

CHICAGO (O'Hare) (ORD/KORD)

Elevation 672ft

CATEGORY A

AV brief – not required

GENERAL

Threats

Runway Incursion

- At night, a series of white lights may be lit towards the remaining 400m of Rwy 22R denoting the start of the LAHSO. Whilst BA does not participate in LAHSO, these lights may still be illuminated for all operations at night. ATC are aware of our company restrictions and they know that we are unable to participate in these procedures either actively or passively.

ARRIVAL

A350 B747 B777 B787

Diversions Airports

CHICAGO (Rockford)	RFD/KRFD	55 nm/283°T	CAT A
DETROIT	DTW/KDTW	286 nm/086°T	CAT A
TORONTO	YYZ/CYYZ	399 nm/074°T	CAT A
WASHINGTON	IAD/KIAD	567 nm/111°T	CAT B
PHILADELPHIA	PHL/KPHL	628 nm/103°T	CAT A
NEW YORK	JFK/KJFK	680 nm/097°T	CAT B

Possible others: Milwaukee, Minneapolis, Baltimore, Montreal.

A380

Diversions Airports

TORONTO	YYZ/CYYZ	399 nm/074°T	CAT A
WASHINGTON	IAD/KIAD	567 nm/111°T	CAT B
Minneapolis	MSP/KMSP	291 nm/307°T	CAT A
BOSTON	BOS/KBOS	752 nm/088°T	CAT B
PITTSBURGH	PIT/KPIT	358 nm/121°T	CAT A
PHILADELPHIA	PHL/KPHL	628 nm/103°T	CAT A

ALL

- In normal circumstances, Chicago plan the landing runway for inbound aircraft well in advance. A request for the plan to the current ATC unit approx 40 minutes prior to landing (approaching TVC inbound from the N and STL from the S) may help with the Descent briefing. However, late changes to the plan are still possible. Specific landing runways may be available if requested early.
- Expect 10C/28C for landing (sometimes switch to 10L/28R). 22L/04R will only be used in exceptional strong wind conditions.
- ORD far prefer westerly ops as that generally gives headwinds all the way down the approach. When on easterly ops it can frequently give 20–25 kt tailwinds to 2000ft. ATC are aware that these tailwinds cause problems for slowing down.
- There may be times during westerly flow that ATC might ask if an aircraft can land Rwy 27L instead of Rwy 28C. This doesn't apply to A380 and is unlikely to be offered to B747, but they may ask B777.
- Since the 28C arrivals overfly Rwy 22L, they must stop departures off this runway for 2 minutes for wake turbulence. There are times when offloading some Heavy aircraft to 27L can really help. While 27L is shorter, there are some upsides: Always on an ILS/LOC or RNAV instrument approach and a short taxi to M1-11.
- Rwy 09R: When arriving from our usual direction (north east) expect vectors over the airfield for an approach from the south.
- Rwy 10C: Can often expect glideslope intercept at 7000ft.
- Rwy 10R: Expect to be kept north of the airfield.
- Runway 28C: Expect vectors from FIYER. Vast majority of time ATC will be working on vectoring to 5000ft at 20 mile final. Expect 250 kts to 25 miles then 210. Expect to intercept glideslope at 210 kts, 5000ft.

Approach

- Speed control is the primary method of ensuring correct separation.
- Standard ATC speeds are 250 kts to 15 nm and 170 kts to the marker. Make an early request if lower speeds are required.
- The Golden rule for speed is that if crew are not happy about the speed that ATC have requested, tell them. ATC can then change the speed for following aircraft. ATC do not know what speed has been selected, their indication is observed groundspeed.

A380

- **160 to 5 is our bottom line** and ATC have been made aware. Usual pragmatism with ATC instructions may be required. ATC are more interested in the distance to which we can maintain 180 kts.
- ATC have been advised that A380 will need to be 180 kts max at 7.5/8 miles from runway and then reducing speed. They appreciate that we can't do 170/180 to the marker. They have also been advised that we need around 1–1.5 miles extra slowing down time.
- ATC will initially give the following aircraft 10–12 miles spacing behind an A380. If following aircraft gets within 7 miles either they or us will have to go-around.

ALL

- When we are transferred to approach control they want to know current altitude, cleared altitude, and ATIS letter received. If we don't pass these three items they have to ask us for them.

