

CHICAGO O'HARE INTERNATIONAL AIRPORT

ADVANCED AIRFIELD FAMILIARIZATION MANUAL



GRAPHICS SUPPLEMENT



14 CFR PART 139.329

PREPARED BY
CITY OF CHICAGO
DEPARTMENT OF AVIATION
AIRFIELD OPERATIONS

Revision
2026-07-09

TABLE OF CONTENTS

Introduction.....	3
Summary of Changes	4
ORD Reference Map	6
ORD Frequency Area Map	7
Transponder Required Pavement.....	8
ORD Critical Areas	9
Runway Safety Areas.....	10
Runway Protection Zones.....	11
Navaid Equipment Locations.....	12
Fuel Truck Routes and Restrictions	13
ORD Gate Frequencies	14

INTRODUCTION

The Advanced Airfield Familiarization Manual was developed by the City of Chicago, Department of Aviation, Airport Airfield Operations Section (AAO). Its purpose is to implement training requirements mandated by 14 CFR 139.329, and to review important safety information relating to personnel who operate vehicles, equipment, and taxi aircraft in the movement area - runways, taxiways, and surrounding surfaces. This graphics supplement was created to accompany the Advanced Airfield Familiarization Manual. All graphics that pertain to the aircraft movement area will now be located in this supplement. The reason for this division is so the Advanced Airfield Familiarization Manual only has to be updated when content has been changed, added, or removed – instead of when taxiway or runway nomenclature has been changed.

