

WAAS CH 69338 W02A	APP CRS 023°	Rwy Idg TDZE Apt Elev	3604 591 597
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RNAV (GPS) RWY 2
GARY/CHICAGO INTL (GYY)

RNP APCH - GPS.

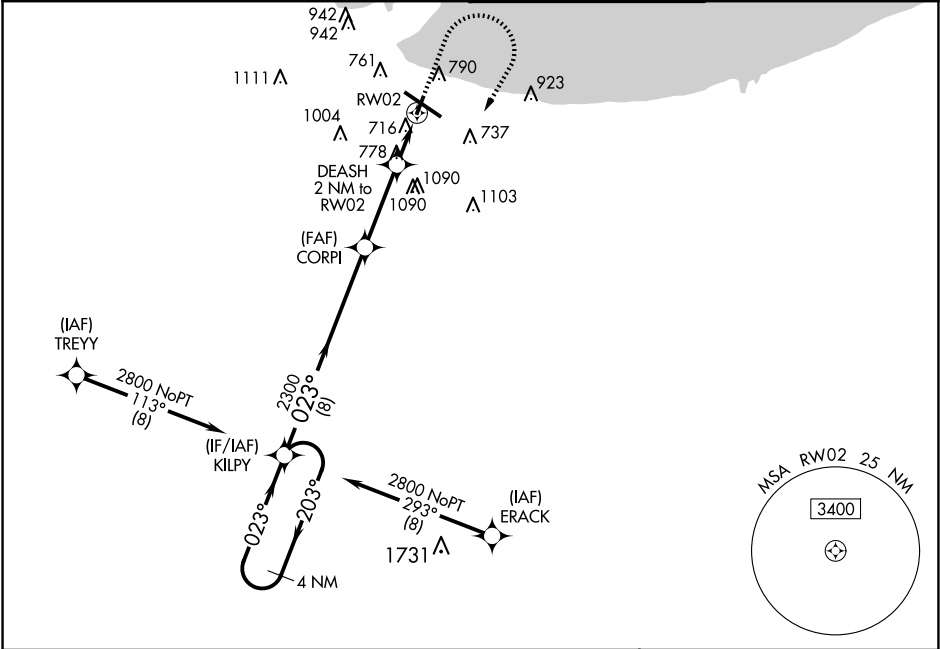
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
Rwy 2 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Chicago Midway Intl altimeter setting; increase LPV DA to 947 feet and visibility ¼ SM, LNAV/VNAV DA to 1135 feet and visibility ¼ SM; increase all MDAs 60 feet and Circling Cats C and D visibility ¼ SM. Baro-VNAV NA when using Chicago Midway Intl altimeter setting.

MISSED APPROACH:
Climb to 2000 then climbing right turn to 2800 direct KILPY and hold.

ATIS 134.575	CHICAGO APP CON 133.1 285.6	GARY TOWER ★ 125.6 (CTAF) 0	GND CON 121.9
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4 NM Holding Pattern KILPY

GP 3.00° TCH 60

2800 ← 203° 023° → 023°

CORPI 2300

DEASH 2 NM to RW02

RW02

*1280

8 NM 3.2 NM 2 NM

2000 2800 KILPY

*LNAV only

CATEGORY	A	B	C	D
LPV DA	901-7⁄8 310 (400-%)			
LNAV/VNAV DA	1089-1³⁄₈ 498 (500-1%)			
LNAV MDA	1040-1 449 (500-1)	1040-1³⁄₈ 449 (500-1%)		
Ⓢ CIRCLING	1140-1 543 (600-1)	1180-1 583 (600-1)	1400-2¼ 803 (900-2¼)	1420-2¾ 823 (900-2¾)

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

ELEV 597 TDZE 591

Diagram of the runway and taxiway layout with various markings and altitudes.

EC-2, 04 SEP 2025 to 02 OCT 2025

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