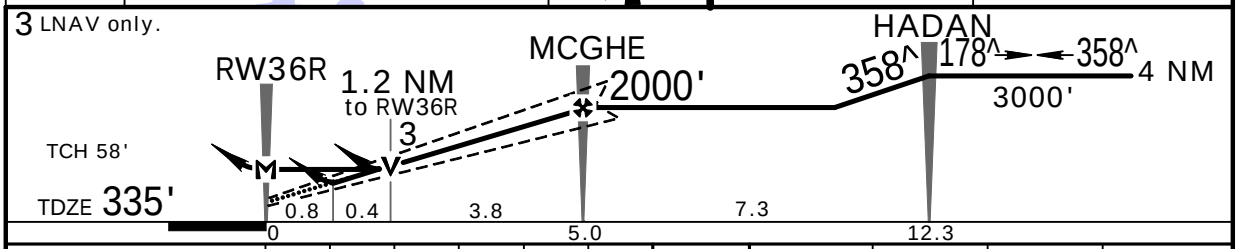
MISSED APCH: Climb to 5000' direct HANLO and via 050^ track to OROCU and hold, continue climb-in-hold to 5000'.

2500'
MSA RW36R

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15^C (5^F) or above 48^C (118^F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 36L. 4. LNAV procedure not authorized during simultaneous operations. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW36R						

ALSF-II
PAPI
5000'
HANLO

STRAIGHT-IN LANDING RWY 36R

	LPV DA(H) 639' (304')		LNAV/VNAV DA(H) 763' (428')		LNAV MDA(H) 760' (425')	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 50 or 1
B						
C					RVR 40 or 3/4	RVR 60 or 1 1/4
D					RVR 50	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	940' (599') -1
120	
140	940' (599') -1 1/2

CHANGES: Notes.

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
25 MAY 12 (12-20)

MEMPHIS, TENN
RNAV (RNP) X Rwy 18L

BRIEFING STRIP ™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

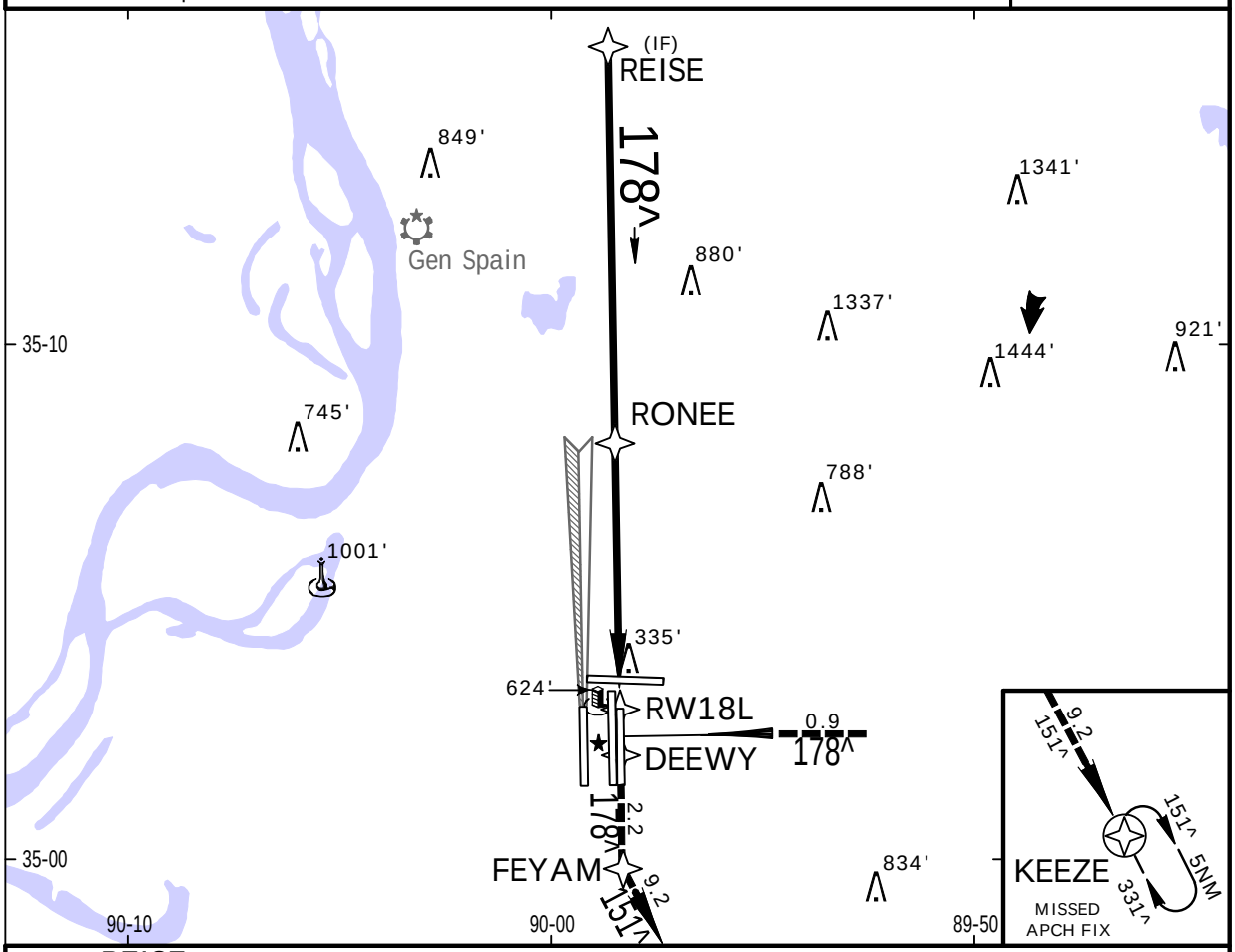
RNAV	Final Apch Crs	Minimum Alt RONEE	RNP 0.11 DA(H)	Apt Elev 341'
	178^	2000' (1699')	647' (346')	TDZE 301'

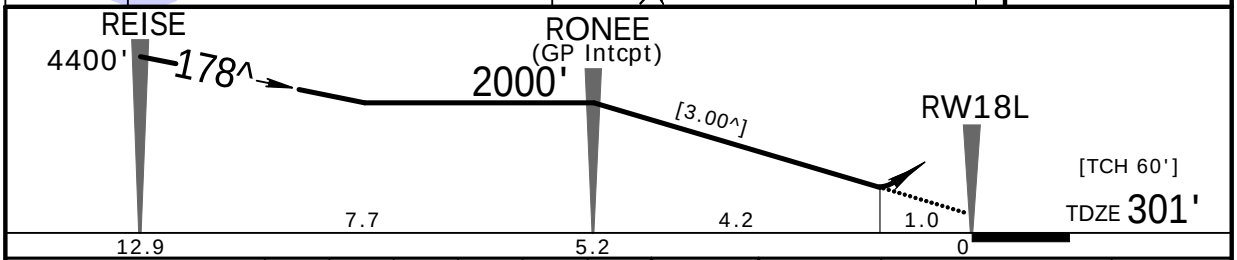
MISSED APCH: Climb to 5000' via track 178^ to DEEWY and via track 178^ to FEYAM and via 151^ track to KEEZE and hold, continue climb-in-hold to 5000'.

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -9^C (16^F) or above 48^C (118^F). 5. VGSI and RNAV glidepath not coincident. 6. Missed approach requires RNP less than 1.0. 7. Simultaneous approach authorized with Rwy 18R. 8. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

2600'
MSA RW18L





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

MALSR
PAPI
5000' via 178^ DEEWY

STRAIGHT-IN LANDING RWY 18L
RNP 0.11
DA(H) 647' (346')

	RAIL or ALS out	
A	RVR 40 or ¾	RVR 60 or 1¼
B		
C		

S AMEND 0C 31 MAY 2012

CHANGES: None.

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KMEM/MEM MEMPHIS INTL

JEPPESEN 25 MAY 12 (12-21)

MEMPHIS, TENN RNAV (RNP) Y Rwy 18L

BRIEFING STRIP ™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

RNAV	Final Apch Crs	Minimum Alt RONEE	RNP 0.30 DA(H) (CONDITIONAL)	Apt Elev 341' TDZE 301'
	178^	2000' (1699')	680' (379')	

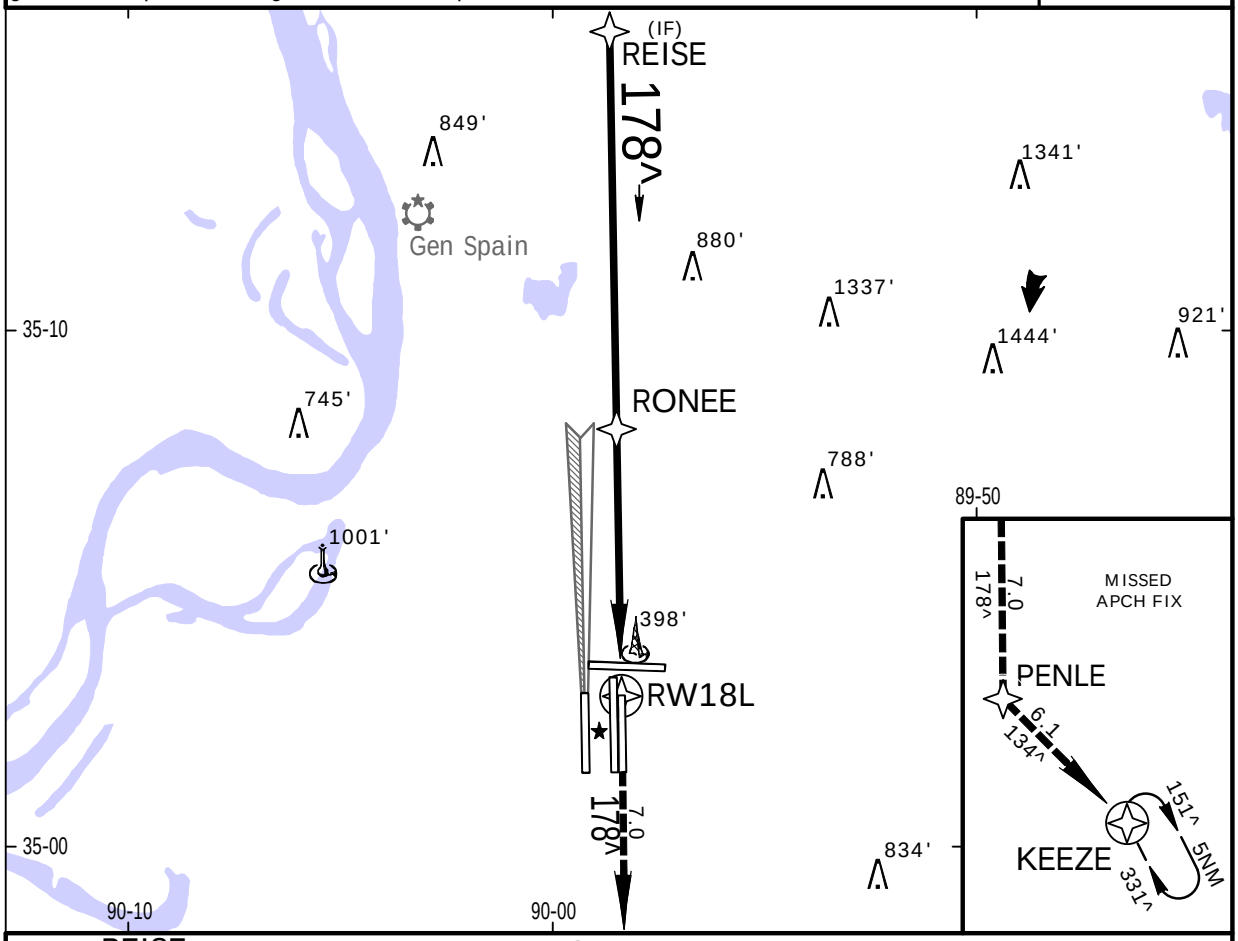
MISSED APCH: Climb to 5000' via track 178^ to PENLE and via track 134^ to KEEZE and hold, continue climb-in-hold to 5000'.

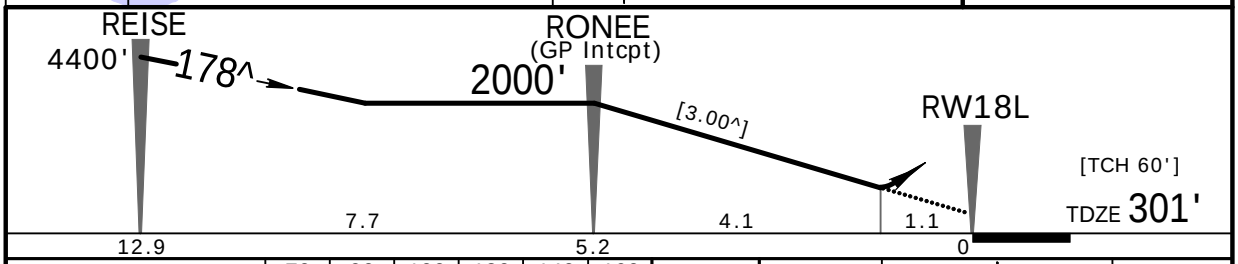
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -9^C (16^F) or above 48^C (118^F). 5. VGSI and RNAV glidepath not coincident. 6. Simultaneous approach authorized with Rwy 18R. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

2600'

MSA RW18L





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

MALSR PAPI 5000' via 178^ PENLE

STRAIGHT-IN LANDING RWY 18L

	1 RNP 0.30 DA(H) 680' (379')		RNP 0.30 DA(H) 771' (470')	
		RAIL or ALS out		RAIL or ALS out
A	RVR 50 or 1	RVR 60 or 1¼	RVR 60 or 1¼	1¾
B				
C				
D				

S AMEND 0C 31 MAY 2012

CHANGES: Notes:

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KMEM/MEM MEMPHIS INTL

JEPPESEN 18 JUL 14 (12-22)

MEMPHIS, TENN RNAV (RNP) Y Rwy 18C

BRIEFING STRIP ™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18C-36C, 18L-36R	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18R-36L	Ground Rwys 18C-36C, 18L-36R	Ground Rwys 9-27	Ground Rwys 18R-36L
127.75	125.8	119.1	119.7	118.3	128.42	121.9	121.0	121.65

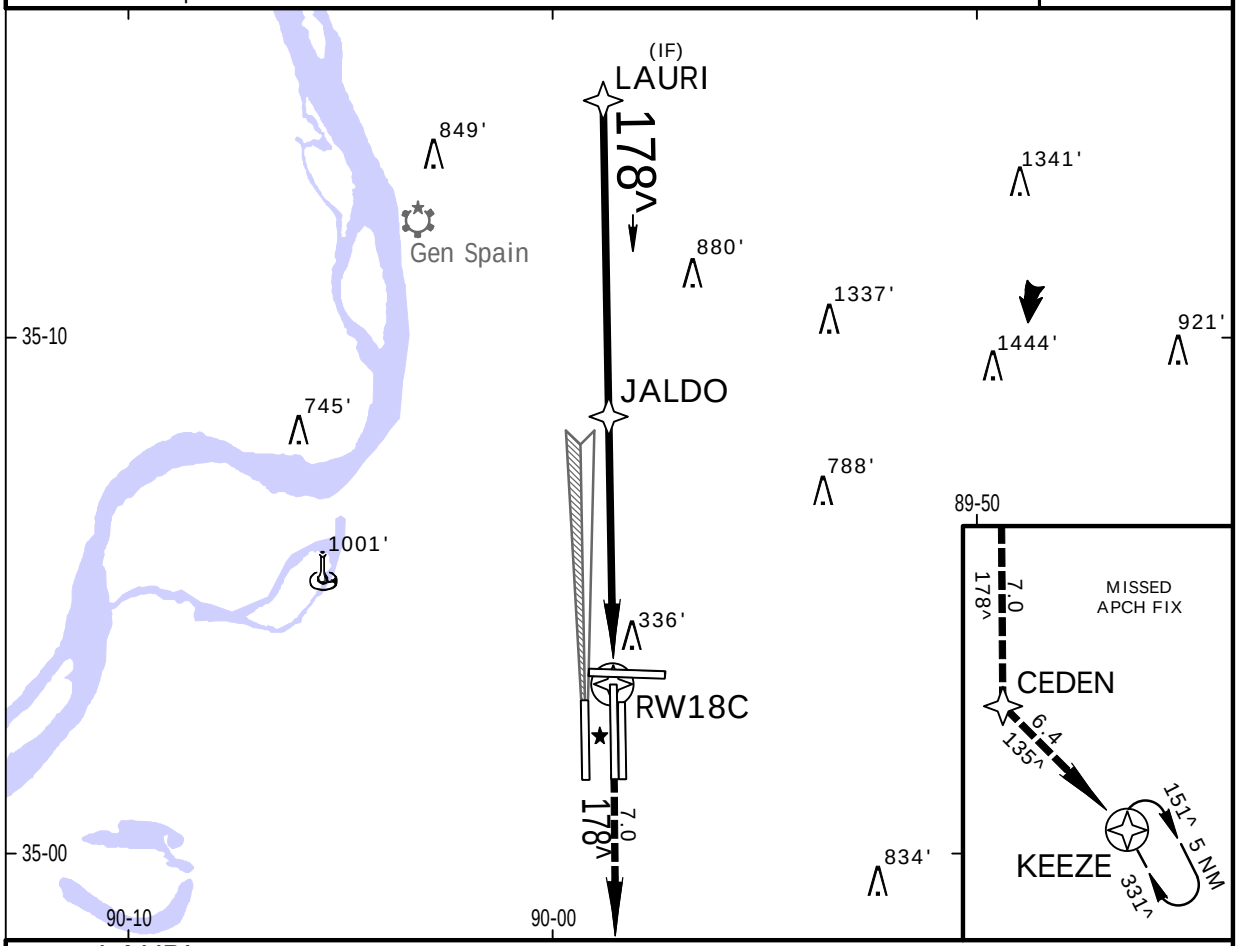
RNAV	Final Apch Crs	Minimum Alt JALDO	RNP 0.30 DA(H) (CONDITIONAL)	Apt Elev 341' TDZE 290'
	178^	2000' (1710')	655' (365')	

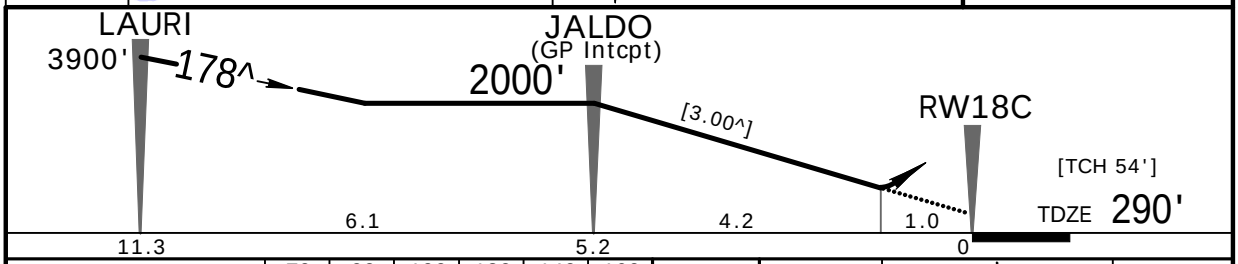
MISSED APCH: Climb to 5000' on track 178^ to CEDEN and on track 135^ to KEEZE and hold, continue climb-in-hold to 5000'.

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -10^C (14^F) or above 54^C (130^F). 5. Simultaneous approach authorized with Rwy 18R.
6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

MSA RW18C: 2600'





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

MALSR 5000' on 178^ CEDEN

.TERPS.

STRAIGHT-IN LANDING RWY 18C
RNP 0.30

	1 DA(H) 655' (365') RAIL out	ALS out	DA(H) 747' (457') RAIL out	ALS out
A, B, C, D	RVR 35 or 5/8	RVR 40 or 3/4	RVR 60 or 1 1/8	RVR 54 or 1	RVR 55 or 1	1 1/2

CHANGES: TDZE, minimums.

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AMEND 0D 24 JUL 2014

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
18 JUL 14 (12-23)

MEMPHIS, TENN
RNAV (RNP) X Rwy 18R

BRIEFING STRIP ™

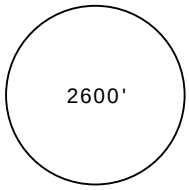
D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18R-36L	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18C-36C, 18L-36R	Ground Rwys 18R-36L	Ground Rwys 9-27	Ground Rwys 18C-36C, 18L-36R
127.75	125.8	119.1	128.42	118.3	119.7	121.65	121.0	121.9

RNAV	Final Apch Crs	Minimum Alt ELVIS	RNP 0.14 DA(H)	Apt Elev 341'
	178^	2000' (1705')	562' (267')	TDZE 295'

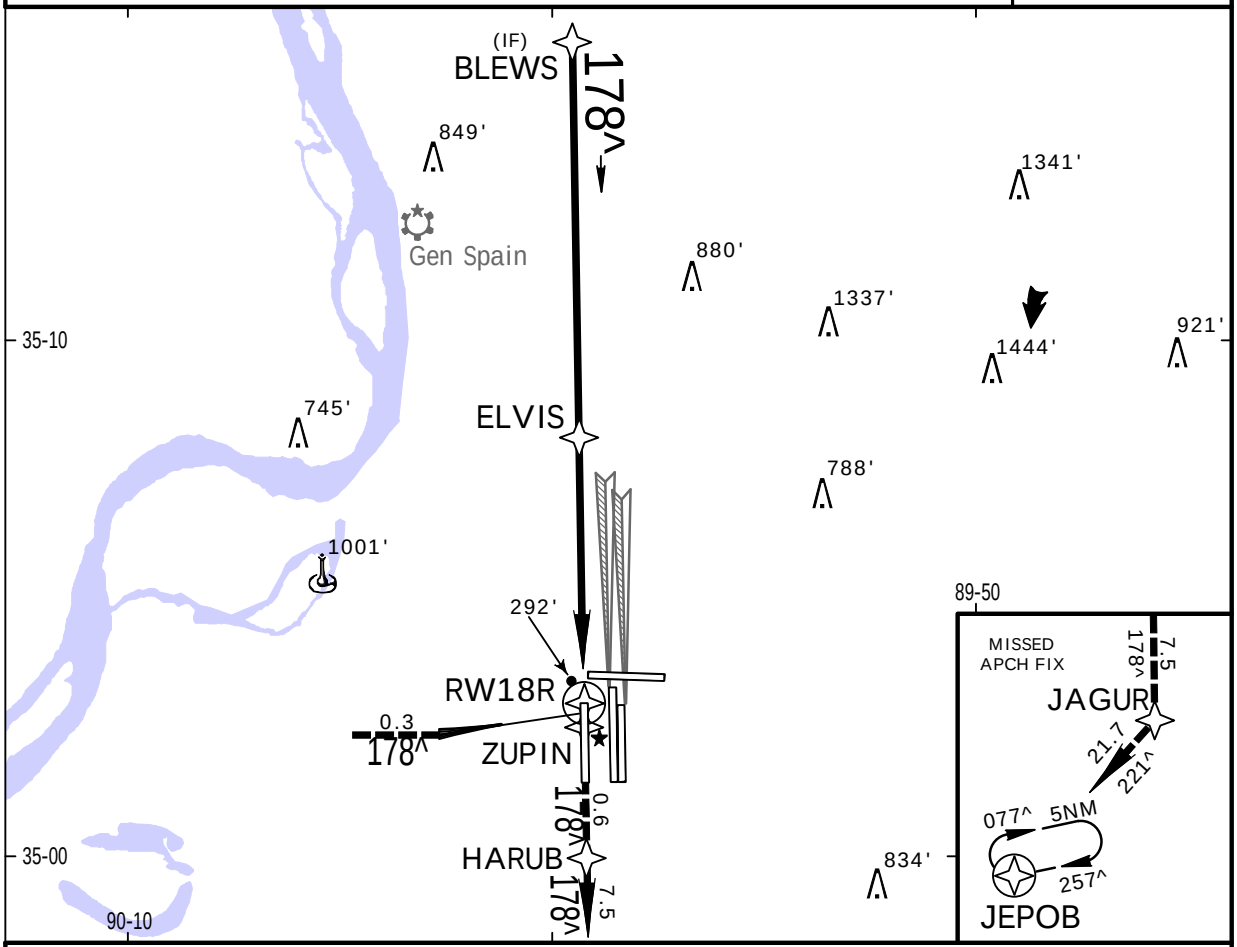
MISSED APCH: Climb to 5000' via 178^ track to ZUPIN and via 178^ track to HARUB and via 178^ track to JAGUR and via 221^ track to JEPOB and hold.

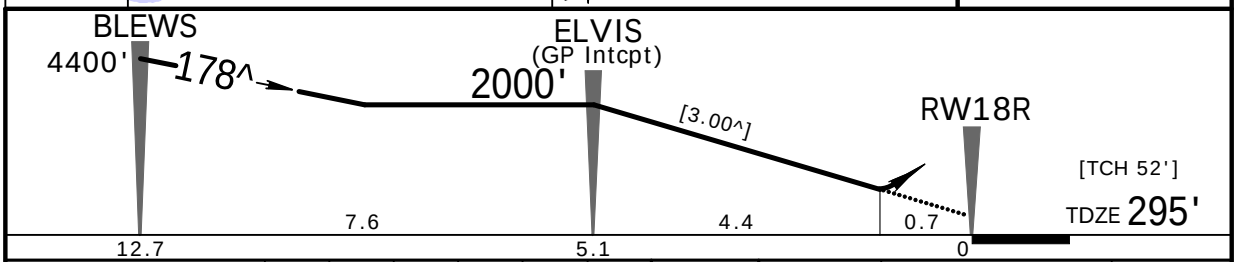
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -9^C (16^F) or above 48^C (118^F). 5. Missed approach requires RNP less than 1.0.
6. Simultaneous approach authorized with Rwy 18C/L. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.



MSA RW18R





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

MALSR

5000' via 178^ ZUPIN

STRAIGHT-IN LANDING RWY 18R
RNP 0.14
DA(H) 562' (267')

	RAIL or ALS out	
A		
B	RVR 24 or ½	RVR 50 or 1
C		

AMEND OC 31 MAY 2012

CHANGES: None.

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KMEM/MEM
MEMPHIS INTL

JEPPESEN
25 MAY 12 (12-24)

MEMPHIS, TENN
RNAV (RNP) Y Rwy 18R

BRIEFING STRIP ™

D-ATIS	MEMPHIS Approach (R) 356^-175^	MEMPHIS Approach (R) 176^-355^	MEMPHIS Tower Rwys 18R-36L	MEMPHIS Tower Rwys 9-27	MEMPHIS Tower Rwys 18C-36C, 18L-36R	Ground Rwys 18R-36L	Ground Rwys 9-27	Ground Rwys 18C-36C, 18L-36R
127.75	125.8	119.1	128.42	118.3	119.7	121.65	121.0	121.9

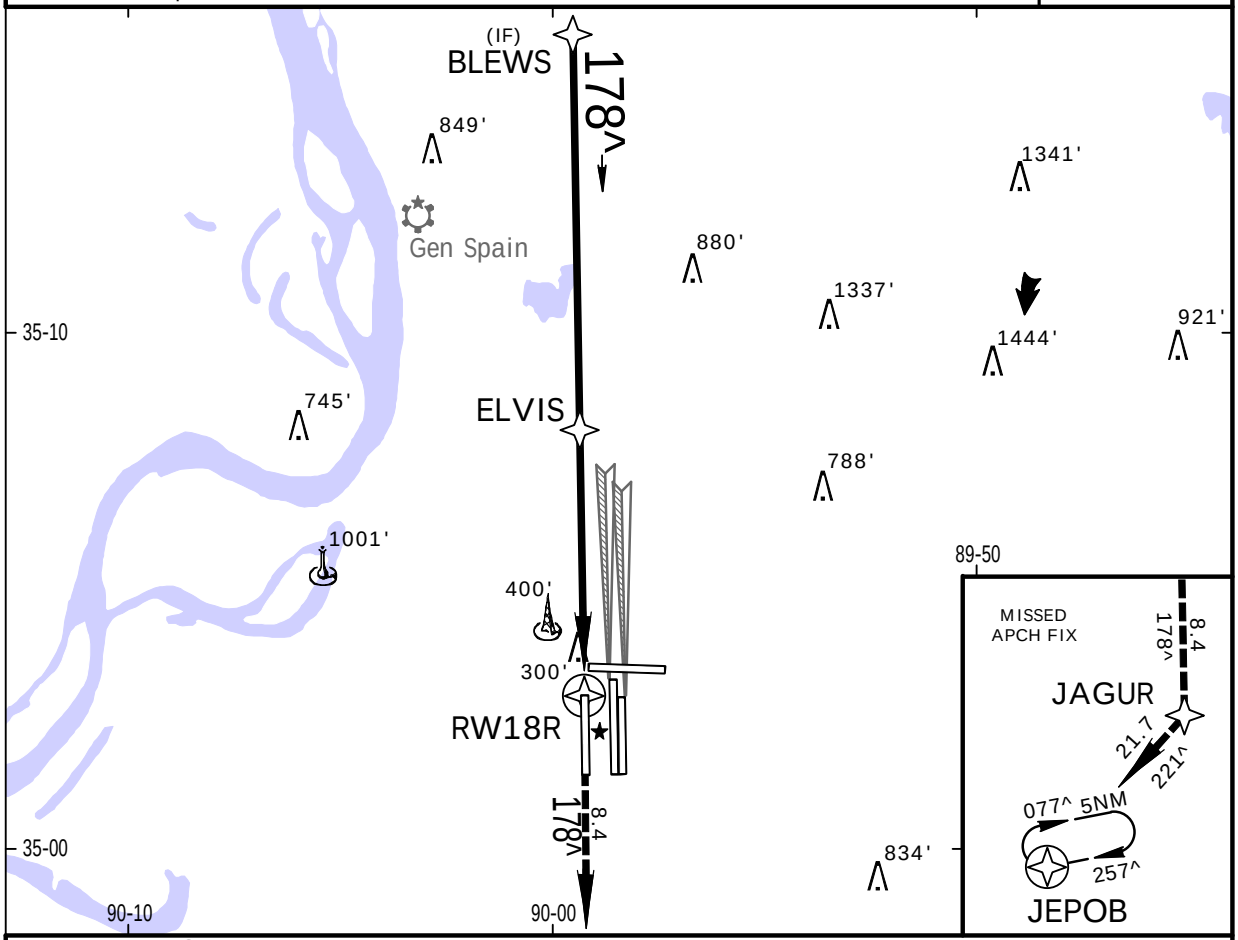
RNAV	Final Apch Crs	Minimum Alt ELVIS	RNP 0.19 DA(H)	Apt Elev 341'
	178^	2000' (1705')	641' (346')	TDZE 295'

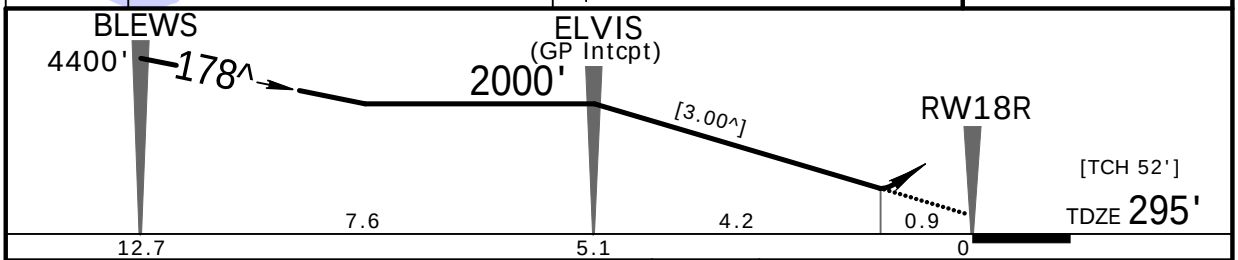
MISSED APCH: Climb to 5000' via track 178^ to JAGUR and via track 221^ to JEPOB and hold.

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

1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required.
4. For uncompensated Baro-VNAV systems, procedure not authorized below -9^C (16^F) or above 48^C (118^F). 5. Simultaneous approach authorized with Rwy 18C/L.
6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

2600'
MSA RW18R





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

MALSR

5000' via 178^ JAGUR

STRAIGHT-IN LANDING RWY 18R

	1 RNP 0.19 DA(H) 641' (346') RAIL or ALS out		RNP 0.30 DA(H) 769' (474') RAIL or ALS out	
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 60 or 1¼	1¾
B				
C				
D				

1. Missed approach requires minimum climb of 425'/NM to 1000'.

AMEND OC 31 MAY 2012

CHANGES: None.

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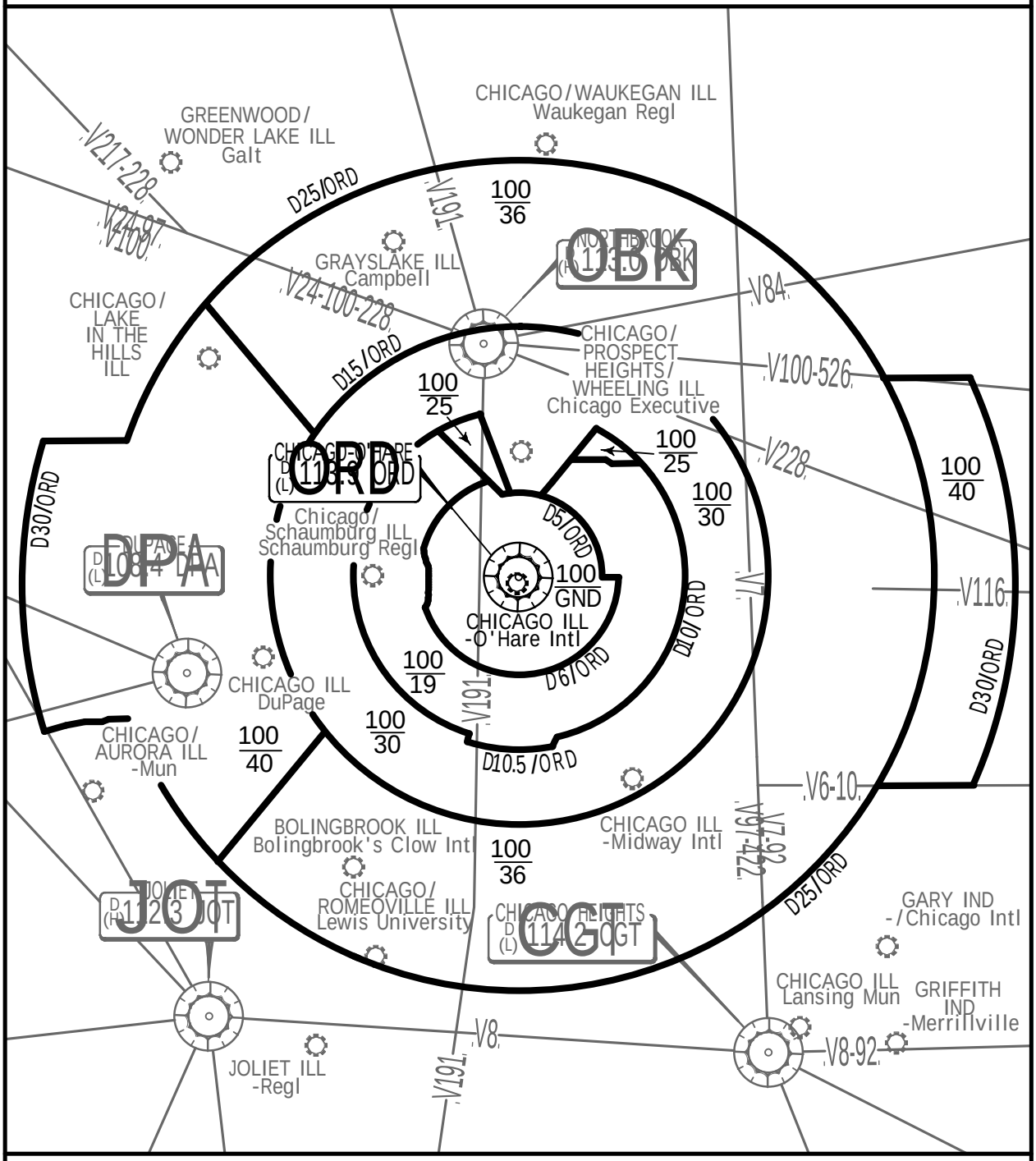
CHICAGO CLASS B AIRSPACE

CLASS B AIRSPACE COMMUNICATIONS

(360^-179^) Chicago App (R) 119.0 (180^-359^) Chicago App (R) 125.7 128.45 133.62



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

FLIGHT PROCEDURES

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

VFR Flights-

a. Arriving aircraft should contact Chicago Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of the Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.

b. Aircraft departing Chicago O'Hare Intl are requested to advise the ground controller the intended altitude and route of flight to depart the Class B airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.

c. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the

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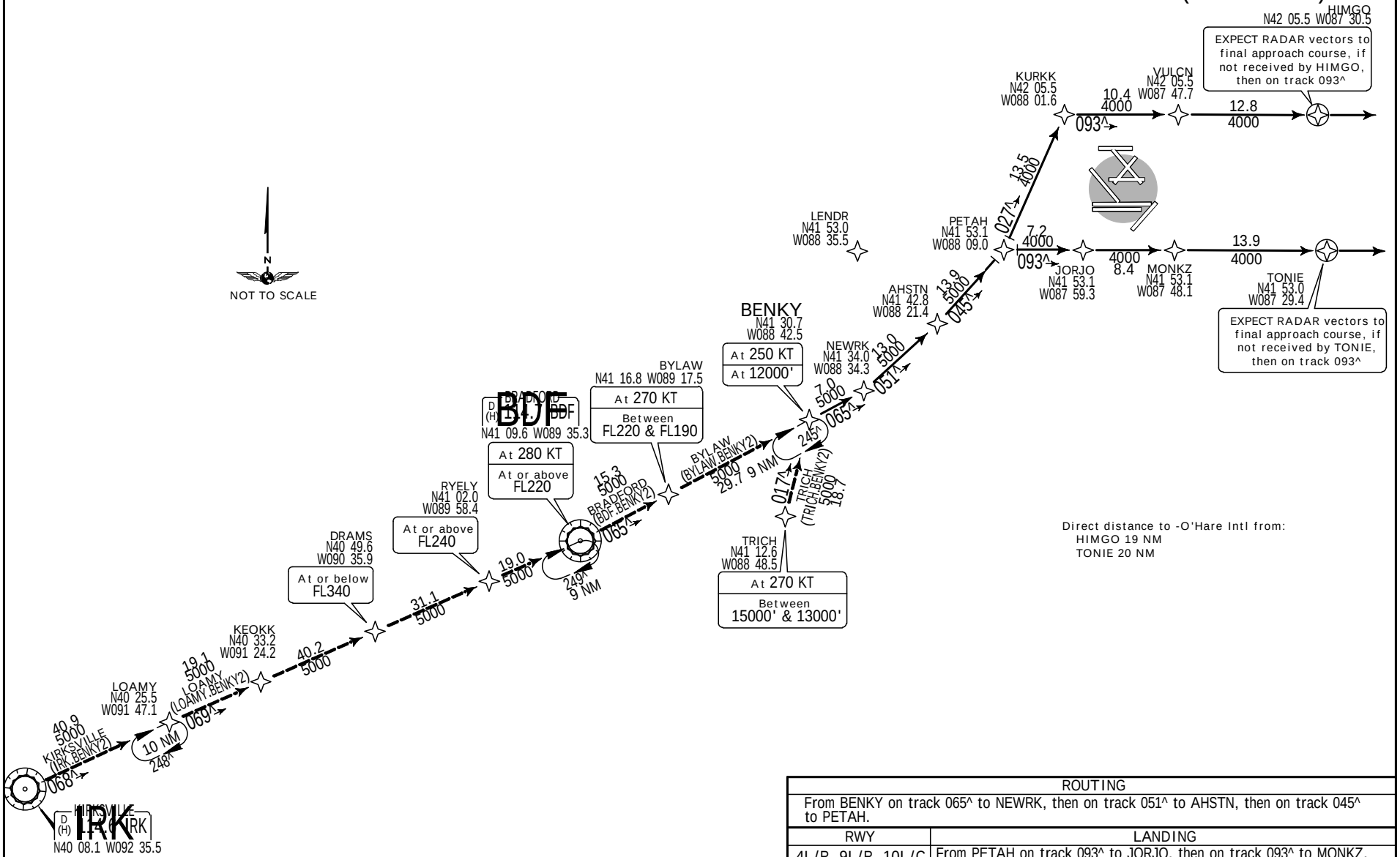
KORD/ORD
-O'HARE INTL

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

BENKY TWO RNAV ARRIVAL (BENKY.BENKY2)



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

ROUTING	
From BENKY on track 065^ to NEWRK, then on track 051^ to AHSTN, then on track 045^ to PETAH.	
RWY	LANDING
4L/R, 9L/R, 10L/C, 14L/R, 22L/R, 27L, 28C/R, 32R	From PETAH on track 093^ to JORJO, then on track 093^ to MONKZ, then on track 093^ to TONIE. EXPECT RADAR vectors to final approach course, if not received by TONIE, then on track 093^.
	From PETAH on track 027^ to KURKK, then on track 093^ to VULCN, n on track 093^ to HIMGO. EXPECT RADAR vectors to final roach course, if not received by HIMGO, then on track 093^.

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CHANGES: Procedure revised, renumbered.

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KORD/ORD -O'HARE INTL

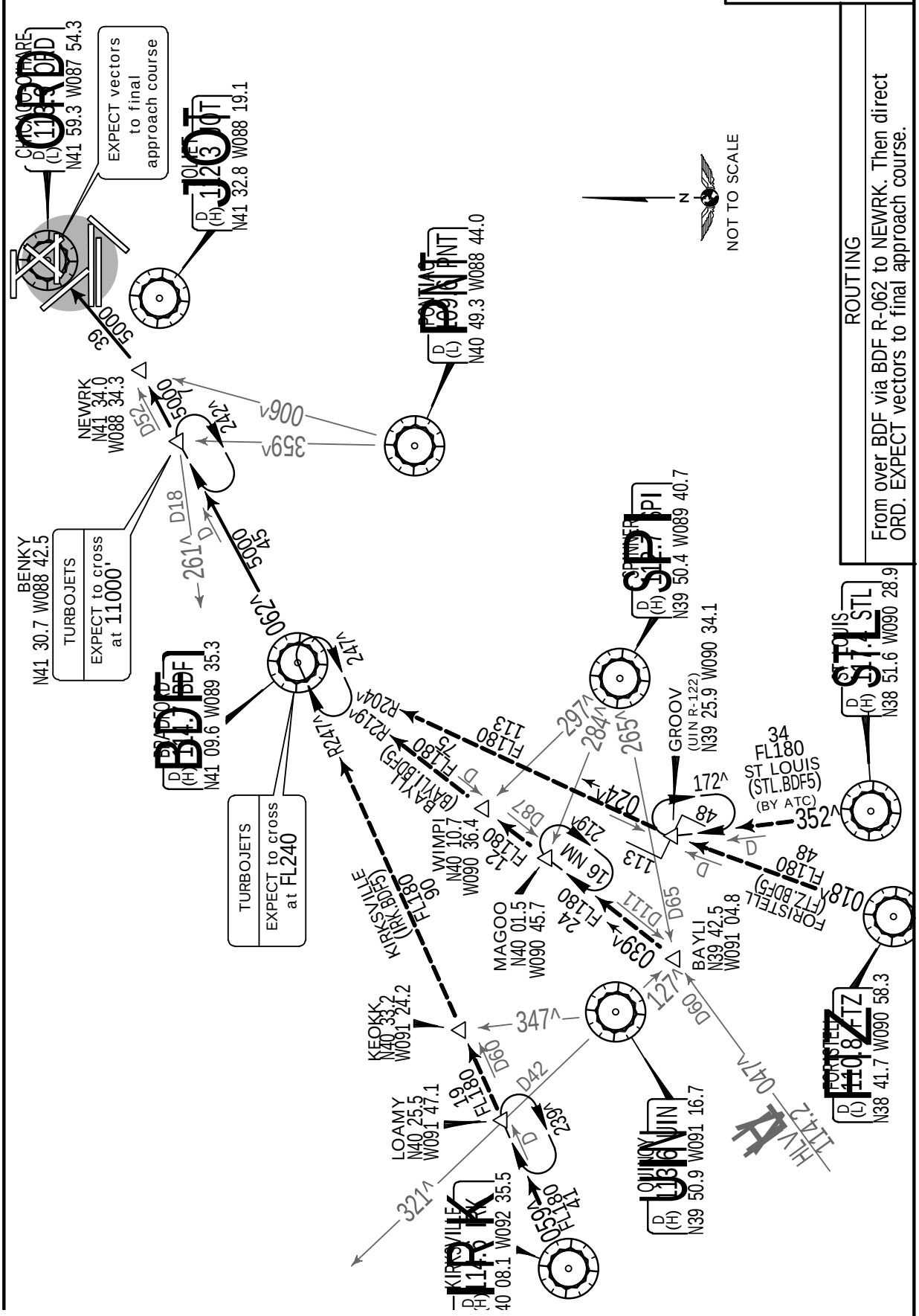
JEPPESEN 11 OCT 13 (20-2A) .Eff.17.Oct.

CHICAGO, ILL .STAR.

D-ATIS	Apt Elev	
135.4	672'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. ST LOUIS Transition assigned by ATC.

MSA ORD VOR: 3400'

BRADFORD FIVE ARRIVAL (BDF.BDF5)



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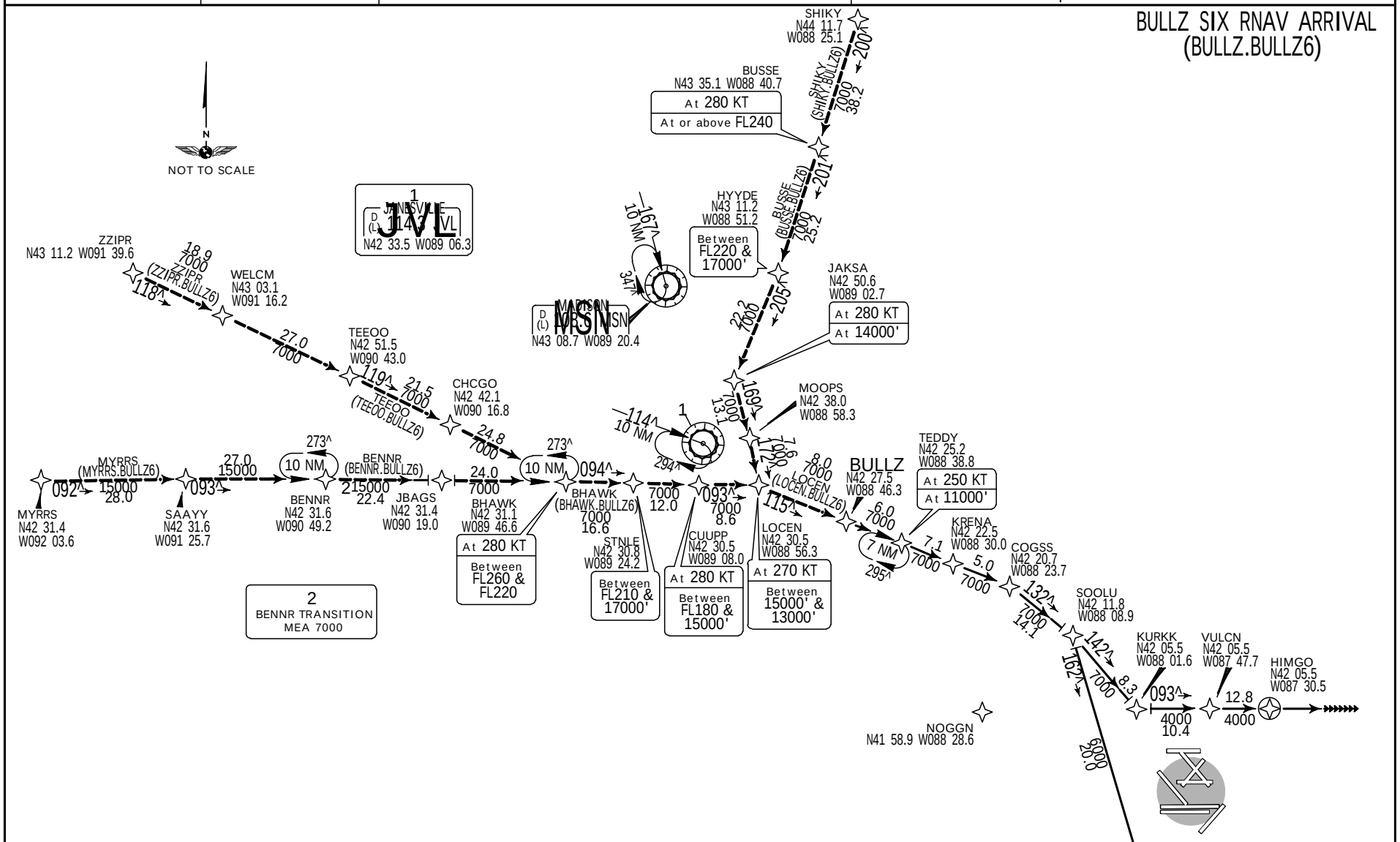
KORD/ORD
-O'HARE INTL

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

BULLZ SIX RNAV ARRIVAL (BULLZ.BULLZ6)



ROUTING	
From BULLZ on track 115^ to TEDDY, then on track 115^ to KRENA, then on track 115^ to COGSS, then on track 132^ to SOOLU.	
RWY	LANDING
4L/R, 9L/R, 10L/C, 14L/R, 22L/R, 27L/R, 32R	From SOOLU on track 142^ to KURKK, then on track 093^ to VULCN, then on track 093^ to HIMGO, then on track 093^. EXPECT RADAR vectors to final approach course.
	From SOOLU on track 162^ to JORJO, then on track 093^ to

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

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CHANGES: None.

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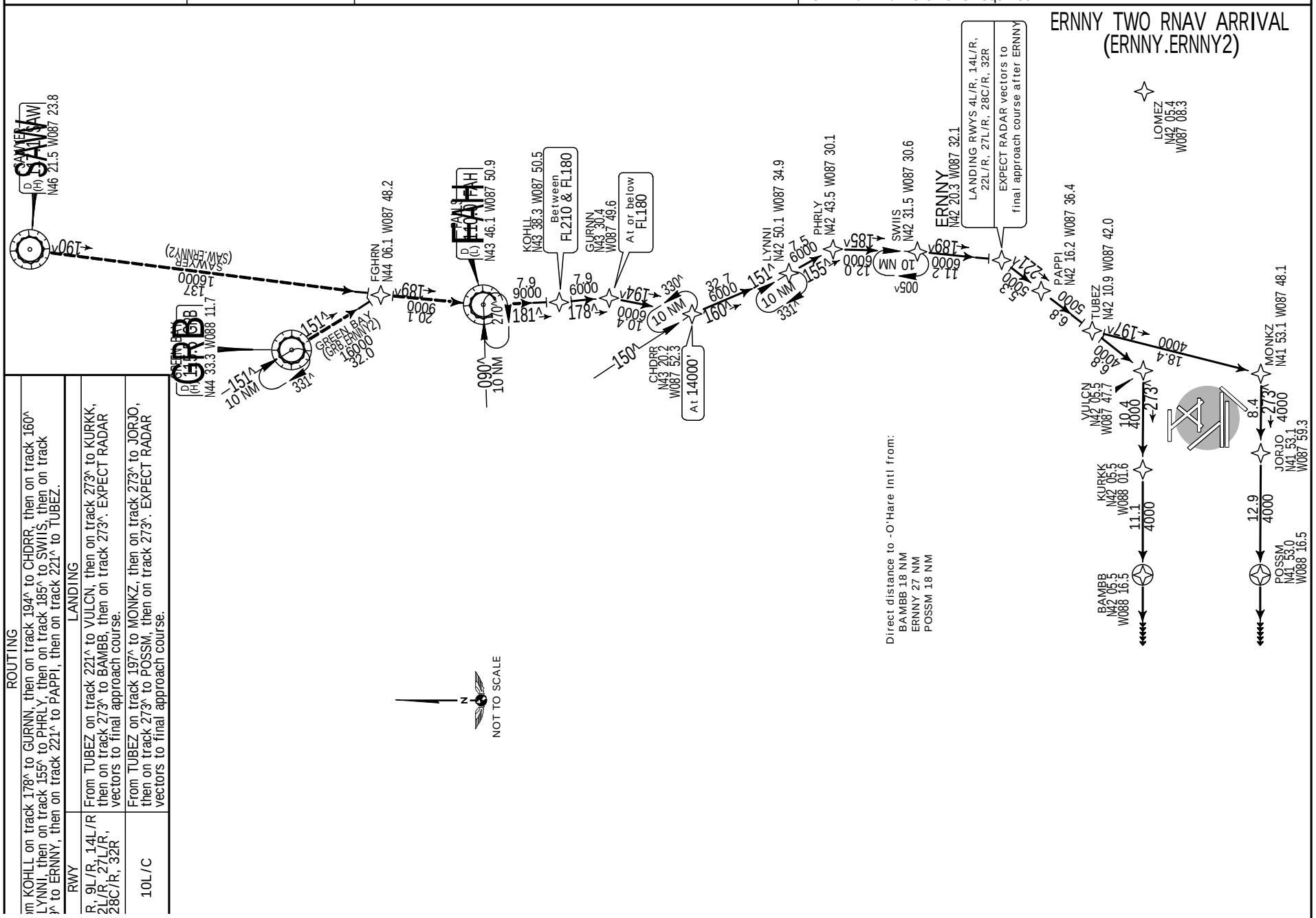
KORD/ORD
-O'HARE INTL

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

ERNNY TWO RNAV ARRIVAL (ERNNY.ERNNY2)



ROUTING

m KOHLL on track 178^ to GURNN, then on track 194^ to CHDRR, then on track 160^
LYNNI, then on track 155^ to PHRLY, then on track 185^ to SWIIS, then on track
9^ to ERNNY, then on track 221^ to PAPPI, then on track 221^ to TUBEZ.

RWY	LANDING
R, 9L/R, 14L/R 2L/R, 27L/R, 28C/R, 32R	From TUBEZ on track 221^ to VULCN, then on track 273^ to KURKK, then on track 273^ to BAMBB, then on track 273^. EXPECT RADAR vectors to final approach course.
10L/C	From TUBEZ on track 197^ to MONKZ, then on track 273^ to JORJO, then on track 273^ to POSSM, then on track 273^. EXPECT RADAR vectors to final approach course.

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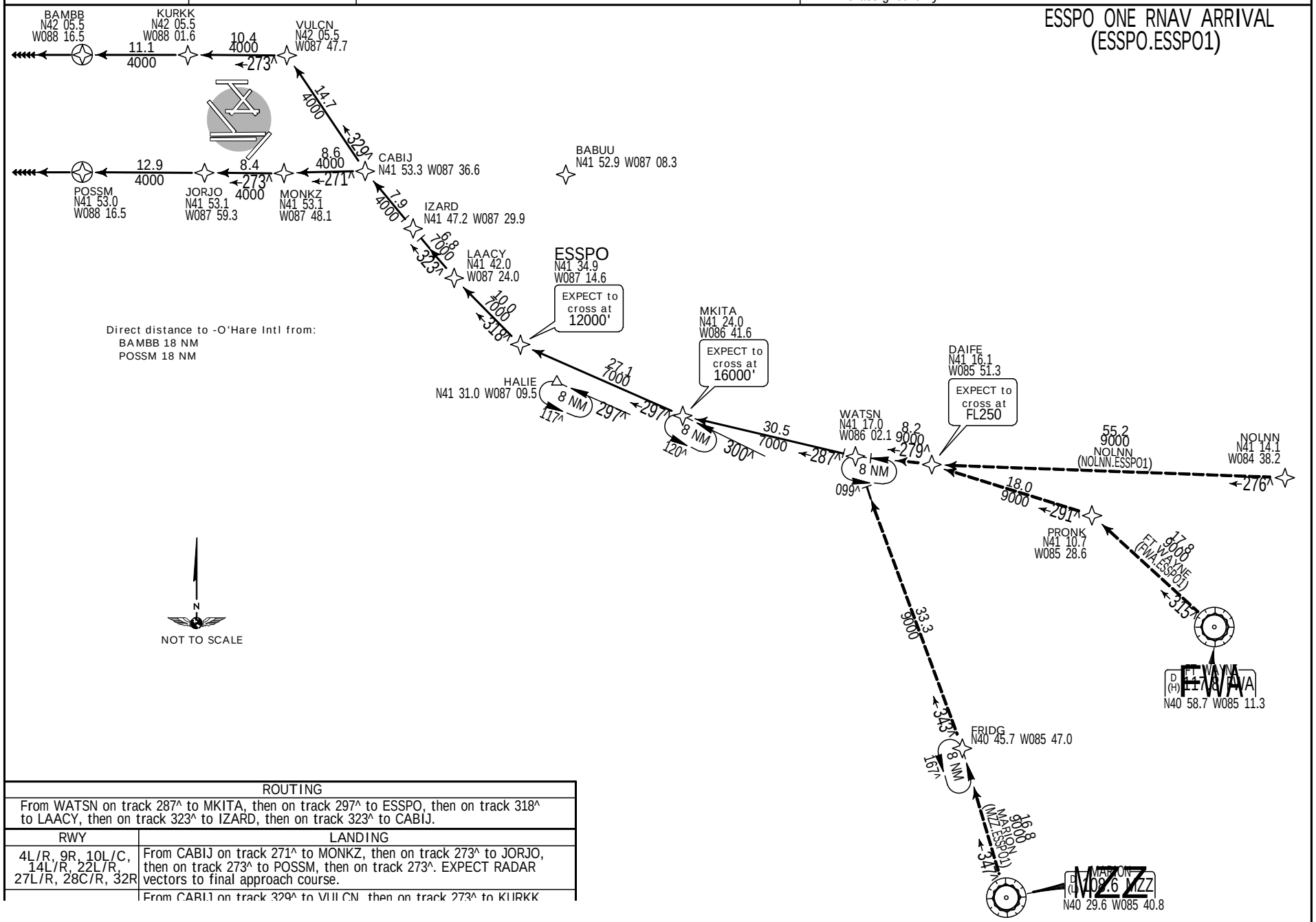
KORD/ORD
-O'HARE INTL

JEPPESEN CHICAGO, ILL
11 OCT 13 (20-2D) .Eff.17.Oct. .RNAV.STAR.

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

ESSPO ONE RNAV ARRIVAL (ESSPO.ESSPO1)



ROUTING	
From WATSN on track 287^ to MKITA, then on track 297^ to ESSPO, then on track 318^ to LAACY, then on track 323^ to IZARD, then on track 323^ to CABIJ.	
RWY	LANDING
4L/R, 9R, 10L/C, 14L/R, 22L/R, 27L/R, 28C/R, 32R	From CABIJ on track 271^ to MONKZ, then on track 273^ to JORJO, then on track 273^ to POSSM, then on track 273^. EXPECT RADAR vectors to final approach course.
	From CABIJ on track 329^ to VULCN, then on track 273^ to KURKK

CHANGES: New procedure at this airport.

