



City of Chicago  
Richard M. Daley, Mayor

Department of Aviation

Rosemarie S. Andolino  
Commissioner

Chicago O'Hare International Airport  
P.O. Box 66142  
Chicago, Illinois 60666  
(773) 686-2200  
(773) 686-8333 (TTY)

O'Hare Modernization Program  
P.O. Box 66848  
10510 W. Zemke Road  
Chicago, IL 60666  
(773) 462-7300  
(773) 462-8552 (Fax)

Chicago Midway International Airport  
5700 South Cicero Avenue  
Chicago, Illinois 60638  
(773) 838-0600  
(773) 838-0795 (TTY)

www.flychicago.com  
www.OhareModernization.org



TO: All Airline Maintenance Managers  
FROM: *Al Perez*, Managing Deputy Commissioner  
Chicago O'Hare International Airport  
DATE: February 26, 2010  
SUBJECT Aircraft Engine Run-Up Locations

As the construction for the O'Hare Modernization Program (OMP) continues, runways and taxiways at O'Hare Airport are constantly being re-designated. Accordingly, existing locations for aircraft engine run-ups have changed. Due to the nighttime airfield construction work for Runway 10C-28C, the 32L Hold Pad will no longer be available for aircraft engine run-ups. To ensure the overall safety of daily operations within the Air Operations Area, **THE 32L HOLD PAD WILL BE PERMANENTLY CLOSED FOR AIRCRAFT ENGINE RUN-UPS EFFECTIVE FEBRUARY 28, 2010.**

To provide the airlines with an alternate location for aircraft engine run-ups in the south airfield, **IT IS THE CDA'S INTENT TO REOPEN THE 10 HOLD PAD ON MARCH 1, 2010.** Therefore, all aircraft engine run-ups should be conducted at the following locations, in preferential order:

1. Ground Run-Up Enclosure (GRE)
2. 10 Hold Pad - **At the northwest corner of the hold pad and aircraft heading of 140-230 degrees**

As usual, all requests for aircraft engine run-ups in the GRE and 10 Hold Pad requires advanced approval and coordination with City's Airport Airfield Operations (OPS) and the FAA-ATCT. Each airline will still be responsible for the following items as identified in Section 4.2 of the GRE Procedures Manual:

- Contact the Chicago Department of Airport Airfield Operations for approval of run-ups (24 hours per day)
- Perform aircraft engine run-ups in accordance with the FAA-ATCT and other operating regulations
- Inspect the GRE and 10 Hold Pad for FOD and remove it prior to conducting a run-up
- Require aircraft to maintain radio contact with the FAA-ATCT at all times
- Immediately contact OPS and the FAA-ATCT if you experience a fire emergency, personnel injury, and report damage to city property
- Utilize approved fire extinguishers and hearing protection, as applicable

Additionally, there will be a "mandatory use" of a Safety Ground Observer / Fire Guard, during all aircraft engine run-ups, at any approved location outside of the GRE. The Safety Ground Observer / Fire Guard will also ensure that forward and aft of the operating engine is clear and safe within the Engine Danger Zone Area. Full Power aircraft engine run-ups require an aft safe zone of 500 feet without the use of a blast fence. Do not run an engine at full power in a congested area.

If you have any questions regarding this issue feel free to contact the City's Airport Airfield Operations at 773.686.2255.

cc: Chris Arman, Chief Operating Officer  
William Lonergan, Deputy Commissioner  
William Palivos, Deputy Commissioner  
Aaron Frame, Assistant Commissioner

