



VIRTUAL AIR TRAFFIC SIMULATION NETWORK

AMERICAS REGION – VATUSA DIVISION

CHICAGO ARTCC

ORDER
vORD
7110.65A

Effective:
12/21/2020

Subject: O'Hare Air Traffic Control Tower Standard Operating Procedures

This policy prescribes general procedures and guidance for use by individuals providing ATC services on the VATSIM network within the Chicago O'Hare Air Traffic Control Cab. Any controller providing ATC services, whether assigned to the Chicago ARTCC or with visiting status, must be familiar and comply with the provisions of this order that pertain to their operational responsibilities and use their best judgment when encountering situations not covered by it.

Please note, this order is intended for use on the VATSIM network and only applies in a virtual environment simulated on the VATSIM network. It is not applicable for live operations in the National Airspace System.

The procedures contained within this order prescribe how the ATC facilities/positions are to be operated and, in conjunction with FAA Orders 7110.65, 7210.3 and various vZAU Orders will be the basis for performance evaluation, training, and certifications.

Dristin Rose
Air Traffic Manager
VATSIM Chicago ARTCC

Distribution: vZAU, VATSIM

Initiated by: vZAU

Record of Changes

Table of Contents

Chapter 1. Introduction	5
1-1. Purpose of this Order	5
1-2. Audience.....	5
1-3. Where Can I Find This Order?	5
1-4. Cancellation.....	5
1-5. Effective Date	5
1-6. Explanation of Changes.....	5
1-7. Word Meanings:.....	5
Chapter 2. General	6
2-1. Tower Cab Positions.....	6
2-2. Runway Configuration.....	6
2-3. Noise Abatement Procedures	7
2-4. ATIS.....	7
2-5. Flight Progress Strips.....	7
2-6. Position Relief Briefings.....	7
Chapter 3. Clearance Delivery (CD)	8
3-1. IFR Operations.....	8
3-2. VFR Operations.....	8
3-3. Jurisdictional Boundaries	8
Chapter 4. Ground Metering (GM) and Ramp Control (RC)	9
4-1. Ground Metering (GM).	9
4-2. Ramp Control (RC).....	9
Chapter 5. Ground Control (GC).....	10
5-1. General.....	10
5-2. Taxiway Restrictions.....	10
5-3. Hold Pad Restrictions	11
5-4. Protected Surfaces	11
5-5. Outbound Ground Control (OGC)	11
5-6. Inbound Ground Control (IGC)	11
Chapter 6. Local Control (LC).....	12
6-1. O'Hare Tower Airspace	12
6-2. General	12

6-3. Jurisdiction	13
6-4. Coordination.....	13
6-5. Local Control North (LCN) and Local Control South (LCS).....	14
6-6. Departures Procedures	14
6-7. Arrival Procedures.....	14
6-8. North and South Satellite Airspace Lights.....	14
6-9. Helicopter Operations	15
6-10. Simultaneous Departures from Parallel Runways.....	15
6-11. Remaining Runway Lengths.....	15
Appendix A. Position Relief Checklist.....	16
Appendix B. Clearance Delivery and Ramp Control Jurisdictional Boundaries	17
Appendix C. Gate Locations	18
Appendix D. Movement Areas	19
Appendix E. Standard Crossing Points	20
Appendix F. Preferred Taxi Routes	21
Appendix G. Oversize Aircraft Prohibited Turns	23
Appendix H. B748/A388 Taxiway Restrictions	24
Appendix I. Hold Pad Restrictions	25
Appendix J. Glideslope and Localizer Critical Areas.....	26
Appendix K. Protected Surfaces	27
Appendix L. Minimum Vectoring Altitude (MVA) Chart	30
Appendix M. Helicopter Route Chart	31

Chapter 1. Introduction

- 1-1. Purpose of this Order.** This Order prescribes the standard operating procedures for providing air traffic control services by the VATSIM O'Hare Air Traffic Control Tower (ORD ATCT); this includes the Center Tower (ORDC), North Tower (ORDN) and South Tower (ORDS). ORD ATCT controllers are required to be familiar with and apply the procedures contained within this Order. The procedures of this directive are supplemental to procedures prescribed in FAA Order 7110.65, Air Traffic Control, and incorporate guidance from vZAU Order 7110.65A, General ATC Operations, national and facility directives and Letters of Agreement (LOA).
- 1-2. Audience.** All VATSIM Chicago ARTCC personnel working ORD ATCT positions.
- 1-3. Where Can I Find This Order?** This order is available at <https://www.chicagoartcc.org>
- 1-4. Cancellation.** VATSIM O'Hare ATCT 7110.65M, dated 6/16/2020
- 1-5. Effective Date.** December 21, 2020
- 1-6. Explanation of Changes.** This is the first version of this order.
- 1-7. Word Meanings:**
 - a. *Must*, or an action verb in the imperative sense, means a procedure is mandatory.
 - b. *Should* means a procedure is recommended.
 - c. *May* and *need not* means a procedure is optional.
 - d. *Will* indicates futurity, not a requirement for the application of a procedure.

Chapter 2. General

2-1. Tower Cab Positions

Position Name	Short ID	Callsign	Frequency
South Local Control	SLC	ORD_S_TWR	120.750
North Local Control	NLC	ORD_N_TWR	126.900
Local Control North *	LCN	ORD_NN_TWR	128.150
Local Control South *	LCS	ORD_SS_TWR	133.000
Inbound Ground	IGC	ORD_I_GND	121.900
Outbound Ground	OGC	ORD_O_GND	121.750
Clearance Delivery (East)	CD	ORD_E_DEL	121.600
Clearance Delivery (West)	CDW	ORD_W_DEL	119.250
Ground Metering	GM	ORD_M_GND	121.675
Ramp (East)	RC	ORD_ER_GND	131.300
Ramp (West)	RCW	ORD_WR_GND	128.900

Bold – Combined Position (Open First)

* - North and South ATCTs (East/West Flow Only)

2-2. Runway Configuration. Determine runway configuration using the table below except when noise abatement procedures are in effect. Account for other safety considerations including, but not limited to, weather, runway closures, volume, efficiency, etc.

- Arrival and Departure Runways for a given configuration are listed in priority order.
- For East Flow, Runways 10C/10R/9L are preferred arrival runways when the reported ceiling is at or above 800' and visibility is 2 SM or greater.

Preferred Wind Conditions	Configuration	Arrival Runway(s)	Departure Runway(s)
9 Knots or Less 180-360° at 10-24 Kts 230-330° at 25 kts or Greater	West Flow	28C 27L (or 27C) 27R	22L 28R 27L
9 Knots or Less 010-170° at 10-24 kts 050-150° at 25 kts or Greater	East Flow	10C 10C 10R or 9R (or 9C) 9L 9L	10L 9R
340-040° at 25 kts or Greater	4R Only	4R	4L
160-220° at 25 kts or Greater	Parallel 22s	22R 22L	22L

2-3. Noise Abatement Procedures.

- a. Use Noise Abatement Procedures from 10:00 p.m. to 7:00 a.m. in accordance with the C90 ORD LOA, when practicable.
- b. Instruct departing aircraft to use the full length of runway, to the extent feasible.
- c. Advise when noise abatement procedures are in effect on the ATIS.

2-4. ATIS. See vZAU Order 7110.65A General ATC Operations.**2-5. Flight Progress Strips.** See vZAU Order 7110.65A General ATC Operations.**2-6. Position Relief Briefings.** Conduct relief briefings using the checklist in Appendix A.

Chapter 3. Clearance Delivery (CD)

3-1. IFR Operations. CD must:

- a. Issue IFR clearances consistent with an initial fix and altitude depicted on the appropriate O'Hare Standard Instrument Departure (SID) unless the aircraft is landing within Chicago TRACON (C90) airspace.
- b. Route RNAV capable aircraft via RNAV fixes on the O'Hare SID.
- c. Assign an initial altitude of 5,000 feet to all IFR aircraft.
- d. Amend requested altitude in accordance with the following:

Departure Fix/Destination	Requested Altitude
ACITO/BACEN/RBS	At or Above 8,000
CMSKY/DENNT/EARND/EON	At or Above 7,000
KMKE	7,000

- e. Enter the first 3 letters of the departure fix in to the aircraft's scratchpad except when an aircraft is unable to comply with the ORD SID.

Example – PMP for PMPKN

- f. Coordinate aircraft unable to comply with a portion of the ORD SID with C90 prior to departure and enter scratchpad information as follows:

ORD SID Non-Compliance	Scratchpad Entry
Altitude Only	ALT
Speed Only	SPD
Altitude and Speed	NSD

3-2. VFR Operations

CD must prepare a strip containing:

- a. Aircraft call sign, type, and equipment suffix
- b. Requested altitude and direction of flight
- c. Assigned beacon code (VFR Code Block: 5101-5177)
- d. "VFR" and direction of flight in the route field (e.g., "VFR W" for westbound VFR)

NOTE – Clearance Delivery is only responsible for entering flight plan information and issuing a squawk code. Local Control must issue the Class B airspace clearance.

3-3. Jurisdictional Boundaries. When de-combining CD positions, refer to Appendix B.

Chapter 4. Ground Metering (GM) and Ramp Control (RC)**4-1. Ground Metering (GM).** GM must:

- a. Only be de-combined during high volume periods when GC is open.
- b. Sequence aircraft prior to leaving ramp areas.
- c. When advised an aircraft is ready for taxi:
 1. Ensure all IFR aircraft have received a clearance from CD and first 3 letters of the departure fix (or SID non-compliance information) are entered into the scratchpad
 2. Ensure all aircraft have the current ATIS
 3. Advise the pilot to monitor Ground Control on the appropriate frequency.
- d. Issue revised/amended clearances, workload permitting, or advise the aircraft to contact CD for a revised clearance.
- e. Notify C90 when aircraft landing within C90 airspace or when non-SID aircraft are taxiing and obtain an acknowledgement.
- f. Notify the TMC when ESP aircraft are taxiing.
- g. Provide pertinent weather and traffic management information to pilots.
- h. Instruct aircraft requesting pushback on movement areas to contact IGC.

