NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

May 31, 2017

Attachment 5 – O'Hare Airport Diagram - Jeppesen

OPERATIONAL FACTORS/HUMAN PERFORMANCE

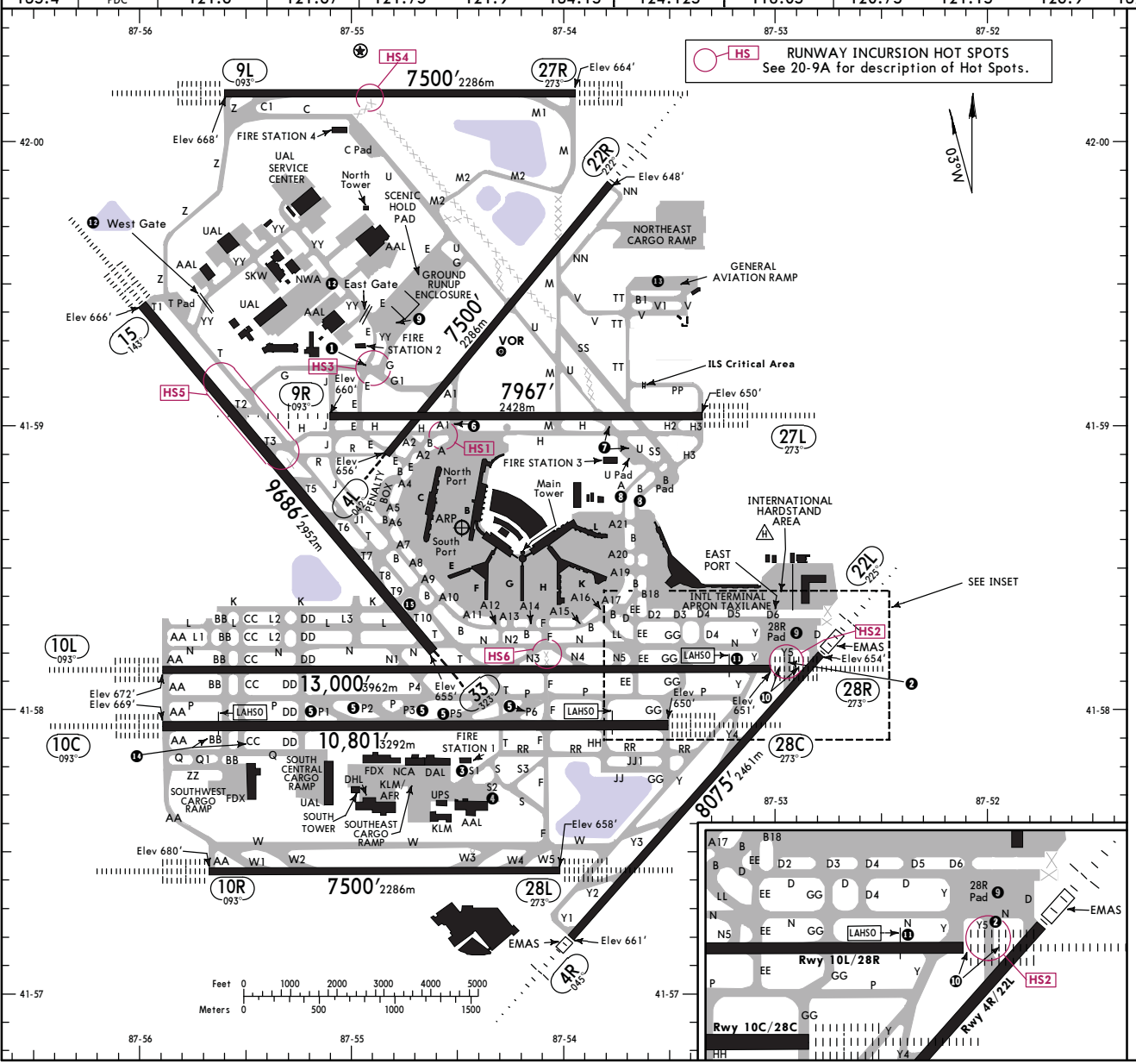
DCA17FA021

KORD/ORD

Apt Elev 680′
N41 58.6 W087 54.5

JEPPESEN CHICAGO, ILL
9 SEP 16 (20-9) Eff 15 Sep -O'HARE INTL

D-ATIS	ACARS: D-ATIS TWIP PDC	O'HARE Clearance(Cpt)	Metering	Ground (Main) Outbound	Ground (Main) Inbound	Ground (Main)	Ground (North)	Ground (South)	Tower (Main)	Tower (Main)	Tower (Main)	Tower (Main)	Tower (North) Rwy 9L/27R	Tower (South) Rwy 10R/28L	CHICAGO Departure (R) 340°-139°	CHICAGO Departure (R) 140°-219°	CHICAGO Departure (R) 220°-339°
135.4		121.6	121.67	121.75	121.9	134.15	124.125	118.05	120.75	121.15	126.9	132.7	128.15	133.0	125.0	126.625	125.4



