

Pilot Event Brief



CHICAGO ARTCC



Event: Home For The Holidays

O'Hare International Airport (KORD)/Chicago Midway International Airport (KMDW)



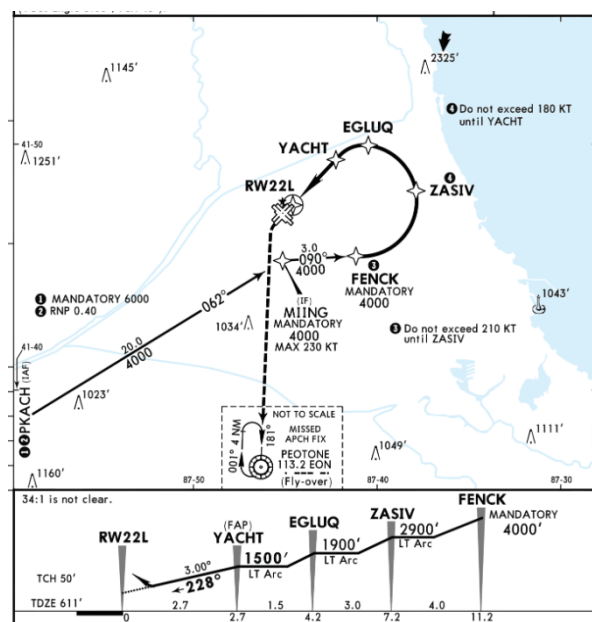
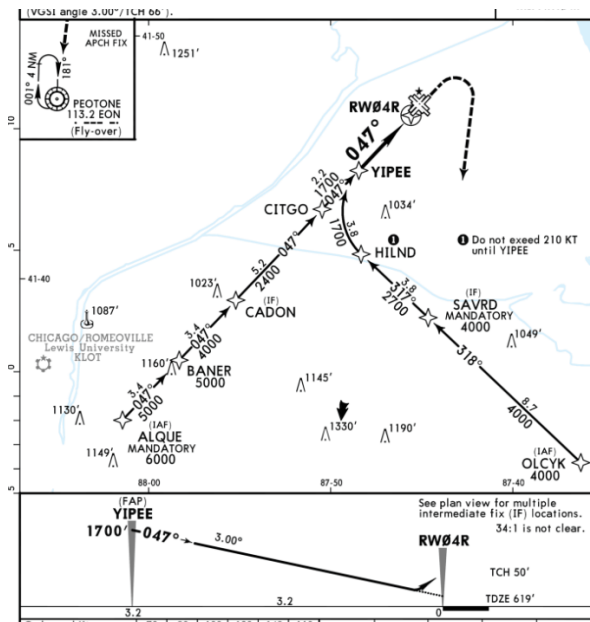
Chapter 1. Arrival into MDW

1-1. Arrival Procedures

- Be sure to monitor the MDW_ATIS for the arrival flow so that the correct approach transition is programmed into your FMC. Center or SBN_APP will also give you the transition to fly.
- Arrivals from the west can expect the ENDEE6 STAR
 - If traffic levels become high, pilots should expect holding instructions.
- Arrivals from the east can expect the FISSK6 or PANGG5 STAR
 - Aircraft on the FISSK6 and PANGG5 arrivals will be told to contact SBN_APP for descent below 10,000 ft. These two STARs converge at the waypoint HALIE. Expect to depart HALIE at 6,000.
 - If traffic levels become high, pilots should expect holding instructions.

