

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.

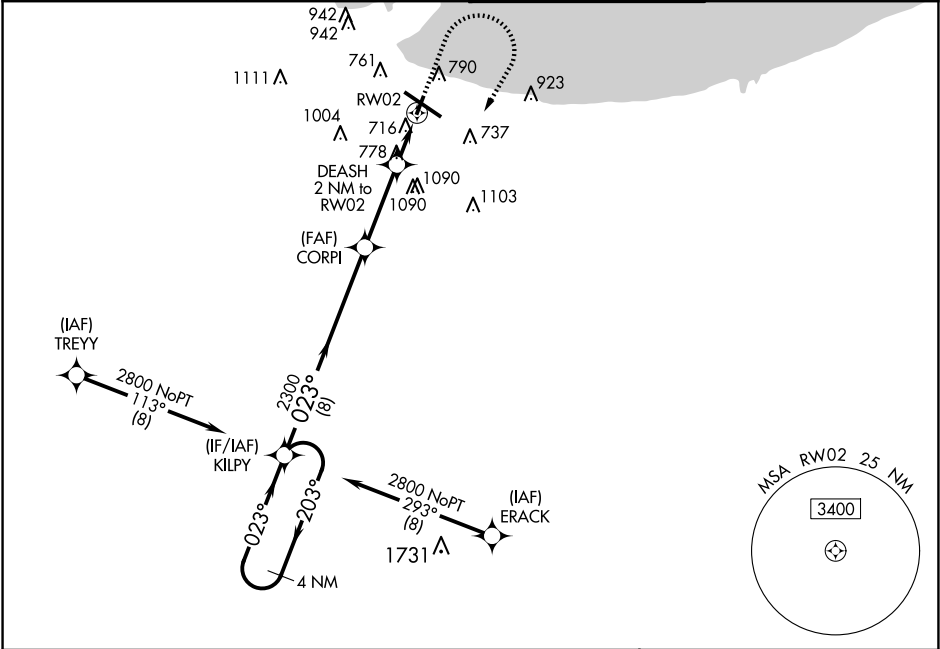
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
Rwy 2 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Chicago Midway Intl altimeter setting; increase LPV DA to 947 feet and 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		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).		2000	2800	KILPY	ELEV 597	TDZE 591
2800 ← 203° 023° →		CORPI 2300		DEASH 2 NM to RW02		RW02		*LNAV only		
GP 3.00° TCH 60		2300		*1280						
8 NM		3.2 NM		2 NM						
CATEGORY	A	B	C	D						
LPV DA	901-7⁄8		310 (400-%)							
LNAV/VNAV DA	1089-1 3⁄8		498 (500-1 3⁄8)							
LNAV MDA	1040-1 449 (500-1)		1040-1 3⁄8 449 (500-1 3⁄8)							
CIRCLING	1140-1 543 (600-1)	1180-1 583 (600-1)	1400-2 1⁄4 803 (900-2 1⁄4)	1420-2 3⁄4 823 (900-2 3⁄4)						

Diagram showing the runway layout with various distances and angles. Key features include: 8859 X 150, 3603 X 100, TWR 662, and angles of 203°, 023°, and 20°. A star symbol is present near the 3603 X 100 intersection.

- 1 MIRL Rwy 2-20
- 1 MIRL Rwy 12-30
- 1 REIL Rws 2, 12 and 20