CAUTION AND BE ALERT NOTES

❶ CAUTION: Be alert for fire equipment entering Twys E and G.
❷ Be alert: Twy Y5 northbound only exiting Rwy.
❸ Be alert: Twy S1 outbound or eastbound only.
❹ Be alert: Twy S2 inbound or westbound only.
❺ Be alert: Twys P1, P2, P3, P5, and P6 northbound only.
❻ Be alert: Twy A1 southbound only from Rwy 9R/27L.
❼ Be alert: Twy U southbound only from Rwy 9R/27L.
Be alert: of duplicate alphanumeric Twy designators & terminal gate designations involving the letters C, G, H, K, L & M.
Be alert: the northeast/southwest portion of Twy YY is not visible from the center ATCT.

OPERATIONAL NOTES

-International Ramp Control 129.05 (Monitor Ground Control simultaneously 0600-2200 LT)

-Read-back of all hold-short instructions required.

-B747-800 operations not authorized on Rwys 9R/27L, 9L/27R, and 10R/28L.

-B747-400, B747-800, B777-300ER, B777-200LR(F), A340-600 or A340-500, & A350-900 cannot pass on Twys A & B due to insufficient wingtip clearance.

-A380-800 operational constraints exist on Rwys, Twys and ramps. Contact airport operations for additional info.

-Runway 33 closed for arrivals. Rwy 15/33 dual use Rwy/Twy. Edge/TDZ lighting available for rwy operations; green centerline lights available for taxi operations.

-ATCT is authorized to conduct arrivals to Rwys 15 while conducting simultaneous opposite direction departures off of Rwys 9R and 28R during IFR weather conditions.

-ATCT is authorized to conduct simultaneous departures from Rwys 4L/4R, 22L/22R, 9R with 9L or 10L, 27L with 28R or 27R, 10C with 9R and 28C with 27L with course divergence beginning no later than 4NM from Rwy end.

-ATCT is authorized to conduct simultaneous opposite direction departures on Rwys 9R and 28R during IFR weather conditions.

-Line up and wait authorization in effect between sunset and sunrise at the following intersections: Rwy 33 at Twy T10 and Twy L; Rwy 28R at Twy GG, Twy EE, and Twy N5; Rwy 10L at Twy DD and Twy CC. These Rwys will be used for departures only when exercising the provisions of this authorization.

❽ Aircraft are not permitted to stop on either Twy A or B bridges.
❾ Hold pad procedures see 20-9E. Maintain taxiway centerline when passing hold pads with parked aircraft.
❿ Paved safety area east of Rwy 28R approach is not for operational use. The area is painted green.
⓫ Landing Rwy 10L: Special Land and Hold Short Point 12,156′ (3705m) from Rwy 10L landing threshold.
⓬ Yankee Yankee Twy Gates procedure see 20-9A.
⓭ Two taxi routes are available for access to/from the GA Ramp.
⓮ Twy CC provides access to UAL. Twy BB provides access to FDX with a 140 foot jog to the west, then south.
⓯ Tower may clear aircraft for take-off Rwy 33 from Twy T10, 8784′ (2677m) is available.

NOT FOR NAVIGATION

CHANGES: Rwy 14R/32L renamed Rwy 15/33, Rwy 9 LAHSO deleted, portion of Twy F closed, Twy N4 reopened,T Pad renamed, closed northeast cargo ramp removed, notes.

