


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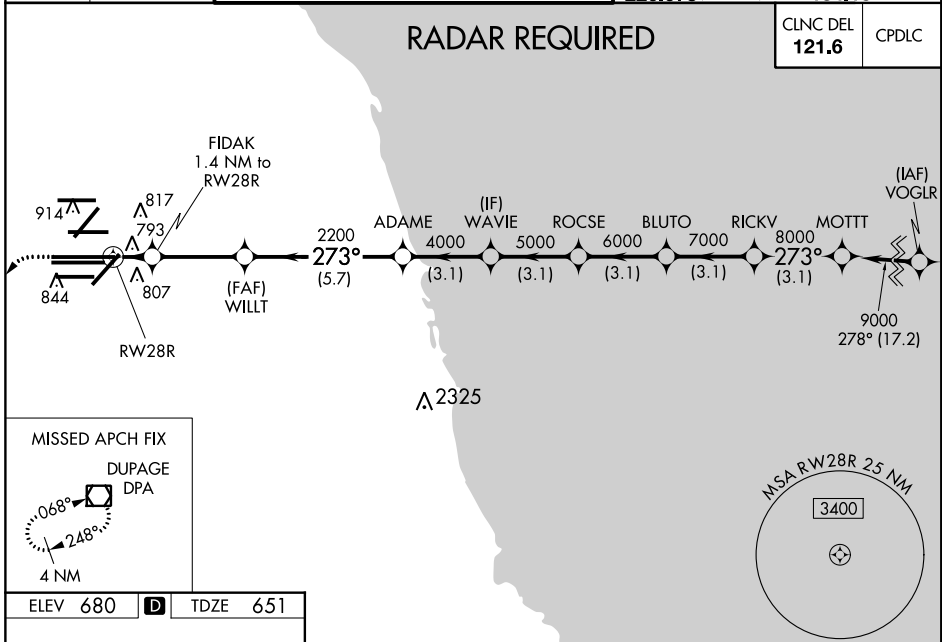
# RNAV (GPS) RWY 28R

CHICAGO-O'HARE INTL (ORD)

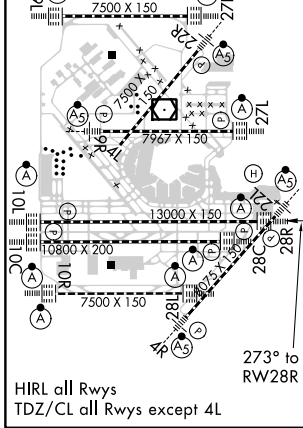
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to 1½ mile and LNAV Cats C/D visibility to RVR 6000. LNAV procedure NA during simultaneous operations. 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 <b>135.4</b> <b>282.225</b>	CHICAGO APP CON <b>119.0 393.1</b>	O'HARE TOWERS <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 NORTH) <b>124.125</b> (TWR SOUTH) <b>118.05</b> (ALL TWRs) <b>226.675</b>	(TWR CENTER) <b>121.75</b> (OBND) (IBND) <b>121.9</b> <b>134.15</b>
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ELEV <b>680</b>	<b>D</b>	TDZE <b>651</b>
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1200	4000	DPA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).																							
*LNAV only.																										
1200	4000	DPA	GP 3.00° TCH 54																							
1200	4000	DPA	<table border="1"> <tr> <th>CATEGORY</th> <td>A</td> <td>B</td> <td>C</td> <td>D</td> </tr> <tr> <th>LPV DA</th> <td colspan="2">851/18</td> <td colspan="2">200 (200-½)</td> </tr> <tr> <th>LNAV/VNAV DA</th> <td colspan="2">1041/45</td> <td colspan="2">390 (400-¾)</td> </tr> <tr> <th>LNAV MDA</th> <td colspan="2">1060/24</td> <td colspan="2">1060/40 409 (400-¾)</td> </tr> </table>				CATEGORY	A	B	C	D	LPV DA	851/18		200 (200-½)		LNAV/VNAV DA	1041/45		390 (400-¾)		LNAV MDA	1060/24		1060/40 409 (400-¾)	
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EC-3, 06 DEC 2018 to 03 JAN 2019

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