DEPARTURE (KORD -> KEWR): 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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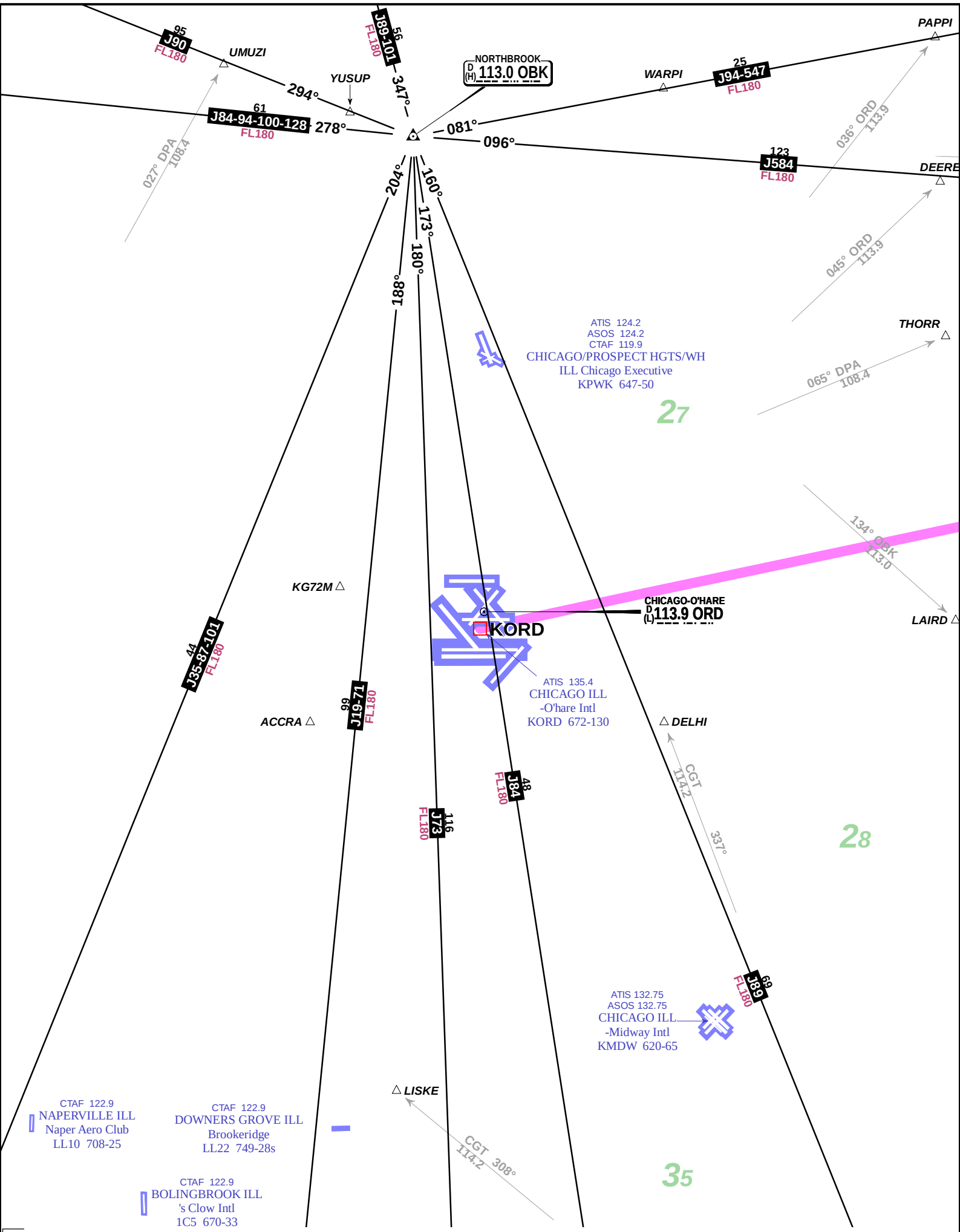
JeppView 3.6.2.0



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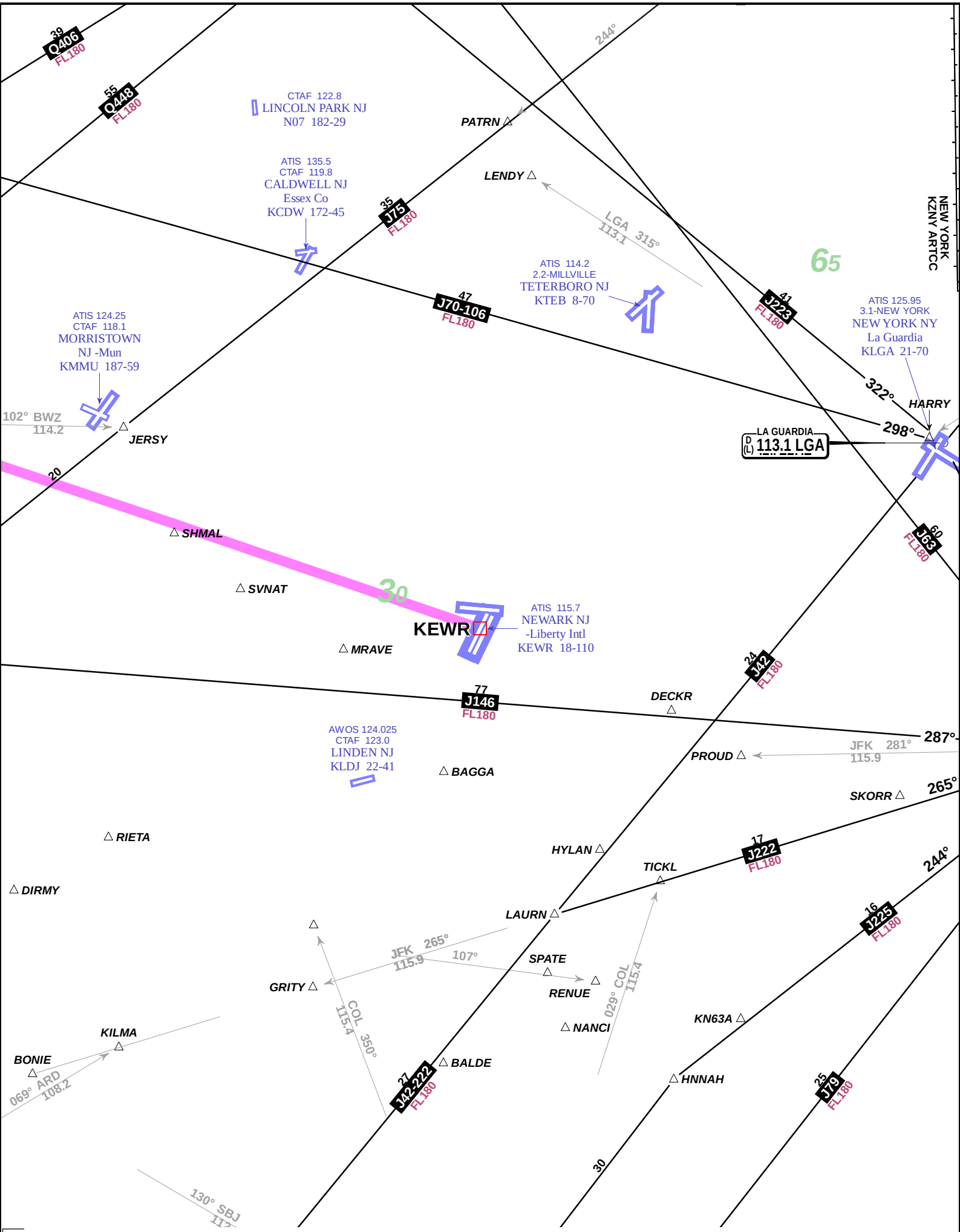

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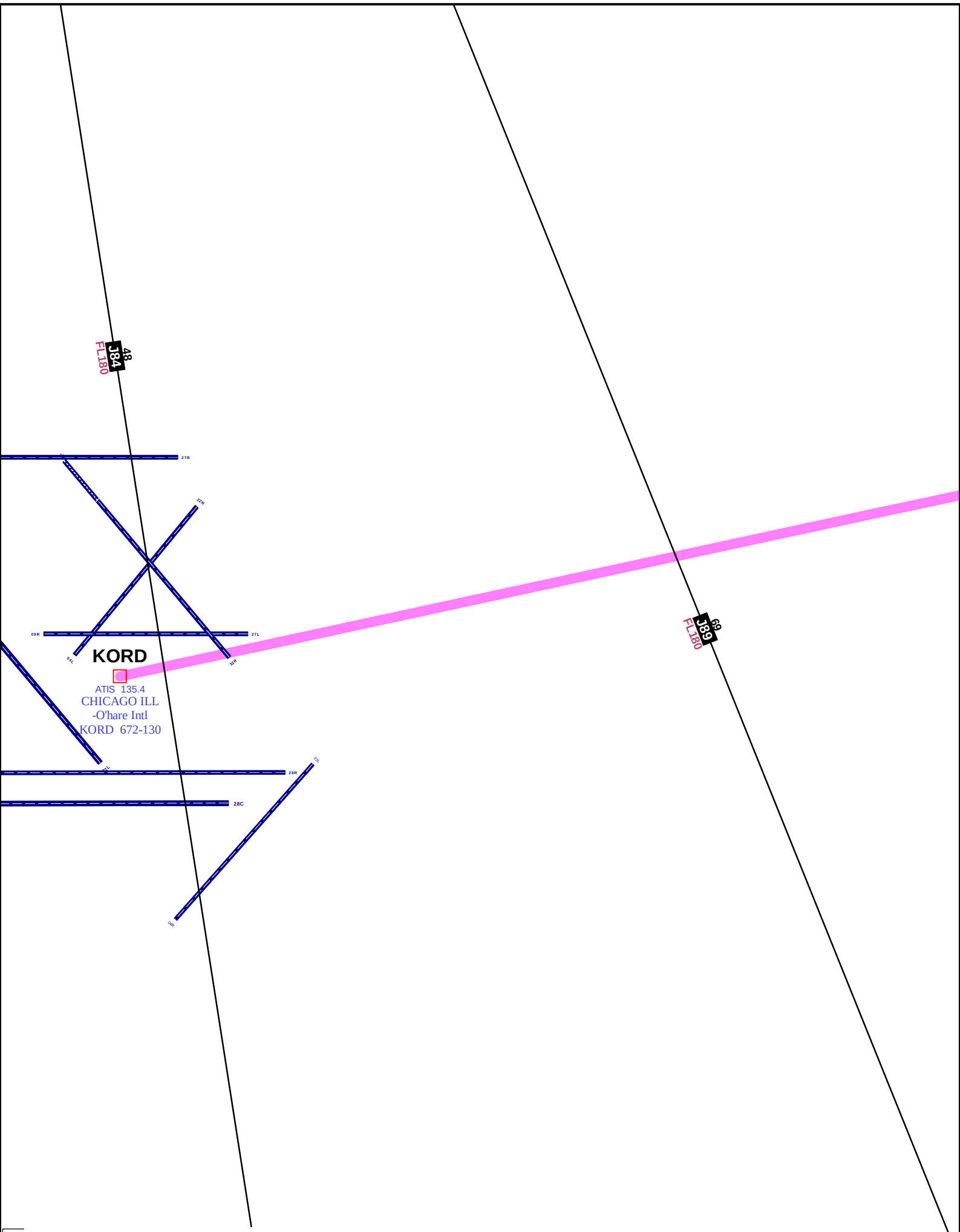

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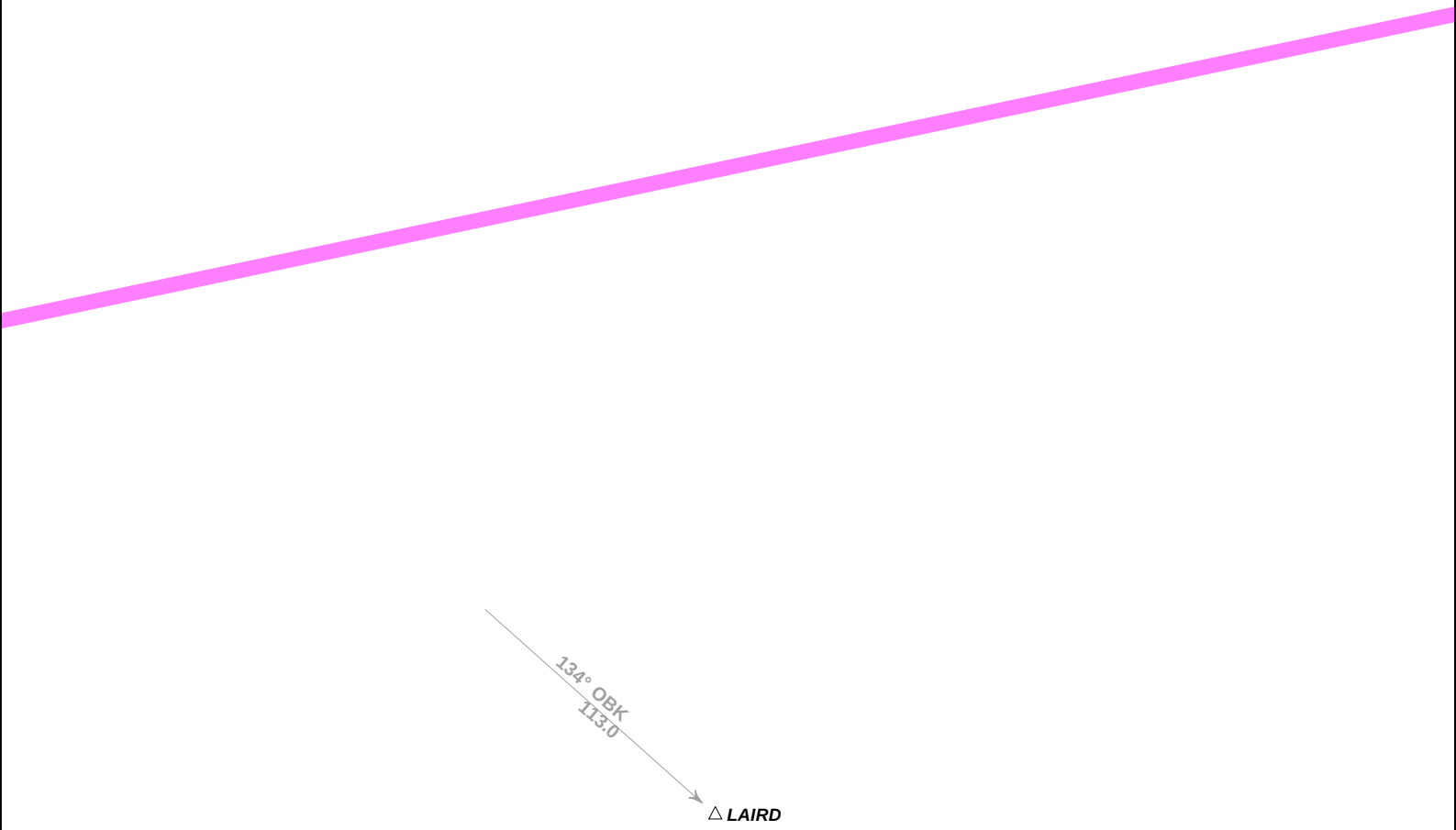

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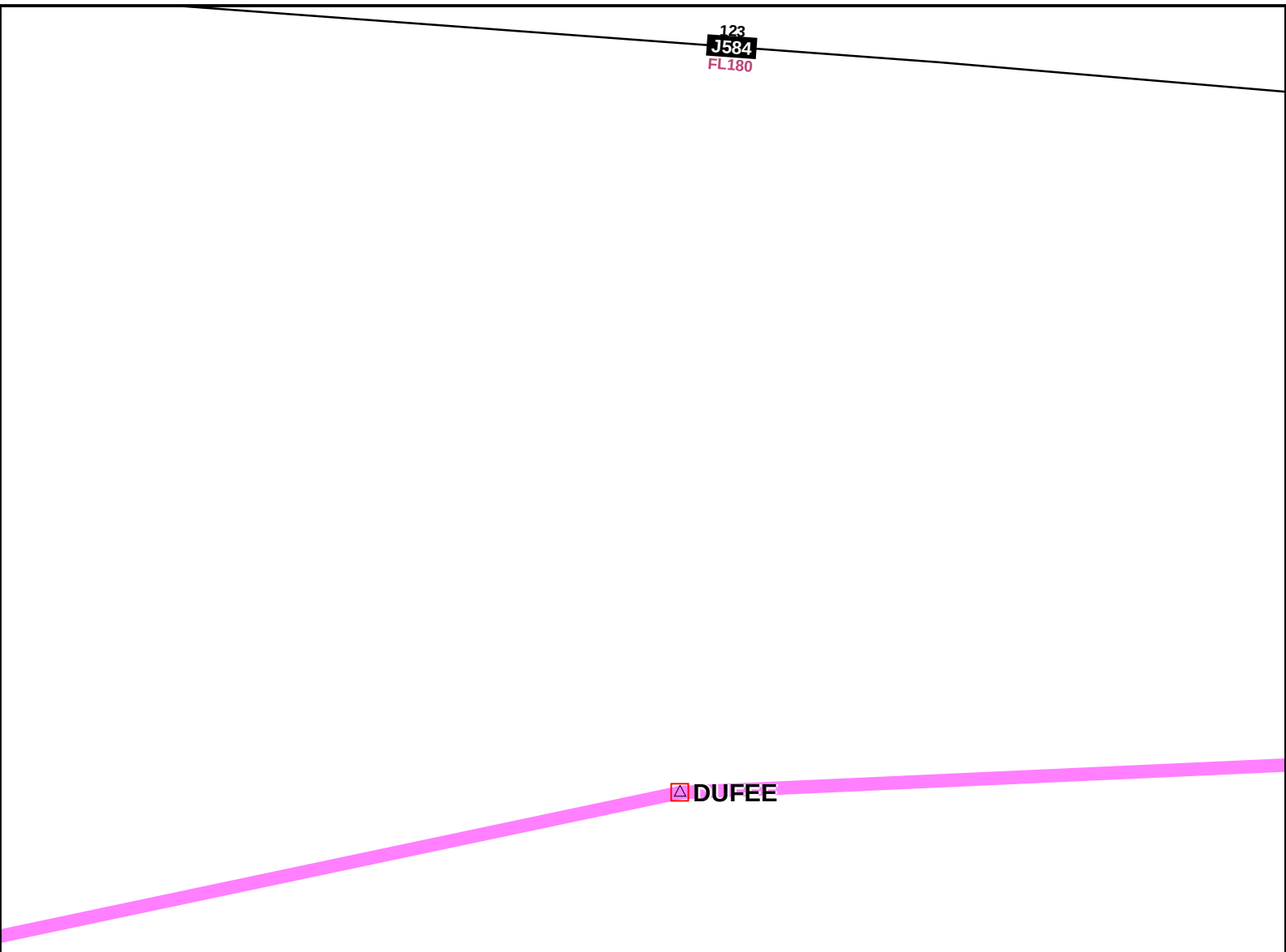

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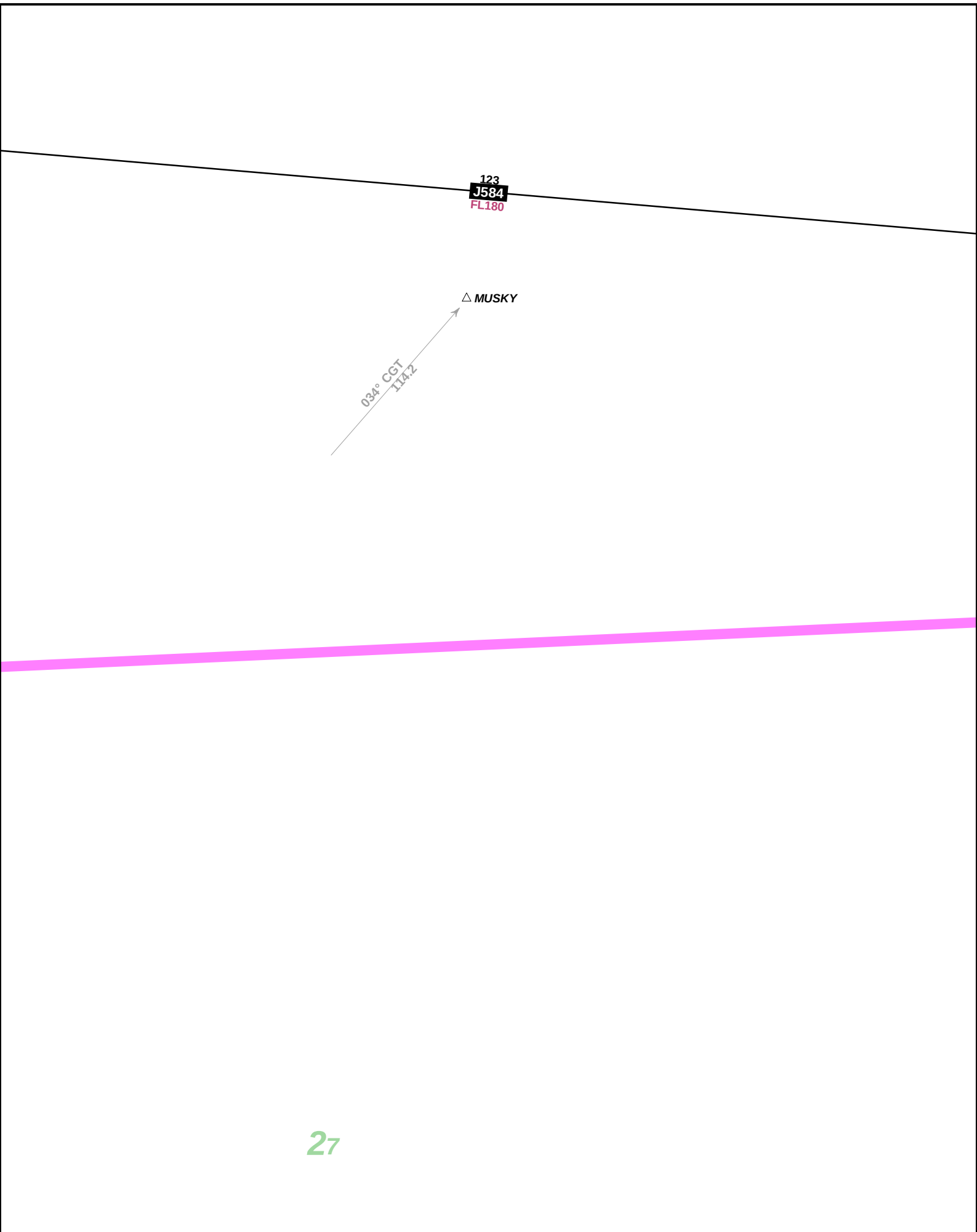

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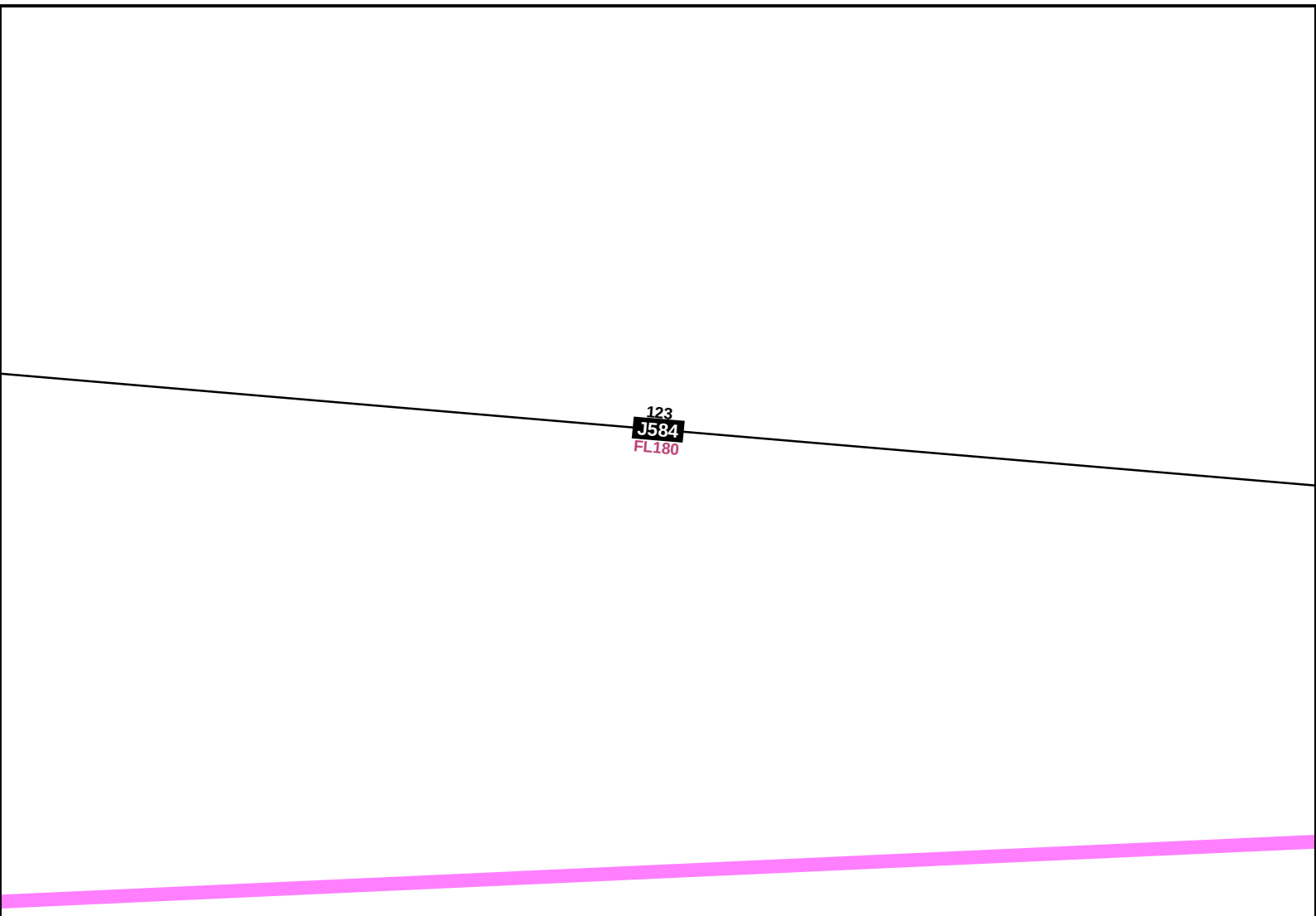

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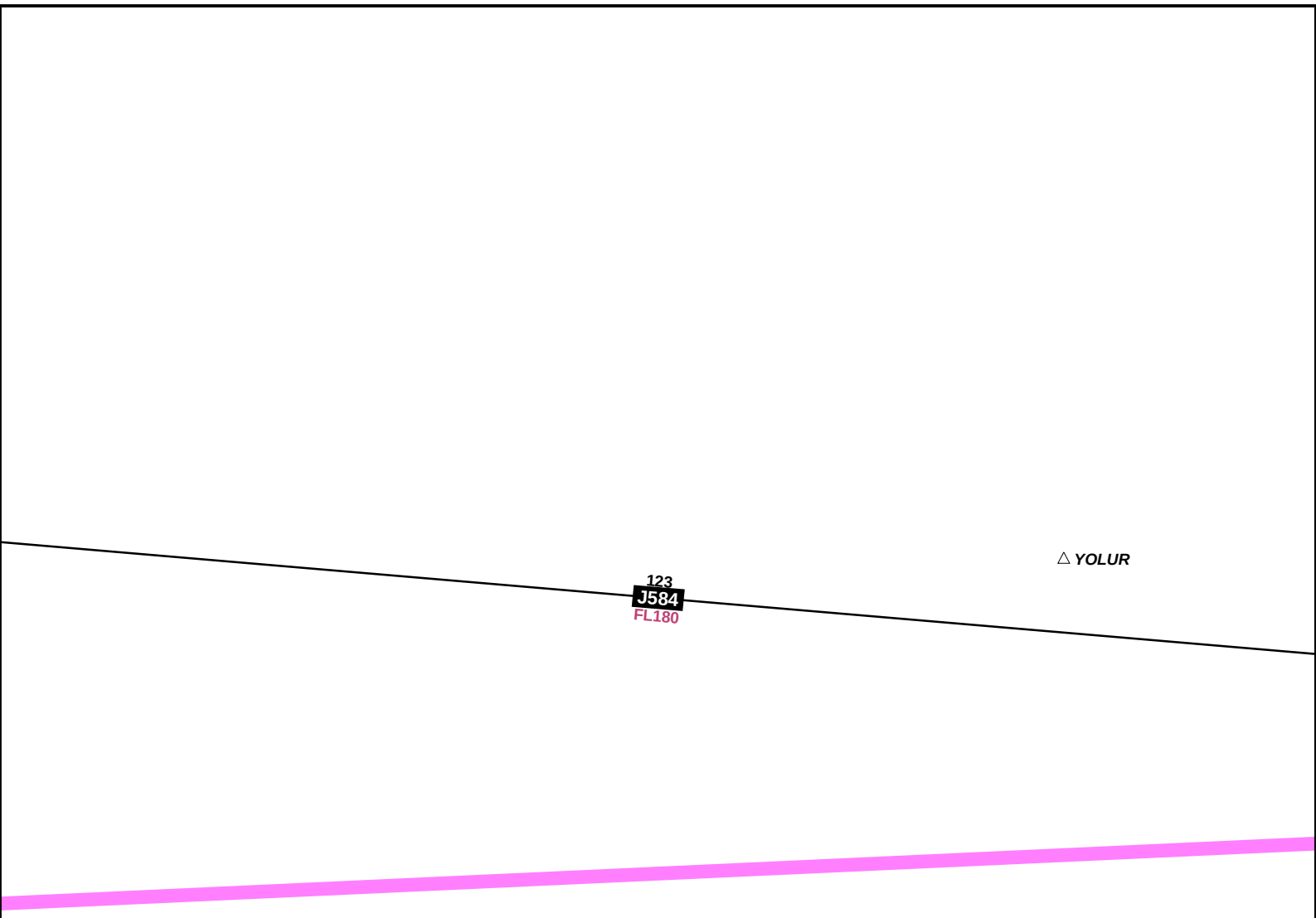

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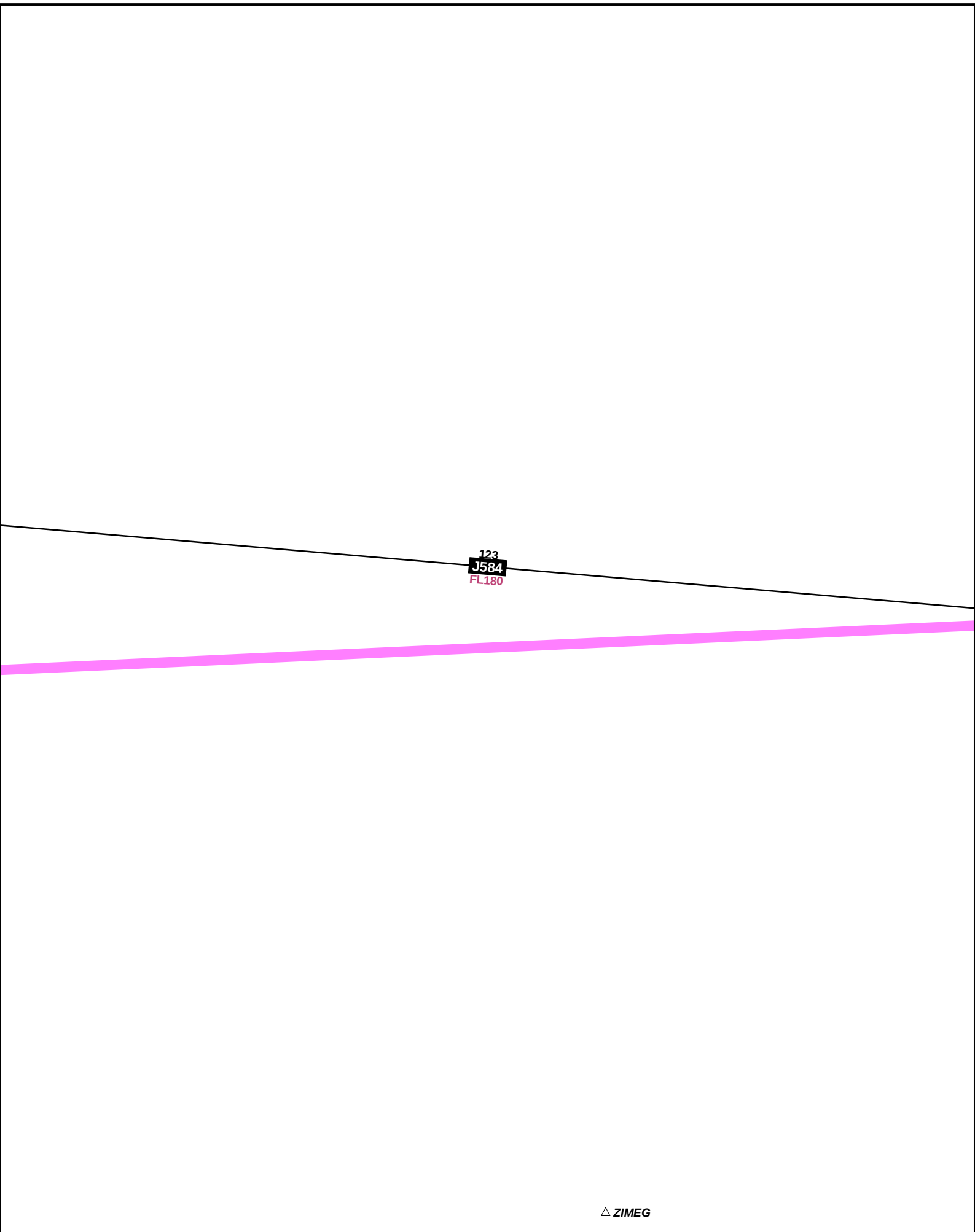

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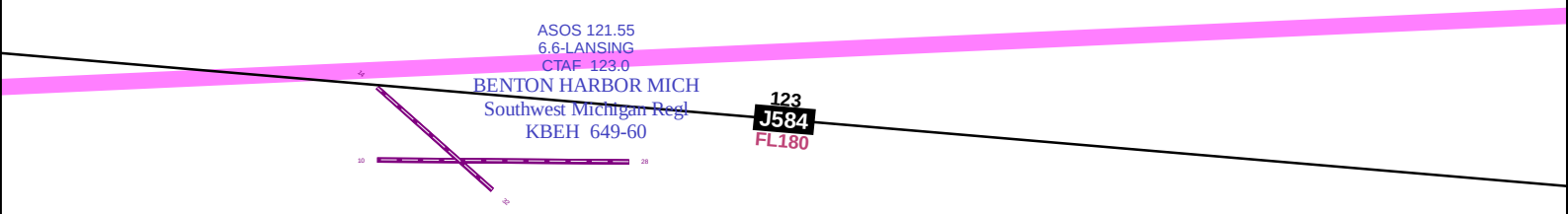

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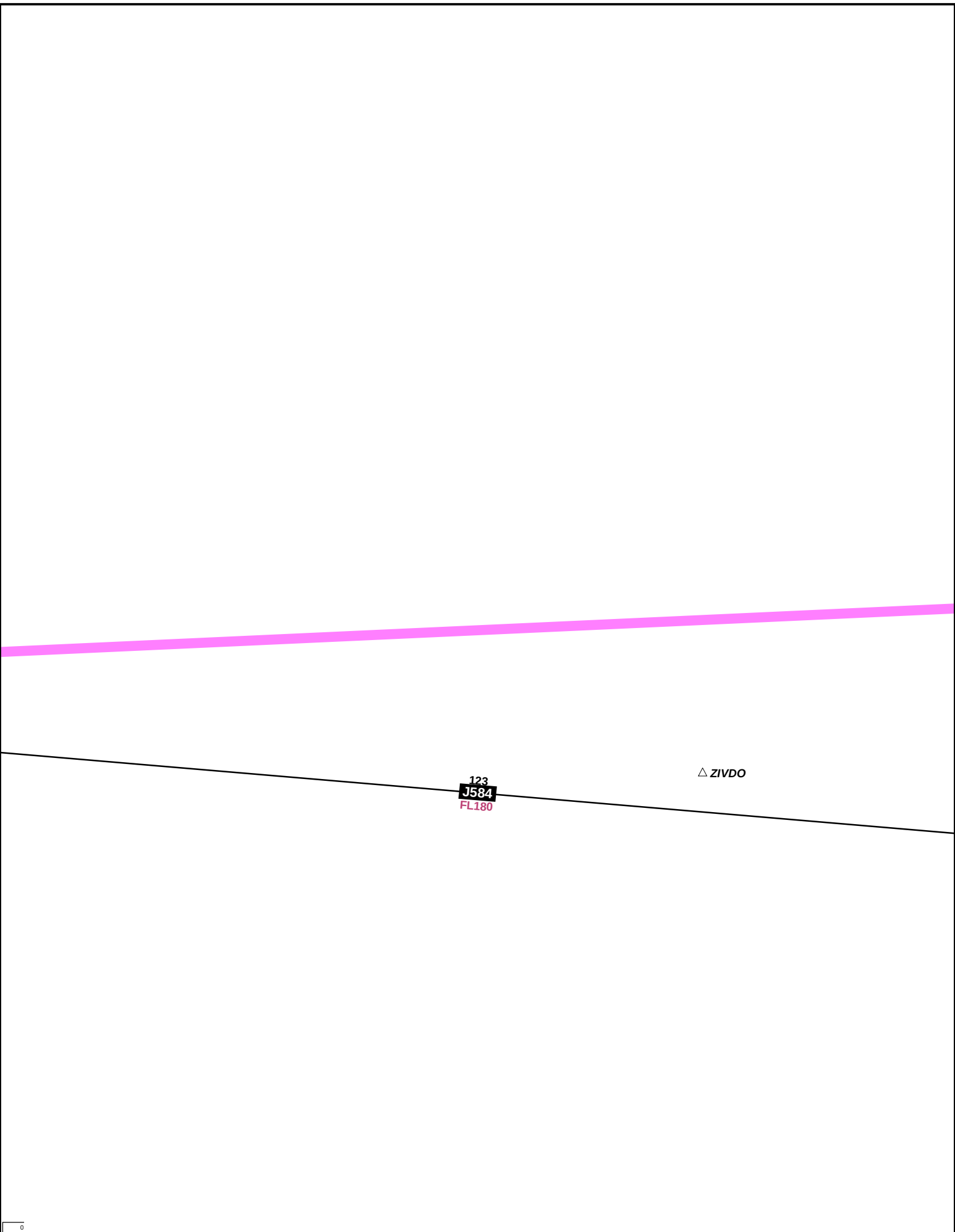

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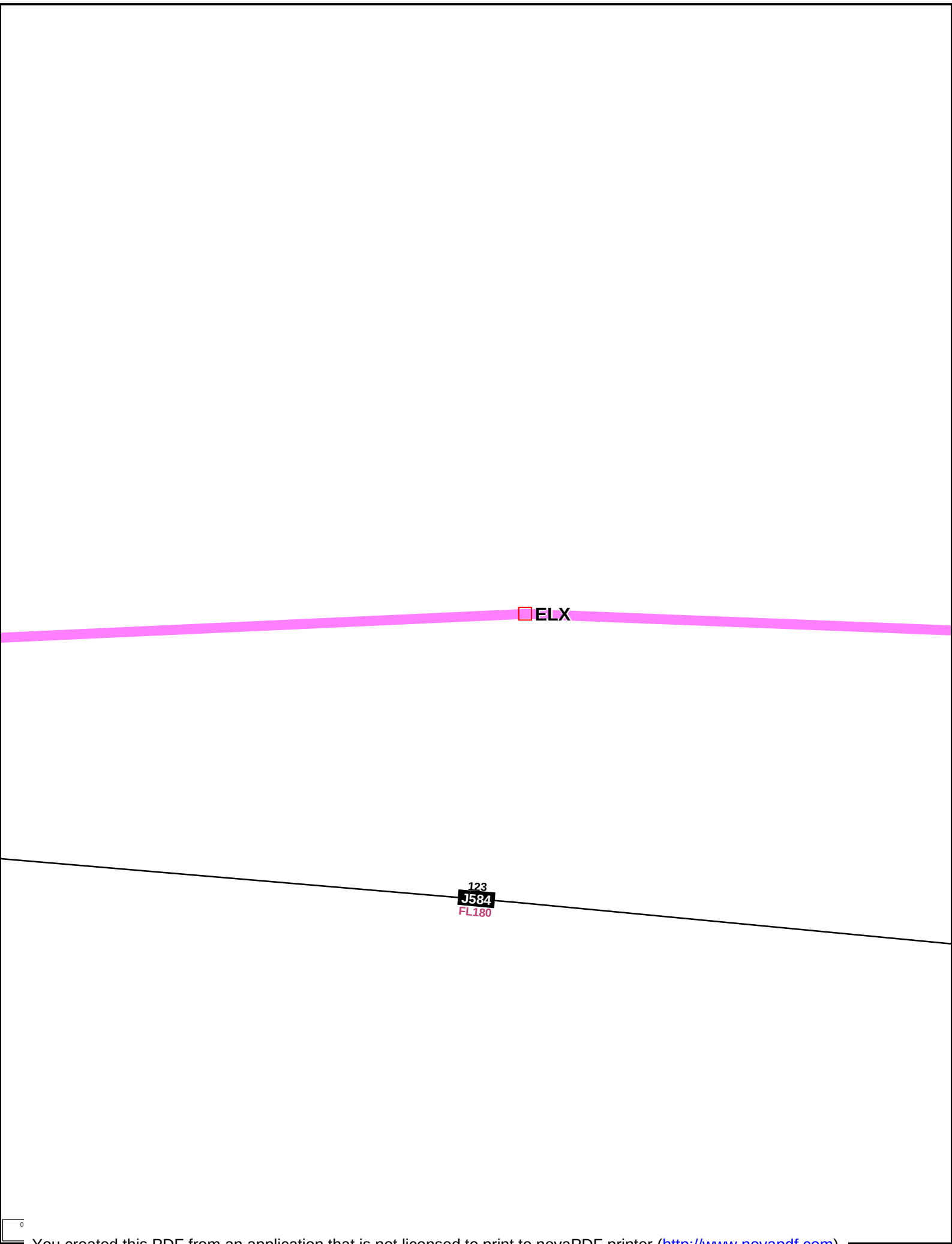

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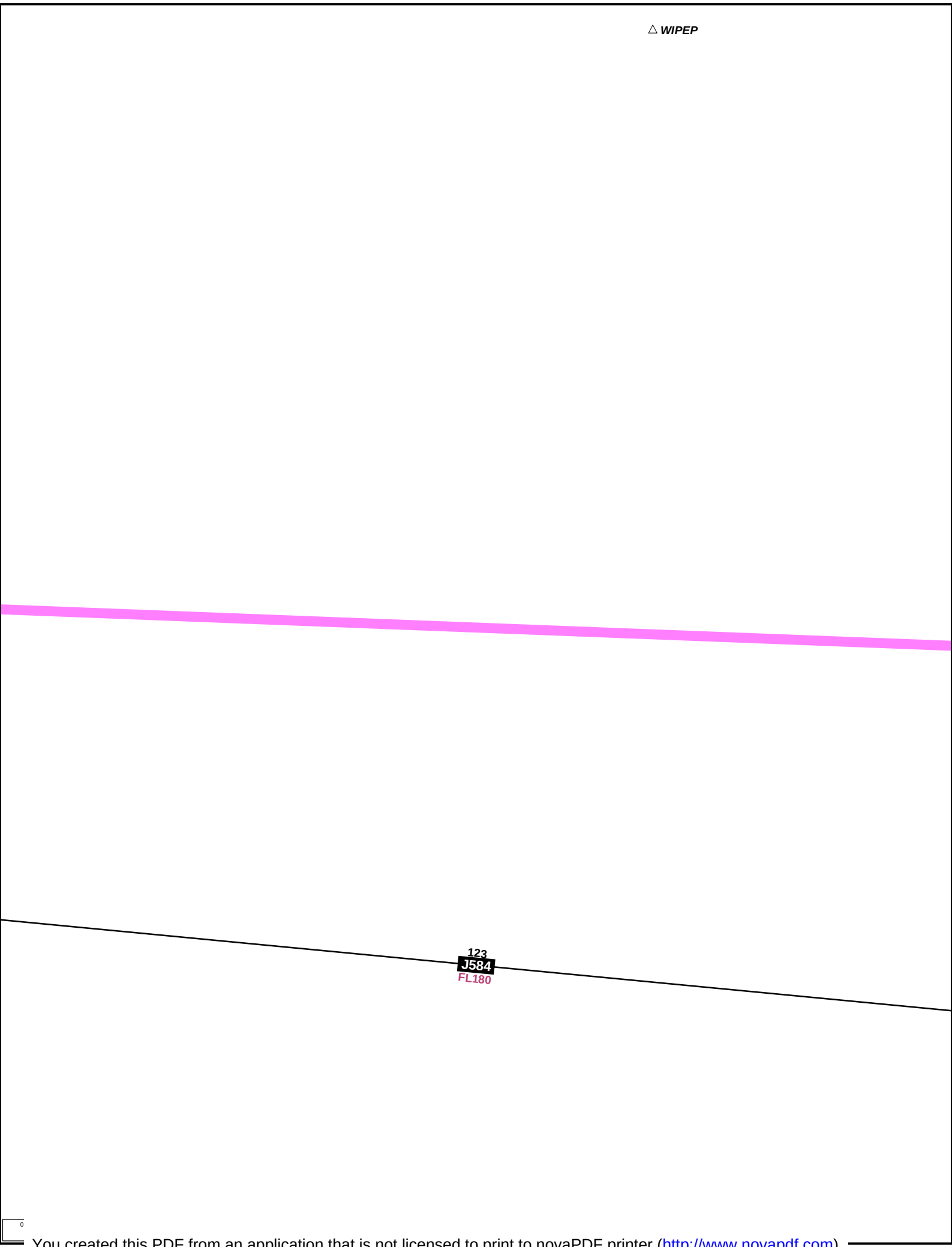

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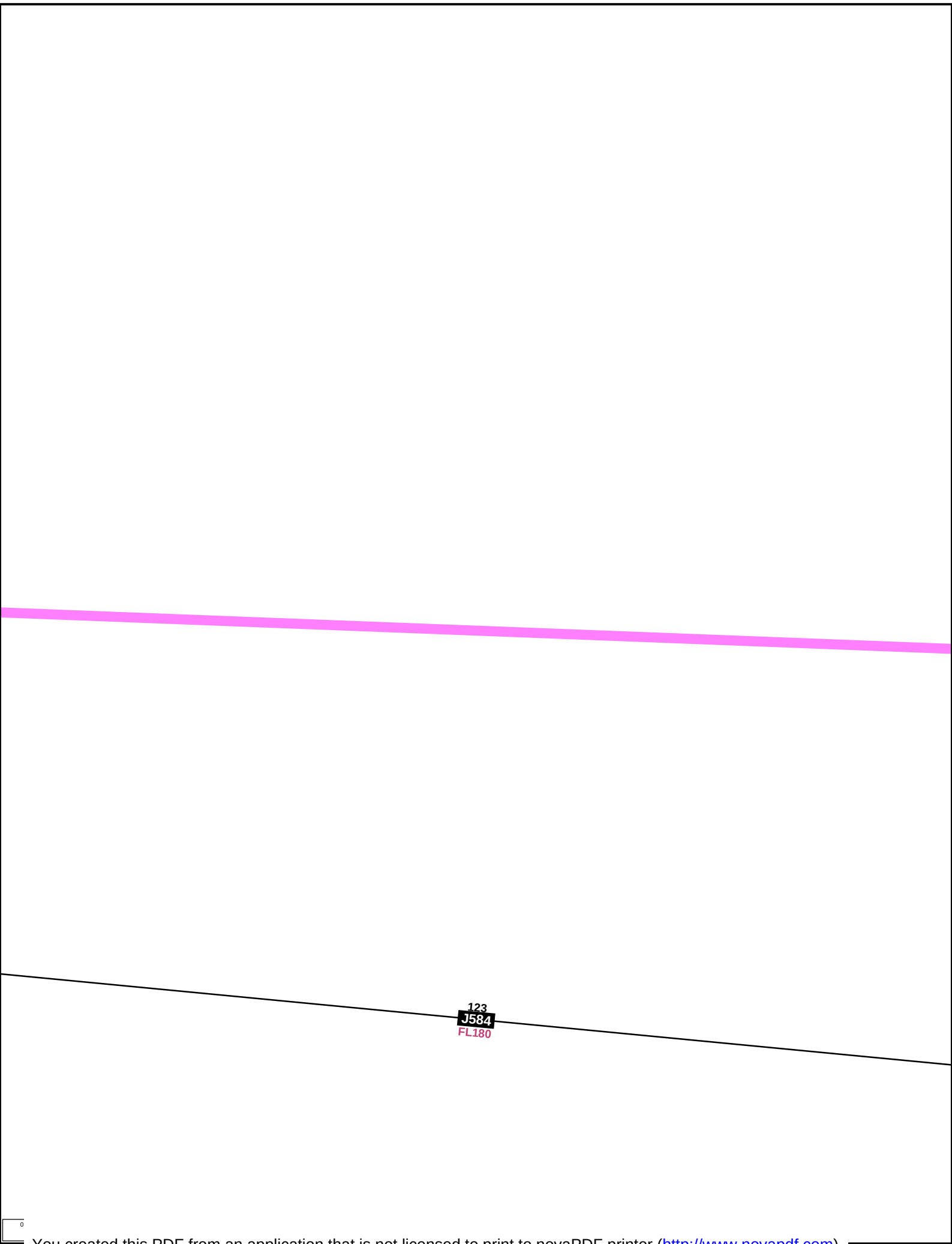

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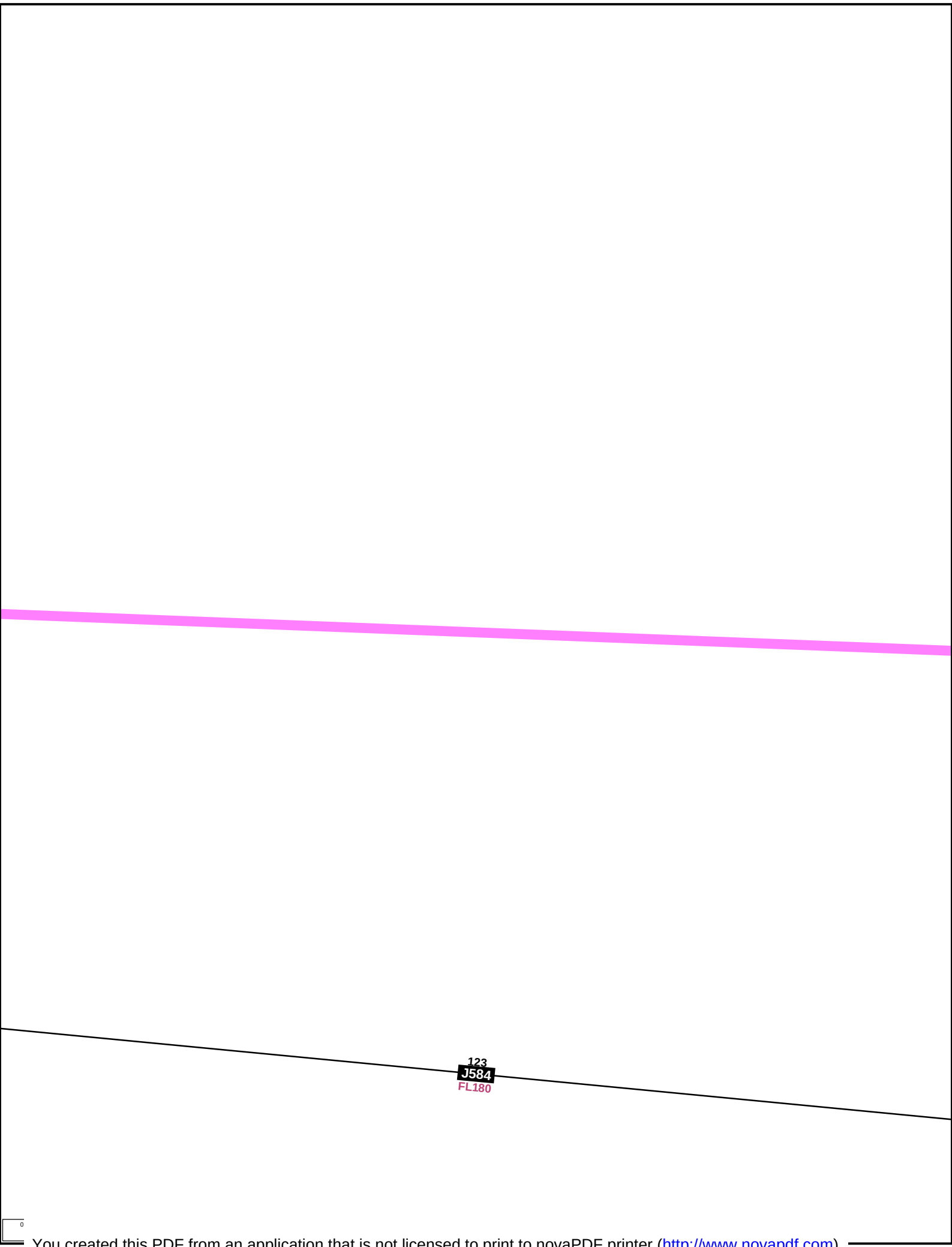

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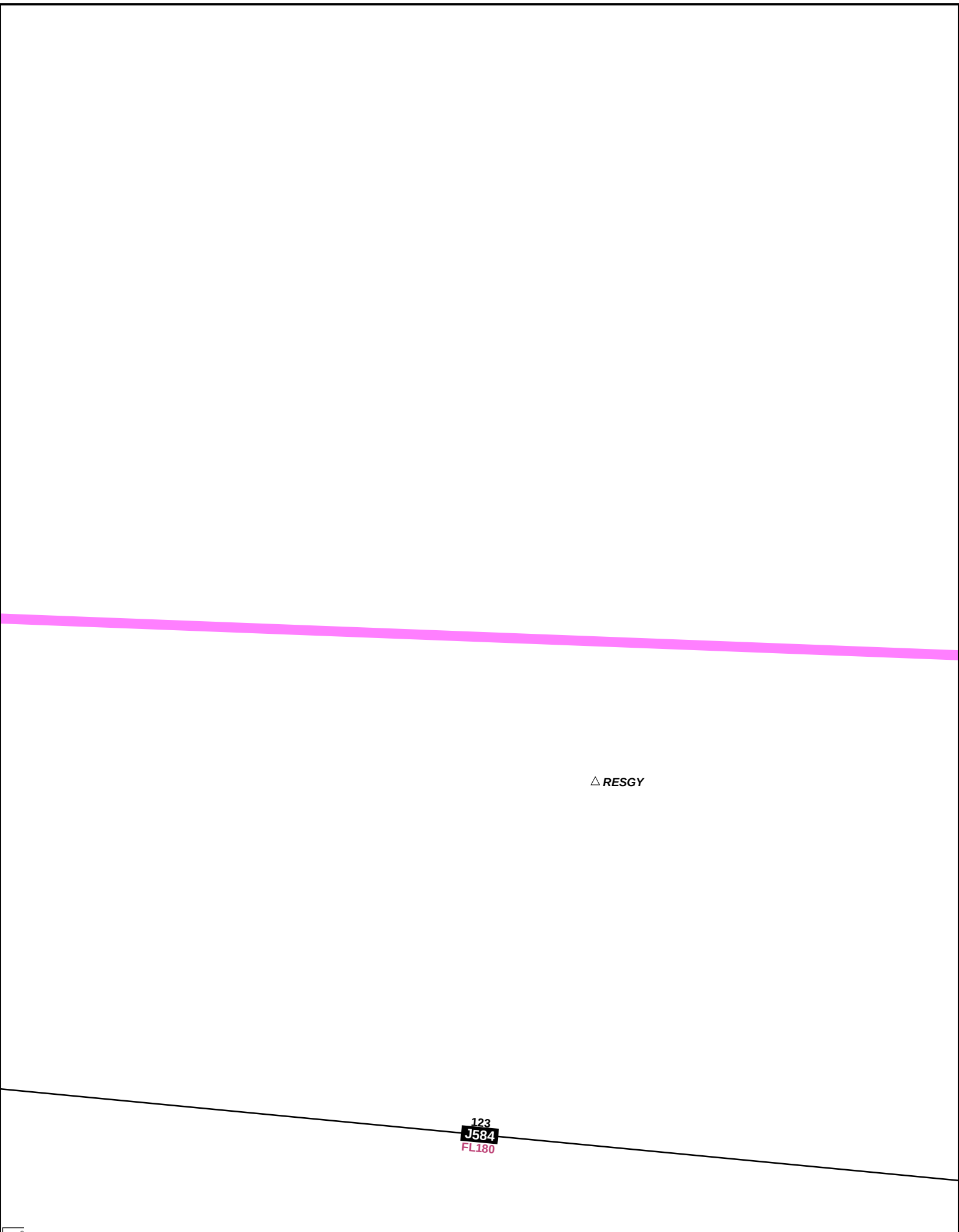

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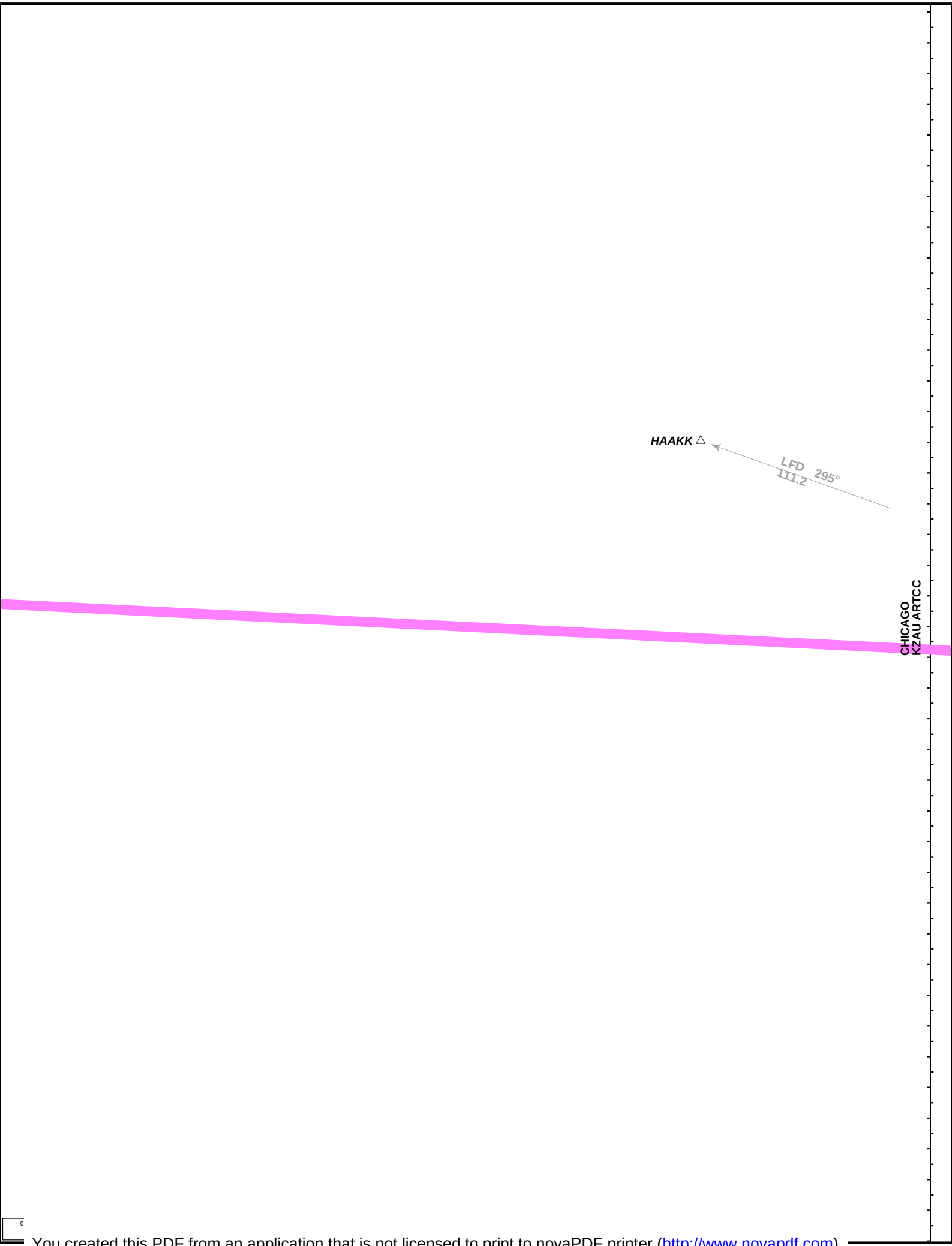

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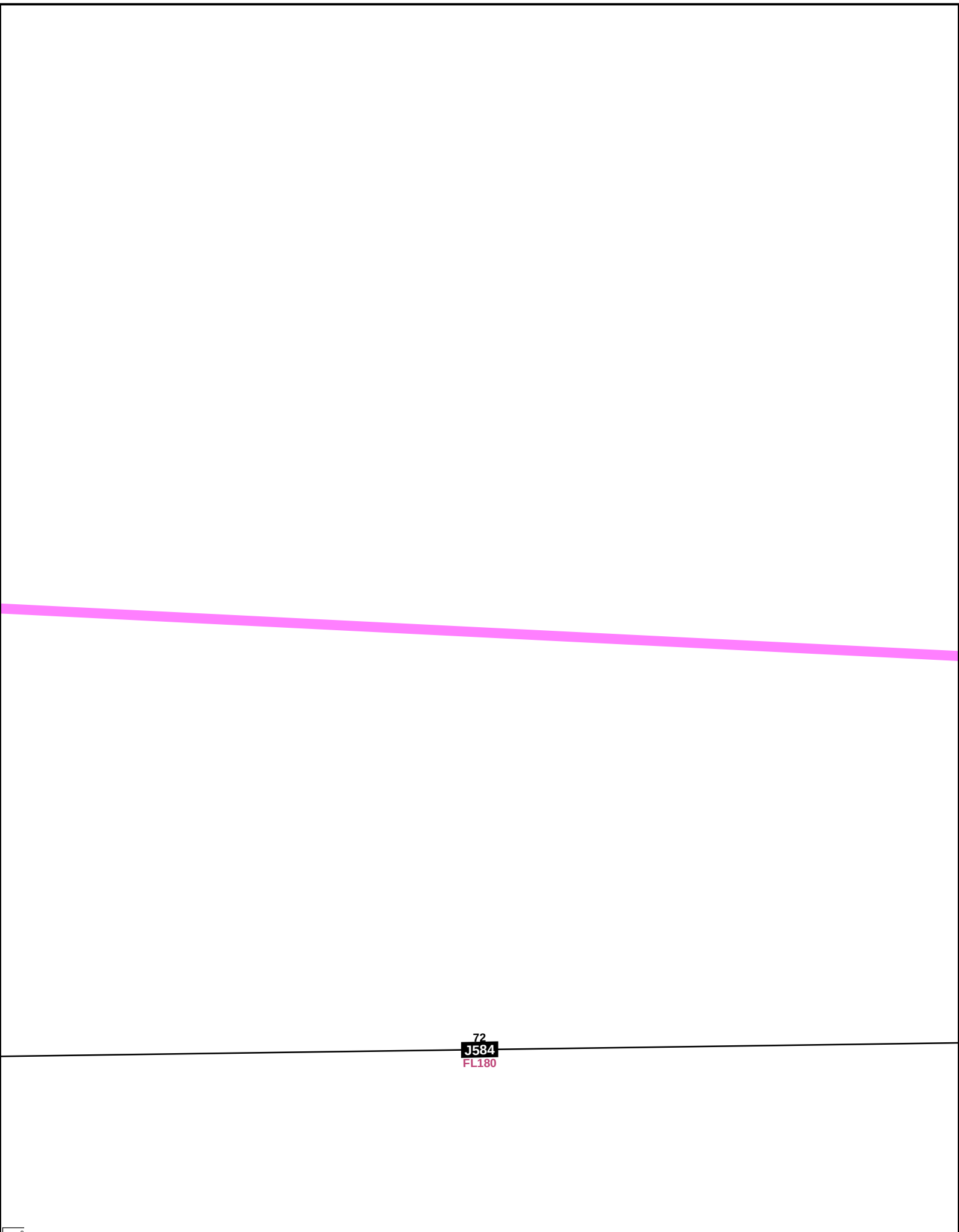

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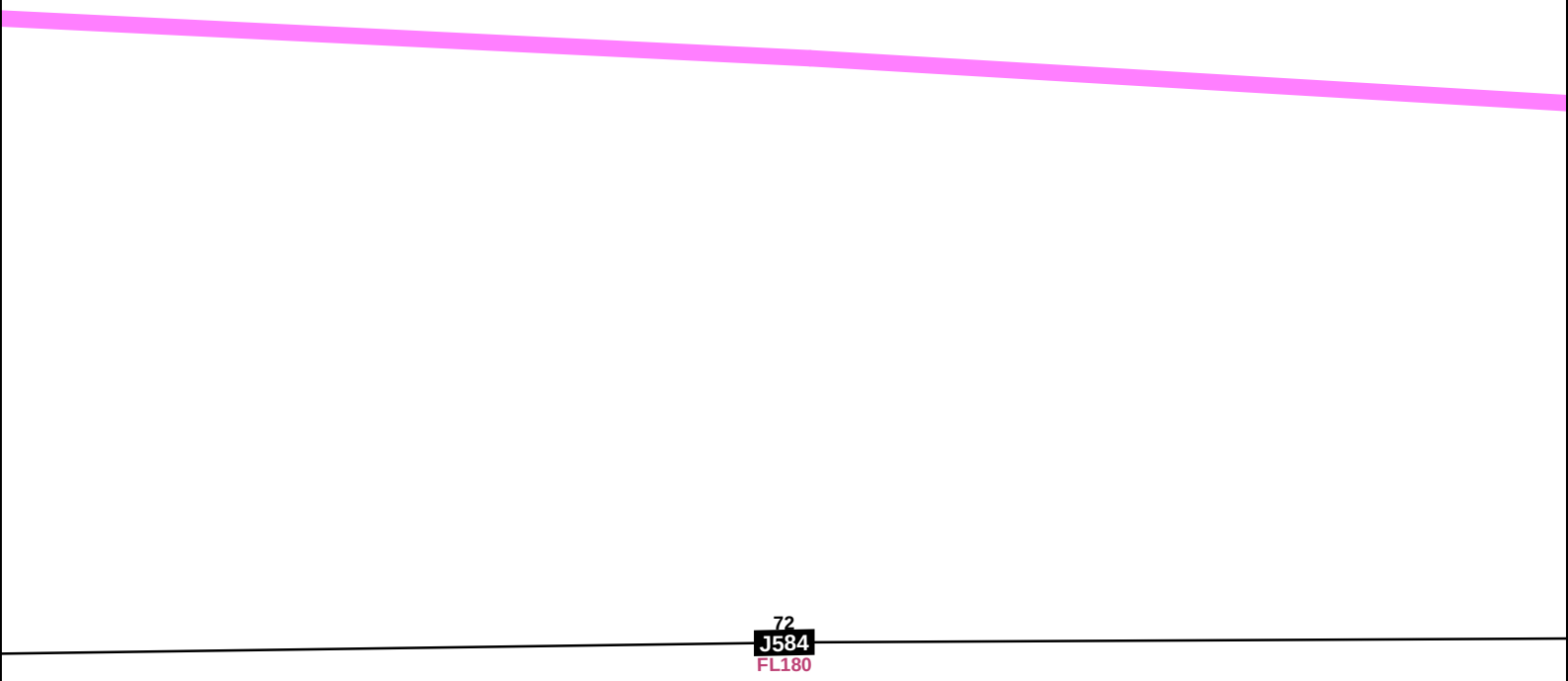

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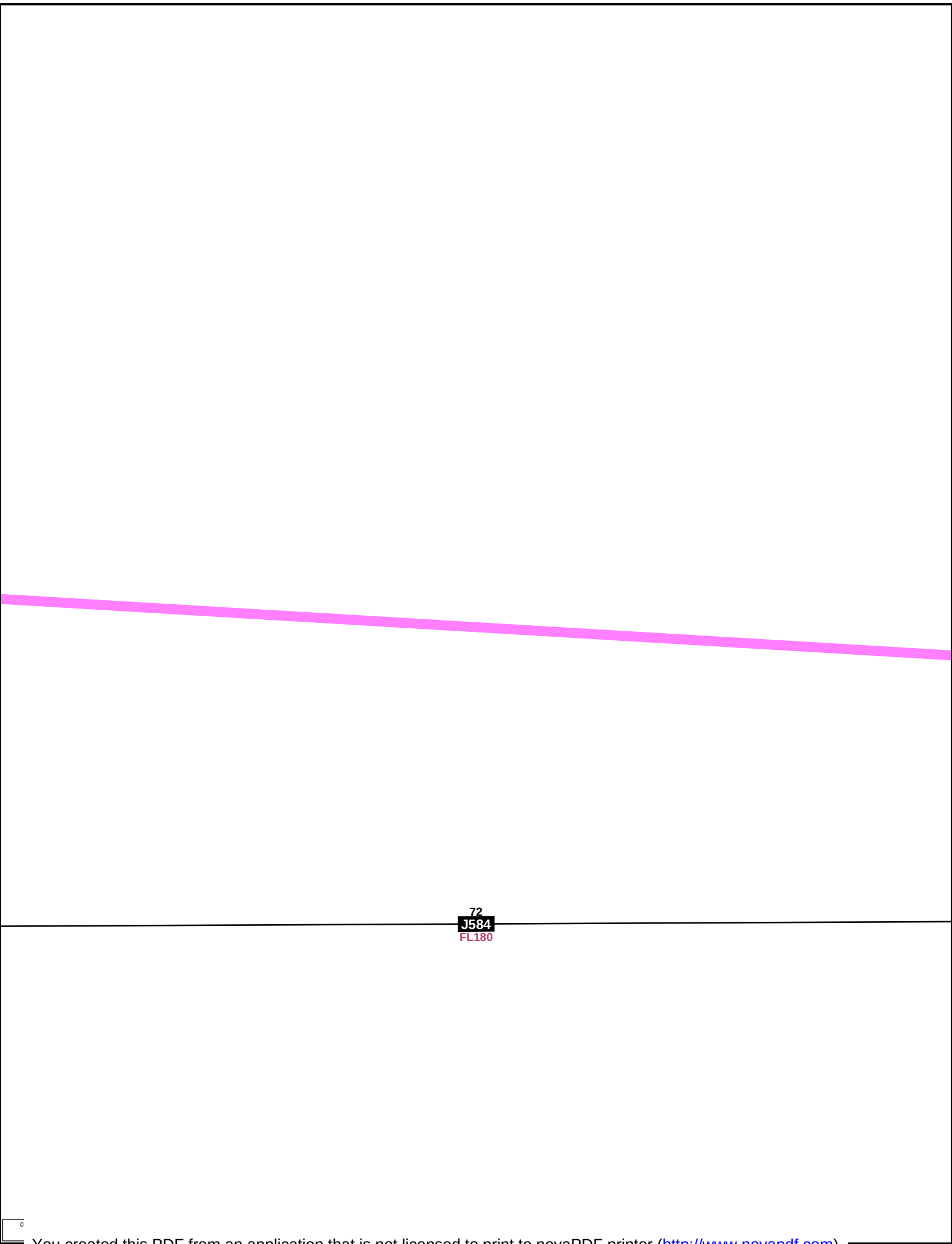

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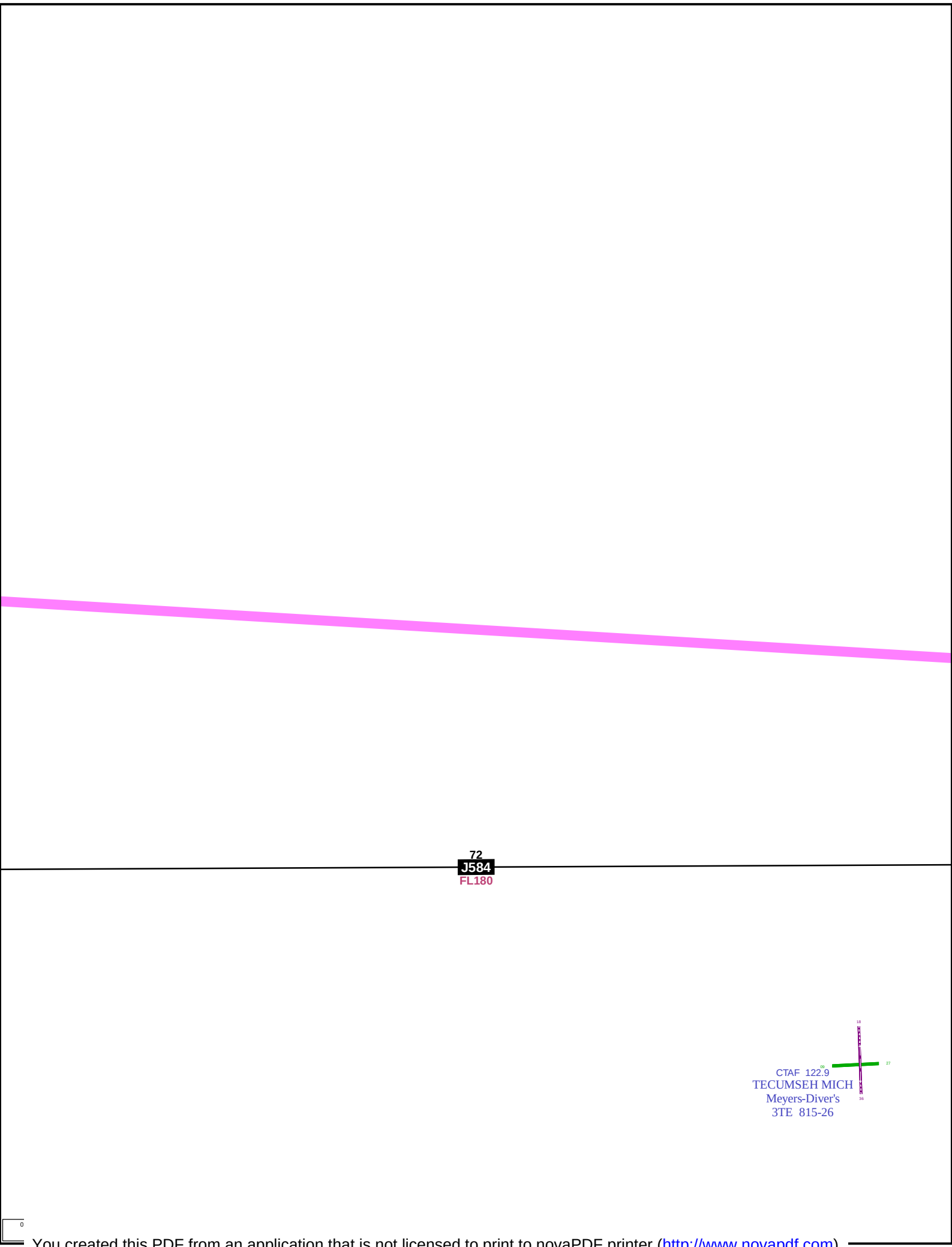

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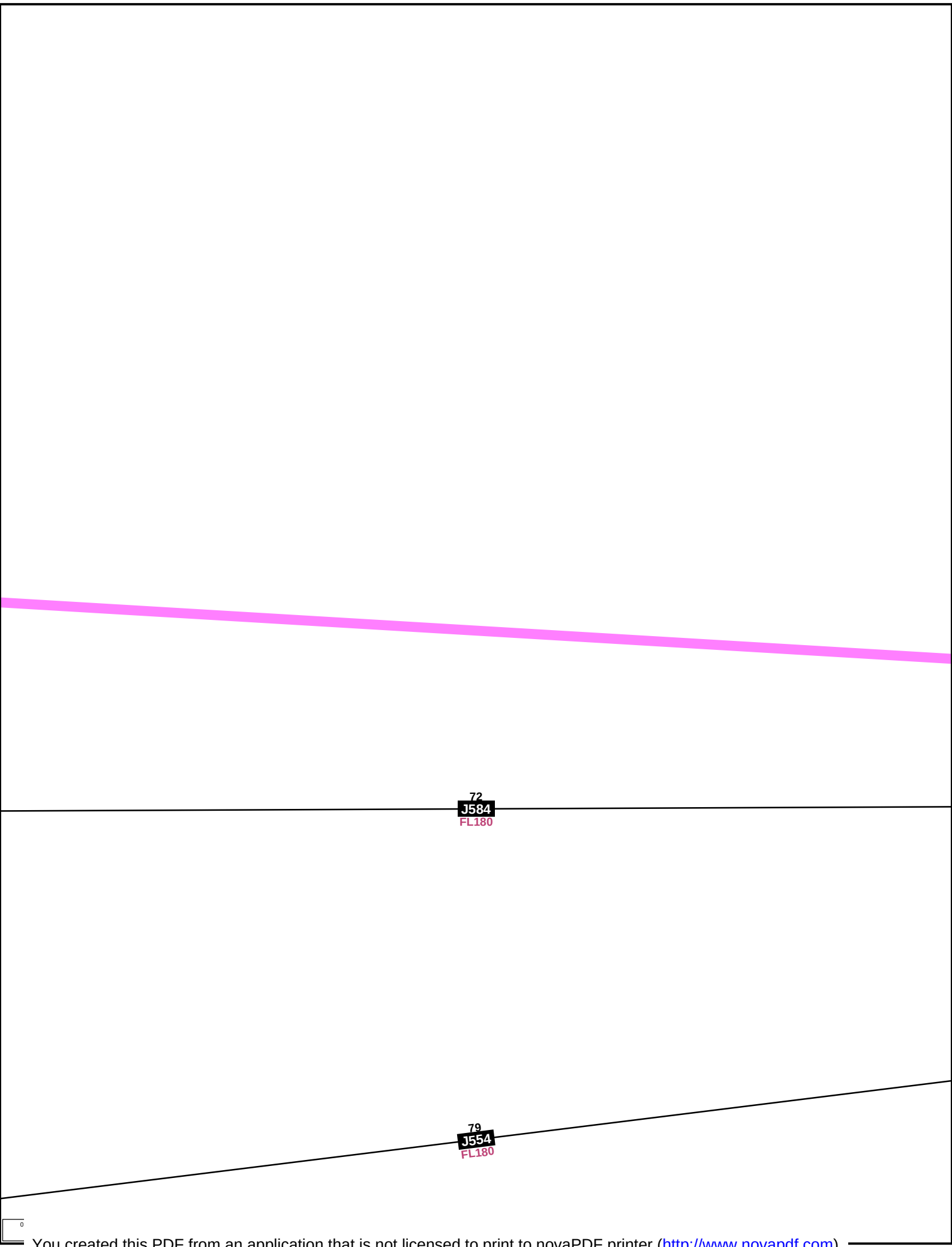

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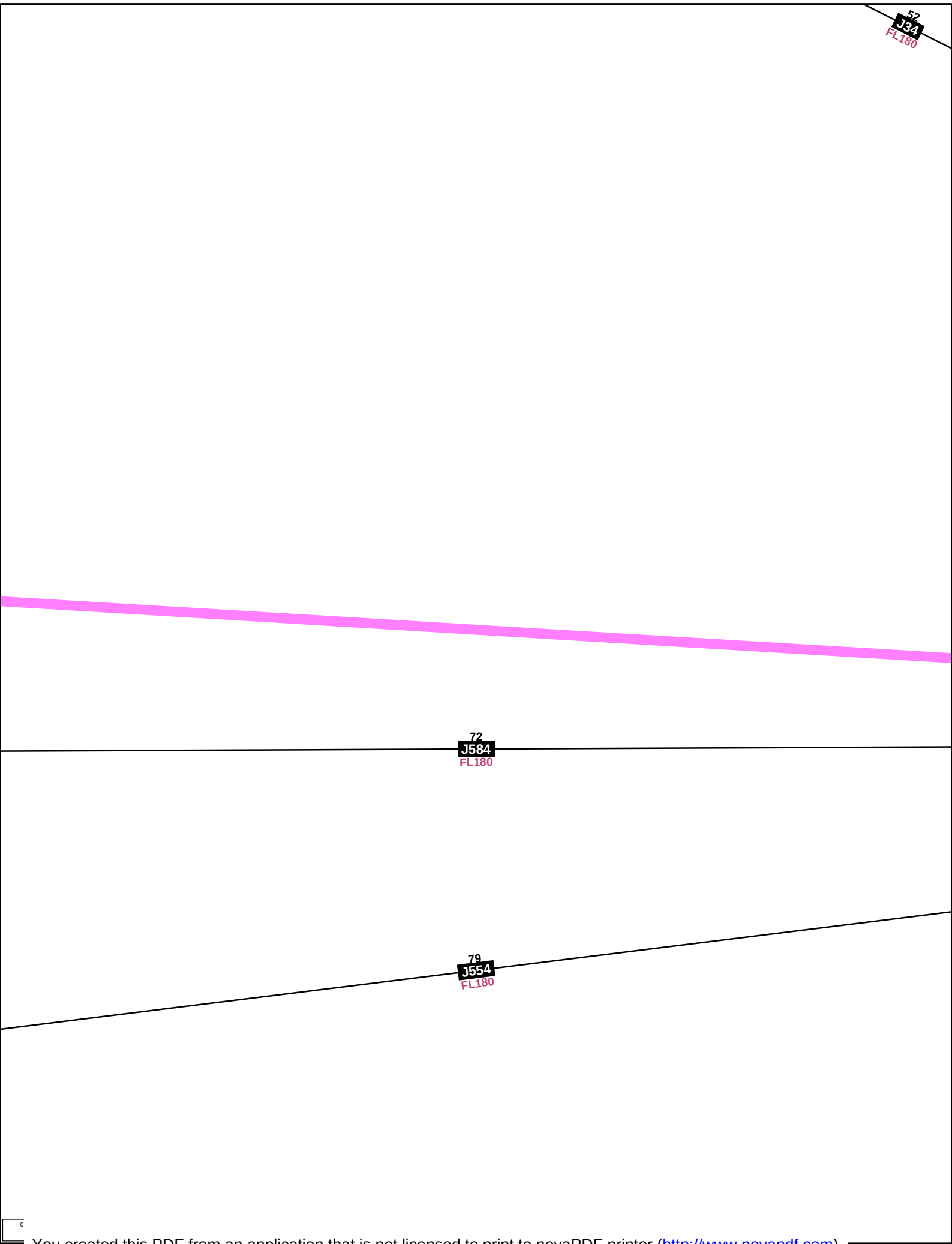

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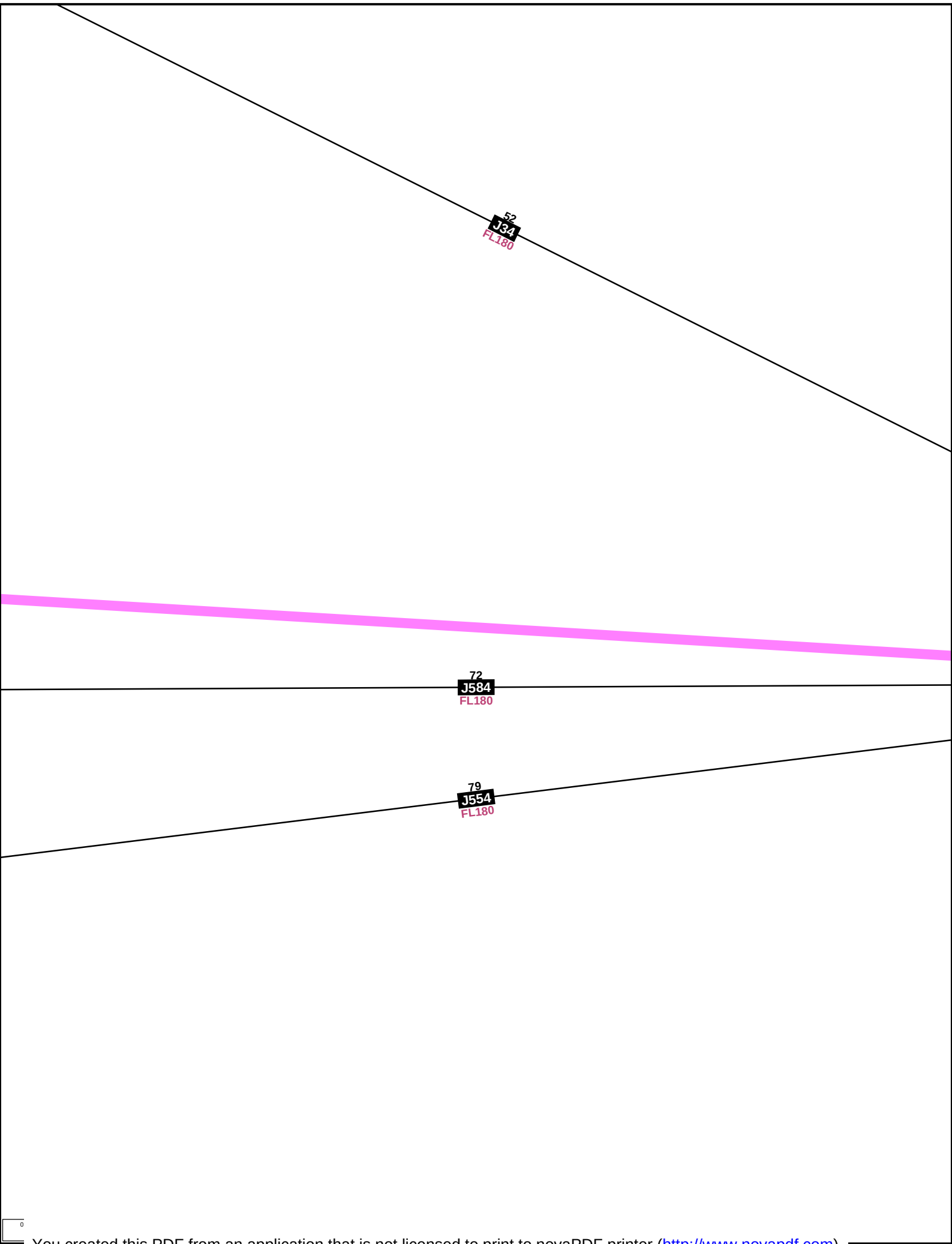

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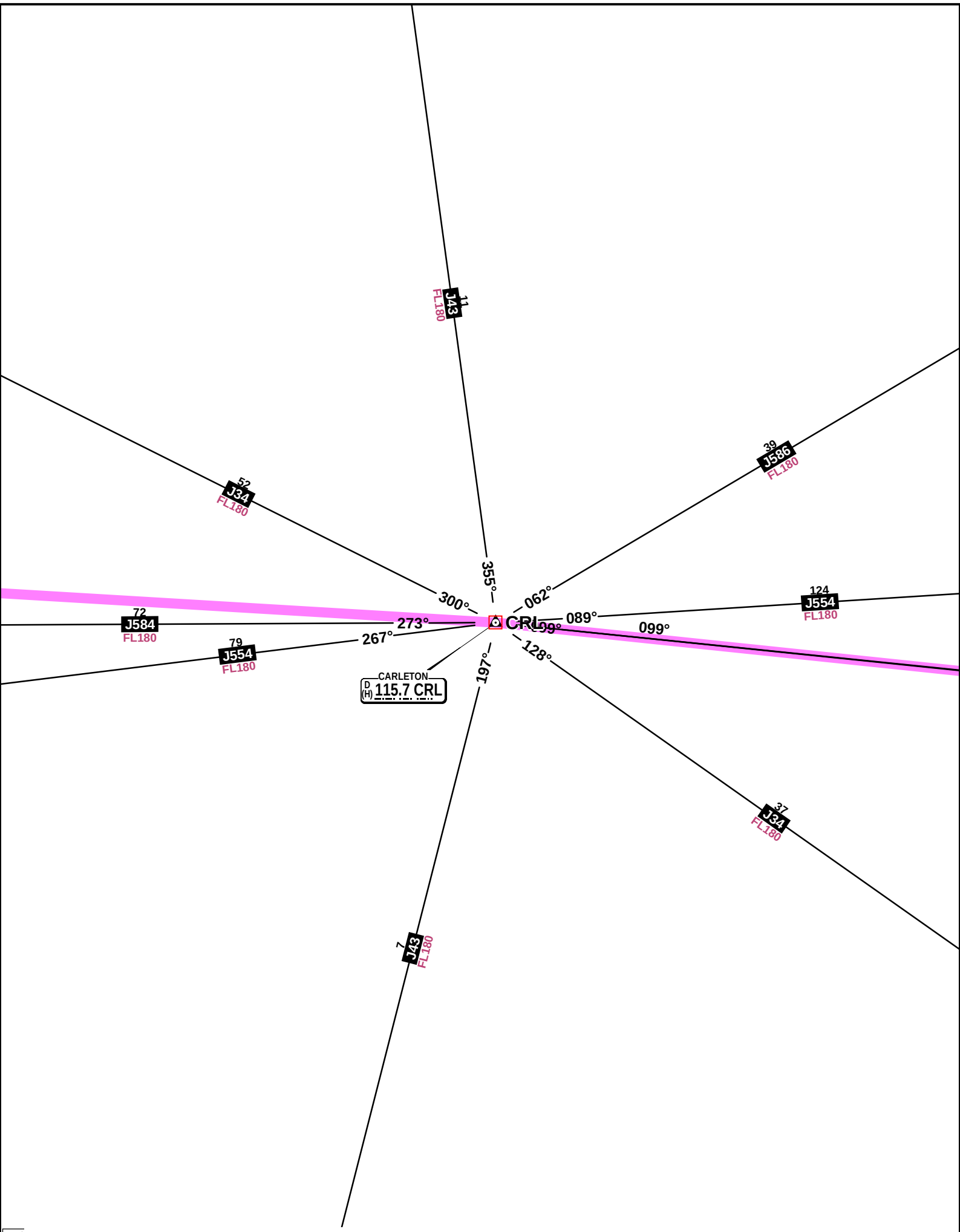

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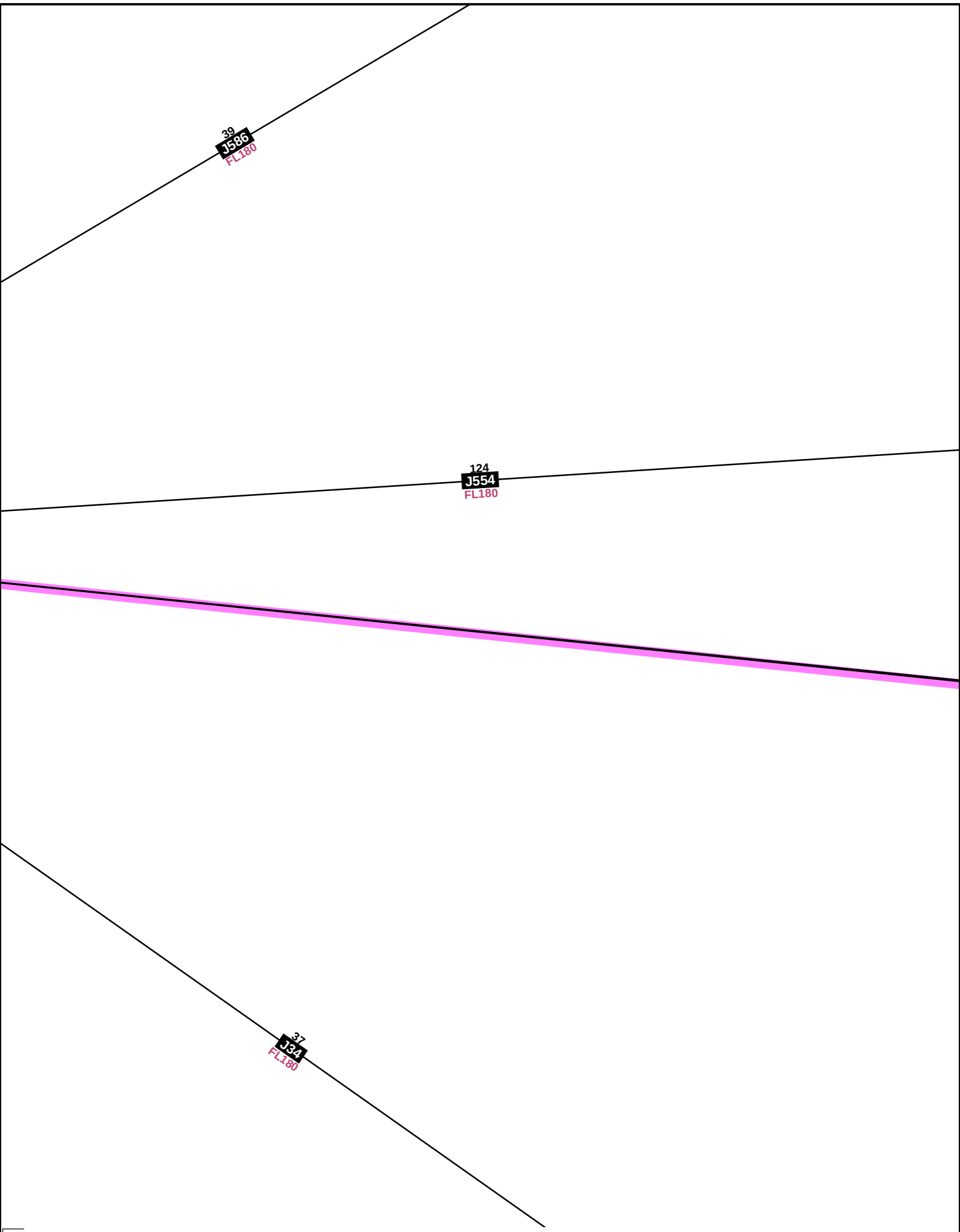

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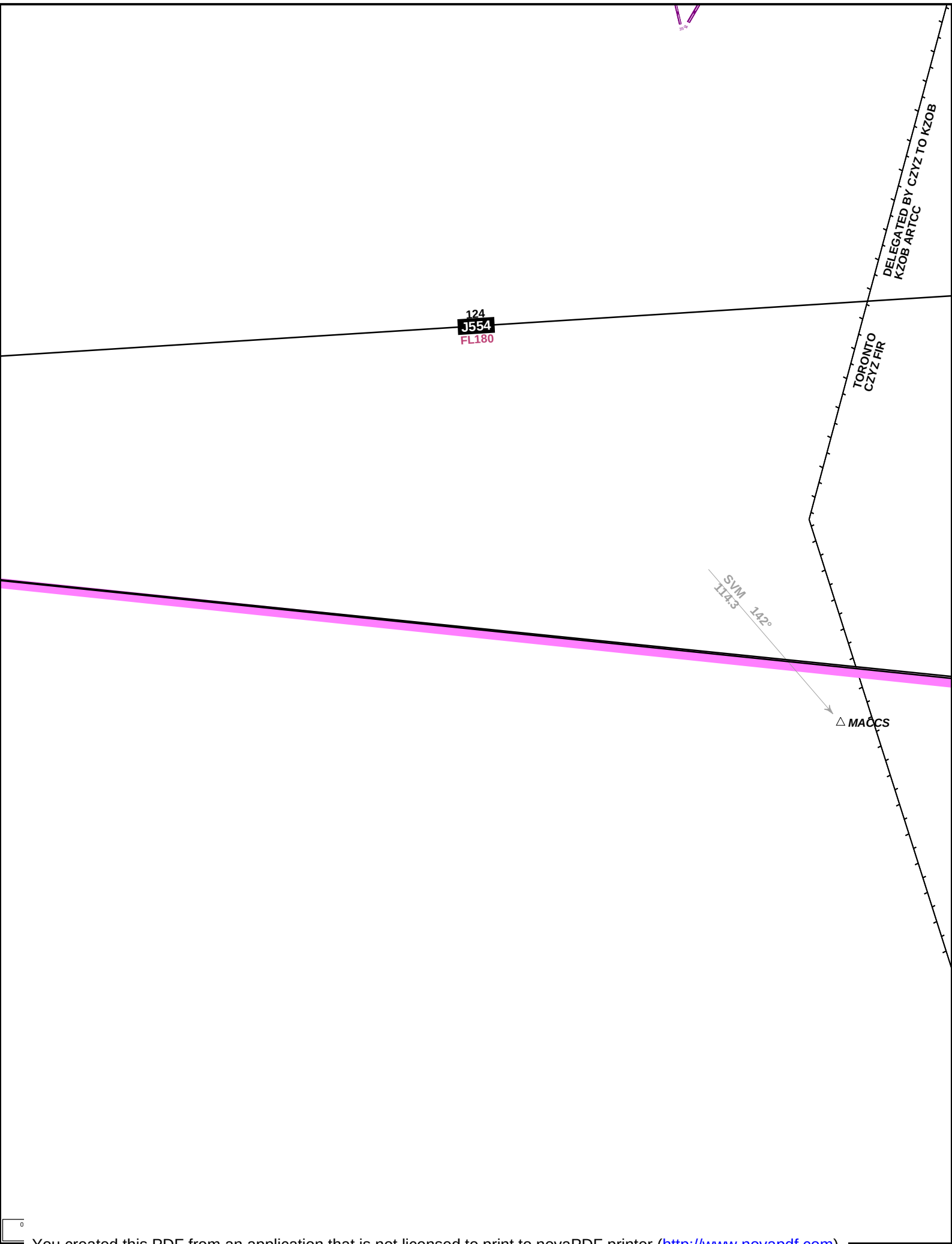

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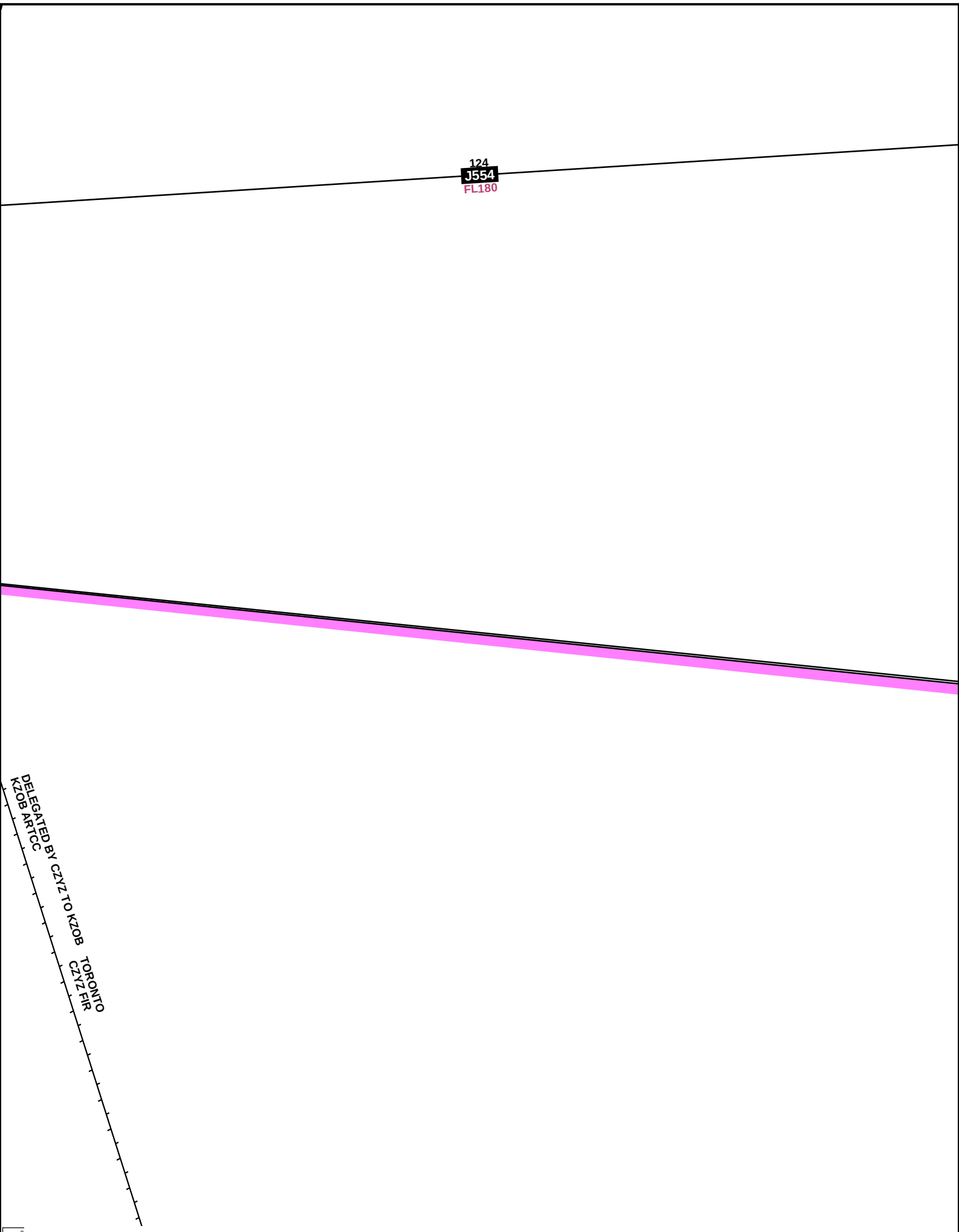

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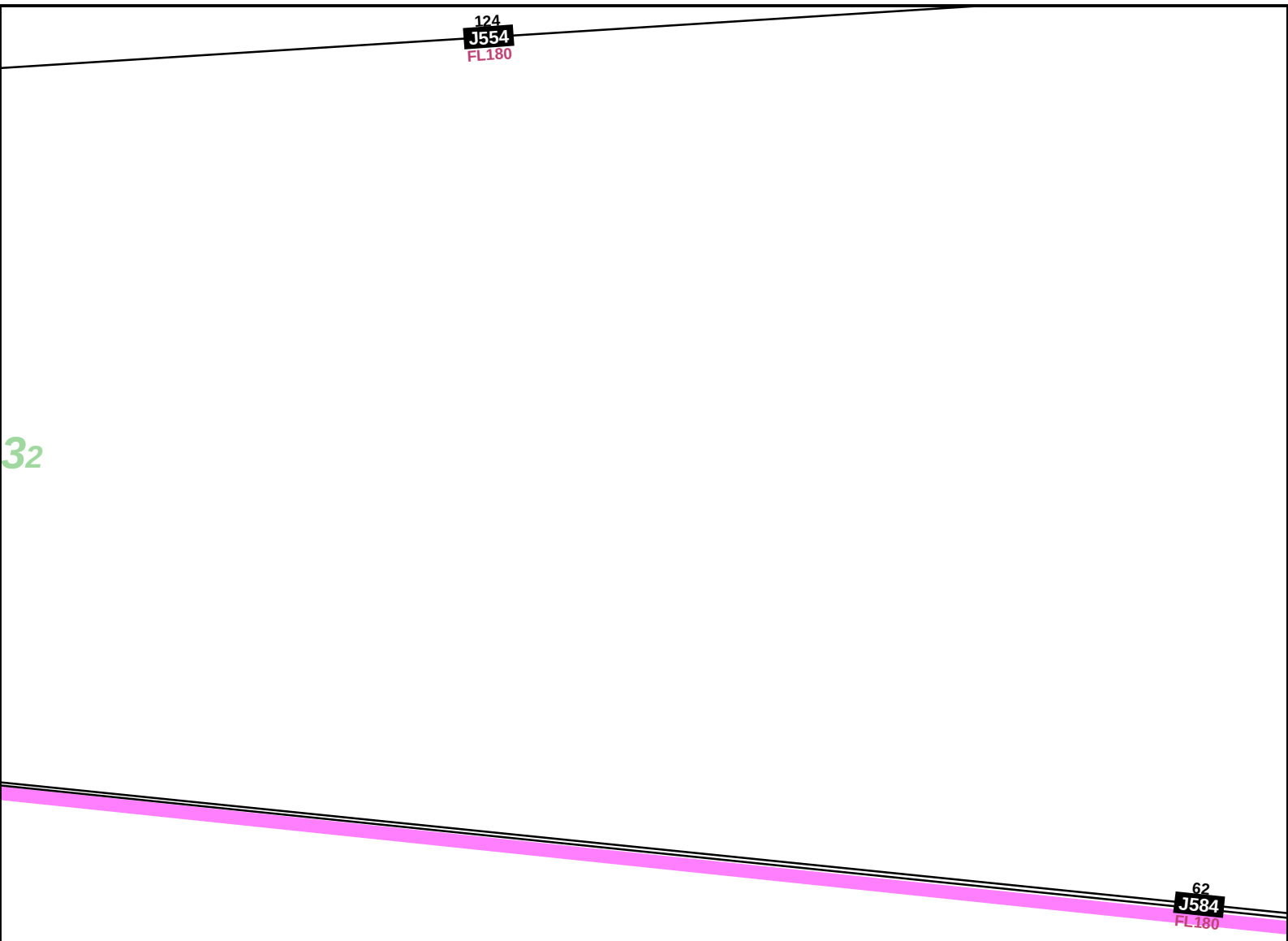

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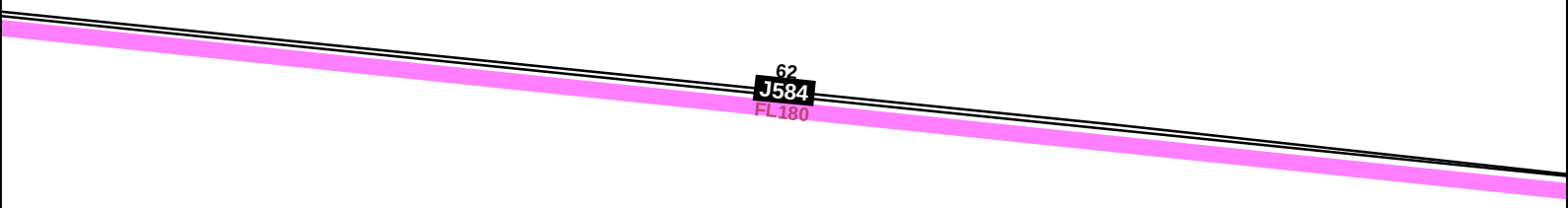

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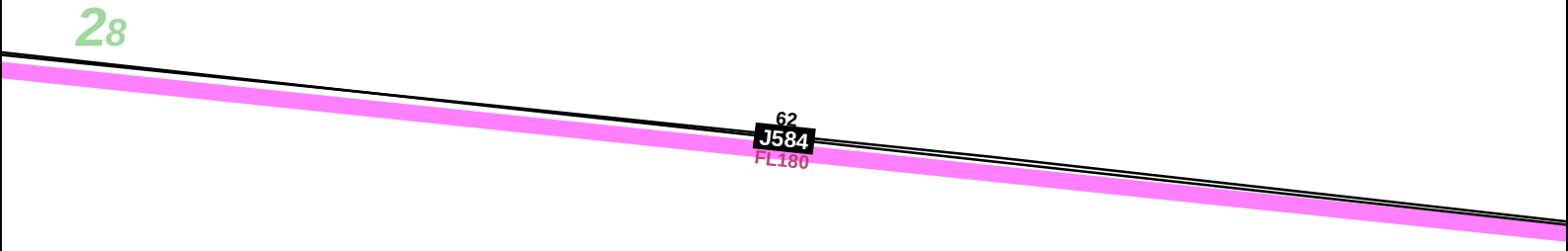

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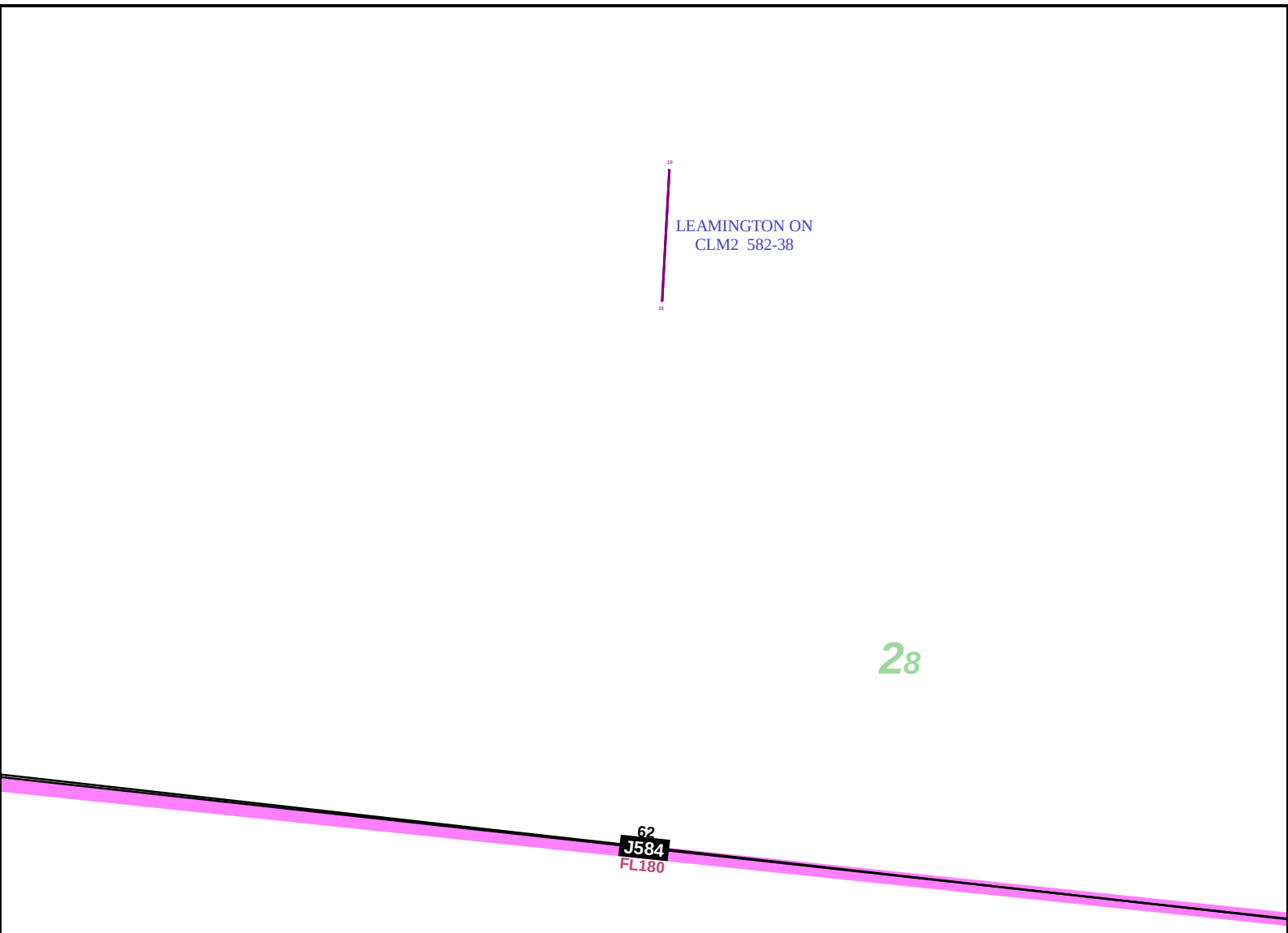

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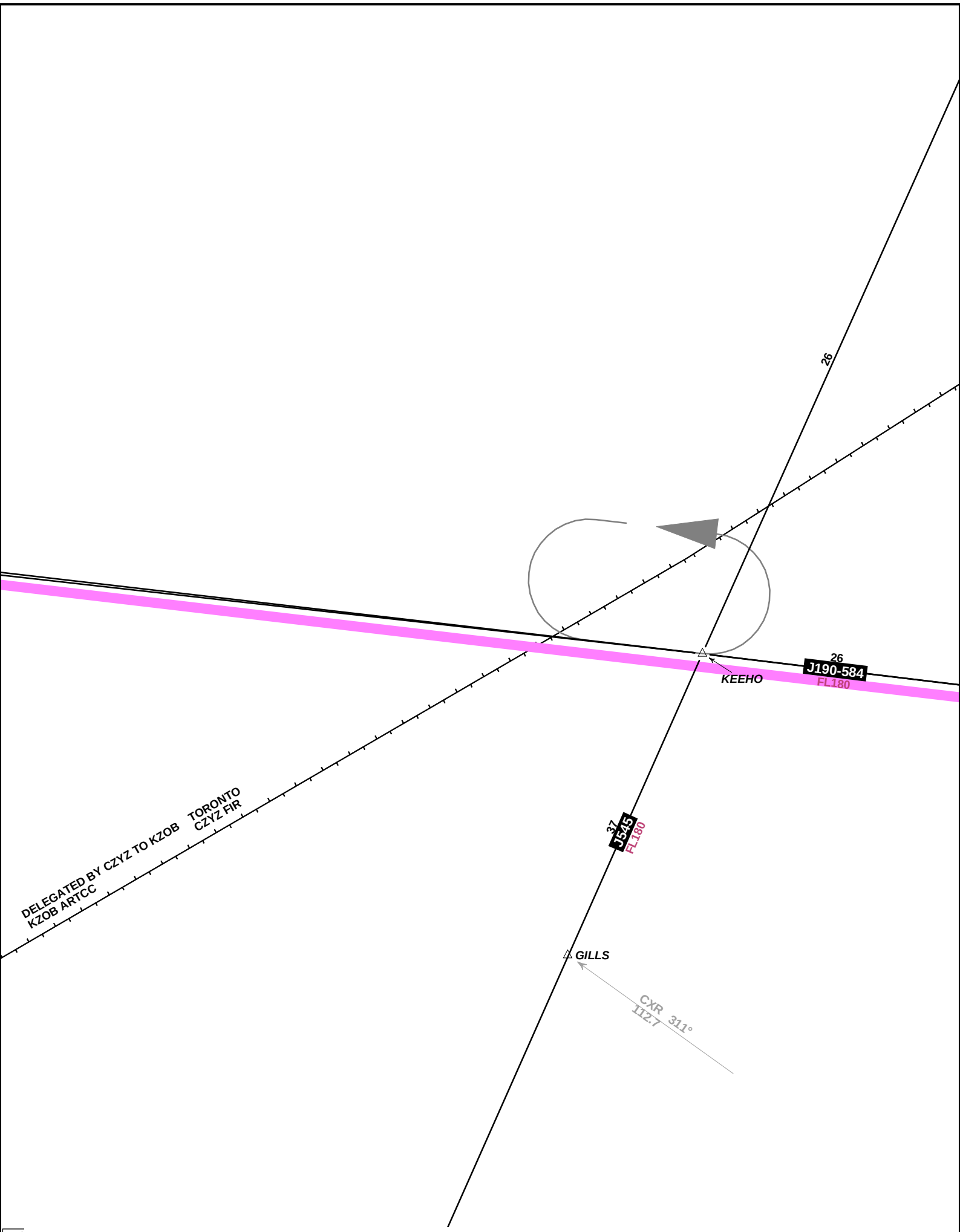