Summary of Changes

Revision 2026-05-14	1. Content Replacement – Update for May 14, 2026 Airfield Changes
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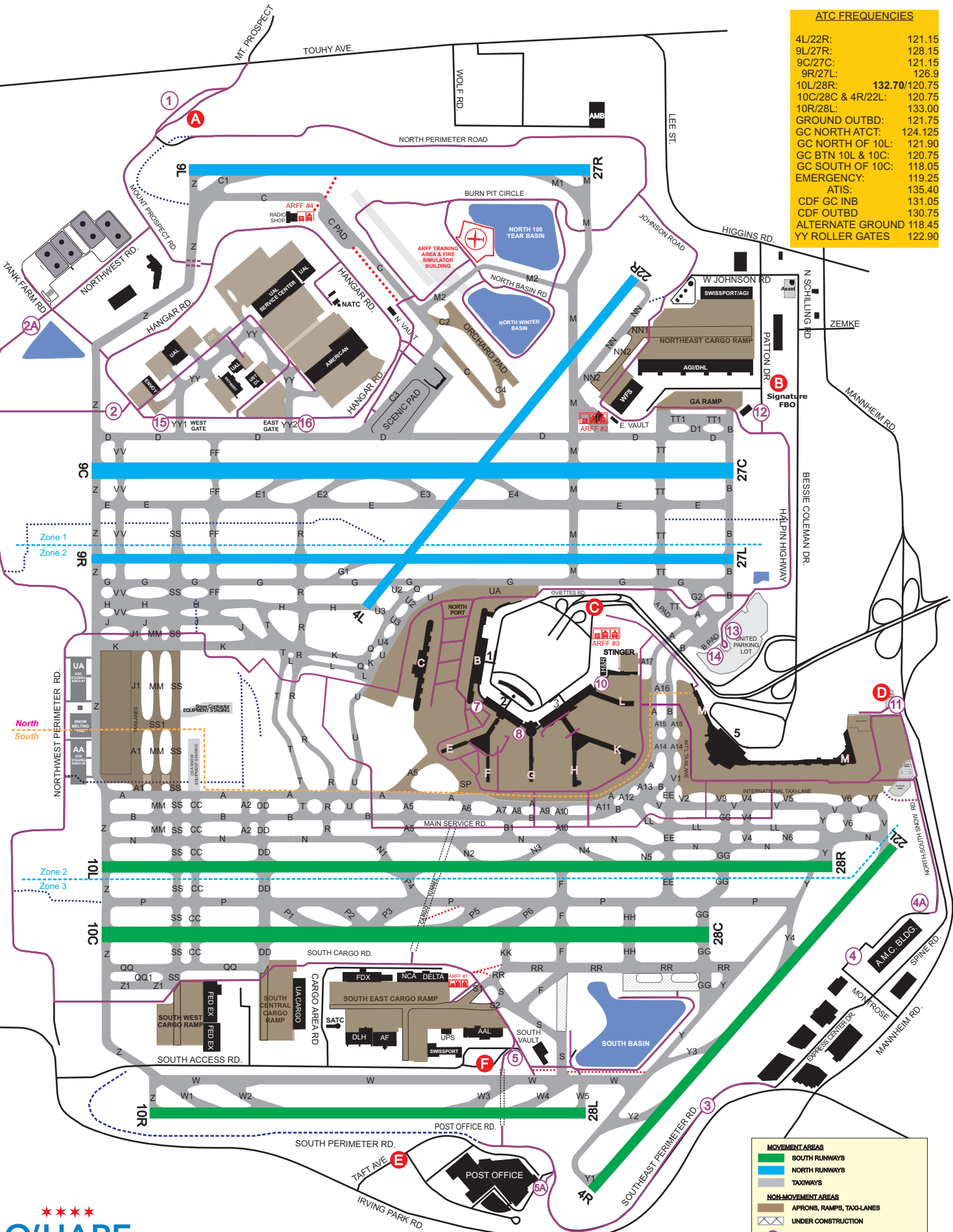
Revision 2026-07-09	1. Content Replacement – Update for July 09, 2026 Airfield Changes
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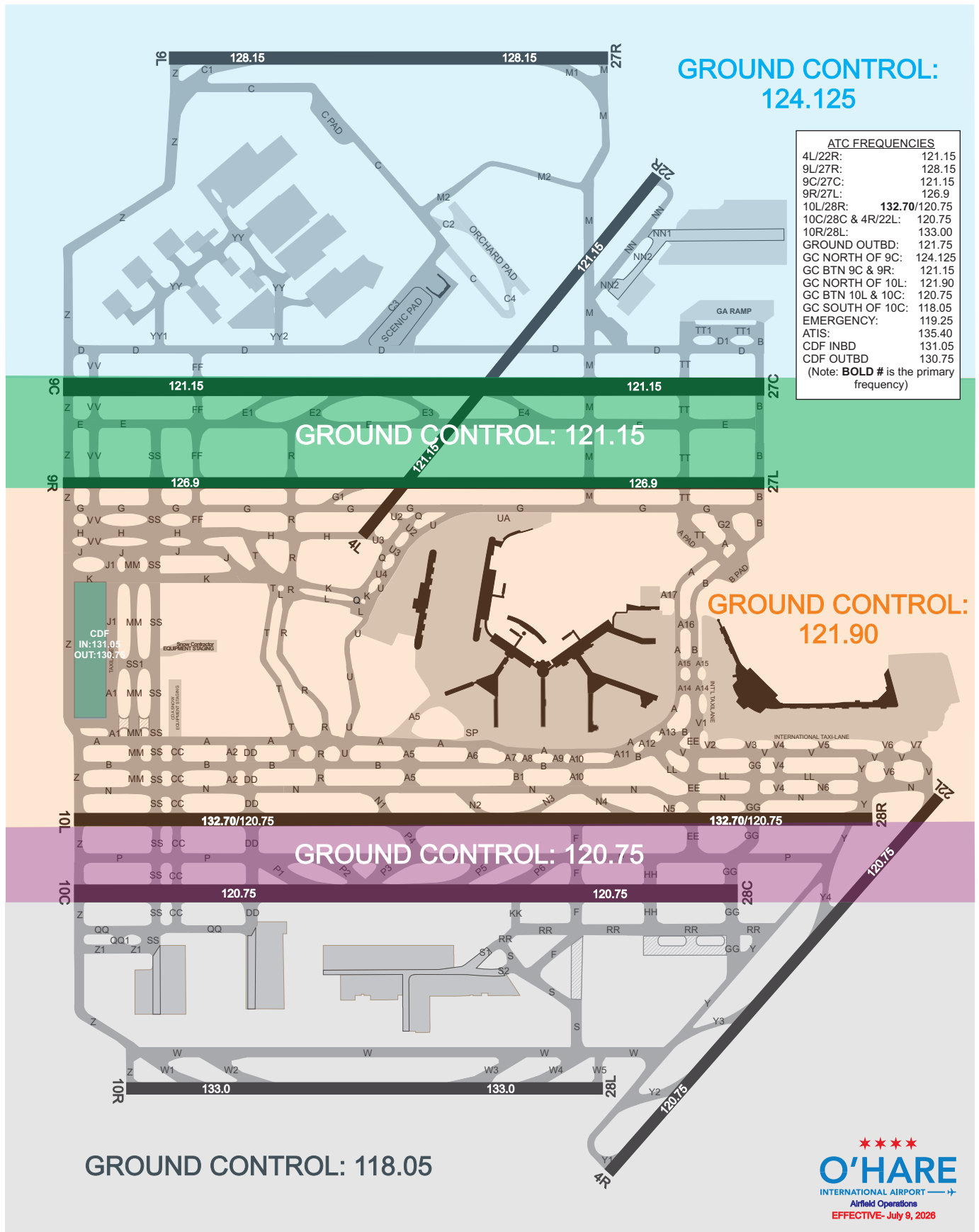
ATC FREQUENCIES