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GENERAL

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all Twys and Rwys. Runway status lights are in operation.
Birds in vicinity of airport. Low-level wind shear alert system. Terminal Doppler Weather Radar.
Acft with wingspan greater than 214' (65m) require 48 hours prior permission.
Diversion air carriers without a presence at O'Hare Intl should contact airport operations prior to diverting to the extent practical and provide: company, flight ops contact info, acft type, persons on board, international or domestic, any ground handler agreements in place.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
4R	HIRL CL MALSR TDZ ❶ PAPI-R	grooved RVR		7027' 2142m			150' 46m
22L	HIRL CL MALSR TDZ ❶ PAPI-L	grooved RVR		6971' 2125m			
4L	HIRL CL	grooved RVR					150' 46m
22R	HIRL CL MALSR TDZ ❶ PAPI-L	grooved RVR		6559' 1999m			
9R	HIRL CL MALSR TDZ ❶❷PAPI-L	grooved RVR	❸ 7709' 2350m	6593' 2010m			150' 46m
27L	HIRL CL ALSF-II TDZ ❶ PAPI-R	grooved RVR	❹ 7782' 2372m	6743' 2055m			
9L	HIRL CL ALSF-II TDZ	grooved RVR		6340' 1932m			150' 46m
27R				6365' 1940m			
10L	HIRL CL ALSF-II TDZ ❶ PAPI-L	grooved RVR	❺ 12,246' 3733m	11,133' 3393m	Twy Y 12,156' 3705m		150' 46m
28R				11,970' 3648m			
10C	HIRL CL ALSF-II TDZ ❶ PAPI-L	grooved RVR	❻ 10,540' 3213m	9449' 2880m	Twy GG 9610' 2929m		200' 61m
28C				9758' 2974m	Twy AA 9610' 2929m		
10R	HIRL CL ALSF-II TDZ	grooved RVR		6388' 1947m			150' 46m
28L				6506' 1983m			
15	HIRL ALSF-II TDZ ❶ PAPI-R	grooved RVR	❼ 8650' 2637m	7696' 2346m			200' 61m
33	HIRL	grooved RVR	NA				

❶ Angle 3.00°.
❷ Unusable beyond 5° right of centerline.
❸ Last 258'(79m) is unavailable for landing distance computations.
❹ Last 185'(56m) is unavailable for landing distance computations.
❺ Last 754'(230m) is unavailable for landing distance computations.
❻ Last 261'(80m) is unavailable for landing distance computations.
❼ Last 1035'(315m) is unavailable for landing distance computations.

RUNWAY INCURSION HOT SPOTS

HS

(For information only, not to be construed as ATC instructions.)

HS1 Aircraft northeast bound on Twy B turning right onto Twy H use caution - close proximity to Rwy 9R/27L.
HS2 Twy Y5 - north bound traffic only exiting Rwy 4R.
HS3 Inbound traffic to the terminals from Twy E can expect a right turn on Twy G to avoid active Rwys.
HS4 Landing Rwy 27R first available turn off is Twy C1 6500' (1981m) from Rwy 27R threshold.
Landing Rwy 9L first available turn off is Twy M1 6700' (2042m) from Rwy 9L threshold.
HS5 Potential overflight risk for aircraft on Rwy 15/33 or Twy T while aircraft arriving Rwy 9R.
HS6 Aircraft southbound on Twy F turning onto Twy N - Rwy incursion risk due to close proximity to Rwy 10L/28R.

YANKEE YANKEE TAXIWAY GATES PROCEDURES

1. Communication between pilot/mechanic and special police in guard booth will be through Unicom band (122.9). Calls are to be made in advance of leaving the hangar area outbound and after crossing north of Rwy 9R/27L when inbound to hangar area.
2. Aircraft will stop at surface painted hold bars until light changes from red to green signifying gate is completely open and safe for aircraft to taxi past the gate.
3. The gate nearest "T" Twy will be named West Gate, and the gate nearest the Ground Runup Ground Runup Enclosure (GRE) will be named East Gate.
4. The East Gate will be manned 24 hours a day and the West Gate will be manned 24 hours a day.

TAKE-OFF

Rwys 9L/R, 10L/C/R

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 4L/R, 22L/R

Both RVRs are required & controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 27L ❶ , 28C ❷ , 28R ❸ , 27R ❹ , 28L ❺

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

❶ Rwy 27L: With Mim climb of 220'/NM to 900', or altermatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to DER.
❷ Rwy 28C: With Mim climb of 220'/NM to 1700'.
❸ Rwy 28R: With Mim climb of 220'/NM to 1700'.
❹ Rwy 27R: With Mim climb of 220'/NM to 1800'.
❺ Rwy 28L: With Mim climb of 235'/NM to 1000', or altermatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

Rwys 15, 33 ❻

Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

❻ Rwy 33: With Mim climb of 240'/NM to 1700'.