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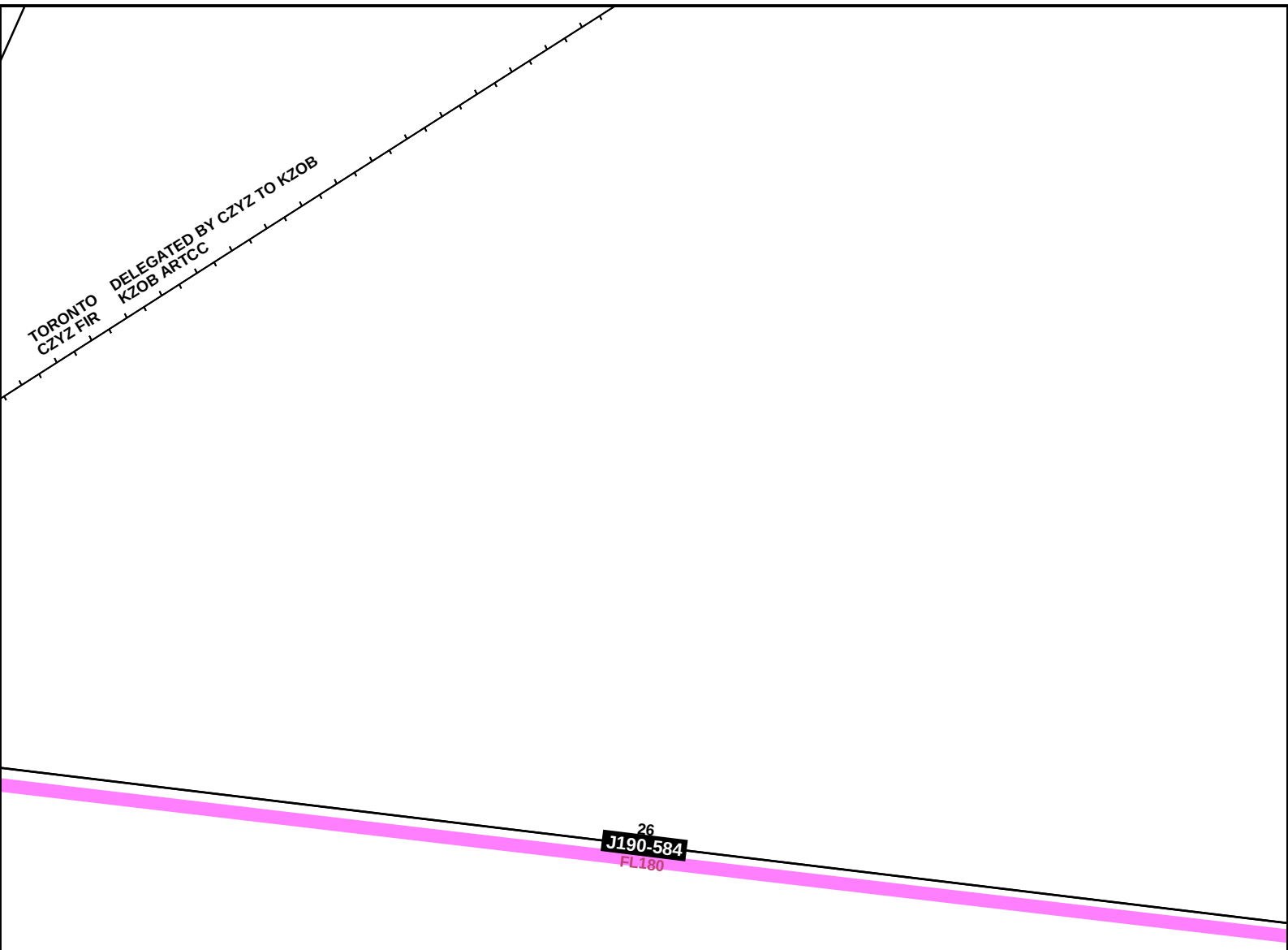

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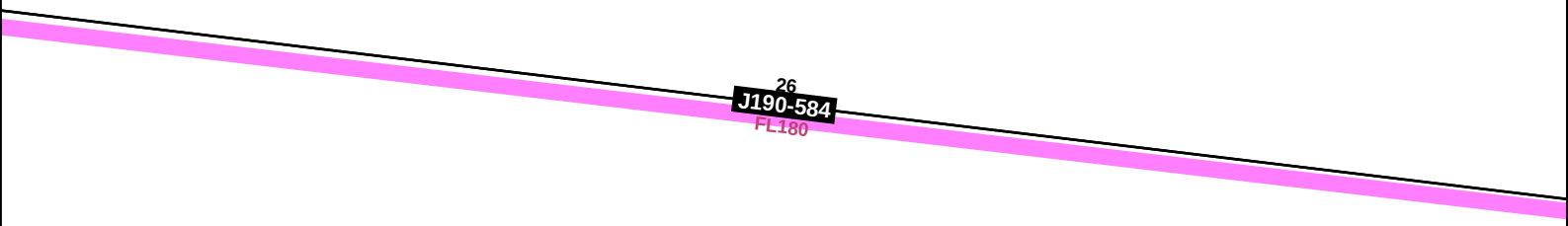

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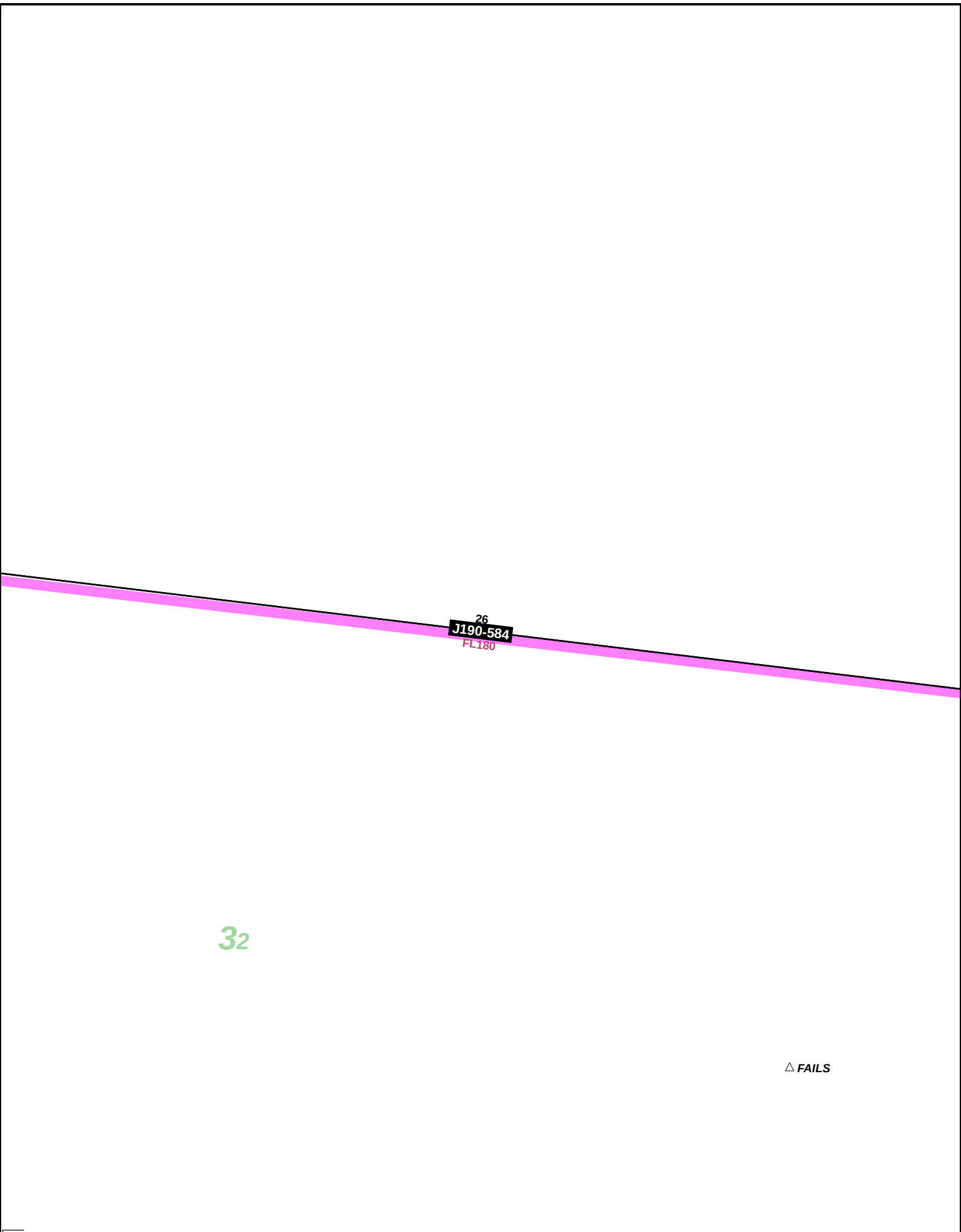

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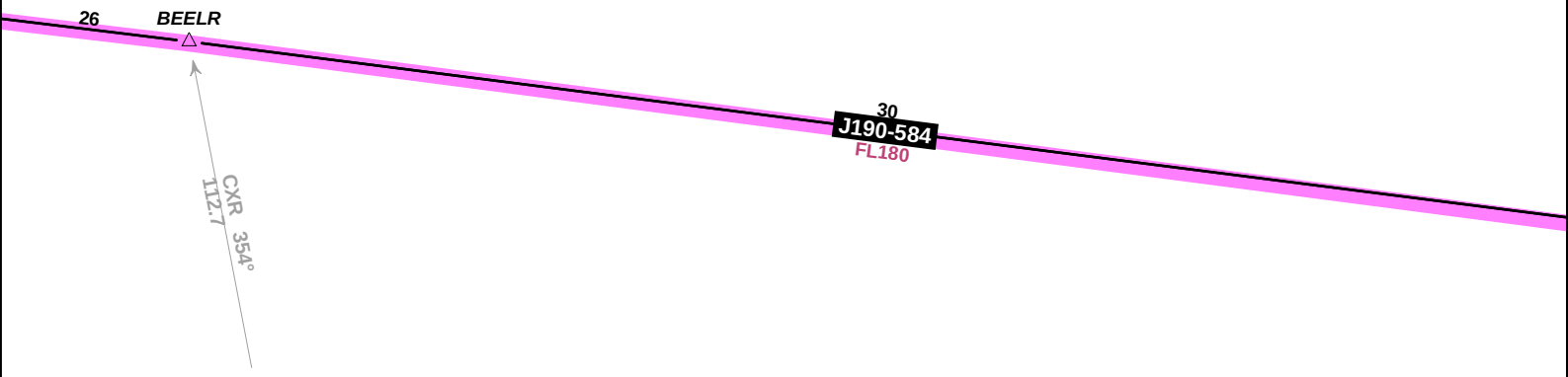

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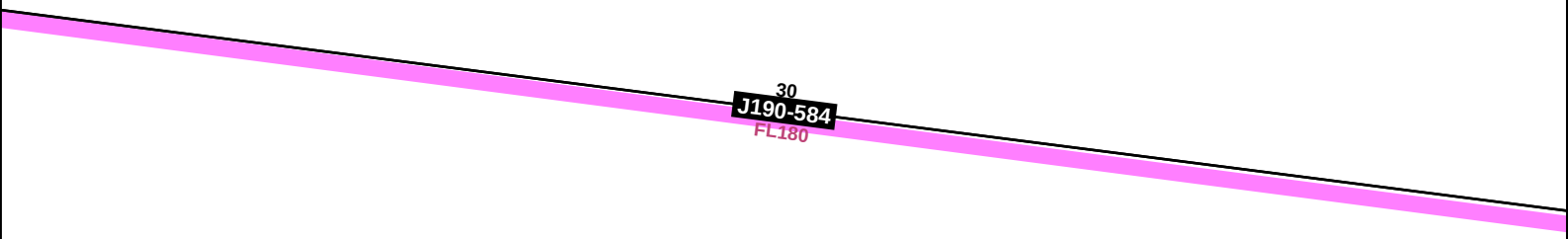

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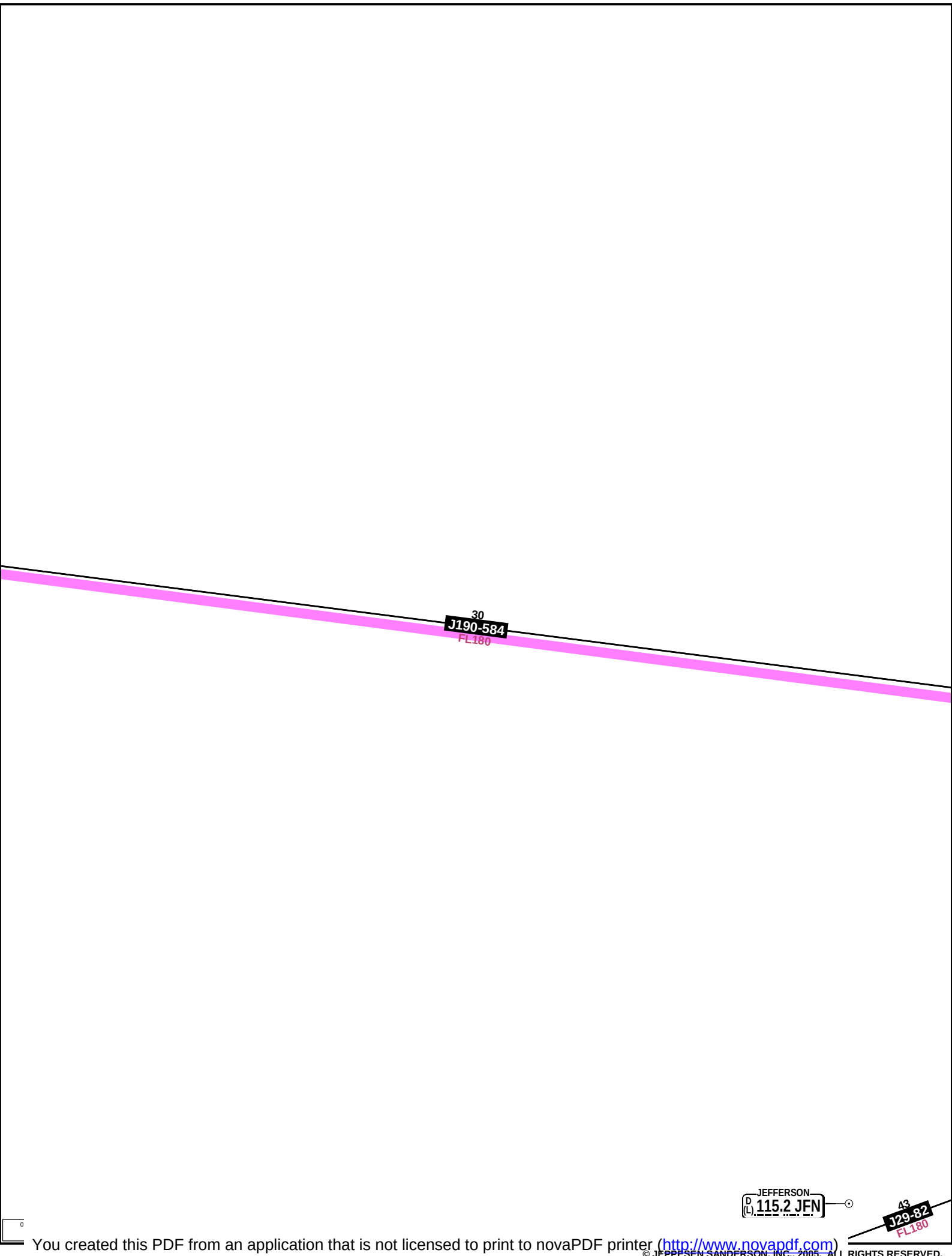

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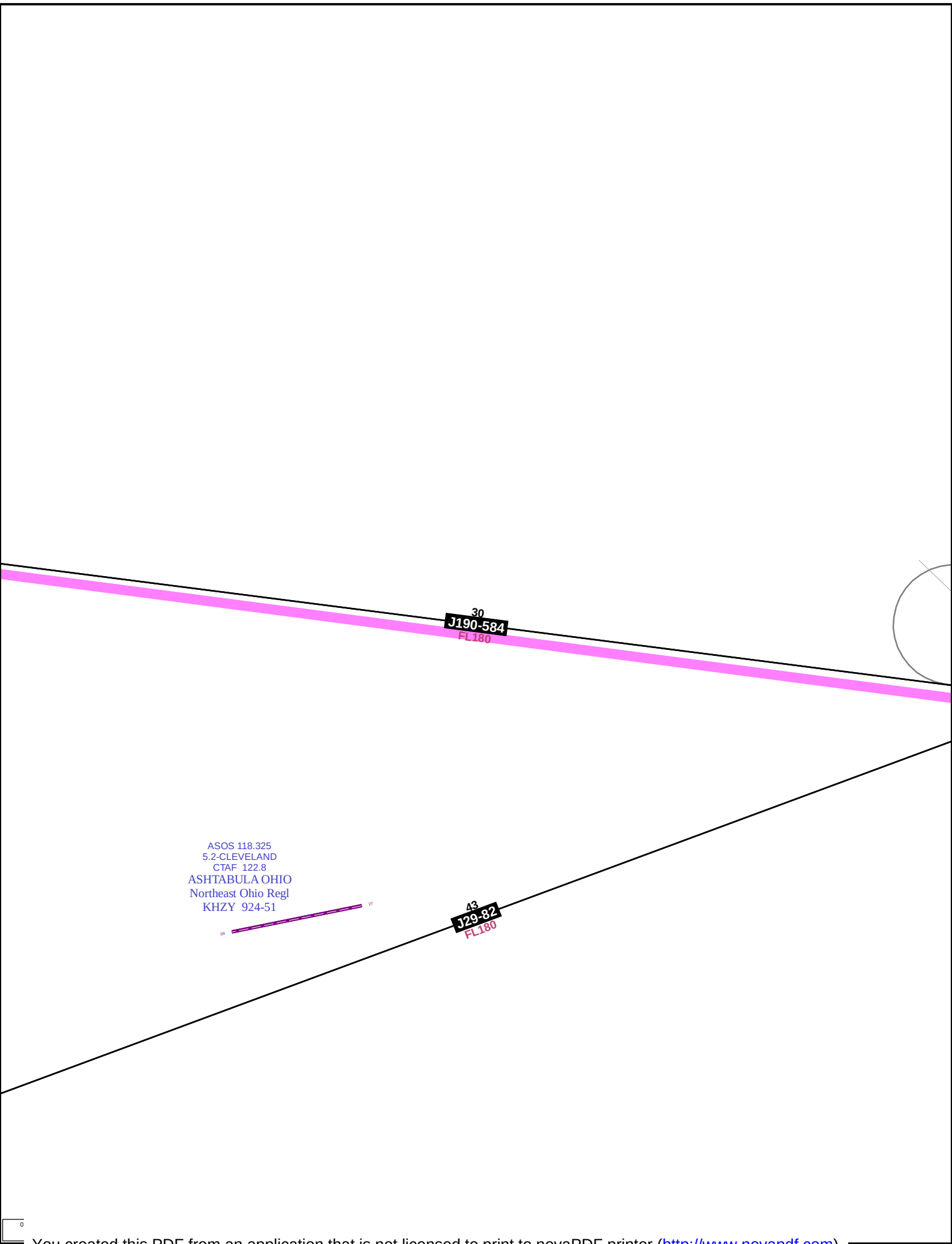

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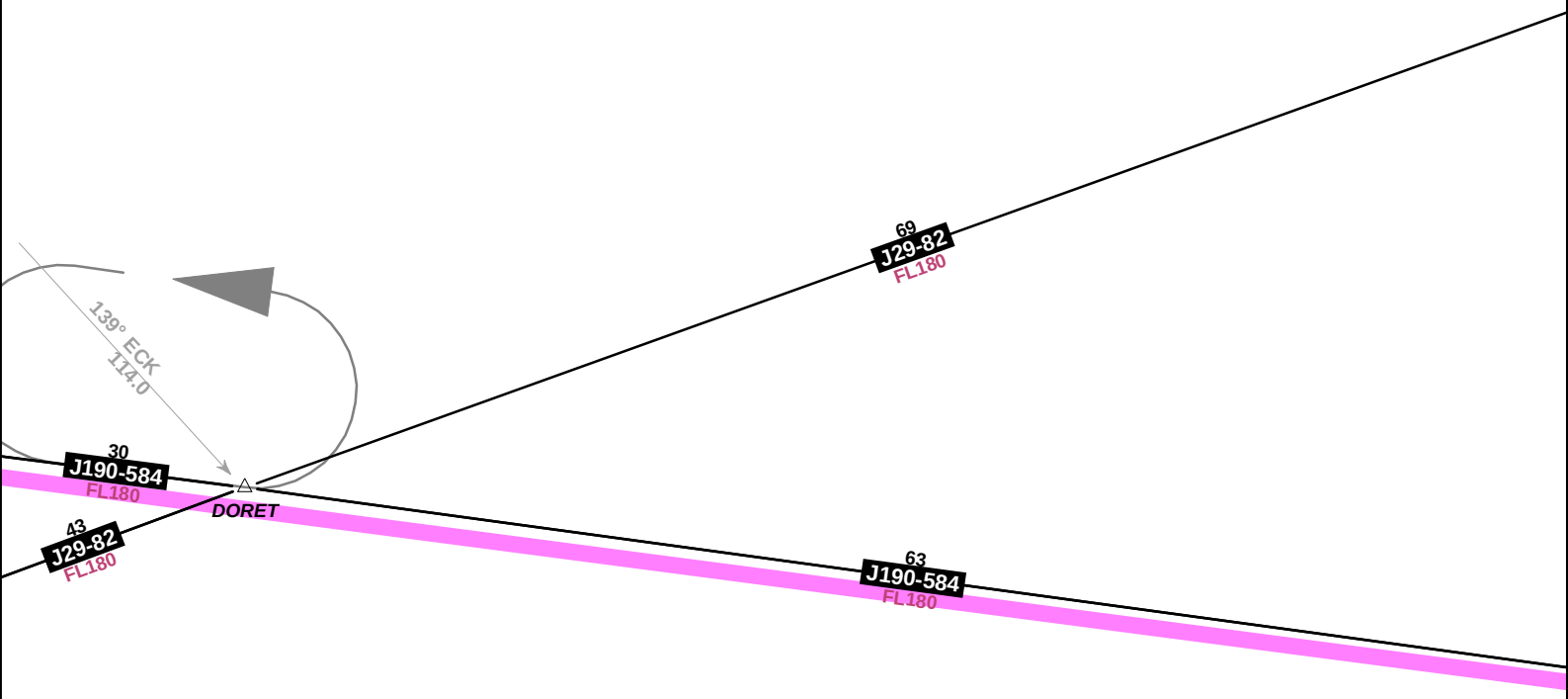

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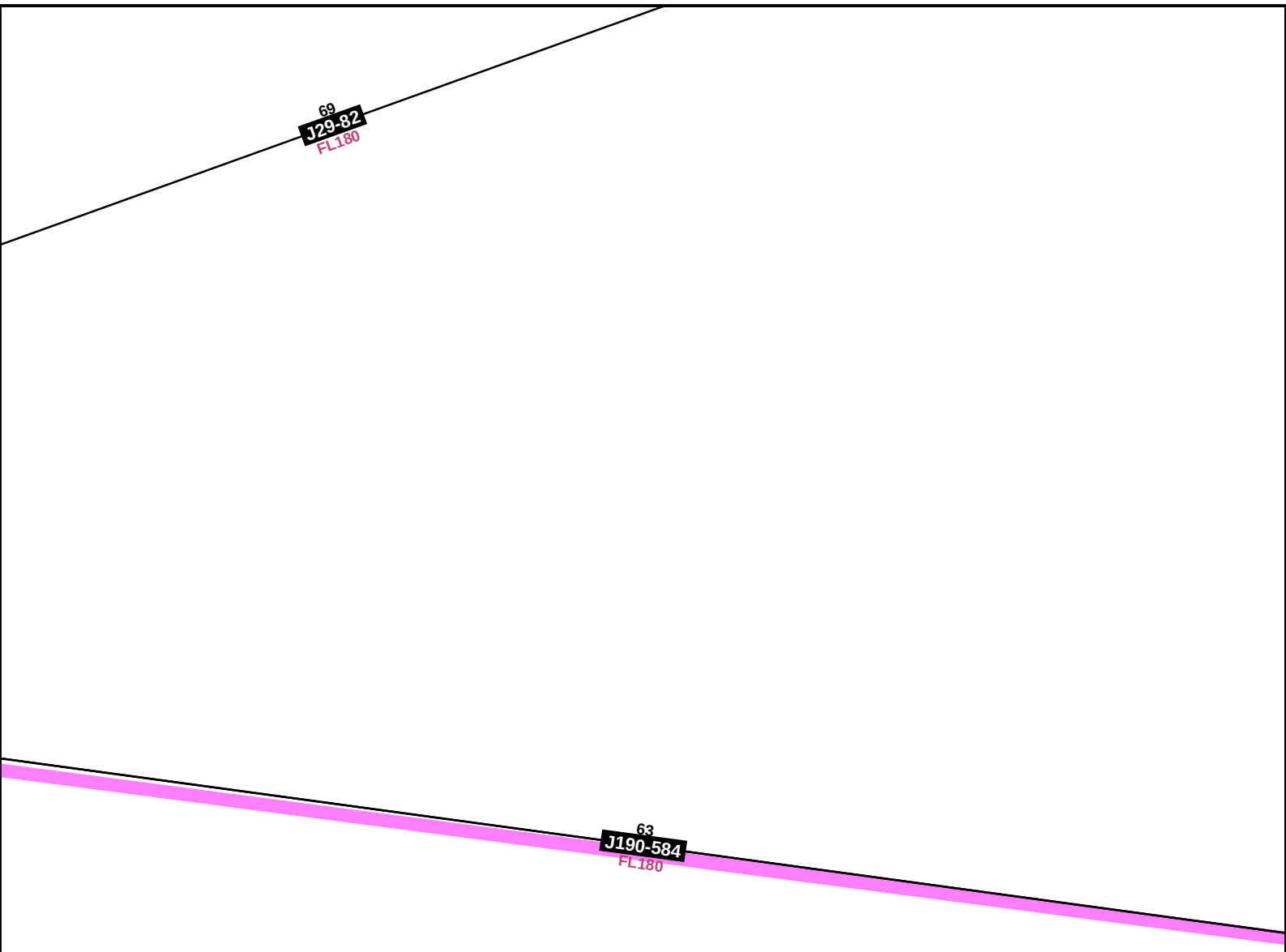

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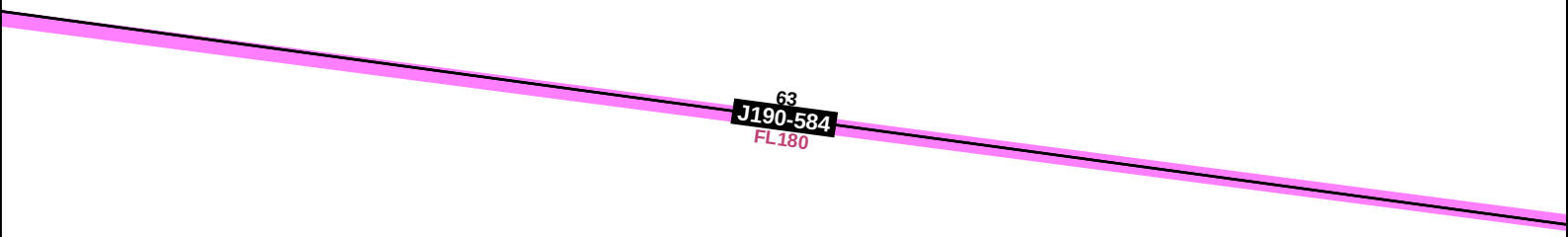

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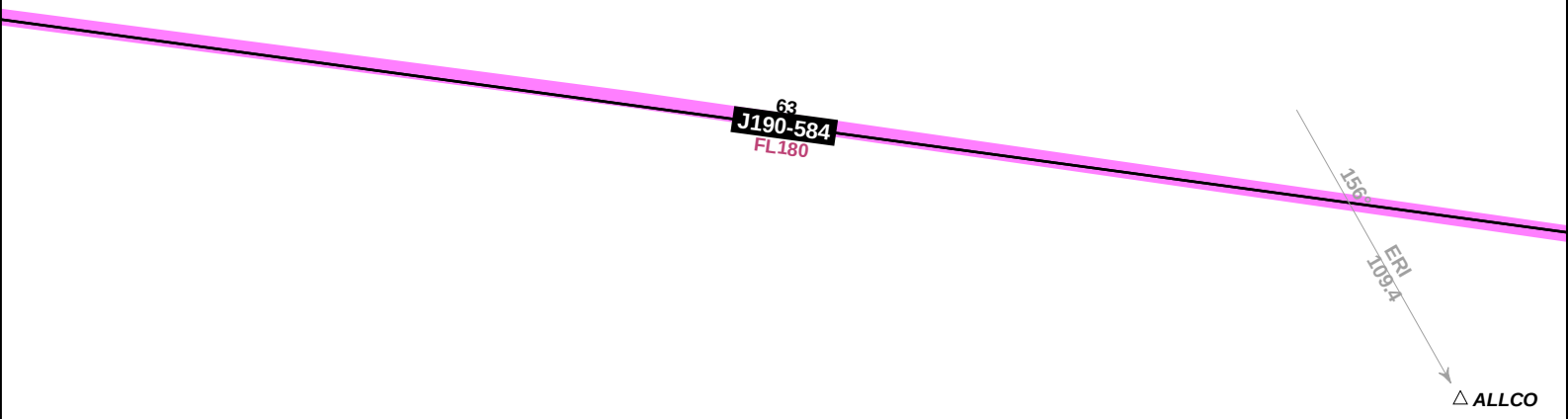

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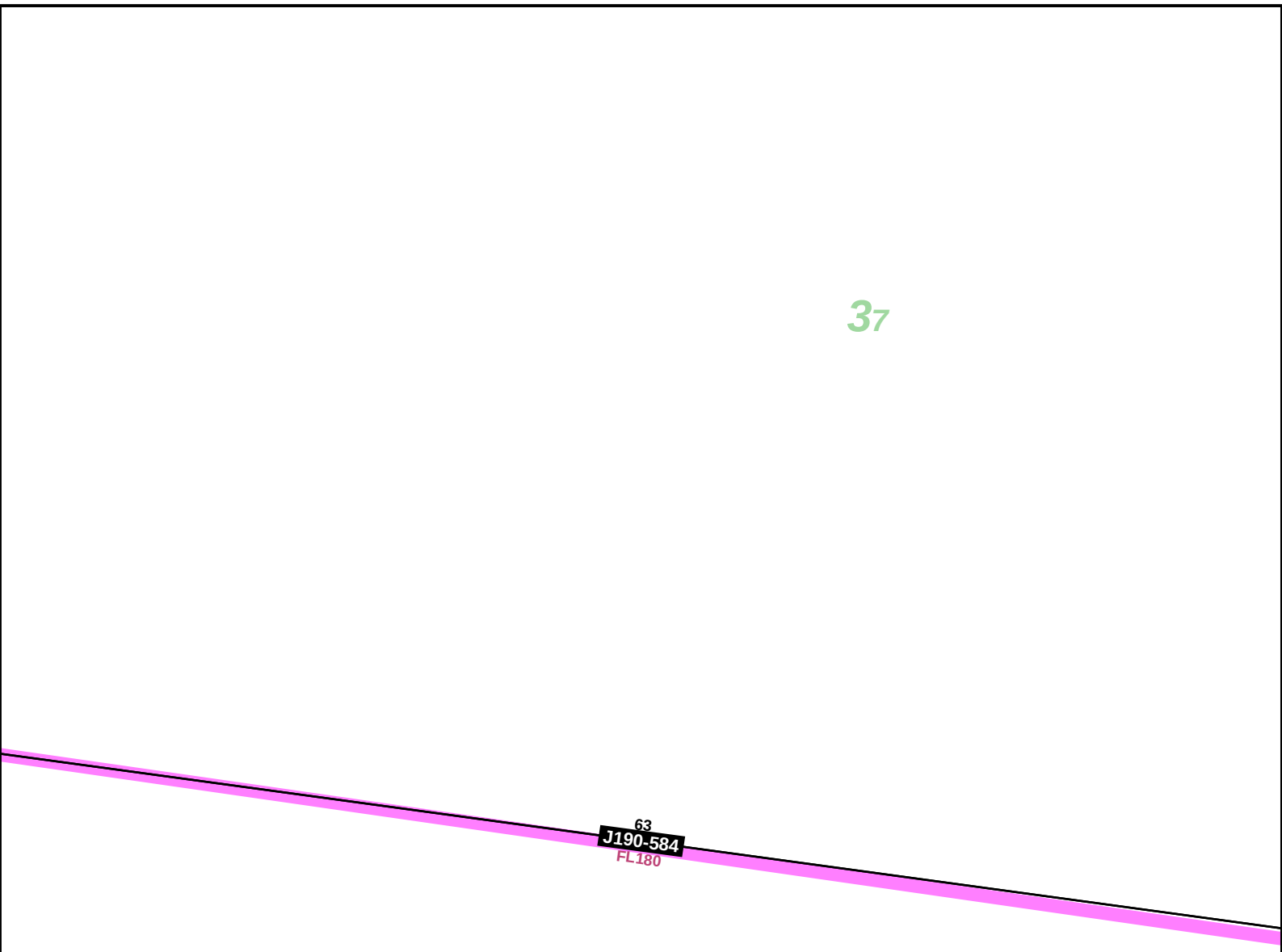

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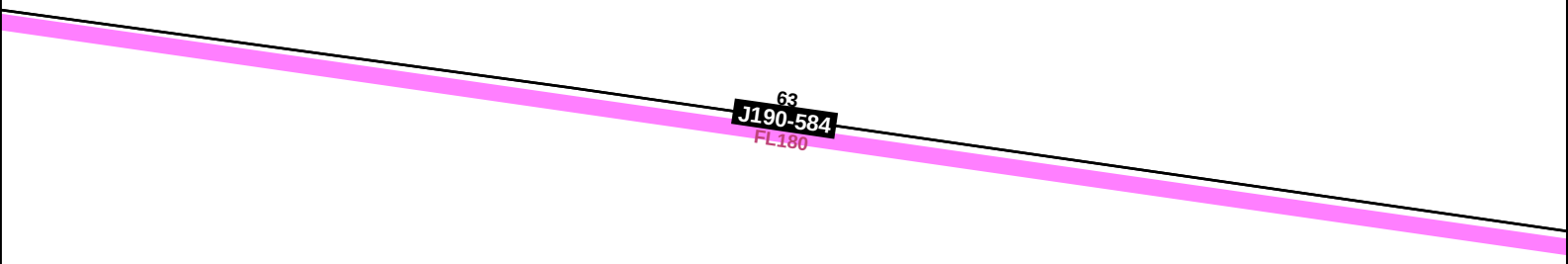

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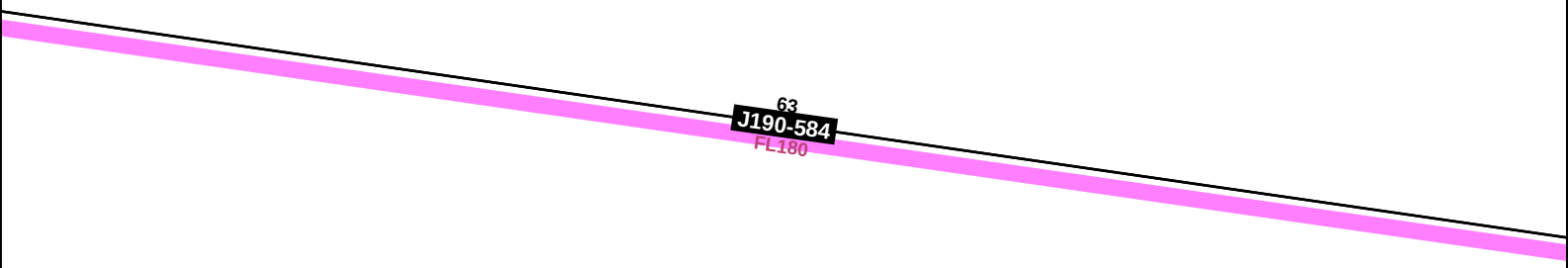

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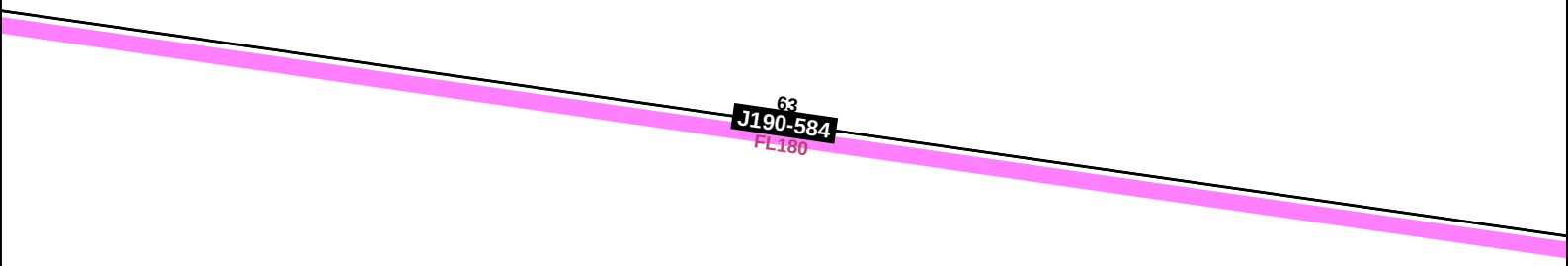

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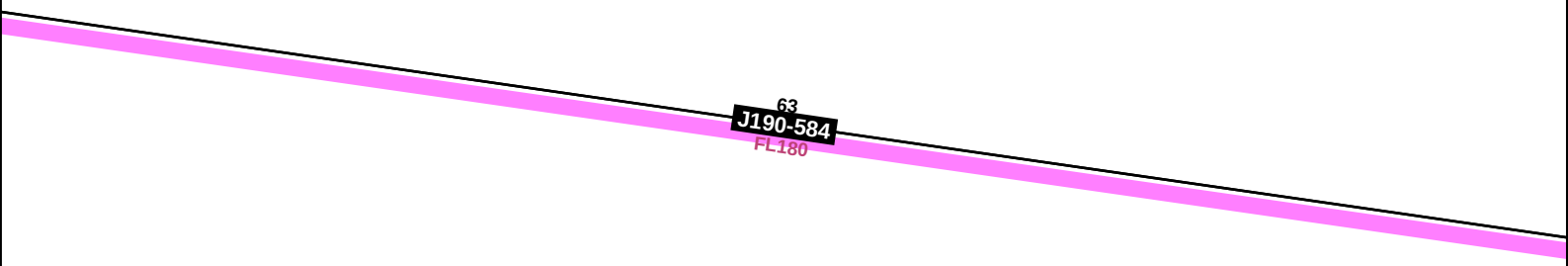

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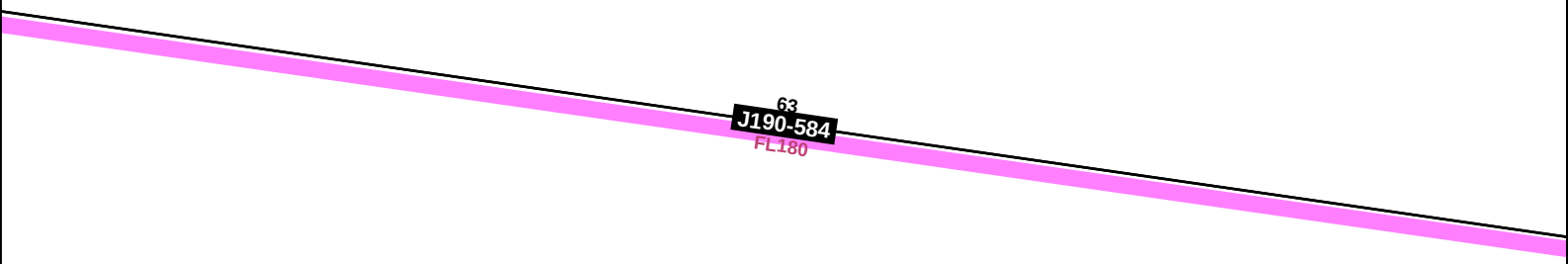

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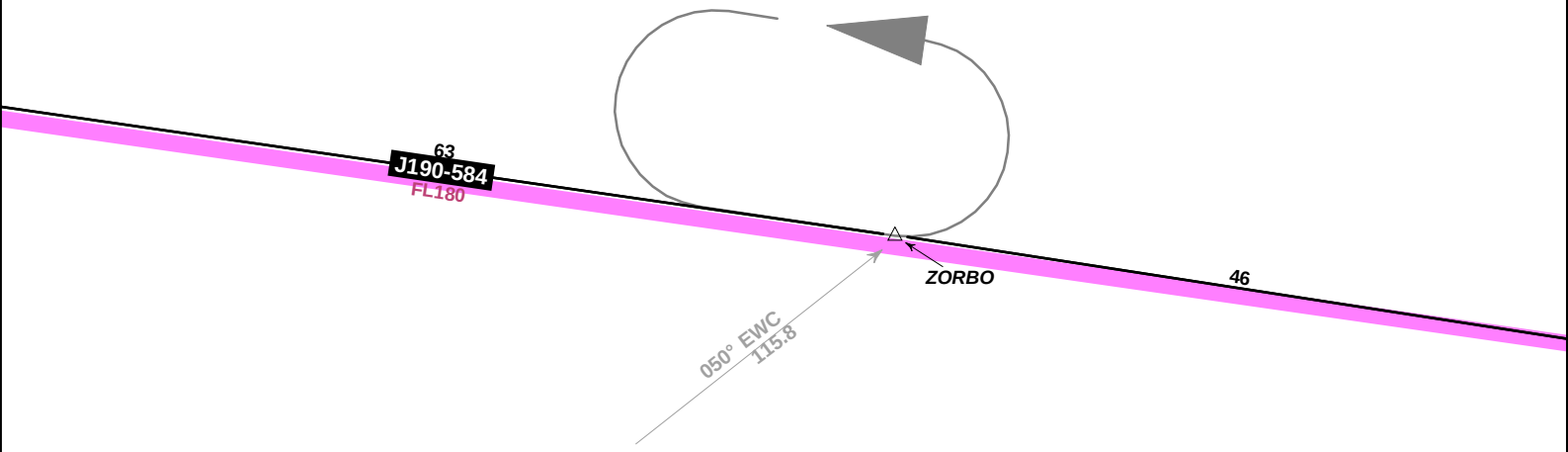

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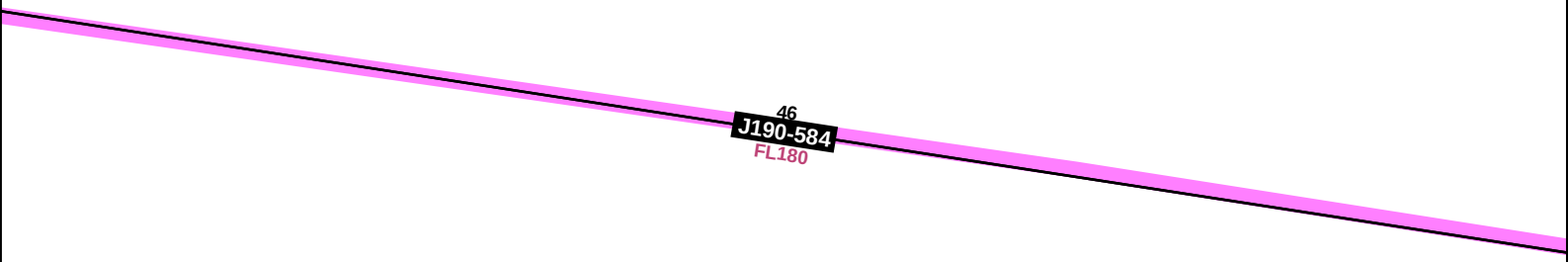

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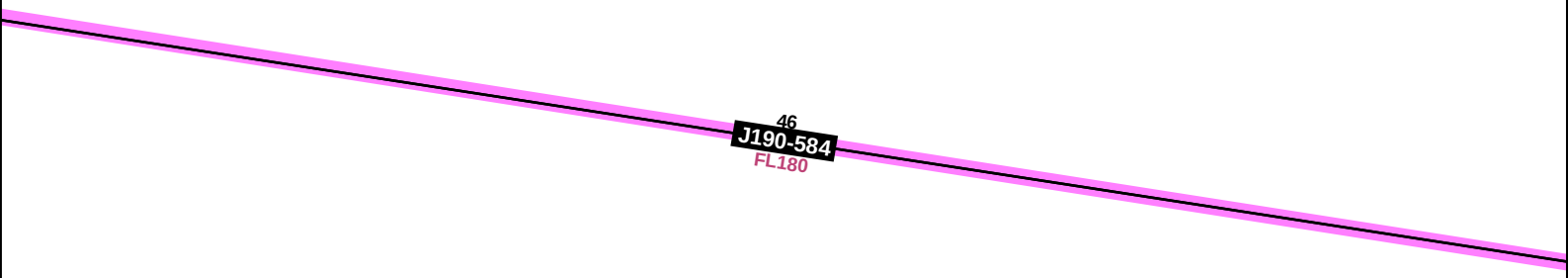

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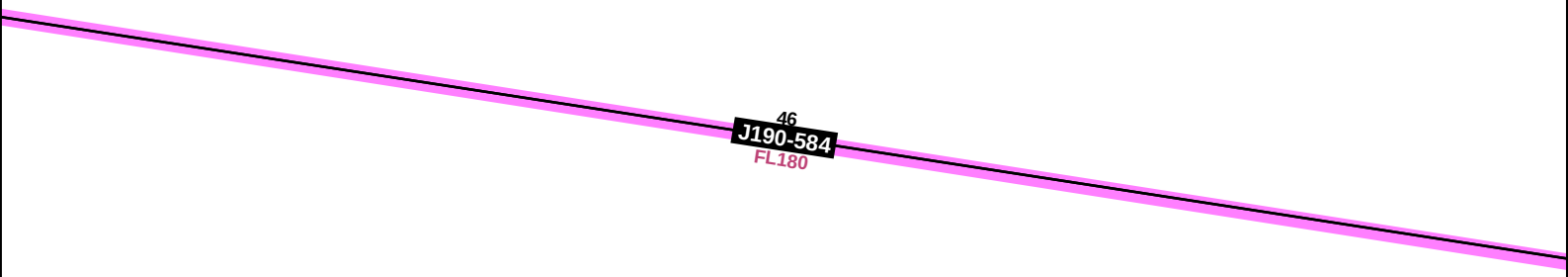

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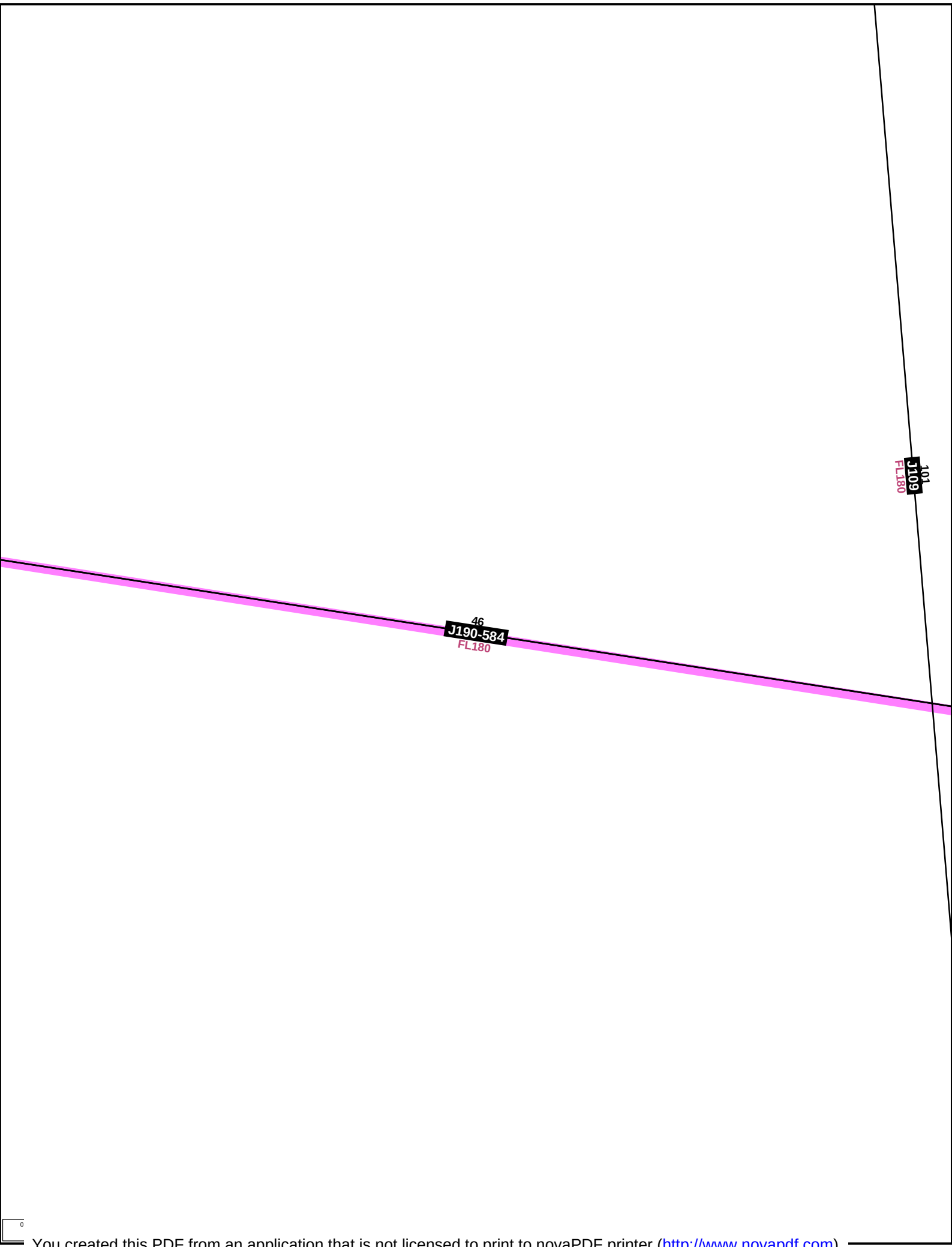

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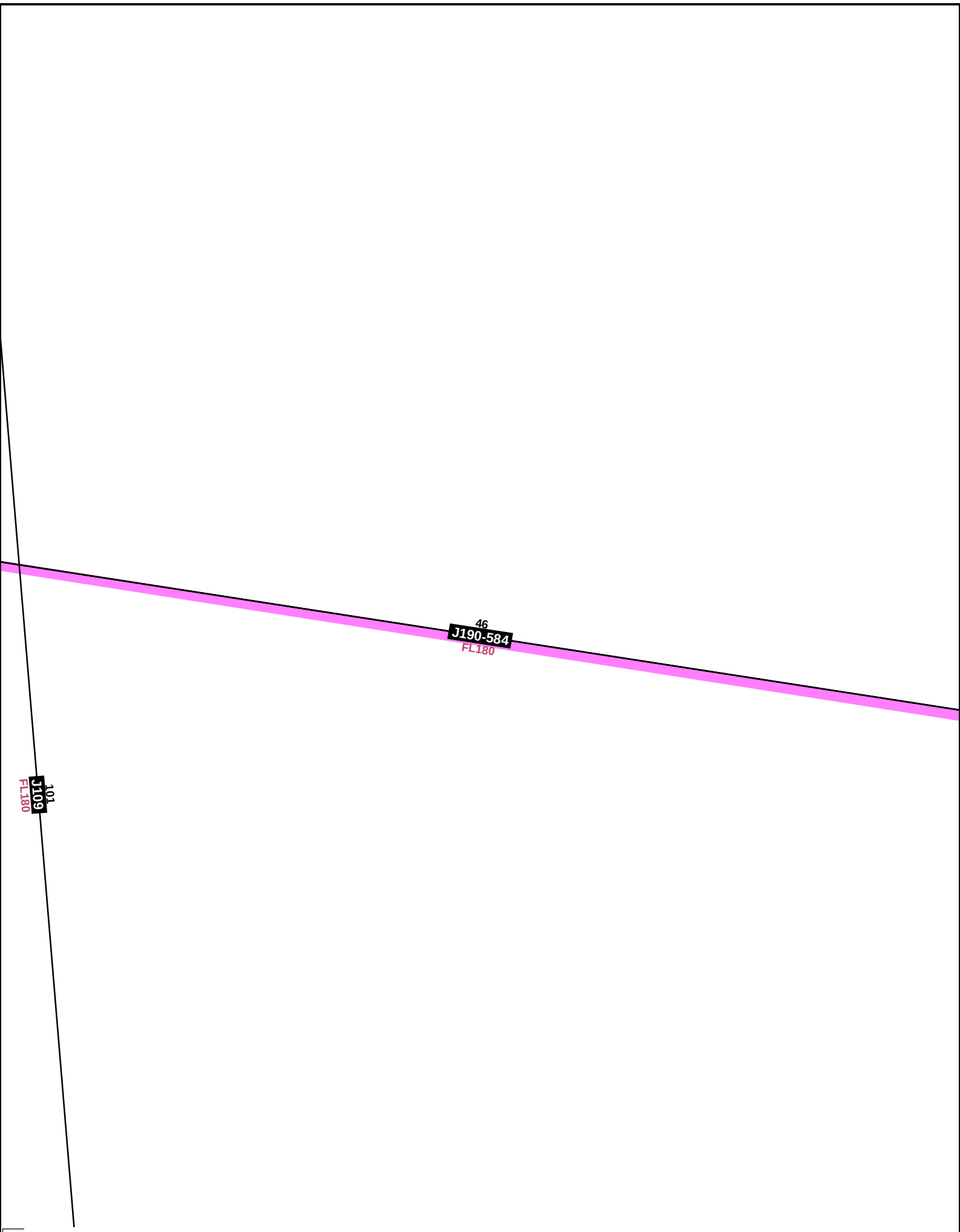

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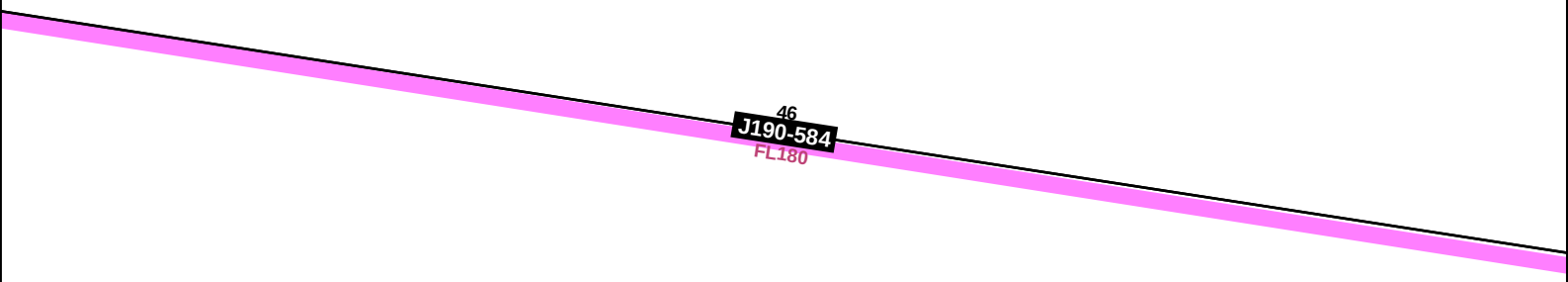

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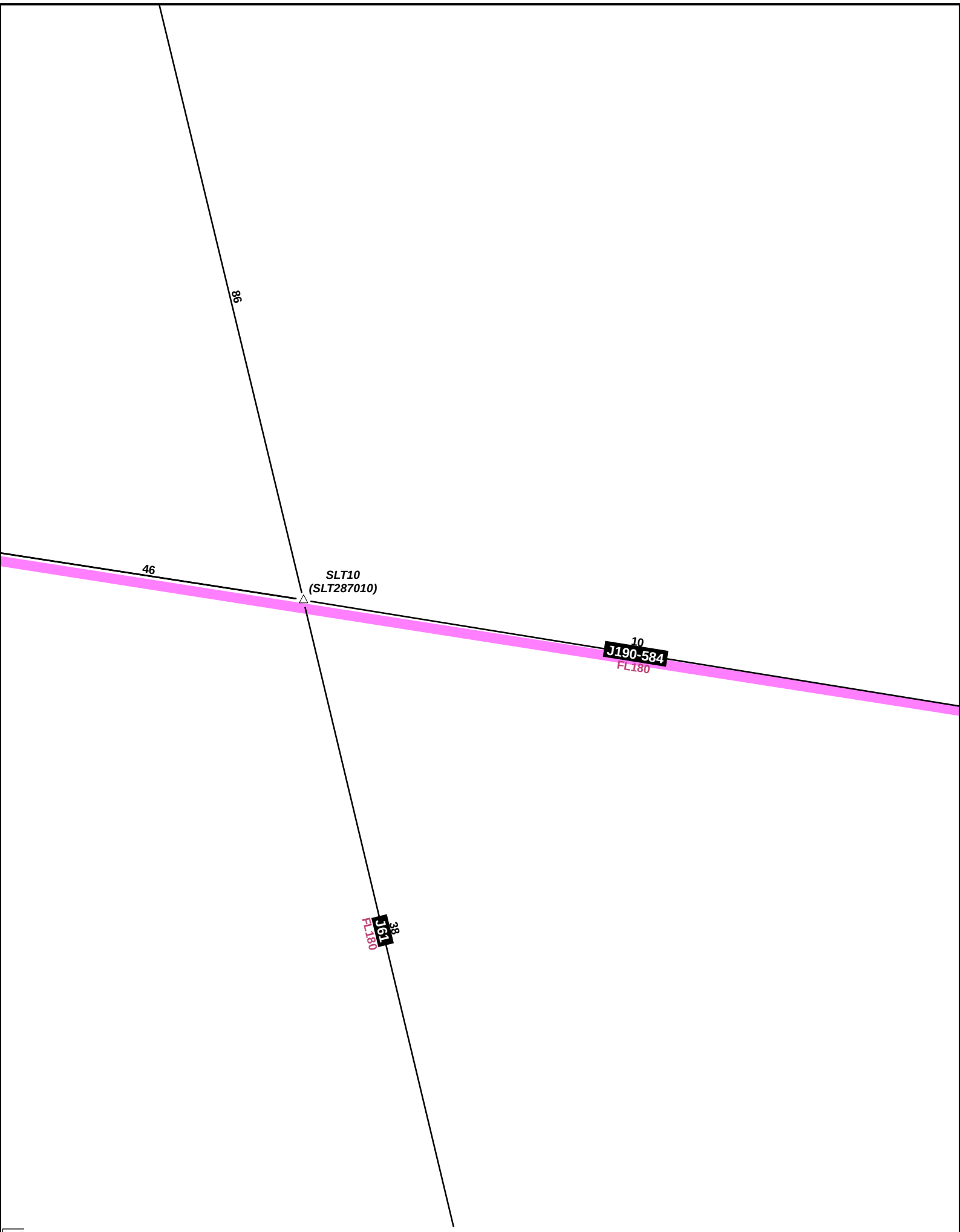

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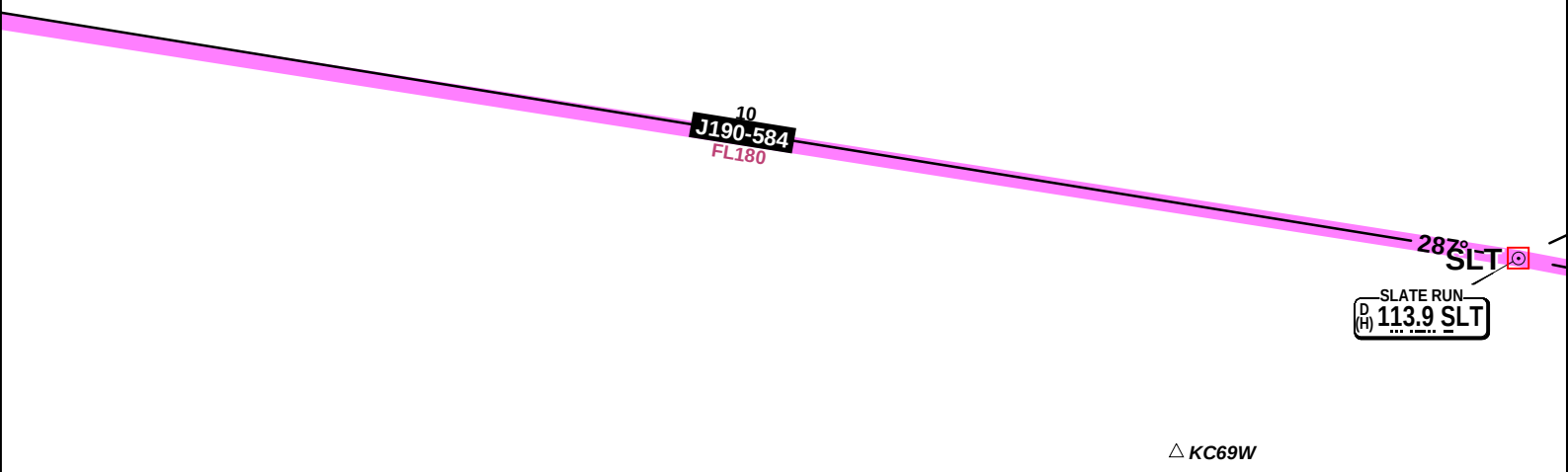

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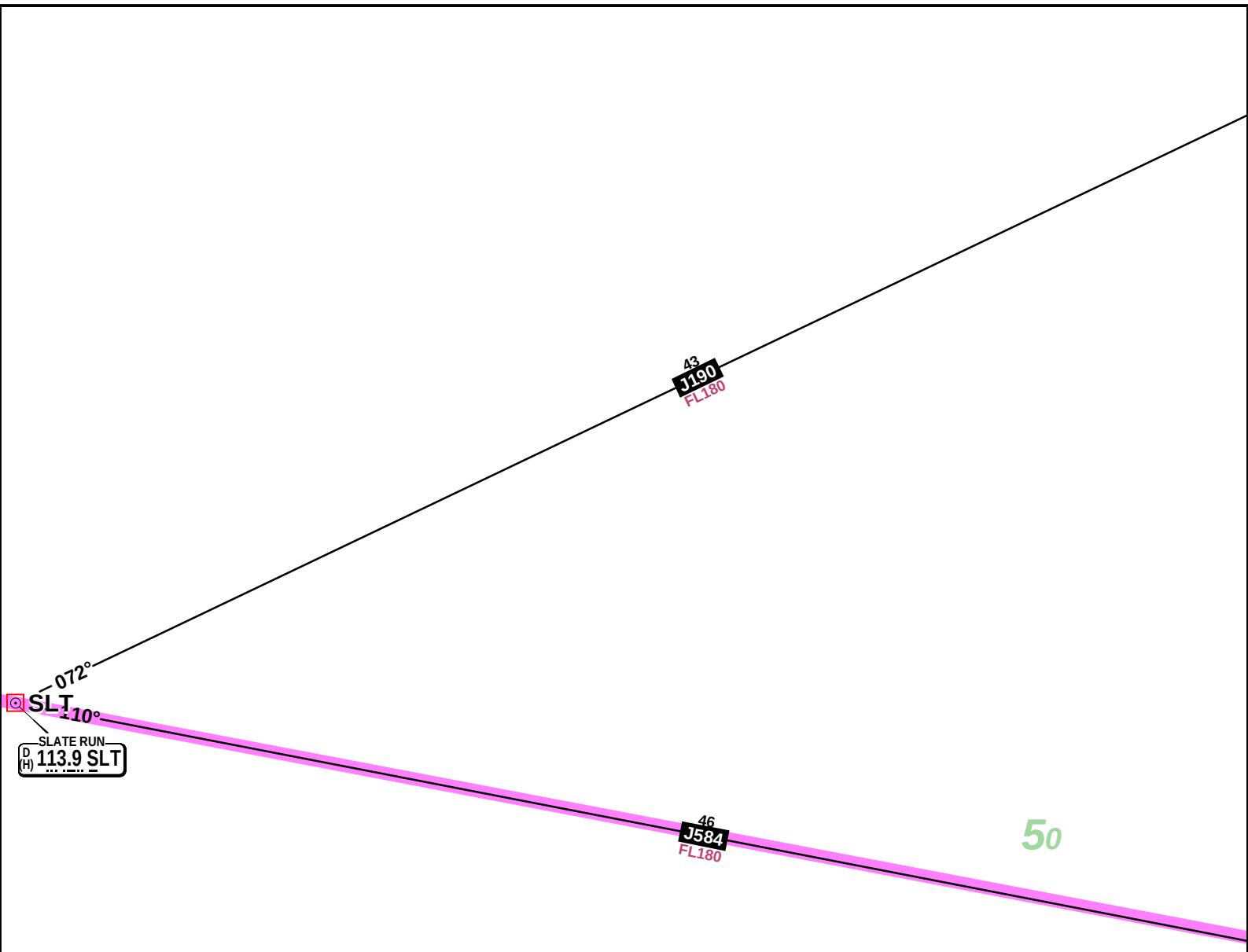

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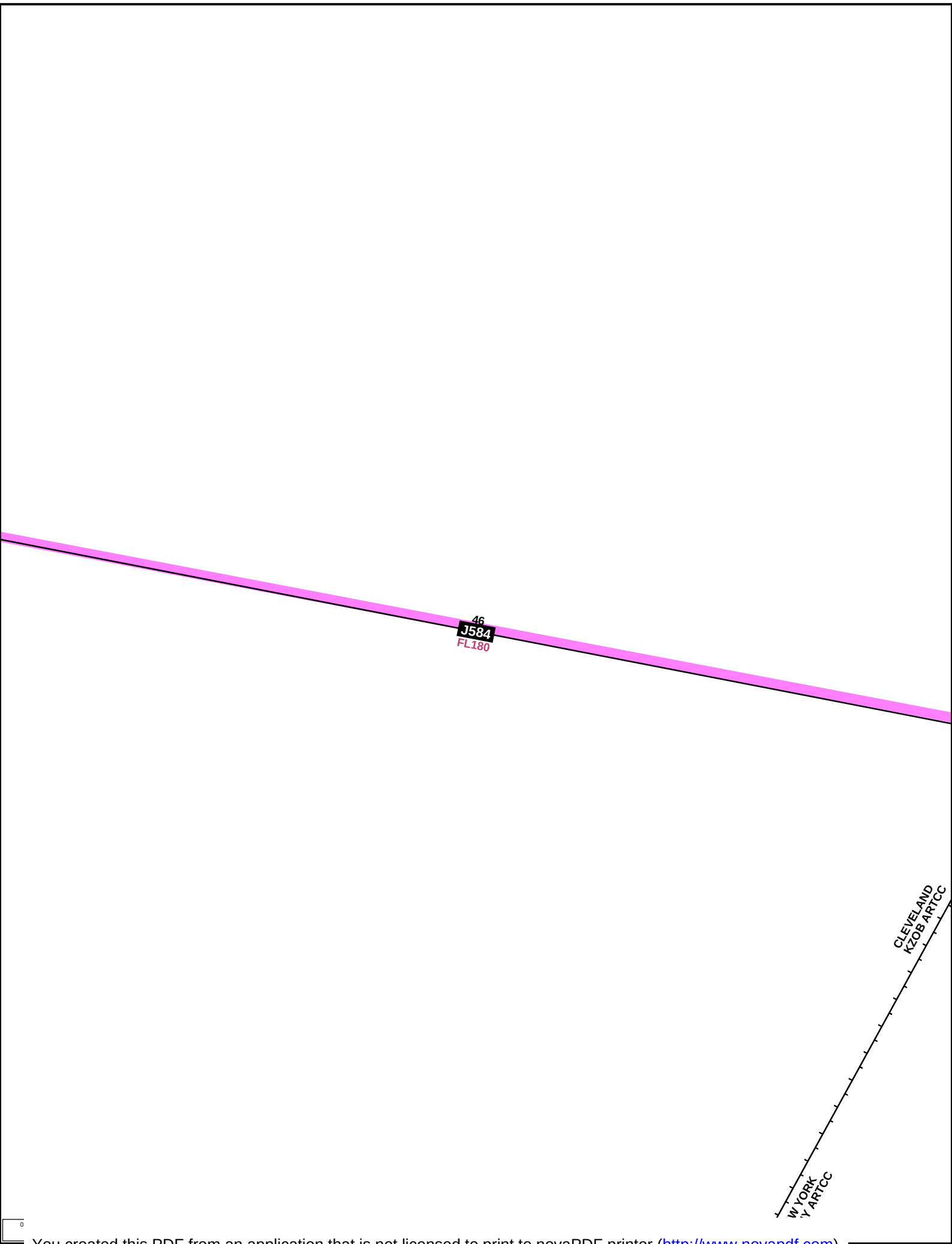

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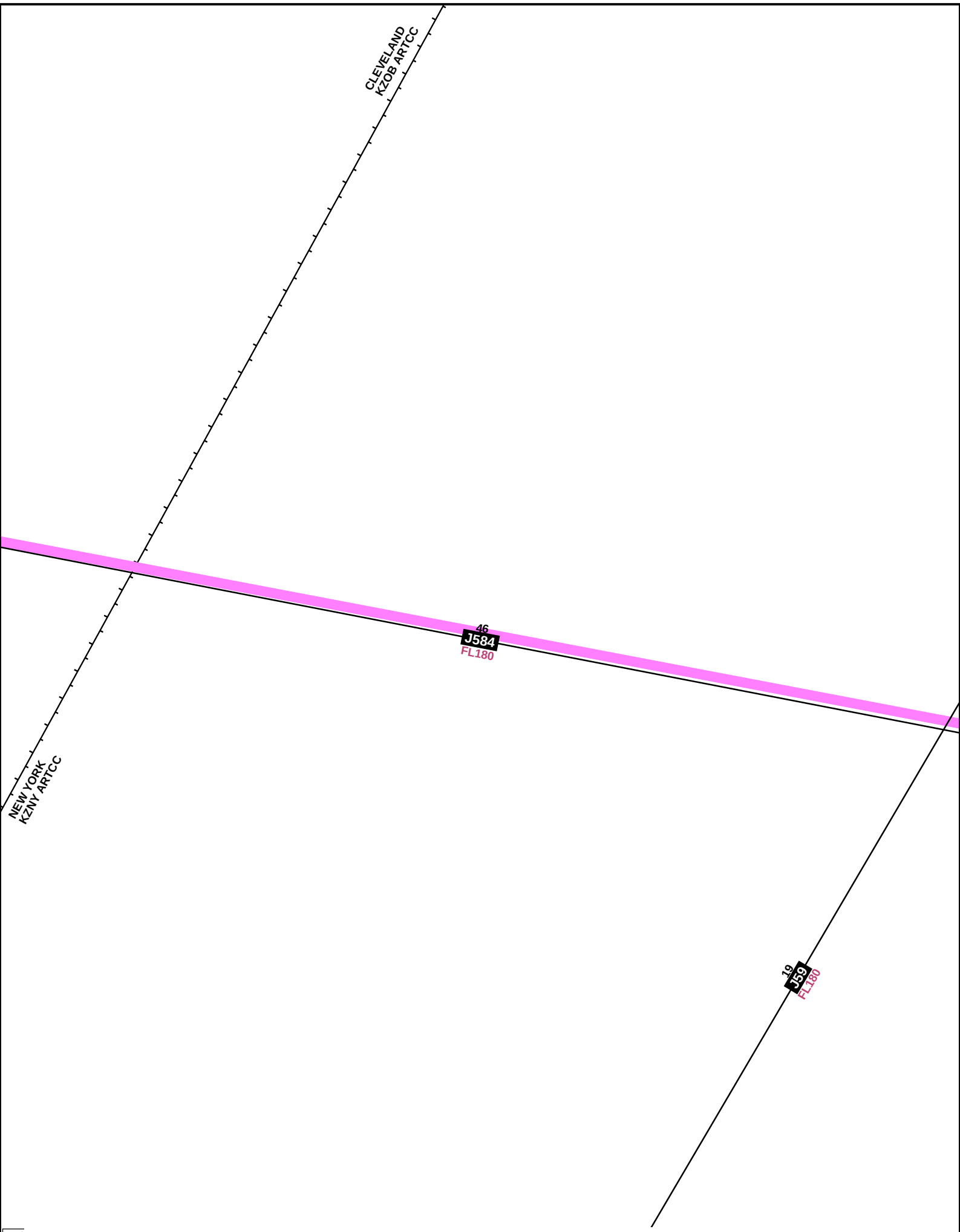

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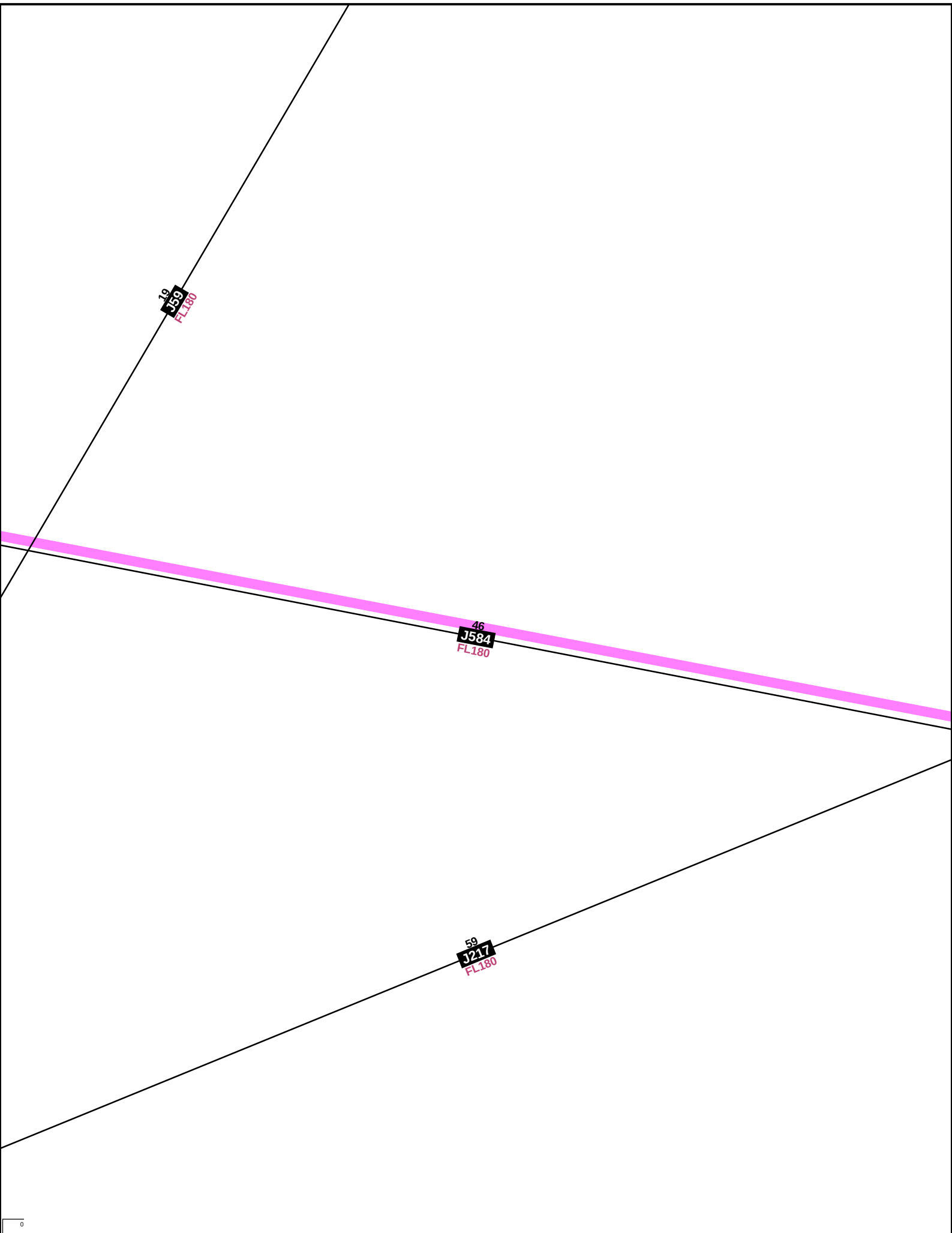

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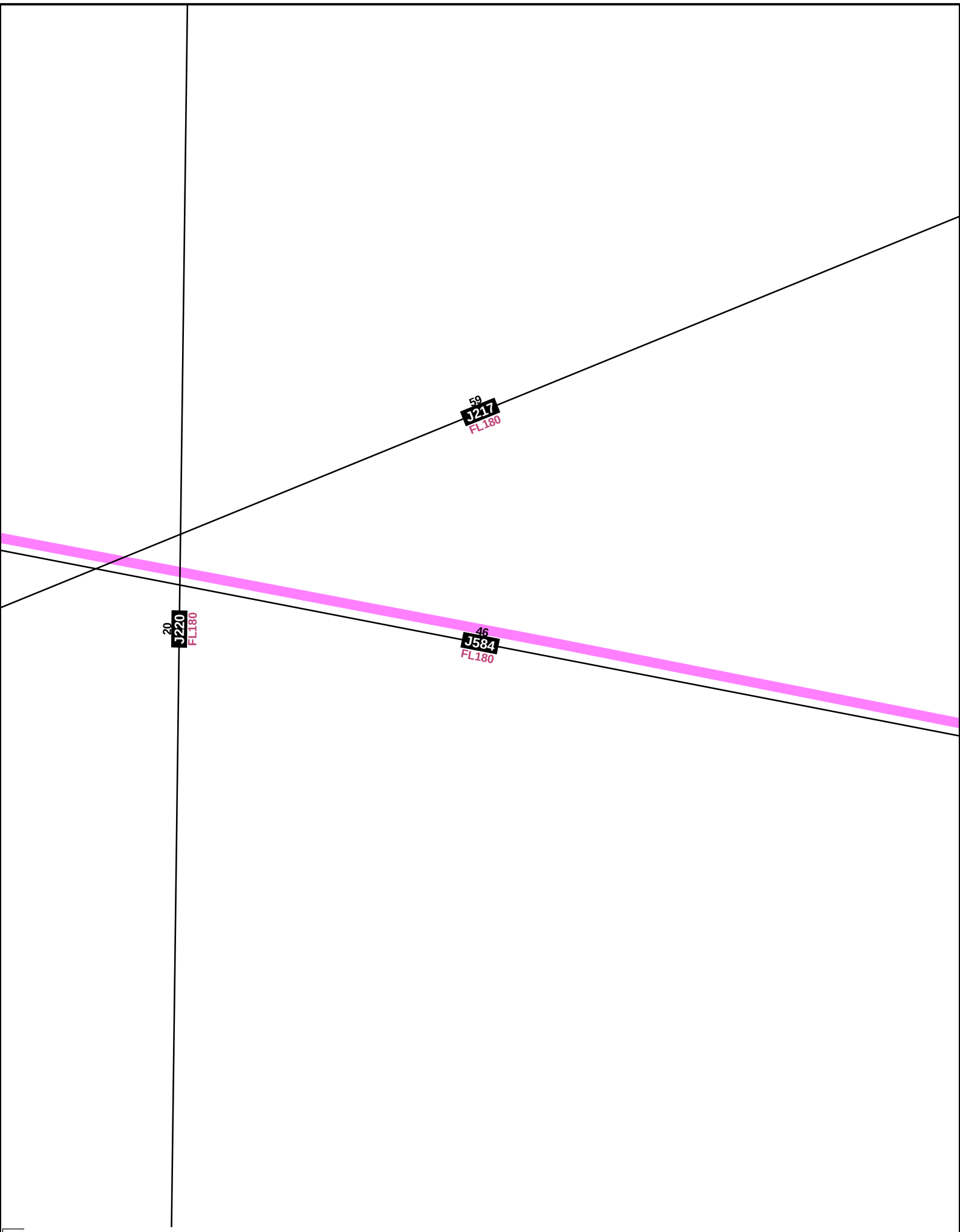

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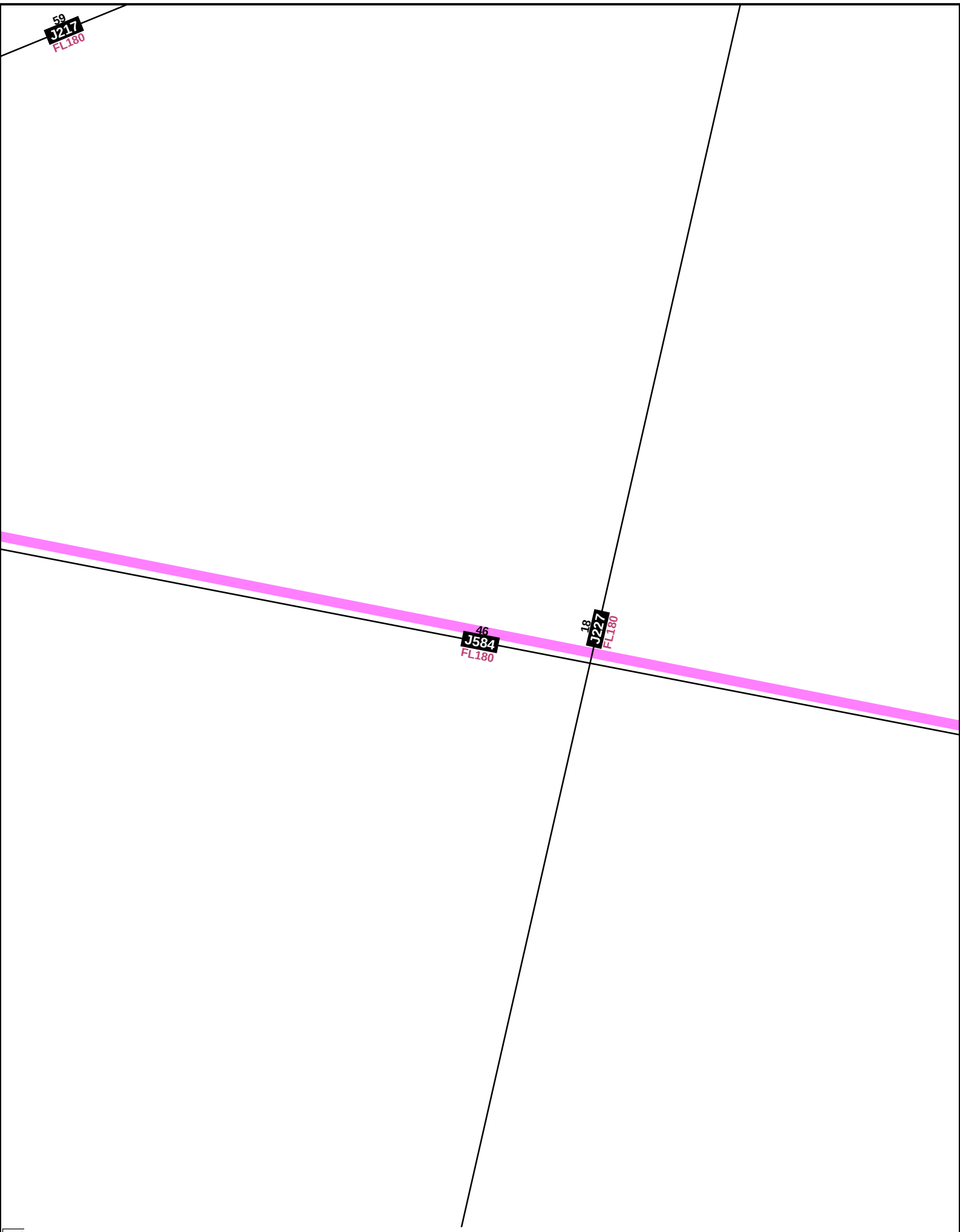

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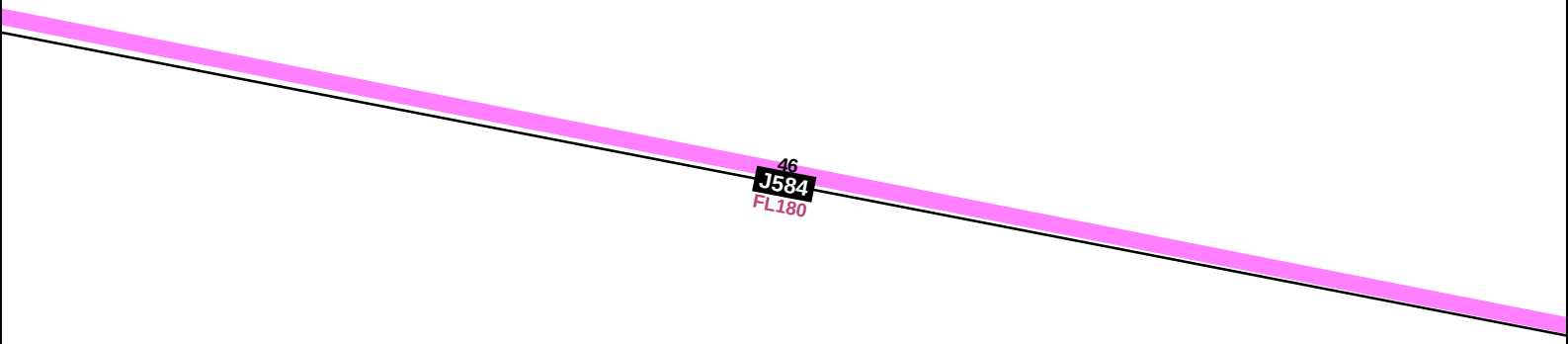

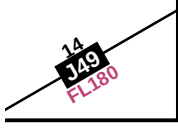

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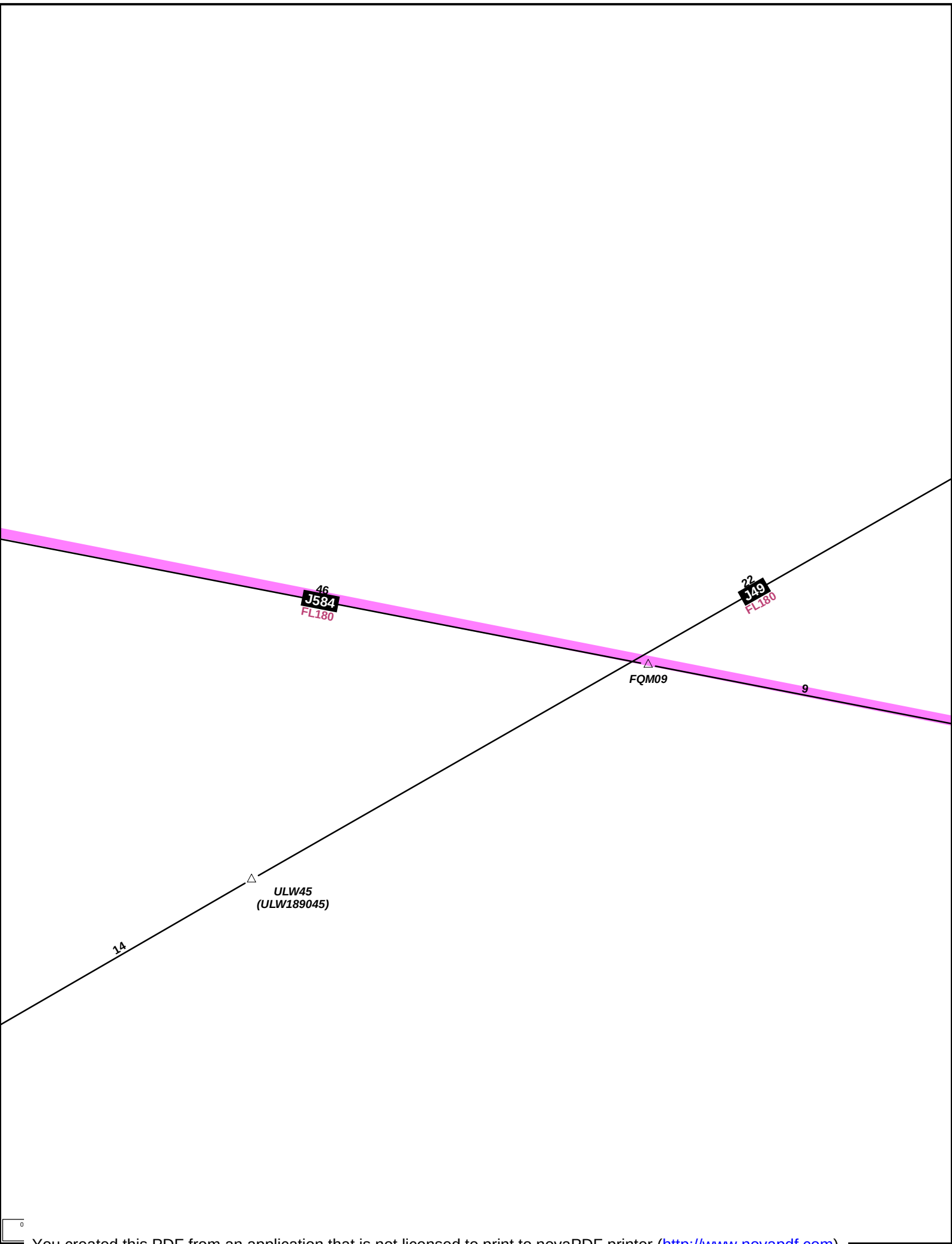

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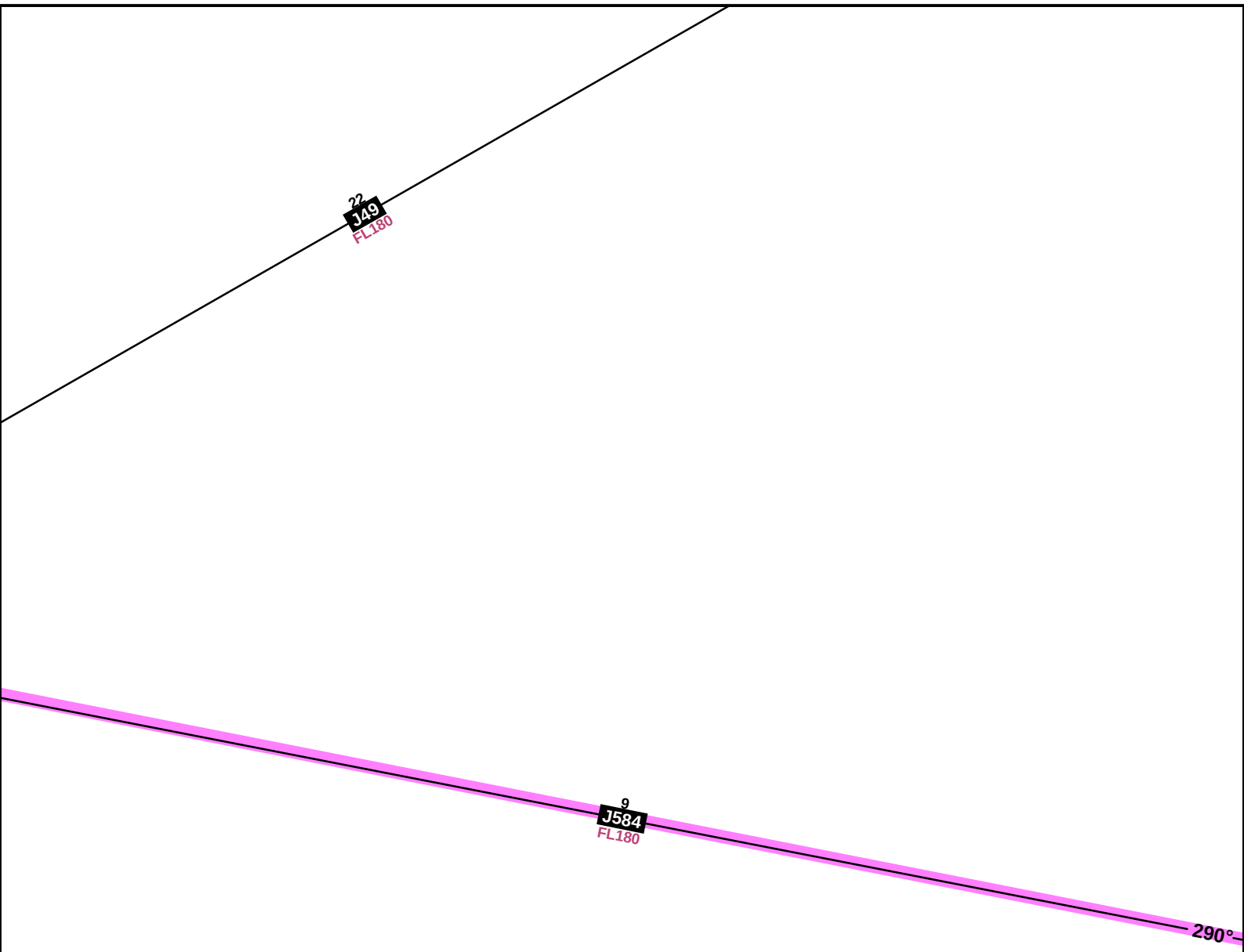

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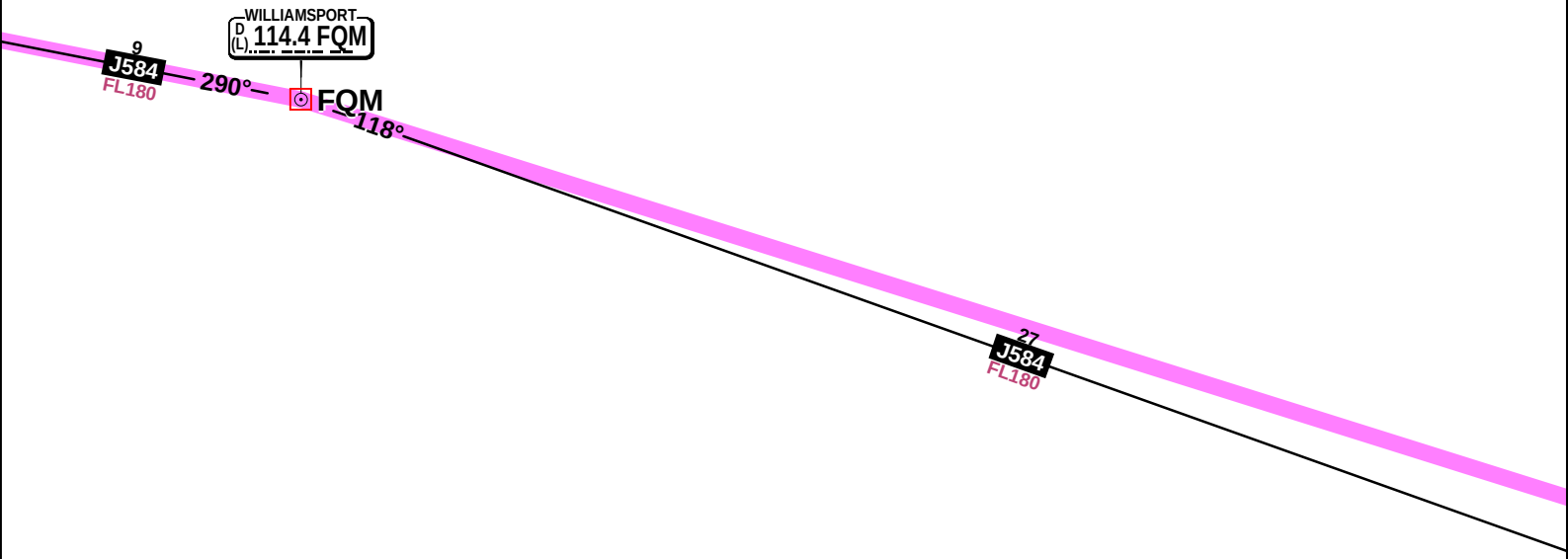

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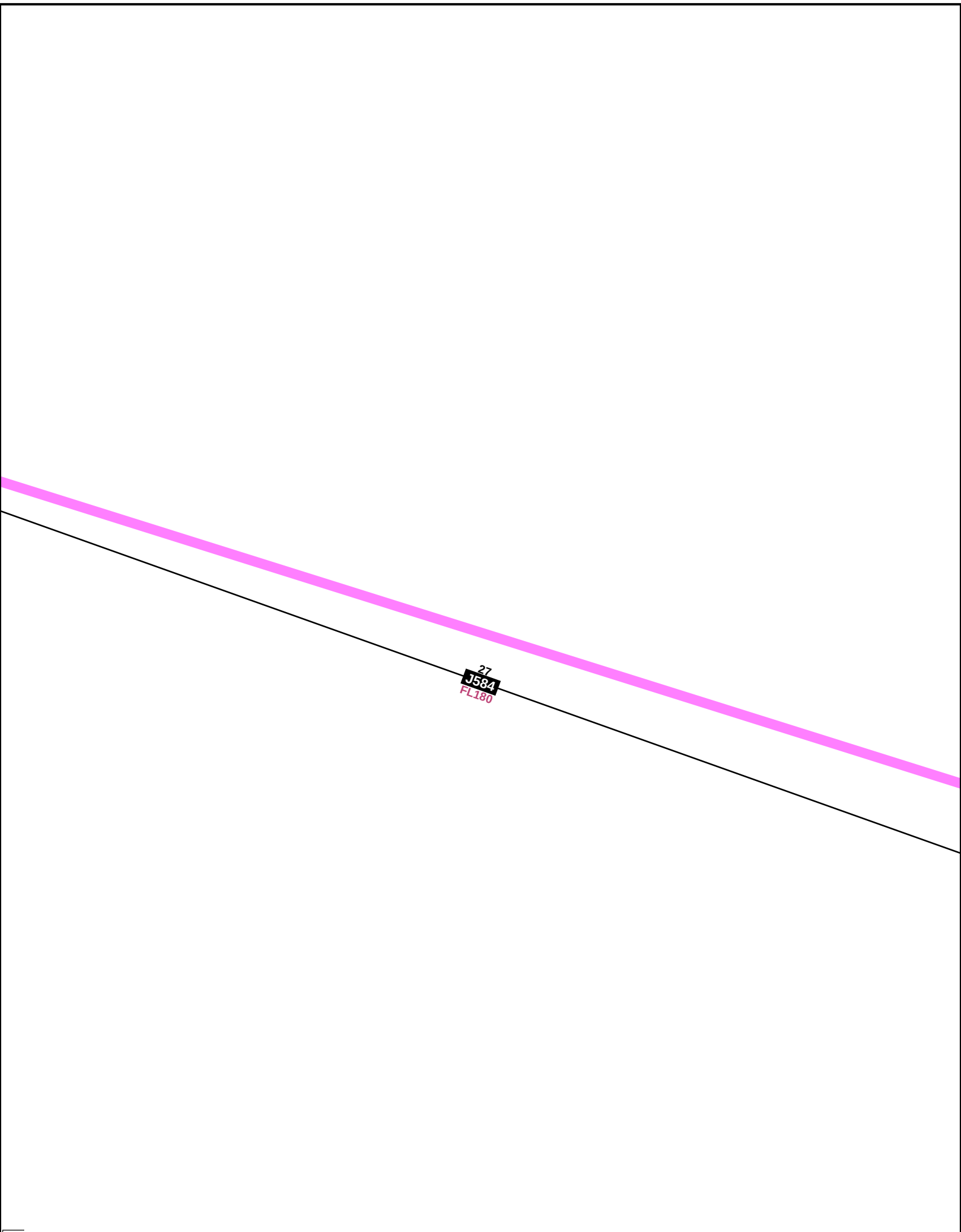

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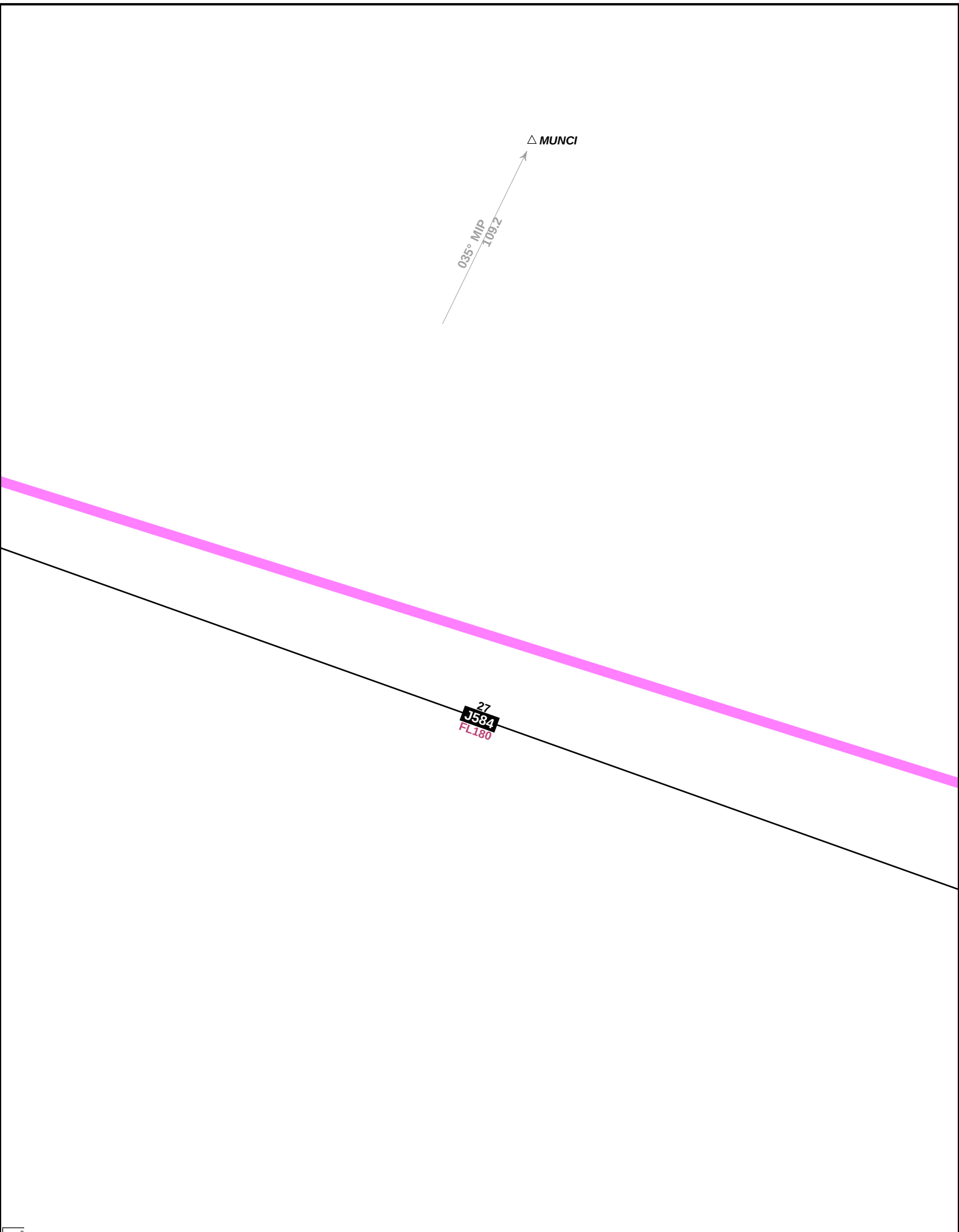

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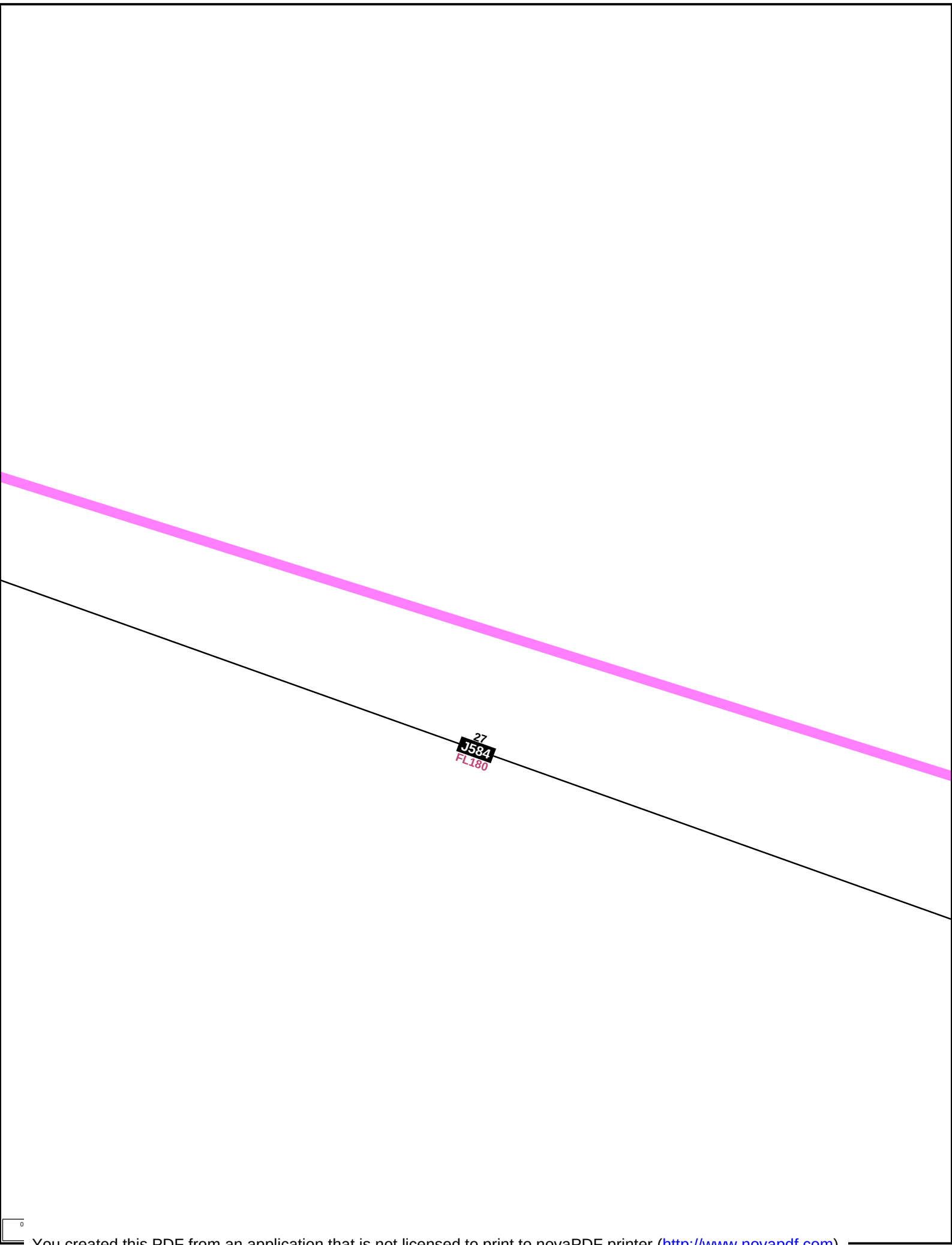

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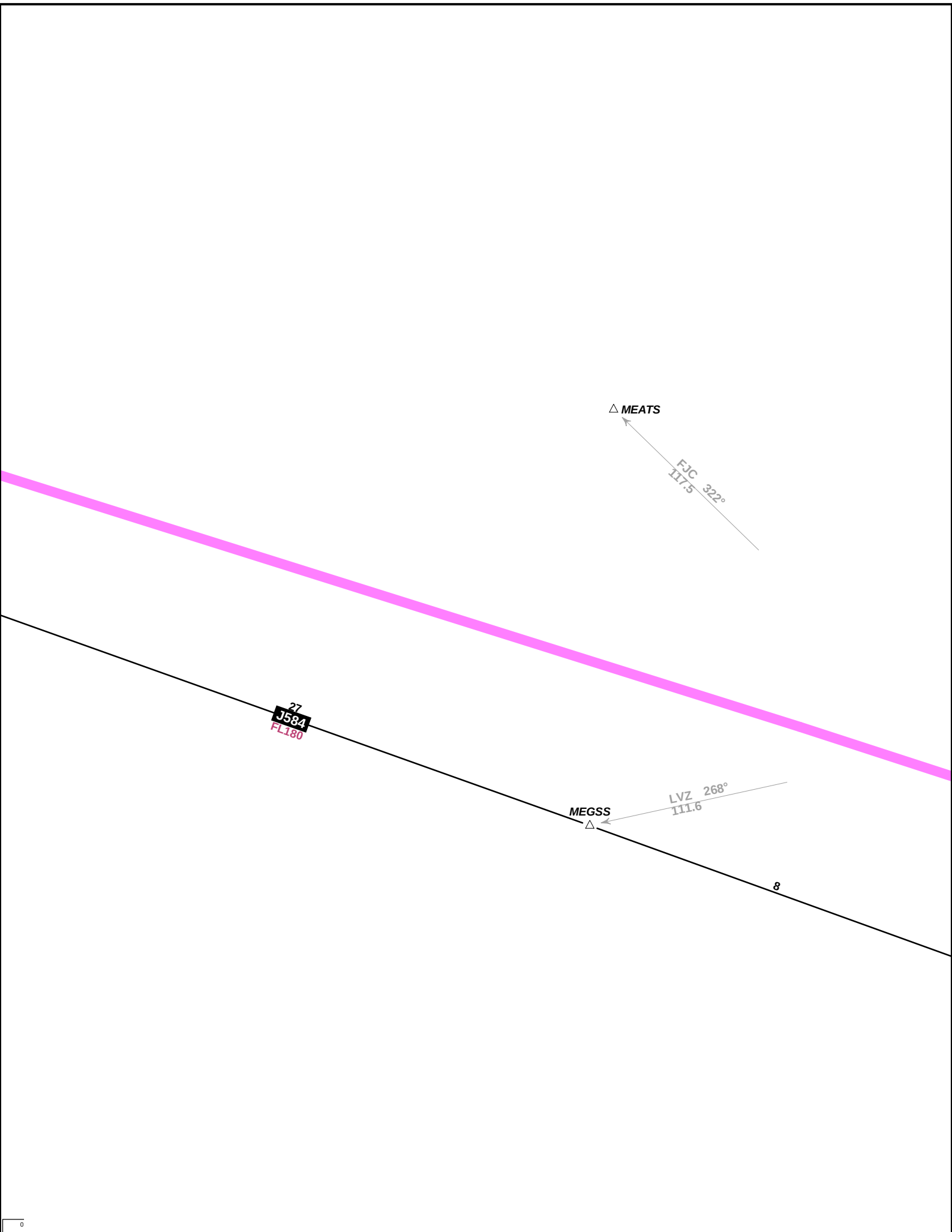

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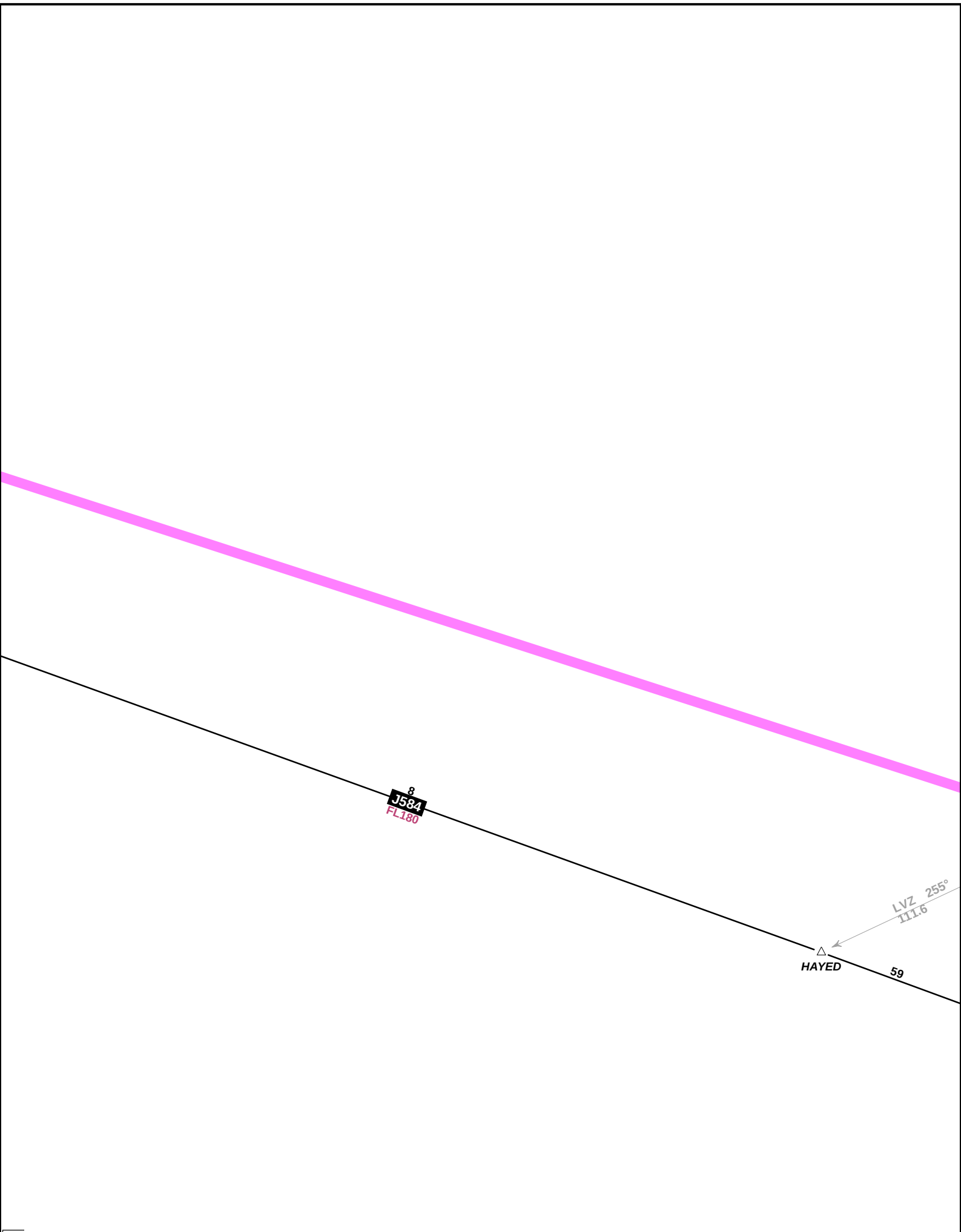

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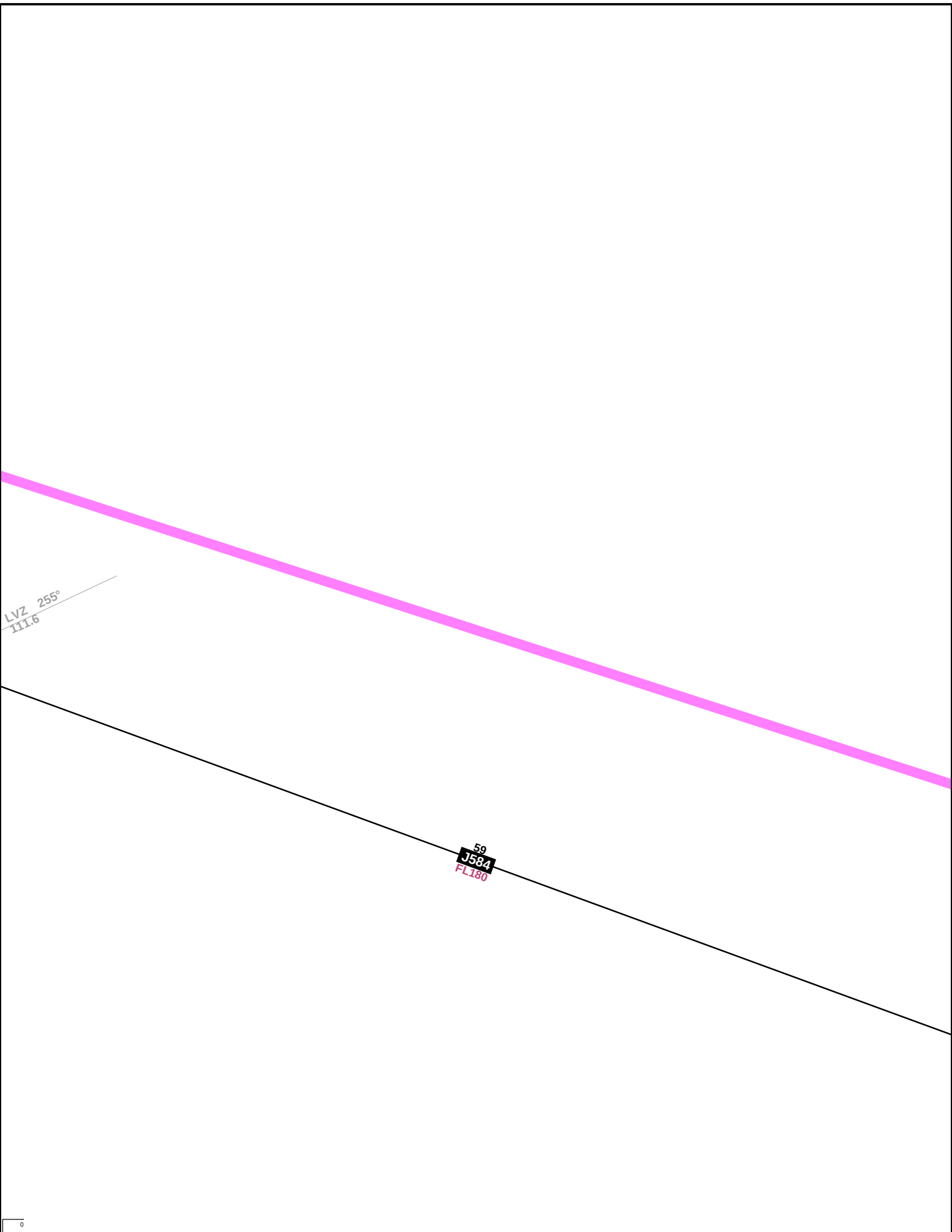

