

MIDWAY FIVE DEPARTURE

AL-81 (FAA)

CHICAGO MIDWAY INTL (MDW)
CHICAGO, ILLINOIS

D-ATIS 132.75
 CLNC DEL 124.625
 CPDLC
 GND CON 121.65
 MIDWAY TOWER 135.2 269.125
 CHICAGO DEP CON 128.2 353.875

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

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

**TOP ALTITUDE:
3000**

TAKEOFF MINIMUMS
 Rwys 4L/R, 13C/L, 22L/R, 31C/R: Standard.

SIMMN N41°58.84' W88°52.71'
 L-28

PEKUE

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

LOCALIZER 109.9 I-MXT
 Chan 36

ACITO

BACEN

CMSKY

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

NOTE: Chart not to scale.

NOTE: RADAR required.

NOTE: All Turbo-Jet departures, in all directions, accelerate to 250K immediately upon entering or outside the lateral confines of ORD Class B airspace, then maintain 250K until advised by ATC.

RAYNR

PMPKN

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

PETTY N42°49.64' W87°38.04'
 L-28

LOCALIZER 109.9 I-MDW
 Chan 36

LEWKE

EARND

DENNT

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

DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT:

- TAKEOFF RUNWAYS 4L/R: Assigned headings 360° (CW) through 080°, climbing right turn to 2400 heading 100° before proceeding on course, thence. . . .
- TAKEOFF RUNWAYS 13C/13L: Climb heading 138° to 1500 before turning, thence. . . .
- TAKEOFF RUNWAYS 22L/22R: Climb heading 227° to 1300 before turning, thence. . . .
- TAKEOFF RUNWAYS 31C/31R: Climb heading 318° to 1500 before turning, thence. . . .

DME EQUIPPED AIRCRAFT: Complete initially assigned turn within 4 DME (I-MXT when Rwy 31C in use, I-MDW when Rwy 13C in use). Maintain 3000 or assigned lower altitude, thence. . . .

NON-DME EQUIPPED AIRCRAFT: Complete initially assigned turn south of DPA R-096, maintain 3000 or assigned lower altitude, thence. . . .

. . . .expect RADAR vectors to first enroute fix. Expect clearance to requested altitude/flight level 10 (ten) minutes after departure.

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