4L/22R:	121.15
9L/27R:	128.15
9C/27C:	121.15
9R/27L:	126.9
10L/28R:	132.70/120.75
10C/28C & 4R/22L:	120.75
10R/28L:	133.00
GROUND OUTBD:	121.75
GC NORTH ATCT:	124.125
GC NORTH OF 10L:	121.90
GC BTN 10L & 10C:	120.75
GC SOUTH OF 10C:	118.05
EMERGENCY:	119.25
ATIS:	135.40
CDF GC INB:	131.05
CDF OUTBD:	130.75
ALTERNATE GROUND:	118.45
YY ROLLER GATES:	122.90

- MOVEMENT AREAS**
- SOUTH RUNWAYS
 - NORTH RUNWAYS
 - TAXIWAYS
- NON-MOVEMENT AREAS**
- APRONS, RAMPS, TAXI-LANES
 - UNDER CONSTRUCTION
 - SECURITY POSTS
 - STAGING AREAS
 - SERVICE ROAD (AIRFIELD)
 - RESTRICTED ACCESS
 - RESTRICTED ACCESS: FAA & CDA SECURITY
 - PUBLIC ROADS



ORD FREQUENCY AREA MAP



Vehicles with Transponder Only

NORTH AIRFIELD PROCEDURES

All vehicles MUST HAVE AN OPERATING TRANSPONDER TO ACCESS OR DRIVE RWY 9L/27R and TWY C between TWY Z and the TWY C Hold Pad (areas in purple) when the runway and taxiways are OPEN.

If access is needed to these areas, and vehicles are not transponder equipped,
YOU MUST COORDINATE WITH AIRFIELD OPERATIONS TO CLOSE THE PAVEMENT