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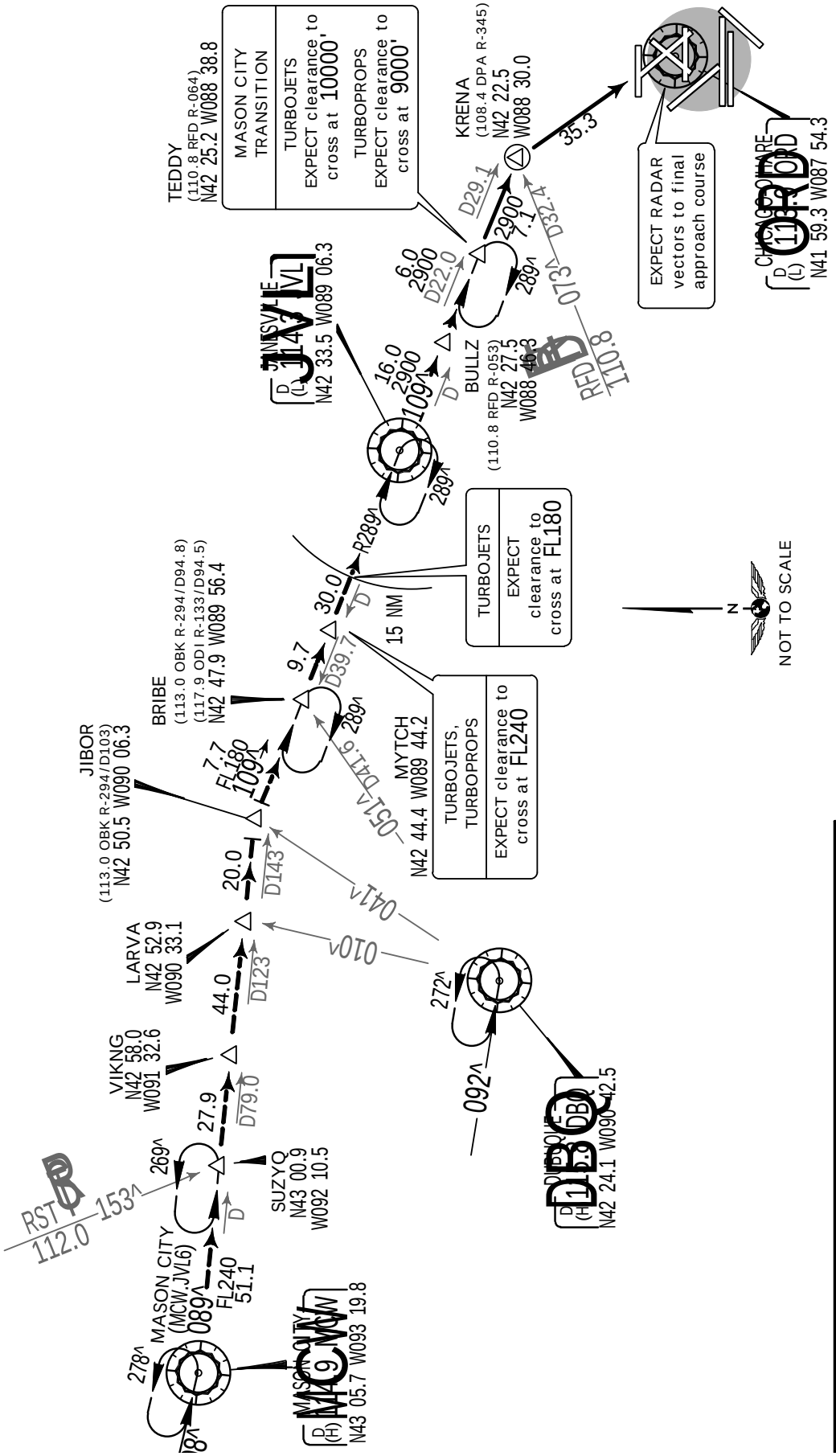
KORD/ORD
-O'HARE INTL

JEPPESEN
11 OCT 13 (20-2E) .Eff.17.Oct.

CHICAGO, ILL
.STAR.

D-ATIS	Apt Elev	
135.4	672'	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' DME required.

JANESVILLE SIX ARRIVAL (JVL.JVL6)



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JEPPESEN

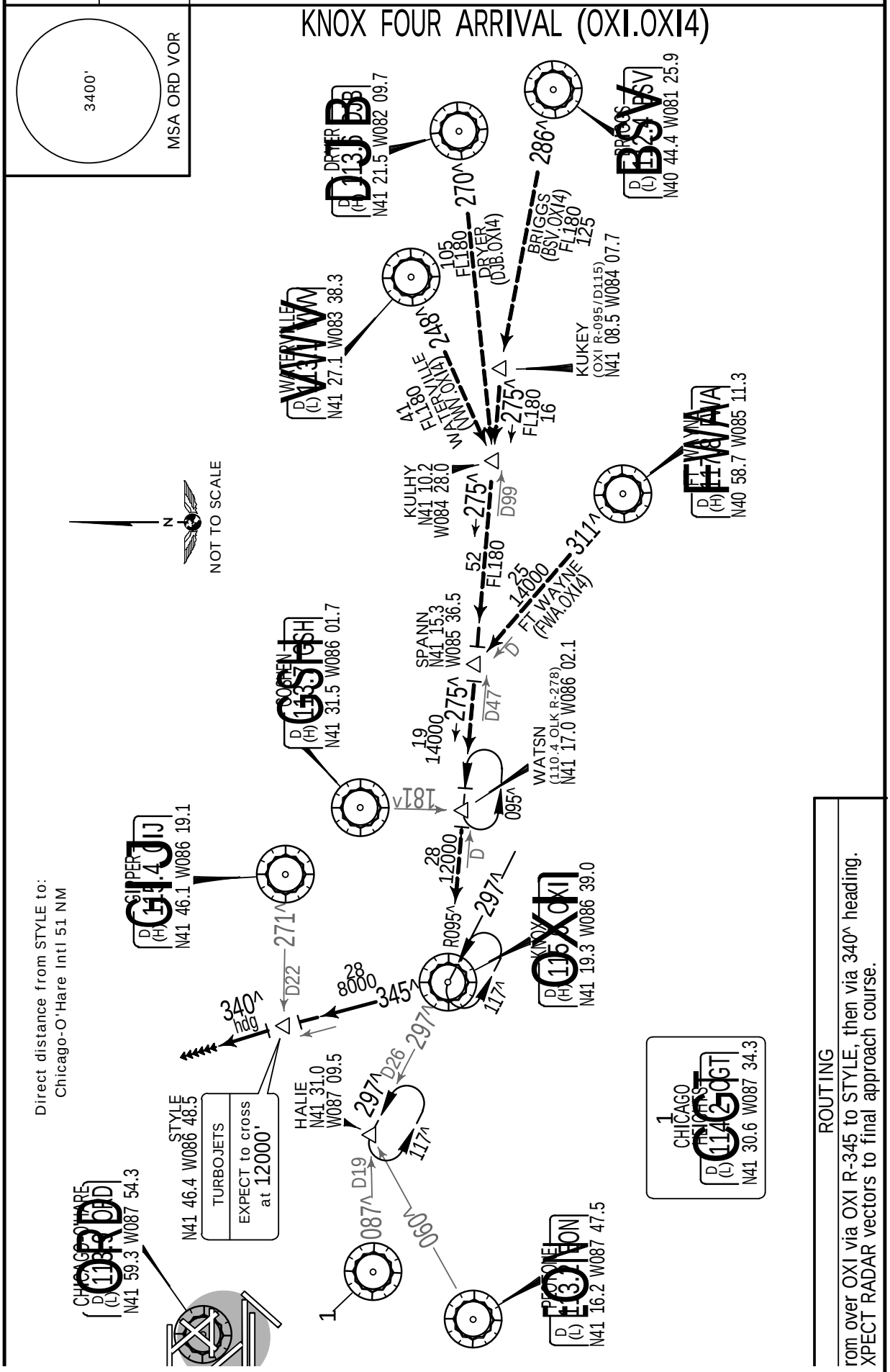
11 OCT 13 (20-2F) .Eff.17.Oct.

CHICAGO, ILL .STAR.

D-ATIS	Apt Elev
135.4	672'

Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. RADAR and DME required.
2. RADAR required from BSV to KUKEY.

KNOX FOUR ARRIVAL (OXI.OXI4)



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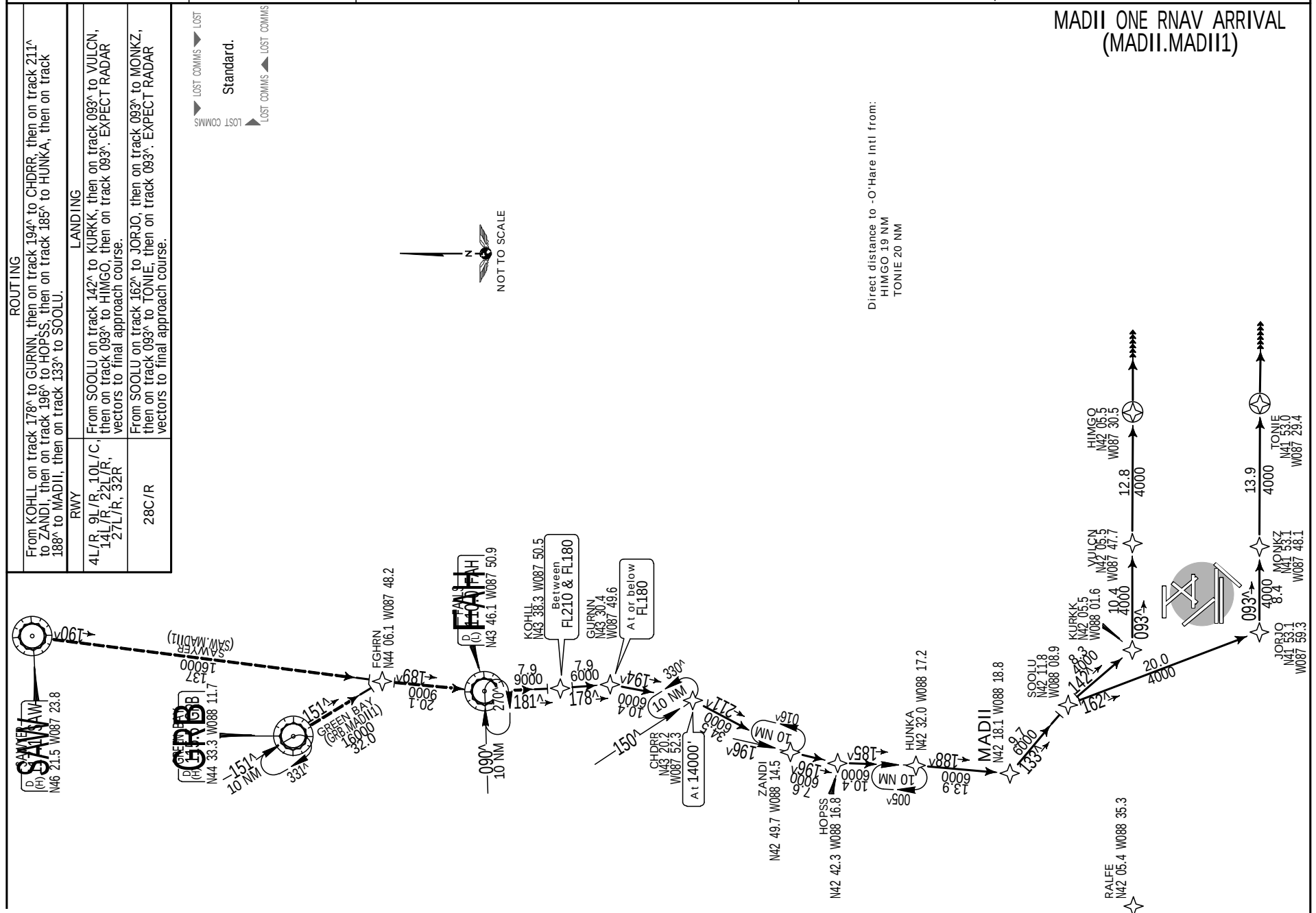
KORD/ORD
-O'HARE INTL

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

MADII ONE RNAV ARRIVAL (MADII.MADII1)

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

LOST COMMS ▶ LOST
LOST COMMS ◀ LOST COMMS
Standard.
LOST COMMS ▶ LOST COMMS



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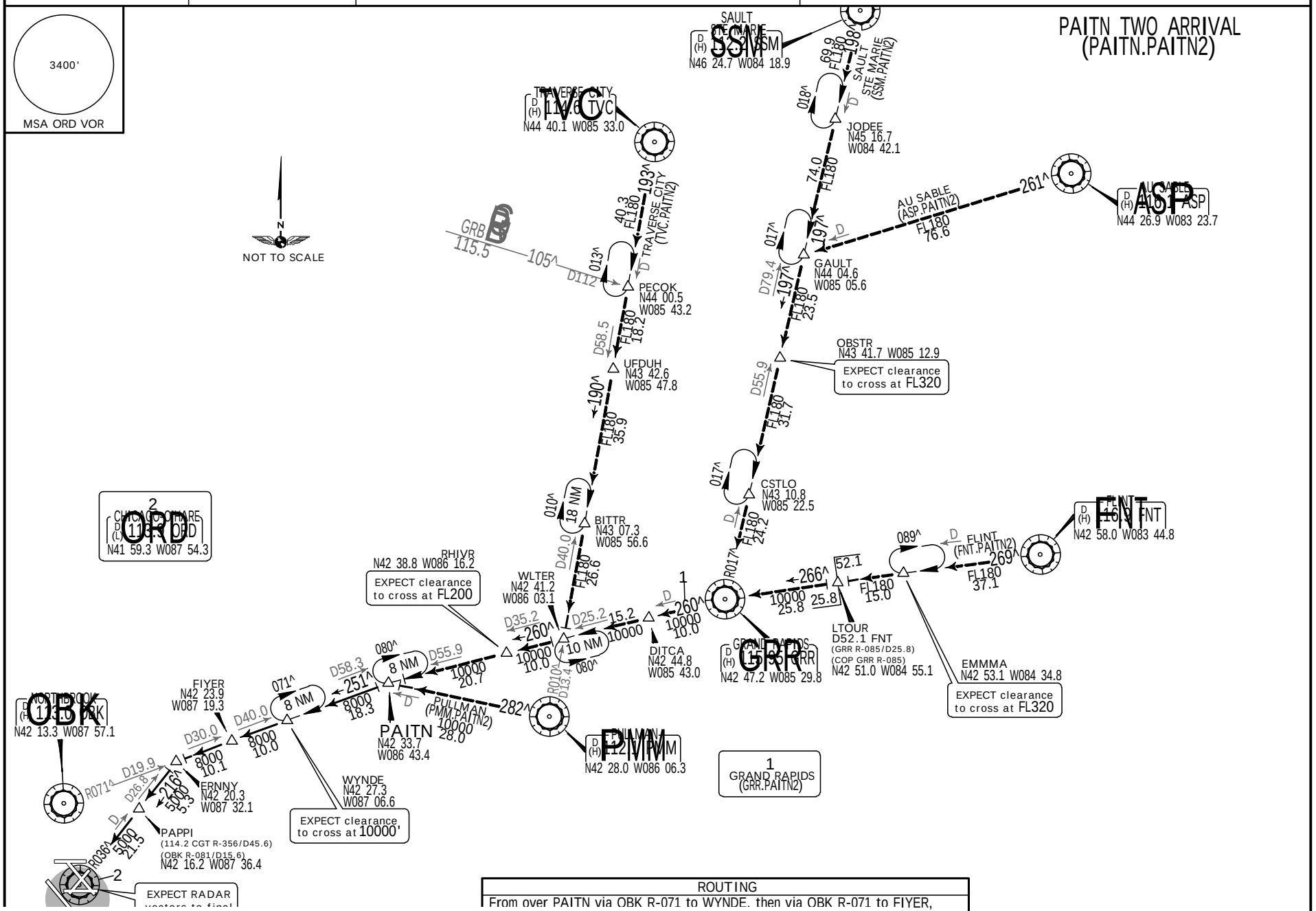
KORD/ORD -O'HARE INTL

JEPPESEN 11 OCT 13 (20-2H) .Eff.17.Oct.

CHICAGO, ILL .STAR.

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	
135.4	672'		1. RADAR and DME required. 2. TRAVERSE CITY Transition: Restricted to arrivals at or below FL240.

PAITN TWO ARRIVAL (PAITN.PAITN2)



ROUTING
From over PAITN via OBK R-071 to WYNDE, then via OBK R-071 to FIYER,

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CHANGES: Reindexed.

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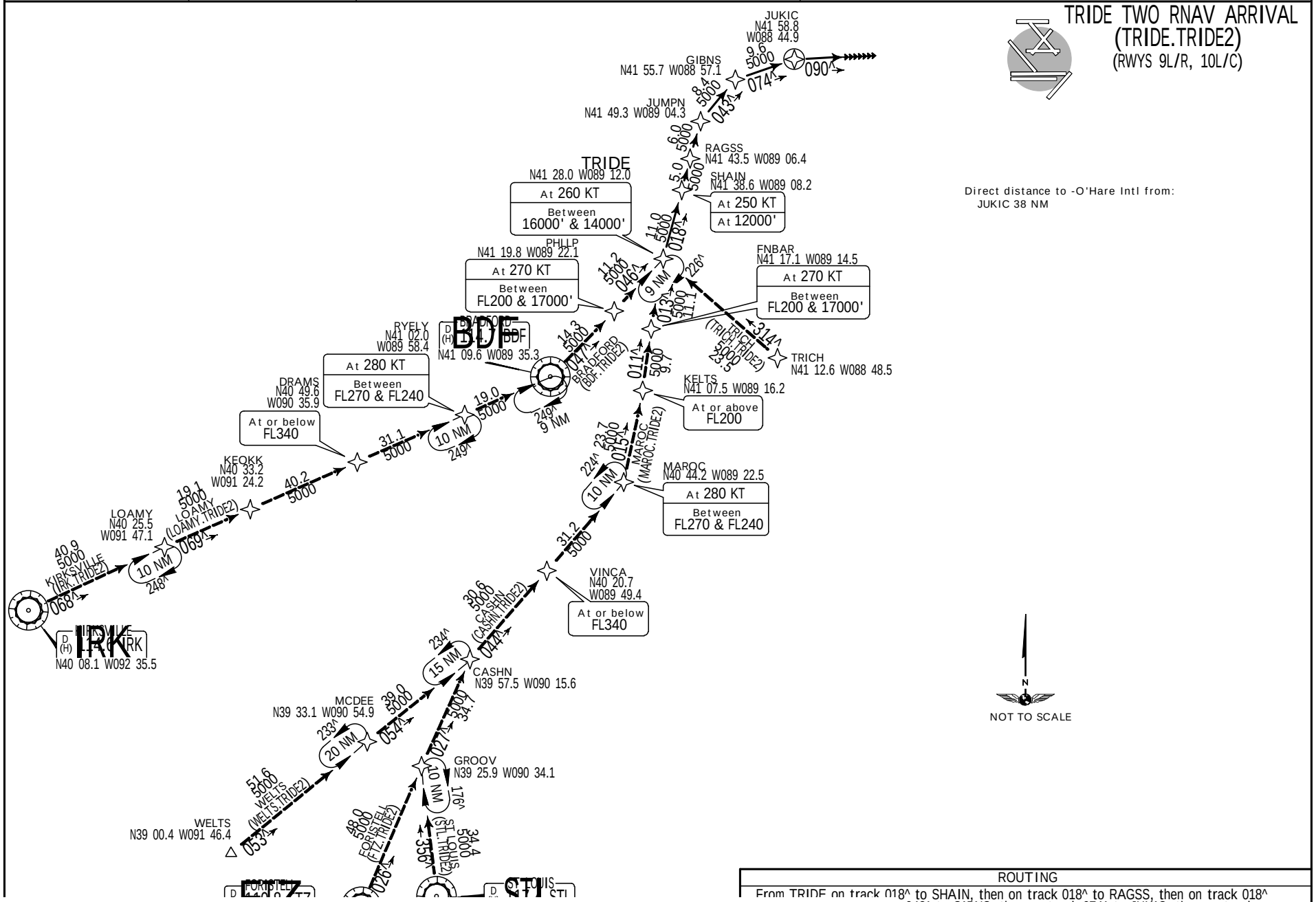
KORD/ORD
-O'HARE INTL

JEPPESEN CHICAGO, ILL
18 JUL 14 (20-2J) .Eff.24.Jul. .RNAV.STAR.

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

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



ROUTING
From TRIDE on track 018^ to SHAIN, then on track 018^ to RAGSS, then on track 018^ : 043^ to GIBNS, then on track 074^ to JUKIC, then on track ectors to final approach course.

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CHANGES: Holding patterns, procedure renumbered.

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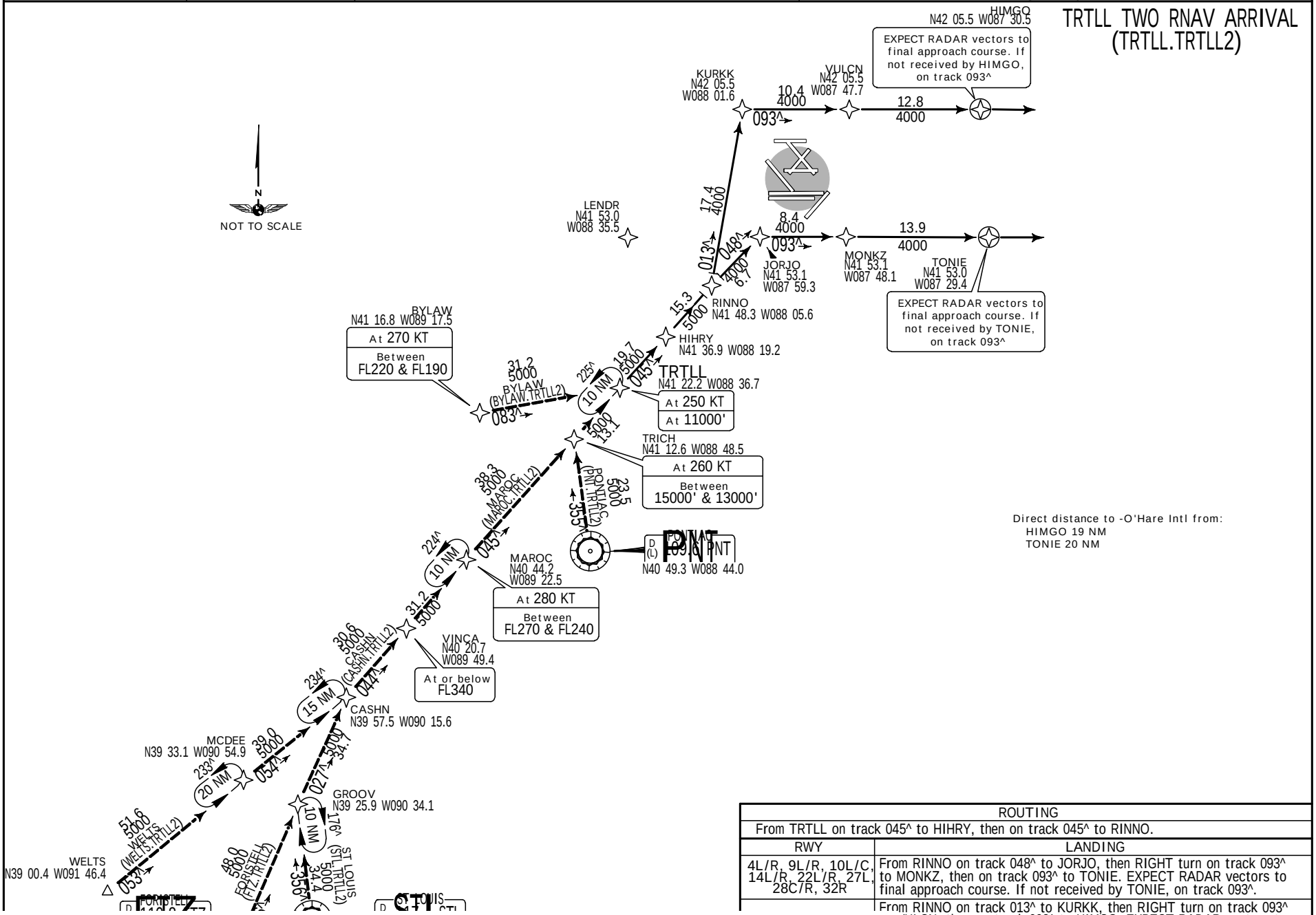
KORD/ORD -O'HARE INTL

JEPPESEN 18 JUL 14 (20-2K) .Eff.24.Jul.

CHICAGO, ILL .RNAV.STAR.

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

TRTLL TWO RNAV ARRIVAL (TRTLL.TRTLL2)



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

ROUTING	
From TRTLL on track 045^ to HIHRY, then on track 045^ to RINNO.	
RWY	LANDING
4L/R, 9L/R, 10L/C, 14L/R, 22L/R, 27L, 28C/R, 32R	From RINNO on track 048^ to JORJO, then RIGHT turn on track 093^ to MONKZ, then on track 093^ to TONIE. EXPECT RADAR vectors to final approach course. If not received by TONIE, on track 093^.
	From RINNO on track 013^ to KURKK, then RIGHT turn on track 093^ VULCN, then on track 093^ to HIMGO. EXPECT RADAR vectors to al approach course. If not received by HIMGO, on track 093^.

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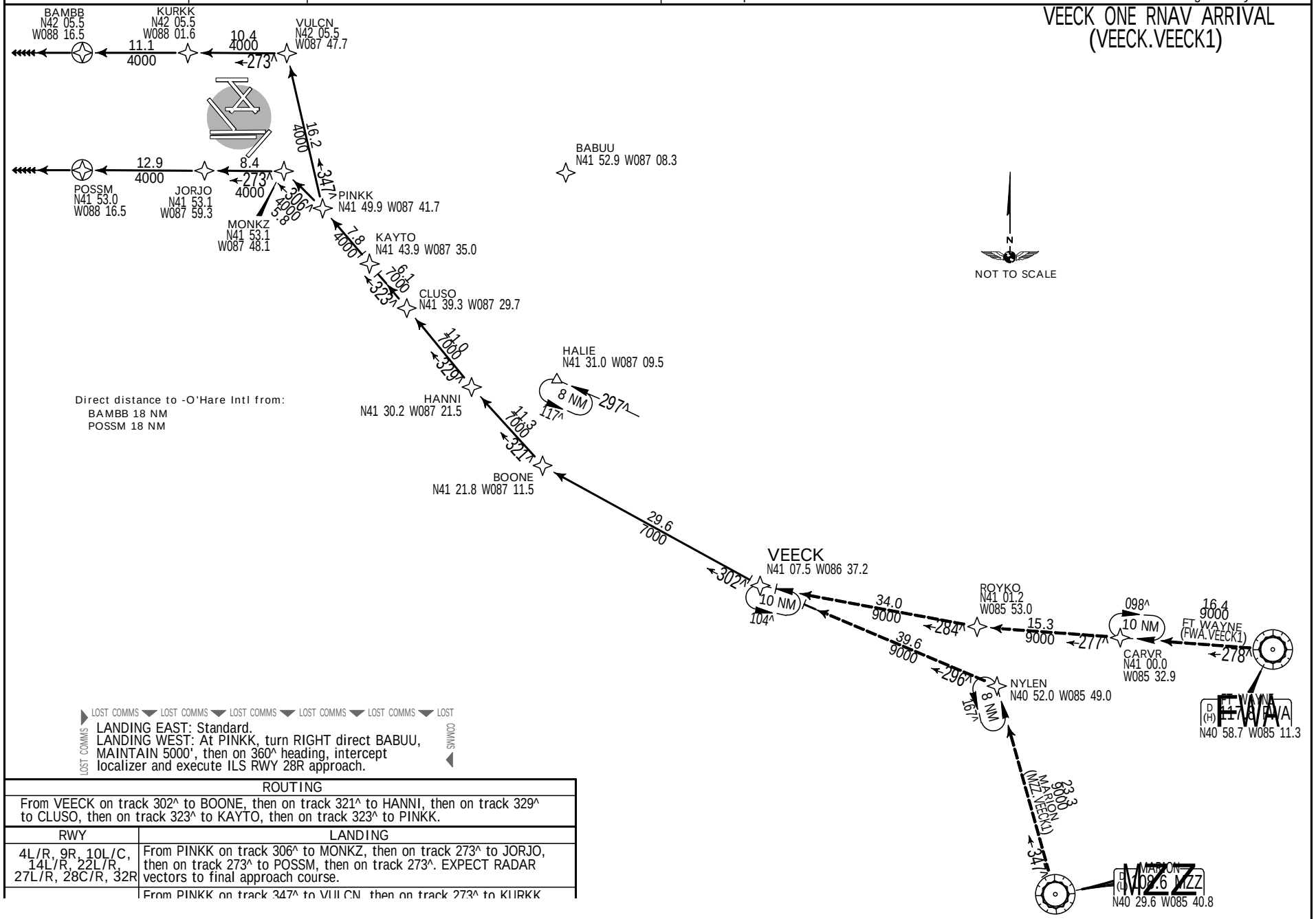
KORD/ORD
-O'HARE INTL

JEPPESEN CHICAGO, ILL
11 OCT 13 (20-2L) .Eff.17.Oct. .RNAV.STAR.

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

VEECK ONE RNAV ARRIVAL (VEECK.VEECK1)



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

LANDING EAST: Standard.
LANDING WEST: At PINKK, turn RIGHT direct BABUU, MAINTAIN 5000', then on 360^ heading, intercept localizer and execute ILS RWY 28R approach.

ROUTING	
From VEECK on track 302^ to BOONE, then on track 321^ to HANNI, then on track 329^ to CLUSO, then on track 323^ to KAYTO, then on track 323^ to PINKK.	
RWY	LANDING
4L/R, 9R, 10L/C, 14L/R, 22L/R, 27L/R, 28C/R, 32R	From PINKK on track 306^ to MONKZ, then on track 273^ to JORJO, then on track 273^ to POSSM, then on track 273^. EXPECT RADAR vectors to final approach course.
	From PINKK on track 347^ to VULCN, then on track 273^ to KURKK

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CHANGES: New procedure at this airport.

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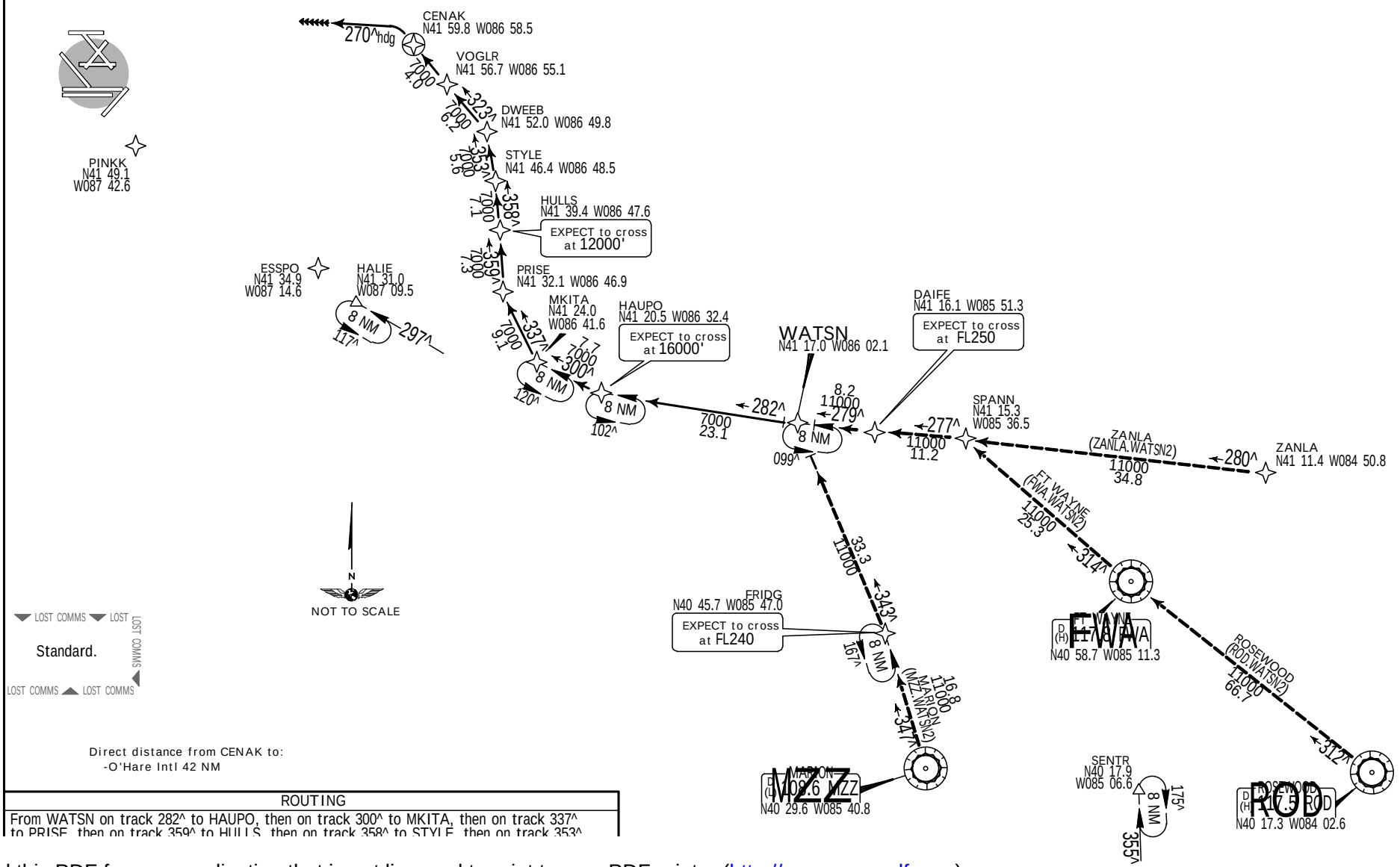
D-ATIS	Apt Elev			
135.4	672'	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000'

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

WATSN TWO RNAV ARRIVAL (WATSN.WATSN2)



ROUTING

From WATSN on track 282^ to HAUPO, then on track 300^ to MKITA, then on track 337^ to PRISE, then on track 359^ to HULLS, then on track 358^ to STYLE, then on track 353^

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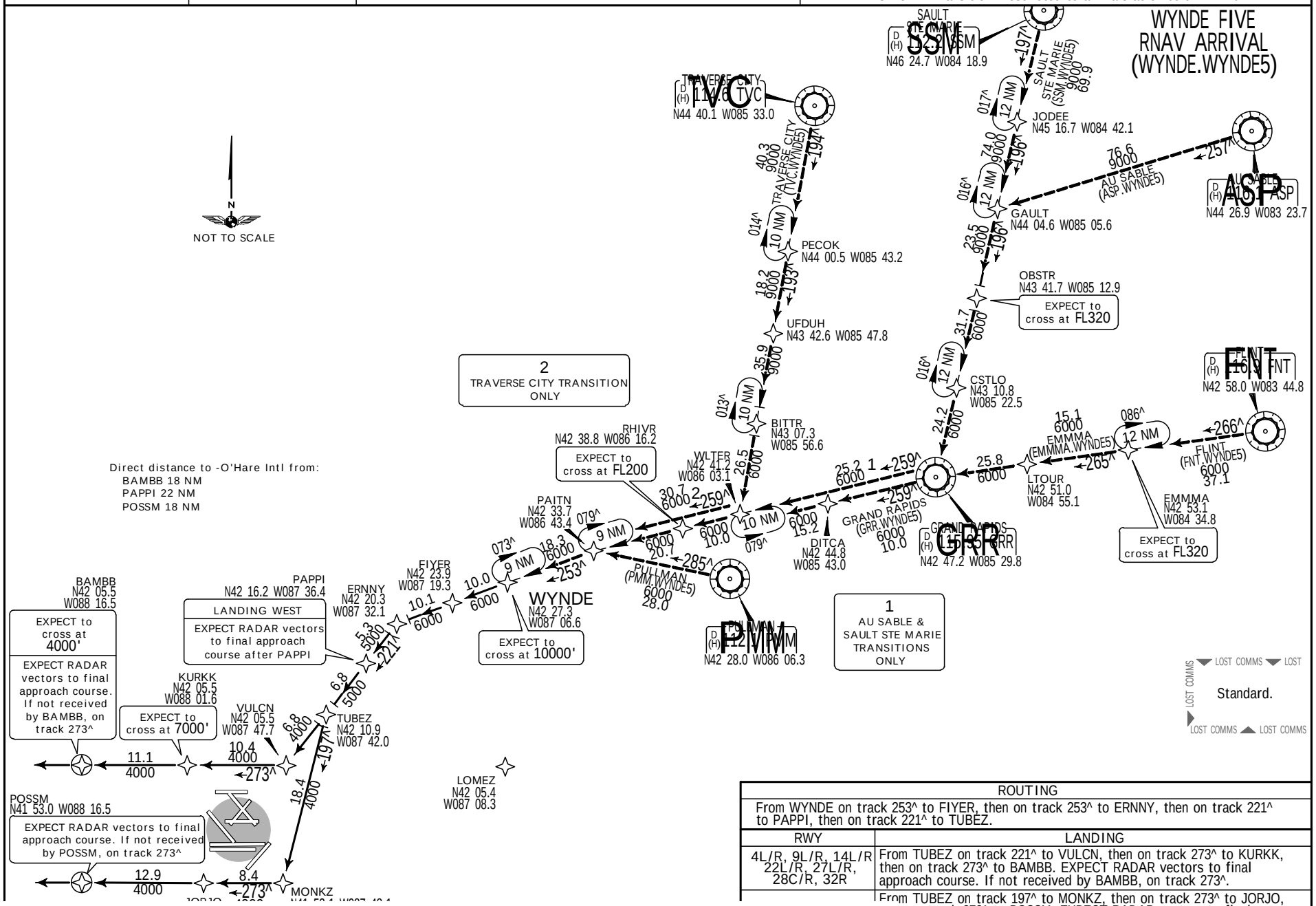
KORD/ORD
-O'HARE INTL

JEPPESEN 11 OCT 13 (20-2N) .Eff.17.Oct. CHICAGO, ILL .RNAV.STAR.

D-ATIS	Apt Elev	Alt Set: INCHES Trans level: FL180 Trans alt: 18000'	
135.4	672'		1. RADAR required. 2. RNAV 1. 3. DME/DME/IRU or GPS required. 4. TRAVERSE CITY Transition: Restricted to arrivals at or below FL240.



ROUTING	
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.	
RWY	LANDING
4L/R, 9L/R, 14L/R 22L/R, 27L/R, 28C/R, 32R	From TUBEZ on track 221^ to VULCN, then on track 273^ to KURKK, then on track 273^ to BAMBB. EXPECT RADAR vectors to final approach course. If not received by BAMBB, on track 273^.
	From TUBEZ on track 197^ to MONKZ, then on track 273^ to JORJO, n on track 273^ to POSSM. EXPECT RADAR vectors to final roach course. If not received by POSSM, on track 273^.

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CHANGES: Procedure revised, renumbered, reindexed.

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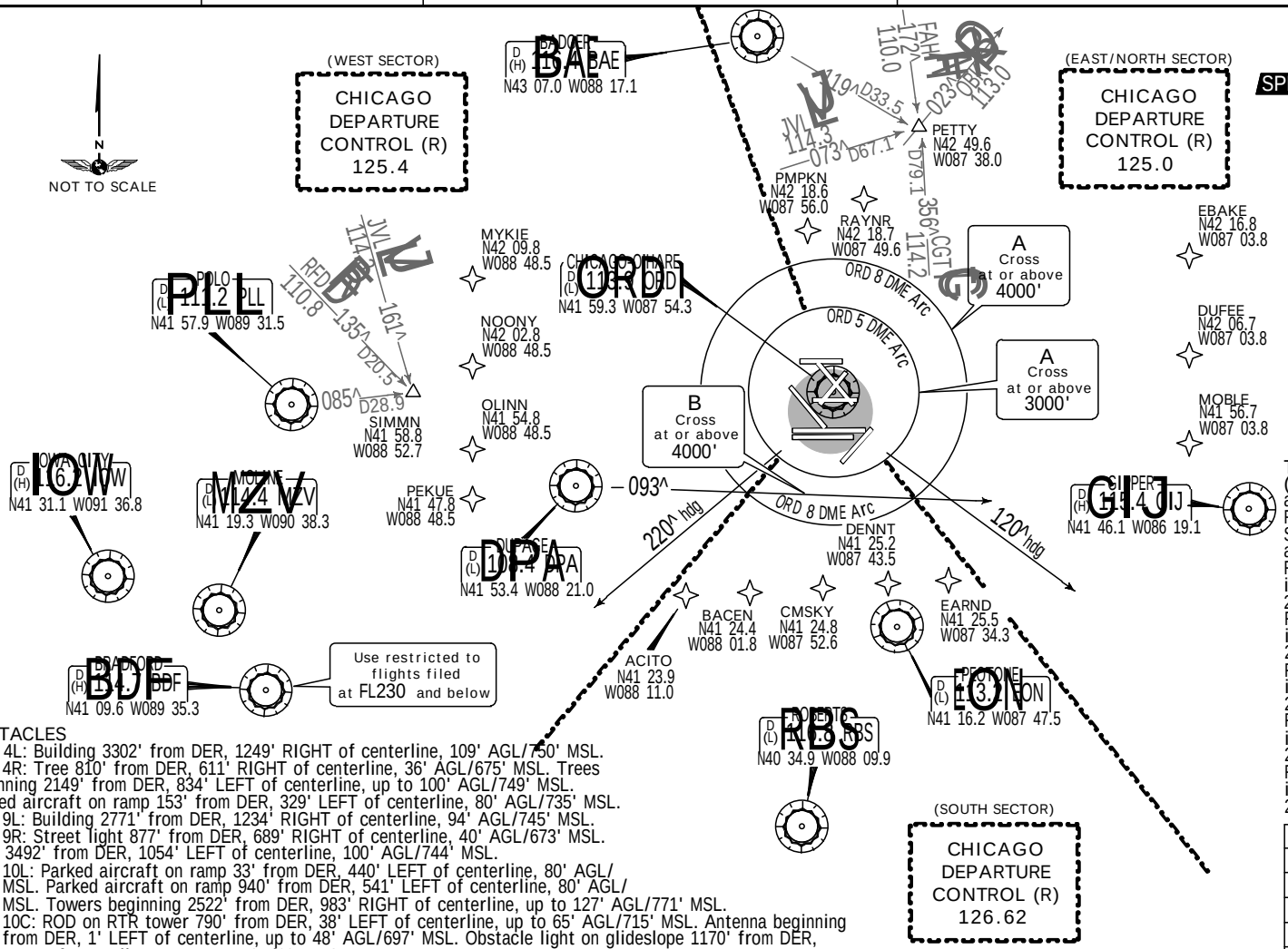
KORD/ORD
-O'HARE INTL

FOR DEPARTURE CONTROL FREQ. SEE GRAPHIC	Apt Elev 672'	Trans level: FL180 Trans alt: 18000'	Use frequency depicted within sector where first NAVAID/FIX for your route is located.

O'HARE EIGHT DEPARTURE (ORD8.ORD)

SPEED: All turbojet departures in all directions: MAINTAIN 250 KT UNTIL ADVISED BY ATC



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4L/R, 9L/R, 10L/C, 14L/R, 22L/R, 32R: Standard (or lower than standard, if authorized).
Rwy 27L: Standard (or lower than standard, if authorized) with minimum climb of 220' per NM to 1700'.
Rwy 27R: Standard (or lower than standard, if authorized) with minimum climb of 228' per NM to 1800'.
Rwy 28C: Standard (or lower than standard, if authorized) with minimum climb of 236' per NM to 1700'.
Rwy 28R: Standard (or lower than standard, if authorized) with minimum climb of 222' per NM to 1700'.
Rwy 32L: Standard (or lower than standard, if authorized) with minimum climb of 240' per NM to 1800'.

Gnd speed-KT	75	100	150	200	250	300
220' per NM	275	367	550	733	917	1100
222' per NM	278	370	555	740	925	1110
228' per NM	285	380	570	760	950	1140
236' per NM	295	393	590	787	983	1180
240' per NM	300	400	600	800	1000	1200

OBSTACLES
Rwy 4L: Building 3302' from DER, 1249' RIGHT of centerline, 109' AGL/750' MSL.
Rwy 4R: Tree 810' from DER, 611' RIGHT of centerline, 36' AGL/675' MSL. Trees beginning 2149' from DER, 834' LEFT of centerline, up to 100' AGL/749' MSL.
Parked aircraft on ramp 153' from DER, 329' LEFT of centerline, 80' AGL/735' MSL.
Rwy 9L: Building 2771' from DER, 1234' RIGHT of centerline, 94' AGL/745' MSL.
Rwy 9R: Street light 877' from DER, 689' RIGHT of centerline, 40' AGL/673' MSL.
Tree 3492' from DER, 1054' LEFT of centerline, 100' AGL/744' MSL.
Rwy 10L: Parked aircraft on ramp 33' from DER, 440' LEFT of centerline, 80' AGL/735' MSL. Parked aircraft on ramp 940' from DER, 541' LEFT of centerline, 80' AGL/735' MSL. Towers beginning 2522' from DER, 983' RIGHT of centerline, up to 127' AGL/771' MSL.
Rwy 10C: ROD on RTR tower 790' from DER, 38' LEFT of centerline, up to 65' AGL/715' MSL. Antenna beginning 656' from DER, 1' LEFT of centerline, up to 48' AGL/697' MSL. Obstacle light on glideslope 1170' from DER, 777' LEFT of centerline, up to 45' AGL/694' MSL.
Rwy 14L: Light poles beginning 981' from DER, 745' LEFT of centerline, up to 40' AGL/684' MSL. Parked aircraft on ramp 100' from DER, 363' RIGHT of centerline, 80' AGL/729' MSL. Sign 1292' from DER, 724' RIGHT of centerline, 37' AGL/682' MSL.
Rwy 14R: Parked aircraft on ramp 1104' from DER, 766' RIGHT of centerline, 80' AGL/736' MSL.
Rwy 22R: Parked aircraft on ramp 34' from DER, 430' LEFT of centerline, 80' AGL/736' MSL.
Rwy 27L: Parked aircraft on ramp 70' from DER, 405' LEFT of centerline, 80' AGL/740' MSL. Pole 5584' from DER, 1824' LEFT of centerline, 147' AGL/812' MSL. Parked aircraft on ramp 3627' from DER, 1225' RIGHT of centerline, 80' AGL/754' MSL.
Rwy 27R: Obstruction light on tank 1489' from DER, 886' LEFT of centerline, 53' AGL/726' MSL. Elevator 2778' from DER, 1020' LEFT of centerline, 111' AGL/776' MSL.
Rwy 28C: Railroad beginning 90' from DER, 81' LEFT of centerline, 23' AGL/689' MSL. Trees beginning 3525' from DER, 697' LEFT of centerline, up to 100' AGL/771' MSL. Trees beginning 2689' from DER, 126' LEFT of centerline, up to 100' AGL/746' MSL. Trees beginning 2408' from DER, 197' RIGHT of centerline, up to 100' AGL/739' MSL. Trees beginning 2372' from DER, 1100' LEFT of centerline, up to 100' AGL/737' MSL.

INITIAL CLIMB
All aircraft EXPECT RADAR vectors to first enroute NAVAID/Fix. EXPECT clearance to requested altitude/flight level 10 minutes after departure.
SPEED RESTRICTION: All turbojet departures in all directions, MAINTAIN 250 KT until advised by ATC.

ROUTING	
ALL DME EQUIPPED AIRCRAFT	A Cross ORD 5 DME Arc at or above 3000', cross ORD 8 DME Arc at or above 4000'. MAINTAIN 5000' or assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.
	B Aircraft initially assigned heading 120^ clockwise through 220^: R-093 at or above 4000'. MAINTAIN 5000' or assigned altitude. o comply, advise ATC as soon as possible prior to departure.

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CHANGES: Rwy 10C/28C added, waypoints added, reindexed, renumbered.

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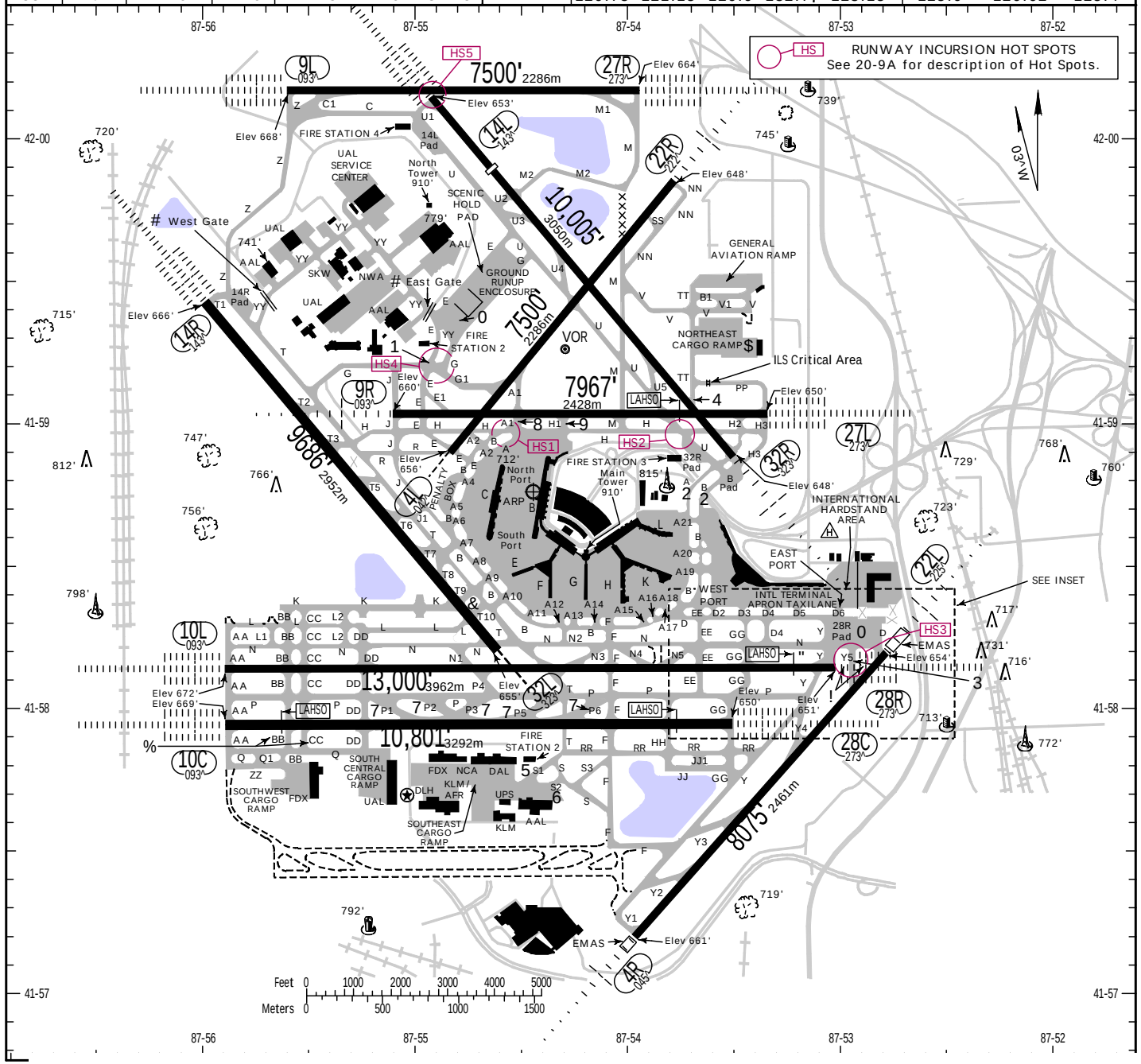
KORD/ORD

Apt Elev 672'
N41 58.8 W087 54.4

JEPPESEN
12 SEP 14
Eff 18 Sep.
20-9

CHICAGO, IL
-O'HARE INT

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



CAUTION AND BE ALERT NOTES

1 CAUTION: Be alert for fire equipment entering Twys E and G.
2 CAUTION: No aircraft are permitted to stop on bridged Twys A and B.
3 Be alert: Twy Y5 northbound only exiting runway.
4 Be alert: Twy TT northbound only between Rwy 14L/32R and Twy PP.
5 Be alert: Twy S1 outbound or eastbound only.
6 Be alert: Twy S2 inbound or westbound only.
7 Be alert: Twys P1, P2, P3, P5, and P6 northbound only.
8 Be alert: Twy A1 southbound only from Rwy 9R/27L.
9 Be alert: Twy H1 southbound only.

Be alert: of duplicate alphanumeric taxiway designators & terminal gate designations involving the letters C, G, H, K, L & M.

Be alert: the northeast/southwest portion of Twy YY is not visible from the center ATCT.

OPERATIONAL NOTES

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

Read-back of all hold-short instructions required.

B747-400, B747-800, B777-300ER, B777-200LR(F), A340-600 or A340-500 cannot pass on Twys A & B due to insufficient wingtip clearance.

A380-800 operational constraints exist on runways, taxiways and ramps. Contact airport operations for additional info.

Runway 32L closed for arrivals.

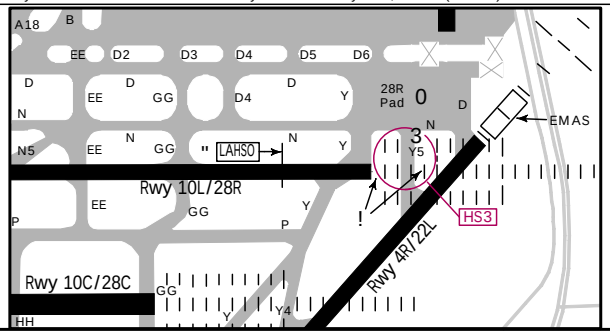
ATCT is authorized to conduct arrivals to Rwys 14L & 14R while conducting simultaneous opposite direction departures off of Rwys 9R and 28R during IFR weather conditions. ATCT is authorized to conduct simultaneous converging instrument approaches to to Rwys 14R and 22R while conducting simultaneous opposite direction departures off of Rwys 9R and 28R during IFR weather conditions.

During periods of cold weather, the approach end of Rwy 32R may not be visible from the tower due to steam plume from airport heating plant.

Tower is authorized to conduct simultaneous departures from Rwys 14L/14R, 32L/32R, 4L/4R, 22L/22R, 9R with 9L or 10L and 27L with 28R or 27R with course divergence beginning no later than 4NM from runway end.

ATCT is authorized to conduct simultaneous opposite direction departures on Rwys 9R and 28R during IFR weather conditions.
Line up and wait authorization in effect after dark at the following intersections: Rwy 32L at Twy T10, Rwy 28R at Twys GG and EE, Rwy 14L at Twy U2 and Twy M, Rwy 32R at Twy M, and Rwy 10L at Twy DD. These runways will be used for departures only when exercising the provisions of this authorization.

0 Hold pad procedures see 20-9E. Maintain taxiway centerline when passing hold pads with parked aircraft.
! Paved safety area east of Rwy 28R approach is not for operational use. The area is painted green.
" Landing Rwy 10L: Special Land and Hold Short Point 12,156' (3705m) from Rwy 10L landing threshold.
Yankee Yankee Twy Gates procedure see 20-9A.
$ Two taxi routes are available for access to/from the Northeast Cargo Ramp and GA Ramp. For layout and procedures see 20-9G.
% Twy CC provides access to UAL. Twy BB provides access to FDX with a 140 foot jog to the west, then south.
& Tower may clear aircraft for take-off Rwy 32L from Twy T10, 8784' (2677m) is available.



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GENERAL

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

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING Threshold	BEYOND Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
4R	HIRL CL MALSR TDZ 1 PAPI-R grooved RVR		7027' 2142m			150' 46m
22L	HIRL CL MALSR TDZ 1 PAPI-L grooved RVR		6971' 2125m			
4L	HIRL CL grooved RVR					150' 46m
22R	HIRL CL MALSR TDZ 1 PAPI-L grooved RVR		6559' 1999m			
9R	HIRL CL MALSR TDZ 1 PAPI-L grooved RVR	2 7709' 2350m	6593' 2010m	14L/32R 6100' 1859m		150' 46m
27L	HIRL CL ALSF-II TDZ 1 PAPI-R grooved RVR	3 7782' 2372m	6743' 2055m			
9L	HIRL CL ALSF-II TDZ grooved RVR		6340' 1932m			150' 46m
27R			6365' 1940m			
10L	HIRL CL ALSF-II TDZ 1 PAPI-L grooved RVR	4 12,246' 3733m	11,133' 3393m	Twy Y 12,156' 3705m		150' 46m
28R			11,970' 3648m			
10C	HIRL CL ALSF-II TDZ 1 PAPI-L grooved RVR	5 10,540' 3213m	9449' 2880m	Twy GG 9610' 2929m		200' 61m
28C			9758' 2974m	Twy AA 9610' 2929m		
14R	HIRL CL ALSF-II TDZ 1 PAPI-R grooved RVR	6 8650' 2637m	7696' 2346m			200' 61m
32L	HIRL CL grooved RVR	NA				
14L	HIRL CL ALSF-II TDZ 1 PAPI-L grooved RVR	8007' 2441m	6943' 2116m			150' 46m
32R	HIRL CL MALSR TDZ grooved RVR		8621' 2628m			

1 Angle 3.0^.
2 Last 258'(79m) is unavailable for landing distance computations.
3 Last 185'(56m) is unavailable for landing distance computations.
4 Last 754'(230m) is unavailable for landing distance computations.
5 Last 261'(80m) is unavailable for landing distance computations.
6 Last 1035'(315m) is unavailable for landing distance computations.

RUNWAY INCURSION HOT SPOTS HS

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

HS1 Aircraft northeast bound on Taxiway B turning right onto Taxiway H use caution - close proximity to Runway 9R/27L.

HS2 Aircraft northwest bound on Taxiway U turning left onto Taxiway H use caution - close proximity to Runway 9R/27L.

HS3 Taxiway Y5 - north bound traffic only exiting Runway 4R.

HS4 Inbound traffic to the terminals from Taxiway E can expect a right turn on Taxiway G to avoid active runways.

HS5 Landing Runway 27R first available turn off is Taxiway C1 6500' (1981m) from Runway 27R threshold. Landing Runway 9L first available turn off is Taxiway M1 6700' (2042m) from Runway 9L threshold.