NOT FOR NAVIGATION

(for TAKEOFF OBSTACLE NOTES see 10-9A1)

FOR FILING AS ALTERNATE

ILS Rwy 4R ILS Rwy 9L/R ILS Rwy 10L/C/R ILS PRM Rwy 10C/R ILS Rwy 15 ILS Rwy 22L/R ILS Rwy 27L/R ILS Rwy 28L/C/R	LOC Rwy 4L/R LOC Rwy 9R LOC Rwy 10L/C/R LOC Rwy 15 LOC Rwy 22L/R LOC Rwy 27L/R LOC Rwy 28L/C/R	RNAV(GPS) Rwy 4L/R RNAV(GPS) Rwy 9L/R RNAV(GPS) Rwy 10L/C/R RNAV(GPS) PRM Rwy 10C/R RNAV(GPS) Rwy 15	RNAV(GPS) Rwy 22L/R RNAV(GPS) Rwy 27R RNAV(GPS) Rwy 28L/C/R RNAV(GPS) Z Rwy 27L RNAV(RNP) Y Rwy 27L	LOC Rwy 9L	
A B C D	600-2	800-2		1100-2 1100-3	

AMEND 20A

CHANGES: Rwy 14R/32L rwy info and take-off mims renamed Rwy 15/33, hot sports, alternate minimums, Rwy 9R LAHSO deleted.

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ODP TAKEOFF OBSTACLE NOTES

- RWY 4L:
  Tower on building 3301' from DER, 1207' right of centerline, 109' AGL/ 750' MSL.
- RWY 4R:
  Taxiing aircraft 152' from DER, 328' left of centerline, up to 80' AGL/ 735' MSL.
  Trees 809' from DER, 611' right of centerline, up to 36' AGL/ 675' MSL.
- RWY 9L:
  Building 2771' from DER, 1233' right of centerline, 94' AGL/745' MSL.
- RWY 9R:
  Pole 876' from DER, 688' right of centerline, 29' AGL/ 673' MSL.
- RWY 10C:
  Glideslope antenna 1170' from DER, 777' left of centerline, 41' AGL/ 694' MSL.
- RWY 10L:
  Taxiing aircraft 32' from DER, 440' left of centerline, up to 80' AGL/ 735' MSL.
  Sign and tower on building beginning 2517' from DER, 731' right of centerline, up to 88' AGL/ 732' MSL. Tower 3957' from DER, 1289' right of centerline, 127' AGL/ 771' MSL.
- RWY 10R:
  Fences beginning 10' from DER, 44' right of centerline, up to 12' AGL/ 665' MSL.
  Bush, fences, and poles beginning 34' from DER, 195' left of centerline, up to 26' AGL/ 686' MSL. Trees beginning 2202' from DER, 587' right of centerline, up to 71' AGL/ 724' MSL. Tower 4381' from DER, 1537' right of centerline, 138' AGL/ 738' MSL.
- RWY 15:
  Taxiing aircraft 1105' from DER, 766' right of centerline, up to 80' AGL/ 736' MSL.
- RWY 22R:
  Taxiing aircraft 34' from DER, 429' left of centerline, up to 80' AGL/ 736' MSL.
- RWY 27L:
  Taxiing aircraft 70' from DER, 407' left of centerline, up to 80' AGL/ 740' MSL.
  Pole 5553' from DER, 1833' left of centerline, 143' AGL/ 805' MSL.
- RWY 27R:
  Obstruction light on tank 1509' from DER, 887' left of centerline, up to 56' AGL/ 726' MSL. Elevator 2778' from DER, 1021' left of centerline, 111' AGL/ 776' MSL.
- RWY 28C:
  Trees beginning 2373' from DER, 696' left of centerline, up to 89' AGL/ 768' MSL.
  Trees 2559' from DER, 256' right of centerline, up to 58' AGL/ 737' MSL.
- RWY 28L:
  Terrain and bush beginning 5' from DER, 352' right of centerline, up to 4' AGL/ 692' MSL. Poles beginning 244' from DER, 471' right of centerline, up to 38' AGL/ 707' MSL. Railroad beginning 590' from DER, 639' left of centerline, up to 23' AGL/ 700' MSL. Poles and trees beginning 1500' from DER, 721' left of centerline, up to 79' AGL/ 758' MSL.
- RWY 33:
  Pole 1993' from DER, 790' left of centerline, 45' AGL/ 716' MSL.