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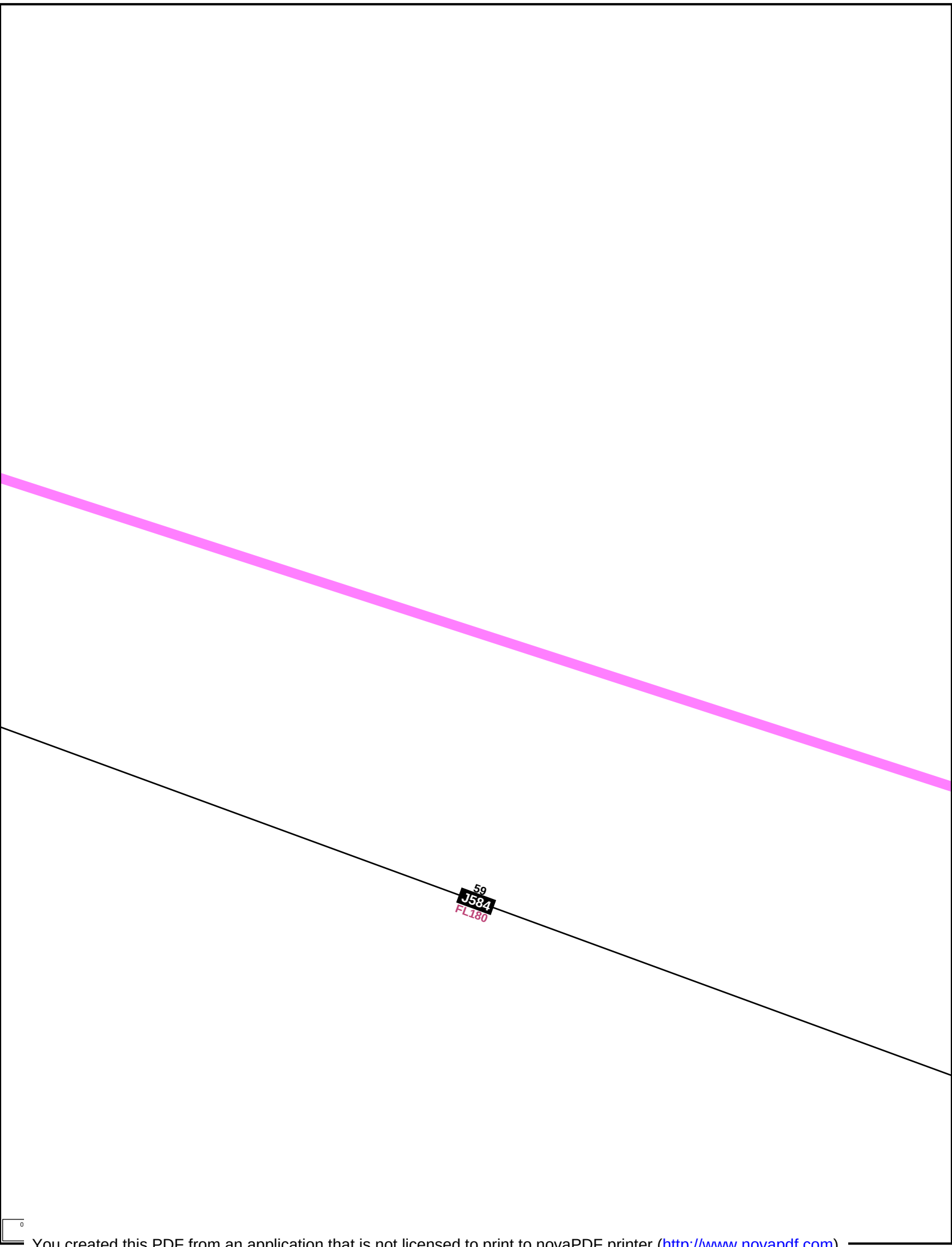

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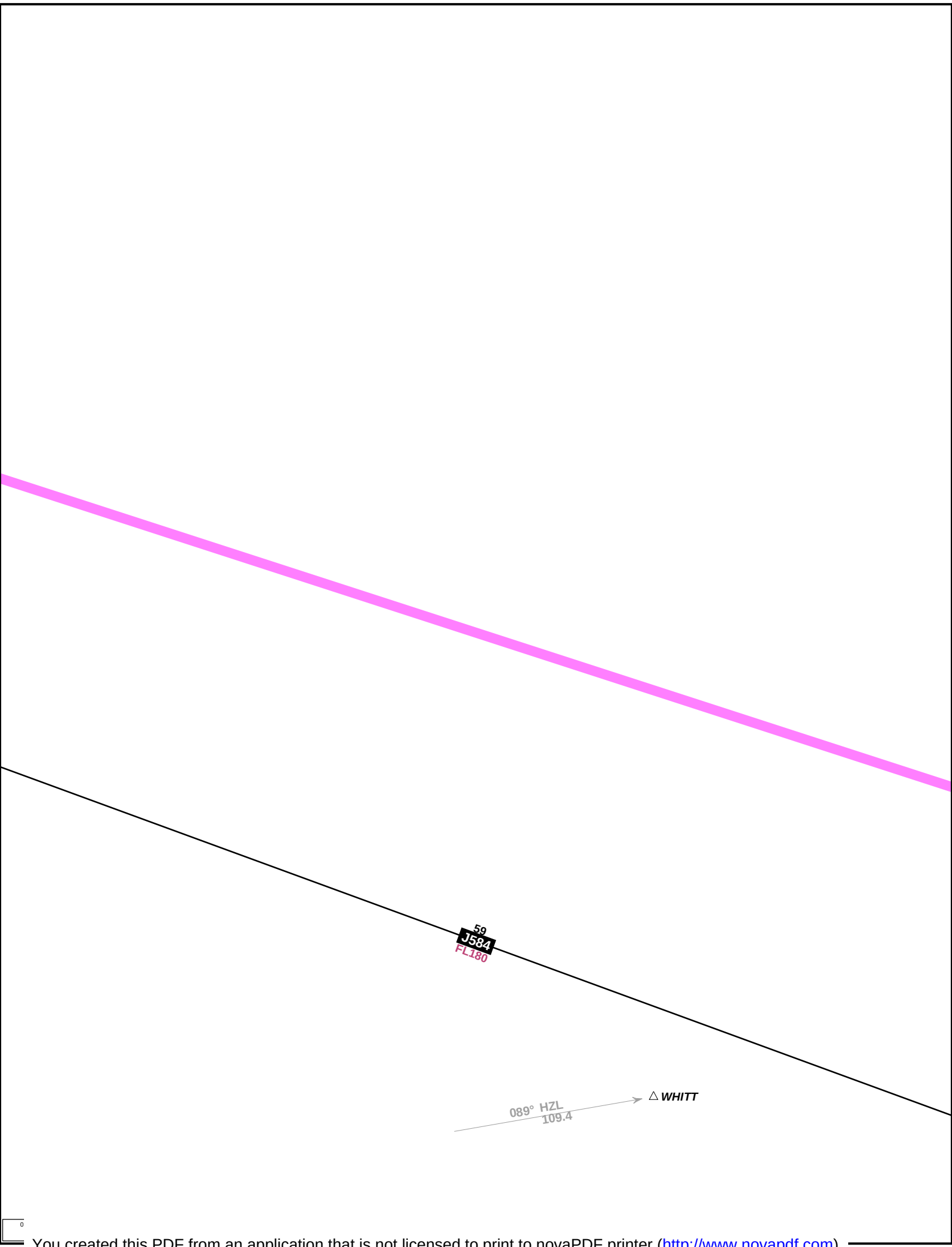

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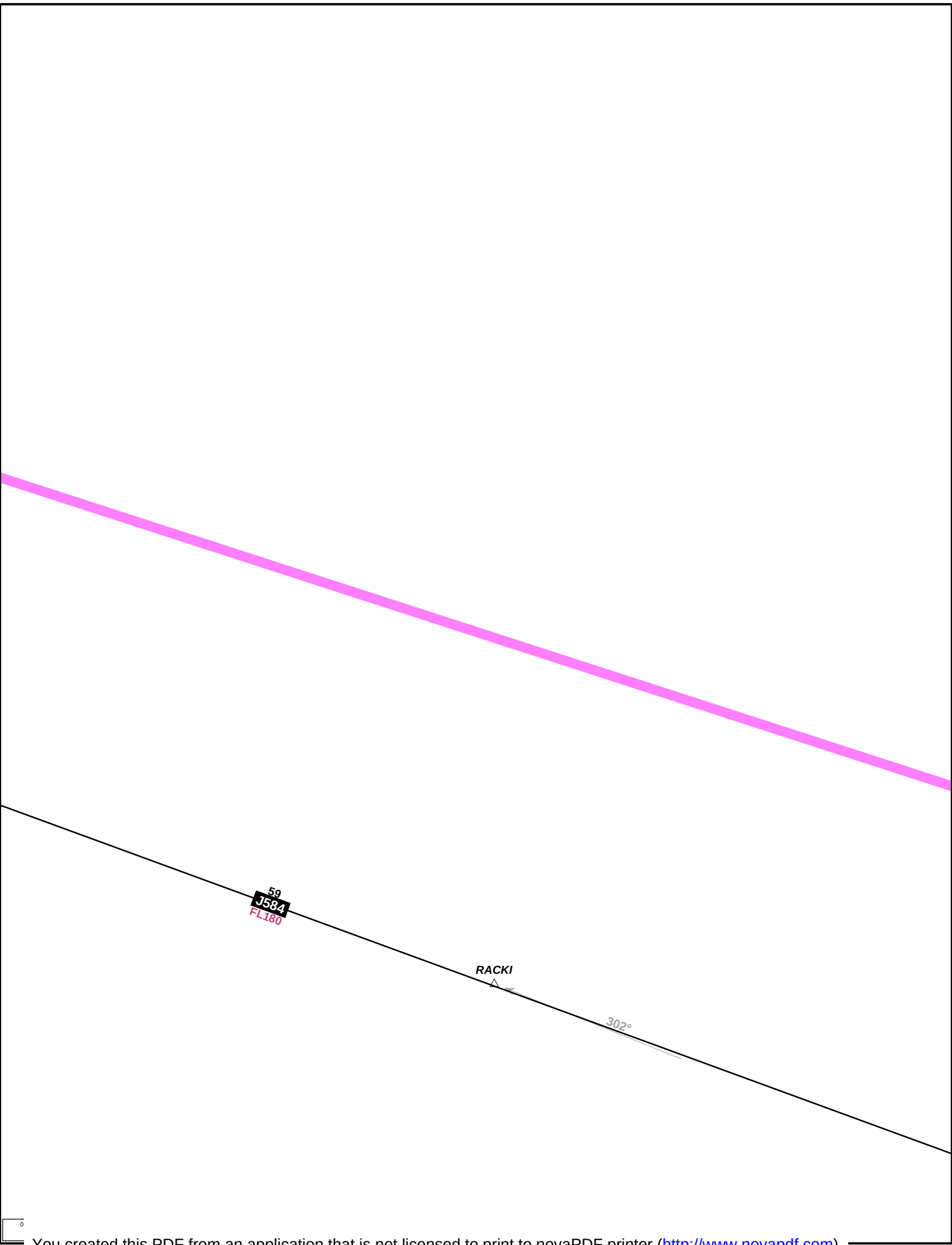

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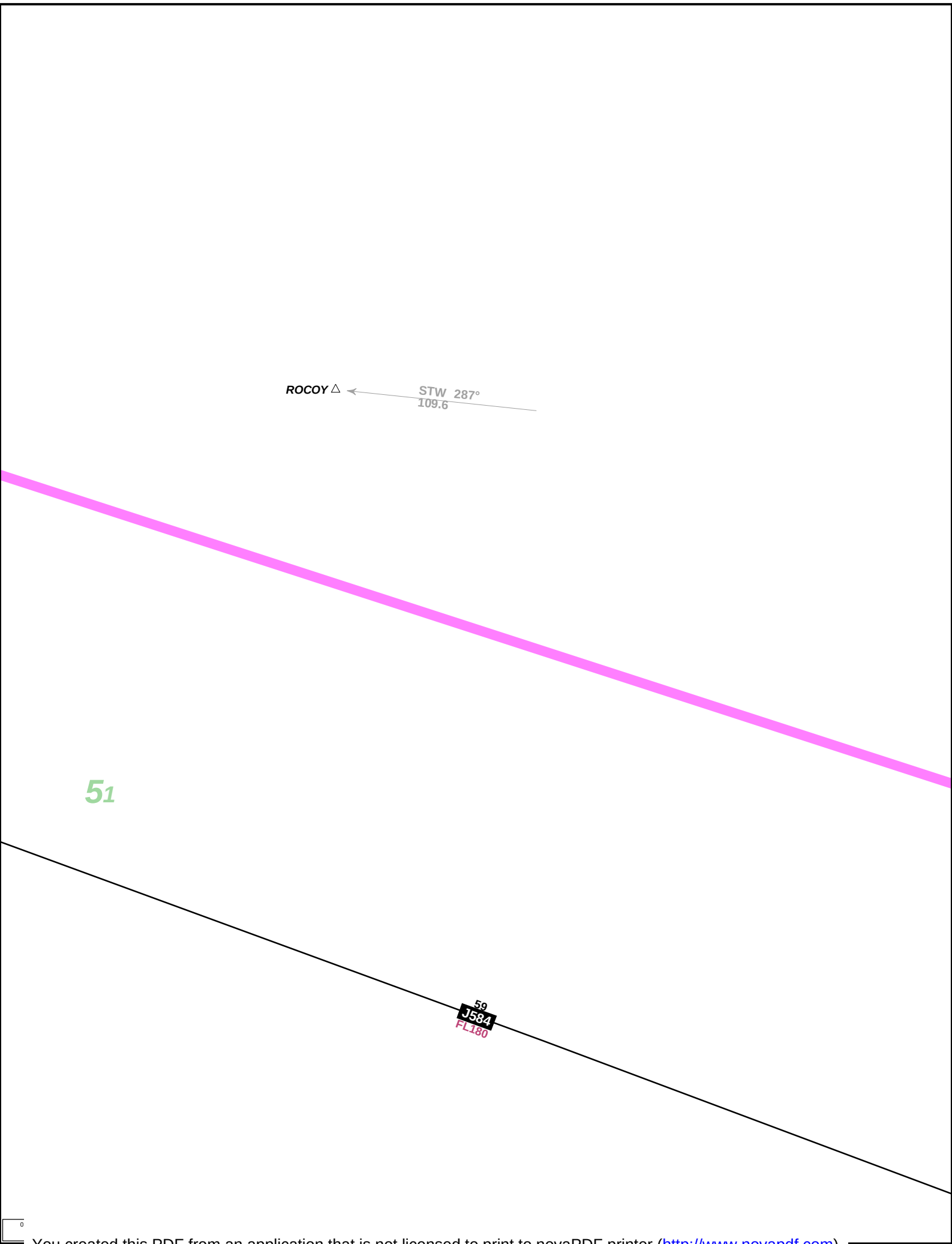

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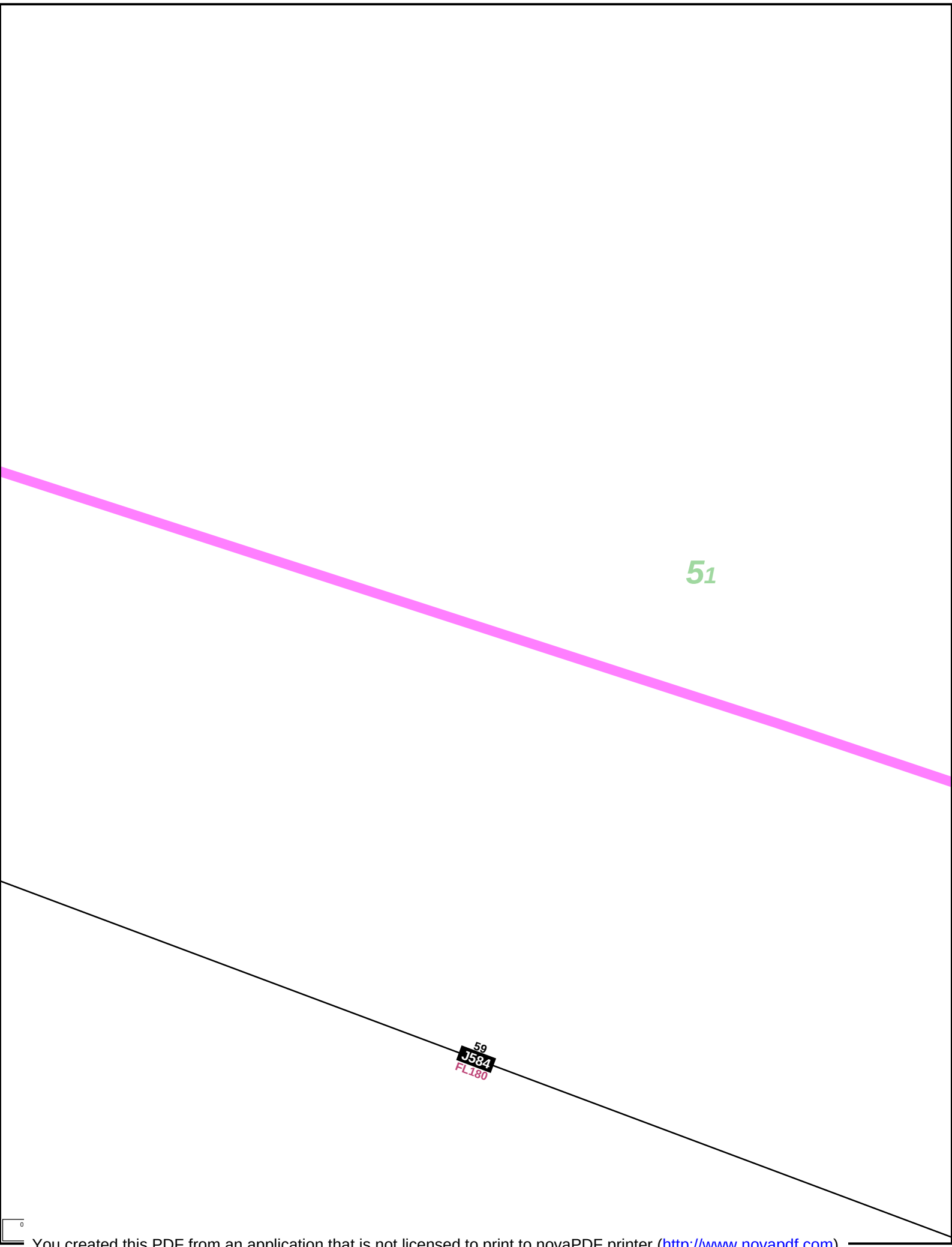

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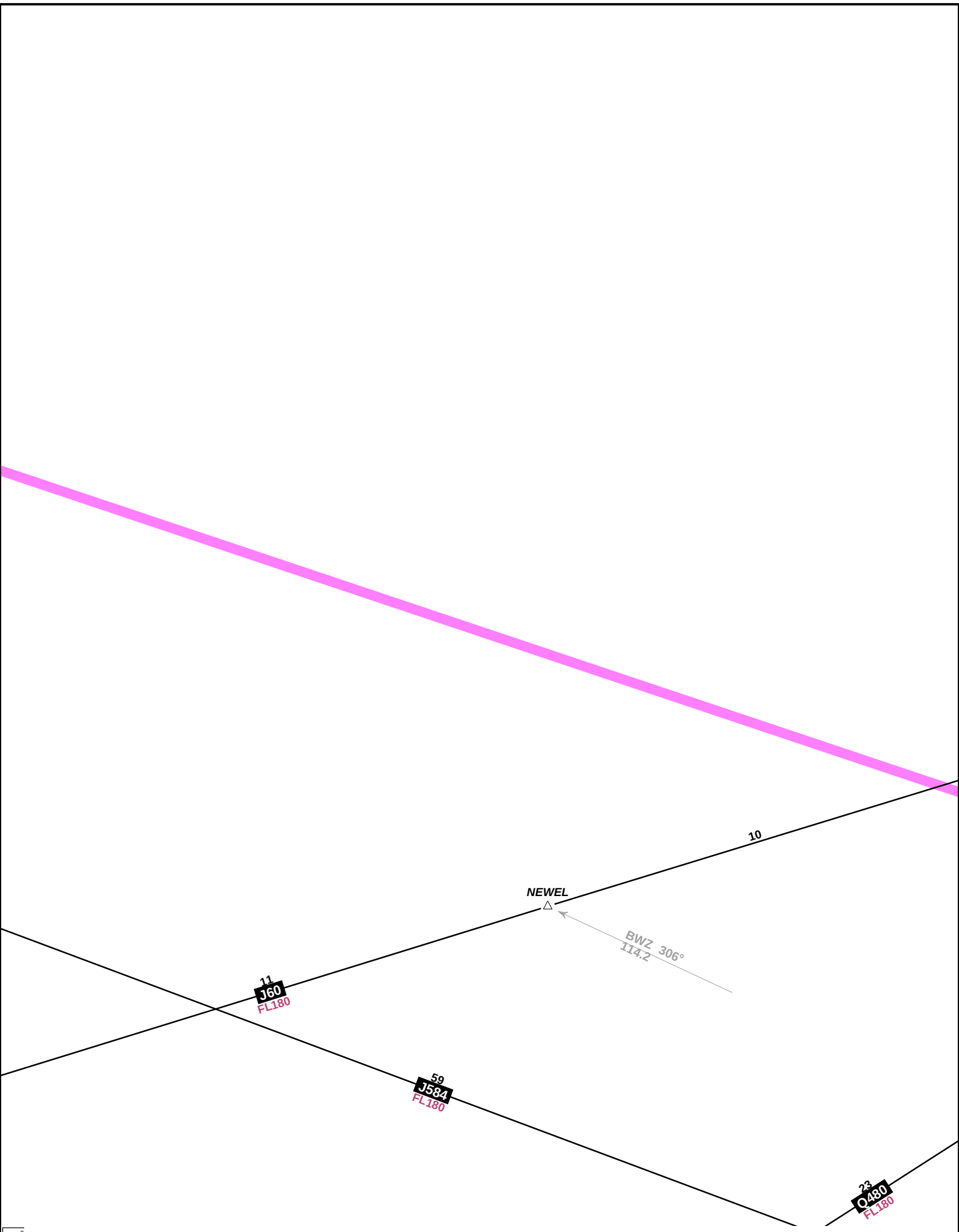

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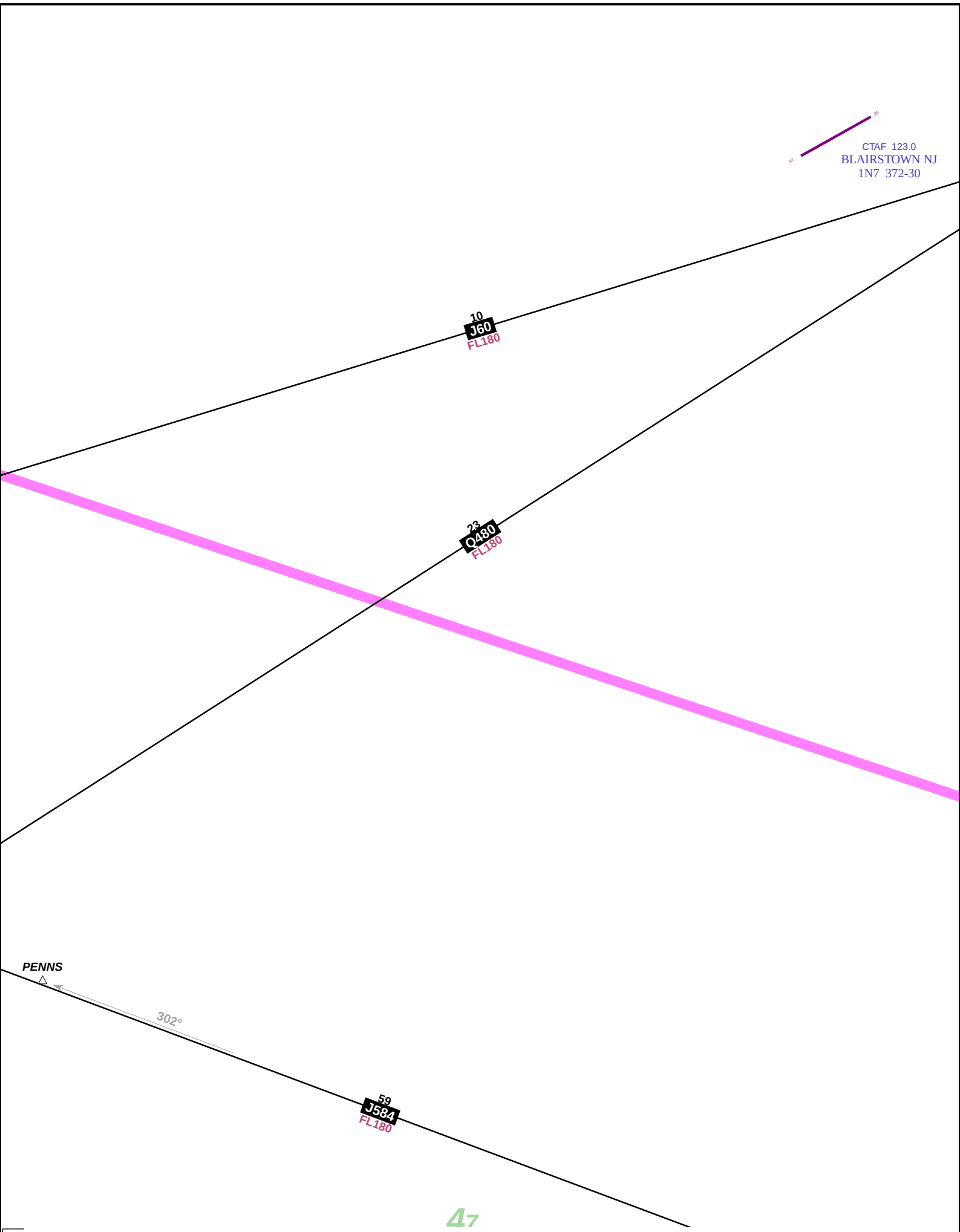

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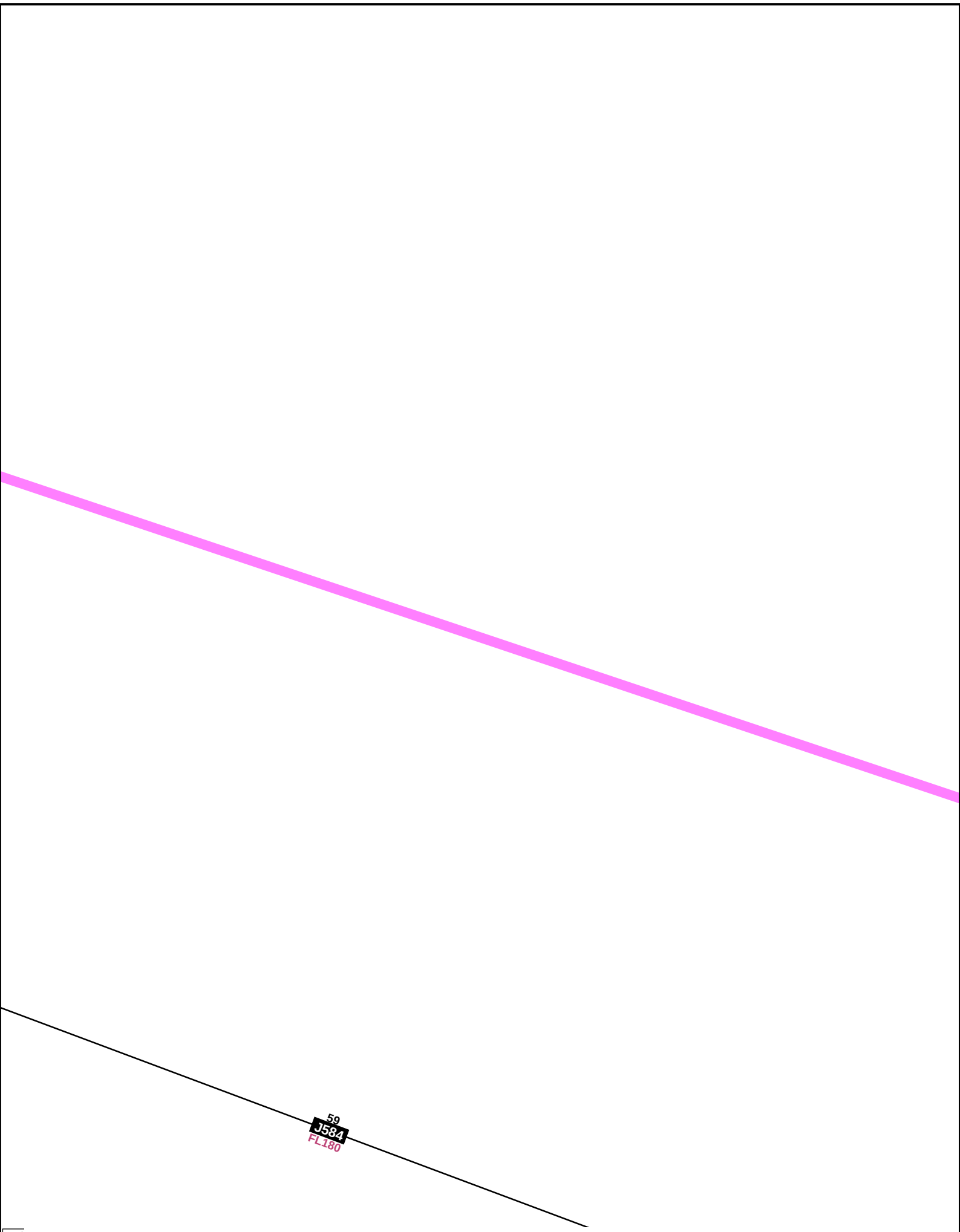

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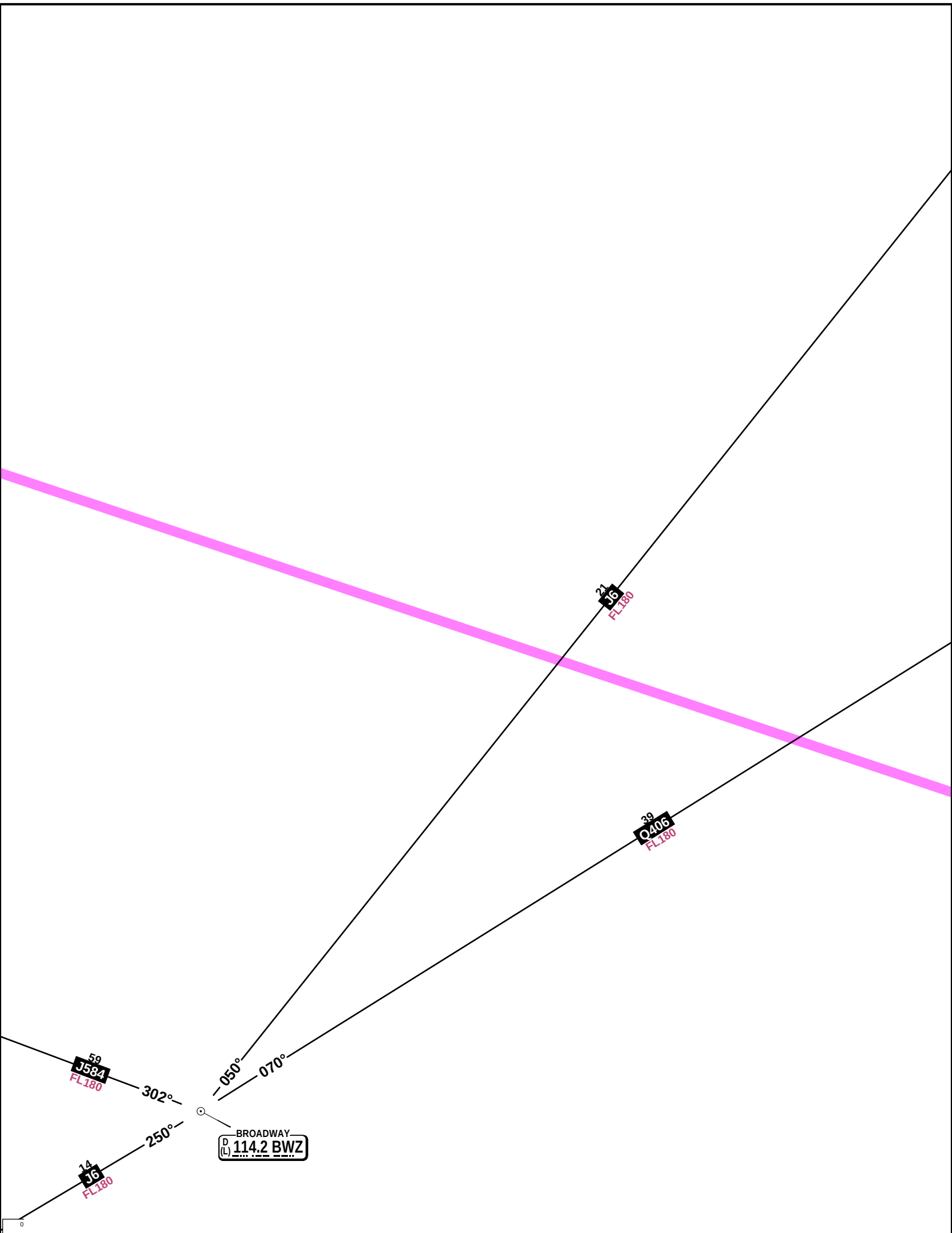

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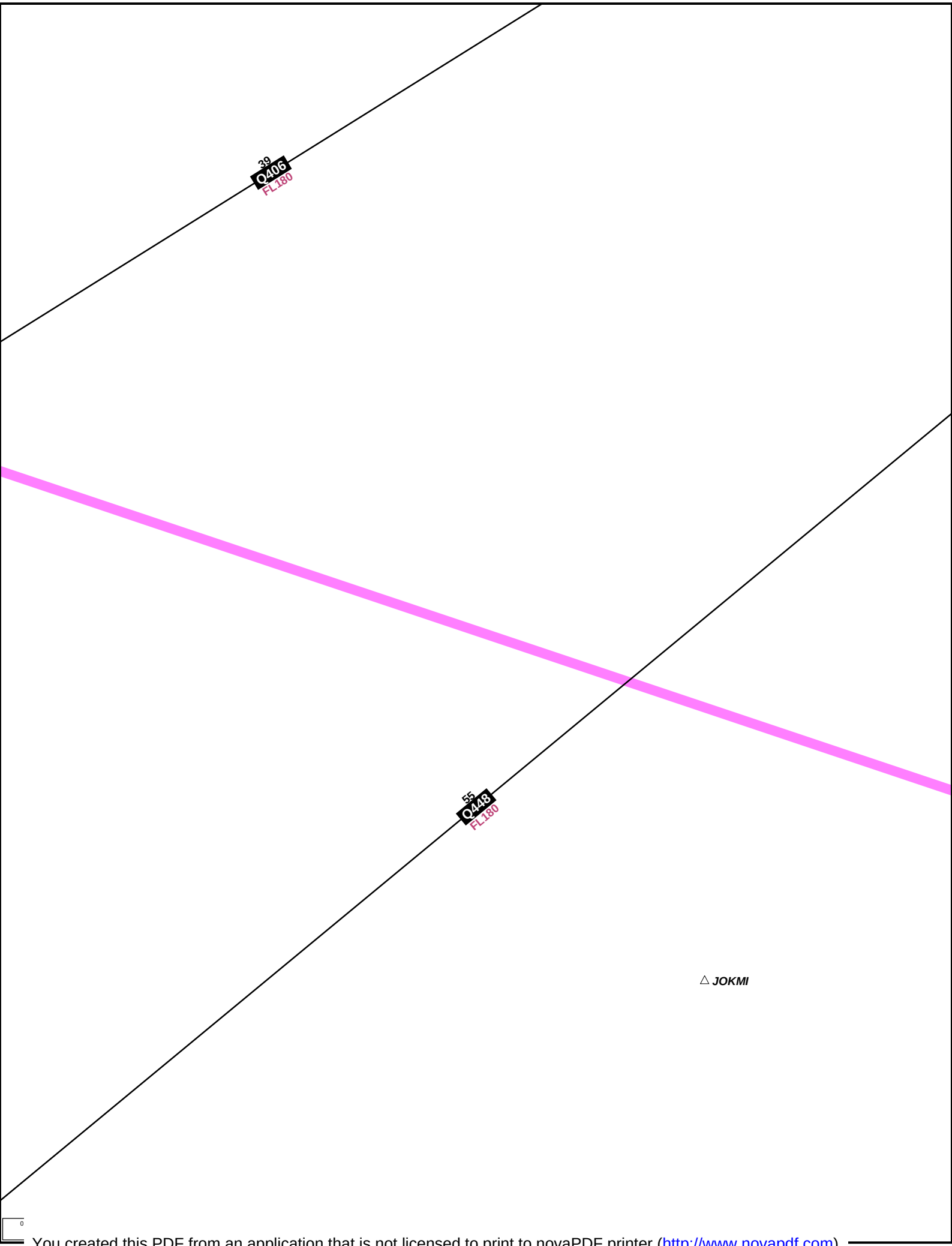

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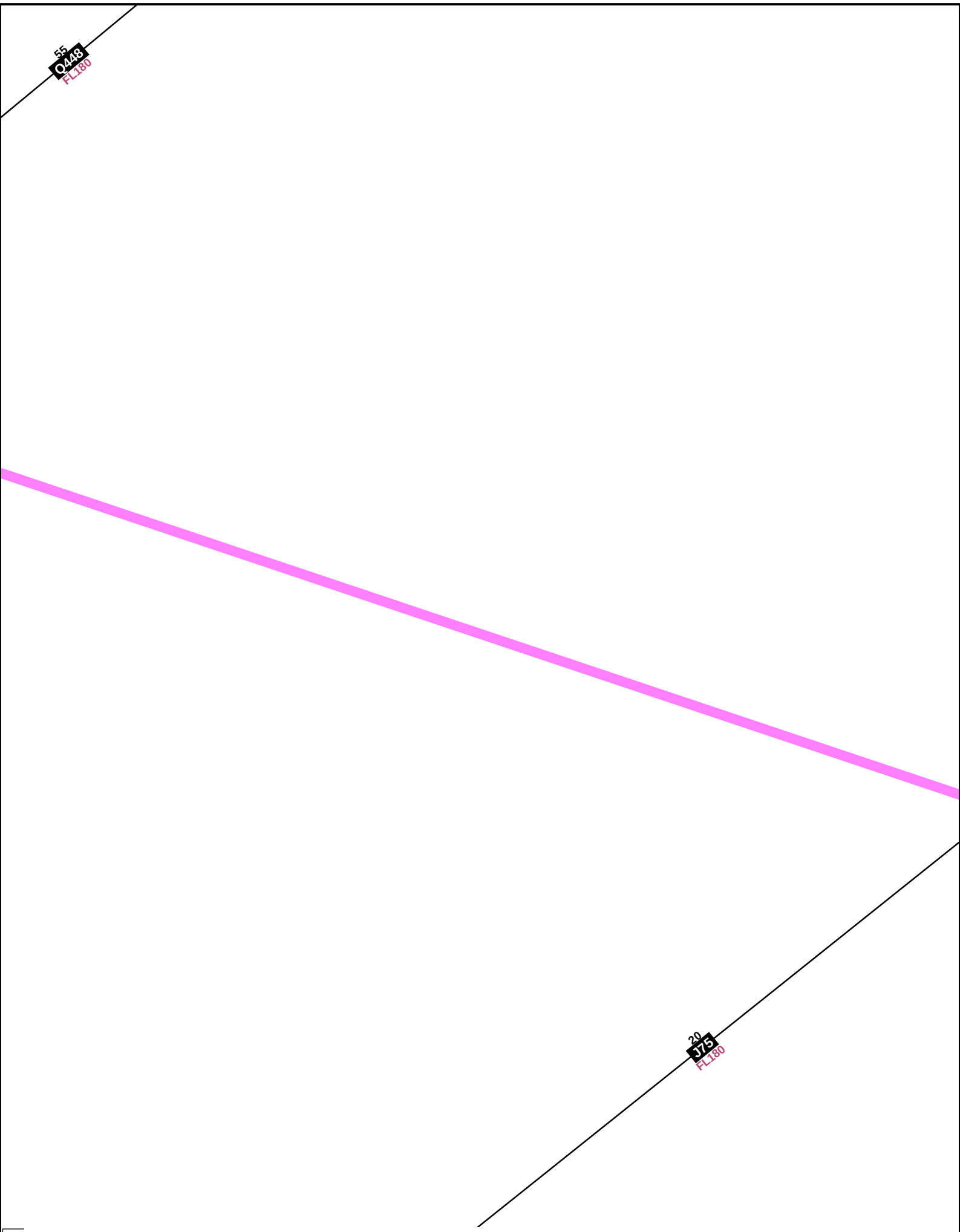

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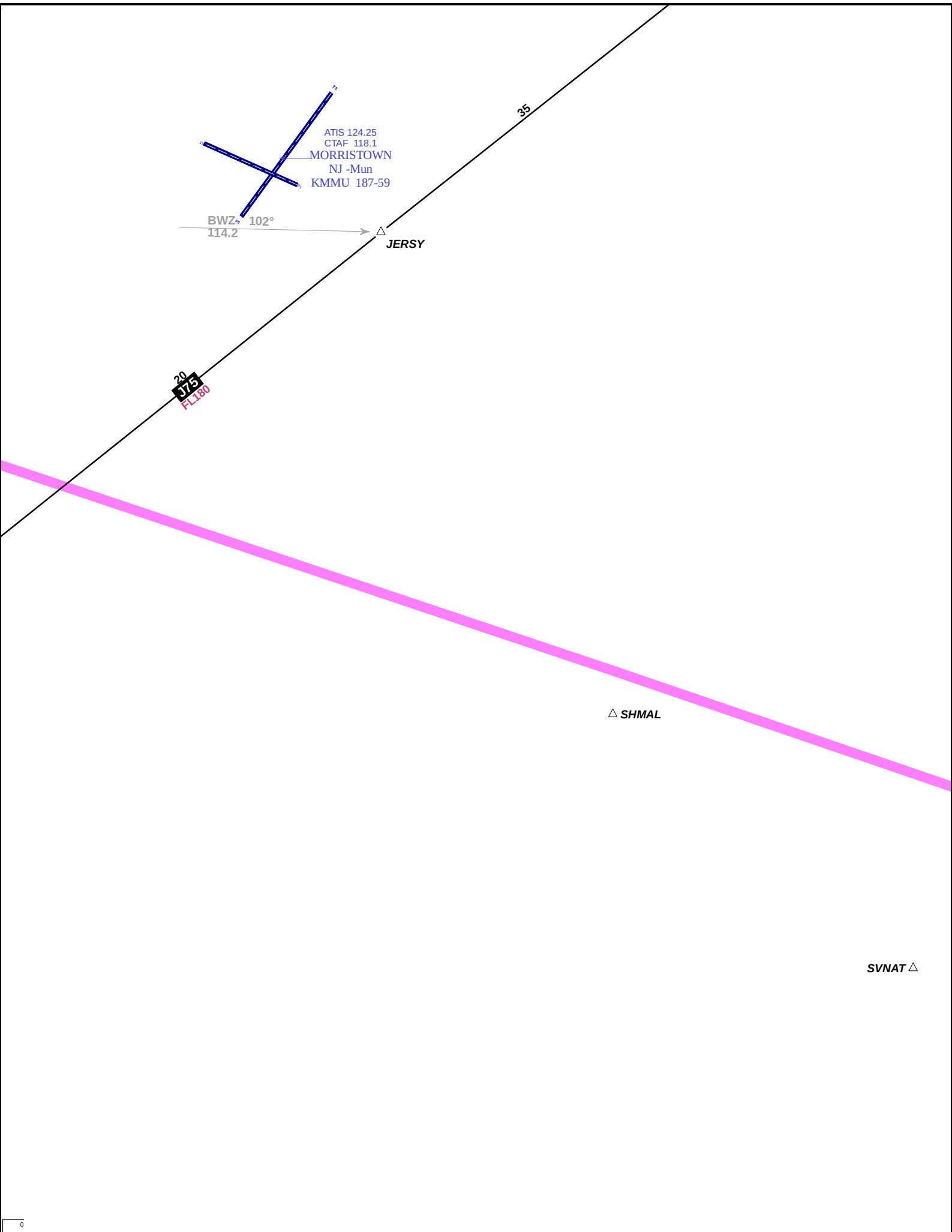

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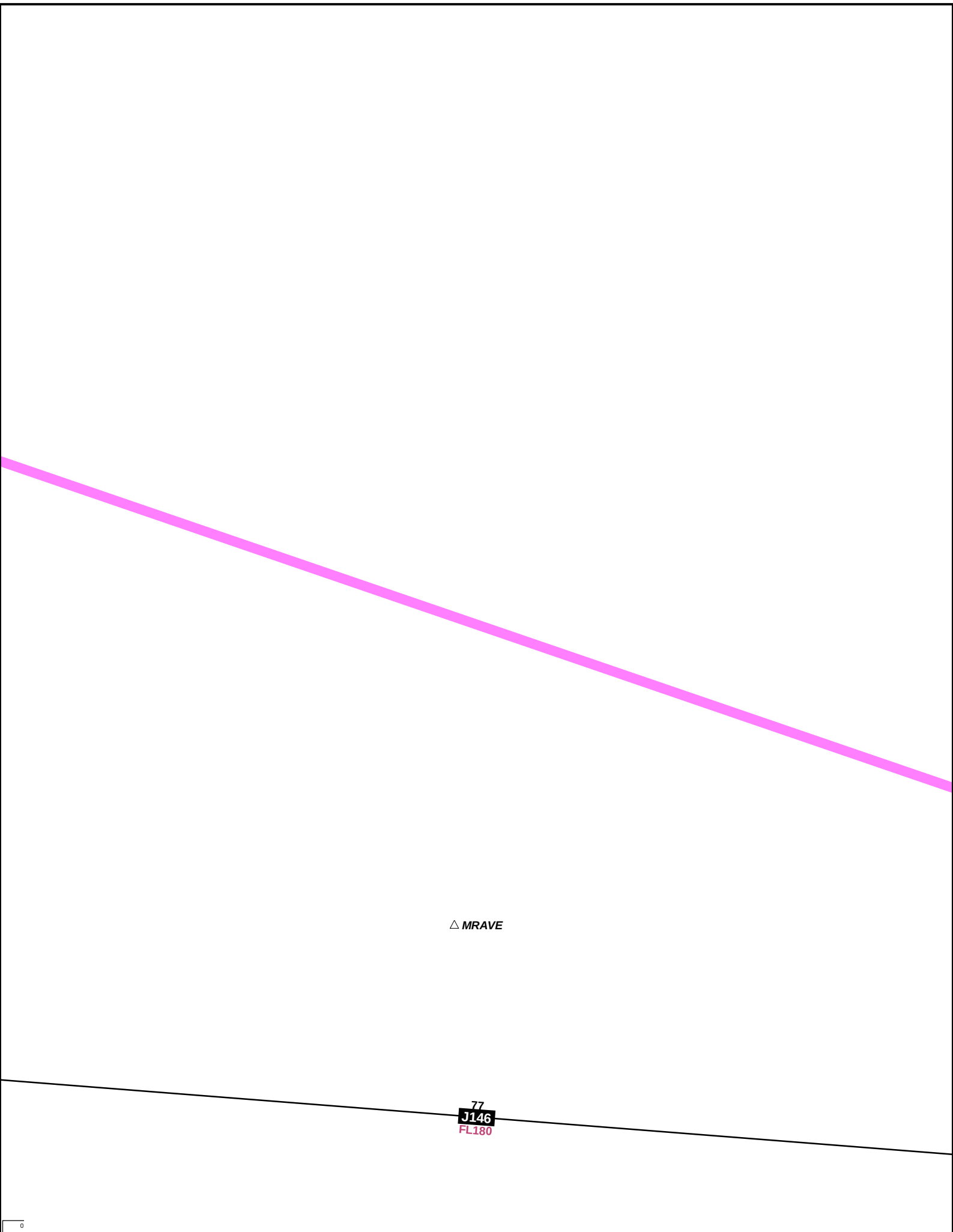

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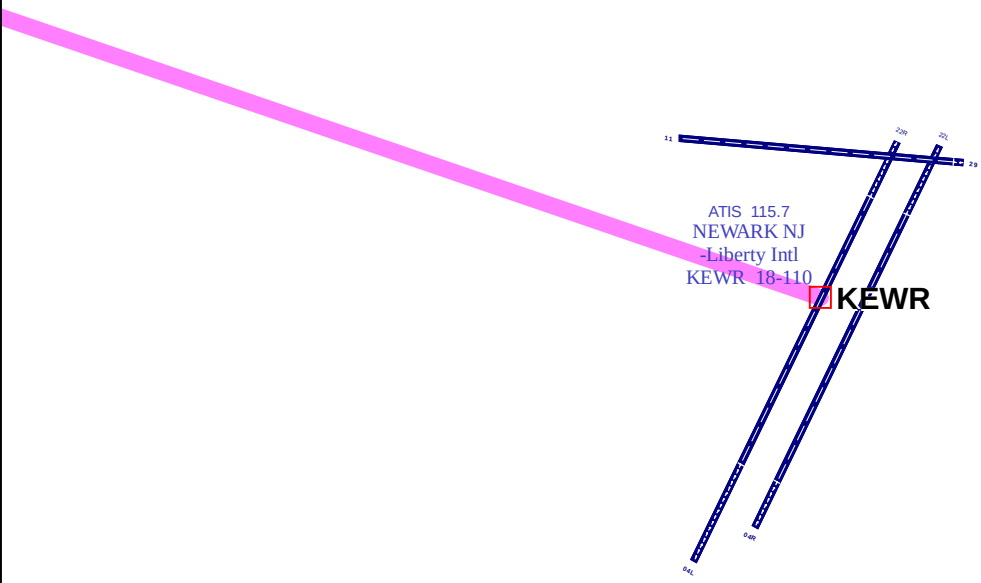

77
J146
FL180

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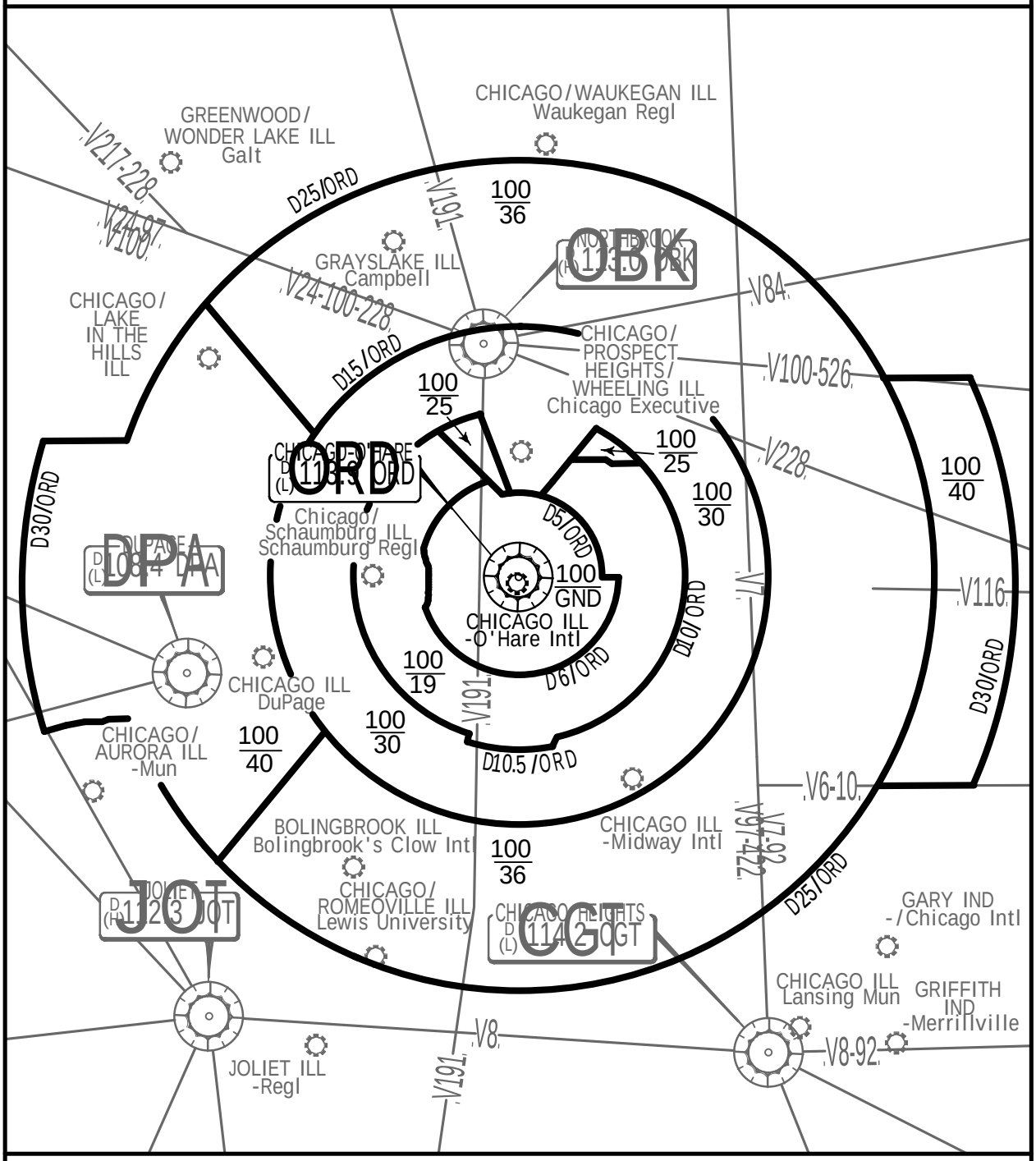
CHICAGO CLASS B AIRSPACE

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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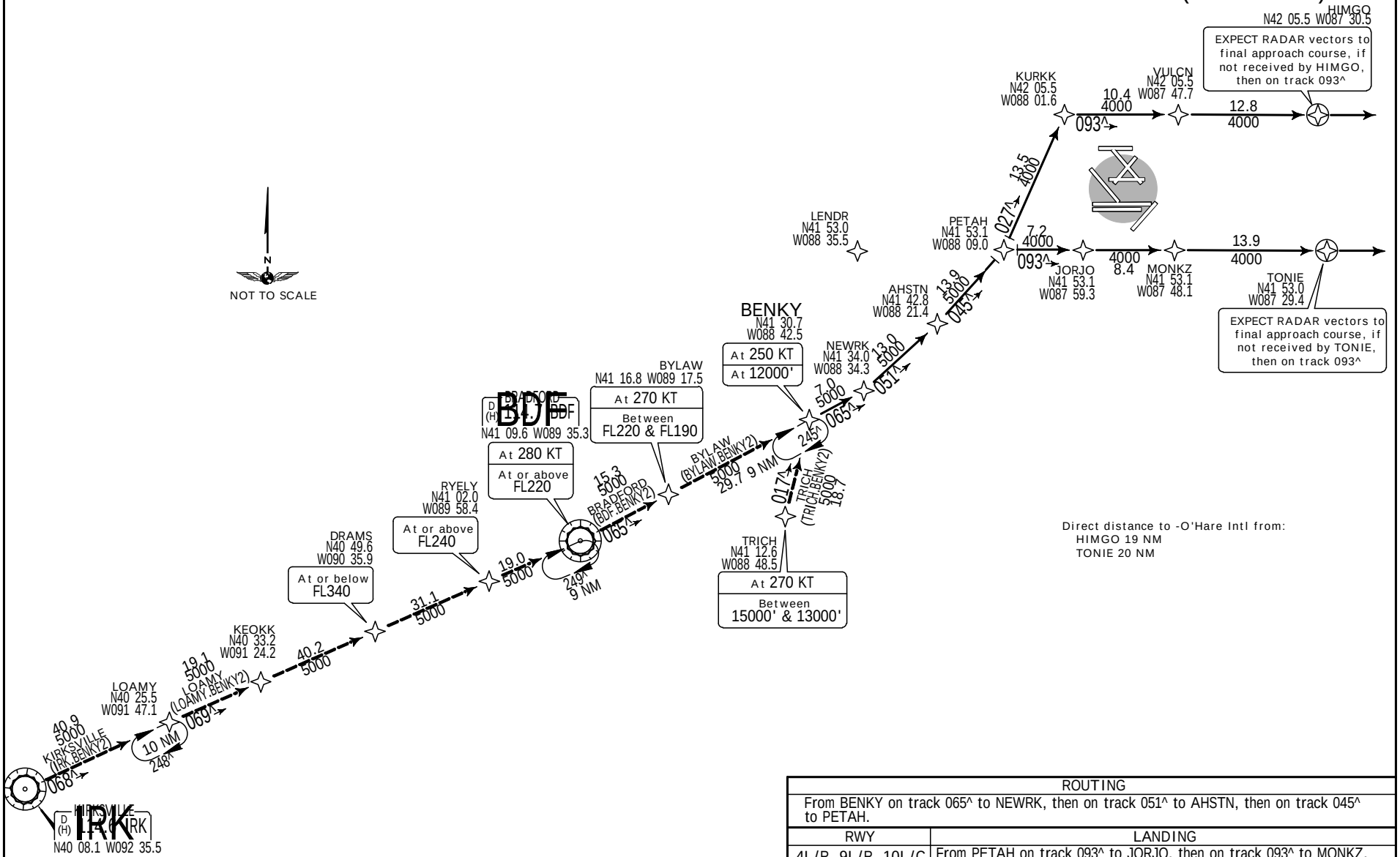
KORD/ORD
-O'HARE INTL

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

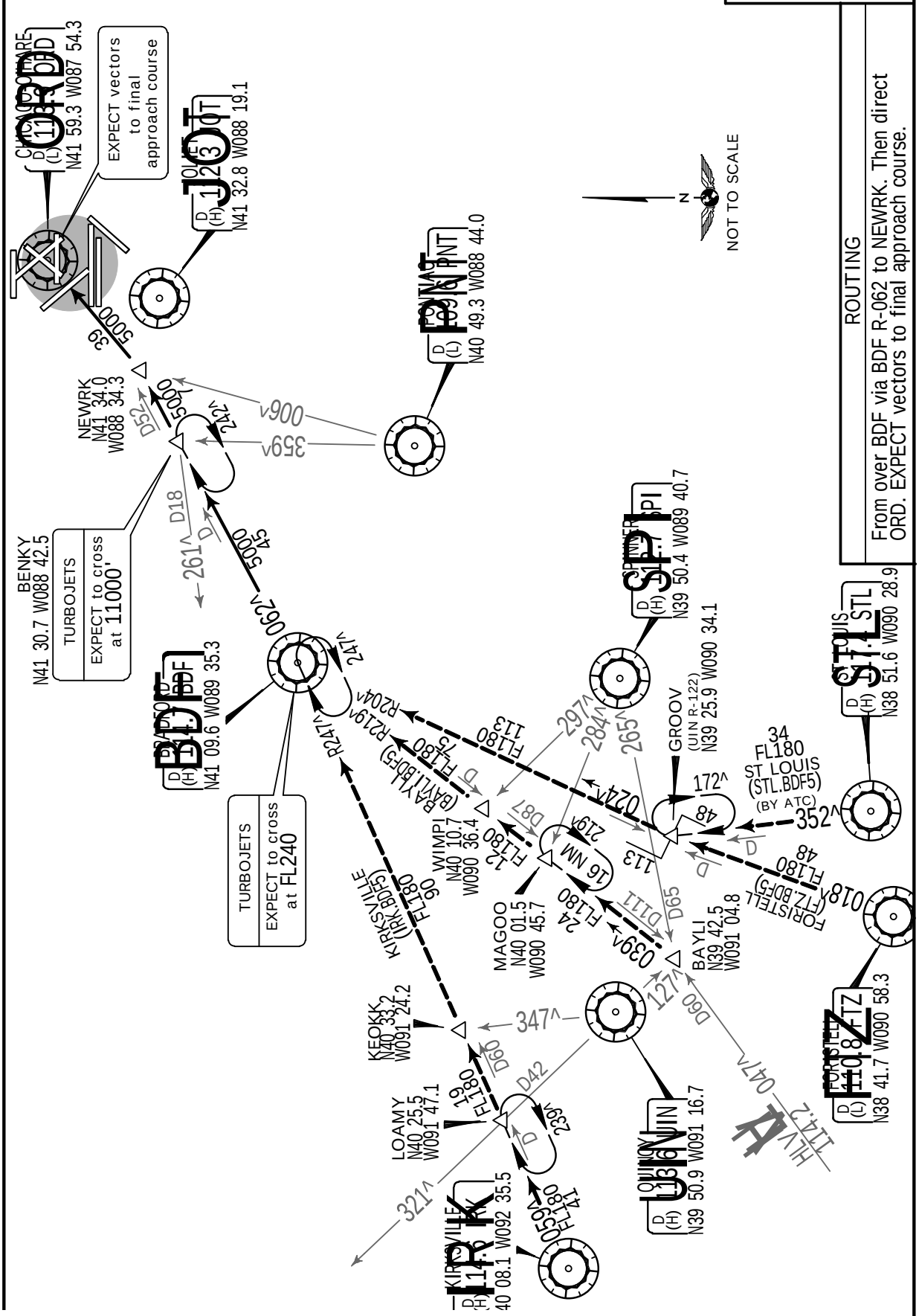
JEPPESEN 11 OCT 13 (20-2A) .Eff.17.Oct.

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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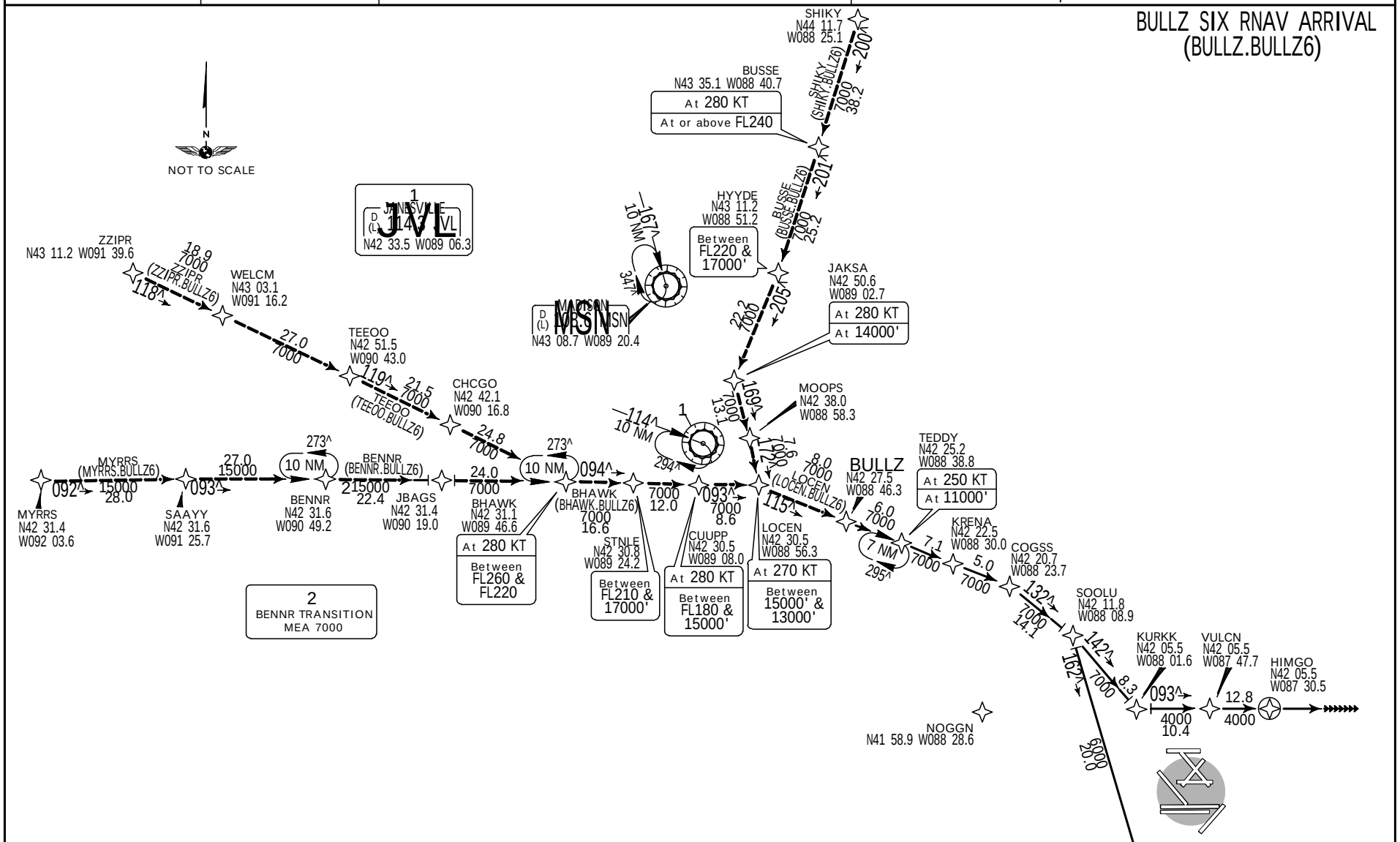
KORD/ORD
-O'HARE INTL

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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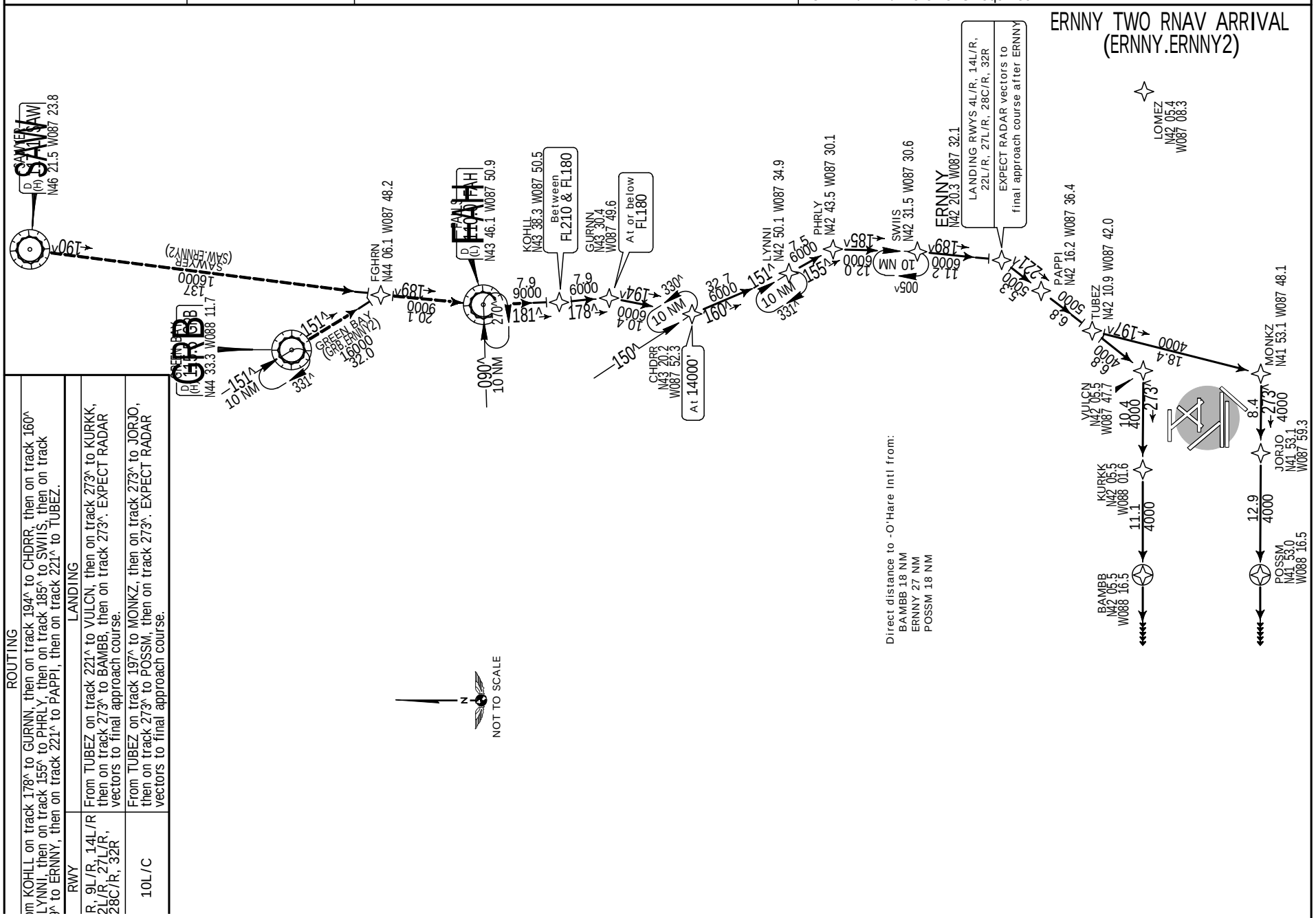
KORD/ORD
-O'HARE INTL

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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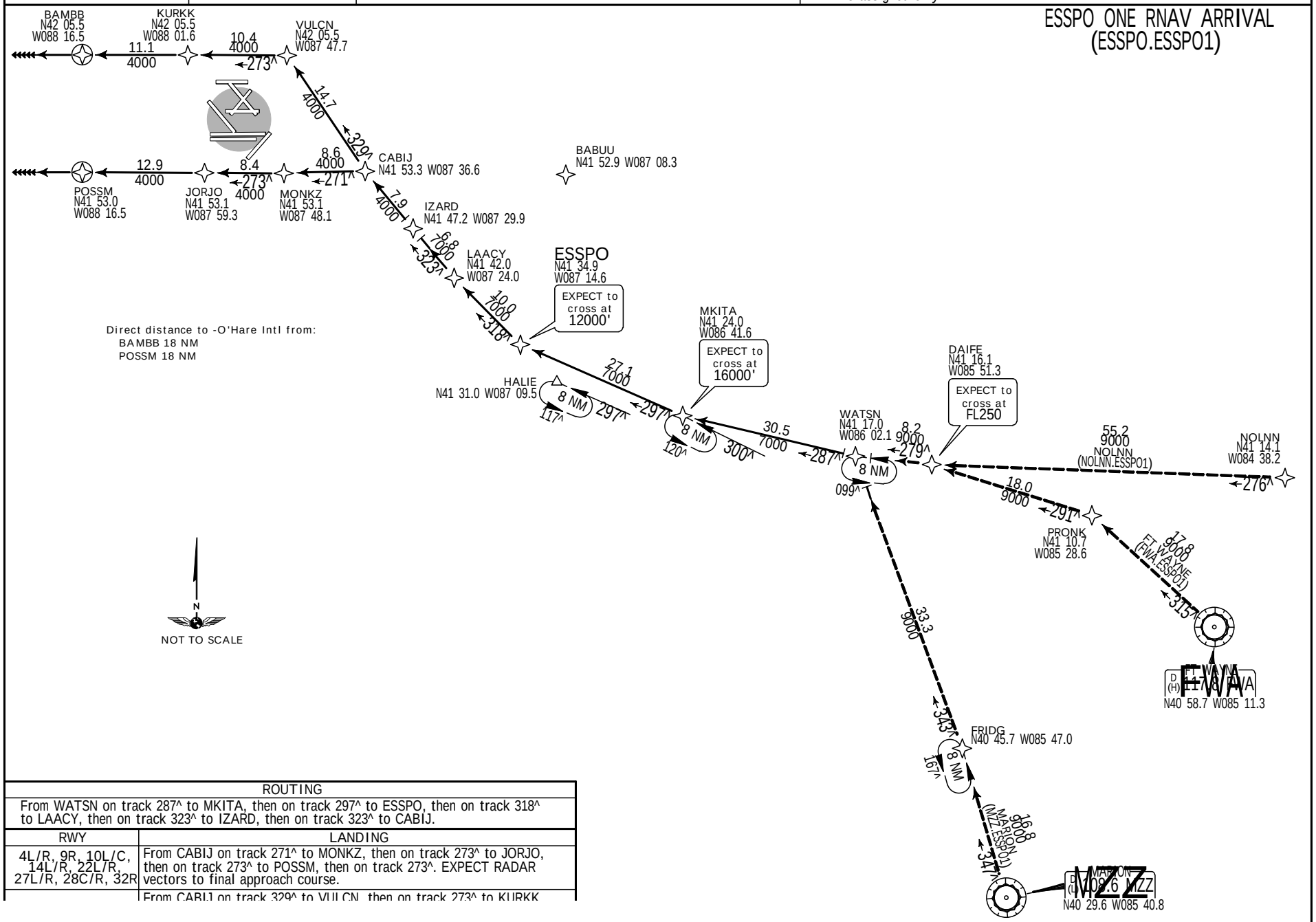
KORD/ORD
-O'HARE INTL

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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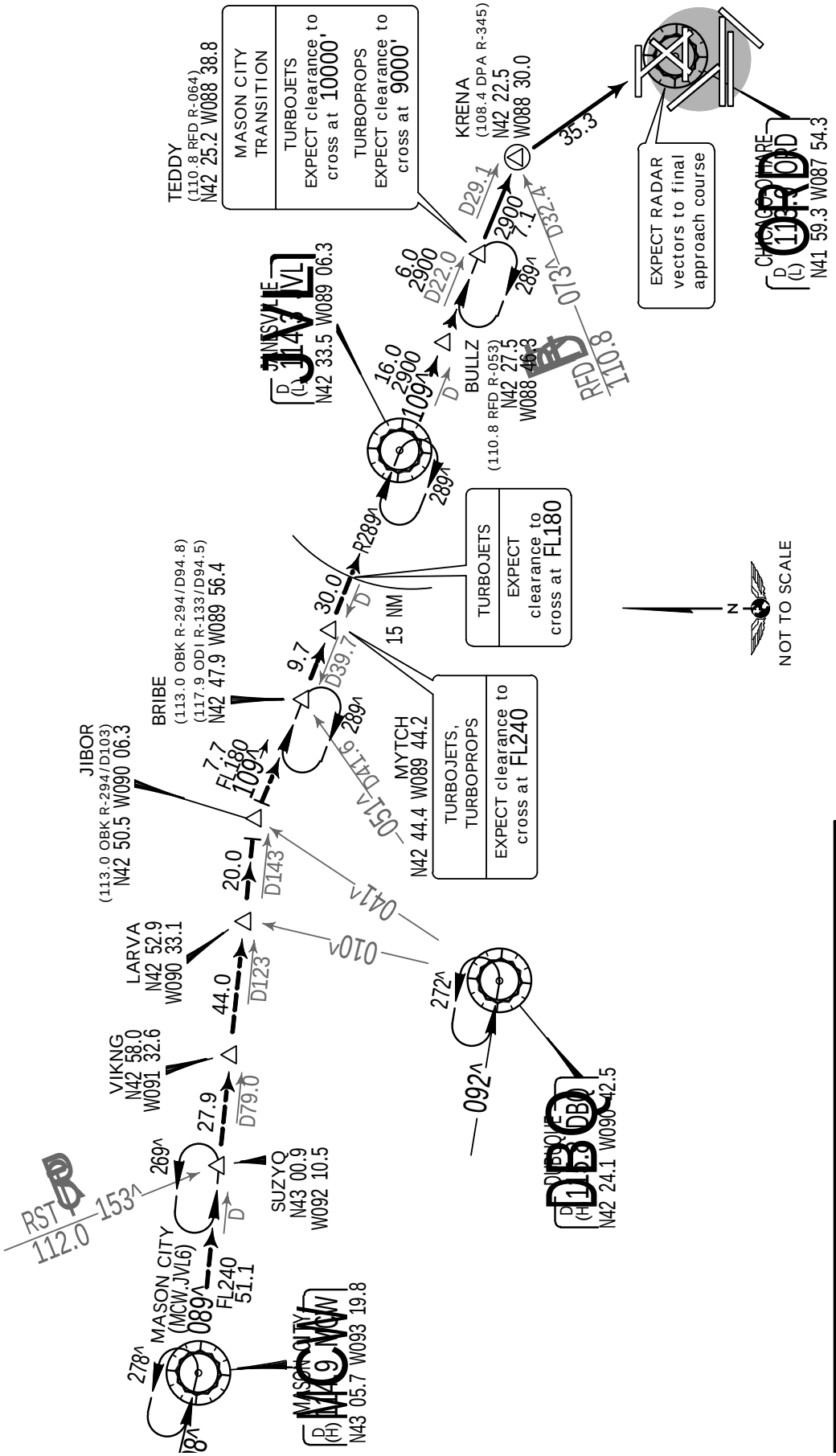
-O'HARE INTL

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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KORD/ORD -O'HARE INTL

JEPPESEN

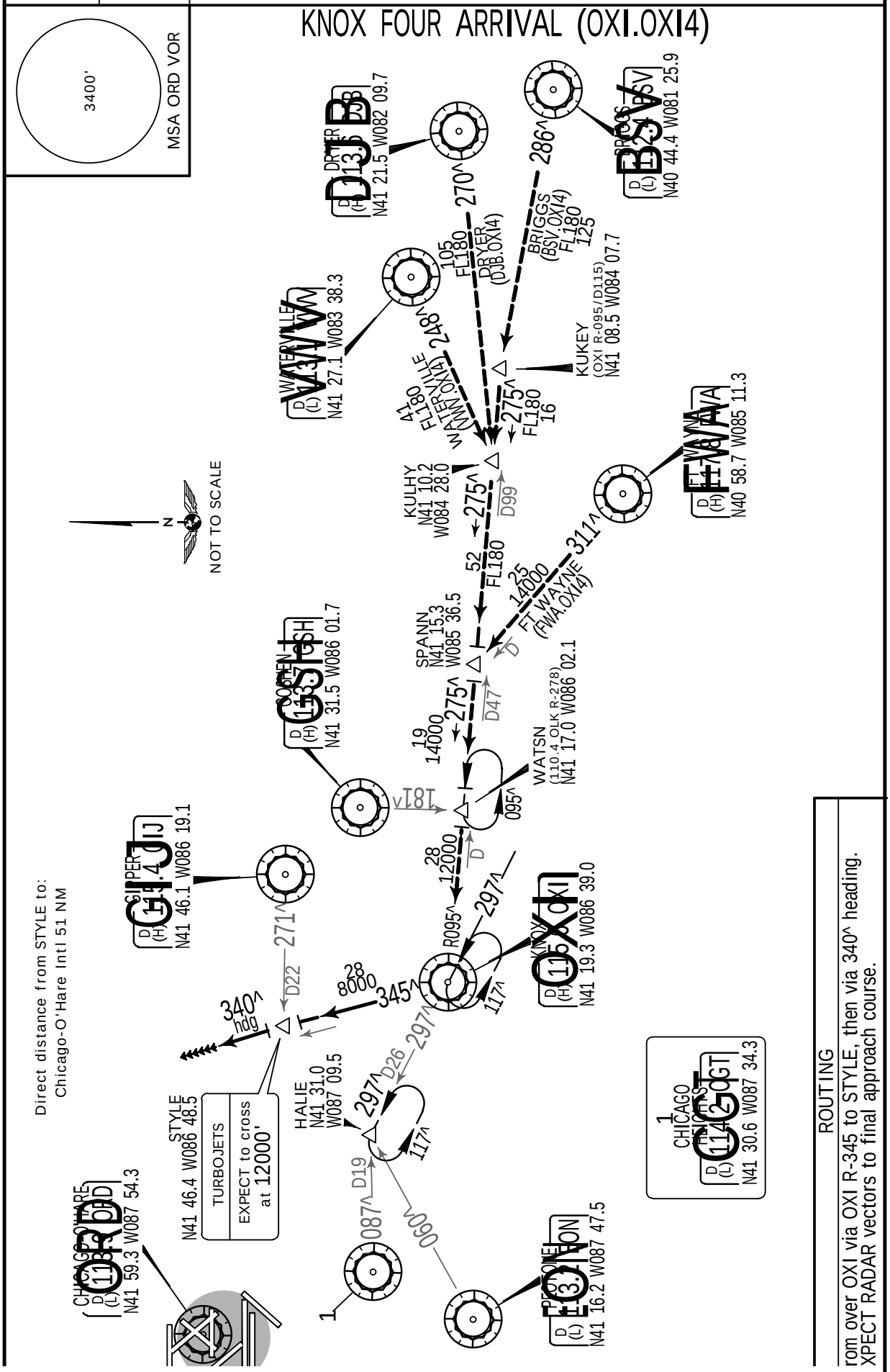
11 OCT 13 (20-2F) .Eff.17.Oct.

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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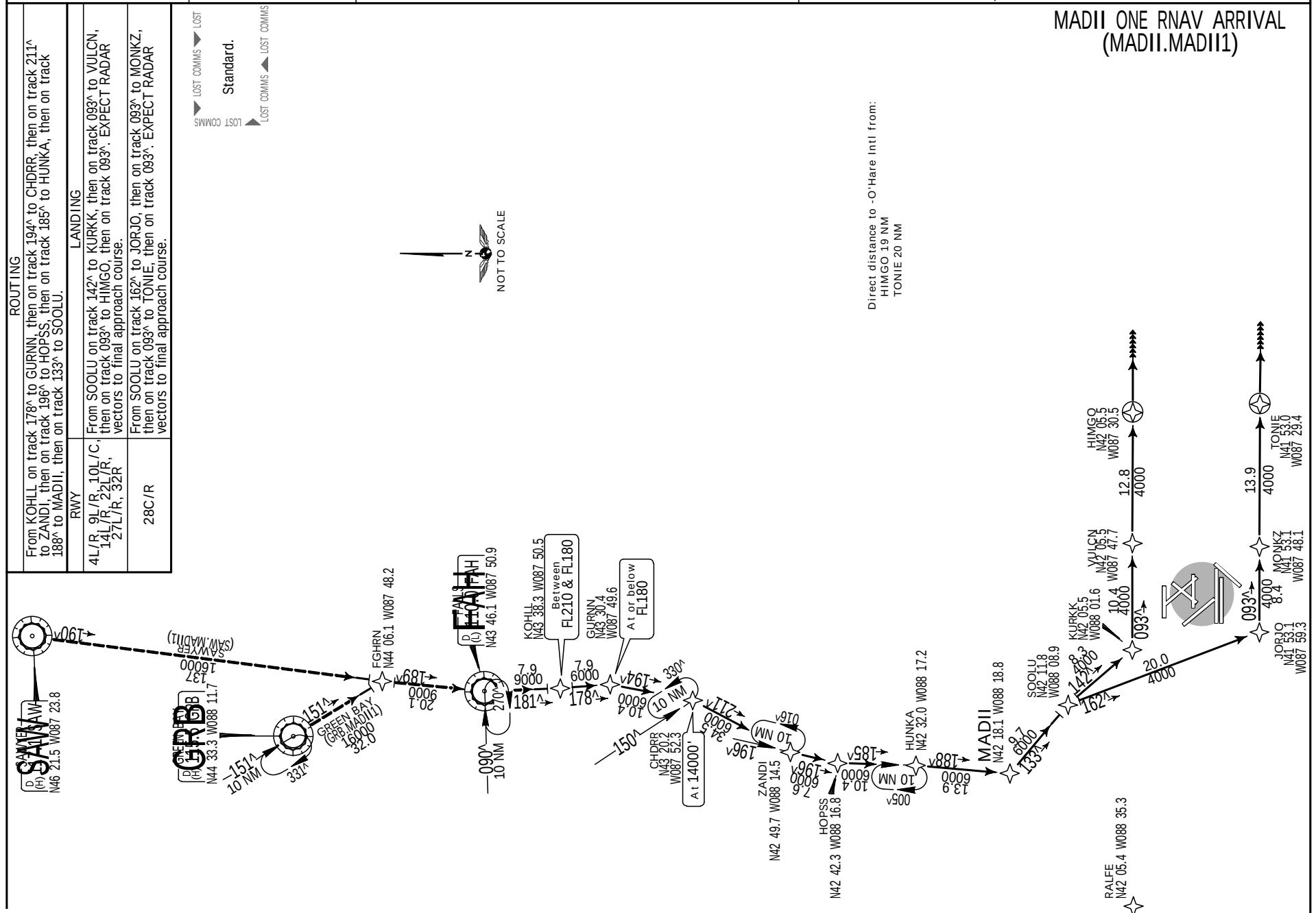
KORD/ORD
-O'HARE INTL

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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CHANGES: New procedure at this airport.

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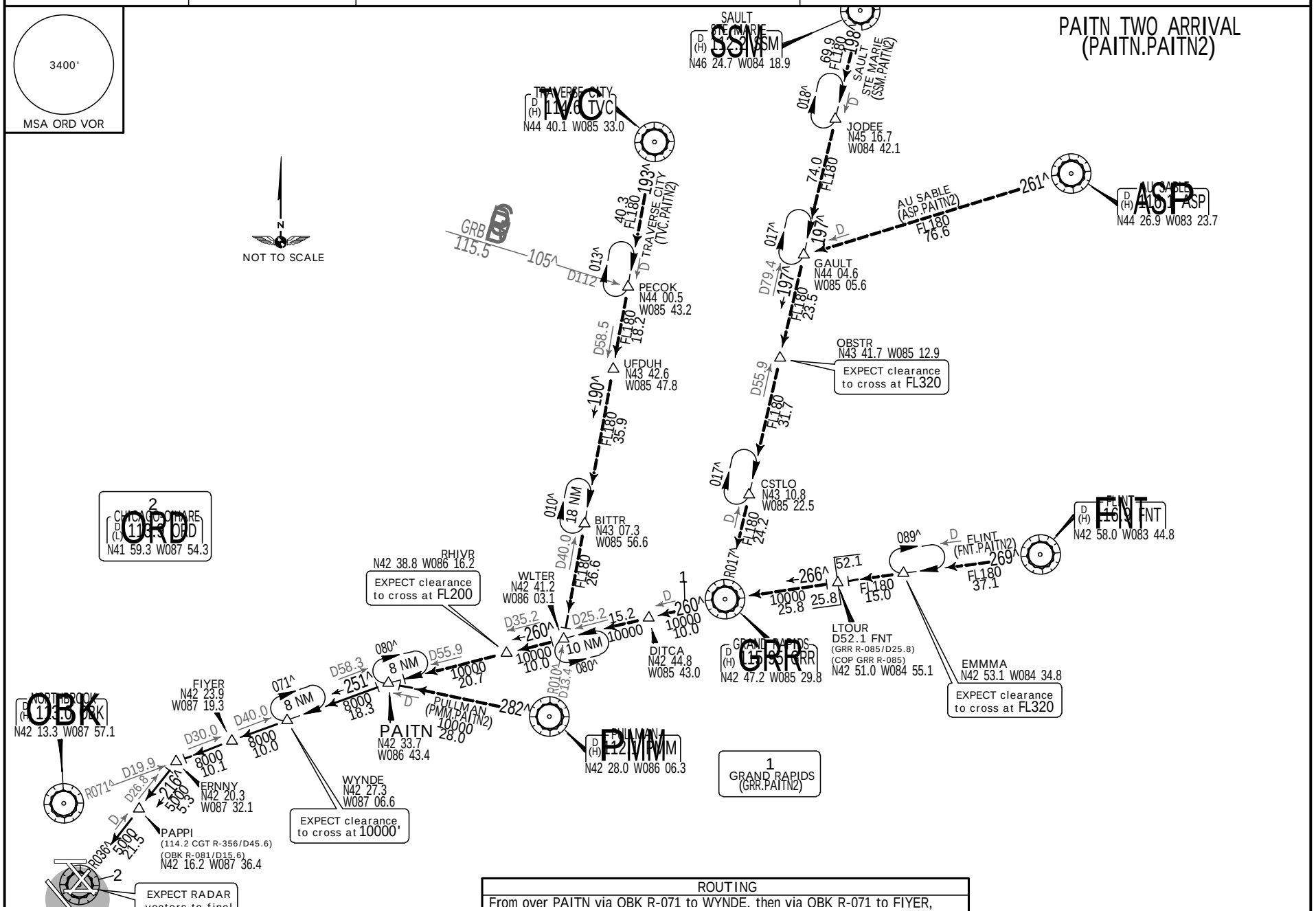
KORD/ORD -O'HARE INTL

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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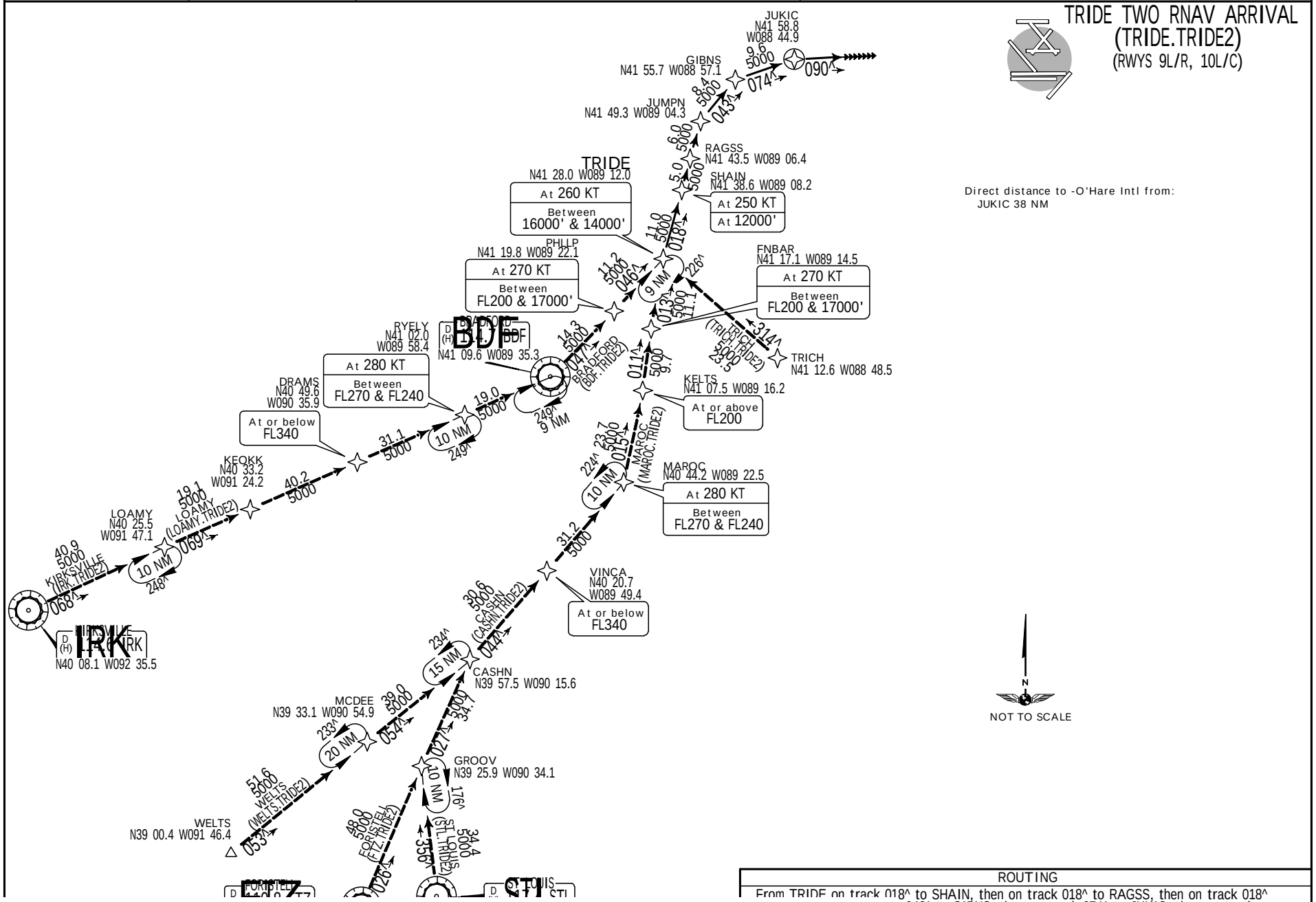
-O'HARE INTL

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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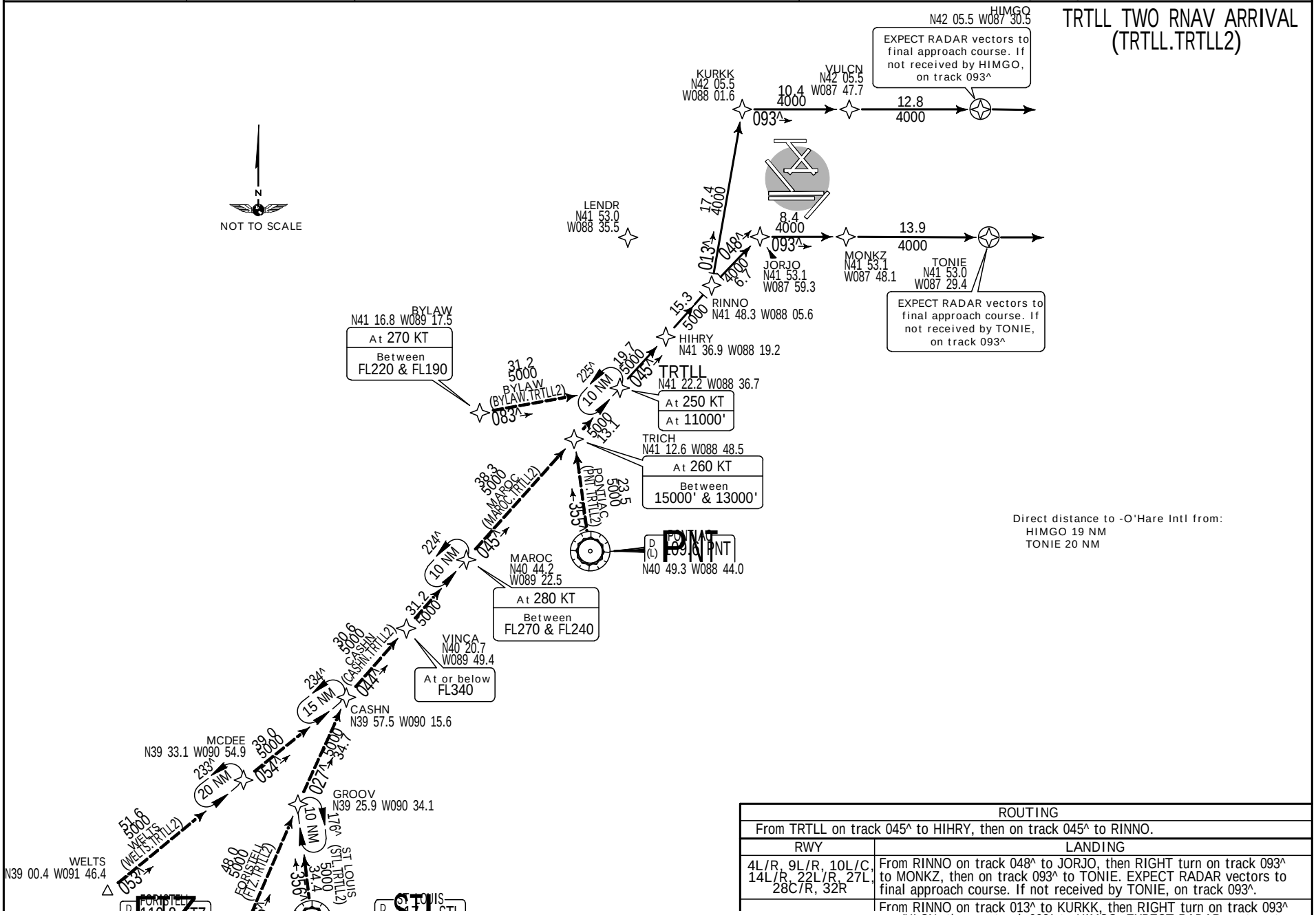
KORD/ORD -O'HARE INTL

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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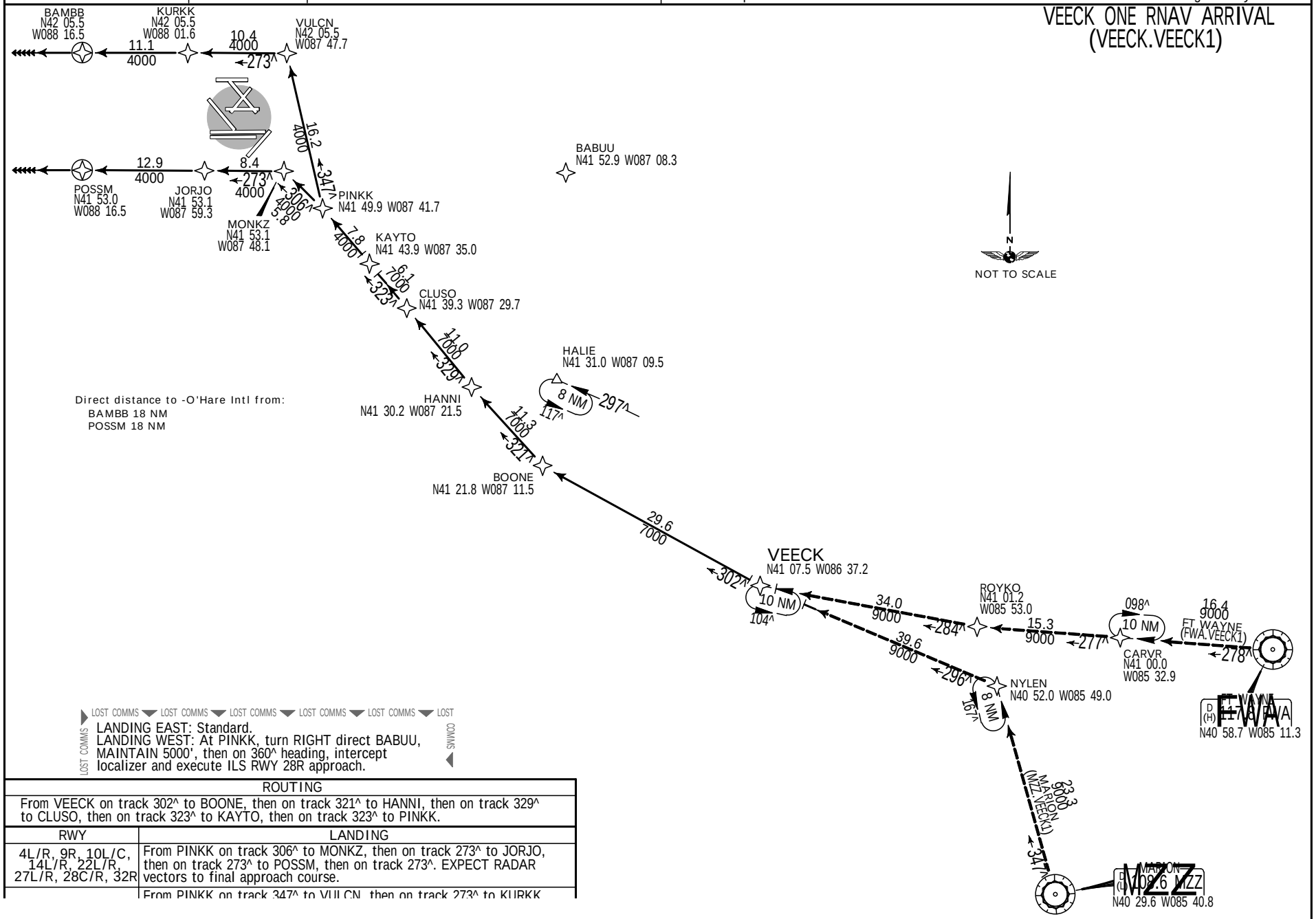
KORD/ORD
-O'HARE INTL

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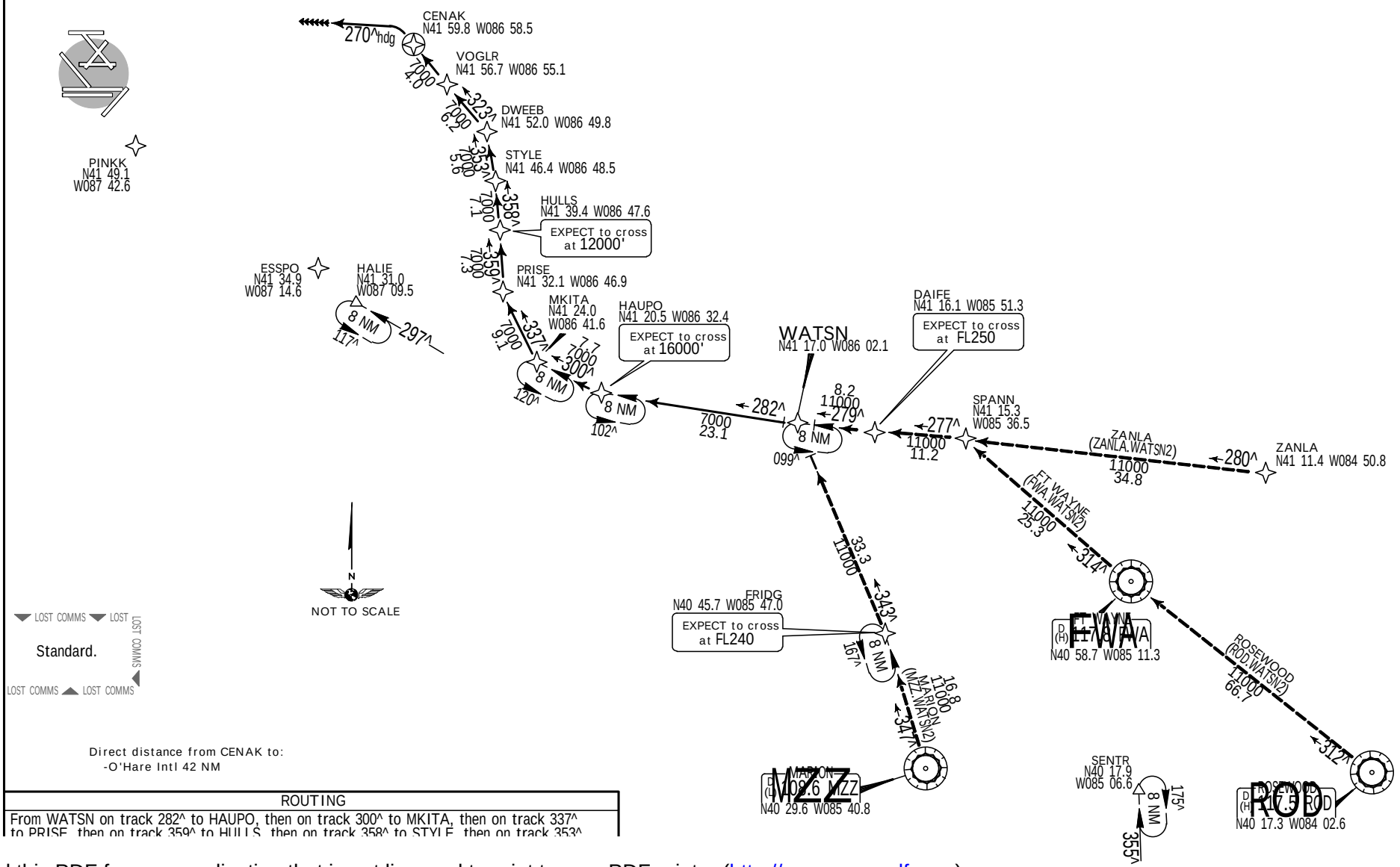
D-ATIS	Apt Elev			
135.4	672'	Alt Set: INCHES	Trans level: FL180	Trans alt: 18000'

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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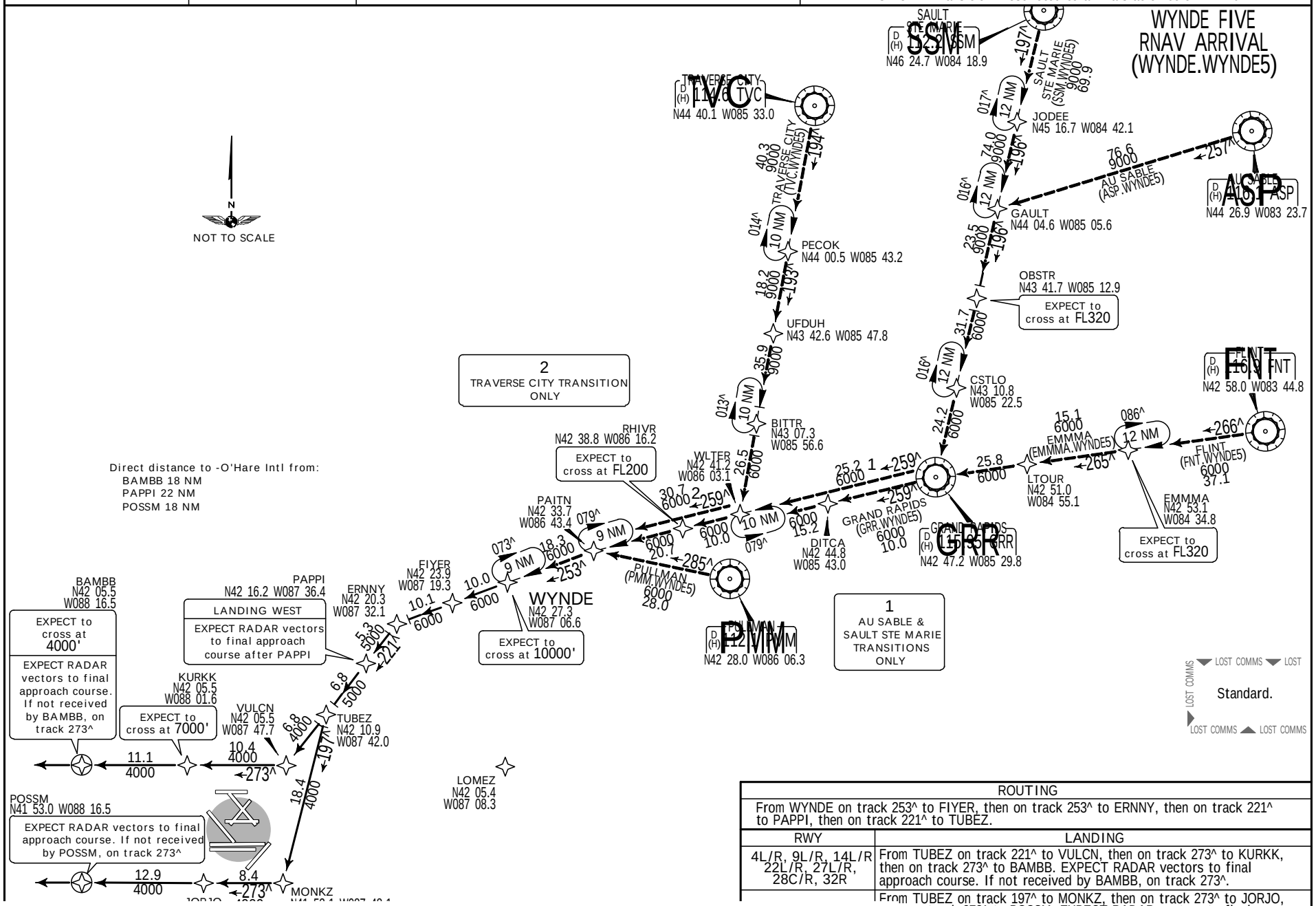
KORD/ORD
-O'HARE INTL

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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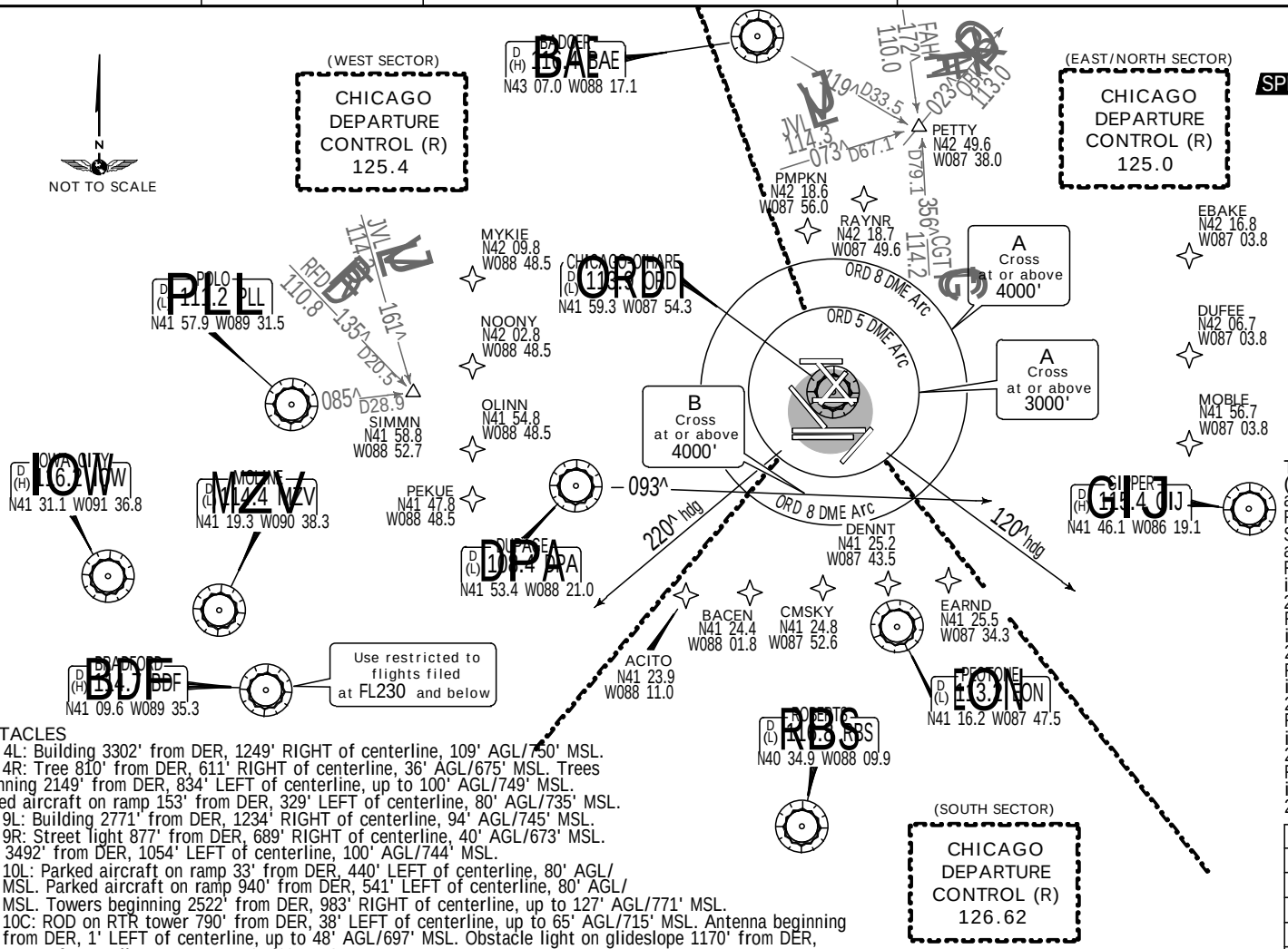
KORD/ORD
-O'HARE INTL

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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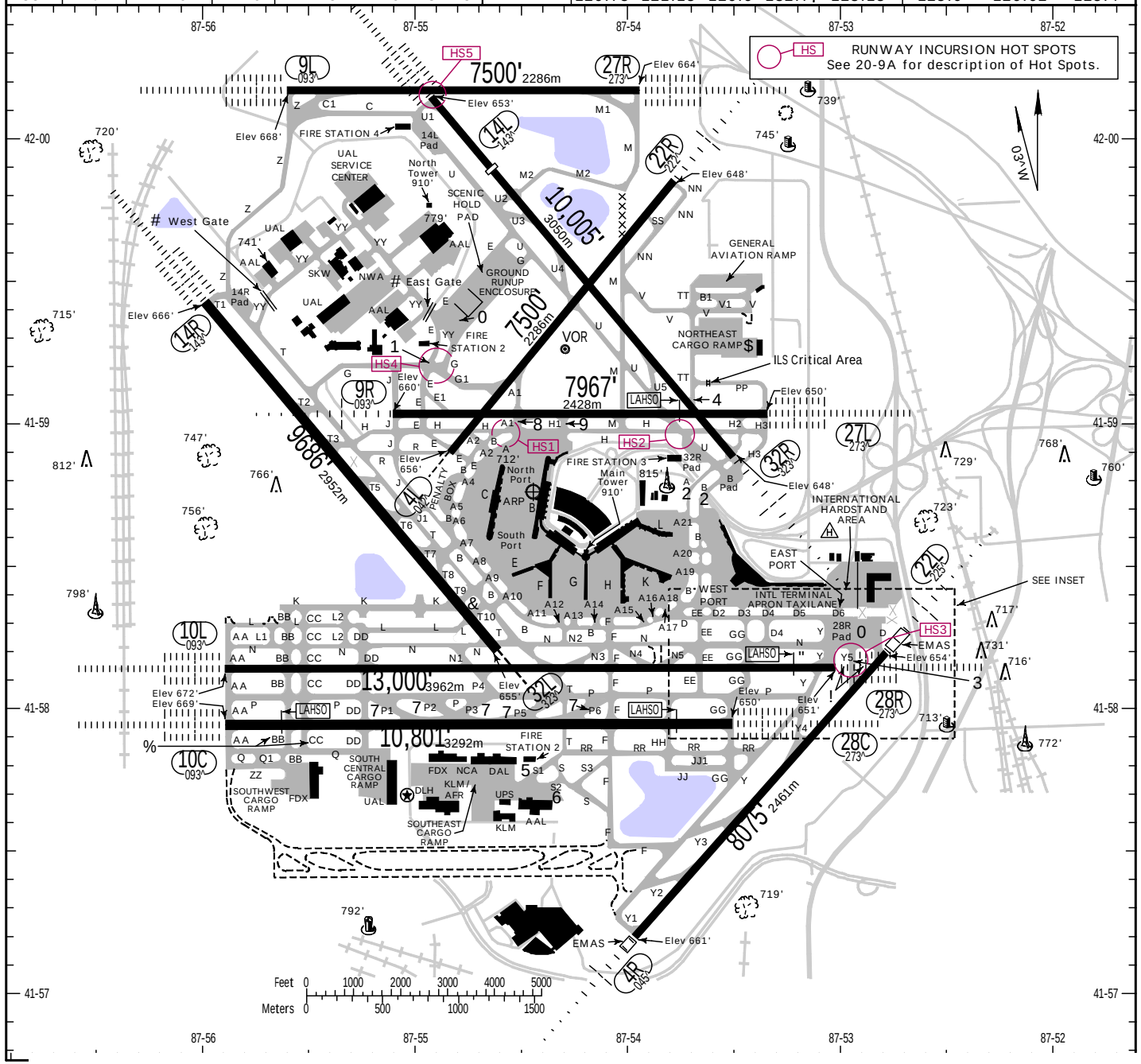
KORD/ORD

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.

