

# ATTENTION

## POST IMMEDIATELY

THE ATTACHED ALPA BULLETIN CONTAINS  
CRITICAL FLIGHT SAFETY OR AIRCRAFT  
OPERATION INFORMATION.

PLEASE ENSURE THAT THIS BULLETIN GETS IMMEDIATE,  
WIDE DISSEMINATION TO PILOTS WITHIN YOUR  
ORGANIZATION AND TO OTHERS AS YOU THINK  
APPROPRIATE.

Based on a previously coordinated and approved procedure, this bulletin has been sent to the following: All MECs; National Officers; ALPA Air Safety Organization; ALPA Communications Department; Air Line Pilot Magazine; NASA ASRS; E&AS Department; IFALPA Headquarters; IFALPA Regional Vice President, North America; Federal Aviation Administration; Transport Canada; Airlines for America; Regional Airline Association; Air Transport Association Canada.

Also, it is posted on ALPA's web site ([www.alpa.org](http://www.alpa.org)).

For more information contact the ALPA Engineering and Air Safety Department at 800-424-2470.

Thank you for your assistance.

## SUBJECT: Opening of Runway 10R – 28L at Chicago O’Hare Airport (ORD)

### BACKGROUND:

On October 15, 2015, new Runway 10R-28L will become operational at Chicago O’Hare (ORD). 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 (800) 424-2470.



Captain Chuck Hogeman  
Aviation Safety Chair

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