

OMP Summit

What's changing at O'Hare and what does it mean to me?

By: O'Hare ATCT

Date: September 17-18, 2008



Federal Aviation
Administration



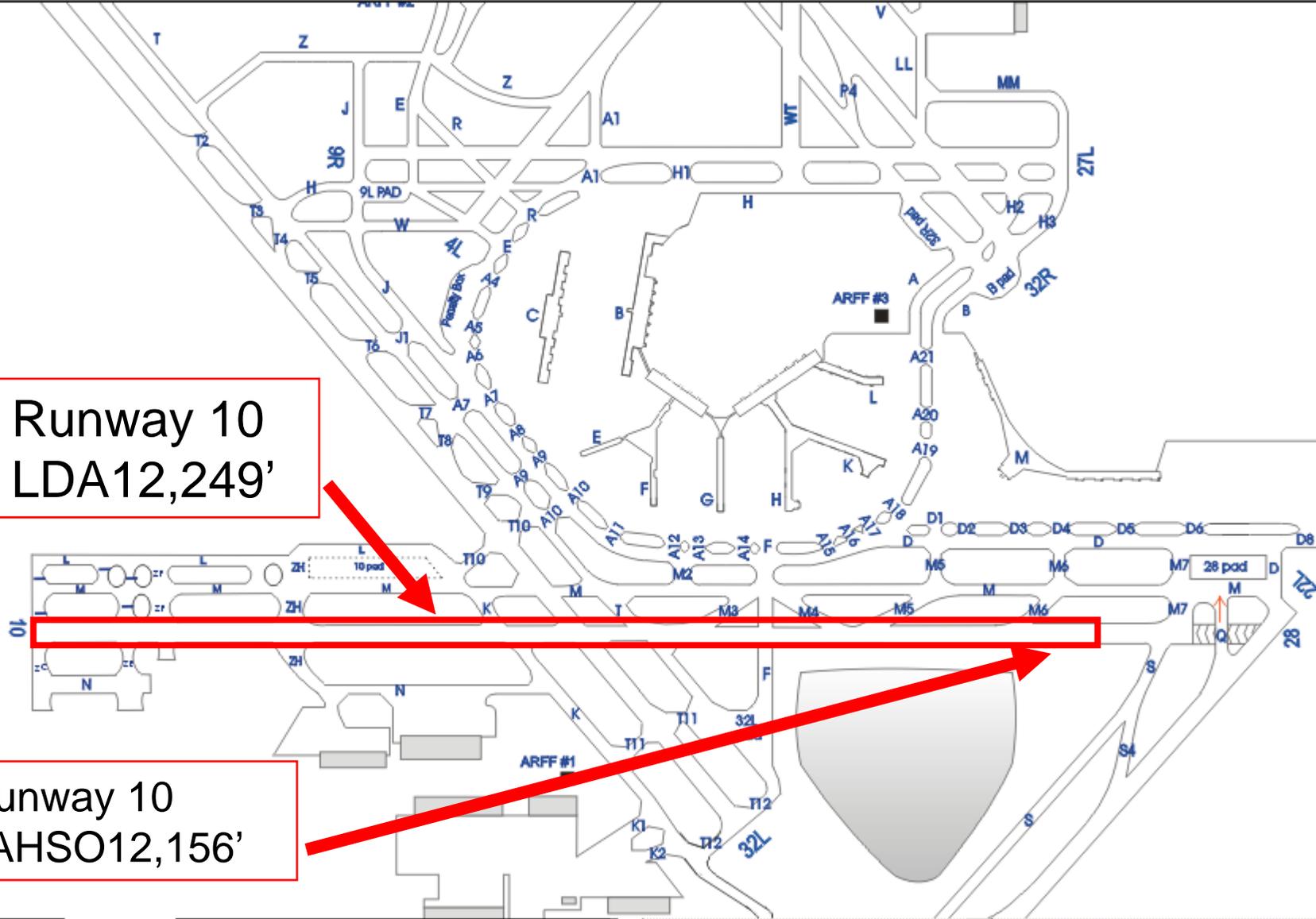
Runway 10/28

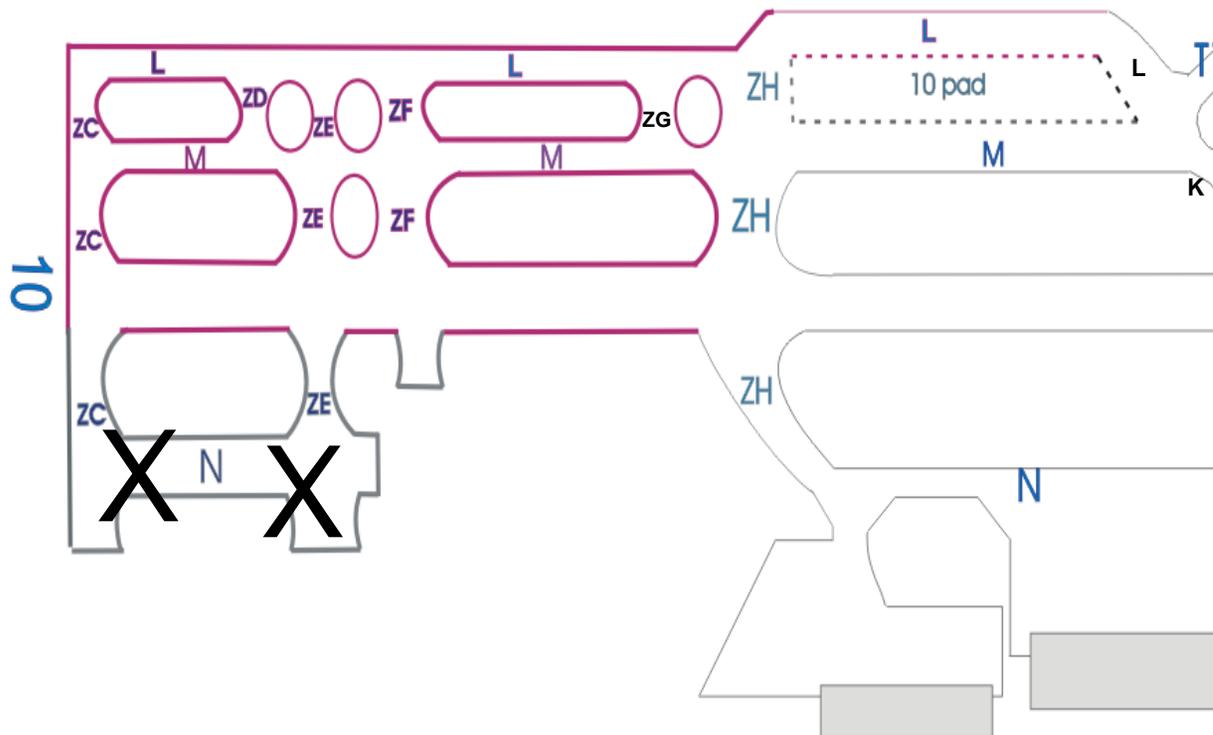
- Full Length opens 9/25/08
- Length 13,000
- Runway 10 LDA 12,249'
- LAHSO Taxiway "S" 12,156'
- LAHSO not needed for "Q"
- Runway 28 CAT I on 9/25/08. CAT II/III ILS (Status – 800 hours after 2 months. Need 2000 hours burn in)
- Runway 10 CAT I on 9/25/08. CAT II/III ILS (Status – need 2000 hours burn in. Time won't start until after flight check of system on 9/25)



Runway 10
LDA12,249'

Runway 10
LAHSO12,156'