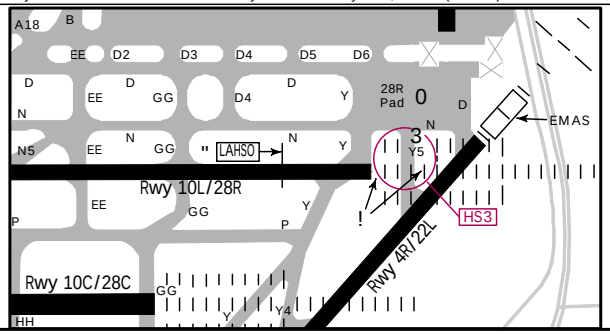
ATCT is authorized to conduct arrivals to Rwys 14L & 14R while conducting simultaneous opposite direction departures off of Rwys 9R and 28R during IFR weather conditions. ATCT is authorized to conduct simultaneous converging instrument approaches to to Rwys 14R and 22R while conducting simultaneous opposite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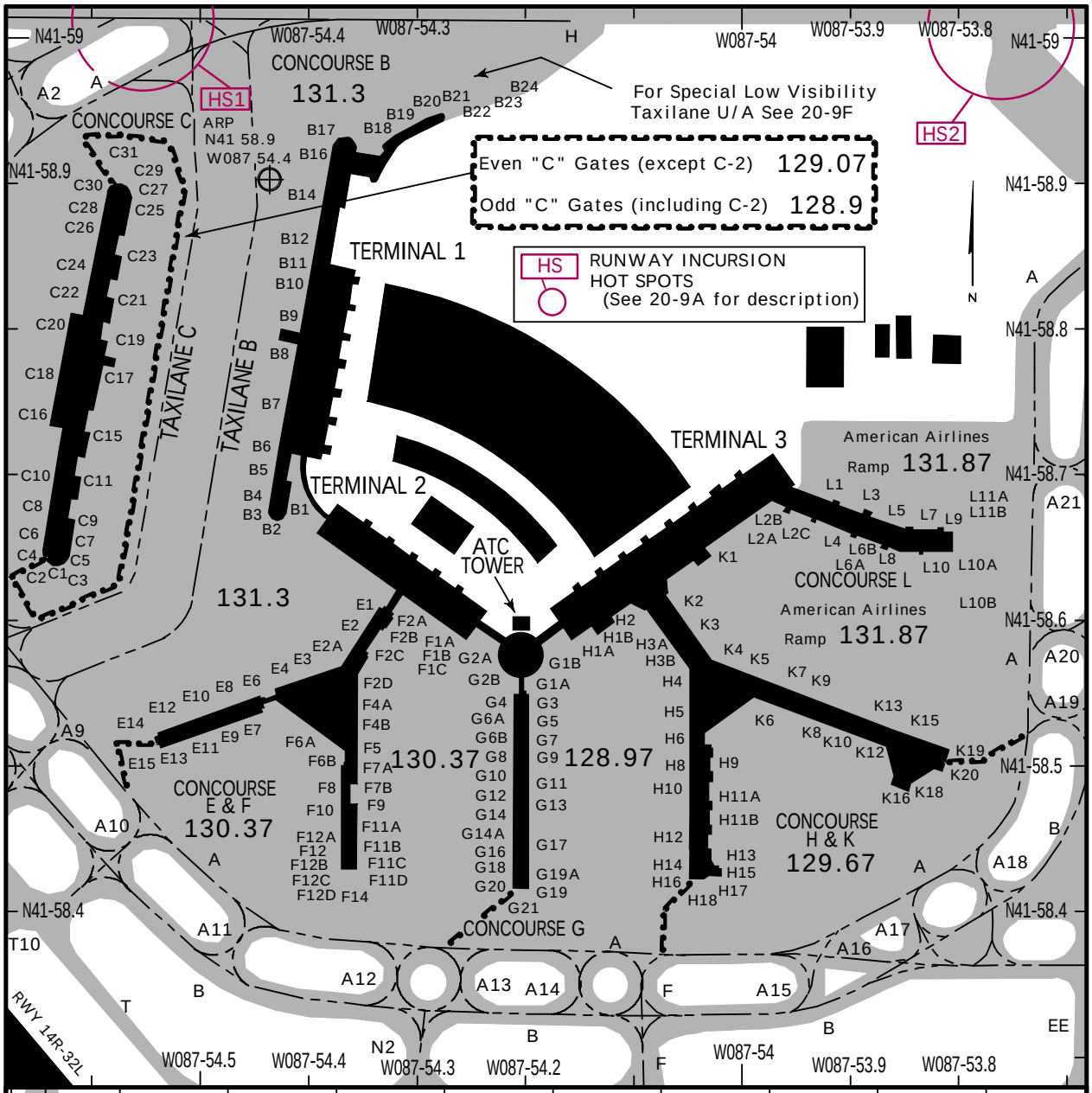
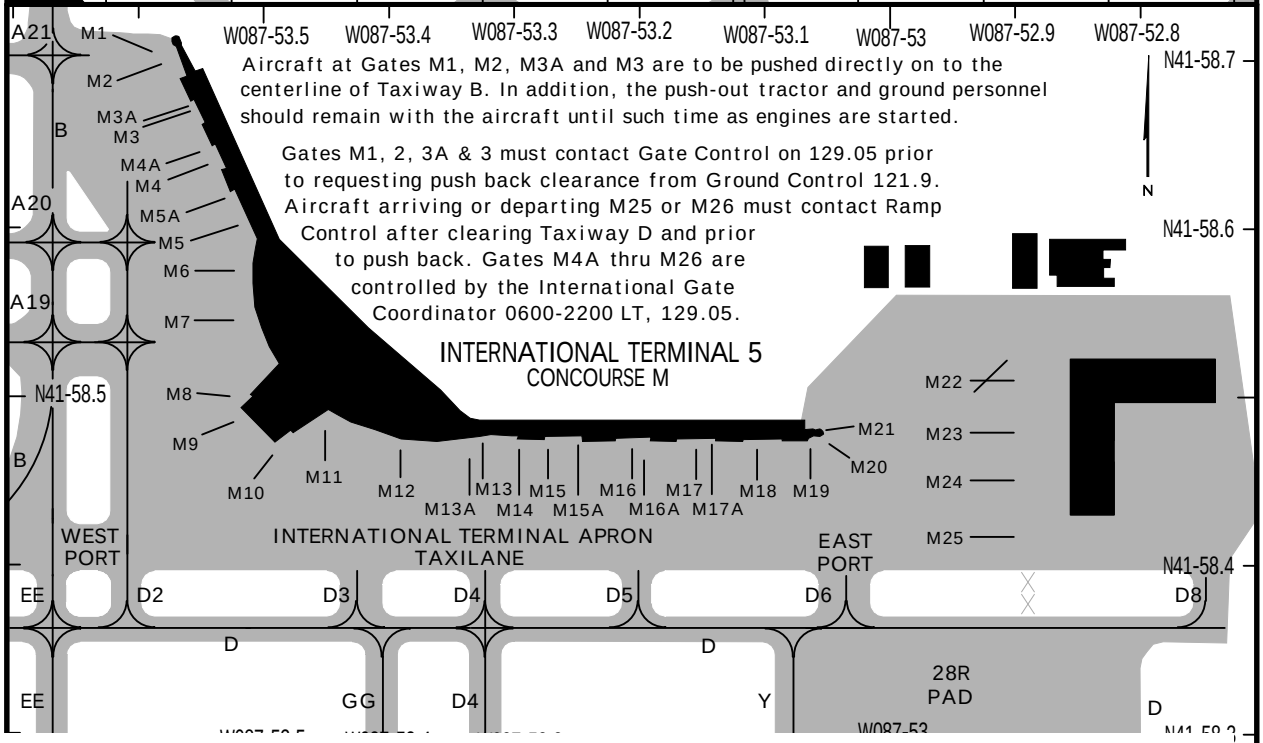
KORD/ORD

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

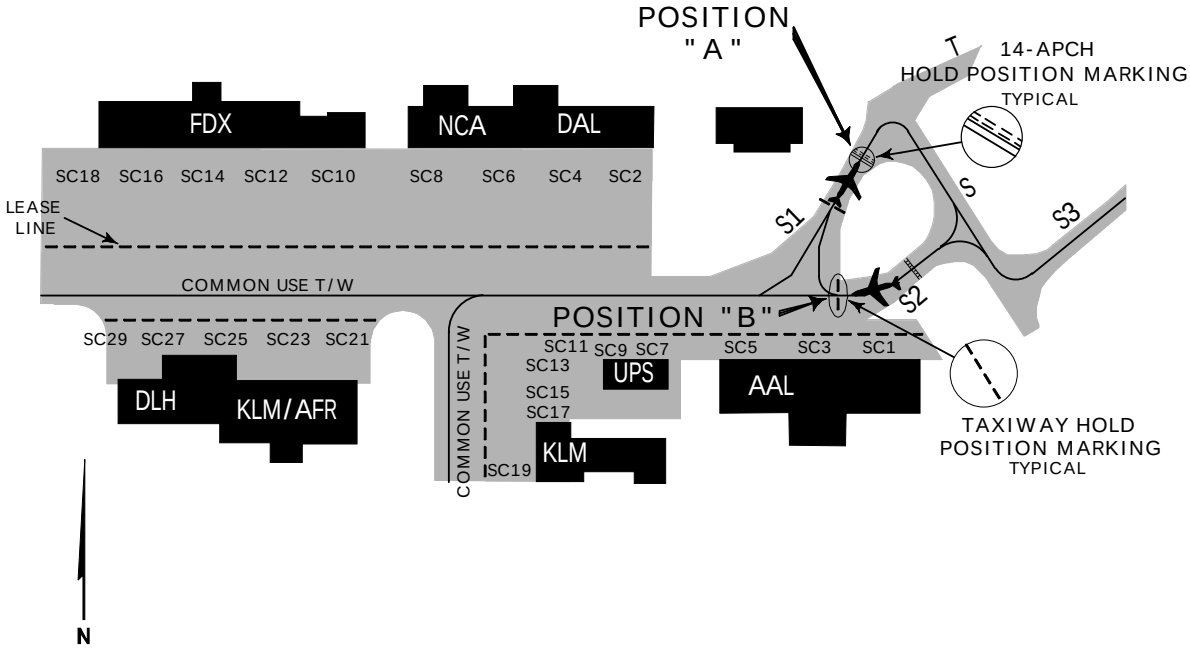
Departing aircraft will have priority if no aircraft has reached position "B" on S2 and if no aircraft has called to enter or is taxiing on the ramp. Departing aircraft announce the following on ramp common prior to pushback:

- 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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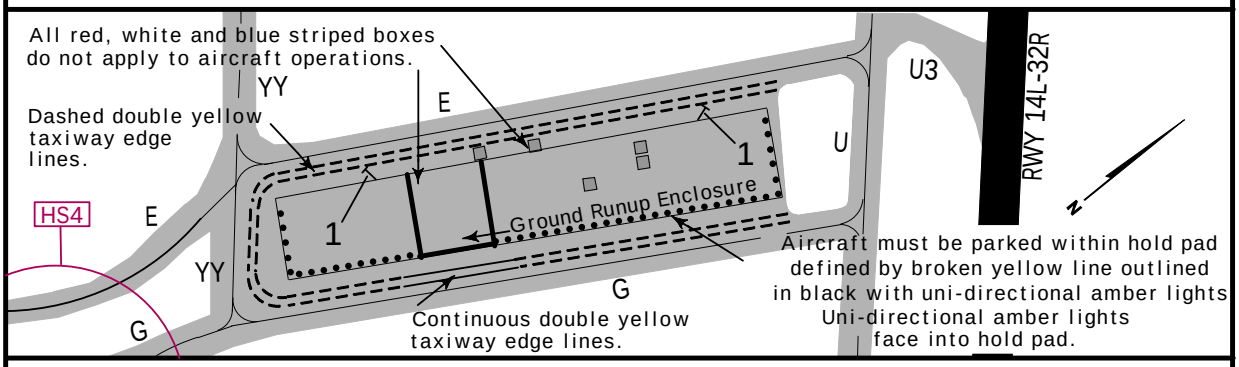
HOLD PADS

(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).

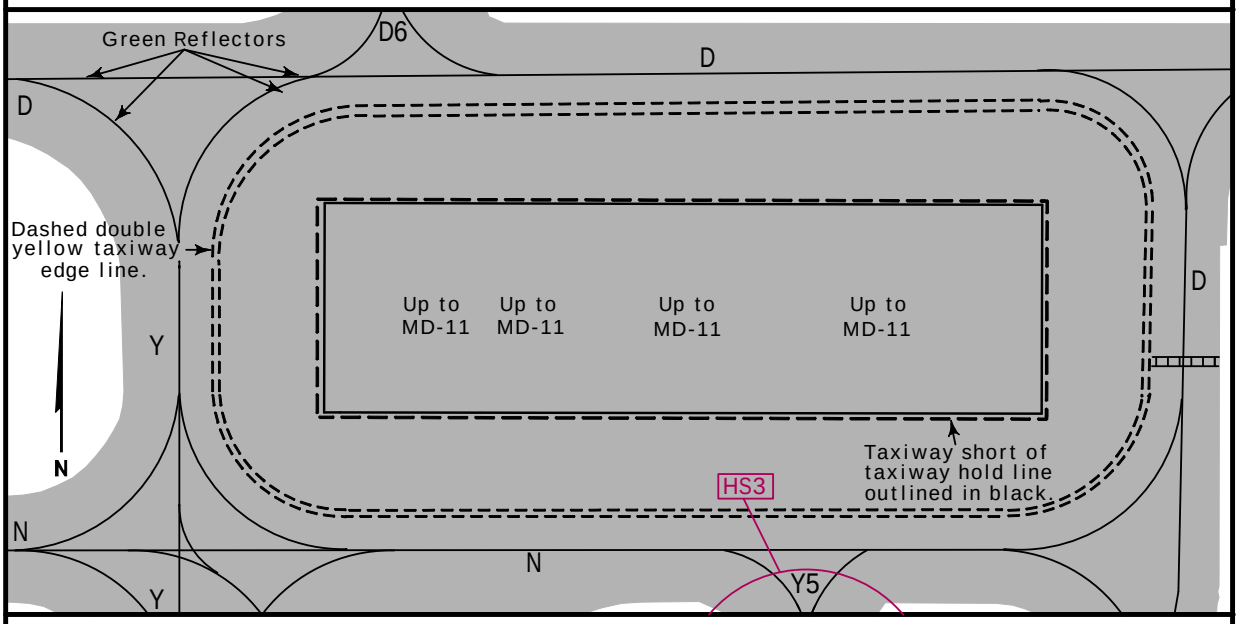
SCENIC HOLD PAD

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

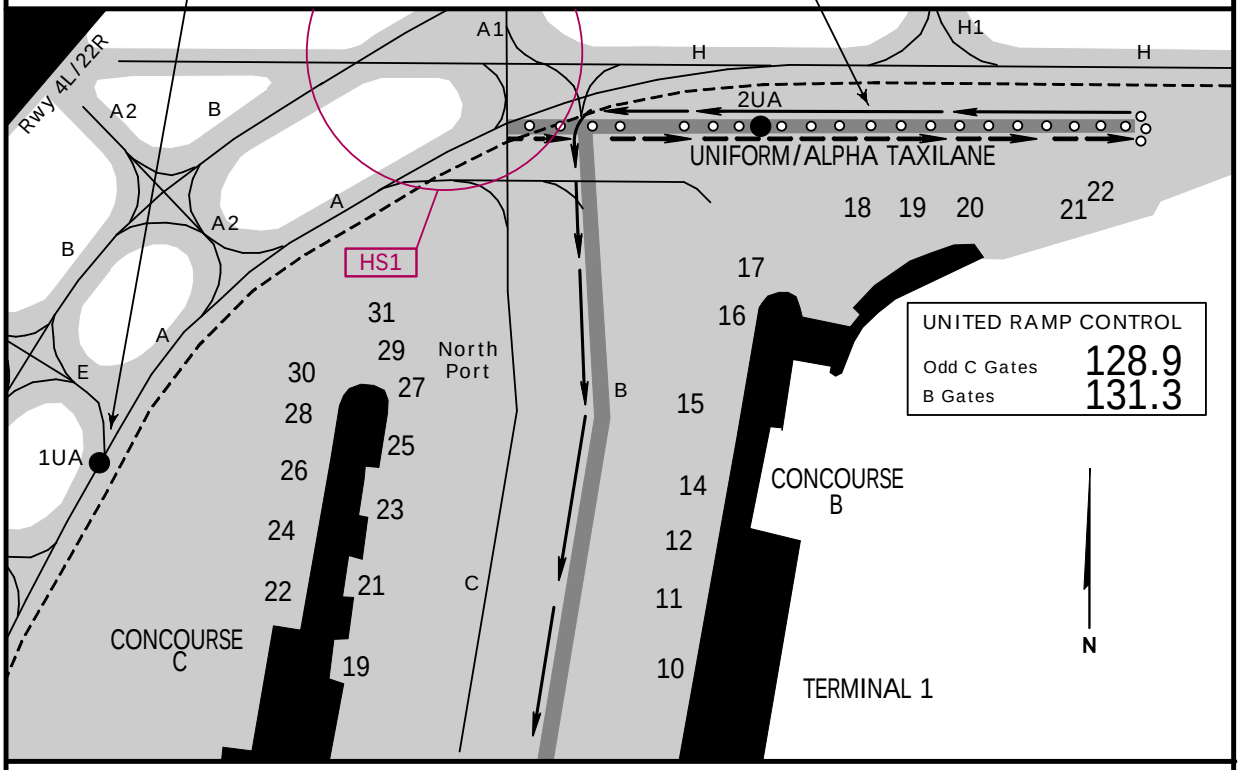
The Uniform/Alpha Taxilane protects runway 27L CAT II/III operations. These procedures are only in effect when the Taxilane centerline lights are illuminated and advised by United ramp or ATC ground control.

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

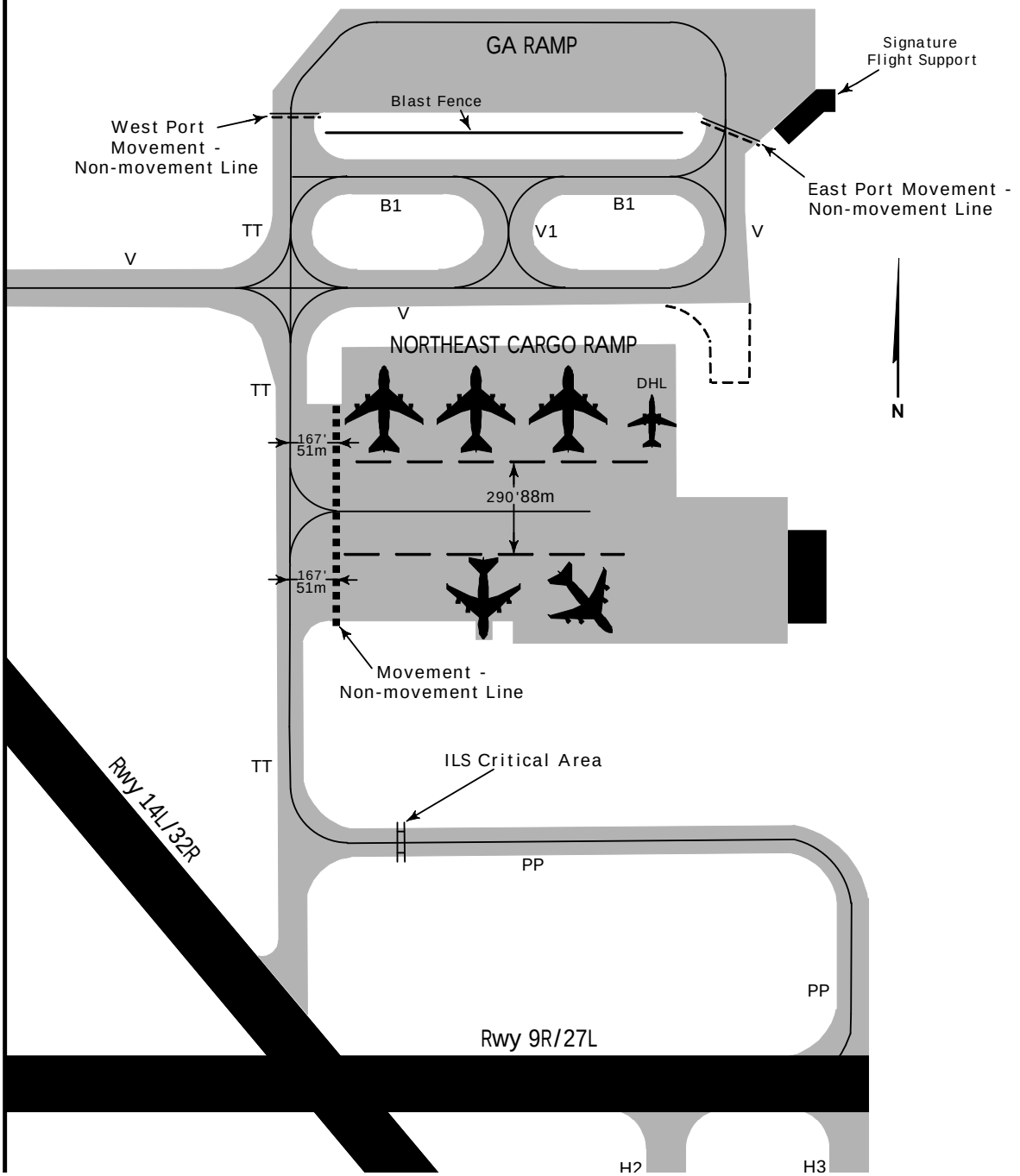
ARRIVALS

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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KORD/ORD

JEPPESEN

-O'HARE INTL

12 SEP 14

20-9H

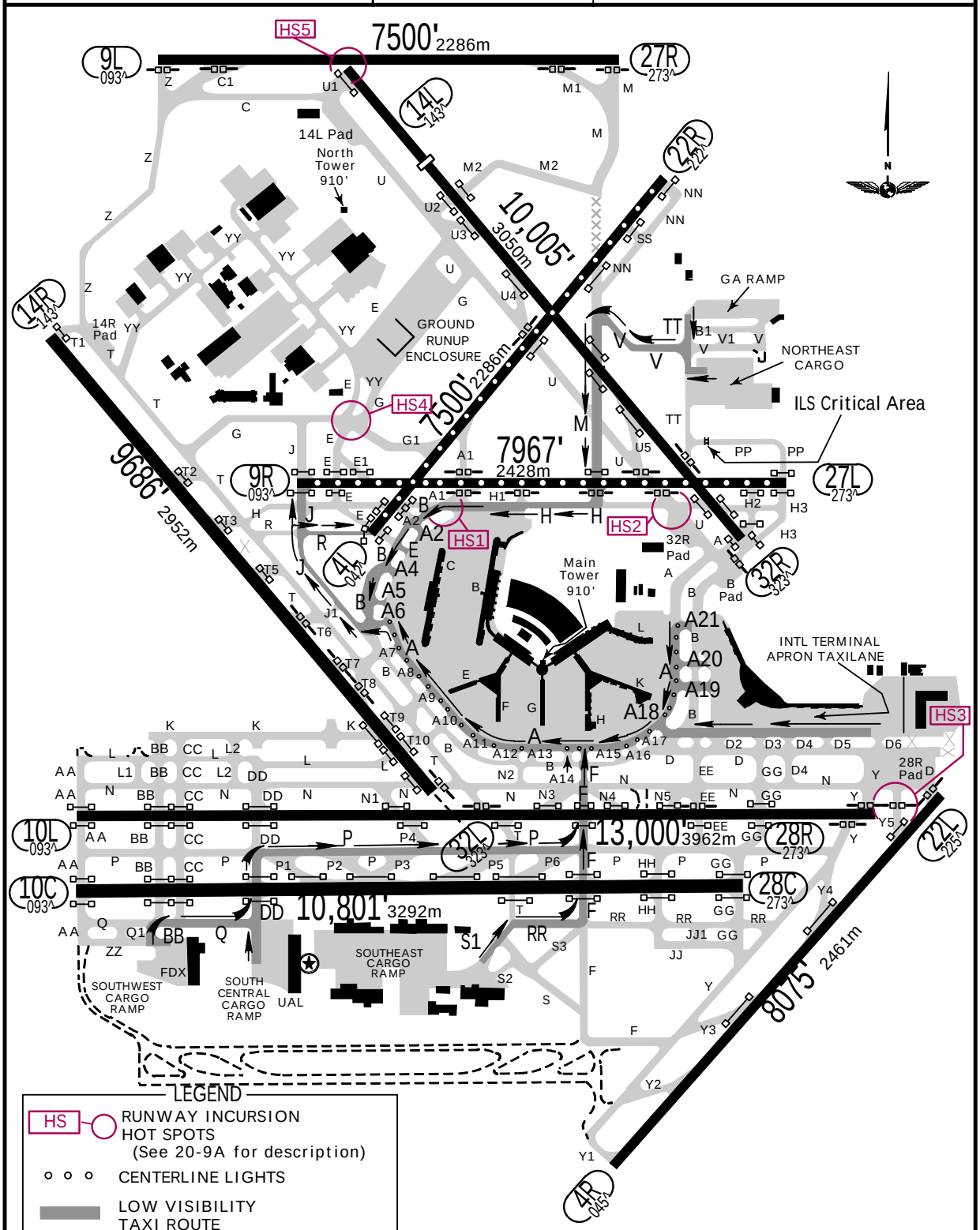
SMGCS

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

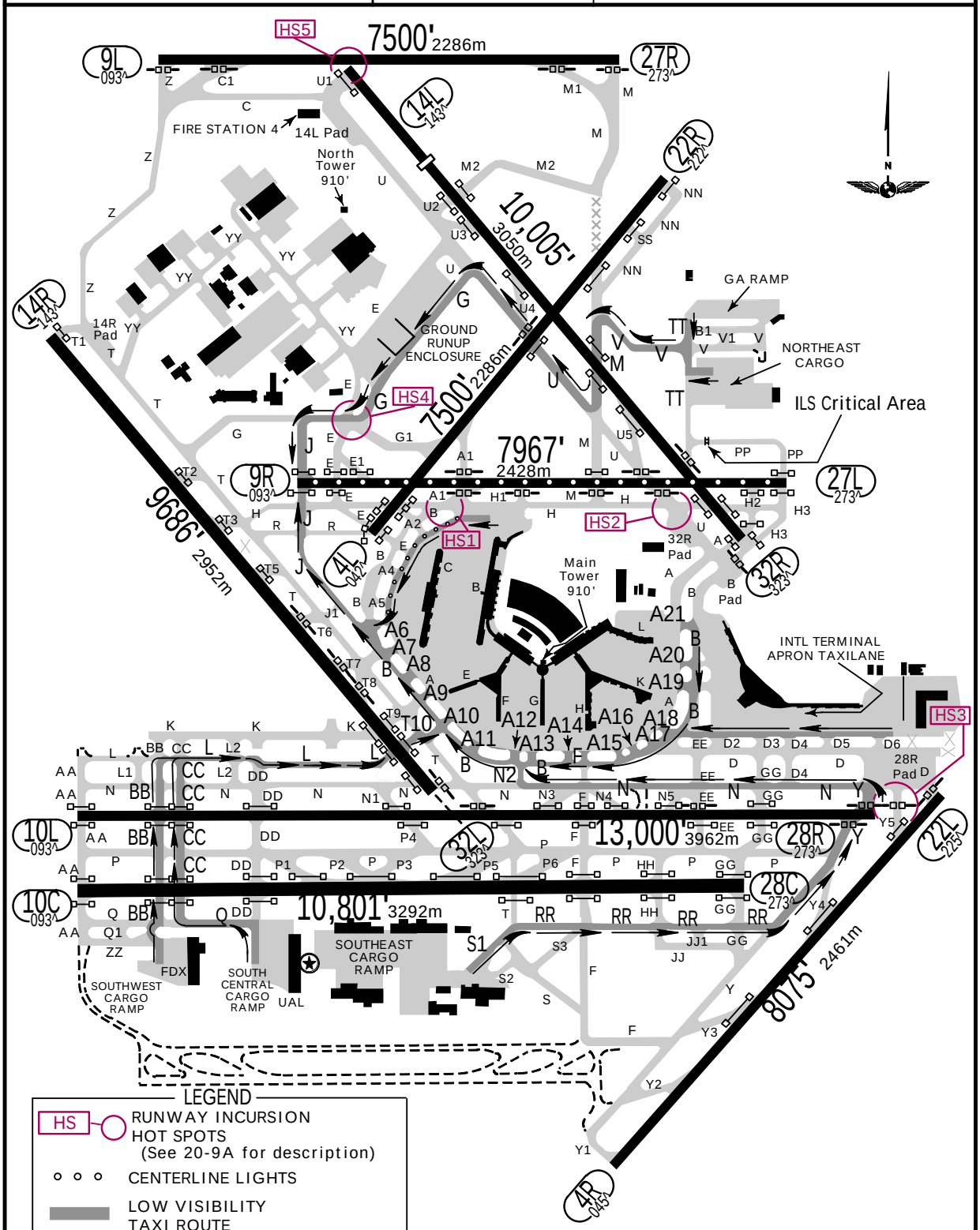
SMGCS.

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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JEPPESEN

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

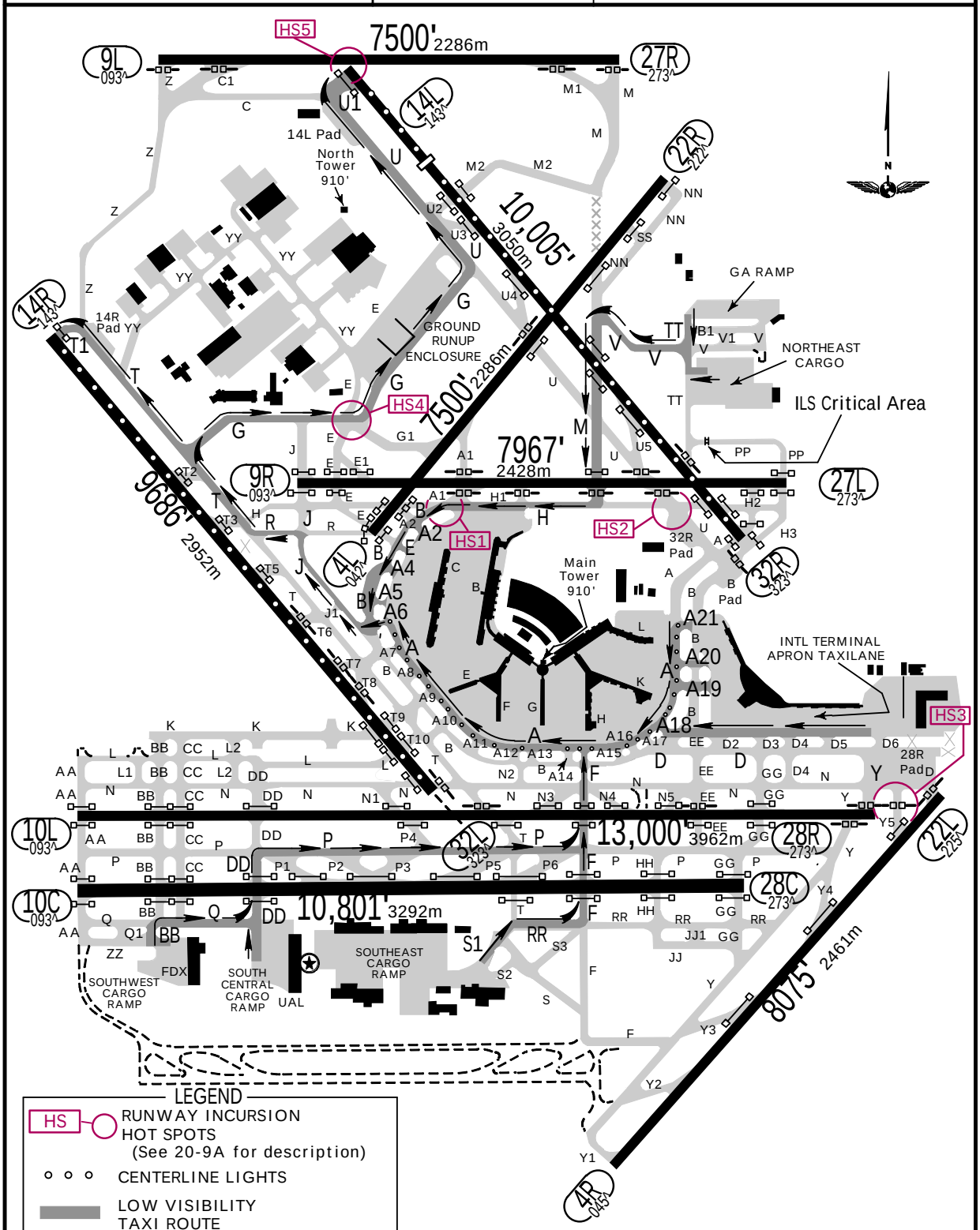
.LESS.THAN.RVR.1200.TO.600.

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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JEPPESEN

-O'HARE INTL

12 SEP 14

20-9H3

SMGCS.

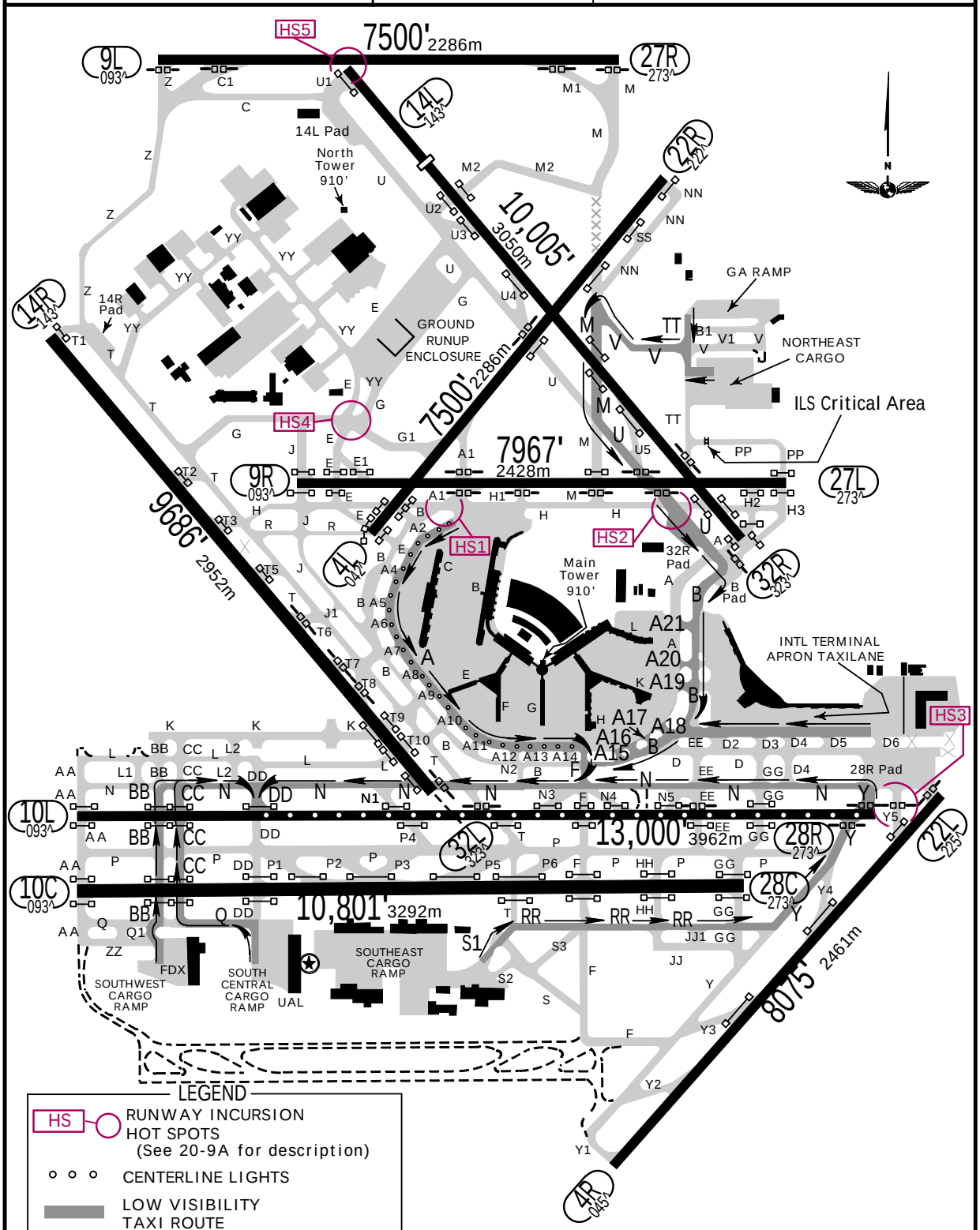
CHICAGO, ILL

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

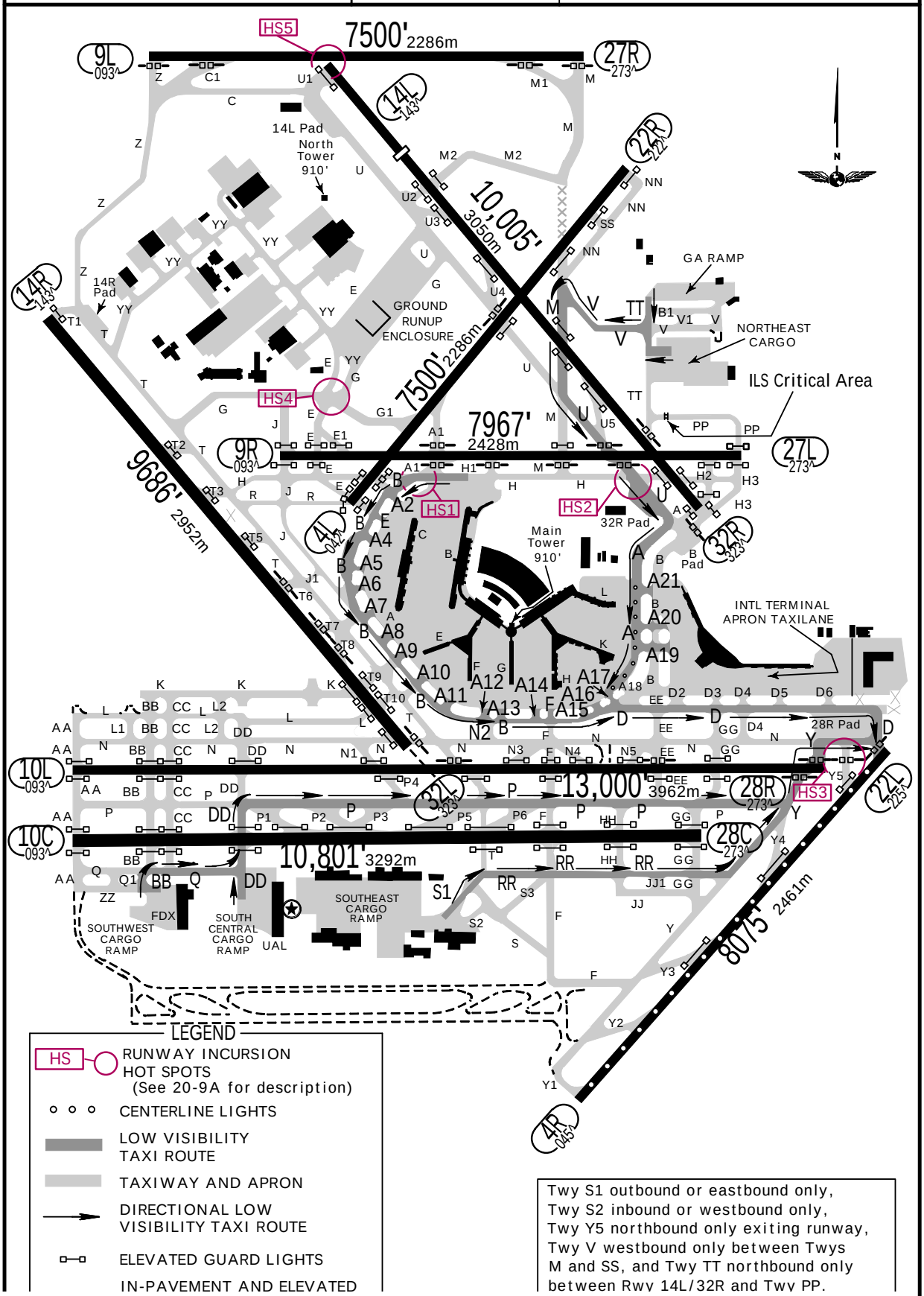
SMGCS.

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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-O'HARE INTL

12 SEP 14

20-9H5

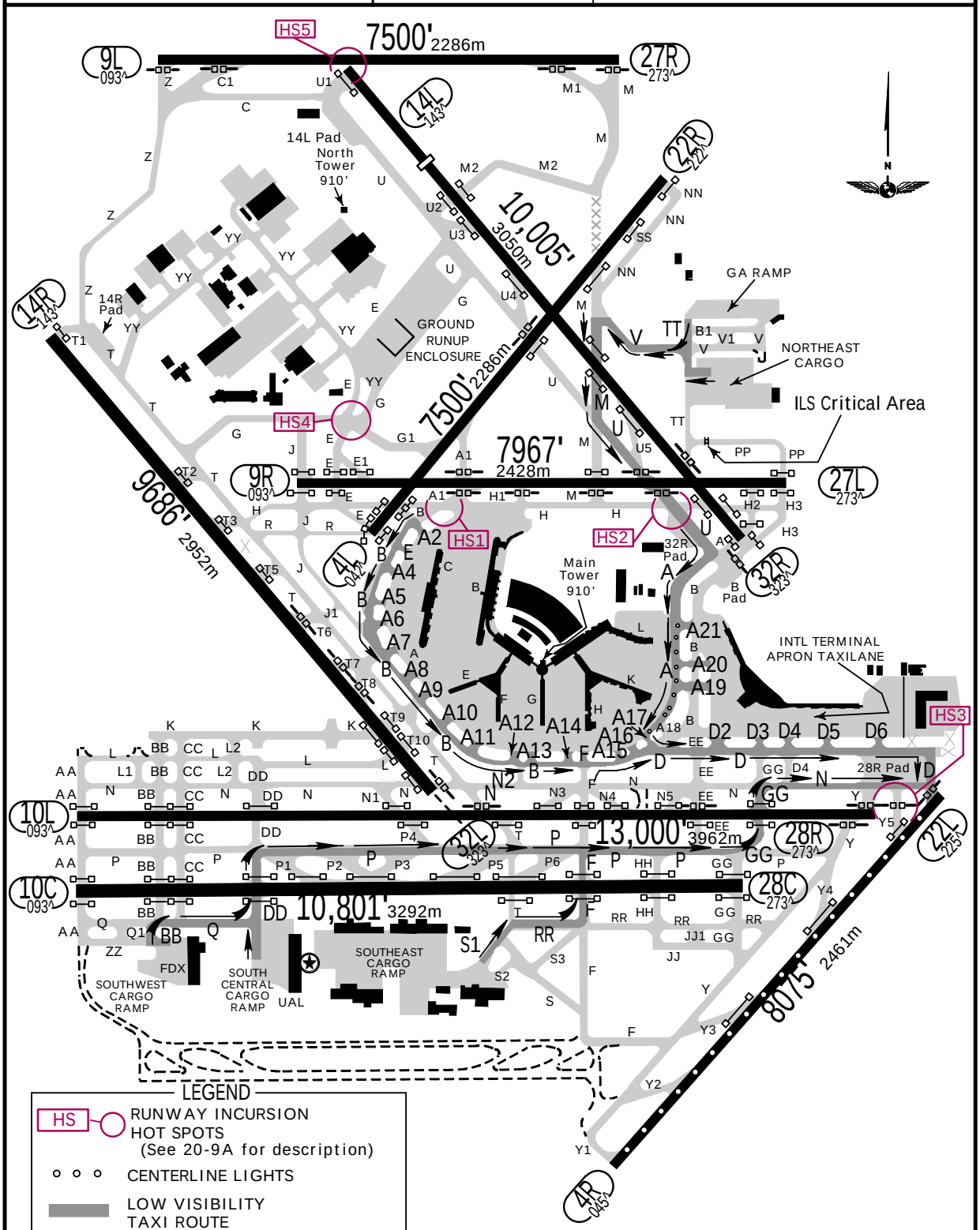
SMGCS.

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

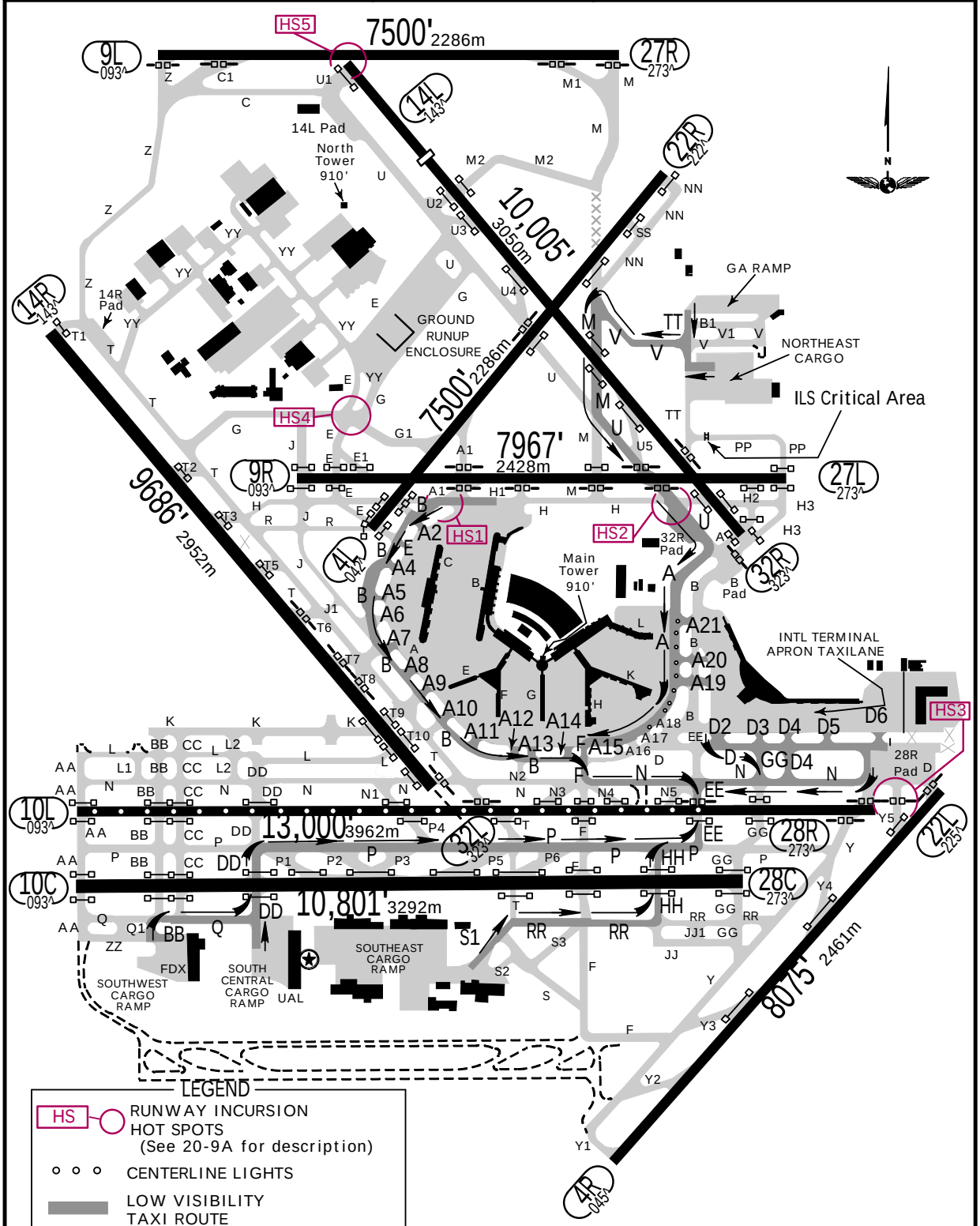
SMGCS.

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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-O'HARE INTL

12 SEP 14

20-9H7

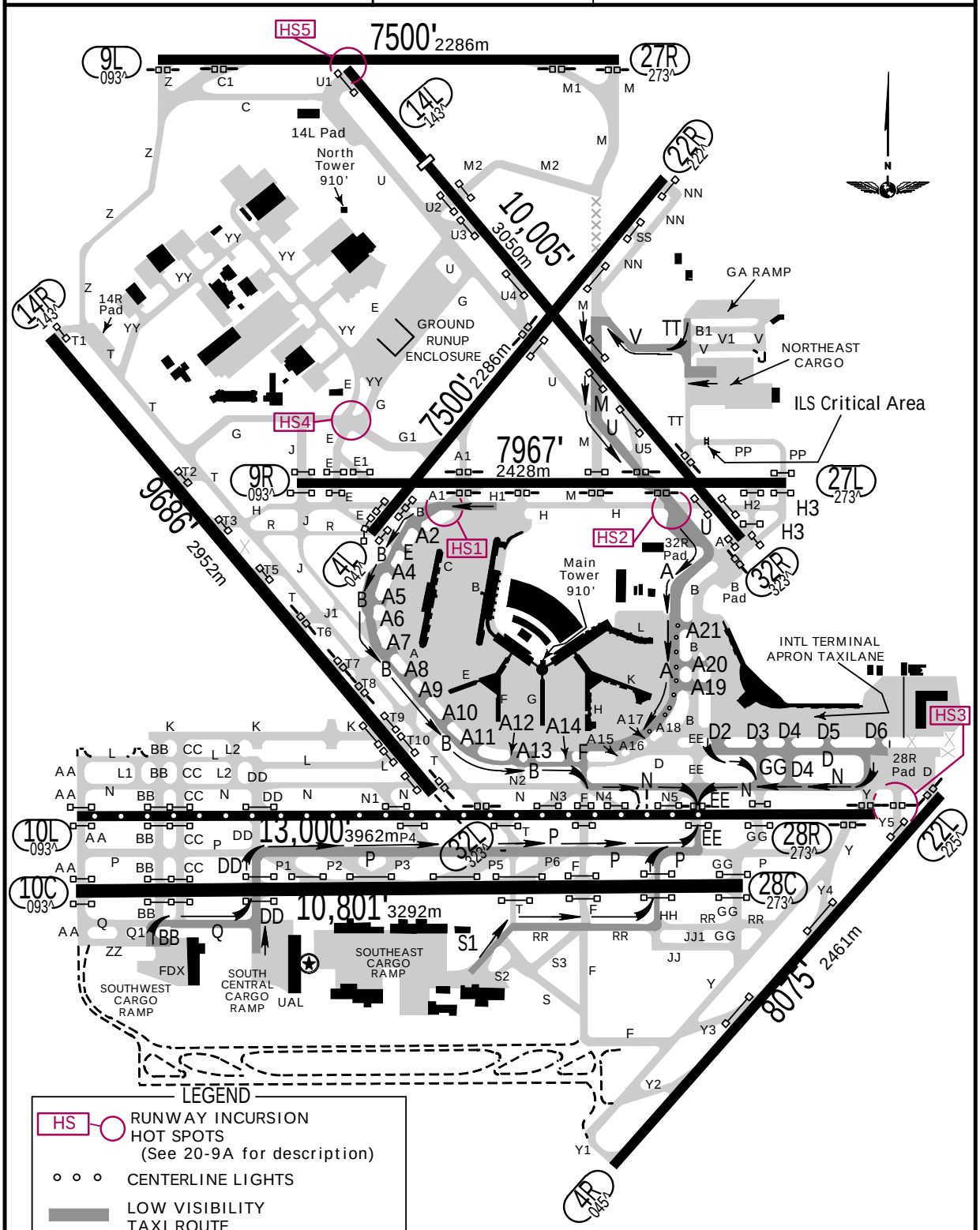
SMGCS.

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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KORD/ORD

-O'HARE INTL

JEPPESEN

12 SEP 14

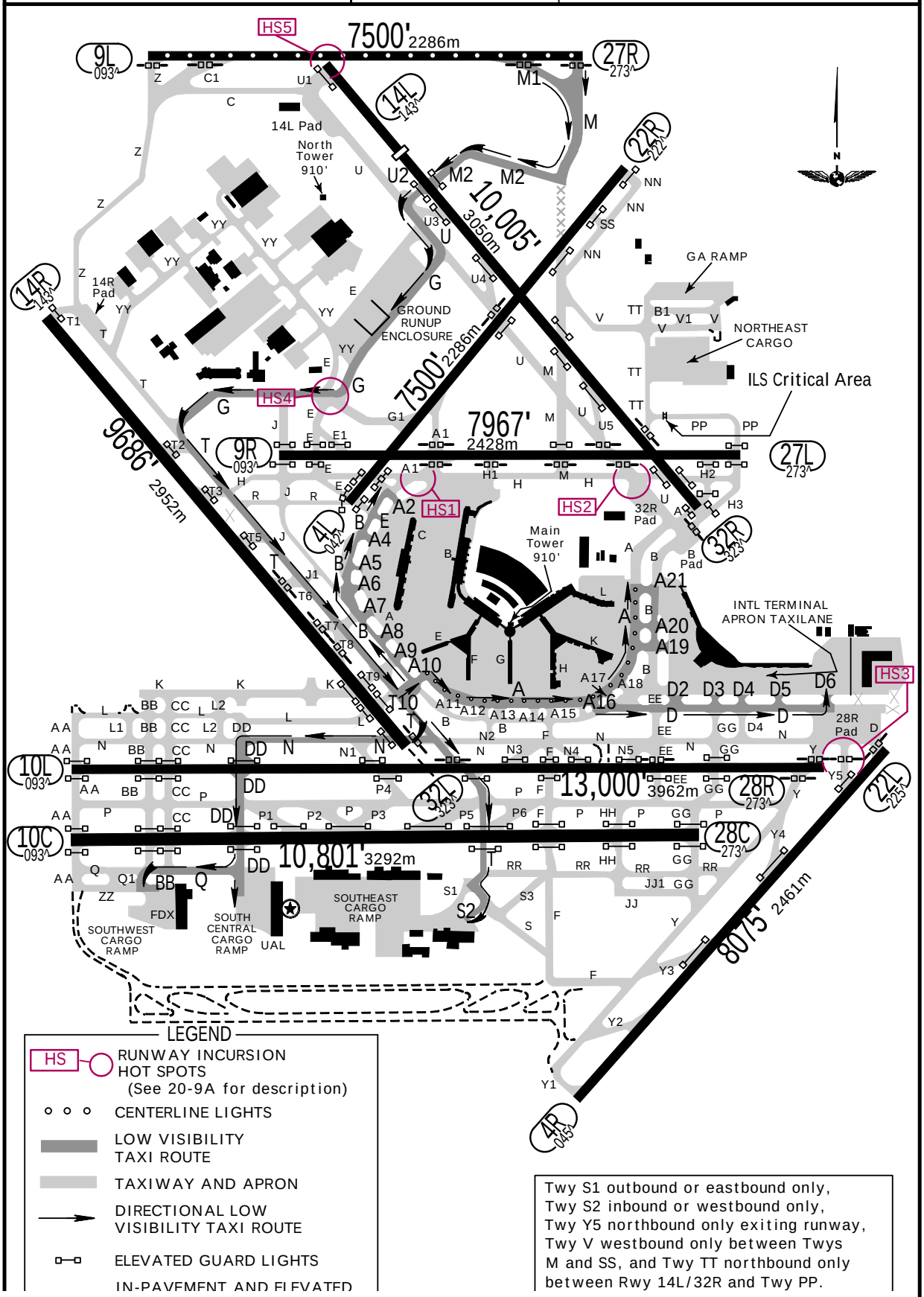
20-9J

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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JEPPESEN

-O'HARE INTL

12 SEP 14

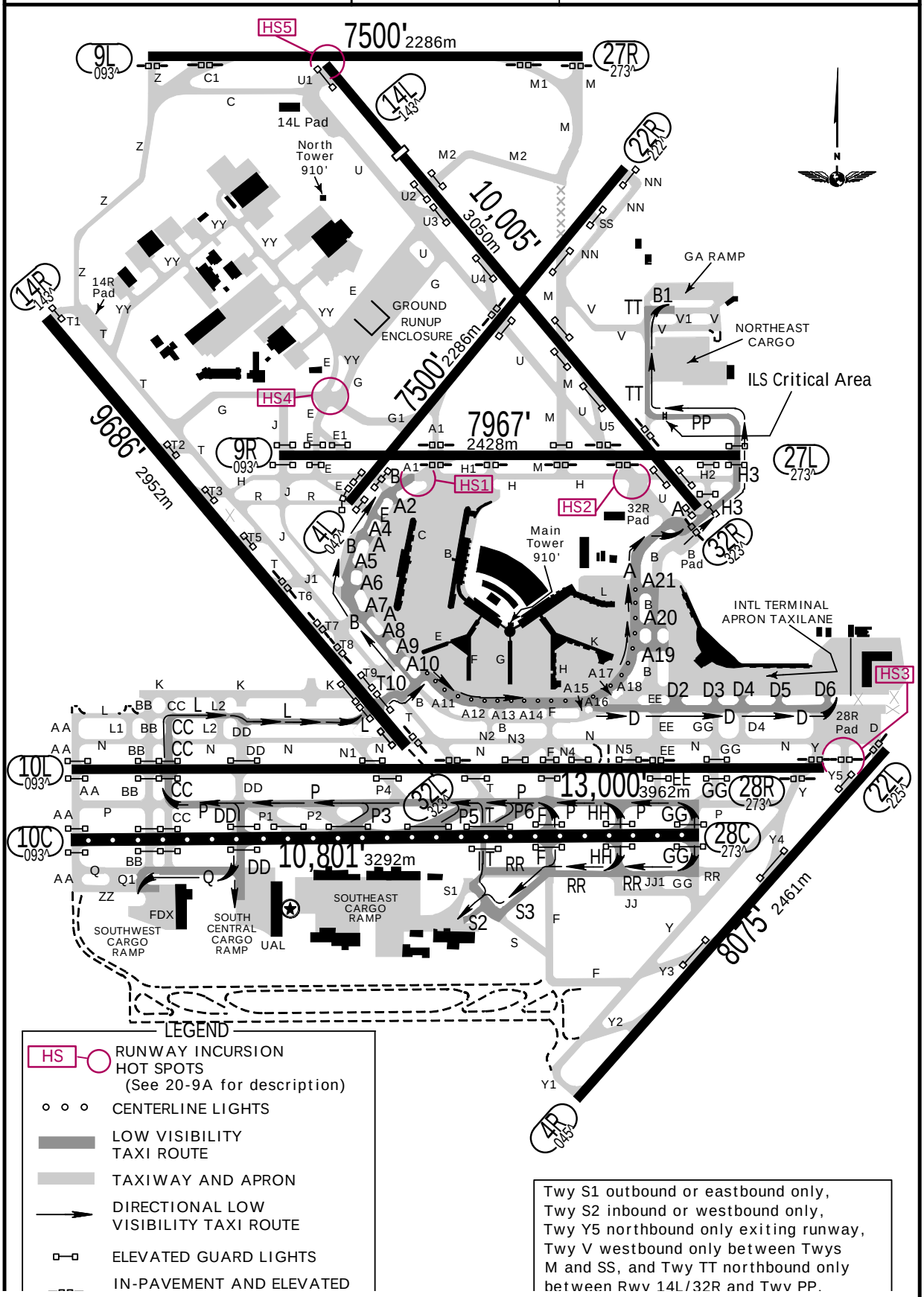
20-9J1

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

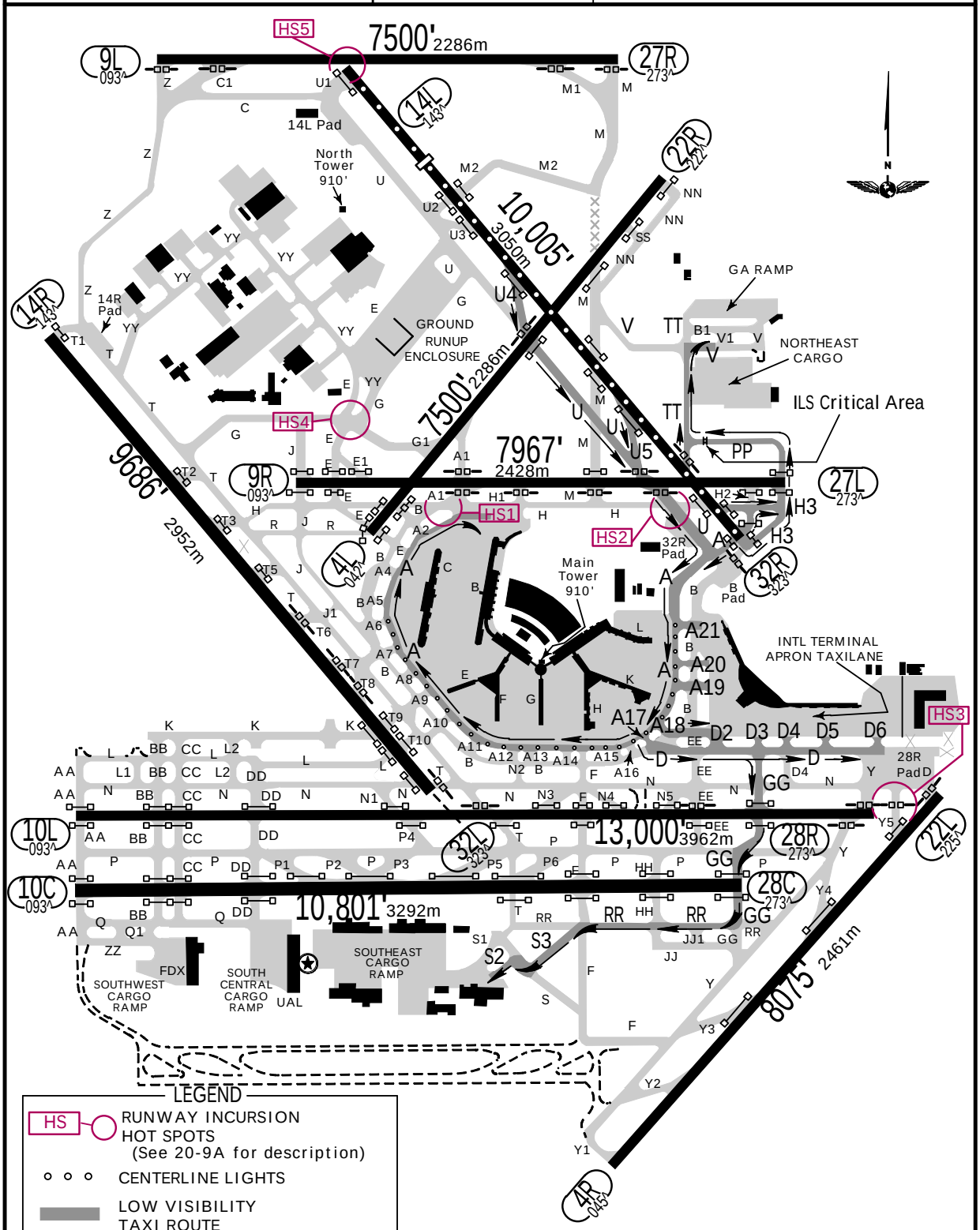
SMGCS.

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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JEPPESEN

-O'HARE INTL

12 SEP 14

20-9J3

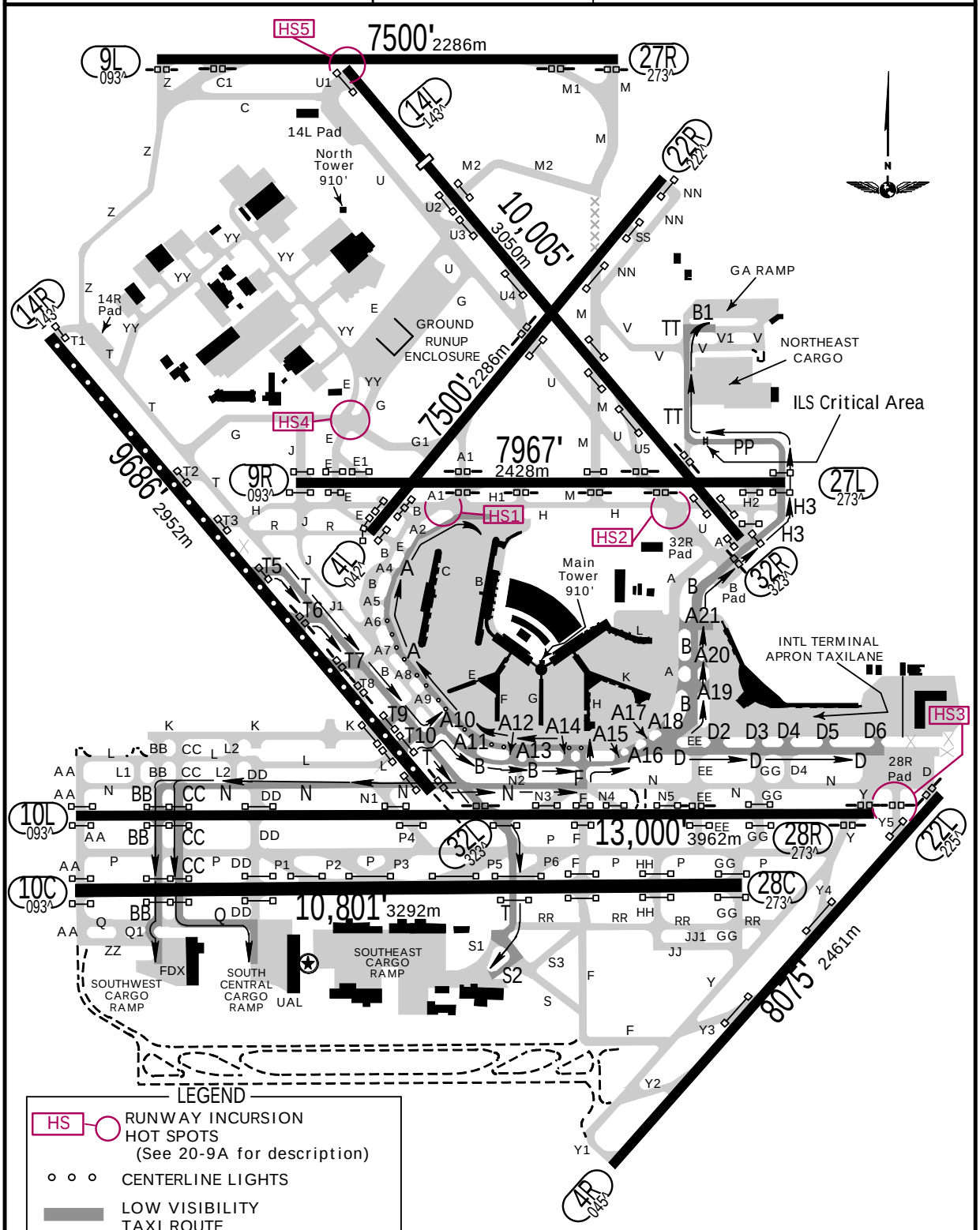
SMGCS.

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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JEPPESEN

-O'HARE INTL

12 SEP 14

20-9J4

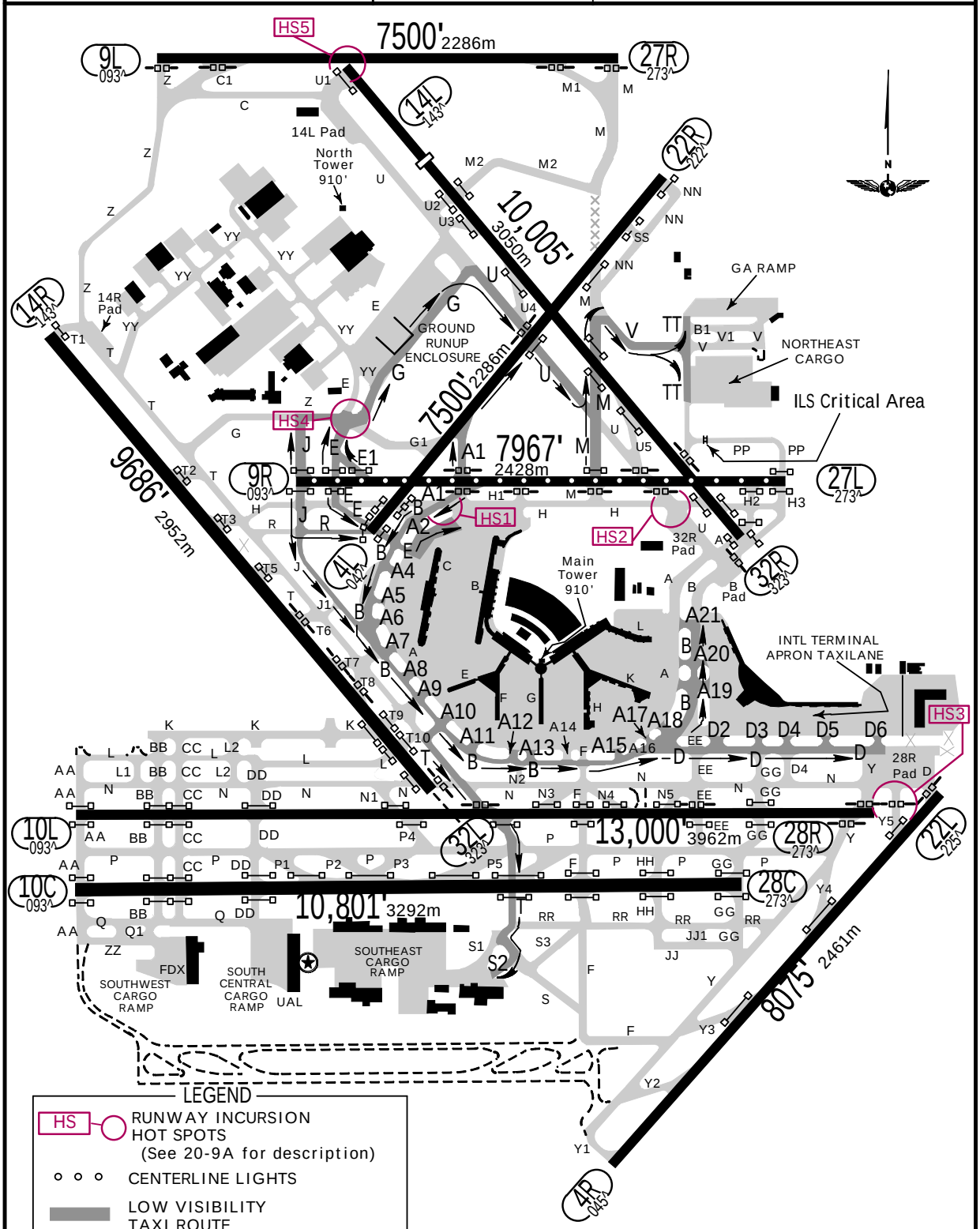
SMGCS.

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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-O'HARE INTL

12 SEP 14

20-9J5

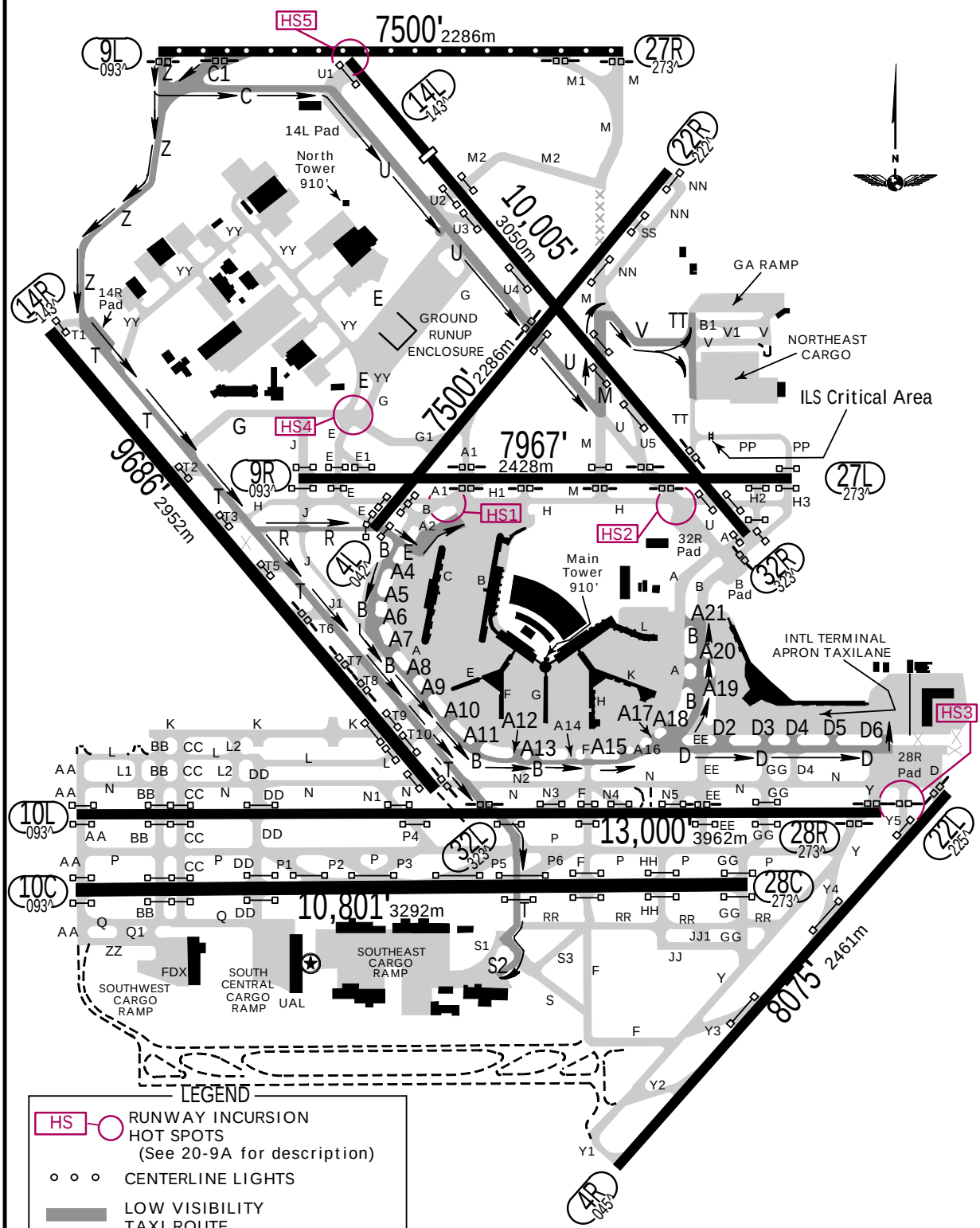
SMGCS.

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

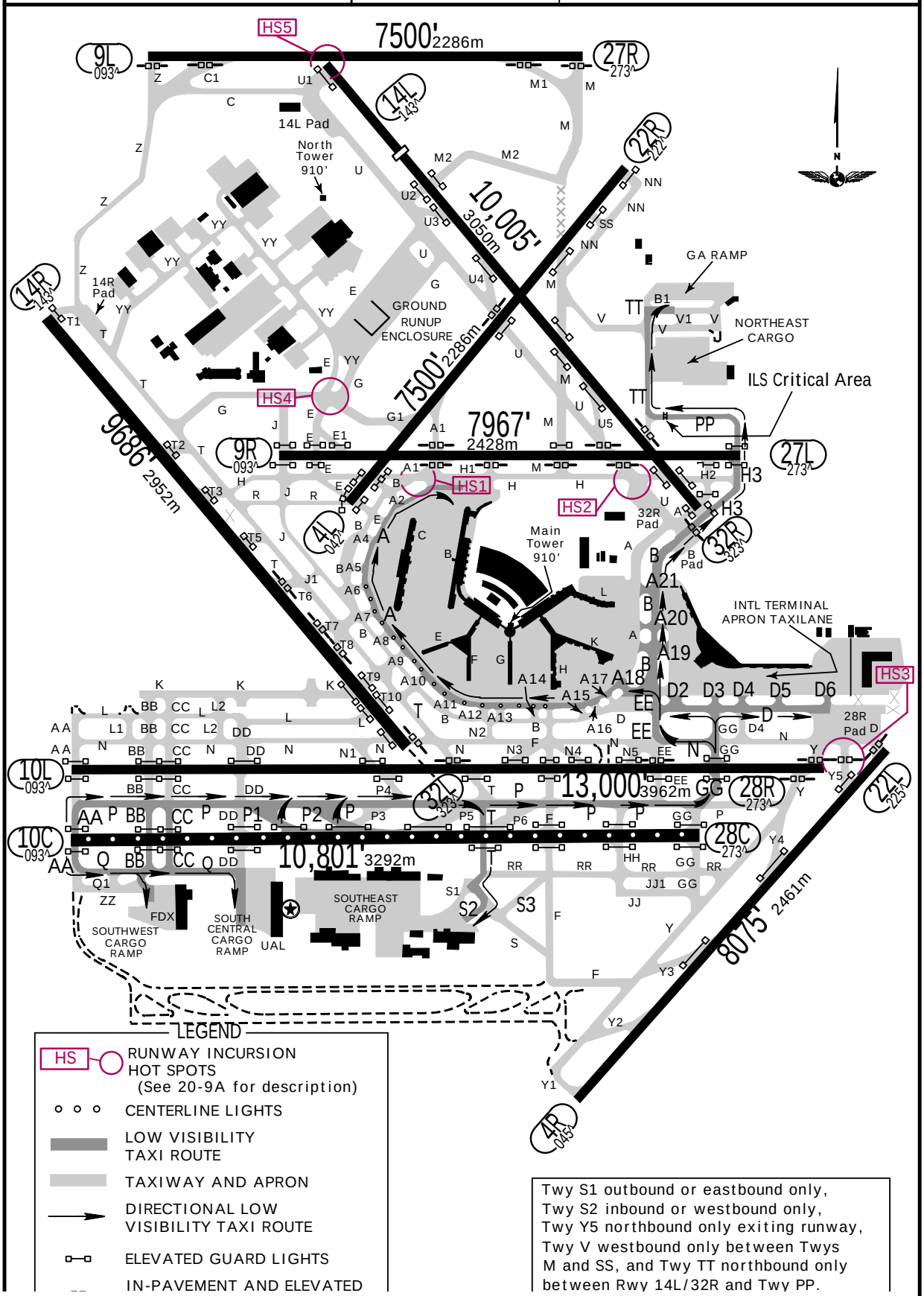
SMGCS.

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

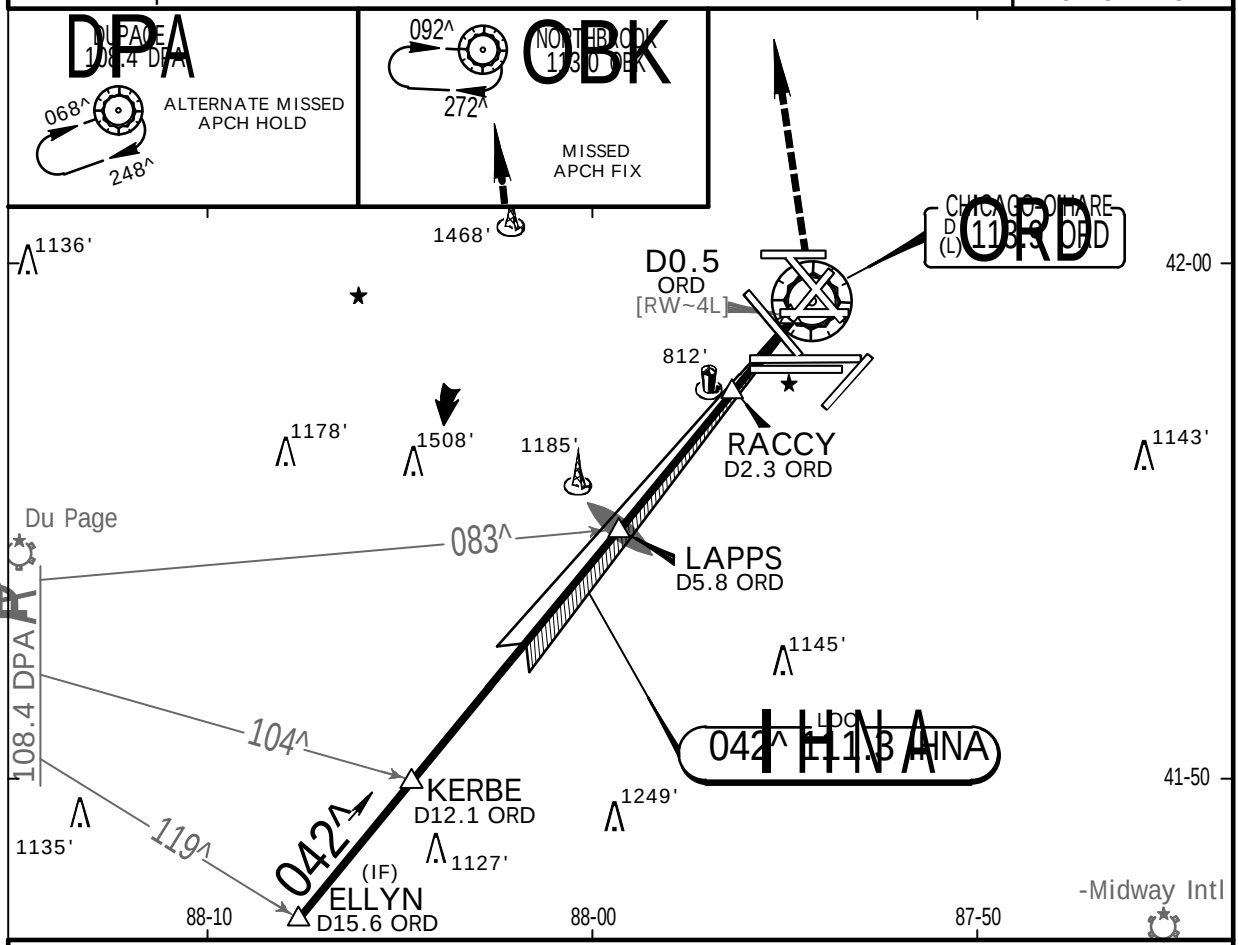
LOC IHNA	Final Apch Crs	Minimum Alt LAPPS	MDA(H) (CONDITIONAL)	Apt Elev 672'
111.3	042^	2400' (1742')	1060' (402')	TDZE 658'

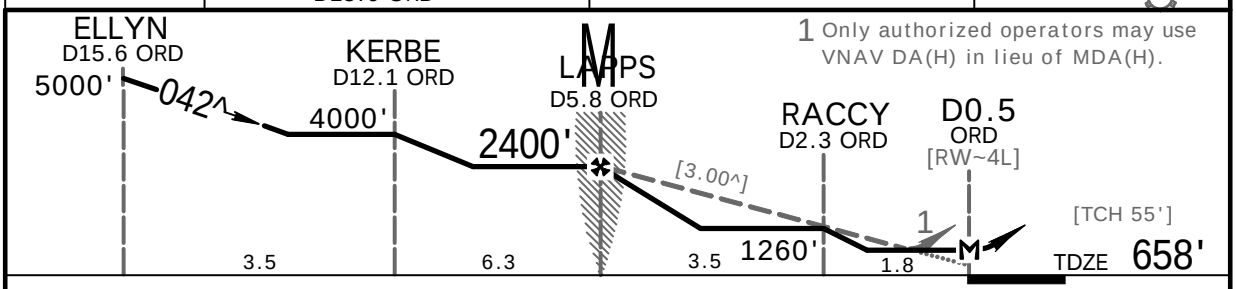
MISSED APCH: Climb to 1300', then climbing LEFT turn to 4000' direct OBK VOR and hold, or as directed by ATC.

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

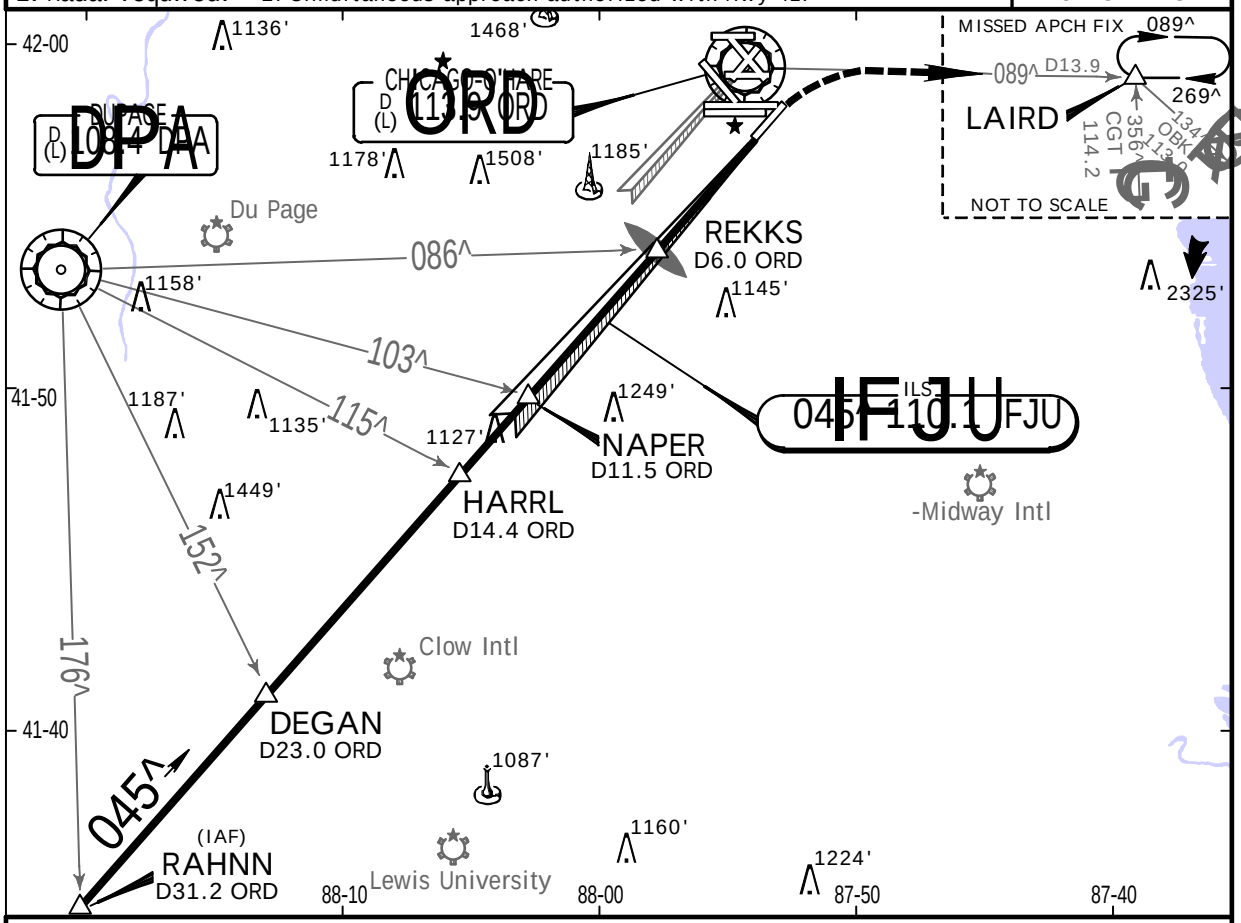
LOC IFJU	Final Apch Crs	GS REKKS	ILS DA(H)	Apt Elev 672'
110.1	045^	2128' (1467')	861' (200')	TDZE 661'

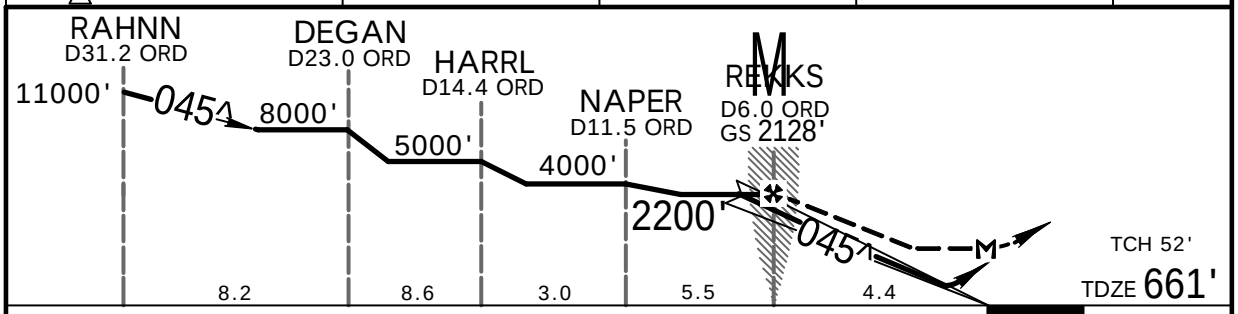
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 4000' outbound via ORD VOR R-089 to LAIRD INT and hold.

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

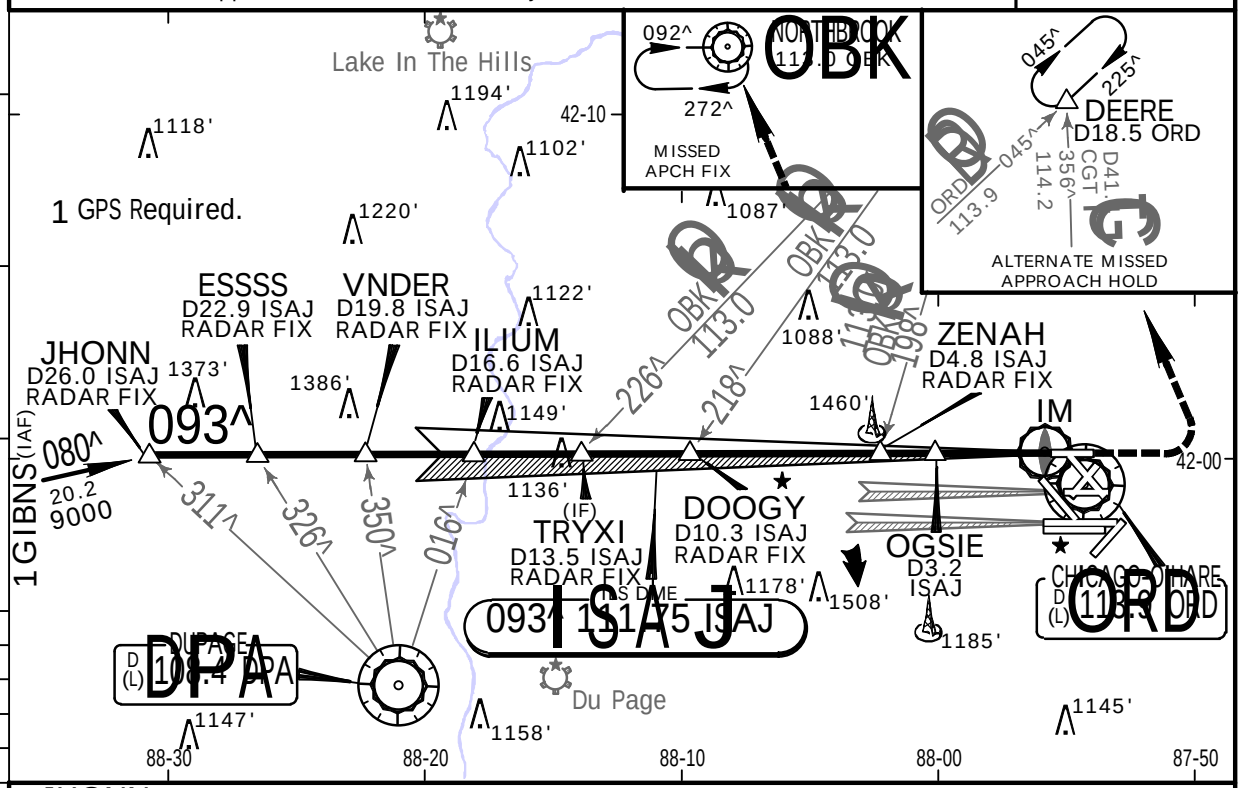
LOC ISAJ	Final Apch Crs	GS ZENAH	ILS DA(H)	Apt Elev 672'
111.75	093^	2300' (1632')	868' (200')	TDZE 668'

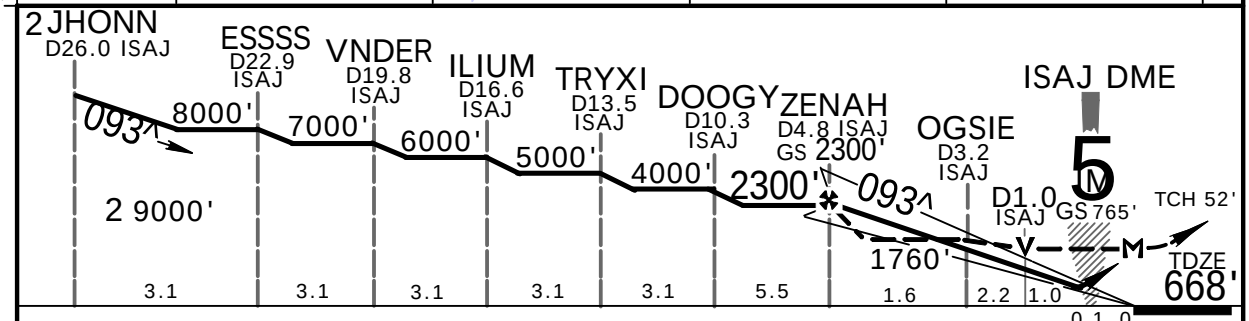
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct OBK VOR and hold, or as directed by ATC.

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.

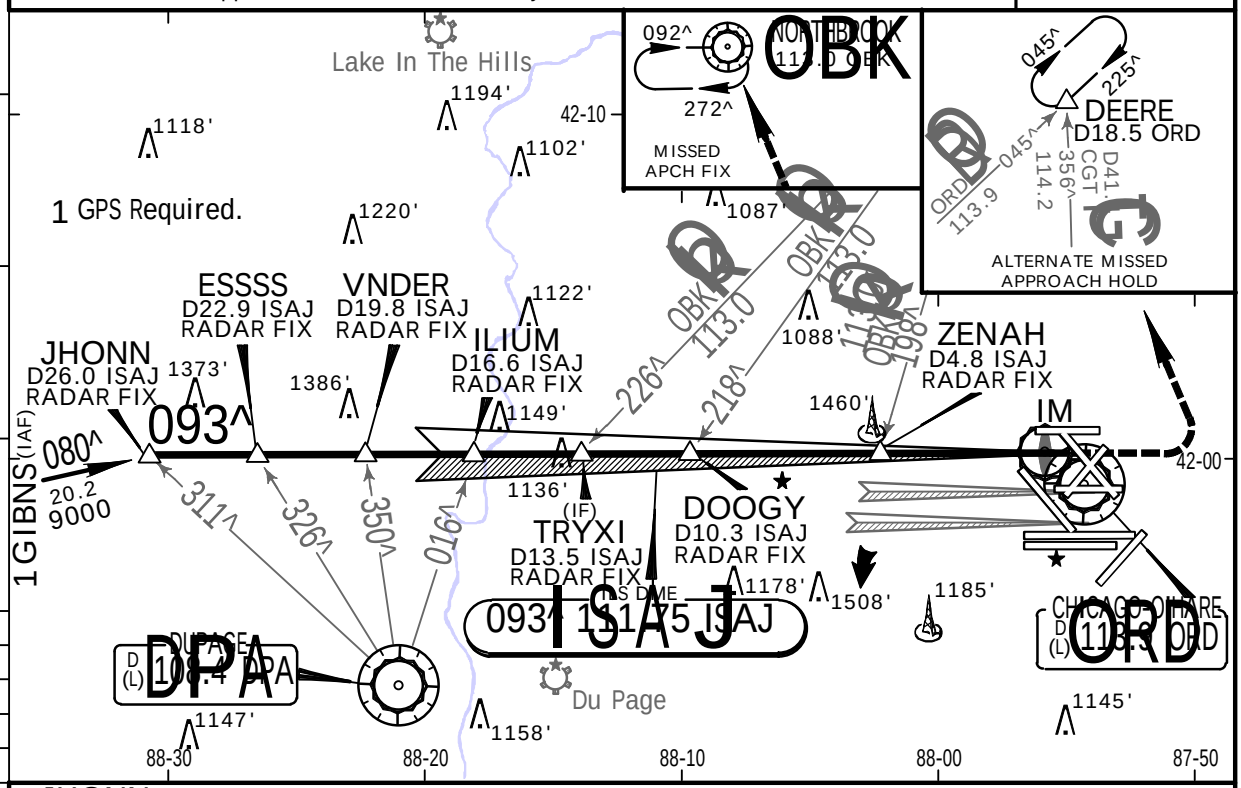
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

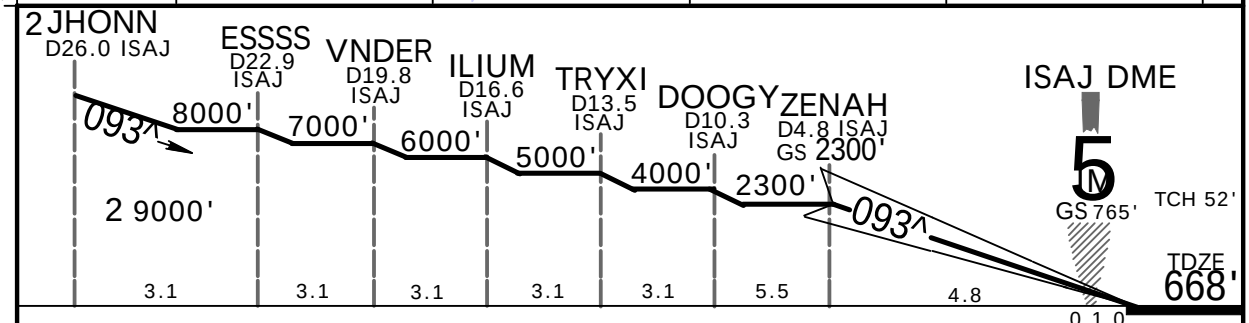
1. Special Aircrew & Acft Certification Required. 2. GPS or Radar required.

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

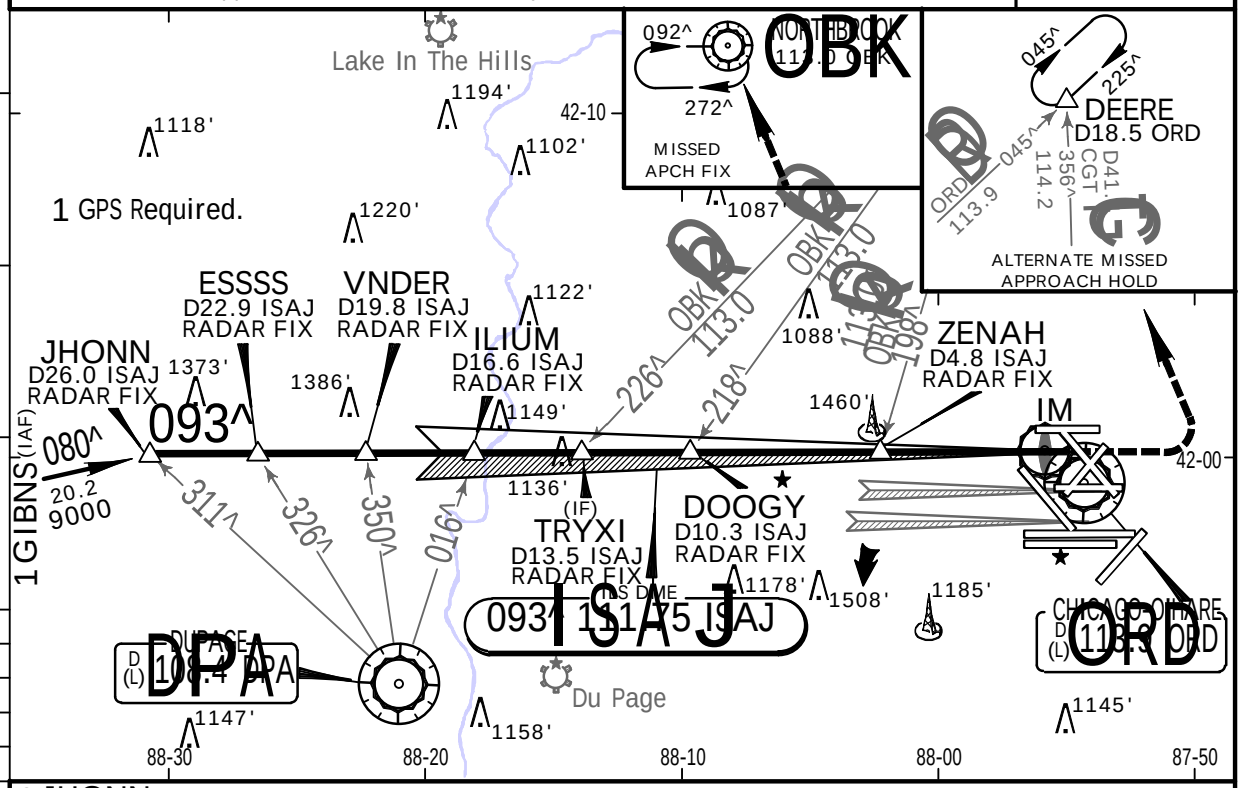
LOC ISAJ	Final Apch Crs	GS ZENAH	SA CAT I ILS RA 144' DA(H) 818'(150')	Apt Elev 672' TDZE 668'
111.75	093^	2300' (1632')		

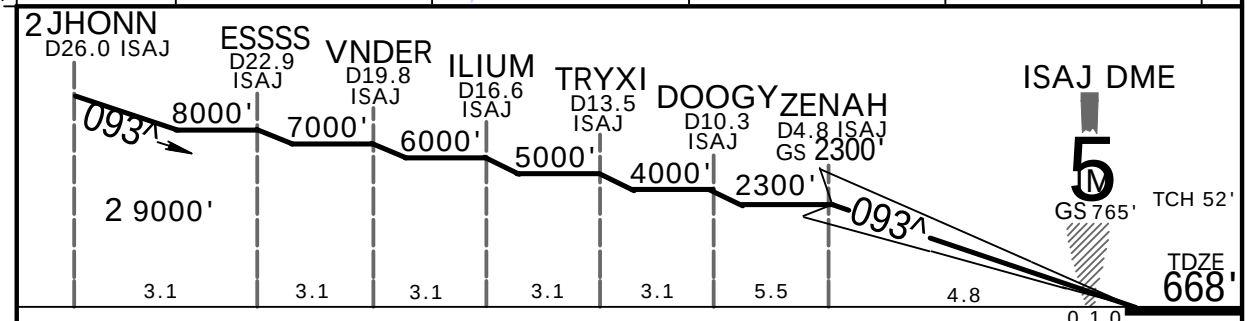
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct OBK VOR and hold, or as directed by ATC.

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

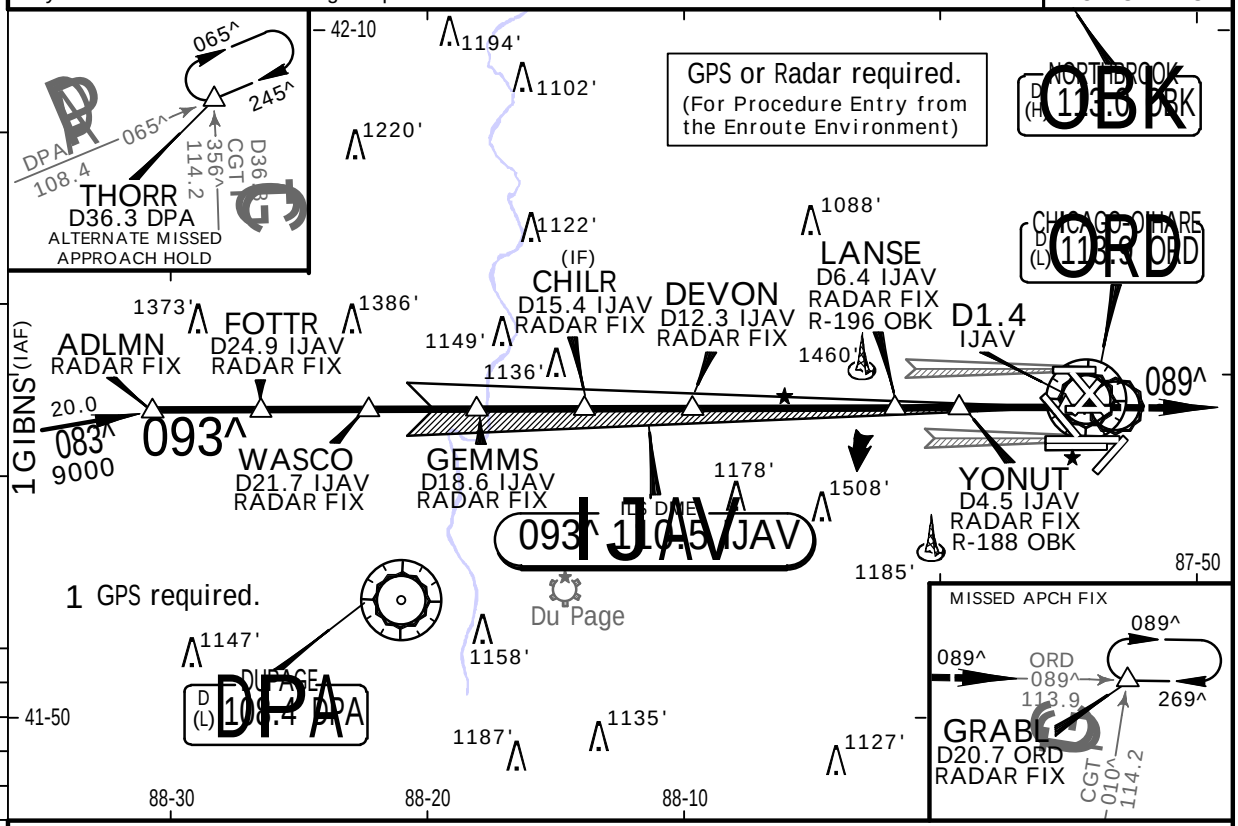
LOC IJAV	Final Apch Crs	GS LANSE	ILS DA(H)	Apt Elev 672'
110.5	093^	2300' (1640')	860' (200')	TDZE 660'

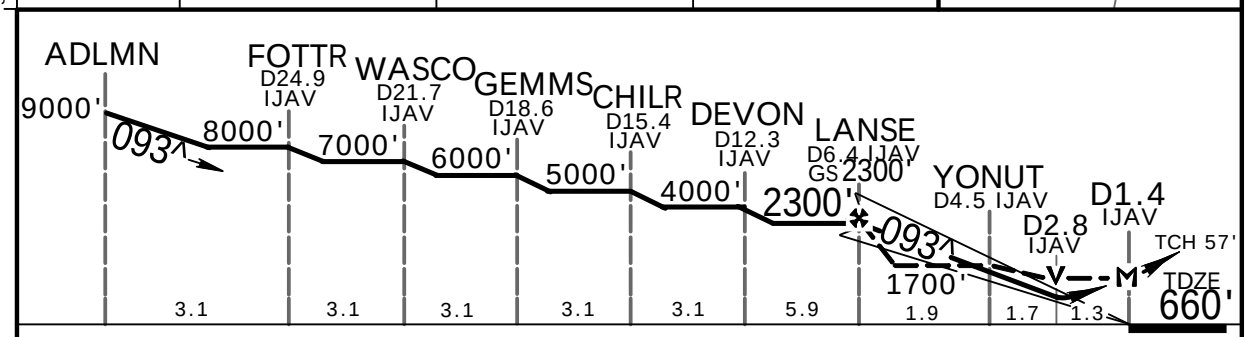
MISSED APCH: Climb to 4000' outbound on ORD VOR R-089 to GRABL INT/D20.7 ORD/RADAR and hold, or as directed by ATC.

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

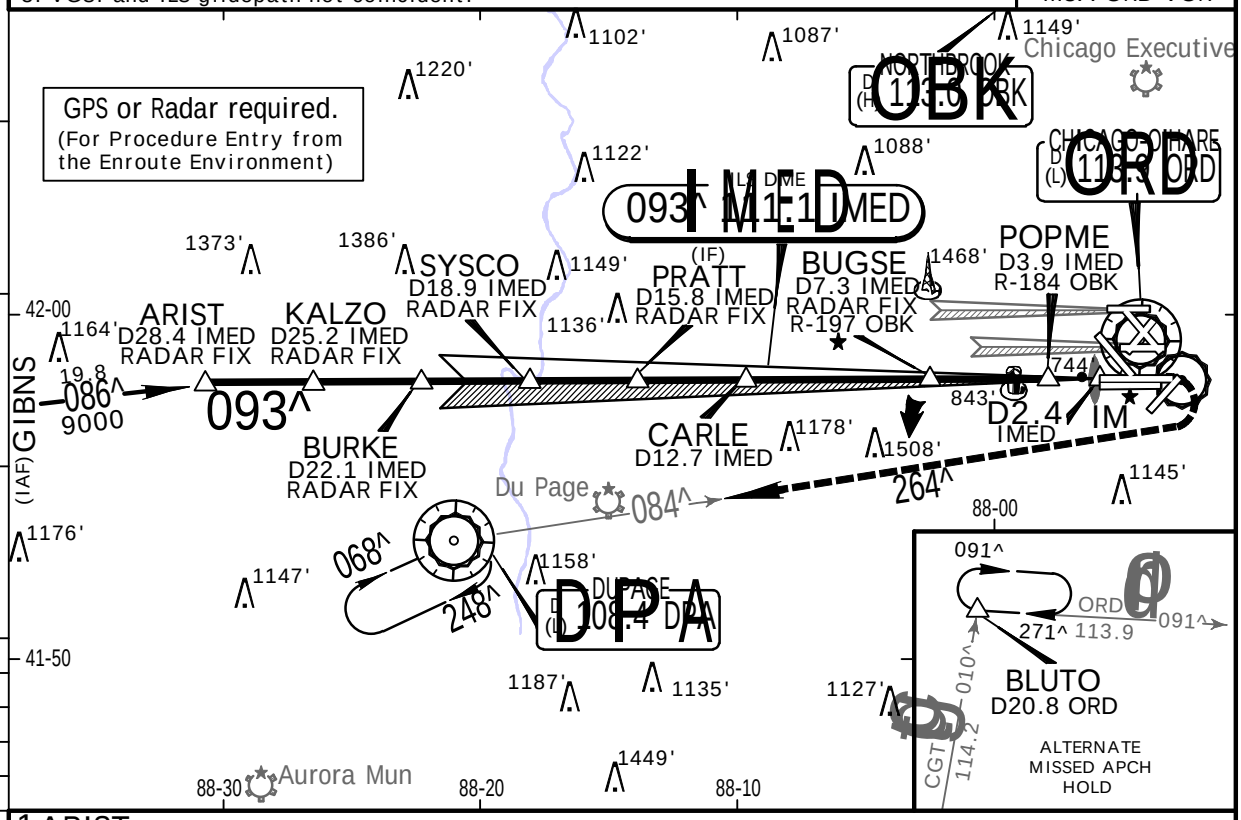
LOC IMED	Final Apch Crs	GS BUGSE	ILS DA(H)	Apt Elev 672'
111.1	093^	2300'(1628')	872' (200')	TDZE 672'

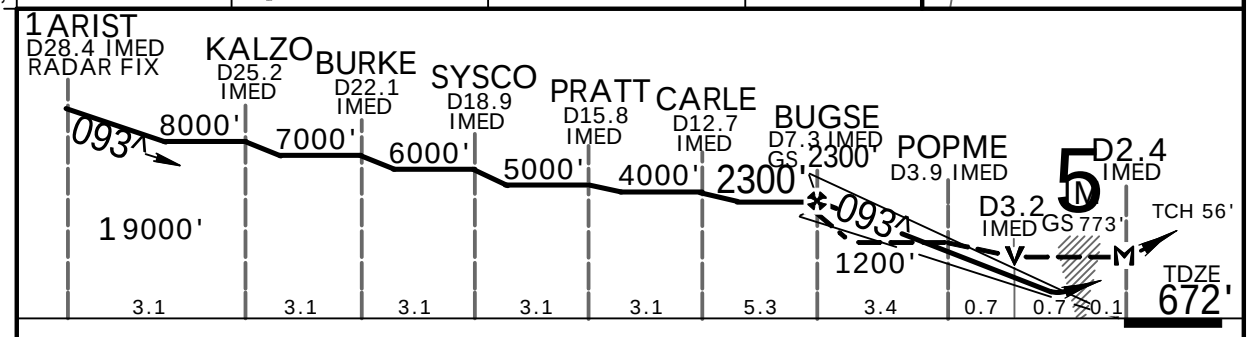
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 4000' inbound on DPA VOR R-084 to DPA VOR and hold, or as directed by ATC.

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

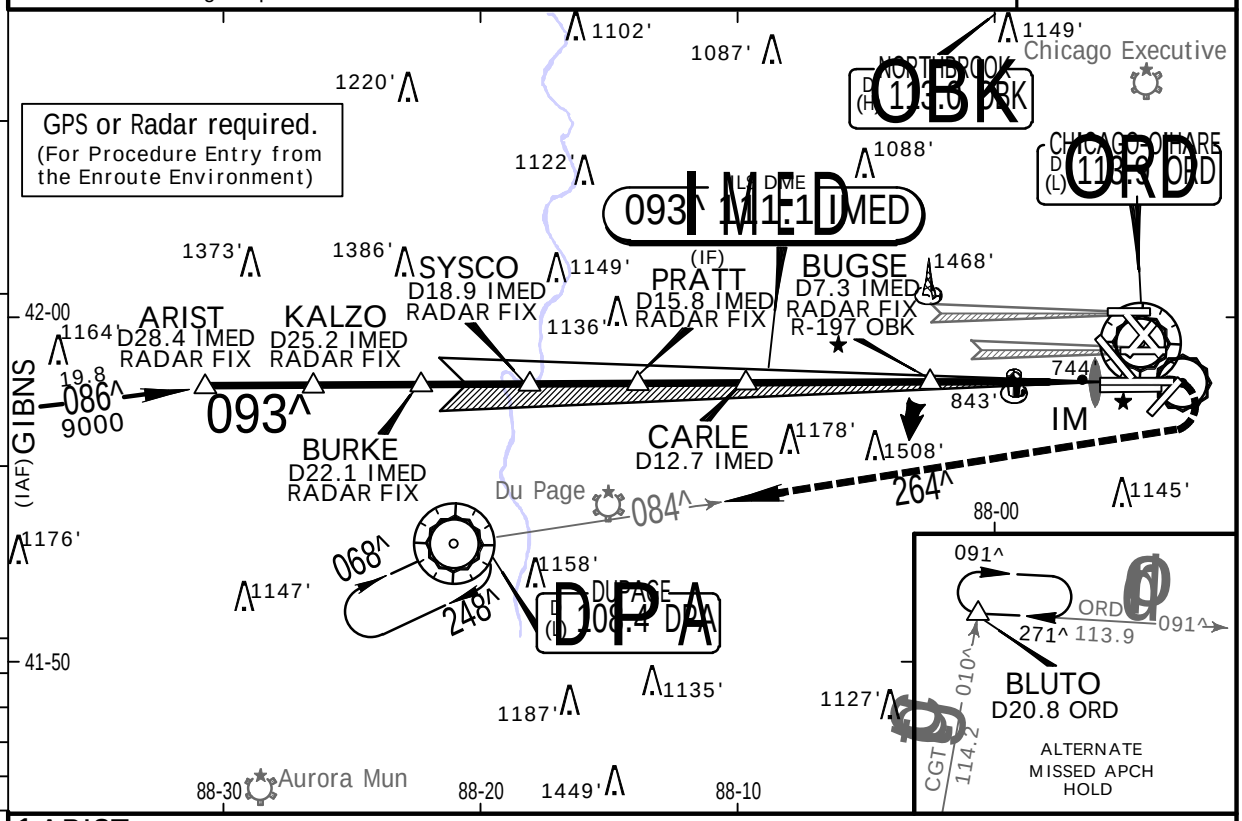
LOC IMED	Final Apch Crs	GS BUGSE	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev / TDZE
111.1	093^	2300' (1628')	NA	Refer to Minimums		RA 95' DA(H) 772'(100')	672' / 672'

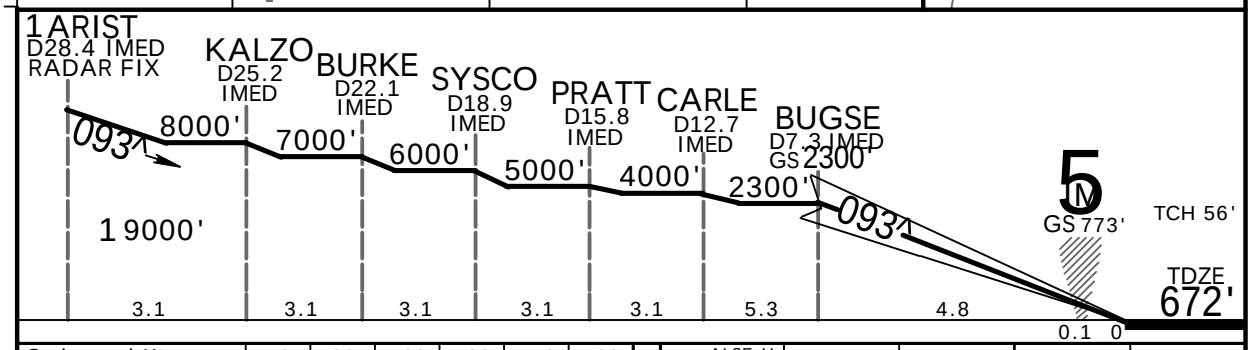
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 4000' inbound on DPA VOR R-084 to DPA VOR and hold, or as directed by ATC.

