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AURORA MUNICIPAL AIRPORT (ARR)

PILOT INFORMATION

Updated: 08/14/2023

ARR Tower Administrative Office
Business Phone 630-466-5610
Open 0700L to 2100L – Monday through Friday

Federal Aviation Administration

Introduction

The purpose of this document is to supplement the From the Flight Deck Videos that are produced by the FAA Runway Safety Group. Here you will also find information provided by the local air traffic controllers at the airport where you intend to fly.

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IMPORTANT NOTICE

The information in this facility supplement is subject to change. Not for navigation or legal* pre-flight action. Always refer to official pre-flight materials such as, but not limited to, NOTAMs, airport diagrams, VFR charts and airport construction notices for the latest airport-specific details.

General Links

Here are some links to current FAA information.

- **Aeronautical Information Services**
- **Airport Construction**
- **Airport Diagram**
- **Chart Supplement**
- **From the Flight Deck Videos**
- **Hot Spots**
- **NOTAMS**
- **VFR Charts**

Some Advisory Circulars for Reference

- AC 90-66C (faa.gov) Subject: Non-Towered Airport Flight Operations – 6/6/23
- AC 91-73B (faa.gov) Subject: Parts 91 and 135 Single Pilot, Flight School Procedures During Taxi Operations – 7/30/12
- AC 91-92 (faa.gov) Subject: Pilot's Guide to a Preflight Briefing - 3/15/21
- AC 90-48E (faa.gov) Subject: Pilots' Role in Collision Avoidance – 10/20/22

ARR Specific Section

Aurora Municipal Airport (ARR) is a medium sized, primarily general and business aviation airport. Located a little more than 25 miles southwest of the Chicago O'Hare International Airport and just west of the city of Aurora, it can be a convenient alternative to other more congested airports. The airport has several intersecting runways, including one that is sometimes used as a taxiway.

1. Know Before You Go

- The airport configuration consists of RWY 9/27, intersected by RWY 15/33 and RWY 18/36.
- NOTE: RWY 18/36 is closed until 12/03/2023 – Check ARR NOTAMS.
- Service areas and parking are located on the Southeast side of the airport.
- Pilots arriving when ARR is landing to the north have sometimes confused RWY 33 and RWY 36. Extra attention needs to be paid when landing on either RWY.
- A quick check of compass heading and RWY assignment will go a long way in relieving this issue.
- Note: VOR RWY 36 final approach course actually lines up with RWY 33. Landing on RWY 36 out of this approach requires a slight right turn.
- Aircraft taxiing in either direction on TWY A sometimes fail to hold short of RWY 15/33 and RWY 18/36. This happens even after hold short instructions have been read back and acknowledged correctly.
- Pilots are reminded that a clearance is required to cross any RWY whether it is active or not.
- When ARR is landing RWY 15 and RWY 18, ARR TWR will sometimes use RWY 9/27 to taxi aircraft to the ramp. This will allow outbound traffic on TWY s A and B to remain clear of opposite direction arriving traffic.
    - When landing in this configuration, remaining on the active RWY and passing available turnoffs may seem counter-intuitive to the pilot who is used to clear the RWY in a most expeditious manner.
    - Remaining on the RWY will avoid conflicting with outbound aircraft on the parallel TWY.
    - This helps the operation to run safely and efficiently.
- Aircraft landing on RWY 9/27 and instructed to exit at TWY C have missed TWY C and turned off onto RWY 18/36 instead. Never taxi onto a RWY unless specifically instructed by ATC.

2. Airspace

The airspace at ARR is Class D with a ceiling up to and including 3200' MSL. It touches ORD Class B airspace which starts at 4000' MSL to the north/northeast. It is within the ORD MODE C and ADS-B OUT 30 NM veil. (Refer to Sectional Chart)

Class D Airspace Requirements (CFR §91.129 and AIM 3-1-4; 3-2-5):

- Visibility — 3 statute miles
- Distance from Clouds — 500 feet below | 1,000 ft above | 2,000 ft horizontal
- Communications — Establish communications (controller response)
- Pilot — No special certification required
- Equipment — Two-way radio

