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|--|------------------------|-----------------------------|---|
| WAAS CH 77937 W10D | APP CRS 090° | Rwy Idg TDZE Apt Elev | 7500 680 680 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) Y RWY 10R

CHICAGO-O'HARE INTL (ORD)

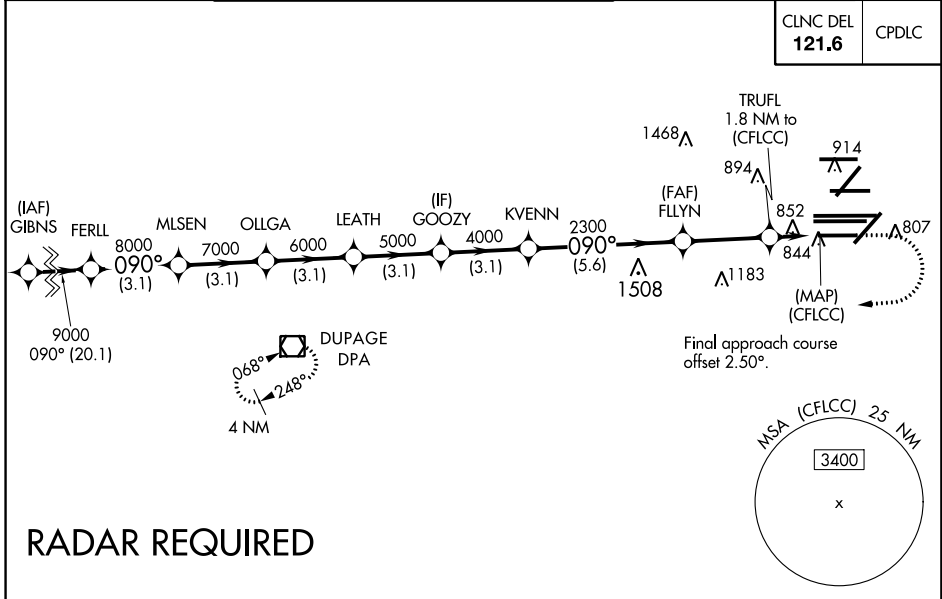
▼ DME/DME RNP-0.3 NA. Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV Cat A and B visibility to 1 SM. Rwy 10R helicopter visibility reduction below ¾ SM NA.

ALSF-2

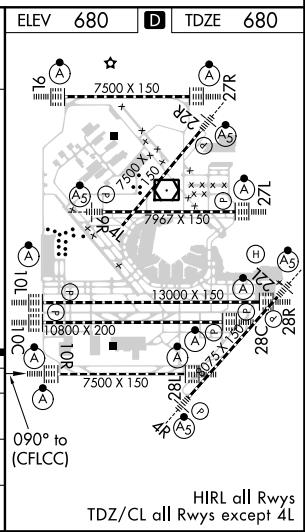
MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct DPA VOR/DME and hold.

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

| | |
|--------------------------|-------|
| CLNC DEL 121.6 | CPDLC |
|--------------------------|-------|



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|--------------|-------------|---------|----------|--------------|--------|--------|--------|-------|-----|
| | ELEV 680 | D | TDZE 680 | | | | | | |
| | 1200 | 4000 | DPA | | | | | | |
| | | | | | | | | | |
| | *LNAV only. | | | | | | | | |
| | 9000 | 8000 | 7000 | 6000 | 5000 | 4000 | 2300 | *1300 | |
| | 3.1 NM | 3.1 NM | 3.1 NM | 3.1 NM | 3.1 NM | 5.6 NM | 3.1 NM | 0.6 | 1.2 |
| CATEGORY | A | B | | C | | D | | | |
| LPV DA | | 930-¾ | | 250 (300-¾) | | | | | |
| LNAV/VNAV DA | | 1157-1⅛ | | 477 (500-1⅛) | | | | | |
| LNAV MDA | | 1120-¾ | | 440 (500-¾) | | | | | |



EC-3: 06 DEC 2018 to 03 JAN 2019

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