YANKEE YANKEE TAXIWAY GATES PROCEDURES

1. Communication between pilot/mechanic and special police in guard booth will be through Unicom band (122.9). Calls are to be made in advance of leaving the hangar area outbound and after crossing north of Runway 9R/27L when inbound to hangar area.
2. Aircraft will stop at surface painted hold bars until light changes from red to green signifying gate is completely open and safe for aircraft to taxi past the gate.
3. The gate nearest "T" Taxiway will be named West Gate, and the gate nearest the Ground Runup Enclosure (GRE) will be named East Gate.
4. The East Gate will be manned 24 hours a day and the West Gate will be manned

TAKE-OFF

Rwys 9L/R, 10L/C, 14L/R, 32R

2 operating RVRs are required All operating RVRs are controlling: CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng
TDZ RVR 5, Mid RVR 5, Rollout RVR 5	TDZ RVR 10, Mid RVR 10, Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 4L/R, 22L/R

Both RVRs are required & controlling: CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng
TDZ RVR 5, Rollout RVR 5	TDZ RVR 10, Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 27L

With Mim climb of 220'/NM to 1700'

2 operating RVRs are required All operating RVRs are controlling: CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng
TDZ RVR 5, Mid RVR 5, Rollout RVR 5	TDZ RVR 10, Mid RVR 10, Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 28R

With Mim climb of 222'/NM to 1700'

2 operating RVRs are required All operating RVRs are controlling: CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng
TDZ RVR 5, Mid RVR 5, Rollout RVR 5	TDZ RVR 10, Mid RVR 10, Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 27R

With Mim climb of 228'/NM to 1800'

2 operating RVRs are required All operating RVRs are controlling: CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng
TDZ RVR 5, Mid RVR 5, Rollout RVR 5	TDZ RVR 10, Mid RVR 10, Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 28C

With Mim climb of 236'/NM to 1700'

2 operating RVRs are required All operating RVRs are controlling: CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng
TDZ RVR 5, Mid RVR 5, Rollout RVR 5	TDZ RVR 10, Mid RVR 10, Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 32L

With Mim climb of 240'/NM to 1800'

2 operating RVRs are required All operating RVRs are controlling: CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng
TDZ RVR 5, Mid RVR 5, Rollout RVR 5	TDZ RVR 10, Mid RVR 10, Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

FOR FILING AS ALTERNATE

	ILS Rwy 4R, ILS Rwy 10L, ILS Rwy 14L/R, ILS Rwy 22L/R, ILS Rwy 28R, ILS Rwy 32R	ILS Rwy 9R, ILS Rwy 10C, ILS Rwy 27L/R, ILS Rwy 28C	LOC Rwy 4L/R, LOC Rwy 10L, LOC Rwy 14L/R, LOC Rwy 22L/R, LOC Rwy 28R, LOC Rwy 32R; RNAV(GPS) Rwy 4L/R, RNAV(GPS) Rwy 10L, RNAV(GPS) Rwy 14L/R, RNAV(GPS) Rwy 22L/R, RNAV(GPS) Rwy 28R, RNAV(GPS) Rwy 32R, RNAV(RNP) Y Rwy 27L	LOC Rwy 9R, LOC Rwy 10C, LOC Rwy 27L/R, LOC Rwy 28C, RNAV(GPS) Rwy 9L/R, RNAV(GPS) Rwy 10C, RNAV(GPS) Rwy 27R, RNAV(GPS) Rwy 28C, RNAV(GPS) Z Rwy 27L	ILS Rwy 9L, LOC Rwy 9L	Other
A		600-2	800-2	800-2	1100-2	NA
B				800-2 1/2	1100-3	

AMDT 19

CHANGES: Rwy 4R PAPI-R added, alternate minimums modified.

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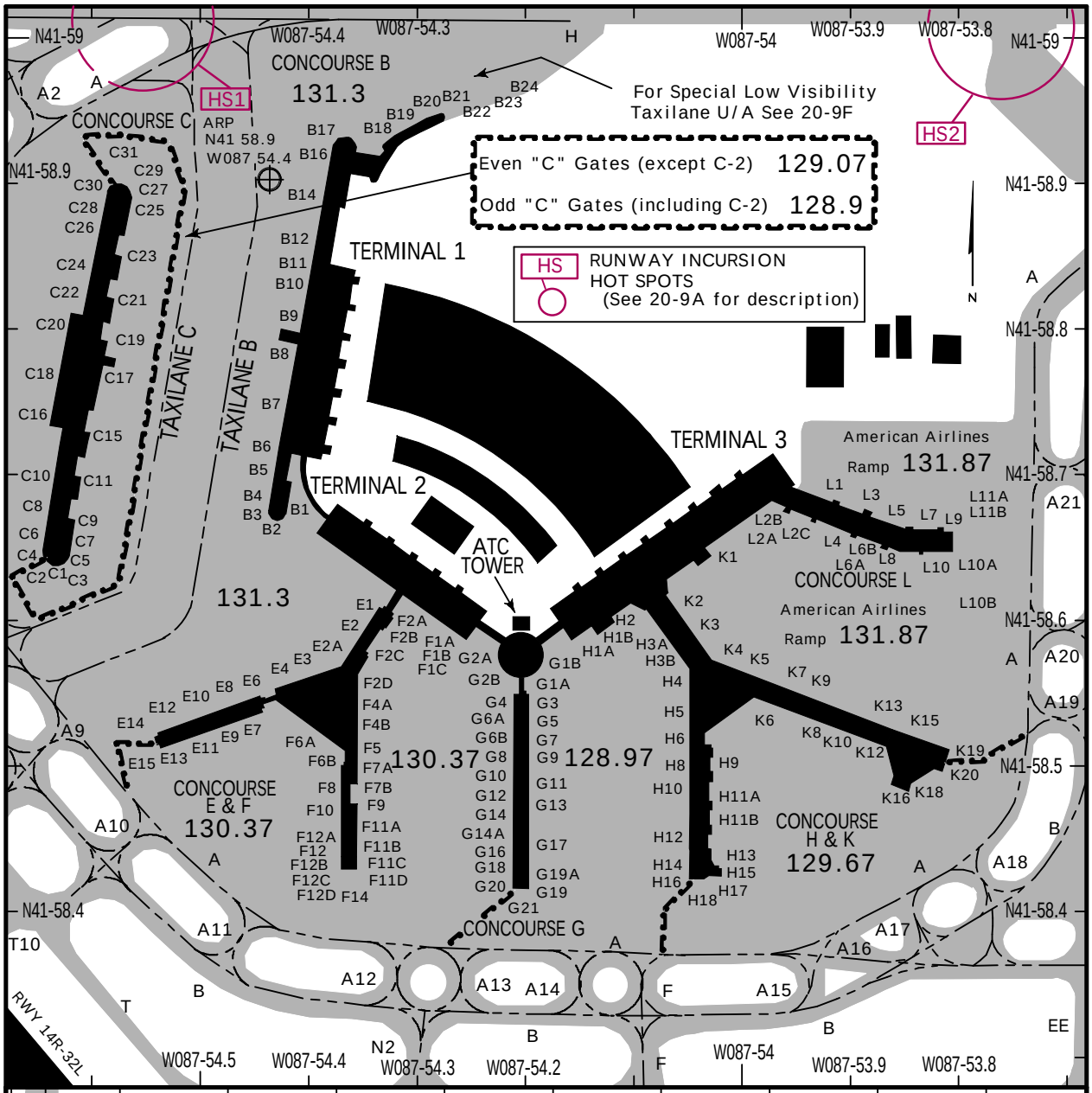
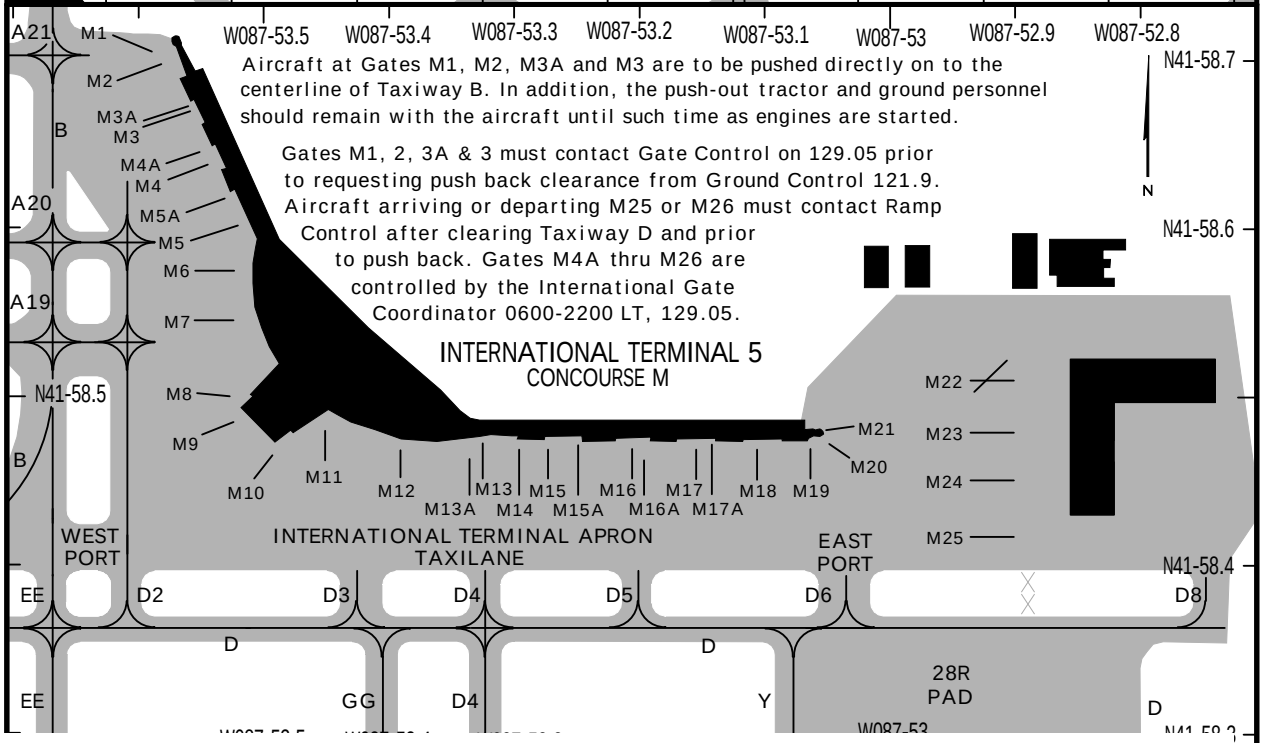
KORD/ORD

JEPPESEN

9 MAY 14 (20-9B)

CHICAGO, ILL
-O'HARE INTL





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CHANGES: Gates B23 and B24 added.

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PARKING GATE COORDINATES

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

CHANGES: Gates B23 and B24 added.

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Taxi Instructions for the Southeast Cargo Ramp

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

Arriving Aircraft

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

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

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

Departing Aircraft

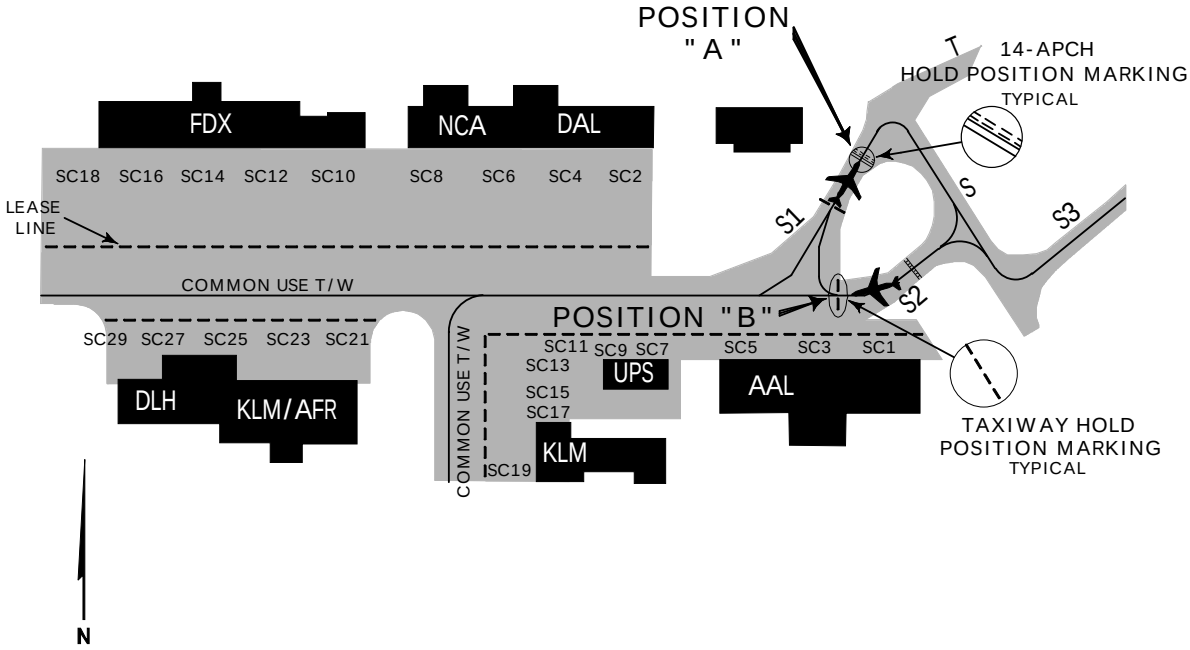
Departing aircraft will have priority if no aircraft has reached position "B" on S2 and if no aircraft has called to enter or is taxiing on the ramp. Departing aircraft announce the following on ramp common prior to pushback:

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

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

NOTES (dimensions relate to B747-400 aircraft):
S1 is for outbound traffic from the Southeast cargo area South tier.
S2 is to be used for aircraft entering Southeast cargo area South tier.
A unicom frequency 122.95 Mhz has been designated "ramp common".
Establish contact with cargo ramp control on "ramp common" between the hours of 2100 and 0600 local time.
Monitor "ramp common" 122.95 and announce your intentions "in the blind" between 0600 and 2100 local time.

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



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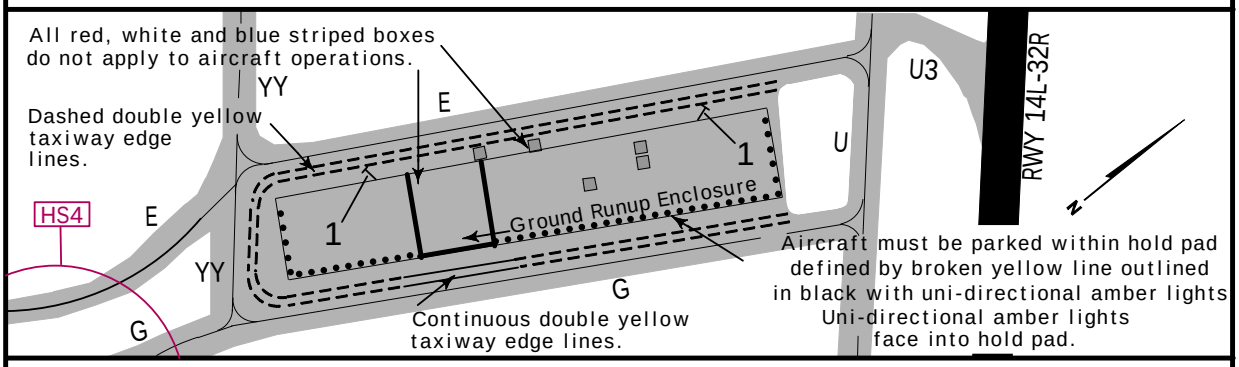
HOLD PADS

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

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

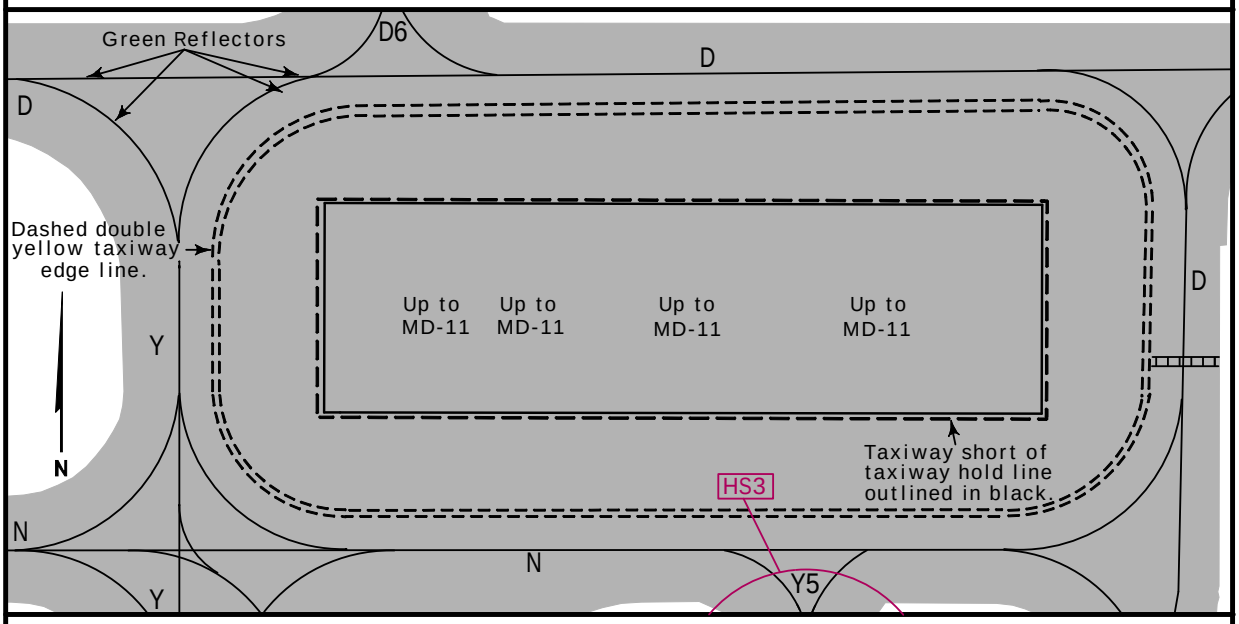
SCENIC HOLD PAD

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



RWY 28R HOLD PAD

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



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SPECIAL LOW VISIBILITY UNIFORM/ALPHA TAXILANE

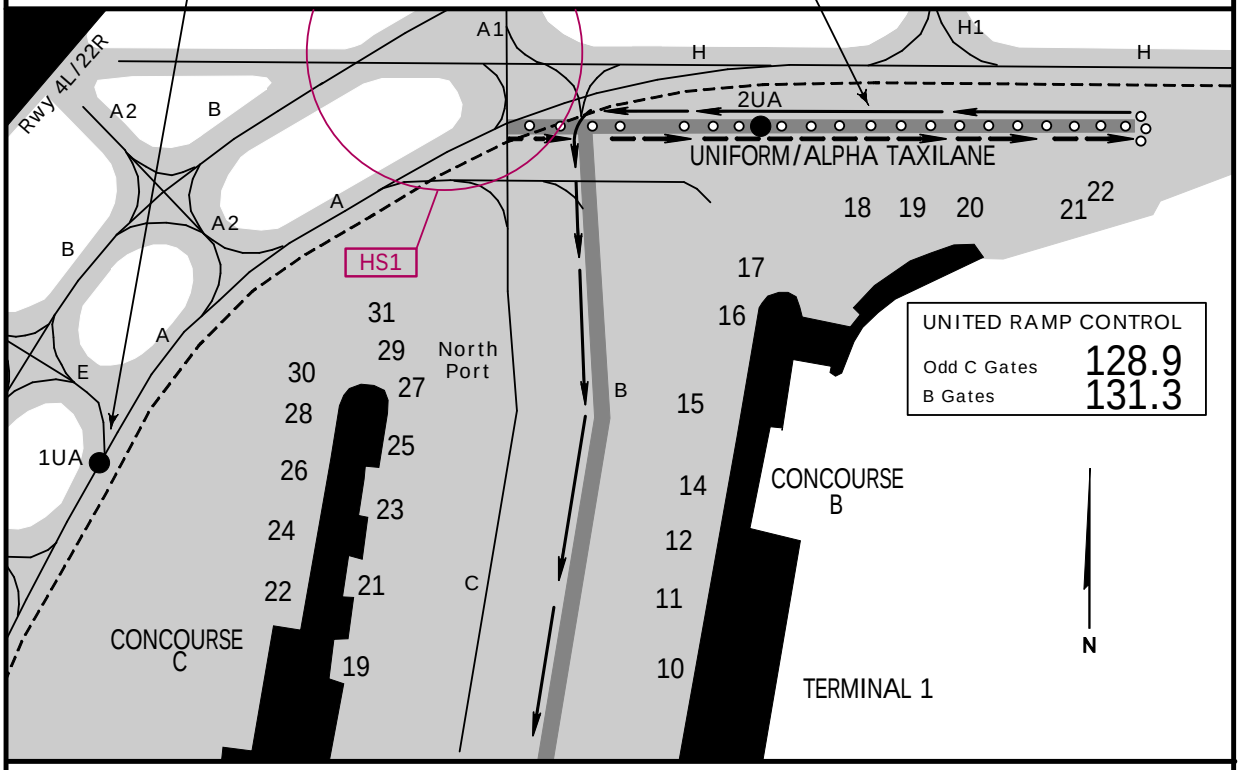
The Uniform/Alpha Taxilane protects runway 27L CAT II/III operations. These procedures are only in effect when the Taxilane centerline lights are illuminated and advised by United ramp or ATC ground control.

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

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

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

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



LEGEND

LOW VISIBILITY TAXI ROUTE OUTBOUND

LOW VISIBILITY TAXI ROUTE INBOUND

1UA
2UA
GEOGRAPHIC HOLD POSITION MARKING

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

ALTERNATE TAXI ROUTE DURING LOW VISIBILITY OPERATIONS

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Itinerant Aircraft Procedures for the Northeast Cargo and General Aviation Ramp

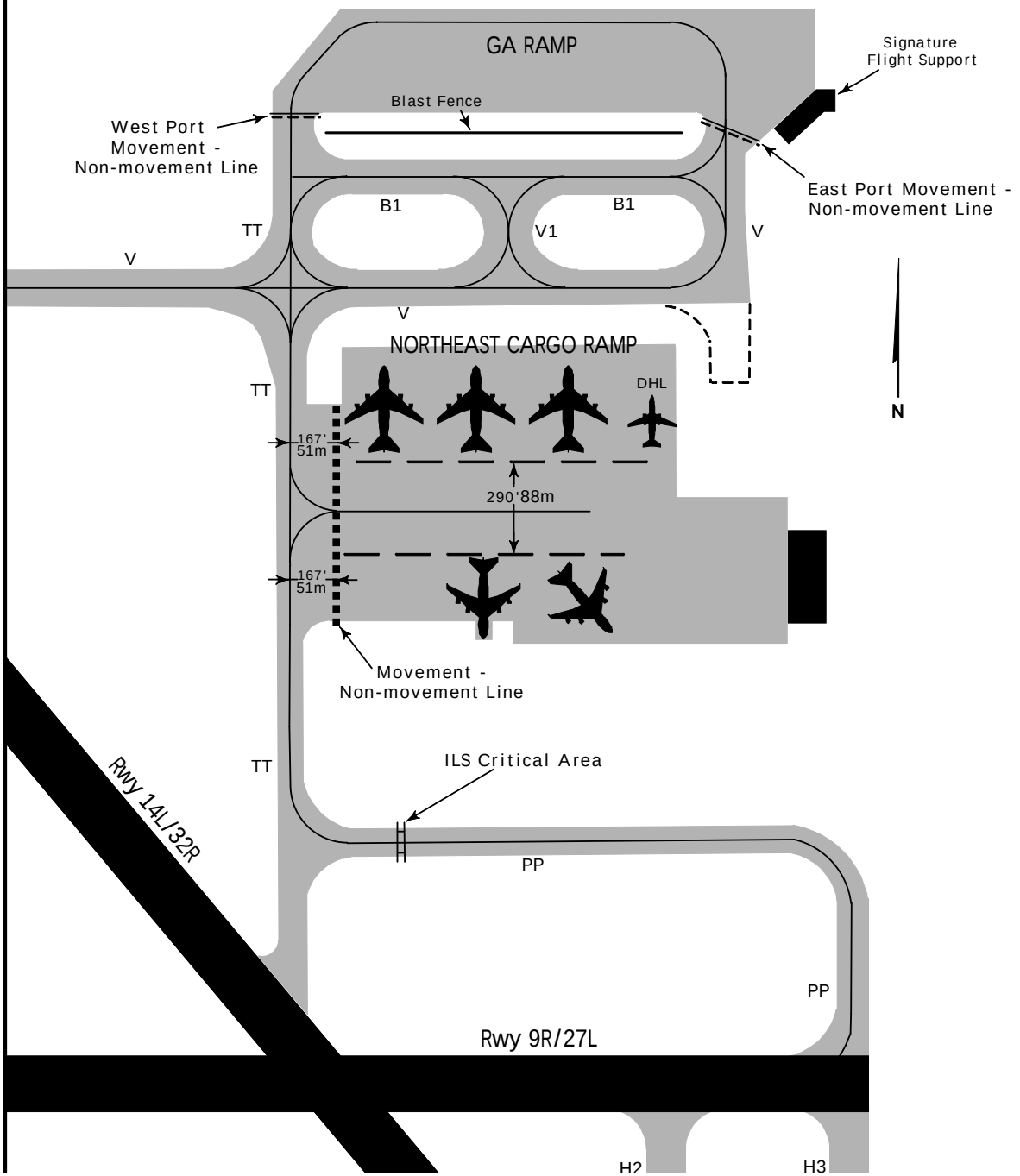
ARRIVALS

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

DEPARTURES

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

Tugging May Be Required For Inbound and Outbound Aircraft.



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-O'HARE INTL

12 SEP 14

20-9H

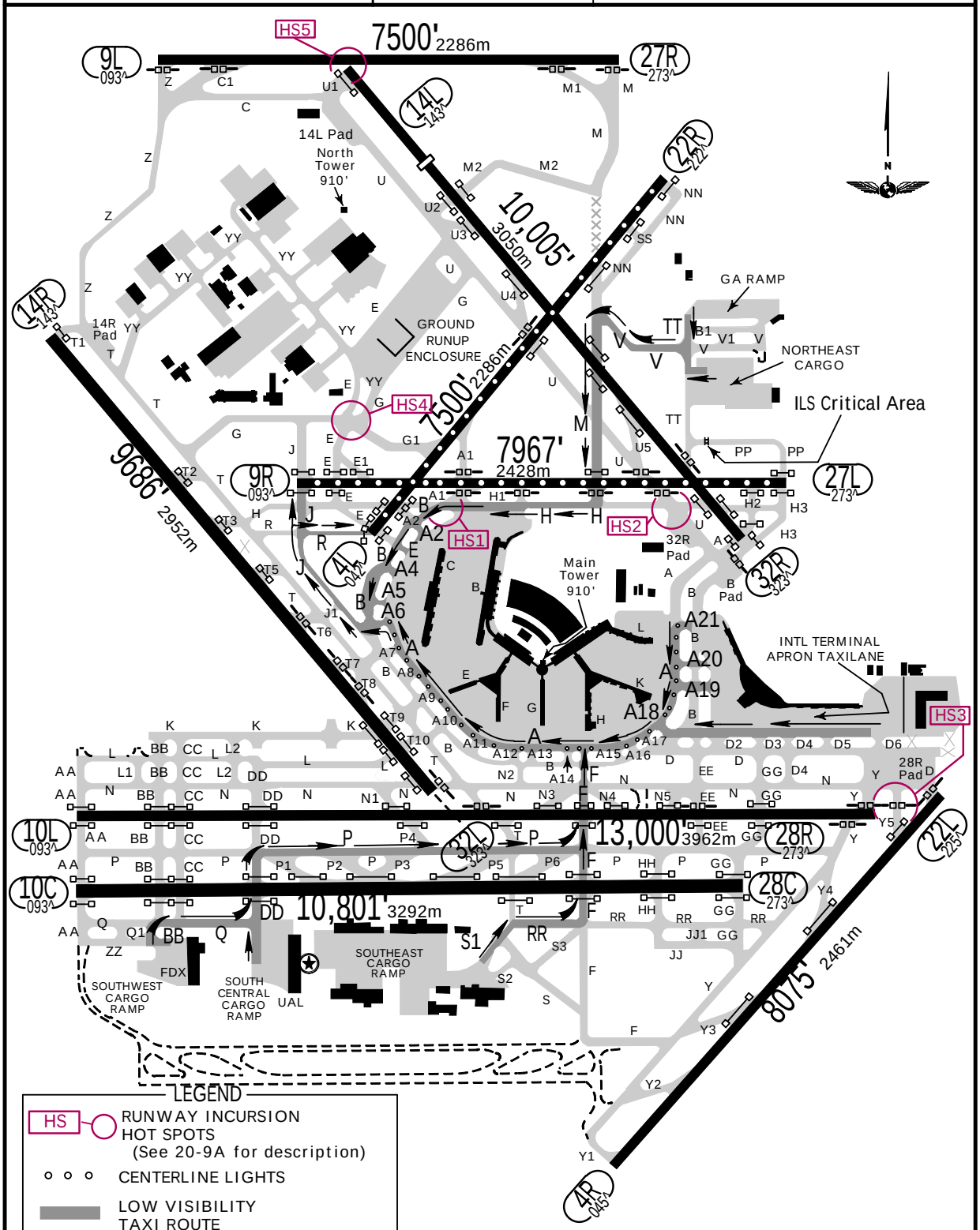
SMGCS

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

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

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main) Outbound	Ground (Main) Inbound		Ground (North) Rwy 9L/27R
135.4		121.6	121.67	121.75	121.9	134.15	124.12

Tower (Main)				Tower (North) Rwy 9L/27R	CHICAGO Departure (R) 340^-159^	160^-219^	220^-339^
120.75	121.15	126.9	132.7	128.15	125.0	126.62	125.4



Twy S1 outbound or eastbound only,
Twy S2 inbound or westbound only,
Twy Y5 northbound only exiting runway,
Twy V westbound only between Twys M and SS, and Twy TT northbound only between Rwy 14L/32R and Twy PP.

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JEPPESEN

-O'HARE INTL

12 SEP 14

20-9H1

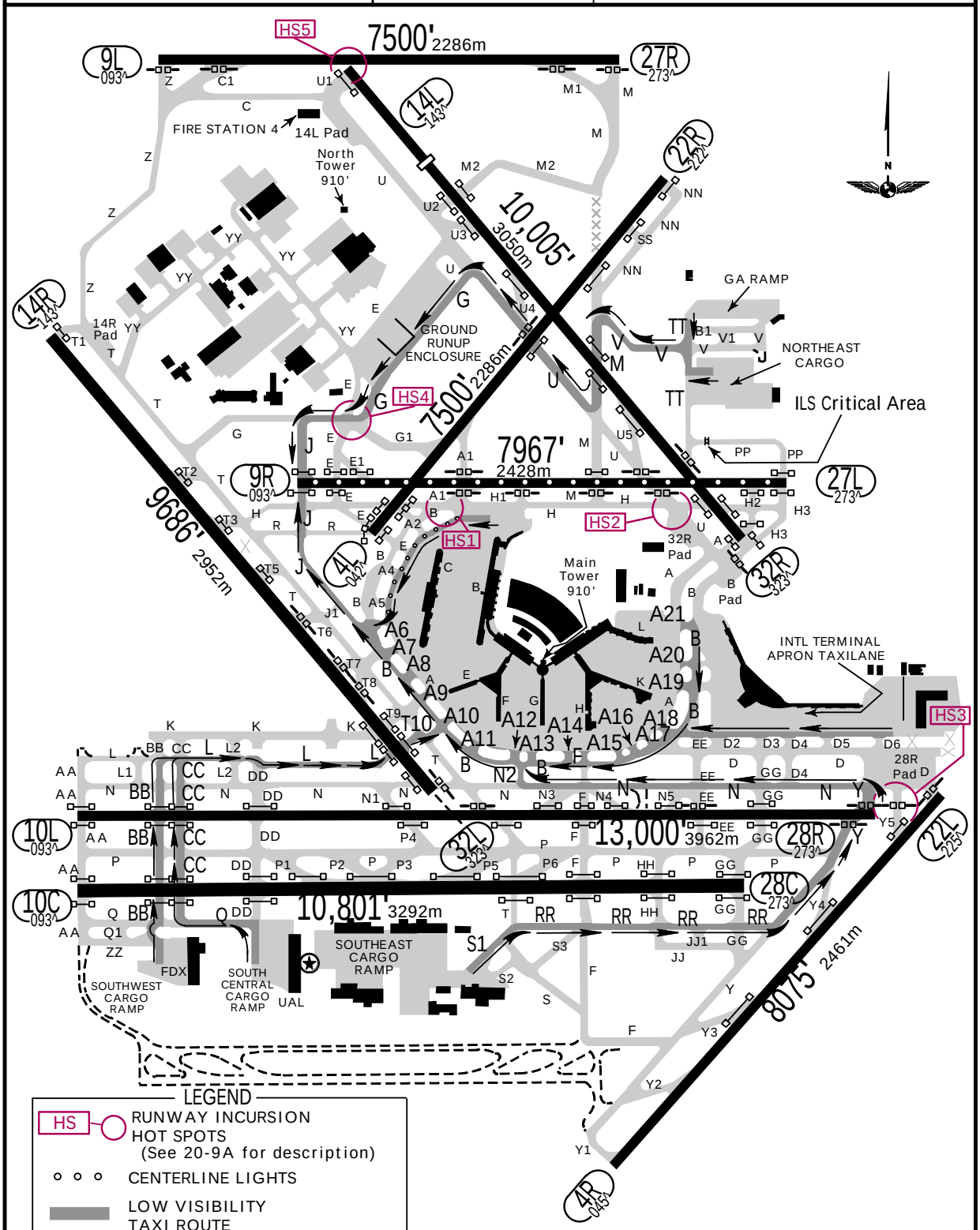
SMGCS.

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

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

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main) Outbound	Ground (Main) Inbound		Ground (North) Rwy 9L/27R
135.4		121.6	121.67	121.75	121.9	134.15	124.12

Tower (Main)				Tower (North) Rwy 9L/27R	CHICAGO Departure (R) 340^-159^	160^-219^	220^-339^
120.75	121.15	126.9	132.7	128.15	125.0	126.62	125.4



Twy S1 outbound or eastbound only, Twy S2 inbound or westbound only, Twy Y5 northbound only exiting runway, Twy V westbound only between Twys M and SS, and Twy TT northbound only between Rwy 14L/32R and Twy PP.

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KORD/ORD

JEPPESEN

-O'HARE INTL 12 SEP 14 20-9H2

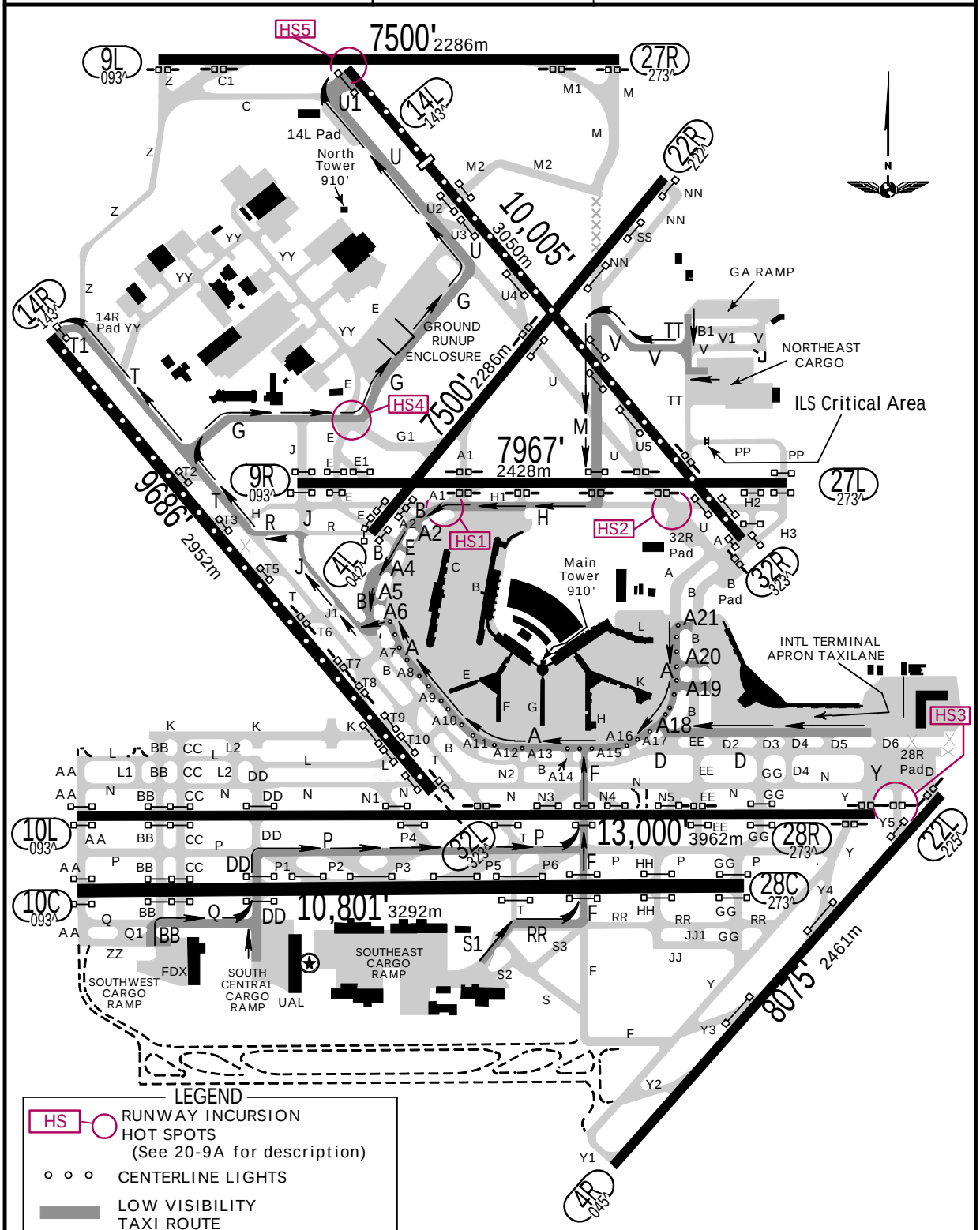
.LESS.THAN.RVR.1200.TO.600.

SMGCS.

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

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main) Outbound	Ground (Main) Inbound		Ground (North) Rwy 9L/27R
135.4		121.6	121.67	121.75	121.9	134.15	124.12

Tower (Main)				Tower (North) Rwy 9L/27R	CHICAGO Departure (R) 340^-159^	160^-219^	220^-339^
120.75	121.15	126.9	132.7	128.15	125.0	126.62	125.4



Twy S1 outbound or eastbound only,
Twy S2 inbound or westbound only,
Twy Y5 northbound only exiting runway,
Twy V westbound only between Twys M and SS, and Twy TT northbound only between Rwy 14L/32R and Twy PP.

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-O'HARE INTL

12 SEP 14

20-9H3

SMGCS.

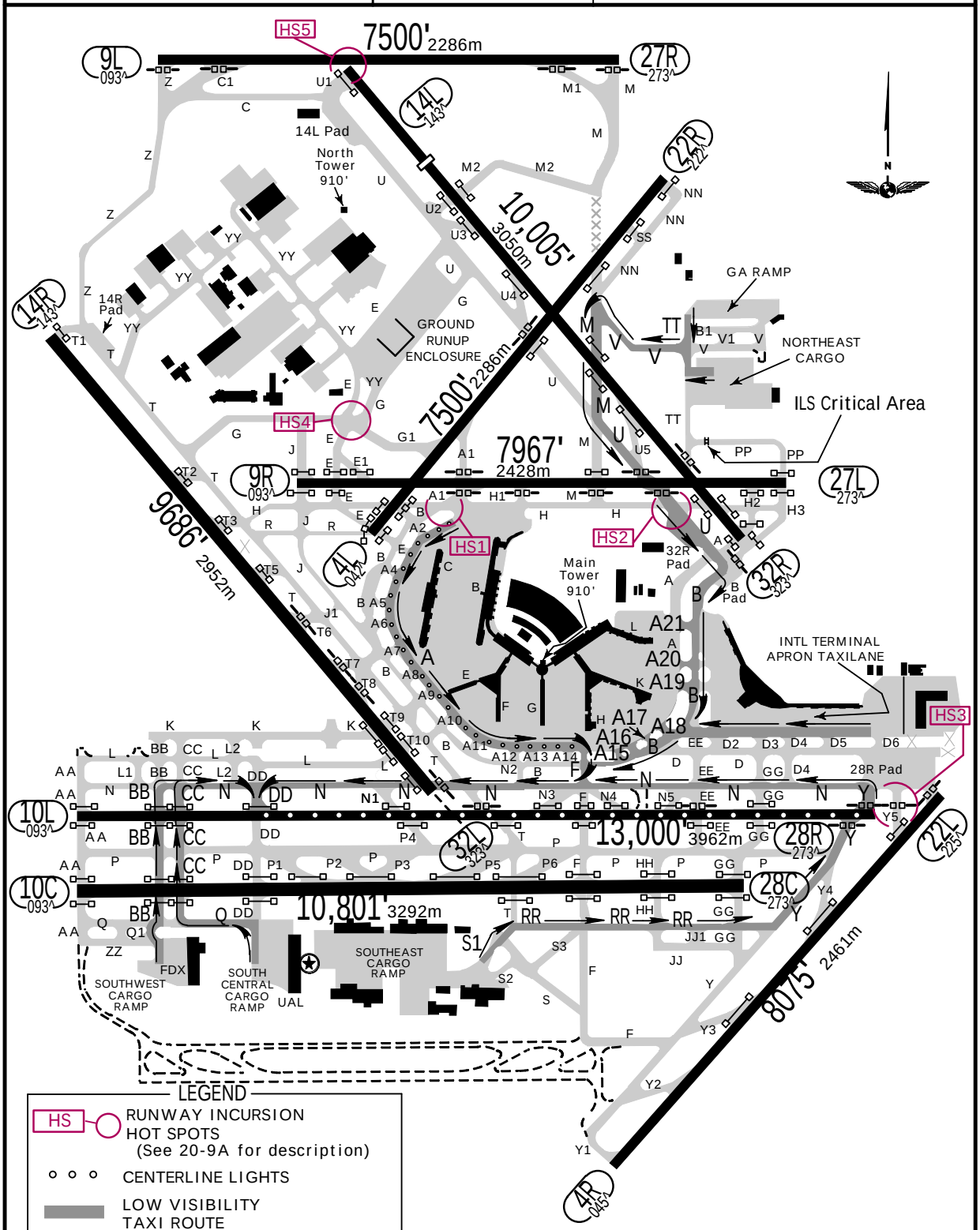
CHICAGO, ILL

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

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

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main) Outbound	Ground (Main) Inbound		Ground (North) Rwy 9L/27R
135.4		121.6	121.67	121.75	121.9	134.15	124.12

Tower (Main)				Tower (North) Rwy 9L/27R	CHICAGO Departure (R) 340^-159^	160^-219^	220^-339^
120.75	121.15	126.9	132.7	128.15	125.0	126.62	125.4



Twy S1 outbound or eastbound only,
Twy S2 inbound or westbound only,
Twy Y5 northbound only exiting runway,
Twy V westbound only between Twys M and SS, and Twy TT northbound only between Rwy 14L/32R and Twy PP.

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-O'HARE INTL

12 SEP 14

20-9H4

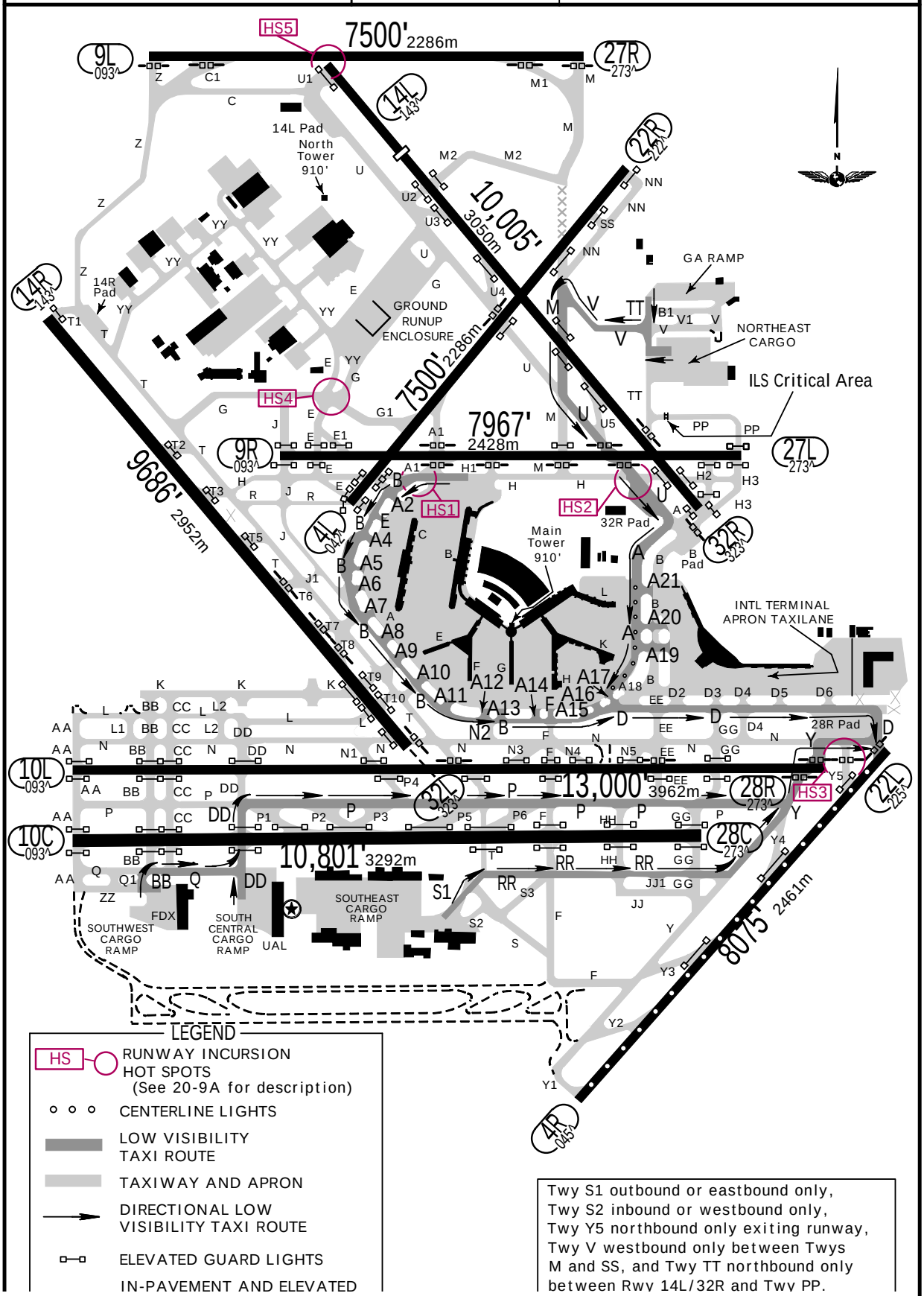
SMGCS.

CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES
Departure Rwy 22L
(with Rwy 14L/R arrivals)

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

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main) Outbound	Ground (Main) Inbound		Ground (North) Rwy 9L/27R
135.4		121.6	121.67	121.75	121.9	134.15	124.12

Tower (Main)				Tower (North) Rwy 9L/27R	CHICAGO Departure (R) 340^-159^	160^-219^	220^-339^
120.75	121.15	126.9	132.7	128.15	125.0	126.62	125.4



LEGEND

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

Twy S1 outbound or eastbound only, Twy S2 inbound or westbound only, Twy Y5 northbound only exiting runway, Twy V westbound only between Twys M and SS, and Twy TT northbound only between Rwy 14L/32R and Twy PP.

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JEPPESEN

-O'HARE INTL

12 SEP 14

20-9H5

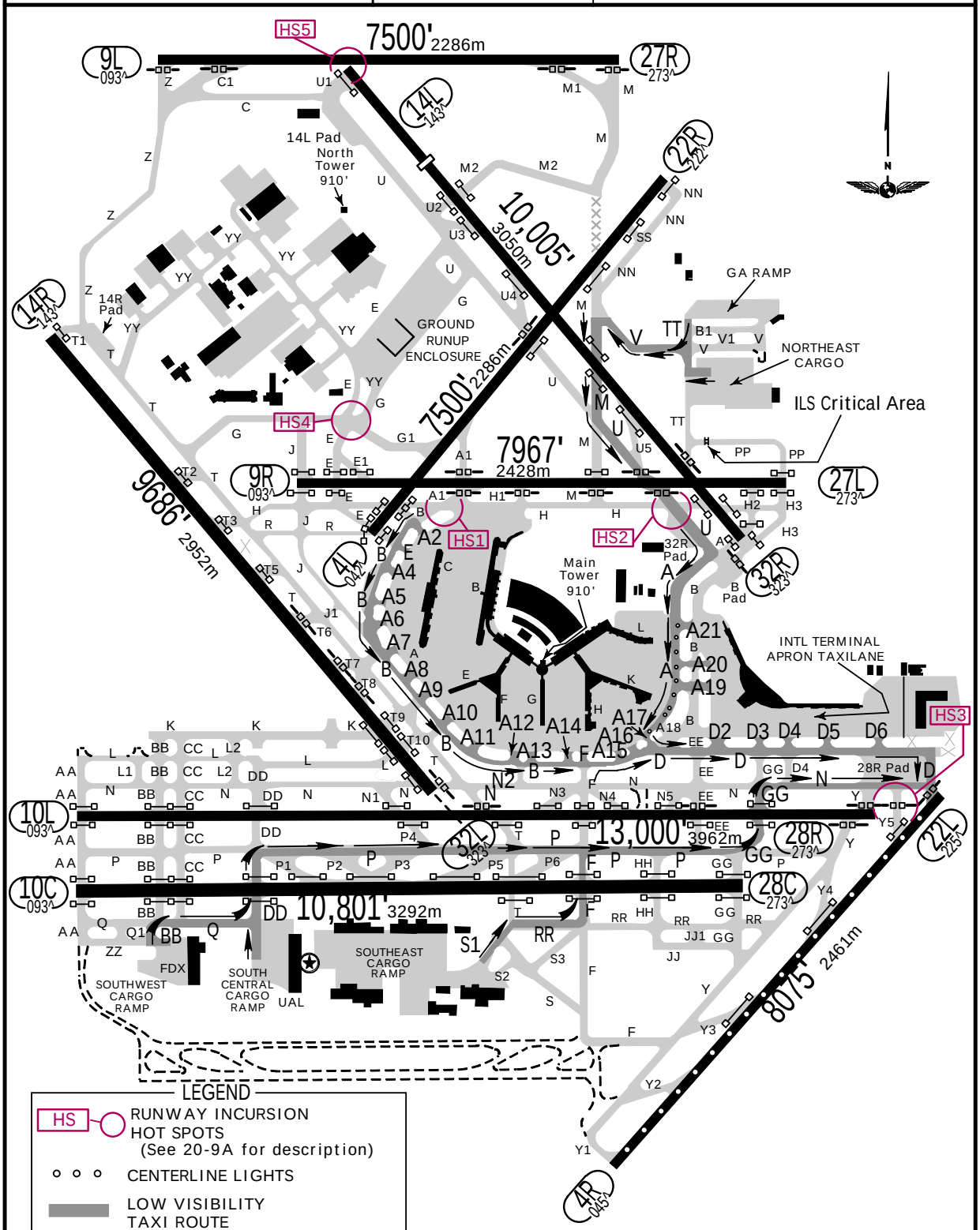
SMGCS.

CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES
Departure Rwy 22L
(with Rwy 27L/R & 28C arrivals)

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

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main) Outbound	Ground (Main) Inbound		Ground (North) Rwy 9L/27R
135.4		121.6	121.67	121.75	121.9	134.15	124.12

Tower (Main)				Tower (North) Rwy 9L/27R	CHICAGO Departure (R) 340^-159^	160^-219^	220^-339^
120.75	121.15	126.9	132.7	128.15	125.0	126.62	125.4



Twy S1 outbound or eastbound only,
Twy S2 inbound or westbound only,
Twy Y5 northbound only exiting runway,
Twy V westbound only between Twys M and SS, and Twy TT northbound only between Rwy 14L/32R and Twy PP.

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-O'HARE INTL

12 SEP 14

20-9H6

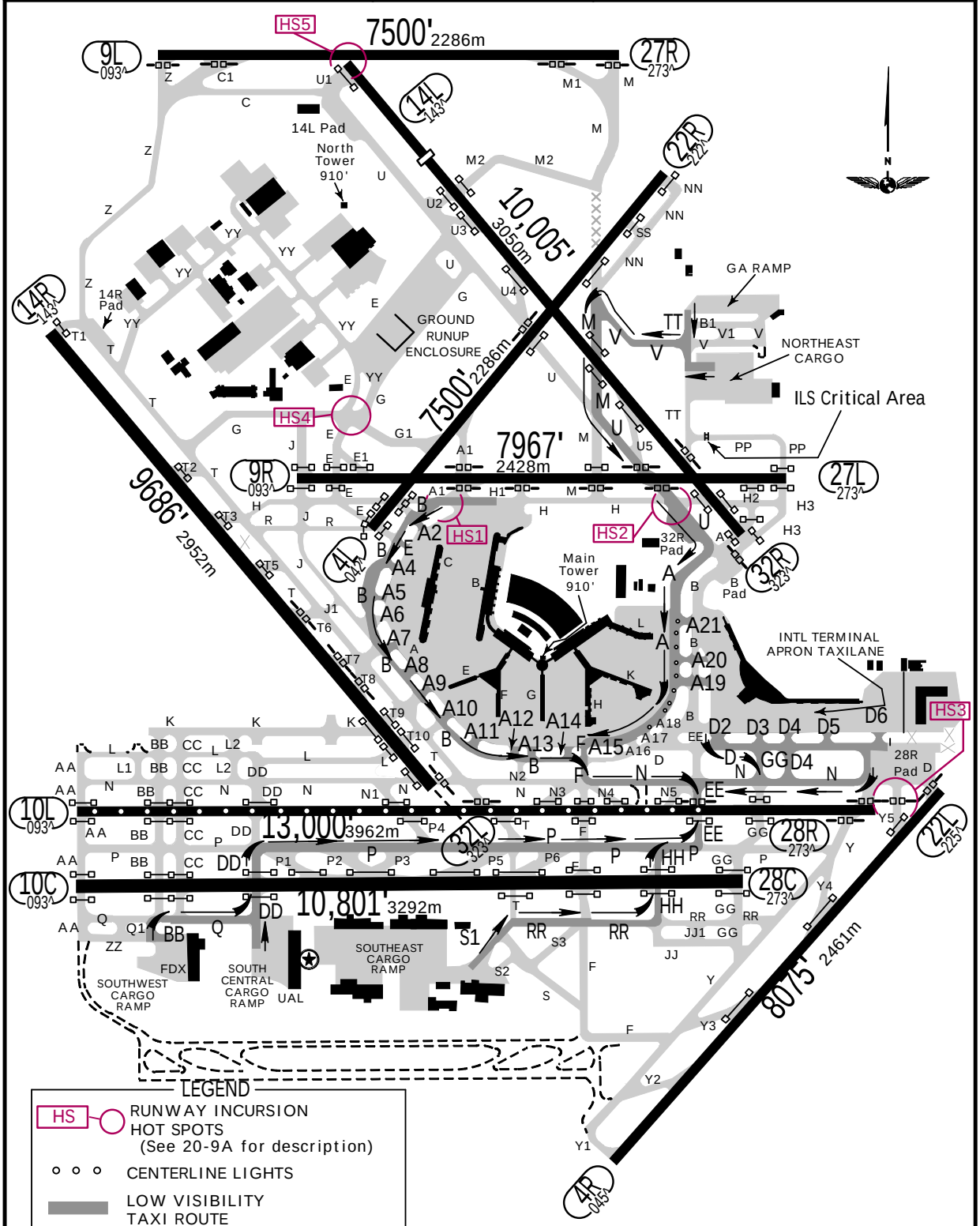
SMGCS.

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

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

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main) Outbound	Ground (Main) Inbound		Ground (North) Rwy 9L/27R
135.4		121.6	121.67	121.75	121.9	134.15	124.12

Tower (Main)				Tower (North) Rwy 9L/27R	CHICAGO Departure (R) 340^-159^	160^-219^	220^-339^
120.75	121.15	126.9	132.7	128.15	125.0	126.62	125.4



Twy S1 outbound or eastbound only,
Twy S2 inbound or westbound only,
Twy Y5 northbound only exiting runway,
Twy V westbound only between Twys M and SS, and Twy TT northbound only between Rwy 14L/32R and Twy PP.

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JEPPESEN

-O'HARE INTL

12 SEP 14

20-9H7

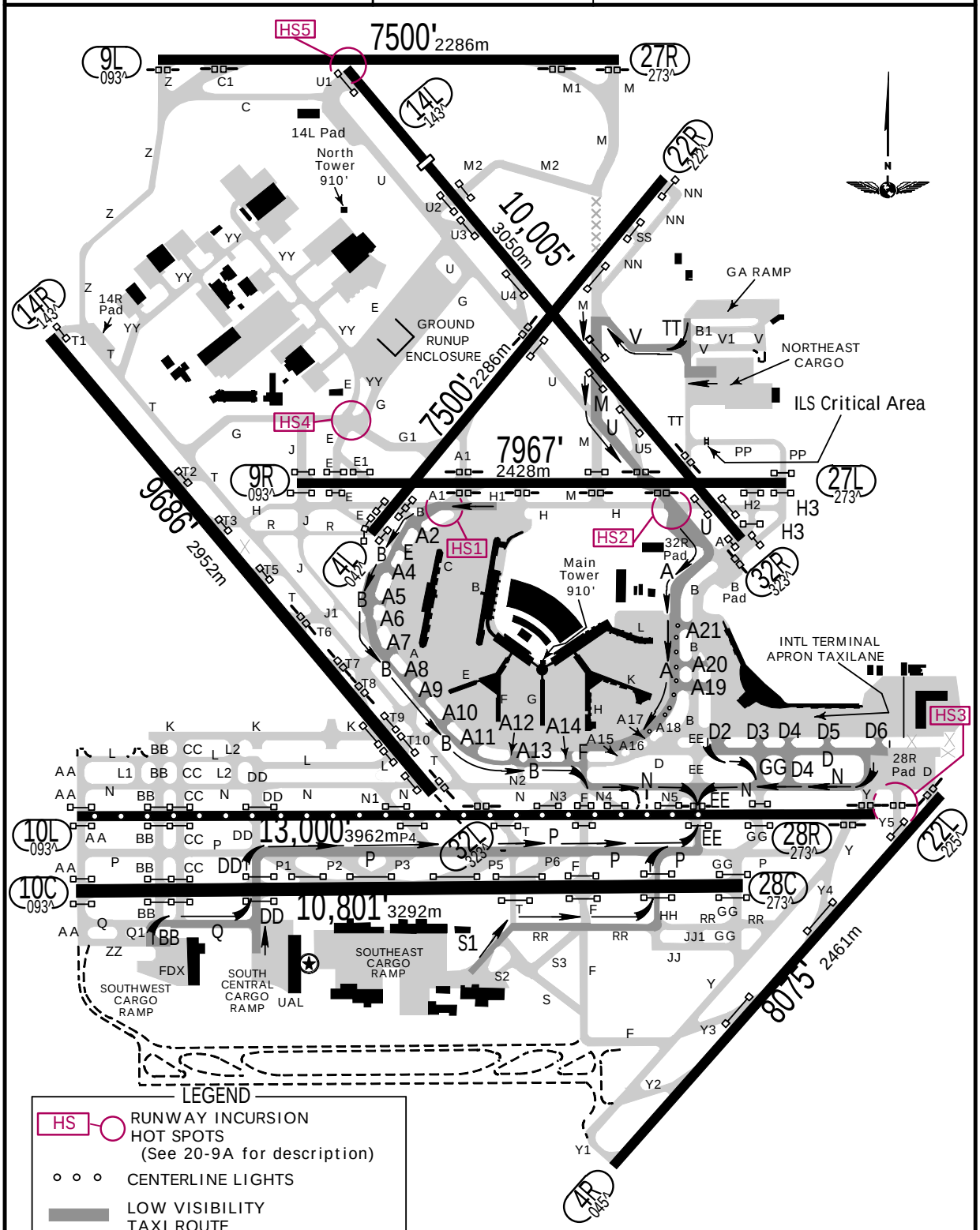
SMGCS.

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

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

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main) Outbound	Ground (Main) Inbound		Ground (North) Rwy 9L/27R
135.4		121.6	121.67	121.75	121.9	134.15	124.12

Tower (Main)				Tower (North) Rwy 9L/27R	CHICAGO Departure (R) 340^-159^	160^-219^	220^-339^
120.75	121.15	126.9	132.7	128.15	125.0	126.62	125.4



LEGEND

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

Twy S1 outbound or eastbound only,
Twy S2 inbound or westbound only,
Twy Y5 northbound only exiting runway,
Twy V westbound only between Twys M and SS, and Twy TT northbound only between Rwy 14L/32R and Twy PP.