1-2. Approach Procedures

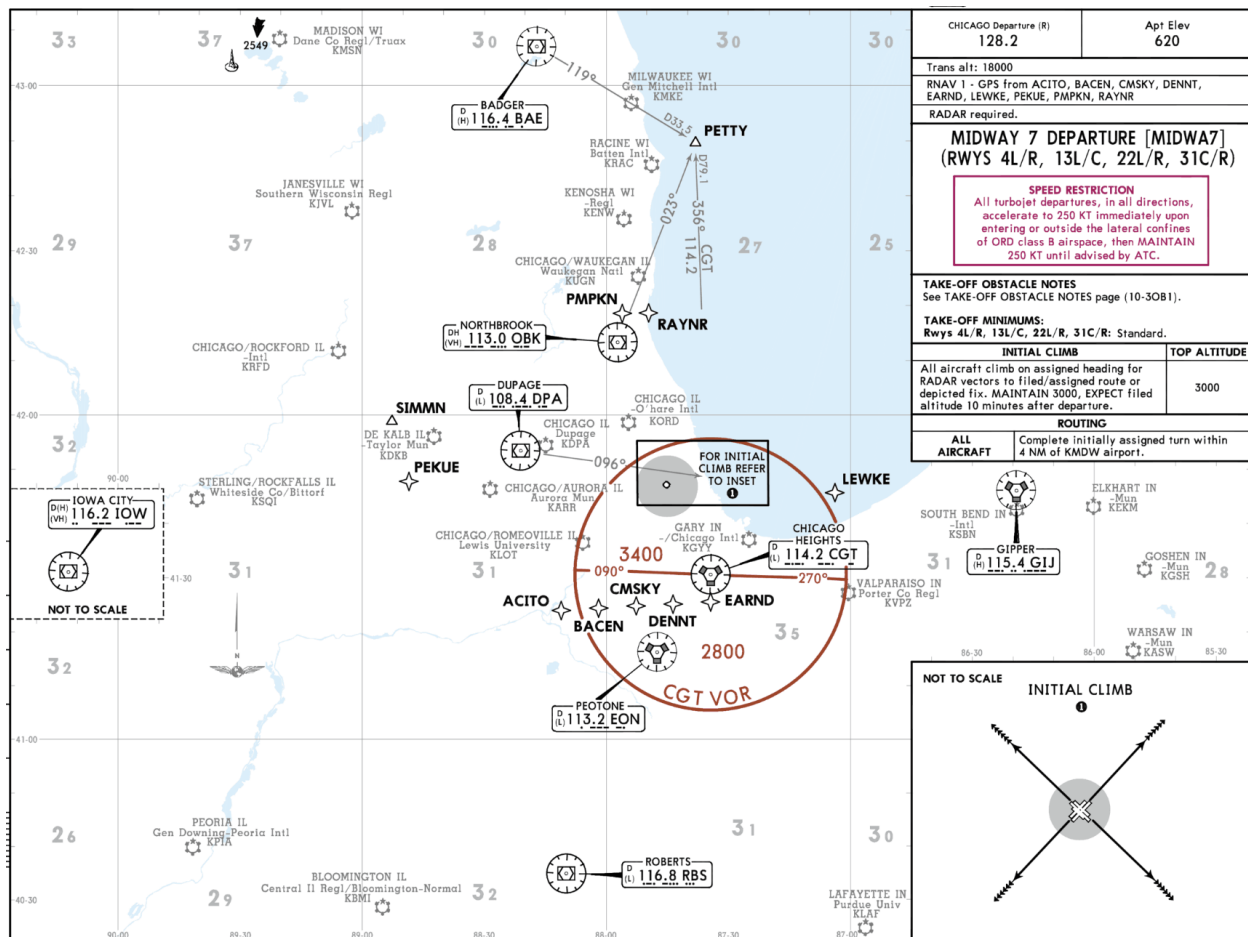
- Pilots must be familiar with executing both ILS and RNAV approaches. Curved RNAV approaches are in use at MDW and will be used by approach controllers for sequencing (examples below).
- Go-arounds expect climb and initial heading from the tower controller, then handoff to approach/departure controller for resequencing.



