

10C/28C Operations October 17, 2013

O'Hare ATCT

Presented to: Chicago Customer Forum

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What is happening on October 17?



**Commissioning of
10C/28C**

**Change of arrival
configurations**

**New airspace
procedures**

**New taxi flows and
runway use**



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0400 lcl Runway officially published/active/etc.

0400 lcl Runway NOTAM'd closed by City of Chicago

Airspace changes published, and effective 0400

Expect modified configurations until runway actually opens

VFR East Flow

- **Weather Minimums**
 - 3000/5
- **Spacing Requirements**
 - 9L 3 miles *
 - 9R 3-6 miles
 - 10C 3 miles *

* May be reduced to 2.5 miles pending satisfactory Runway Occupancy Time (ROT) study



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East flow accounts for about 30% of year

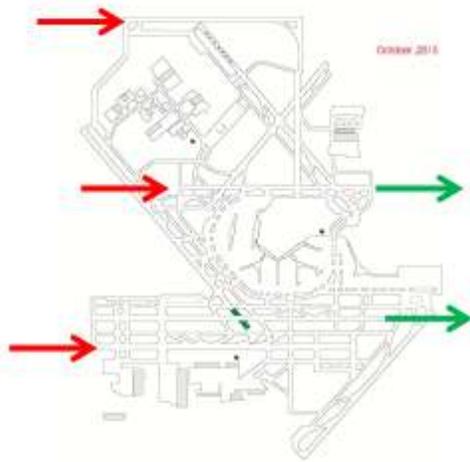
Explain differences and reasons for spacing on 9R.

General discussion about ROT

Weather minimums to operate 4L departures with 9R arrivals

May be times when 4L not possible where you would see MVFR configuration in good weather

MVFR East Flow



- **Weather Minimums**
 - 1000/3 to 3000/5
- **Spacing Requirements**
 - 9L 3 miles *
 - 9R 6-10 miles
 - 10C 3 miles *

* May be reduced to 2.5 miles pending satisfactory Runway Occupancy Time (ROT) study



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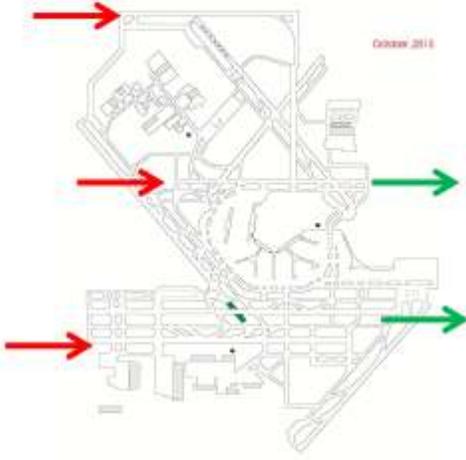
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Eliminate 4L departures

6-10 based on 1-2 departures to balance airport

10L still high volume departure runway

IFR East Flow



Weather Minimums

- Below 1000/3

Spacing Requirements

- 9L 3 miles*
- 9R 15 miles or more (no arrivals)
- 10C 3-4 miles

* May be reduced to 2.5 miles pending satisfactory Runway Occupancy Time (ROT) study

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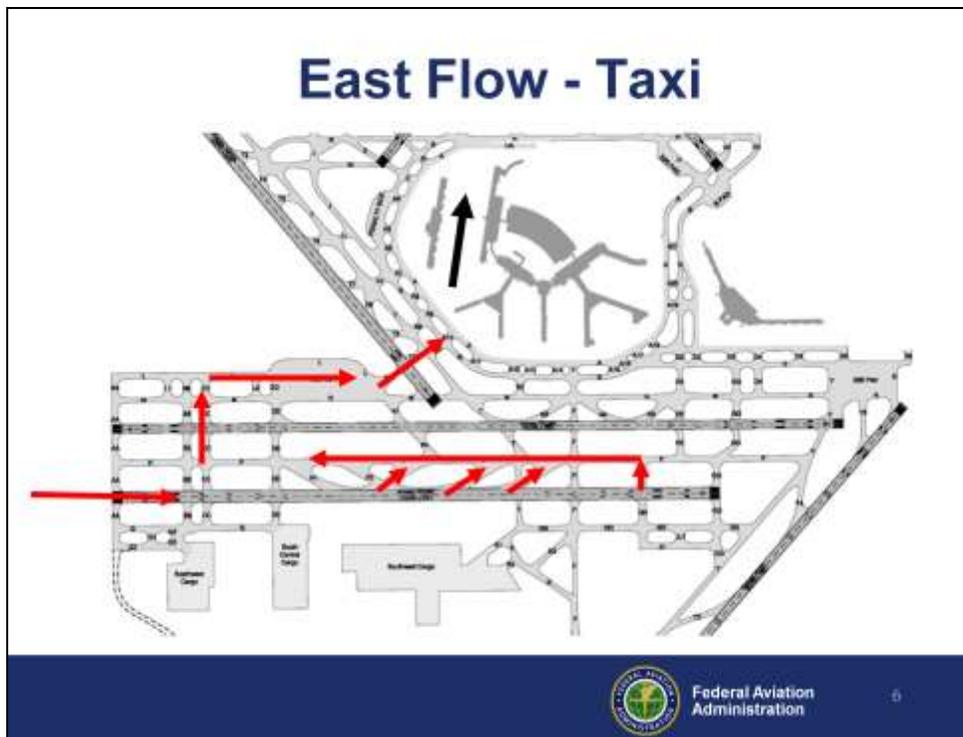
IFR weather (less than 1000/3) capacity on 10L significantly reduced (tied to 10C arrivals)