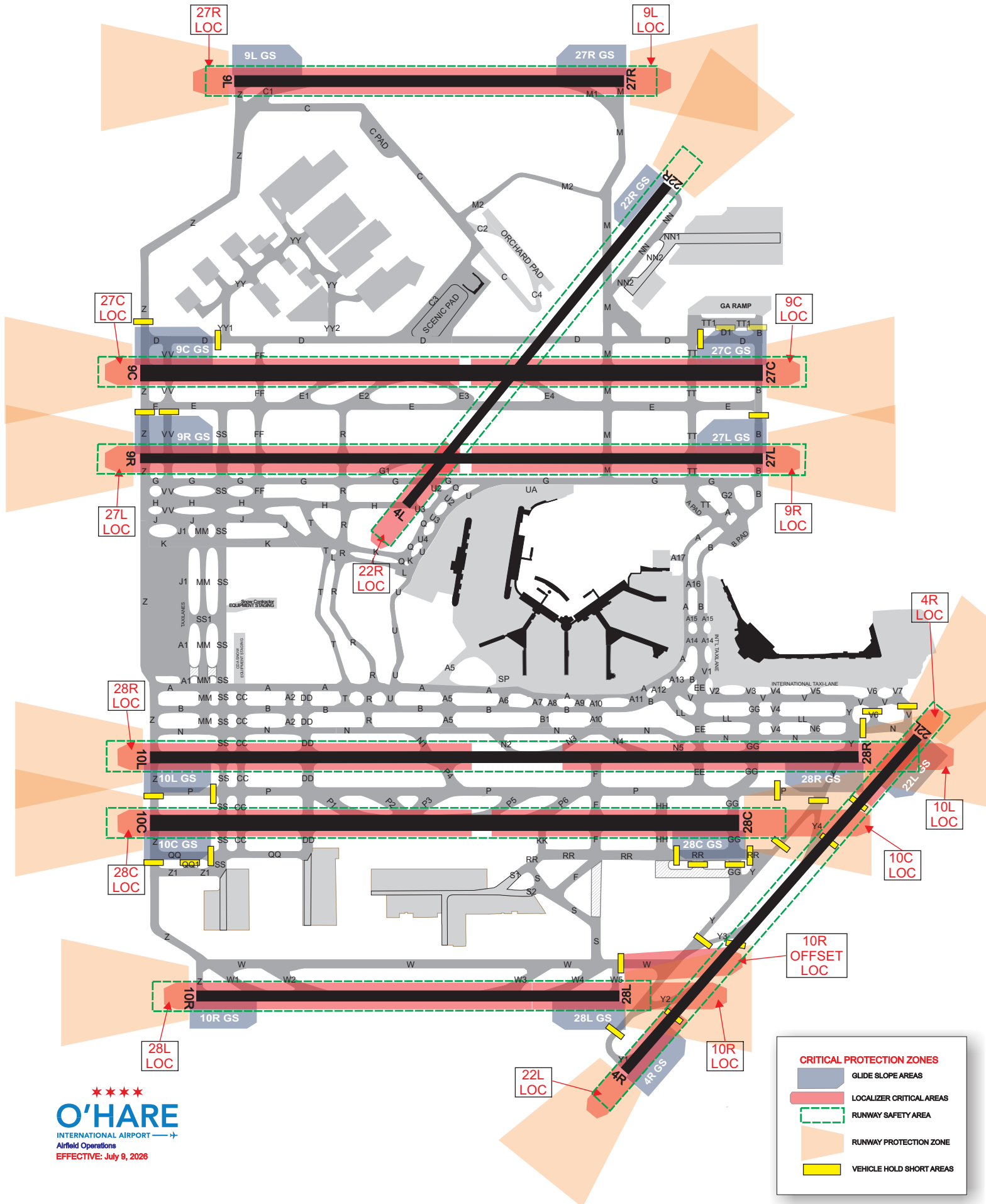


SOUTH AIRFIELD PROCEDURES

All vehicles MUST HAVE AN OPERATING TRANSPONDER TO ACCESS OR DRIVE RWY 10R/28L (areas in purple) when the runway is OPEN.

If access is needed to these areas, and vehicles are not transponder equipped,
YOU MUST COORDINATE WITH AIRFIELD OPERATIONS TO CLOSE THE PAVEMENT

