

Cornfield Crossfire

11/06/20 2359-0400Z



KORD/KMDW Pilot Briefing

General Information

Welcome to the Chicago O'Hare International Airport and Chicago Midway International Airport. Thank you for flying in our FNO. This document will give you important information about flying into ORD and MDW during the FNO. Please read the briefing and become familiar with the information. Welcome to Chicago, and we hope you enjoy the FNO!

Important:

For approaches into ORD, please ensure you load the **full approach procedure** into your FMC/GPS. For approaches to runways 27R, 27L, or 28C, please **load VOGLR** as the IAF or approach transition. For runways 9L, 10C, or 10R, please **load GIBNS** as the IAF or approach transition

Pilot Resources/Sceneries

Preferred Routing:

Please use the following preferred routes when flying between ORD/MDW/DTW/CVG to reduce the chances of a reroute!

RNAV Routing

Departure	Arrival	Route
ORD	DTW	<i>RAYNR BRTMN TAAYZ PORZL RKCTY2</i>
DTW	ORD	<i>KAYLN2 SMUUV WYNDE2</i>
ORD	CVG	<i>EARND ELANR CEGRM5</i>
CVG	ORD	<i>JBNCH5 MIE BONNT VEECK5</i>
MDW	DTW	<i>LEWKE GIJ HOSSA VCTRZ2 (Altitude At or Below FL230)</i>
DTW	MDW	<i>CCOBB2 ZEGBI LEROY BAGEL PANGG3</i>
MDW	CVG	<i>EARND ELANR CEGRM5</i>
CVG	MDW	<i>JBNCH5 JBNCH OKK FISSK4</i>

Non-RNAV Routing

Departure	Arrival	Route
ORD	DTW	<i>GIJ FWA CRL</i>
DTW	ORD	<i>METRO2 HARWL ELX V100 DEERE</i>
ORD	CVG	<i>EON BVT SHB6</i>
CVG	ORD	<i>CVG5 MIE FWA OXI8</i>
MDW	DTW	<i>GIJ FWA CRL</i>
DTW	MDW	<i>METRO2 HARWL LFD GSH7</i>
MDW	CVG	<i>EON BVT SHB6</i>
CVG	MDW	<i>CVG5 MIE FWA GSH7</i>

When arriving or departing ORD/MDW from or to airports not listed above, please use the following source to reduce the chance of a route amendment.

<https://flightaware.com/statistics/ifr-route/>

Charts:

All pilots are required to have charts on board. The following are free sources for charts of the whole U.S.

<https://skyvector.com>

<https://www.airnav.com/airport/KORD>

Sceneries:

All Pilots are requested to have an updated KORD scenery. O'Hare has changed a lot in the last few years. Lots of runways and taxiways have been renumbered, changed, added, or removed. Please do the controllers and yourself a favor and pick up one of the payware, or freeware options below before your flight.

Payware:

P3d v4/v5:

Fsdreamteam: https://www.fsdreamteam.com/products_kordv2.html

Drzewiecki Design: (v4/v5, v3 and fsx):

<https://secure.simmarket.com/drzewiecki-design-chicago-airports-x-fsx-fsw-p3d.phtml>

XPlane 11:

https://store.x-plane.org/KORD--Chicago-OHare-International-Airport-v3_p_862.html

MSFS 2020:

Fsdreamteam: http://update.fsdreamteam.com/public_html/products_kordv2_msfs.html

Freeware: No time limit: Can also purchase:

P3d v4/v5 and below + FSX: http://www.drzewiecki-design.net/prodCHlads_X.htm

XPlane 11 latest gateway scenery

MSFS2020 default

Scenery Notes:

FSDreamteam Notes: V1 of this scenery is very outdated. The scenery is missing runways, and cargo ramps are on what is now a runway. **V2 is up to date. If you are using FSDreamteam, please ensure you have V2.**