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-O'HARE INTL

JEPPESEN

12 SEP 14

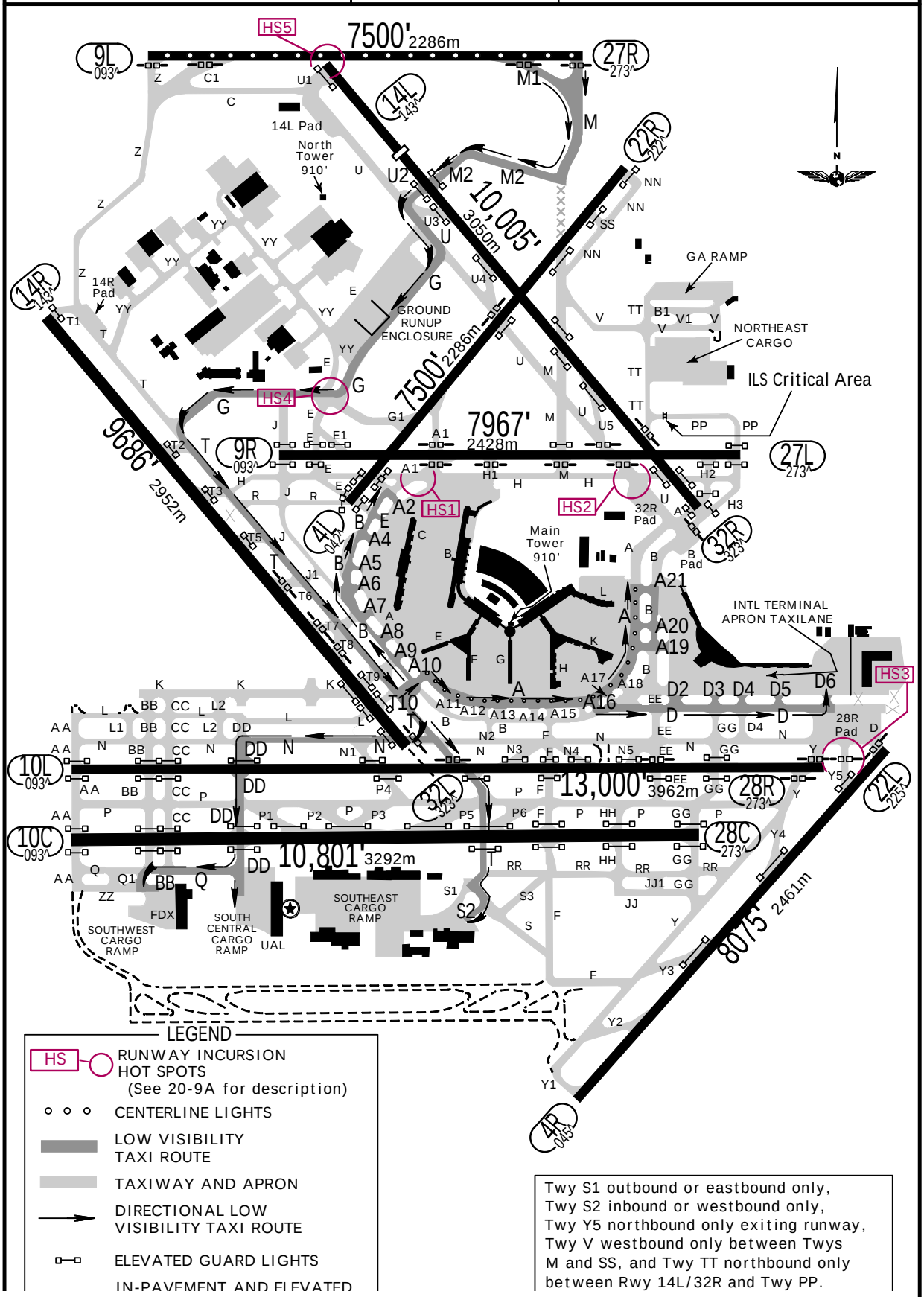
20-9J

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

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

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main) Outbound	Ground (Main) Inbound		Ground (North) Rwy 9L/27R
135.4		121.6	121.67	121.75	121.9	134.15	124.12

Tower (Main)				Tower (North) Rwy 9L/27R	CHICAGO Departure (R) 340^-159^	160^-219^	220^-339^
120.75	121.15	126.9	132.7	128.15	125.0	126.62	125.4



Twy S1 outbound or eastbound only, Twy S2 inbound or westbound only, Twy Y5 northbound only exiting runway, Twy V westbound only between Twys M and SS, and Twy TT northbound only between Rwy 14L/32R and Twy PP.

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-O'HARE INTL

12 SEP 14

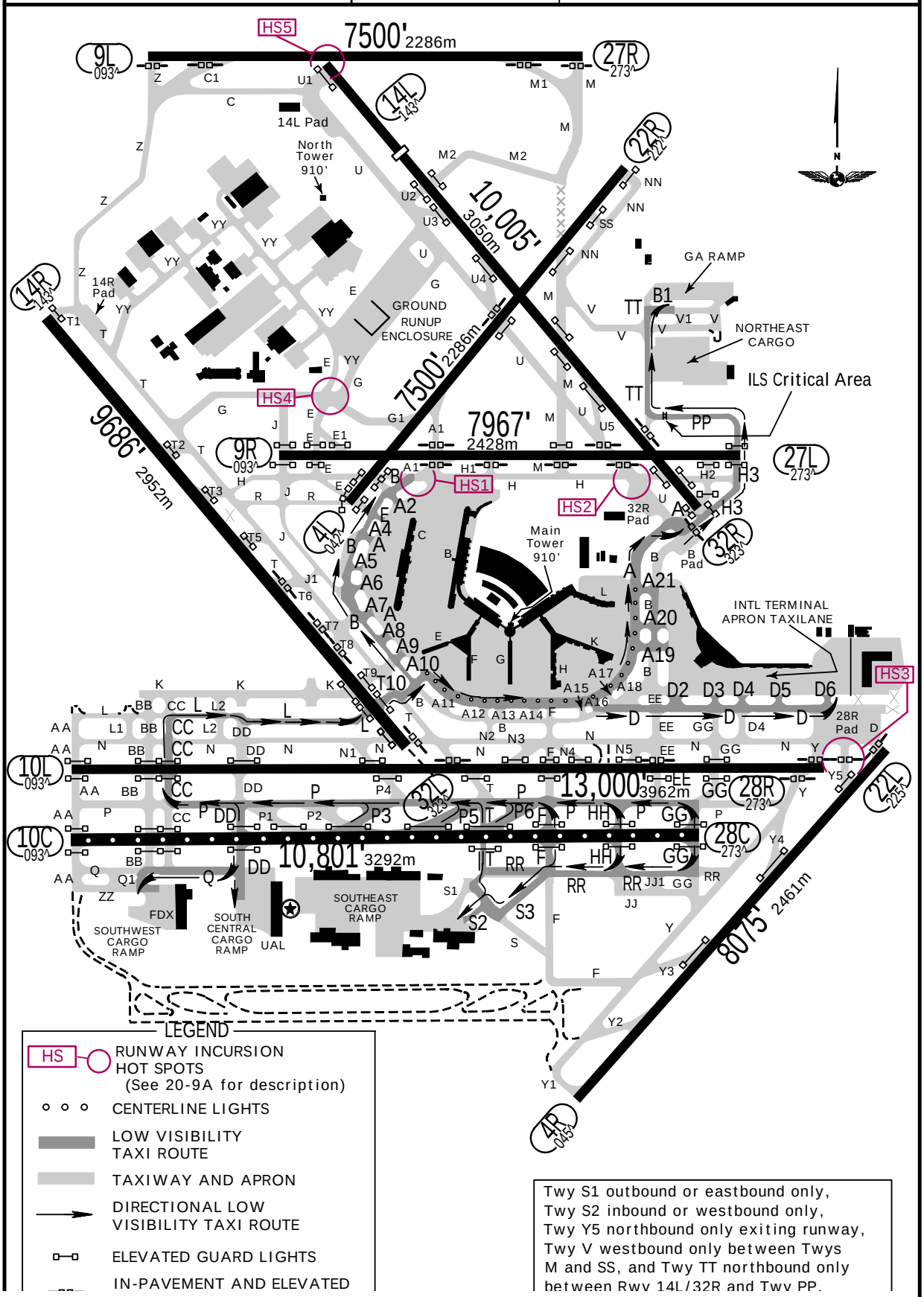
20-9J1

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

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

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main) Outbound	Ground (Main) Inbound		Ground (North) Rwy 9L/27R
135.4		121.6	121.67	121.75	121.9	134.15	124.12

Tower (Main)				Tower (North) Rwy 9L/27R	CHICAGO Departure (R) 340^-159^	160^-219^	220^-339^
120.75	121.15	126.9	132.7	128.15	125.0	126.62	125.4



Twy S1 outbound or eastbound only,
Twy S2 inbound or westbound only,
Twy Y5 northbound only exiting runway,
Twy V westbound only between Twys M and SS, and Twy TT northbound only between Rwy 14L/32R and Twy PP.

CHANGES: Taxiways, construction.

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JEPPESEN

-O'HARE INTL

12 SEP 14

20-9J2

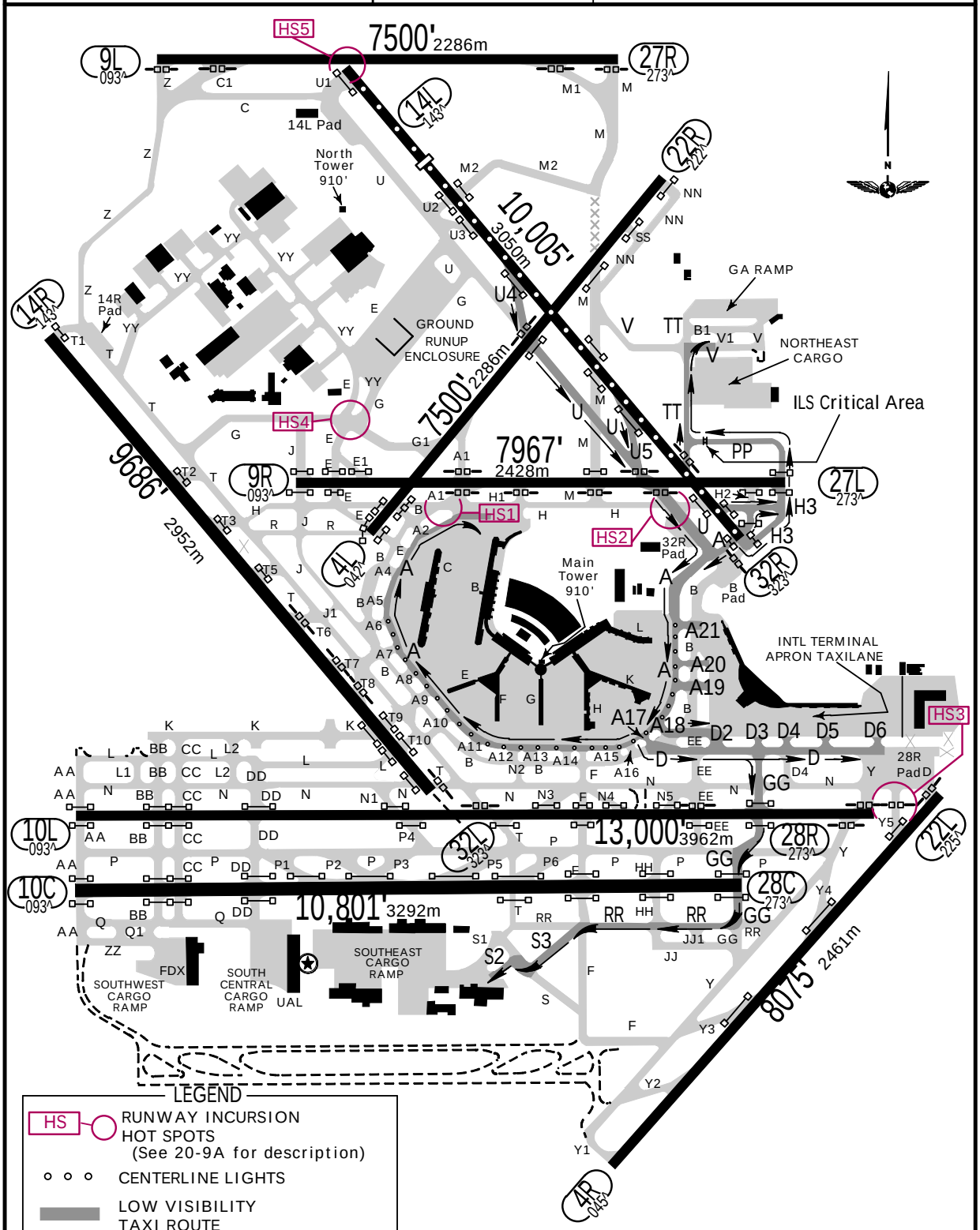
SMGCS.

CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES
Arrival Rwy 14L
(with Rwy 14R arrivals)

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

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main) Outbound	Ground (Main) Inbound		Ground (North) Rwy 9L/27R
135.4		121.6	121.67	121.75	121.9	134.15	124.12

Tower (Main)				Tower (North) Rwy 9L/27R	CHICAGO Departure (R) 340^-159^	160^-219^	220^-339^
120.75	121.15	126.9	132.7	128.15	125.0	126.62	125.4



LEGEND

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

Twy S1 outbound or eastbound only,
Twy S2 inbound or westbound only,
Twy Y5 northbound only exiting runway,
Twy V westbound only between Twys M and SS, and Twy TT northbound only between Rwy 14L/32R and Twy PP.

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-O'HARE INTL

12 SEP 14

20-9J3

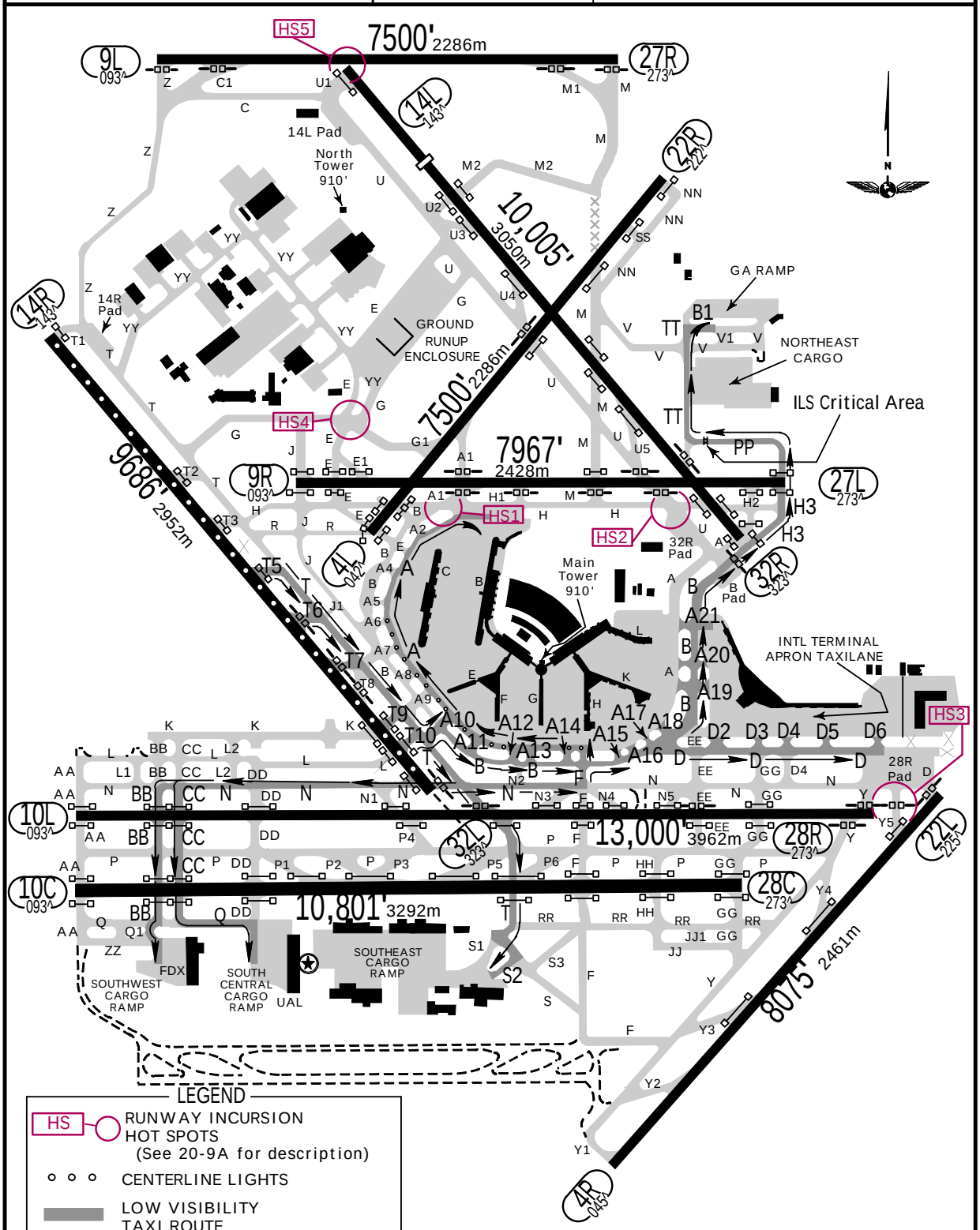
SMGCS.

CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES
Arrival Rwy 14R
(with Rwy 14L arrivals)

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

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main) Outbound	Ground (Main) Inbound		Ground (North) Rwy 9L/27R
135.4		121.6	121.67	121.75	121.9	134.15	124.12

Tower (Main)				Tower (North) Rwy 9L/27R	CHICAGO Departure (R) 340^-159^	160^-219^	220^-339^
120.75	121.15	126.9	132.7	128.15	125.0	126.62	125.4



Twy S1 outbound or eastbound only,
Twy S2 inbound or westbound only,
Twy Y5 northbound only exiting runway,
Twy V westbound only between Twys M and SS, and Twy TT northbound only between Rwy 14L/32R and Twy PP.

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-O'HARE INTL

12 SEP 14

20-9J4

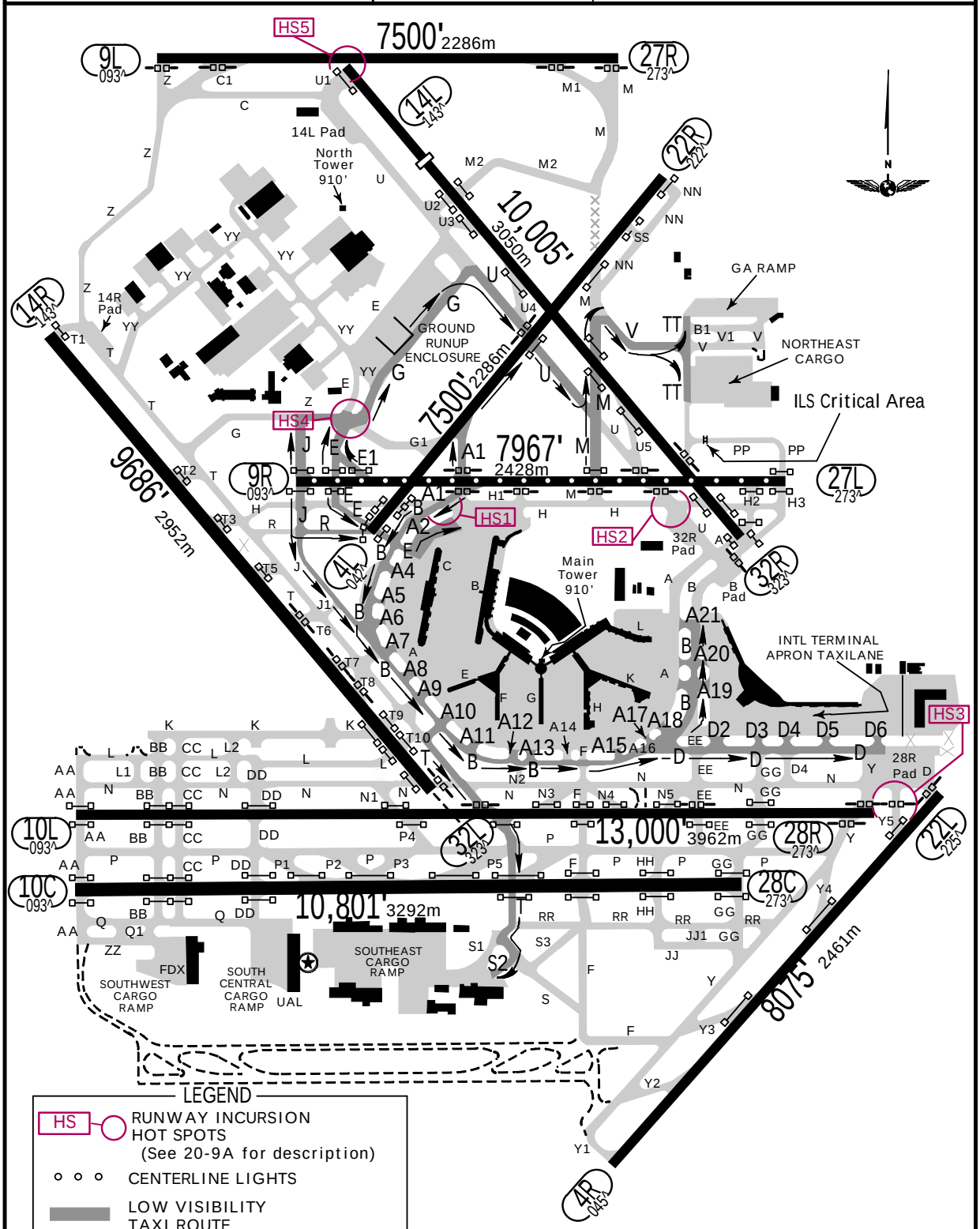
SMGCS.

CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES
Arrival Rwy 27L
(with Rwy 27R & 28C arrivals)

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

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main) Outbound	Ground (Main) Inbound		Ground (North) Rwy 9L/27R
135.4		121.6	121.67	121.75	121.9	134.15	124.12

Tower (Main)				Tower (North) Rwy 9L/27R	CHICAGO Departure (R) 340^-159^	160^-219^	220^-339^
120.75	121.15	126.9	132.7	128.15	125.0	126.62	125.4



Twy S1 outbound or eastbound only,
Twy S2 inbound or westbound only,
Twy Y5 northbound only exiting runway,
Twy V westbound only between Twys M and SS, and Twy TT northbound only between Rwy 14L/32R and Twy PP.

CHANGES: Taxiways, construction.

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JEPPESEN

-O'HARE INTL

12 SEP 14

20-9J5

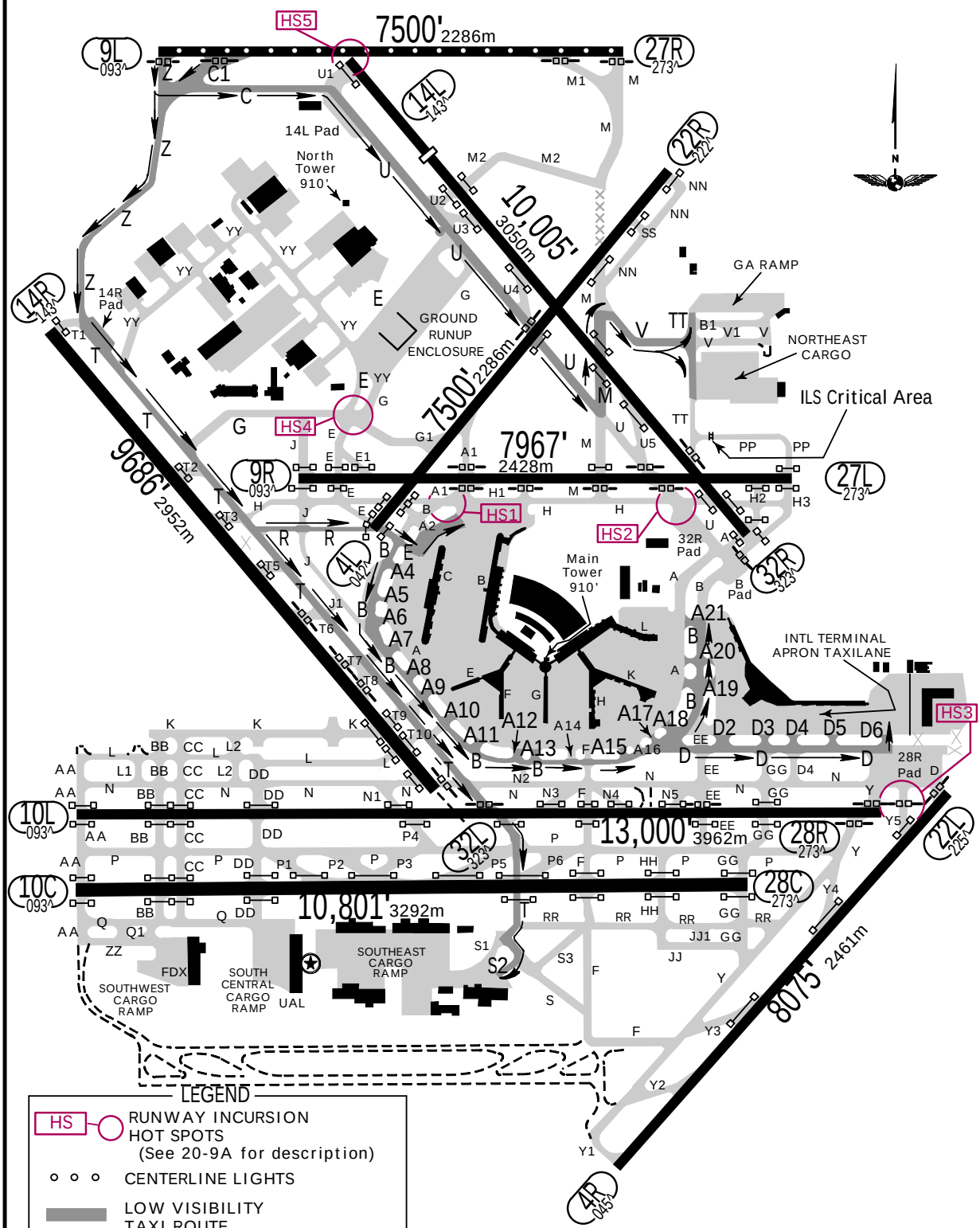
SMGCS.

CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES
Arrival Rwy 27R
(with Rwy 27L & 28C arrivals)

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

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main) Outbound	Ground (Main) Inbound		Ground (North) Rwy 9L/27R
135.4		121.6	121.67	121.75	121.9	134.15	124.12

Tower (Main)				Tower (North) Rwy 9L/27R	CHICAGO Departure (R) 340^-159^	160^-219^	220^-339^
120.75	121.15	126.9	132.7	128.15	125.0	126.62	125.4



Twy S1 outbound or eastbound only,
Twy S2 inbound or westbound only,
Twy Y5 northbound only exiting runway,
Twy V westbound only between Twys M and SS, and Twy TT northbound only between Rwy 14L/32R and Twy PP.

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CHANGES: Taxiways, construction.

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JEPPESEN

-O'HARE INTL

12 SEP 14

20-9J6

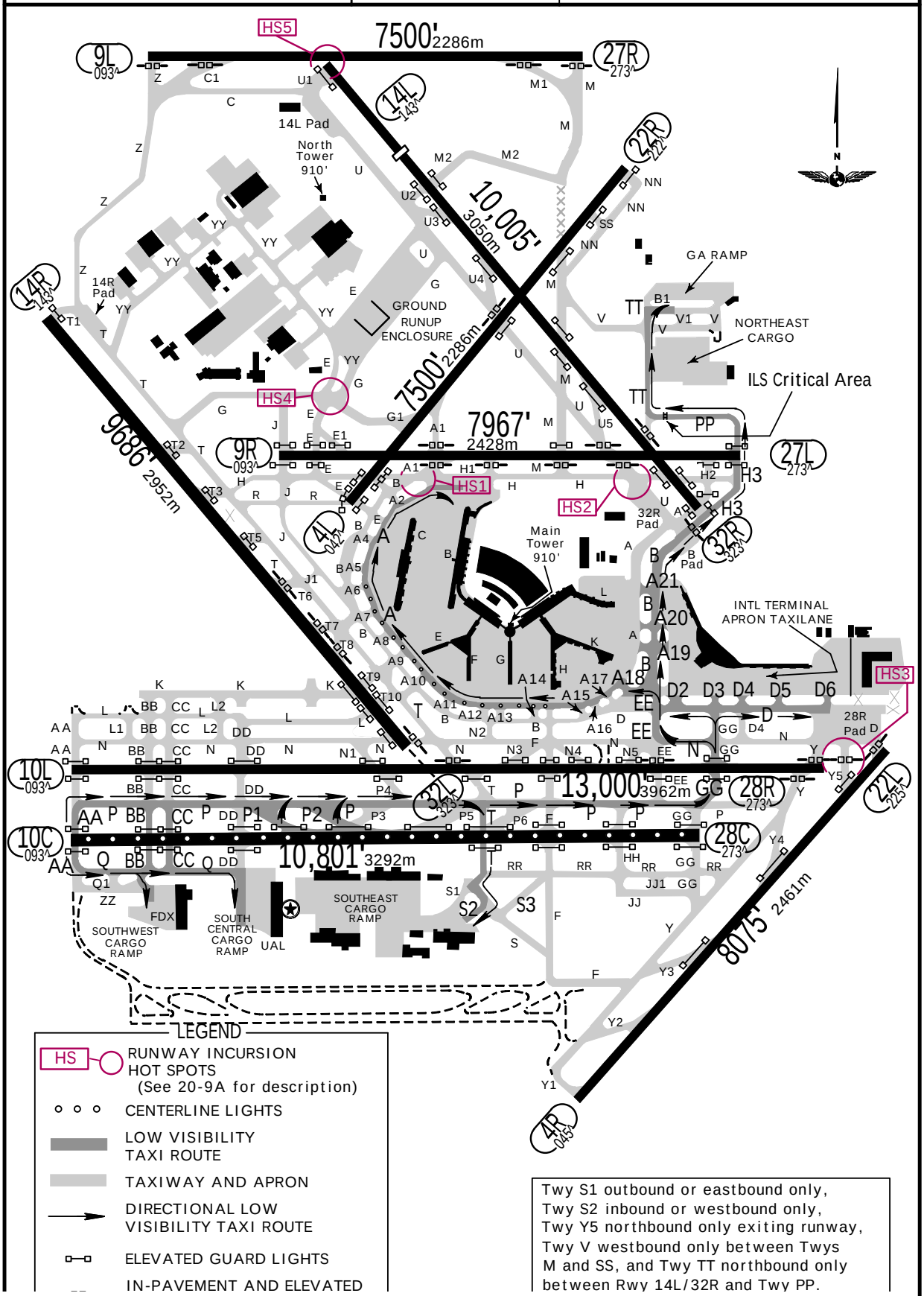
SMGCS.

CHICAGO, ILL
LOW VISIBILITY TAXI ROUTES
Arrival Rwy 28C
(with Rwy 27L/R arrivals)

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

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main) Outbound	Ground (Main) Inbound		Ground (North) Rwy 9L/27R
135.4		121.6	121.67	121.75	121.9	134.15	124.12

Tower (Main)				Tower (North) Rwy 9L/27R	CHICAGO Departure (R) 340^-159^	160^-219^	220^-339^
120.75	121.15	126.9	132.7	128.15	125.0	126.62	125.4



Twy S1 outbound or eastbound only,
Twy S2 inbound or westbound only,
Twy Y5 northbound only exiting runway,
Twy V westbound only between Twys M and SS, and Twy TT northbound only between Rwy 14L/32R and Twy PP.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (21-1)

CHICAGO, ILL LOC Rwy 4L

BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

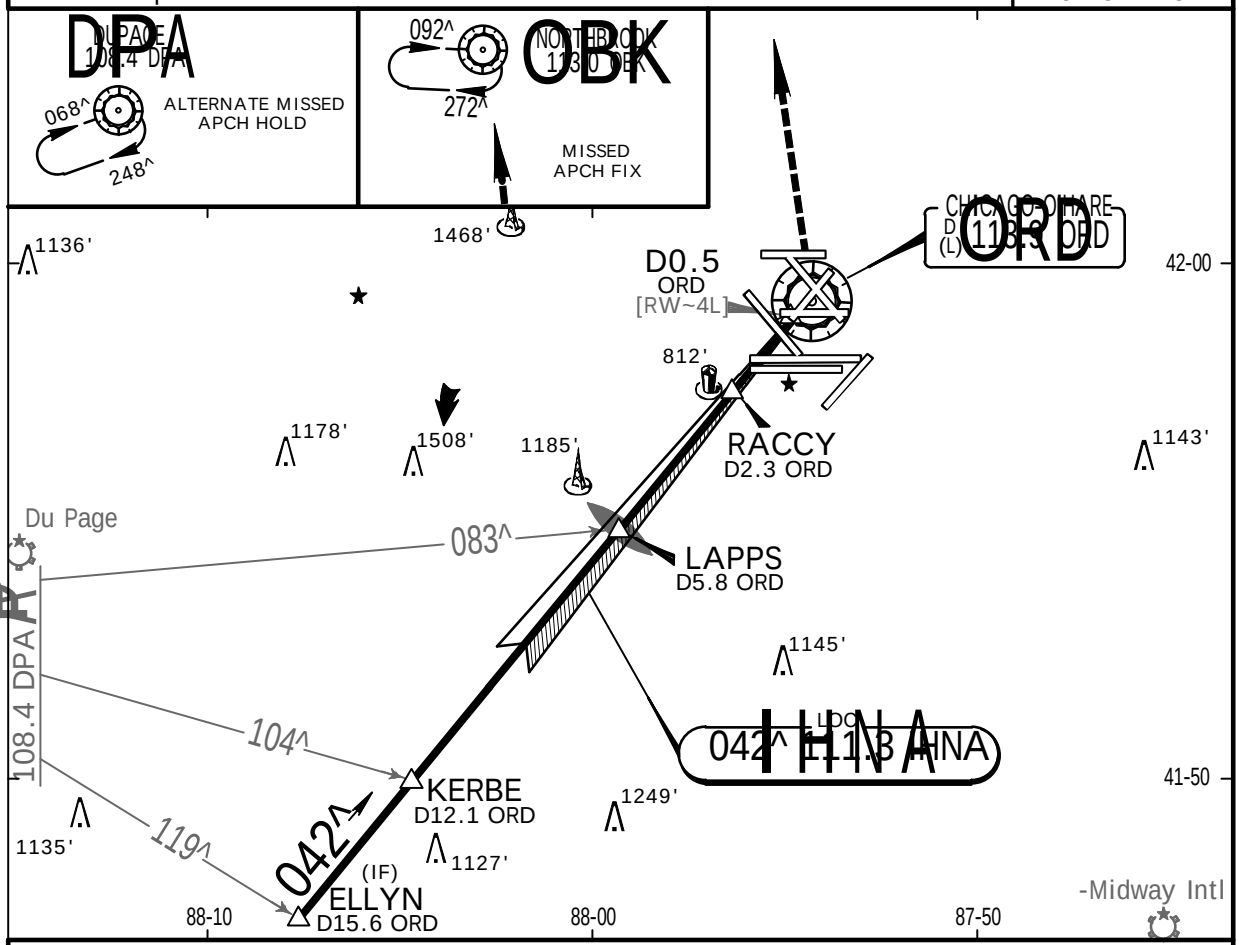
LOC IHNA	Final Apch Crs	Minimum Alt LAPPS	MDA(H) (CONDITIONAL)	Apt Elev 672'
111.3	042^	2400' (1742')	1060' (402')	TDZE 658'

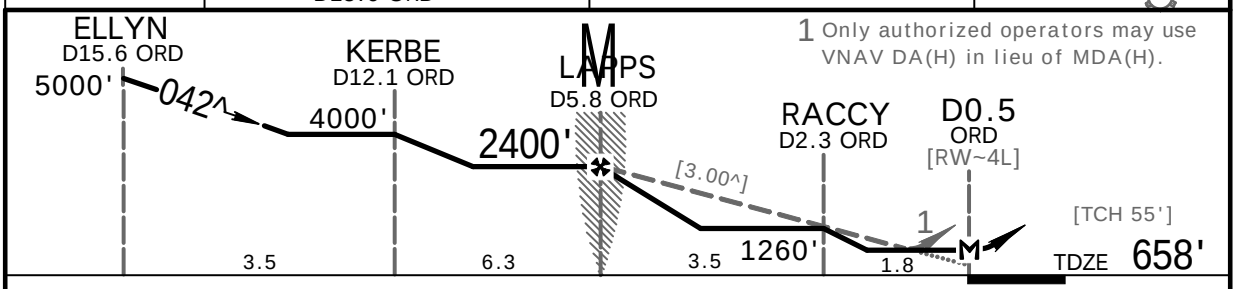
MISSED APCH: Climb to 1300', then climbing LEFT turn to 4000' direct OBK VOR and hold, or as directed by ATC.

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

1. Radar required.

3400'
MSA ORD VOR





1 Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.00^]	372	478	531	637	743	849
MAP at D0.5 ORD or LAPPS to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

1300'	4000' LT	D	OBK 113.0

.TERPS. STRAIGHT-IN LANDING RWY 4L

	MDA(H) 1060' (402') With RACCY	MDA(H) 1260' (602') Without RACCY
A	RVR 55 or 1	RVR 55 or 1
B		
C	RVR 60 or 1⅛	1¾

CIRCLE-TO-LAND

Max Kts	With RACCY MDA(H)	Without RACCY MDA(H)
90	1220' (548') -1	1260' (588') -1
120		
140	1220' (548') -1½	1260' (588') -1¾

CHANGES: TDZE, minimums, communications. | JEPPESEN, 1997, 2014. ALL RIGHTS RESERVED.

29 MAY 2014 AMEND 22A

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (21-2)

CHICAGO, ILL ILS or LOC Rwy 4R

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

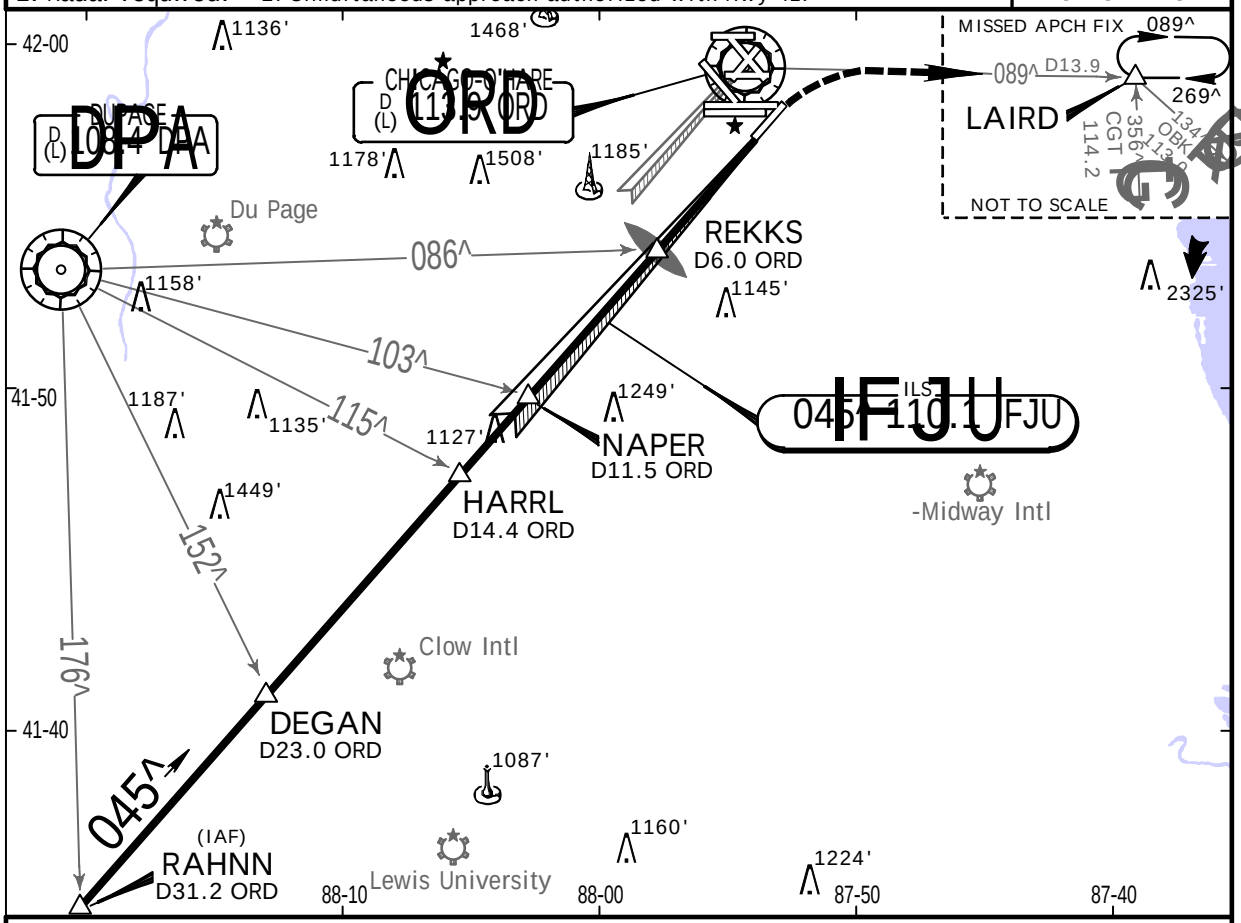
LOC IFJU	Final Apch Crs	GS REKKS	ILS DA(H)	Apt Elev 672'
110.1	045^	2128' (1467')	861' (200')	TDZE 661'

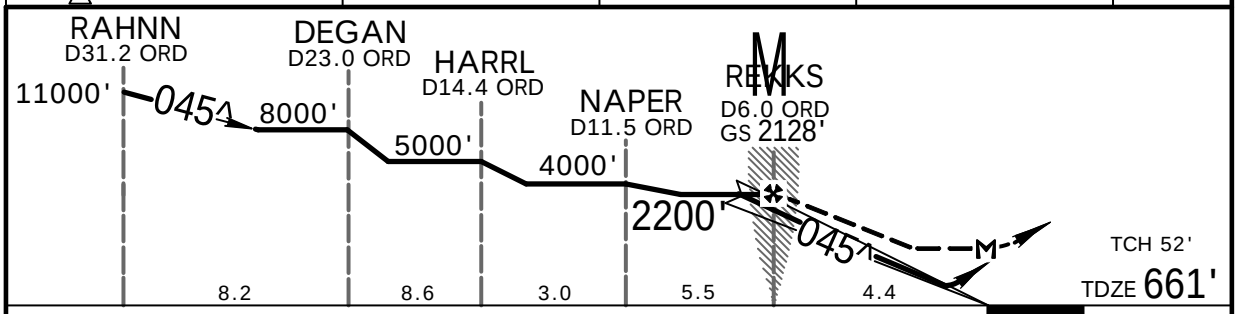
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 4000' outbound via ORD VOR R-089 to LAIRD INT and hold.

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

1. Radar required. 2. Simultaneous approach authorized with Rwy 4L.

3400' MSA ORD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
REKKS to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39

MALSR | 1200' | 4000' RT via ORD 113.9 R-089 | LAIRD

TERPS. STRAIGHT-IN LANDING RWY 4R

	ILS DA(H) 861' (200')			LOC (GS out) MDA(H) 1260' (599')			CIRCLE-TO-LAND	
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1260' (588') -1
B							120	
C				RVR 50 or 1	1 1/2		140	1260' (588') -1 1/2

TERPS AMEND 6M 31 MAY 2012

CHANGES: None.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (21-3)

CHICAGO, ILL ILS or LOC Rwy 9L

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

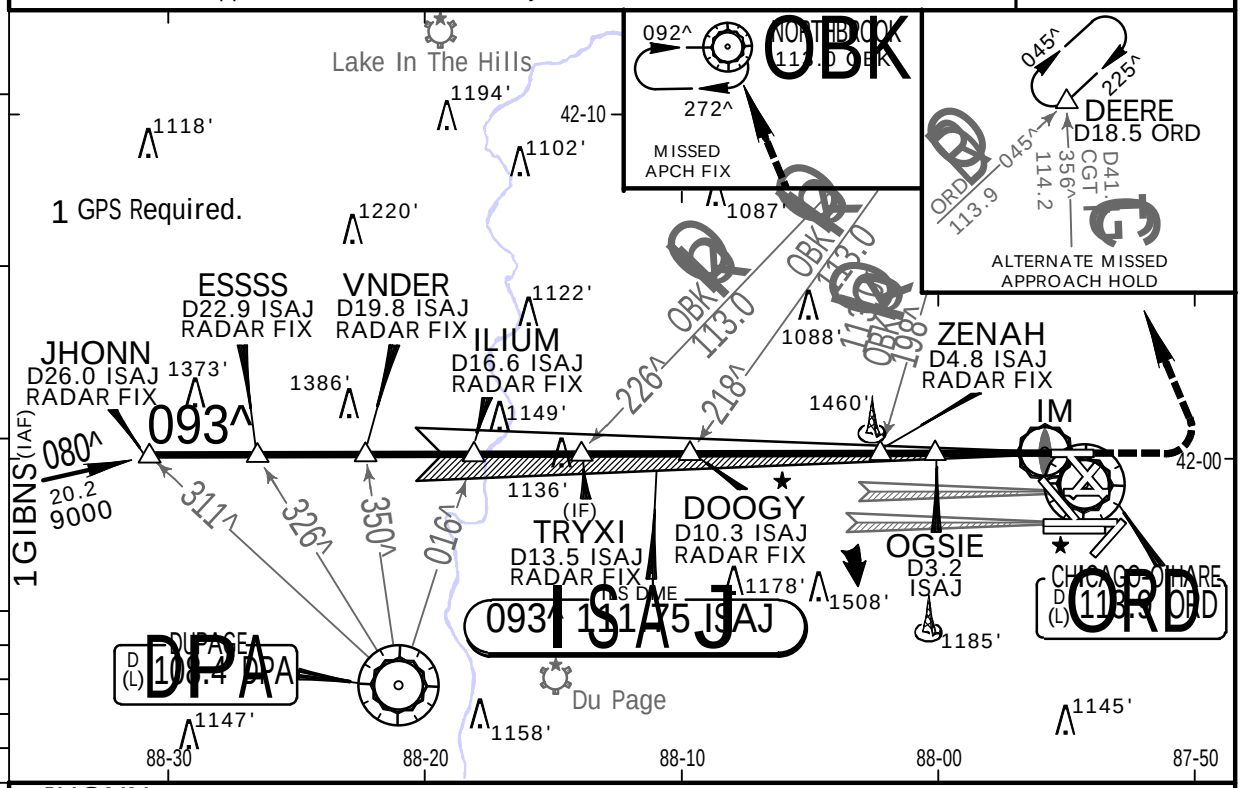
LOC ISAJ	Final Apch Crs	GS ZENAH	ILS DA(H)	Apt Elev 672'
111.75	093^	2300' (1632')	868' (200')	TDZE 668'

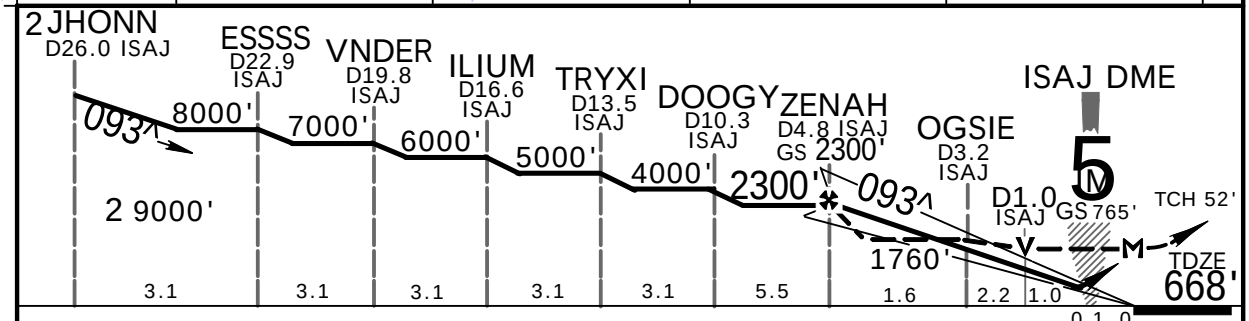
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct OBK VOR and hold, or as directed by ATC.

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

1. GPS or Radar required.
2. Simultaneous approach authorized with Rwy 9R and 10L/C.

3400'
MSA ORD VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
ZENAH to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-II

1100' then 4000' LT

OBK 113.0

TERPS. STRAIGHT-IN LANDING RWY 9L

	ILS DA(H) 868' (200') FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1080' (412') 2 With OGSIE	ALS out	MDA(H) 1760' (1092') Without OGSIE	ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4
B						RVR 55 or 1	1 1/2
C				RVR 40 or 3/4	RVR 60 or 1 1/8	2 1/2	3
D							

CIRCLE-TO-LAND

Max Kts	2 With OGSIE MDA(H)	Without OGSIE MDA(H)
90	1220' (548')-1	1760' (1088')-1 1/4
120		1760' (1088')-1 1/2
140	1220' (548')-1 1/2	1760' (1088')-3
165	1460' (788')-2 1/2	

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

AMEND 2C 29 MAY 2014

CHANGES: TDZE.

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KORD/ORD -O'HARE INTL

JEPPESEN

6 JUN 14 (21-3A)

CHICAGO, ILL ILS Rwy 9L CAT II & III

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

LOC ISAJ	Final Apch Crs	GS ZENAH	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
111.75	093^	2300' (1632')	NA	Refer to Minimums		RA 104' DA(H) 768' (100')	672' TDZE 668'

MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct OBK VOR and hold, or as directed by ATC.

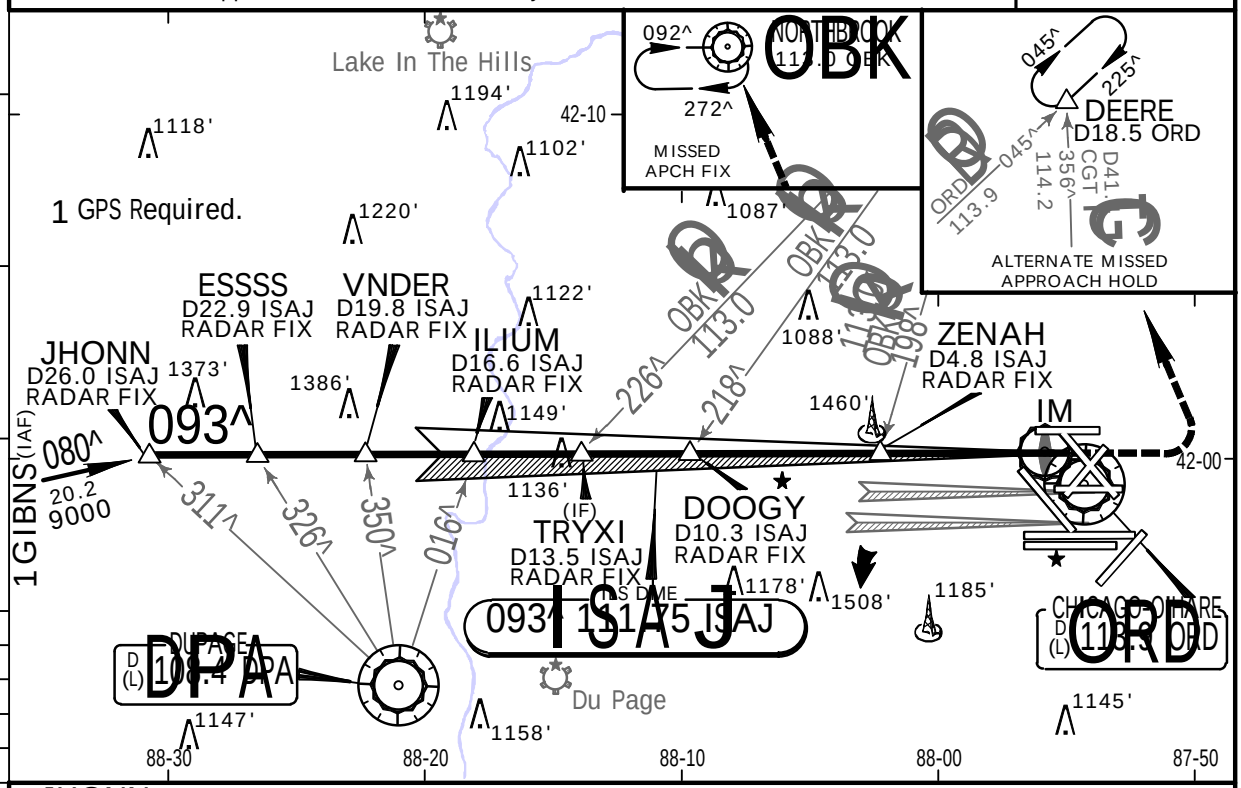
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

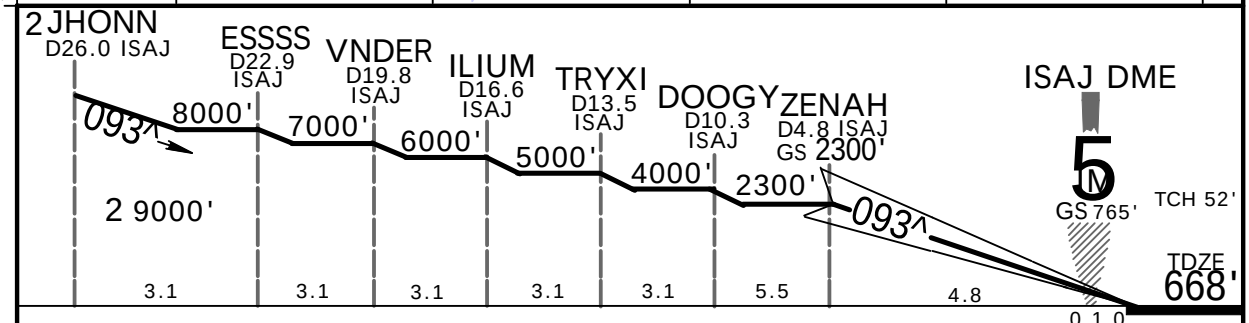
1. Special Aircrew & Acft Certification Required. 2. GPS or Radar required.

3. Simultaneous approach authorized with Rwy 9R and 10L/C.

3400'

MSA ORD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II

1100' then 4000' LT

OBK 113.0

.TERPS. STRAIGHT-IN LANDING RWY 9L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
			RA 104' DA(H) 768' (100')
NA	RVR 6	RVR 7	RVR 12

BRIEFING STRIP ™

AMEND 2C 29 MAY 2014

CHANGES: TDZE.

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KORD/ORD -O'HARE INTL

JEPPESEN

6 JUN 14 (21-3B)

CHICAGO, ILL
ILS Rwy 9L SA CAT I

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

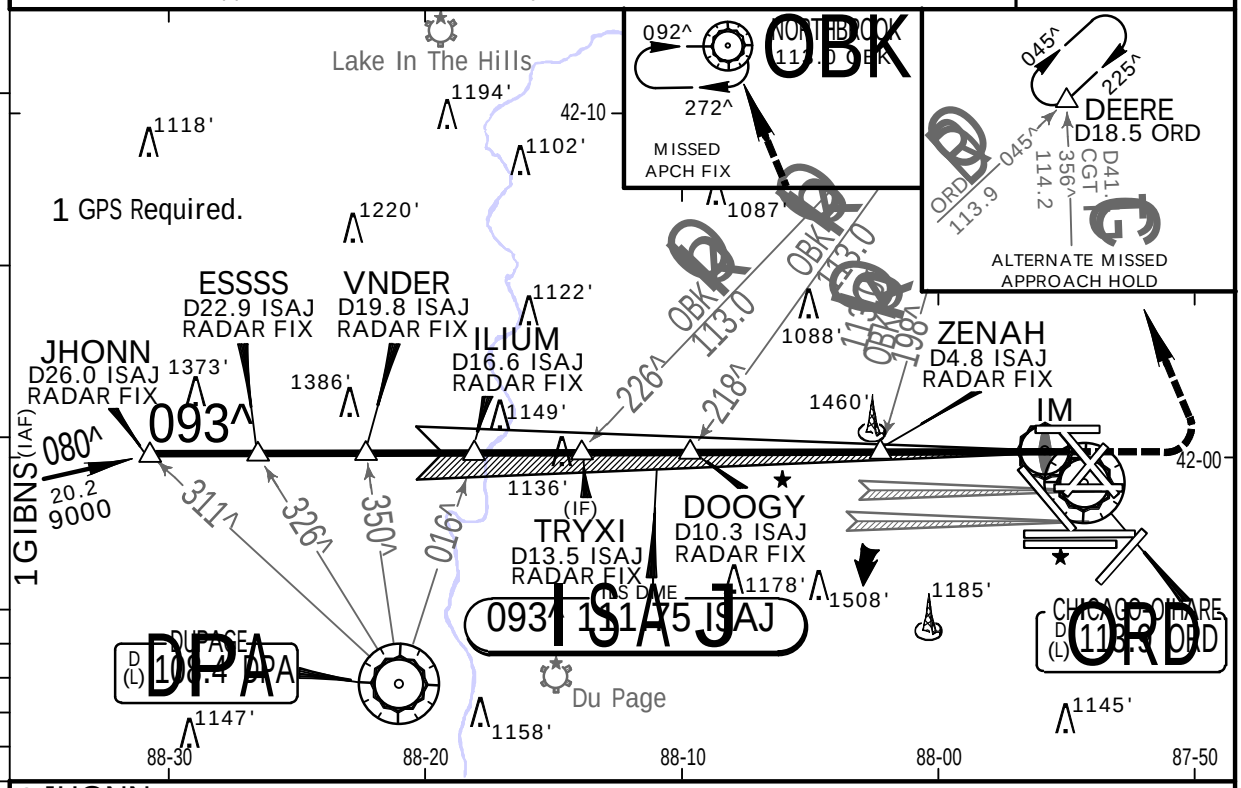
LOC ISAJ	Final Apch Crs	GS ZENAH	SA CAT I ILS RA 144' DA(H) 818'(150')	Apt Elev 672' TDZE 668'
111.75	093^	2300' (1632')		

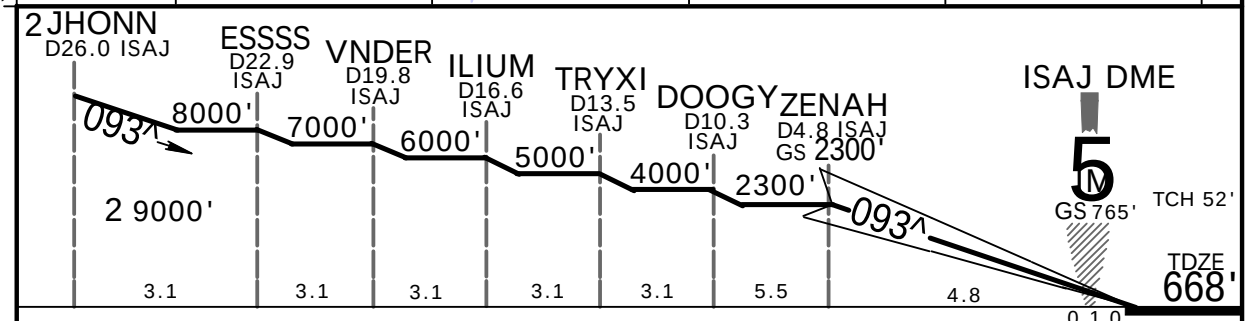
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct OBK VOR and hold, or as directed by ATC.