4-2. Ramp Control (RC). RC must:

- a. Only be de-combined during high volume periods when ground control is open. When multiple ramp controllers are desired, refer to Appendix B for jurisdictional boundaries.
- b. Control non-movement areas.
- c. Give push back clearances and separate aircraft entering the ramp area.
- d. Instruct aircraft requesting pushback onto a movement to contact IGC.
- e. Refer to Appendices B and C for jurisdictional boundaries and gate locations.

Chapter 5. Ground Control (GC)

5-1. General

- a. GC has jurisdiction of all movement areas depicted in Appendix D, excluding:
 1. Runways, Taxiway P, and, in East Flow, Taxiway Y
 2. Taxiway D and north, when LCN is De-Combined
 3. Taxiways Q, RR, and south, when LCS is De-Combined
- b. GC must ensure all runway exits are clear so succeeding arrivals can taxi unimpeded past the runway hold lines. LC may issue instructions that require aircraft to enter and taxi on taxiways prior to the aircraft contacting GC.
- c. All runways are considered active unless otherwise coordinated with LC.
- d. Do not issue taxi instructions that require unnecessary runway crossings.
- e. Coordinate with LC and TMU when airport conditions change or affect operations.
- f. Solicit and relay PIREPs.
- g. Provide positive control of aircraft pushbacks that may enter movement areas.
- h. Use standard crossing points as much as practicable. See Appendix E.
- i. Use preferred taxi routes as much as practicable. See Appendix F.

NOTE – Differences in pilot scenery may prevent use of standard crossing points and preferred taxi routes. Allow aircraft to move without interfering with standard operations to the extent practicable, and coordinate to ensure situational awareness for all tower cab positions.

5-2. Taxiway Restrictions

- a. **Taxiways A and B:** Heavy aircraft may not pass side-by-side while on Taxiways A and B.
NOTE – Wingtip clearance exists for heavy aircraft to pass on Alpha and Bravo bridges.
- b. **Taxiway A1:** Heavy aircraft may not hold short of Runway 9R-27L on Taxiway A1 and be clear of Runway 4L-22R.
- c. **One-Way Taxiways:**
 1. **Taxiway A** runs clockwise.
 2. **Taxiway B** runs counterclockwise.
 3. **Taxiway Y5** is one-way northbound.
 4. **Taxiway S1** is one-way for aircraft exiting the Southeast Cargo area.
 5. **Taxiway S2** is one-way for aircraft entering the Southeast Cargo area.
 6. **Taxiways P1/P2/P3/P5/P6** are one-way northbound from Runway 10C-28C.
 7. **Taxiway A1** is one-way southbound from Runway 9R-27L.
- d. **Restrictive Turning Movements:** See Appendix G to see all impossible turn restrictions for the following aircraft: HEAVY AIRCRAFT are in RED; aircraft LARGER than B737 are in BLUE; and PURPLE if the restriction applies to ALL AIRCRAFT.
- e. **B748/A388 Aircraft:** Refer to Appendix H for approved locations of these aircraft.
- f. **Intersection of A10-T10:** Do not instruct heavy aircraft to turn simultaneously opposite direction at the A10-T10 intersection.

- g. **Intersection of Taxiways N-EE-LL:** No aircraft may be on Taxiway N east of N5 holding short of Taxiway EE while any aircraft is utilizing Taxiway LL to enter the terminal core

5-3. Hold Pad Restrictions. When aircraft other than designated in Appendix I park in a Hold Pad, the taxiway adjacent to the Hold Pad must not be used for other taxiing aircraft.

5-4. Protected Surfaces

- a. **ILS Critical Areas.** Protect ILS Critical Areas when weather conditions are less than reported ceiling 800' or visibility less than 2 miles and arrival aircraft are inside the final approach fix. See Appendix J.
 - 1. **Glide Slope Critical Areas** are located at the approach end of the runway in use.
 - 2. **Localizer Critical Areas** are located at the departure end of the runway in use.
- b. **POFZ Surfaces** are located at the approach end of the landing runway and are protected when conditions are less than reported ceiling 300' and/or visibility less than 3/4 miles when aircraft are within 2 nautical miles of the landing threshold. See Appendix K.
- c. **Obstacle Clearance Surfaces (OCS) Areas** are established to restrict the movement of aircraft in close proximity to active runways that could become a hazard to arriving and departing aircraft and are enforced at all times. See Appendix K.

5-5. Outbound Ground Control (OGC)

- a. Taxi departing aircraft to departure runways and other aircraft as coordinated
- b. Provide taxi instructions to aircraft with departure delays
- c. Coordinate intersection departures when operationally advantageous
- d. Establish an efficient departure sequence of aircraft which are able to depart while complying with current flow control restrictions. To assist Local Control, hold aircraft that are not able to depart (ESPs, EDCTs, Ground Stops, etc.) out of the departure queue in pre-coordinated locations.
- e. Coordinate non-standard intersections or other unusual requests with Local Control

5-6. Inbound Ground Control (IGC)

- a. Taxi arrival aircraft to their gate or parking location, and other aircraft as coordinated
- b. Provide taxi and/or holding instructions to aircraft repositioning on the airport.
- c. Provide instructions to aircraft requesting pushback onto movement areas.

Chapter 6. Local Control (LC)

6-1. O'Hare Tower Airspace

- a. In accordance with the C90 ORD LOA:
 1. C90 delegates to ORD ATCT the airspace within the Chicago Class B surface area.
 2. ORD may provide visual separation between arrivals, departures, and arrivals/departures.
- b. SLC and NLC must delegate arrival or departure airspace for the affected runway to:
 1. LCN whenever Runway 9L-27R is available for use and LCN is de-combined.
 2. LCS whenever Runway 10R-28L is available for use and LCS is de-combined.
- c. Prior to initiating or discontinuing the North or South Satellite Light(s), coordinate approval with all affected local controllers.
- d. Definitions:
 1. Area: There is no requirement to protect up to 1.5 miles from the boundary.
 2. Airspace: There is a requirement to protect up to 1.5 miles from the boundary.
- e. Minimum Vectoring Altitudes. See Appendix L.

6-2. General. LC must:

- a. Provide separation between successive departures, between arrivals and departures, and between arrivals in the ATCT delegated airspace.
- b. Establish a departure sequence to comply with current flow control restrictions.
- c. Obtain arrival sequence via radar display.
- d. Record information pertinent to the position. (i.e., weather, closures, coordination, restriction, departure frequencies, PIREPs, etc.) in the Status Information Area (SIA).
- e. Coordinate pertinent information with C90.
- f. Only authorize another controller to cross an active runway for a single event and not for a series of crossings or a period of time.
- g. Adhere to TMU restrictions and release times. If unable, advise the TMC.
- h. Issue instructions to aircraft exiting runways that allow unimpeded movement across runway hold lines. The aircraft must be able to completely clear the landing runway and associated runway hold lines, even if this requires LC to use adjacent taxiways.
- i. Not issue instructions that would allow more than one aircraft to hold short of Runway 27L on Taxiway A1 while simultaneously landing Runway 22R.
NOTE – Heavy Aircraft CANNOT hold short of Runway 27L on Taxiway A1 while conducting operations on Runway 22R.
- j. Prior to authorizing an aircraft to cross a runway, inform it of the closest traffic inside the Final Approach Fix.
- k. Ensure filter limits on the radar are set, at a minimum, for all untracked and tracked targets between 600' through 6,000' MSL inclusive. vSTARS – F7, F, 006060 006060
- l. Solicit and relay PIREPs.

- m. Issue VFR clearances to aircraft requesting to enter, depart, or fly through the Class B airspace VFR, including altitude restrictions when traffic and conditions allow.
- n. Alert other positions of an aircraft executing a go-around or abnormal encroachments by an aircraft. i.e. Unauthorized runway crossing.
- o. Provide visual separation between aircraft, with the exception of aircraft involved in wake turbulence separation, when the KORD METAR meets or exceeds Basic VFR Minimums. Immediately advise C90 when this cannot be accomplished.
- p. Point out or handoff helicopter operations to other Local Controllers as appropriate.
- q. For aircraft departing Runway 22L behind an arrival to Runway 28C, wait to issued a takeoff clearance until the appropriate time interval has passed:

22L Departure Weight Class	28C Arrival Weight Class	Interval
Small	757	2 Minutes
Small, Large, or Heavy	Heavy	2 Minutes
	Super	3 Minutes

6-3. Jurisdiction. Each LC position is designated runways and departure headings as follows:

Config.	Position	Runway(s)	Headings
West Flow	LCN	27R	N/A
	NLC	27L/C & 28R	235-040°
	SLC	22L & 28L/C	140-220°
East Flow	LCN	9L	N/A
	NLC	9C/9R	320-090°
	SLC	10L/10C	105-220°
	LCS	10R	N/A

Config.	Position	Runway(s)	Headings
4R Only	NLC	4L	270-040°
	SLC	4R	055-140°
Parallel 22s	NLC	22R	235-320°
	SLC	22L	090-220°

Departure Heading Ranges are Clockwise

6-4. Coordination.

- a. Missed approach/go-around procedures must be pre-coordinated in IFR weather when aircraft may encroach on another Local Controller's airspace.
- b. There must not be provisional coordination for runway use. Coordination must be accomplished between the involved controllers prior to assuming control of a runway.
- c. Point outs may only be approved by LC.

6-5. Local Control North (LCN) and Local Control South (LCS)

- a. LCN must have jurisdiction of Taxiway D and north.
- b. LCS must only de-combine during East Flow operations, and:
 1. Have jurisdiction of Taxiways Q, RR, and south, and Y
 2. Instruct Runway 10R arrivals to taxi via Y, P, short of CC and to contact SLC prior to
GG. NOTE – Ensure aircraft have executed the turn onto Taxiway P from Taxiway Y prior to instructing aircraft to contact SLC.

6-6. Departures Procedures.

- a. Local Controllers must coordinate prior to issuing departure headings outside of their jurisdiction to ensure 15° divergence or other appropriate lateral separation.
- b. Coordinate ownership of departure fixes prior to issuing a takeoff clearance.
- c. When multiple headings will be issued prior to transferring communication to C90, instruct aircraft to remain on Local Control frequency.
EXAMPLE – “United 352, turn left heading 070, remain this frequency for another turn.”
- d. Do not authorize arrivals or departures on Runway 22L when required to protect South Satellite delegated airspace. See C90 ORD LOA for all other departure procedures.
- e. For special request departures, LC must announce the departure is “rolling” immediately prior to issuing the takeoff clearance.

