

|  |                        |  |
|--|------------------------|--|
| WAAS<br>CH <b>42804</b><br><b>W28A</b> | APP CRS<br><b>273°</b> | Rwy Idg <b>13000</b><br>TDZE <b>651</b><br>Apt Elev <b>680</b> |
|--|------------------------|--|

RNAV (GPS) RWY 28R

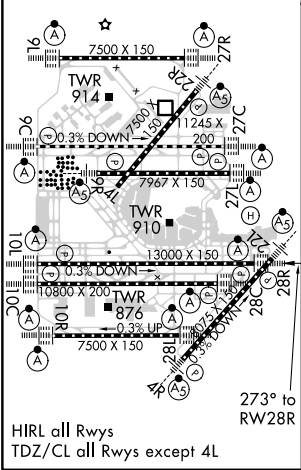
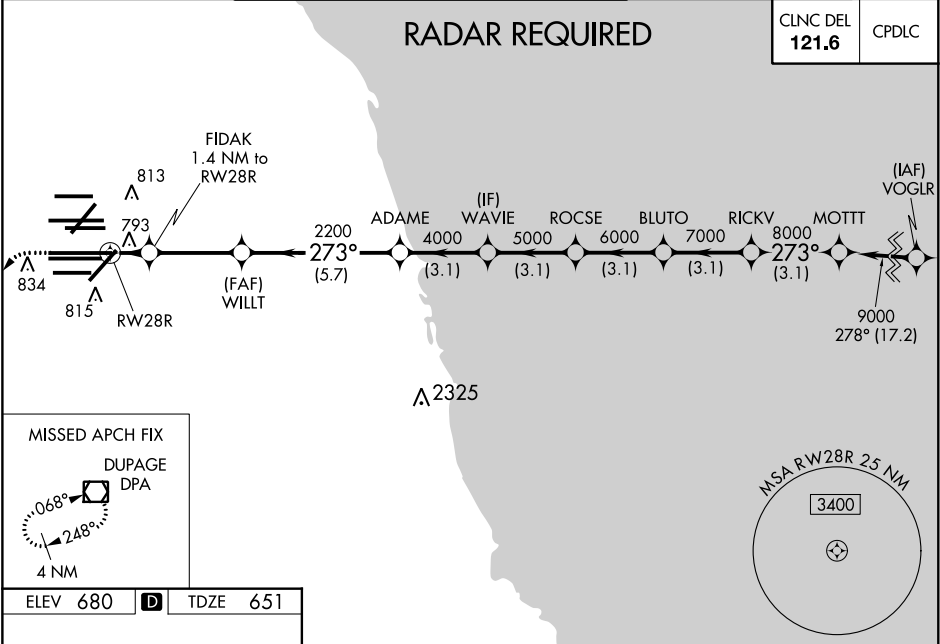
CHICAGO O'HARE INTL (ORD)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to 1½ mile and LNAV Cats C/D visibility to RVR 6000. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

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

|  |  |  |   |
|--|--|--|---|
| D-ATIS<br><b>135.4</b><br><b>282.225</b> | CHICAGO<br>APP CON<br><b>119.0 292.125</b> | O'HARE TOWERS<br><b>128.15 348.0</b> (Rwy 9L/27R) <b>133.0 348.0</b> (10R/28L) <b>120.75 121.15 126.9 132.7 348.0</b> (CENTER) | GND CON (TWR CENTER)<br><b>124.125</b> (TWR NORTH) <b>121.75</b> (OBND)<br><b>118.05</b> (TWR SOUTH) <b>121.9</b> (IBND)<br><b>226.675</b> (ALL TWRs) |
|--|--|--|---|



|               |      |         |   |             |   |             |
|---------------|------|---------|---|-------------|---|-------------|
| 1200          | 4000 | DPA     | VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 70). |             |   |             |
|               |      |         |   |             |   |             |
| * LNAV only.  |      |         |   |             |   |             |
|               |      |         |   |             |   |             |
| CATEGORY      | A    |         | B   |             | C | D           |
| LPV           | DA   | 851/18  |   | 200 (200-½) |   |             |
| LNAV/<br>VNAV | DA   | 1041/45 |   | 390 (400-¾) |   |             |
| LNAV          | MDA  | 1060/24 | 409 (400-½)   | 1060/40     |   | 409 (400-¾) |