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

1. Special Aircrew & Acft Certification Required. 2. GPS or Radar required.
3. Simultaneous approach authorized with Rwy 9R and 10L/C.

3400'
MSA ORD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II

1100' then 4000' LT

OBK 113.0

.TERPS.

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

RVR 14

BRIEFING STRIP ™

S AMEND 2C 29 MAY 2014

CHANGES: TDZE.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (21-4)

CHICAGO, ILL ILS or LOC Rwy 9R

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

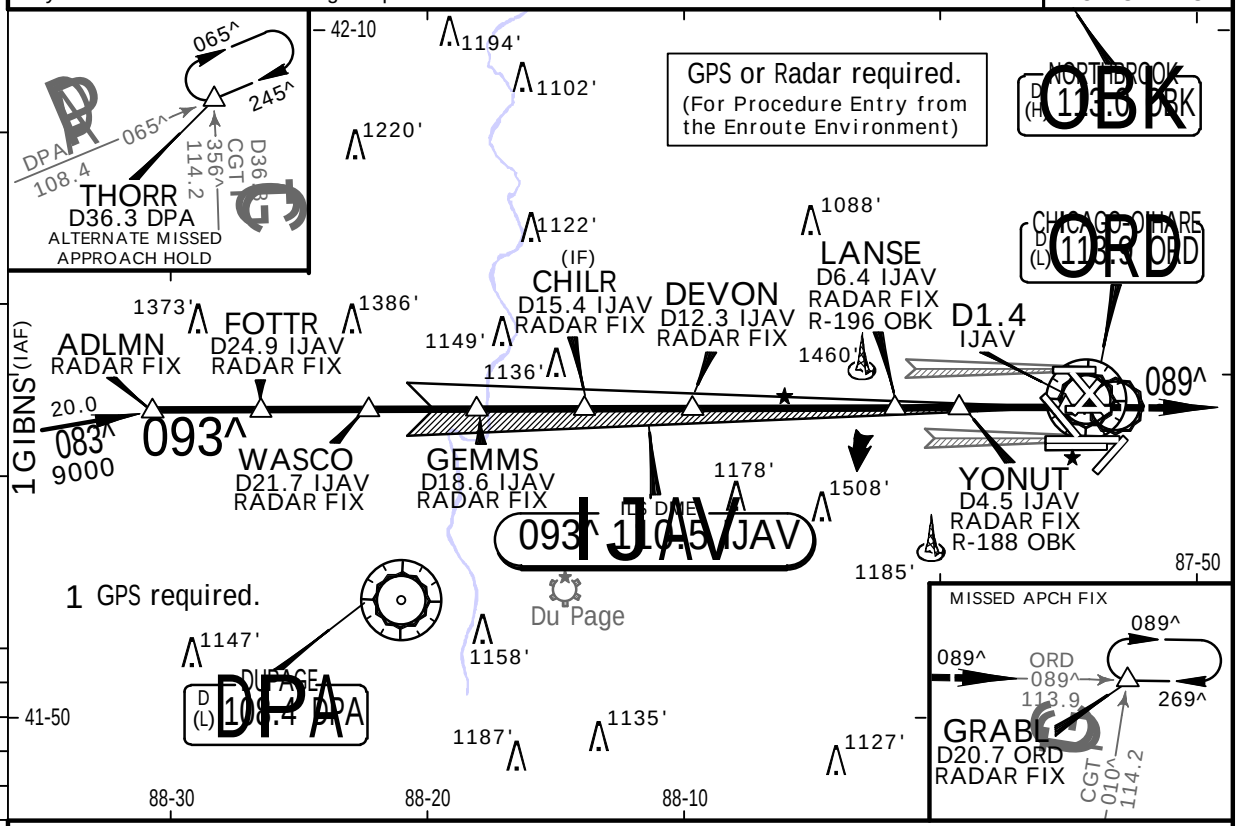
LOC IJAV	Final Apch Crs	GS LANSE	ILS DA(H)	Apt Elev 672'
110.5	093^	2300' (1640')	860' (200')	TDZE 660'

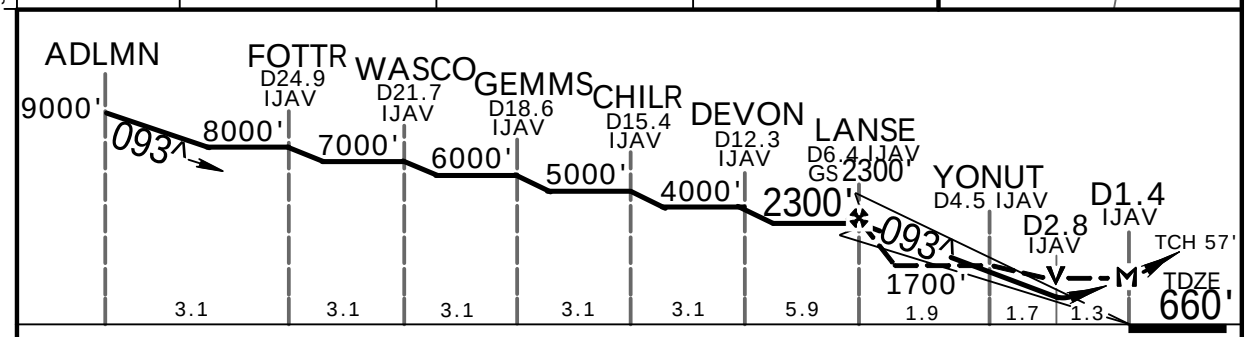
MISSED APCH: Climb to 4000' outbound on ORD VOR R-089 to GRABL INT/D20.7 ORD/RADAR and hold, or as directed by ATC.

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

1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 9L and Rwy 10L/C. 3. VGSI and ILS glidepath not coincident.

3400'
MSA ORD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D1.4 IJAV or LANSE to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR PAPI 4000' on ORD 113.9 R-089 GRABL

TERPS. STRAIGHT-IN LANDING RWY 9R

	ILS DA(H) 860' (200')			LOC (GS out) MDA(H) 1160' (500')		
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B						
C				RVR 50 or 1	RVR 60 or 1 1/8	1 3/8
D						

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1220' (548') -1
120	
140	1220' (548') -1 1/2
165	1460' (788') -2 1/2

S AMEND 10B 29 MAY 2014

CHANGES: TDZE.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (21-5)

CHICAGO, ILL ILS or LOC Rwy 10L

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

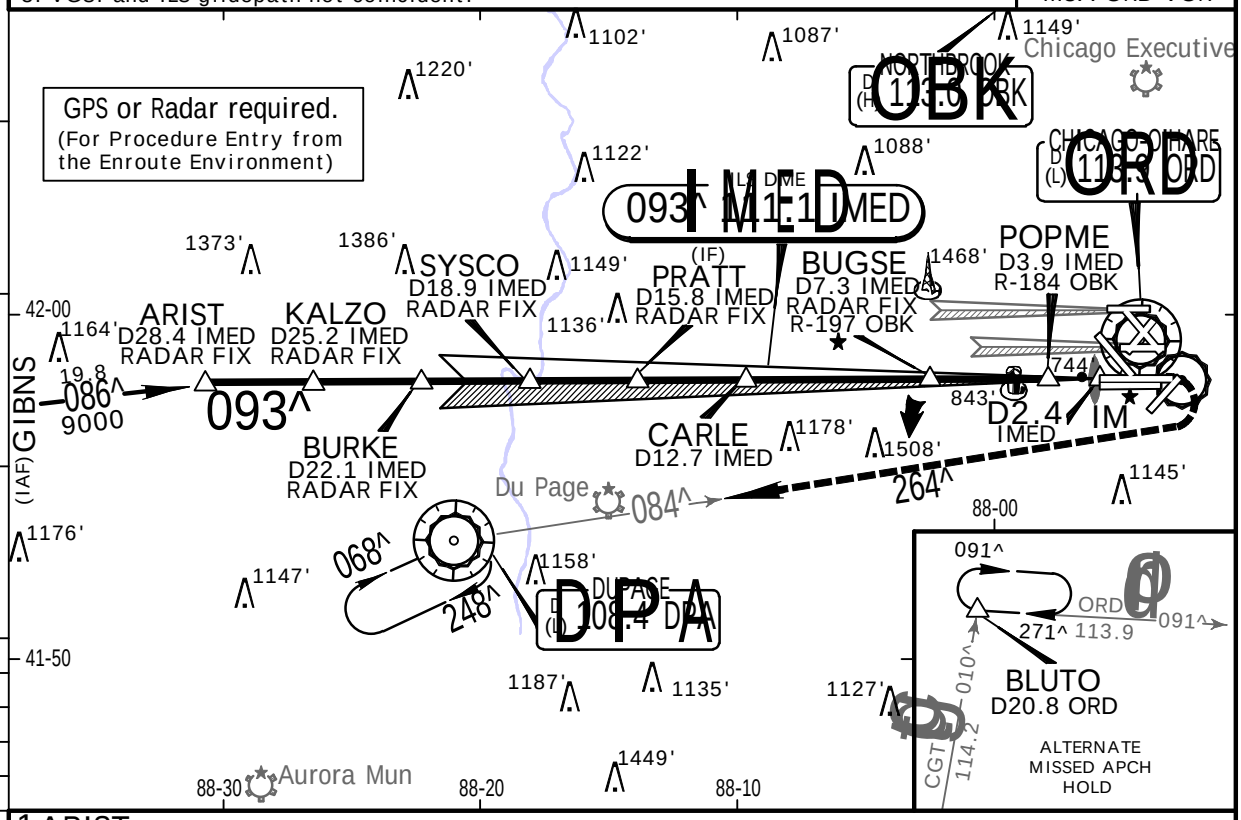
LOC IMED	Final Apch Crs	GS BUGSE	ILS DA(H)	Apt Elev 672'
111.1	093^	2300'(1628')	872' (200')	TDZE 672'

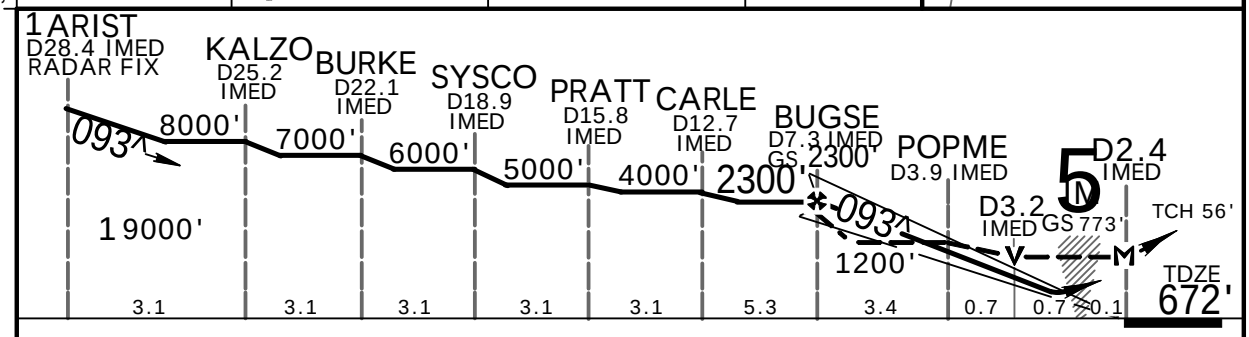
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 4000' inbound on DPA VOR R-084 to DPA VOR and hold, or as directed by ATC.

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

1. DME or Radar Required. 2. Simultaneous approach authorized with Rwy 9R/L.
3. VGSI and ILS glidepath not coincident.

3400'
MSA ORD VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D2.4 IMED or BUGSE to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50

ALSF-II PAPI | 1100' | 4000' RT on DPA 108.4 R-084 | DPA 108.4

TERPS. STRAIGHT-IN LANDING RWY 10L

ILS DA(H) 872'(200')			LOC (GS out) MDA(H) 1000'(328') 2 With POPME		MDA(H) 1200'(528') Without POPME		CIRCLE-TO-LAND Max Kts	MDA(H)
	FULL	TDZ or CL out	ALS out		ALS out		ALS out		
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 24 or 1/2	RVR 55 or 1	90	1220'(548')-1
B								120	
C				RVR 26 or 1/2	RVR 50 or 1	RVR 55 or 1	1 1/2	140	1220'(548')-1 1/2
D								165	1240'(568')-2

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

CHANGES: TDZE.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (21-5A)

CHICAGO, ILL ILS Rwy 10L CAT II & III

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

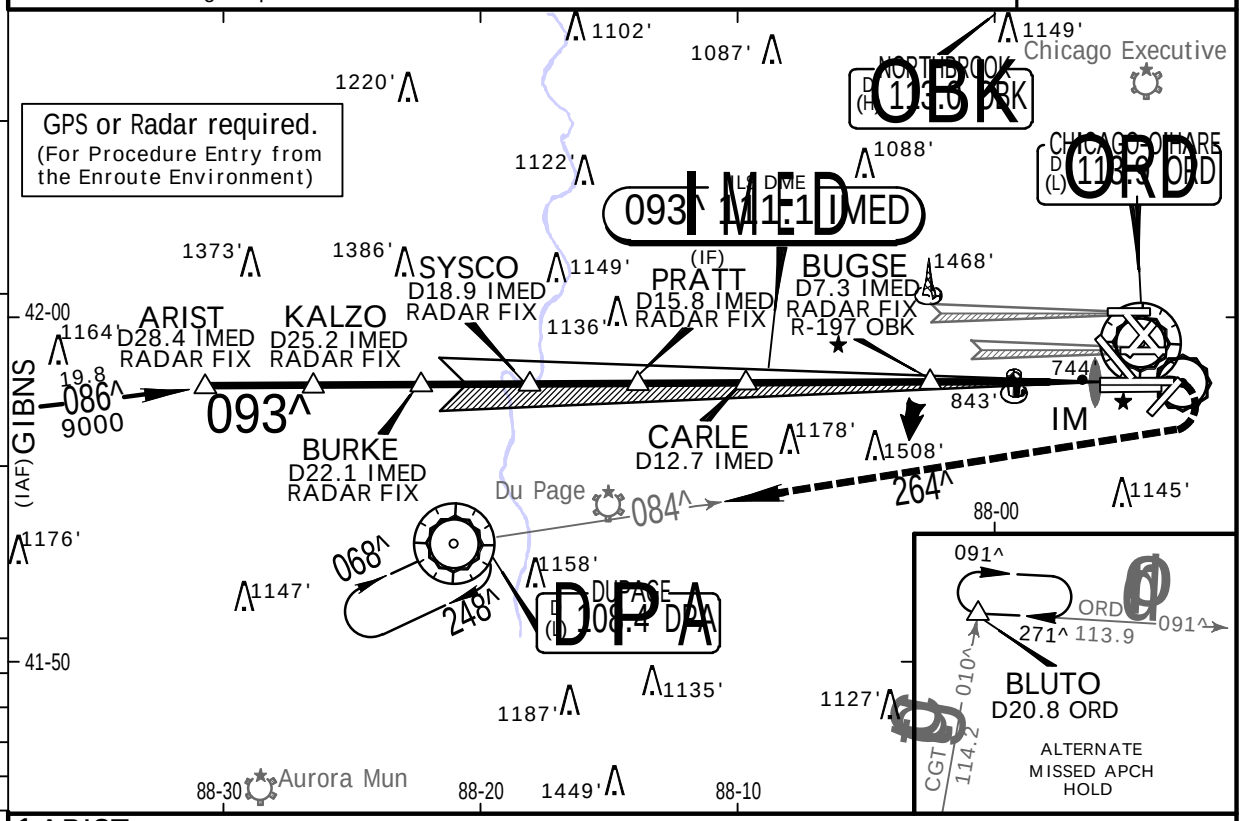
LOC IMED	Final Apch Crs	GS BUGSE	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev / TDZE
111.1	093^	2300' (1628')	NA	Refer to Minimums		RA 95' DA(H) 772'(100')	672' / 672'

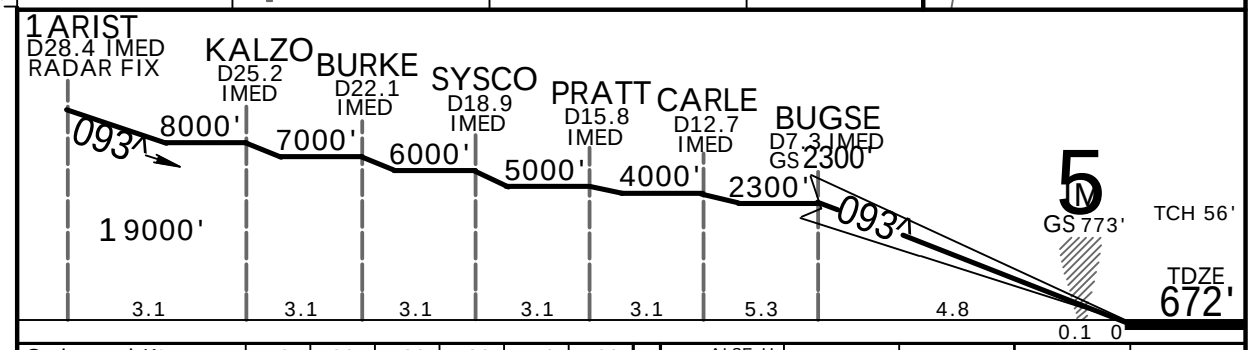
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 4000' inbound on DPA VOR R-084 to DPA VOR and hold, or as directed by ATC.

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

1. Special Aircrew & Acft Certification Required. 2. DME or Radar required.
3. Simultaneous approach authorized with Rwy 9R/L.
4. VGSI and ILS glidepath not coincident.

3400'
MSA ORD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

PAPI	ALSF-II	1100'	4000' RT	DPA on 108.4 R-084	DPA 108.4

.TERPS. STRAIGHT-IN LANDING RWY 10L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 95' DA(H) 772'(100')
NA	RVR 6	RVR 7	RVR 12

CHANGES: TDZE, COMMS.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (21-5B)

CHICAGO, ILL ILS Rwy 10L SA CAT I

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

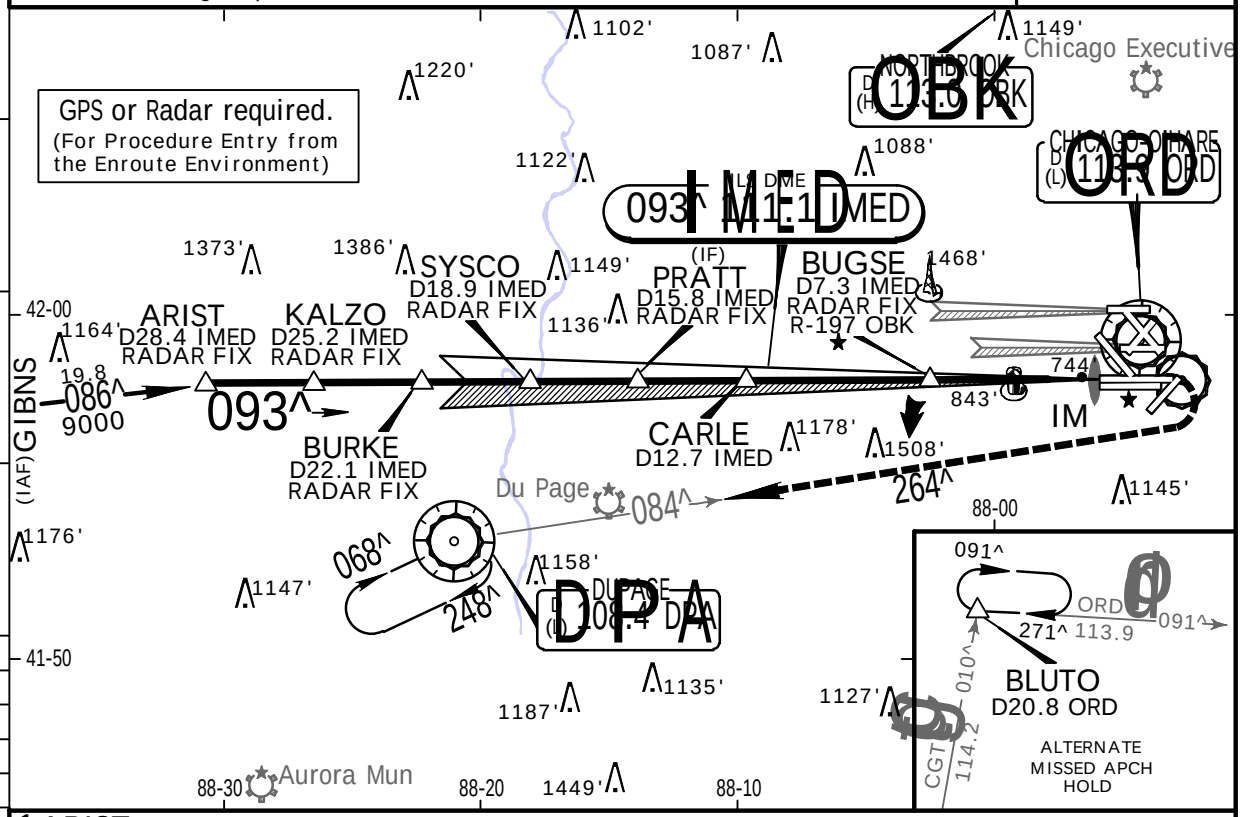
LOC IMED	Final Apch Crs	GS BUGSE	SA CAT I ILS RA 162' DA(H)	Apt Elev 672' TDZE
111.1	093^	2300' (1628')	822' (150')	672'

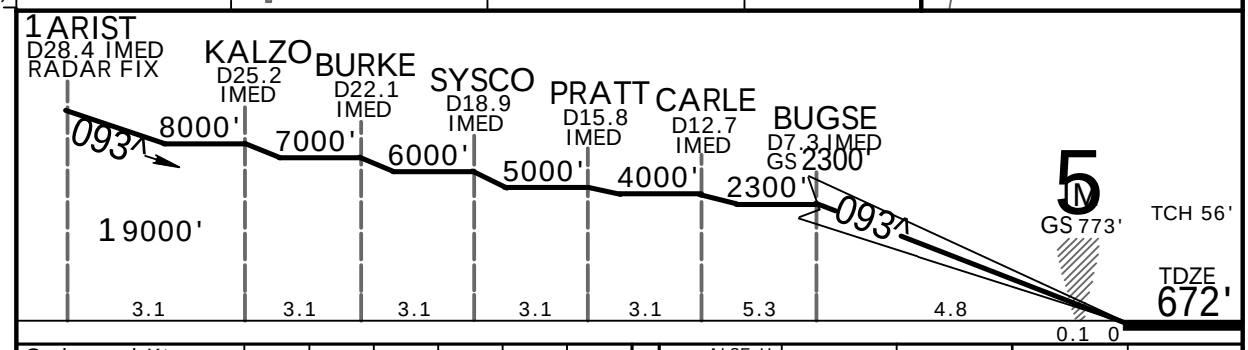
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 4000' inbound on DPA VOR R-084 to DPA VOR and hold, or as directed by ATC.

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

1. Special Aircrew & Acft Certification Required. 2. DME or Radar required.
3. Simultaneous approach authorized with Rwy 9R/L.
4. VGSI and ILS glidepath not coincident.

3400'
MSA ORD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

PAPI | ALSF-II | 1100' | 4000' RT | on DPA 108.4 R-084 | DPA 108.4

.TERPS.

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

RVR 14

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (21-6)

CHICAGO, ILL ILS or LOC Rwy 10C

BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main) Rwy 10C/28C	Ground (Main)	Ground (North) Rwy 9L/27R
134.15	121.9	124.12

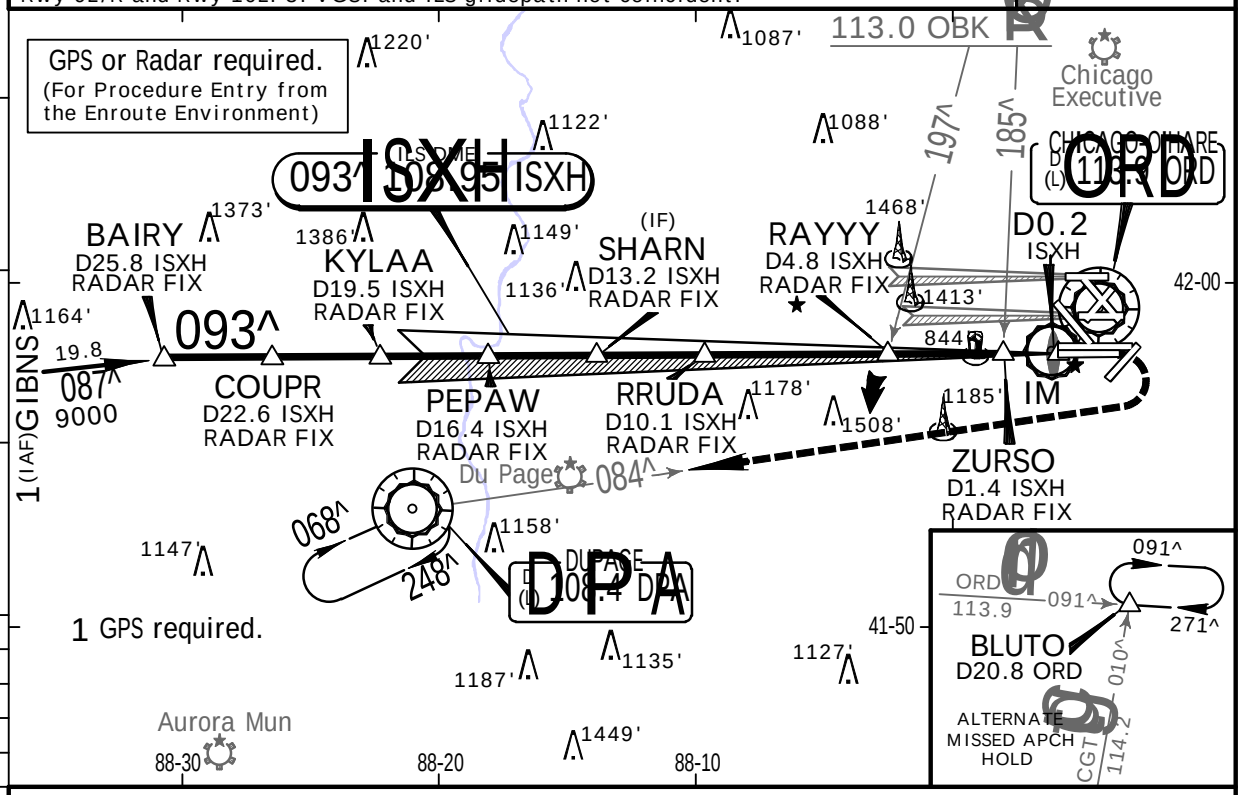
LOC ISXH	Final Apch Crs	GS RAYYY	ILS DA(H)	Apt Elev 672'
108.95	093^	2300'(1631')	869' (200')	TDZE 669'

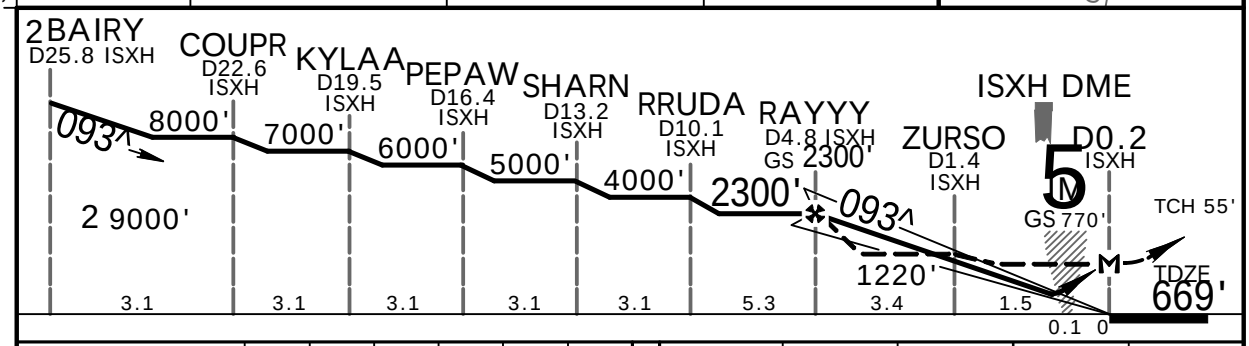
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 4000' inbound on DPA VOR R-084 to DPA VOR and hold, or as directed by ATC.

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

1. DME or Radar Required. 2. Simultaneous approach authorized with Rwy 9L/R and Rwy 10L. 3. VGSI and ILS glidepath not coincident.

3400' MSA ORD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D0.2 ISXH or RAYYY to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI ALSF-II 1200' 4000' RT on DPA 108.4 R-084 DPA 108.4

.TERPS. STRAIGHT-IN LANDING RWY 10C

	ILS DA(H) 869'(200')			LOC (GS out) MDA(H) 1100'(431') 2 With ZURSO		MDA(H) 1220'(551') Without ZURSO	
	FULL	TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 24 or 1/2	RVR 55 or 1
B							
C				RVR 40 or 3/4	1 1/4	RVR 60 or 1 1/8	1 5/8
D							

CIRCLE-TO-LAND

Max Kts	C 2 With ZURSO MDA(H)	Without ZURSO MDA(H)
90	1220'(548')-1	1220'(548')-1
120		
140	1220'(548')-1 1/2	1220'(548')-1 5/8
165	1460'(788')-2 1/2	1460'(788')-2 1/2

CHANGES: TDZE. JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (21-6A)

CHICAGO, ILL ILS Rwy 10C CAT II & III

BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main) Rwy 10C/28C		Ground (North) Rwy 9L/27R
134.15	121.9	124.12

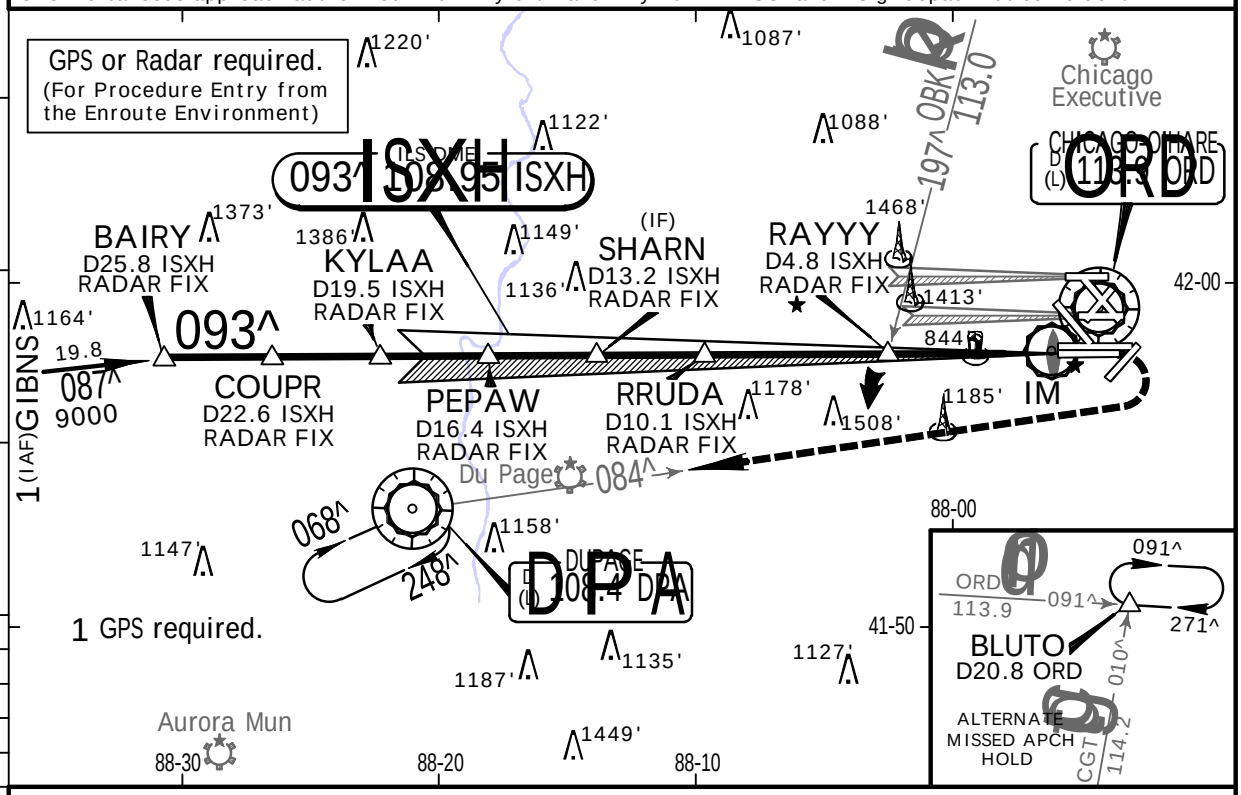
LOC	Final Apch Crs	GS RAYYY	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
ISXH 108.95	093^	2300' (1631')	NA	Refer to Minimums		RA 80' DA(H) 769'(100')	672' TDZE 669'

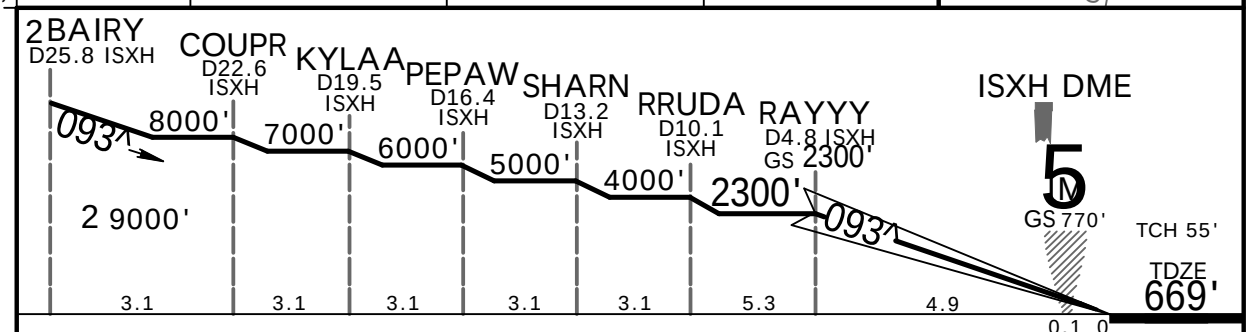
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 4000' inbound on DPA VOR R-084 to DPA VOR and hold, or as directed by ATC.

3400'
MSA ORD VOR

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

1. Special Aircrew & Acft Certification Required. 2. DME or Radar Required.
3. Simultaneous approach authorized with Rwy 9L/R and Rwy 10L. 4. VGSI and ILS glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

PAPI ALSF-II 1200' 4000' RT on DPA 108.4 R-084 DPA 108.4

.TERPS. STRAIGHT-IN LANDING RWY 10C

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
			RA 80' DA(H) 769'(100')
NA	RVR 6	RVR 7	RVR 12

CHANGES: TDZE. | JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

AMEND 0B 29 MAY 2014

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JEPPESEN 6 JUN 14 (21-6B)

CHICAGO, ILL ILS Rwy 10C SA CAT I

BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main) Rwy 10C/28C		Ground (North) Rwy 9L/27R
134.15	121.9	124.12

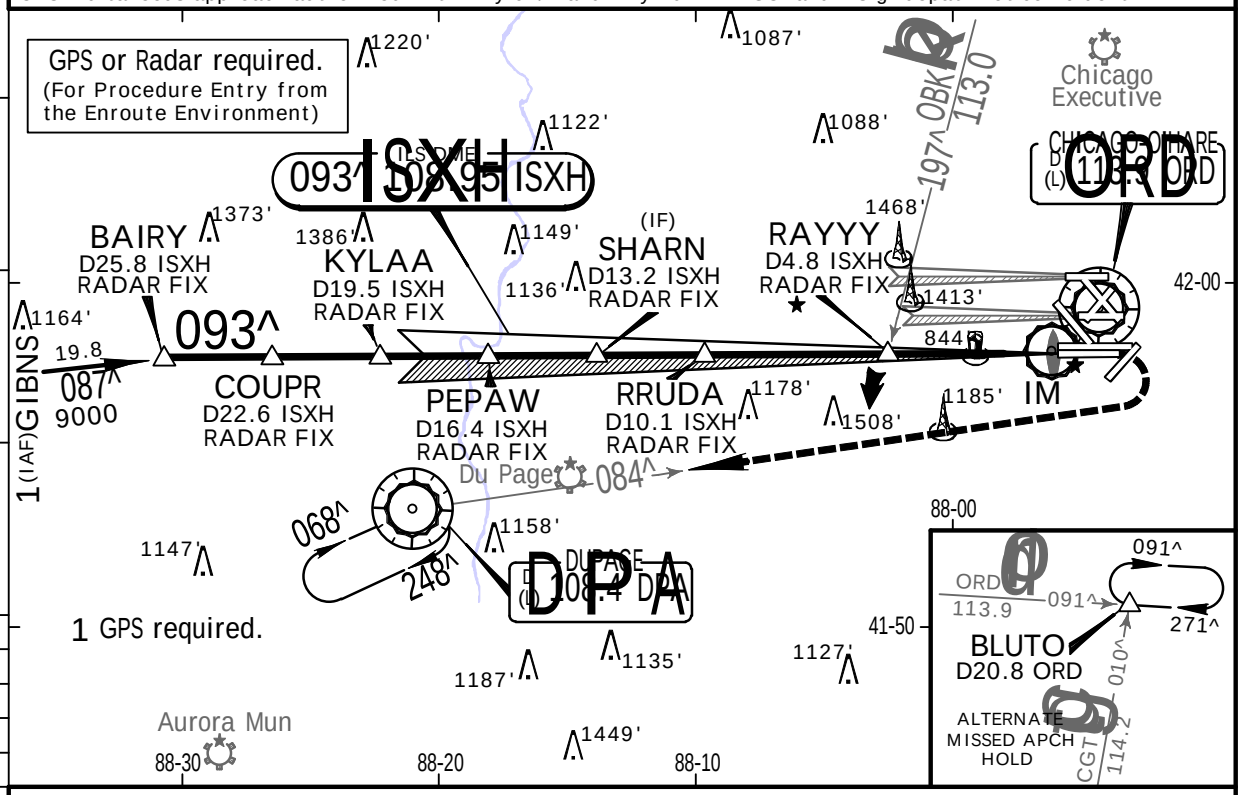
LOC ISXH	Final Apch Crs	GS RAYYY	SA CAT I ILS	Apt Elev 672'
108.95	093^	2300' (1631')	RA 150' DA(H) 819' (150')	TDZE 669'

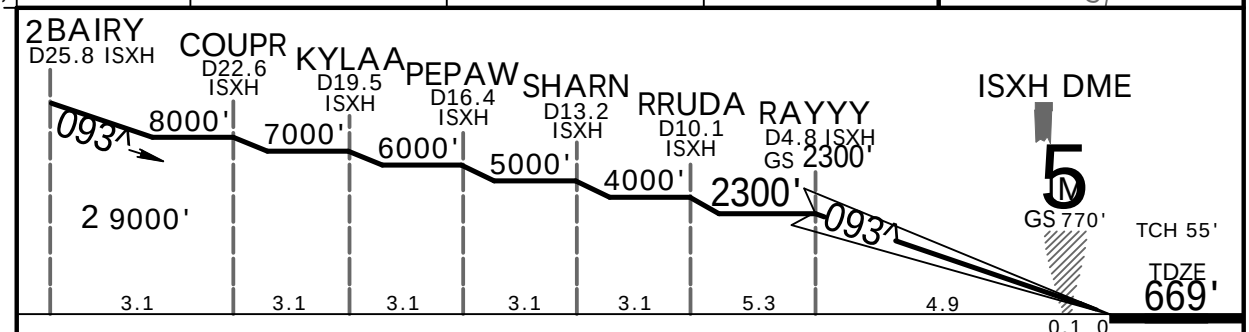
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 4000' inbound on DPA VOR R-084 to DPA VOR and hold, or as directed by ATC.

3400' MSA ORD VOR

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

1. Special Aircrew & Acft Certification Required. 2. DME or Radar Required.
3. Simultaneous approach authorized with Rwy 9L/R and Rwy 10L. 4. VGSI and ILS glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

PAPI ALSF-II 1200' 4000' RT on DPA 108.4 R-084 DPA 108.4

.TERPS.

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

RVR 14

CHANGES: TDZE.

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KORD/ORD -O'HARE INTL

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

CHICAGO, ILL ILS or LOC Rwy 14L

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

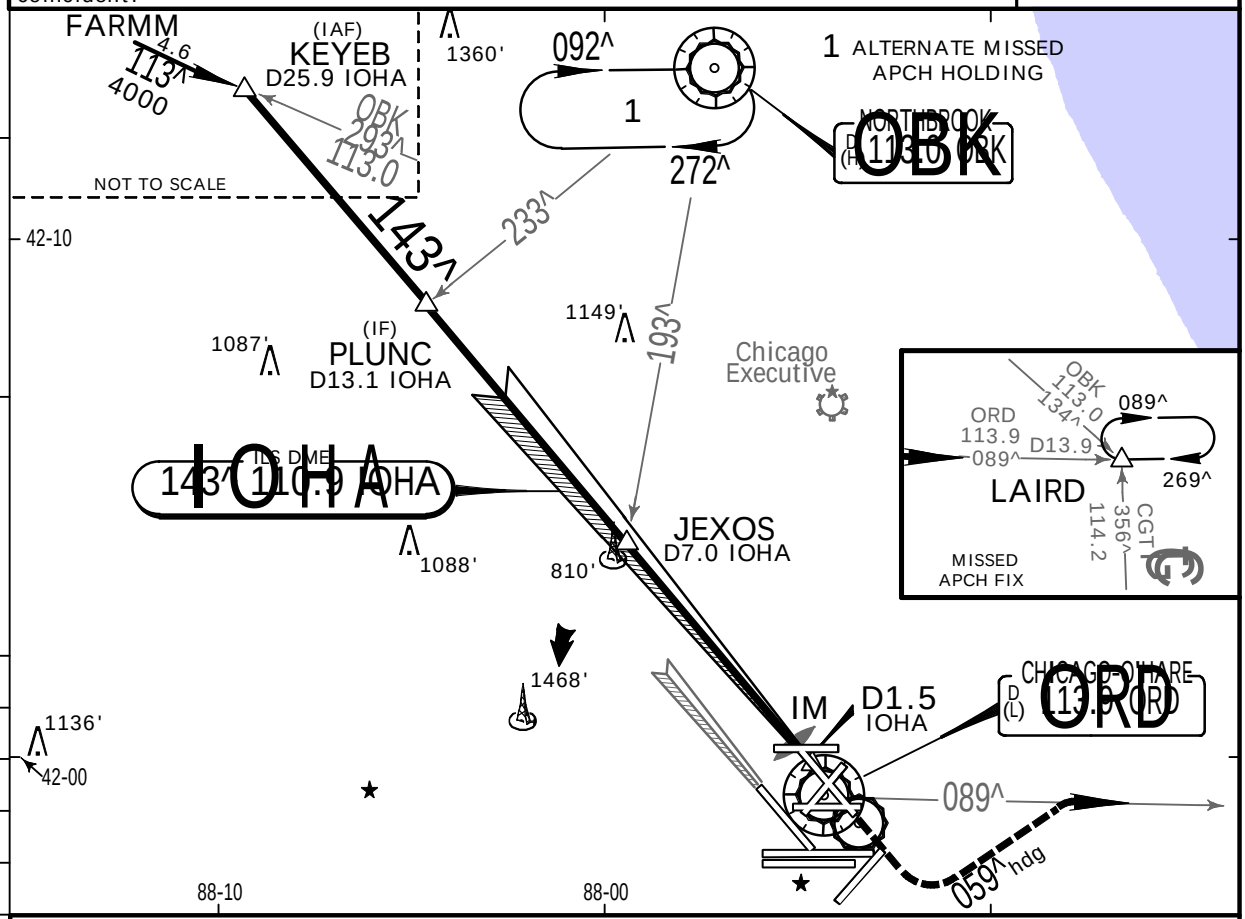
Ground (Main)	Ground (North) Rwy 9L/27R
121.9	124.12

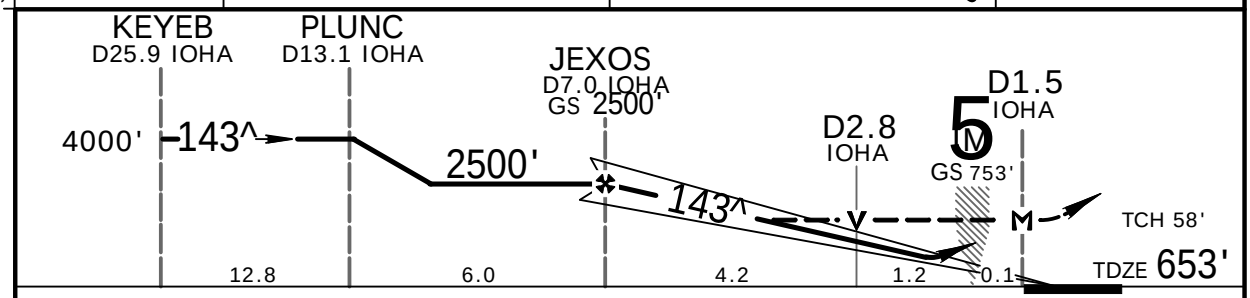
LOC IOHA	Final Apch Crs	GS JEXOS	ILS DA(H)	Apt Elev 672'
110.9	143^	2500' (1847')	853' (200')	TDZE 653'

MISSED APCH: Climb to 1200', then climbing LEFT turn to 4000' via 059^ heading and outbound via ORD VOR R-089 to LAIRD INT and hold. Continue climb-in-hold to 4000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Simultaneous approach authorized with Rwy 14R. 2. VGSI and ILS glidepath not coincident.

3400'
MSA ORD VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D1.5 IOHA or JEXOS to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04

ALSF-II PAPI 1200' 4000' LT via 059^ hdg

S AMEND 29D 8 MAR 2012

STRAIGHT-IN LANDING RWY 14L

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

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KORD/ORD -O'HARE INTL

JEPPESEN

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

CHICAGO, ILL ILS Rwy 14L CAT II & III

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Ground (North) Rwy 9L/27R
121.9	124.12

LOC IOHA	Final Apch Crs	GS JEXOS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
110.9	143^	2500' (1847')	NA	Refer to Minimums		RA 102' DA(H) 753'(100')	672' TDZE 653'

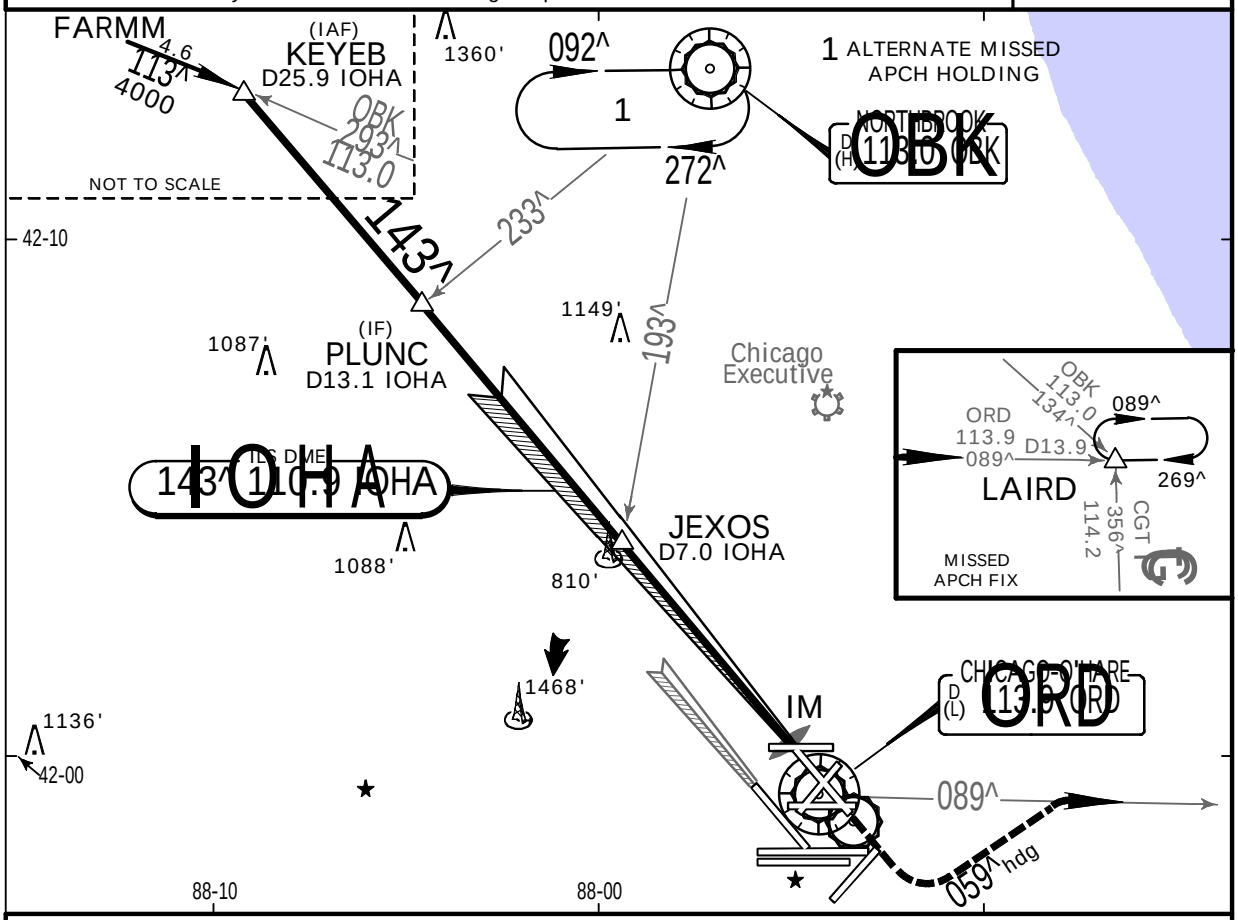
MISSED APCH: Climb to 1200', then climbing LEFT turn to 4000' via 059^ heading and outbound via ORD VOR R-089 to LAIRD INT and hold. Continue climb-in-hold to 4000'.

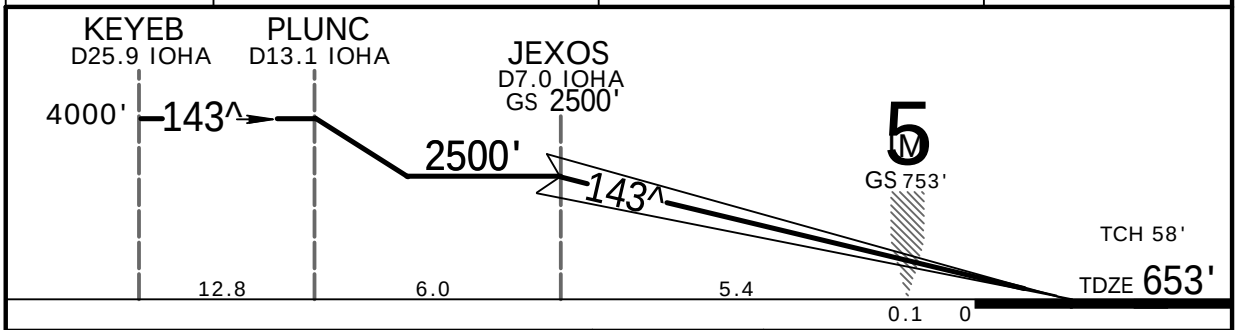
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized with Rwy 14R. 3. VGSI and ILS glidepath not coincident.

3400'

MSA ORD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II PAPI 1200' 4000' LT via 059^ hdg

STRAIGHT-IN LANDING RWY 14L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
			RA 102' DA(H) 753'(100')
NA	RVR 6	RVR 7	RVR 12

S AMEND 29D 8 MAR 2012

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KORD/ORD -O'HARE INTL

JEPPESEN 11 OCT 13 (21-8) .Eff.17.Oct.

CHICAGO, ILL ILS or LOC Rwy 14R

BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

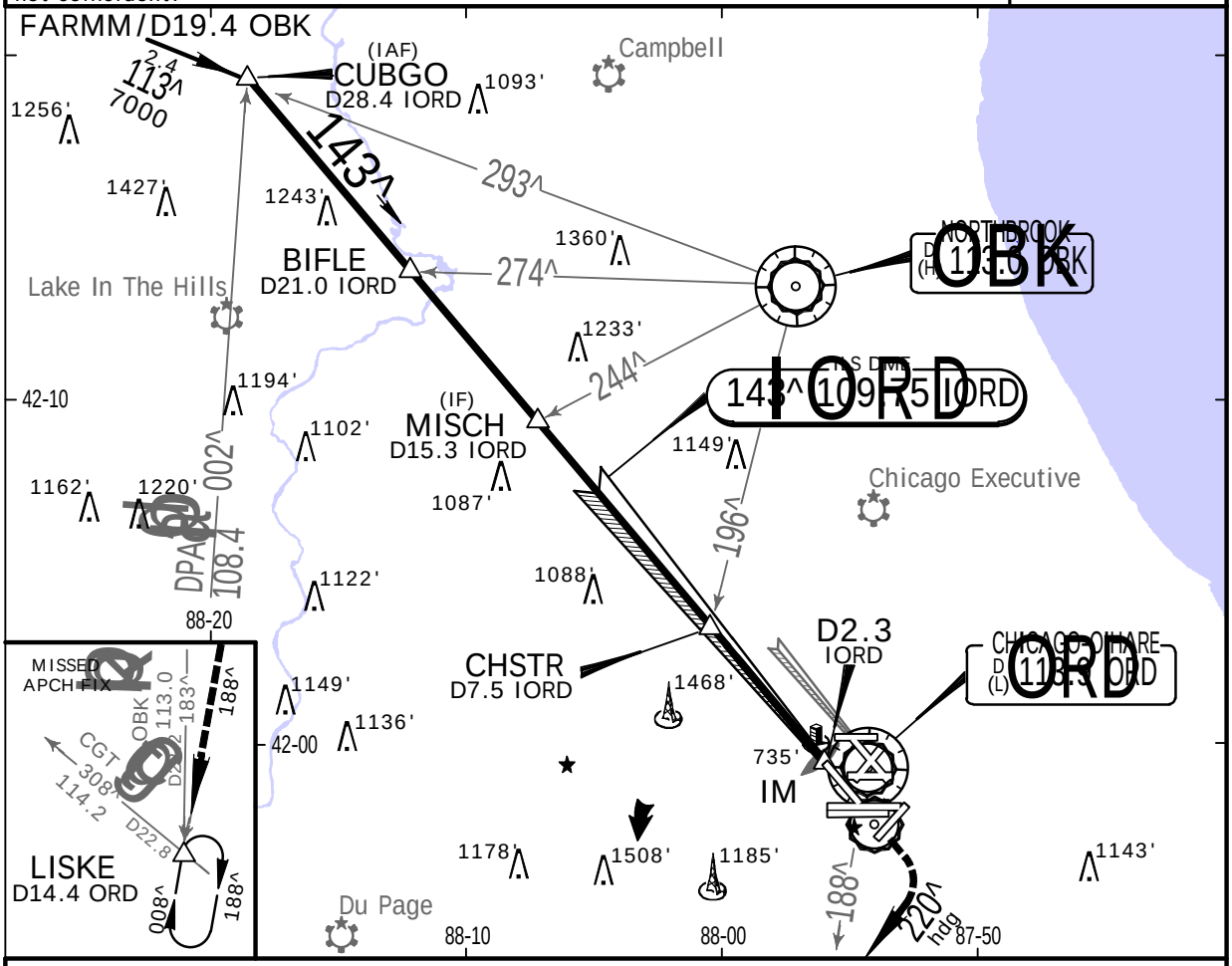
Ground (Main)	Ground (North) Rwy 9L/27R
121.9	124.12

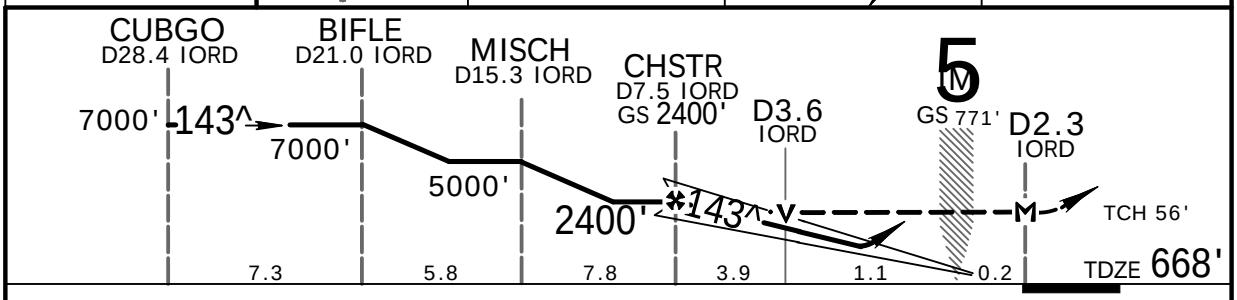
LOC IORD	Final Apch Crs	GS CHSTR	ILS DA(H)	Apt Elev 672' TDZE 668'
109.75	143^	2400' (1732')	868' (200')	

MISSED APCH: Climb to 1700', then climbing RIGHT turn to 4000' via heading 220^ and outbound via ORD VOR R-188 to LISKE INT/D14.4 ORD and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Simultaneous approach authorized with Rwy 14L. 2. VGSI and ILS glidepath not coincident.