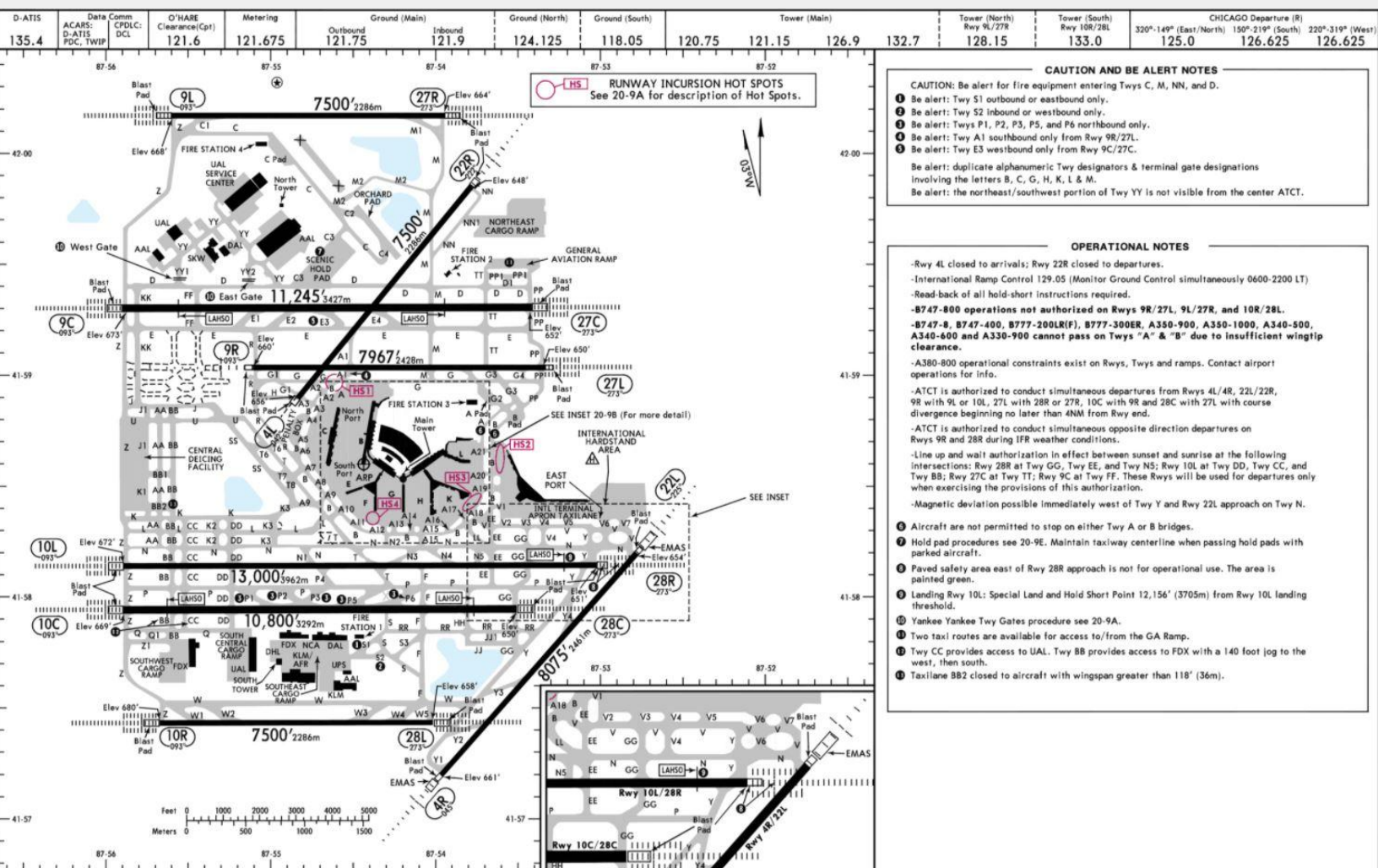
Drzewiecki Design Notes: The Drzewiecki design scenery of KORD reflects a layout of what KORD will look like in the near future. This scenery has RWY 27C/9C, which the current airport has just opened. It also lengthened RWY 9R/27L all the way out to taxiway Z. If you get Runway 9R for departure, you will be expected to take it **at** today's full length position, TWY R. **DO NOT taxi all the way down to Z**, you will takeoff **RWY 9R at intersection R**, which will be full length for others, and your controller.

