

PAL-WAUKEE TWO DEPARTURE

CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS

ATIS★ 124.2
 CLNC DEL
 124.7
 GND CON
 121.7
 EXECUTIVE TOWER★
 119.9 (CTAF)
 CHICAGO DEP CON
 120.55 290.2

NO WIND						
BANK ANGLE	5°	10°	15°	20°	25°	30°
MAXIMUM TAS	70 kts	99 kts	122 kts	143 kts	162 kts	180 kts

DUBUQUE
 115.8 DBQ
 Chan 105
 N42°24.09'
 W90°42.55'
 L-28, H-5

BADGER
 116.4 BAE
 Chan 111
 N43°07.01'-W88°17.06'
 L-28, H-5

PETTY
 N42°49.64'
 W87°38.04'
 L-28

KEELER
 116.6 ELX
 Chan 113
 N42°08.66'
 W86°07.36'
 L-28, H-5-10

POLO
 111.2 PLL
 Chan 49
 N41°57.94'
 W89°31.45'
 L-28

SIMMN
 N41°58.84'
 W88°52.71'
 L-28

MUSKY
 N42°09.20'
 W86°56.23'
 L-28

UNBAR
 N42°02.90'
 W85°12.79'
 H-5-10

IOWA CITY
 116.2 IOW
 Chan 109
 N41°31.14'
 W91°36.80'
 L-28, H-5

HINCK
 N41°49.48'
 W88°40.56'
 L-28

CHICAGO O'HARE
 113.9 ORD
 Chan 86
 N41°59.26'-W87°54.29'
 H-5

GIPPER
 115.4 GIJ
 Chan 101
 N41°46.12'
 W86°19.10'
 L-28, H-5-10

BRADFORD
 114.7 BDF
 Chan 94
 N41°09.58'
 W89°35.27'
 L-27, H-5

NEWT
 N41°03.54'
 W88°04.60'
 L-27

WORDY
 N40°40.54'
 W87°38.00'
 H-5

PEOTON
 113.2 EON
 Chan 79
 N41°16.18'
 W87°47.46'
 L-28

WHEAT
 N41°09.61'
 W86°35.05'
 H-5-10

ROBERTS
 116.8 RBS
 Chan 115
 N40°34.90'-W88°09.86'
 L-27, H-5

NOTE: A turn radius of less than 5,000' is required.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to appropriate navaid/fix; maintain 3000 feet or assigned altitude. Expect clearance to requested altitude/flight level (three minutes for jet/turbo engine or five minutes for piston engines) after departure.

TAKE-OFF RUNWAY 16: Start right turn within 1 NM of departure end of runway and complete turn to assigned heading east of R-345 of the ORD VOR/DME. This will insure separation from the runway 14R final approach course at O'Hare Intl. If unable to comply, advise Executive Tower prior to take-off.

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CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS
CHICAGO EXECUTIVE (PWK)

EC-3, 22 OCT 2009 to 19 NOV 2009

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