3400'
MSA ORD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D2.3 IORD or CHSTR to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

ALSF-II PAPI | 1700' | 4000' RT via 220^ hdg | ORD 113.9 R-188

STRAIGHT-IN LANDING RWY 14R ILS DA(H) 868' (200')			LOC (GS out) MDA(H) 1140' (472')		CIRCLE-TO-LAND	
FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	90 / 120	1220' (548') -1
B							
C				RVR 40 or ¾	RVR 60 or 1¼	140	1220' (548') -1½
D				RVR 50 or 1	1½	165	1240' (568') -2

S AMEND 30C 8 MAR 2012

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KORD/ORD -O'HARE INTL

JEPPESEN

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

CHICAGO, ILL ILS Rwy 14R CAT II & III

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Ground (North) Rwy 9L/27R
121.9	124.12

LOC IORD	Final Apch Crs	GS CHSTR	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
109.75	143^	2400' (1732')	NA	Refer to Minimums		RA 110' DA(H) 768' (100')	672' TDZE 668'

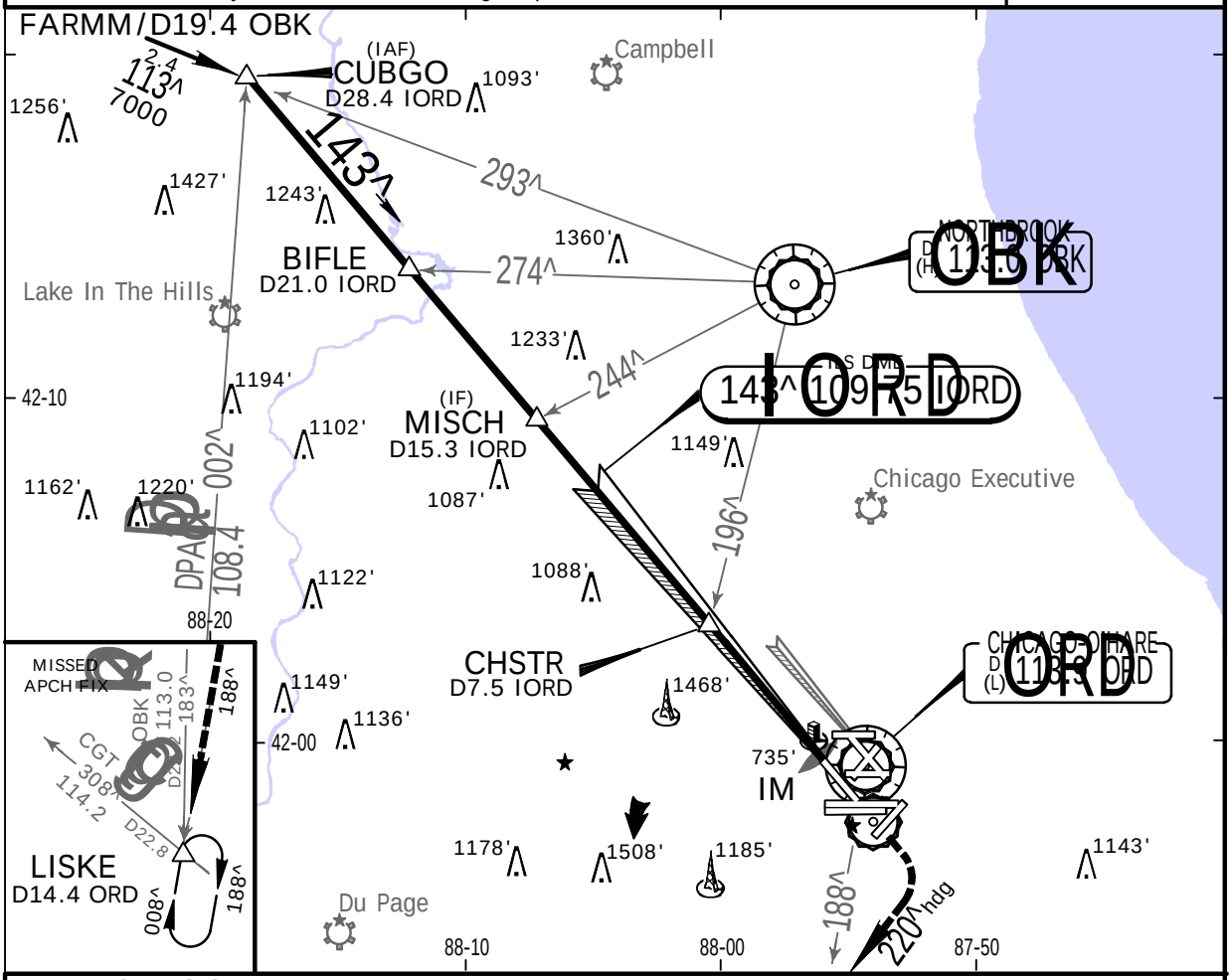
MISSED APCH: Climb to 1700', then climbing RIGHT turn to 4000' via heading 220^ and outbound via ORD VOR R-188 to LISKE INT/D14.4 ORD and hold.

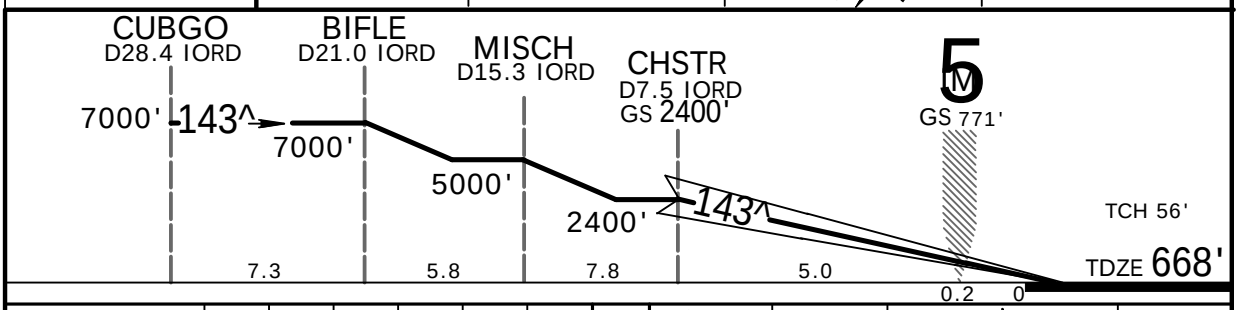
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew & Acft Certification Required. 2. Simultaneous approach authorized with Rwy 14L. 3. VGSI and ILS glidepath not coincident.

3400'

MSA ORD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II PAPI | 1700' | 4000' RT via 220^ hdg | ORD 113.9 R-188

STRAIGHT-IN LANDING RWY 14R

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

S AMEND 30C 8 MAR 2012

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (21-9)

CHICAGO, ILL ILS or LOC Rwy 22L

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

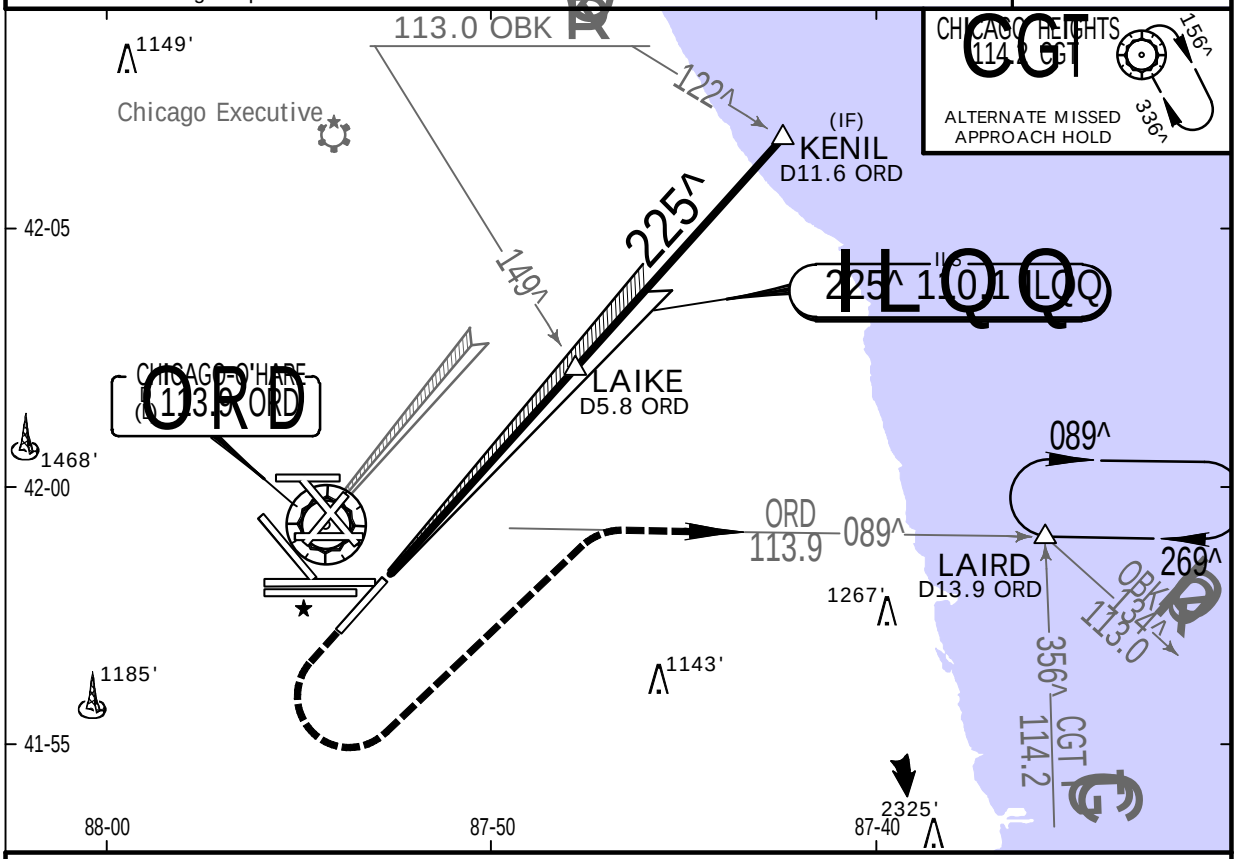
LOC ILQQ	Final Apch Crs	GS LAIKE	ILS DA(H)	Apt Elev 672' TDZE
110.1	225^	2500' (1846')	854' (200')	654'

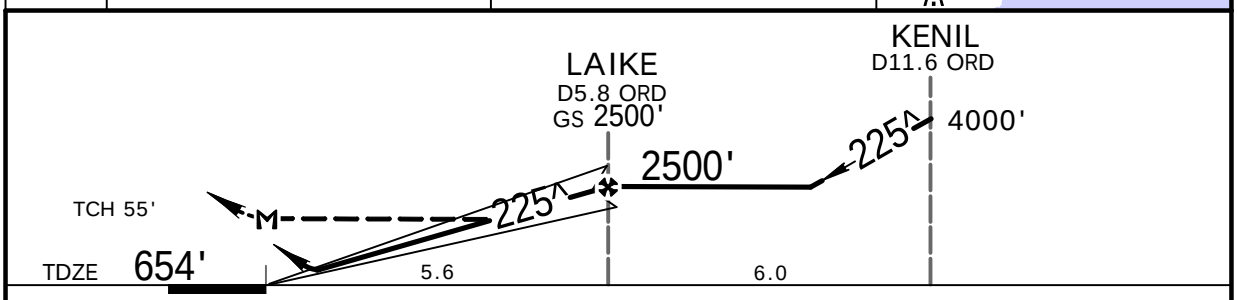
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' outbound on ORD VOR R-089 to LAIRD INT/D13.9 ORD and hold, or as directed by ATC.

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

1. Radar required. 2. Simultaneous approach authorized with Rwy 22R.
3. VGSI and ILS glidepath not coincident.

3400'
MSA ORD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
LAIKE to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06

MALSR PAPI | 1100' | 4000' LT | on ORD 113.9 R-089 | LAIRD

TERPS. STRAIGHT-IN LANDING RWY22L

	ILS DA(H) 854' (200') FULL	TDZ or CL out	RAIL or ALS out	LOC (GS out) MDA(H) 1120' (466')	RAIL out	ALS out
A	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B						
C				RVR 50 or 1	RVR 60 or 1 1/8	1 3/8
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1220' (548') -1
120	
140	1220' (548') -1 1/2
165	1240' (568') -2

CHANGES: TDZE, communications.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (21-10)

CHICAGO, ILL ILS or LOC Rwy 22R

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

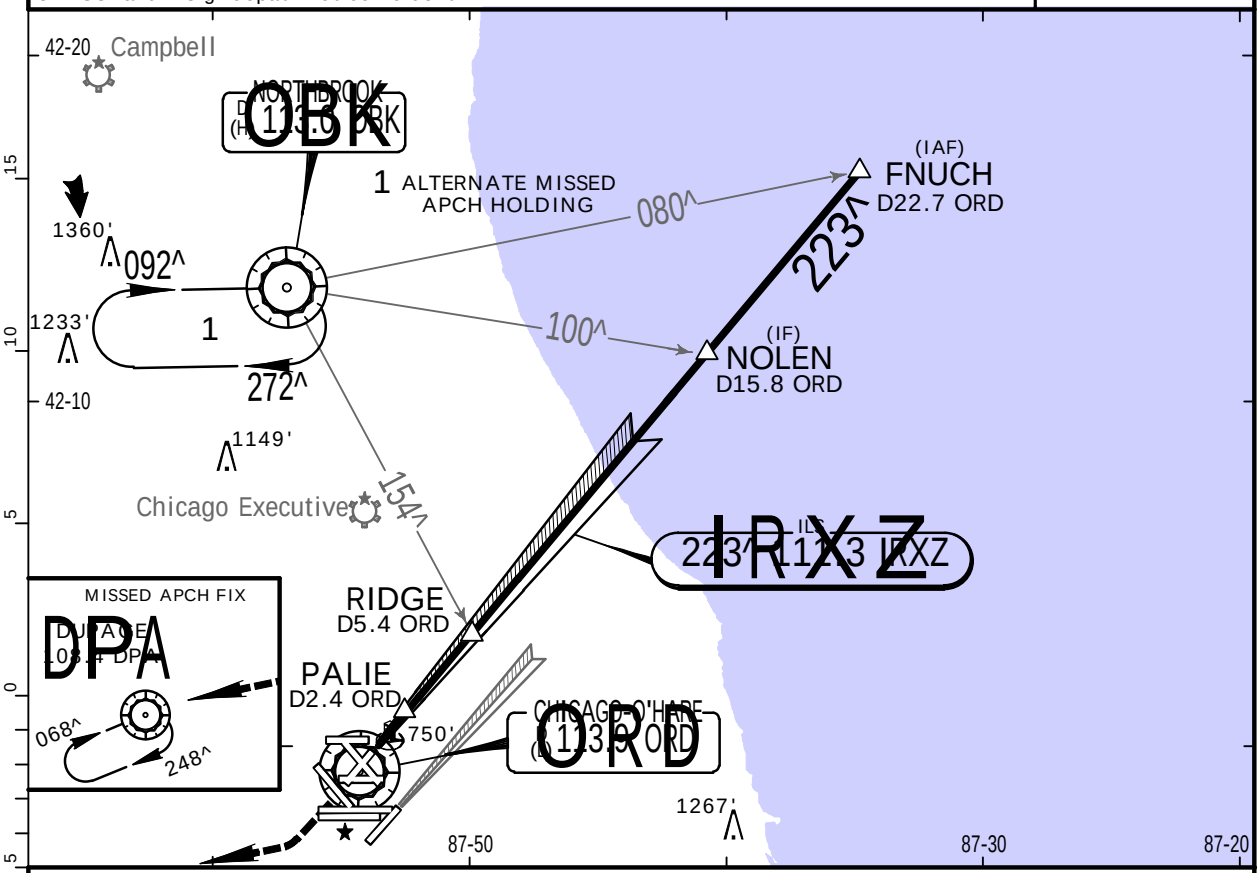
LOC IRXZ	Final Apch Crs	GS RIDGE	ILS DA(H)	Apt Elev 672' TDZE 652'
111.3	223^	2200' (1548')	852' (200')	

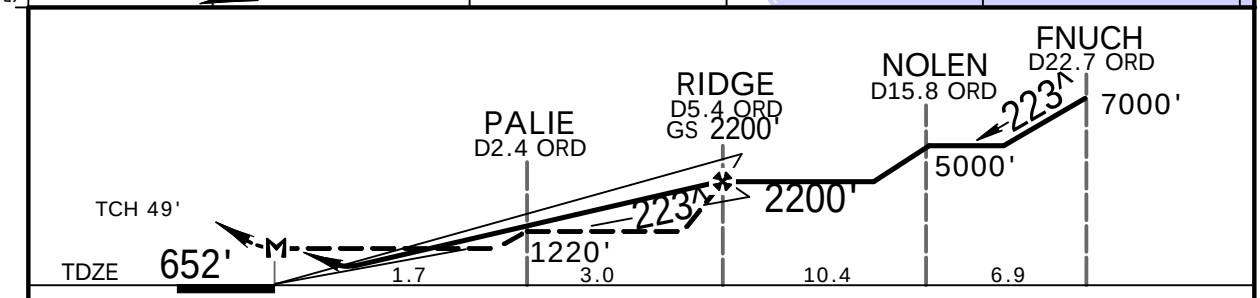
MISSED APCH: Climb to 1300', then climbing RIGHT turn to 4000' direct DPA VOR and hold, or as directed by ATC.

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

1. Radar required. 2. Simultaneous approach authorized with Rwy 22L.
3. VGSI and ILS glidepath not coincident.

3400'
MSA ORD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
RIDGE to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALSR PAPI | 1300' ↑ | 4000' RT | D | DPA 108.4

.TERPS.

STRAIGHT-IN LANDING RWY22R

ILS DA(H) 852'(200') TDZ or CL out / RAIL or ALS out

LOC (GS out) MDA(H) 980'(328') 1 With PALIE / MDA(H) 1220'(568') Without PALIE

	ILS FULL	ILS TDZ or CL out	ILS RAIL or ALS out	LOC RVR	LOC RAIL out	LOC ALS out	LOC RVR	LOC RAIL out	LOC ALS out
A	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B									
C				RVR 26 or 1/2		RVR 50 or 1	1 1/4	1 3/8	1 5/8
D									

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1220'(548')-1
120	
140	1220'(548')-1 1/2
165	1240'(568')-2

S AMEND 9A 29 MAY 2014

CHANGES: TDZE, minimums, communications.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (21-11)

CHICAGO, ILL ILS or LOC Rwy 27L

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

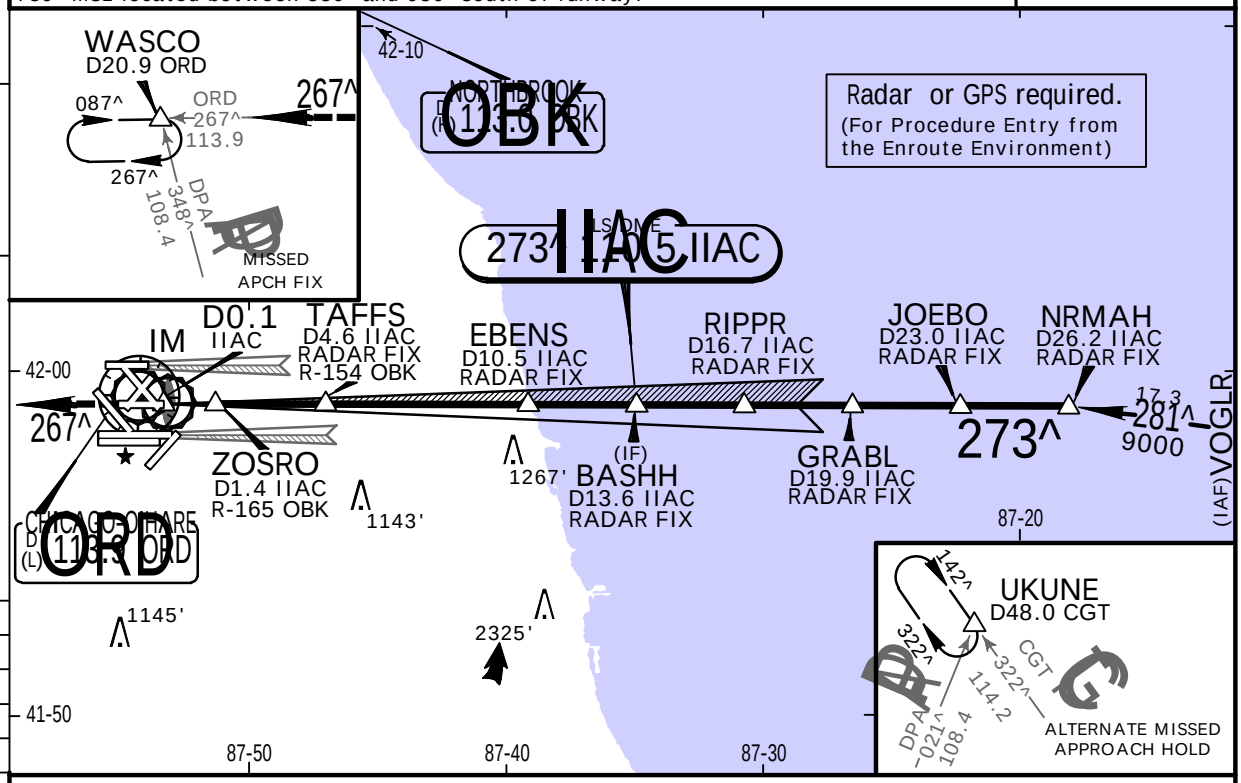
LOC IIAC	Final Apch Crs	GS TAFFS	ILS DA(H)	Apt Elev 672'
110.5	273^	2200' (1546')	854' (200')	TDZE 654'

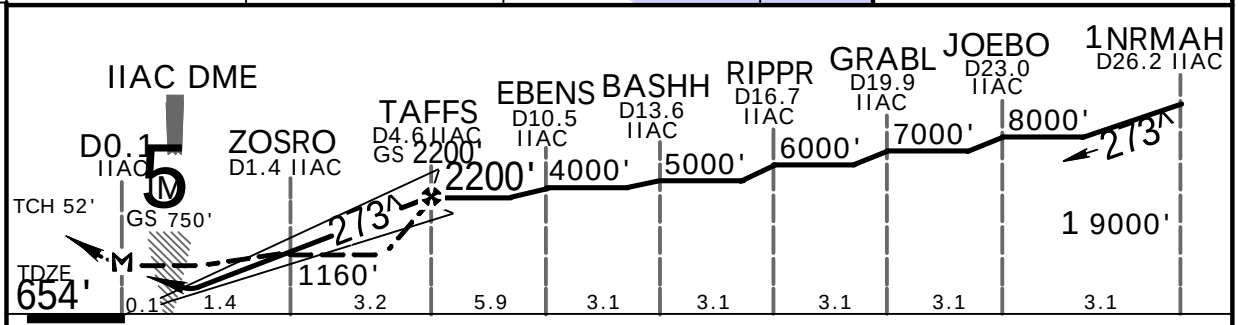
MISSED APCH: Climb to 4000' outbound on ORD VOR R-267 to WASCO INT/D20.9 ORD and hold, or as directed by ATC.

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

1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 27R and Rwy 28C/R. 3. VGSI and ILS glidepath not coincident. 4. Light poles and sign up to 739' MSL located between 580' and 980' south of runway.

3400'
MSA ORD VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D0.1 IIAC or TAFFS to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

ALSF-II
PAPI

4000' on ORD 113.9 R-267 WASCO

TERPS.

STRAIGHT-IN LANDING RWY 27L

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

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1220' (548') -1
120	
140	1220' (548') -1 1/2
165	1460' (788') -2 1/2

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

AMEND 29B 29 MAY 2014

CHANGES: TDZE, minimums.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (21-11A)

CHICAGO, ILL ILS Rwy 27L CAT II & III

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

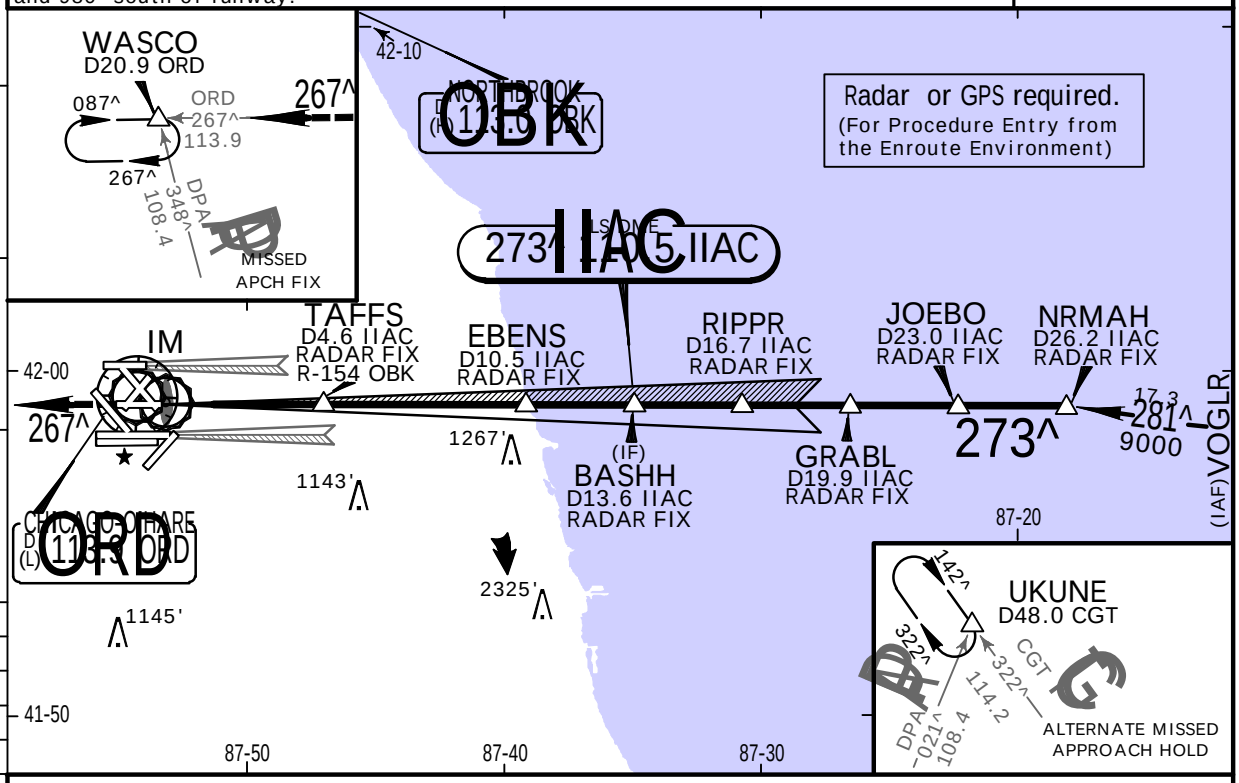
LOC IIAC	Final Apch Crs	GS TAFFS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
110.5	273^	2200' (1546')	NA	Refer to Minimums		RA 106' DA(H) 754'(100')	672' TDZE 654'

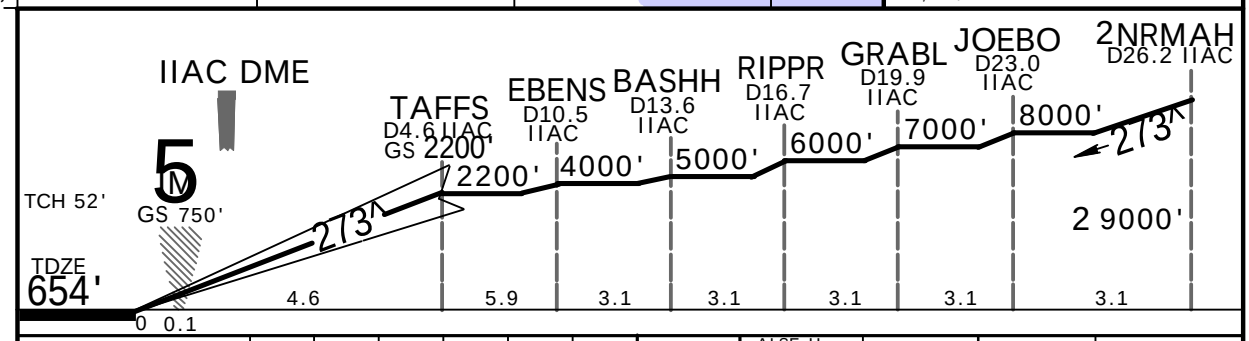
MISSED APCH: Climb to 4000' outbound on ORD VOR R-267 to WASCO INT/D20.9 ORD and hold, or as directed by ATC.

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

1. Special Aircrew & Acft Certification Required. 2. DME or Radar required. 3. Simultaneous approach authorized with Rwy 27R and Rwy 28C/R. 4. VGSI and ILS glidepath not coincident. 5. Light poles and sign up to 739' MSL located between 580' and 980' south of runway.

3400'
MSA ORD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

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

.TERPS.

STRAIGHT-IN LANDING RWY 27L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 106' DA(H) 754'(100')
NA	RVR 6	RVR 7	RVR 12

AMEND 29B 29 MAY 2014

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CHANGES: TDZE, Minimums.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (21-11B)

CHICAGO, ILL ILS Rwy 27L SA CAT I

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

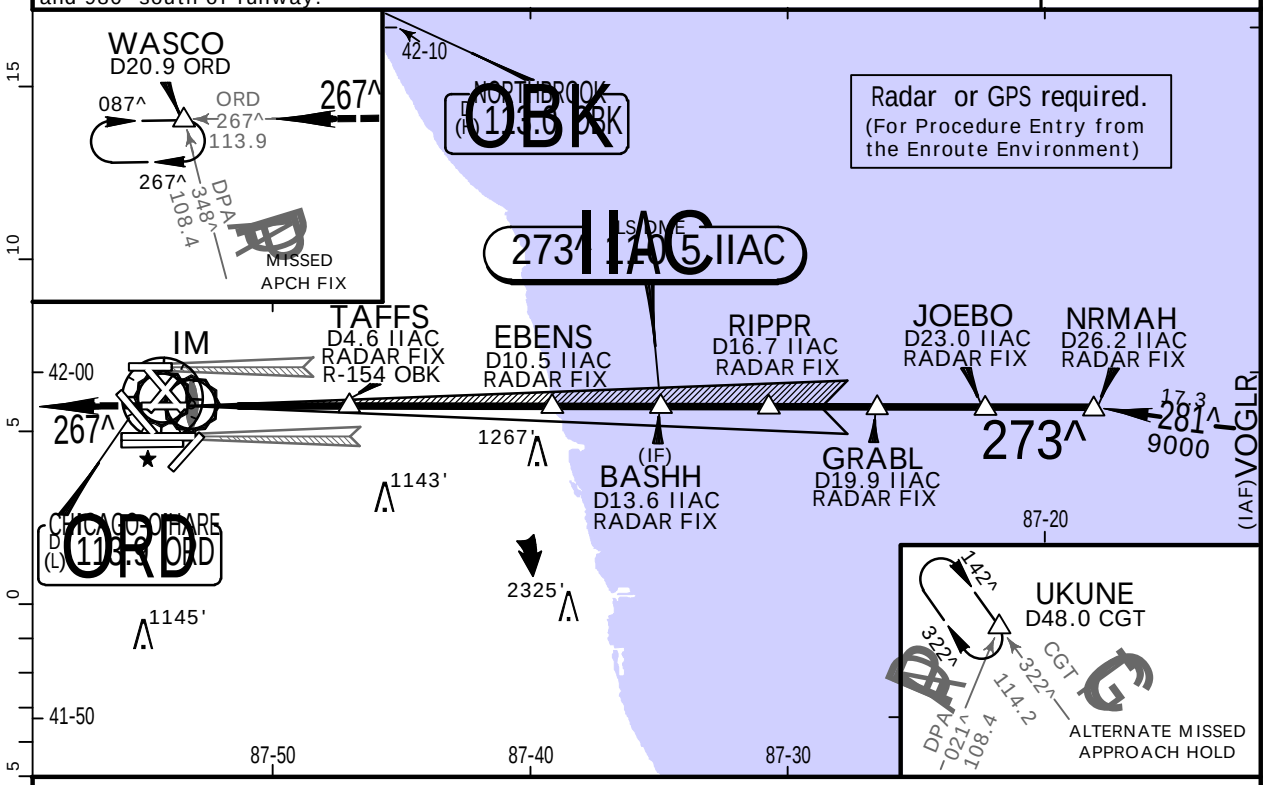
LOC IIAC	Final Apch Crs	GS TAFFS	SA CAT I ILS RA 160' DA(H)	Apt Elev 672' TDZE
110.5	273^	2200' (1546')	804' (150')	654'

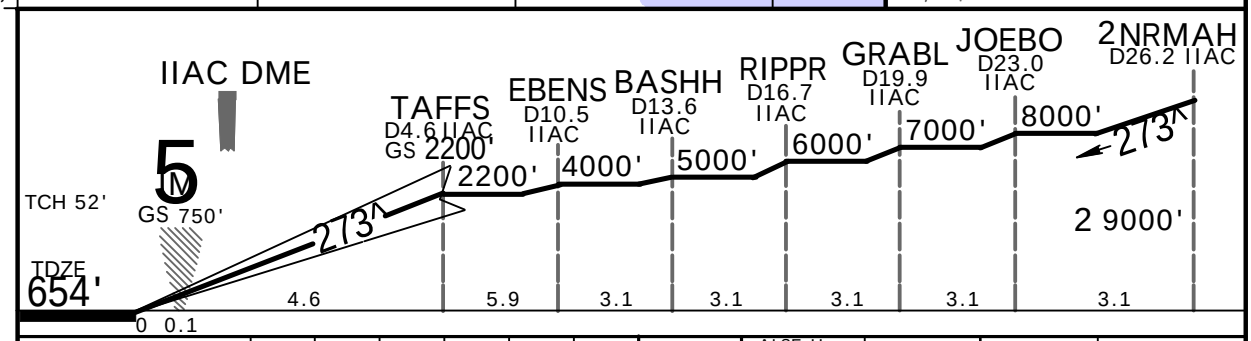
MISSED APCH: Climb to 4000' outbound on ORD VOR R-267 to WASCO INT/D20.9 ORD and hold, or as directed by ATC.

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

1. Special Aircrew & Acft Certification Required. 2. DME or Radar required.
3. Simultaneous approach authorized with Rwy 27R and Rwy 28C/R. 4. VGSI and ILS glidepath not coincident. 5. Light poles and sign up to 739' MSL located between 580' and 980' south of runway.

3400'
MSA ORD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II PAPI

4000' on ORD 113.9 R-267

WASCO

.TERPS.

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

RVR 14

AMEND 29B 29 MAY 2014

CHANGES: TDZE, minimums.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (21-12)

CHICAGO, ILL ILS or LOC Rwy 27R

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

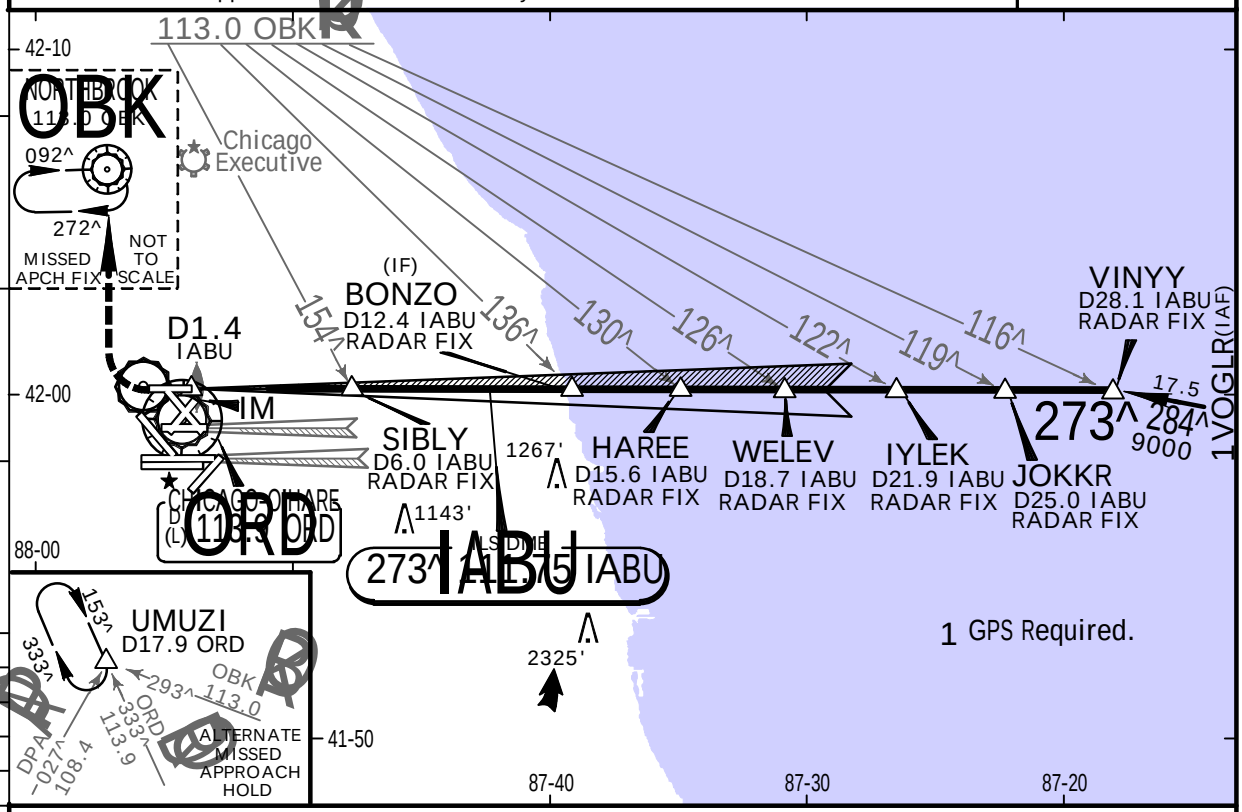
LOC IABU	Final Apch Crs	GS SIBLY	ILS DA(H)	Apt Elev 672'
111.75	273^	2200' (1536')	864' (200')	TDZE 664'

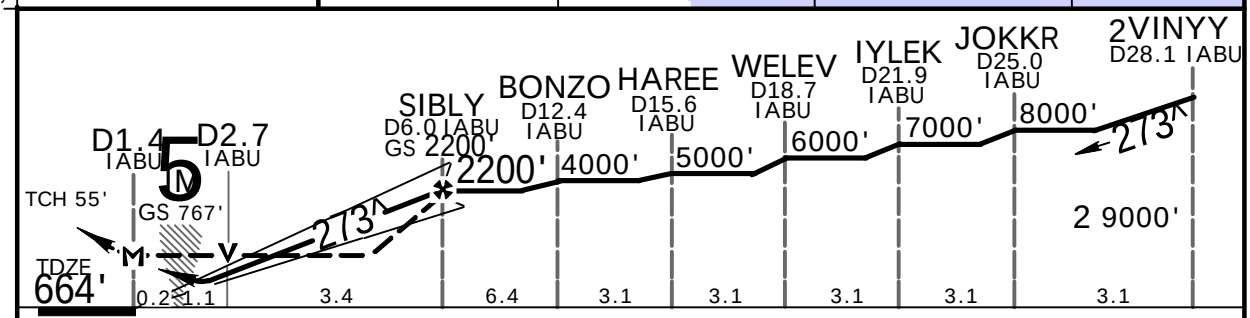
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' direct OBK VOR and hold, or as directed by ATC.

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

1. GPS or RADAR required.
2. Simultaneous approach authorized with Rwy 27L and 28C/R.

3400'
MSA ORD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D1.4 IABU or SIBLY to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

ALSF-II

1100' then 4000' RT

OBK 113.0

.TERPS.

STRAIGHT-IN LANDING RWY 27R

	ILS DA(H) 864' (200')			LOC (GS out) MDA(H) 1120' (456')	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 45 or 7/8	1 3/8
D					

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1220' (548') -1
120	
140	1220' (548') -1 1/2
165	1460' (788') -2 1/2

S AMEND 2B 29 MAY 2014

CHANGES: TDZE.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (21-12A)

CHICAGO, ILL ILS Rwy 27R CAT II & III

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

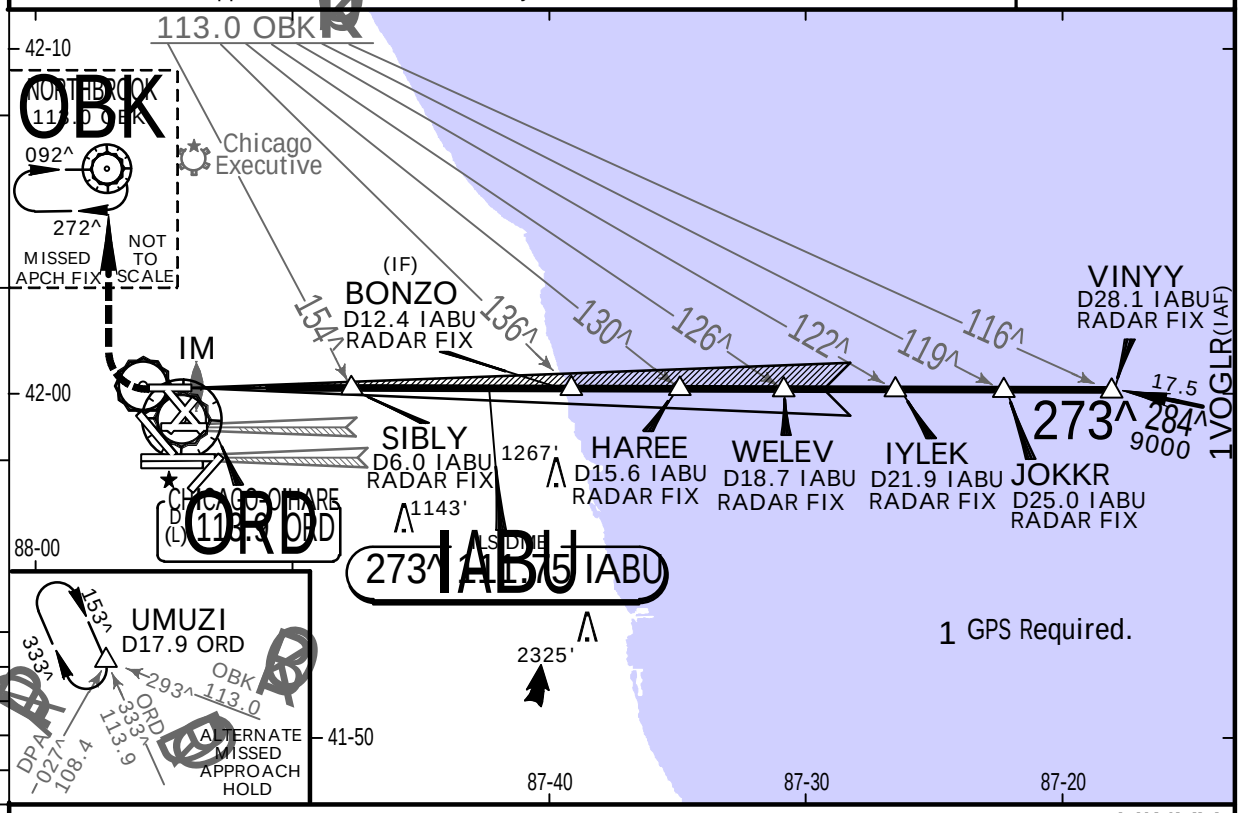
LOC IABU	Final Apch Crs	GS SIBLY	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
111.75	273^	2200' (1536')	NA	Refer to Minimums		RA 101' DA(H) 764'(100')	672' TDZE 664'

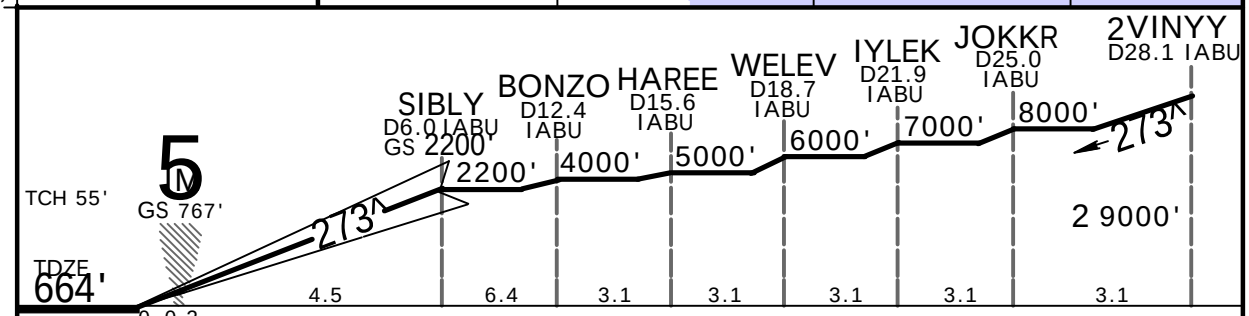
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' direct OBK VOR and hold, or as directed by ATC.

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

1. Special Aircrew & Acft Certification Required. 2. GPS or RADAR required.
3. Simultaneous approach authorized with Rwy 27L and 28C/R.

3400'
MSA ORD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II

1100' then 4000' RT

OBK 113.0

.TERPS. STRAIGHT-IN LANDING RWY 27R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 101' DA(H) 764'(100')
NA	RVR 6	RVR 7	RVR 12

S AMEND 2B 29 MAY 2014

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JEPPESEN 6 JUN 14 (21-12B)

CHICAGO, ILL ILS Rwy 27R SA CAT I

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

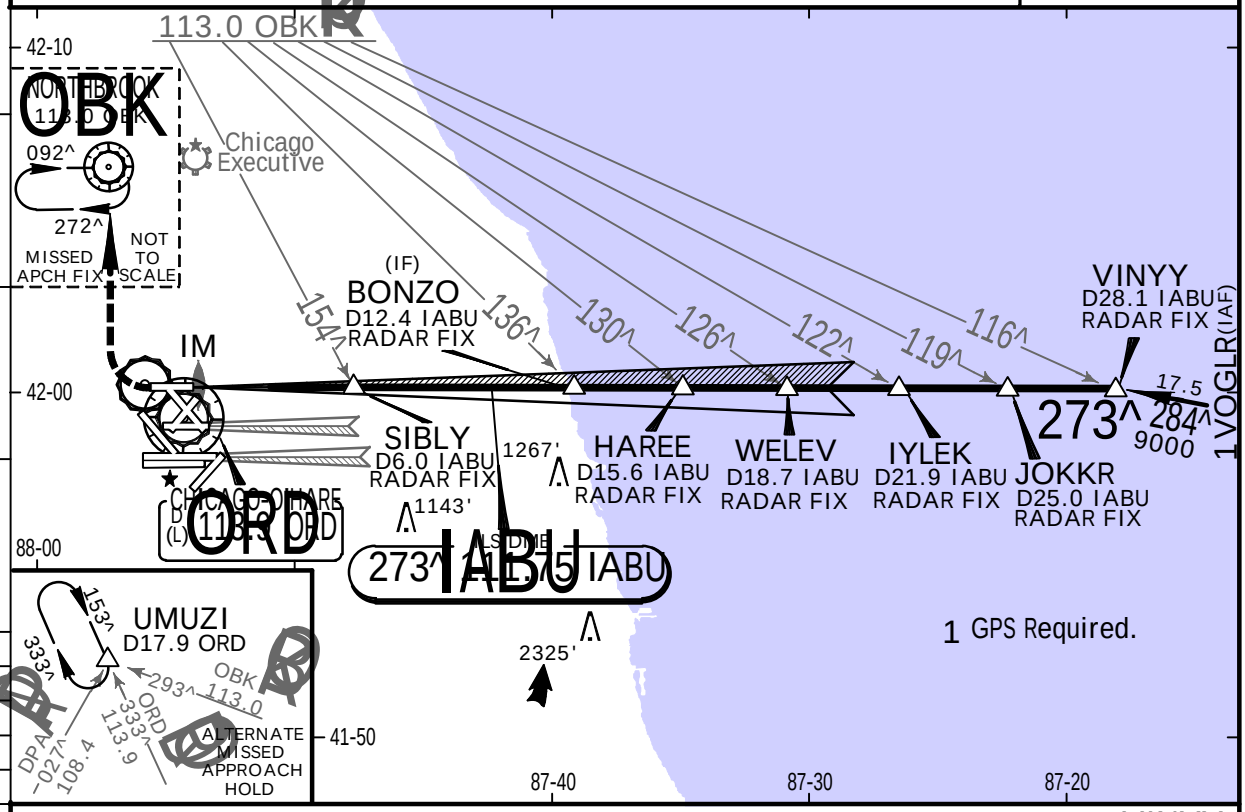
LOC IABU	Final Apch Crs	GS SIBLY	SA CAT I ILS RA 171' DA(H) 814' (150')	Apt Elev 672' TDZE 664'
111.75	273^	2200' (1536')		

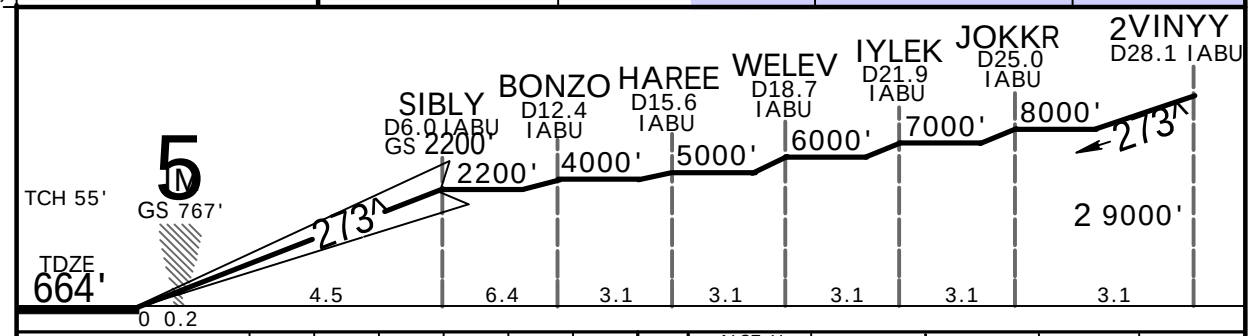
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' direct OBK VOR and hold, or as directed by ATC.

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

1. Special Aircrew & Acft Certification Required. 2. GPS or RADAR required.
3. Simultaneous approach authorized with Rwy 27L and 28C/R.

3400'
MSA ORD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II

1100' then 4000' RT

D

OBK 113.0

.TERPS.

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

RVR 14

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CHANGES: TDZE:

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (21-13)

CHICAGO, ILL ILS or LOC Rwy 28C

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main) Rwy 10C/28C	Ground (Main)	Ground (North) Rwy 9L/27R
134.15	121.9	124.12

LOC IVZE	Final Apch Crs	GS SEIKA	ILS DA(H)	Apt Elev 672'
108.95	273^	2300'(1649')	851'(200')	TDZE 651'

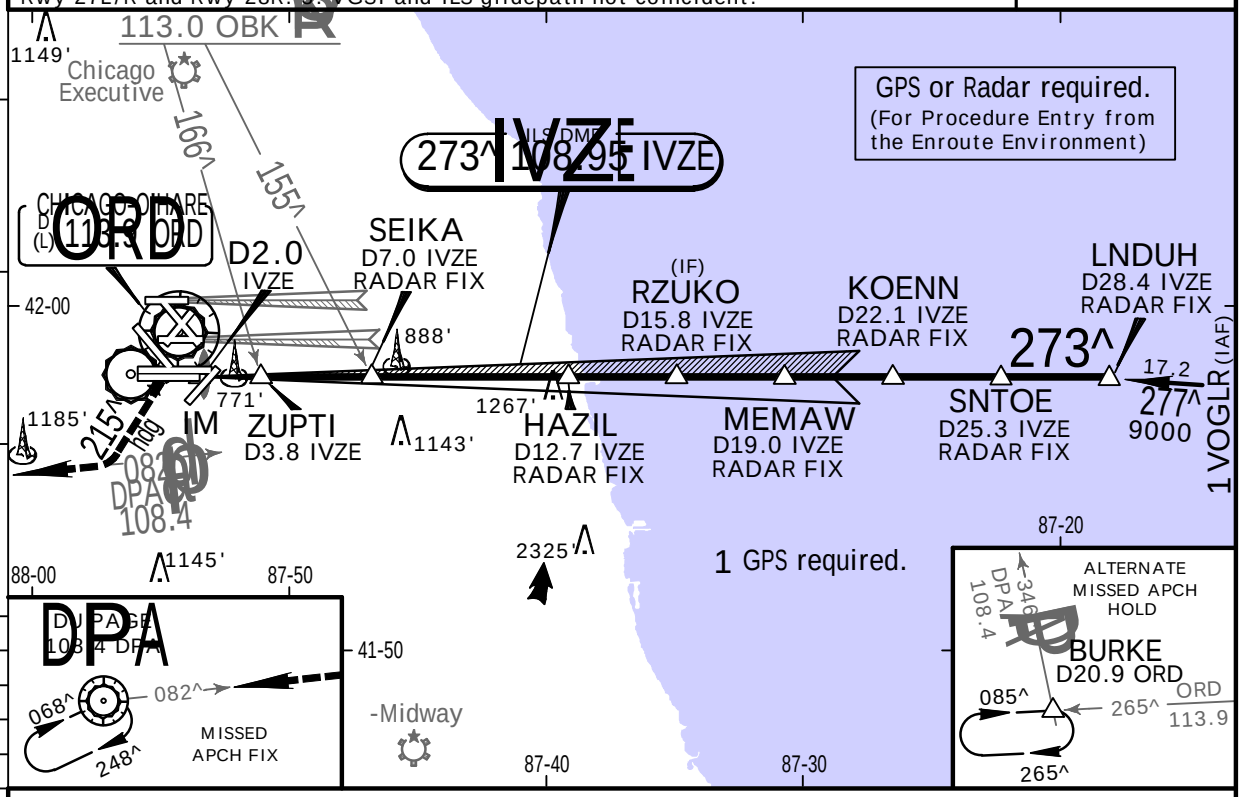
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' on heading 215^ and inbound on DPA VOR R-082 to DPA VOR and hold, or as directed by ATC.

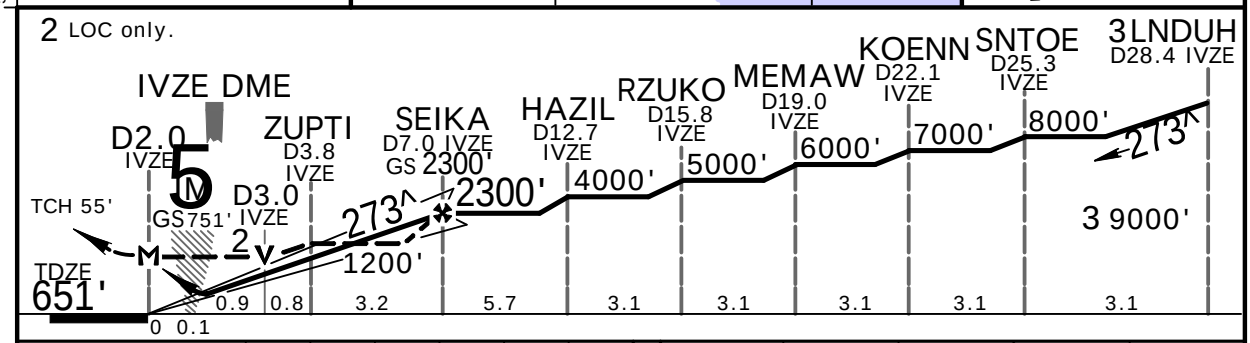
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or Radar Required. 2. Simultaneous approach authorized with Rwy 27L/R and Rwy 28R. 3. VGSI and ILS glidepath not coincident.

3400'

MSA ORD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D2.0 IVZE or SEIKA to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

PAPI ALSF-II

1100' ↑ 4000' LT on 215^ hdg DPA 108.4 R-082

TERPS. STRAIGHT-IN LANDING RWY 28C

	ILS DA(H) 851'(200') FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1040'(389') 2 With ZUPTI	ALS out	MDA(H) 1200'(549') Without ZUPTI	ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 24 or 1/2	RVR 55 or 1
B							
C				RVR 35 or 5/8	RVR 60 or 1 1/8	RVR 60 or 1 1/8	1 5/8
D							

CIRCLE-TO-LAND

Max Kts	2 With ZUPTI MDA(H)	Without ZUPTI MDA(H)
90	1220'(548')-1	1220'(548')-1
120		
140	1220'(548')-1 1/2	1220'(548')-1 5/8
165	1460'(788')-2 1/2	1460'(788')-2 1/2

CHANGES: TDZE, minimums.

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JEPPESEN 6 JUN 14 (21-13AA)

CHICAGO, ILL ILS Rwy 28C CAT II & III

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main) Rwy 10C/28C	Ground (Main)	Ground (North) Rwy 9L/27R
134.15	121.9	124.12

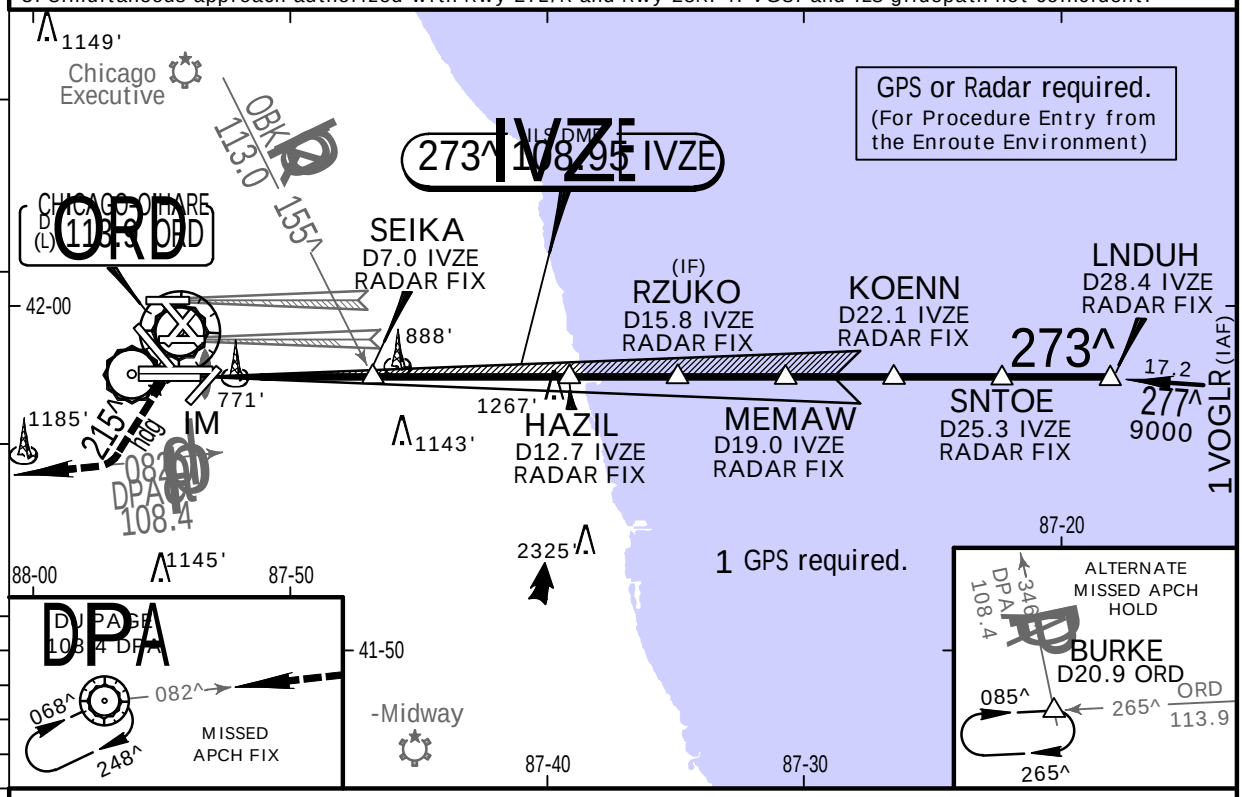
LOC IVZE	Final Apch Crs	GS SEIKA	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
108.95	273^	2300' (1649')	NA	Refer to Minimums		RA 96' DA(H) 751'(100')	672' TDZE 651'

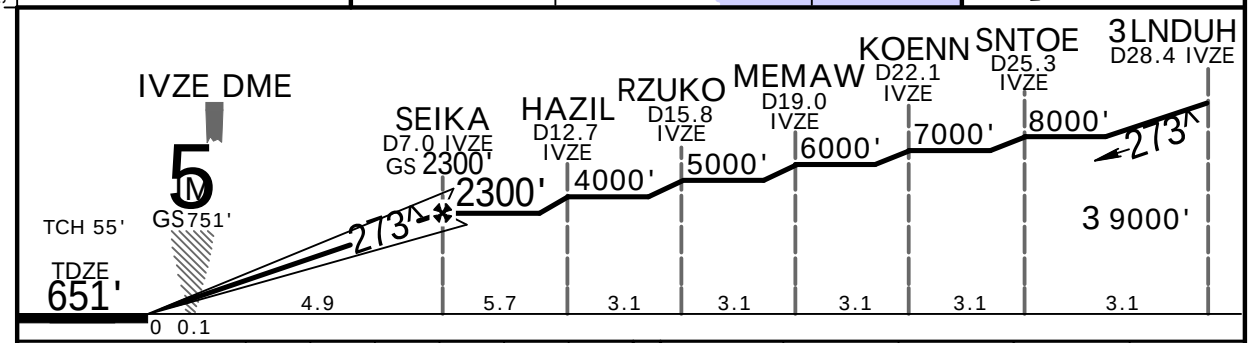
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' on heading 215^ and inbound on DPA VOR R-082 to DPA VOR and hold, or as directed by ATC.