- You're very unlikely to get an answer if asking for track miles to go. A much better question from an ATC point of view is to ask at what range we can expect to turn base leg, as that is what they work on. It is very unlikely to be given a base leg turn less than 20 miles out.
- 10L/10C can often lead to the use of PRM approaches (see Lido AOI pages), so this type of approach can be expected. If unable to accept PRM approaches, then you must inform ATC before TOD/150 nm out.
- ORD PRM procedures require Dual VHF COM. This only requires you to listen to other frequency on final when transferred to tower – you will hear the same tower controller speaking on both frequencies.
- Importance and implications of being asked if visual:
 - When vectoring parallel approaches to Rwy 28C and Rwy 27L, it makes it far easier for the controllers if one of the aircraft reports visual with the runway.
 - If they have parallel traffic and one of the aircraft doesn't call visual by 18 miles from the runway they will have to break someone off.
 - Saying you want to stay on the ILS at this point and are not going to be calling visual is too late.
 - If you have no intention of saying you are visual by 18 miles then you need to let ATC know before the 25 mile point in order that they can ask the parallel traffic if they are visual.
 - Calling visual does not abdicate ATC of responsibility for maintaining separation or speed control. It is purely to enable them to allow the parallel approaches.
 - ATC will still get us to fly the ILS and still give us speed control. If they want us to maintain our own separation to another aircraft they will ask us if we are "visual with the aircraft ahead?" not the airport/runway.
 - The key here is not to be 'nervous' of calling visual. It most certainly doesn't mean you will be left to your own devices, but it allows ATC to keep the flow rate up and stops you potentially being taken off the approach.
- PRM is never used on westerlies.

A380

- When PRM is used on easterlies remember that A380 will be on 10C, therefore will not be classed as the converging traffic. So if we are ever told to perform a breakout procedure it will actually be to just fly straight ahead. Therefore, our actions should be to fly a normal go-around, not go through the breakout procedure.

ALL

Missed Approach

- ATC have said that we will never fly the published missed approach procedure. We can expect to be given vectors almost immediately.

TCAS

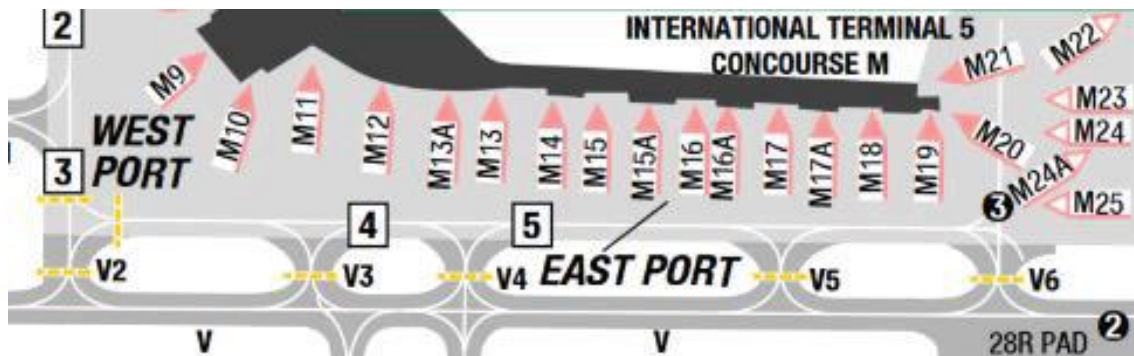
- ATC are allowed to vector an aircraft/helicopter just 500ft above us. Other aircraft will always be at least 1000ft below due to wake.

GROUND

- Progressive taxi instructions are available on request.
- Ramp Tower 129.05 must be contacted before taxiing on to stand, even with a clearance on to stand from Ground.
- Parking stands/ramp reported to be very congested. Before parking, ensure that ground equipment and jetties are not infringing the stand clearance markings.
- Crews to exercise caution whilst parking at T5 due to absent or unclear ground equipment parking area markings.

A380

- A380 Lido AGC is published.
 - Note the **max** taxi speed on A380 AGC of 13kts.
 - Expect to enter the apron via Twy V3 and exit via Twy V4.
 - Beware being given a routing to stand via V between V6 and V4 – this is not permissible for an A380.
 - A380 will park on stand M11A. Marshalling, wing men and stand guidance provided.
 - M11A is indicated by a dashed line, which is orientated at a slight angle to M11.
 - All vehicles should be behind red double line in red hatched area.
 - Secondary parking is available on the apron to the east of International Terminal 5.
- A380 will park nose in on stand M24A, requiring M24 and M25 to be clear.



- In the event there is an aircraft in Positions 24A or 24 and 25, the A380 will fit in the 28R hold pad provided it enters and maintains an approximate 45-degree angle to the north and south pad limit line markings. If the ORD ATC are landing on Rwy 28R, A380 should enter the far west side of the hold pad with nose angled southeast.

28R Hold Pad – A380 Remote Parking Layout


- The table below shows historical data for the percentage of flights when the time between vacating the runway and parking the aircraft was greater than 7 minutes. An opportunity therefore existed to shut down engines 1 & 4 (or 2 & 3).

Considerations:

1. Whilst taxiing, lookout and monitoring are of prime importance. The risk of GCOL must always be addressed;
2. The time period of 7 minutes assumes a 5 minute engine cool-down period and also allows a buffer of 2 minutes to park the aircraft.

