

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.

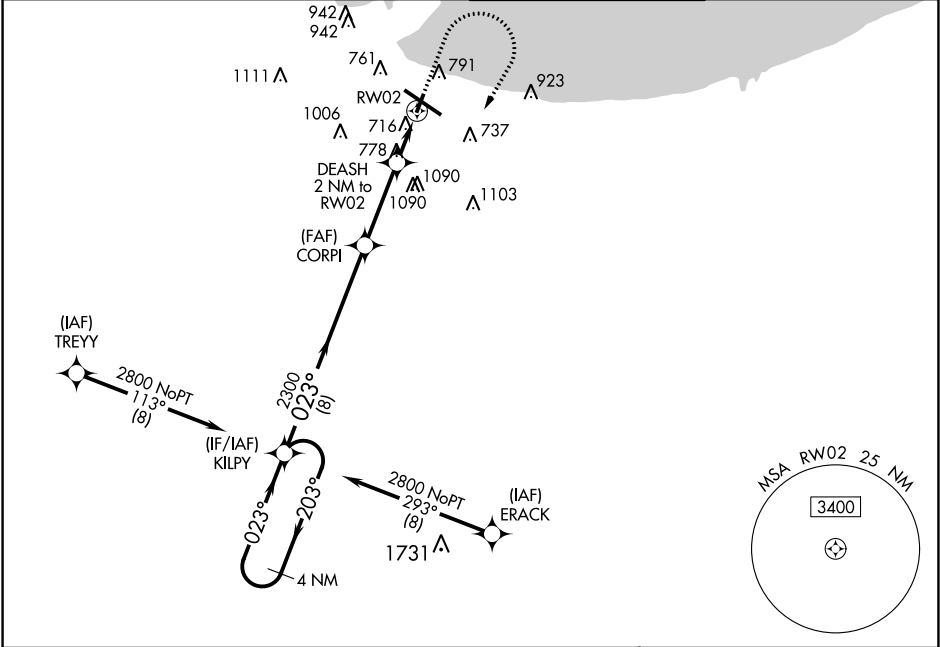
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
Rwy 2 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Chicago Midway Intl altimeter setting; increase LPV DA to 947 feet and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

2300

2300

DEASH 2 NM to RW02

RW02

8 NM

3.2 NM

2 NM

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

2000

2800

KILPY

*LNAV only

ELEV 597

TDZE 591

CATEGORY	A	B	C	D
LPV DA	901-7 ³ / ₈ 310 (400-7 ³ / ₈)			
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 ³ / ₄ 803 (900-2 ³ / ₄)	1420-2 ³ / ₄ 823 (900-2 ³ / ₄)

Diagram of the runway and taxiway layout, showing the intersection of RWY 2 and RWY 12-30. Key features include the TWIR 662, MRL Rwy 2-20, HIRL Rwy 12-30, and REIL Rwy 2, 12 and 20. The diagram also shows the 023° to RW02 heading.