

## Know Before You Go

This information is subject to change. Not for navigation or legal pre-flight action.



[View the FAA's From the Flight Deck video](#) to see actual KPWK airport runway approach and taxiway footage combined with diagrams and visual graphics to clearly identify hot spots and other safety-sensitive items.

**Chicago Executive Airport (KPWK)** is a medium sized, primarily business, and general aviation airport located seven miles north of Chicago O'Hare International Airport. Pilots should be aware that it has its own Class Delta airspace, which underlies the Class Bravo airspace around O'Hare. Due to the airspace design and the proximity to O'Hare, all IFR approaches conducted to Chicago Executive are to runway one six, circle to land if necessary.

KPWK Tower Administrative Office

Business Phone 847-229-6000

0800L to 1630L M-F

- ✓ KPWK is in Class D airspace which underlies KORD Class B airspace.
- ✓ Due to airspace design and proximity to KORD, all IFR approaches to KPWK are to RWY 16 with circle to land if necessary.
- ✓ Pay close attention to IFR cancellation instructions on the ATIS.
- ✓ VFR arrivals from the north are asked to remain west of the railroad tracks that parallel RWY 16/34 located just west of the airport.
- ✓ KPWK consists of three intersecting RWYs that intersect in two spots on each RWY.
- ✓ All RWYs intersect at the south end of the airport.
- ✓ 3 FBOs and numerous private hangars and businesses are located around the perimeter of the airport.
- ✓ When landing to the north a wrong surface landing exists because pilots will confuse RWY 30 and RWY 34 because they may line up on the first runway that they see.
- ✓ RWY 34 and RWY 30 are almost the same length, but RWY 34 is twice as wide.
- ✓ HS 1 is a large expanse of concrete located at the intersection of TWY K, C, E and RWY 06/24. There is the risk of missing the Hold Short Line for RWY 06/24 at this intersection.
- ✓ At HS-2, the RWY 06/24 Hold Short Line is located in a way that aircraft, on TWY D, may have to stop prior to making the turn onto TWY L.
- ✓ When in doubt, hold short and ask ATC.
- ✓ In some cases, the hold short line is at the edge of the ramp. Pilots must have the proper clearance prior to exiting the ramp area.
- ✓ When proceeding from the parking area between RWY 24 and RWY 30 (on the east side of the airport), pilots must be aware that when taxiing to RWY 24 via TWY B, the Hold Short Line is located well back from the approach end of RWY 24 to protect aircraft on final approach to that RWY. This is due to the angle between TWY B and RWY 24. For clarity, refer to the airport diagram.



## Airspace

The **airspace** at KPWK is **Class D** with a ceiling up to but not including 3000' MSL. KPWK underlies Chicago Class B airspace. (Refer to Sectional Chart)

### Class D Airspace Requirements (CFR §91.129 and AIM 3-1-4; 3-2-5):

- Visibility 3 statute miles
- Distance from Clouds 500 feet below | 1,000 feet above | 2,000 feet horizontal
- Communications Establish communications (controller response)
- Pilot No special certification required.
- Equipment Two-way radio

### Class B Airspace Requirements (CFR §91.131 and AIM 3-1-4; 3-2-3)

- Visibility 3 statute miles
- Distance from Clouds Clear of clouds.
- Communications Must obtain ATC clearance prior to entering/departing.
- Pilot Private Pilot Certificate (see AIM for alt requirements)
- Equipment Two-way radio, operable transponder with automatic altitude reporting and ADS-B Out.

## Cautions

### Hot Spots

- HS 1** TWY E, TWY K, and TWY C complex intersection in close proximity of RWYs.
- HS 2** TWY intersection in close proximity of RWY 06.

### Departure

- ✓ Verify proper heading prior to starting takeoff roll on all intersection departures.
- ✓ For CABAA Visual Departure see [EC 20231130.pdf \(faa.gov\)](#)

### Landing See [Arrival Alert Notices \(AAN\)](#)

- ✓ Wrong surface landing risk.
- ✓ Circling east for right traffic RWY 34, aircraft have often misaligned with RWY 30.
- ✓ 1900 ft Bravo Airspace shelves when circling to RWY 34.
- ✓ Please use all available resources to verify that you are lined up for the surface that you have been cleared to land on. If you are unsure, ask the controller for assistance.
- ✓ Land and hold-Short Operations (LAHSO) possible on RWY 16.

### Surface Risk – Movement Area

- ✓ RWY guard lights are not available at all RWY/TWY intersections.
- ✓ Aircraft traversing NE hangars enter on TWY Q and exit on TWY P.



- ✓ Taxilane P – TWR view partially obstructed by hangars and trees.
- ✓ Taxilane Q and NE Hangars – TWR view partially obstructed by buildings and trees.
- ✓ TWY T and SW Hangars – TWR view partially obstructed by hangars.
- ✓ Aircraft traversing NE Hangars, enter on TWY Q and exit on TWY P.
- ✓ RWY 34 hold pad: align aircraft at 190 degrees while waiting for takeoff or doing run-ups.

#### **Additional Cautions**

- ✓ If ever in doubt about your position or your instructions, ask the TWR.
- ✓ Pyrotechnics wildlife laser bird control in use.
- ✓ Numerous cranes in vicinity of the airport.

### **Communications**

KPWK Tower (TWR) operates from: 0600L-2200L M-F, 0700L-2200L Sat/Sun. When TWR is closed:

- ✓ The airspace becomes Class E
- ✓ Use CTAF 119.9
- ✓ IFR Clearances are obtained from Chicago Approach on 124.7
- ✓ All IFR plans issued by tower are void at the time of tower closing.
- ✓ Use CTAF to control Runway lighting when TWR is closed.

### **From the KPWK Control Tower**

**Local information that your KPWK TWR controllers want you to know.**

#### **General**

- ✓ Please be prepared for an imminent departure if/when you are placed in "lineup-and-wait".

#### **Traffic Patterns**

- ✓ When making right traffic on RWY 16, use caution for the Class Bravo airspace when in the right crosswind.

#### **Ground**

- ✓ Taxiway Delta terminates at Taxiway Alpha in the southbound direction. Pilots should use caution not to miss Taxiway Alpha as the pavement continues and becomes a service road.
- ✓ If ever in doubt about your position or your instructions, ask the TWR.
- ✓ Please ensure you are ready to begin taxi after receiving instructions due to limited taxi routes and multiple runway crossings.

**Takeoff/Departure**

- ✓ When departing runway 16, be prepared to begin your initial turn within 1/2 mile of the departure end of the runway to avoid KORD's Class Bravo airspace.

**Arrival/Landing**

- ✓ Please use all available resources to verify that you are lined up for the surface that you have been cleared to land on.
- ✓ If you are unsure, ask the controller for assistance.

**Avoidance Areas**

- ✓ VFR departures exiting the airspace to the North or Northwest should avoid the final approach for Runway 16 by executing the turn when altitude/safety permits.

**Additional Information for KPWK**

- ✓ RWY 06/24 and RWY 12/30 have displaced thresholds.
- ✓ No runways have an over-run.
- ✓ RWY 16 and RWY 34 have an EMAS Arresting Gear System.
- ✓ Noise sensitive area north and south of the airport.
- ✓ See Chart Supplement for maintenance run-up procedures.
- ✓ Numerous cranes in vicinity of airport.
- ✓ For listing of obstructions to TWR's view see Chart Supplement
- ✓ See Chart Supplement for US Customs procedures and contact information.
- ✓ See Special Notices – CABAA Visual Departure Chicago Executive Airport.

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