6-7. Arrival Procedures

- c. **Reduced Separation.** Separation may be reduced to 2.5 NM between aircraft established on the final approach course, when within 10 NM's, for Runways 4R, 9L, 9R, 10C, 10R, 22R, 27L, 27R, 28C and 28R subject to the following:
 1. The leading aircraft's weight class is the same or less than the trailing aircraft.
 2. Wake turbulence generating aircraft may only be the trailing aircraft.
 3. The KORD METAR is reporting visibility of 2 SM or greater.
- d. **Approach Spacing.** LC/CIC must coordinate spacing requirements for arrivals with C90
- e. **Visual Separation.** ORD must provide longitudinal separation of arrivals inside the final approach fix and must provide visual separation between successive arrivals on a runway provided the KORD METAR meets or exceeds Basic VFR Minimums.

6-8. North and South Satellite Airspace Lights.

- a. The controller that “owns” the affected airspace must coordinate among all affected Local Controllers prior to approving North or South Satellite Delegated Area protection.
- b. LC may turn aircraft over the North Satellite Delegated Area once the aircraft leaves the appropriate altitude or transfer the aircraft to C90 on a track that protects the area.
- c. LC may not enter the South Satellite Delegated Area at any altitude.

6-9. Helicopter Operations.

- a. Provide radar separation of helicopters. Radar identification must be established in order to provide radar services. Radar service must be terminated when aircraft leave Class B airspace.
- b. Routes depicted on the Chicago Helicopter Route Chart (Appendix M), special requests and altitudes must be approved or assigned by ORD ATCT. ORD ATCT may radar vector helicopters within Class B airspace to improve overall safety and efficiency.
- c. Avoid using routes TAFTS 1/2 when utilizing runways 27L/27C, and avoid using routes HAMILTON 1/2 when using runways 9R/9C.
- d. Helicopters must remain within 1/4 mile of the centerline of the designated route and must not deviate from the published GPS routes.
- e. No helicopter may orbit within the Class B airspace without specific approval from ORD ATCT. If approved, orbiting shall be accomplished within a ¼-mile radius.
- f. Point out or hand off helicopter operations to other LC positions as appropriate.

6-10. Simultaneous Departures from Parallel Runways: ORD ATCT is authorized by waiver to conduct simultaneous departures from Runways 4L/4R; 22R/22L; 9R with 9L or 10L; 27L with 28R or 27R; 10C/9R; 28C/27L, with course divergence by 15 degrees or more, beginning no later than 4 miles from the runway end, provided:

- a. There must be a notification of simultaneous parallel departures to all concerned aircraft. This notification must be broadcast through the ATIS.
- b. Turns to achieve at least 15 degrees divergence or more must begin no later than 4 miles from the runway end.
- c. Initial runway centerline separation must be maintained or increased with no overlapping or touching of primary targets.

NOTE – A missed approach/go-around is considered a departure when issued radar vectors and an altitude to maintain.

6-11. Remaining Runway Lengths

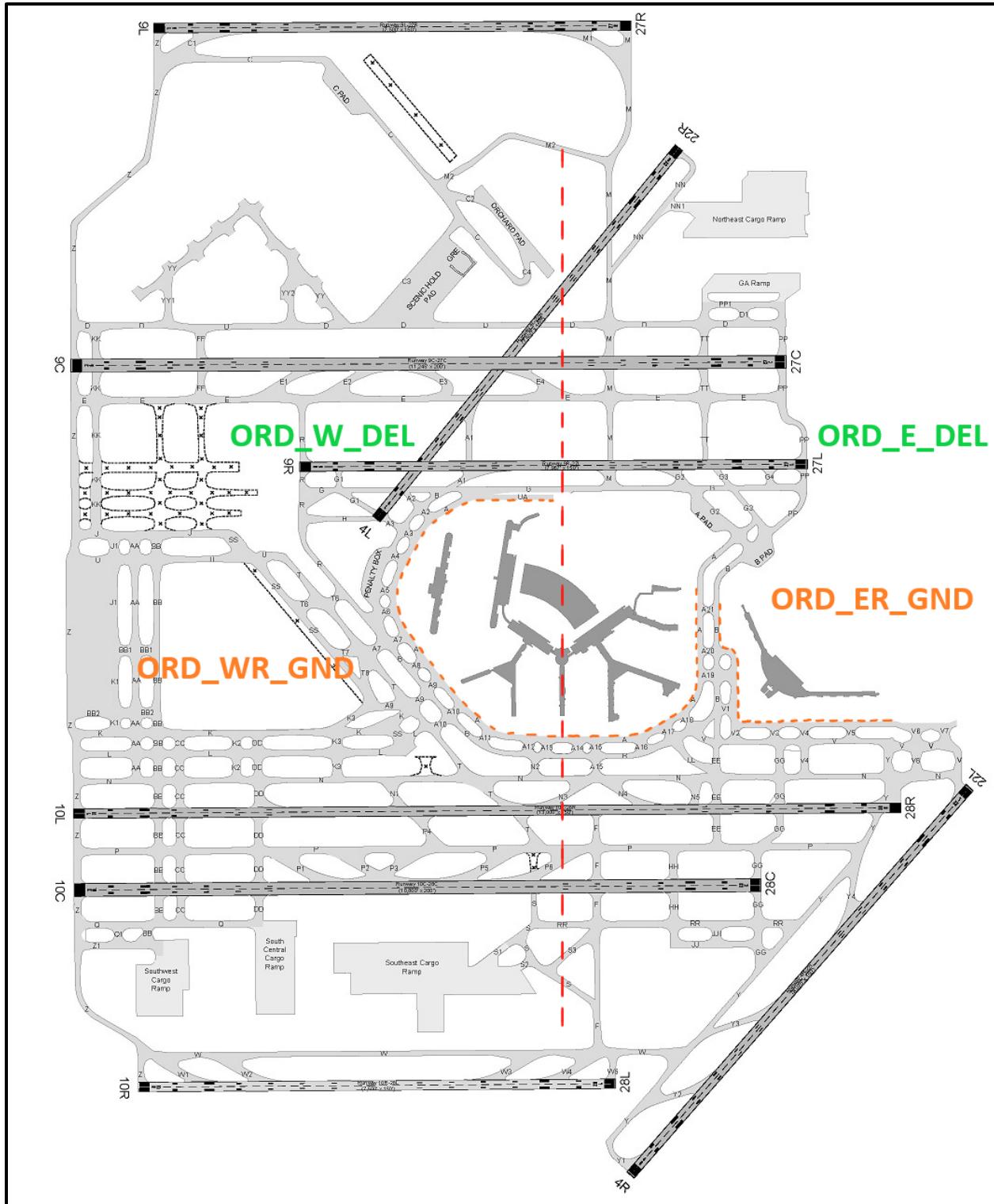
Runway									
4L		9R		10L		22L		28R	
Int	Remain	Int	Remain	Int	Remain	Int	Remain	Int	Remain
H	6,700'	C	6,000'	BB	11,600'	Y5	7,500'	GG	11,100'
A2	6,000'			CC	11,300'			EE	10,000'
				DD	10,100'			N5	9,750'

Appendix A. Position Relief Checklist**FD/CD/GM/GC/LC**

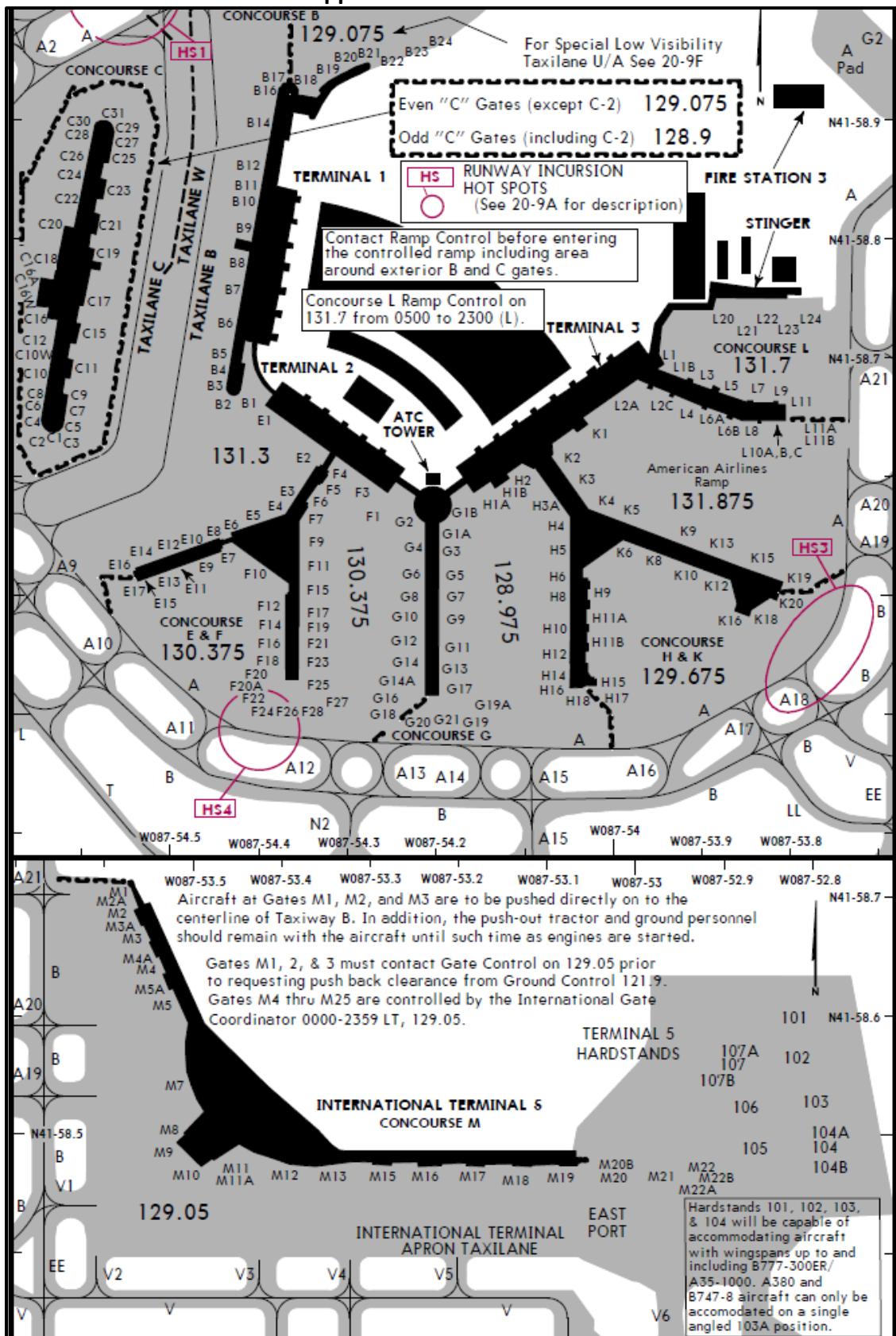
- 1) Runway status individually stated (closed, available for taxi/not available for taxi)
- 2) Status Information Area (SIA) on IDS-4
- 3) Configuration
- 4) Weather, RVRs, and RCC Codes
- 5) ASDE-X, RDVS, and other pertinent equipment status
- 6) Pertinent Operational NOTAMs
- 7) Flow Control
- 8) Special Activities
- 9) Traffic
 - a. Airborne
 - b. Ground
 - c. Pending
 - d. Vehicles
 - e. Helo/Props