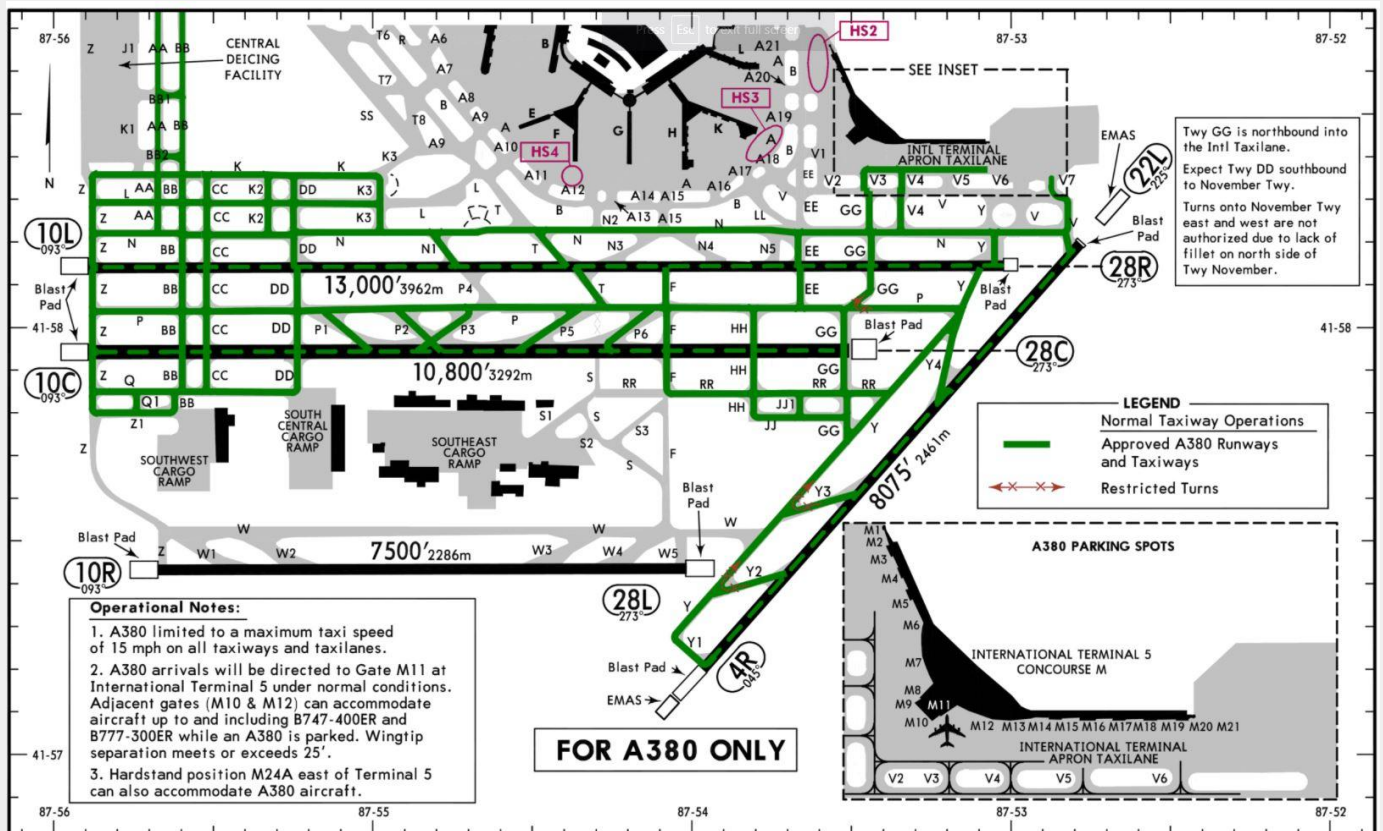
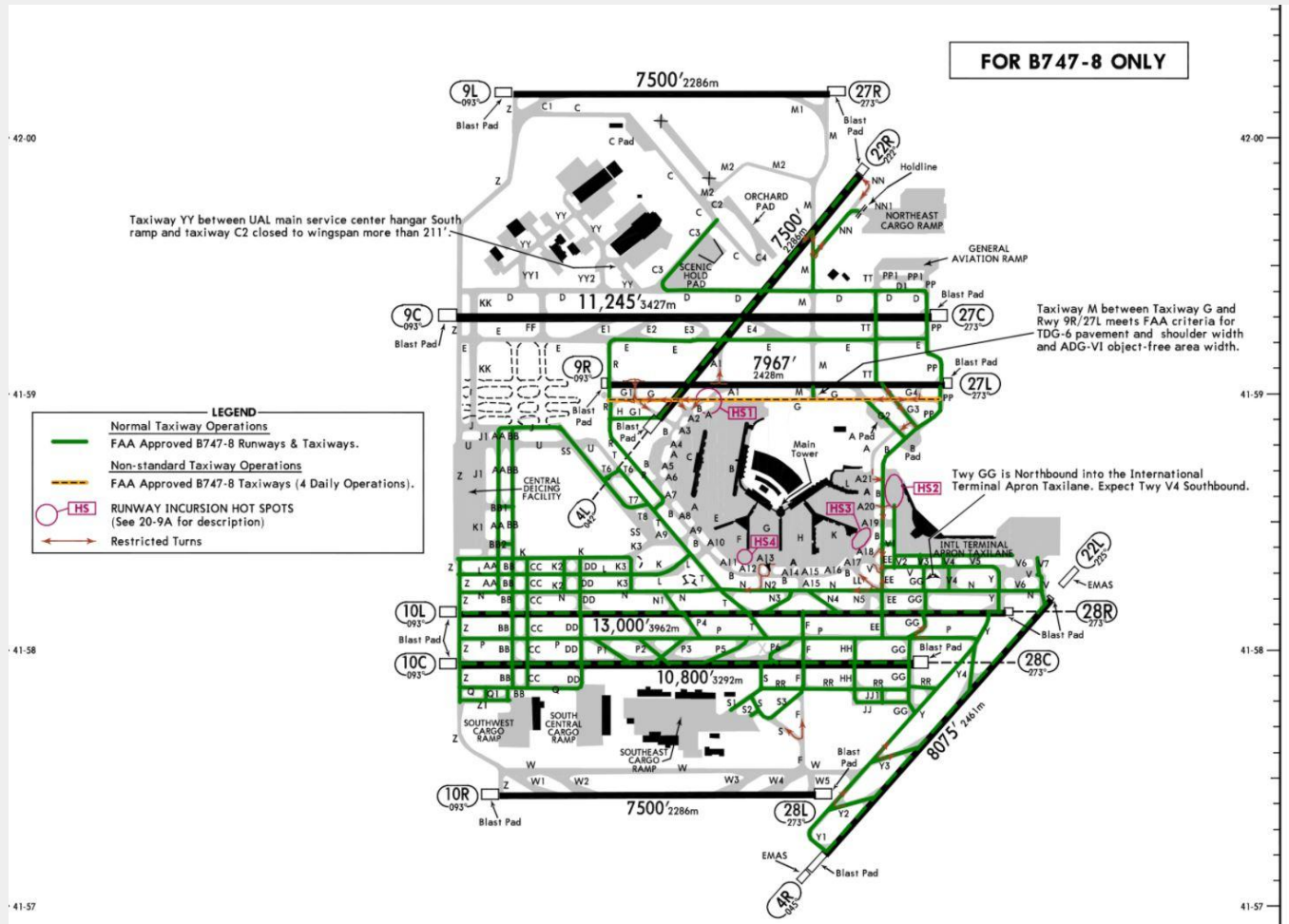
NOTE: Please download at least a free trial for scenery. The Drzewiecki Design KORD free trial has no time limit, you can use it forever. Pilots without updated scenery have reduced runway availability. This means we cannot land you, or others as quickly.. If you have outdated scenery without RWY 28C/10C, or 28L/10R (Default P3d, or FSX scenery) please put in your remarks: "ORD Scenery OOD" and expect possible delays. Please do not do this if you do not have 27C. We will not be using it at this event.