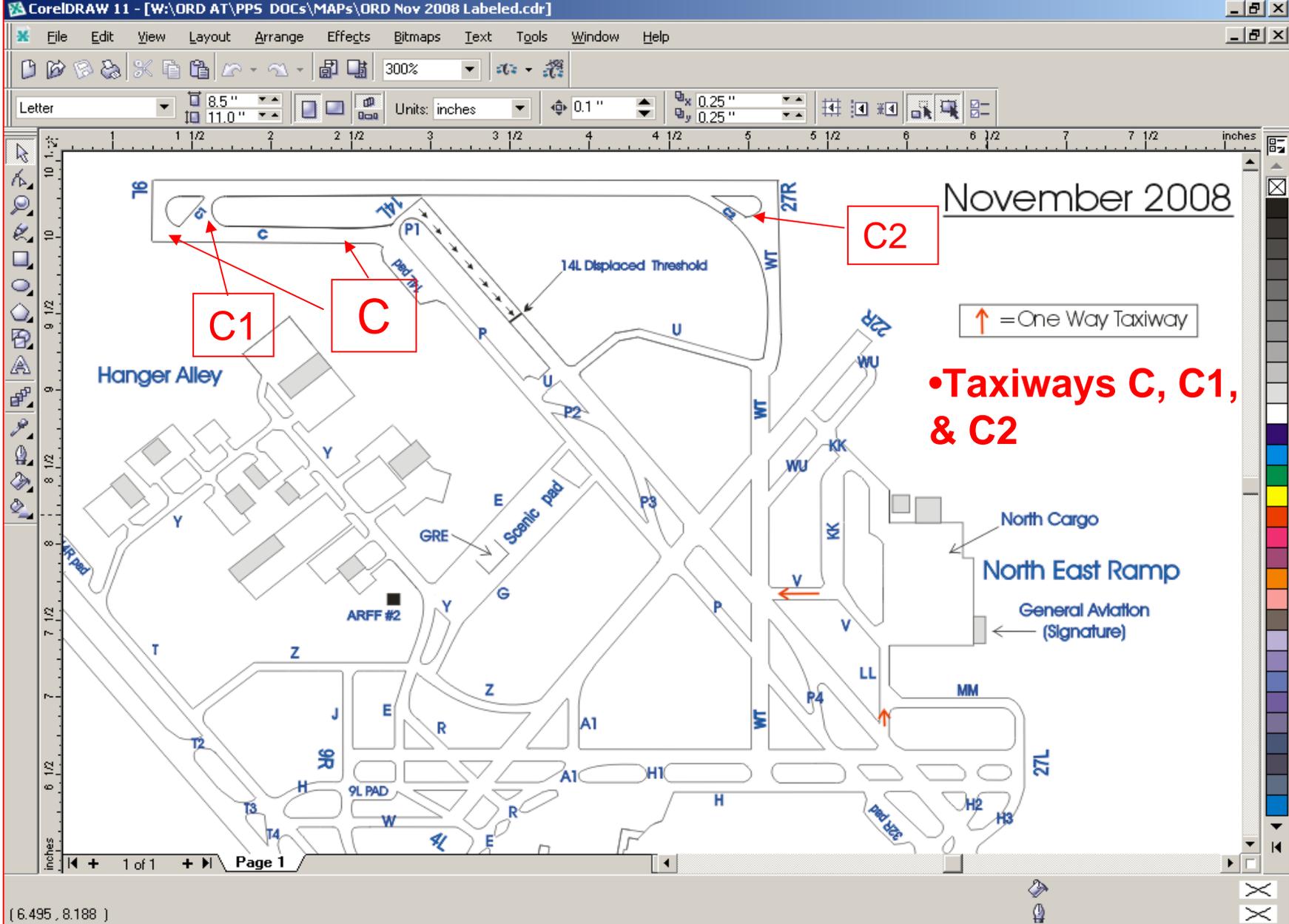




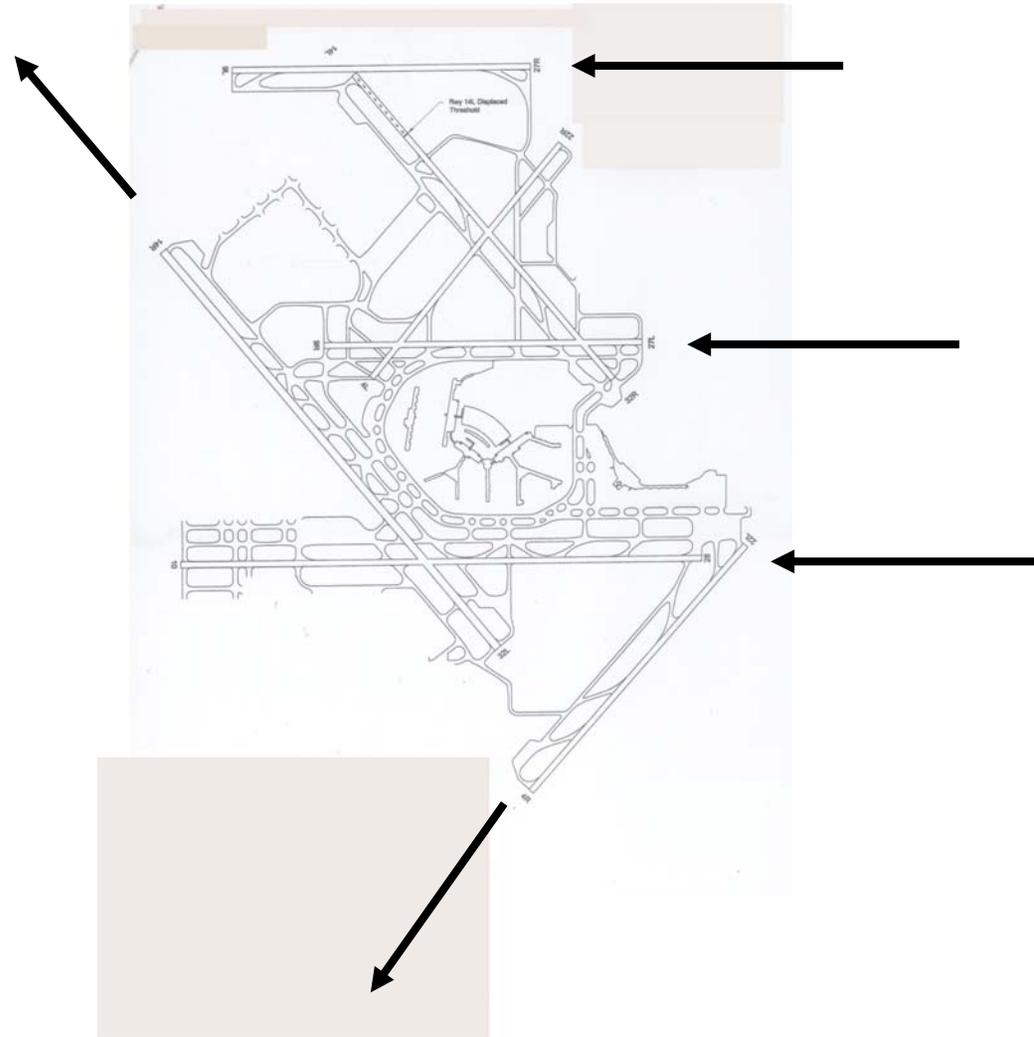
Runway 9L/27R Opens 11/20/08

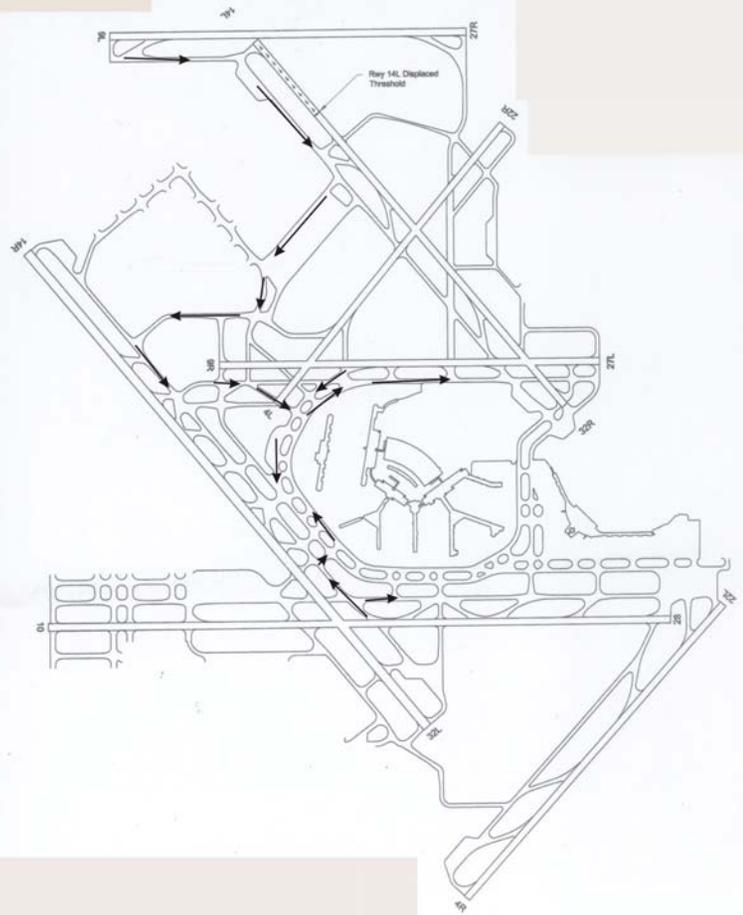
- **Length 7500'**
- **Eventually all three East/West Runways will be CAT II/III - Runway 27R CAT II/III most likely certified after runway opening**





