O'HARE FIVE DEPARTURE
CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

TOP ALTITUDE: 5000

SPECIAL INSTRUCTIONS: For appropriate departure control frequency, see graphic. Use frequency depicted within the sector where first navaid/fix for your route is located (sectors indicated by dashed lines; frequencies in dashed box within).

NOTE: All turbo-jet departures in all directions, maintain 250K until advised by ATC.

CLNC DEL 121.6 CPDLC

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

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

CHICAGO DEP CON WEST 126.625 327.075

DUPAGE 108.4 DPA Chan 21 N41°53.42' W88°21.01' L-28

MYKIE N42°09.80' W88°48.51' L-28, H-5

ALL DME Equipped Aircraft Cross 4000

RAYNR N42°18.66' W87°49.55' L-28, H-5

PETTY N42°49.64' W87°38.04' L-28

GCO 8.5

GCO 5.5

CHICAGO Chan 19 (Y) GCO (108.25) N41°59.65' W87°54.14'

PMPKN N42°18.55' W87°56.03' L-28, H-5

CHICAGO DEP CON EAST/NORTH 125.0 337.4

EBAKE N42°16.76' W87°03.80' L-28

DUFEE N42°06.75' W87°03.80' L-28

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

NOONY N42°02.80' W88°48.51' L-28, H-5

SIMMN N41°58.84' W88°52.71' L-28

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

PEKUE N41°47.79' W88°48.51' L-28, H-5

OLINN N41°54.80' W88°48.51' L-28, H-5

ALL DME Equipped Aircraft Cross 3000

R-093

Non-DME Procedures (assigned 120° CW 220°) Cross 4000

BACEN N41°24.40' W88°01.78' L-28, H-5

DENNT N41°25.15' W87°43.48' L-28, H-5

MOBLE N41°56.73' W87°03.80' L-28

GIPPER 115.4 GIJ Chan 101 N41°46.12'-W86°19.11' L-28, H-5-10

ACITO N41°23.92' W88°11.00' L-28, H-5

EARND N41°25.52' W87°34.33' L-28, H-5

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

CMSKY N41°24.78' W87°52.63' L-28, H-5

CHICAGO DEP CON SOUTH 126.625 327.075

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

N

TAKEOFF MINIMUMS

Rwys 4L/R, 9L/R, 10L/C/R, 22L/R: Standard.
Rwy 27L: Standard with minimum climb of 205' per NM to 1700.
Rwy 27R: Standard with minimum climb of 220' per NM to 1700.
Rwy 28C: Standard with minimum climb of 220' per NM to 1700.
Rwy 28L: Standard with minimum climb of 210' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.
Rwy 28R: Standard with minimum climb of 225' per NM to 1700.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.
NOTE: Chart not to scale.