

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
GRAPHIC DEPARTURE PROCEDURES (DP)**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

<u>DP NAME</u>	<u>NUMBER</u>	<u>DP COMPUTER CODE</u>	<u>SUPERSEDED NUMBER</u>	<u>DATED</u>	<u>EFFECTIVE DATE</u>
PAL-WAUKEE	FIVE		FOUR	01/03/2019	20 JUN 2019

<u>TYPE:</u>	<u>OBSTACLE</u>	<u>COPTER</u>	<u>SID</u>	<u>SPECIAL</u>	<u>RNAV</u>
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DP ROUTE DESCRIPTION:

TAKEOFF RWY 16: START RIGHT TURN WITHIN 1 NM OF DEPARTURE END OF RUNWAY AND COMPLETE TURN TO ASSIGNED HEADING NORTH OF R-058 OF THE DUPAGE (DPA) VOR/DME. IF UNABLE TO COMPLY, ADVISE EXECUTIVE TOWER PRIOR TO TAKE-OFF, THENCE . . .
. . . ALL AIRCRAFT WILL RECEIVE RADAR VECTORS TO APPROPRIATE NAVAID/FIX; MAINTAIN 3000 OR ASSIGNED ALTITUDE. EXPECT CLEARANCE TO REQUESTED ALTITUDE/ FLIGHT LEVEL (THREE MINUTES FOR JET/TURBO ENGINES OR FIVE MINUTES FOR PISTON ENGINES) AFTER DEPARTURE.

TRANSITION ROUTES (GRAPHIC DEPICTION ONLY):

<u>TRANSITION NAME</u>	<u>TRANSITION COMPUTER CODE</u>	<u>FROM FIX/NAVAID</u>	<u>TO FIX/NAVAID</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>MEA</u>	<u>MOCA</u>	<u>CROSSING ALTITUDE/FIXES</u>
------------------------	-------------------------------------	----------------------------	--------------------------	---------------	-----------------	------------	-------------	------------------------------------

PROCEDURAL DATA NOTES:

NOTE: RADAR REQUIRED
NOTE: A TURN RADIUS OF LESS THAN 5000 FT IS REQUIRED.

TAKEOFF MINIMUMS:

RWY 16: STANDARD

TAKEOFF OBSTACLES NOTES:

SEE FORM 8260-15A, TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP)

CONTROLLING OBSTACLES:

LOST COMMUNICATIONS PROCEDURES:

ADDITIONAL FLIGHT DATA:

REFERENCE MAGVAR: KPWK 2W EPOCH YR: 2000
CHART: TOP ALTITUDE: 3000

AIRPORTS SERVED:

<u>AIRPORT NAME</u>	<u>CITY</u>	<u>STATE</u>
CHICAGO EXECUTIVE (KPWK)	CHICAGO/PROSPECT HEIGHTS/WHEELING	IL

COMMUNICATIONS:

GND CON, CHICAGO EXECUTIVE TOWER (CTAF), CHICAGO DEP CON, ATIS, CLNC DEL.

FIXES AND/OR NAVAIDS:

BAE VOR/DME, ELX VOR/DME, GIJ VORTAC, EON VORTAC, RBS VOR/DME, BDF VORTAC, IOW VOR/DME, PLL VOR/DME, DBQ VORTAC, PETTY, MUSKY, UNBAR, WHETT, WORDY, NEWTT, HINCK, SIMMN.

QUALITY
8
CHECKED

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
GRAPHIC DEPARTURE PROCEDURES (DP)**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

<u>DP NAME</u>	<u>NUMBER</u>	<u>DP COMPUTER CODE</u>	<u>SUPERSEDED NUMBER</u>	<u>DATED</u>	<u>EFFECTIVE DATE</u>
PAL-WAUKEE	FIVE		FOUR	01/03/2019	20 JUN 2019

REMARKS:

CHART A DASHED LINE NE FROM RWY 22R OUTBOUND FROM CHICAGO-O'HARE INTL ARPT.

CHART A GRAPH TITLED "NO WIND" WITH BANK ANGLE AND MAXIMUM TRUE AIRSPEED AS FOLLOWS: 5 DEG - 70 KNOTS, 10 DEG - 99 KNOTS, 15 DEG - 122 KNOTS, 20 DEG - 143 KNOTS, 25 DEG - 162 KNOTS AND 30 DEG - 180 KNOTS.

ABBREVIATED AMENDMENT.

FLIGHT INSPECTED BY:

OFFICE SYMBOL:

DATE:

DEVELOPED BY:

WILLIAM HANBY

WILLIAM JOSEPH HANBY JR Digitally signed by WILLIAM JOSEPH HANBY JR
Date: 2018.11.29 17:02:45 -06'00'

OFFICE SYMBOL:

DATE:

AJV-5422

11/29/2018

APPROVED BY:

JULIE MORGAN

OFFICE SYMBOL:

DATE:

AJV-5420

REQUIRED EFFECTIVE DATE:

ROUTINE

COORDINATED WITH:

A4A	ALPA	AOPA	APA	HAI	NBAA
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

OTHER:

PWK ATCT, ORD APP CON, ORD DEP CON, AMGR.

CHANGES - REASONS:

1. CHANGED DEPARTURE ROUTE DESCRIPTION FROM "RWY 16: START RIGHT TURN WITHIN 1 NM OF DEPARTURE END OF RUNWAY AND COMPLETE TURN TO ASSIGNED HEADING EAST OF R-333 OF THE CHICAGO HEIGHTS (CGT) VORTAC. IF UNABLE TO COMPLY, ADVISE EXECUTIVE TOWER PRIOR TO TAKE-OFF." TO "START RIGHT TURN WITHIN 1 NM OF DEPARTURE END OF RUNWAY AND COMPLETE TURN TO ASSIGNED HEADING NORTH OF R-058 OF THE DUPAGE (DPA) VOR/DME. IF UNABLE TO COMPLY, ADVISE EXECUTIVE TOWER PRIOR TO TAKE-OFF." - CGT VORTAC REMOVED/REPLACED PER ATC/FPT.
2. ADDED A4A AND APA TO COORDINATED WITH - KPWA SUPPORTS SCHEDULED AIR CARRIERS AND AMERICAN AIRLINES AS A RELIEF AIRPORT FOR CHICAGO O'HARE INTL IAW FAAO 8260.19, CHAPTER 8.
3. CHANGED "ORO APP CON" TO "ORD APP CON" AND ADDED ORD DEP CON TO COORDINATED WITH OTHER.
4. CHANGED COMMUNICATIONS FROM "CHICAGO EXECUTIVE TOWER, (CTAF) CHICAGO DEP CON" TO "CHICAGO EXECUTIVE TOWER (CTAF), CHICAGO DEP CON".
5. REMOVED "EXPECT RADAR VECTORS" FROM THE DP ROUTE DESCRIPTION AND REPLACED WITH "WILL RECEIVE RADAR VECTORS" - PER FAAO 8260.46, CHAPTER 1.
6. REMOVED "CHART T SYMBOL" FROM PROCEDURAL DATA NOTES - NOT REQUIRED DOCUMENTATION PER FAAO 8260.46, CHAPTER 2.