Balance airport with 9R

9L arrivals must go through protected area for 9R arrivals

Spacing of 15 MIT or more to accomplish

EIS=0



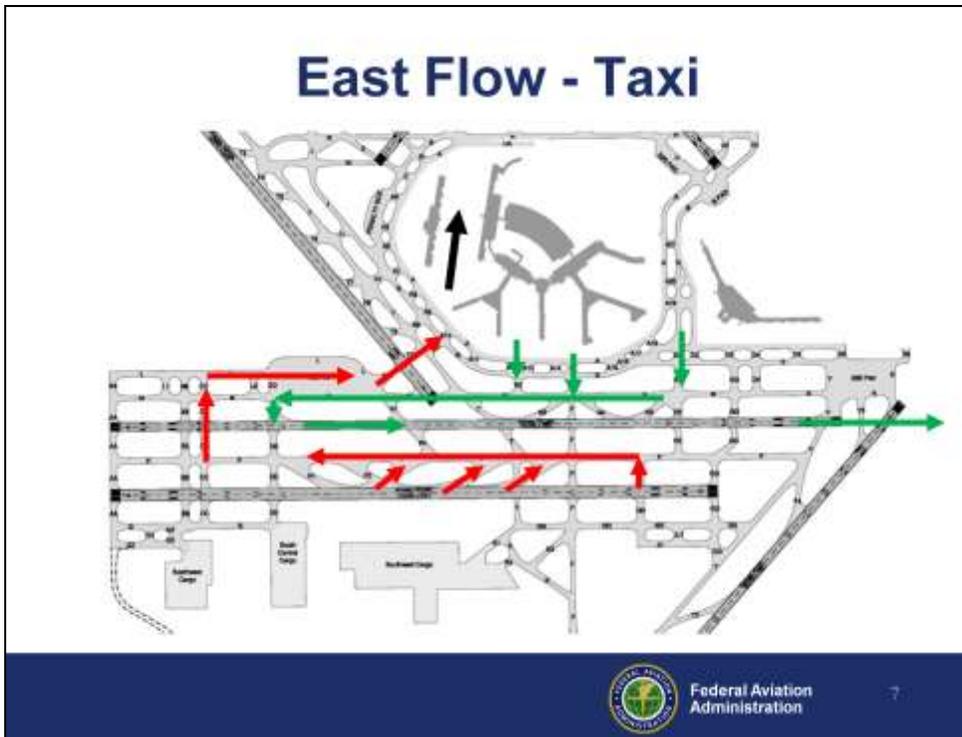
Philosophy about runway crossings

10C arrivals

Turn off runway. Proceed back west on P to a point east of intersection departure point (DD).

Cross 10L (unrestricted)