Note: Shutting engines down whilst parking the aircraft could cause unnecessary distraction and is inadvisable;

3. Ground testing has shown that there is no perceptible difference in manoeuvrability dependent on whether engines 2 & 3 or 1 & 4 are shut down.

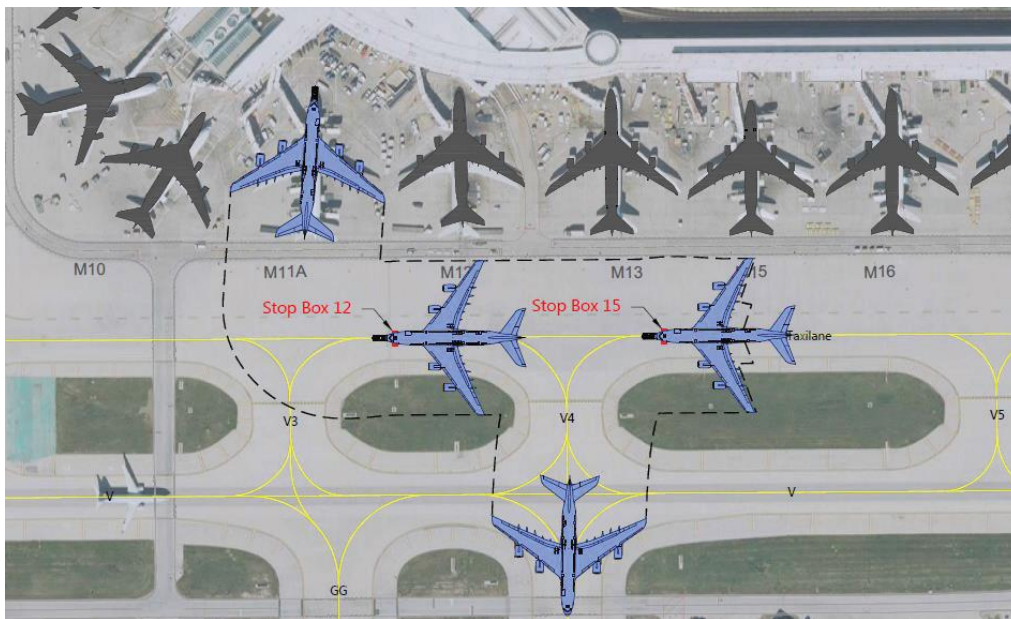
Landing Runway	% Flights with Taxi-in time >7 Min
10C	80%
10L	100%
22L	100%
28C	99%

A380 Pushback

Unless otherwise coordinated between ORD Ground Control and the Terminal 5 Ramp Tower, all A380 aircraft parked at Gate M11A must be pushed back using the following procedures:

- All A380 aircraft requesting pushback clearance from Gate M11A must notify Terminal 5 Ramp Tower on frequency 129.05 so that the Terminal 5 Ramp Tower can coordinate with the CDA to block the service road.
- Once the service road is blocked, the Terminal 5 Ramp Tower will instruct the pilot to contact ORD Ground Control on frequency 121.9.
- ORD Ground Control will instruct all A380 aircraft parked at Gate M11A to push to Stop Box 15, tail east.
- Terminal 5 Ramp Control will give consideration to gates surrounding M11 when A380 pushback operations commence.
- You will be told to call Metering (121.675) when ready to taxi.

Note: No ADG-V aircraft or larger that is taxiing on Twy V may pass any A380 that is pushed back on the Terminal 5 taxiway.



A350 B747 B777 B787

Usual parking stands M10 or M11 (M11A line is for A380 only).

ALL

DEPARTURE

- Confirmation of departure runway available at STD – 10 mins on Metering 121.675.
- On departure maintain 250kt until advised by ATC, even when above 10,000ft. If unable to comply, contact ATC for an amended clearance.

A380

- Rwy 10C/28C departure preferred by ATC.
- Anticipate a late runway change to preferred runway. Perhaps make use of the SEC F-PLN.
- A380 may not meet all the altitude restrictions on the ORD SID. In such cases, crew should advise ATC on Clearance Delivery or Ground Metering frequencies.
- Expect ATC vector shortly after take-off.

ALL

WEATHER

- Nov to Apr – Precipitation may fall as snow.
- 'Lake effect snow' may be encountered during the winter months. This phenomenon occurs when a mass of cold dry air passes over a body of warmer water, such as one of the Great Lakes, and picks up moisture and heat. Significant amounts of snow may fall in a short period of time.
- In Spring and early Summer an E'ly wind off the lake may bring fog or low stratus.
- The prevailing wind is SW'ly.
- Light S'ly winds may bring smoke haze from the city.
- Early morning fog is a possibility throughout the year.

OPERATIONAL INFORMATION

Handling Agent	Customer Service – BA self handled Ramp – dnata
Handling Agent VHF	Speedbird O'Hare 131.1 – Tech also available on this frequency
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use at all times