Chapter 2. Departing MDW

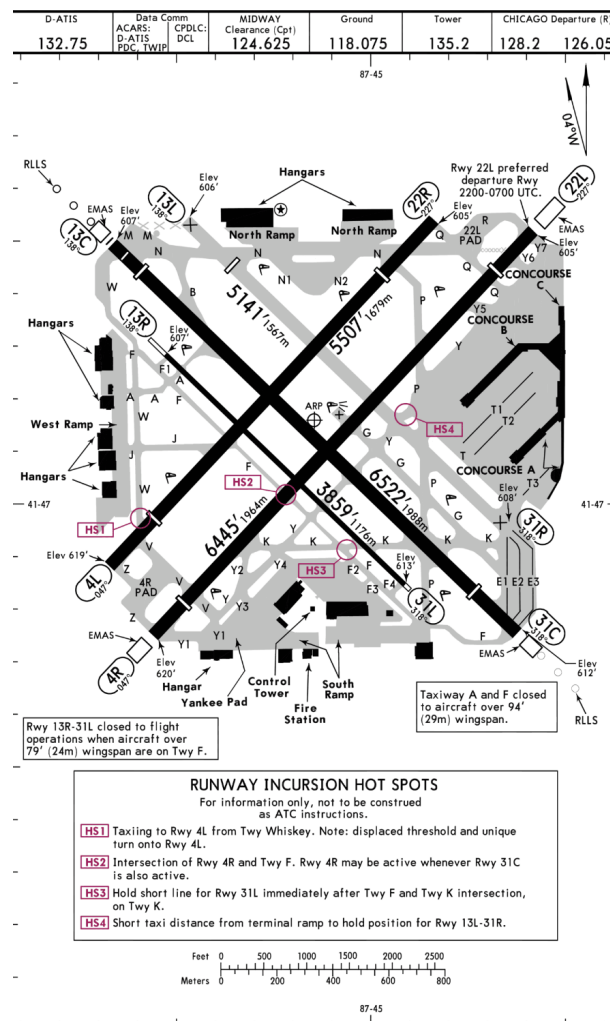
2-1. Departure Procedures

- Clearance delivery will assign MDW7 departure
 - Expect initial heading with takeoff clearance from tower
 - Climb and maintain 3,000
 - Once you are established on the assigned heading, Tower will hand you off to the departure controller.
 - Expect radar vectors to first fix.
 - **Maintain 250kts until advised. If using VNAV climb, ensure the climb settings are programmed correctly. Do not leave the VNAV setting on the default 250/10000 limit.**



2-2. Ground

- Unless otherwise stated, push back onto non-movement areas are at pilot discretion. Coordinate with your fellow pilots off the active frequency (Unicom, Discord, private messages) to ensure separation in non-movement areas.
- Pushback onto active taxiways (i.e. T, Y) must be authorized by ground controller. **Note - Gates along taxiway Y have non-movement area space to push back into. Clearance is not needed unless you are unable to push within the non-movement area.**
- Read back all runway crossing and hold short instructions
- Runway 31R is a closed runway in real life and has been converted into a taxiway. In all MDW sceneries it will still appear as an active runway.



2-3. Tower and Departure

- Example takeoff clearance: SWA1234, Wind 040 @ 5, Turn Right Heading 130, Runway 4R, Cleared For Takeoff
 - Your callsign, **assigned heading**, runway, and the words “Cleared for takeoff” must be read back.
- Contact Departure when tower advises.
- Departure controller will vector you to the first fix on the flight plan (appropriate fix found in MDW7 departure).

Chapter 3 - Arriving at O'Hare

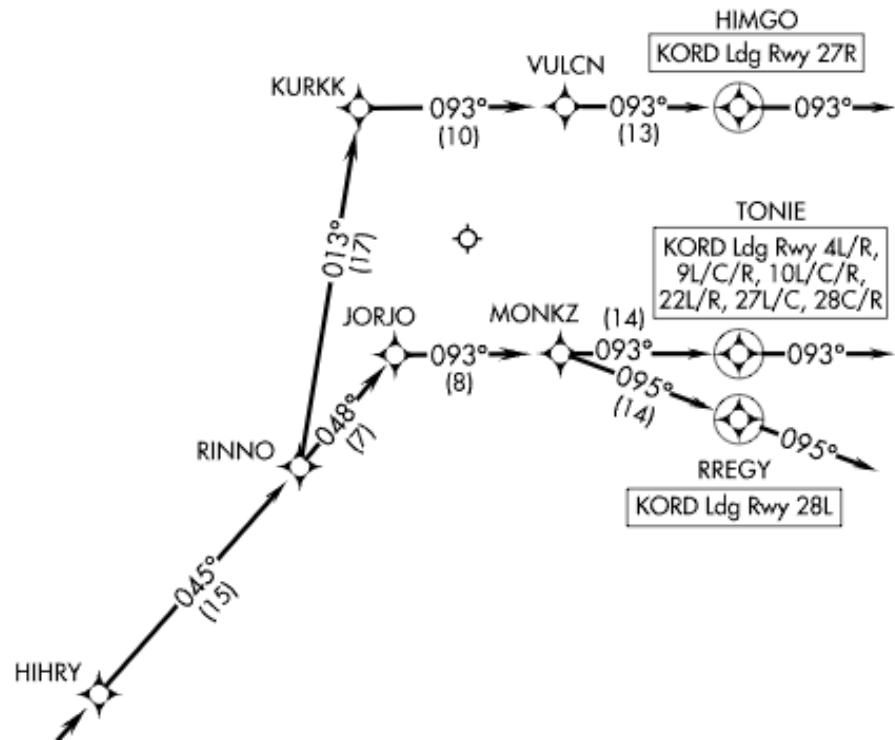
3-1. Arrival Procedures

- Be sure to monitor KORD_ATIS for arrival runways and types of approaches to each. Center will **NOT** assign you a runway. You can typically expect the following runways from each STAR, but may be changed at any time by Chicago Approach:

STAR	West Flow	STAR	East Flow
WATSN4	27C/27L	SHAIN2	9C/9R
WYNDE2	27R	WYNDE2	9L
FYTTE7	27R	FYTTE7	9L
TRTLL6	28C	VEECK5	10C
BENKY6	28C	ESSPO5	10C
All Heavies	27C/27L/28C	All Heavies	9C/9R/10C

