

## Opening of Runway 10R-28L at Chicago O'Hare Airport (KORD)

Our Member Association ALPA-I has issued the following [bulletin](#) regarding the recent opening of Runway 10R-28L at Chicago O'Hare Airport (KORD).

On October 15, 2015, new Runway 10R-28L became operational at Chicago O'Hare (KORD). The 7,500' runway, which is expected to be used primarily for arriving aircraft, will be controlled by a new South Air Traffic Control Tower. As with any major change to a large airport, the possibilities for confusion and errors will be increased while flight crews, controllers, and ground personnel become familiar with new procedures, nomenclatures, taxi routes, vehicle restrictions, etc.

New procedures have been developed based on time-tested principles, but until they are in full operation with pilots and controllers, additional vigilance is warranted. Associated changes in conjunction with the opening of Runway 10R-28L include:

- Modification of Standard Terminal Arrival Routes (STARs), adding transitions for RWY 10R-28L.
- Multiple new simultaneous instrument approach procedures including:
  - ILS
  - ILS PRM
  - RNAV/GPS PRM
- PRM approach procedures are mandatory when ceiling below 6,500' & visibility below 15 miles.  
Note: Due to the separation distance between Runways 10R-28L and 10C-28C, a 2.5° offset is used on all instrument approaches to Runway 10R. Aircraft must maintain approach course to avoid No Transgression Zone (NTZ) penetration.
- Changes and additions to taxiway systems and taxi flows.  
Note: **Runway incursion hazard** exists after arrivals exit Runway 10R and taxi Northeast approaching Runway 10L, where a hard left turn is required on taxi route.
- New PRM monitor, tower, and ground communication frequencies.

### RECOMMENDATIONS:

Specific to the opening of this new runway, ALPA encourages all pilots to:

- Review all updated Jeppesen charts with emphasis on all runway incursion hot spots.
- Review *all* NOTAMS and review SIDS/STARs thoroughly for changes.
- Check FMS database to ensure database currency.
- Review all ATIS information prior to departure and arrival.
- Review arrival/departure taxi routes and communication frequencies prior to beginning taxi.
- Review Attention All Users Page (AAUP) if anticipating an ILS PRM or RNAV GPS PRM approach.
- Comply with your company SOPs and ensure both/all pilots on the flight deck understand the plan.
- Familiarize yourself with any provided materials and visual aids which may highlight these changes.

For more information, please visit the Chicago Department of Aviation's Pilot Awareness Campaign [website](#). Please direct questions and concerns to Engineering and Air Safety at [eas@alpa.org](mailto:eas@alpa.org) or +1 (800) 424-2470.

*Issued by Captain Chuck Hogeman, Aviation Safety Chair*