NOTE – All items in checklist must be verbally stated.

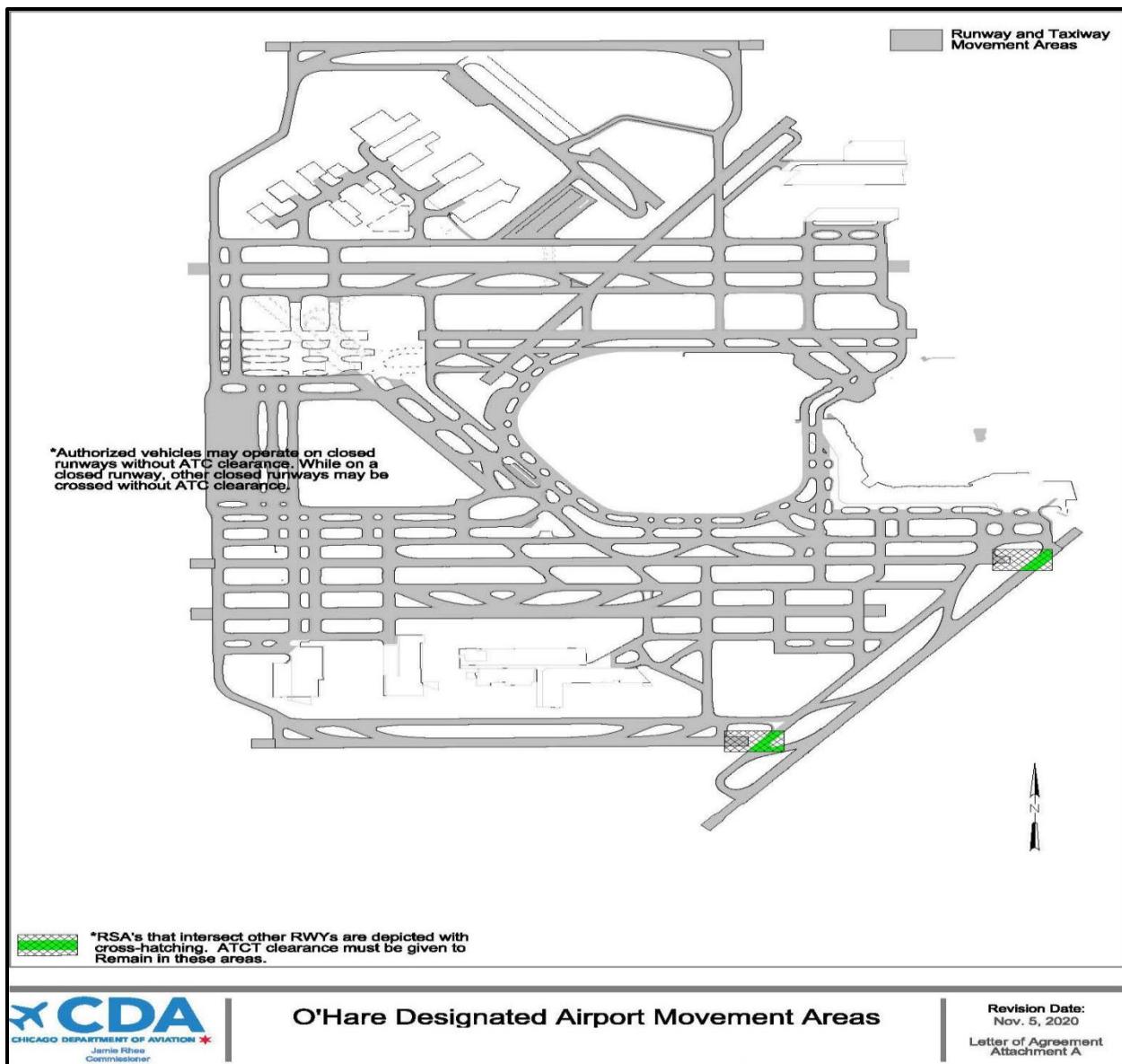
Appendix B. Clearance Delivery and Ramp Control Jurisdictional Boundaries