- Some STARs are flow dependent, and surrounding centers have agreements with Chicago Center to assign a certain STAR despite O'Hare's flow to ensure separation until sequenced by Chicago Center, especially from the Southeast. VEECK5 or WATSN4 can expect to be rerouted to either WATSN4 or ESSPO5 respectively.
- Kansas City Center will assign you either the TRTLL6/BENKY6 or SHAIN2.
- Load your assigned runway's ILS approach in your FMS from VOGLR or GIBNS to ensure you have all fixes on the final approach course. Approach may instruct you to fly direct one of these fixes, especially from the WATSN4 or SHAIN2 STARs.
- Pay attention for vectors and speed assignments, these will be essential for spacing on the STAR or final.
- Approach may assign a speed until the final approach fix.
- Approach may instruct you to contact O'Hare Tower at the final approach fix.

- All RNAV STARs except WATSN4 and SHAIN2 have runway dependent legs that have you fly either the North or South downwind. You may need to reload the entire STAR to select the runway if it is different than what you expected.



4-1. Departure Procedures

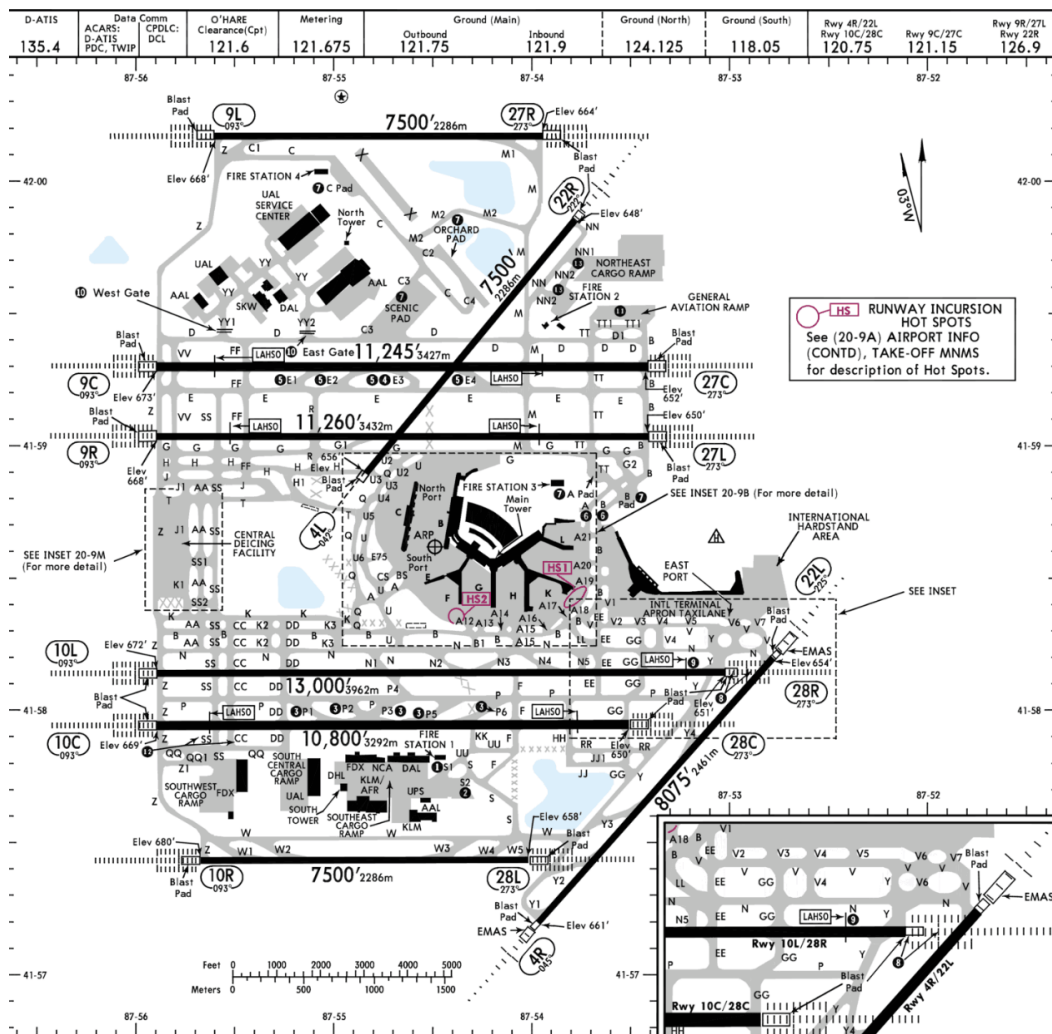
4-2. Ground

- Unless otherwise stated, push back onto non-movement areas are at pilot discretion. Coordinate with your fellow pilots off the active frequency (Unicom, Discord, private messages) to ensure separation in non-movement areas.
- Pushback onto active taxiways (i.e. U, A) must be authorized by ground controller.
 - **Note - Gates along taxiway U and A have non-movement area space to push back into. Clearance is not needed unless you are unable to push within the non-movement area.**
 - **Contact Ground Metering on 121.675 before you pushback. ORD_M_GND will hand you off to another controller to grant pushback clearance onto a movement area**
- Read back all runway crossing and hold short instructions
- After pushback, when holdshort a movement area [Taxiway], contact ORD_M_GND on **121.675**. On initial contact, state your Callsign, Location, ATIS Phonetic.
 - Example - Southwest 1234, Holding Short V, Spot M30, with Information A
 - Example - United 1234, Holding Short A, Spot C3, with Information A

West Flow	Departure Runway	East Flow	Departure Runway
PMPKN	28R @ N5	PMPKN	09R @ SS
RAYNR	28R @ N5	RAYNR	09R @ SS
EBAKE	28R @ N5	EBAKE	09R @ SS
DUFEE	28R @ N5	DUFEE	09R @ SS
MOBLE	22L	MOBLE	10L @ DD
ACITO	22L	ACITO	10L @ DD
BACEN	22L	BACEN	10L @ DD
CMSKY	22L	CMSKY	10L @ DD
DENNT	22L	DENNT	10L @ DD

EARND	22L	EARND	10L @ DD
MYKIE	28R @ N5	MYKIE	09R @ SS
NOONY	28R @ N5	NOONY	09R @ SS
OLINN	28R @ N5	OLINN	09R @ SS
PEKUE	28R @ N5	PEKUE	10L @ DD

- Ground Metering [ORD_M_GND] will instruct you **MONITOR** Outbound Ground [ORD_O_GND]. **Do not call this controller**, they will call you and give you taxi instructions to your departing runway.