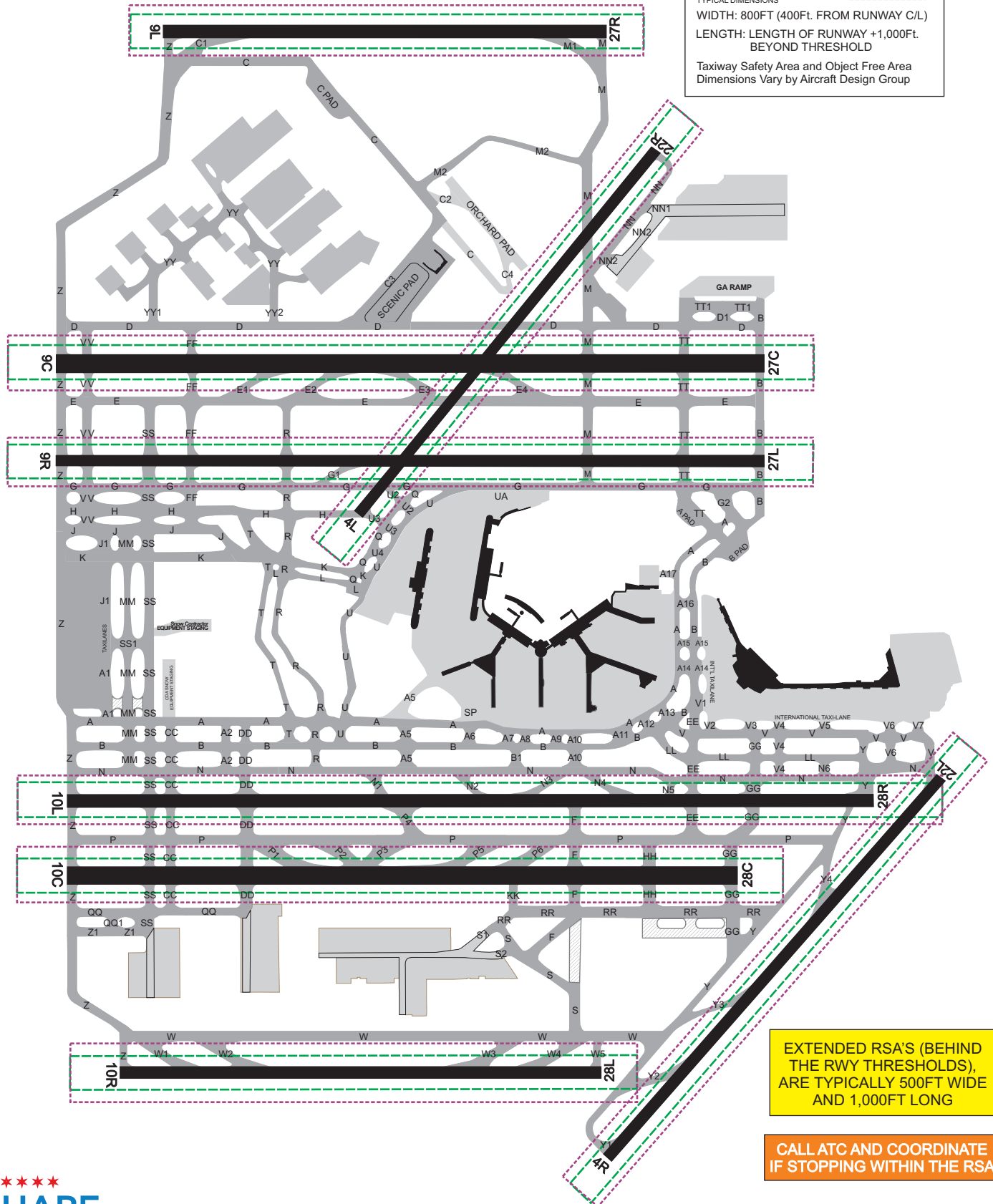
CRITICAL AREAS

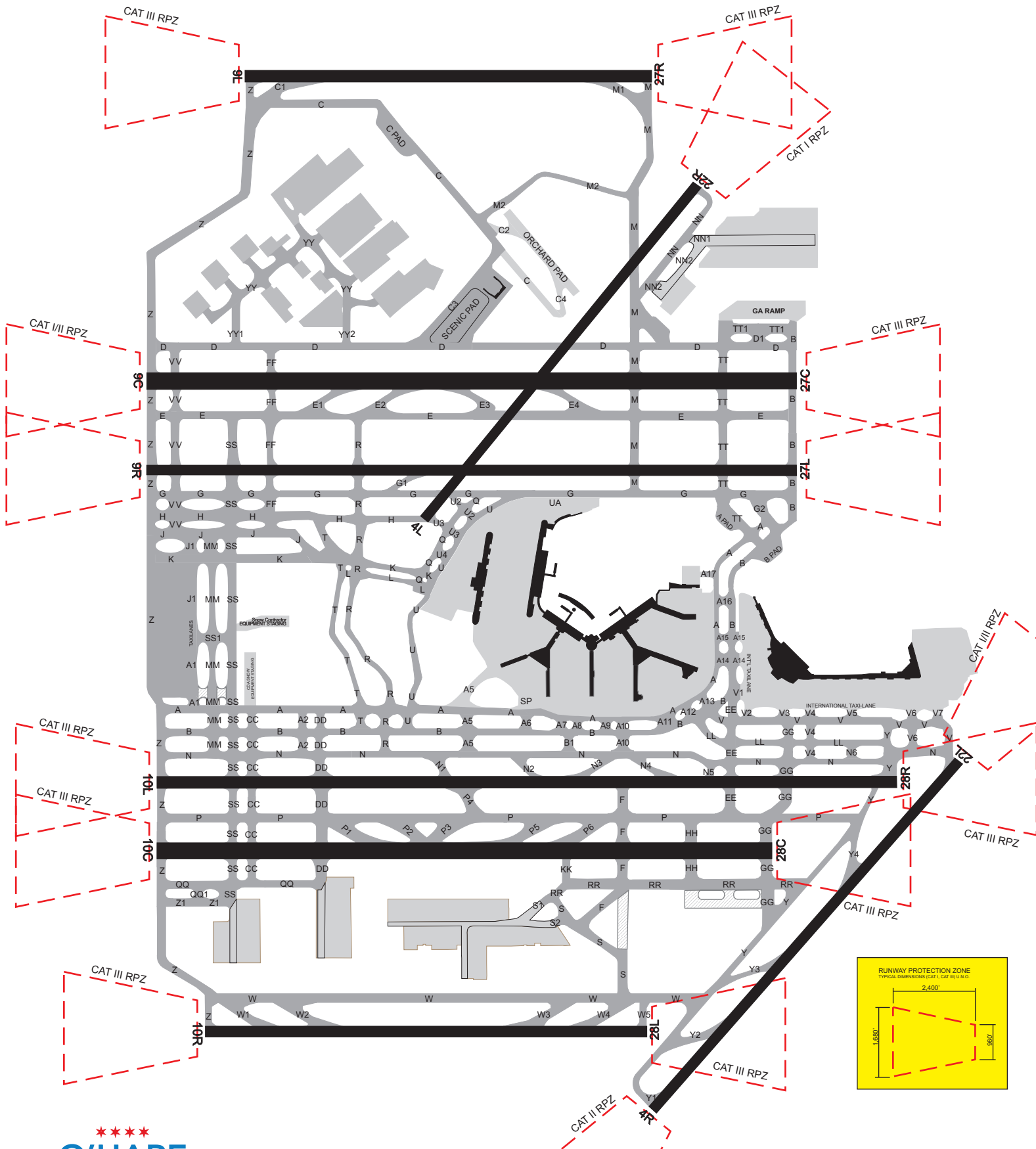


RUNWAY SAFETY AREAS 
 TYPICAL DIMENSIONS
 WIDTH: 500FT (250FT FROM RUNWAY C/L)
 LENGTH: LENGTH OF RUNWAY +1,000FT.
 BEYOND THRESHOLD

OBJECT FREE AREA 
 TYPICAL DIMENSIONS
 WIDTH: 800FT (400FT FROM RUNWAY C/L)
 LENGTH: LENGTH OF RUNWAY +1,000FT.
 BEYOND THRESHOLD

Taxiway Safety Area and Object Free Area
 Dimensions Vary by Aircraft Design Group