Appendix C. Gate Locations



Appendix D. Movement Areas

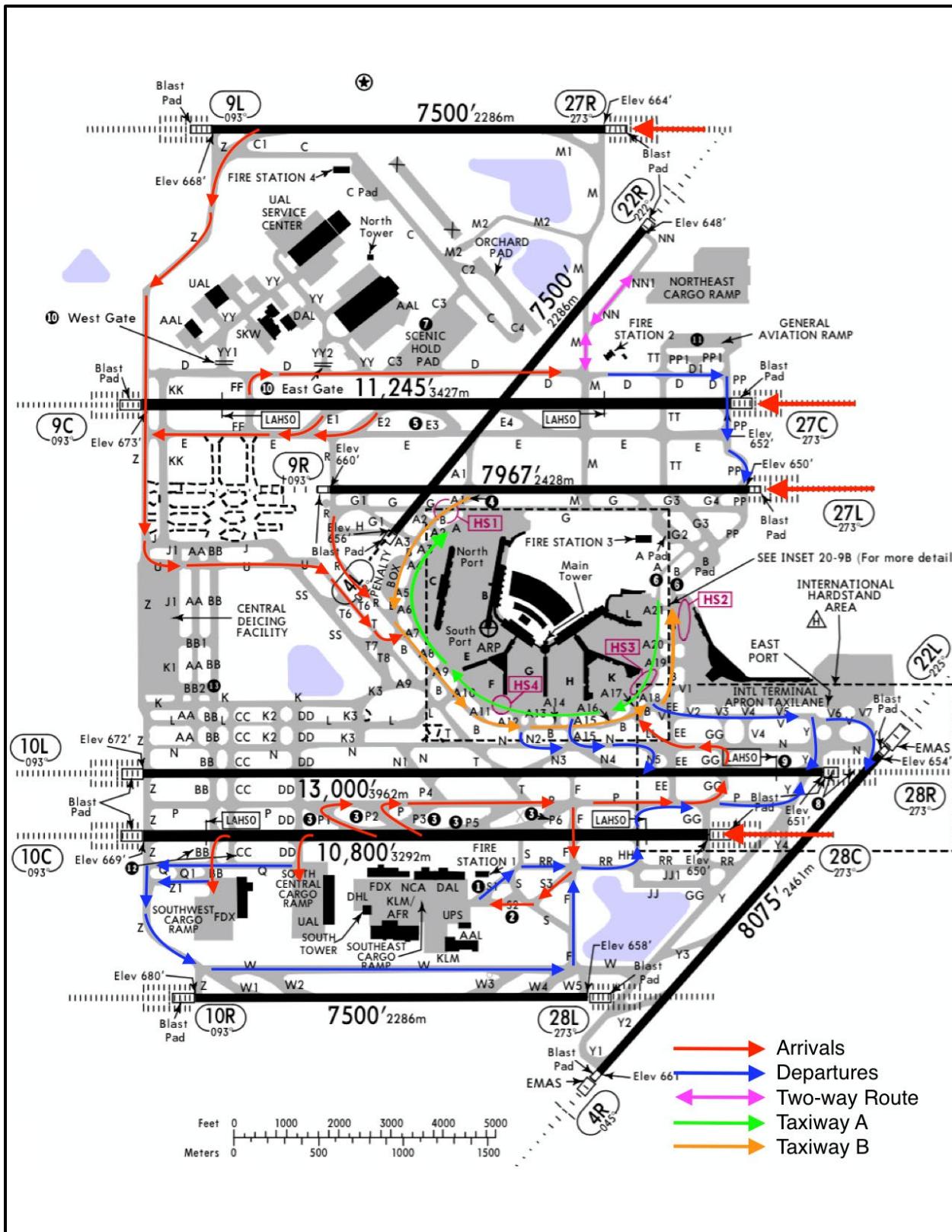


Appendix E. Standard Crossing Points

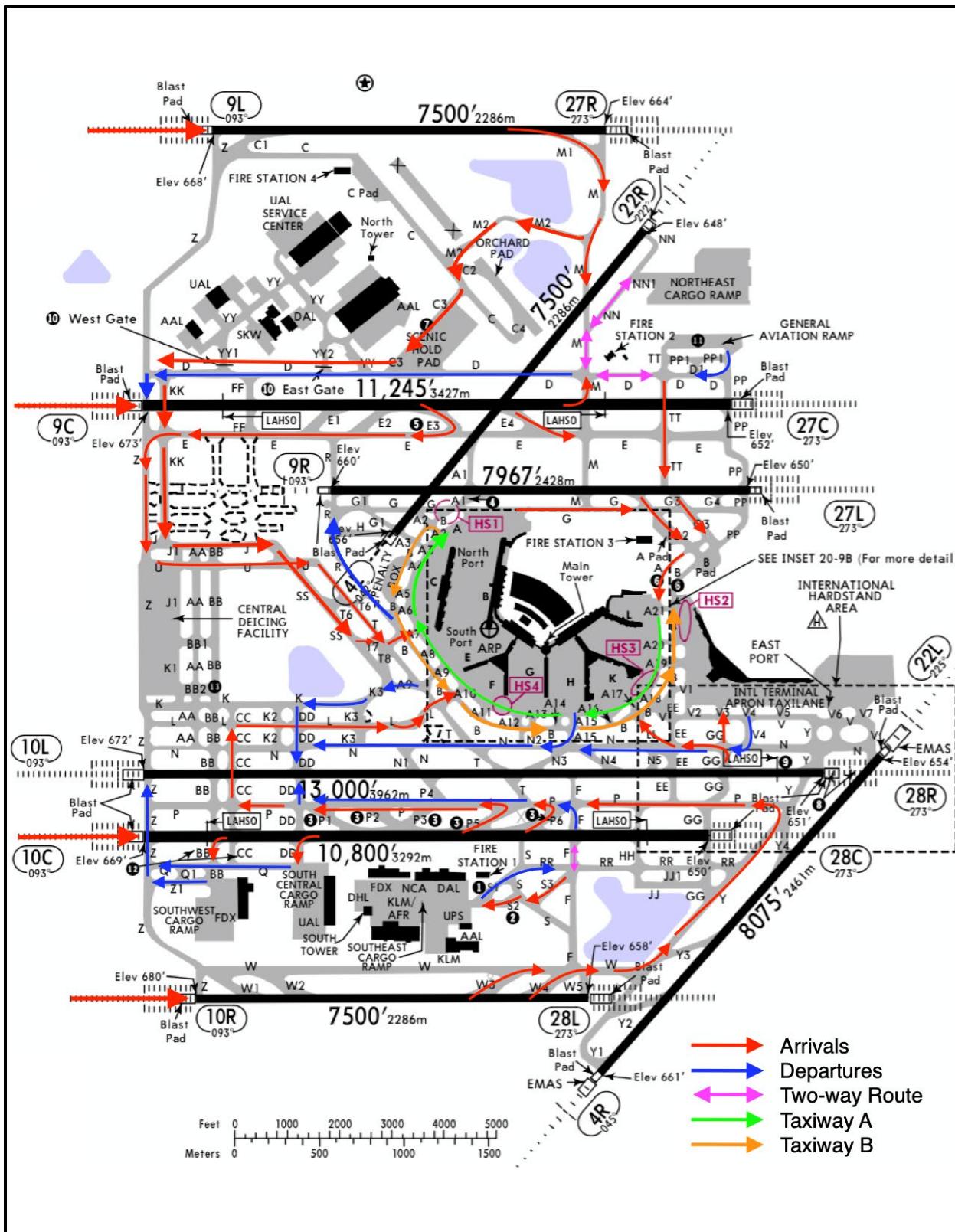
West Flow Options	East Flow Options
LAHSO Landing 27C	Landing 10R, Departing 9C
<ul style="list-style-type: none"> • Landing 27R/27C/28C <ul style="list-style-type: none"> ◦ Cross 27C at Z or KK • Departing 22L/28R <ul style="list-style-type: none"> ◦ Cross 28R at GG 	<ul style="list-style-type: none"> • Landing 9L/10C/10R • Departing 9C/10L <ul style="list-style-type: none"> ◦ Cross 9C at Z or KK ◦ Cross 10L at CC
No LAHSO Landing 27L	NO LAHSO/IFR Landing 9C, Departing 9R
<ul style="list-style-type: none"> • Landing 27R/27L/28C • Departing 22L/28R <ul style="list-style-type: none"> ◦ Cross 28R at GG 	<ul style="list-style-type: none"> • Landing 9L/9C/10C <ul style="list-style-type: none"> ◦ Cross 9C at Z, FF, or TT ◦ Departing 9R/10L <ul style="list-style-type: none"> • Cross 10L at CC
No LAHSO/IFR Landing 27C	LAHSO Landing 9C
<ul style="list-style-type: none"> • Landing 27R/27C/28C <ul style="list-style-type: none"> ◦ Cross 27C at KK (FF if IFR critical) or TT • Departing 22L/28R <ul style="list-style-type: none"> ◦ Cross 28R at GG 	<ul style="list-style-type: none"> • Landing 9L/9C/10C <ul style="list-style-type: none"> ◦ Cross 9C at Z or TT • Departing 9R/10L <ul style="list-style-type: none"> • Cross 10L at CC
In and Out 27C	In and Out 9C
<ul style="list-style-type: none"> • Landing 27R/27C/28C <ul style="list-style-type: none"> ◦ Cross 27C at KK (FF if IFR critical) or TT • Departing 27C/28R <ul style="list-style-type: none"> ◦ Cross 27C at KK (FF if IFR critical) or TT ◦ Cross 28R at GG 	<ul style="list-style-type: none"> • Landing 9L/9C/10C <ul style="list-style-type: none"> ◦ Cross 9C at FF or TT • Departing 9C/10L <ul style="list-style-type: none"> ◦ Cross 9C at FF or TT ◦ Cross 10L at CC