3400'
MSA ORD VOR

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

1. Special Aircrew & Acft Certification Required. 2. DME or Radar Required.
3. Simultaneous approach authorized with Rwy 27L/R and Rwy 28R. 4. VGSI and ILS glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

PAPI | ALSF-II | 1100' | 4000' LT on | 215^ hdg | DPA 108.4 R-082

TERPS. STRAIGHT-IN LANDING RWY 28C

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 96' DA(H) 751'(100')
NA	RVR 6	RVR 7	RVR 12

AMEND 0A 29 MAY 2014

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 21-13BB

CHICAGO, ILL ILS Rwy 28C SA CAT I

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main) Rwy 10C/28C	Ground (Main)	Ground (North) Rwy 9L/27R
134.15	121.9	124.12

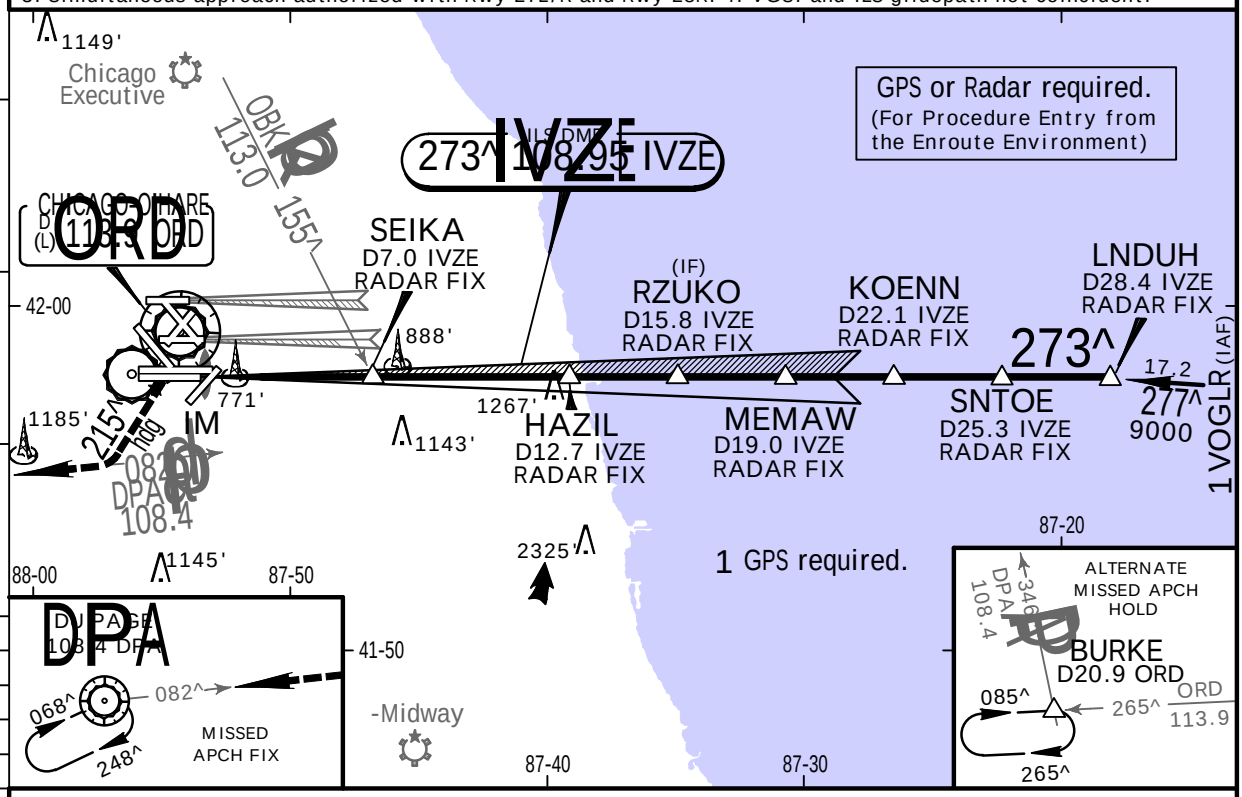
LOC IVZE	Final Apch Crs	GS SEIKA	SA CAT I ILS RA 146' DA(H)	Apt Elev 672' TDZE
108.95	273^	2300' (1649')	801' (150')	651'

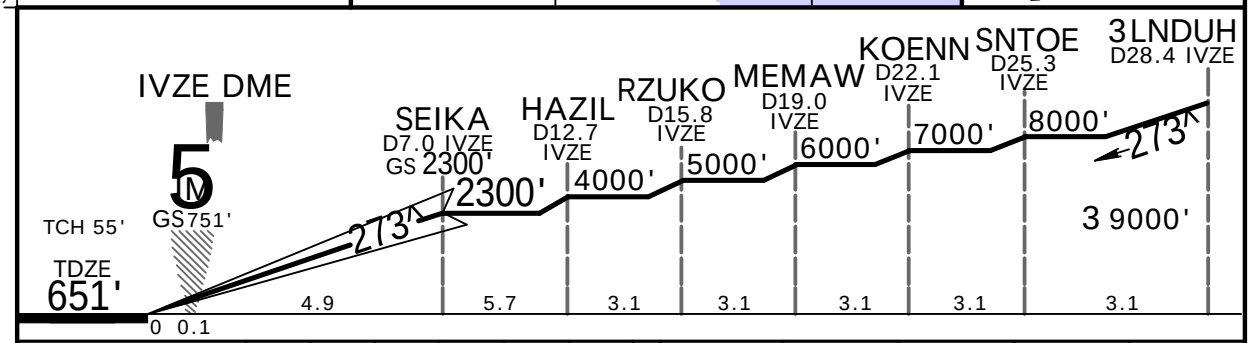
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' on heading 215^ and inbound on DPA VOR R-082 to DPA VOR and hold, or as directed by ATC.

3400'
MSA ORD VOR

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

1. Special Aircrew & Acft Certification Required. 2. DME or Radar Required.
3. Simultaneous approach authorized with Rwy 27L/R and Rwy 28R. 4. VGSI and ILS glidepath not coincident.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

PAPI	ALSF-II	1100'	4000' LT on	215^ hdg	DPA 108.4 R-082

.TERPS.

STRAIGHT-IN LANDING RWY 28C
1 SA CAT I ILS
RA 146'
DA(H) 801' (150')

RVR 14

CHANGES: TDZE, minimums.

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JEPPESEN 6 JUN 14 (21-14)

CHICAGO, ILL ILS or LOC Rwy 28R

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

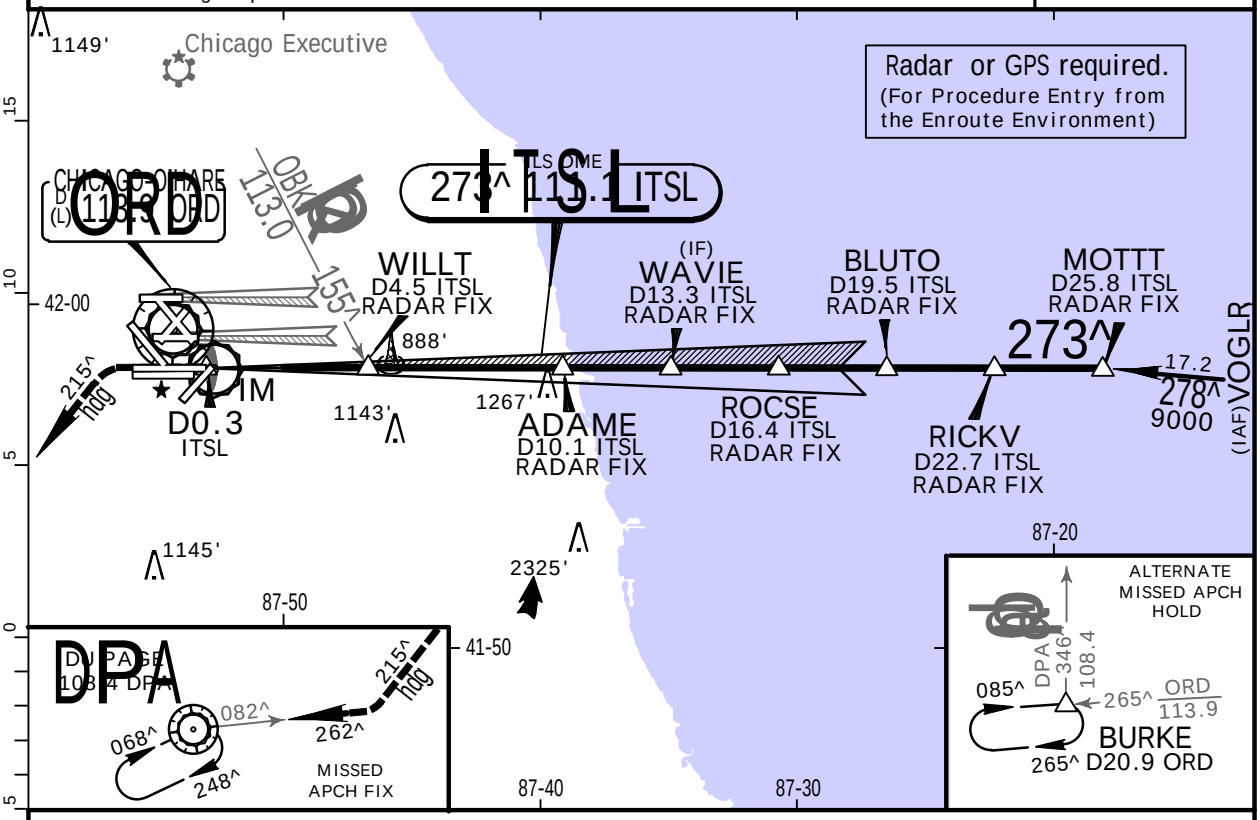
LOC ITSL	Final Apch Crs	GS WILLT	ILS DA(H)	Apt Elev 672'
111.1	273^	2200' (1549')	851' (200')	TDZE 651'

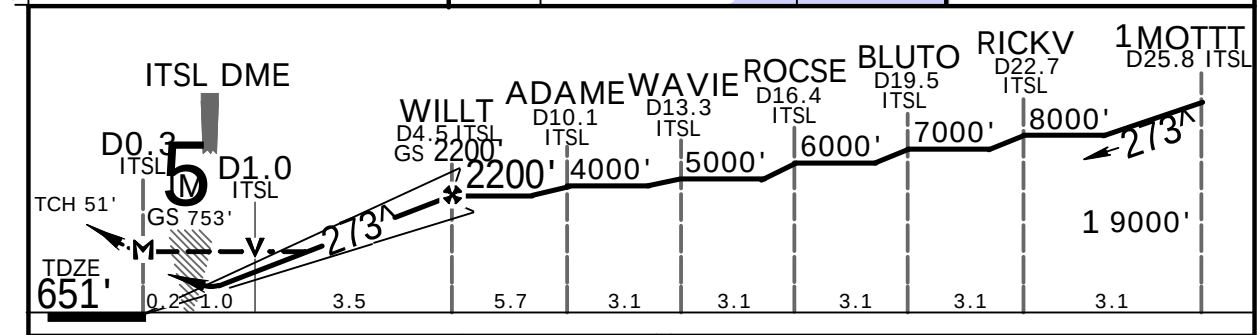
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' on heading 215^ and inbound DPA VOR R-082 to DPA VOR and hold, or as directed by ATC.

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

1. DME or Radar required. 2. Simultaneous approach authorized with Rwy 27L/R.
3. VGSI and ILS glidepath not coincident.

3400'
MSA ORD VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D0.3 ITSL or WILLT to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

ALSF-II PAPI 1100' 4000' LT on 215^ hdg and DPA 108.4 R-082

TERPS.

STRAIGHT-IN LANDING RWY 28R

	ILS DA(H) 851' (200') FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 1120' (469')	ALS out
A	RVR 18 or 3/8	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1
B					
C				RVR 50 or 1	1 3/8
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1220' (548')-1
120	
140	1220' (548')-1 1/2
165	1240' (568')-2

CHANGES: TDZE.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (21-14A)

CHICAGO, ILL ILS Rwy 28R CAT II & III

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

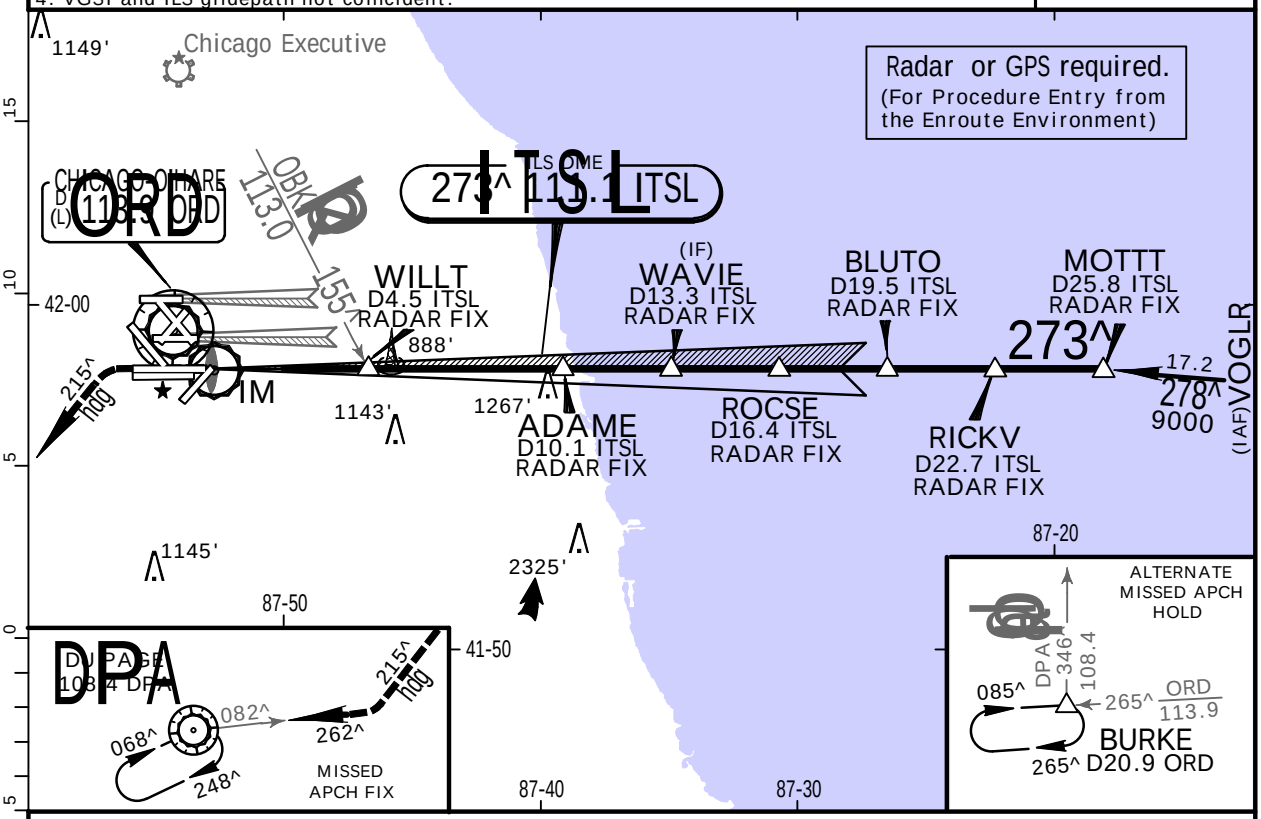
LOC ITSL	Final Apch Crs	GS WILLT	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
111.1	273^	2200' (1549')	NA	Refer to Minimums		RA 97' DA(H) 751'(100')	672' TDZE 651'

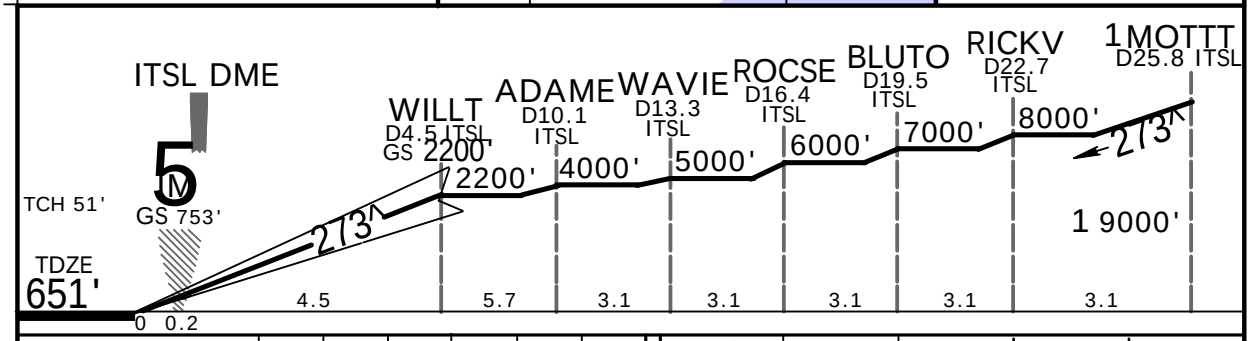
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' on heading 215^ and inbound DPA VOR R-082 to DPA VOR and hold, or as directed by ATC.

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

1. Special Aircrew & Acft Certification Required. 2. DME or Radar required.
3. Simultaneous approach authorized with Rwy 27L/R.
4. VGSI and ILS glidepath not coincident.

3400'
MSA ORD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II / PAPI	1100'	4000' LT	on 215^ hdg	and DPA 108.4 R-082

TERPS. STRAIGHT-IN LANDING RWY 28R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 97' DA(H) 751'(100')
NA	RVR 6	RVR 7	RVR 12

CHANGES: TDZE. | JEPPESEN, 1997, 2014. ALL RIGHTS RESERVED.

AMEND 16A 29 MAY 2014

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (21-14B)

CHICAGO, ILL ILS Rwy 28R SA CAT I

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

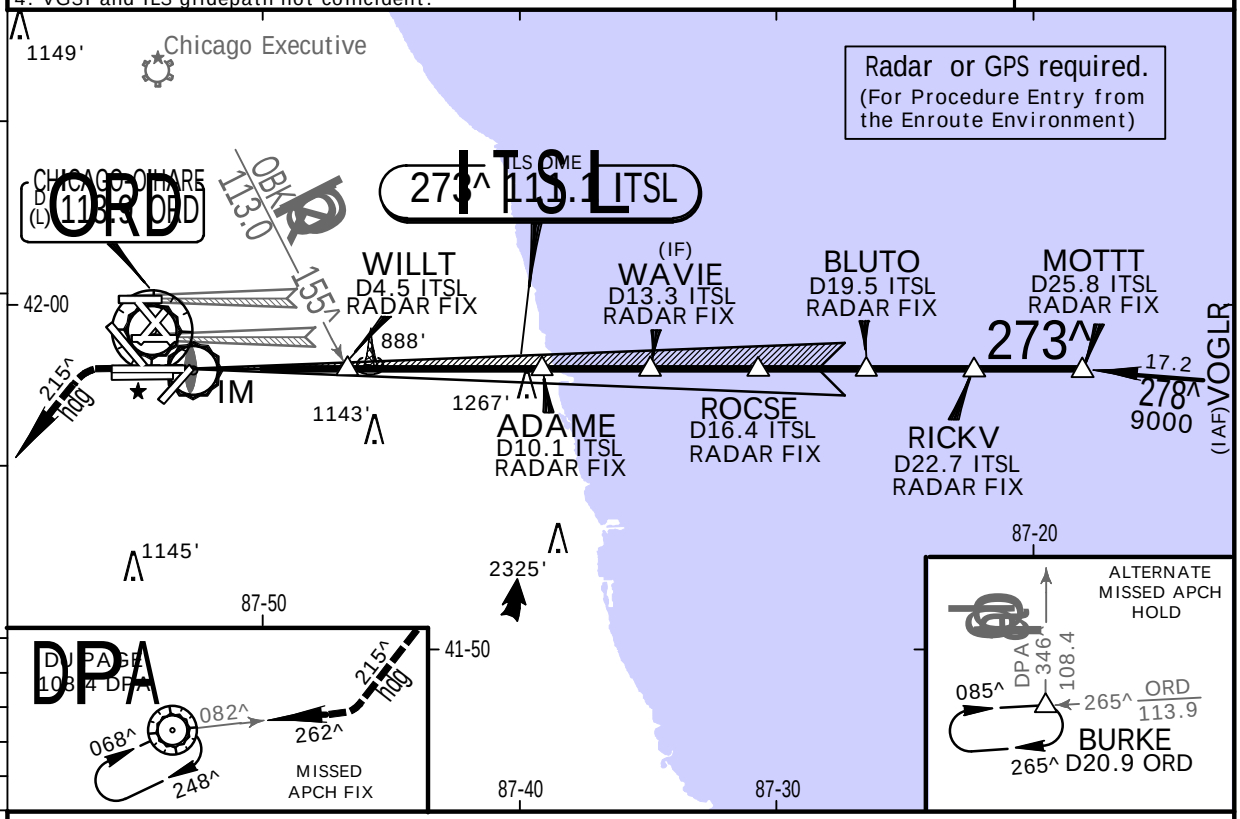
LOC ITSL	Final Apch Crs	GS WILLT	SA CAT I ILS RA 161' DA(H)	Apt Elev 672' TDZE
111.1	273^	2200' (1549')	801' (150')	651'

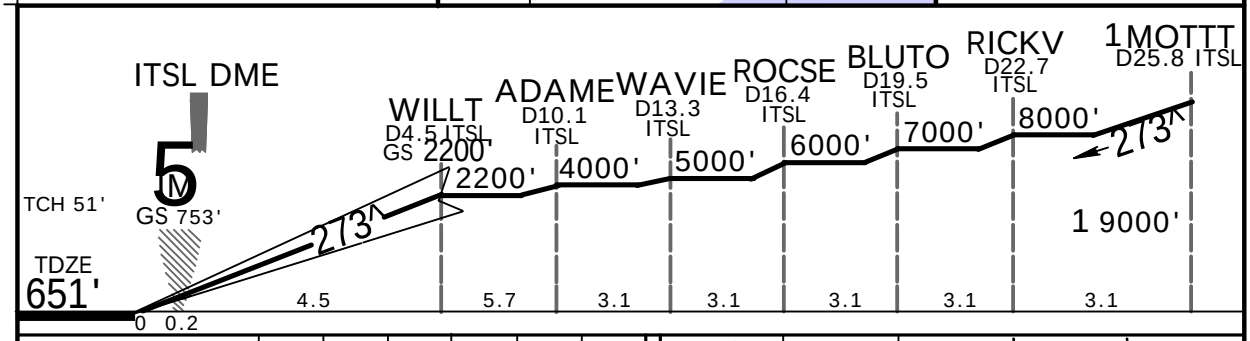
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' on heading 215^ and inbound DPA VOR R-082 to DPA VOR and hold, or as directed by ATC.

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

1. Special Aircrew & Acft Certification Required. 2. DME or Radar required.
3. Simultaneous approach authorized with Rwy 27L/R.
4. VGSI and ILS glidepath not coincident.

3400'
MSA ORD VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II PAPI 1100' 4000' LT on 215^ hdg and DPA 108.4 R-082

.TERPS.

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

RVR 14

CHANGES: TDZE.

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KORD/ORD -O'HARE INTL

JEPPESEN 11 OCT 13 (21-15AA) .Eff.17.Oct.

CHICAGO, ILL ILS or LOC Rwy 32R

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Ground (North) Rwy 9L/27R
121.9	124.12

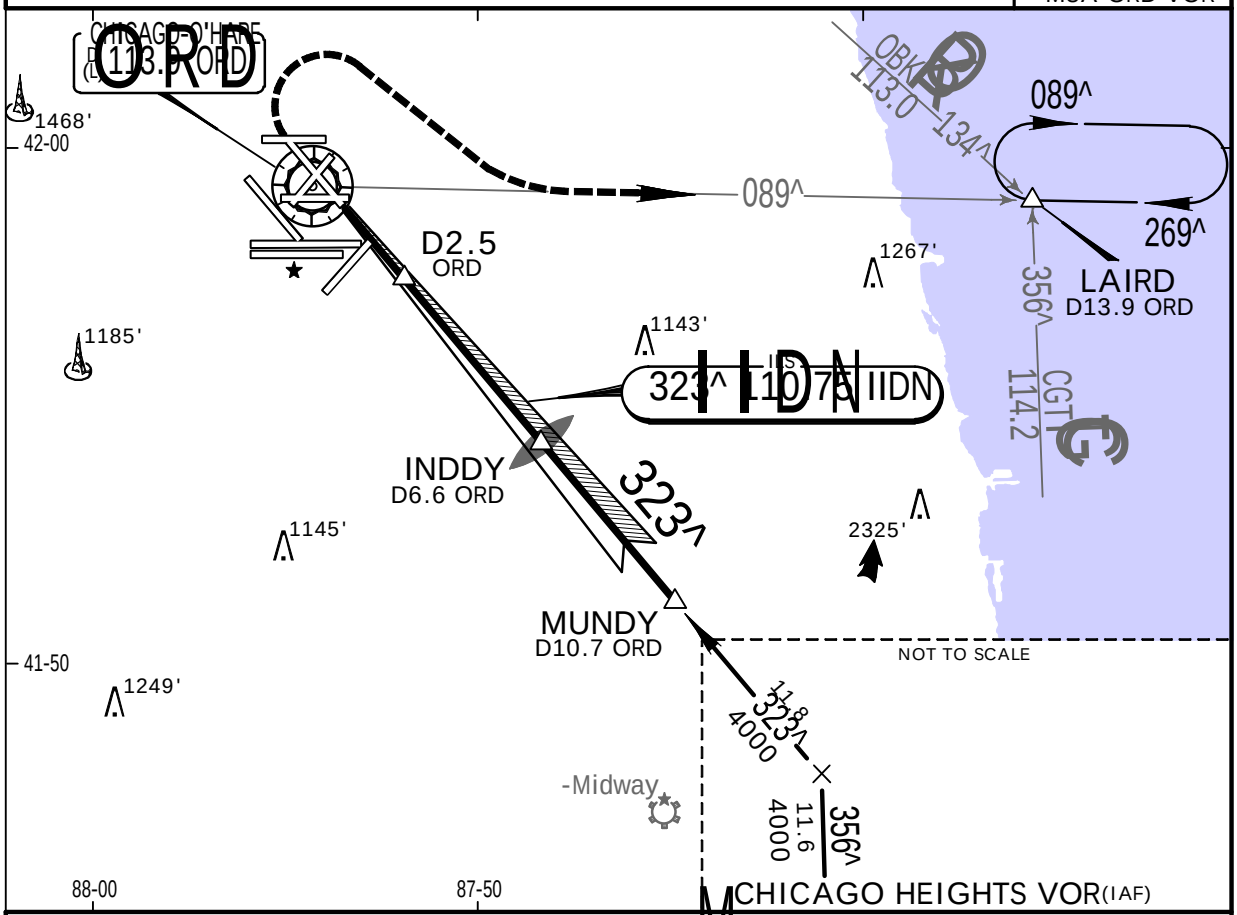
LOC IIDN	Final Apch Crs	GS INDDY	ILS DA(H)	Apt Elev 672'
110.75	323^	2663' (2010')	853' (200')	TDZE 653'

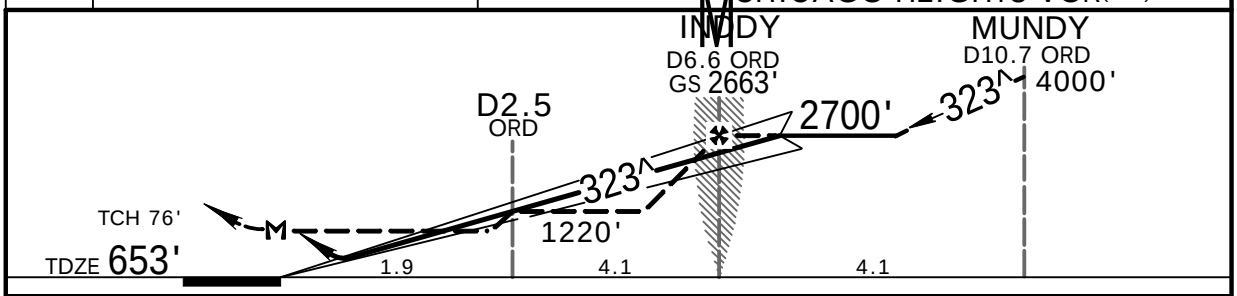
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 4000' outbound via ORD VOR R-089 to LAIRD INT/D13.9 ORD and hold.

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

1. DME from ORD VOR.

3400'
MSA ORD VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
INDDY to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

MALSR

1100'

4000' RT via ORD 113.9 R-089

STRAIGHT-IN LANDING RWY 32R

	ILS DA(H) 853' (200')			LOC (GS out) MDA(H) 1100' (447') With D2.5 ORD			MDA(H) 1220' (567') Without D2.5 ORD			CIRCLE-TO-LAND	
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	1220' (548') -1
B										120	
C				RVR 40 or 3/4	RVR 60 or 1 1/4		RVR 50 or 1	1 1/2		140	1220' (548') -1 1/2
D				RVR 50 or 1	1 1/2		RVR 60 or 1 1/4	1 3/4		165	1240' (568') -2

S AMEND 21E 8 MAR 2012

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JEPPESEN 6 JUN 14 (22-1)

CHICAGO, ILL RNAV (GPS) Rwy 4L

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

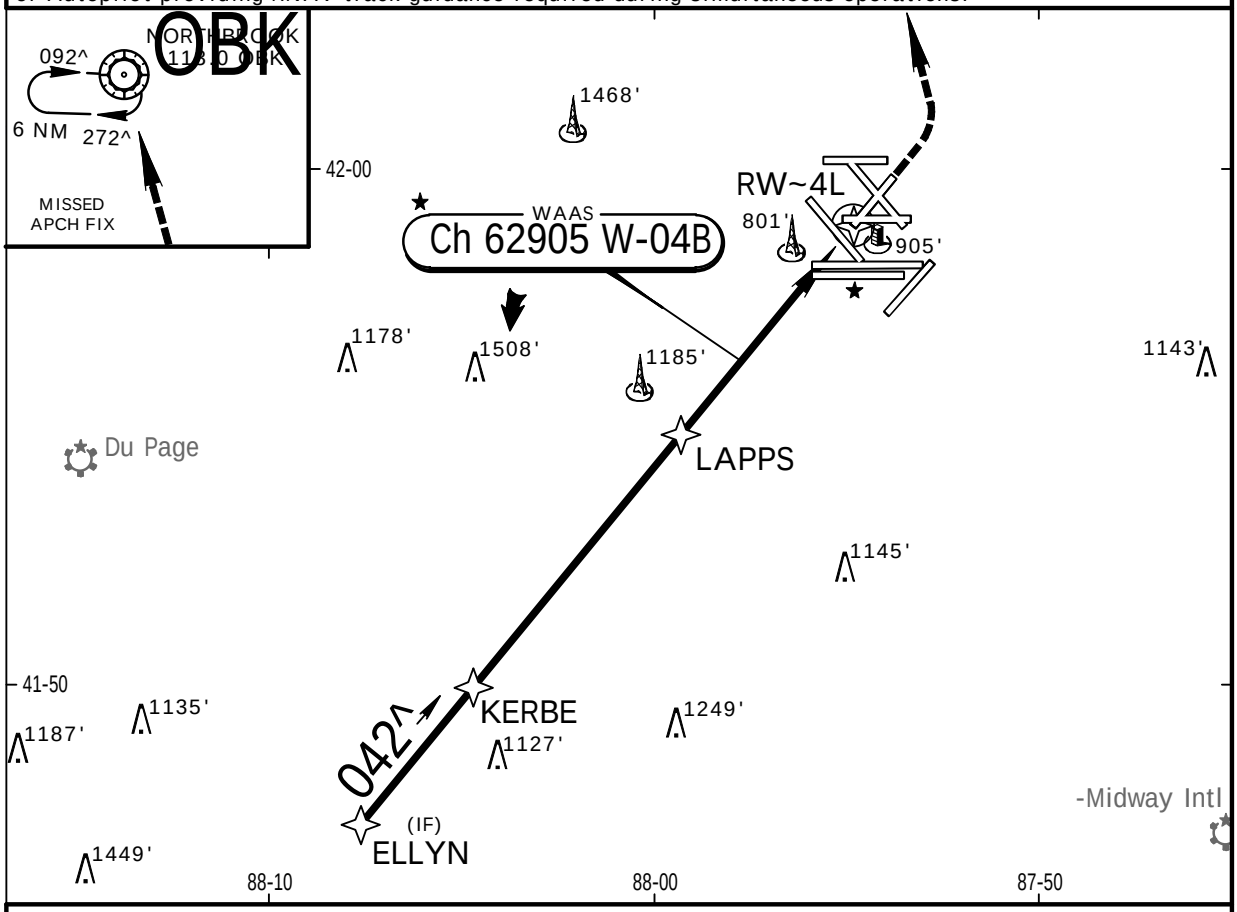
WAAS	Final Apch Crs	Minimum Alt LAPPS	LPV DA(H)	Apt Elev 672'
Ch 62905 W-04B	042^	2400' (1742')	858' (200')	TDZE 658'

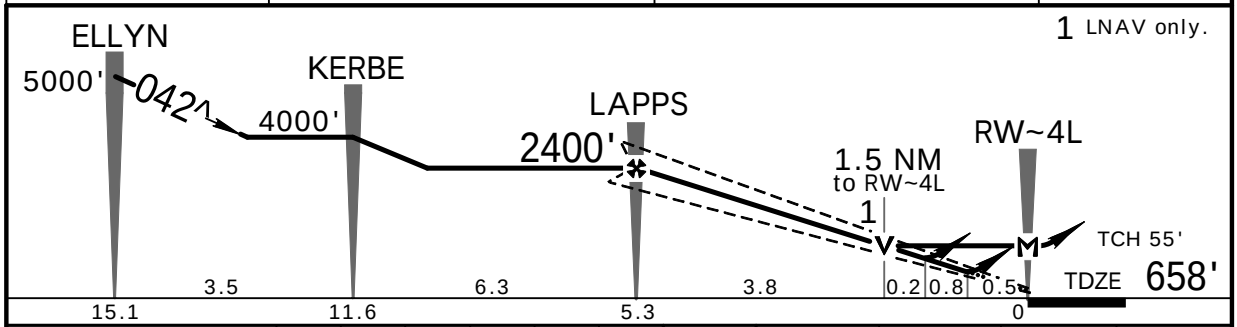
MISSED APCH: Climb to 1300' then climbing LEFT turn to 4000' direct OBK VOR and hold.

3400' MSA RW~4L

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

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





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW~4L						

1300' ↑ | 4000' LT ↰ | D | OBK 113.0

.TERPS. STRAIGHT-IN LANDING RWY 4L

	LPV DA(H) 858' (200')	LNAV/VNAV DA(H) 1117' (459')	LNAV MDA(H) 1180' (522')
A	RVR 40 or ¾	1½	RVR 55 or 1
B			
C			1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1220' (548')-1
120	
140	1220' (548')-1½

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JEPPESEN 6 JUN 14 (22-2)

CHICAGO, ILL RNAV (GPS) Rwy 4R

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

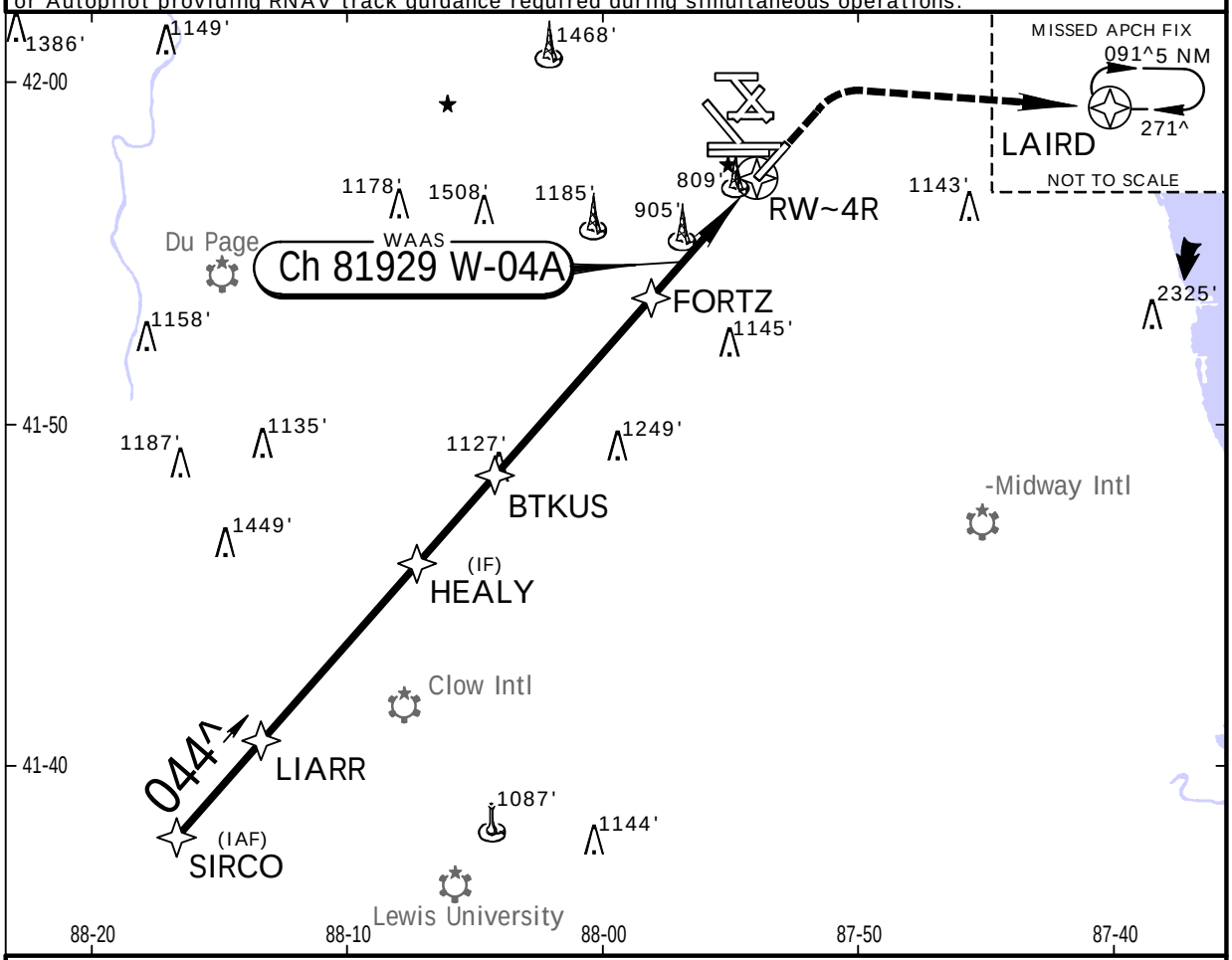
WAAS	Final Apch Crs	Minimum Alt FORTZ	LPV DA(H)	Apt Elev 672'
Ch 81929 W-04A	044^	2200' (1539')	861' (200')	TDZE 661'

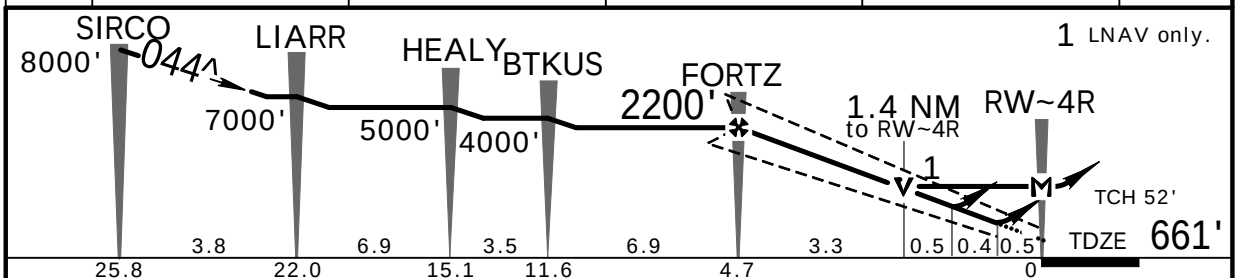
3400' MSA RW~4R

MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' direct LAIRD and hold, continue climb-in-hold to 4000'.

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

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





1 LNAV only.

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW~4R						

MALSR 1200' 4000' RT LAIRD

S AMEND 1A 29 MAY 2014

TERPS.

STRAIGHT-IN LANDING RWY 4R

	LPV DA(H) 861' (200')		LNAV/VNAV DA(H) 990' (329')			LNAV MDA(H) 1160' (499')		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 32 or 5/8	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B								
C						RVR 50	RVR 60	1 3/4

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1220' (548') -1
120	
140	1220' (548') -1 1/2

CHANGES: TDZE, communications.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (22-3)

CHICAGO, ILL RNAV (GPS) Rwy 9L

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

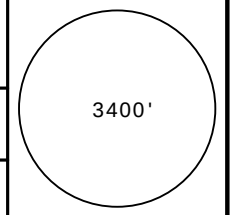
Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

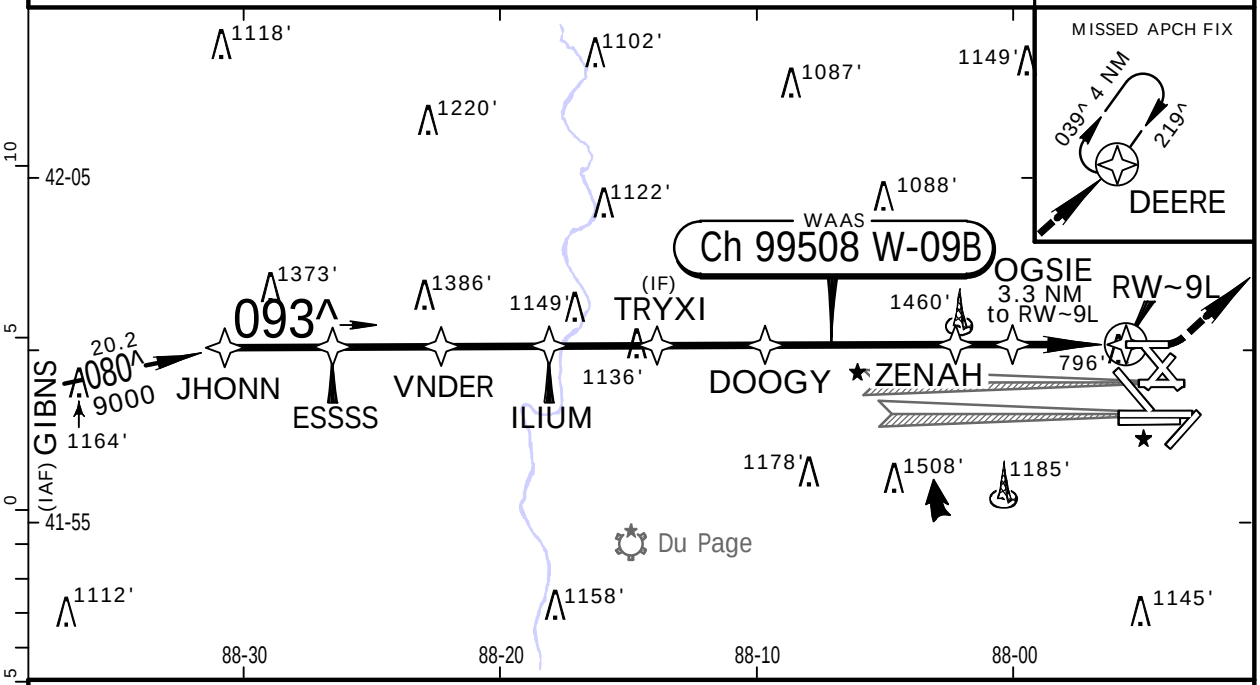
WAAS	Final Apch Crs	Minimum Alt ZENAH	LPV DA(H)	Apt Elev 672'
Ch 99508 W-09B	093^	2300' (1632')	868' (200')	TDZE 668'

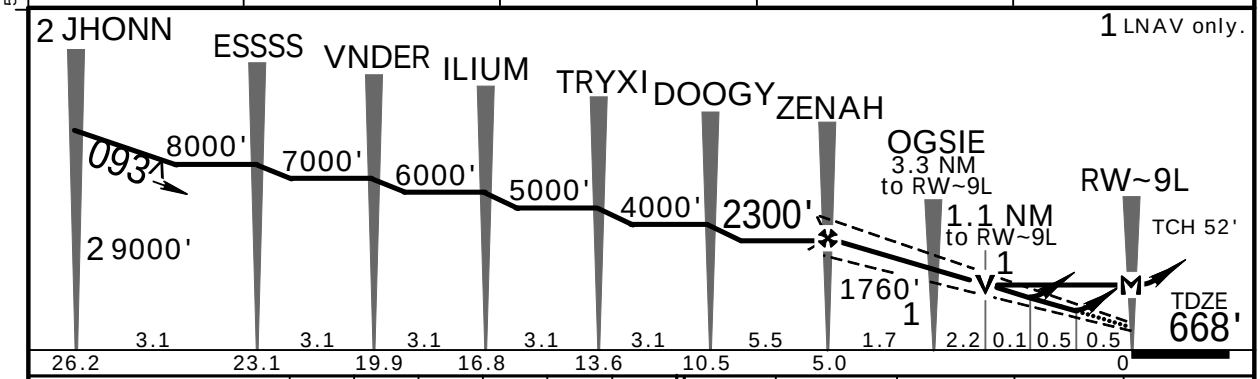
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct DEERE and hold.

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

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -21^C (-5^F) or above 54^C (130^F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 9R and Rwy 10L/C. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.







Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW~9L						

ALSF-II | 1100' | 4000' LT | D | DEERE

TERPS. STRAIGHT-IN LANDING RWY 9L

	LPV DA(H) 868' (200')		LNAV/VNAV DA(H) 1035' (367')		LNAV MDA(H) 1080' (412')	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/8	RVR 24 or 1/2	RVR 55 or 1
B						
C					RVR 40 or 3/4	RVR 60 or 1 1/8
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1220' (548')-1
120	
140	1220' (548')-1 1/2
165	1460' (788')-2 1/2

S AMEND 2B 29 MAY 2014

CHANGES: TDZE.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (22-4)

CHICAGO, ILL RNAV (GPS) Rwy 9R

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

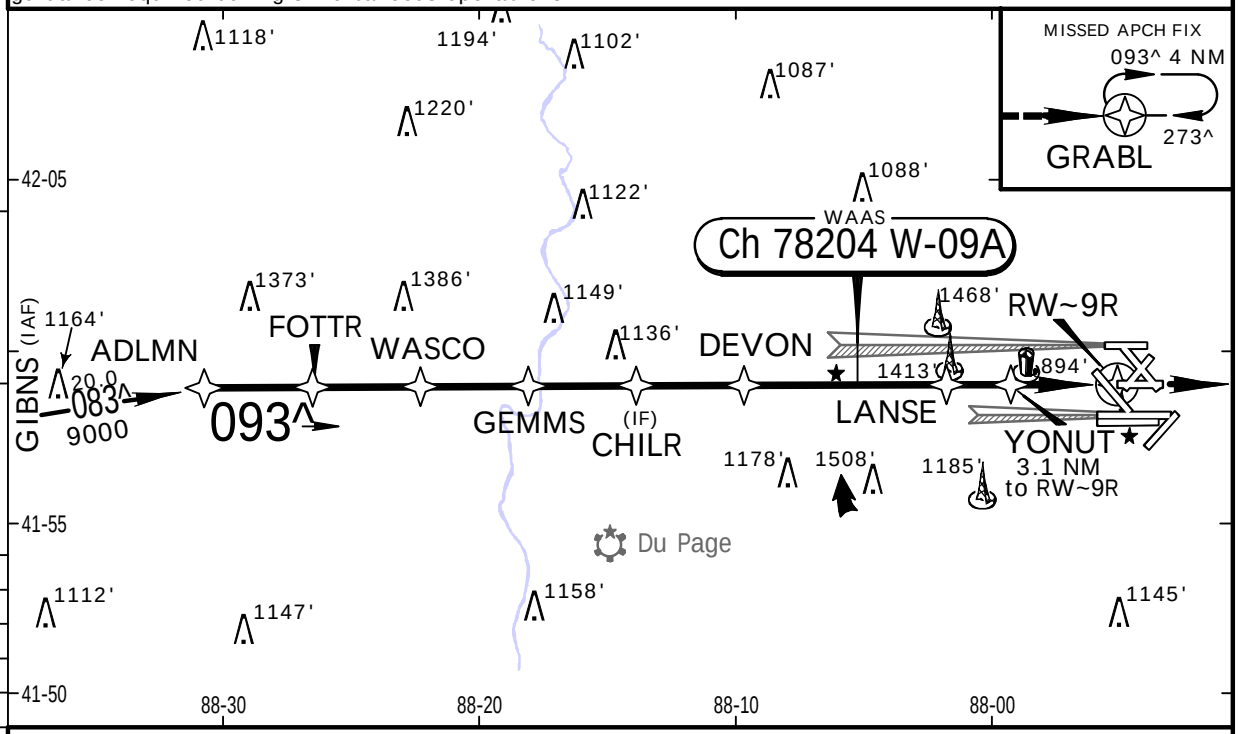
WAAS	Final Apch Crs	Minimum Alt LANSE	LPV DA(H)	Apt Elev 672'
Ch 78204 W-09A	093^	2300' (1640')	860' (200')	TDZE 660'

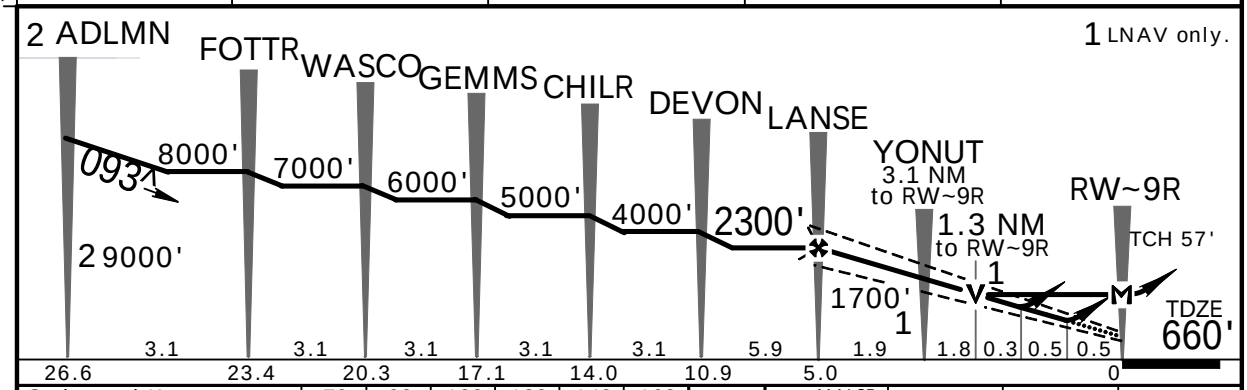
3400' MSA RW~9R

MISSED APCH: Climb to 4000' direct GRABL and hold.

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

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22^C (-5^F) or above 54^C (130^F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 9L and Rwy 10L/C. 6. LNAV procedure not authorized during simultaneous operations. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW~9R						

MALSR PAPI 4000' D GRABL

TERPS. STRAIGHT-IN LANDING RWY 9R

	LPV DA(H) 860' (200') RAIL or ALS out	LNAV/VNAV DA(H) 1026' (366') RAIL out	LNAV/VNAV DA(H) 1026' (366') ALS out	LNAV MDA(H) 1160' (500') RAIL out	LNAV MDA(H) 1160' (500') ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4
B					RVR 55 or 1
C			RVR 55 or 1	RVR 50 or 1	RVR 60 or 1 1/8
D					1 3/8

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1220' (548')-1
120	
140	1220' (548')-1 1/2
165	1460' (788')-2 1/2

CHANGES: TDZE.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (22-5)

CHICAGO, ILL RNAV (GPS) Rwy 10L

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

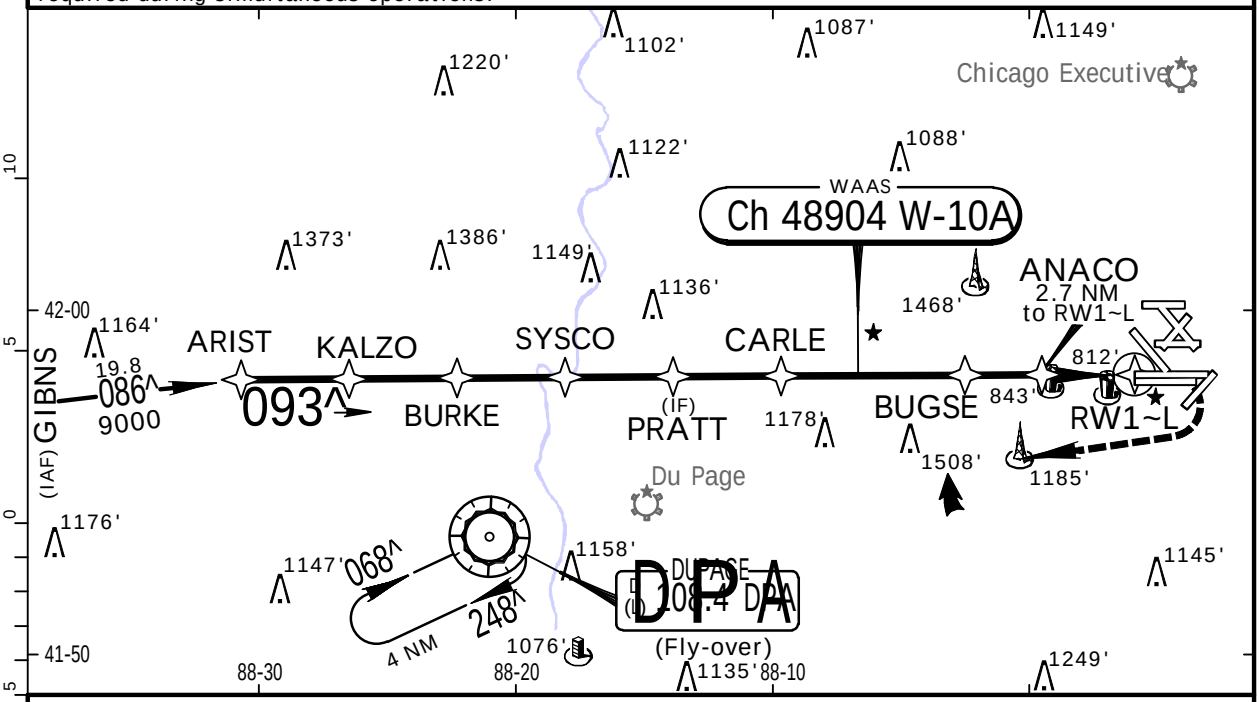
WAAS	Final Apch Crs	Minimum Alt BUGSE	LPV DA(H)	Apt Elev 672' TDZE 672'
Ch 48904 W-10A	093^	2300' (1628')	922' (250')	

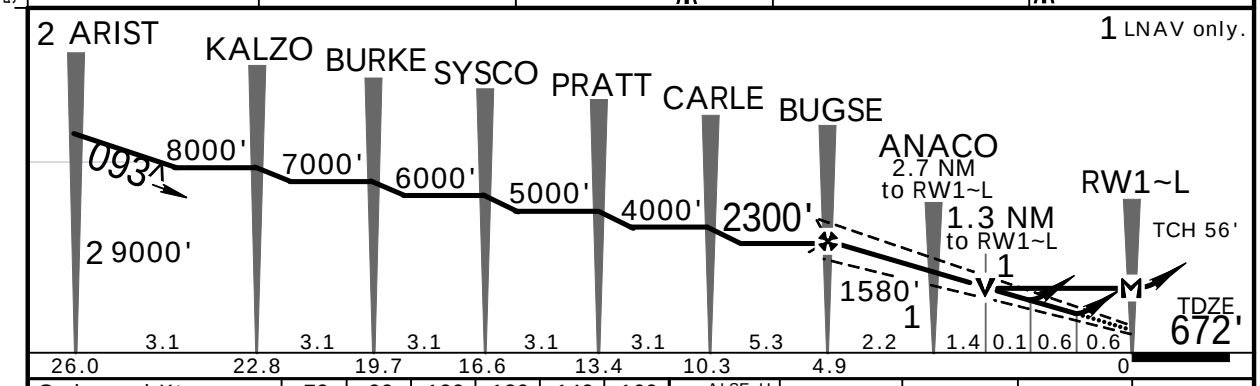
3400' MSA RW1~L

MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' direct DPA VOR and hold.

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

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





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW1~L						

ALSF-II PAPI 1200' 4000' RT D DPA 108.4

.TERPS. STRAIGHT-IN LANDING RWY 10L

	LPV DA(H) 922' (250')		LNAV/VNAV DA(H) 1119' (447')		LNAV MDA(H) 1160' (488')	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1⅜	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 50 or 1	1⅜
D						

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	1220'(548')-1
120	
140	1220'(548')-1½
165	1240'(568')-2

CHANGES: TDZE. | JEPPESEN, 2000, 2014. ALL RIGHTS RESERVED.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (22-6)

CHICAGO, ILL RNAV (GPS) Rwy 10C

BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main) Rwy 10C/28C	Ground (Main)	Ground (North) Rwy 9L/27R
134.15	121.9	124.12

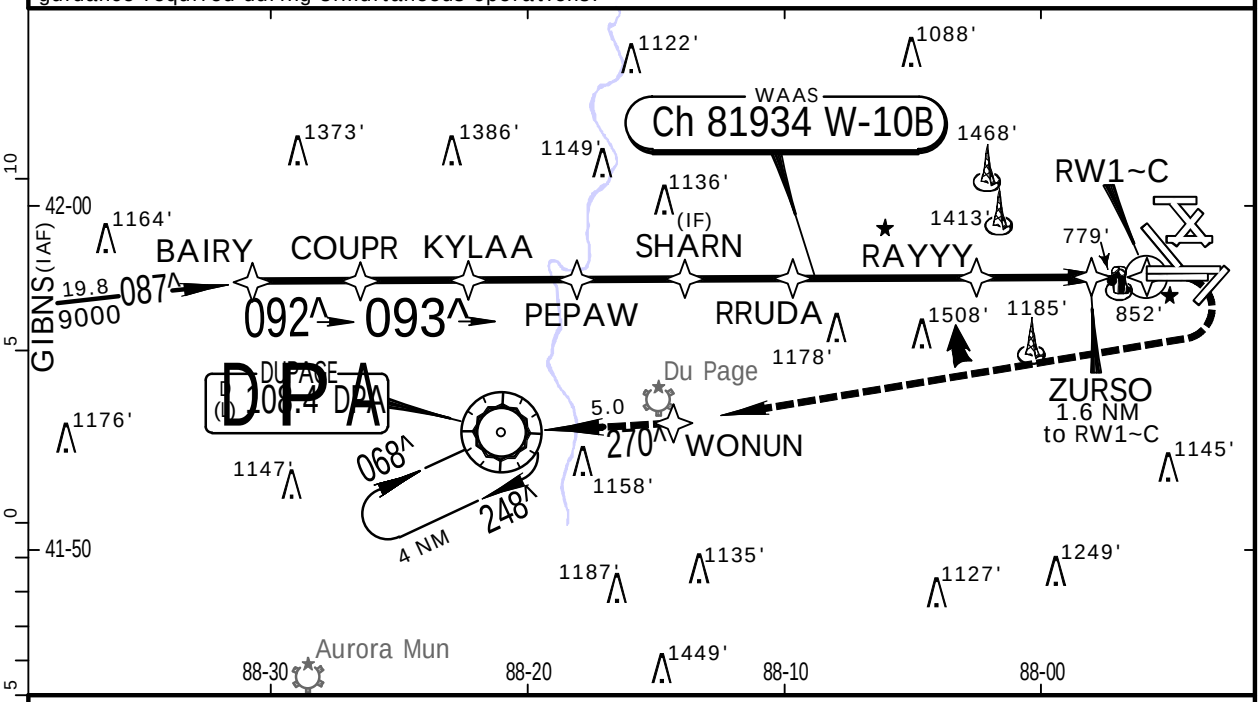
WAAS	Final Apch Crs	Minimum Alt RAYYY	LPV DA(H)	Apt Elev 672'
Ch 81934 W-10B	093^	2300' (1631')	869' (200')	TDZE 669'

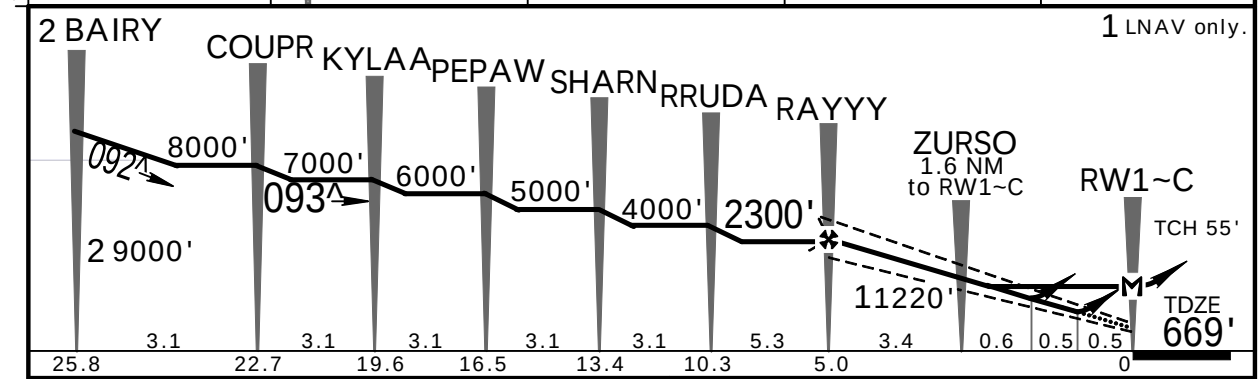
3400' MSA RW1~C

MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' direct WONUN and track on 270^ to DPA VOR and hold.