**AIRPORT
BEACON**

NORTH RADAR



**SOUTH
RADAR**



RADAR

RADAR



LOCALIZER



PAPI'S

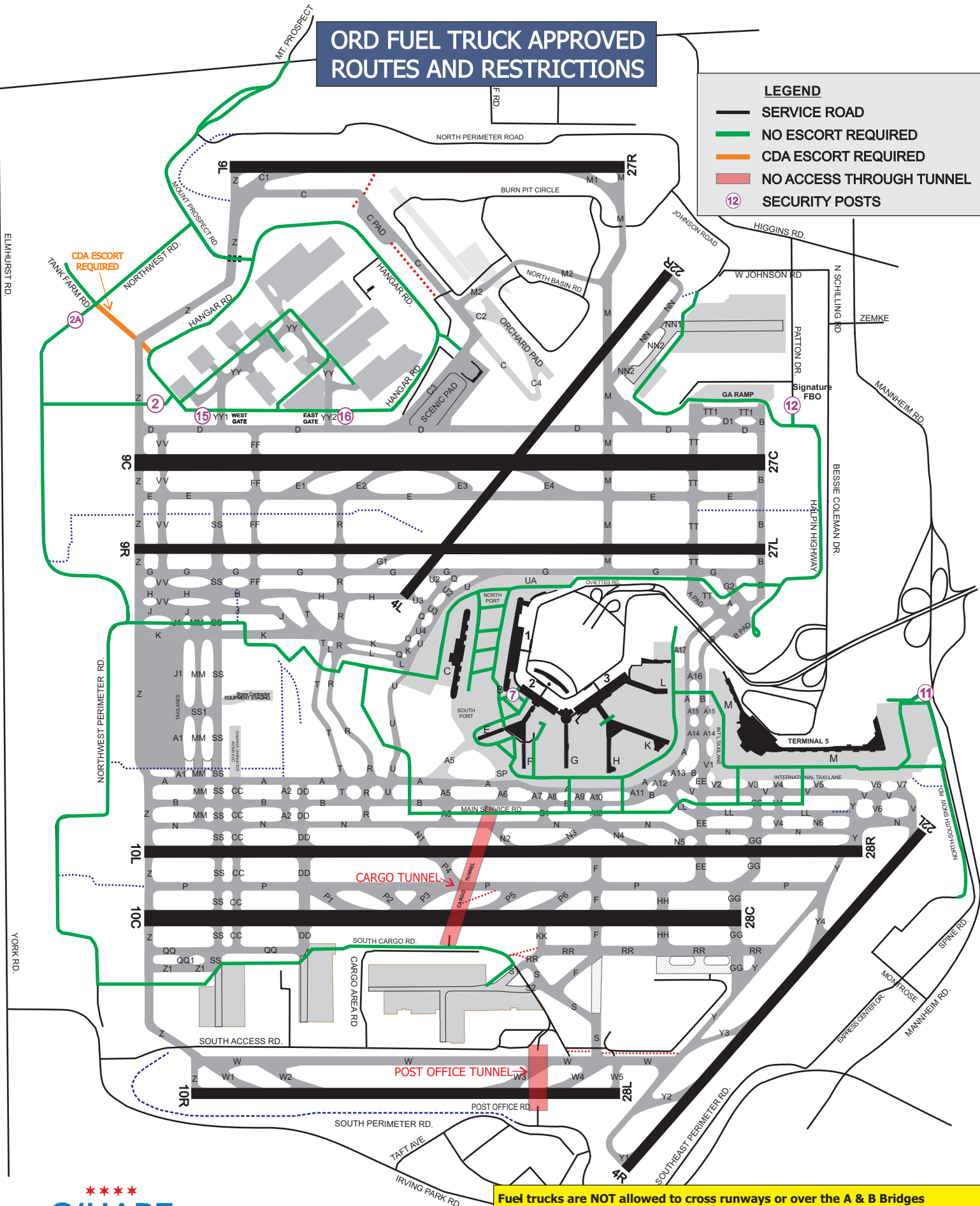


AIRPORT BEACON

ORD FUEL TRUCK APPROVED ROUTES AND RESTRICTIONS

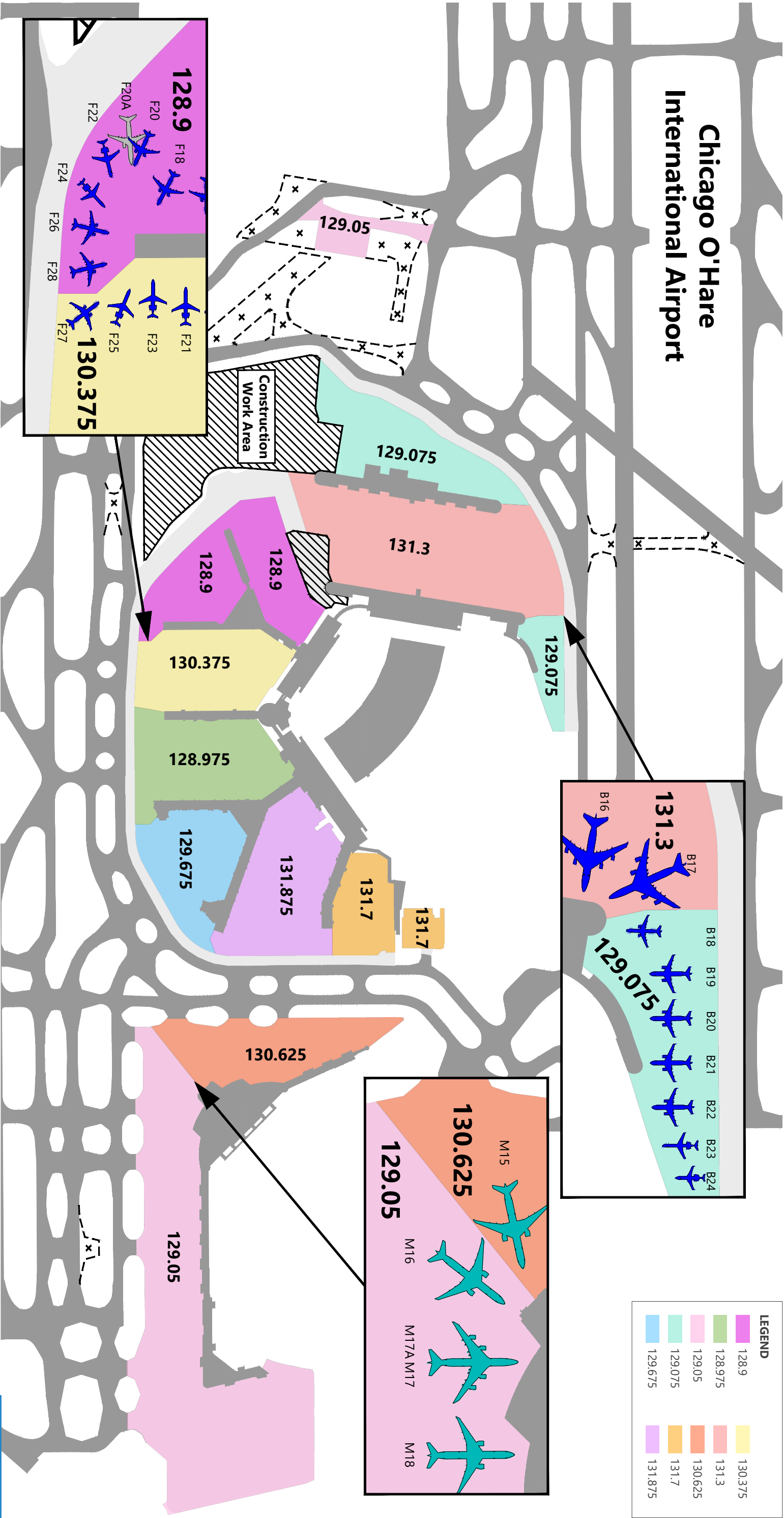
LEGEND

- SERVICE ROAD
- NO ESCORT REQUIRED
- CDA ESCORT REQUIRED
- NO ACCESS THROUGH TUNNEL
- 12 SECURITY POSTS



Fuel trucks are NOT allowed to cross runways or over the A & B Bridges
 Fuel trucks are NOT allowed through the following tunnels: cargo tunnel (under Rwy 10L/28R & 10C/28C), Post office tunnel (under Rwy 10R/28L), tunnels under the terminals.
 Fuel trucks NOT allowed through Sally Port Gates #42 & #43
 Fuel trucks are allowed to drive under Taxiway Z underpasses.

Chicago O'Hare International Airport



SOURCES: O'Hare International Airport, *Future Airport Layout Plan*, December 2022; Ricondo & Associates, Inc., December 2025 (analysis).
PREPARED BY: Ricondo & Associates, Inc., December 2025.