27C/9C:

Runway 27C/9C will have just opened. Due to many pilots not having the runway in their scenery, the runway will be **closed** for the duration of the event.

KORD Airport Taxi Diagrams





KORD Operations

Gate/Parking Selection

O'hare is a hub for American Airlines, United Airlines, and Atlas Airlines. It is also a focus city for many other airlines. Gate resources are listed below. In the U.S. gates are not assigned by ATC. Please know what gate you are going to by the time you land

Airline/Gate Info:

<https://www.airport-ohare.com/airlines.php>

<https://flightaware.com/live/airport/KORD>

- **United** Primarily operates out of Terminal 1, B and C gates.
- **American** Primarily operates out of Terminal 3, the H, and K gates.
- **International Carriers, British Airways, KLM, etc.** Primarily Operate out of International Terminal 5, the M gates.

For other airlines and specific gate information, see the links above.

Cargo Info:

O'hare has a total of 4 cargo ramps with the following primary users:

- Southwest Cargo: FDX
- South Central Cargo: UAL/ Multiple users
- Southeast Cargo: DHL, FDX, NCA, DAL, UPS, KLM, AAL, AFR
- Northeast Cargo: CLX, and multiple other users

FBO:

GA, corporate, and other charter operations are handled out of Signature Flight Support on the north side of the field.

Departing KORD

Clearance Delivery

The clearance delivery controller will be using Pre Departure Clearances (PDC): Please do not call for clearance unless you are not PDC capable! Upon receiving your PDC, please look over it carefully. In the event that something has changed, always follow the clearance. **No Readback is Required for a PDC:** Only contact DEL if you have questions, or are unable to follow the clearance.

SID:

- All aircraft will be cleared via the ORD 6 Departure. Please note the top altitude of 5000 feet, and the climbing and speed restrictions. You will be told to “Climb via SID” This means you must meet all the crossing restrictions, and maintain 5000 feet until cleared to a higher altitude. **You may not climb above 5000 feet without clearance!**

Speed Restriction:

- The ORD 6 Departure has the following speed restriction: “All turbojet departures in all directions: **MAINTAIN 250 Knots until advised by ATC.**”
- This speed restriction must be followed until told: “resume normal speed” this will be done by Chicago Center. Be aware that this is likely going to be kept above 10000. **Make sure to override the plane and keep the speed 250 knots until you are advised!**
- If you are unable to do this: example: Your minimum clean speed is greater than 250 knots, or you must climb slower than 250 knots you must advise ideally clearance, ground, or tower prior to departure, and let them know what that minimum clean/climb speed will be. If you forget, advise departure what the minimum clean speed will be.

Pushback and Taxi

- When ready to taxi, listen to the ATIS and contact the appropriate ground controller. Push and start is at your own discretion **unless you need a pushback onto an active taxiway, then you must call ground.**
- If Ground Metering is on (ORD_M_GND), they are the one you must call first! Otherwise, contact ORD_O_GND.
- **If you are told to monitor a frequency, switch to it and LISTEN, do not talk. The controller will call you when they are ready.**

Takeoff

- Listen carefully when on the tower frequency for instructions. Be ready to go when you are number 1. If you are not ready, advise the tower.
- If you are told to line up and wait, taxi onto the runway, position for takeoff, and hold until receiving takeoff clearance..
- When cleared for takeoff, begin the takeoff roll ASAP, you will be given a heading to fly, fly that heading after takeoff.

- Once in the air, TWR may give you additional turns!! **DO NOT** switch frequencies until the tower instructs you to contact departure. If you get to 5000 before the tower finishes turning you, and switches you to departure, **maintain 5000 until advised!** Once told to contact departure, contact the frequency you got in your clearance/PDC.

Departure/Center

- When checking in with departure, make sure you let them know your current altitude, and what you are climbing to.
Example: "Chicago Departure, AAL225 4100 climbing 5000."
- Departure will climb you, and eventually clear you direct the first fix you filed that is on the ORD5 Departure. Remember to continue **to maintain 250 knots!**
- You will eventually be told to contact Chicago Center. Check in as usual and pay special attention to his instructions. **You must maintain 250 knots until you are told to "resume normal speed"**
- You may be told something like "leaving 11000 resume normal speed." This means maintain 250 knots until passing 11000, then you can speed up.
- Listen up, and don't be afraid to ask questions if you are confused!
- The center will likely be split as follows, this is for planning purposes only and is subject to change. Do not change frequencies until told to by a controller.