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

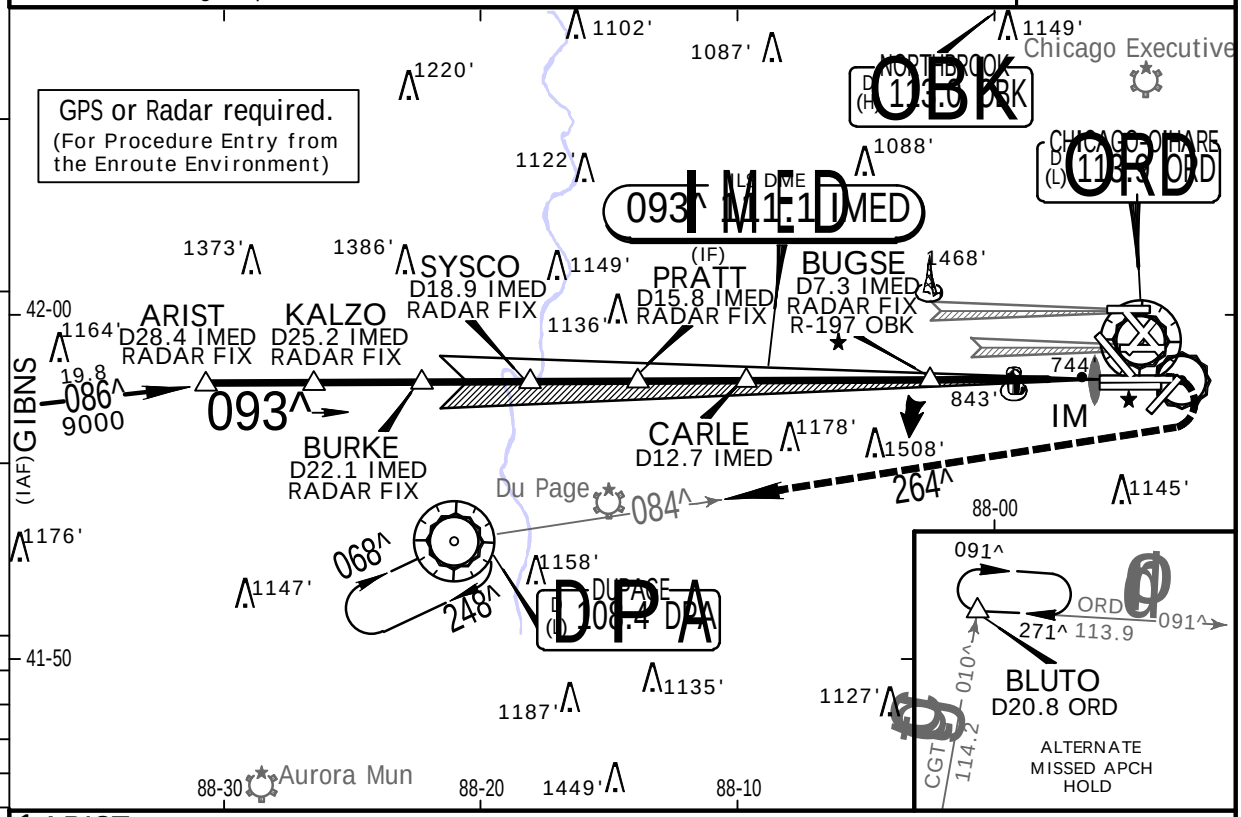
LOC IMED	Final Apch Crs	GS BUGSE	SA CAT I ILS RA 162' DA(H)	Apt Elev 672' TDZE
111.1	093^	2300' (1628')	822' (150')	672'

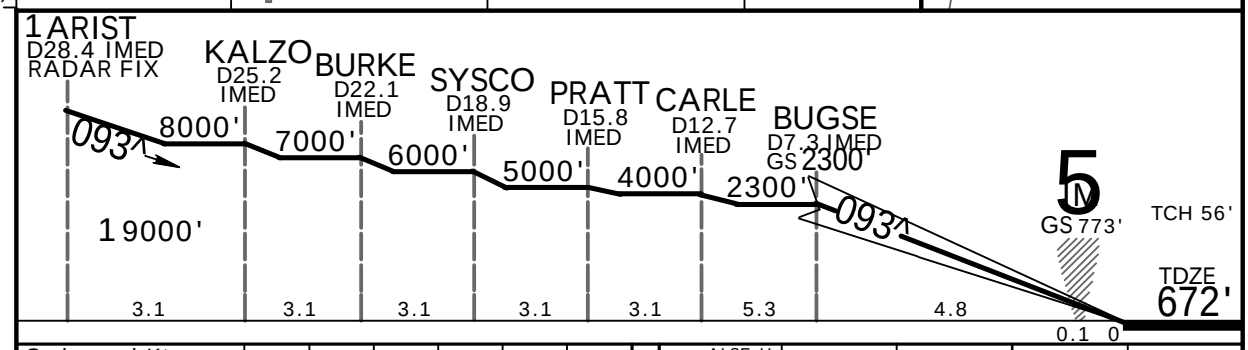
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 4000' inbound on DPA VOR R-084 to DPA VOR and hold, or as directed by ATC.

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

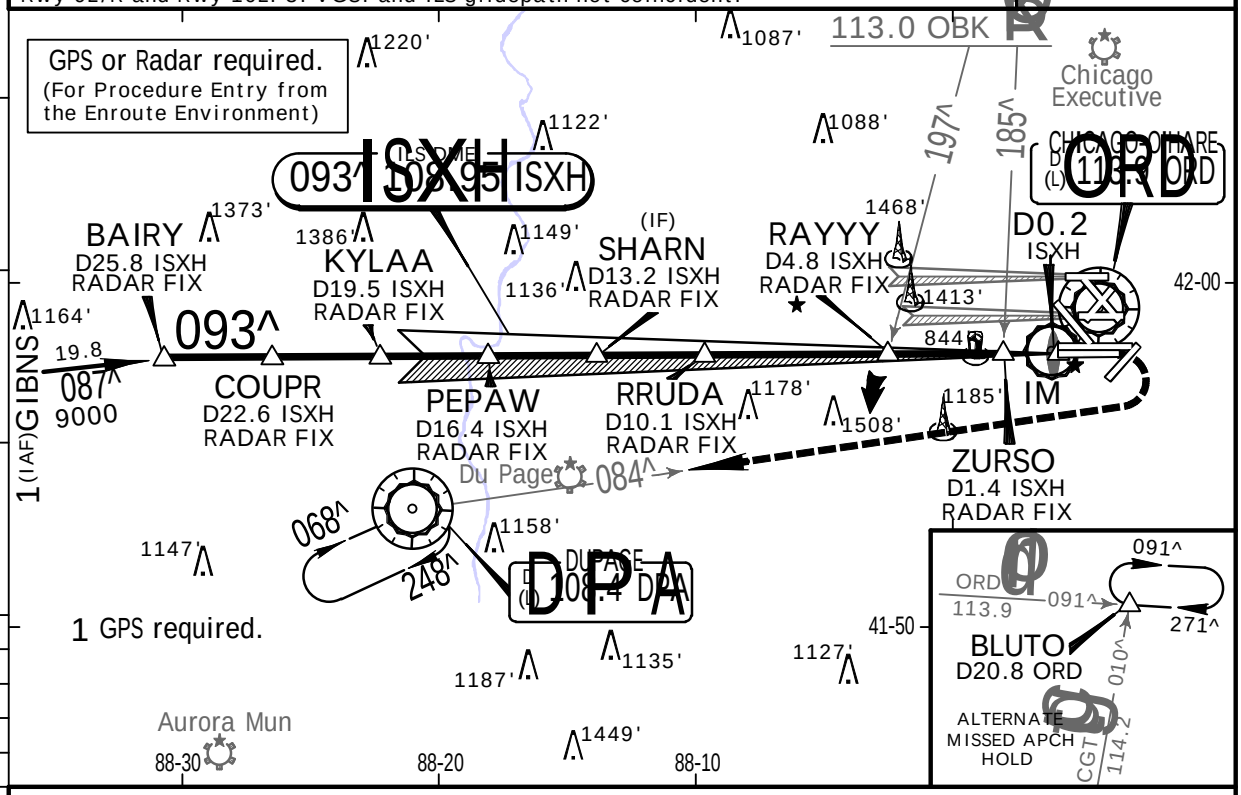
LOC ISXH	Final Apch Crs	GS RAYYY	ILS DA(H)	Apt Elev 672'
108.95	093^	2300'(1631')	869' (200')	TDZE 669'

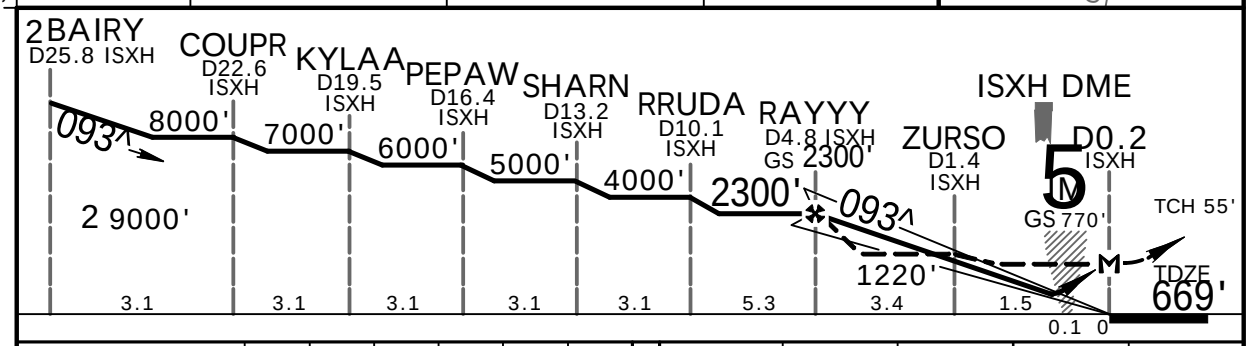
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 4000' inbound on DPA VOR R-084 to DPA VOR and hold, or as directed by ATC.

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

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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

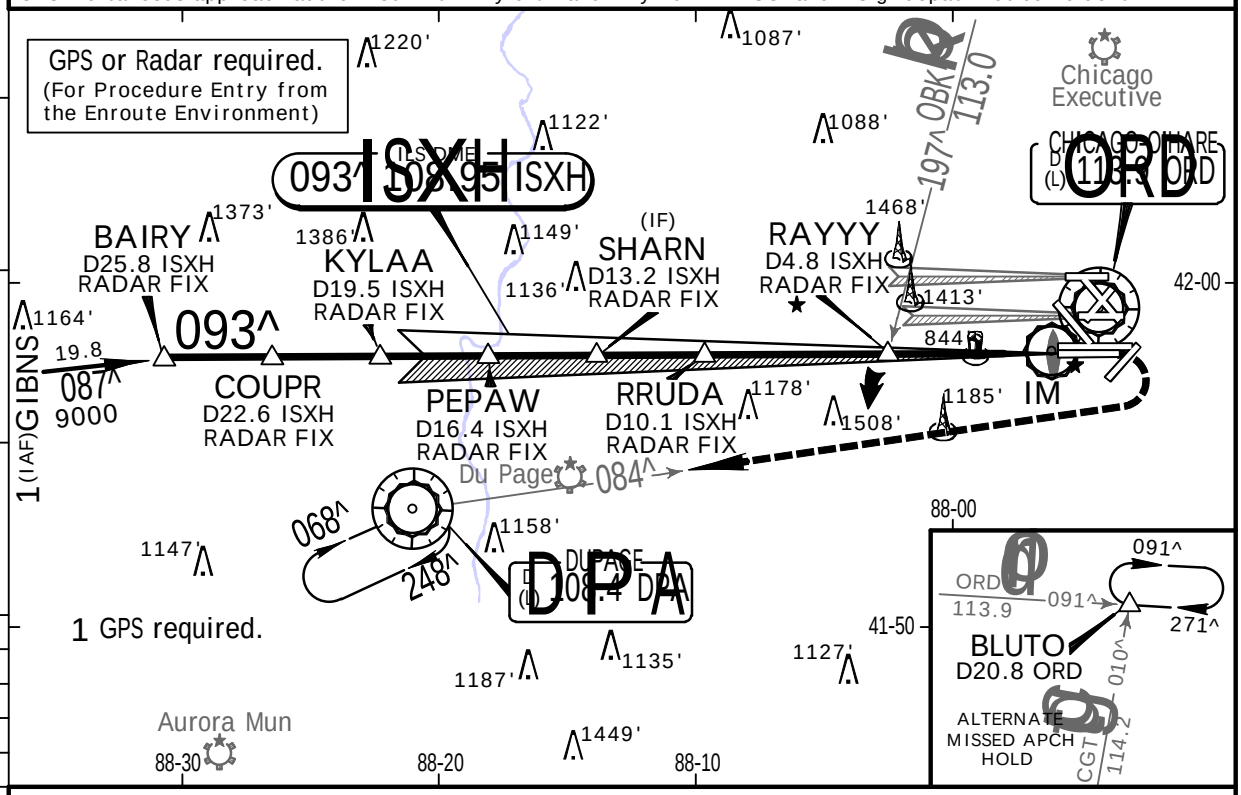
LOC	Final Apch Crs	GS RAYYY	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
ISXH 108.95	093^	2300' (1631')	NA	Refer to Minimums		RA 80' DA(H) 769'(100')	672' TDZE 669'

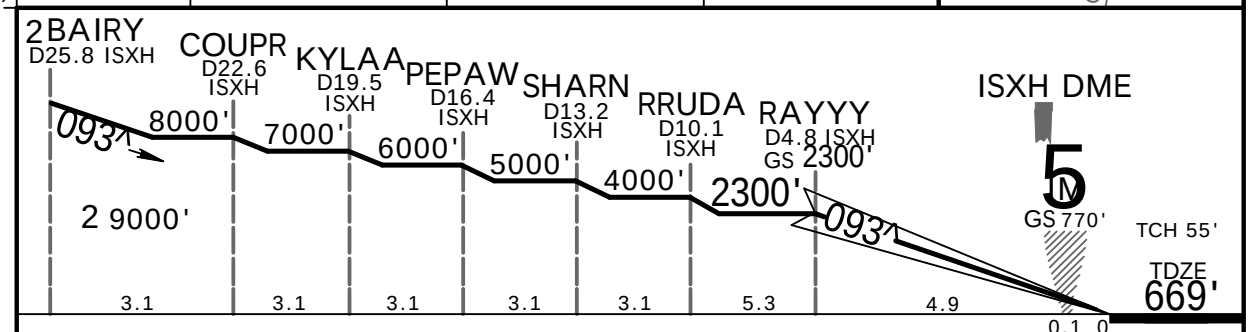
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 4000' inbound on DPA VOR R-084 to DPA VOR and hold, or as directed by ATC.

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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KORD/ORD -O'HARE INTL

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

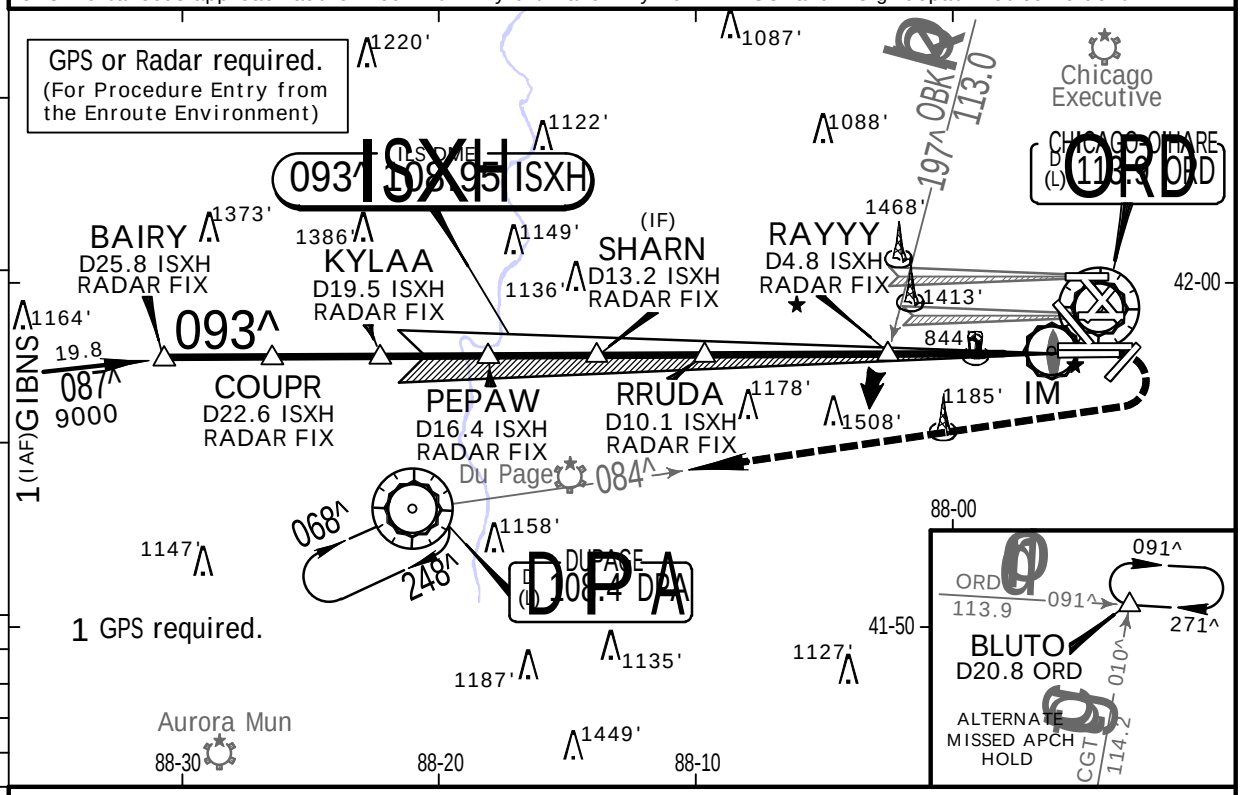
LOC ISXH	Final Apch Crs	GS RAYYY	SA CAT I ILS	Apt Elev 672'
108.95	093^	2300' (1631')	RA 150' DA(H) 819' (150')	TDZE 669'

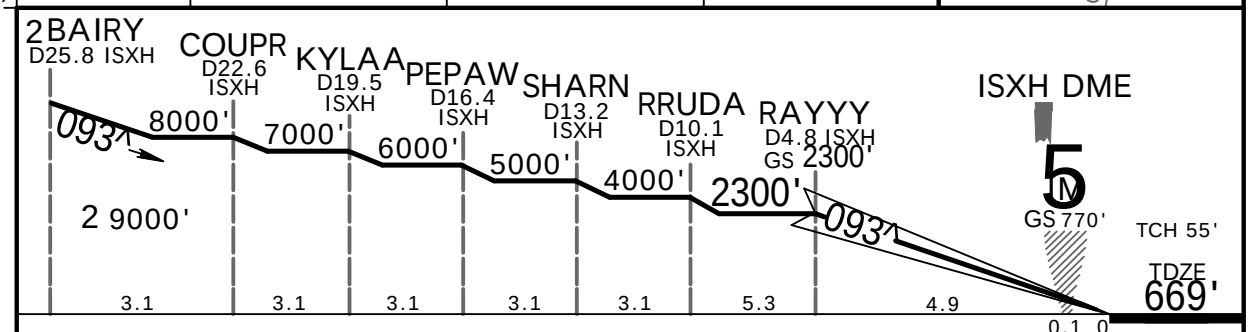
MISSED APCH: Climb to 1200', then climbing RIGHT turn to 4000' inbound on DPA VOR R-084 to DPA VOR and hold, or as directed by ATC.

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

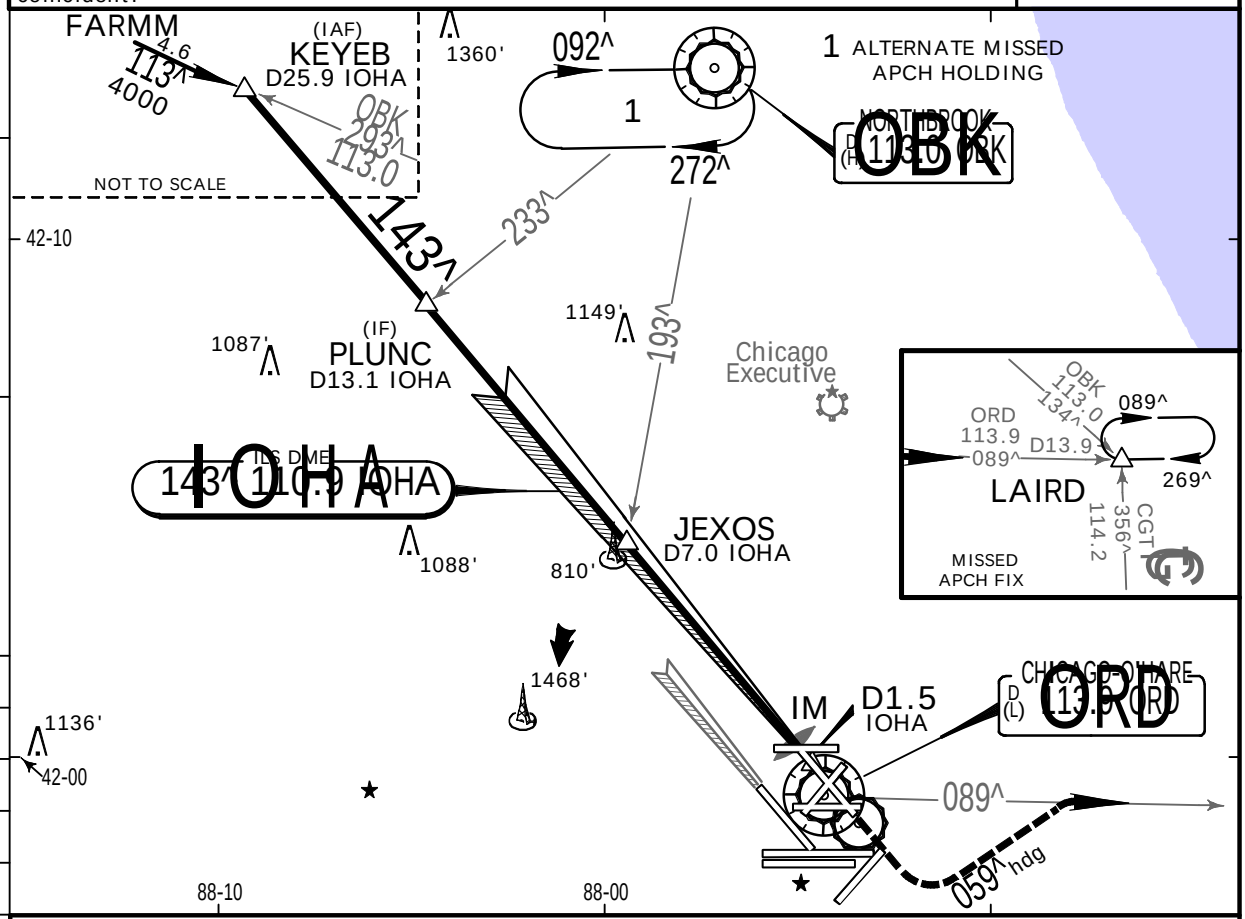
Ground (Main)	Ground (North) Rwy 9L/27R
121.9	124.12

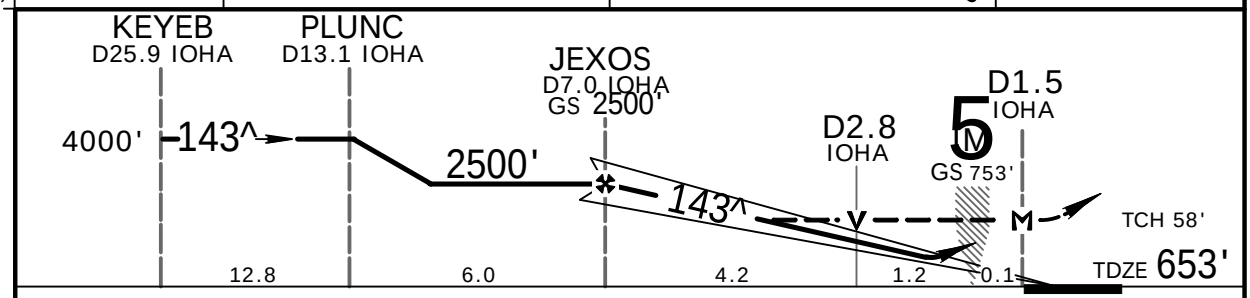
LOC IOHA	Final Apch Crs	GS JEXOS	ILS DA(H)	Apt Elev 672'
110.9	143^	2500' (1847')	853' (200')	TDZE 653'

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'

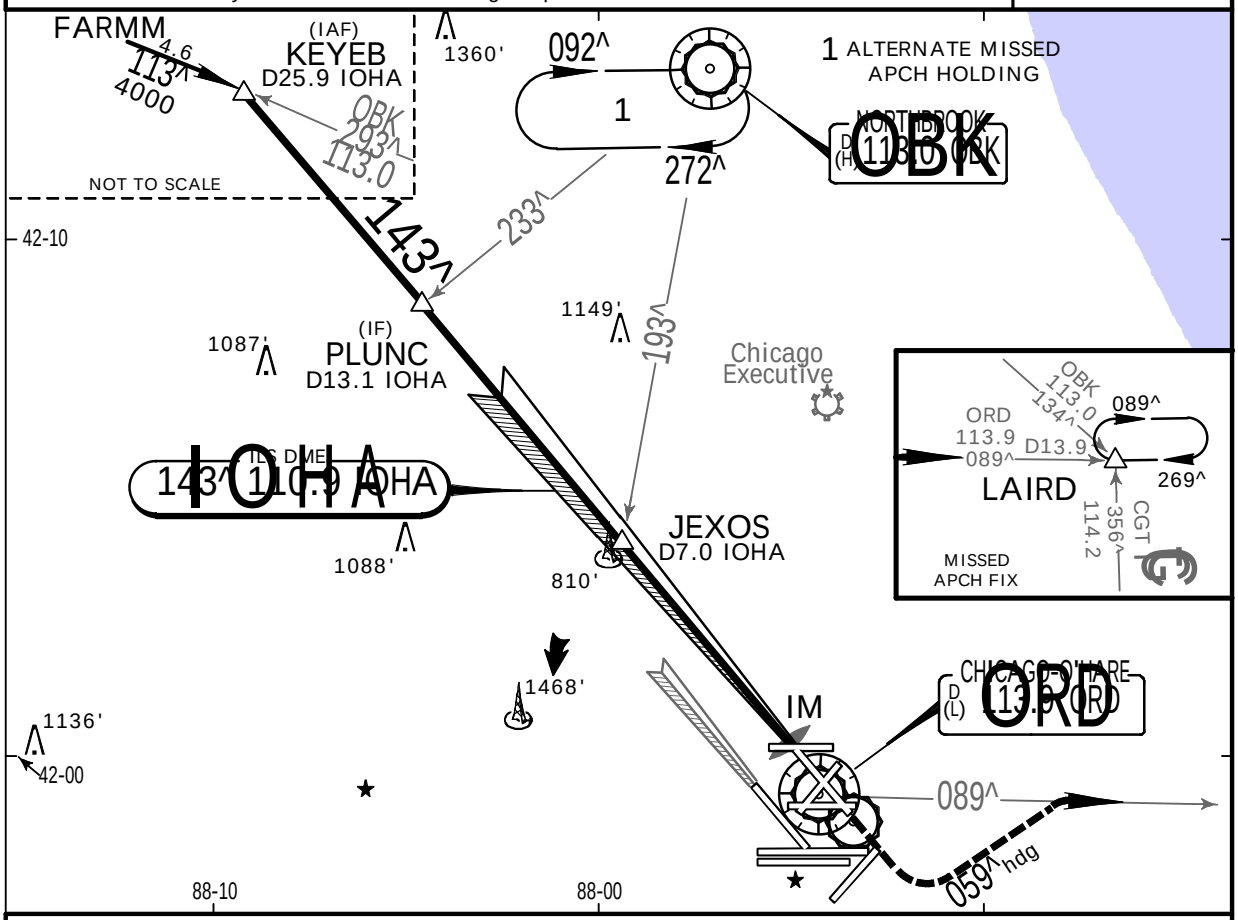
MISSED APCH: Climb to 1200', then climbing LEFT turn to 4000' via 059^ heading and outbound via ORD VOR R-089 to LAIRD INT and hold. Continue climb-in-hold to 4000'.

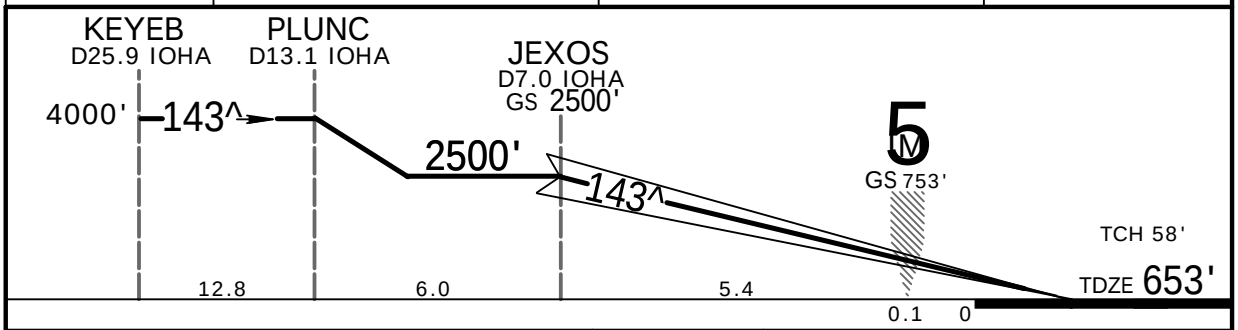
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

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

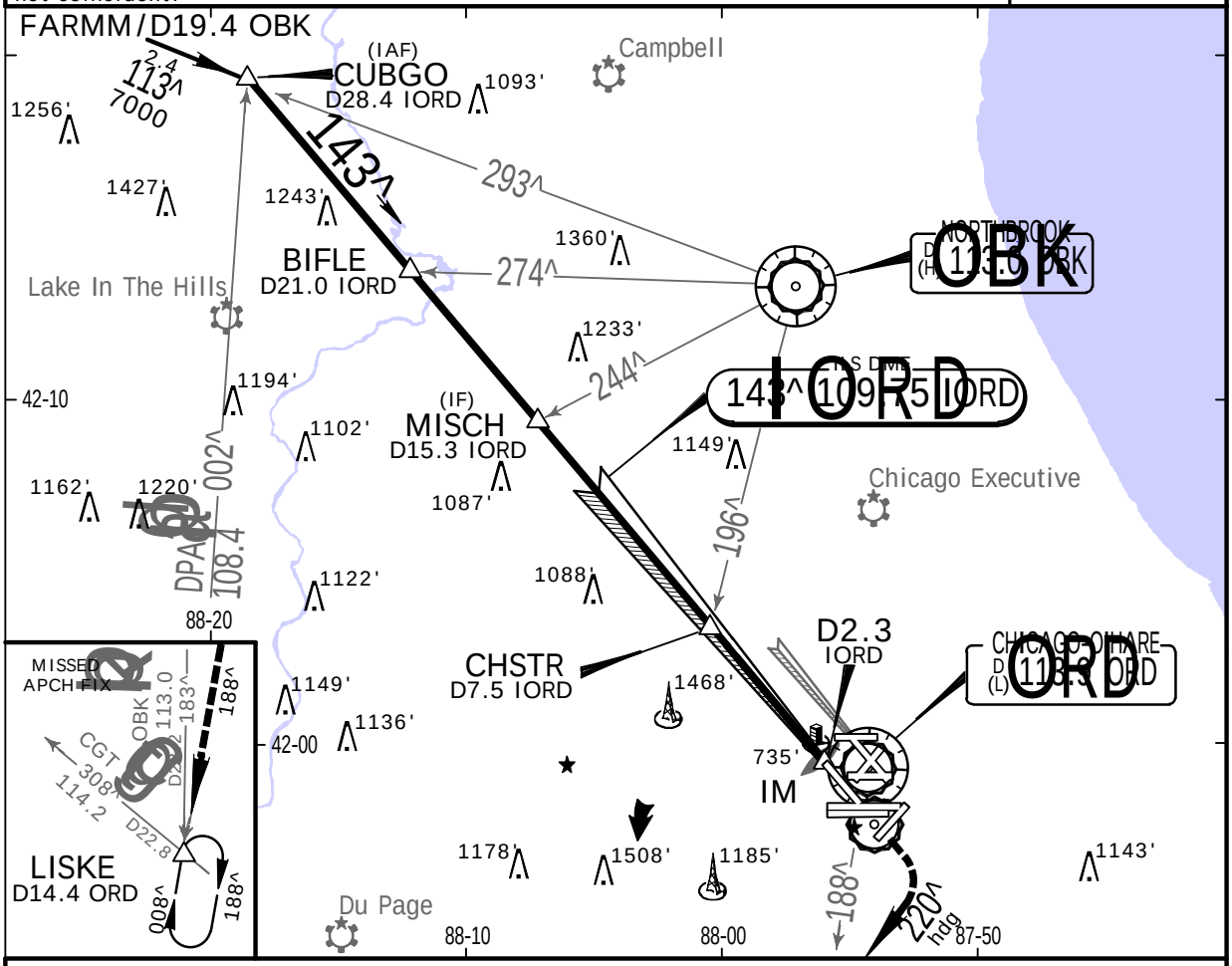
Ground (Main)	Ground (North) Rwy 9L/27R
121.9	124.12

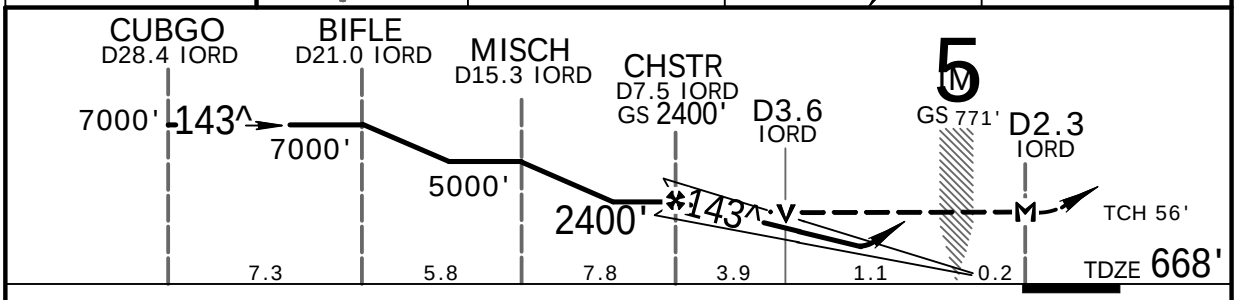
LOC IORD	Final Apch Crs	GS CHSTR	ILS DA(H)	Apt Elev 672' TDZE 668'
109.75	143^	2400' (1732')	868' (200')	

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'

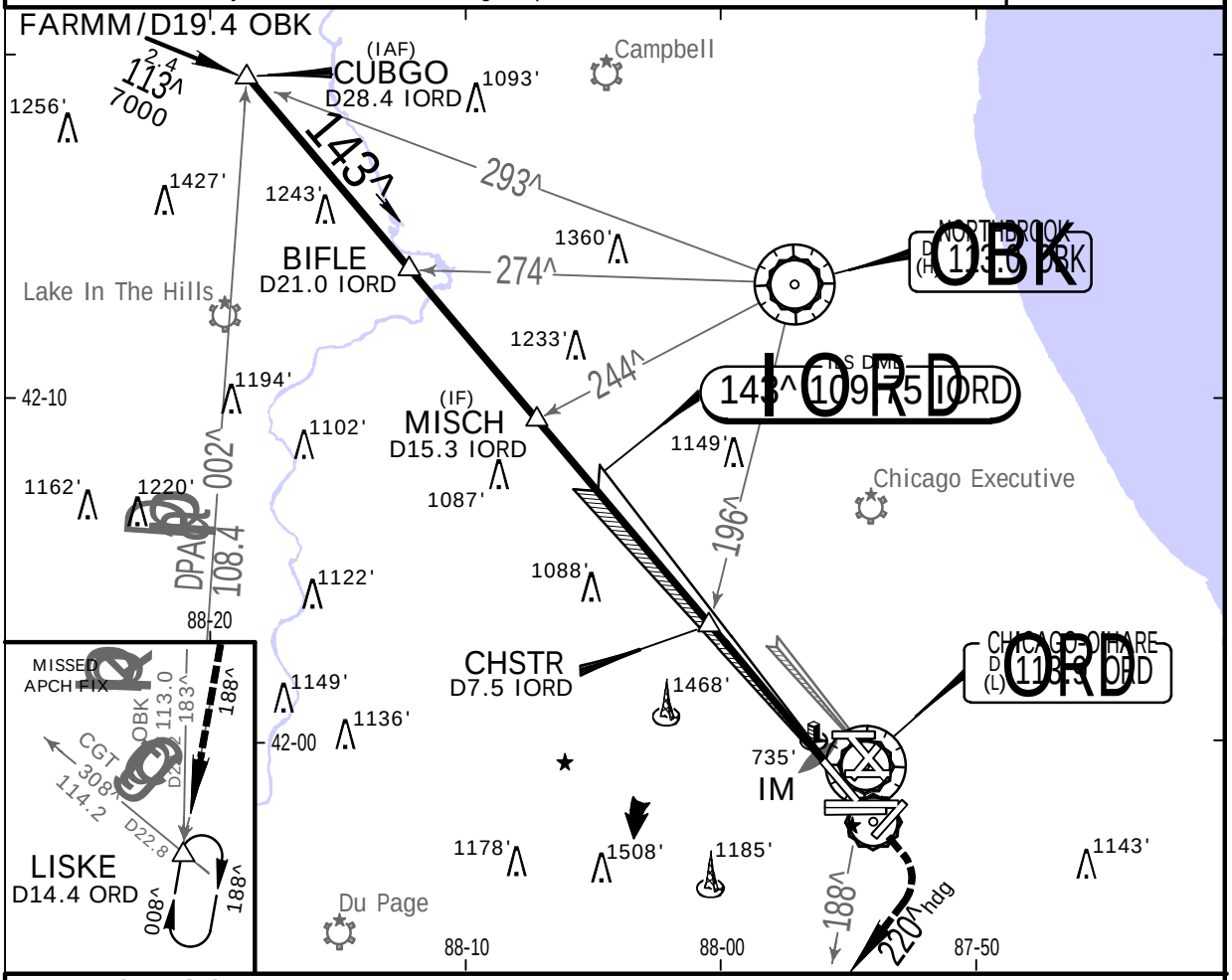
MISSED APCH: Climb to 1700', then climbing RIGHT turn to 4000' via heading 220^ and outbound via ORD VOR R-188 to LISKE INT/D14.4 ORD and hold.

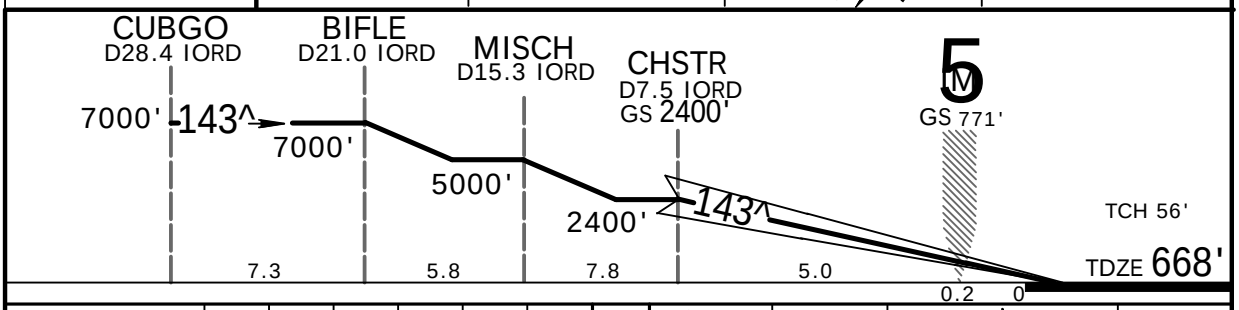
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

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

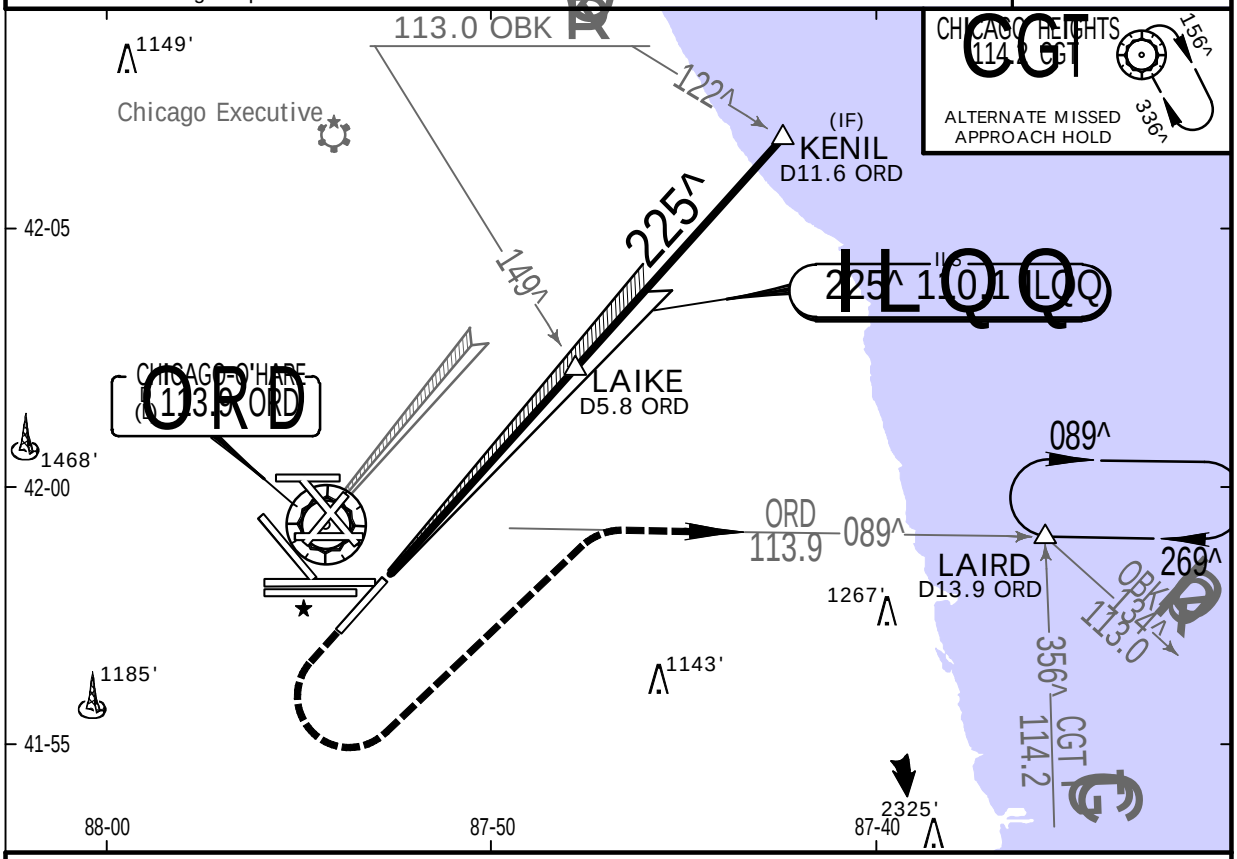
LOC ILQQ	Final Apch Crs	GS LAIKE	ILS DA(H)	Apt Elev 672' TDZE
110.1	225^	2500' (1846')	854' (200')	654'

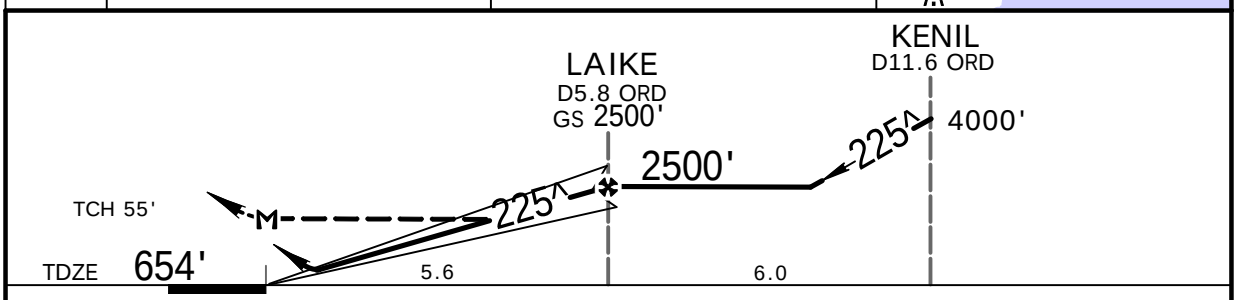
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' outbound on ORD VOR R-089 to LAIRD INT/D13.9 ORD and hold, or as directed by ATC.

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

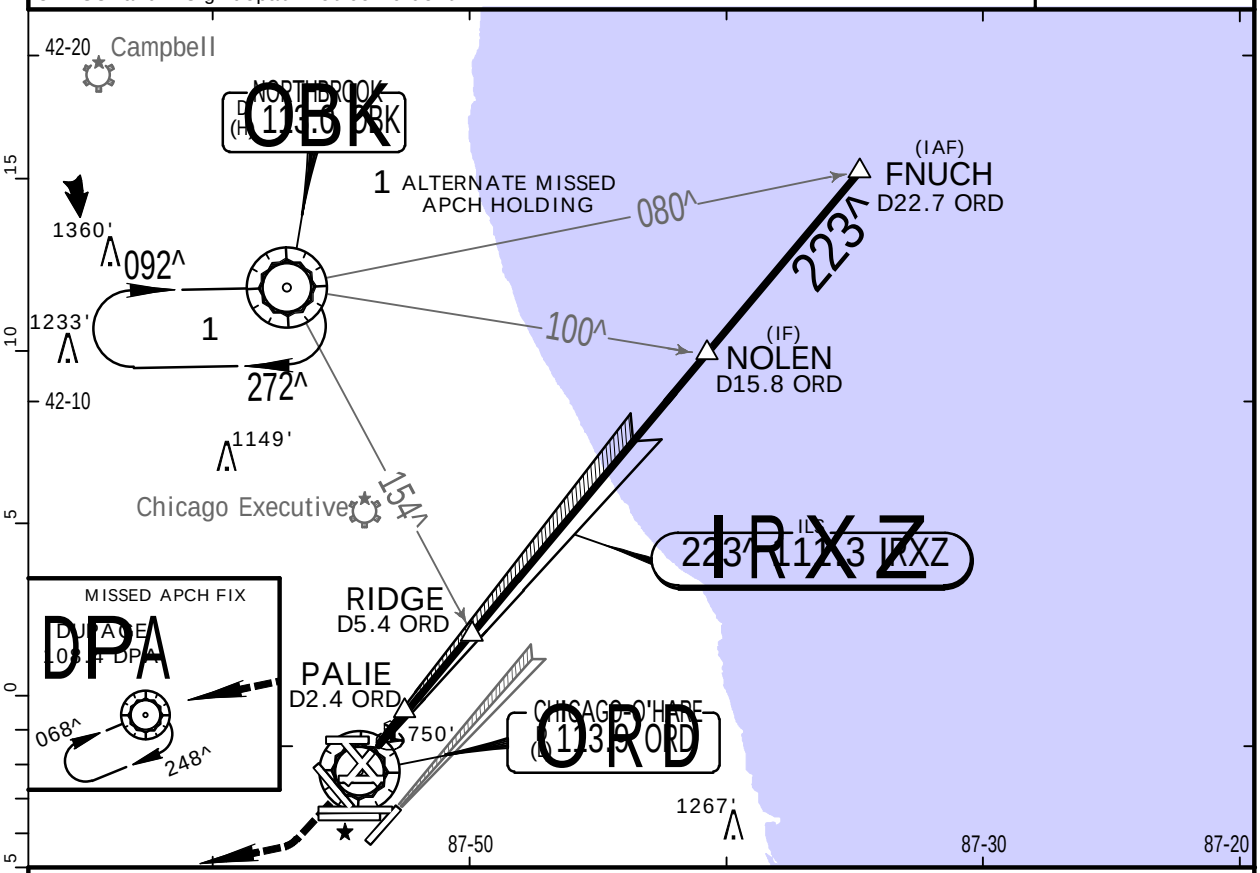
LOC IRXZ	Final Apch Crs	GS RIDGE	ILS DA(H)	Apt Elev 672' TDZE 652'
111.3	223^	2200' (1548')	852' (200')	

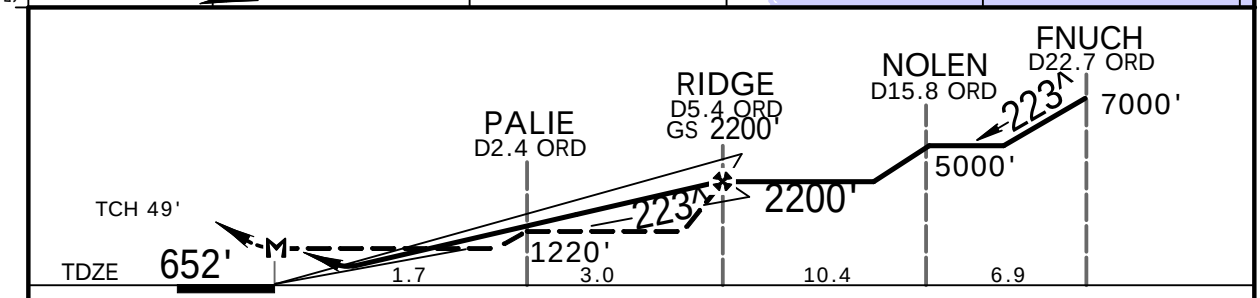
MISSED APCH: Climb to 1300', then climbing RIGHT turn to 4000' direct DPA VOR and hold, or as directed by ATC.

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

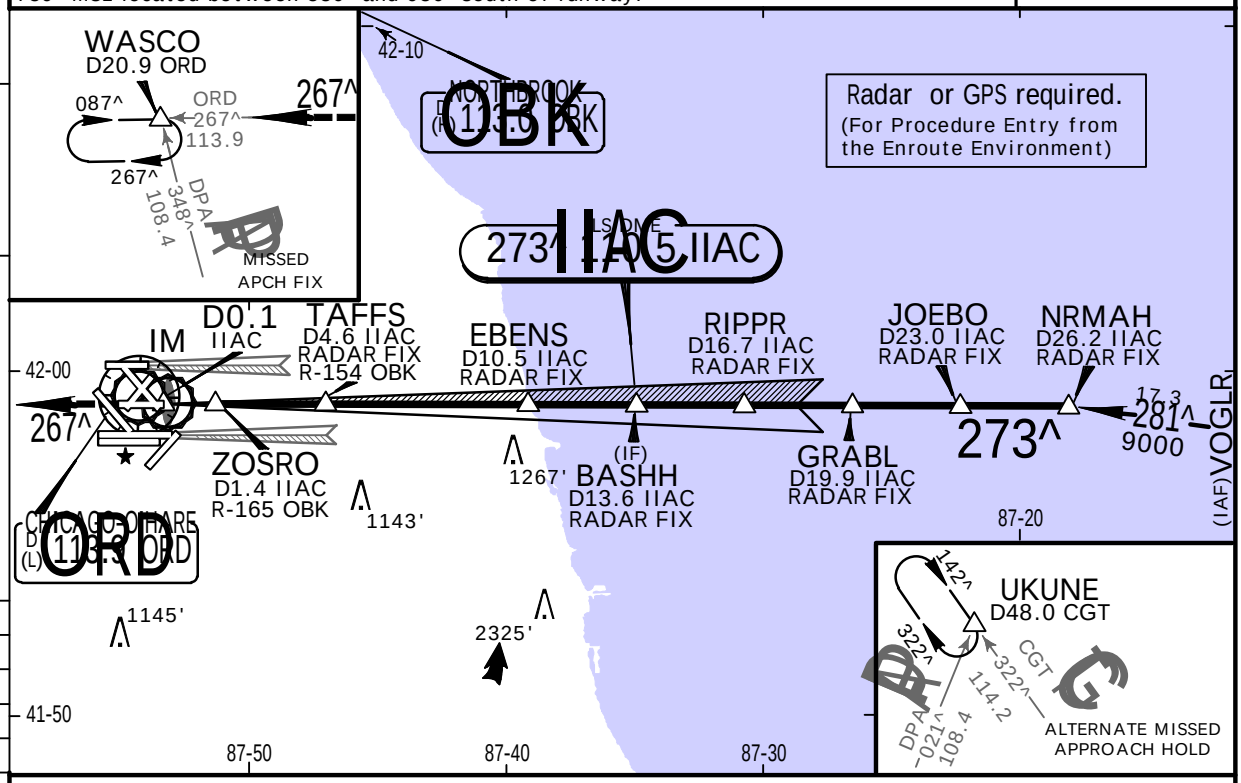
LOC IIAC	Final Apch Crs	GS TAFFS	ILS DA(H)	Apt Elev 672'
110.5	273^	2200' (1546')	854' (200')	TDZE 654'

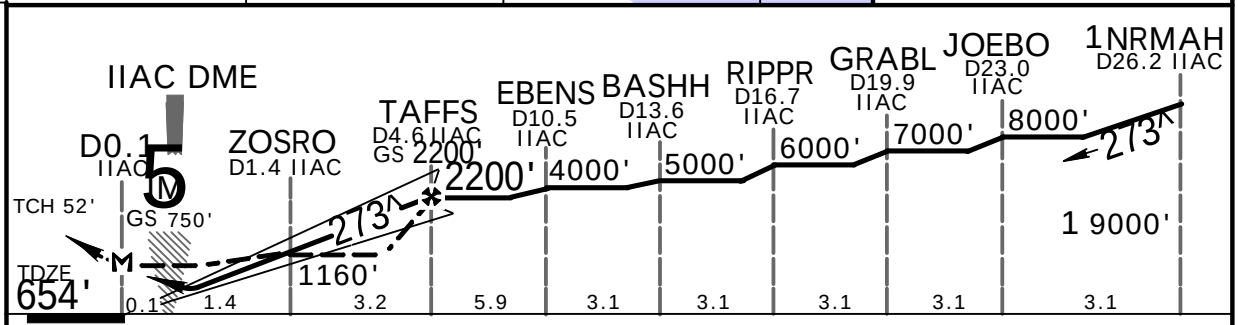
MISSED APCH: Climb to 4000' outbound on ORD VOR R-267 to WASCO INT/D20.9 ORD and hold, or as directed by ATC.

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

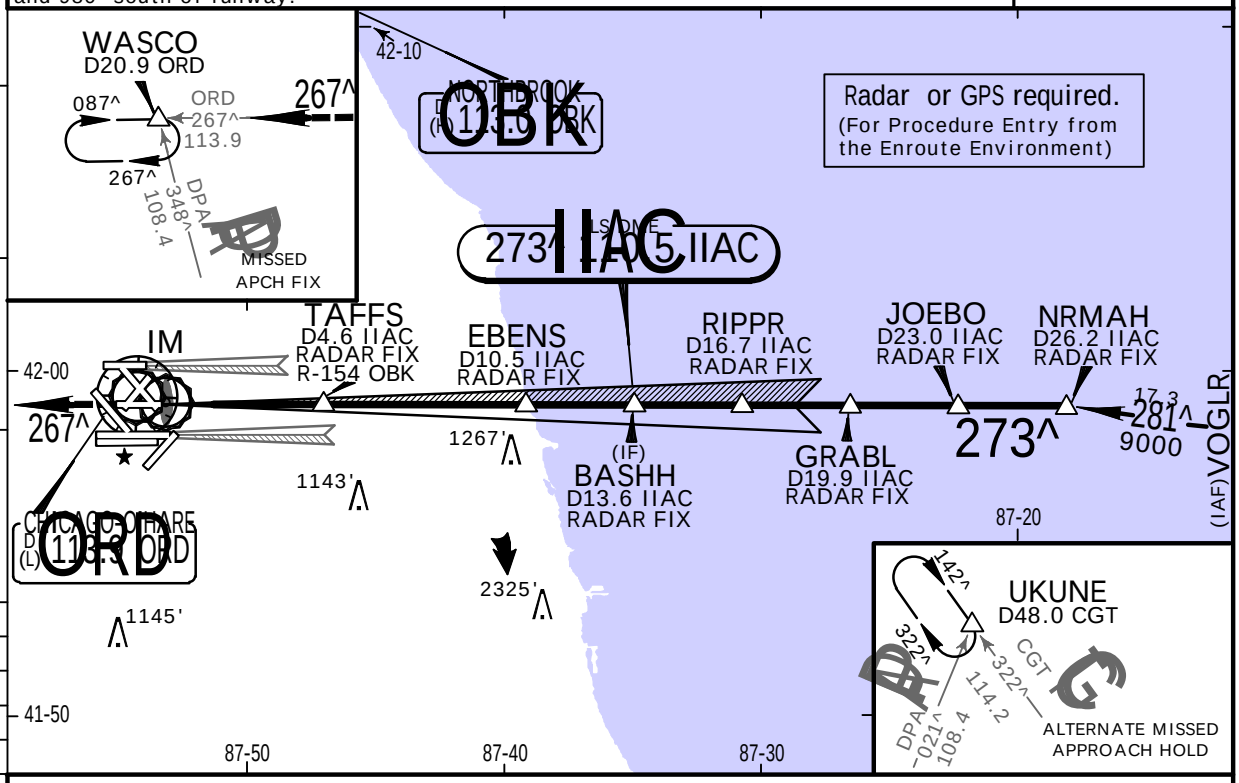
LOC IIAC	Final Apch Crs	GS TAFFS	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
110.5	273^	2200' (1546')	NA	Refer to Minimums		RA 106' DA(H) 754'(100')	672' TDZE 654'

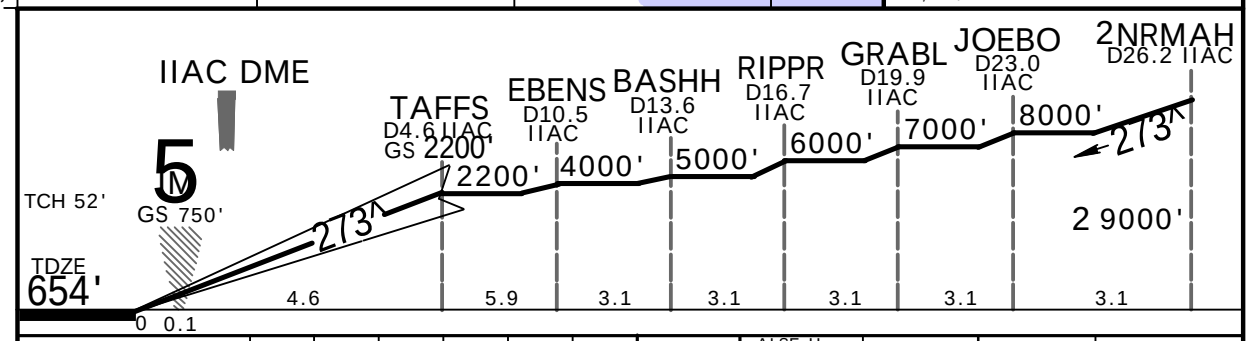
MISSED APCH: Climb to 4000' outbound on ORD VOR R-267 to WASCO INT/D20.9 ORD and hold, or as directed by ATC.

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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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

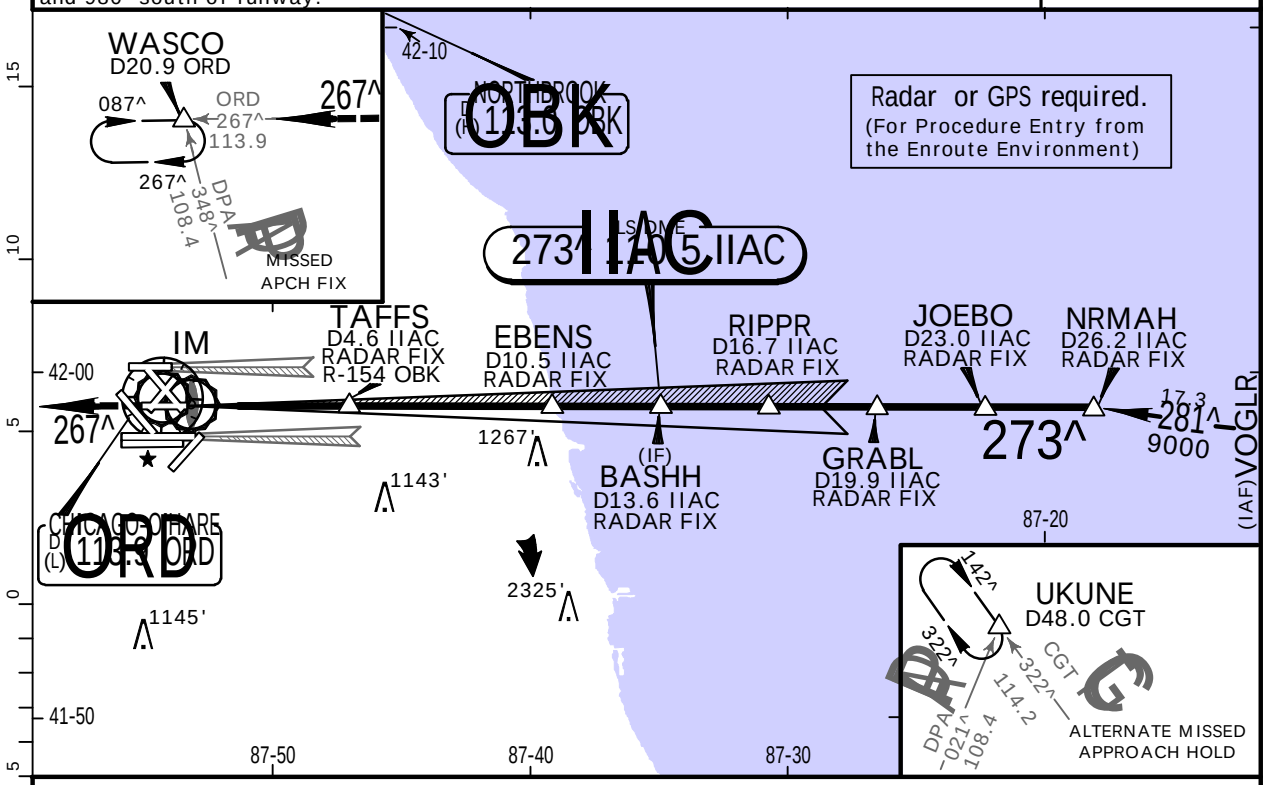
LOC IIAC	Final Apch Crs	GS TAFFS	SA CAT I ILS RA 160' DA(H)	Apt Elev 672' TDZE
110.5	273^	2200' (1546')	804' (150')	654'

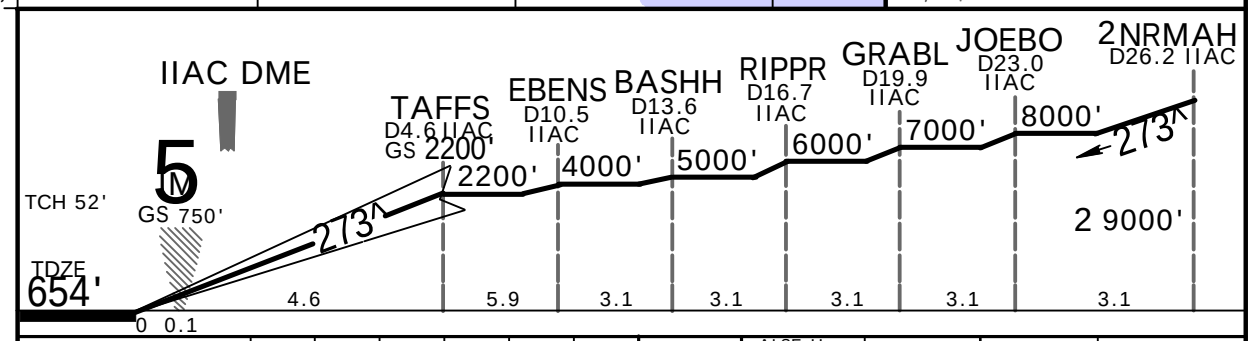
MISSED APCH: Climb to 4000' outbound on ORD VOR R-267 to WASCO INT/D20.9 ORD and hold, or as directed by ATC.

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

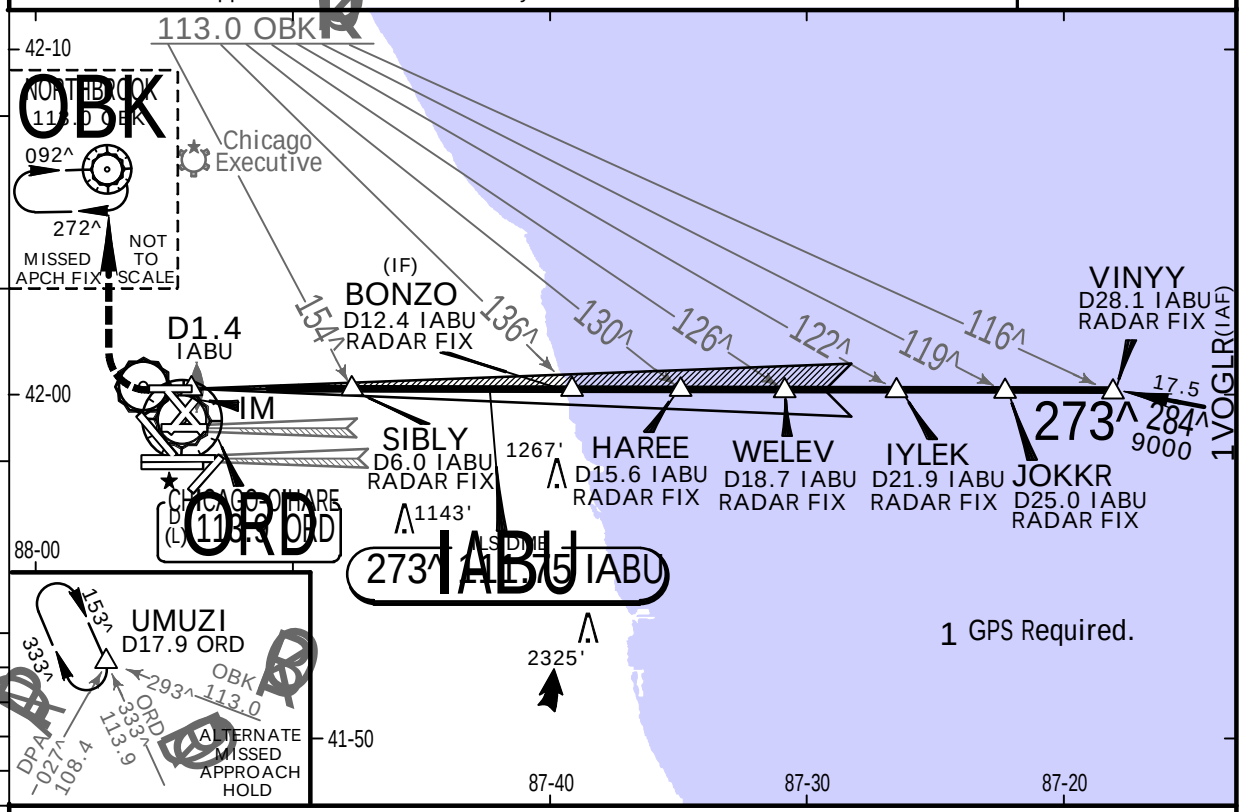
LOC IABU	Final Apch Crs	GS SIBLY	ILS DA(H)	Apt Elev 672'
111.75	273^	2200' (1536')	864' (200')	TDZE 664'

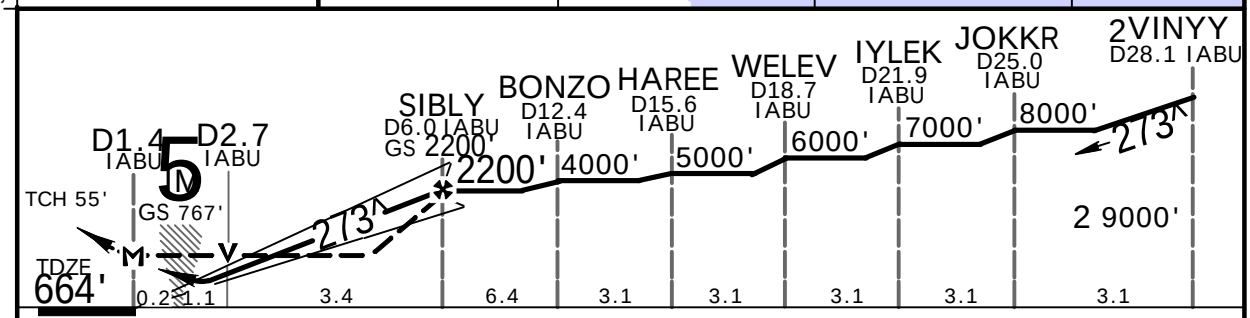
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' direct OBK VOR and hold, or as directed by ATC.

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

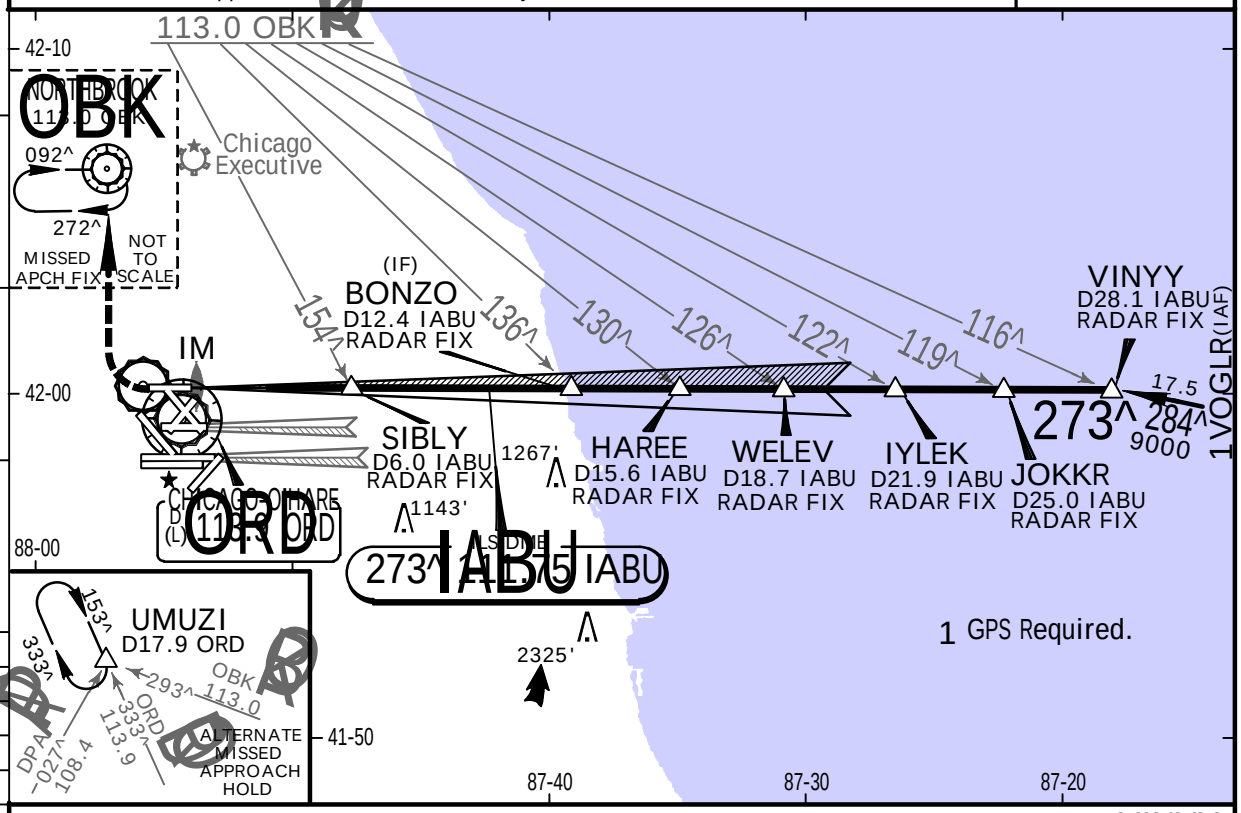
LOC IABU	Final Apch Crs	GS SIBLY	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
111.75	273^	2200' (1536')	NA	Refer to Minimums		RA 101' DA(H) 764'(100')	672' TDZE 664'

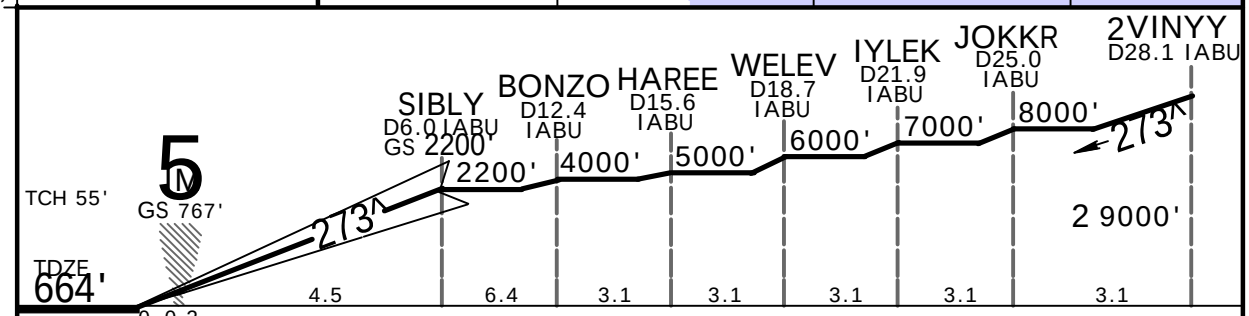
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' direct OBK VOR and hold, or as directed by ATC.

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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KORD/ORD -O'HARE INTL

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

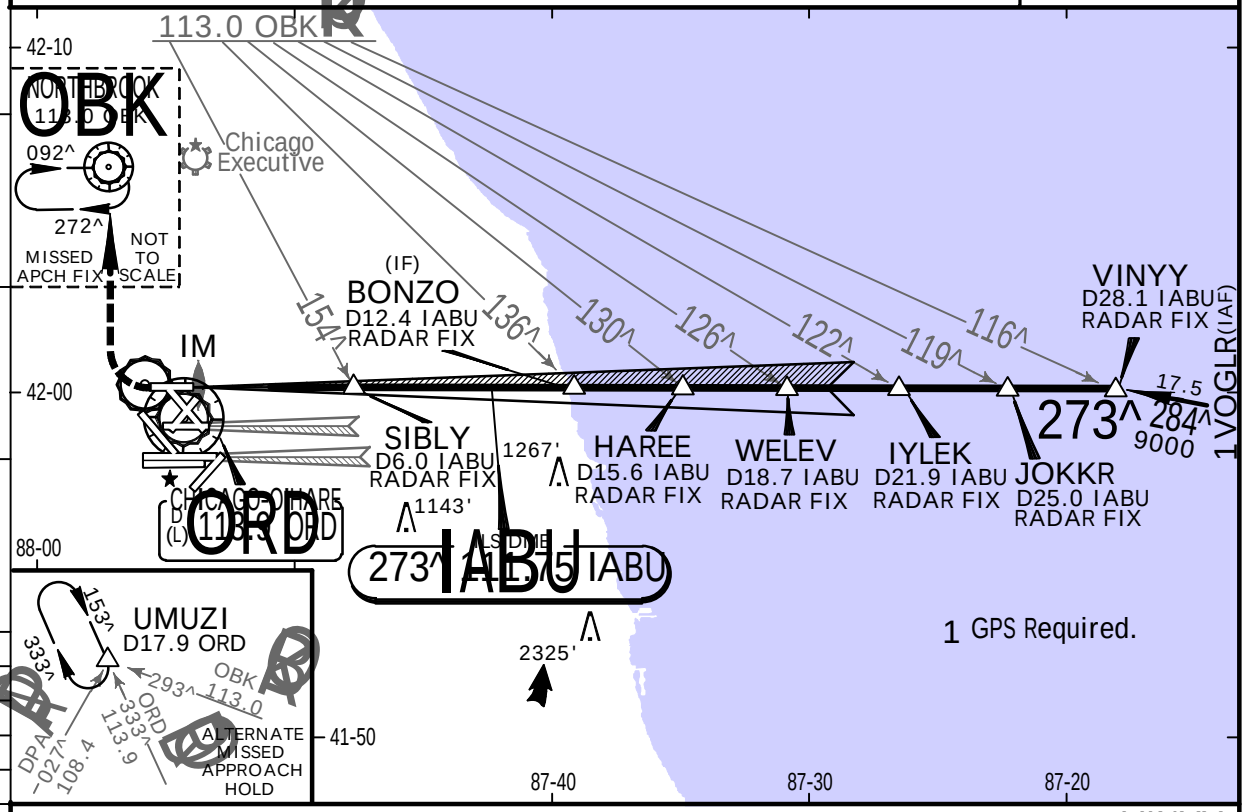
LOC IABU	Final Apch Crs	GS SIBLY	SA CAT I ILS RA 171' DA(H) 814' (150')	Apt Elev 672' TDZE 664'
111.75	273^	2200' (1536')		

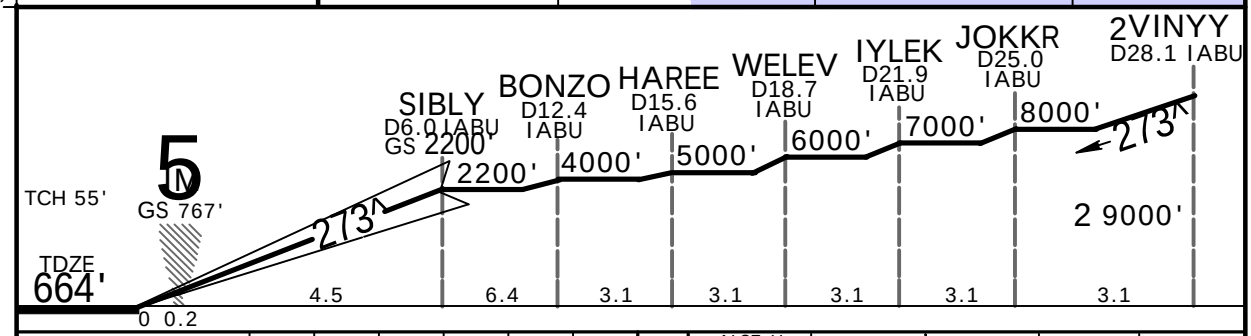
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' direct OBK VOR and hold, or as directed by ATC.

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

S AMEND 2B 29 MAY 2014

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'

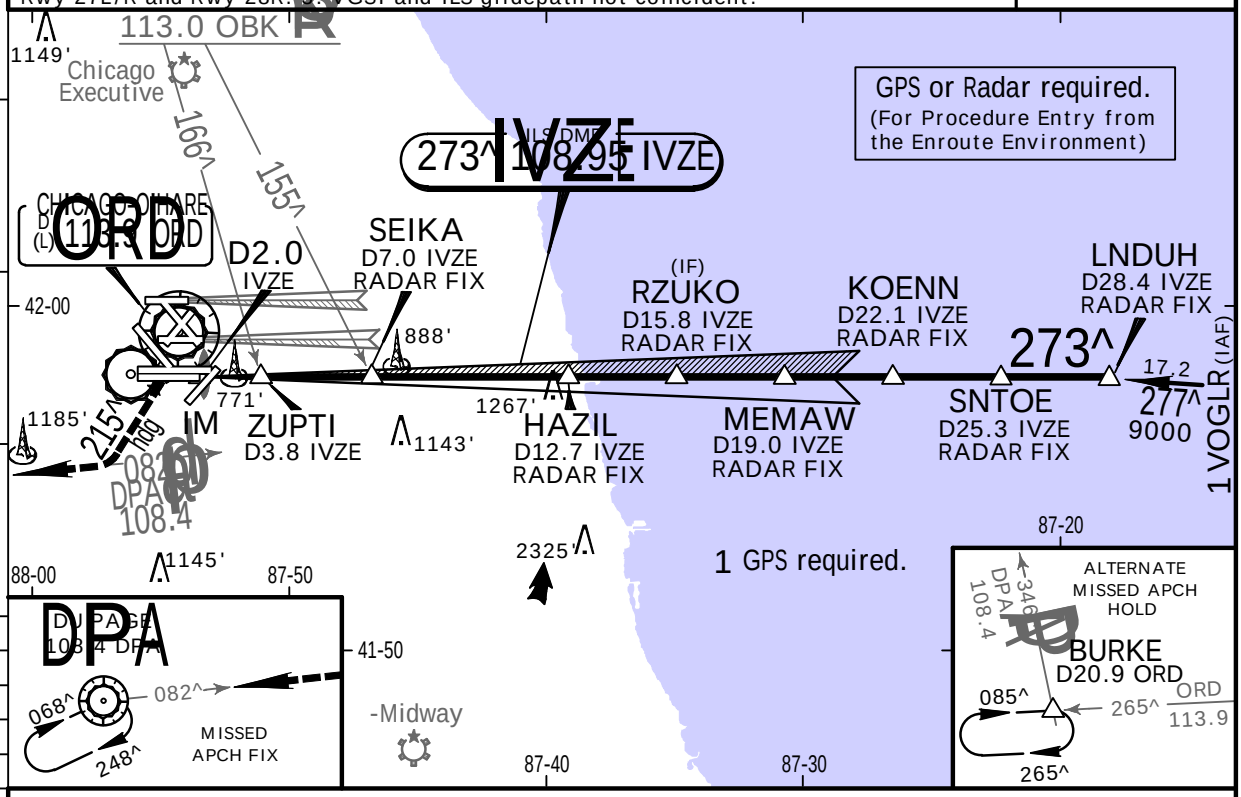
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' on heading 215^ and inbound on DPA VOR R-082 to DPA VOR and hold, or as directed by ATC.

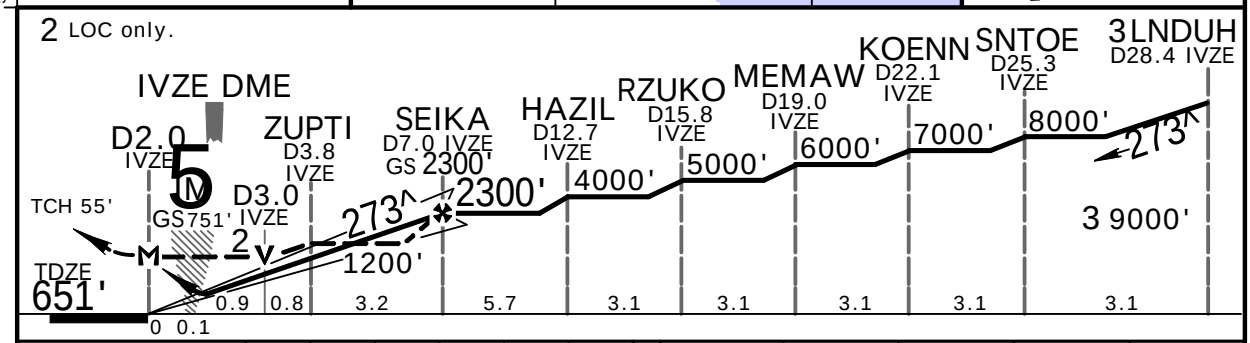
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

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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KORD/ORD -O'HARE INTL

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

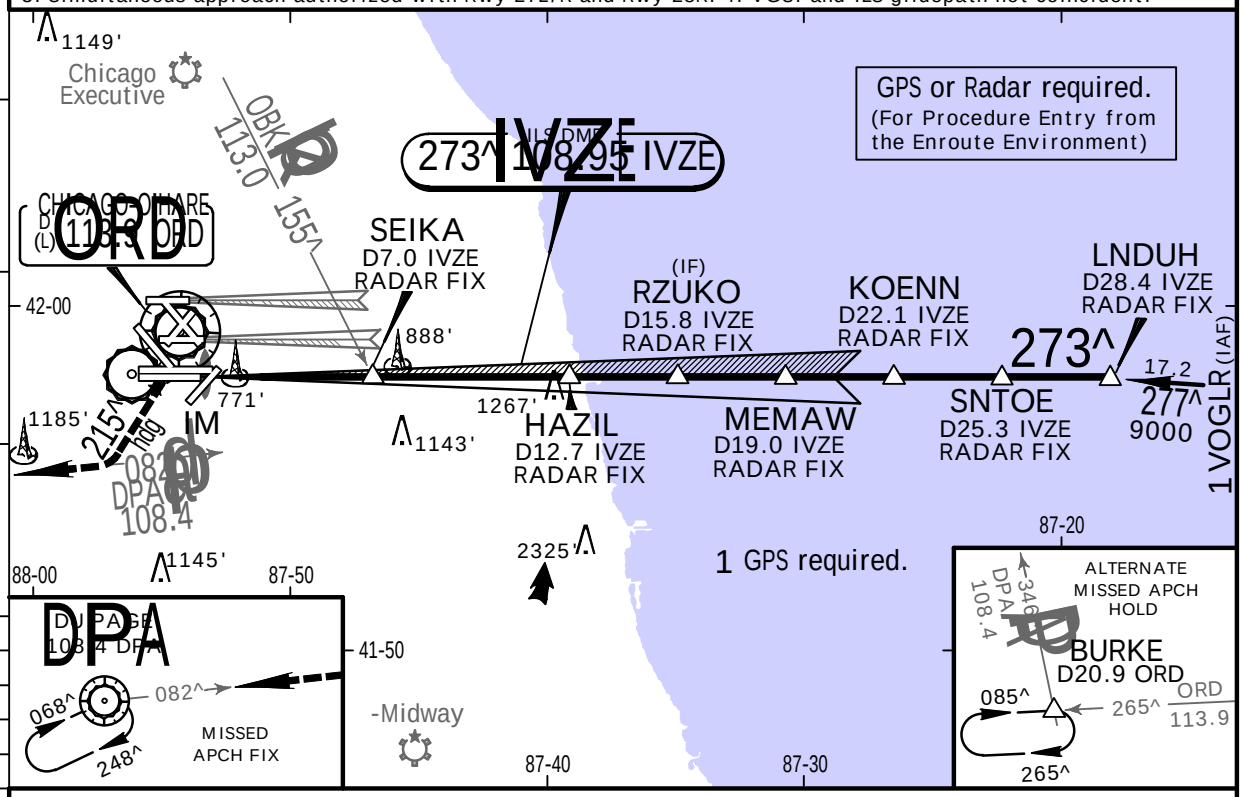
LOC IVZE	Final Apch Crs	GS SEIKA	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
108.95	273^	2300' (1649')	NA	Refer to Minimums		RA 96' DA(H) 751'(100')	672' TDZE 651'

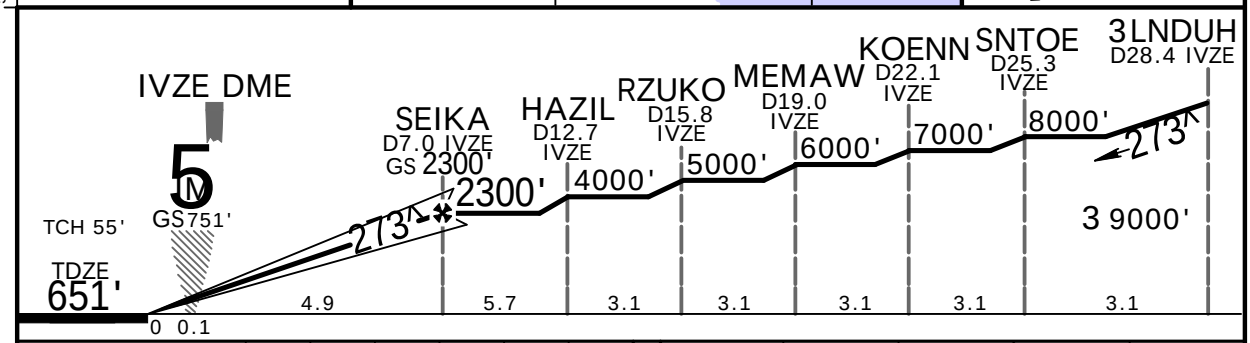
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' on heading 215^ and inbound on DPA VOR R-082 to DPA VOR and hold, or as directed by ATC.

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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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

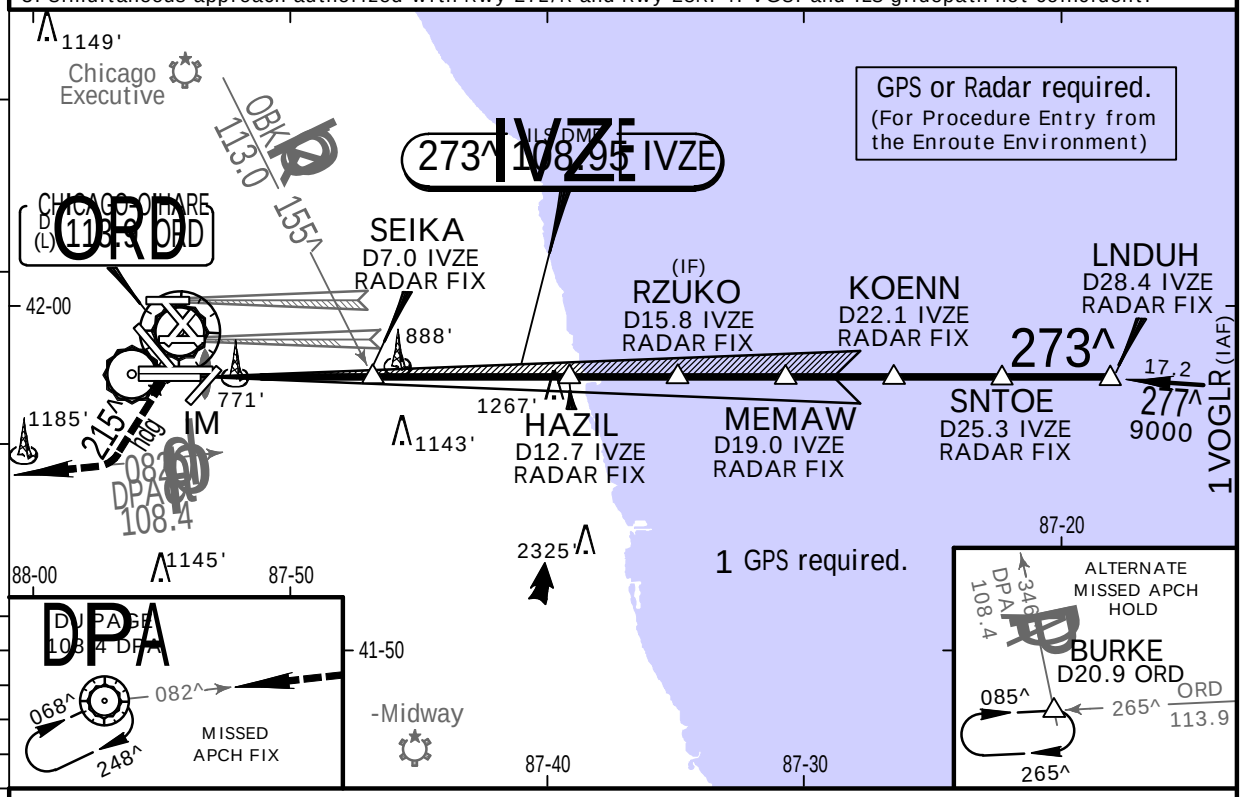
LOC IVZE	Final Apch Crs	GS SEIKA	SA CAT I ILS RA 146' DA(H)	Apt Elev 672' TDZE
108.95	273^	2300' (1649')	801' (150')	651'

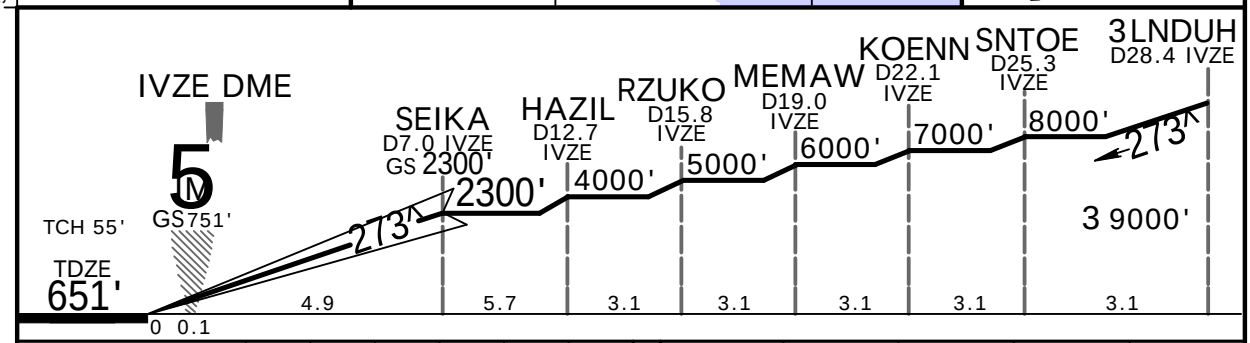
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' on heading 215^ and inbound on DPA VOR R-082 to DPA VOR and hold, or as directed by ATC.

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

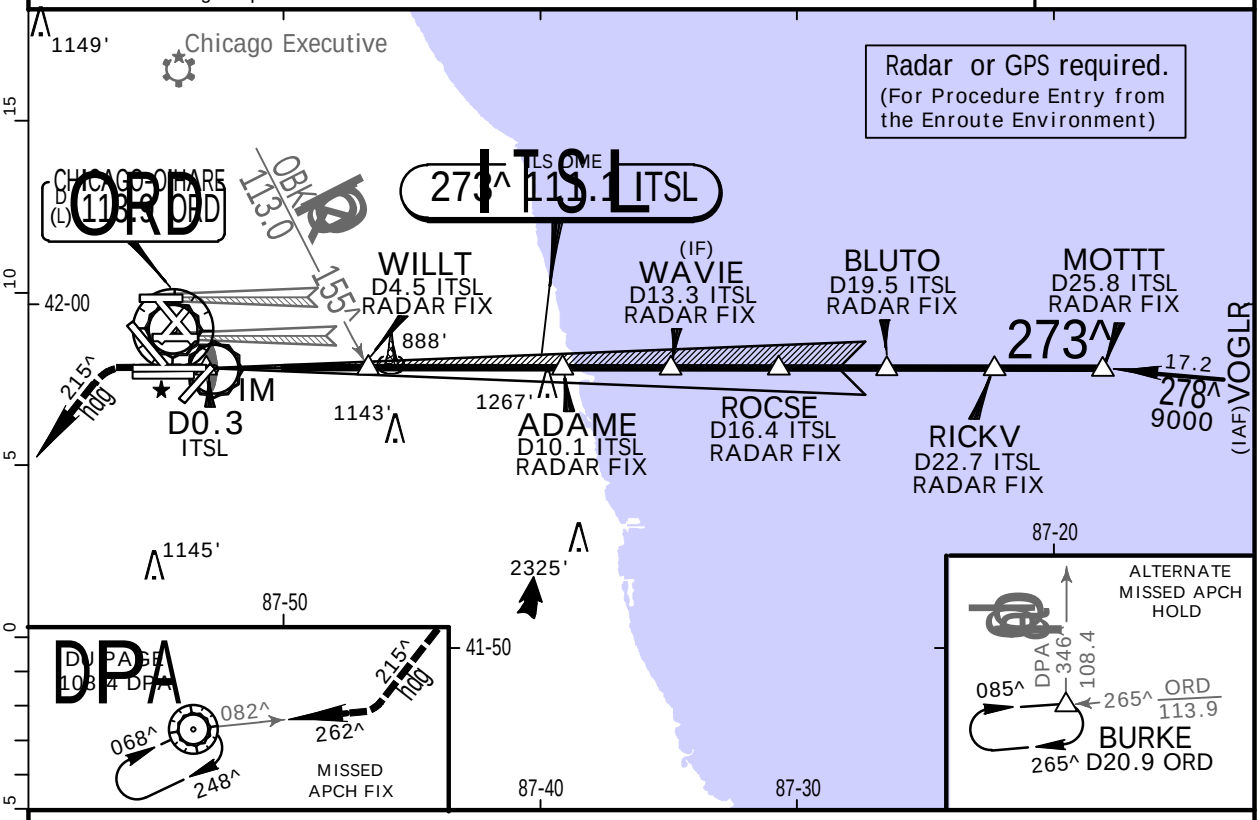
LOC ITSL	Final Apch Crs	GS WILLT	ILS DA(H)	Apt Elev 672'
111.1	273^	2200' (1549')	851' (200')	TDZE 651'

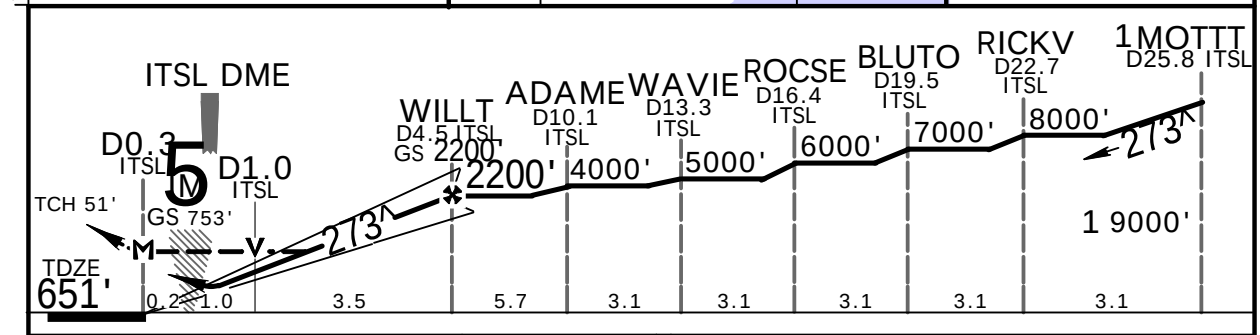
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' on heading 215^ and inbound DPA VOR R-082 to DPA VOR and hold, or as directed by ATC.

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

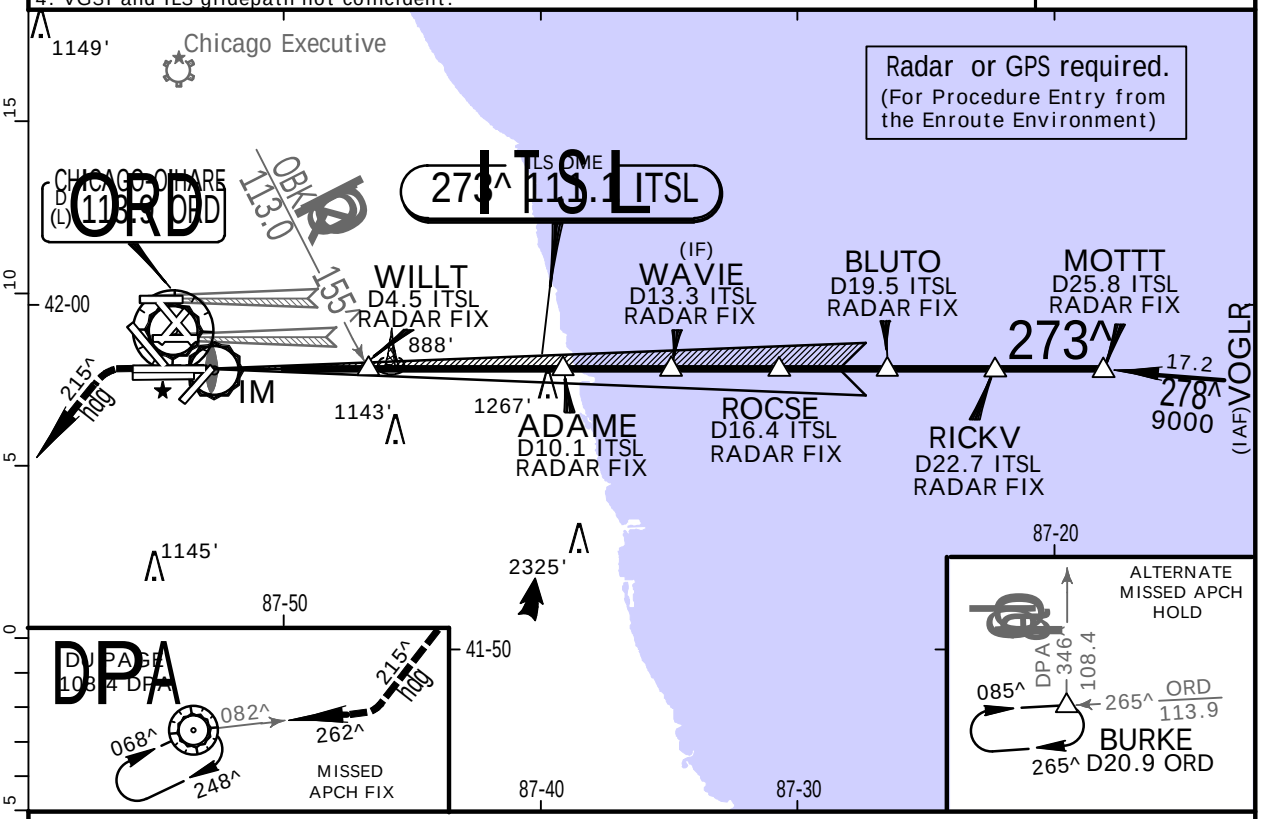
LOC ITSL	Final Apch Crs	GS WILLT	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
111.1	273^	2200' (1549')	NA	Refer to Minimums		RA 97' DA(H) 751'(100')	672' TDZE 651'

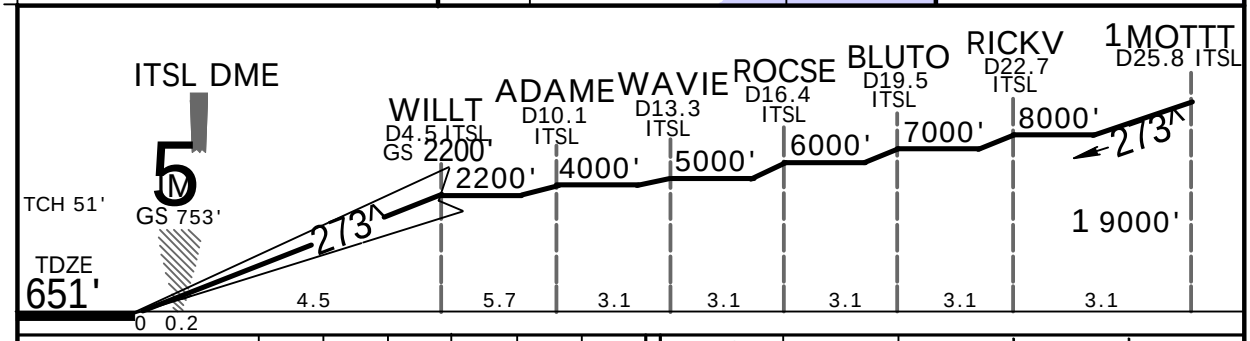
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' on heading 215^ and inbound DPA VOR R-082 to DPA VOR and hold, or as directed by ATC.

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

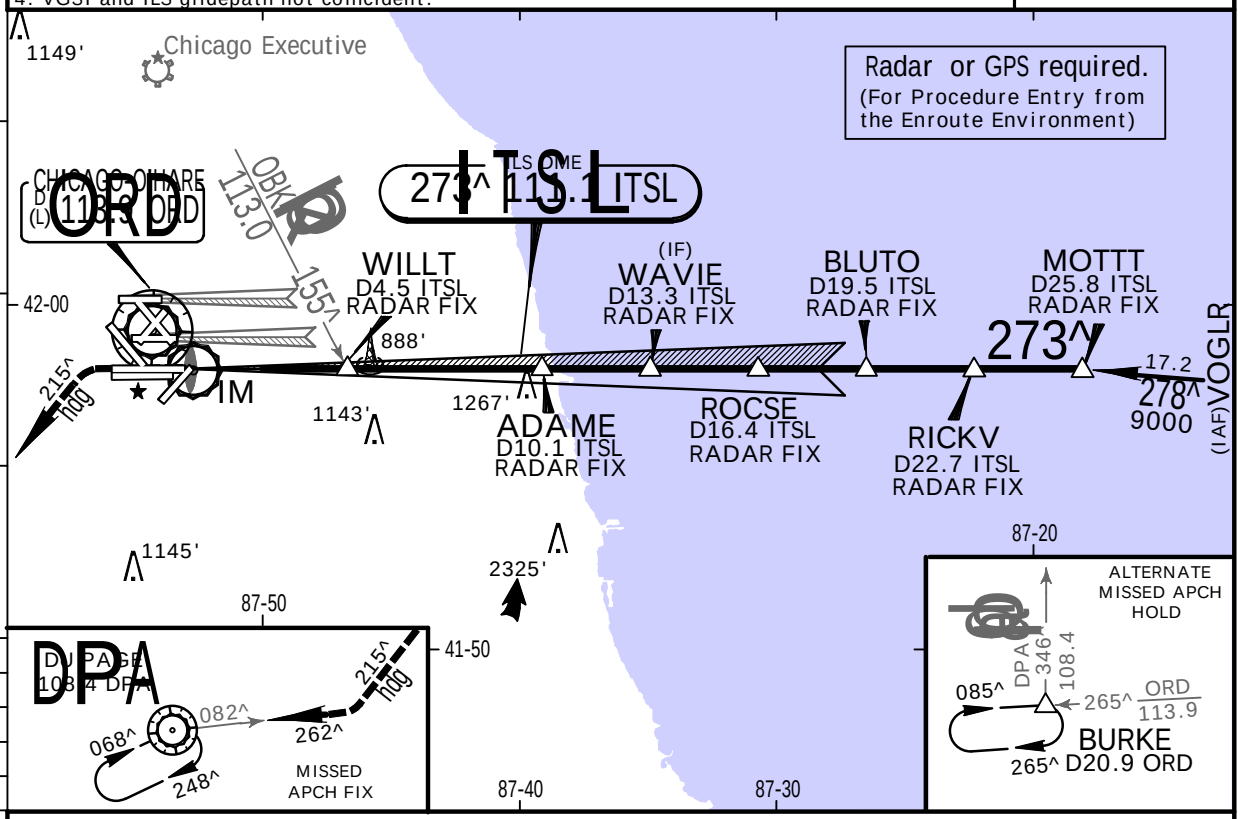
LOC ITSL	Final Apch Crs	GS WILLT	SA CAT I ILS RA 161' DA(H)	Apt Elev 672' TDZE
111.1	273^	2200' (1549')	801' (150')	651'

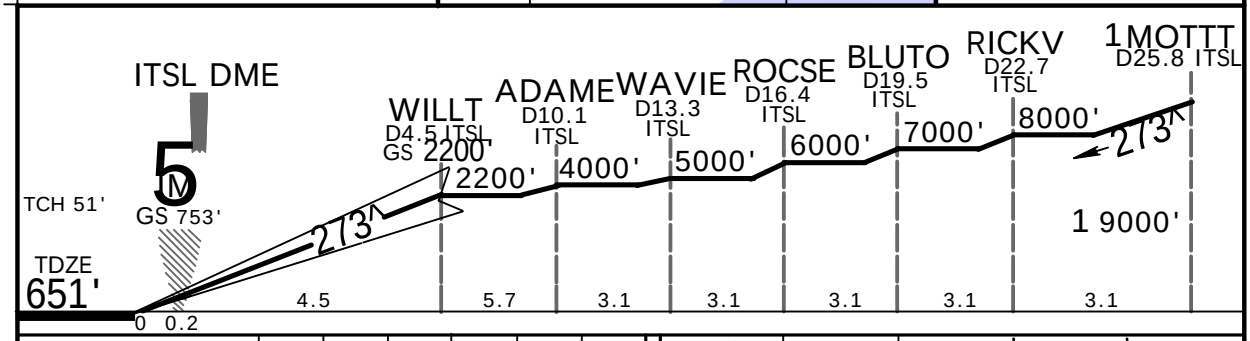
MISSED APCH: Climb to 1100', then climbing LEFT turn to 4000' on heading 215^ and inbound DPA VOR R-082 to DPA VOR and hold, or as directed by ATC.

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

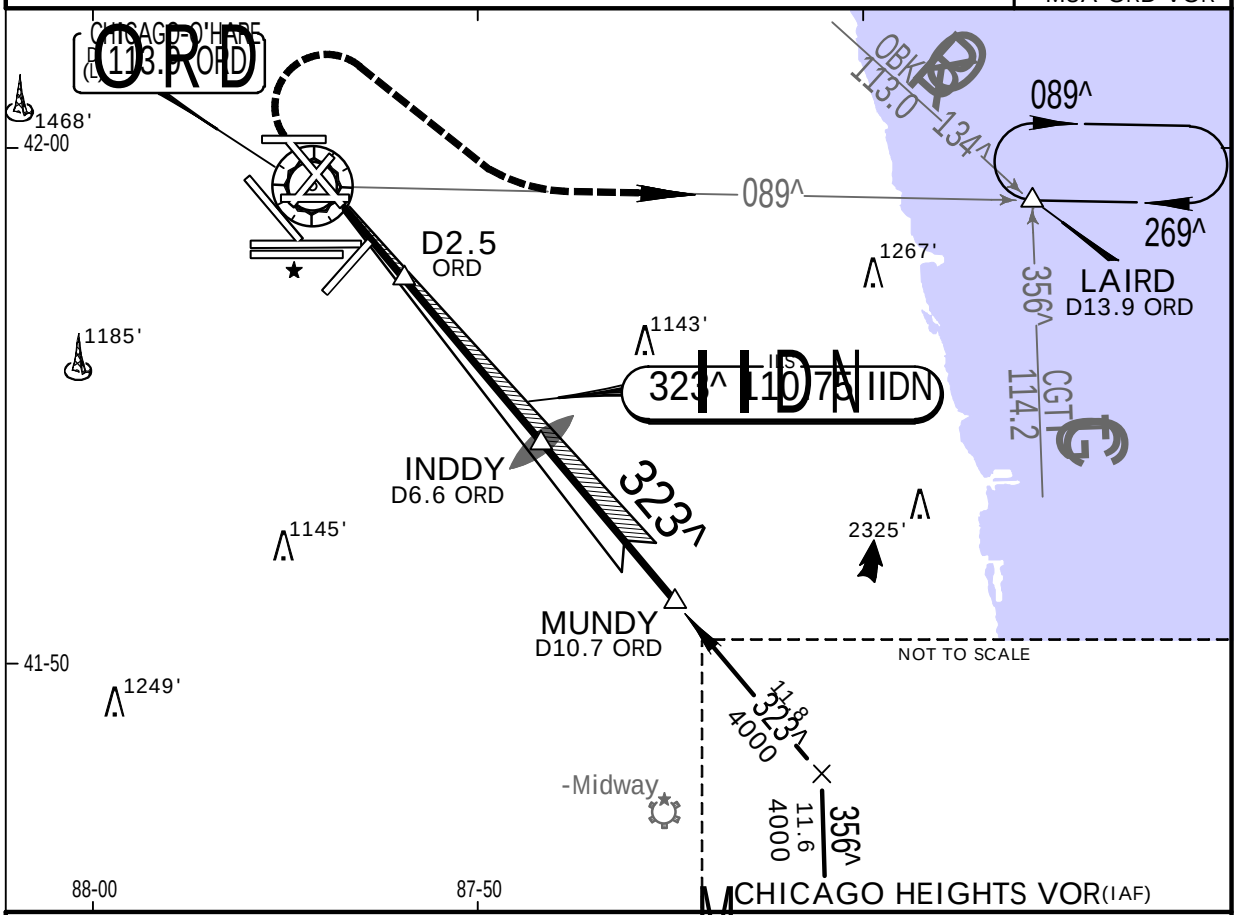
LOC IIDN	Final Apch Crs	GS INDDY	ILS DA(H)	Apt Elev 672'
110.75	323^	2663' (2010')	853' (200')	TDZE 653'

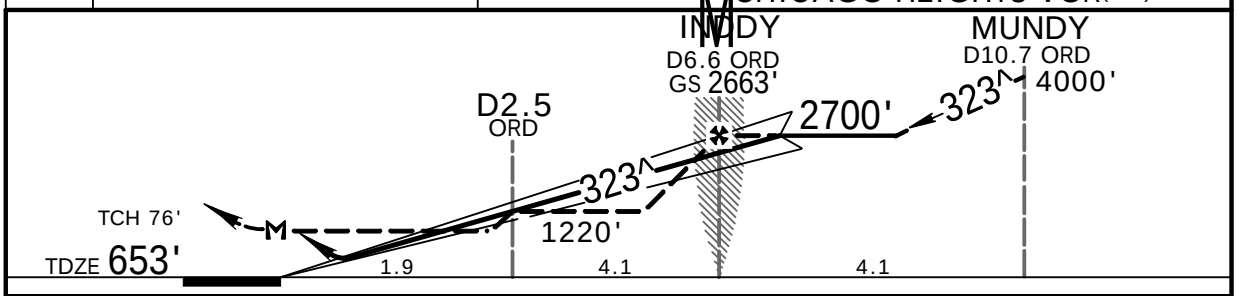
MISSED APCH: Climb to 1100', then climbing RIGHT turn to 4000' outbound via ORD VOR R-089 to LAIRD INT/D13.9 ORD and hold.

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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KORD/ORD -O'HARE INTL

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

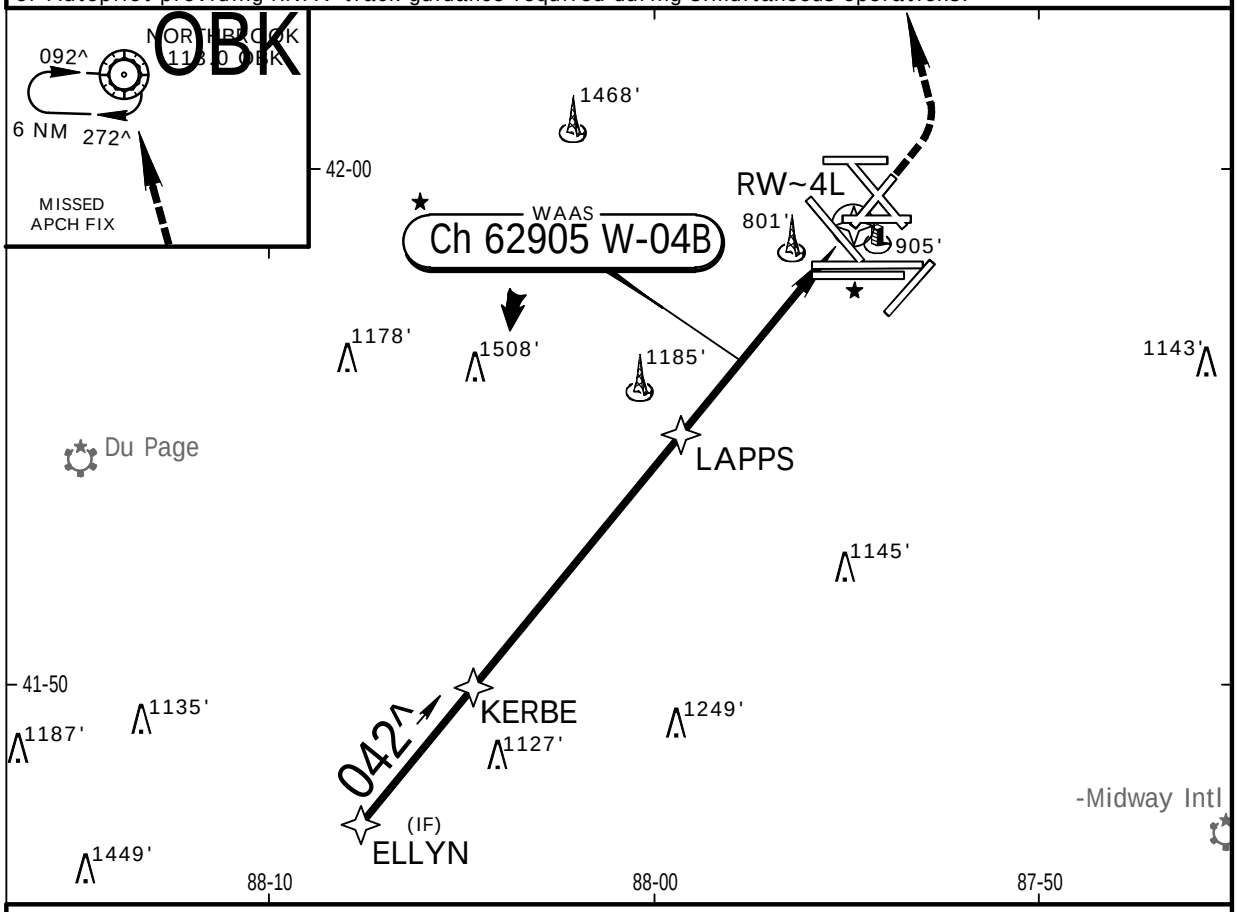
WAAS	Final Apch Crs	Minimum Alt LAPPS	LPV DA(H)	Apt Elev 672'
Ch 62905 W-04B	042^	2400' (1742')	858' (200')	TDZE 658'

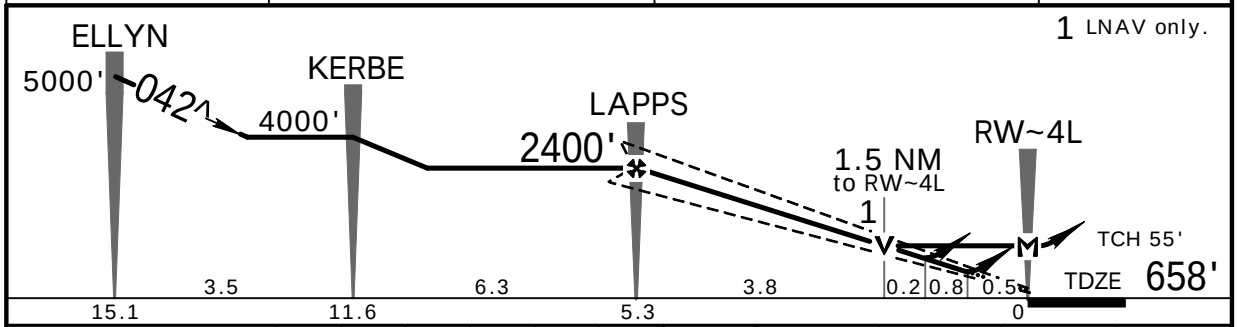
MISSED APCH: Climb to 1300' then climbing LEFT turn to 4000' direct OBK VOR and hold.