Use L to A10 and then in to core of airport

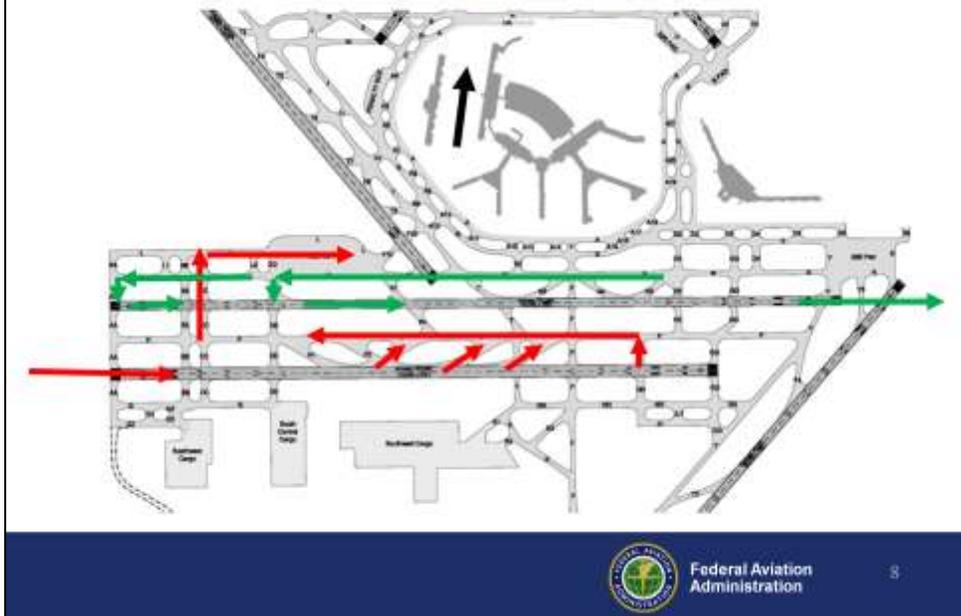


Departures mainly at 10L/DD...10,050 (vs 10003 at 32R)

Taxi flows set up to be independent of 10C arrivals

OLINN, PEKUE, South and some east, depending on demand

10L Full Length Departures



10L full length departures will need to be in queue with 10L intersection departures

Once reaching DD, they will be moved through the inbound taxi route to the full length

Internally, open runway to allow aircraft to depart

Inbound arrival line stopped to allow departure

Once aircraft has departed, inbounds will be started.

Traffic complying with intersection departure flow will wait an additional 3 minutes for wake turbulence issues

Use DD if possible.



9L taxi route. 32R will be closed within ATCT to allow arrivals to cross unrestricted.

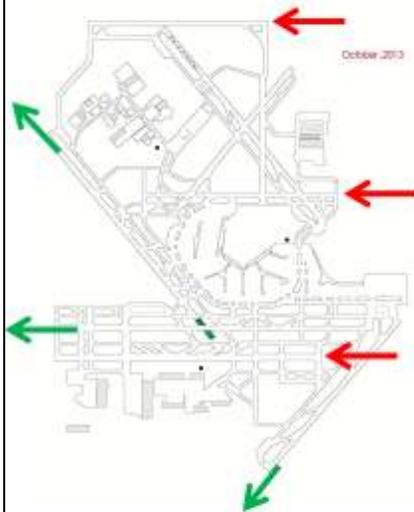
We quickly moving line through the 9R final area.

Inbound aircraft will be entering core of the airport at A7, A9, and A10. United B/C traffic will exit to the north to avoid congestion at A7-A10 area

Most aircraft will exit 9R on 14L to avoid high speed exit while traffic on H can not see behind themselves

10L departures from B/C will taxi over bridge to EE/N

VFR West Flow



- **Weather Minimums**
 - 1500/5
- **Spacing Requirements**
 - 27R 2.5 miles
 - 27L 2.5 miles
 - 28C 3 miles *

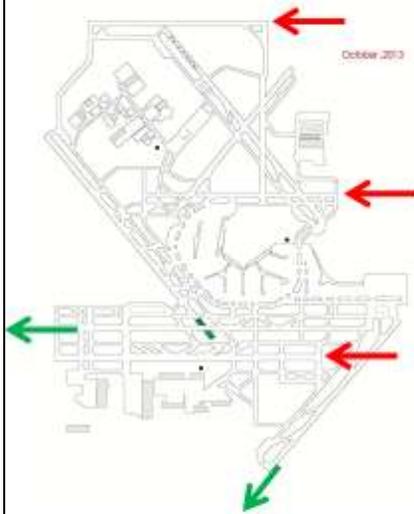
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MVFR/IFR West Flow