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

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20^C (-4^F) or above 54^C (130^F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwys 9L/R & Rwy 10L. 6. LNAV procedure not authorized during simultaneous operations. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW1~C						

ALSF-II PAPI 1200' 4000' RT D WONUN

TERPS. STRAIGHT-IN LANDING RWY 10C

	LPV DA(H) 869' (200')		LNAV/VNAV DA(H) 1057' (388')		LNAV MDA(H) 1120' (451')	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 35 or ⅝	1¼	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 45 or ⅞	1⅜
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1220' (548')-1
120	
140	1220' (548')-1½
165	1460' (788')-2½

CHANGES: TDZE. | JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (22-7)

CHICAGO, ILL RNAV (GPS) Rwy 14L

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

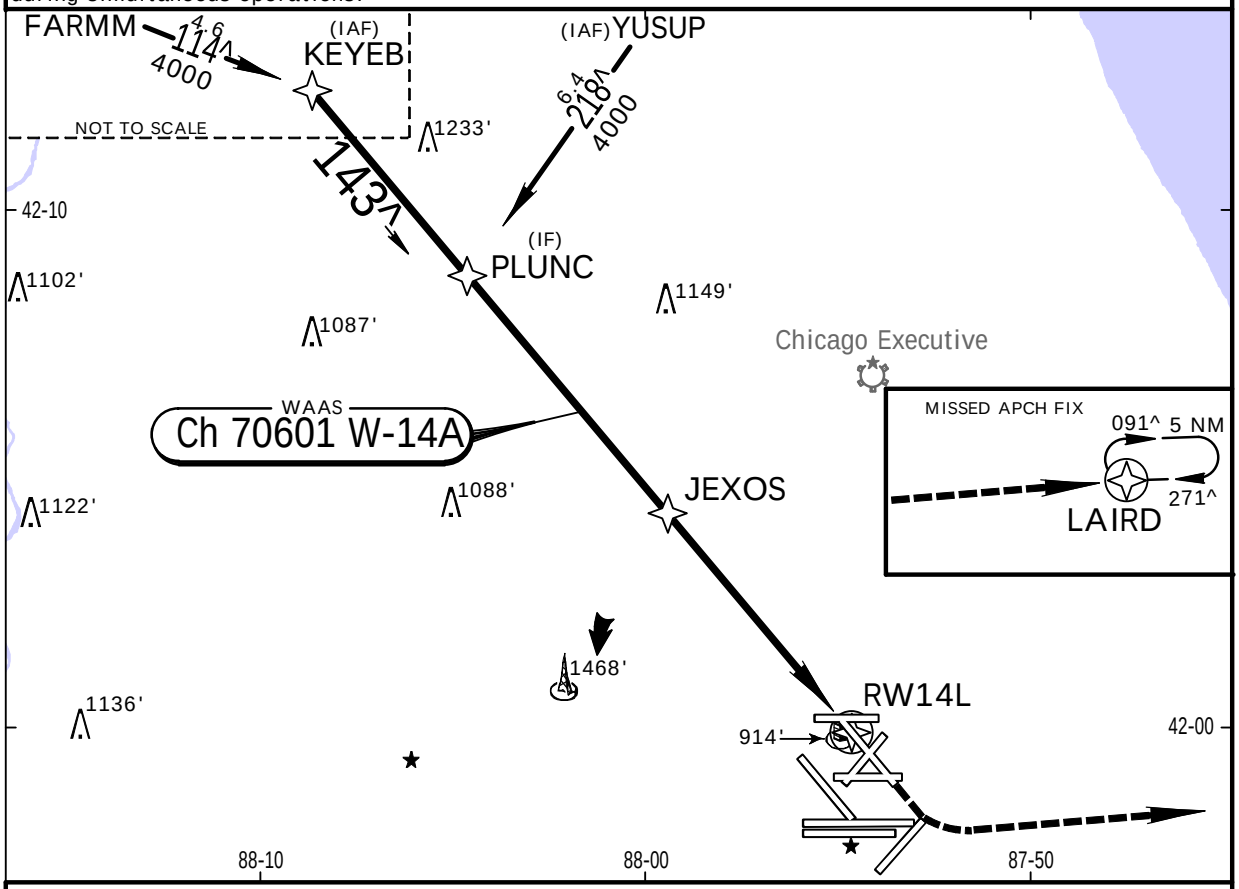
WAAS	Final Apch Crs	Minimum Alt JEXOS	LPV DA(H)	Apt Elev 672'
Ch 70601 W-14A	143^	2500' (1847')	1029' (376')	TDZE 653'

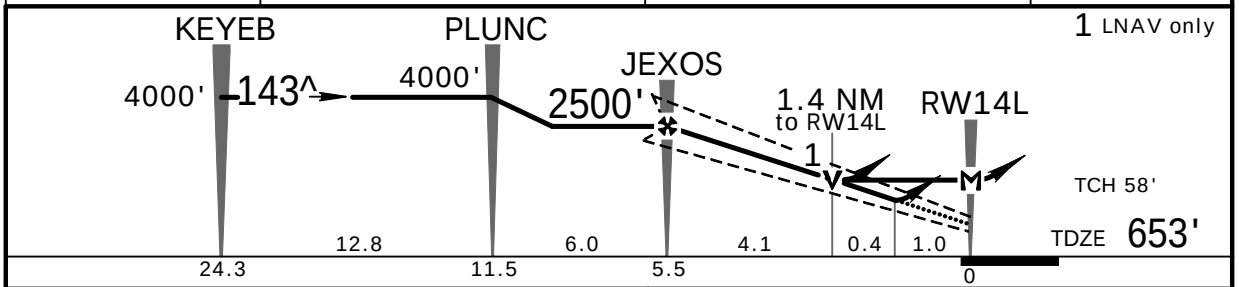
3400' MSA RW14L

MISSED APCH: Climb to 1300' then climbing LEFT turn to 4000' direct LAIRD and hold.

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

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





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW14L						

ALSF-II PAPI 1300' 4000' LT D LAIRD

TERPS.

STRAIGHT-IN LANDING RWY 14L

	LPV DA(H) 1029' (376')		LNAV/VNAV DA(H) 1164' (511')		LNAV MDA(H) 1180' (527')	
		ALS out		ALS out		ALS out
A	RVR 40 or ¾	RVR 60 or 1⅛	RVR 60 or 1⅛	1¾	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 55 or 1	1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1220' (548')-1
120	
140	1220' (548')-1½

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (22-8)

CHICAGO, ILL RNAV (GPS) Rwy 14R

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

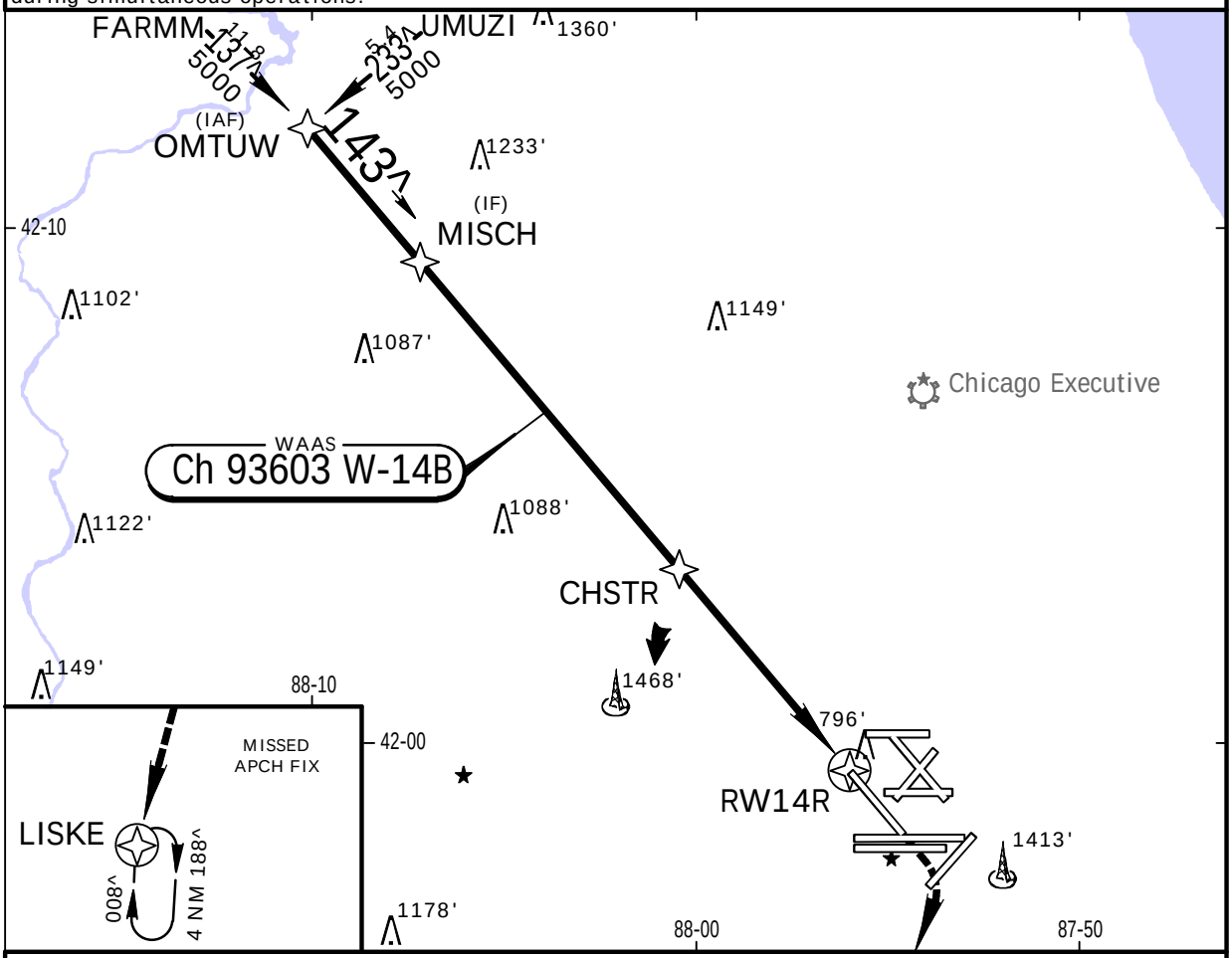
Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

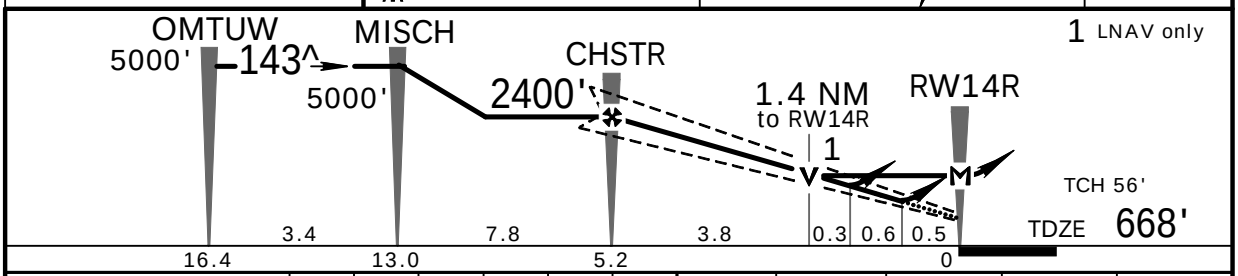
WAAS	Final Apch Crs	Minimum Alt CHSTR	LPV DA(H)	Apt Elev 672' TDZE 668'	
Ch 93603 W-14B	143^	2400' (1732')	868' (200')		3400' MSA RW14R

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

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

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





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW14R						

ALSF-II PAPI — 1700' — 4000' RT — LISKE

TERPS. STRAIGHT-IN LANDING RWY 14R

	LPV DA(H) 868' (200') ALS out		LNAV/VNAV DA(H) 1068' (400') ALS out		LNAV MDA(H) 1180' (512') ALS out	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 60 or 1 1/8	RVR 24 or 1/2	RVR 55 or 1
B						
C						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1220' (548')-1
120	
140	1220' (548')-1 1/2

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (22-9)

CHICAGO, ILL RNAV (GPS) Rwy 22L

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

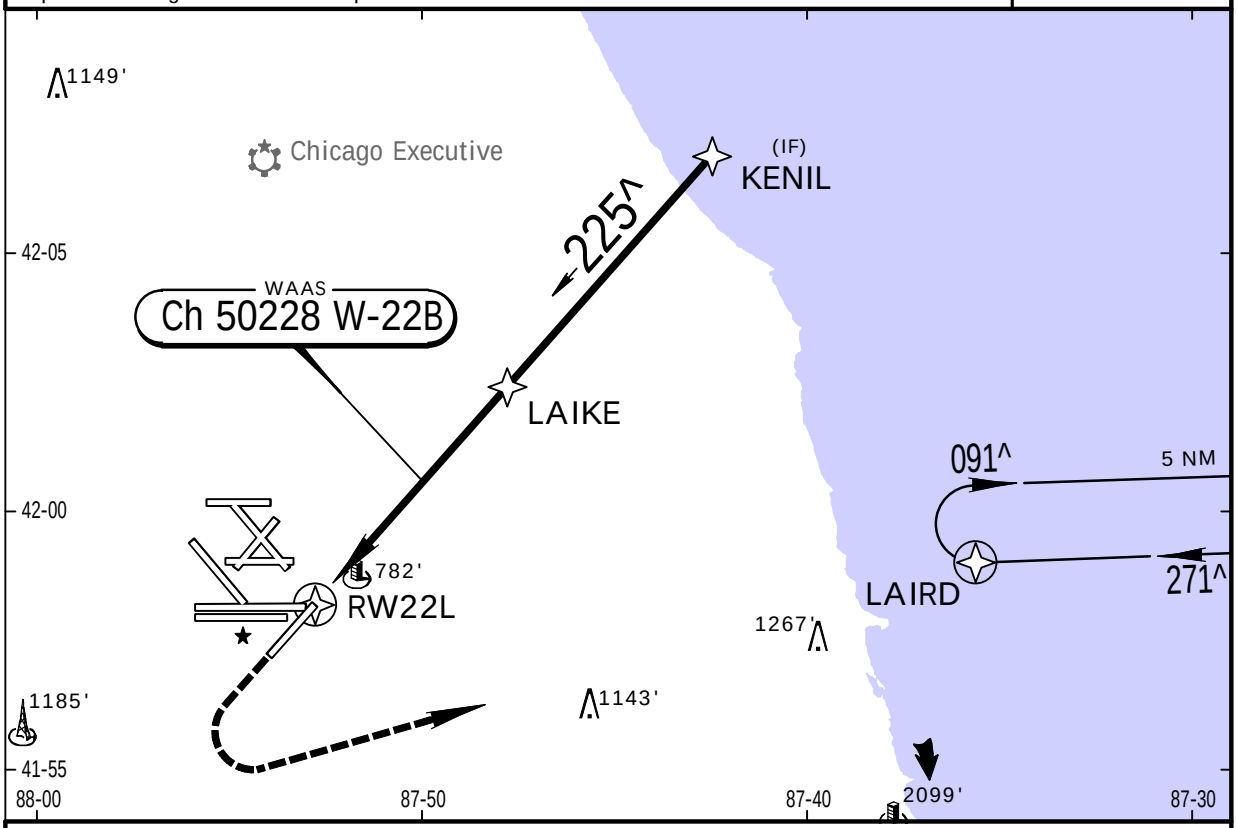
WAAS	Final Apch Crs	Minimum Alt LAIKE	LPV DA(H)	Apt Elev 672'
Ch 50228 W-22B	225^	2500' (1846')	854' (200')	TDZE 654'

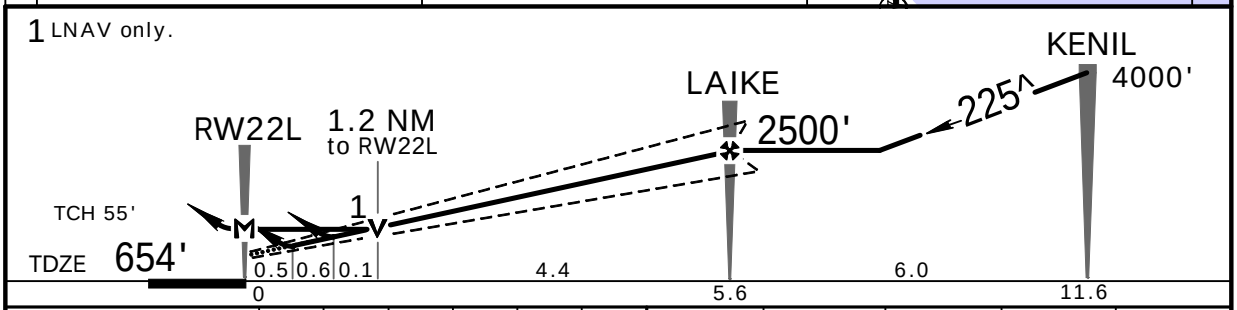
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct LAIRD and hold, continue climb-in-hold to 4000'.

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

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

3400'
MSA RW22L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW22L						

MALSR PAPI 1100' 4000' LT LAIRD

TERPS.

STRAIGHT-IN LANDING RWY 22L

	LPV DA(H) 854' (200')		LNAV/VNAV DA(H) 1066' (412')			LNAV MDA(H) 1120' (466')		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	RVR 50 or 1	1 1/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B								
C						RVR 50	RVR 60	13/

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1220' (548') -1
120	
140	1220' (548') -1 1/2

S AMEND 1A 29 MAY 2014

CHANGES: TDZE.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (22-10)

CHICAGO, ILL RNAV (GPS) Rwy 22R

BRIEFING STRIP™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

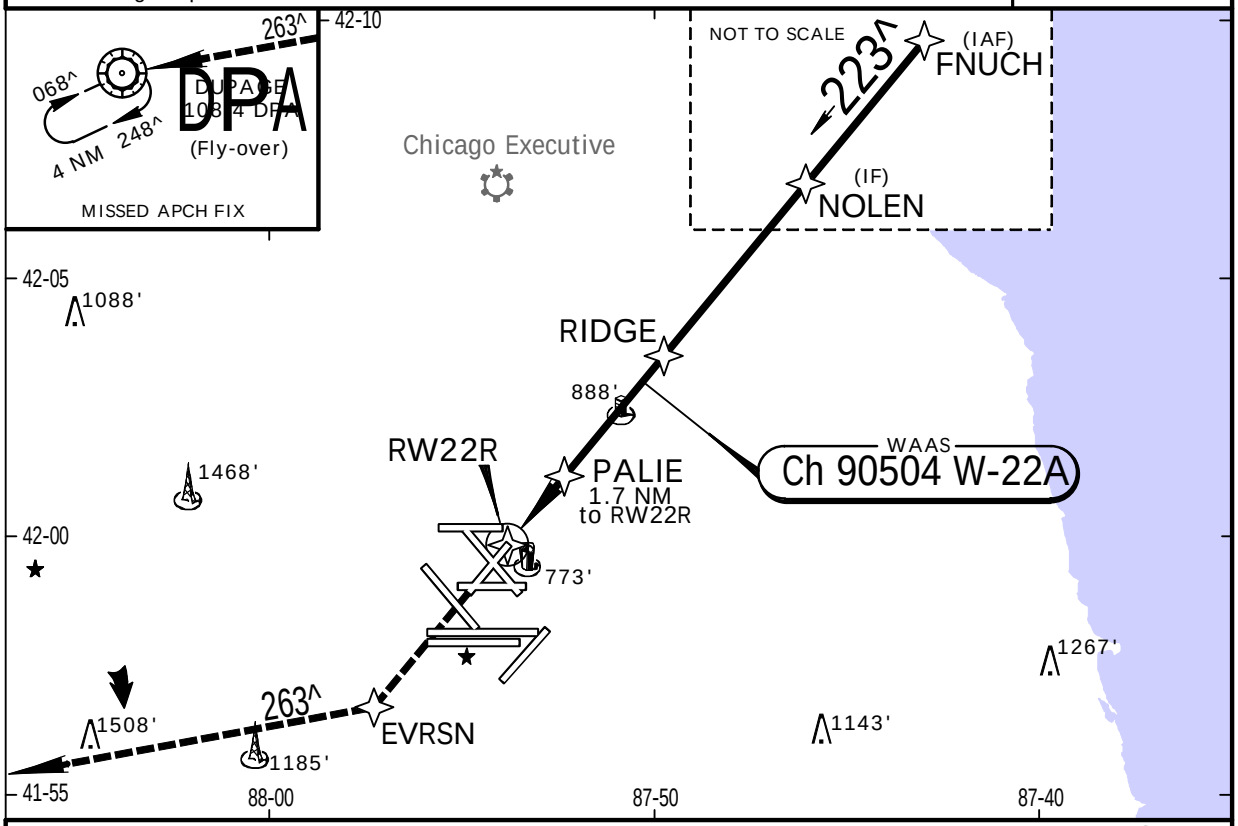
WAAS	Final Apch Crs	Minimum Alt RIDGE	LPV DA(H)	Apt Elev 672'
Ch 90504 W-22A	223^	2200' (1548')	852' (200')	TDZE 652'

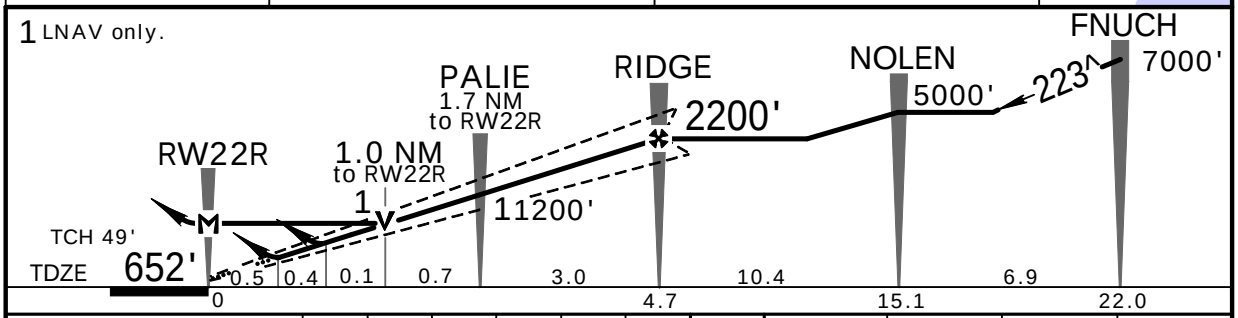
MISSED APCH: Climb to 4000' direct EVRSN and on 263^ track to DPA VOR and hold.

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

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

3400'
MSA RW22R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW22R						

MALSR PAPI 4000' D EVRSN

.TERPS. STRAIGHT-IN LANDING RWY 22R

	LPV DA(H) 852' (200')		LNAV/VNAV DA(H) 972' (320')			LNAV MDA(H) 1040' (388')		
	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 32 or 5/8	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1
B								
C						RVR 35	RVR 45	RVR 60

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1220' (548') -1
120	
140	1220' (548') -1½

CHANGES: TDZE, minimums.

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KORD/ORD -O'HARE INTL

JEPPESEN

12 SEP 14 .Eff.18.Sep. (22-11)

CHICAGO, ILL RNAV (GPS) Z Rwy 27L

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

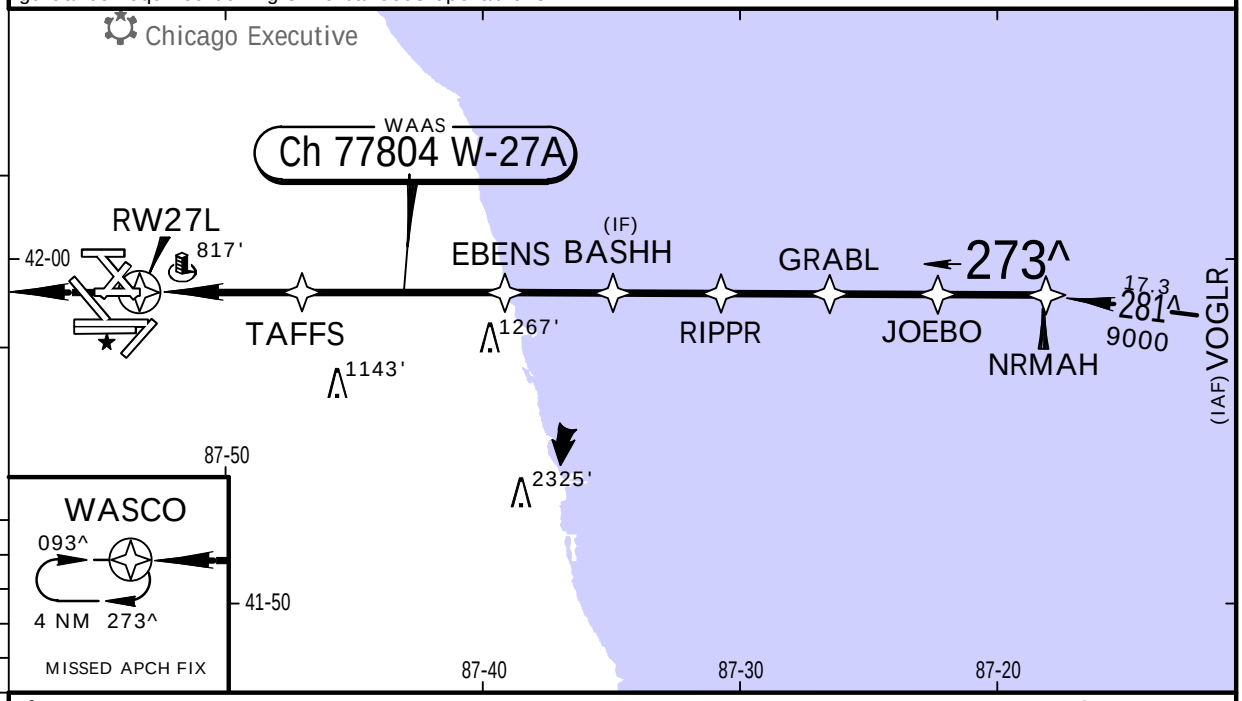
WAAS	Final Apch Crs	Minimum Alt TAFFS	LPV DA(H)	Apt Elev 672'
Ch 77804 W-27A	273^	2200' (1546')	854' (200')	TDZE 654'

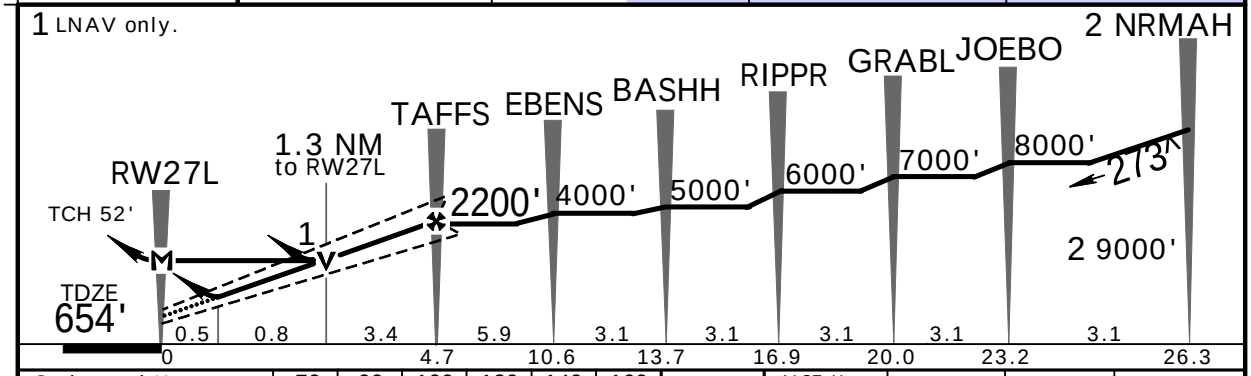
3400' MSA RW27L

MISSED APCH: Climb to 4000' direct WASCO and hold.

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

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





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW27L						

ALSF-II PAPI 4000' WASCO

.TERPS. STRAIGHT-IN LANDING RWY 27L CIRCLE-TO-LAND

	LPV DA(H) 854' (200')		LNAV/VNAV DA(H) 1127' (473')		LNAV MDA(H) 1120' (466')	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1⅛	1½	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 50 or 1	1⅜
D						

Max Kts	MDA(H)
90	1220' (548')-1
120	
140	1220' (548')-1½
165	1460' (788')-2½

CS AMEND 3C 18 SEP 2014

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JEPPESEN

12 SEP 14 .Eff.18.Sep. (22-12)

CHICAGO, ILL RNAV (GPS) Rwy 27R

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

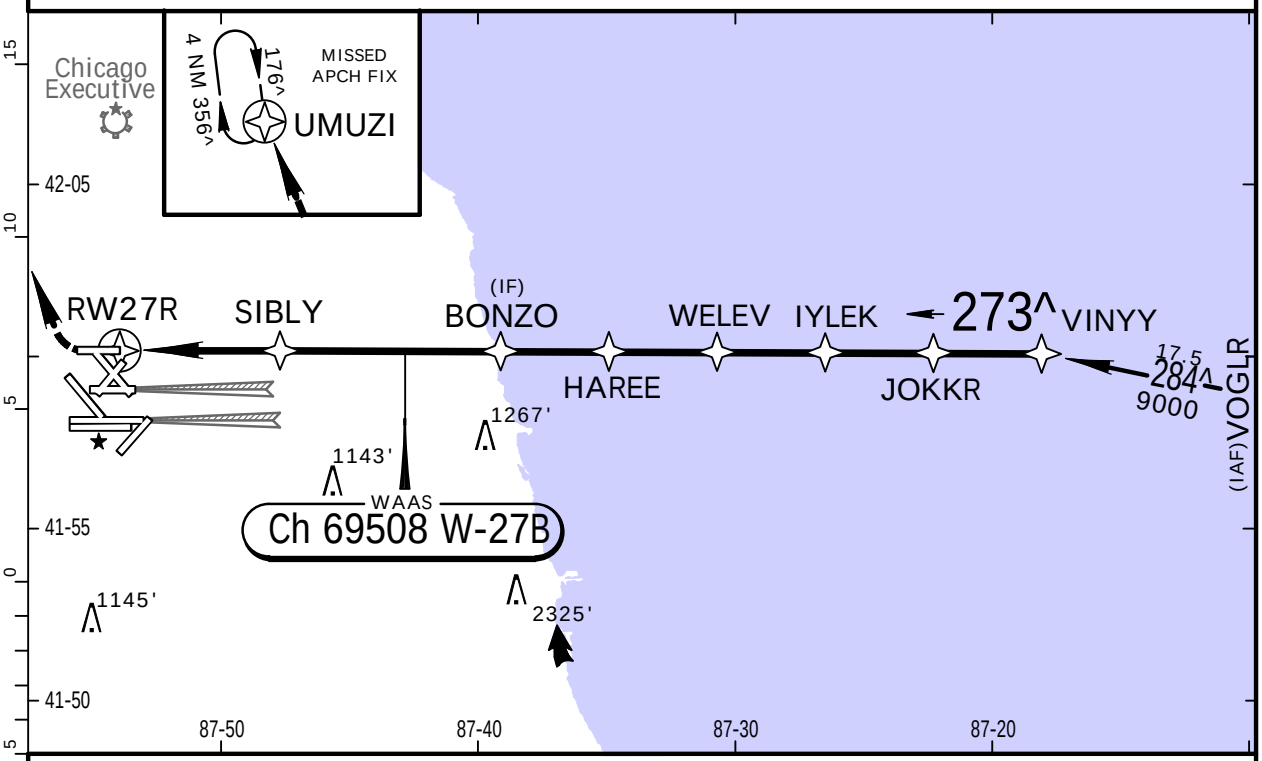
WAAS	Final Apch Crs	Minimum Alt SIBLY	LPV DA(H)	Apt Elev 672'
Ch 69508 W-27B	273^	2200' (1536')	864' (200')	TDZE 664'

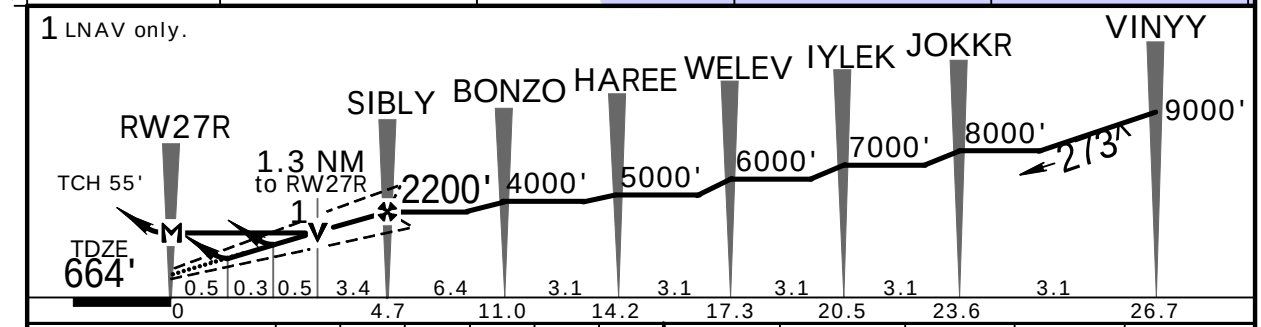
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' direct UMUZI and hold.

3400' MSA RW27R

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

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -21^C (-5^F) or above 54^C (130^F). 3. DME/DME RNP-0.30 not authorized. 4. Simultaneous approach authorized with Rwy 27L and Rwy 28C/R. 5. LNAV procedure not authorized during simultaneous operations. 6. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW27R						

ALSF-II | 1100' | 4000' RT | D | UMUZI

TERPS.

STRAIGHT-IN LANDING RWY 27R

	LPV DA(H) 864' (200')		LNAV/VNAV DA(H) 961' (297')		LNAV MDA(H) 1120' (456')	
		ALS out		ALS out		ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 45 or 7/8	RVR 24 or 1/2	RVR 55 or 1
B						
C					RVR 45 or 7/8	1 3/8
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1220' (548') -1
120	
140	1220' (548') -1 1/2
165	1460' (788') -2 1/2

S AMEND 2B 29 MAY 2014

CHANGES: None.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (22-13)

CHICAGO, ILL RNAV (GPS) Rwy 28C

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main) Rwy 10C/28C	Ground (Main)	Ground (North) Rwy 9L/27R
134.15	121.9	124.12

WAAS	Final Apch Crs	Minimum Alt SEIKA	LPV DA(H)	Apt Elev / TDZE
Ch 42634 W-28B	273^	2300' (1649')	851' (200')	Apt Elev 672' TDZE 651'

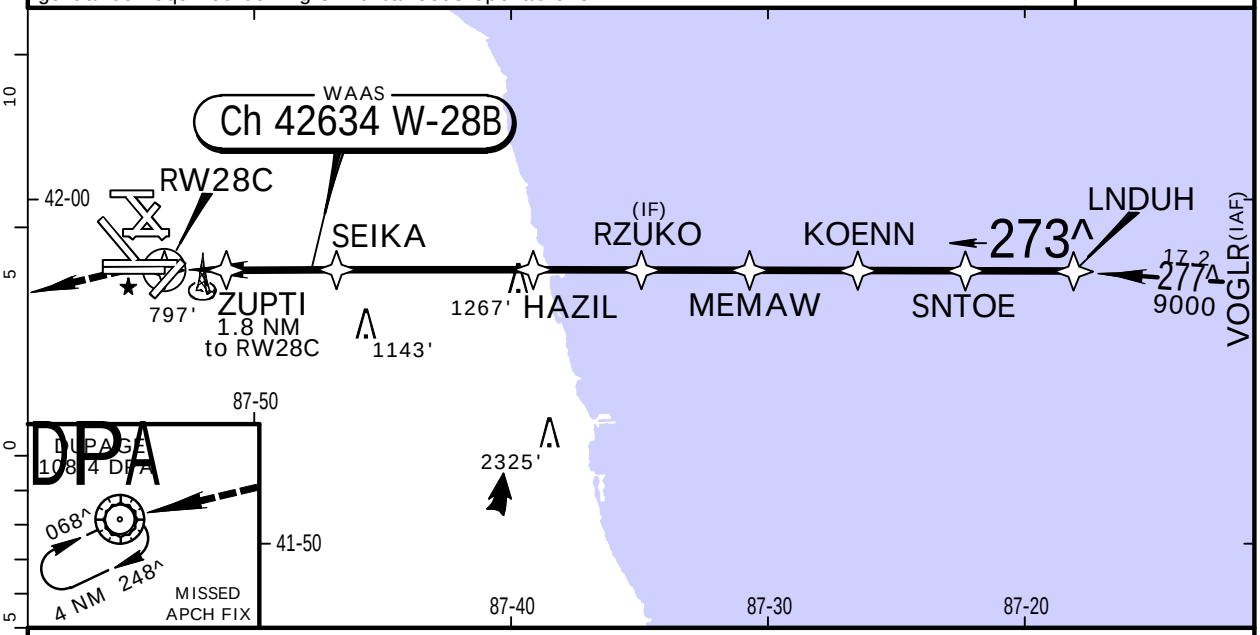
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct DPA VOR and hold.

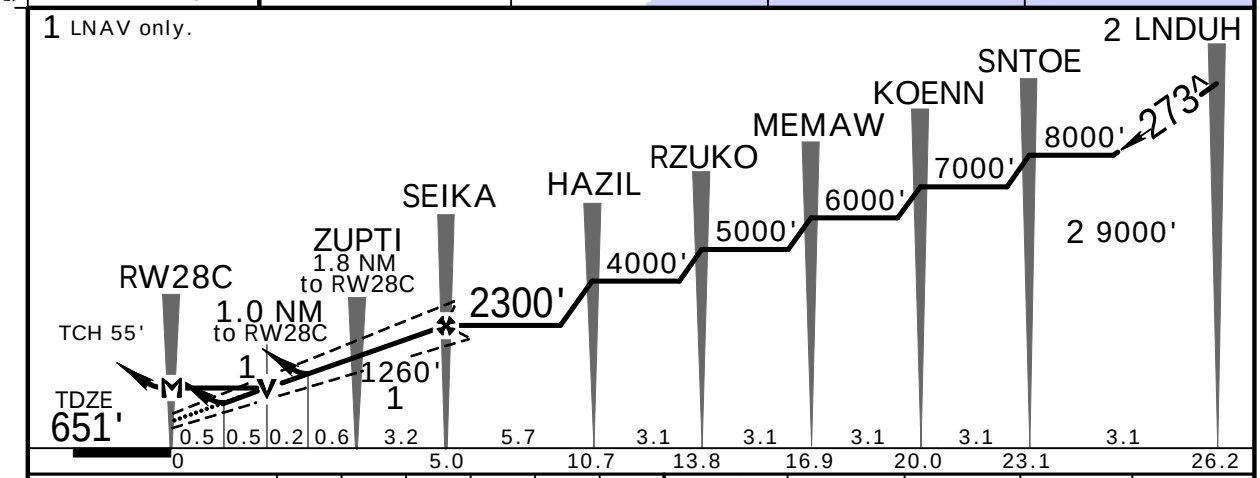
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19^C (-2^F) or above 54^C (130^F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwys 27L/R & Rwy 28R. 6. LNAV procedure not authorized during simultaneous operations. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

3400'

MSA RW28C





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW28C						

ALSF-II PAPI 1100' 4000' LT D DPA 108.4

TERPS.

STRAIGHT-IN LANDING RWY 28C

	LPV DA(H) 851' (200')		LNAV/VNAV DA(H) 1095' (444')		LNAV MDA(H) 1060' (409')	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1⅜	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 40 or ¾	RVR 60 or 1⅛
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1220' (548') -1
120	
140	1220' (548') -1½
165	1460' (788') -2½

AMEND OB 29 MAY 2014

CHANGES: TDZE, minimums.

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KORD/ORD -O'HARE INTL

JEPPESEN 6 JUN 14 (22-14)

CHICAGO, ILL RNAV (GPS) Rwy 28R

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

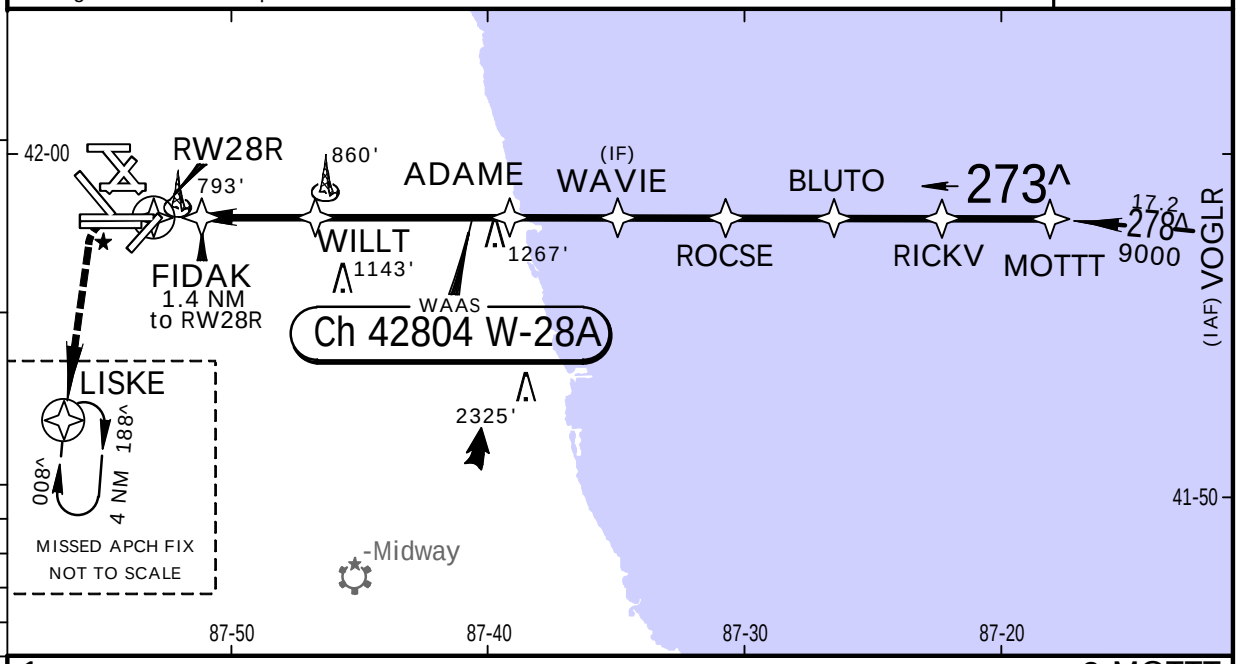
WAAS	Final Apch Crs	Minimum Alt WILLT	LPV DA(H)	Apt Elev 672'
Ch 42804 W-28A	273^	2200' (1549')	851' (200')	TDZE 651'

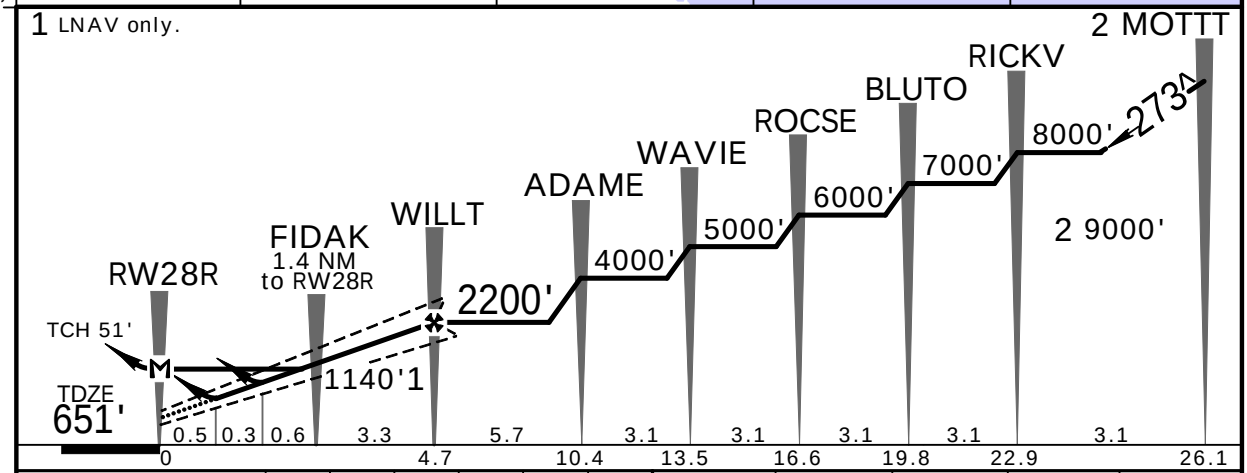
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' direct to LISKE and hold, continue climb-in-hold to 4000'.

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

1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -21C (-5^F) or above 54^C (130^F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Simultaneous approach authorized with Rwy 27L/R. 6. LNAV procedure not authorized during simultaneous operations. 7. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.

3400'
MSA RW28R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW28R						

ALSF-II PAPI 1200' 4000' LT LISKE

TERPS. STRAIGHT-IN LANDING RWY 28R

	LPV DA(H) 851' (200')		LNAV/VNAV DA(H) 964' (313')		LNAV MDA(H) 1060' (409')	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 55 or 1
B						
C					RVR 40 or ¾	RVR 60 or 1⅛
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1220' (548') -1
120	
140	1220' (548') -1½
165	1240' (568') -2

CHANGES: TDZE.

S AMEND 3A 29 MAY 2014

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KORD/ORD -O'HARE INTL

JEPPESEN 11 OCT 13 (22-15) .Eff.17.Oct. RNAV (GPS) Rwy 32R CHICAGO, ILL

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

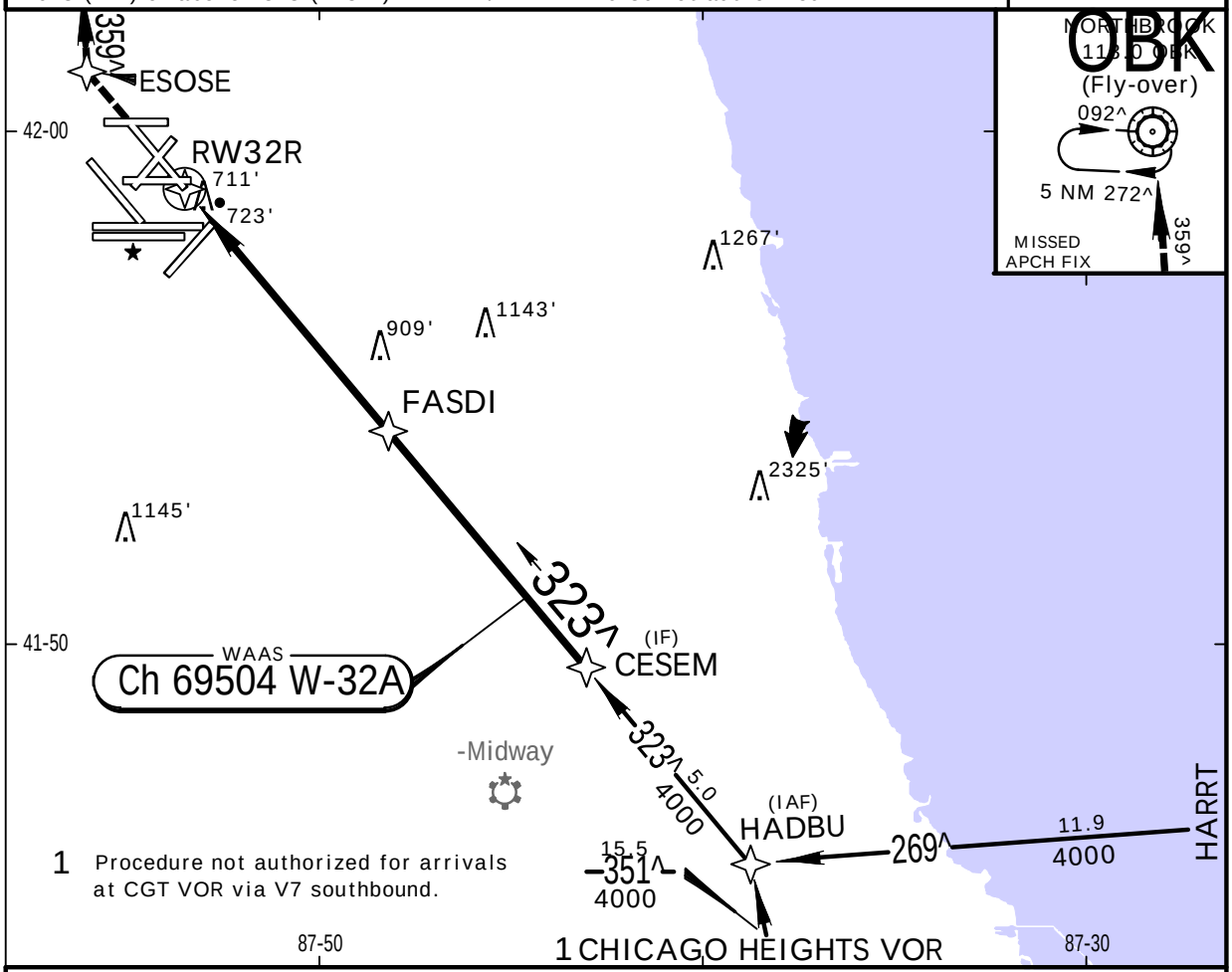
Ground (Main)	Ground (North) Rwy 9L/27R
121.9	124.12

WAAS	Final Apch Crs	Minimum Alt FASDI	LPV DA(H)	Apt Elev 672'
Ch 69504 W-32A	323^	2700' (2047')	928' (275')	TDZE 653'

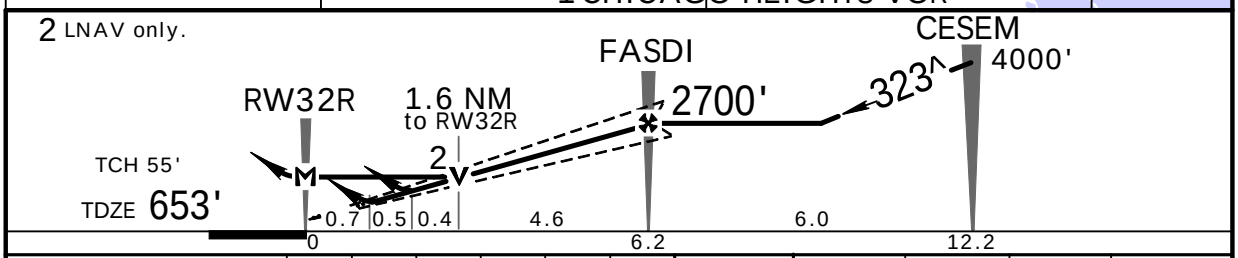
MISSED APCH: Climb to 4000' direct ESOSE and RIGHT turn via 359^ track to OBK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16^C (4^F) or above 48^C (118^F). 2. DME/DME RNP-0.30 not authorized.

3400'
MSA RW32R



1 Procedure not authorized for arrivals at CGT VOR via V7 southbound.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW32R						

MALSR 4000' D ESOSE

STRAIGHT-IN LANDING RWY 32R

	LPV DA(H) 928' (275') RAIL or ALS out	LNAV/VNAV DA(H) 1073' (420') RAIL or ALS out	LNAV MDA(H) 1220' (567') RAIL out	LNAV MDA(H) 1220' (567') ALS out
A	RVR 24 or 1/2	RVR 50 or 1	RVR 50 or 1	1½	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B							
C					RVR 50 or 1	1½	
D					RVR 60		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1220'(548')-1
120	
140	1220'(548')-1½

AMEND 1 B PS

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JEPPESEN

12 SEP 14
.Eff.18.Sep. (22-20)

CHICAGO, ILL
RNAV (RNP) Y Rwy 27L

BRIEFING STRIP ™

D-ATIS	CHICAGO Approach (R)	O'HARE Tower (Main)				O'HARE Tower (North) Rwy 9L/27R
135.4	119.0	120.75	121.15	126.9	132.7	128.15

Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

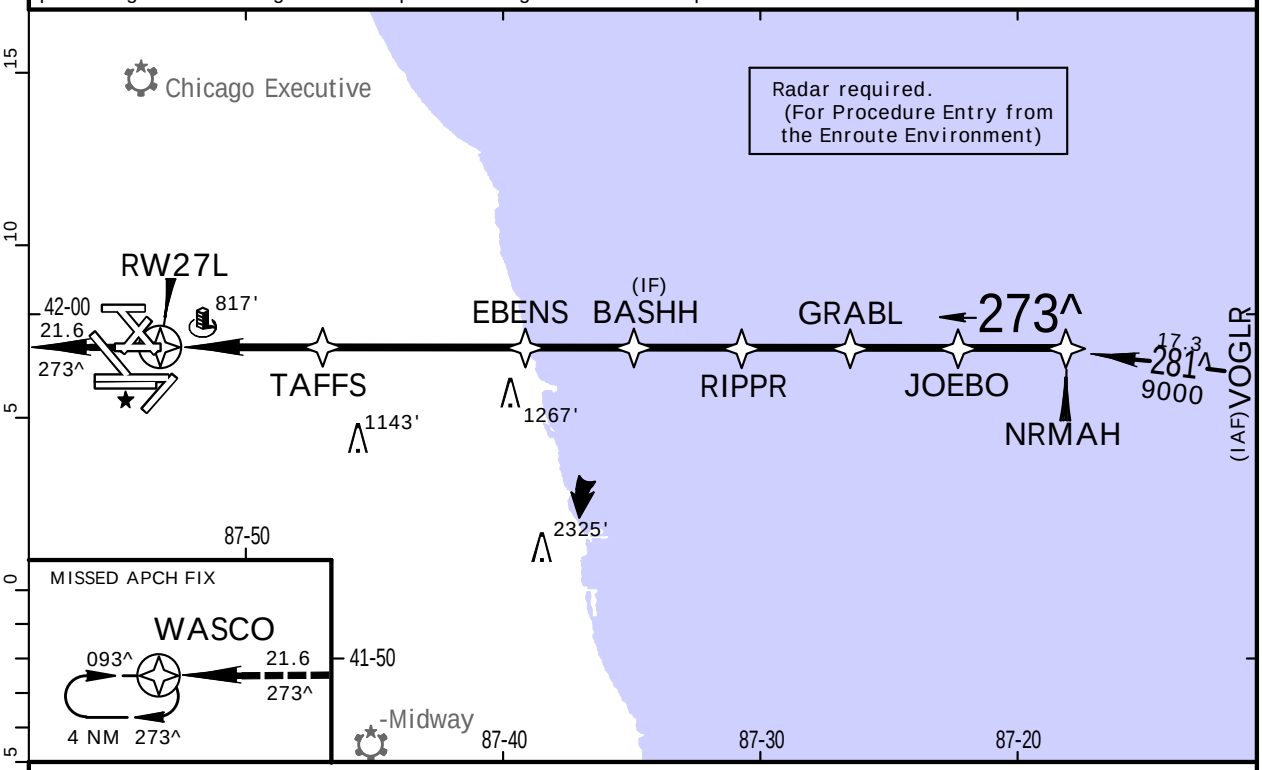
RNAV	Final Apch Crs	Minimum Alt TAFFS	RNP 0.15 DA(H)	Apt Elev 672' TDZE 654'
	273^	2200' (1546')	988' (330')	

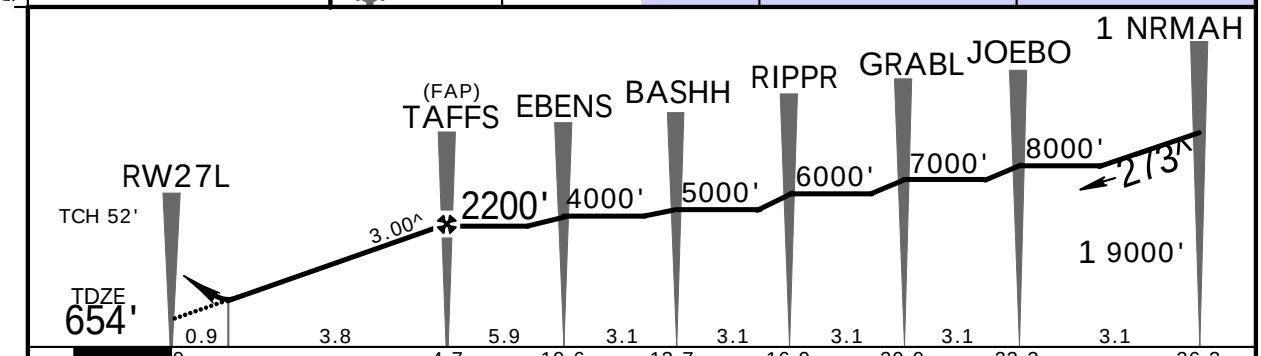
3400' MSA RW27L

MISSED APCH: Climb to 4000' on track 273^ to WASCO and hold.

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

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





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at DA						

ALSF-II PAPI 4000' on 273^ WASCO

.TERPS. STRAIGHT-IN LANDING RWY 27L

	RNP 0.15 DA(H) 988' (330')		RNP 0.30 DA(H) 1164' (511')	
		ALS out		ALS out
A				
B				
C	RVR 32 or 5/8	RVR 60 or 1 1/4	RVR 60 or 1 1/8	1 3/4
D				

TPS AMEND 0 18 SEP 2014

CHANGES: New procedure.

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