West Flow Configuration

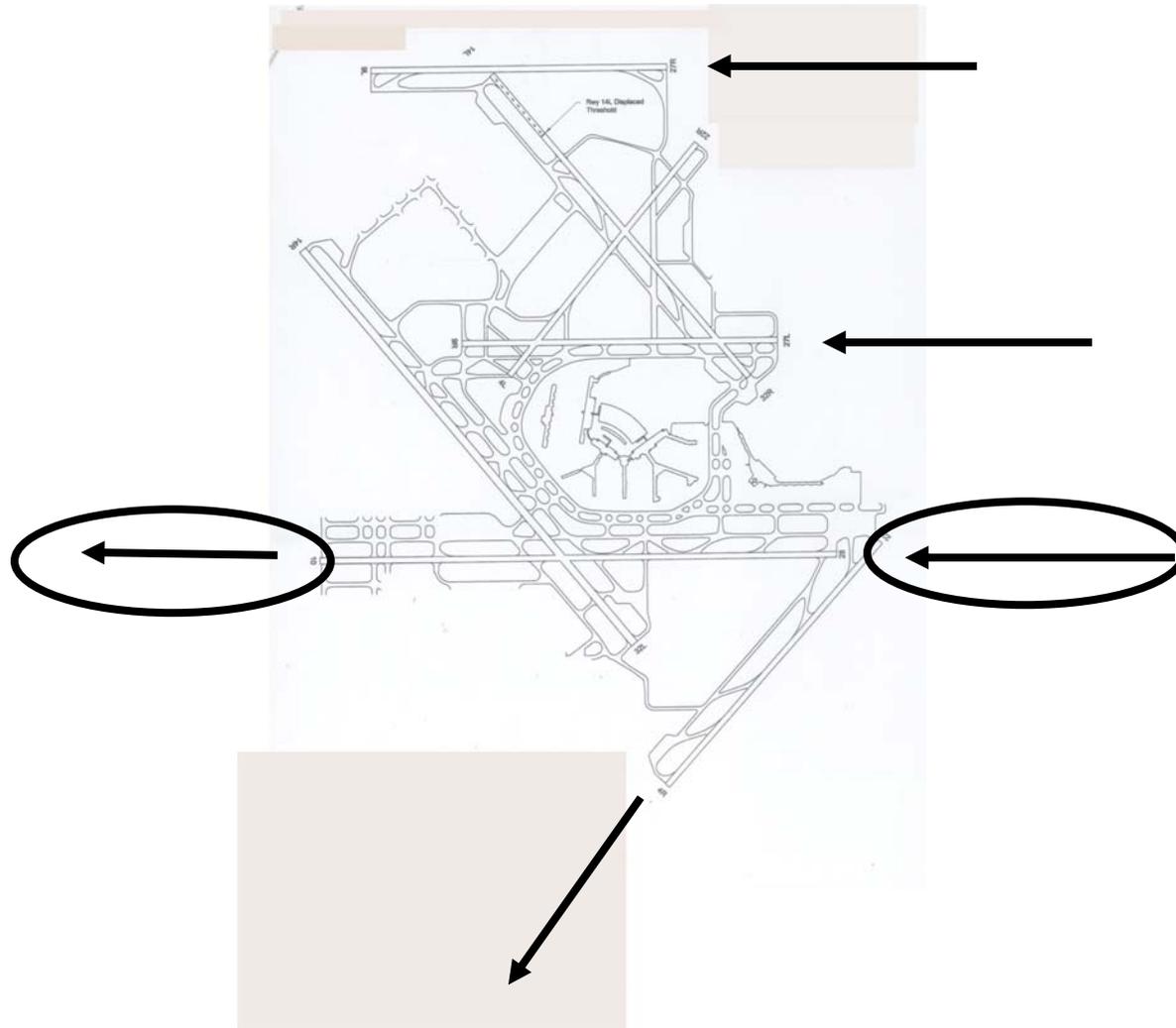


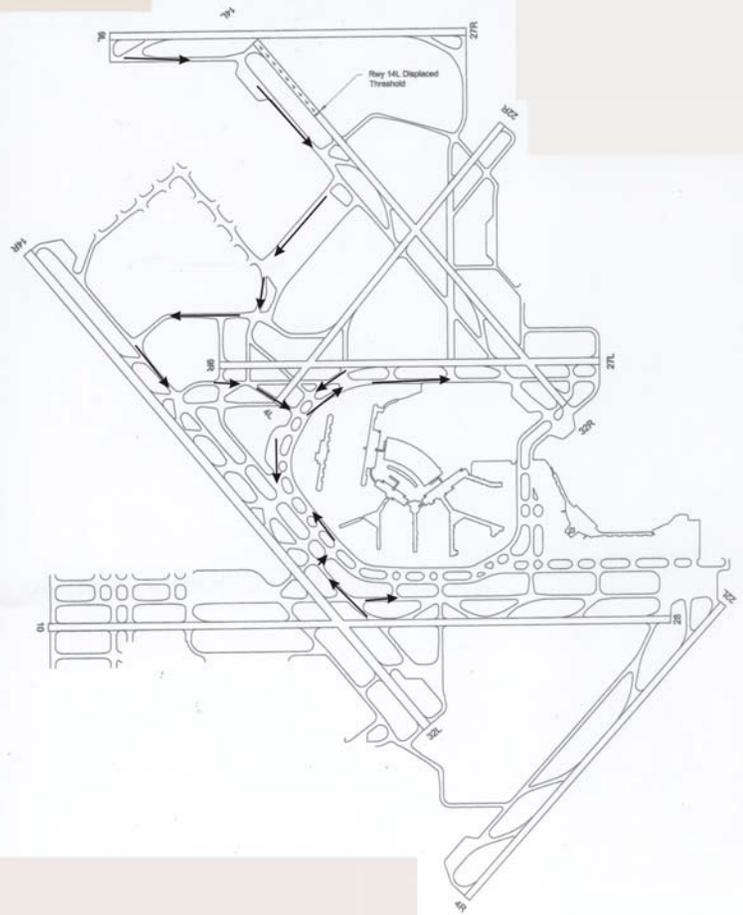


O'Hare International Airport
 Construction Operations Working Group
 Airfield Operational Impacts
 January 1 to March 31, 2009
 Date: January 26, 2009
 Prepared by: Ricardo S. Acosta, Inc.



IFR West Flow Configuration





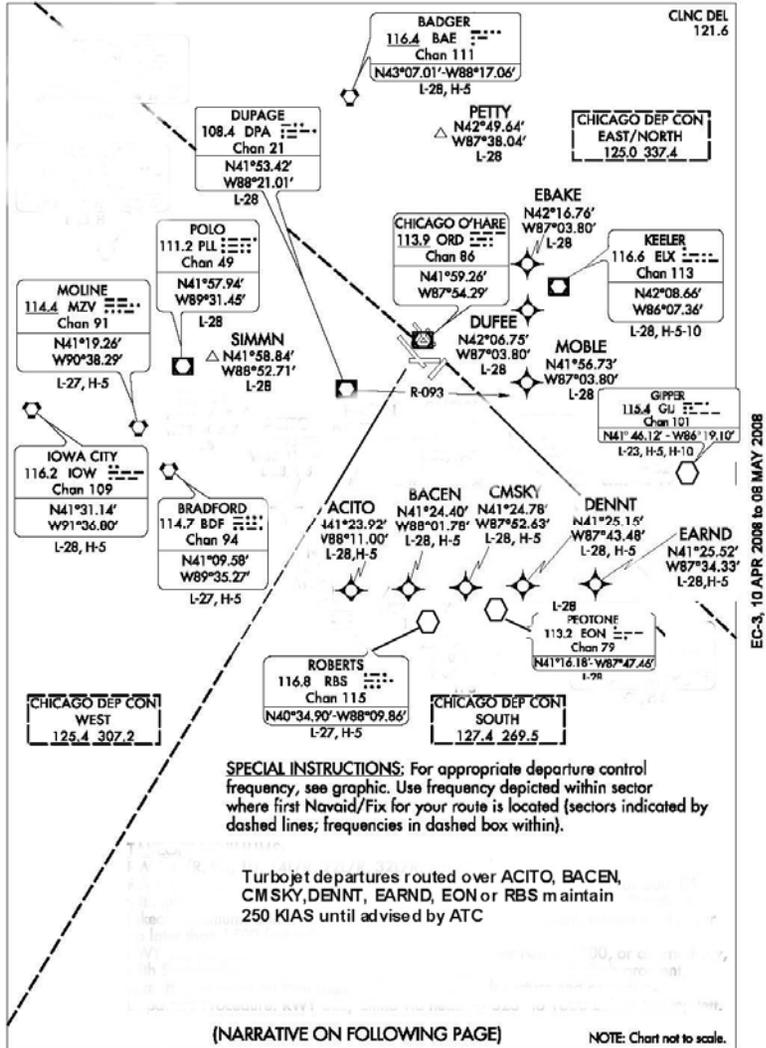
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ORD 3 Departure

- **Eliminates climb restriction on 32L**
 - All departures cross 5 DME at 3000'
 - All departures cross 8 DME at 4000'
- **Southbound departures restricted to 250 knots**
- **Fixes editorial issues with departure fixes in wrong sector**





(NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

O'HARE THREE DEPARTURE

(ORD 3 ORD) 08101

(ORD3.ORD) **NEW**
O'HARE THREE DEPARTURE

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT: Expect radar vectors to first enroute noaid/fix. Expect clearance to requested altitude/flight level ten minutes after departure.

