

RNAV - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.33				Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.											
TERMINAL ROUTES										MISSED APPROACH					
FROM		TO		COURSE AND DISTANCE				ALTITUDE		LPV: DA LNAV/VNAV: DA LNAV: RW02 CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 2800 DIRECT KILPY AND HOLD. ADDITIONAL FLIGHT DATA: CHART FAS OBST: 778 TOWER 413507N/0872605W DISTANCE TO THLD FROM 310 HAT: 0.79 NM. WAAS CHANNEL # 69338 REFERENCE PATH ID: W02A CHART CIRCLING ICON. LTP HAE: 146 M *LNAV ONLY					
ERACK (IAF)		KILPY (NOPT) (FB)		293.31 / 8.00				2800							
TREYY (IAF)		KILPY (NOPT) (FB)		112.89 / 8.00				2800							
KILPY (IF/IAF)		CORPI (FB)		023.11 / 8.00				2300							
CORPI (FAF)		DEASH/2.00 NM TO RW02 (FB)		023.15 / 3.18											
DEASH/2.00 NM TO RW02		RW02 (MAP) (FO)		023.15 / 2.00											
RW02 (MAP)		2000 MSL		023.15				2000							
2000 MSL		KILPY (FO)						2800							
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF) 2. HOLD SW KILPY, RT, 023.11 INBOUND, 2800 FT. IN LIEU OF PT (IAF) 3. FAC: 023.15 FAF: CORPI DIST FAF TO MAP: 5.18 THLD: 5.18 4. MIN. ALT: KILPY 2800, CORPI 2300, DEASH/2.00 NM TO RW02 1280* 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____ 6. MIN GS INCPT: 2300 GS ALT AT: CORPI 2300 OM: _____ MM: _____ IM: _____ 7. GS ANGLE: 3.00 TCH: 60.0 34:1 IS NOT CLEAR 8. MSA FROM: RW02 3400										MAG VAR: 2W		EPOCH YEAR: 1990			
MINIMUMS															
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT							ALTERNATE: N A		STANDARD @						
CATEGORY >>>>>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
LPV DA	901	1	310	901	1	310	901	1	310	901	1	310			
LNAV/VNAV DA	931	1 1/8	340	931	1 1/8	340	931	1 1/8	340	931	1 1/8	340			
LNAV MDA	1040	1	449	1040	1	449	1040	1 3/8	449	1040	1 3/8	449			
CIRCLING	1140	1	543	1180	1	583	1400	2 1/4	803	1420	2 3/4	823			
NOTES: CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16C (4F) OR ABOVE 54C (130F). CHART NOTE: DME/DME RNP-0.3 NA. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. CHART PLANVIEW NOTE: RADAR REQUIRED. (CONTINUED ON PAGE 2)															
CITY AND STATE		ELEVATION: 597 TDZE: 591		FACILITY IDENTIFIER: RNAV		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP:					
GARY, IN		AIRPORT NAME:				RNAV (GPS) RWY 2, ORIG				AMDT: 4					
		GARY/CHICAGO INTL				10 DECEMBER 2015				DATED					

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33

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NOTES, (CONT.):

CHART PROFILE NOTE: VGSi AND RNAV GLIDE PATH NOT COINCIDENT (VGSi ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CHICAGO MIDWAY INTL ALTIMETER SETTING
AND INCREASE LPV DA TO 947 FEET, LNAV/VNAV DA TO 977 FEET, ALL MDA 60 FEET; INCREASE LPV AND
LNAV/VNAV ALL CATS VISIBILITY 1/8 MILE, AND CIRCLING CAT C AND D VISIBILITY 1/4 MILE.
CHART NOTE: BARO-VNAV NA WHEN USING CHICAGO MIDWAY INTL ALTIMETER SETTING.

CITY AND STATE
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RNAV (GPS) RWY 2, ORIG
10 DECEMBER 2015

SUP: 4
AMDT: NONE
DATED:

QUALITY
CHECKED

**RNAV STANDARD INSTRUMENT APPROACH PROCEDURE
FLIGHT STANDARDS SERVICE - FAR PART 97.33**

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FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KGYG
RUNWAY	RW02
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W02A
LTP/FTP LATITUDE	413644.2160N
LTP/FTP LONGITUDE	0872506.2965W
LTP/FTP ELLIPSOIDAL HEIGHT	+01460
FPAP LATITUDE	413807.3555N
FPAP LONGITUDE	0872423.3655W
THRESHOLD CROSSING HEIGHT (TCH)	00060.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1656
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
 <u>CRC REMAINDER</u>	 2BDE3F21

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K5
LTP ORTHOMETRIC HEIGHT	+01796
FPAP ORTHOMETRIC HEIGHT	+01796

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U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICES - TITLE 14 CFR PART 97.33												Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.		
ARINC SUMMARY - KGYG														
ROUTES														
TRANSITION	WPT SEQ	WPT NAME	LEG TYPE	FB/FO	RNP	MAG CRS	REC NAV	ANGLE	TURN DIR	CENTER FIX	TURN RADIUS	ALTITUDE DESCRIPTION & VALUE	SPEED LIMIT DESCRIPTION & VALUE	WPT DESCRIPTION CODE
ERACK	010	ERACK	IF	FB										E A
ERACK	020	KILPY	TF	FB	1.0	293.3						AA 02800		EE B
KILPY	010	KILPY	HF	FO		023.1			R			AA 02800		EE A
TREYY	010	TREYY	IF	FB										E A
TREYY	020	KILPY	TF	FB	1.0	112.9						AA 02800		EE B
	010	KILPY	IF	FB								AA 02800		E I
	020	CORPI	TF	FB	0.5	023.1				RW02		AA 02300		E F
	021	DEASH	TF	FB	0.3	023.2		3.00				AA 01280 GS 01286		E S
	030	RW02	TF	FO	0.3	023.2		3.00				AT 00649		GY M
	040		CA	FB		023.2						AA 02000		M
	050	KILPY	DF	FO					R			AA 02800		EY
	060	KILPY	HM	FO		023.1			R			AA 02800		EE
POINTS														
POINT NAME			LATITUDE			LONGITUDE								
CORPI			N413154.01			W0872735.93								
DEASH			N413452.26			W0872604.07								
ERACK			N412132.28			W0872132.01								
KILPY			N412426.29			W0873126.00								
TREYY			N412717.88			W0874121.66								
RUNWAYS														
RUNWAY		THRESHOLD LATITUDE				THRESHOLD LONGITUDE				THRESHOLD ELEVATION		PROCEDURE TCH		
RW02		N413644.22				W0872506.30				00589		60		

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