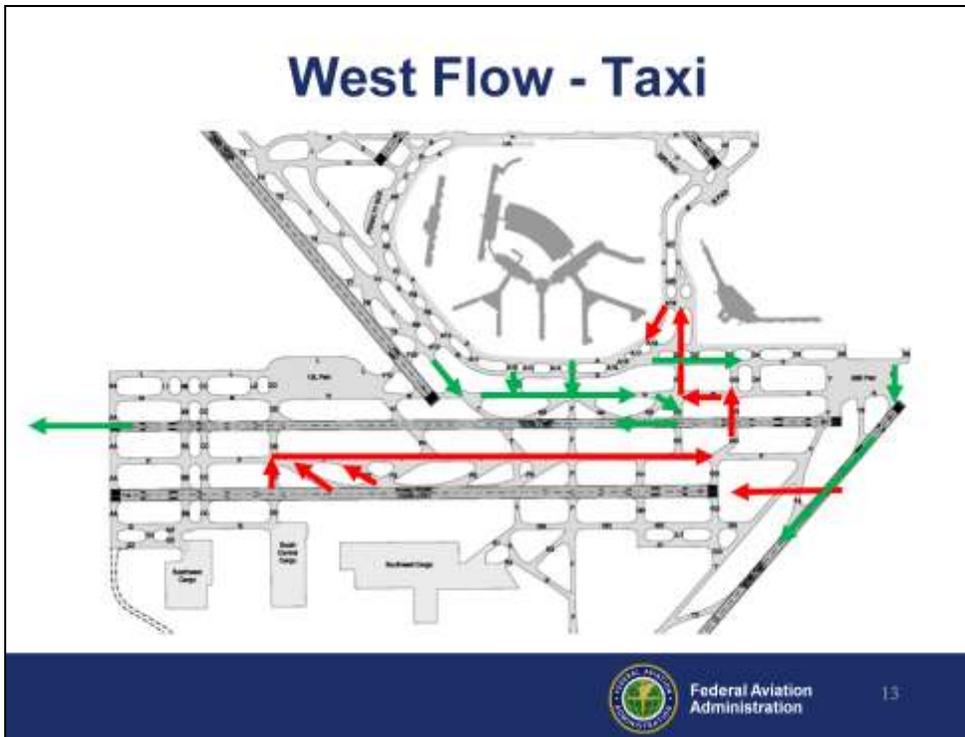
- **Weather Minimums**
 - Below 1500/5
- **Spacing Requirements**
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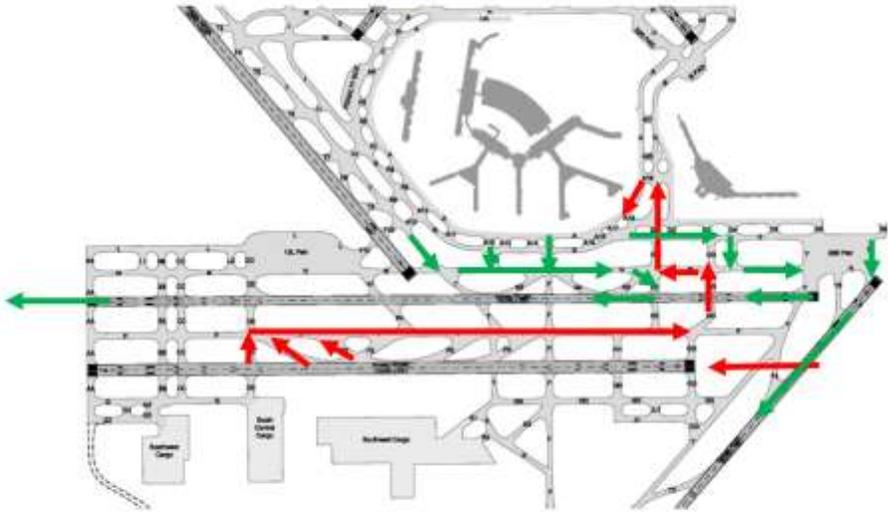
28R at EE departures

Routes and departure point (10,100') set up to not compete with inbound traffic

Important that departures turn at diagonal centerline for EE. This allows independent group V turns at EE

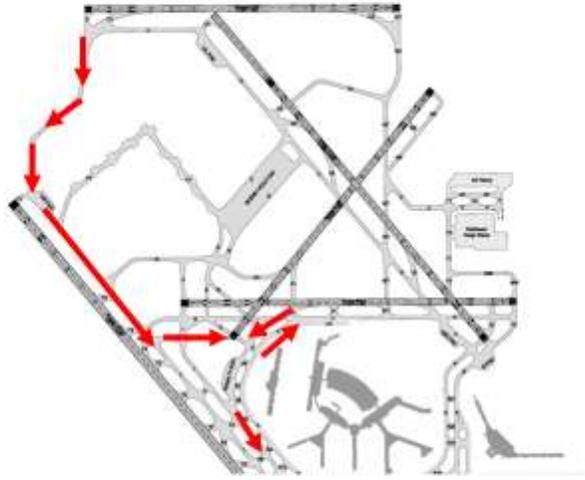
22L departures will be slowed by traffic inbound on EE

Full Length 28R - Taxi



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West Flow Taxi



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Questions



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