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

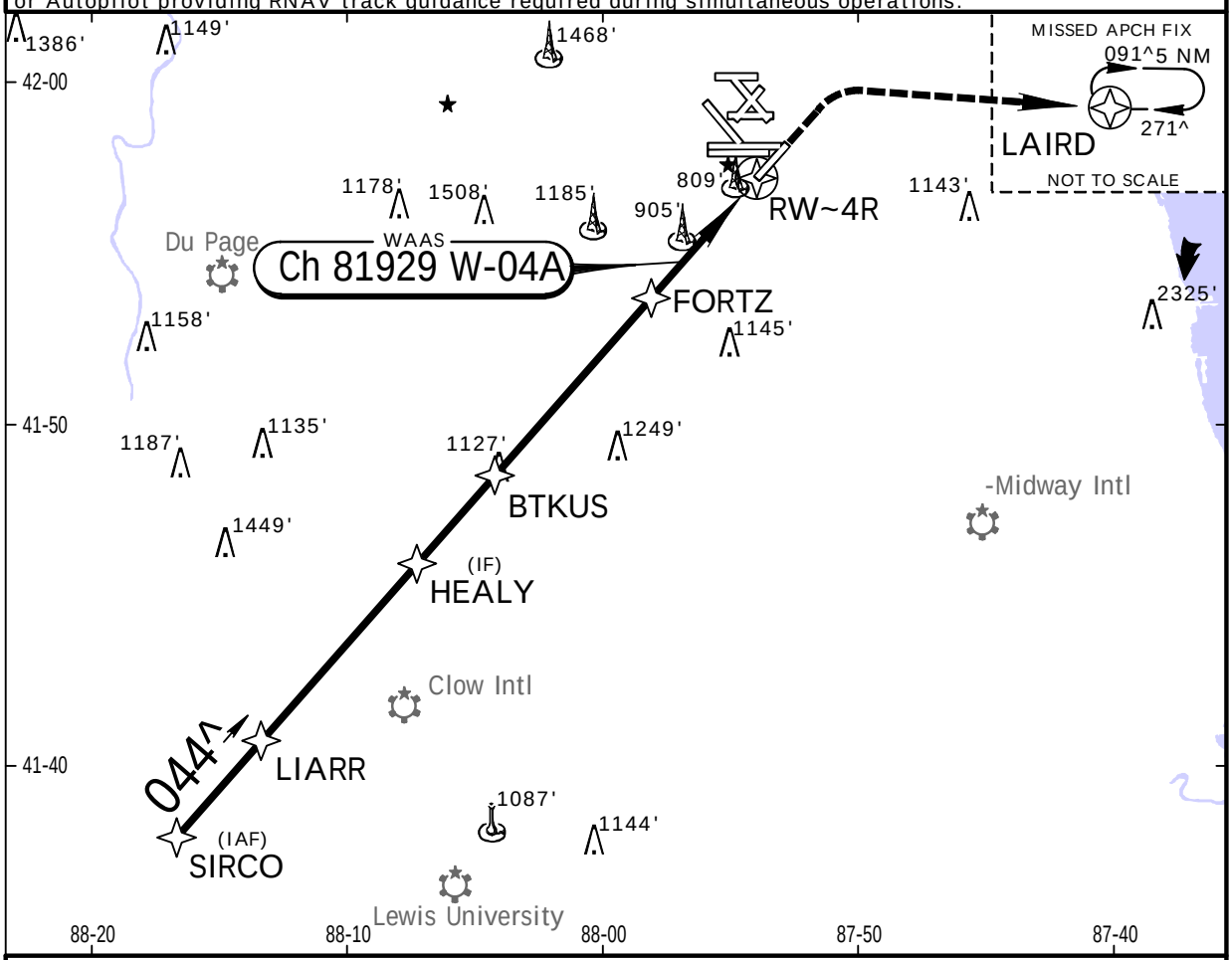
WAAS	Final Apch Crs	Minimum Alt FORTZ	LPV DA(H)	Apt Elev 672'
Ch 81929 W-04A	044^	2200' (1539')	861' (200')	TDZE 661'

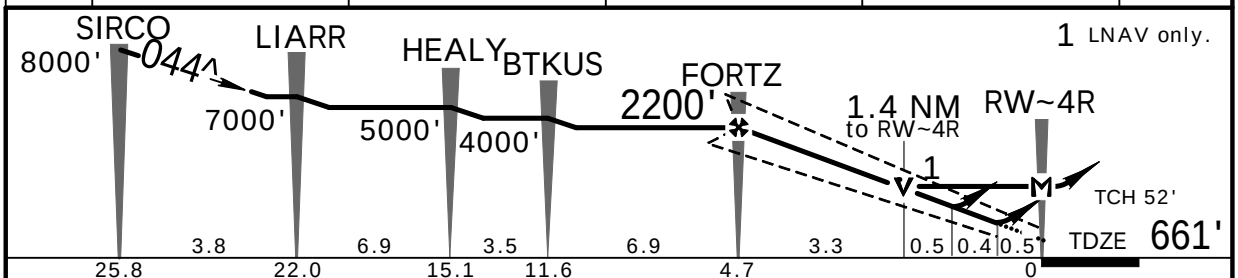
3400' MSA RW~4R

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

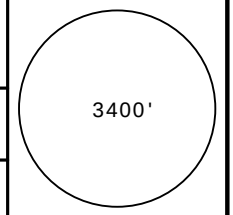
Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

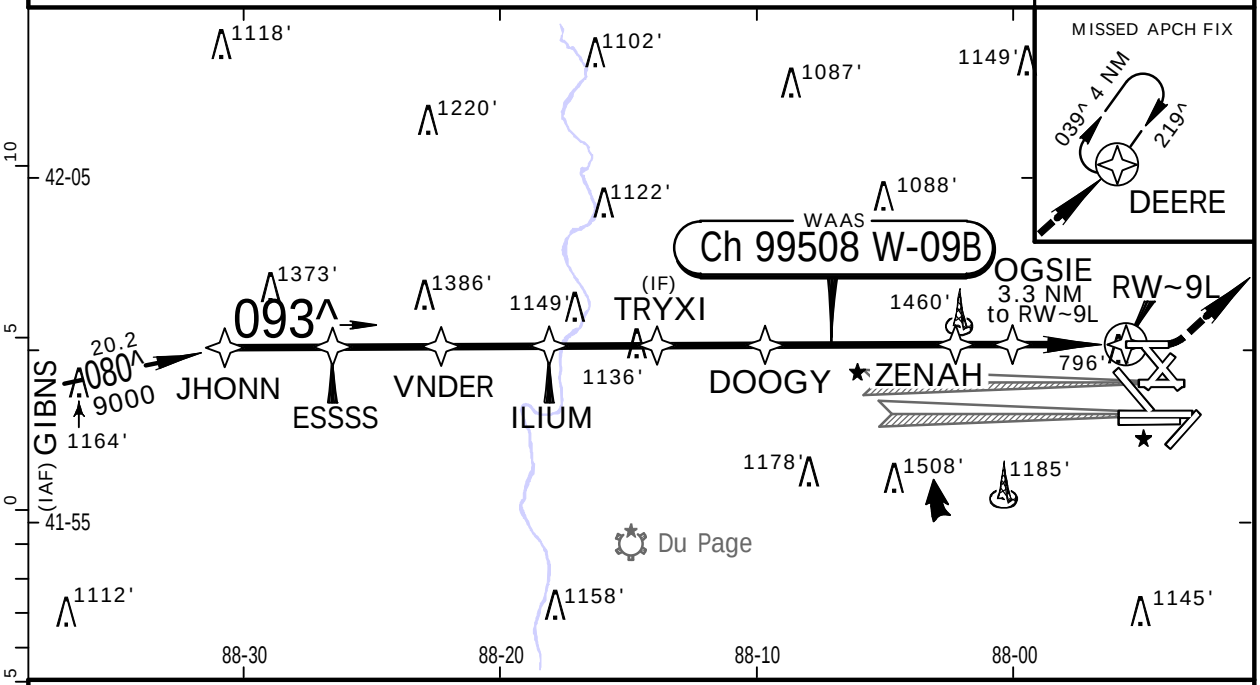
WAAS	Final Apch Crs	Minimum Alt ZENAH	LPV DA(H)	Apt Elev 672'
Ch 99508 W-09B	093^	2300' (1632')	868' (200')	TDZE 668'

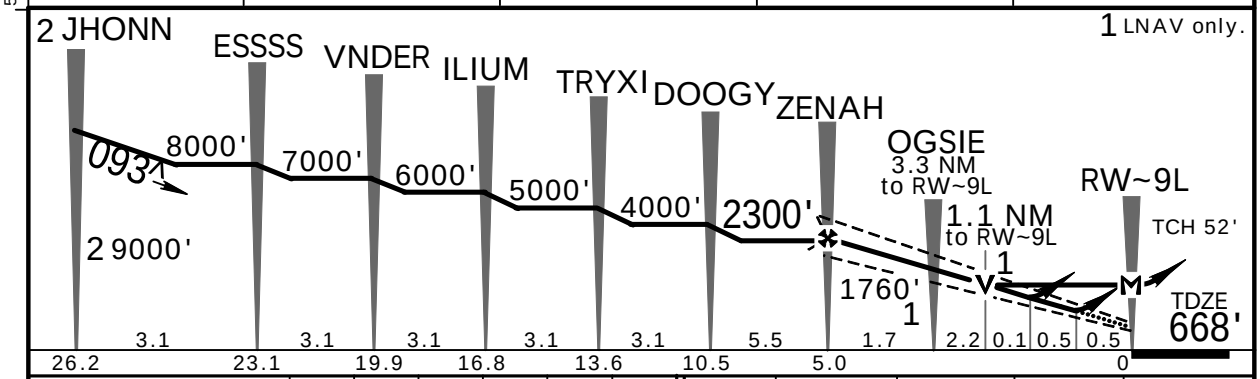
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct DEERE and hold.

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

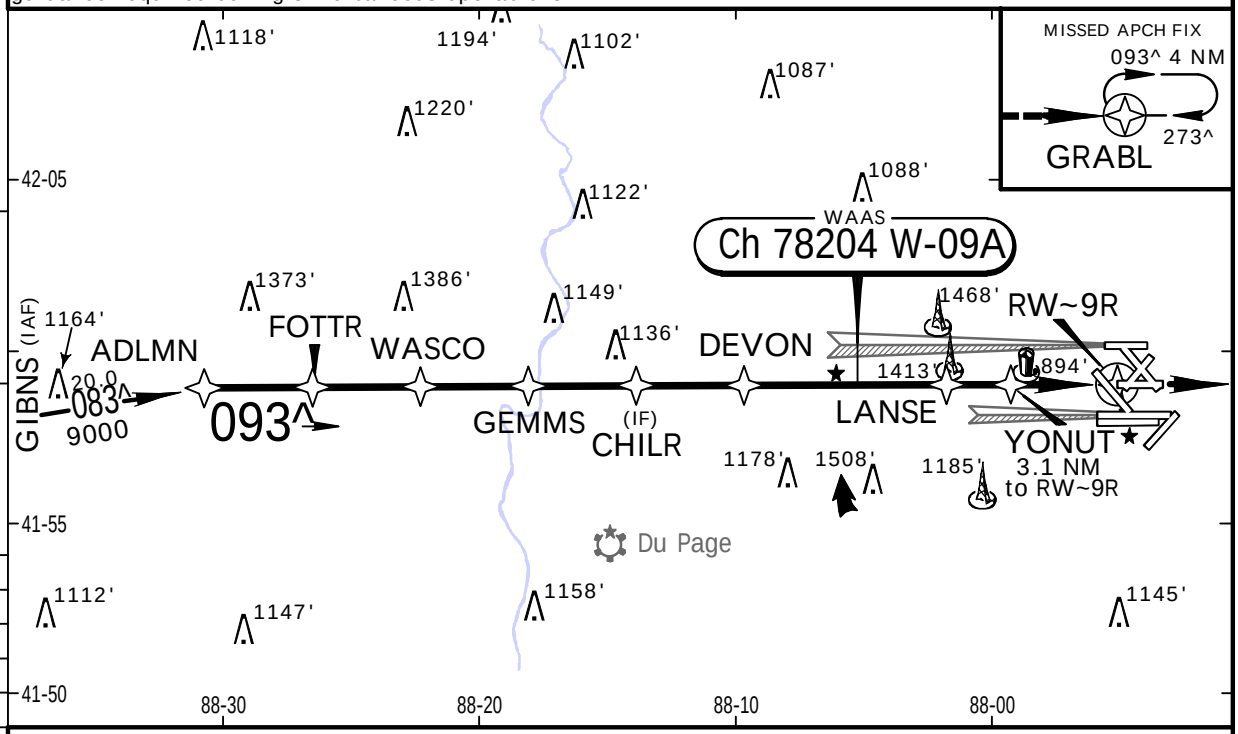
WAAS	Final Apch Crs	Minimum Alt LANSE	LPV DA(H)	Apt Elev 672'
Ch 78204 W-09A	093^	2300' (1640')	860' (200')	TDZE 660'

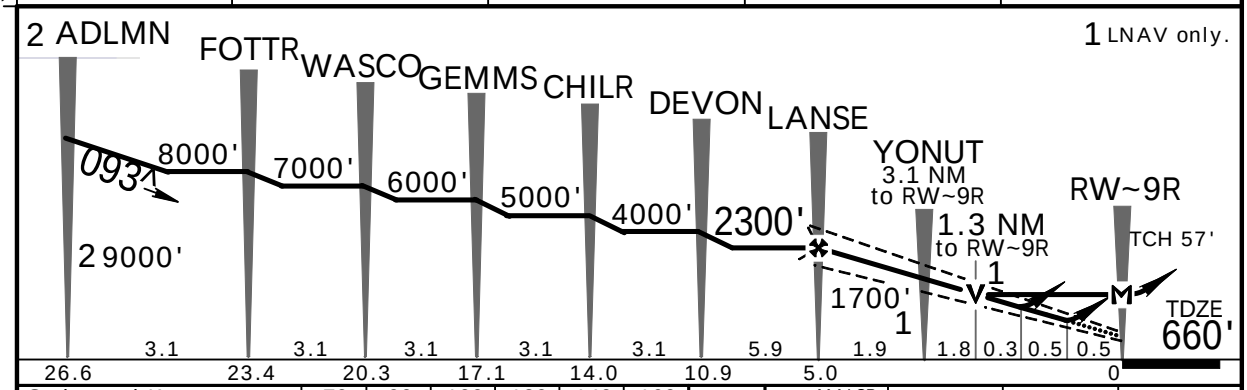
3400' MSA RW~9R

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

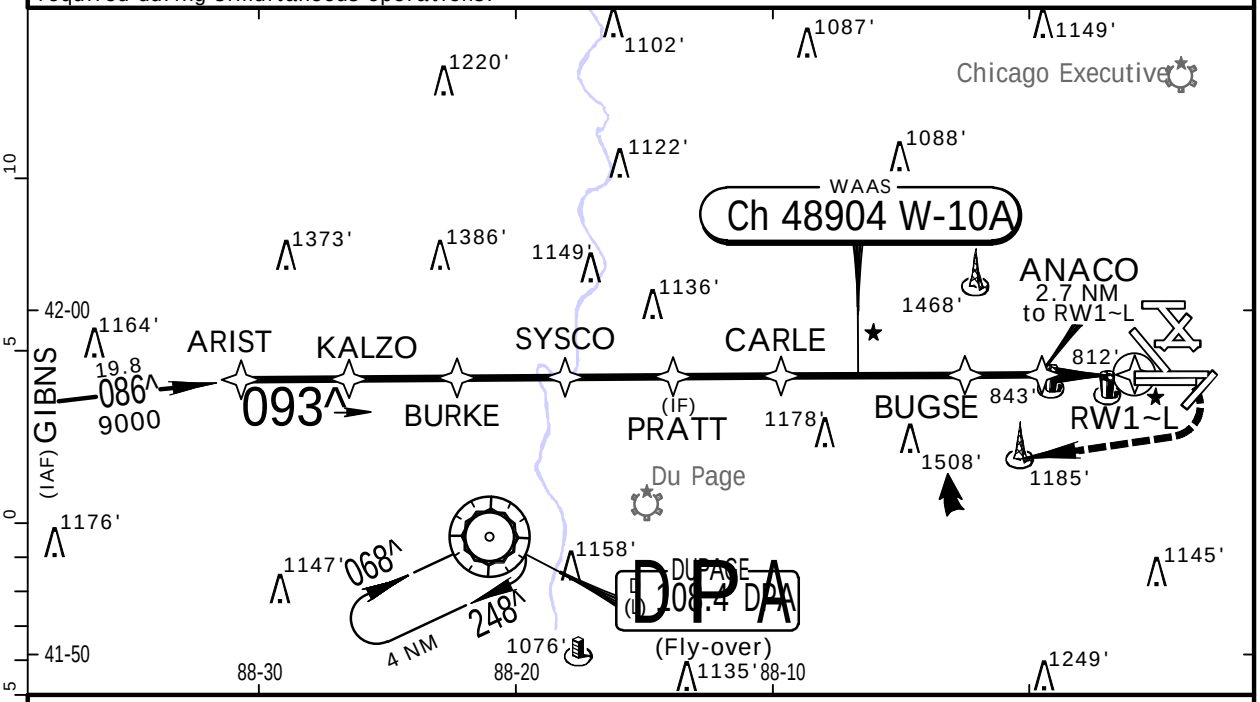
WAAS	Final Apch Crs	Minimum Alt BUGSE	LPV DA(H)	Apt Elev 672' TDZE 672'
Ch 48904 W-10A	093^	2300' (1628')	922' (250')	

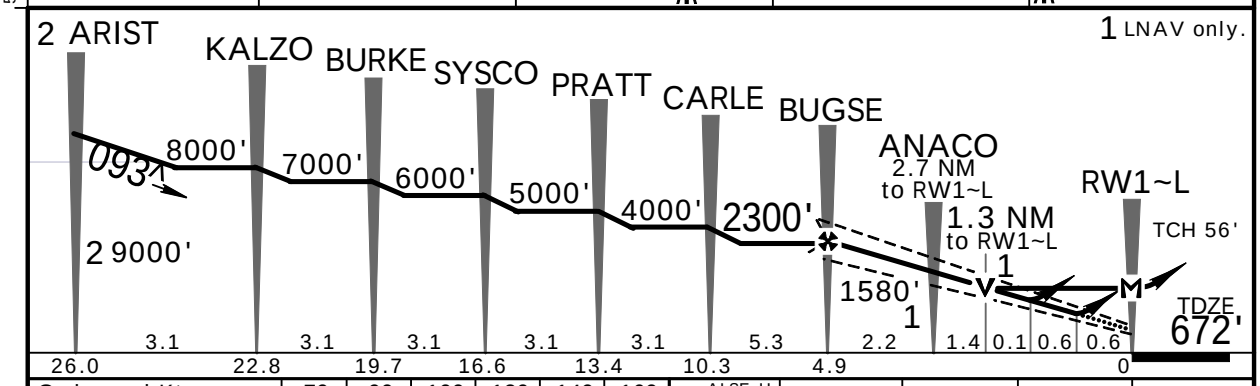
3400' MSA RW1~L

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

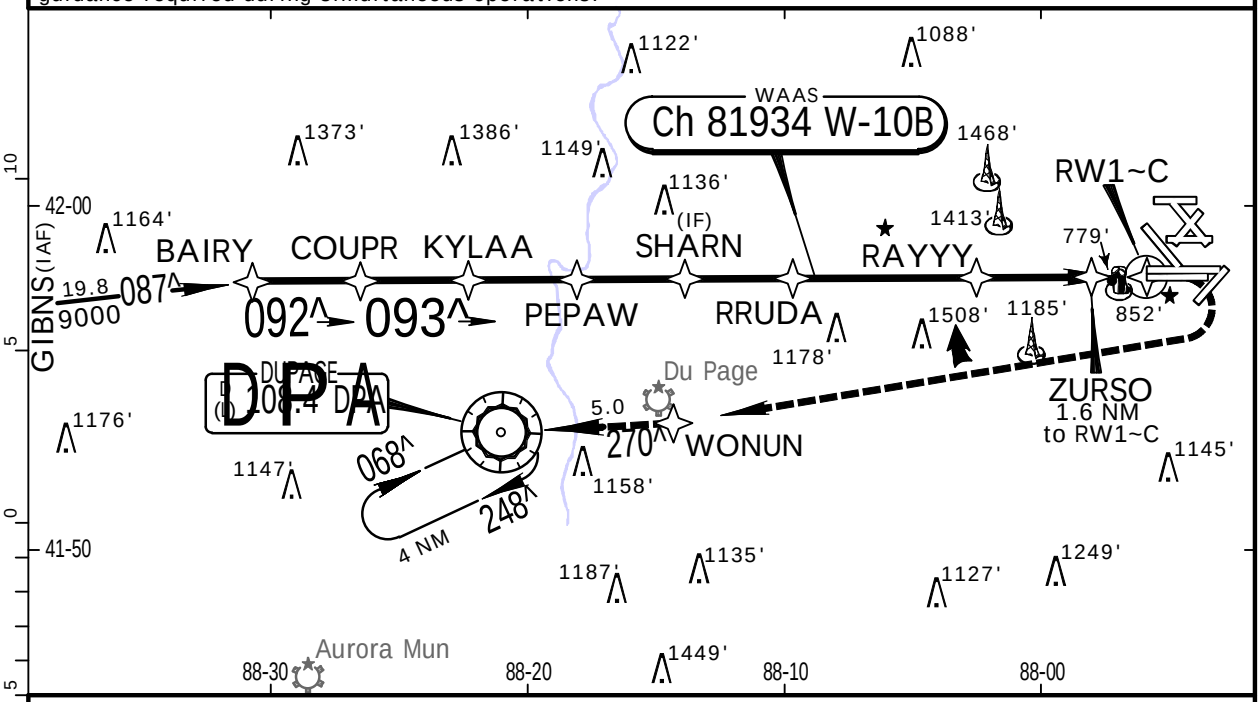
WAAS	Final Apch Crs	Minimum Alt RAYYY	LPV DA(H)	Apt Elev 672'
Ch 81934 W-10B	093^	2300' (1631')	869' (200')	TDZE 669'

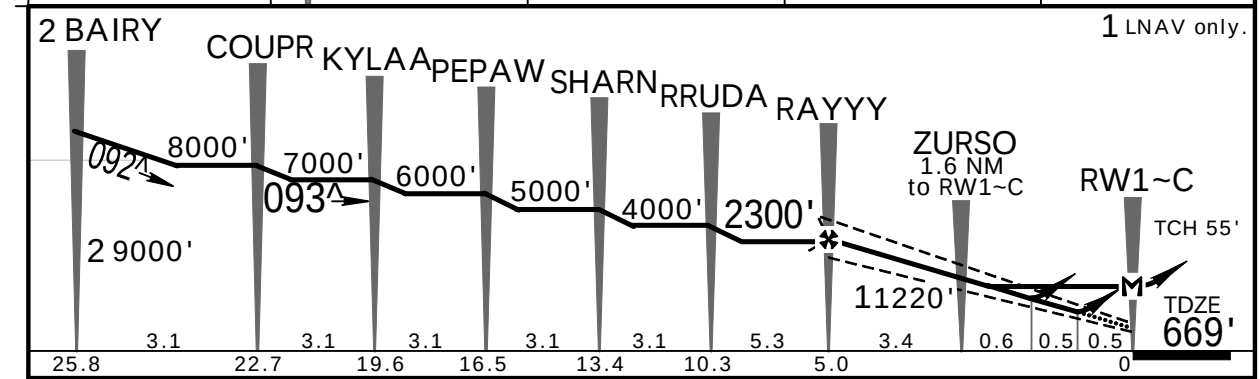
3400' MSA RW1~C

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

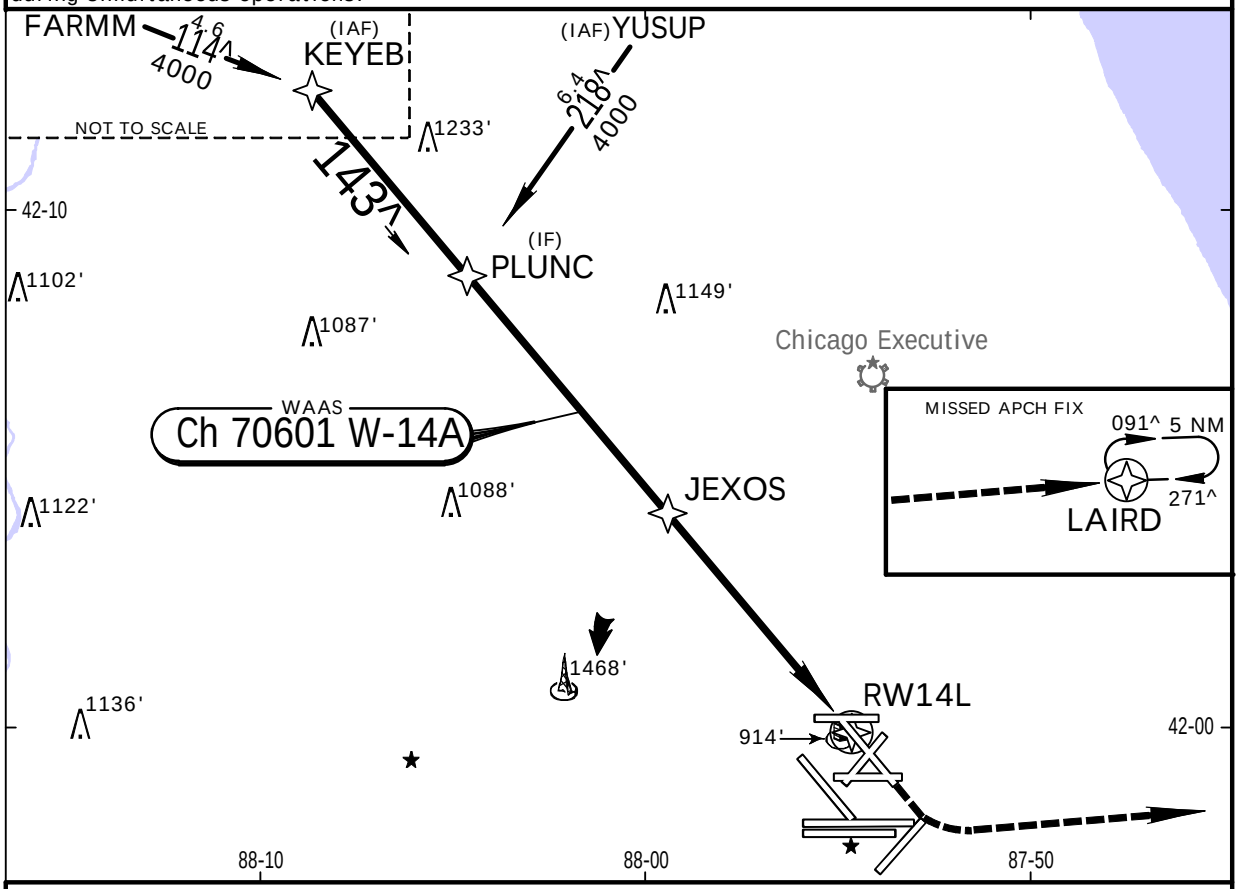
WAAS	Final Apch Crs	Minimum Alt JEXOS	LPV DA(H)	Apt Elev 672'
Ch 70601 W-14A	143^	2500' (1847')	1029' (376')	TDZE 653'

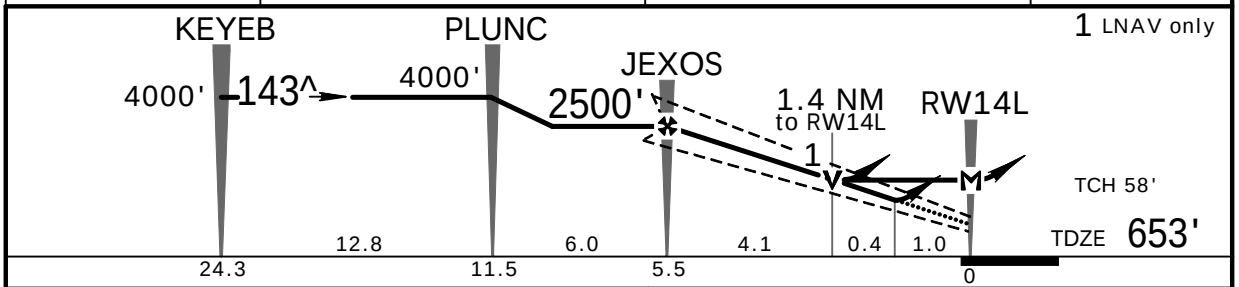
3400' MSA RW14L

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

S AMEND 1F 29 MAY 2014

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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

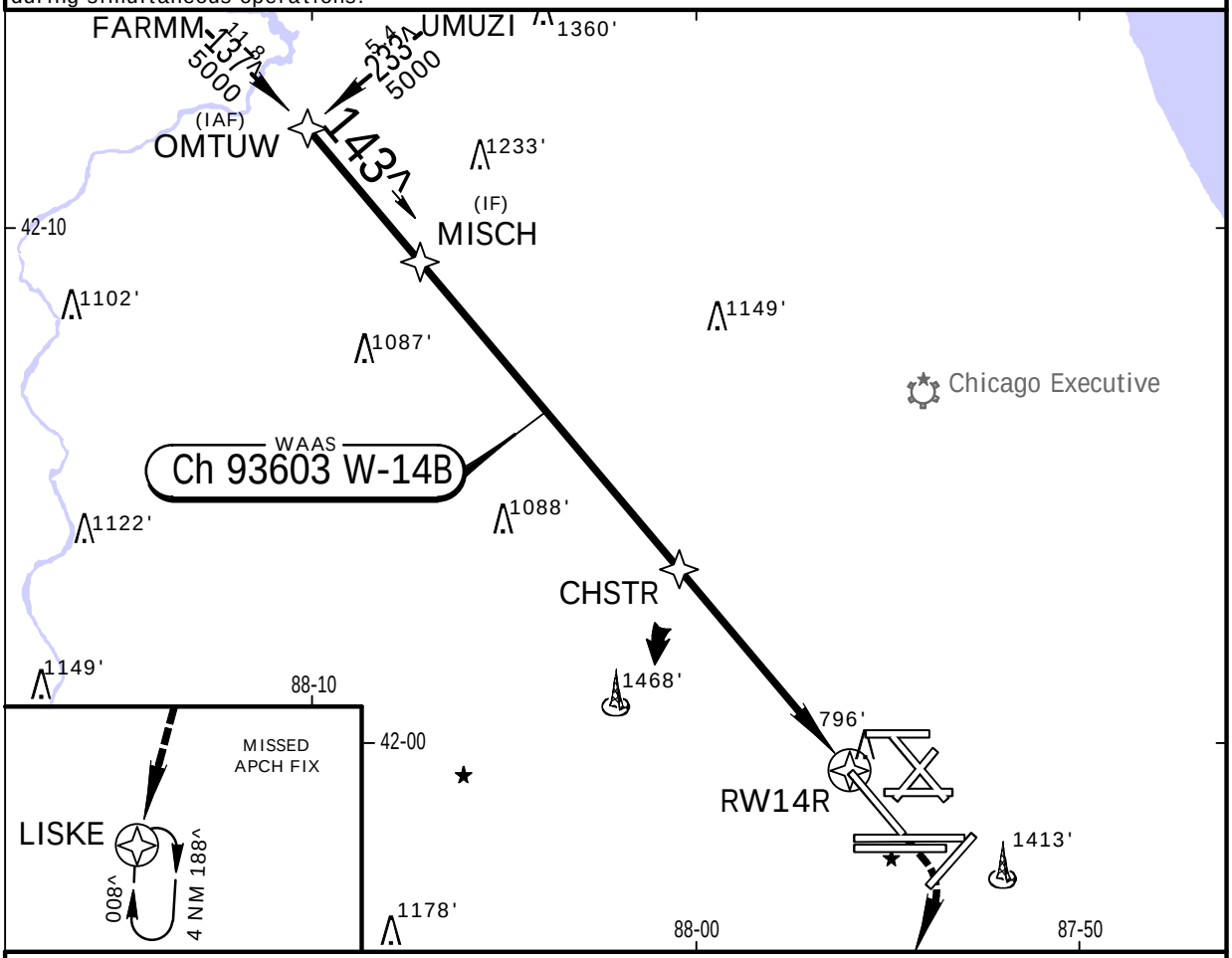
Ground (Main)	Rwy 10C/28C	Ground (North) Rwy 9L/27R
121.9	134.15	124.12

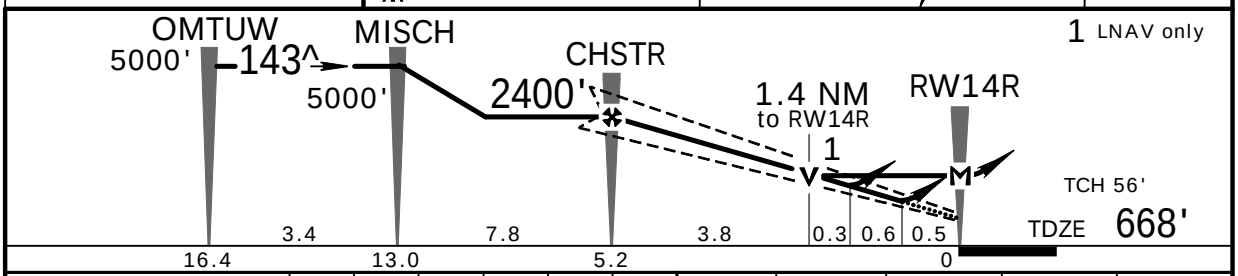
WAAS	Final Apch Crs	Minimum Alt CHSTR	LPV DA(H)	Apt Elev 672' TDZE 668'	
Ch 93603 W-14B	143^	2400' (1732')	868' (200')		3400' MSA RW14R

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

S AMEND 2C 29 MAY 2014

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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

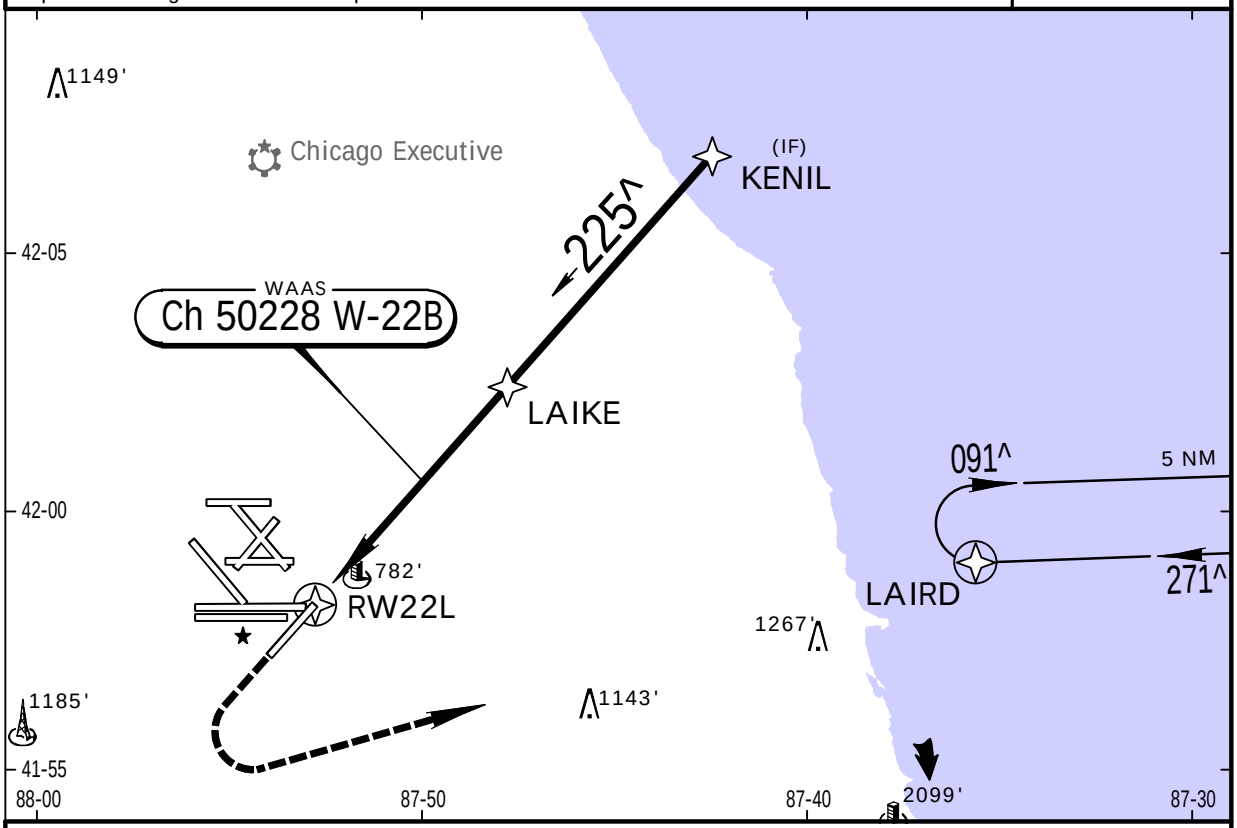
WAAS	Final Apch Crs	Minimum Alt LAIKE	LPV DA(H)	Apt Elev 672'
Ch 50228 W-22B	225^	2500' (1846')	854' (200')	TDZE 654'

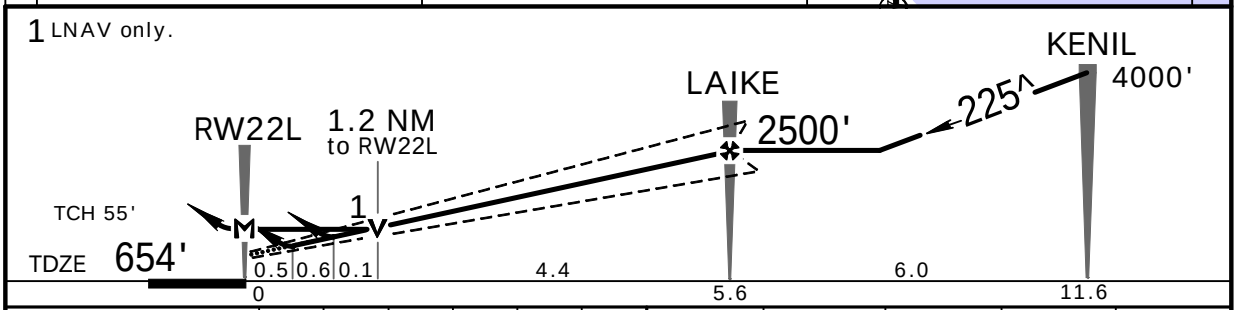
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct LAIRD and hold, continue climb-in-hold to 4000'.

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

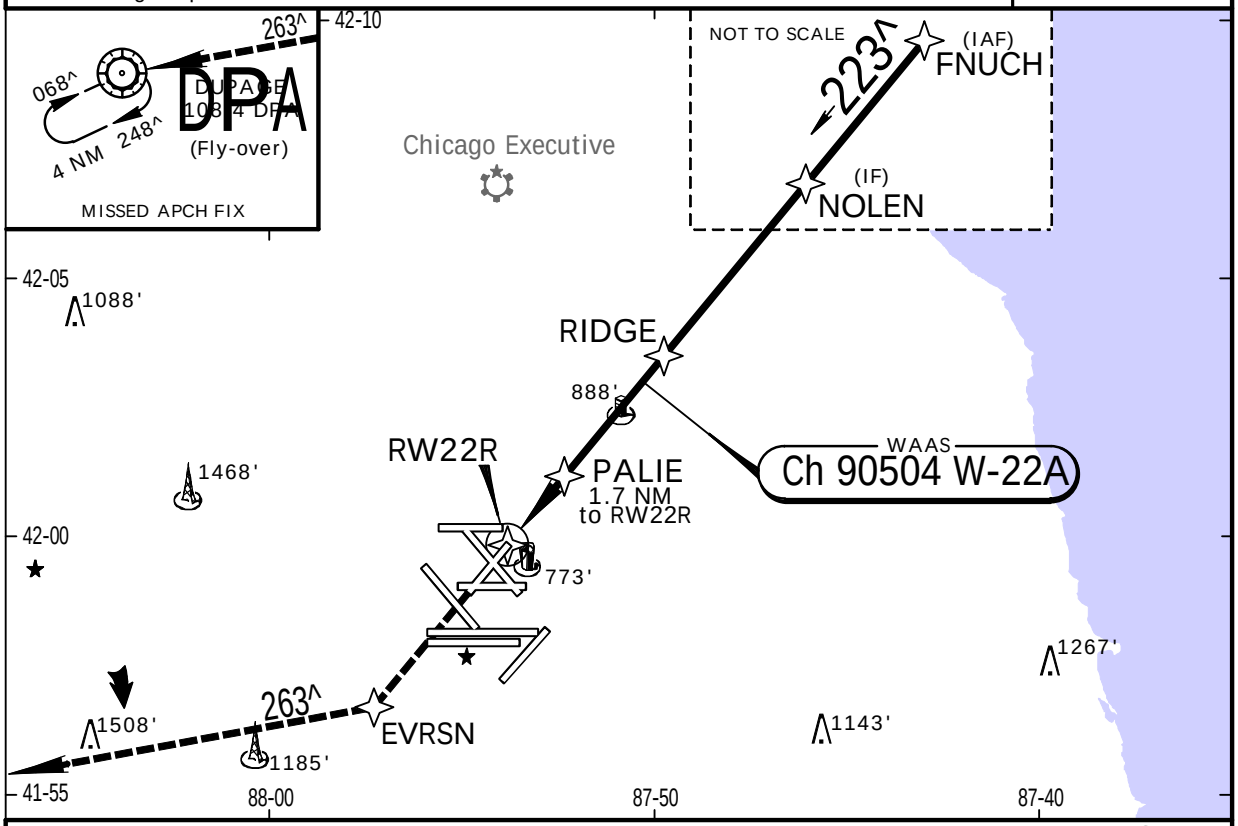
WAAS	Final Apch Crs	Minimum Alt RIDGE	LPV DA(H)	Apt Elev 672'
Ch 90504 W-22A	223^	2200' (1548')	852' (200')	TDZE 652'

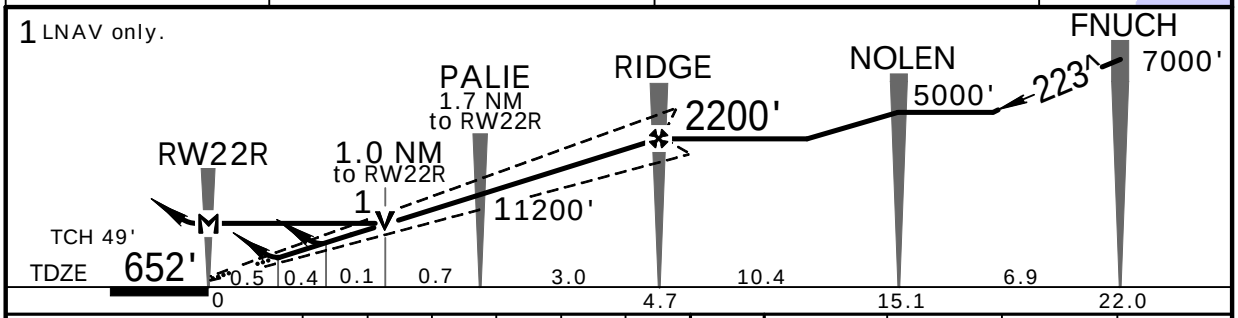
MISSED APCH: Climb to 4000' direct EVRSN and on 263^ track to DPA VOR and hold.

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

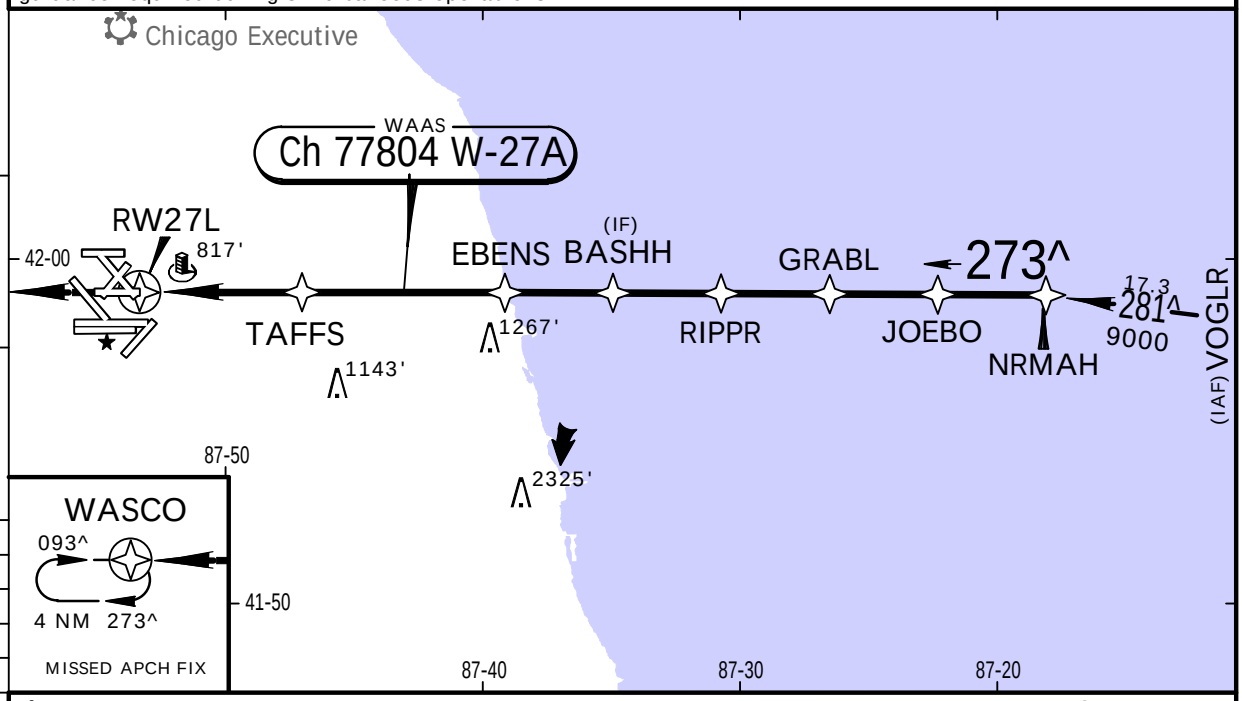
WAAS	Final Apch Crs	Minimum Alt TAFFS	LPV DA(H)	Apt Elev 672'
Ch 77804 W-27A	273^	2200' (1546')	854' (200')	TDZE 654'

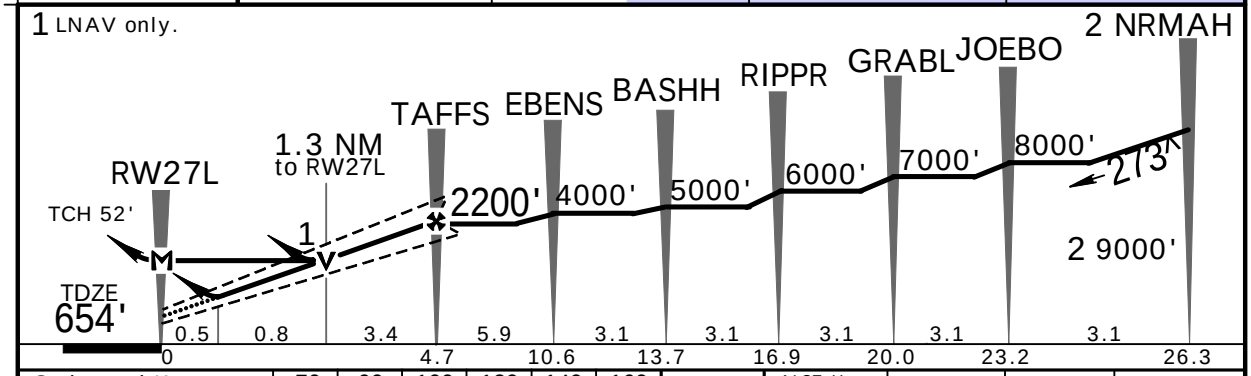
3400' MSA RW27L

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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KORD/ORD -O'HARE INTL

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

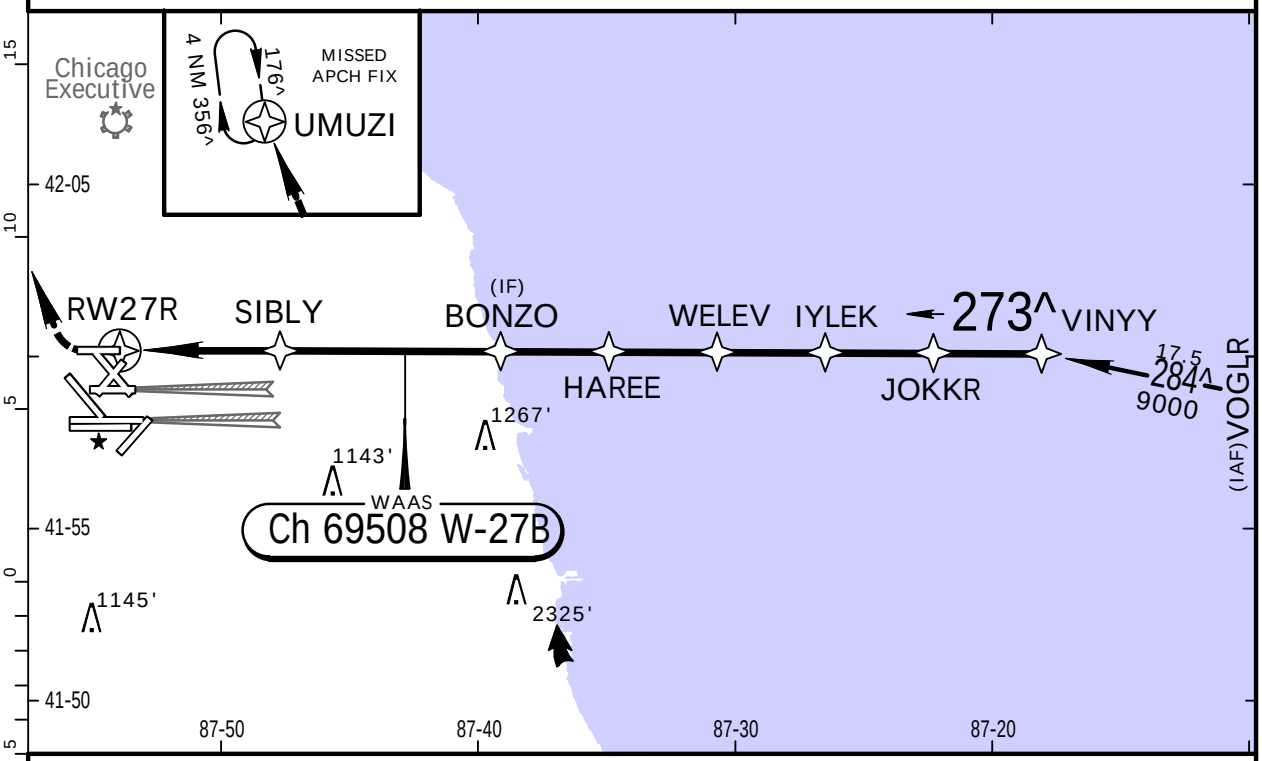
WAAS	Final Apch Crs	Minimum Alt SIBLY	LPV DA(H)	Apt Elev 672'
Ch 69508 W-27B	273^	2200' (1536')	864' (200')	TDZE 664'

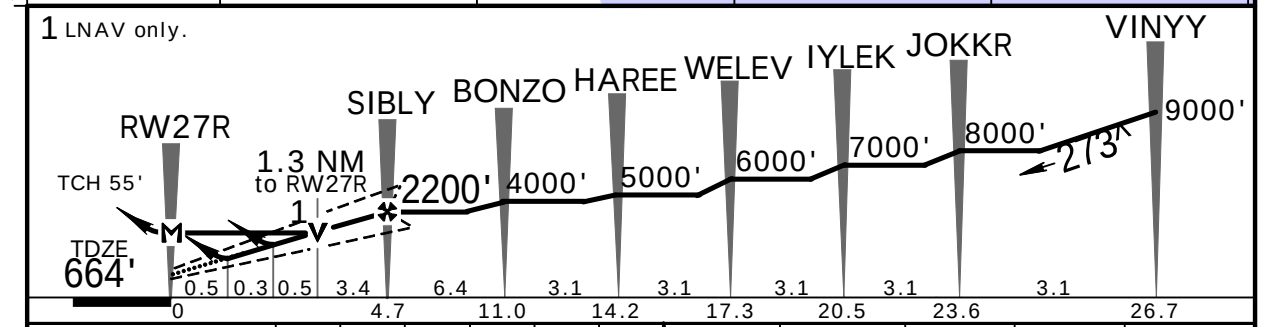
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' direct UMUZI and hold.

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'

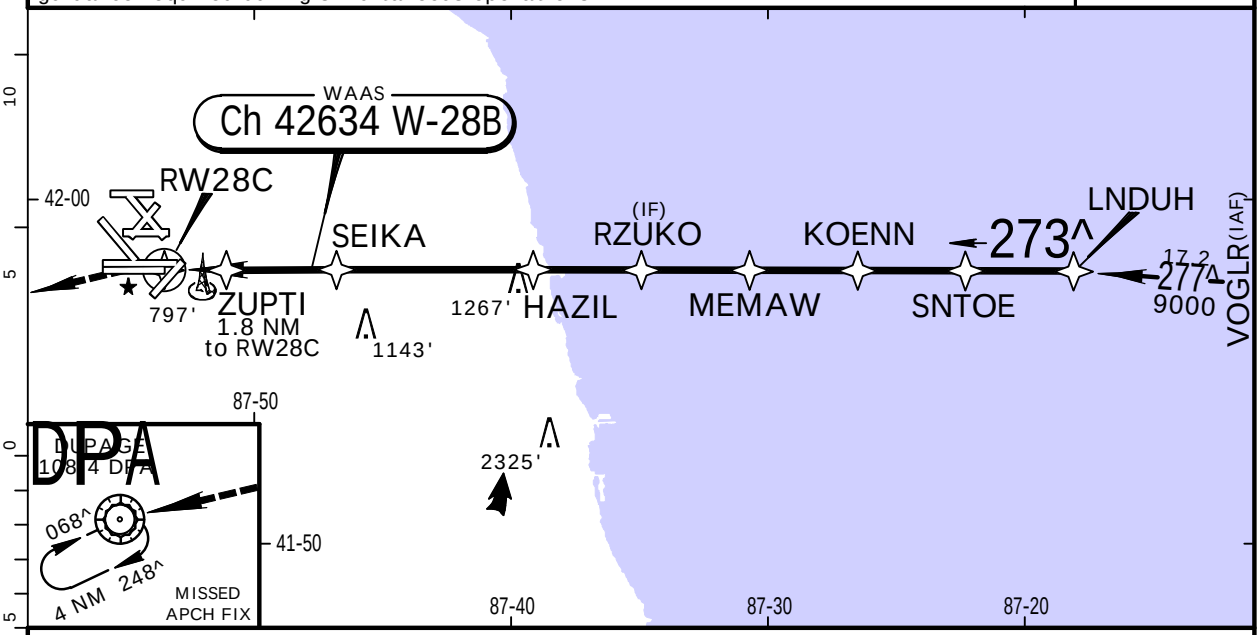
MISSED APCH: Climb to 1100' then climbing LEFT turn to 4000' direct DPA VOR and hold.

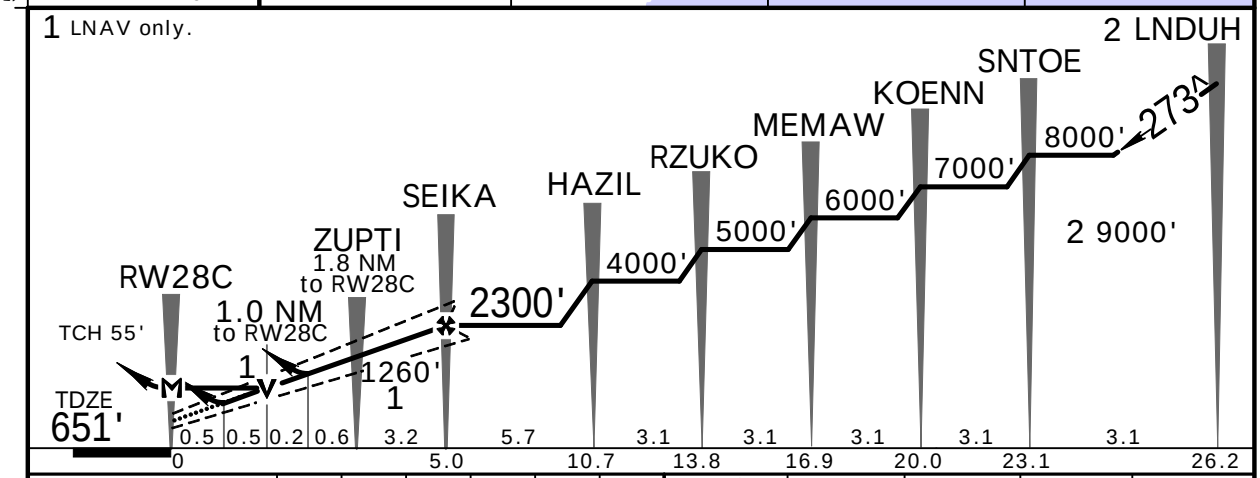
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

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

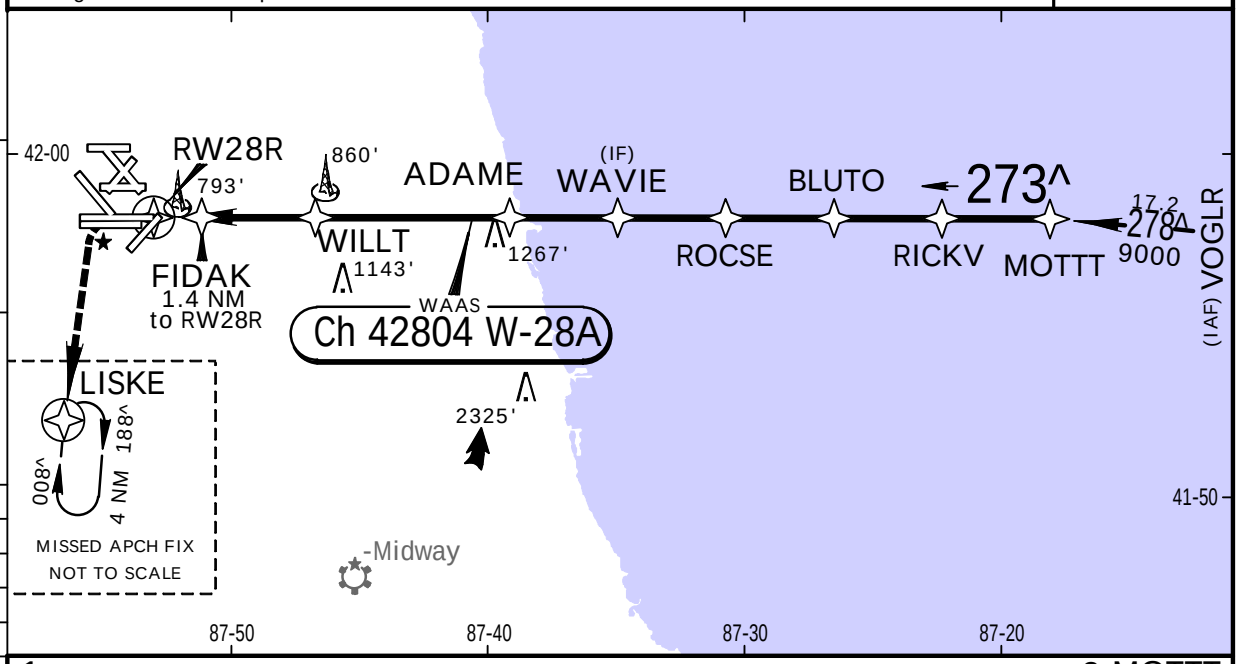
WAAS	Final Apch Crs	Minimum Alt WILLT	LPV DA(H)	Apt Elev 672'
Ch 42804 W-28A	273^	2200' (1549')	851' (200')	TDZE 651'

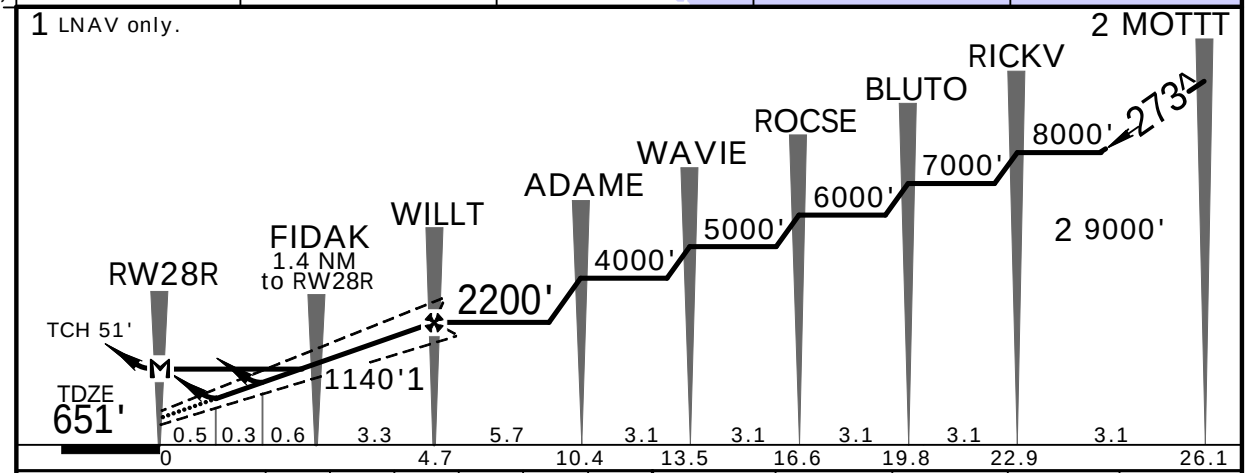
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' direct to LISKE and hold, continue climb-in-hold to 4000'.

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

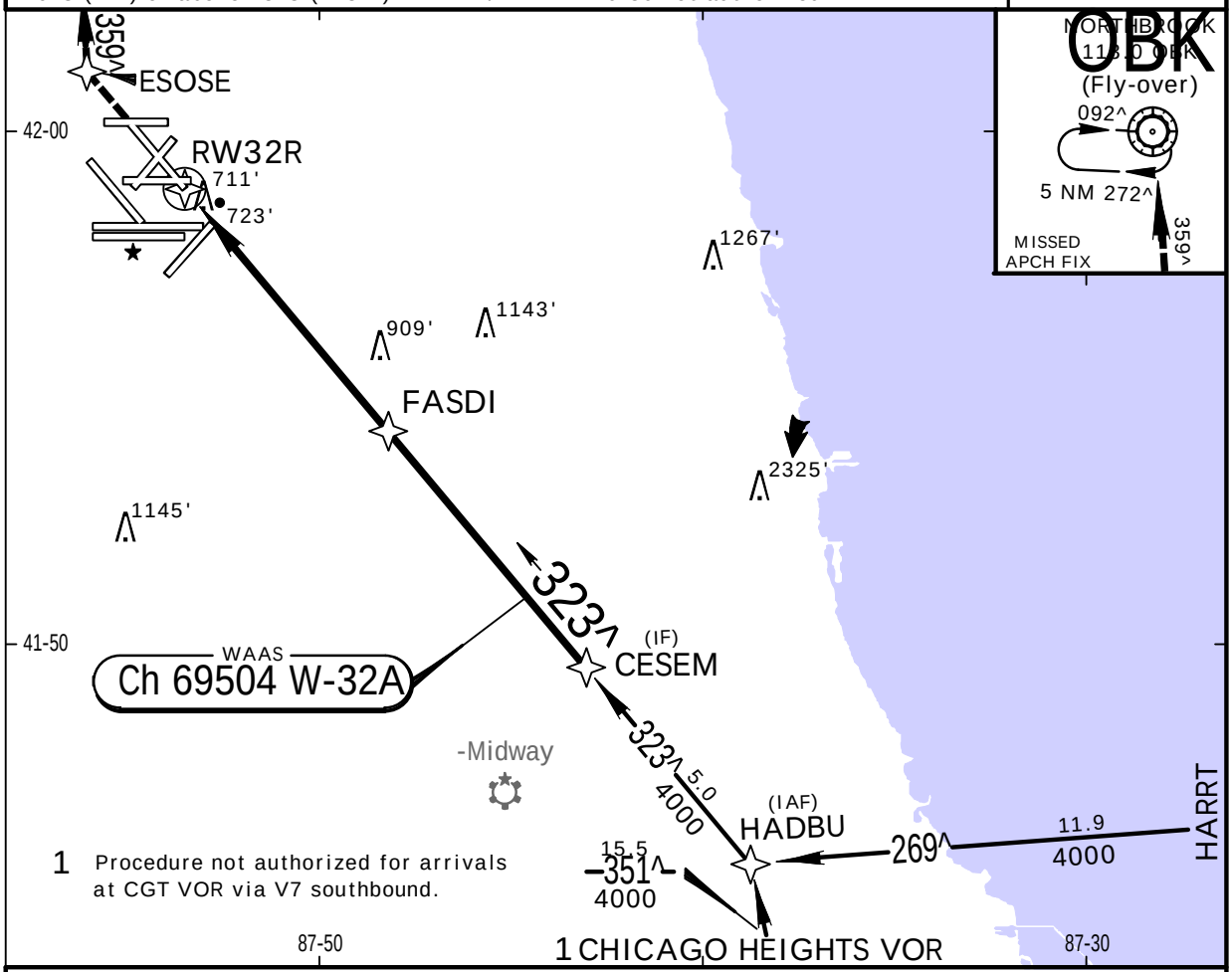
Ground (Main)	Ground (North) Rwy 9L/27R
121.9	124.12

WAAS	Final Apch Crs	Minimum Alt FASDI	LPV DA(H)	Apt Elev 672'
Ch 69504 W-32A	323^	2700' (2047')	928' (275')	TDZE 653'

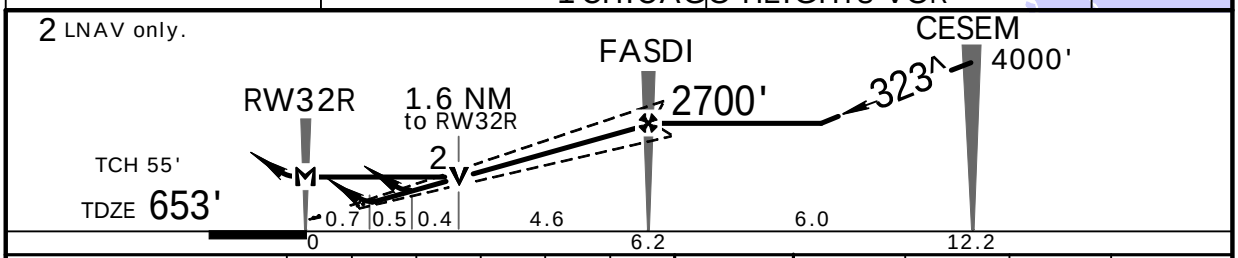
MISSED APCH: Climb to 4000' direct ESOSE and RIGHT turn via 359^ track to OBK VOR and hold.

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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KORD/ORD -O'HARE INTL

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

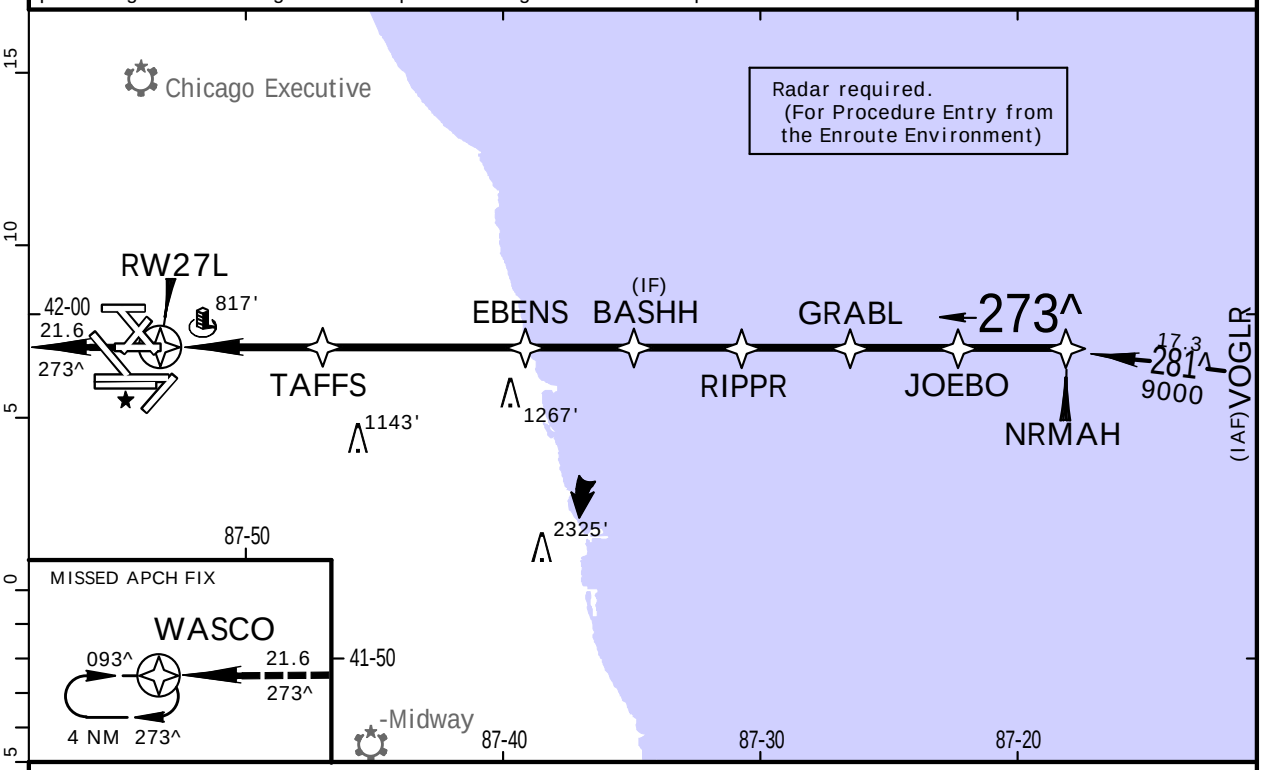
RNAV	Final Apch Crs	Minimum Alt TAFFS	RNP 0.15 DA(H)	Apt Elev 672' TDZE 654'
	273^	2200' (1546')	988' (330')	

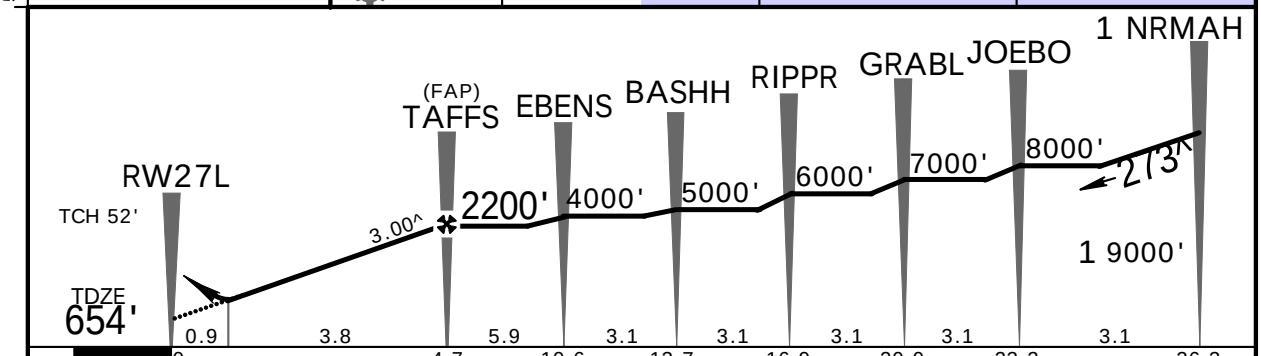
3400' MSA RW27L

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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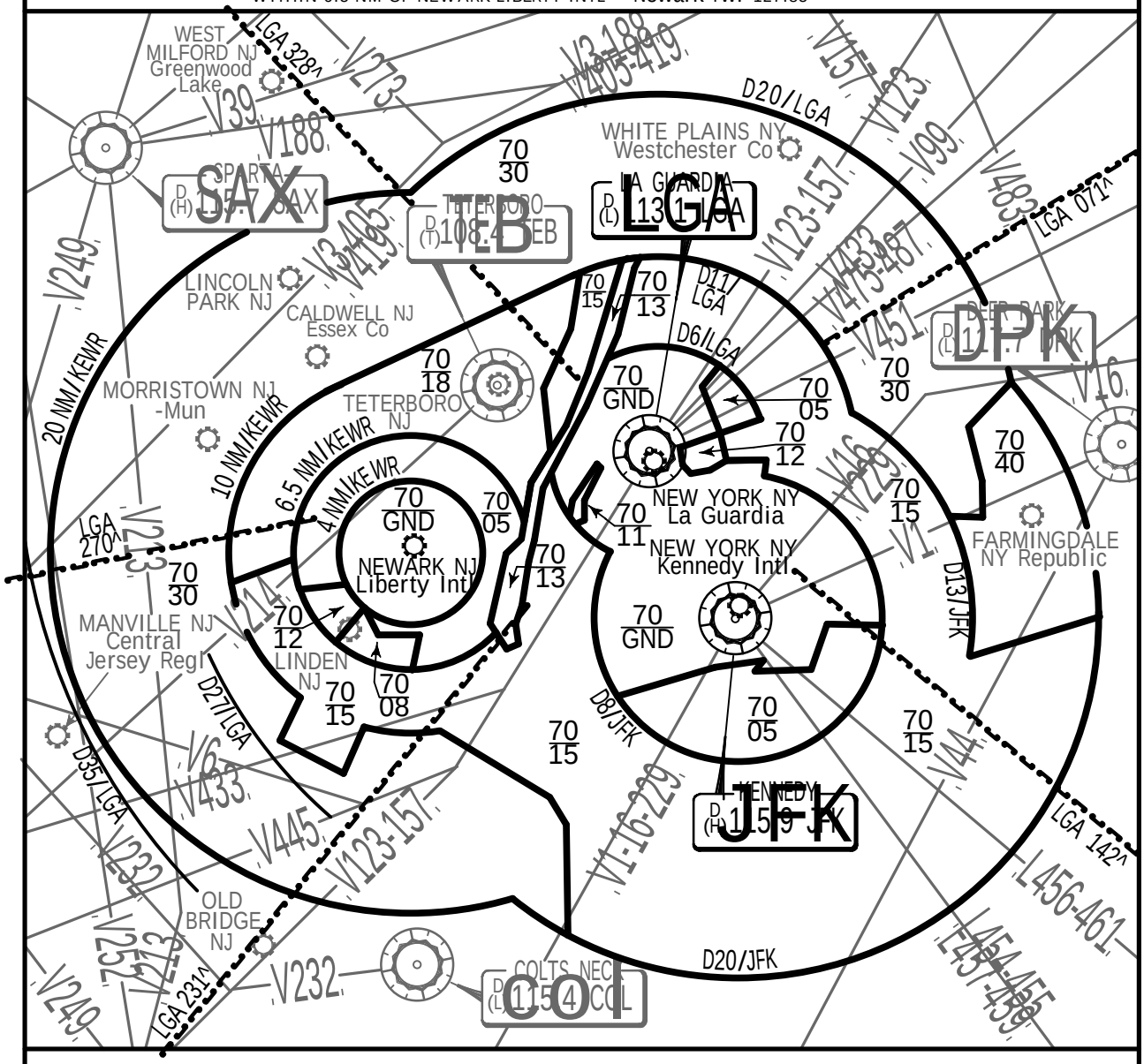
NEW YORK TERMINAL CONTROL
CLASS B VFR COMMUNICATIONS

LGA 328^-071^ New York App 126.4 120.55
LGA 071^-142^ New York App 125.7
LGA 142^-231^ New York App 128.12
LGA 231^-270^ New York App 128.55
LGA 270^-328^ New York App 127.6
2000' AND BELOW WITHIN 8 NM OF KENNEDY INTL Kennedy Twr 125.25
WITHIN 6 NM OF LA GUARDIA APT La Guardia Twr 126.05
WITHIN 6.5 NM OF NEWARK LIBERTY INTL Newark Twr 127.85



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 New York 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 the frequency depicted for the sector of flight with reference to the La Guardia VORDME. 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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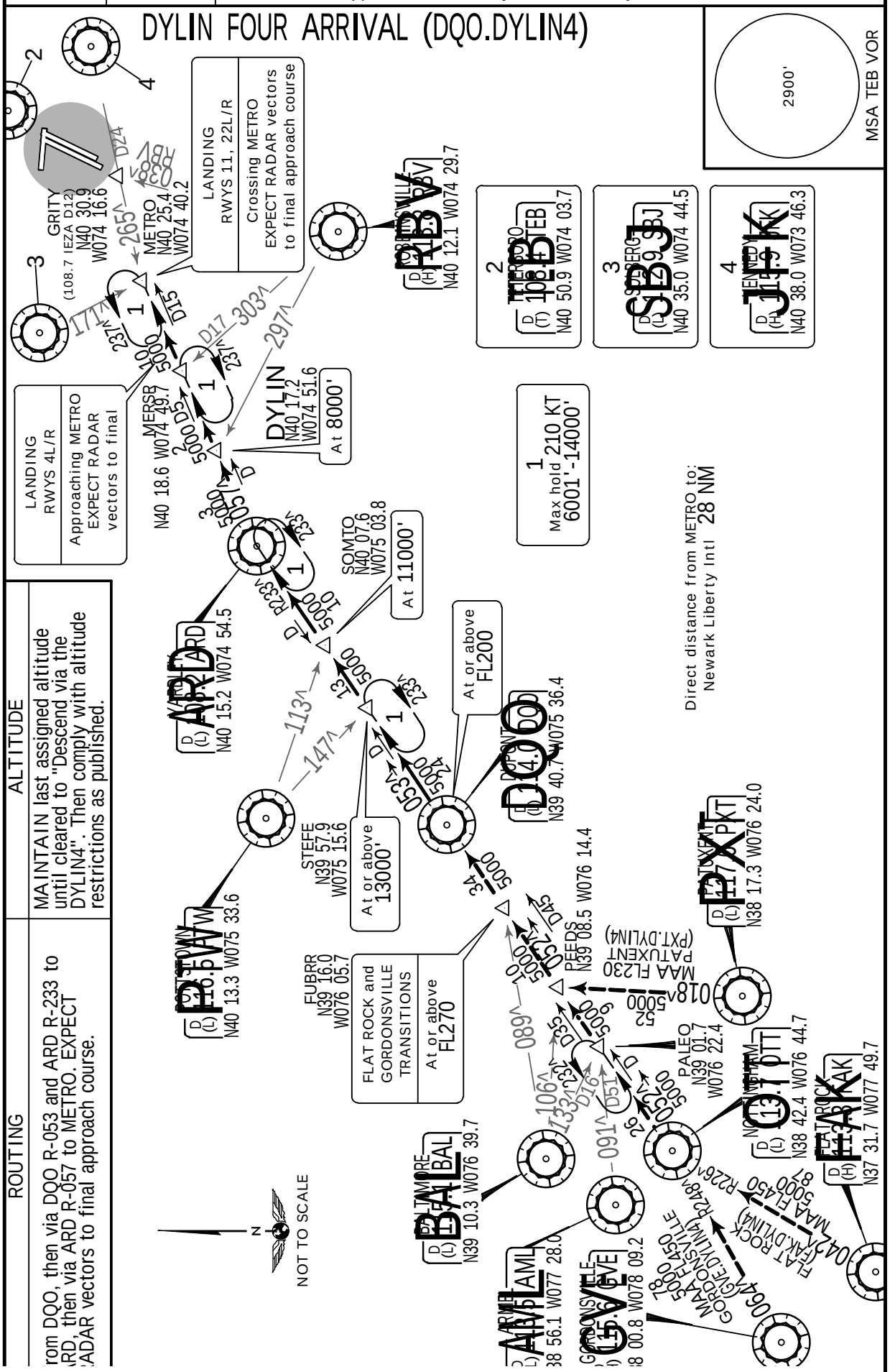
KEWR/EWR NEWARK LIBERTY INTL — NEWARK, NJ

D-ATIS	Apt Elev	
115.7 134.82	18'	Alt set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required above FL290. 2. This STAR applicable to Turbojet aircraft only.

DYLIN FOUR ARRIVAL (DQO.DYLIN4)



ROUTING	ALTITUDE
From DQO, then via DQO R-053 and ARD R-233 to ARD, then via ARD R-057 to METRO. EXPECT RADAR vectors to final approach course.	MAINTAIN last assigned altitude until cleared to "Descend via the DYLIN4". Then comply with altitude restrictions as published.

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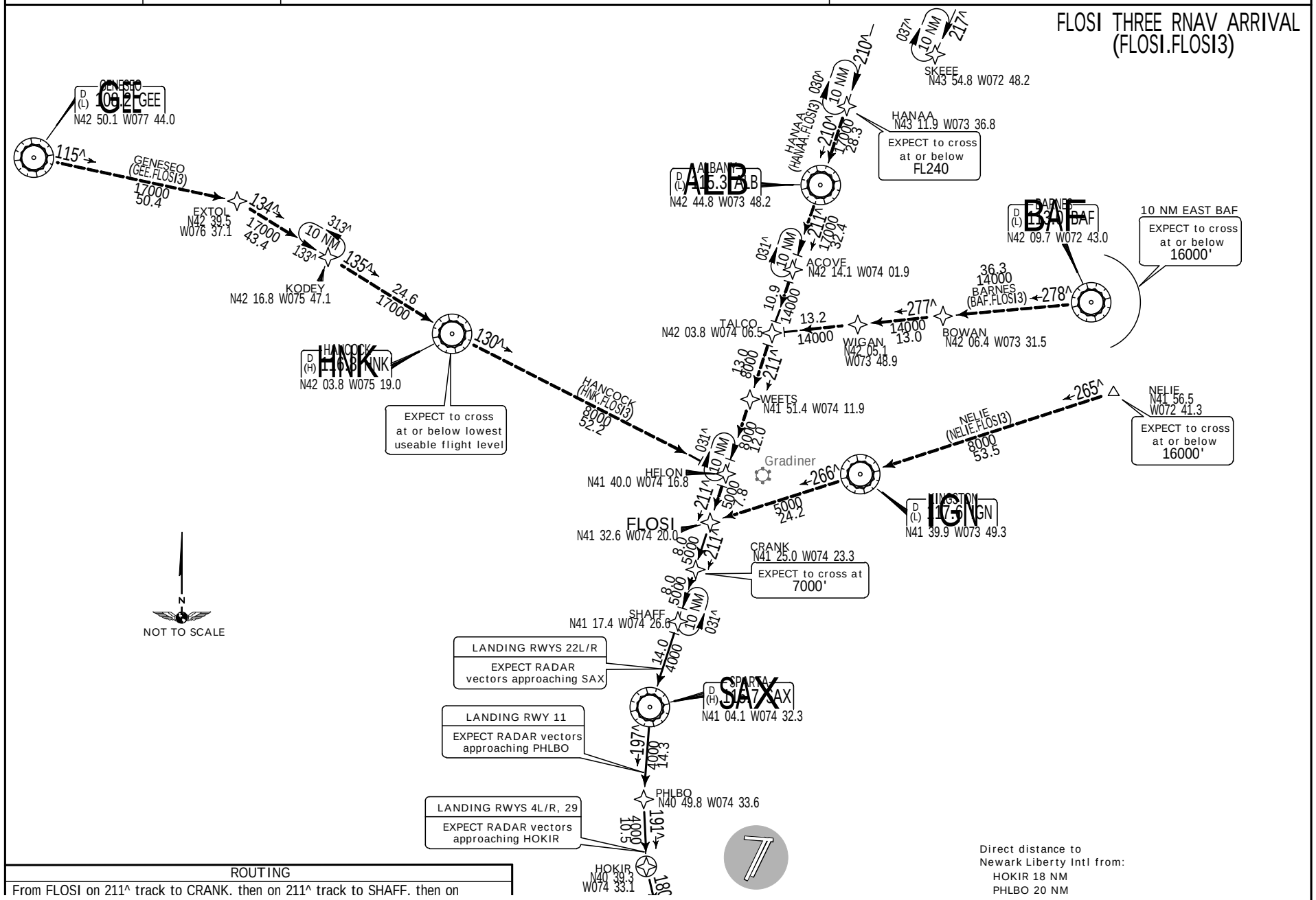
KEWR/EWR
NEWARK LIBERTY INTL

D-ATIS	Apt Elev		
115.7 134.82	18'	Alt set: INCHES Trans level: FL180 Trans alt: 18000' 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. CAUTION: Parachute operations 4 NM radius of Gardiner Apt at or below 14500'.	5. Turbojet and turboprop aircraft 250 KT or greater are authorized. 6. CAUTION: Glider activity between FLOSI and SHAFF.

FLOSI THREE RNAV ARRIVAL (FLOSI.FLOSI3)



Direct distance to Newark Liberty Intl from:
HOKIR 18 NM
PHLBO 20 NM
SAX 28 NM

ROUTING
From FLOSI on 211^ track to CRANK. then on 211^ track to SHAFF. then on

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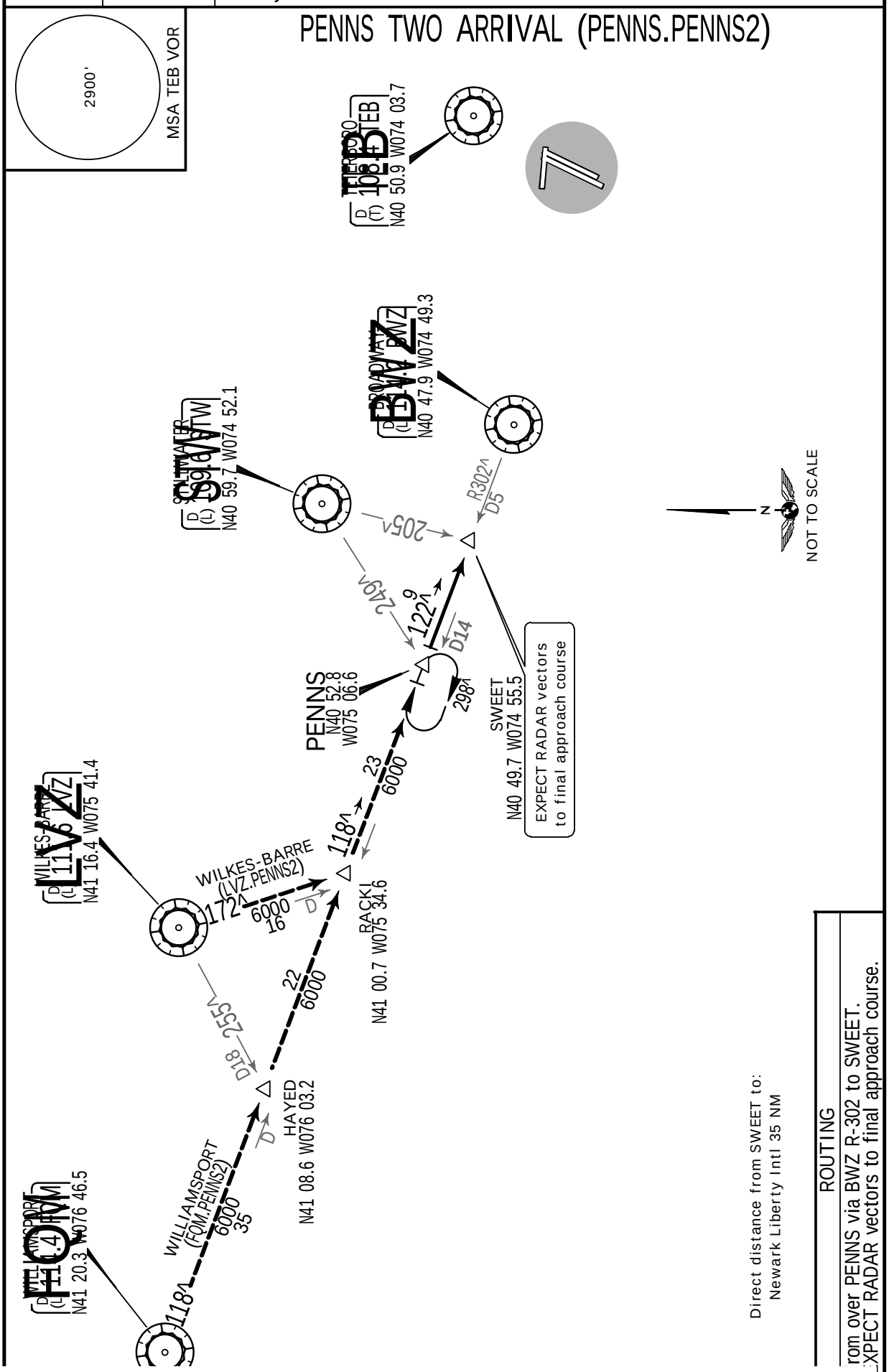
KEWR/EWR
NEWARK LIBERTY INTL

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

NEWARK, NJ
.STAR.

D-ATIS	Apt Elev	
115.7 134.82	18'	Alt set: INCHES Trans level: FL180 Trans alt: 18000' Applicable to non-jet aircraft filed less than 250 KT landing Newark Liberty Intl.

PENNS TWO ARRIVAL (PENNS.PENNS2)



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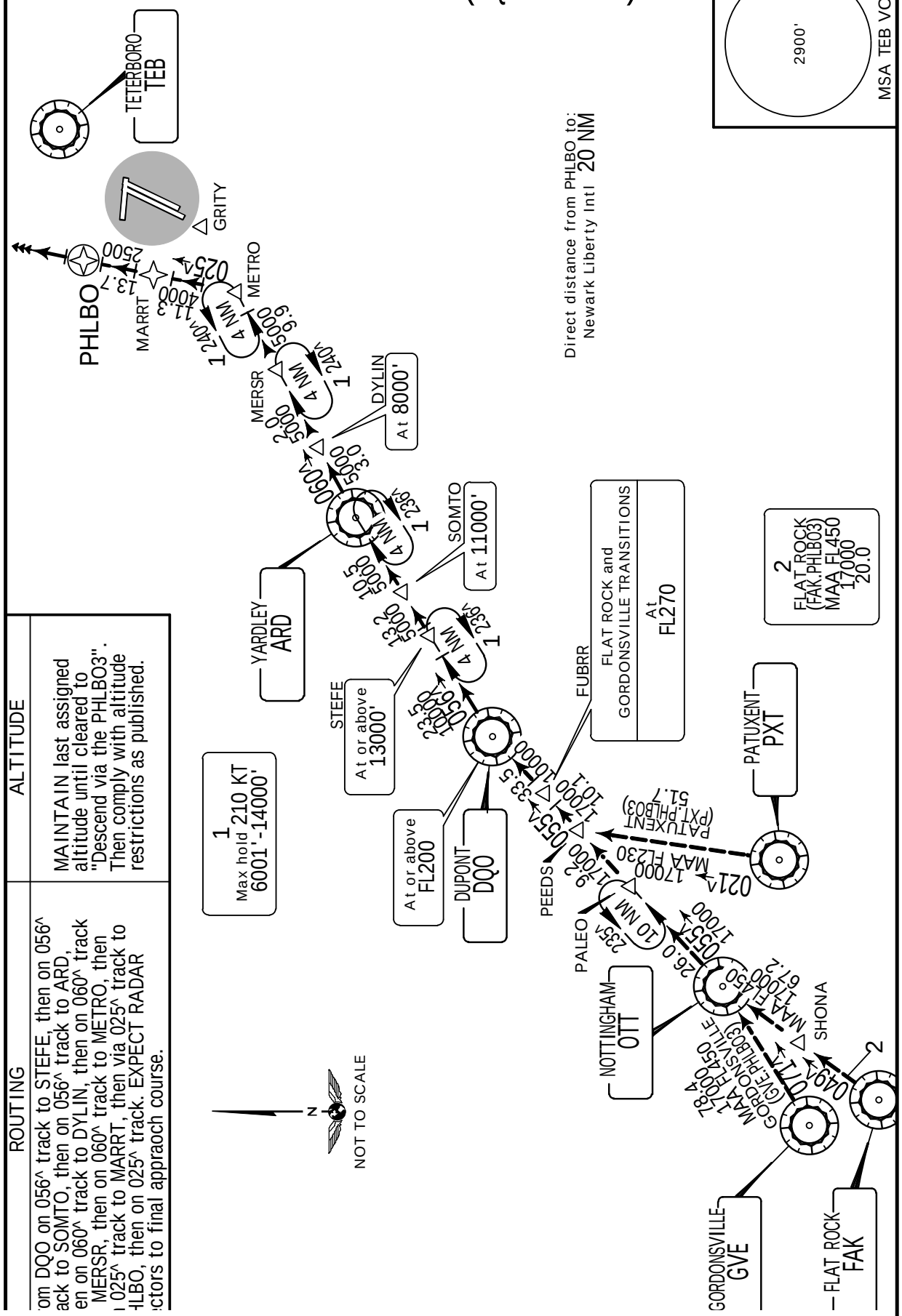
KEWR/EWR NEWARK, NJ

NEWARK LIBERTY INTL

D-ATIS	Apt Elev	
115.7 134.82	18'	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.

PHLBO THREE RNAV ARRIVAL (DQO.PHLBO3)



ROUTING	ALTITUDE
om DQO on 056^ track to STEFE, then on 056^ ack to SOMTO, then on 056^ track to ARD, en on 060^ track to DYLIN, then on 060^ track MERSR, then on 060^ track to METRO, then 025^ track to MARRT, then via 025^ track to HLBO, then on 025^ track. EXPECT RADAR ctors to final approach course.	MAINTAIN last assigned altitude until cleared to "Descend via the PHLBO3". Then comply with altitude restrictions as published.

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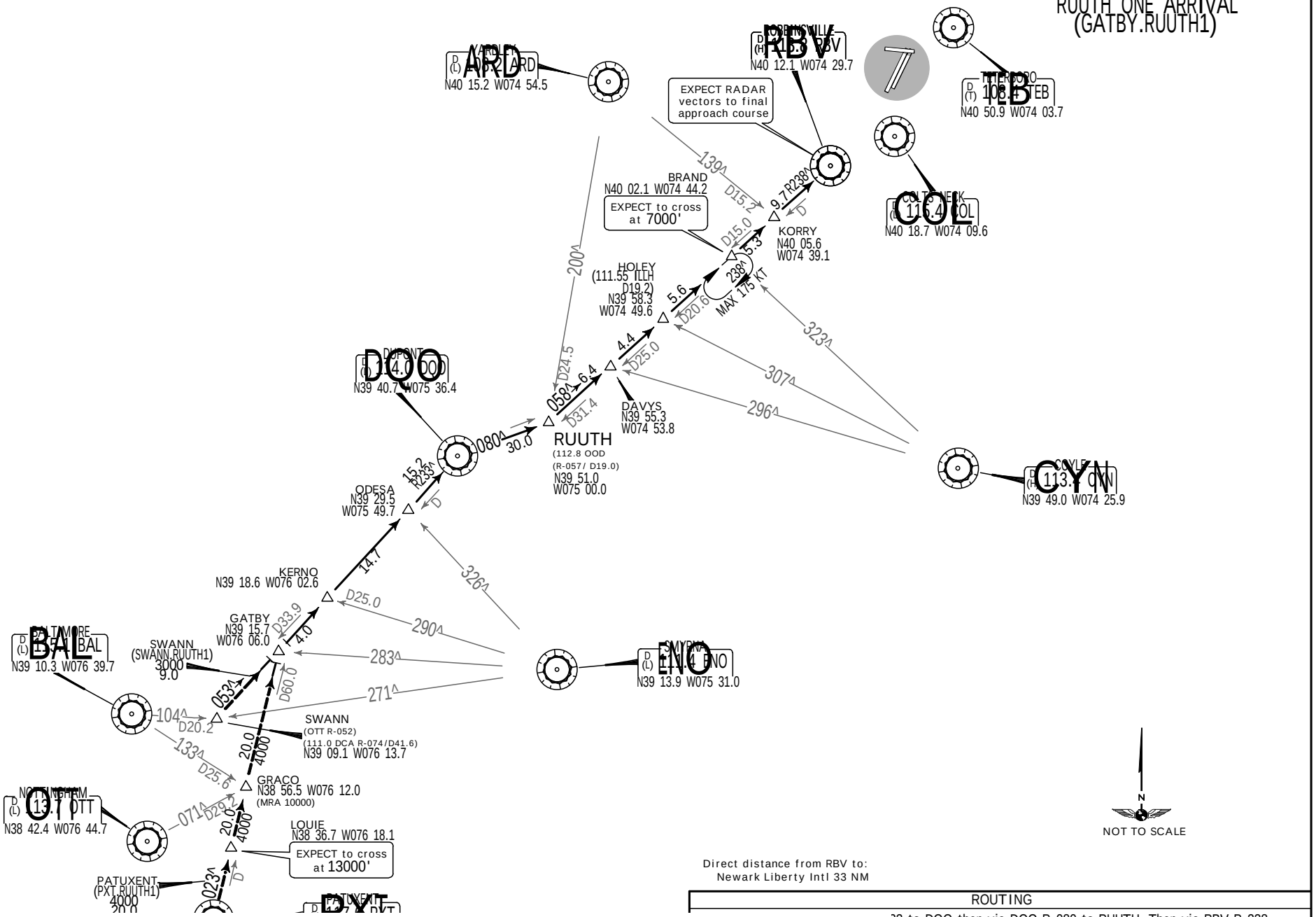
KEWR/EWR
NEWARK LIBERTY INTL

JEPPESEN
1 AUG 14 (10-2D)

NEWARK, NJ
.STAR.

D-ATIS	Apt Elev	Alt set: INCHES	Trans level: FL180	Trans alt: 18000'	Applicable for turboprop aircraft only.
115.7 134.82	18'				

RUUTH ONE ARRIVAL (GATBY.RUUTH1)



Direct distance from RBV to:
Newark Liberty Intl 33 NM

ROUTING

33 to DQO then via DQO R-080 to RUUTH. Then via RBV R-238
s to final approach course.

CHANGES: Intersection formations, KERNO hold removed.

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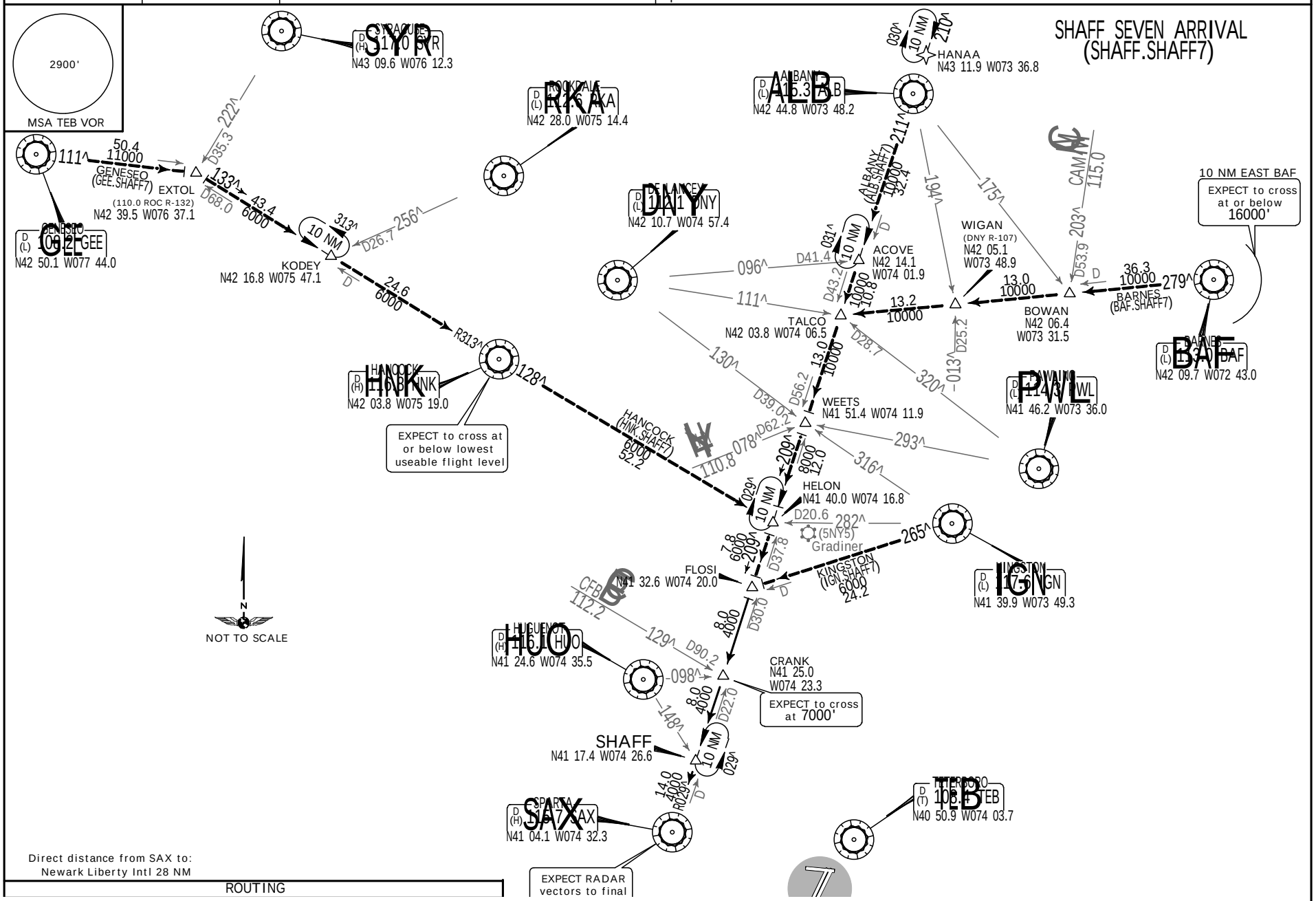
KEWR/EWR
NEWARK LIBERTY INTL

JEPPESEN
1 AUG 14 (10-2E)

NEWARK, NJ
.STAR.

D-ATIS	Apt Elev	Alt set: INCHES Trans level: FL180 Trans alt: 18000'	
115.7 134.82	18'		1. RADAR required. 2. This STAR applicable to turbojet and non-turbojet aircraft capable of 250 KT. 3. NORTH Atlantic arrivals via BOS file BARNES Transition. Domestic arrivals from the EAST, file KINGSTON Transition. 4. CAUTION: Glider activity between FLOSI and SHAFF. 5. CAUTION: Parachute operations 4 NM radius of 5NY5 at or below 14500'.



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CHANGES: None.

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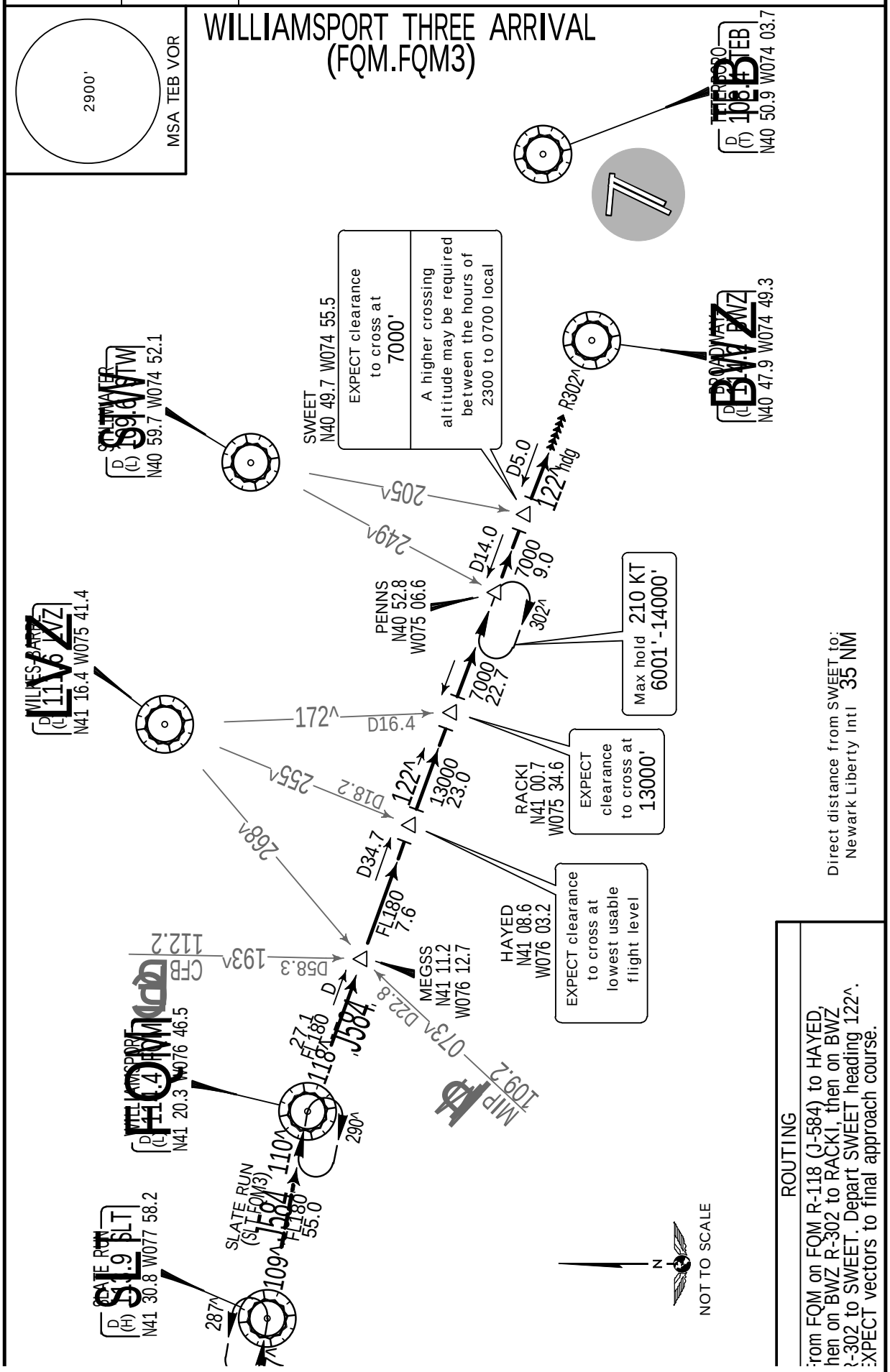
KEWR/EWR NEWARK LIBERTY INTL

JEPPESEN 25 MAY 12 (10-2F) .Eff.31.May.

NEWARK, NJ .STAR.

D-ATIS	Apt Elev	
115.7 134.82	18'	Alt set: INCHES Trans level: FL180 Trans alt: 18000' This STAR is for aircraft capable of 250 KT or greater.

WILLIAMSPORT THREE ARRIVAL (FQM.FQM3)



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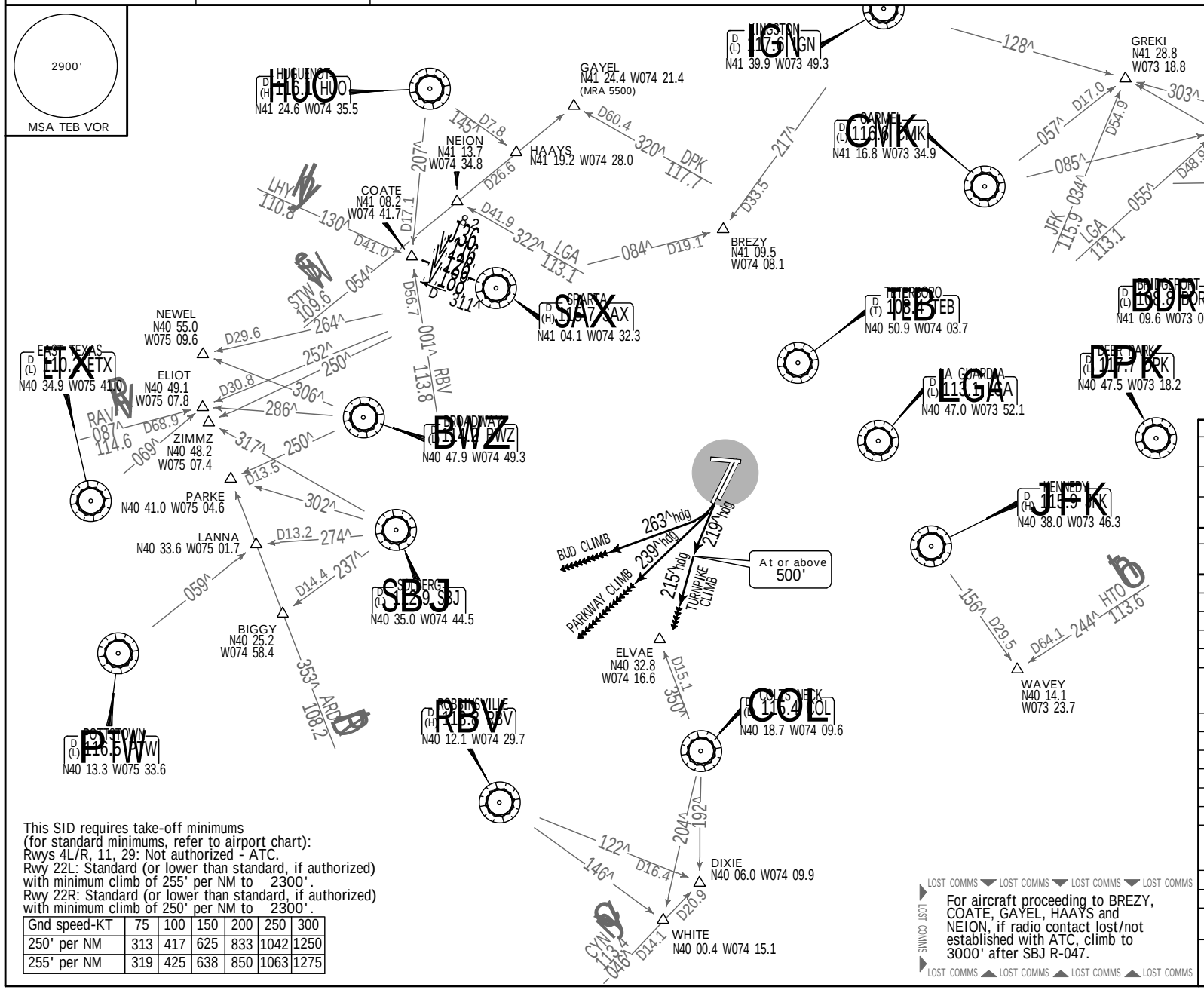
KEWR/EWR
NEWARK LIBERTY INTL

JEPPESEN
14 OCT 11 (10-3) .Eff.20.Oct.

NEWARK, N.
.SID

NEW YORK Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000'
119.2	18'	RADAR required.

LIBERTY TWO DEPARTURE (LIB2.LIB)
(RWYS 22L/R)



OBSTACLES
Rwy 22L: Pole 8' from DER, 261' LEFT of centerline, 7' AGL/16' MSL.
Rwy 22R: Light and multiple trees beginning 1829' from DER, 307' RIGHT of centerline, up to 55' AGL/69' MSL. Building 1.4 NM from DER, 1872' LEFT of centerline, 200' AGL/227' MSL.

INITIAL CLIMB		ALTITUDE
BUD CLIMB	Climbing RIGHT turn heading 263^, or as assigned by ATC.	MAINTAIN 5000' or assigned lower altitude
PARKWAY CLIMB	Climbing RIGHT turn heading 239^, or as assigned by ATC.	
TURNPIKE CLIMB	Climb heading 219^ to 500', then climb heading 215^, or as assigned by ATC.	

ROUTING
Via RADAR vectors to assigned route/fix. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

Departures:	EXPECT vectors to:
BAYYS	BDR/BDR R-054.
BIGGY	SBJ/SBJ R-237.
BREZY	IGN R-217 to BREZY.
COATE	SAX/SAX R-311.
ELIOT	SAX R-252 between 2300 and 0700 local. SBJ or ETX. ELIOT may be accessed by all type aircraft requesting a final altitude of 14000' or 16000'.
GAYEL	DPK R-320.
GREKI	CMK/CMK R-057.
HAAYS	HUO.
LANNA	SBJ/SBJ R-274.
MERIT	LGA R-055.
NEION	LGA R-322.
NEWEL	SAX R-264. NEWEL may be accessed by turbojet aircraft only requesting a final altitude at or above FL180.
PARKE	SBJ/SBJ R-302.
WAVEY	JFK/JFK R-156.
WHITE/DIXIE	COL R-350 or ELVAE/COL then to WHITE on COL R-204 or DIXIE on COL R-192.
ZIMMZ	SAX R-250. ZIMMZ may be accessed by all type aircraft requesting a final altitude at or above FL180.

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwys 4L/R, 11, 29: Not authorized - ATC.
Rwy 22L: Standard (or lower than standard, if authorized) with minimum climb of 255' per NM to 2300'.
Rwy 22R: Standard (or lower than standard, if authorized) with minimum climb of 250' per NM to 2300'.

Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250
255' per NM	319	425	638	850	1063	1275

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
For aircraft proceeding to BREZY, COATE, GAYEL, HAAYS and NEION, if radio contact lost/not established with ATC, climb to 3000' after SBJ R-047.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: Procedure revised, renumbered.