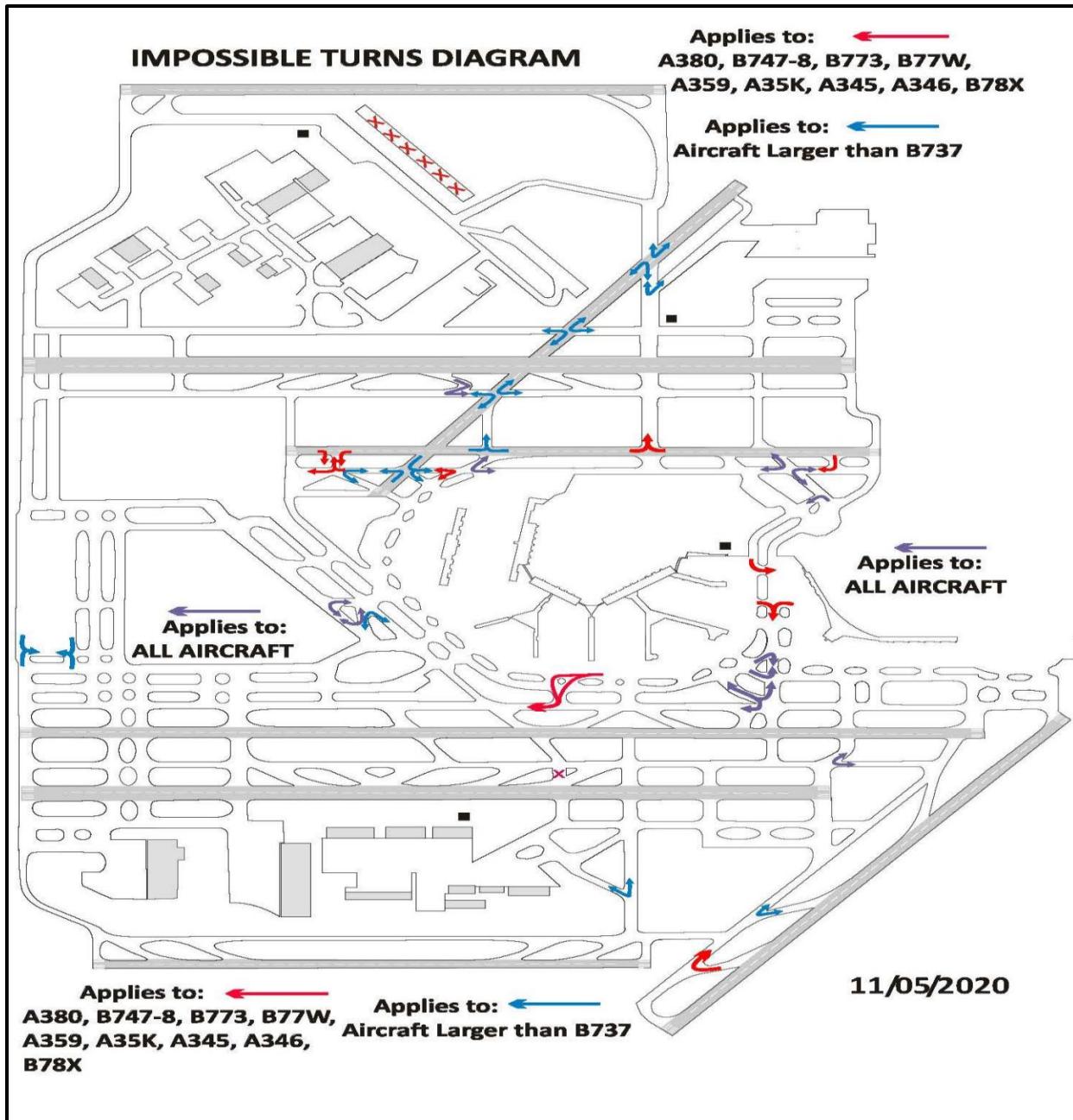
Appendix F. Preferred Taxi Routes

West Flow

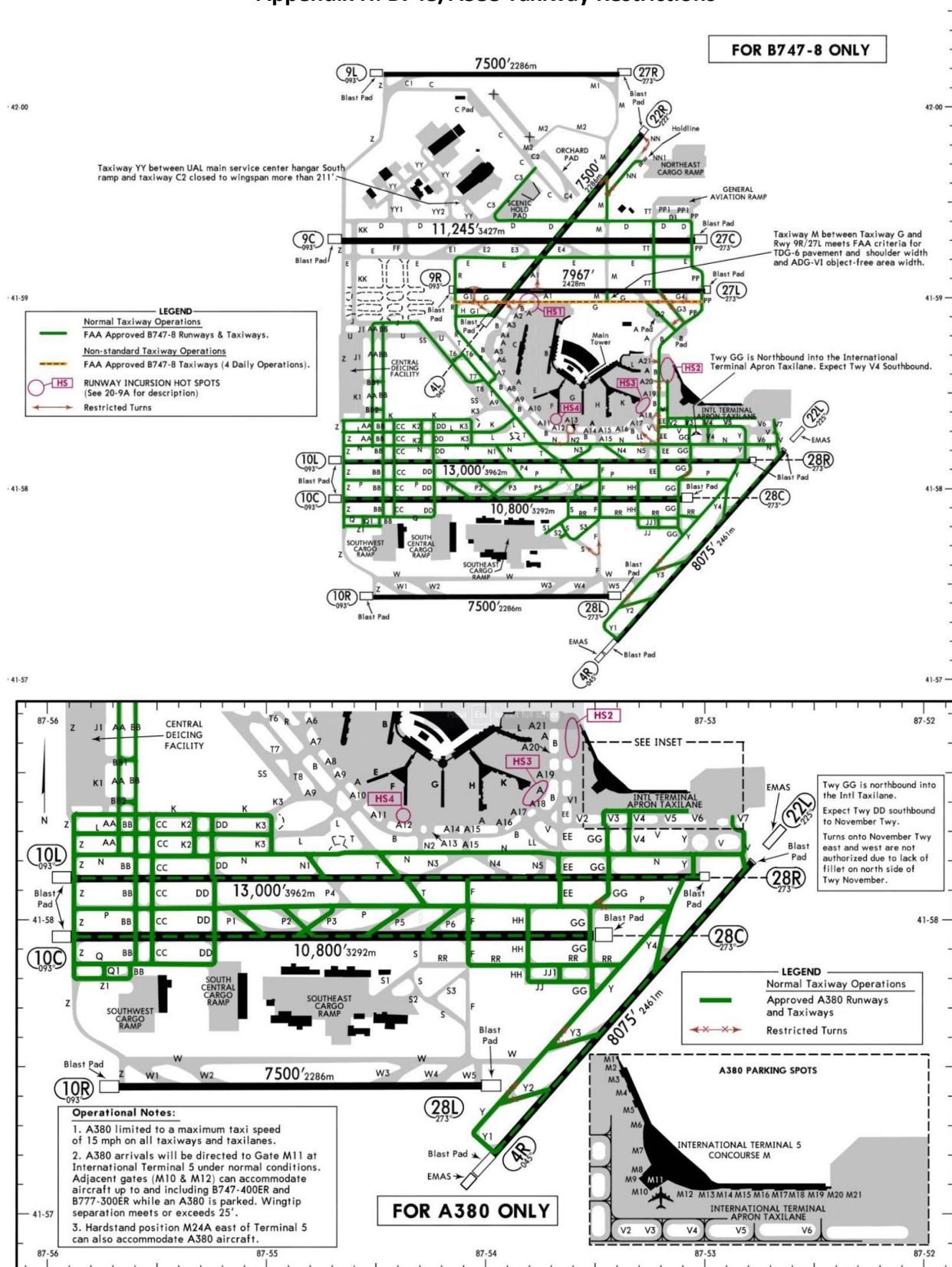


Appendix F. Cont'd
East Flow



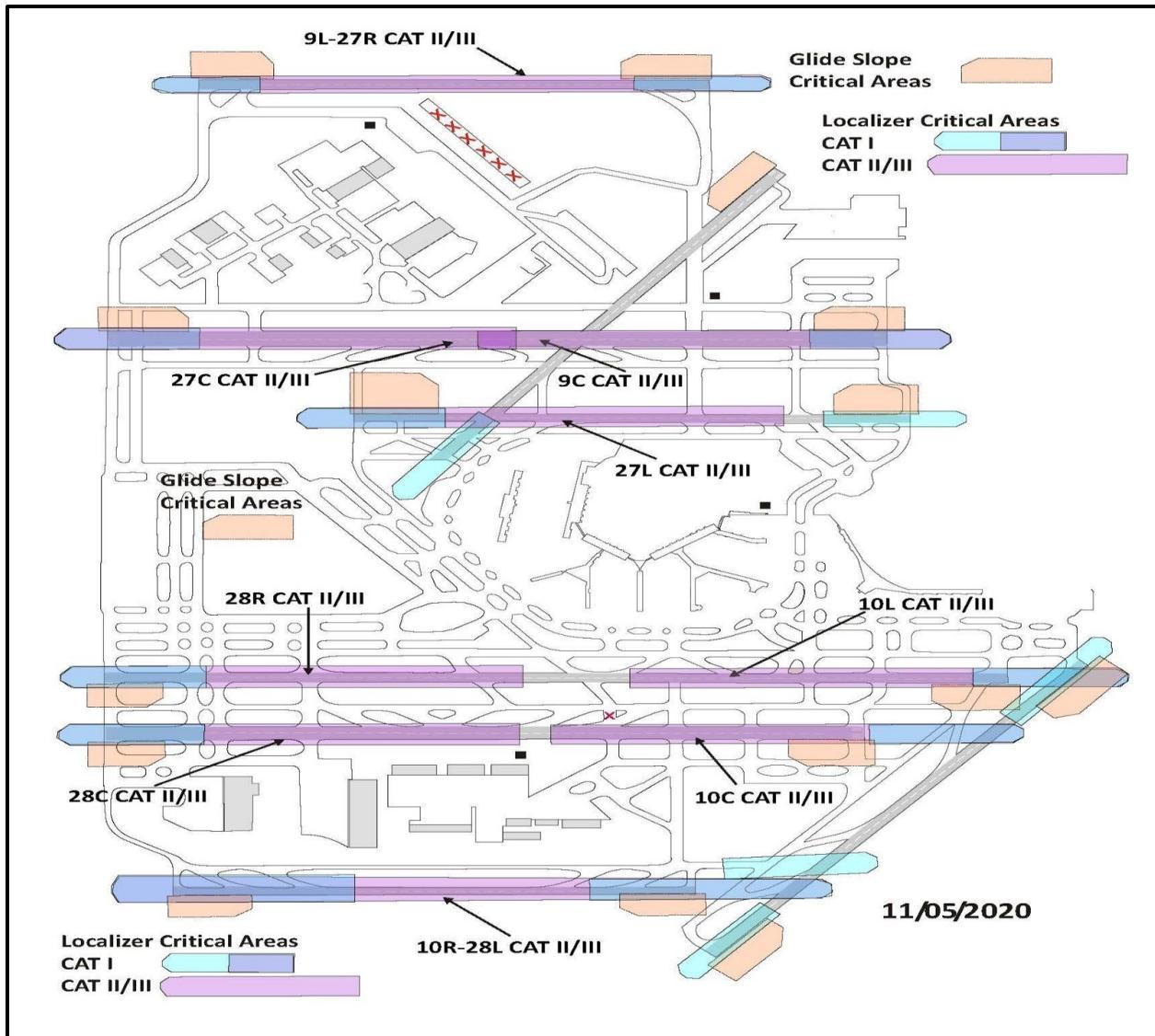
Appendix G. Oversize Aircraft Prohibited Turns

Appendix H. B748/A388 Taxiway Restrictions



Appendix I. Hold Pad Restrictions

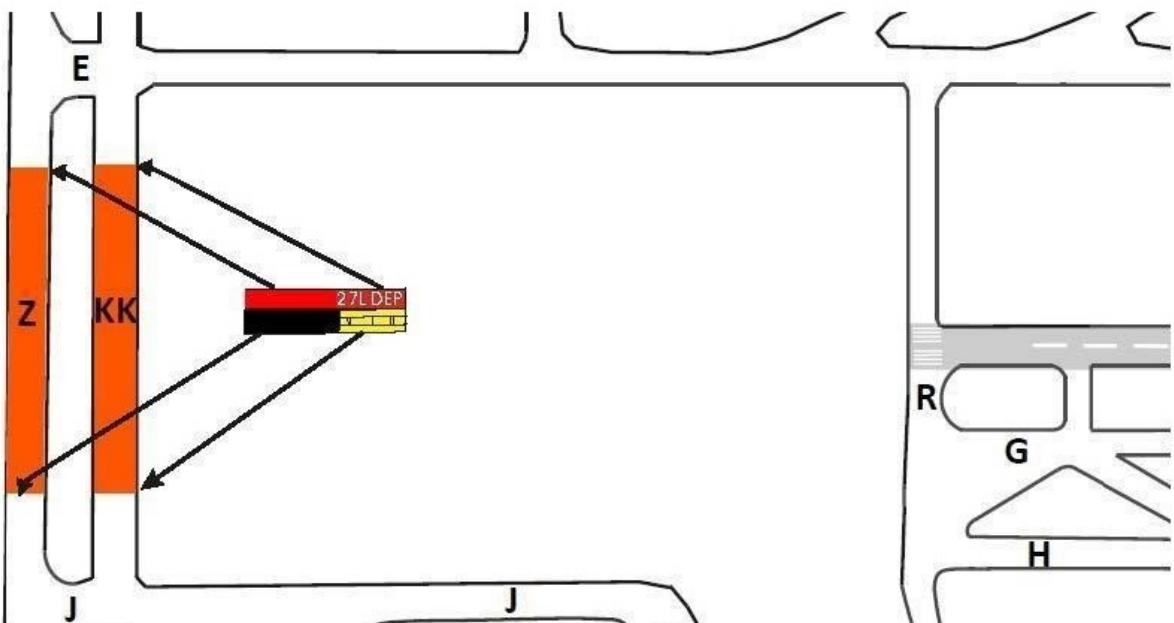
Chicago, O'Hare International Airport Hold Pad Limitation by Aircraft Type - Post-August 15, 2019									
Critical Aircraft					Scenic Pad	A Pad	B Pad	C Pad	Penalty Box
Model	ADG	TDG	Wingspan	Length					
A380	VI	7	262	239					
B747-8	VI	5	224	250	B747-8		B747-8		
A340-600	V	6	208	247	A340-600		A340-600		
B777-300ER	V	6	213	242	B777-300ER		B777-300ER		
B747-400	V	5	213	232	B747-400		B747-400		
A350-900	V	5	212	220	A350-900		A350-900		
B777-200	V	5	200	209	B777-200		B777-200		
A330-300	V	5	198	209	A330-300		A330-300		
B787-8	V	5	197	186	B787-8		B787-8		
MD-11	IV	6	171	202	MD-11		MD-11	MD-11	
B767-400ER	IV	5	170	201	B767-400ER		B767-400ER	B767-400ER	
A300-600	IV	5	147	177	A300-600		A300-600	A300-600	
B757-300W	IV	4	135	182	B757-300W		B757-300W	B757-300W	B757-300W
A321-Shklts	III	3	118	146	A321-Shklts		A321-Shklts	A321-Shklts	A321-Shklts
MD-90	III	4	108	153	MD-90	MD-90	MD-90	MD-90	MD-90
B737-900ER	III	3	118	138	B737-900ER	B737-900ER	B737-900ER	B737-900ER	B737-900ER
CRJ-900	III	2	82	119	CRJ-900	CRJ-900	CRJ-900	CRJ-900	CRJ-900
E-195	III	1A	94	127	E-195	E-195	E-195	E-195	E-195
B717-200	III	2	93	124	B717-200	B717-200	B717-200	B717-200	B717-200
					Scenic Pad	A Pad	B Pad	C Pad	Penalty Box