ALL DME EQUIPPED AIRCRAFT: CROSS 5 DME ARC OF ORD AT OR ABOVE 3000 FEET MSL. CROSS 8 DME ARC OF ORD AT OR ABOVE 4000 FEET, MAINTAIN 5000 FEET OR ASSIGNED ALTITUDE. IF UNABLE TO COMPLY ADVISE ATC AS SOON AS POSSIBLE PRIOR TO DEPARTURE.

NON-DME PROCEDURES: AIRCRAFT INITIALLY ASSIGNED HEADING 120 CW 220, CROSS DPA R-093 AT OR ABOVE 4000, MAINTAIN 5000 OR ASSIGNED ALTITUDE. IF UNABLE TO COMPLY ADVISE ATC AS SOON AS POSSIBLE PRIOR TO DEPARTURE.

TAKEOFF OBSTACLE NOTES:

- RWY 04L, MULTIPLE BUILDINGS BEGINNING 3325' FROM DER, 1198' RIGHT OF CENTERLINE, UP TO 101' AGL/750' MSL.
- RWY 04R, MULTIPLE TREES BEGINNING 793' FROM DER, 568' RIGHT OF CENTERLINE, UP TO 77' AGL/718' MSL. MULTIPLE TREES BEGINNING 2266' FROM DER, 756' LEFT OF CENTERLINE, UP TO 84' AGL/723' MSL. PARKED AIRCRAFT ON RAMP 153' FROM DER, 329' LEFT OF CENTERLINE, 80' AGL/735' MSL.
- RWY 09L, BUILDING 2771' FROM DER, 1194' RIGHT OF CENTERLINE, 94' AGL/745' MSL.
- RWY 10, MULTIPLE TOWERS BEGINNING 2522' FROM DER, 983' RIGHT OF CENTERLINE, UP TO 127' AGL/771' MSL. PARKED AIRCRAFT ON RAMP 33' FROM DER, 440' LEFT OF CENTERLINE, 80' AGL/735' MSL.
- RWY 14L, MULTIPLE LIGHTS BEGINNING 982' FROM DER, 745' LEFT OF CENTERLINE, UP TO 40' AGL/684' MSL. PARKED AIRCRAFT ON RAMP AND SIGN BEGINNING 100' FROM DER, 363' RIGHT OF CENTERLINE, UP TO 80' AGL/729' MSL.
- RWY 14R, PARKED AIRCRAFT ON RAMP 1104' FROM DER, 766' RIGHT OF CENTERLINE, 80' AGL/730' MSL.
- RWY 09L, TREE 972' FROM DER, 354' LEFT OF CENTERLINE, 31' AGL/690' MSL.
- RWY 22R, PARKED AIRCRAFT ON RAMP 34' FROM DER, 430' LEFT OF CENTERLINE, 80' AGL/736' MSL.
- RWY 27L, MULTIPLE POLES, TOWERS, AND AIRCRAFT ON RAMP BEGINNING 70' FROM DER, 408' LEFT OF CENTERLINE, 147' AGL/812' MSL.
- RWY 27R, ELEVATOR 2778' FROM DER, 1021' LEFT OF CENTERLINE, 111' AGL/776' MSL.
- RWY 28, TREE 1840' FROM DER, 888' LEFT OF CENTERLINE, UP TO 89' AGL/758' MSL.
- RWY 32L, FLAG POLE 2036' FROM DER, 791' LEFT OF CENTERLINE, 58' AGL/732' MSL.
- RWY 32R, MULTIPLE TREES BEGINNING 1438' FROM DER, 851' RIGHT OF CENTERLINE, UP TO 71' AGL/715' MSL.

TAKEOFF MINIMUMS:

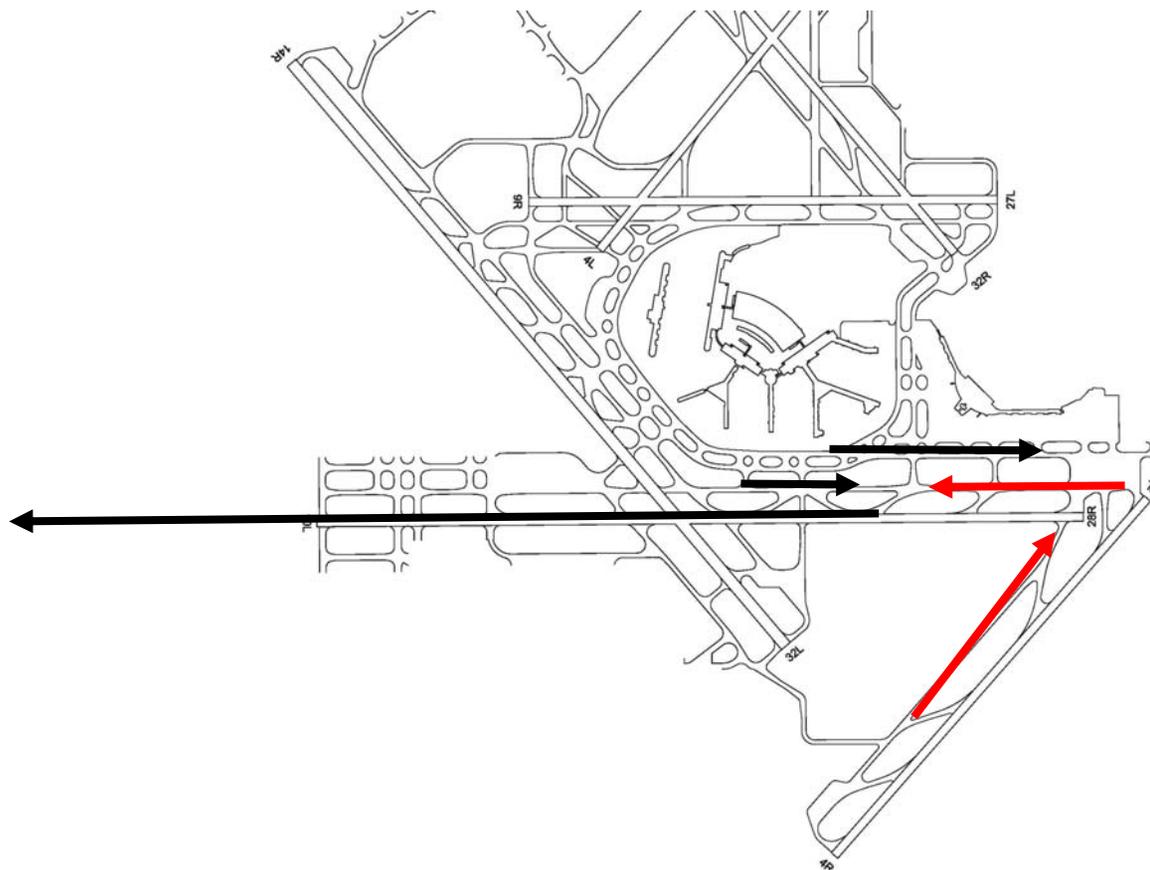
- RWY 04L, 04R, 09L, 09R, 10, 14L, 14R, 22L, 22R, 32R, STANDARD.
- RWY 27L, STANDARD WITH MINIMUM CLIMB OF 214 FT PER NM TO 1700, OR 300-1 1/4 WITH MINIMUM CLIMB OF 203 FT PER NM TO 1700, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT/NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1500 FT PRIOR TO DEPARTURE END OF RUNWAY.
- RWY 27R, STANDARD WITH MINIMUM CLIMB OF 228 FT PER NM TO 1800.
- RWY 28, STANDARD WITH MINIMUM CLIMB OF 222 FT PER NM TO 1700.
- RWY 32L, STANDARD WITH MINIMUM CLIMB OF 231 FT PER NM TO 1800.

O'HARE THREE DEPARTURE
(ORD3.ORD)

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)



