

WAAS CH 69338 W02A	APP CRS 023°	Rwy Ldg TDZE Apt Elev	3604 591 597
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RNAV (GPS) RWY 2

GARY/CHICAGO INTL (GYY)

RNP APCH - GPS.

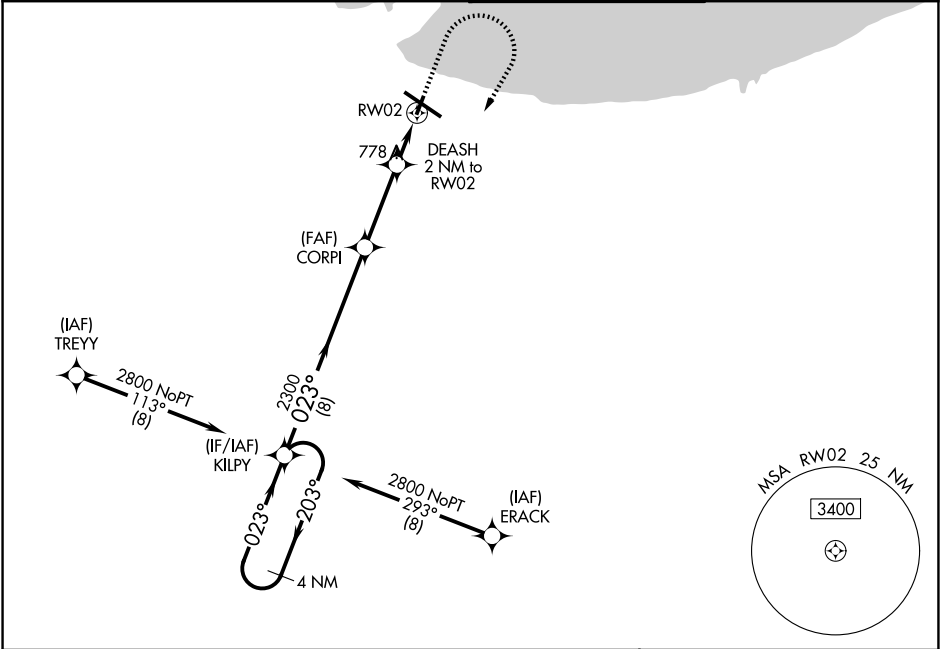
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
Rwy 2 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Chicago Midway Intl altimeter setting; increase LPV DA to 947 feet and visibility ⅛ 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.

D-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
GP 3.00° TCH 60		023°		2300		*1280		*LNAV only		
8 NM		3.2 NM		2 NM						
CATEGORY	A	B	C	D						
LPV DA	901-7 ⁸ / ₁₆		310 (400- ⁷ / ₁₆)							
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)			

The diagram shows the KILPY holding pattern with a 4 NM radius and a 203° heading. The final approach segment is a 4 NM glide path to RWY 2. Key altitudes include 2800 ft at the start of the holding pattern and 2000 ft at the start of the final approach. The chart also shows the missed approach procedure.

1 MIRL Rwy 2-20

1 HIRL Rwy 12-30

1 REIL Rws 2, 12 and 20