Appendix J. Glideslope and Localizer Critical Areas

Appendix K. Protected Surfaces

RWY 27L DEPARTURE OBSTACLE CLEARANCE SURFACE (OCS)

Rwy 27L departures are not authorized when any aircraft is on any portion of a taxiway shown in ORANGE regardless of weather conditions

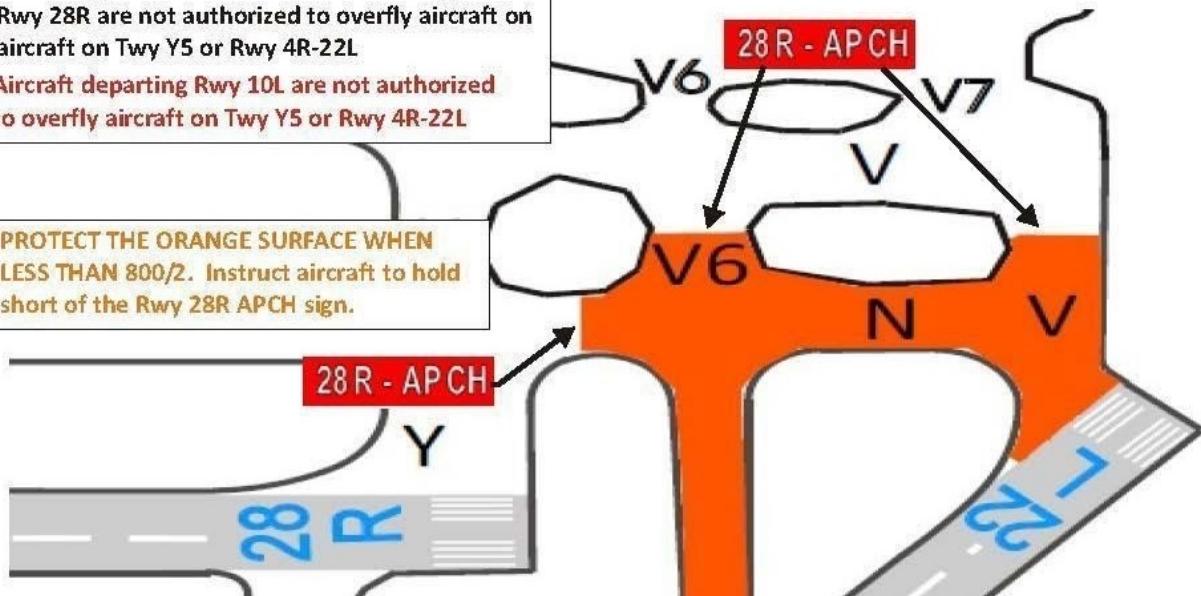


RWY 28R OBSTACLE CLEARANCE SURFACE (OCS)

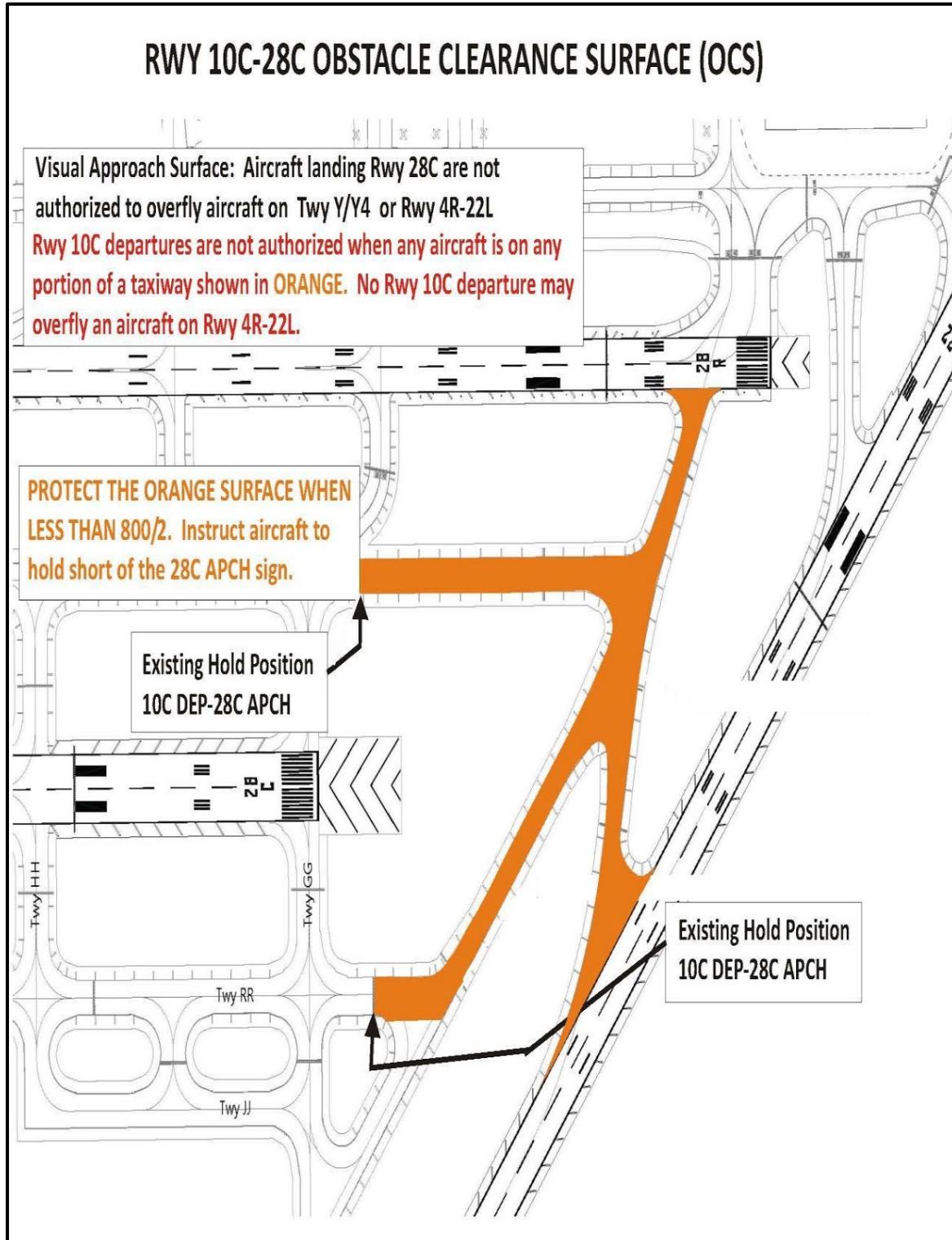
**Visual Approach Surface: Aircraft landing
Rwy 28R are not authorized to overfly aircraft on
aircraft on Twy Y5 or Rwy 4R-22L**

**Aircraft departing Rwy 10L are not authorized
to overfly aircraft on Twy Y5 or Rwy 4R-22L**

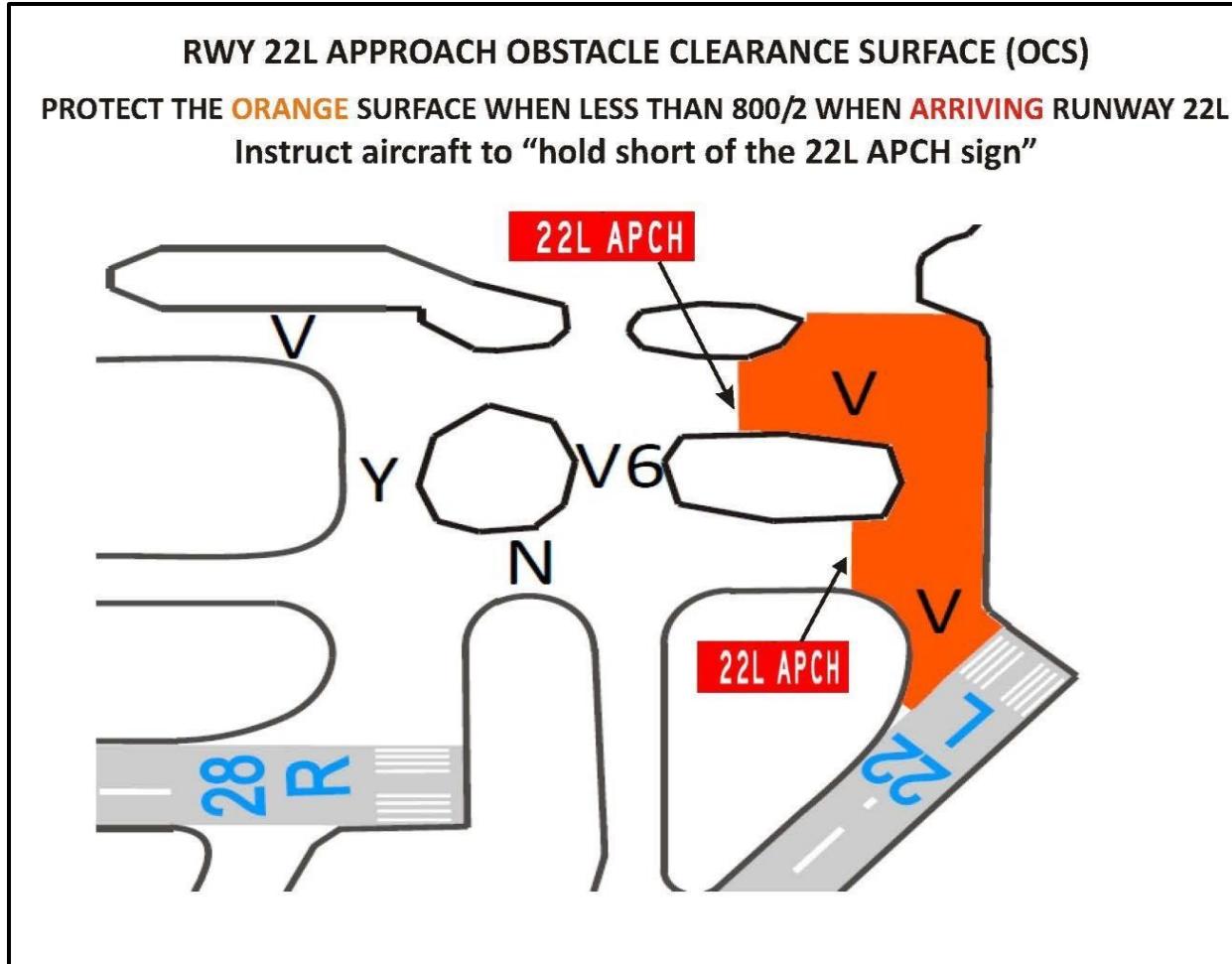
**PROTECT THE ORANGE SURFACE WHEN
LESS THAN 800/2. Instruct aircraft to hold
short of the Rwy 28R APCH sign.**