Callsign:	Frequency:	Description:
CHI_26_CTR	133.2	N and NE Area, SFC-FL230
CHI_60_CTR	126.87	N and NE Area FL240+
CHI_35_CTR	134.87	S and SE Area, SFC-FL230
CHI_46_CTR	121.27	S and SE Area FL240+
CHI_51_CTR:	135.15	W and NW Area, SFC-UNL

Arrivals

- Listen carefully to your descent instructions from the center. Do not start your descent without a clearance.

- There are multiple types of descent clearances possible:

Descend via: Descend to meet all the speed and altitude requirements on the arrival.

Example: "DAL456 descend via the FYTTE5 arrival"

Cross: Cross a point at a certain altitude and/or speed.

Example: UAL24 Cross FIYER at maintain 9000, 250 knots, the ORD alt 29.92"

"N1234 Cross 30 Miles E of OBK at 4000"

Descend and maintain: Start a descent immediately

Example: SWA245 Descend and maintain FL240"

Pilot's Discretion: Start the descent at your discretion, maintain that alt.

Example: AAL2245 Descend at pilot's discretion, maintain FL240"

- Listen carefully to the approach frequency to contact, multiple will be online.
- The C90 Approach split will likely be as follows: Again, for planning purposes only, do not change frequencies unless told by ATC. This split is subject to change.

Callsign:	Frequency:	Description:
CHI_J_APP	125.7	ORD North Feeder
CHI_F_APP	124.65	ORD North Final 27R/9L
CHI_Z_APP	119.0	ORD Center Final 27L/10C
CHI_W_APP	133.62	ORD South Final 28C/10R
CHI_X_APP	135.07	ORD South Feeder
CHI_S_APP	128.2	MDW APP+DEP/South Sat's
CHI_B_DEP	125.0	ORD DEP/North Sat's

- When checking in, please report your passing altitude, what you are descending to/restriction, and the current ATIS. EX. "Chicago Approach, AAL2245 14000 to cross FYTTE at 11000 300 knots with A."
- When assigned a runway, make sure to program it correctly in the FMC **with the full approach procedure** (VOGLR or GIBNS selected as the IAF/Transition).

- If you are unable to use the runway you are assigned, advise the controller.
- **WATSN4 Arrivals:** Please select VOGLR as the initial approach fix (IAF) in your FMC, this fix may be used to get you onto the approach “UAL2254 Cross VOGLR at or above 9000, cleared ILS RWY 27L approach”. Having this fix in the FMC also ensures that you can intercept the final approach course outside the localizer service volume if you are vectored.
- **SHAIN2 Arrivals:** Please select GIBNS as the IAF in your FMC, this fix may be used to get you onto the approach like the WATSN. Having this fix in the FMC also ensures that you can intercept the final approach course outside the localizer service volume if you are vectored.
- **Remember to TURN FIRST then Reply. If you turn late, you will blow the localizer, leading to delays.**
- **Listen closely** for speed restrictions.
- If you are cleared for an approach, your speed restriction is canceled unless one is restated.
- If you are told to contact the tower at a final approach fix, ex. “AAL1 contact ORD TWR at SEIKA 120.75”, continue to monitor the approach frequency until you are at SEIKA, then switch over and check in with the tower.

KMDW

MDW will be staffed, and should overall be less busy than ORD. A few things to keep in mind at MDW:

- **Ground Metering will be in effect. All A/C at the terminal will call ground for pushback.**
- All aircraft will be cleared via the MDW5 DEP. Be aware of the top alt of 3000, **DO NOT climb above 3000 without clearance.** Also be aware of the speed restriction and follow it until told to “resume normal speed” just like at ORD.
- Take a look at the departure procedure instructions, as there are climbing and turning instructions to follow before flying the heading TWR gives you.
- Arrivals listen carefully to the runway and approach assignment.
- If MDW is arriving RWY 22L, expect the RNAV Y or RNAV X RWY 22L Approach.

Final Notes

ZAU would like to once again thank you for flying into or out of KORD or KMDW! We hope you enjoy your flight, and will be back into Chicago real soon. If you have questions, please ask! We are always happy to help!