Plan B trips are back



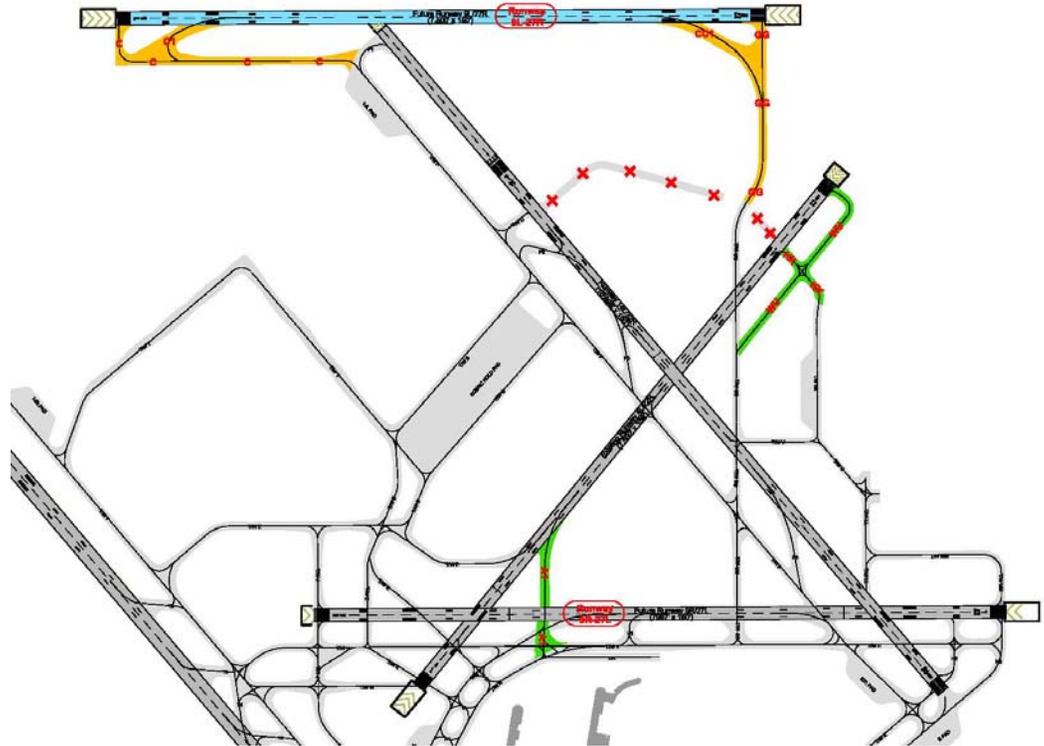
28 at M5 intersection departures

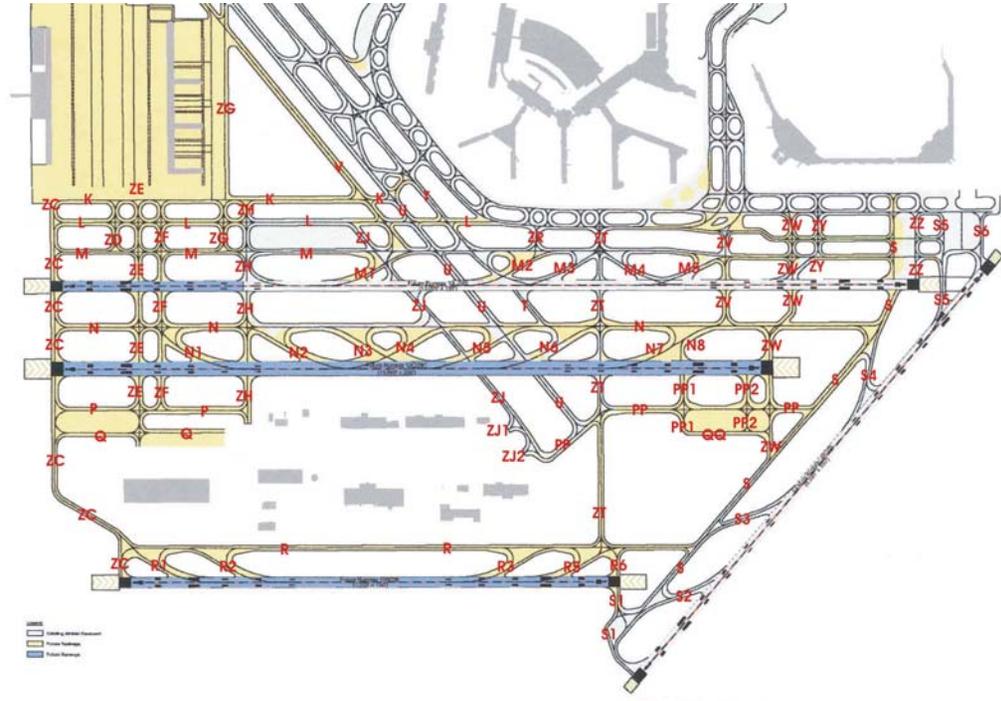
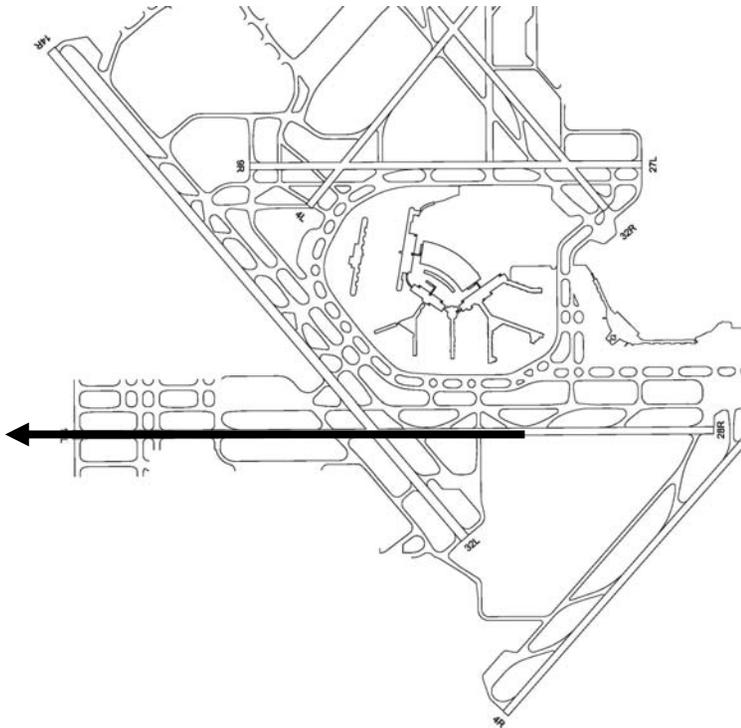
- **Used on**
 - 14R/22R/22L
 - 14R/22R/27L
 - Throughout the remained of OMP (and after completion)



Can I Have 32R?

- On West Flow, 32R will not be the best answer
- Interacts with both 27L arrivals and 27R arrivals
- Significant gap required to get through 27R arrivals alone (wake turbulence)





14L

- 14L ALS imbedded in Runway 9L/27R
- Some in-surface lights did not meet standards
- Replacement parts ordered
- Parts/modifications completed ~10/13
- CAT II/III recertified upon completion of flight check



North ATCT