- **NOTE - Departing runways can change at any time.**



4-3. Tower

- Outbound Ground will instruct you to either **MONITOR** or **CONTACT** Tower on the following frequencies. These frequencies are subject to change depending on staffing, so please pay attention to the frequency.

West Flow	Frequency	East Flow	Frequency
28R	132.700	10L	132.700
22L	120.750	9C/9R	126.900
27C/27L	126.900		

- Tower will instruct you to Line up and Wait most of the time. Have your takeoff checklist complete as soon as possible so you are ready to go.
- Once traffic allows your departure, you will be assigned a heading to fly. Start your turn after passing 400 feet AGL (roughly 1,100 MSL). This turn is to get you going towards your first waypoint, and most importantly, to keep you separated with other departures and arrivals.
- **Maintain 5,000**
 - MDW Northbound departures cross over ORD at 6,000, and ORD arrivals are descending to 7,000 immediately overhead.
 - It is vital that you maintain 5,000 to ensure separation with these aircraft.
- Tower will instruct you to contact departure once they observe you turning, and will usually be the frequency assigned in your IFR clearance/PDC. Ensure you have this frequency pre-selected so you can just hit the switch.
- **In the event of a go around on a parallel runway, you may be assigned a different altitude or heading. These instructions are top priority to keep you separated from the other aircraft.**
 - Tower will give you instructions once separation is established.

4-4. Departure

- On initial contact, the departure controller will say “Radar contact” and any of the following
 - Nothing: Maintain 5,000 on tower assigned heading
 - Climb and maintain [Altitude]: Climb to assigned altitude on tower assigned heading
 - Climb and maintain [Altitude], turn right/left heading [Heading]: Climb to assigned altitude and turn to assigned heading.
 - Turn right/left heading [Heading]: Maintain 5,000 and turn to assigned heading
- Once traffic permits, departure will instruct you to “Proceed direct [Waypoint].”
 - Select the waypoint in your FMS and fly direct from your present position.
 - **Do not return to the original path direct from the airport.**
- Maintain 250 knots as stated above until given “Resume normal speed” by Center.

Conclusion

Thank you for reading this pilot briefing! We hope this gives you the resources to help this event go smoothly for both you and the vZAU team. If you have any questions in the moment, do not hesitate to ask your controller. We would rather you ask a question than to deviate from ATC instructions. Charts are available on Skyvector, ChartFox, Navigraph, Jeppeson, and many other sources. Events at O'Hare are some of the busiest on the network, so please be prepared. We hope you have fun during the event and can't wait to welcome you or wish you goodbye from Chicago.