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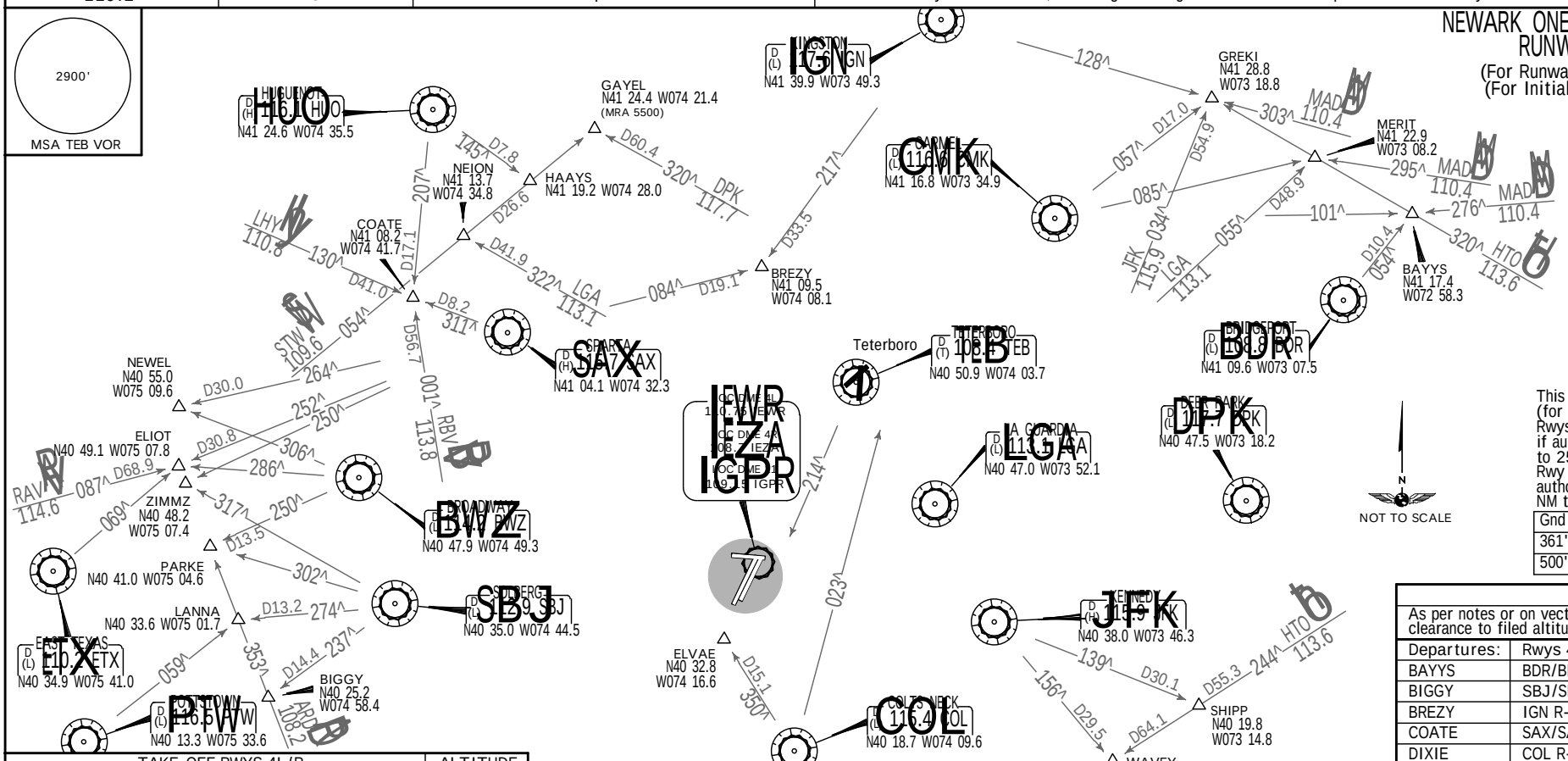
KEWR/EWR

NEWARK LIBERTY INTL

NEW YORK Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000'	2. Rwys 4L/R, 11: Simultaneous reception of ILS/DME and TEB VOR/DME required.
119.2	18'	1. RADAR and DME required.	3. Take-off Rwy 11 obstruction, 1806' high building 6.6 miles EAST of departure end of runway.

NEWARK ONE DEPARTURE (EWR1.EWR)
RUNWAYS 4L/R & 11

(For Runways 22L/R & 29 see 10-3B)
(For Initial Climb See Insets Below)

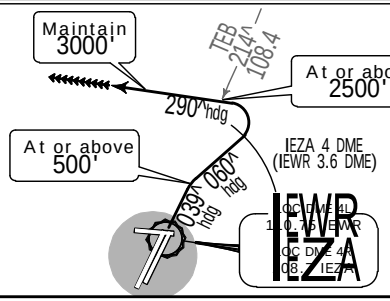


OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 4L/R: Standard (or lower than standard, if authorized). ATC climb of 500' per NM to 2500'.
Rwy 11: Standard (or lower than standard, if authorized) with minimum climb of 361' per NM to 2500'.

Gnd speed-KT	75	100	150	200	250	300
361' per NM	451	602	903	1203	1504	1805
500' per NM	625	833	1250	1667	2083	2500

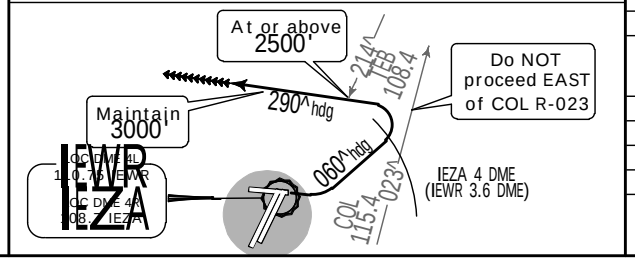
TAKE-OFF RWYS 4L/R	ALTITUDE
INITIAL CLIMB: Climb heading 039^ to 500', then climbing RIGHT turn heading 060^ to IEZA 4 DME (use IEWR 3.6 DME when IEZA is not available), then climbing LEFT turn heading 290^. Cross TEB R-214 WEST bound at or above 2500'.	Climb and MAINTAIN 3000'



LOST COMMS LOST COMMS LOST COMMS LOST COMMS

For aircraft proceeding to BREZY, COATE, GAYEL, HAAYS, and NEION, if radio contact lost/not established with ATC, climb to 3000' after SBJ R-047.

TAKE-OFF RWY 11	ALTITUDE
INITIAL CLIMB: Climbing LEFT turn heading 060^ (Do NOT proceed EAST of COL R-023) to IEZA 4 DME (use IEWR 3.6 DME when IEZA is not available), then climbing LEFT turn heading 290^. Cross TEB R-214 WEST bound at or above 2500'.	Climb and MAINTAIN 3000'



ROUTING	
As per notes or on vector to assigned route/fix. EXPECT clearance to filed altitude/flight level 10 minutes after departure.	
Departures:	Rwys 4L/R EXPECT vectors to:
BAYYS	BDR/BDR R-054.
BIGGY	SBJ/SBJ R-237.
BREZY	IGN R-217 to BREZY.
COATE	SAX/SAX R-311.
DIXIE	COL R-350/COL/COL R-192 or ELVAE/COL.
ELIOT	SAX R-252. ELIOT may be accessed by all types of aircraft requesting a final altitude of 14000' or 16000'.
GAYEL	DPK R-320.
HAAYS	HUO.
LANNA	PTW R-059.
MERIT	LGA R-055.
NEION	LGA R-322.
NEWEL	SAX/SAX R-264. NEWEL may be accessed by turbojet aircraft only requesting a final altitude at or above FL180.
PARKE	BWZ R-250.
SHIPP	JFK/JFK R-139.
WAVEY	JFK/JFK R-156.
WHITE	COL R-350/COL/COL R-204 or ELVAE/COL.
ZIMMZ	SAX R-250. ZIMMZ may be accessed by all types of aircraft requesting a final altitude at or above FL180.

CHANGES: Procedure renumbered, NEWEL formation.

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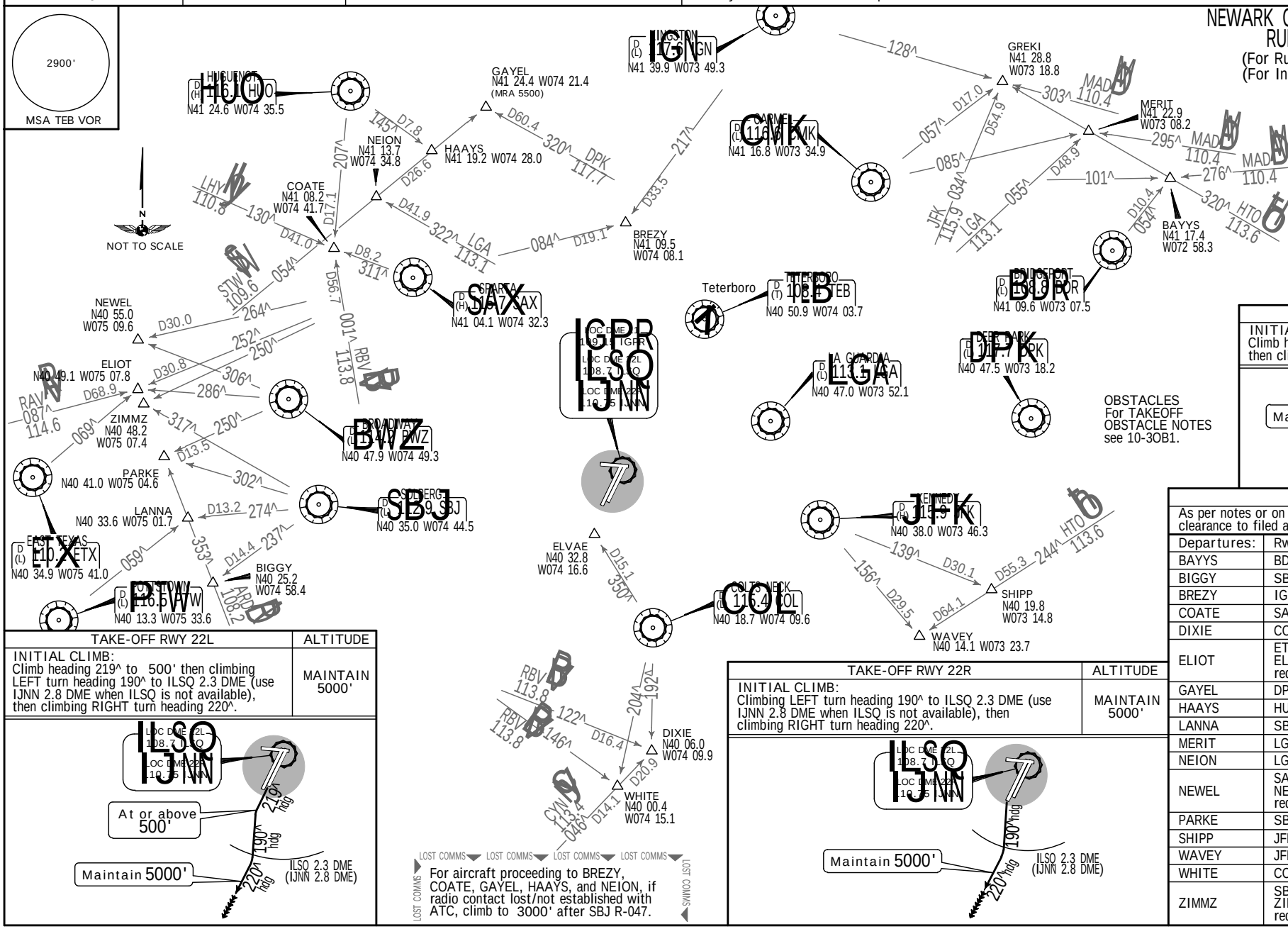
NEW YORK Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000'	1. RADAR and DME required. 2. Rwys 22L/R: WEST bound departures EXPECT vectors between 5 NM and 8 NM.
119.2	18'		

NEWARK ONE DEPARTURE (EWR1.EWR)
RUNWAYS 22L/R & 29

(For Runways 4L/R & 11 see 10-3A)
(For Initial Climb See Insets Below)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 22L: Standard (or lower than standard, if authorized) with minimum climb of 453' per NM to 500'.
Rwy 22R: Standard (or lower than standard, if authorized) with minimum climb of 459' per NM to 400'.
Rwy 29: Standard (or lower than standard, if authorized) with minimum climb of 473' per NM to 500'.

Gnd speed-KT	75	100	150	200	250	300
453' per NM	566	755	1133	1510	1888	2265
459' per NM	574	765	1148	1530	1913	2295
473' per NM	591	788	1183	1577	1971	2365



TAKE-OFF RWY 29	ALTITUDE
INITIAL CLIMB: Climb heading 288^ to IGPR 1.4 DME, then climbing LEFT turn heading 265^.	MAINTAIN 5000'

TAKE-OFF RWY 22L	ALTITUDE
INITIAL CLIMB: Climb heading 219^ to 500' then climbing LEFT turn heading 190^ to ILSQ 2.3 DME (use IJNN 2.8 DME when ILSQ is not available), then climbing RIGHT turn heading 220^.	MAINTAIN 5000'

TAKE-OFF RWY 22R	ALTITUDE
INITIAL CLIMB: Climbing LEFT turn heading 190^ to ILSQ 2.3 DME (use IJNN 2.8 DME when ILSQ is not available), then climbing RIGHT turn heading 220^.	MAINTAIN 5000'

ROUTING	
As per notes or on vector to assigned route/fix. EXPECT clearance to filed altitude/flight level 10 minutes after departure.	
Departures:	Rwys 22L/R EXPECT vectors to:
BAYYS	BDR/BDR R-054.
BIGGY	SBJ/SBJ R-237.
BREZY	IGN R-217 to BREZY.
COATE	SAX/SAX R-311.
DIXIE	COL R-350/COL/COL R-192 or ELVAE/COL.
ELIOT	ETX (2300 - 0700 local SBJ/ETX). ELIOT may be accessed by all types of aircraft requesting a final altitude of 14000' or 16000'.
GAYEL	DPK R-320.
HAAYS	HUO.
LANNA	SBJ/SBJ R-274.
MERIT	LGA R-055.
NEION	LGA R-322.
NEWEL	SAX/SAX R-264. NEWEL may be accessed by turbojet aircraft only requesting a final altitude at or above FL180.
PARKE	SBJ/SBJ R-302.
SHIPP	JFK/JFK R-139.
WAVEY	JFK/JFK R-156.
WHITE	COL R-350/COL/COL R-204 or ELVAE/COL.
ZIMMZ	SBJ/SBJ R-317. ZIMMZ may be accessed by all types of aircraft requesting a final altitude at or above FL180.

CHANGES: Procedure renumbered, runways 22L/R take-off altitude, NEWEL formation.

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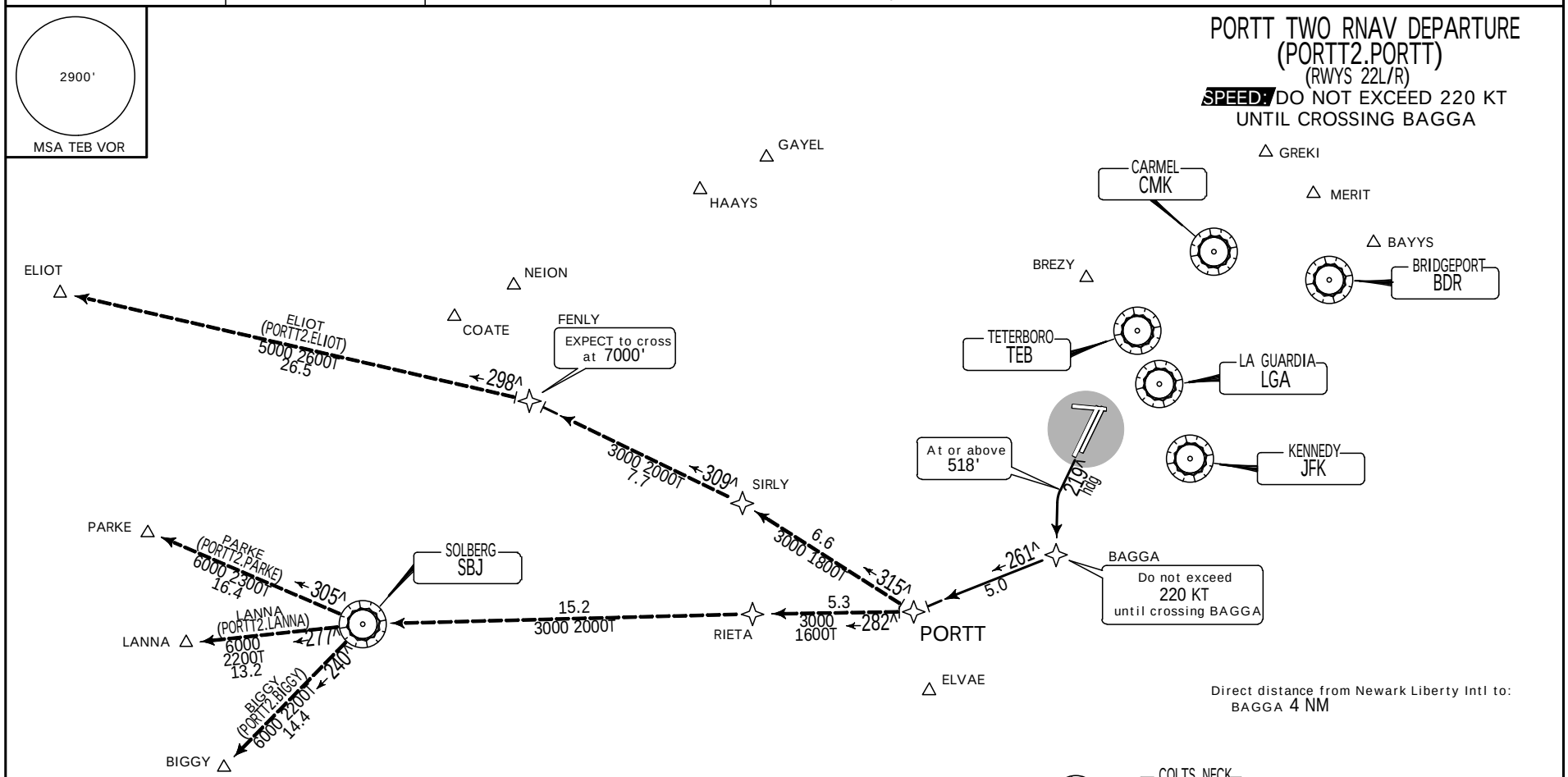
KEWR/EWR
NEWARK LIBERTY INTL

NEW YORK Departure (R)	Apt Elev	Trans level: FL180 Trans alt: 18000'	
119.2	18'		1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required.

PORTT TWO RNAV DEPARTURE (PORTT2.PORTT)
(RWYS 22L/R)
SPEED: DO NOT EXCEED 220 KT UNTIL CROSSING BAGGA



Direct distance from Newark Liberty Intl to:
BAGGA 4 NM

INITIAL CLIMB	ALTITUDE
Climb heading 219^ to 518', then turn LEFT direct BAGGA.	MAINTAIN 5000'

ROUTING

Via depicted route to PORTT. Then via assigned transition, or EXPECT vectors to assigned departure fix. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

Departures:	EXPECT Vectors to:
BAYYS	BDR direct BAYYS.
COATE	BDR direct COATE.
DIXIE	ELVAE direct COL direct DIXIE.
GREKI	CMK direct GREKI.
HAAYS	HAAYS.
MERIT	LGA direct MERIT.
WAVEY	JFK direct WAVEY.

This SID requires ATC climb of 500' per NM to 518' and the following take-off minimums (for standard minimums, refer to airport chart):
Rwys 4L/R, 11, 29: Not authorized - ATC.
Rwy 22R: 300-1 3/4 or standard (or lower than standard, if authorized) with minimum climb of 203' per NM to 300', or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, take-off must occur no later than 1200' prior to DER.

Gnd speed-KT	75	100	150	200	250	300
203' per NM	254	338	508	677	846	1015

OBSTACLES
Rwy 22L: Pole 8' from DER, 261' LEFT of centerline, 7' AGL/16' MSL.
Rwy 22R: Light and multiple trees beginning 1829' from DER, 307' RIGHT of centerline, up to 77' AGL/69' MSL. Building 1.4 NM from DER, 1000' RIGHT of centerline, 200' AGL/227' MSL.

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CHANGES: Procedure reindexed.

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TAKEOFF OBSTACLE NOTES

^ RWY 4L:

TOWER, LIGHT AND MULTIPLE TREES BEGINNING 211' FROM DER, 198' LEFT OF CENTERLINE, UP TO 70' AGL/89' MSL. DME ANTENNA AND POLE BEGINNING 881' FROM DER, 418' RIGHT OF CENTERLINE, UP TO 121' AGL/131' MSL.

^ RWY 4R:

DME ANTENNA, TREE AND MULTIPLE TOWERS BEGINNING 530' FROM DER, 477' LEFT OF CENTERLINE, UP TO 61' AGL/82' MSL. TOWER, SIGN, TREE, MULTIPLE BUILDINGS AND POLES BEGINNING 1134' FROM DER, 153' RIGHT OF CENTERLINE, UP TO 121' AGL/131' MSL.

^ RWY 11:

POLE, TREE AND MULTIPLE SIGNS BEGINNING 6' FROM DER, 158' RIGHT OF CENTERLINE, UP TO 31' AGL/50' MSL. SIGN, TREE, ROAD, FENCE, BUILDING AND MULTIPLE POLES BEGINNING 82' FROM DER, 2' LEFT OF CENTERLINE, UP TO 49' AGL/68' MSL.

^ RWY 22L:

POLE 8' FROM DER, 261' LEFT OF CENTERLINE, 7' AGL/16' MSL.

^ RWY 22R:

LIGHT AND MULTIPLE TREES BEGINNING 1829' FROM DER, 307' RIGHT OF CENTERLINE, UP TO 55' AGL/69' MSL. BUILDING 1.4 NM FROM DER, 1872' LEFT OF CENTERLINE, 200' AGL/227' MSL.

^ RWY 29:

MULTIPLE POLES, TREES, SIGNS AND BUILDINGS BEGINNING 209' FROM DER, 242' LEFT OF CENTERLINE, UP TO 110' AGL/120' MSL. TREE, MULTIPLE SIGNS AND POLES BEGINNING 689' FROM DER, 66' RIGHT OF CENTERLINE, UP TO 273' AGL/358' MSL. BUILDING 6029' FROM DER, 1624 RIGHT OF CENTERLINE, 273' AGL/357' MSL. BUILDING 1.5 NM FROM DER, 2071' RIGHT OF CENTERLINE, 202' AGL/328' MSL.

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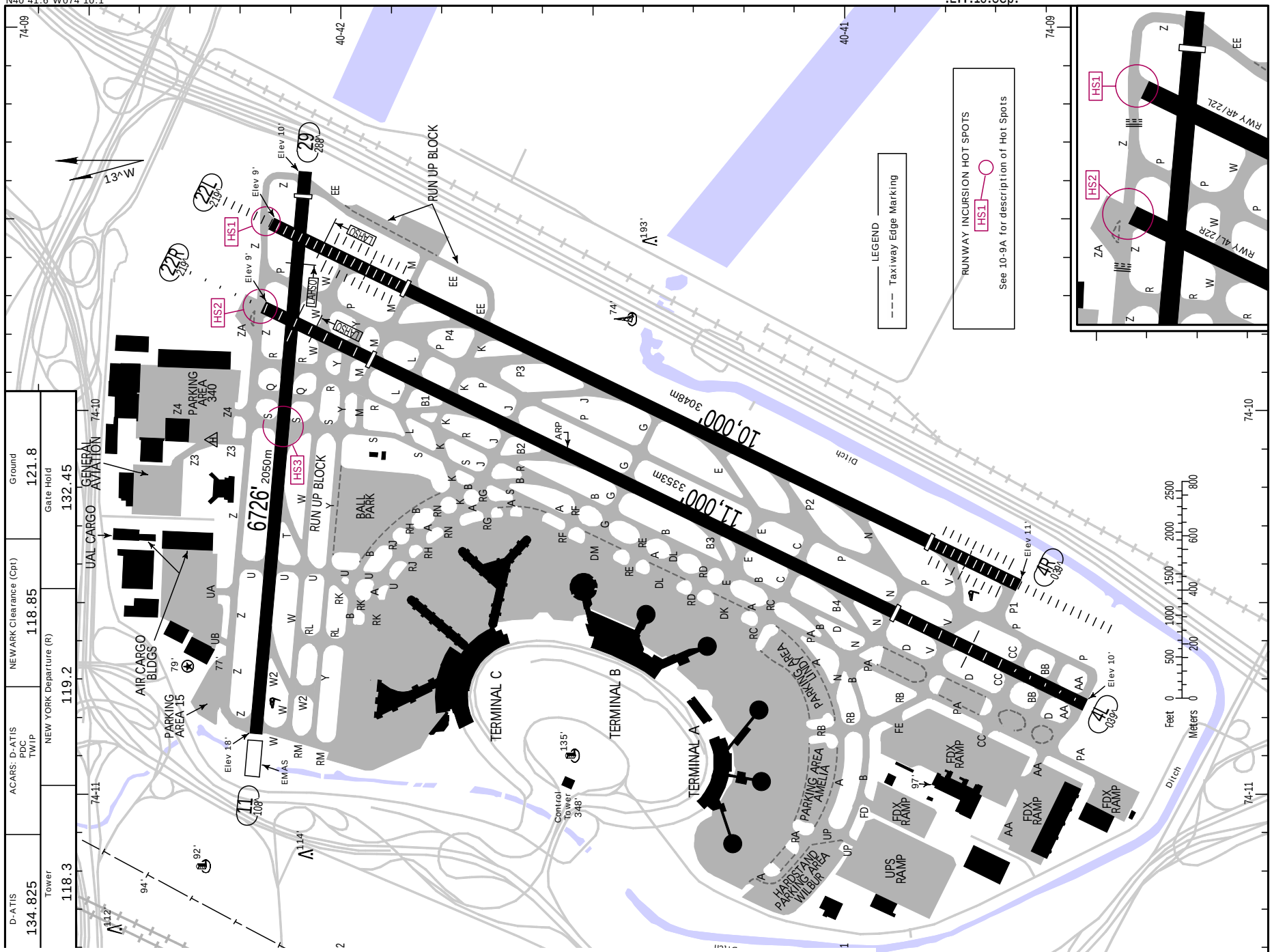
KEWR/EWR

Apt Elev 18'
N40 41.6 W074 10.1

JEPPESEN
12 SEP 14
Eff 18 Sep.
10-9

NEWARK, NJ

NEWARK LIBERTY INTL



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GENERAL

Low Level Wind Shear Alert System.
Terminal Doppler Weather Radar.
Birds on and in vicinity of airport.
ASDE-X Surveillance System in use. Operate transponders with Mode-C on all Twys and Rwys.
High volume of low level helicopter traffic arriving and departing Helo Kearny Heliport (65NJ) located 3.5 miles northeast of the airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	WIDTH
4L	HIRL CL MALSR TDZ 1 PAPI-L grooved RVR	8460' 2579m	7414' 2260m	11/29 7750' 2362m	150' 46m
22R	HIRL CL MALSR REIL TDZ 1 PAPI-L grooved RVR	9560' 2914m	8692' 2649m		
1 Angle 3.10^					
4R	HIRL CL ALSF-II TDZ 2 PAPI-L grooved RVR	8810' 2685m	7750' 2362m	11/29 8100' 2469m	150' 46m
22L		8207' 2501m	7395' 2254m		
2 Angle 3.0^					
11	HIRL CL REIL TDZ 3 VASI-L grooved RVR		5616' 1712m	4R/22L 5700' 1737m	150' 46m
29	HIRL CL REIL TDZ PAPI-R (angle 3.0^) grooved	6502' 1982m			
3 Angle 3.08^					

RUNWAY INCURSION HOT SPOTS HS1

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

HS1 Eastbound traffic on Twy Z approaching Rwy 4R/22L should be aware of close proximity to the approach end of Rwy 4R/22L.

HS2 Northbound traffic on Twy P turning left onto Twy Z must remain aware of the close proximity of Rwy 4L/22R.

HS3 Southbound traffic on Twy Z3 & Z4 should not confuse Rwy 11/29 for Twy Z.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 1 4L, 2 4R, 3 22L, 4 22R

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

1 With Mim climb of 383'/NM to 2500'. 2 With Mim climb of 375'/NM to 2500'.
3 With Mim climb of 337'/NM to 2500'. 4 With Mim climb of 331'/NM to 2500'.

Rwy 11			Rwy 29			
With Mim climb of 361'/NM to 2500'			With Mim climb of 444'/NM to 500'			Other
Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng	Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng	
RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	1/4	1/2	1	400-2

OBSTACLE DP

Rwy 4R: Climb heading 039^ to 500' before turning right.
Rwy 22L: Climb heading 219^ to 500' before turning left.
Rwy 29: Climb heading 288^ to 800' before turning eastbound.

FOR FILING AS ALTERNATE

	RNAV (RNP) Y Rwy 22L	ILS Rwy 11 ILS Rwy 22L LOC Rwy 11 LOC Rwy 22L	RNAV (GPS) Rwy 11 RNAV (GPS) Z Rwy 22L RNAV (GPS) Rwy 22R	ILS Rwy 4L ILS Rwy 4R ILS Rwy 22R LOC Rwy 4L LOC Rwy 4R LOC Rwy 22R	RNAV (GPS) Rwy 4L RNAV (GPS) Y Rwy 4R	VOR DME Rwy 22L VOR DME Rwy 22R	VOR Rwy 11	Other
A	800-2	800-2		800-2		900-2	1000-2	NA
B				900-2				
C				900-2¾		900-3	[illegible]	

AMEND 5

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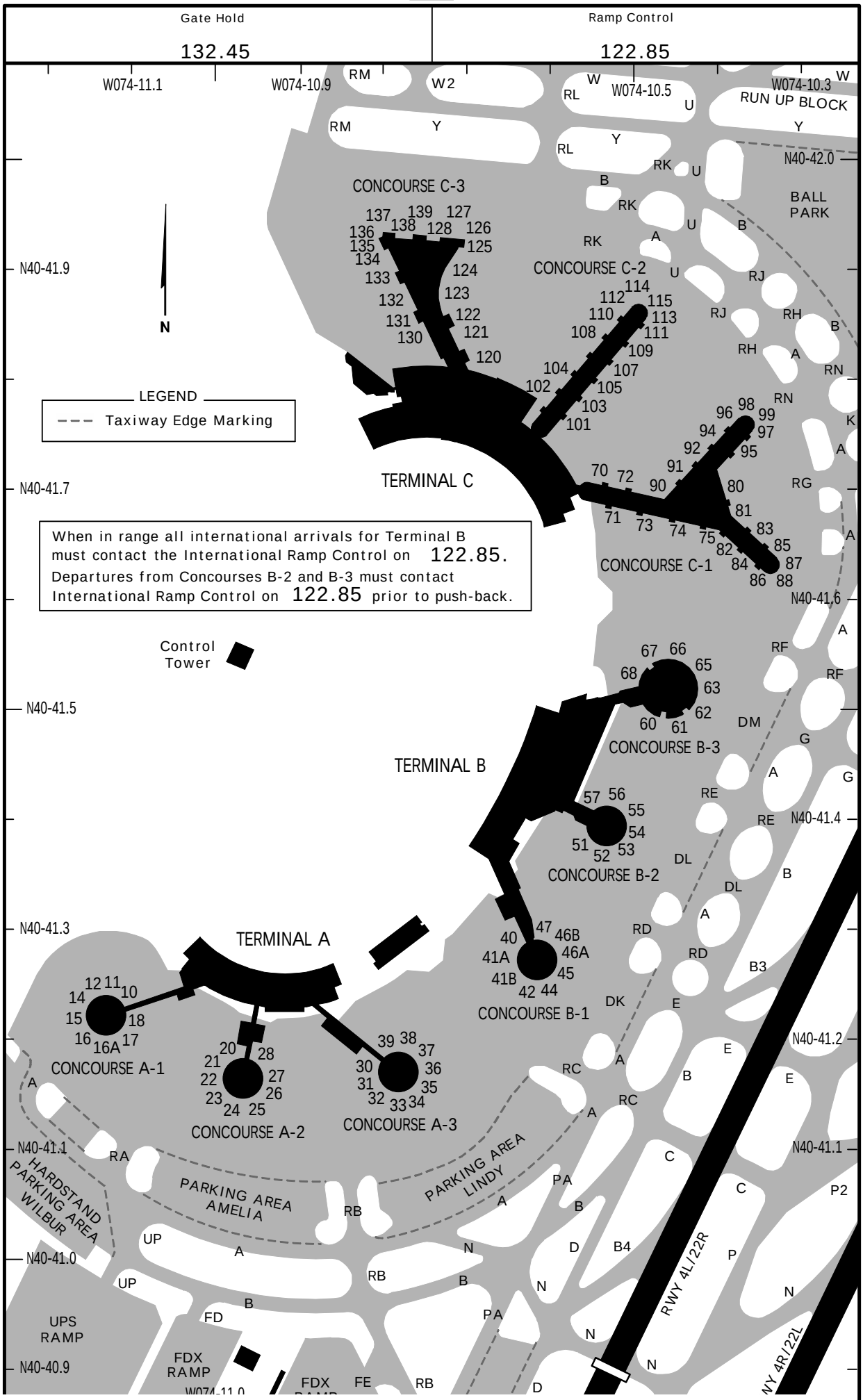

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PARKING GATE COORDINATES

GATE No.	COORDINATES
Concourse A-1	
10 thru 12	N40 41.2 W074 11.1
14 thru 18	N40 41.2 W074 11.1
Concourse A-2	
20 thru 23	N40 41.2 W074 11.0
24	N40 41.1 W074 11.0
25	N40 41.1 W074 10.9
26 thru 28	N40 41.2 W074 10.9
Concourse A-3	
30 thru 34	N40 41.2 W074 10.8
35, 36	N40 41.2 W074 10.7
37 thru 39	N40 41.2 W074 10.8
Concourse B-1	
40 thru 42	N40 41.3 W074 10.6
44 thru 47	N40 41.3 W074 10.6
Concourse B-2	
51 thru 57	N40 41.4 W074 10.5
Concourse B-3	
60, 61	N40 41.5 W074 10.5
62, 63, 65	N40 41.5 W074 10.4
66	N40 41.6 W074 10.4
67	N40 41.6 W074 10.5
68	N40 41.5 W074 10.5

GATE No.	COORDINATES
Concourse C-1	
70 thru 74	N40 41.7 W074 10.5
75, 80, 81, 82	N40 41.7 W074 10.4
83	N40 41.7 W074 10.3
84	N40 41.6 W074 10.3
85	N40 41.7 W074 10.3
86 thru 88	N40 41.6 W074 10.3
90 thru 92	N40 41.7 W074 10.4
94 thru 99	N40 41.8 W074 10.4
Concourse C-2	
101 thru 104	N40 41.8 W074 10.6
105	N40 41.8 W074 10.5
107 thru 109	N40 41.8 W074 10.5
110 thru 115	N40 41.9 W074 10.5
Concourse C-3	
120, 121	N40 41.8 W074 10.7
122 thru 128	N40 41.9 W074 10.7
130, 131	N40 41.8 W074 10.8
132 thru 139	N40 41.9 W074 10.8

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KEWR/EWR

JEPPESEN

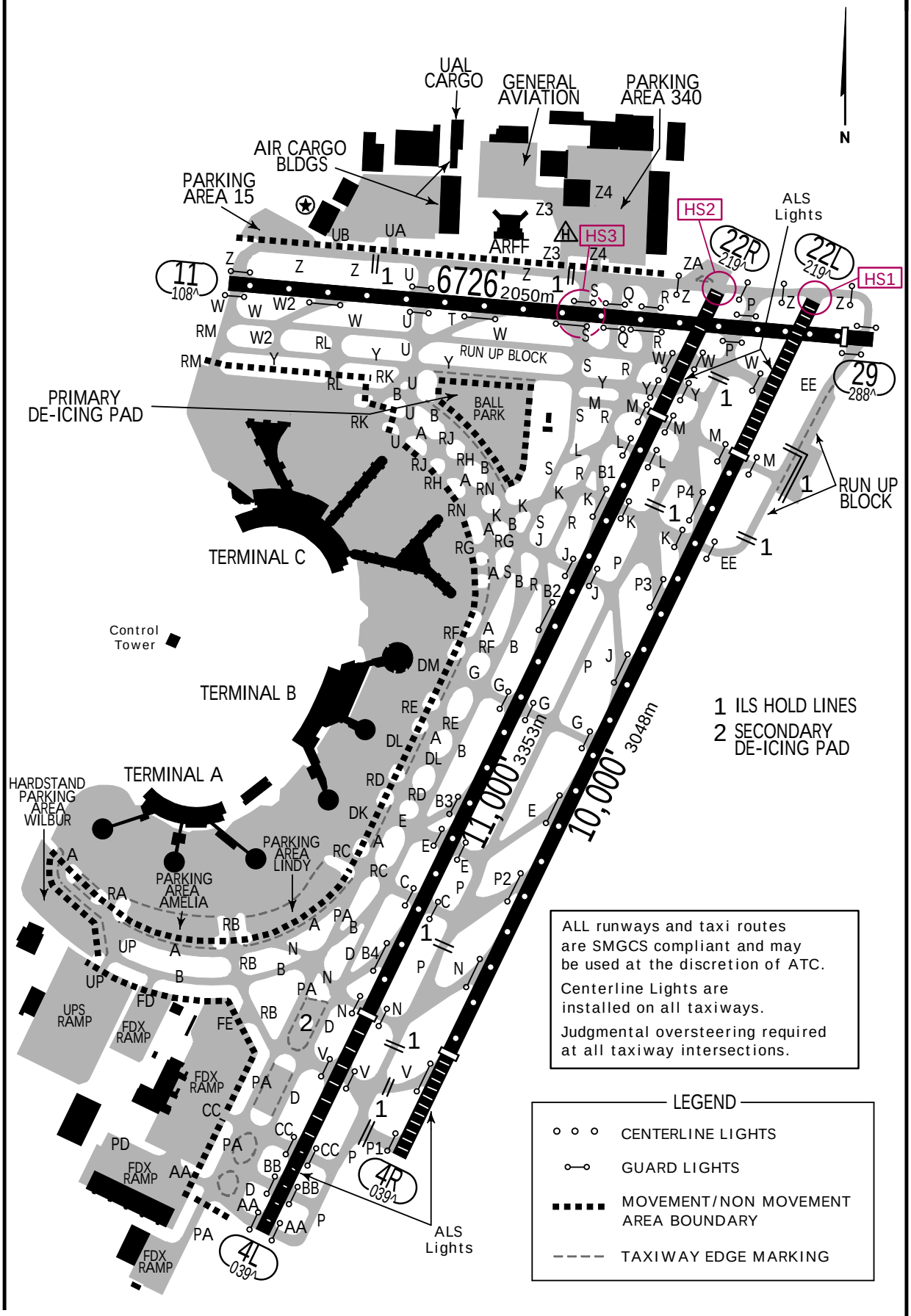
NEWARK LIBERTY INTL 12 SEP 14 (10-9D)

LESS.THAN.RVR.1200.to.600.

.SMGCS.
NEWARK, NJ
LOW VISIBILITY PROCEDURES

D-ATIS	ACARS: D-ATIS PDC TWIP	NEWARK Clearance (Cpt)	Ground
134.825		118.85	121.8

Tower	NEW YORK Departure (R)	Gate Hold
118.3	119.2	132.45



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KEWR/EWR NEWARK, NJ

NEWARK LIBERTY INTL — JEPPESEN — 23 MAY 14 (11-1) .Eff.29.May.

ILS or LOC Rwy 4L

BRIEFING STRIP ™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.82	128.55	118.3	121.8

LOC IEWR	Final Apch Crs	GS HOWYA	ILS DA(H)	Apt Elev 18'
110.75	039^	2000' (1990')	210' (200')	TDZE 10'

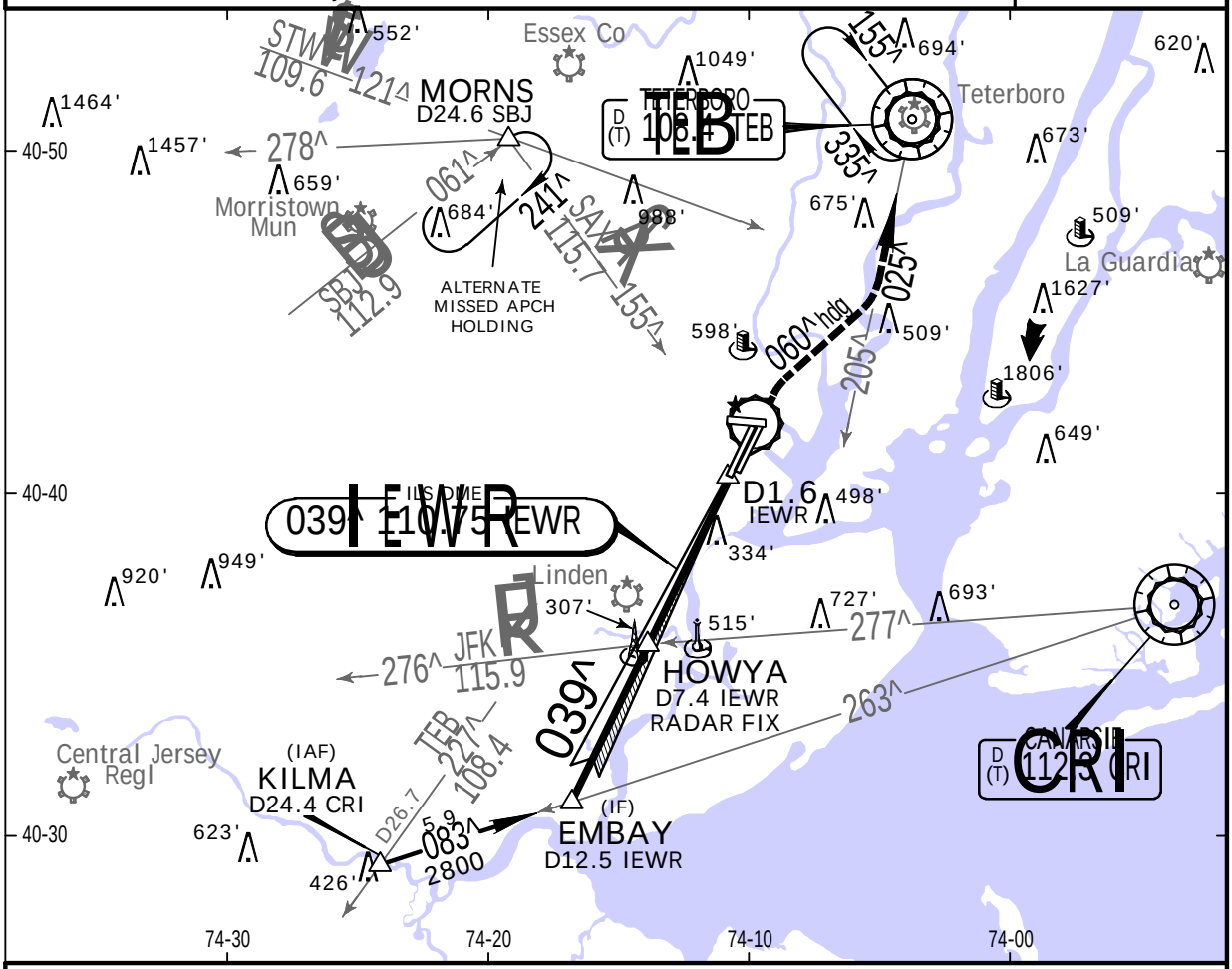
MISSED APCH: Climb to 620' then climbing RIGHT turn to 2500' on heading 060^ and inbound TEB VOR R-205 to TEB VOR and hold, or as directed by ATC.

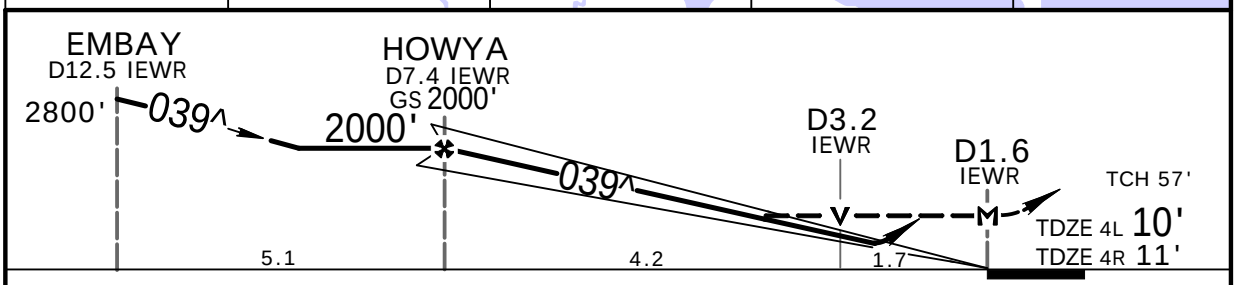
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000'

1. VGSI and ILS glidepath not coincident. 2. Night Landing: Rwy 29 not authorized.
3. ALSF-II and PAPI-L on Rwy 4R.

3000'

MSA TEB VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.10^	384	494	548	658	768	878
MAP at D1.6 IEWR or HOWYA to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13

MALSR — PAPI — 620' — 2500' RT on 060^ hdg and TEB 108.4 R-205 — TEB 108.4

.TERPS. STRAIGHT-IN LANDING RWY4L

	ILS DA(H) 210' (200')			LOC (GS out) MDA(H) 620' (610')			SIDESTEP LANDING RWY4R MDA(H) 620' (609')		CIRCLE-TO-LAND
	FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		ALS out	Max Kts — MDA(H)
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	RVR 50 or 1		90 — 720' (702') -1
B									120 — 820' (802') -1
C				1 3/8	1 1/2	1 3/4	1 3/8	1 3/4	140 — 900' (882') -2 3/4
D							1 1/2		165 — 900' (882') -3

CHANGES: Procedure.

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KEWR/EWR NEWARK, NJ

JEPPESEN

NEWARK LIBERTY INTL

23 MAY 14
.Eff.29.May.
11-1A

ILS Rwy 4L SA CAT I

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.82	128.55	118.3	121.8

LOC IEWR	Final Apch Crs	GS HOWYA	SA CAT I ILS	Apt Elev 18'
110.75	039^	2000' (1990')	RA 150' DA(H)160'(150')	TDZE 10'

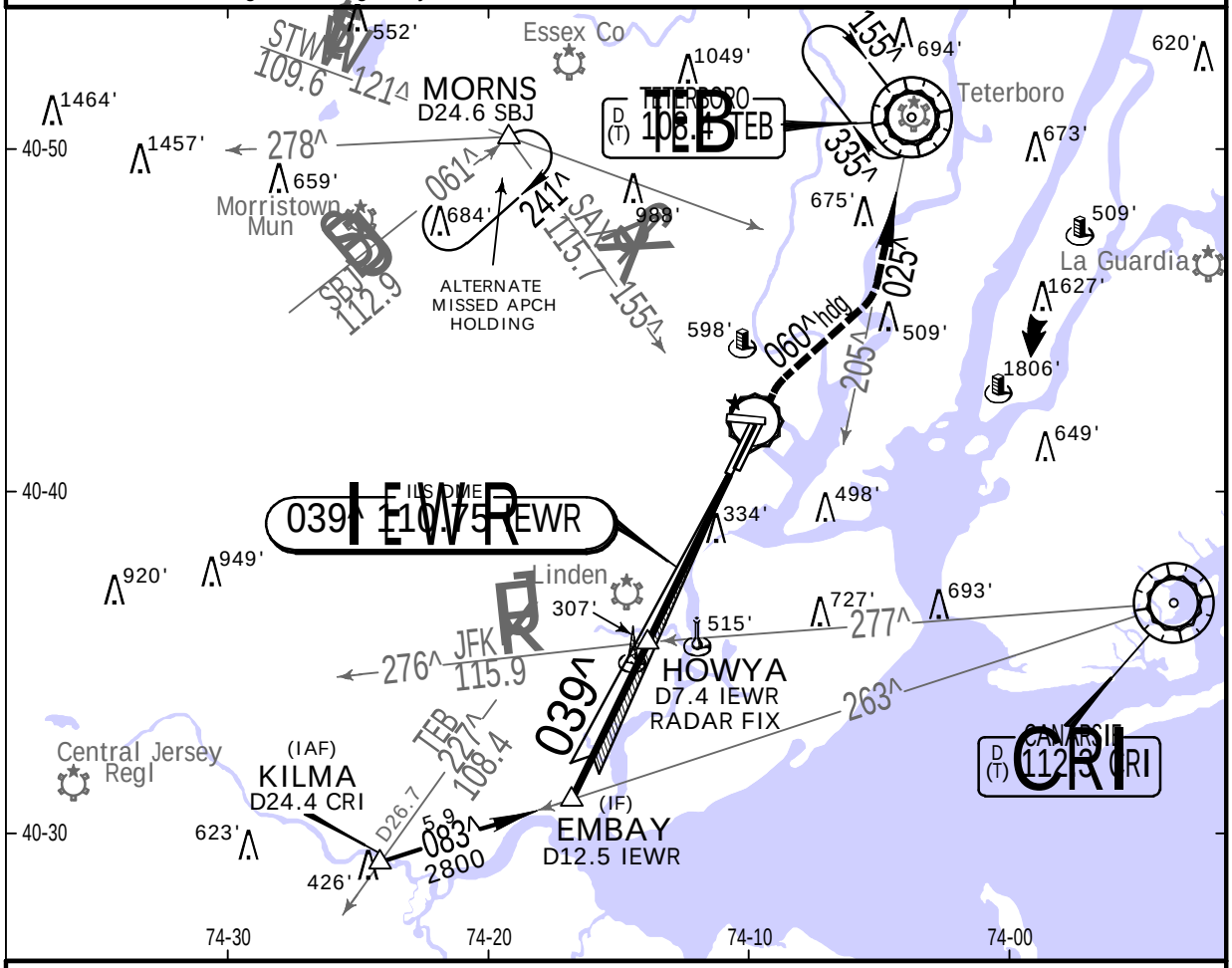
MISSED APCH: Climb to 620' then climbing RIGHT turn to 2500' on heading 060^ and inbound TEB VOR R-205 to TEB VOR and hold, or as directed by ATC.

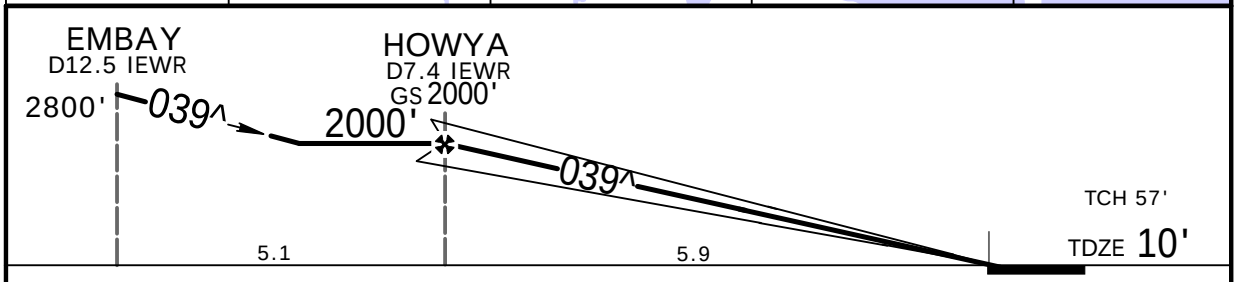
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Special Aircrew and Aircraft Certification Required. 2. VGSI and ILS glidepath not coincident. 3. Night Landing: Rwy 29 not authorized.

3000'
MSA TEB VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.10^	384	494	548	658	768	878

MALSR
PAPI

620' | 2500' RT on 060^ hdg and TEB 108.4 R-205 | TEB 108.4

.TERPS.

STRAIGHT-IN LANDING RWY4L
1 SA CAT I ILS
RA 150'
DA(H) 160'(150')

RVR 14

CHANGES: Procedure.

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KEWR/EWR — NEWARK, NJ

JEPPESEN

NEWARK LIBERTY INTL — 23 MAY 14 .Eff.29.May. — (11-1B) — **ILS Rwy 4L SA CAT II**

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.82	128.55	118.3	121.8

LOC IEWR	Final Apch Crs	GS HOWYA	SA CAT II ILS	Apt Elev 18'
110.75	039^	2000' (1990')	RA 100' DA(H)110'(100')	TDZE 10'

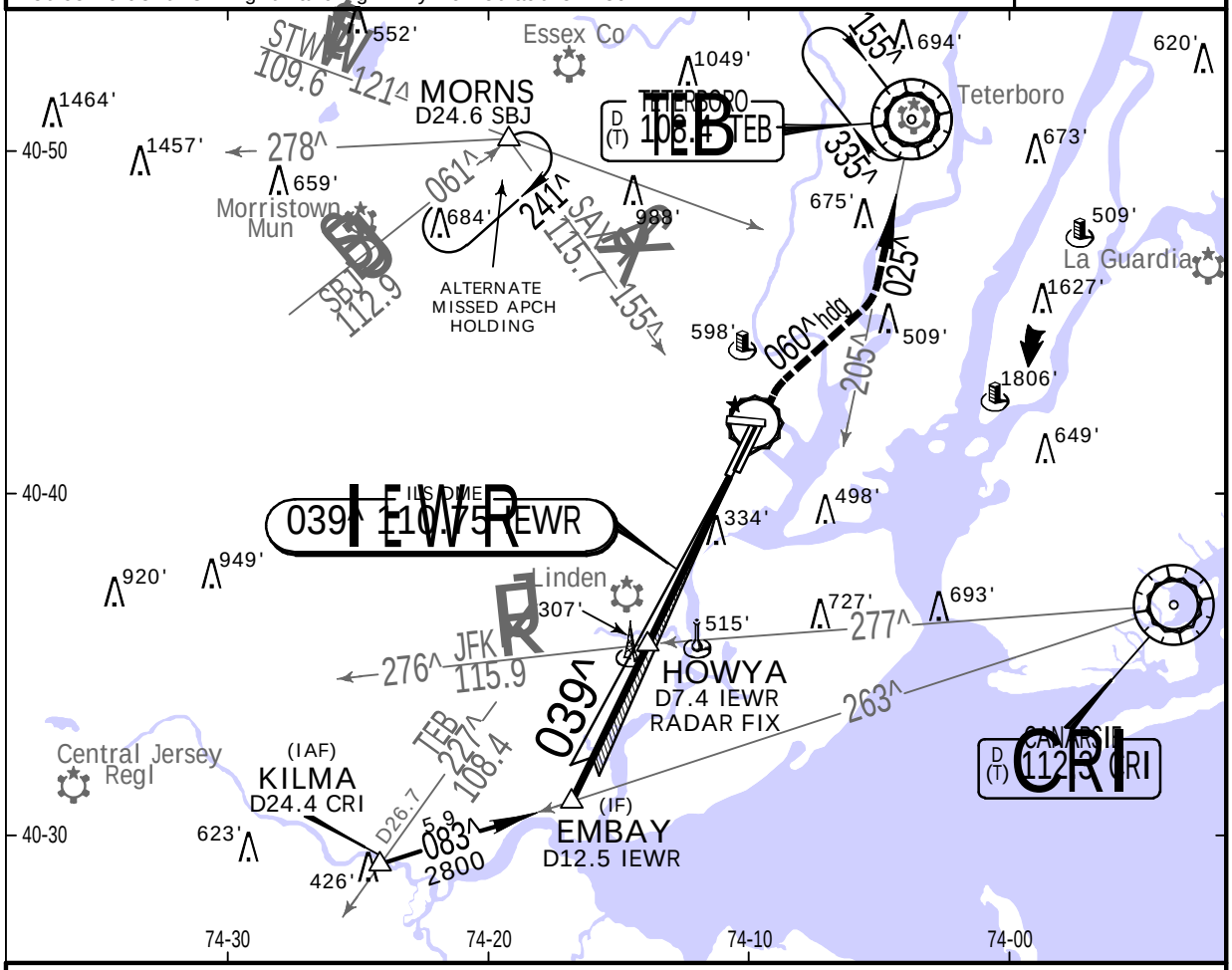
MISSED APCH: Climb to 620' then climbing RIGHT turn to 2500' on heading 060^ and inbound TEB VOR R-205 to TEB VOR and hold, or as directed by ATC.

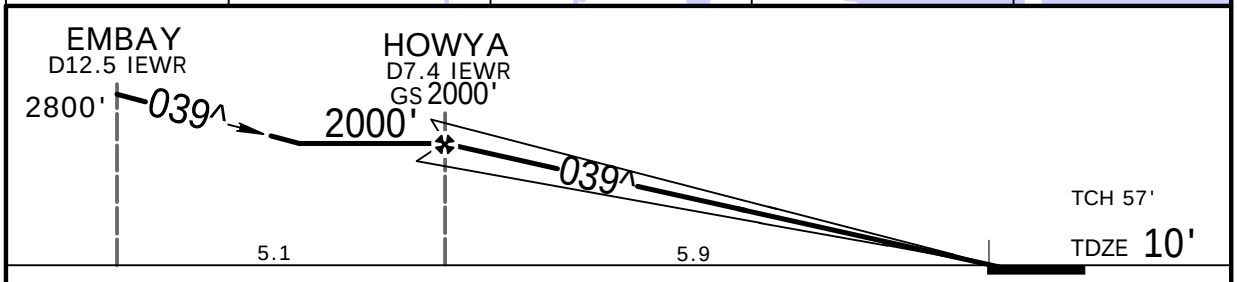
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000'

1. Special Aircrew and Aircraft Certification Required. 2. VGSI and ILS glidepath not coincident. 3. Night Landing: Rwy 29 not authorized.

3000'
MSA TEB VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.10^	384	494	548	658	768	878

MALSR — PAPI — 620' — 2500' RT on 060^ hdg and TEB 108.4 R-205 — TEB 108.4

.TERPS.

STRAIGHT-IN LANDING RWY4L
1 SA CAT II ILS
RA 100'
DA(H) 110'(100')

RVR 12

1. Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or

CHANGES: Procedure.

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KEWR/EWR NEWARK LIBERTY INTL — NEWARK, NJ

JEPPESEN 12 SEP 14 (11-2) .Eff.18.Sep.

ILS or LOC Rwy 4R

BRIEFING STRIP ™

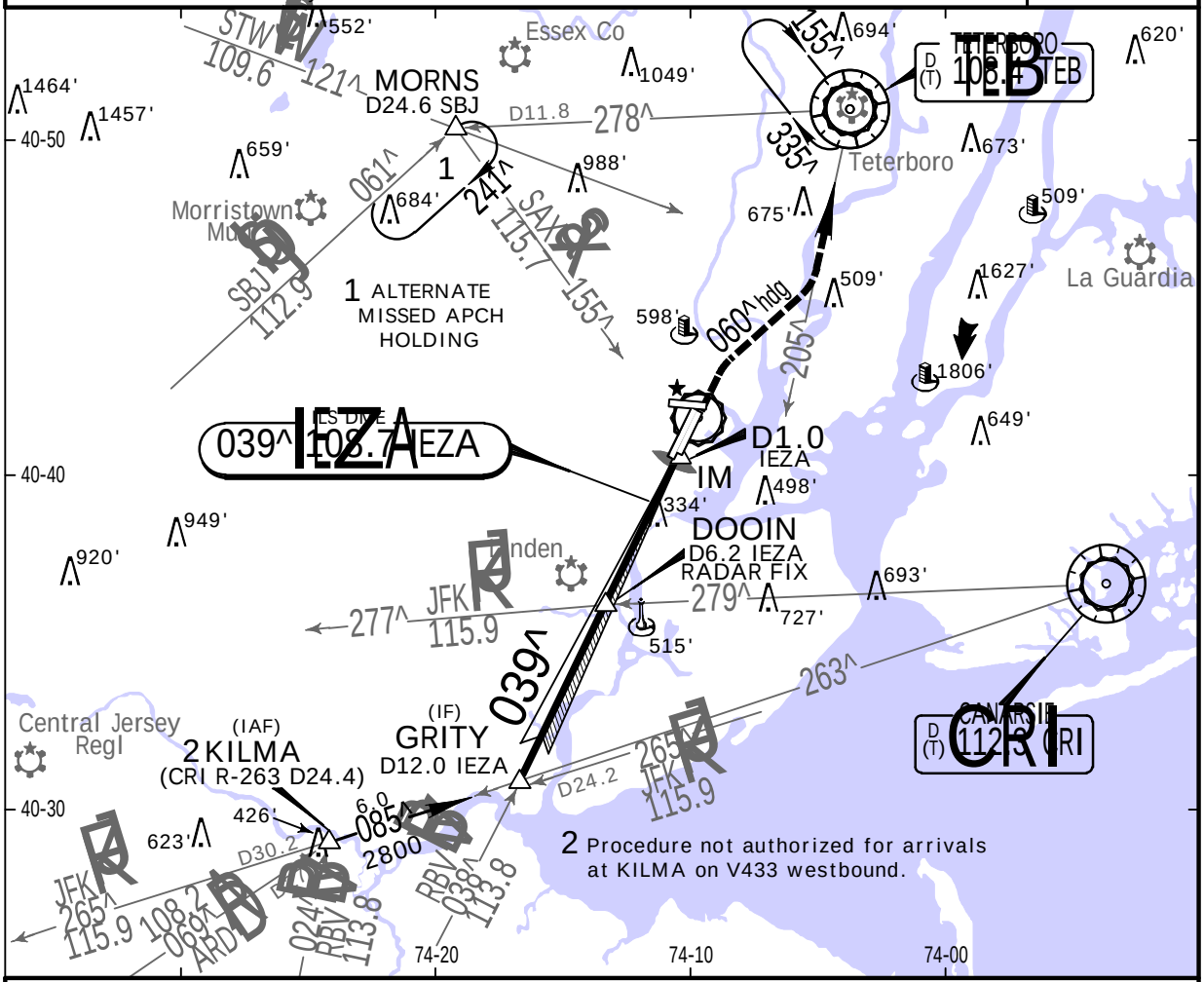
D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.825	128.55	118.3	121.8

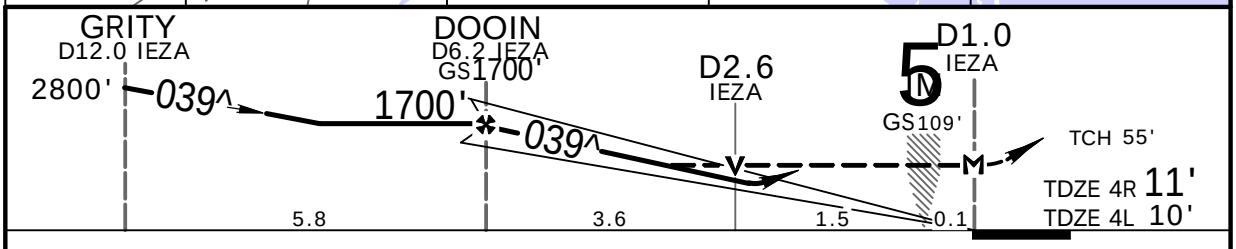
LOC IEZA	Final Apch Crs	GS DOOIN	ILS DA(H)	Apt Elev 18'
108.7	039^	1700' (1689')	211' (200')	TDZE 4R 11'

MISSED APCH: Climb to 600', then climbing RIGHT turn to 2500' on heading 060^ and inbound TEB R-205 to TEB VOR and hold, or as directed by ATC.

Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000'
1. VGSI and ILS glidepath not coincident. 2. Night Landing: Rwy 29 not authorized.
3. MALSR and PAPI-L on Rwy 4L.

3000'
MSA TEB VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 2.95^	365	470	522	626	731	835
MAP at D1.0 IEZA or DOOIN to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

ALSF-II PAPI — 600' — 2500' RT on 060^ hdg and TEB 108.4 R-205 — TEB 108.4

STRAIGHT-IN LANDING RWY 4R ILS DA(H) 211' (200')			LOC (GS out) MDA(H) 600' (589')		SIDESTEP LANDING RWY 4L MDA(H) 620' (610')			1 CIRCLE-TO-LAND	
FULL	TDZ or CL out	ALS out		ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 18 or ½	RVR 24 or ½	RVR 24 or ½	RVR 50 or 1	RVR 55 or 1			90	720' (702') -1
B								120	820' (802') -1
C		RVR 40 or ¾	RVR 60 or 1¼	1½	1⅜	1½	1¾	140	900' (882') -2¾
D				1¾	1½			165	900' (882') -3

S AMEND 13 18 SEP 2014

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KEWR/EWR NEWARK LIBERTY INTL — NEWARK, NJ

JEPPESEN

12 SEP 14 .Eff.18.Sep. (11-2A)

ILS Rwy 4R CAT II & III

BRIEFING STRIP ™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.825	128.55	118.3	121.8

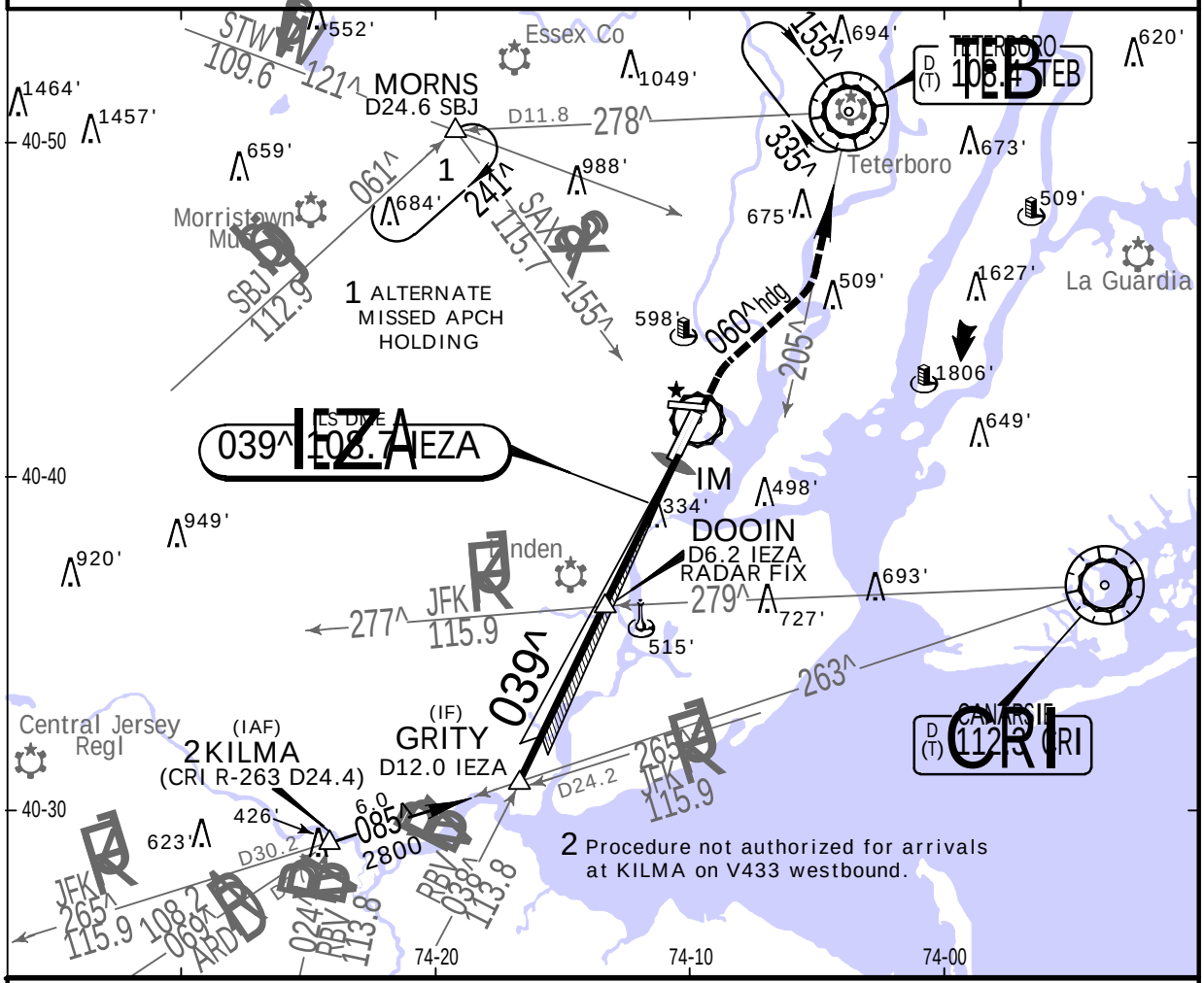
LOC IEZA	Final Apch Crs	GS DOOIN	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
108.7	039^	1700' (1689')	NA	Refer to Minimums		RA 100' DA(H) 111' (100')	18' TDZE 11'

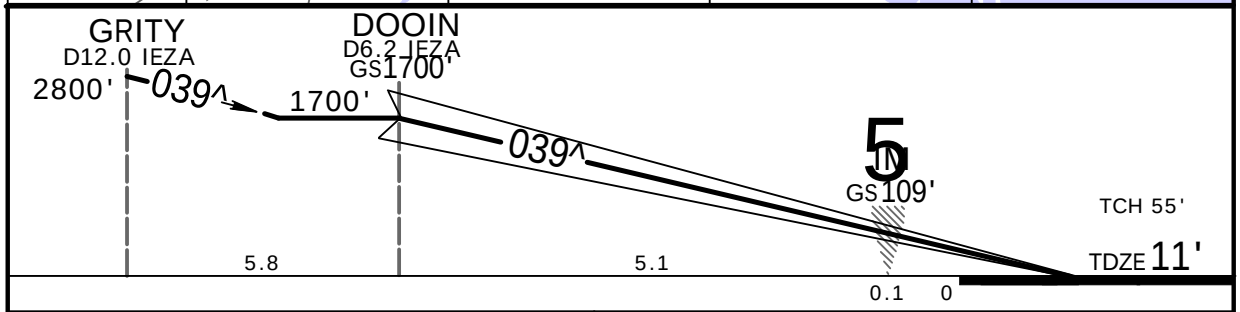
MISSED APCH: Climb to 600', then climbing RIGHT turn to 2500' on heading 060^ and inbound TEB R-205 to TEB VOR and hold, or as directed by ATC.

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

1. Special Aircrew & Aircraft Certification Required. 2. VGSI and ILS glidepath not coincident.

3000' MSA TEB VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 2.95^	365	470	522	626	731	835

ALSF-II PAPI — 600' — 2500' RT on 060^ hdg and TEB 108.4 R-205 — TEB 108.4

STRAIGHT-IN LANDING RWY 4R

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 100' DA(H) 111' (100')
NA	RVR 6	RVR 7	RVR 12

CHANGES: Procedure. | JEPPESEN, 1990, 2014. ALL RIGHTS RESERVED.

US AMEND 13 18 SEP 2014

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KEWR/EWR NEWARK LIBERTY INTL

JEPPESEN 18 JUL 14 (11-3)

NEWARK, NJ ILS or LOC Rwy 11

BRIEFING STRIP ™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.82	128.55	118.3	121.8

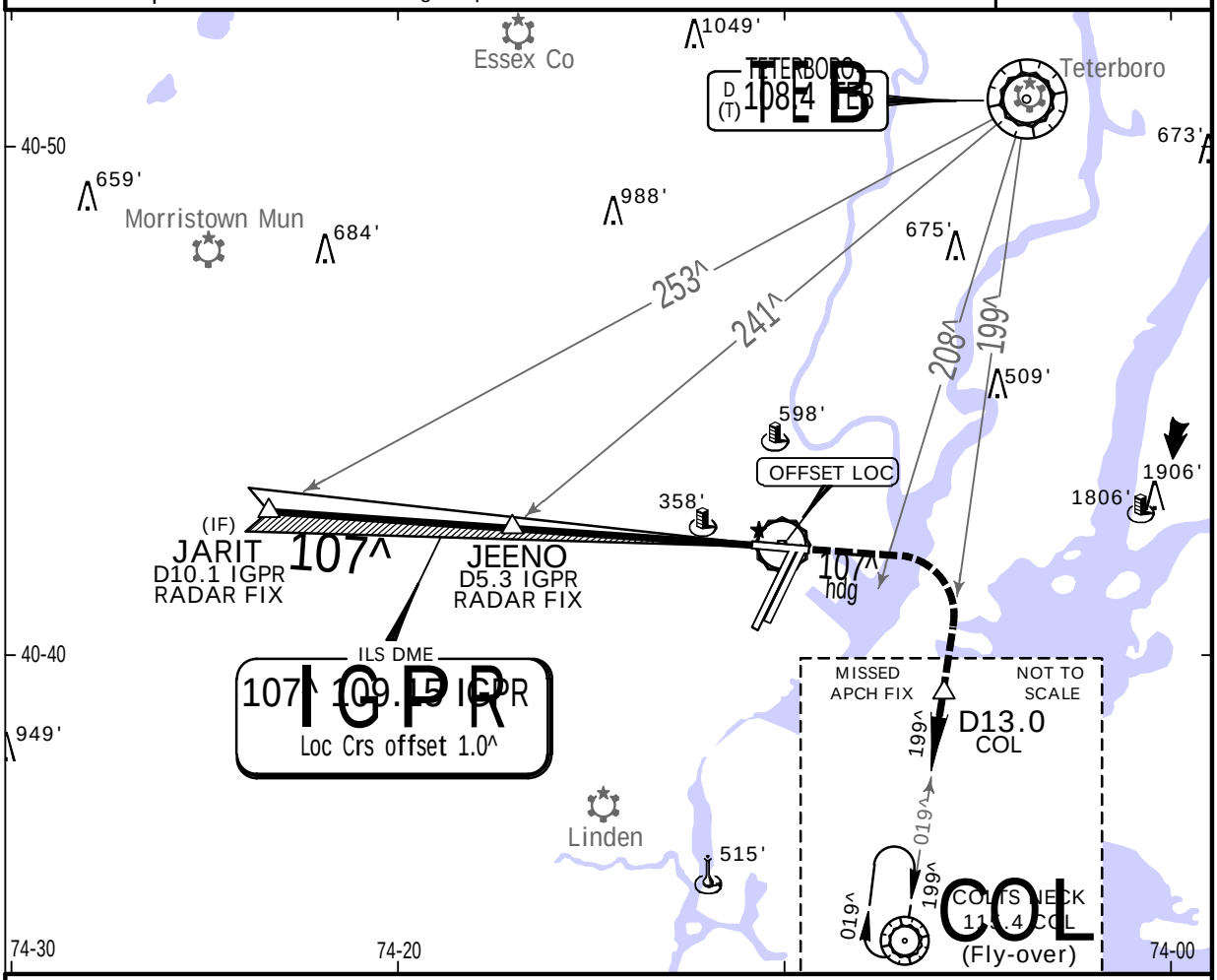
LOC IGPR	Final Apch Crs	GS JEENO	LOC MDA(H)	Apt Elev 18'
109.15	107^	1600' (1582')	580' (562')	TDZE 18'

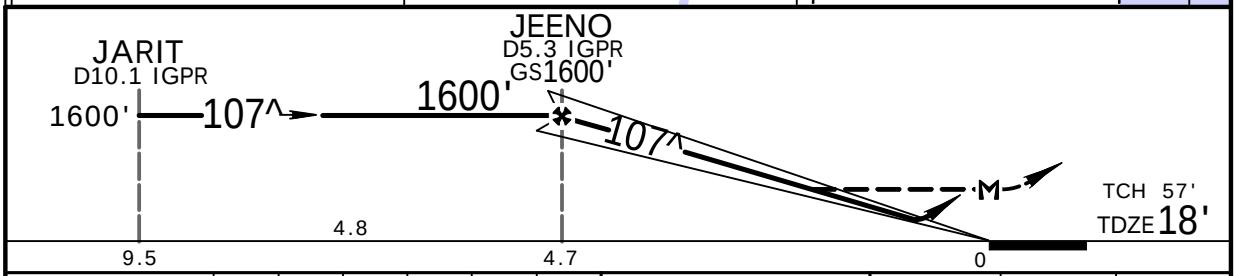
MISSED APCH: Climb to 1700' heading 107^, at TEB VOR R-208 RIGHT turn to intercept TEB VOR R-199 outbound and COL VOR R-019 inbound to COL VOR and hold. At D13.0 COL climb to 3000'.

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

1. Radar required. 2. VGSI and ILS glidepath not coincident.

3000'
MSA TEB VOR





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

REIL
VASI-L

1700'

107^ hdg

STRAIGHT-IN LANDING RWY 11

	ILS DA(H) 604' (586')	LOC (GS out) MDA(H) 580' (562')	1 CIRCLE-TO-LAND Max Kts	MDA(H)
A	2	RVR 50 or 1	90	720' (702') -1
B			120	
C		1½	140	720' (702') -2
D		1¾	165	900' (882') -3

CHANGES: None.

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S AMEND 2C 14 NOV 2013

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NEWARK LIBERTY INTL

JEPPESEN

18 JUL 14 (11-4)

NEWARK, NJ
ILS or LOC Rwy 22L

BRIEFING STRIP ™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.82	128.55	118.3	121.8

LOC ILSQ	Final Apch Crs	GS BUZZD	ILS DA(H)	Apt Elev 18'
108.7	219^	1497' (1487')	210' (200')	TDZE 10'

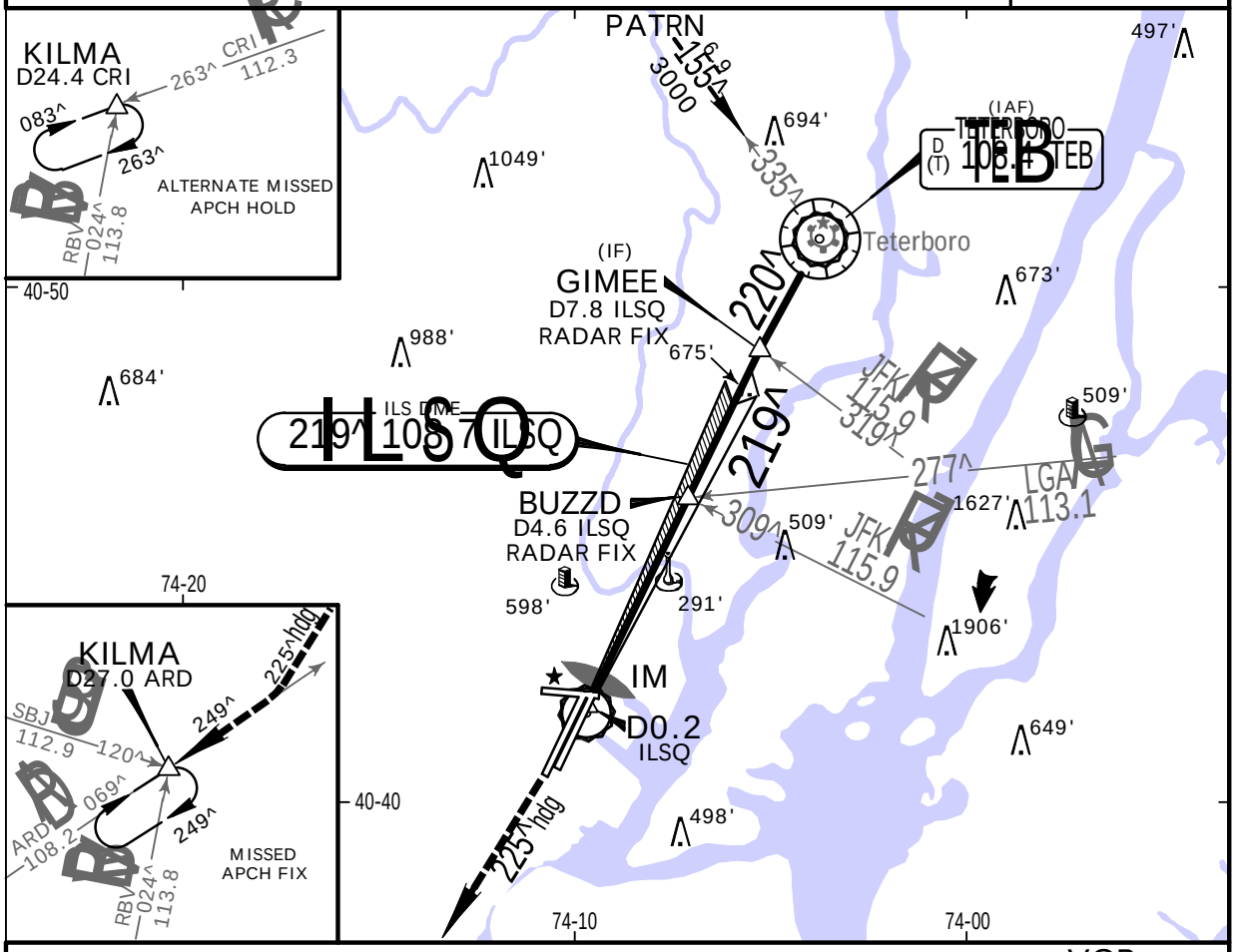
MISSED APCH: Climb to 500' then climbing RIGHT turn to 3000' on heading 225^ and inbound ARD VOR R-069 to KILMA INT/D27.0 ARD and hold, or as directed by ATC.

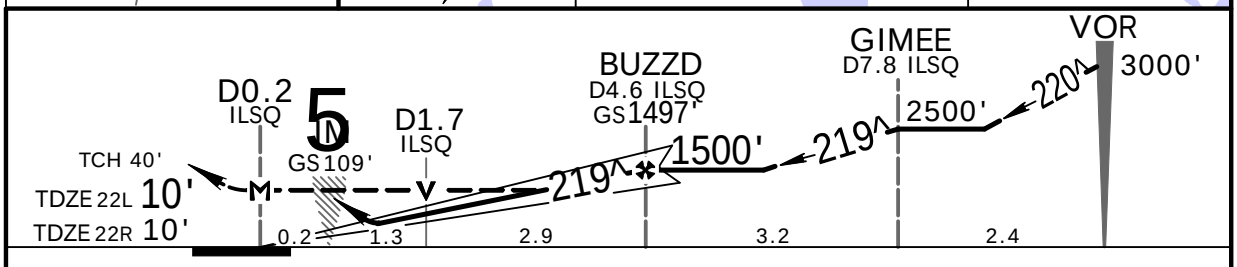
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. VGSI and ILS glidepath not coincident. 2. MALSR, REIL and PAPI-L on Rwy 22R.

3000'

MSA TEB VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D0.2 ILSQ or BUZZD to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

ALSF-II PAPI 500' 3000' on RT 225^ hdg

TERPS.

STRAIGHT-IN LANDING RWY 22L

	ILS DA(H) 210' (200') FULL	TDZ or CL out	ALS out	LOC (GS out) MDA(H) 560' (550')	ALS out	SIDESTEP LANDING RWY 22R MDA(H) 560' (550')	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 50 or 1	RVR 55 or 1
B							
C				RVR 60 or 1 1/8	1 5/8	RVR 60 or 1 1/8	1 5/8
D							

CIRCLE-TO-LAND

Not authorized to Rwy 29 at night when VGSI inop.

Max Kts	MDA(H)
90	720' (702')-1
120	
140	720' (702')-2
165	900' (882')-3

CHANGES: TDZE, OM decommissioned.

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JEPPESEN 18 JUL 14 (11-4A)

NEWARK, NJ ILS Rwy 22L CAT II & III

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.82	128.55	118.3	121.8

LOC ILSQ	Final Apch Crs	GS BUZZD	CAT IIIC	CAT IIIB	CAT IIIA	CAT II	Apt Elev
108.7	219^	1497' (1487')	NA	Refer to Minimums		RA 102' DA(H) 110'(100')	18' TDZE 10'

MISSED APCH: Climb to 500' then climbing RIGHT turn to 3000' on heading 225^ and inbound ARD VOR R-069 to KILMA INT/D27.0 ARD and hold, or as directed by ATC.

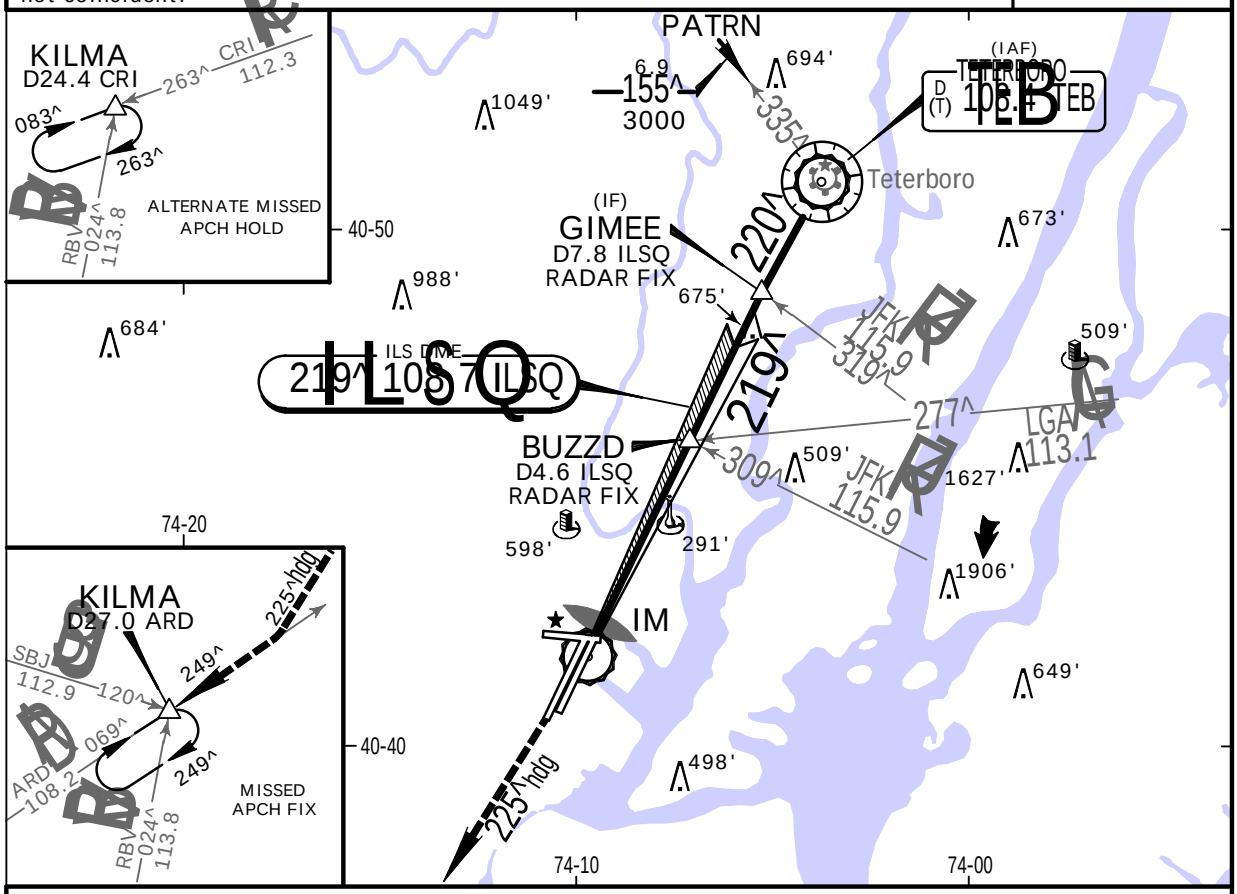
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

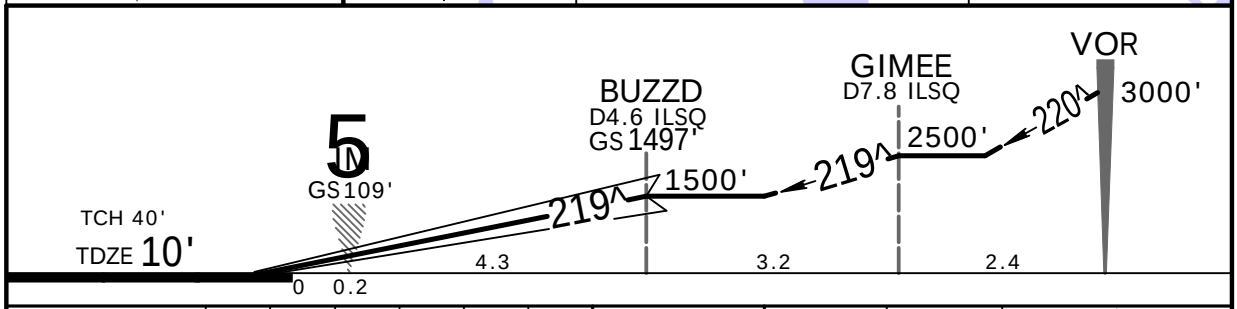
1. Special Aircrew and Aircraft Certification Required. 2. VGSI and ILS glidepath not coincident.

3000'

MSA TEB VOR

BRIEFING STRIP ™





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

ALSF-II PAPI 500' 3000' on RT 225^ hdg

.TERPS. STRAIGHT-IN LANDING RWY22L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 102' DA(H) 110'(100')
NA	RVR 6	RVR 7	1 RVR12

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD

CHANGES: TDZE, OM decommissioned.

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KEWR/EWR NEWARK LIBERTY INTL

JEPPESEN 18 JUL 14 (11-4B)

NEWARK, NJ ILS Rwy 22L SA CAT I

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.82	128.55	118.3	121.8

LOC ILSQ	Final Apch Crs	GS BUZZD	SA CAT I ILS RA 152' DA(H)	Apt Elev 18' TDZE 10'
108.7	219^	1497' (1487')	160' (150')	

MISSED APCH: Climb to 500' then climbing RIGHT turn to 3000' on heading 225^ and inbound ARD VOR R-069 to KILMA INT/D27.0 ARD and hold, or as directed by ATC.

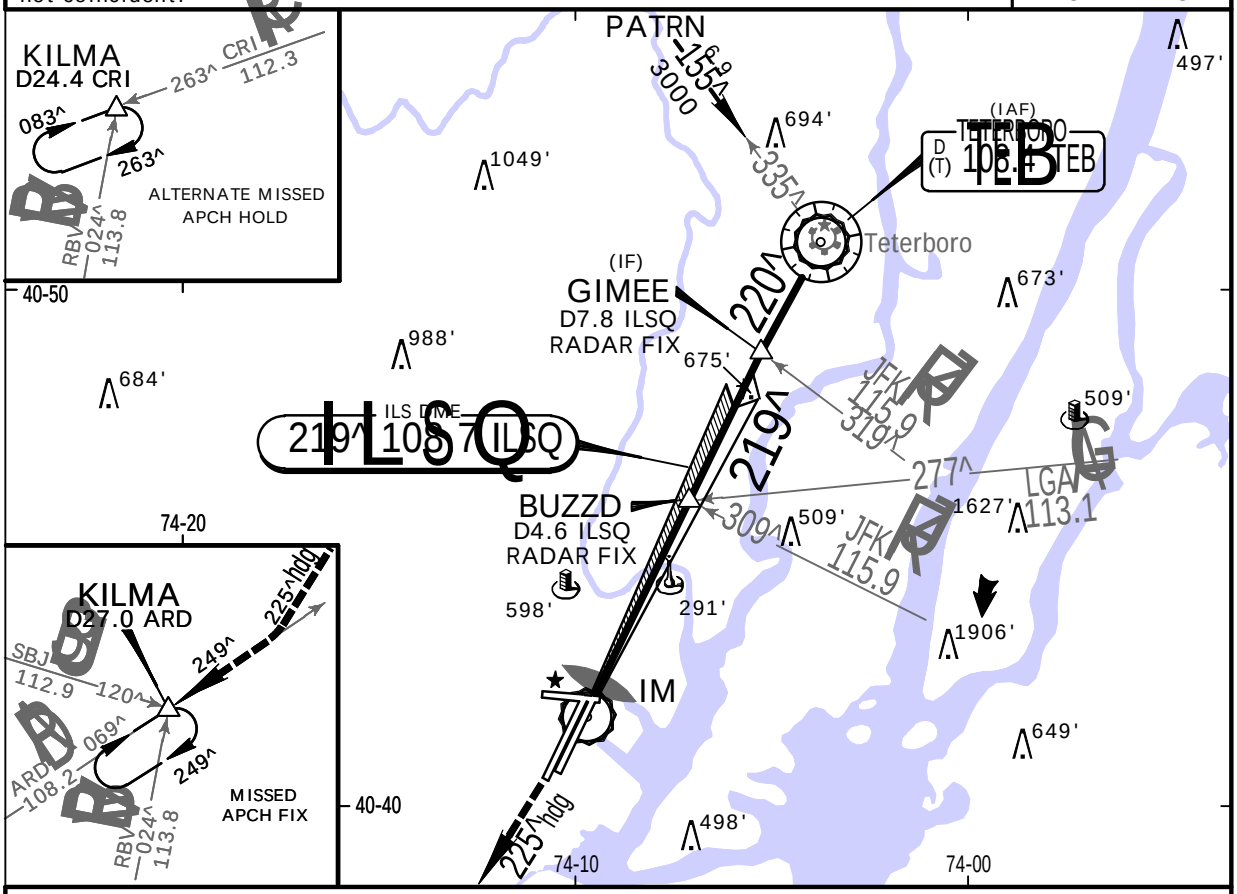
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

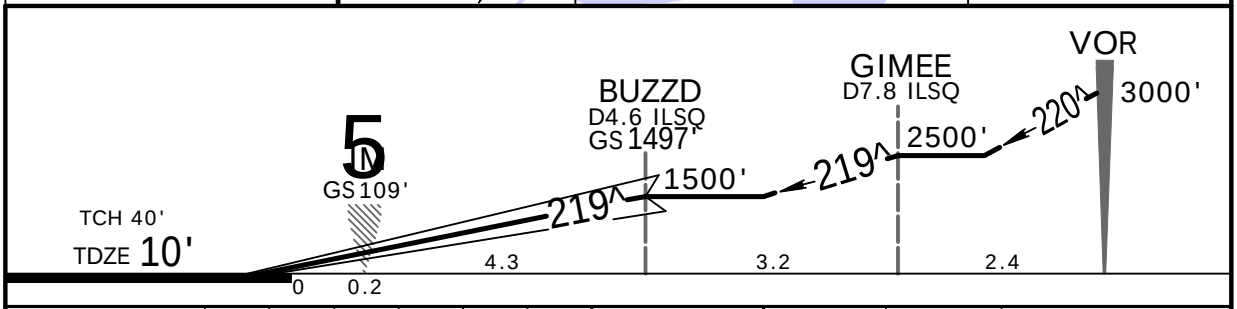
1. Special Aircrew and Aircraft Certification Required. 2. VGSI and ILS glidepath not coincident.

3000'

MSA TEB VOR

BRIEFING STRIP ™





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

ALSF-II PAPI 500' 3000' on RT 225^ hdg

.TERPS.

STRAIGHT-IN LANDING RWY 22L
1 SA CAT I ILS
RA 152'
DA(H) 160' (150')

RVR 14

CHANGES: TDZE, OM decommissioned.

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KEWR/EWR NEWARK LIBERTY INTL

JEPPESEN 18 JUL 14 (11-5)

NEWARK, NJ ILS or LOC Rwy 22R

BRIEFING STRIP ™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.82	128.55	118.3	121.8

LOC IJNN	Final Apch Crs	GS TALTE	ILS DA(H)	Apt Elev 18'
110.75	219^	1500' (1490')	210' (200')	TDZE 10'

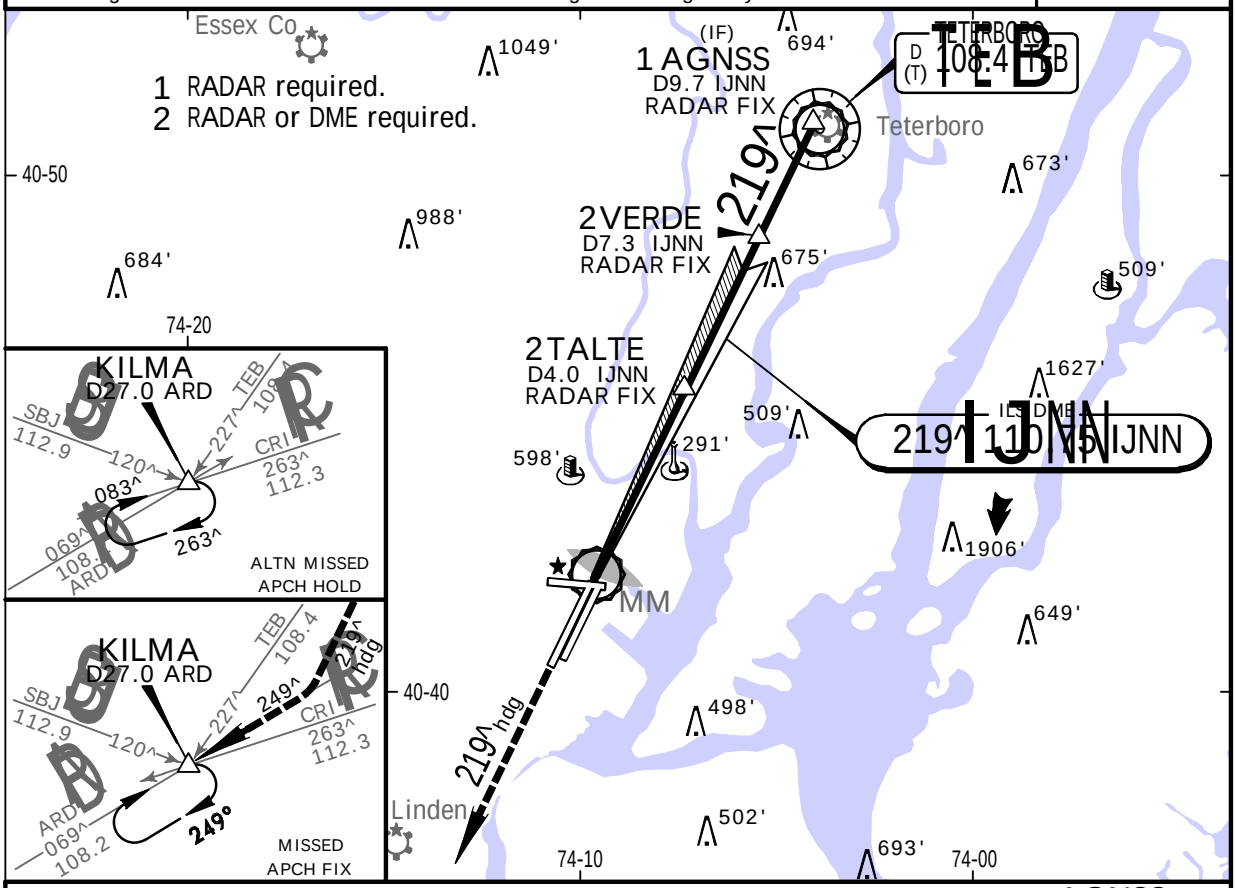
MISSED APCH: Climb to 3000' on heading 219^ and inbound on ARD VOR R-069 to KILMA INT/D27.0 ARD and hold, or as directed by ATC.

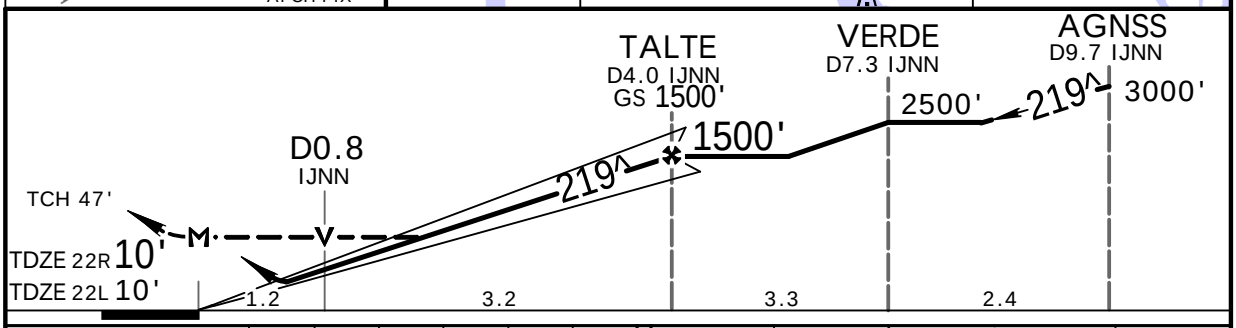
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. VGSI and ILS glidepath not coincident. 2. ALSF-II and PAPI-L on Rwy 22L.
3. Disregard all marker beacon indications. 4. Night Landing: Rwy 29 not authorized.

3000'

MSA TEB VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.10^	384	494	548	658	768	878
TALTE to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39

MALSR
REIL
PAPI

3000' on 219^ hdg and ARD 108.2 R-069 KILMA

TERPS.

STRAIGHT-IN LANDING RWY 22R

	ILS DA(H) 210'(200') FULL	TDZ or CL out	RAIL or ALS out	LOC (GS out) MDA(H) 460'(450')	RAIL out	ALS out	SIDESTEP LANDING RWY 22L MDA(H) 560'(550')	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	RVR 50 or 1	
B								
C				RVR 45 or 7/8	RVR 55 or 1	1 3/8	RVR 50 or 1	1 5/8
D							1 1/2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	720'(702')-1
120	820'(802')-1
140	900'(882')-2 3/4
165	900'(882')-3

S AMEND 6A 24 JUL 2014

CHANGES: Minimums.

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KEWR/EWR NEWARK LIBERTY INTL — NEWARK, NJ

JEPPESEN 28 MAR 14 (11-6) COPTER ILS or LOC DME Rwy 4L

BRIEFING STRIP ™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.82	128.55	118.3	121.8

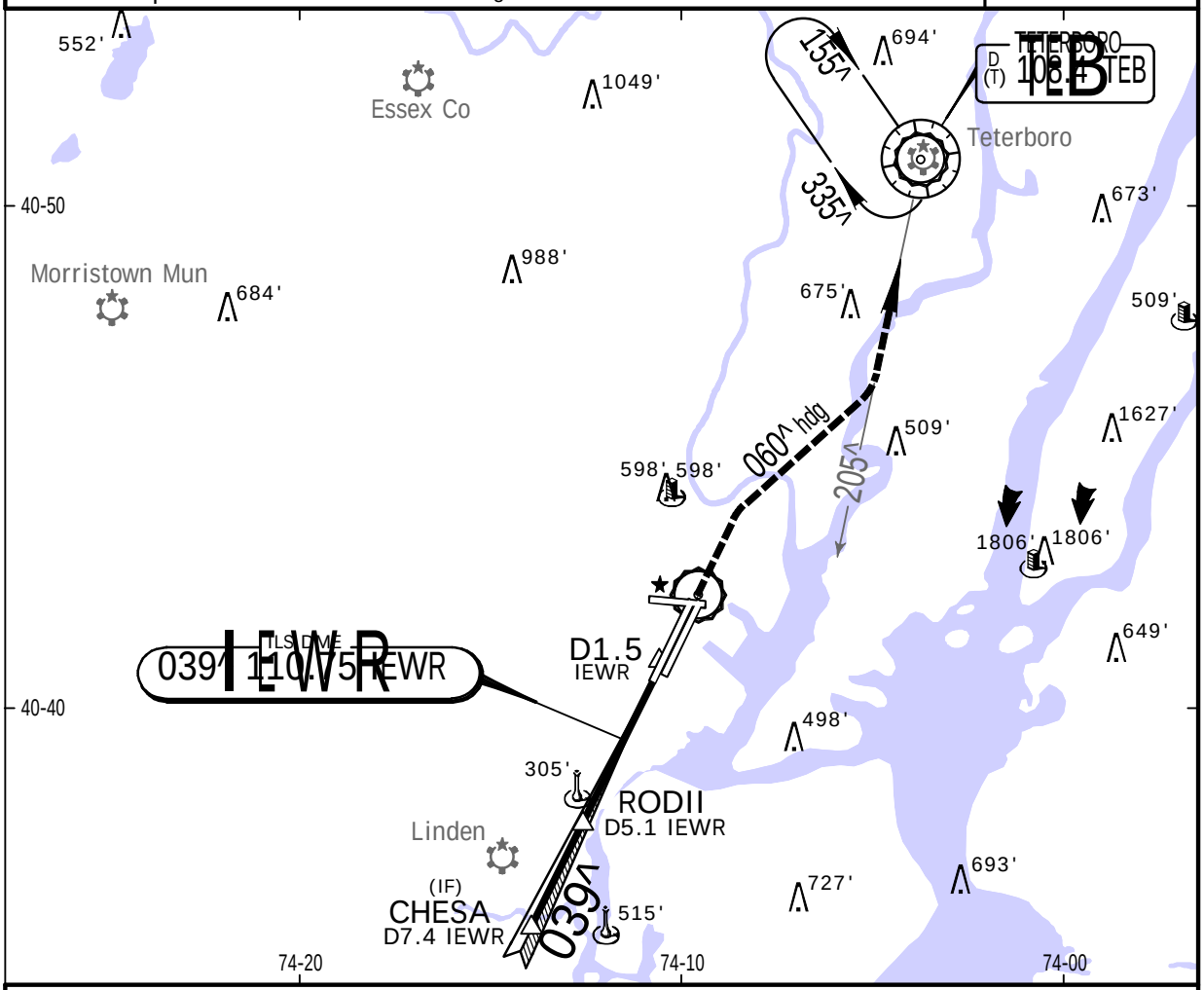
LOC IEWR	Final Apch Crs	GS RODII	ILS DA(H)	Apt Elev 18'
110.75	039^	1288' (1278')	210' (200')	TDZE 10'

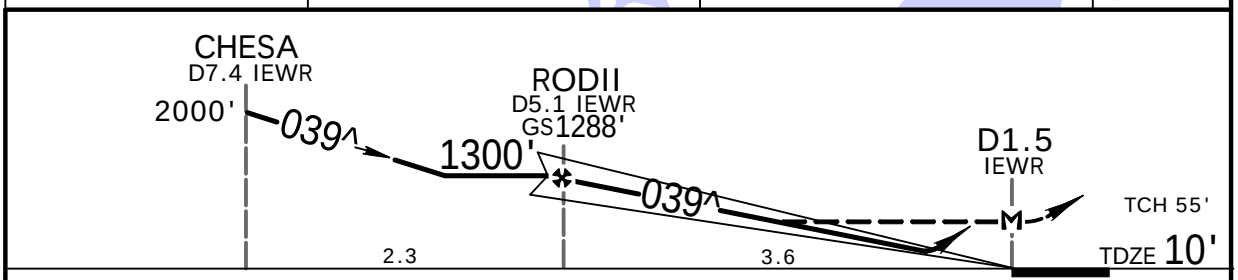
MISSED APCH: Climb to 600' then climbing RIGHT turn to 2500' via 060^ heading and inbound via TEB VOR R-205 to TEB VOR and hold.

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

1. Radar required. 2. VGSI and descent angles not coincident.

3000'
MSA TEB VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D1.5 IEWR						

MALSR — PAPI — 600' — 2500' RT via 060^ hdg and TEB 108.4 R-205 — TEB 108.4

STRAIGHT-IN LANDING RWY 4L				CIRCLE-TO-LAND
ILS DA(H) 210' (200')		LOC (GS out) MDA(H) 560' (550')		
FULL	TDZ or CL out / RAIL or ALS out		RAIL or ALS out	
COPTER: RVR 12 or 1/4	RVR 24 or 1/2	RVR 12 or 1/4	RVR 24 or 1/2	COPTER: NA

CHANGES: High point.

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KEWR/EWR NEWARK LIBERTY INTL

JEPPESEN 28 MAR 14 (11-7)

NEWARK, NJ COPTER ILS DME Rwy 22L

BRIEFING STRIP ™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.82	128.55	118.3	121.8

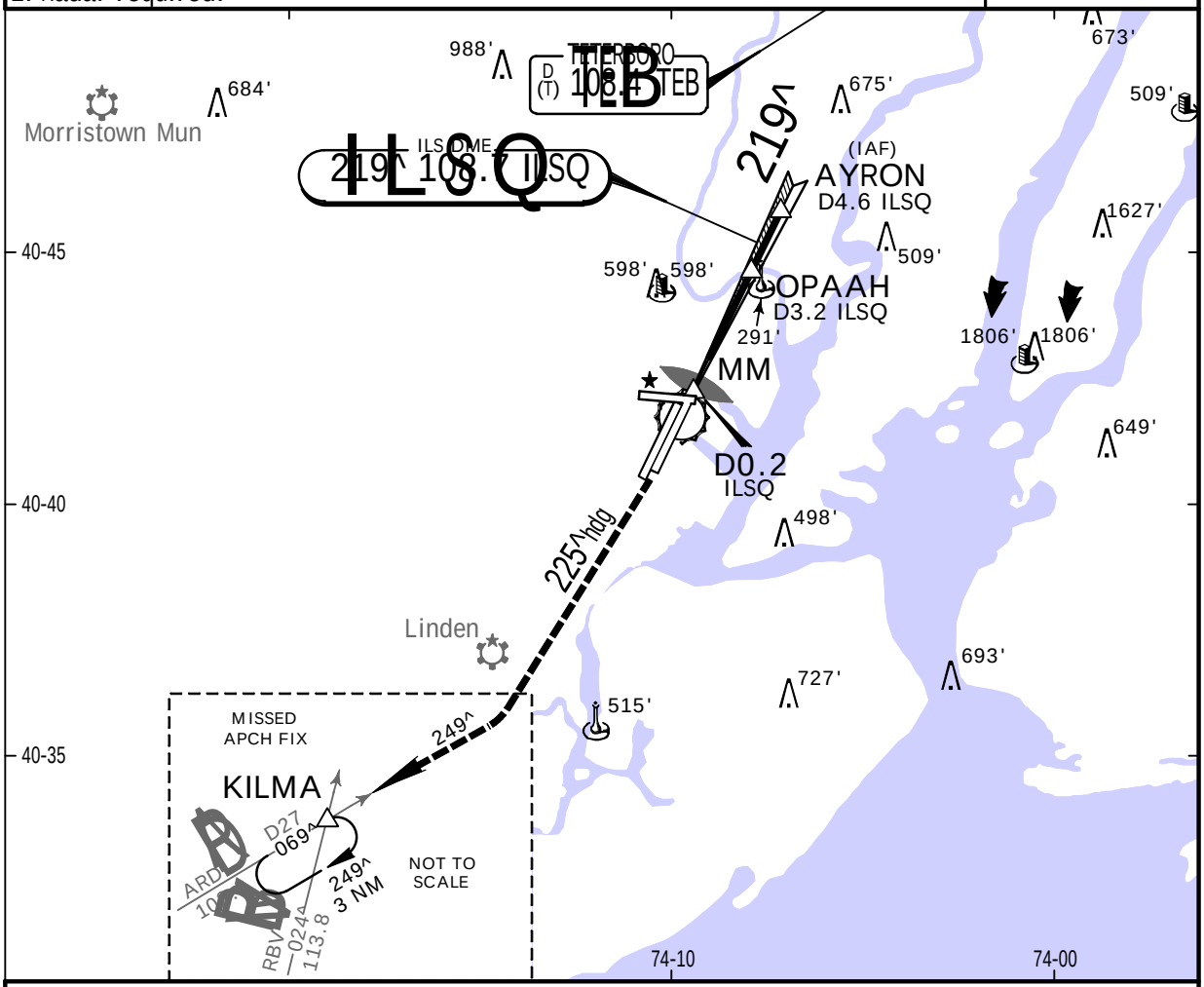
LOC ILSQ	Final Apch Crs	GS OPAAH	ILS DA(H)	Apt Elev 18'
108.7	219^	1091' (1081')	210' (200')	TDZE 10'

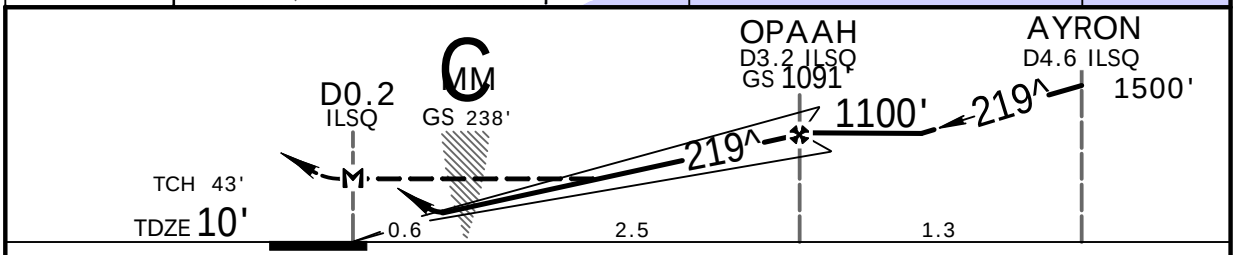
MISSED APCH: Climbing RIGHT turn to 2000' heading 225^ then climbing RIGHT turn to 3000' inbound via ARD VOR R-069 to KILMA INT and hold.

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

1. Radar required.

3000'
MSA TEB VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D0.2 ILSQ						

ALSF-II PAPI

2000' RT | 225^ hdg | 3000' RT | ARD via 108.2 R-069

STRAIGHT-IN LANDING RWY22L					CIRCLE-TO-LAND
ILS DA(H) 210' (200')			LOC (GS out) MDA(H) 560' (550')		
FULL	TDZ or CL out	ALS out		ALS out	
COPTER: RVR 12 or 1/4		RVR 24 or 1/2	RVR 12 or 1/4	RVR 24 or 1/2	COPTER: NA

S AMEND OC 3 APR 2014

CHANGES: AYRON OM deleted.

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JEPPESEN 12 SEP 14 (12-1) .Eff.18.Sep.

NEWARK, NJ RNAV (GPS) Rwy 4L

BRIEFING STRIP ™

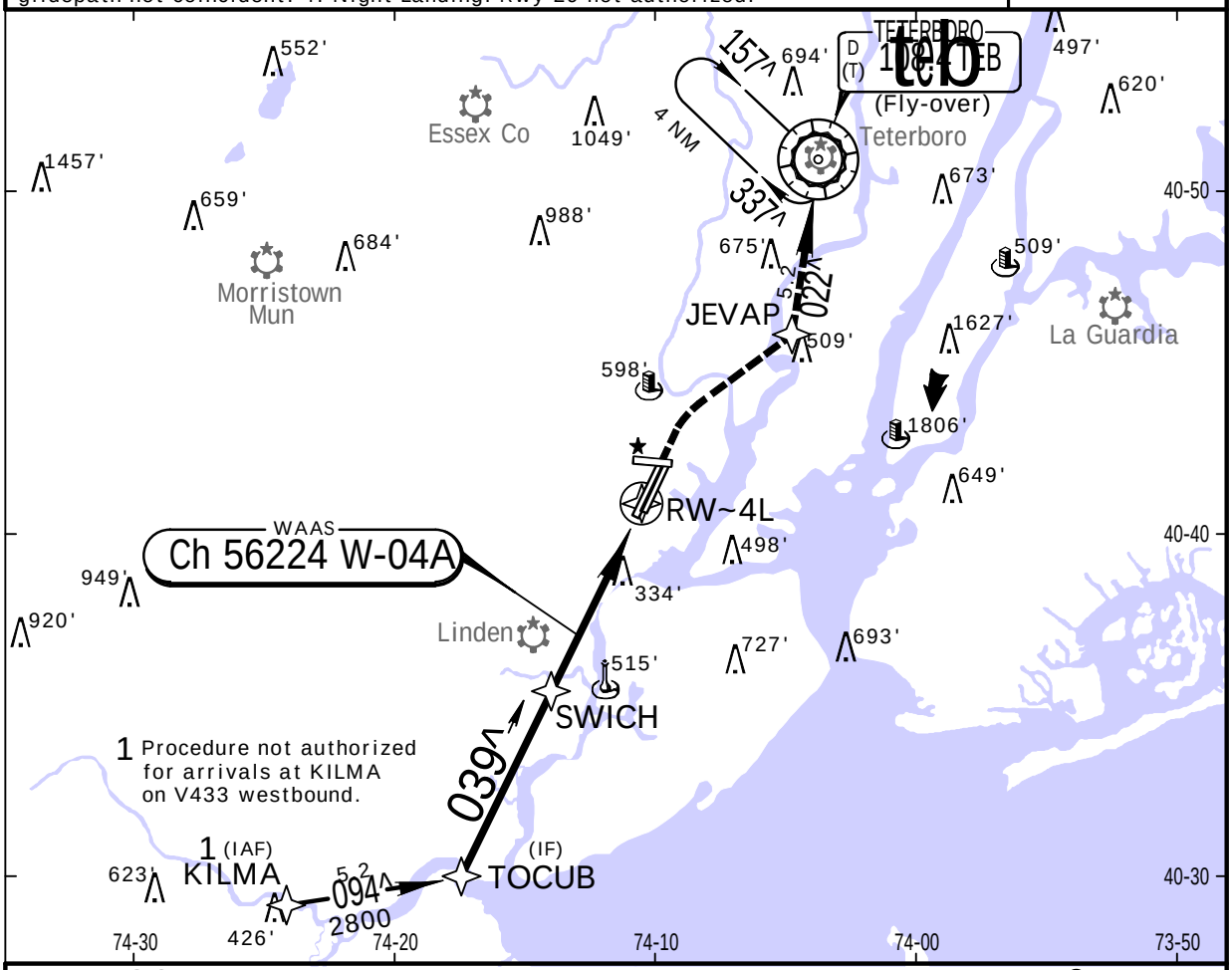
D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.825	128.55	118.3	121.8

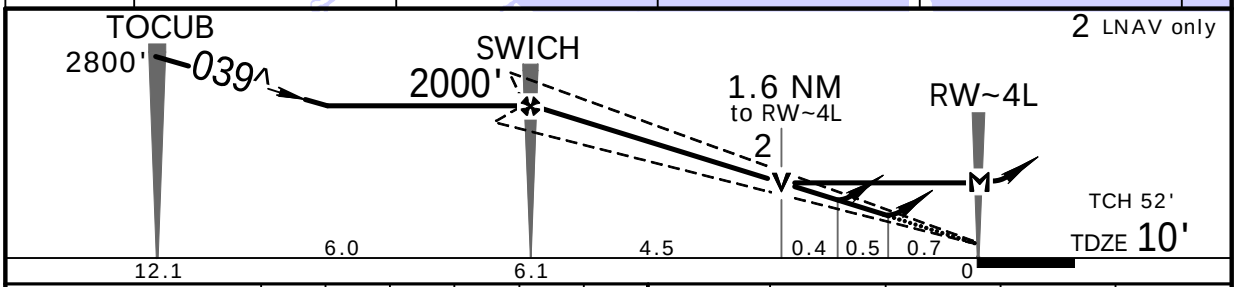
WAAS Ch 56224 W-04A	Final Apch Crs 039^	Minimum Alt SWICH 2000' (1990')	LPV DA(H) 299' (289')	Apt Elev 18' TDZE 10'

MISSED APCH: Climb to 440' then climbing RIGHT turn to 2500' direct JEVAP and on track 022^ to TEB VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -13^C (9^F) or above 54^C (130^F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Night Landing: Rwy 29 not authorized.