NOT FOR NAVIGATION

AMEND 20A

CHANGES: Rwy 14R/32L renamed Rwy 15/33, Rwy 14L removed.

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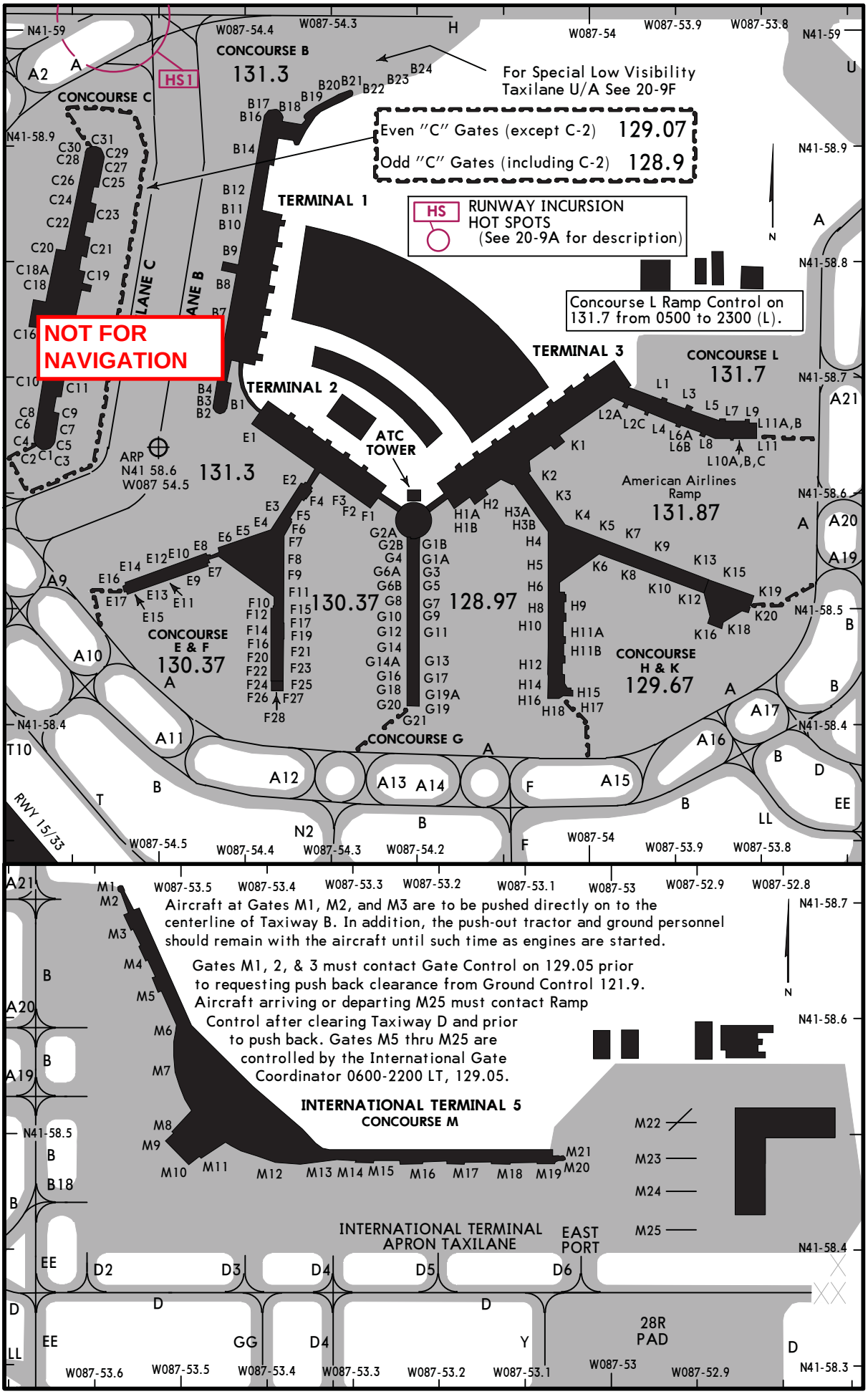
JEPPESEN

9 SEP 16 (20-9B) Eff 15 Sep

CHICAGO, ILL
-O'HARE INTL



CHANGES: Rwy 14R/32L renamed Rwy 15/33, Twy KK decommissioned.

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