Class B Airspace Requirements (CFR §91.131 and AIM 3-1-4; 3-2-3)

- Visibility — 3 statute miles
- Distance from Clouds — Clear of clouds
- Communications — Must obtain ATC clearance prior to entering/departing
- Pilot — Private Pilot Certificate (see AIM for alt requirements)
- Equipment — Two-way radio, operable transponder with automatic altitude reporting and ADS-B Out

3. Cautions

Hot Spots

There are no Hot Spots at ARR

Departure

- ✓ Verify proper heading prior to starting takeoff roll on all departures.
- ✓ ARR has many flight schools with aircraft constantly in the pattern. Do not turn before the end the runway unless previously coordinated with the tower.

Landing

- ✓ Wrong surface landing risk.
- ✓ RWY 33 and RWY 36 are closely aligned. RWY 36 is currently closed and has a yellow X over the runway numbers. VOR 36 approach lines up with RWY 33.
- ✓ Always verify your heading when landing on any runway.

Surface Risk – Movement Area

- ✓ When approaching RWY 15/33 on Taxiway A, some pilots are surprised with how far away the hold short line is from RWY 15/33. Use caution when approaching Runway 15/33 on taxiway A.

Additional Cautions

- ✓ RWY 18/36 and some associated taxiways are closed for construction-Check NOTAMS.
- ✓ If ever in doubt about your position or your instructions, ask the TWR.

4. Communications

ARR Tower (TWR) operates from 0700L-2100L

When TWR is closed:

- ✓ The airspace becomes Class G
- ✓ Use CTAF 120.6
- ✓ Clearance Delivery from Chicago Approach on the ground on 121.7
- ✓ Close Flight Plan with Chicago Approach on the ground on 121.7 or Flight Service
- ✓ Use CTAF to control Runway lighting when TWR is closed

5. From the ARR Control Tower

Local Information that your ARR TWR controllers want you to know.

Traffic Patterns

- ✓ Due to noise mitigation procedures for the surrounding communities and visibility of the aircraft from the tower, ARR Tower prefers to keep aircraft on the north side of the airport when using RWY 9/27 and on the west side when using RWY 15/33.

Ground

- ✓ Taxiway A is connected with the ramp. Pilots should use caution when taxiing onto Taxiway A from the ramp, as many pilots have confused RWY 9/27 as Taxiway A.

Runway Crossings

- ✓ When RWY 15/33 is in use, ARR Tower will sometimes hold aircraft short of RWY 9/27 on taxiway B. ARR Tower will then instruct the aircraft to turn left onto RWY 9/27, cross RWY 15/33, and hold short of RWY 18/36.

Takeoff/Departure

- ✓ Please request a short delay on the runway if you need 5 or more seconds in position before starting your takeoff roll.

Special Traffic (Military / Commercial / Helicopter, etc.)

- ✓ ARR has a flight school that specializes in high performance/aerobatic aircraft. They occasionally do pattern work and also use the Southwest aerobatic area (about 10 miles SW of Aurora).

6. Additional Information

- ✓ ARR can get busy quickly. Actively listening on frequency is critical in maintaining situational awareness.
- ✓ Chicago Approach can transition ARR's airspace at 3000ft MSL without coordinating with the Tower. Controllers are actively scanning for conflicts, but it is a very congested altitude in the Chicagoland area.

End of ARR Specific Section

General Information Section

1. Some Best Practices

Do:

- ✓ Refer to the airfield diagram and/or airport moving map while stopped and/or prior to taxiing.
- ✓ Keep your eyes outside to observe traffic, potential threats and airport signs and markings.
- ✓ Ask the controller to repeat instructions and clearances if you are not sure.
- ✓ Ask for progressive taxi instructions if you are unfamiliar or have lost situational awareness.
- ✓ Taxi your aircraft to the side of the run-up area to allow other aircraft to taxi around you if you are not ready for departure.
- ✓ Advise TWR on initial contact (ground or air) if you are a student pilot.
- ✓ Using runway and/or taxiway designators to describe your position, and turning on exterior lights will assist the controller in identifying you.
- ✓ Acknowledge all ATC instructions and read back all hold short restrictions with your call sign.
- ✓ Always make sure that your aircraft is completely behind all hold-short lines.
- ✓ Advise GND/TWR if you want an intersection departure and wait for TWR clearance to take off. There may be a delay due to wake turbulence or traffic.
- ✓ When using any RWY, verify mag heading and look for the white markings to avoid a wrong surface event.
- ✓ Consider backing up a visual approach with an underlying instrument (ILS/LOC/GPS) approach if time and workload allows.
- ✓ Remember that you must have a clearance to cross <u>all</u> RWYs, active and not active.
- ✓ Use caution when taxiing smaller aircraft/helicopters in the vicinity of larger aircraft/helicopters. Controllers may use the words rotor wash, jet blast, or prop wash when issuing cautionary advisories. A general rule of thumb is 100 feet behind a jet aircraft.
- ✓ Reference GPS User Waypoint, or if available, the assigned runway's instrument approach. If unsure that you are aligned for the assigned runway, announce going around and why.
- ✓ Verify proper heading prior to starting takeoff roll on all departures. Consider checking and calling out, Wet compass, runway heading, runway paint/signage for departure runway, and directional gyro shows runway heading.

Do Not:

- ✓ Do not taxi on your own without obtaining taxi instructions from ATC.
- ✓ Do not cross an active RWY without specific controller permission to cross that RWY.
- ✓ Do not use a RWY as a turn-off during landing unless cleared to do so by TWR.
- ✓ Do not wait until you are ready for departure to request an IFR clearance. Making your request to clearance delivery or ground control prior to taxiing will allow time for ATC coordination.
- ✓ Do not, on departure, leave TWR frequency while still in TWR airspace unless previously approved. (Note: frequency change outside of TWR airspace is at pilot's discretion.)

2. Lost Communications Tips (Additional information in the Aeronautical Information Manual (AIM) Chapter 6 - Section 4)

- ✓ Squawk **Transponder Code 7600** if you experience loss of two-way radio capability.
- ✓ If you can hear other aircraft but nobody responds to your calls then you should check for proper

frequency selection, popped circuit breaker, radio panel setup, or an improperly hooked up intercom.

- ✓ Weak batteries in intercoms are often the cause of "radio failure". Your emergency checklist may come in handy for checking other areas specific to your aircraft.
- ✓ If you can't hear anything on the receiver, check the volume control, squelch, intercom, circuit breaker, or a stuck mike.
- ✓ After you have determined the extent of the radio failure, you can determine how to communicate with the ATC.

3. Emergencies

- ✓ Each pilot in command who (though not deviating from a rule of this subpart) is given priority by ATC in an emergency and shall submit a detailed report of that emergency within 48 hours to the manager of that ATC facility, if requested by ATC. Ref: CFR §91.123 (d)
- ✓ It is extremely rare that a pilot is asked to justify declaring an emergency. In most cases, when a report is needed, it can usually be accomplished with a phone call.
- ✓ Additional information is also found in the AIM in Chapter 6 – Emergency Procedures

4. Special VFR (AIM 4-4-6)

- ✓ Special VFR is primarily intended to offer pilots a way to operate into, out of, and through tower controlled airspace when local weather restricts the visibility or ceiling to below VFR minimums.
- ✓ There are times, for instance, when visibility is below three miles due to ground fog or the ceiling is below 1000 feet AGL due to a cold front passage, it may be advantageous to use the Special VFR rules to be able to get to VFR conditions.
- ✓ There are rules and conditions that apply to Special VFR and the one that controllers deal with the most often is the requirement that the pilot must request the clearance. We cannot offer it, as we cannot determine your abilities as a pilot and have no wish to talk you into accepting a clearance that may be beyond your experience level.

The basic requirements for Special VFR are:

- ✈ The clearance must be requested by the pilot.
- ✈ If it is after sunset and before sunrise the pilot requesting the clearance must be IFR rated and the aircraft must be certified for IFR flight.
- ✈ A minimum of 1 mile visibility must exist as reported by the tower.

What you may do with a Special VFR clearance:

- ✈ You may depart for another destination
- ✈ You may transition
- ✈ You may enter and land
- ✈ You may do touch and go landings

End of General Section