O'HARE FIVE DEPARTURE

03JAN19

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

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

CHICAGO DEP CON
EAST/NORTH
125.0 337.4

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

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

GCO (8.5)

GCO (5.5)

PMPKN
N42°18.55'
W87°56.03'
L-28, H-5

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

OLINN
N41°54.80'
W88°48.51'
L-28, H-5

PEKUE
N41°47.79'
W88°48.51'
L-28, H-5

ALL DME Equipped Aircraft Cross 3000

BACEN
N41°24.40'
W88°01.78'
L-28, H-5

EARND
N41°25.52'
W87°34.33'
L-28, H-5

MOBLE
N41°56.73'
W87°03.80'
L-28

N

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

DENNT
N41°25.15'
W87°43.48'
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

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.

20198

AL-166 (FAA)

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