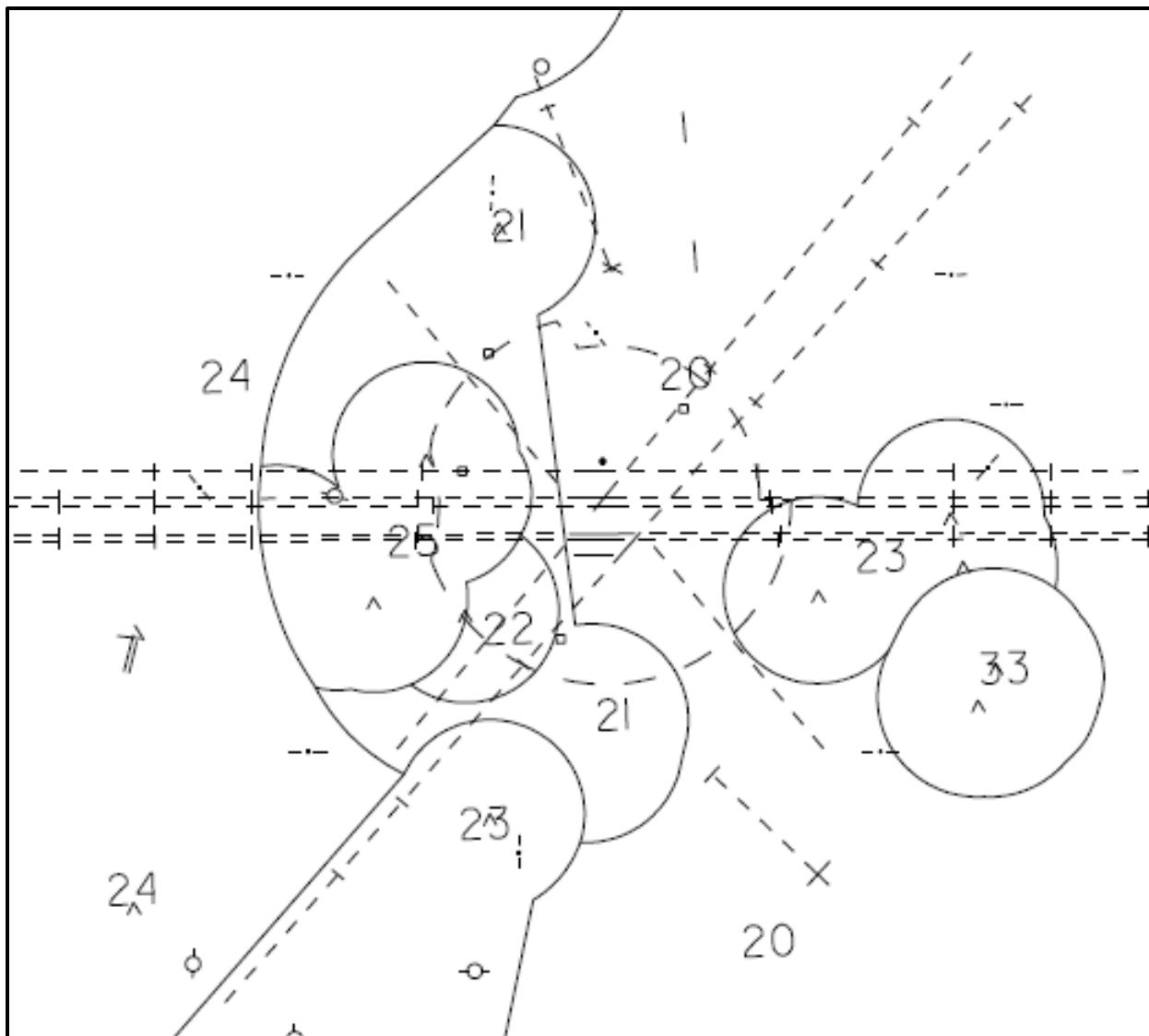


Appendix K. Cont'd

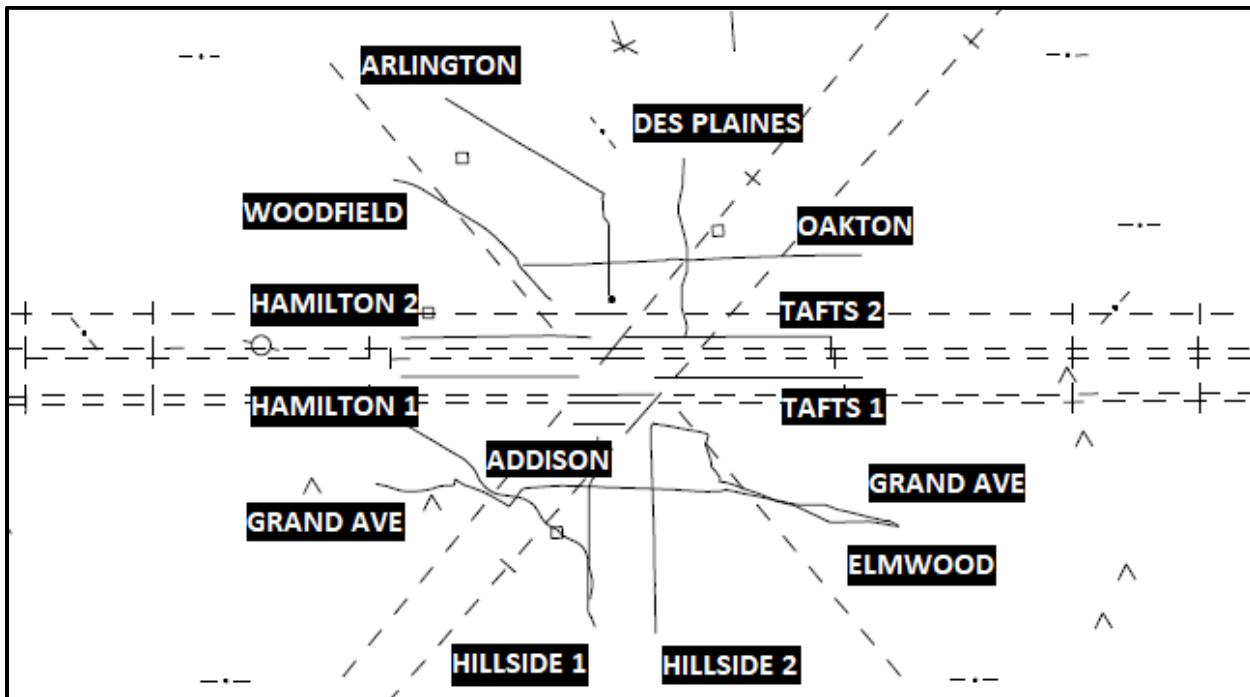


Appendix K. Cont'd



Appendix L. Minimum Vectoring Altitude (MVA) Chart

Appendix M. Helicopter Route Chart



ADDISON: From Hillside Mall northwest along I-290 to Nordic reporting point. (Note: Traffic using CITY BYPASS route remain west of the Chicago Class B Airspace.)

ARLINGTON: From Arlington Park Race Track and the Metra Union Pacific Northwest railroad tracks, southeast along the tracks to Wolf Road, south on Wolf Road to Higgins Road.

DES PLAINES: From Central reporting point south along I-294 to Devon, south to VPDVF.

ELMWOOD: From Elmwood reporting point west along the Metra Milwaukee District West railroad tracks to the Des Plaines River, north along the Des Plaines River to Irving Park Road, west along Irving Park Road to the intersection of Irving Park Road and Mannheim Road.

GRAND AVE: From Elmwood reporting point west along Grand Avenue to the intersection of Grand Avenue and Lake Street, northwest along Lake Street to the intersection of Lake Street and Army Trail Boulevard, then west along Army Trail Boulevard to Route 53.

HAMILTON 1: From VPHMA to VPHMB to VPHMC to VPHMD to VPHME to VPHMF to VPHMG.

HAMILTON 2: From VPDVA to VPDVB to VPDVC to VPDVD.

HILLSIDE 1: From Hillside 1 reporting point north along I-294 to railroad tracks, north along tracks to Irving Park Road.

HILLSIDE 2: From Hillside 2 reporting point north on Mannheim Road to Irving Park Road.

OAKTON: From Woodfield reporting point southeast along I-90 to Higgins Road, southeast along Higgins Road to Elmhurst Road.

TAFTS 1: From VPTFG to VPTFF to VPTFE to VPTFD to VPTFC to VPTFB to VPTFA.

TAFTS 2: From VPDVI to VPDVH to VPDVG to VPDVF to VPDVE.

WOODFIELD: From Woodfield reporting point southeast along I-90 to Higgins Road, southeast along Higgins Road to Elmhurst Road.