3000'
MSA RW~4L





Gnd Speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849
MAP at RW~4L						

MALSR PAPI 440' 2500' RT D JEVAP

TERPS. STRAIGHT-IN LANDING RWY 4L

	LPV DA(H) 299' (289')			LNAV/VNAV DA(H) 441' (431')		LNAV MDA(H) 600' (590')		
		RAIL out	ALS out	RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 45 or ⅞	RVR 50 or 1	1⅜	RVR 24 or ½	RVR 40 or ¾	RVR 55 or 1
B								
C						1¼	1⅜	1¾
D								

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	720' (702') -1
120	820' (802') -1
140	900' (882') -2¾
165	900' (882') -3

S AMEND 2B 29 MAY 2014

CHANGES: D-ATIS frequency, minimums note.

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KEWR/EWR NEWARK, NJ

NEWARK LIBERTY INTL

JEPPESEN

12 SEP 14 .Eff.18.Sep. (12-2)

RNAV (GPS) Y Rwy 4R

BRIEFING STRIP ™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.825	128.55	118.3	121.8

WAAS	Final Apch Crs	Minimum Alt COWWE	LPV DA(H)	Apt Elev 18'
Ch 60924 W-04B	039^	1700' (1689')	357' (346')	TDZE 11'

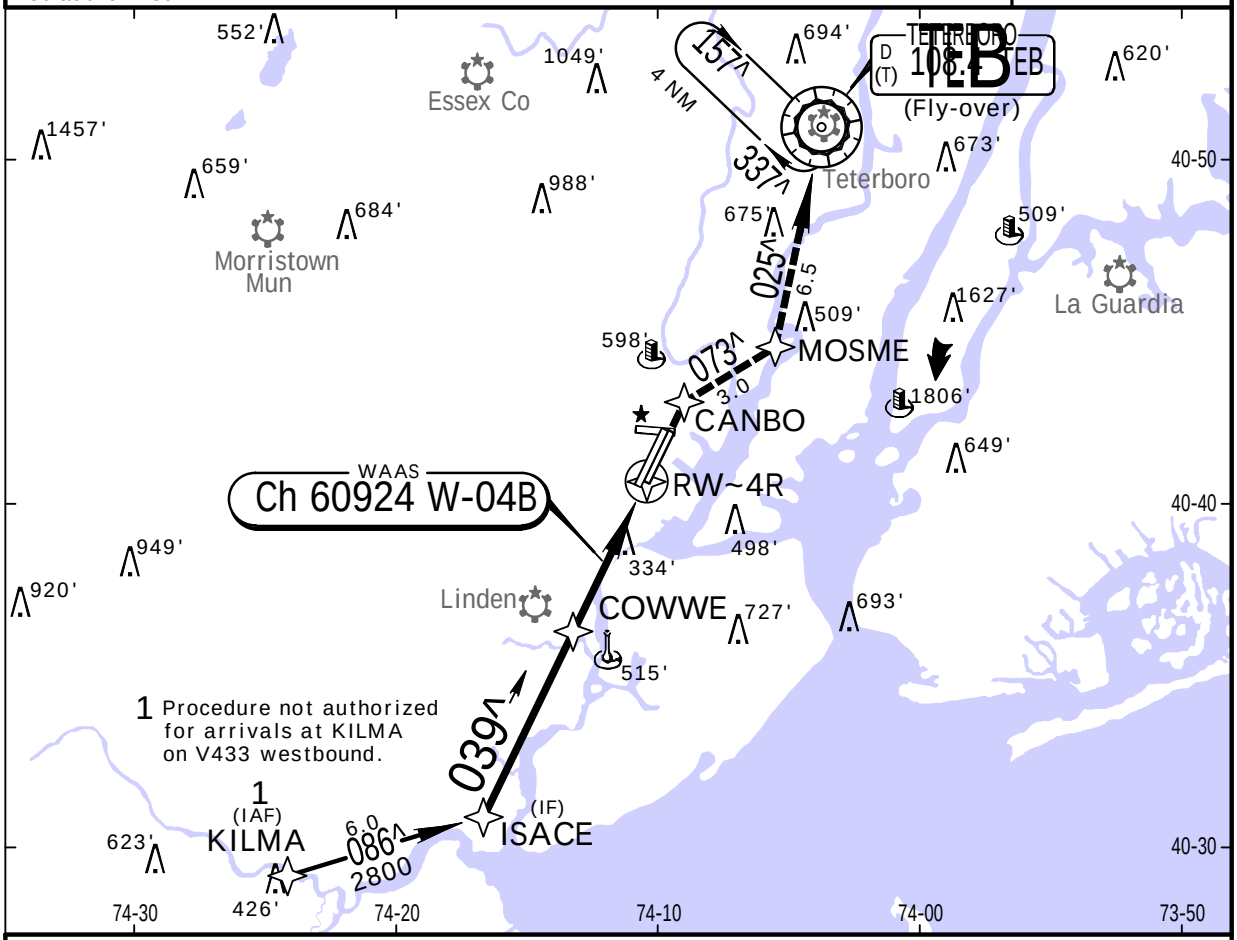
MISSED APCH: Climb to 2500' direct CANBO and on track 073^ to MOSME and on track 025^ to TEB VOR and hold.

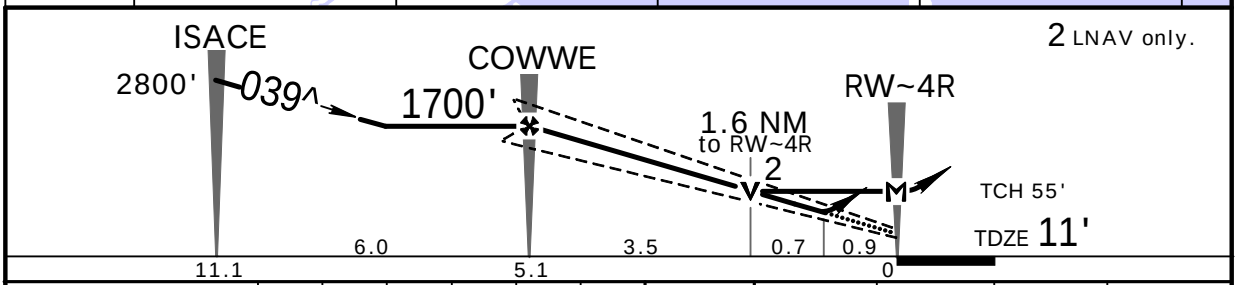
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized. 2. Helicopter visibility reduction below 3/4 SM not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Night Landing: Rwy 29 not authorized.

3000'

MSA RW~4R





2 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						

ALSF-II PAPI 2500' CANBO

STRAIGHT-IN LANDING RWY 4R

	LPV DA(H) 357' (346')	ALS out	LNAV MDA(H) 660' (649')	ALS out
A	RVR 40 or ¾	1¼	RVR 40 or ¾	1
B				
C			RVR 60 or 1¼	1¾
D			1½	2

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	720' (702') -1
120	820' (802') -1
140	900' (882') -2¾
165	900' (882') -3

S AMEND 1E 18 SEP 2014

CHANGES: Procedure. | JEPPESEN, 2002, 2014. ALL RIGHTS RESERVED.

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NEWARK LIBERTY INTL

JEPPESEN
24 MAY 13 (12-3)

NEWARK, NJ
RNAV (GPS) Rwy 11

BRIEFING STRIP ™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.82	128.55	118.3	121.8

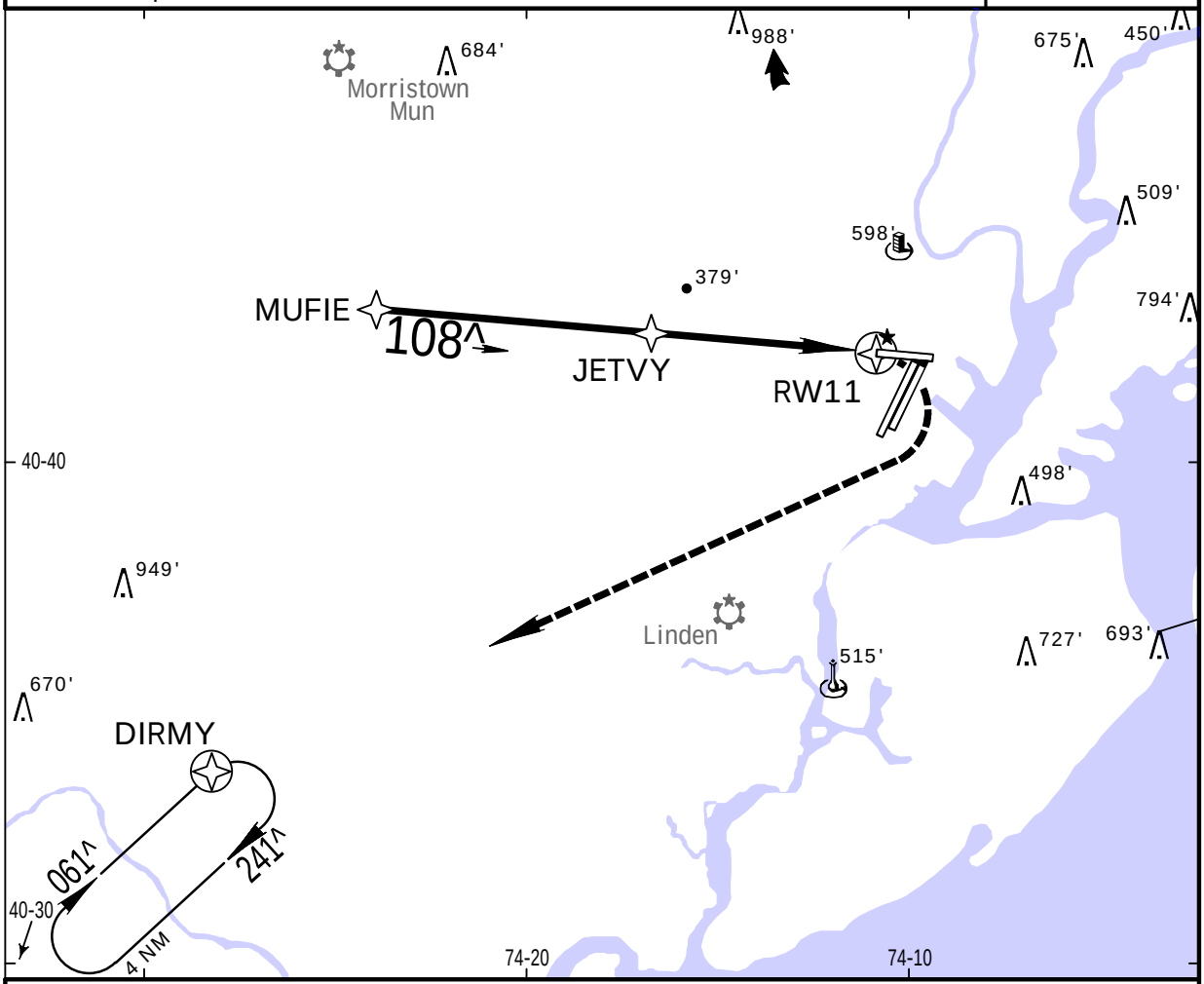
RNAV	Final Apch Crs	Minimum Alt JETVY	LNAV MDA(H)	Apt Elev 18'
	108^	1500' (1482')	620' (602')	TDZE 18'

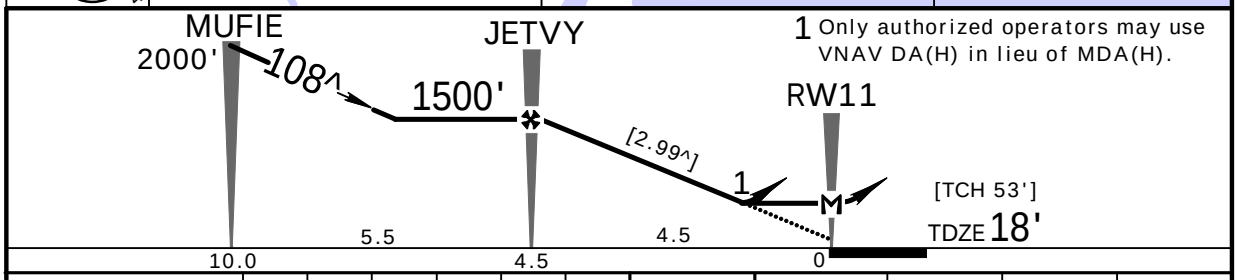
MISSED APCH: Climbing RIGHT turn to 3000' direct DIRMY and hold.

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

1. Radar required. 2. DME/DME RNP-0.30 not authorized.

3000'
MSA RW11





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 [2.99^]	370	476	529	635	741	846
MAP at RW11						

REIL
VASI-L

3000' RT

DIRMY

STRAIGHT-IN LANDING RWY 11 LNAV MDA(H) 620' (602')		CIRCLE-TO-LAND	MDA(H)
A	1	90	720' (702') - 1
B		120	
C	1¾	140	720' (702') - 2
D	2	165	900' (882') - 3

CHANGES: None.

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KEWR/EWR NEWARK LIBERTY INTL

JEPPESEN 24 MAY 13 (12-4)

NEWARK, NJ RNAV (GPS) Z Rwy 22L

BRIEFING STRIP™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.82	128.55	118.3	121.8

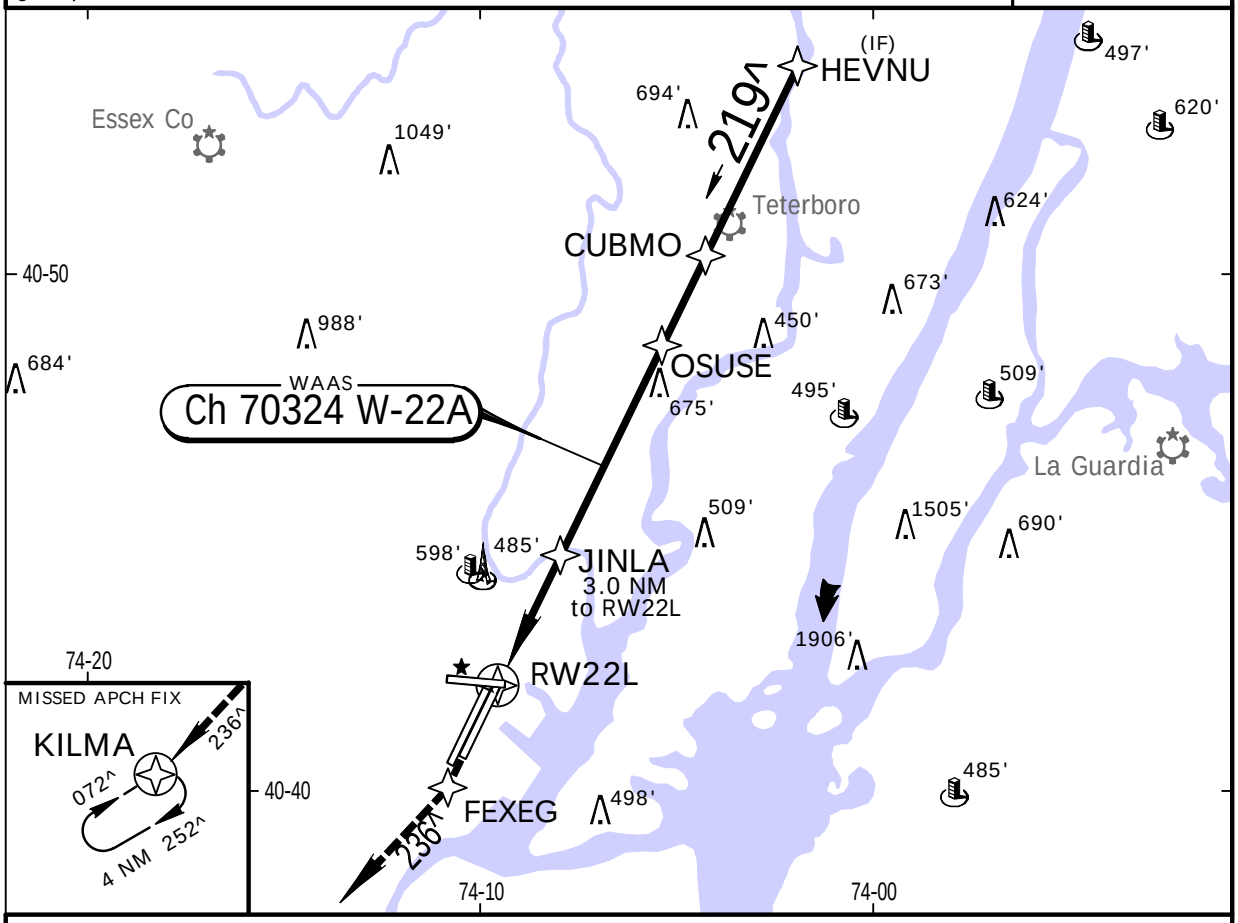
WAAS	Final Apch Crs	Minimum Alt OSUSE	LPV DA(H)	Apt Elev 18'
Ch 70324 W-22A	219^	2500' (2490')	368' (358')	TDZE 10'

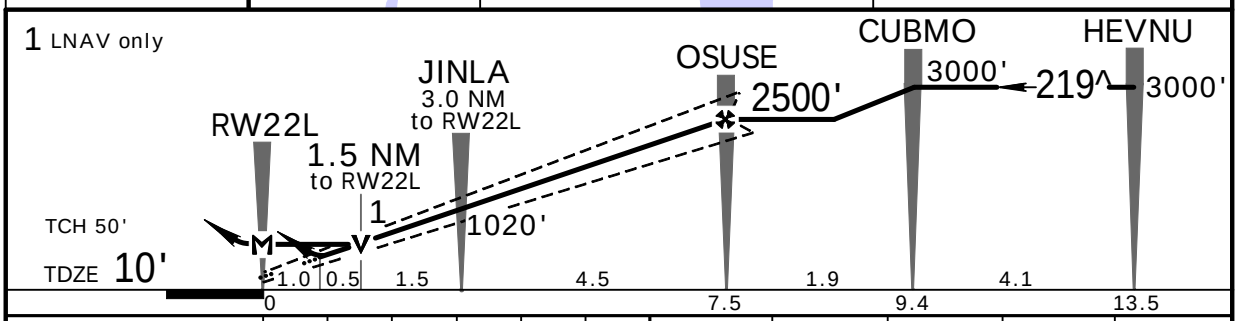
MISSED APCH: Climb to 3000' direct FEXEG and via track 236^ to KILMA and hold.

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

1. Radar required. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.

3000'
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						

ALSF-II
PAPI
3000'
FEXEG

STRAIGHT-IN LANDING RWY 22L

	LPV DA(H) 368' (358')		LNAV MDA(H) 560' (550')	
		ALS out		ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 50 or 1
B				
C			RVR 50 or 1	1½
D			RVR 60 or 1¼	1¾

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	720' (702') -1
120	
140	720' (702') -2
165	900' (882') -3

CHANGES: Approach lighting.

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NEWARK LIBERTY INTL

JEPPESEN
9 NOV 12 (12-5)

NEWARK, NJ
RNAV (GPS) Rwy 22R

BRIEFING STRIP™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.82	128.55	118.3	121.8

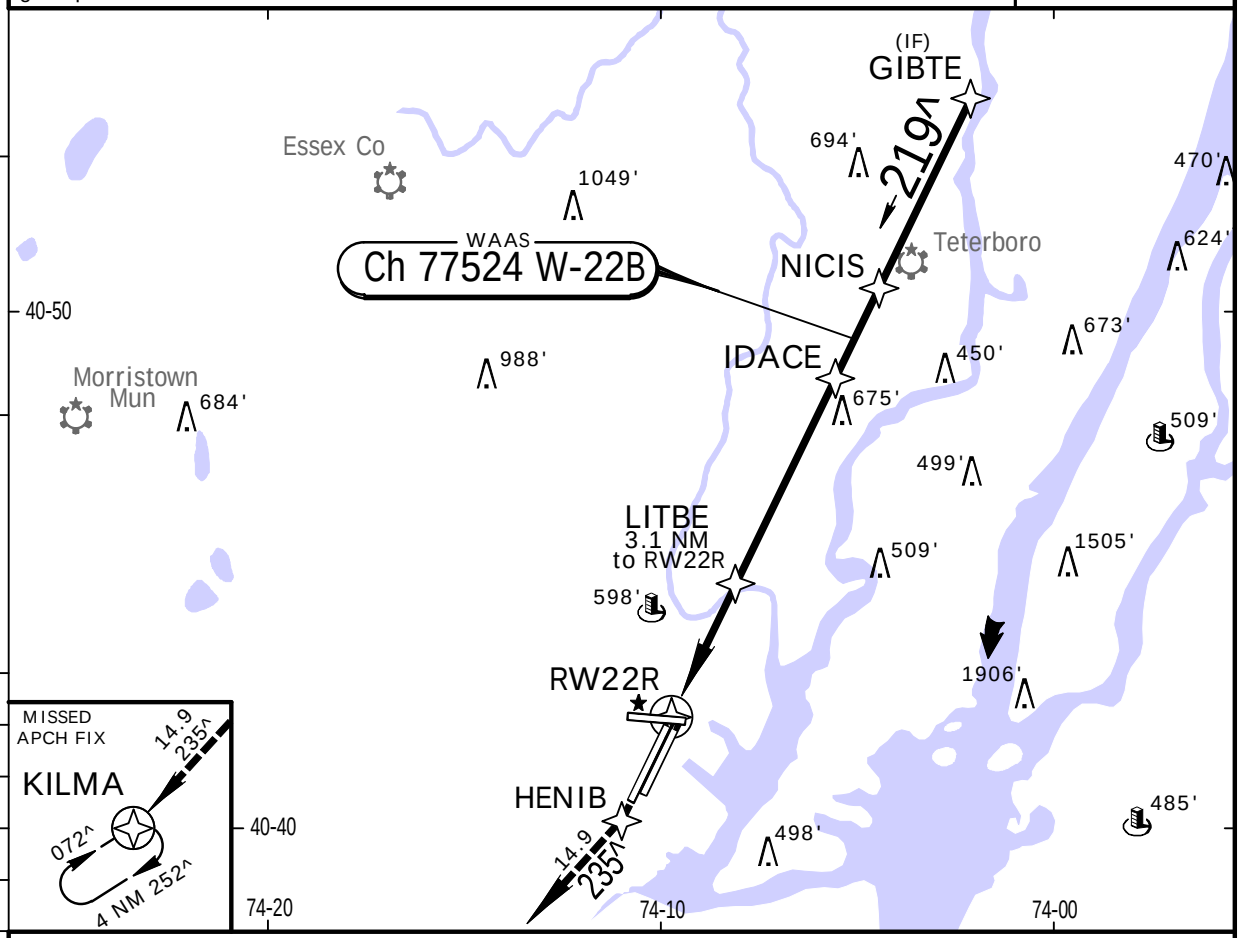
WAAS	Final Apch Crs	Minimum Alt IDACE	LPV DA(H)	Apt Elev 18'
Ch 77524 W-22B	219^	2500' (2490')	361' (351')	TDZE 10'

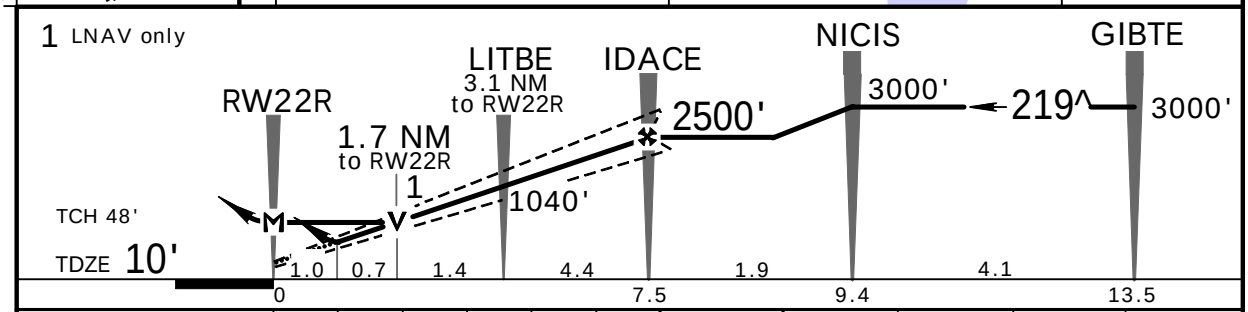
MISSED APCH: Climb to 3000' direct HENIB and via track 235^ to KILMA and hold.

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

1. RADAR required. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.

3000'
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
REIL
PAPI
3000'
HENIB

STRAIGHT-IN LANDING RWY22R

	LPV DA(H) 361' (351') RAIL or ALS out		LNAV/VNAV	LNAV MDA(H) 620' (610') RAIL out	LNAV MDA(H) 620' (610') ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	NA	RVR 24 or ½	RVR 40 or ¾ / RVR 50 or 1
B					
C				RVR 60 or 1¼	1¾
D				1½	2

1 CIRCLE-TO-LAND

Max Kts	MDA(H)
90	720'(702')-1¼
120	
140	720'(702')-2
165	900'(882')-3

CHANGES: MSA, Notes.

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12 SEP 14 .Eff.18.Sep. (12-20)

NEWARK, NJ RNAV (RNP) Z Rwy 4R

BRIEFING STRIP™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.825	128.55	118.3	121.8

RNAV	Final Apch Crs	Minimum Alt COWWE	RNP 0.15 DA(H) (CONDITIONAL)	Apt Elev 18'
	039^	1700' (1689')	380' (369')	TDZE 11'

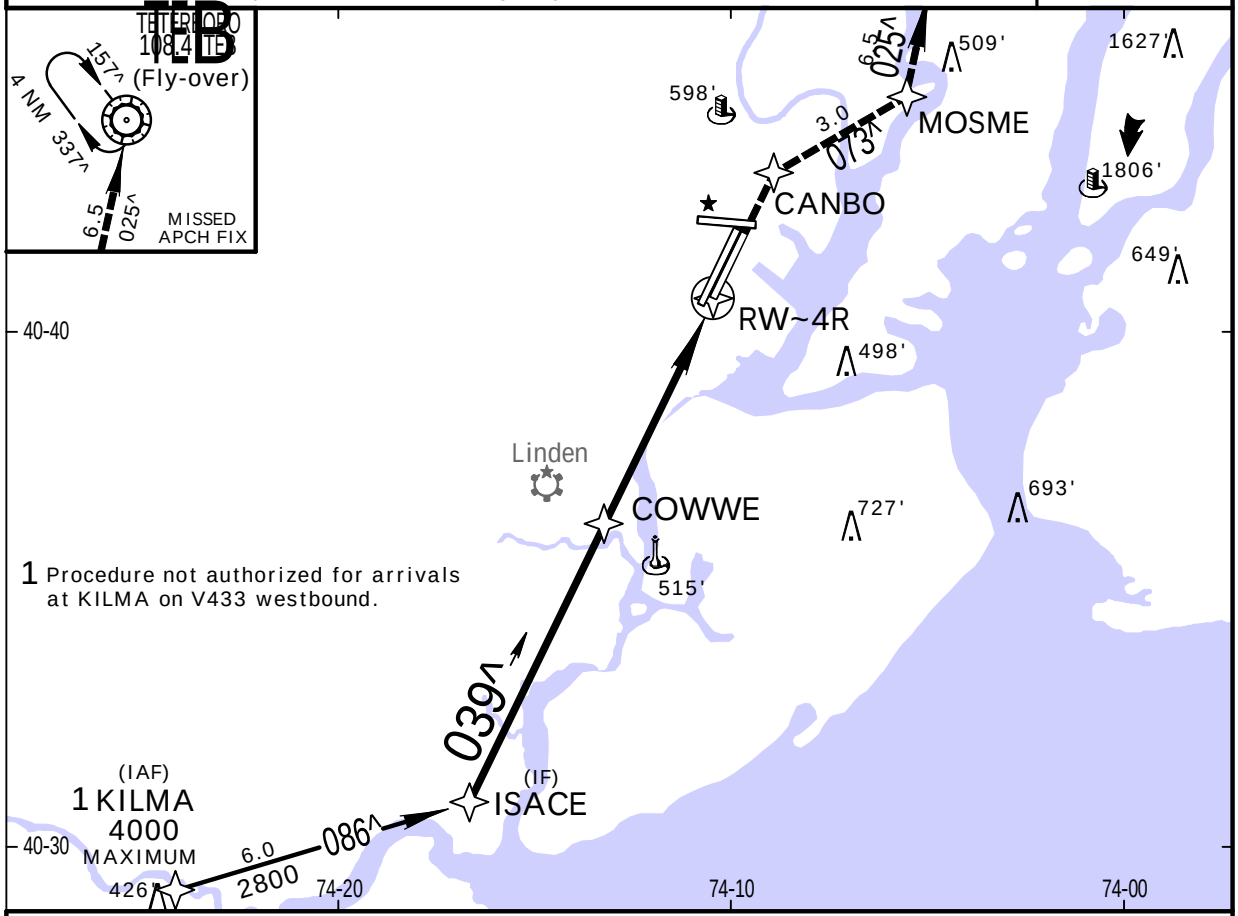
MISSED APCH: Climb to 2500' direct CANBO and on track 073^ to MOSME and on track 025^ to TEB VOR and hold. When authorized by ATC, continue climb-in-hold to 3000'.

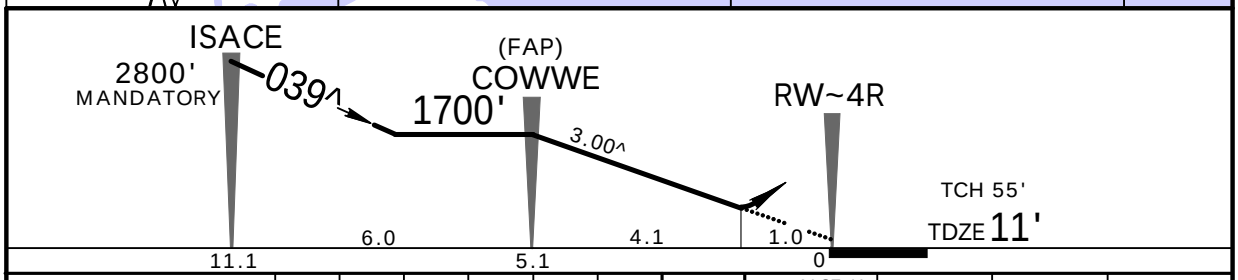
3000'

MSA RW~4R

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 -3^C (27^F) or above 54^C (130^F). 4. VGSI and RNAV glidepath not coincident.





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

ALSF-II PAPI 2500' CANBO

STRAIGHT-IN LANDING RWY 4R

	1 RNP 0.15 DA(H) 380' (369')		RNP 0.30 DA(H) 490' (479')	
		ALS out		ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 60 or 1¼	1¾
B				
C				
D				

CHANGES: Procedure.

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KEWR/EWR NEWARK, NJ

NEWARK LIBERTY INTL

JEPPESEN

12 SEP 14
Eff 18 Sep.

(12-21)

RNAV (RNP) Y Rwy 22L

BRIEFING STRIP™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.825	128.55	118.3	121.8

RNAV	Final Apch Crs	Minimum Alt OSUSE	RNP 0.30 DA(H)	Apt Elev 18'
	219^	2500' (2490')	482' (472')	TDZE 10'

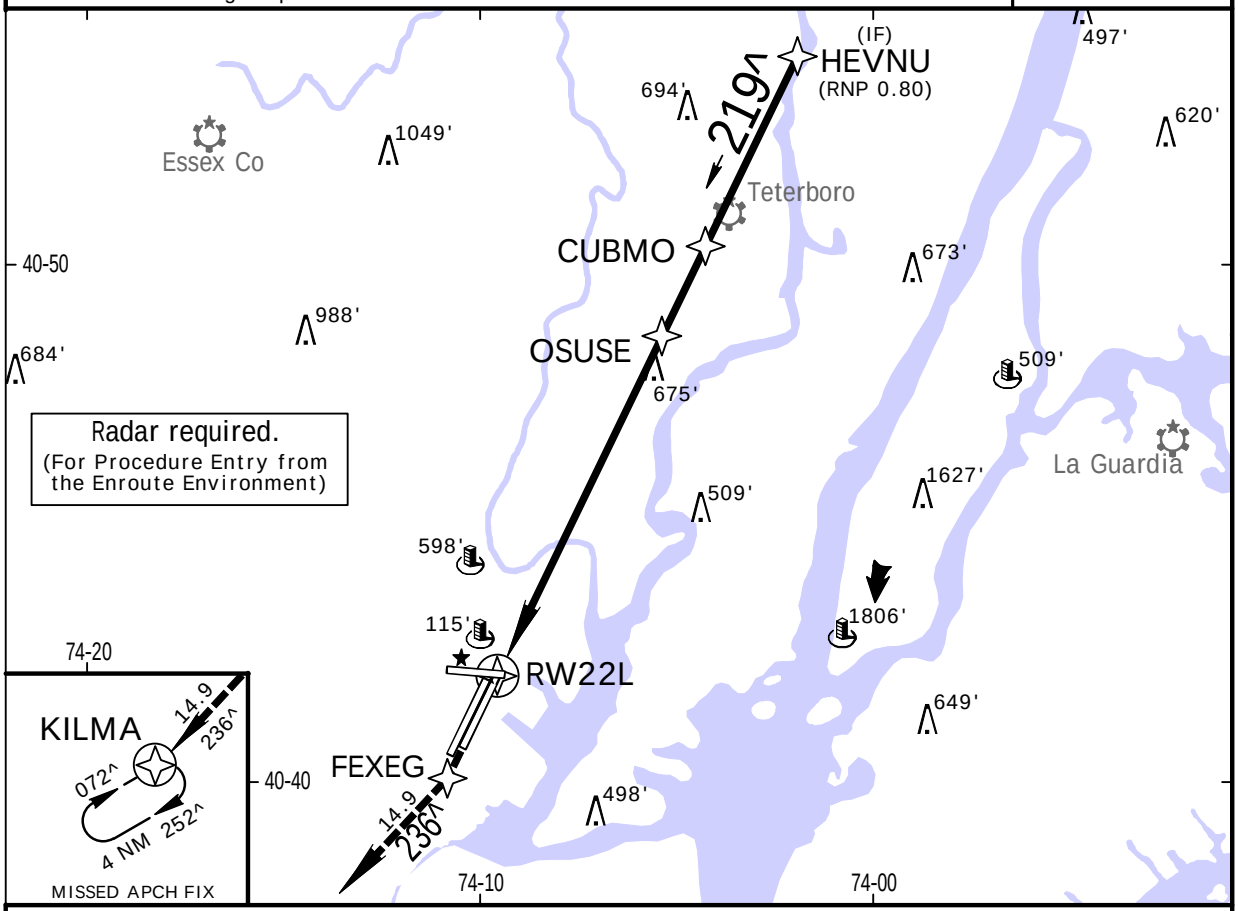
MISSED APCH: Climb to 3000' direct FEXEG, and via track 236^ to KILMA and hold. When authorized by ATC, climb-in-hold to 4000'.

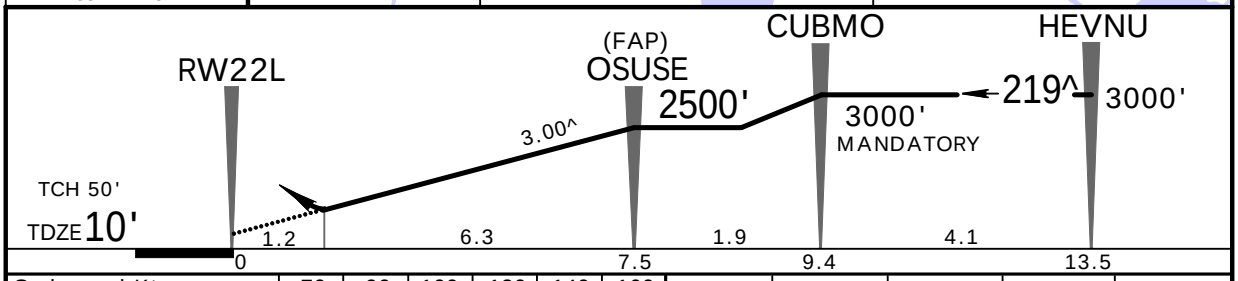
3000'

MSA RW22L

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 -3^C (26^F) or above 54^C (130^ F).
4. VGSI and RNAV glidepath not coincident.





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

ALSF-II
PAPI
3000'
FEXEG

STRAIGHT-IN LANDING RWY 22L
RNP 0.30
DA(H) 482' (472')

		ALS out
A		
B		
C	RVR 60 or 1¼	1½
D		

CHANGES: D-ATIS frequency; plan view note.

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KEWR/EWR NEWARK LIBERTY INTL

JEPPESEN

12 SEP 14 .Eff.18.Sep. (12-22)

NEWARK, NJ RNAV (RNP) Y Rwy 29

BRIEFING STRIP ™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.825	128.55	118.3	121.8

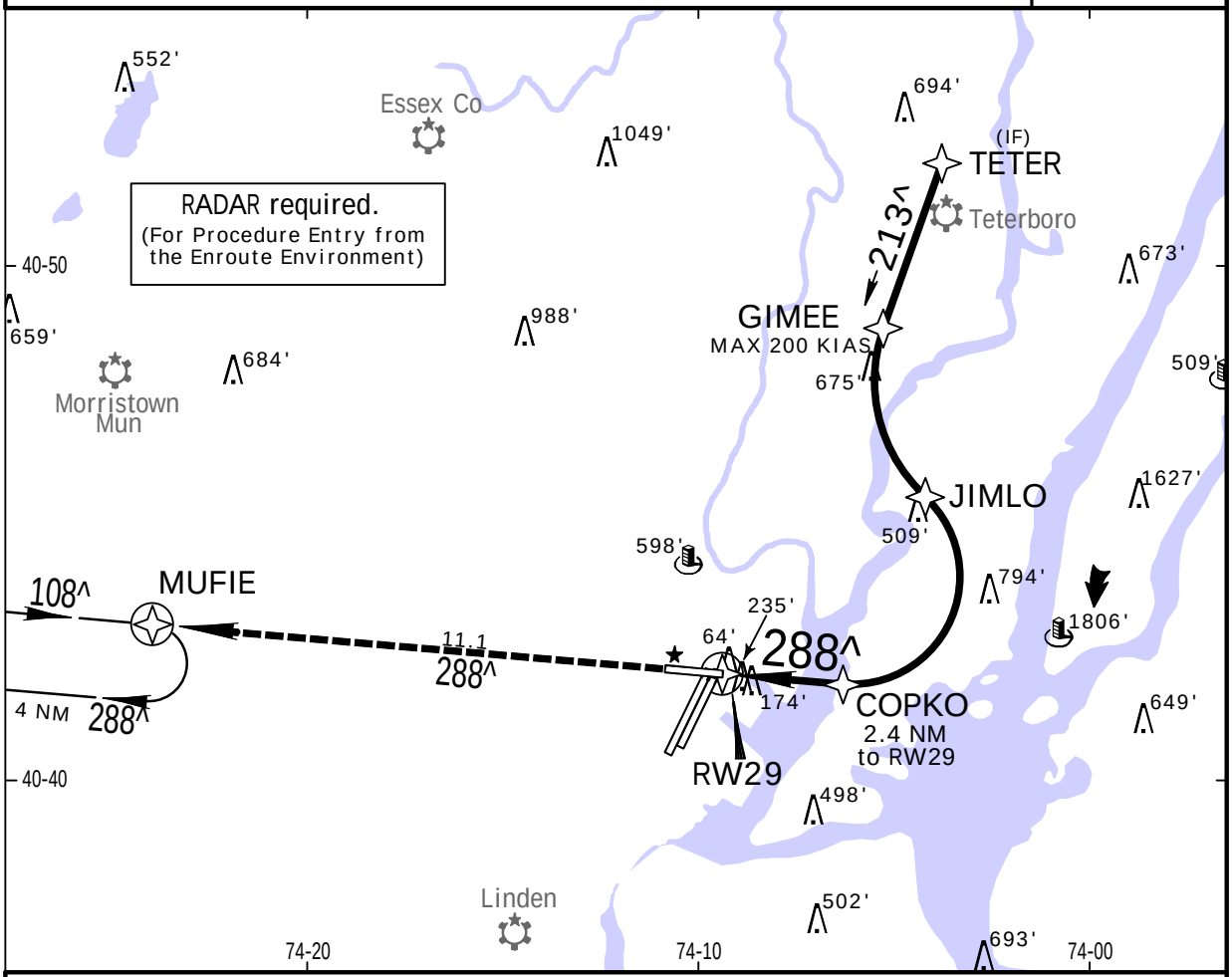
RNAV	Final Apch Crs	Minimum Alt JIMLO	RNP 0.16 DA(H)	Apt Elev 18'
	288^	2500' (2490')	461' (451')	TDZE 10'

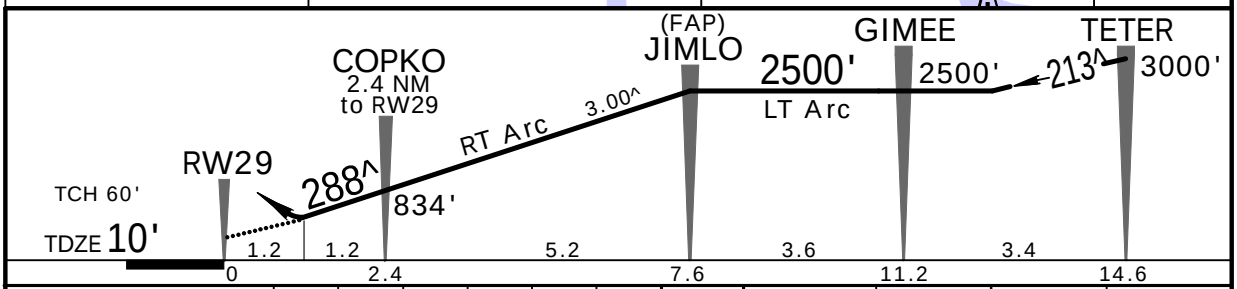
MISSED APCH: Climb to 2000' on track 288^ to MUFIE, and hold.

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

1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12^C (11^F) or above 54^C (130^F). 4. When VGSI inop, procedure not authorized at night.

3000'
MSA RW29





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

REIL
PAPI-R

2000' on 288^ MUFIE

.TERPS.

STRAIGHT-IN LANDING RWY 29

	RNP 0.16 DA(H) 461' (451')	1 RNP 0.30 DA(H) 530' (520')	RNP 0.30 DA(H) 573' (563')
A			
B			
C	1½	1¾	1⅞
D			

S AMEND 1B 24 JUL 2014

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12 SEP 14 .Eff.18.Sep. (12-23)

CAT A, B & C

NEWARK, NJ RNAV (RNP) Z Rwy 29

BRIEFING STRIP ™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.825	128.55	118.3	121.8

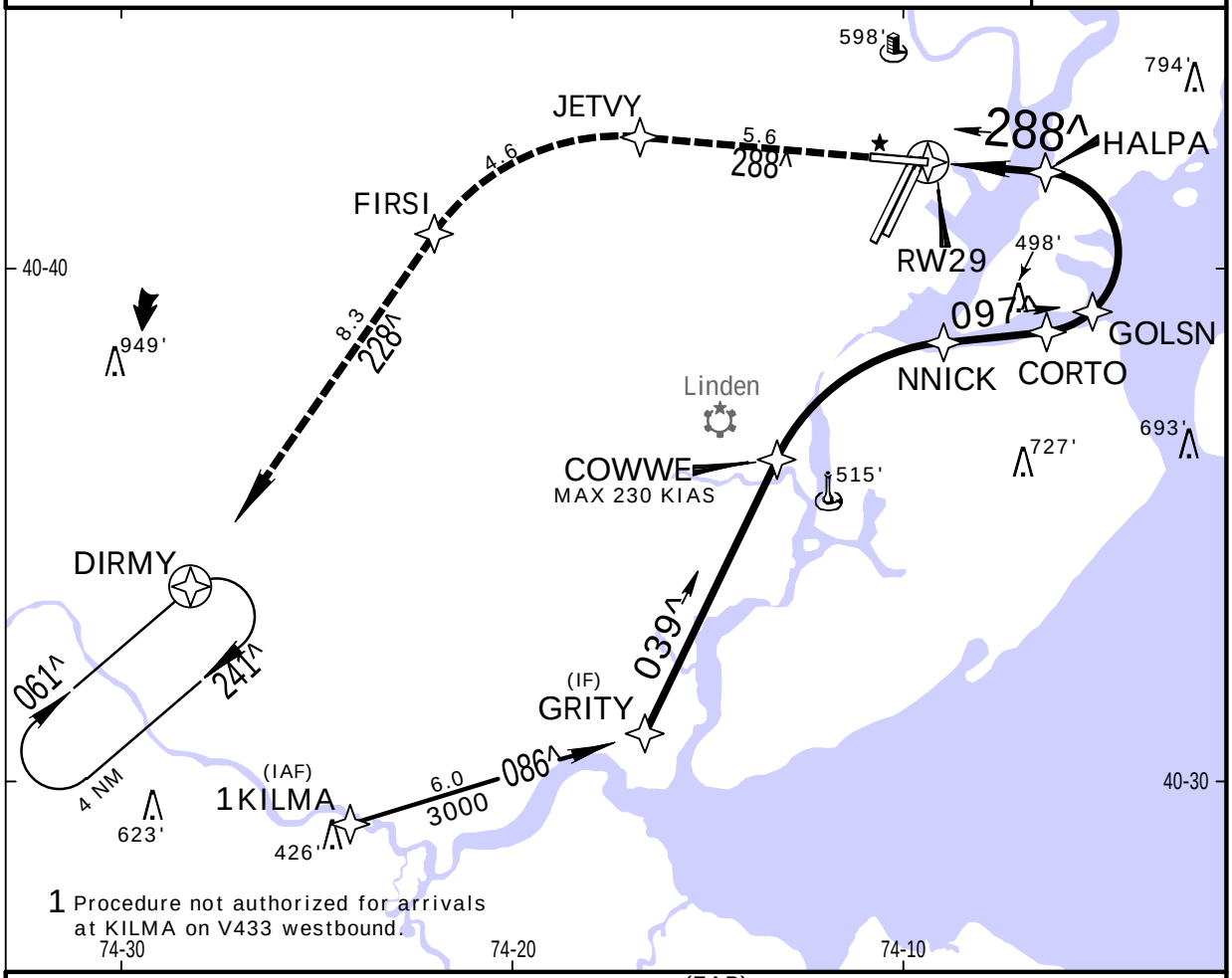
RNAV	Final Apch Crs	Minimum Alt NNICK	RNP 0.16 DA(H)	Apt Elev 18'
	288^	3000' (2990')	466' (456')	TDZE 10'

MISSED APCH: Climb to 3000' on track 288^ to JETVY and LEFT turn to FIRSI and on track 228^ to DIRMY and hold.

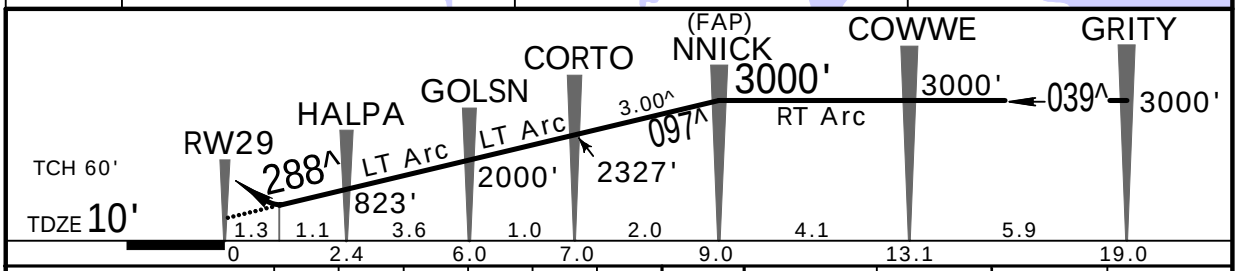
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. AUTHORIZATION REQUIRED. 2. RF and GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -14^C (7^F) or above 54^C (130^F). 4. Procedure not authorized at night. 5. Helicopter visibility reduction below 1 SM not authorized.

3000'
MSA RW29



1 Procedure not authorized for arrivals at KILMA on V433 westbound.



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

REIL
PAPI-R

3000' on 288^ JETVY

1 STRAIGHT-IN LANDING RWY 29

	RNP 0.16 DA(H) 466' (456')	2 RNP 0.30 DA(H) 485' (475')	RNP 0.30 DA(H) 573' (563')
A	1½	1½	2
B			
C			
D	NA	NA	NA

S AMEND 0E 18 SEP 2014

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12 SEP 14 (12-40) .Eff.18.Sep.

NEWARK, NJ
GLS Rwy 4L

BRIEFING STRIP ™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.825	128.55	118.3	121.8

LAAS	Final Apch Crs	Minimum Alt WUSIP	GLS DA(H)	Apt Elev 18'
Ch 22727 G-04A	039^	2000' (1990')	210' (200')	TDZE 10'

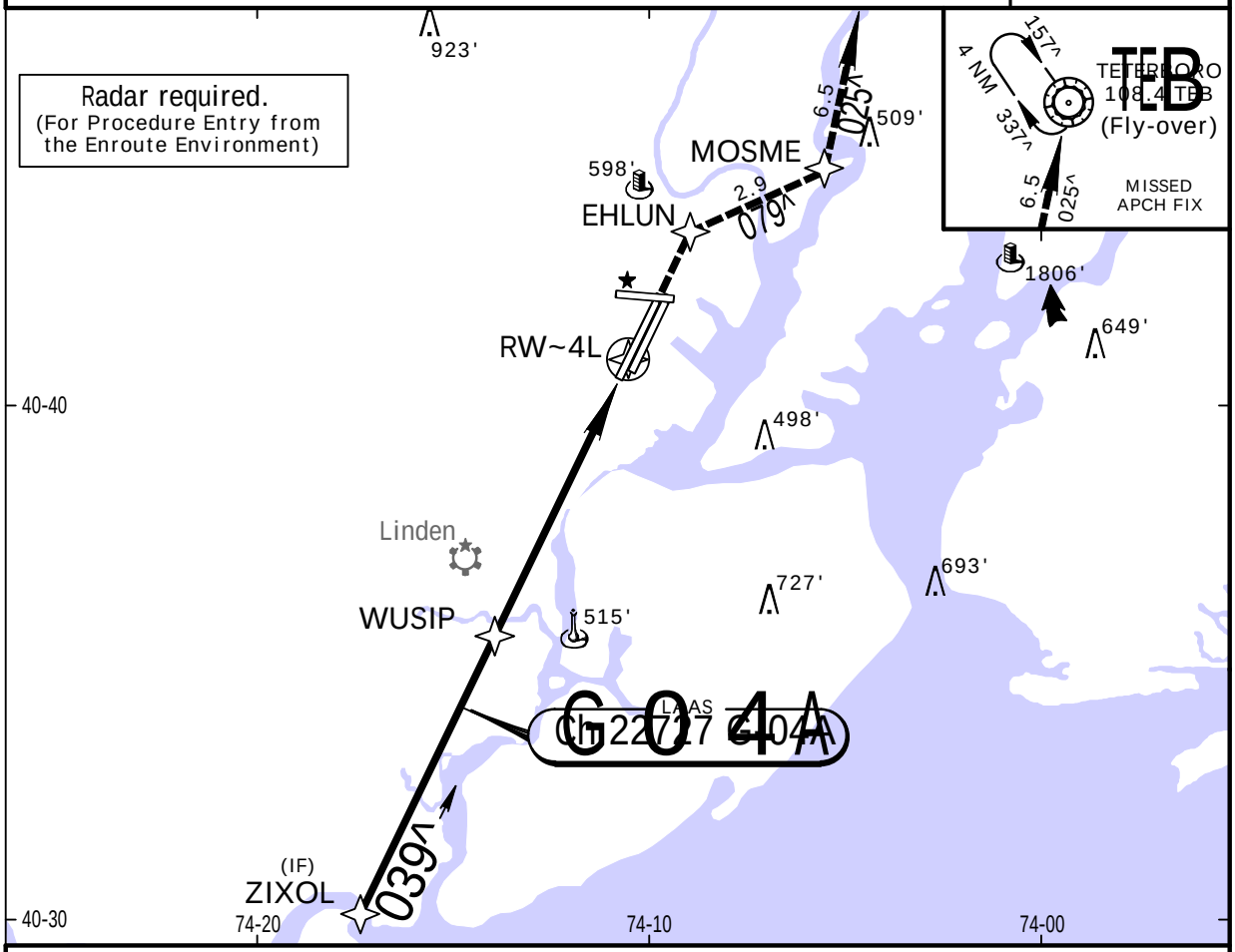
MISSED APCH: Climb to 3000' direct EHLUN and on track 079^ to MOSME and on track 025^ to TEB VOR and hold.

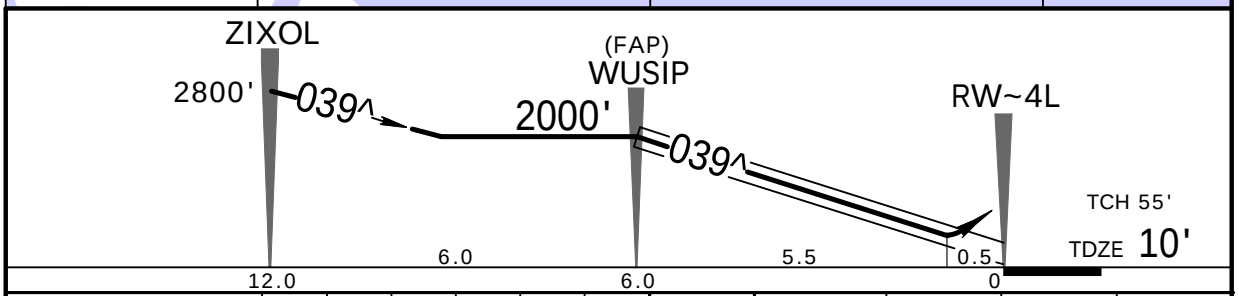
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. GPS required. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and GLS glidepath not coincident.

3000'

MSA RW~4L





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

MALSR
PAPI
3000'
D
EHLUN

STRAIGHT-IN LANDING RWY 4L
GLS
1 DA(H) 210' (200')

	RAIL or ALS out	
A		
B		
C	RVR 24 or 1/2	RVR 40 or 3/4
D		

AMEND 0D 14 NOV 2013

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JEPPESEN 12 SEP 14 (12-41) .Eff.18.Sep.

NEWARK, NJ
GLS Rwy 4R

BRIEFING STRIP ™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.825	128.55	118.3	121.8

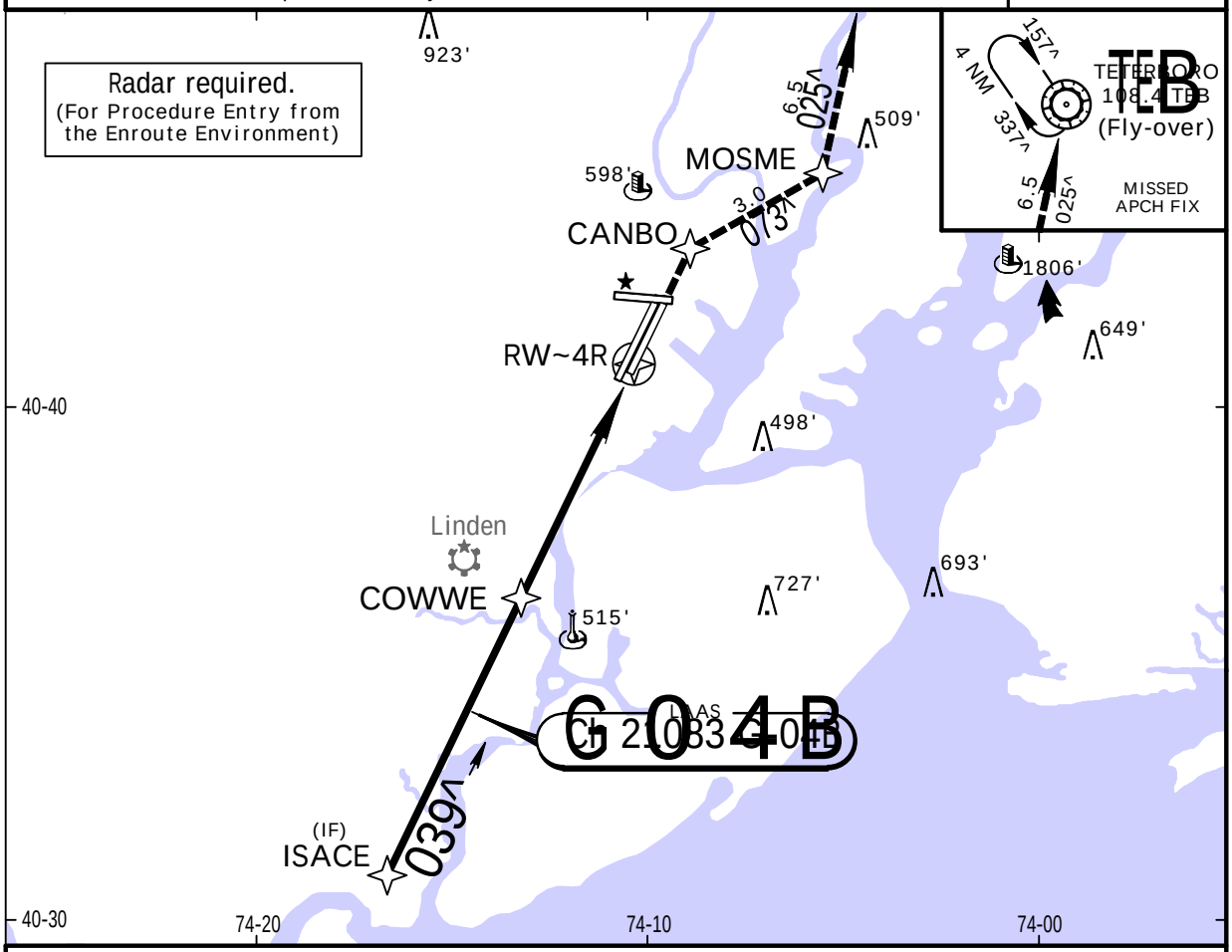
LAAS	Final Apch Crs	Minimum Alt COWWE	GLS DA(H)	Apt Elev 18'
Ch 21083 G-04B	039^	1700' (1689')	261' (250')	TDZE 11'

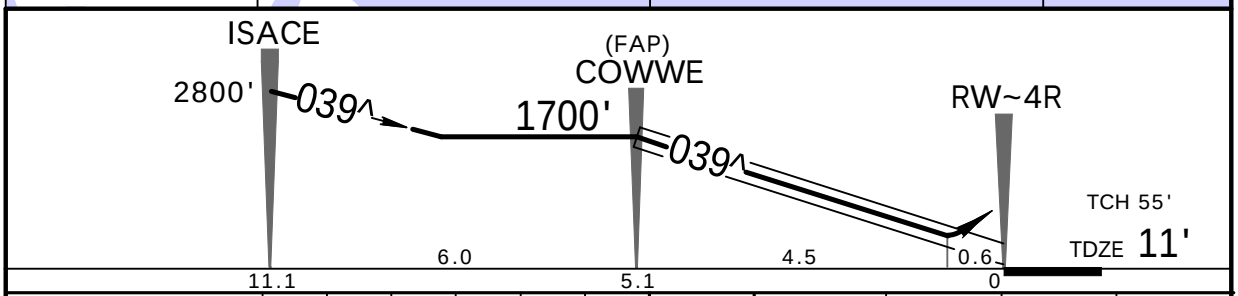
MISSED APCH: Climb to 3000' direct CANBO and on track 073^ to MOSME and on track 025^ to TEB VOR and hold.

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

1. GPS required. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and GLS glidepath not coincident. 4. Helicopter visibility reduction below 3/4 SM not authorized.

3000'
MSA RW~4R





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

PAPI ALSF-II 3000' CANBO

STRAIGHT-IN LANDING RWY 4R
GLS
1 DA(H) 261' (250')
ALS out

A	
B	
C	RVR 40 or ¾
D	

CS AMEND 0D 18 SEP 2014

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JEPPESEN 8 NOV 13 (12-42)

NEWARK, NJ
GLS Rwy 11

BRIEFING STRIP ™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.82	128.55	118.3	121.8

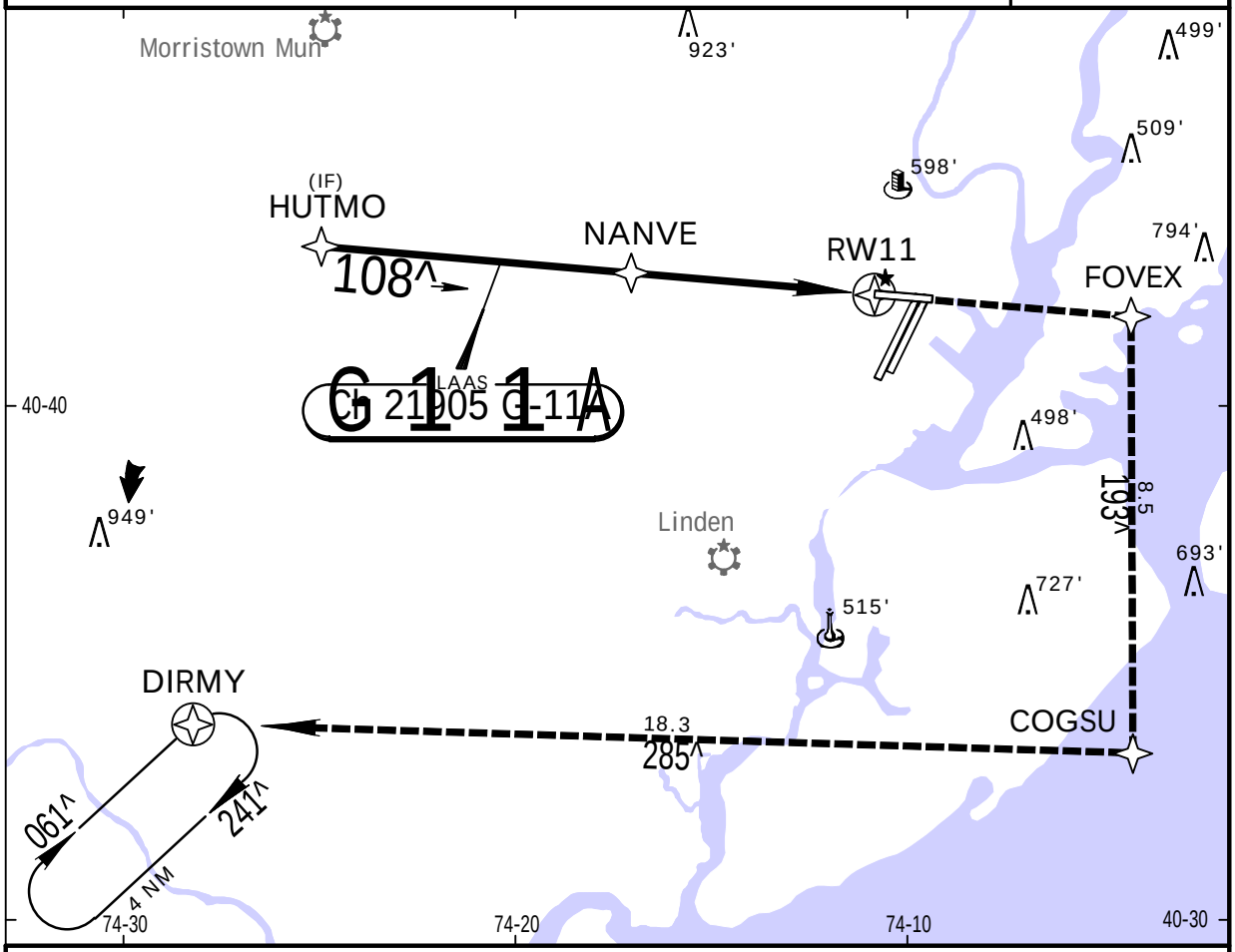
LAAS	Final Apch Crs	Minimum Alt NANVE	GLS DA(H)	Apt Elev 18'
Ch 21905 G-11A	108^	1600' (1582')	308' (290')	TDZE 18'

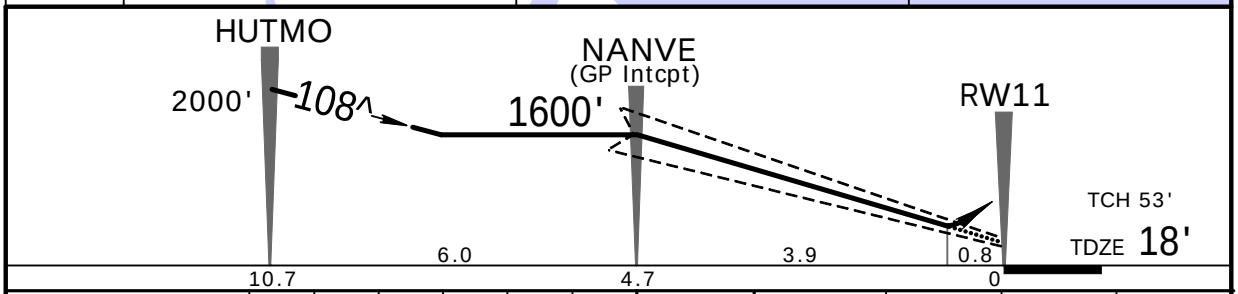
MISSED APCH: Climb to 3000' direct FOVEX and on track 193^ to COGSU and RIGHT turn on track 285^ to DIRMY and hold.

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

1. Radar required. 2. GPS required. 3. DME/DME RNP-0.30 not authorized.
4. Visibility reduction by helicopters not authorized.

3000'
MSA RW11





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

REIL
VASI-L
3000'
FOVEX

STRAIGHT-IN LANDING RWY 11
GLS
1 DA(H) 308' (290')

A	
B	
C	RVR 50 or 1
D	

CHANGES: MSA modified.

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JEPPESEN

8 NOV 13 (12-43)

NEWARK, NJ
GLS Rwy 22L

BRIEFING STRIP ™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.82	128.55	118.3	121.8

LAAS	Final Apch Crs	Minimum Alt BUZZD	GLS DA(H)	Apt Elev 18'
Ch 21494 G-22A	219^	1500' (1490')	210' (200')	TDZE 10'

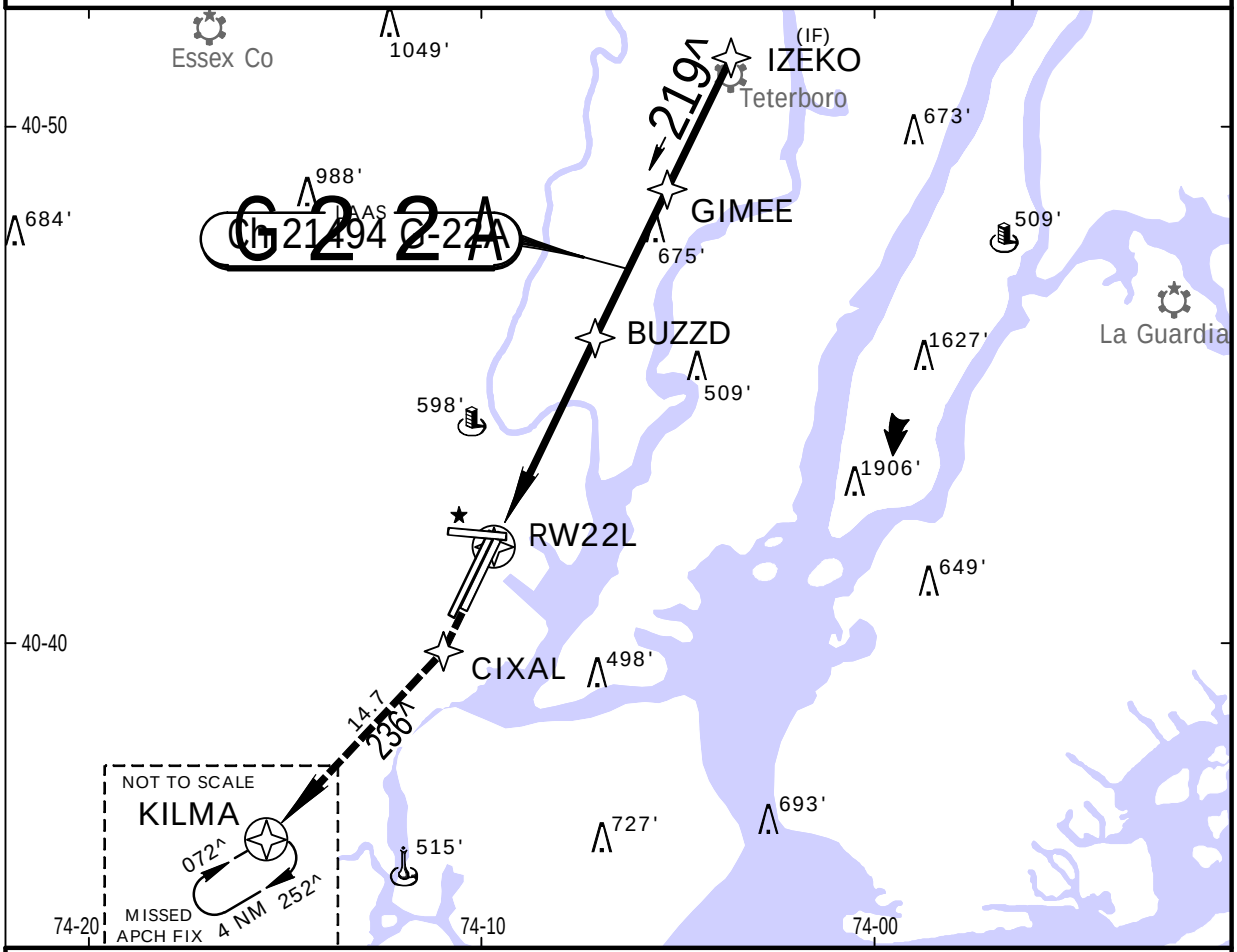
MISSED APCH: Climb to 3000' direct CIXAL and on track 236^ to KILMA and hold.

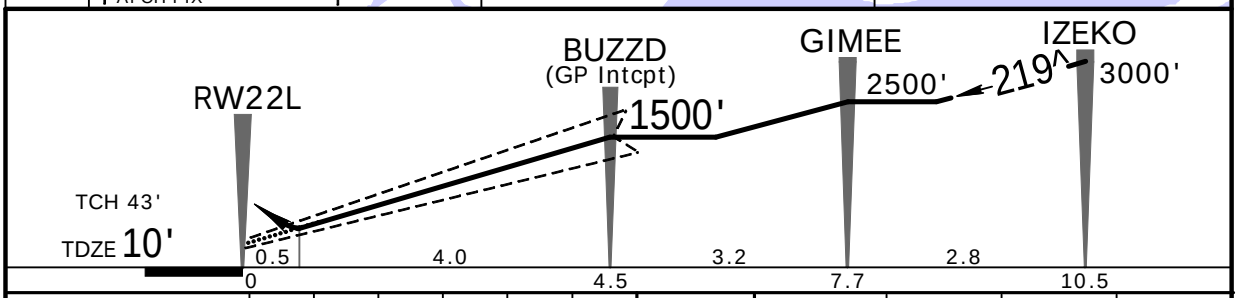
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Radar required. 2. GPS required. 3. DME/DME RNP-0.30 not authorized. 4. VGSI and GLS glidepath not coincident.

3000'

MSA RW22L





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 3000' D CIXAL

STRAIGHT-IN LANDING RWY 22L

GLS

1 DA(H) 210' (200')

ALS out

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

CHANGES: MSA modified.

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JEPPESEN 23 MAY 14 (12-44) .Eff.29.May.

NEWARK, NJ
GLS Rwy 22R

BRIEFING STRIP ™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.82	128.55	118.3	121.8

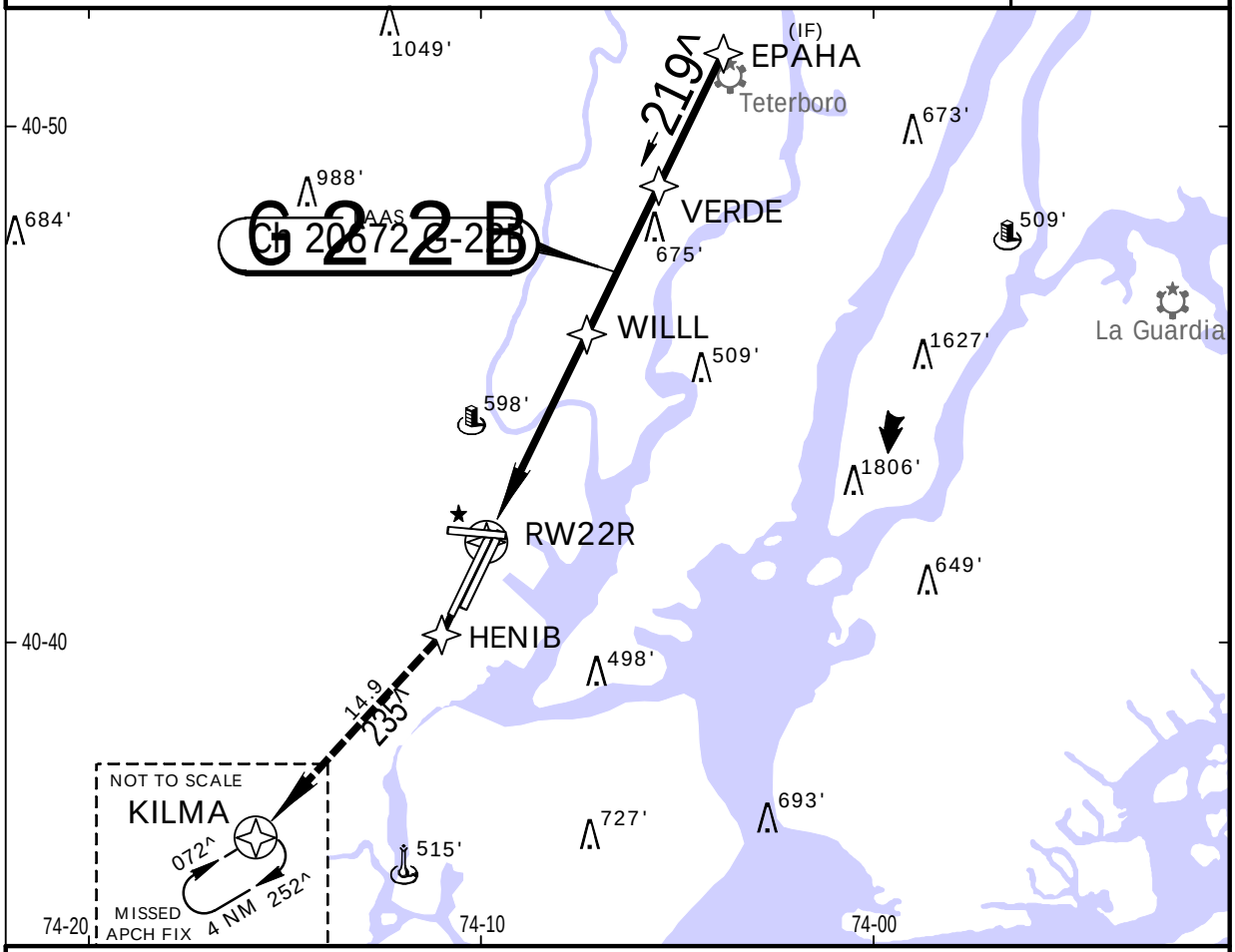
LAAS	Final Apch Crs	Minimum Alt WILLL	GLS DA(H)	Apt Elev 18'
Ch 20672 G-22B	219^	1500' (1490')	246' (236')	TDZE 10'

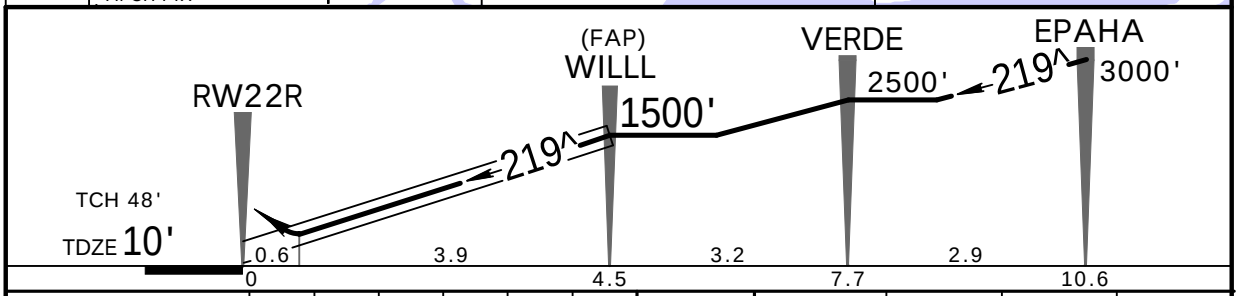
MISSED APCH: Climb to 3000' direct HENIB and on track 235^ to KILMA and hold.

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

1. Radar required. 2. GPS required. 3. DME/DME RNP-0.30 not authorized. 4. VGSI and GLS glidepath not coincident.

3000'
MSA RW22R





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

MALSR
REIL
PAPI
3000'
HENIB

STRAIGHT-IN LANDING RWY 22R
GLS
1 DA(H) 246' (236')

RAIL or ALS out

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

CHANGES: Procedure.

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JEPPESEN 8 NOV 13 (13-1)

NEWARK, NJ
VOR Rwy 11

BRIEFING STRIP ™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.82	128.55	118.3	121.8

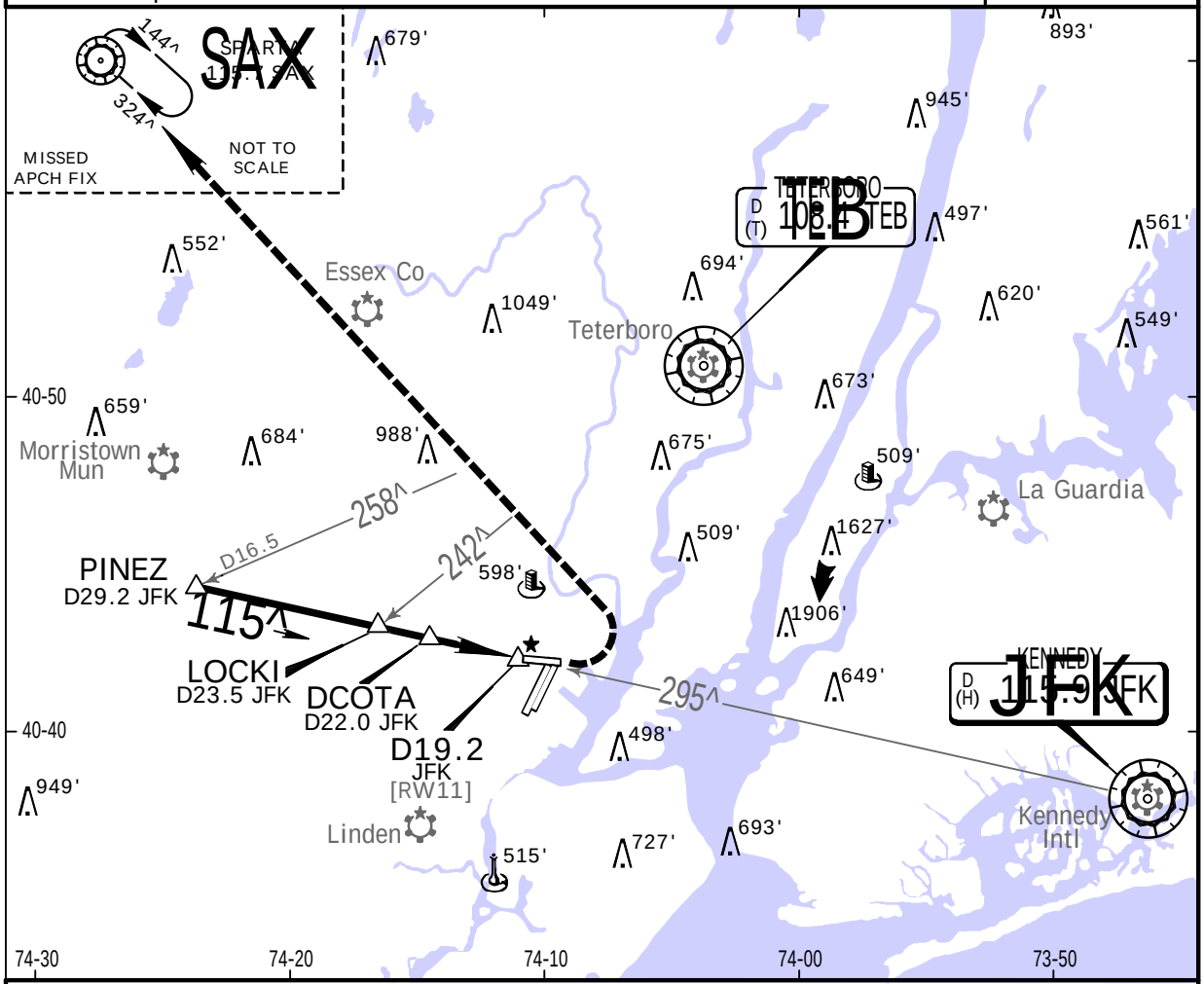
VOR JFK	Final Apch Crs	Mandatory Alt LOCKI	MDA(H) (CONDITIONAL)	Apt Elev 18'
115.9	115^	1500' (1482')	860' (842')	TDZE 18'

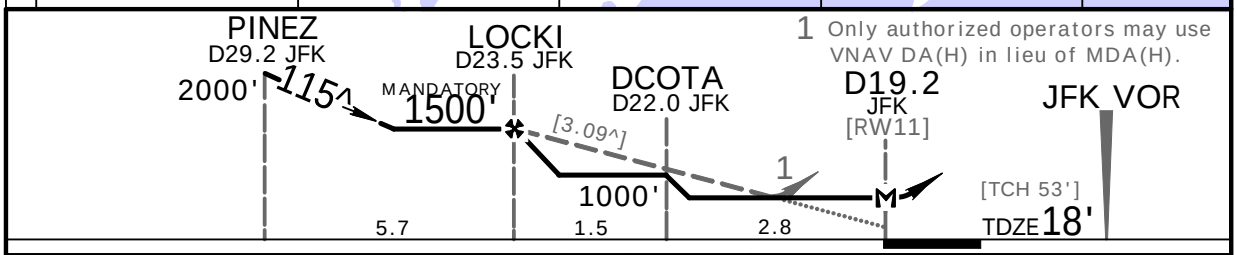
MISSED APCH: Climbing LEFT turn to 3000' direct SAX VOR and hold.

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

1. Radar required.

3000'
MSA TEB 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 [3.09^]	383	492	547	656	765	875
MAP at D19.2 JFK or LOCKI to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39

REIL
VASI-L
3000' LT
SAX 115.7

STRAIGHT-IN LANDING RWY 11

	MDA(H) 860' (842') With DCOTA	MDA(H) 1000' (982') Without DCOTA
A	1	1¼
B	1¼	1½
C	2½	3
D	2¾	

1 CIRCLE-TO-LAND

Max Kts	With DCOTA MDA(H)	Without DCOTA MDA(H)
90	860' (842') -1	1000' (982') -1¼
120	860' (842') -1¼	1000' (982') -1½
140	860' (842') -2½	1000' (982') -3
165	900' (882') -3	

AMEND 2D 14 NOV 2013

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JEPPESEN
8 NOV 13 (13-2)

NEWARK, NJ
VOR DME Rwy 22L

BRIEFING STRIP ™

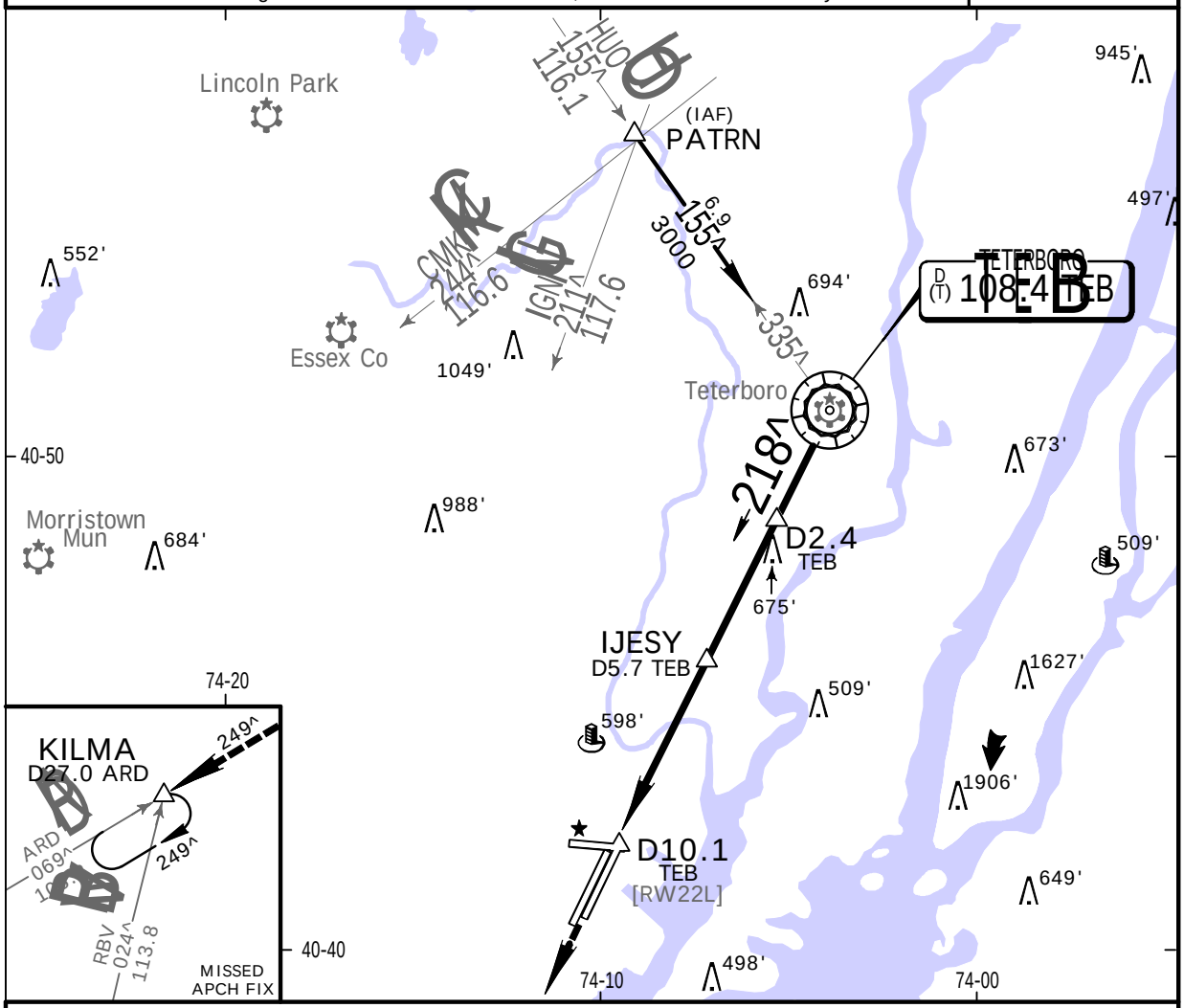
D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.82	128.55	118.3	121.8

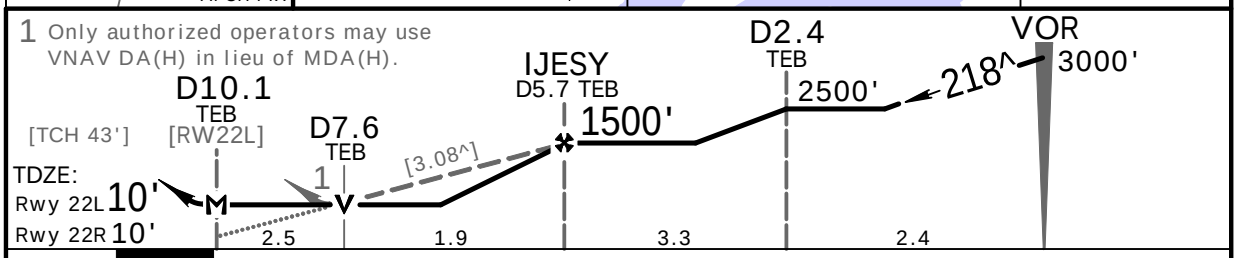
VOR TEB	Final Apch Crs	Minimum Alt IJESY	MDA(H)	Apt Elev 18' TDZE 22L 10'
108.4	218^	1500' (1490')	840' (830')	

MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' inbound via ARD VOR R-069 to KILMA INT/D27.0 ARD and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. VGSI and descent angles not coincident. 2. MALSR, REIL and PAPI-L on Rwy 22R.

3000'
MSA TEB VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.08^]	381	490	545	654	763	872
MAP at D10.1 TEB						

ALSF-II
PAPI
2000'
3000' RT
via ARD 108.2 R-069
KILMA

	STRAIGHT-IN LANDING RWY 22L MDA(H) 840' (830')		SIDESTEP LANDING RWY 22R MDA(H) 860' (850')		1 CIRCLE-TO-LAND	
		ALS out	RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 40 or ¾	RVR 50 or 1	RVR 50 or 1		90	840' (822')-1
B		RVR 60 or 1¼	RVR 50 or 1	RVR 60 or 1¼	120	840' (822')-1¼
C	2	2½	2	2½	140	840' (822')-2½
D	2¼	2¾	2¼	2¾	165	900' (882')-3

CHANGES: MSA mounted.

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JEPPESEN
8 NOV 13 (13-3)

NEWARK, NJ
VOR DME Rwy 22R

BRIEFING STRIP ™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.82	128.55	118.3	121.8

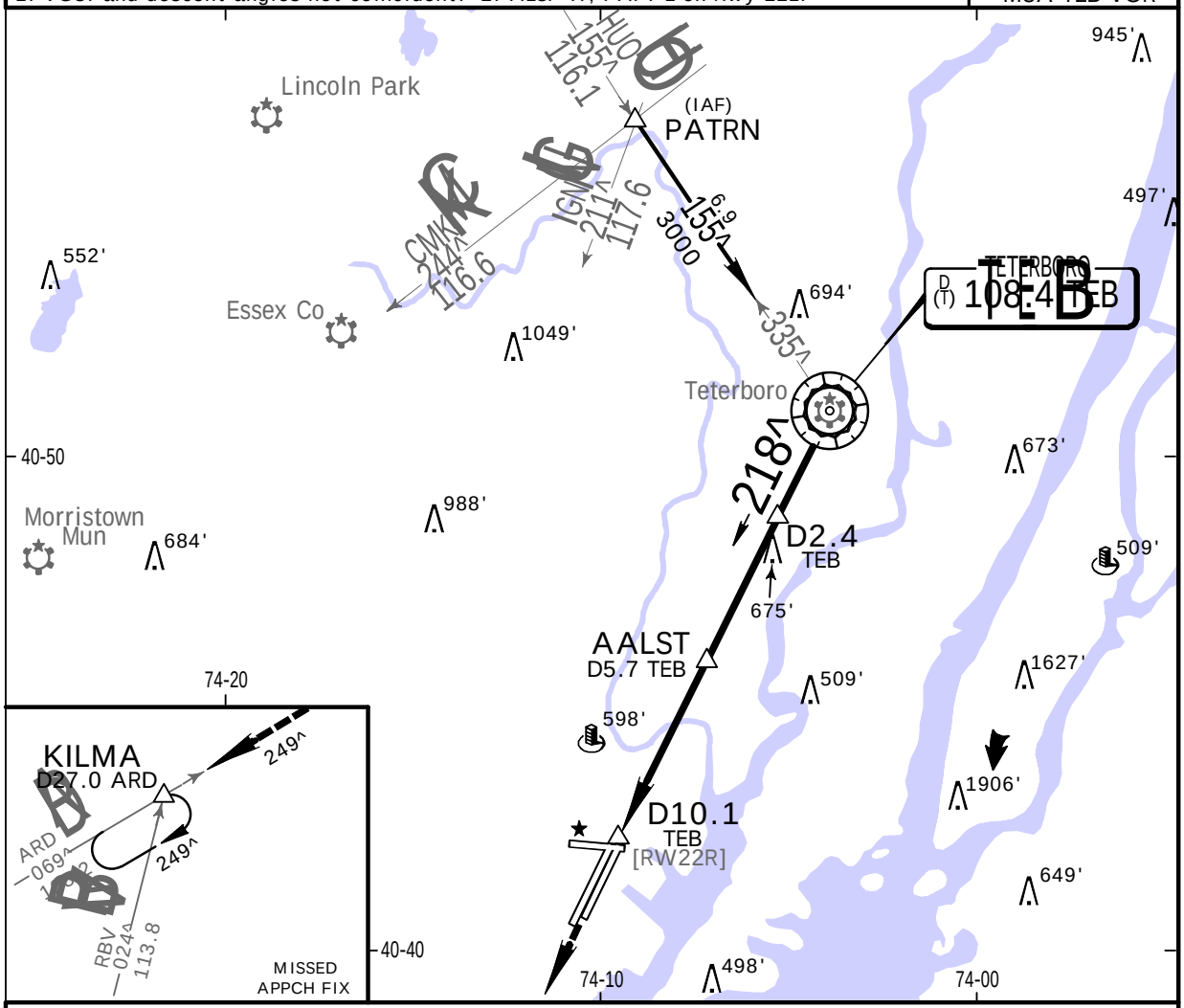
VOR TEB	Final Apch Crs	Minimum Alt AALST	MDA(H)	Apt Elev 18' TDZE 22R 10'
108.4	218^	1500' (1490')	860' (850')	

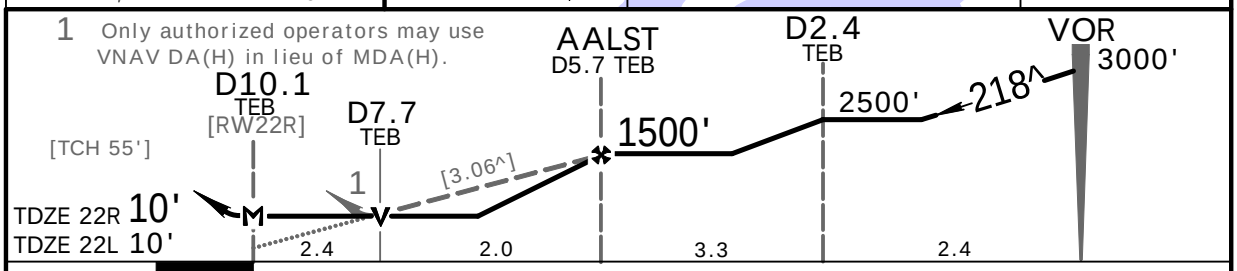
MISSED APCH: Climb to 2000' then climbing RIGHT turn to 3000' inbound via ARD VOR R-069 to KILMA INT/D27.0 ARD and hold.

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

1. VGSI and descent angles not coincident. 2. ALSF-II, PAPI-L on Rwy 22L.

3000'
MSA TEB VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle[3.06^]	379	487	541	650	758	866
MAP at D10.1 TEB						

MALSR
REIL
PAPI

2000'

3000' RT via ARD 108.2 R-069

KILMA

	STRAIGHT-IN LANDING RWY 22R MDA(H) 860' (850')			SIDESTEP LANDING RWY 22L MDA(H) 860' (850')		1 CIRCLE-TO-LAND	
		RAIL out	ALS out		ALS out	Max Kts	MDA(H)
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 50 or 1		90	860' (842') -1
B	RVR 40 or 3/4	RVR 60 or 1 1/4		RVR 50 or 1	RVR 60 or 1 1/4	120	860' (842') -1 1/4
C	2	2 1/2		2	2 1/2	140	860' (842') -2 1/2
D	2 1/4	2 3/4		2 1/4	2 3/4	165	900' (882') -3

S AMEND 4D 14 NOV 2013

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KEWR/EWR
NEWARK LIBERTY INTL

JEPPESEN
8 NOV 13 (19-1)

NEWARK, NJ
TURNPIKE VISUAL Rwy 4L/4R

BRIEFING STRIP ™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.82	128.55	118.3	121.8

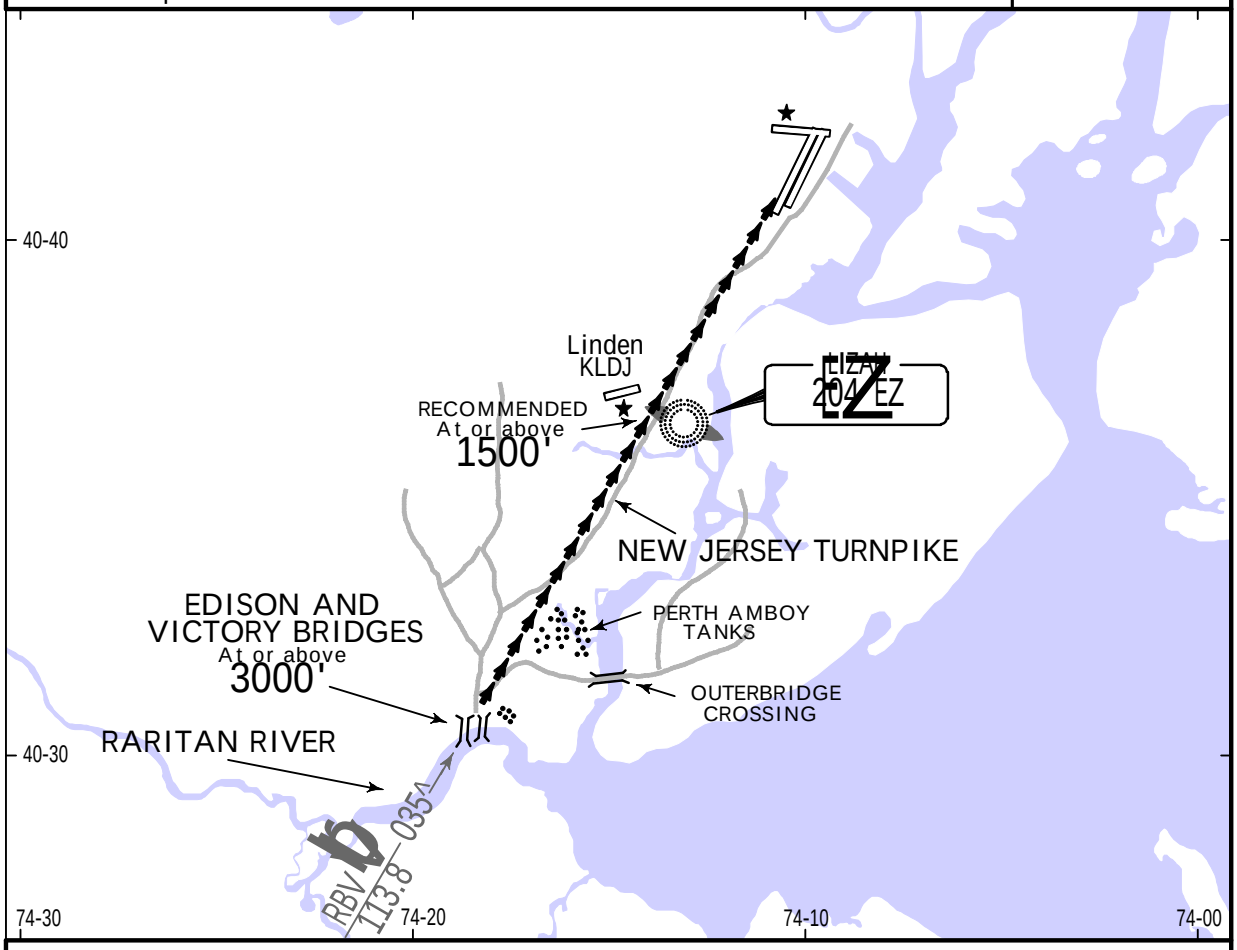
NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 3500'-5	Apt Elev 18'

MISSED APCH: No Missed Approach Procedure.

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

1. Radar required.

2800' 270^ 090^ 2100'
MSA EZ LOM



TURNPIKE VISUAL APPROACH RWYS 4L/4R

Expect radar vectors to intercept the RBV R-035. While established on RBV R-035, cross intersection of Raritan River and Edison and Victory bridges at 3000' or above, remain on RBV R-035 west of Perth Amboy tanks until crossing New Jersey Turnpike. Continue on west side of New Jersey Turnpike past Linden Airport (Recommended altitude 1500' or above).

AMDT 0 PS

WEATHER MINIMUMS
Ceiling 3500' Vis -5

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KEWR/EWR NEWARK LIBERTY INTL — NEWARK, NJ

JEPPESEN 31 JAN 14 (19-2) .Eff.6.Feb.

MORRIS AVE VISUAL Rwy 29

BRIEFING STRIP ™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)	NEWARK Tower	Ground
115.7	134.82	127.6	118.3	121.8

NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 4000'-8	Apt Elev 18'

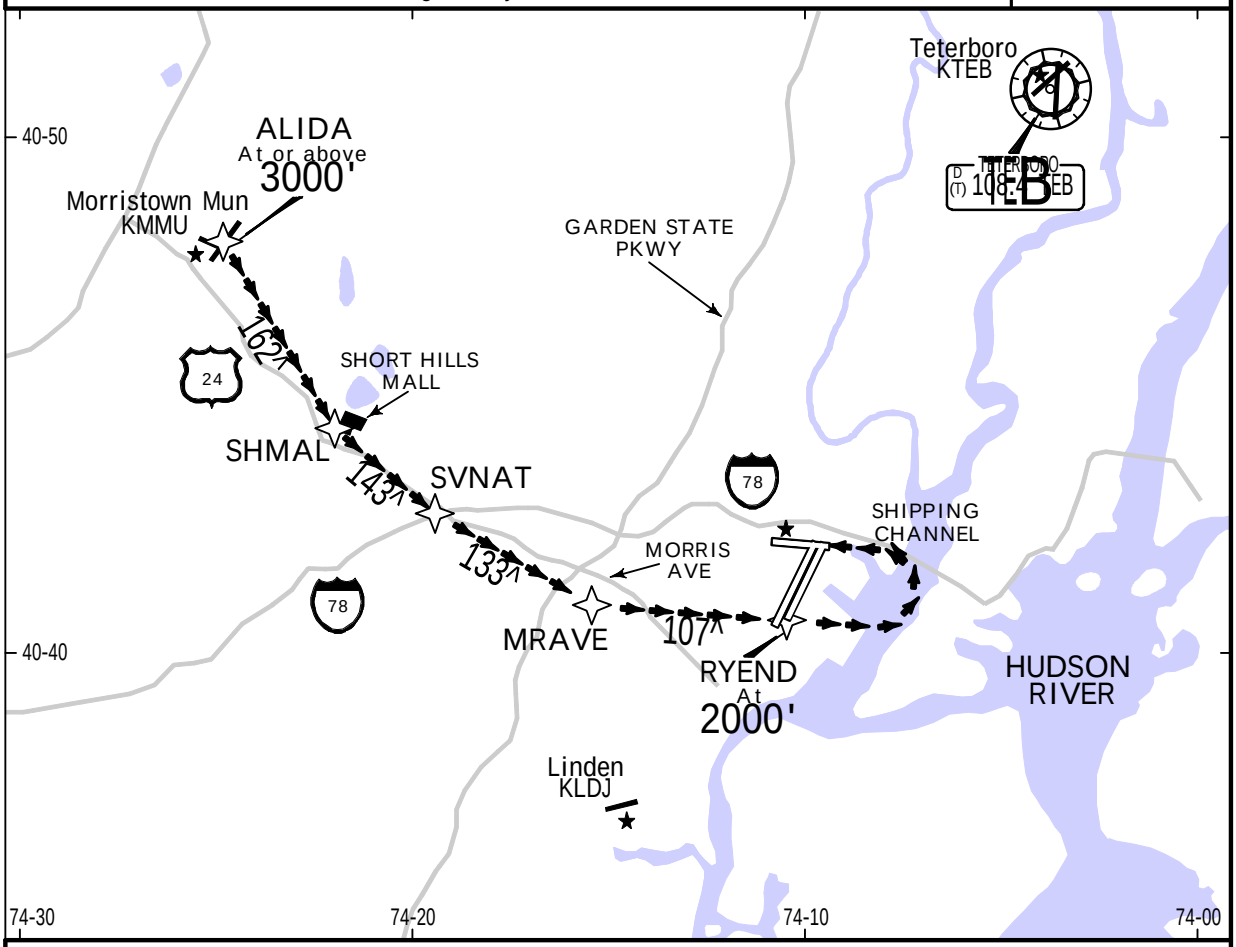
MISSED APCH: No Missed Approach Procedure

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

1. Vertical Guidance Navaid and Angle: Rwy 29 PAPI, 3.00^.

3000'

MSA TEB VOR



MORRIS AVE VISUAL APPROACH RWY 29

Cross RYEND at 2000'. Turn final within 3 NM of EWR. In the event of a rejected landing, climb to 2000' direct MRAVE and expect vectors for resequencing.

REIL
PAPI-R

WEATHER MINIMUMS

Ceiling 4000'- Vis 8

CHANGES: MSA.

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KEWR/EWR NEWARK LIBERTY INTL

JEPPESEN

31 JAN 14 .Eff.6.Feb. (19-3)

NEWARK, NJ STADIUM VISUAL Rwy 29

BRIEFING STRIP ™

D-ATIS Arrival	South Arrival	NEW YORK Approach (R)		NEWARK Tower	Ground
115.7	134.82	128.55	120.15	118.3	121.8

NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 3500'-5	Apt Elev 18'

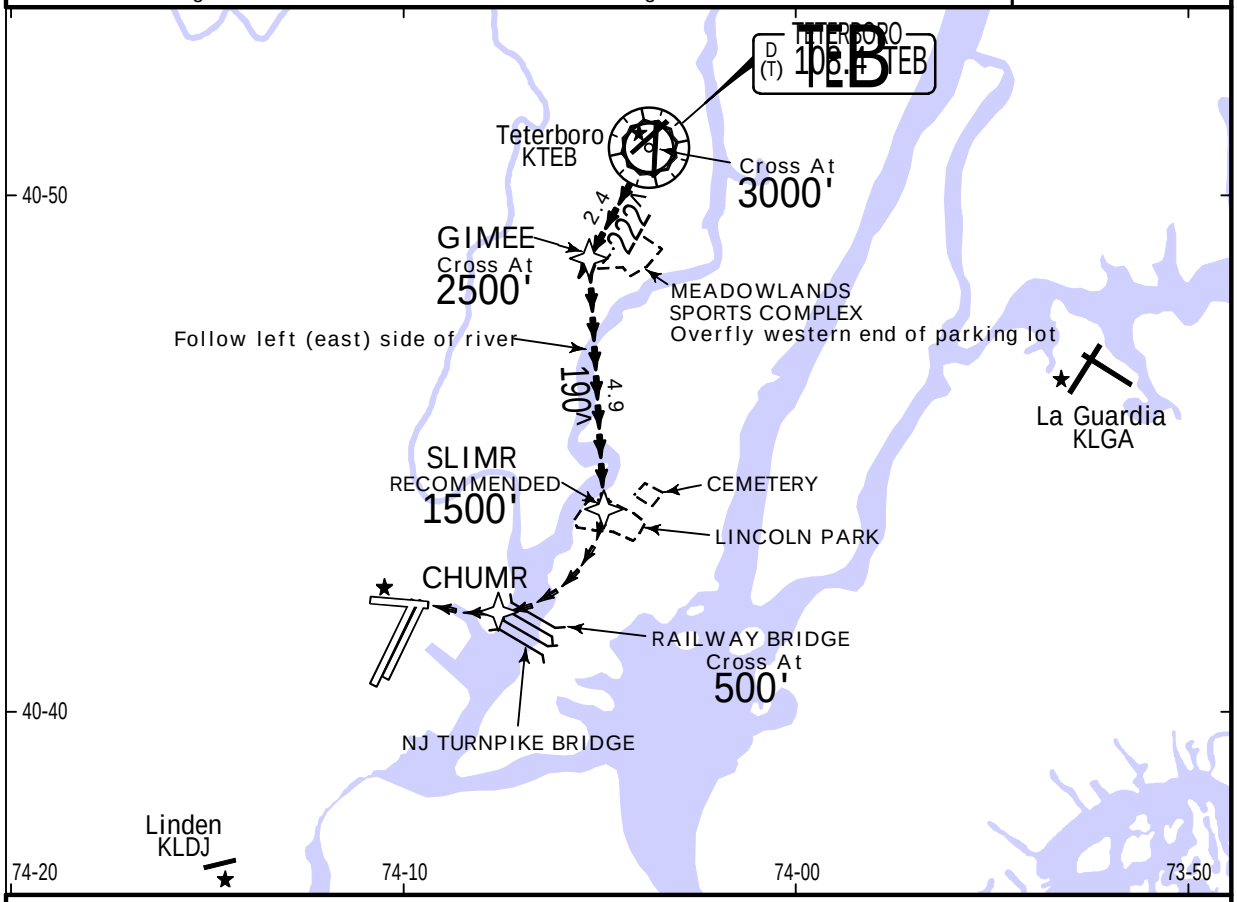
MISSED APCH: No Missed Approach Procedure

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

1. Radar required. 2. ALERT RWY 29: Use caution when turning on final approach to ensure you are correctly aligned with Rwy 29. Non-standard PAPIs are located on the right side of Rwy 29 between Rwy 29 and Taxiway Z. Do not confuse Taxiway Z with Rwy 29. 3. When Rwy 29 REILs and PAPIs are inoperative, procedure not authorized at night. 4. Vertical Guidance Navaid and Angle: PAPI 3.00^.

3000'

MSA TEB VOR



STADIUM VISUAL APPROACH RWY 29

When cleared for the Stadium Visual Approach, proceed direct to Teterboro Airport and cross it at 3000'. Proceed on 222^ heading to west end of Meadowlands Sports Complex (GIMEE), cross GIMEE at 2500'. Turn left at GIMEE and continue along left (east) side of river to Lincoln Park. Plan to be in final landing configuration by Lincoln Park. Turn right and descend to cross Railway Bridge at 500'.

REIL
PAPI-R

WEATHER MINIMUMS

Ceiling 3500'- Vis 5

CHANGES: Route description, visibility and notes modified, MSA.

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KEWR/EWR NEWARK LIBERTY INTL

JEPPESEN 12 SEP 14 (19-4) .Eff.18.Sep.

NEWARK, NJ BRIDGE VISUAL Rwy 29

D-ATIS Arrival	NEW YORK Approach (R)		NEWARK Tower	Ground
115.7	128.55	132.8	118.3	121.8

NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 3500'-5	Apt Elev 18'

MISSED APCH: No Missed Approach Procedure

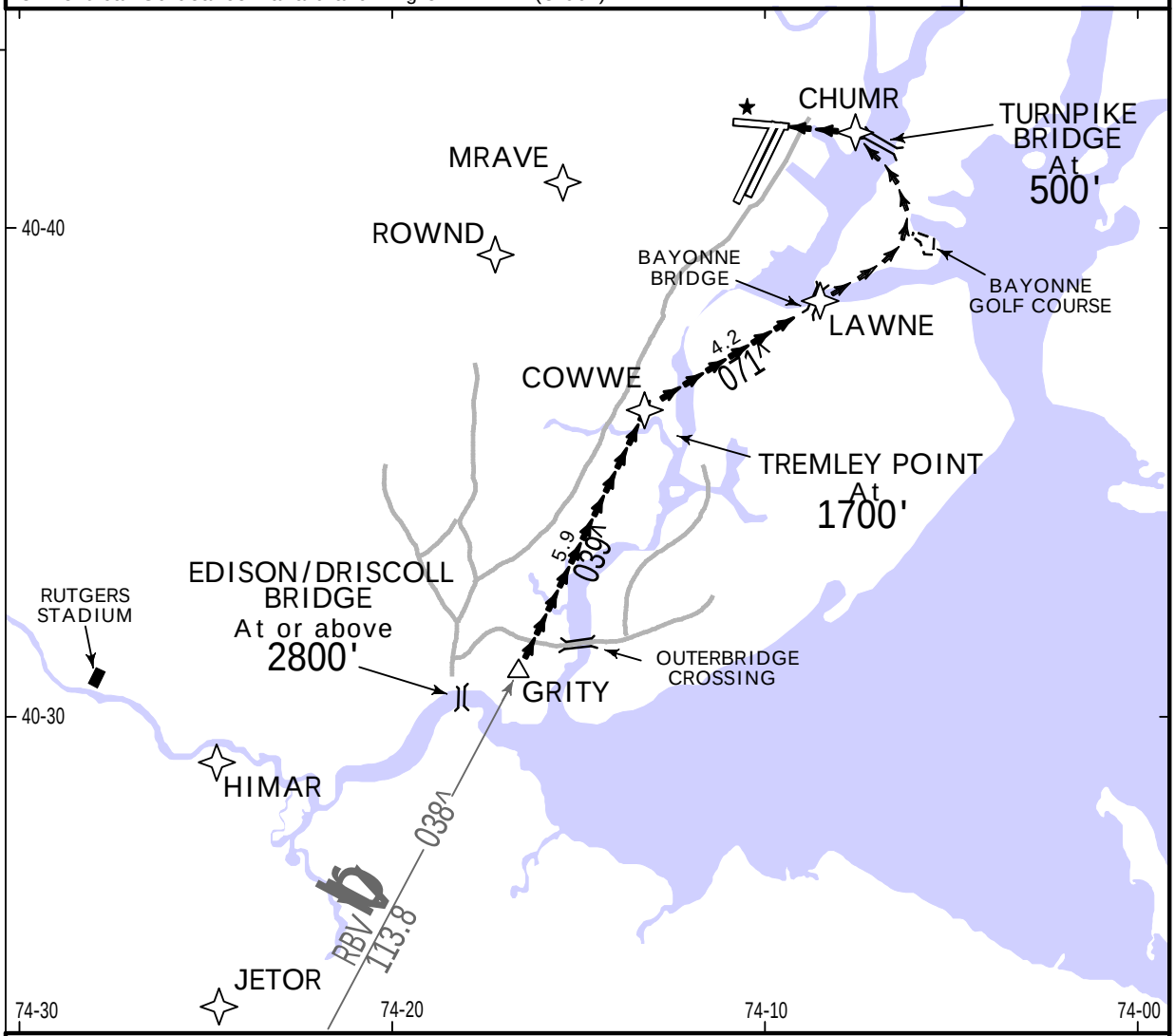
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. When Rwy 29 REILs and PAPIs are inoperative, procedure not authorized at night.
2. In the event of a rejected landing, proceed direct MRAVE direct ROWND at 2000'.
3. Vertical Guideance Navaid and Angle: PAPI-R (3.00^).

3000'

MSA TEB VOR

BRIEFING STRIP ™



BRIDGE VISUAL APPROACH RWY 29

When cleared for the Bridge Visual Approach, cross the Edison/Driscoll Bridge (GRITY) at or above 2800'. Proceed direct to Tremley Point (COWWE), cross Tremley Point at 1700'. From Tremley Point proceed direct to Bayonne Bridge (LAWNE), then to the west end of the Bayonne Golf Course. Turn left and descend to cross Turnpike Bridge (CHUMR) at 500'.

REIL
PAPI-R

WEATHER MINIMUMS

Ceiling 3500' Vis-5

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CHANGES: Waypoint DOOIN to COWWE, Edison/Driscoll Bridge altitude.

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