


## 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'  
I-28

IOWA CITY  
116.2 IOW  $\ddot{\text{---}}$   
Chan 109  
N41°31.14'  
W91°36.80'  
I-28, H-5

**TOP ALTITUDE:**  
3000

SIMMN  
N41°58.84'  
W88°52.71'  
L-28

PEKUE


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

RAYNR


PMPKN

PETTY  
N42°49.64'  
△ W87°38.04'  
L-28

DUPAGE  
108.4 DPA  $\ddot{::}::$   
Chan 21  
N41°53.42' - W88°21.01'  
L-28

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

LOCALIZER 109.9  
I-MXT  
Chan 36

LOCALIZER 109.9  
I-MDW   
Chan 36

2400


►

ACITO

BACFN

CMSKY

PEOTONE  
113.2 EON  $\frac{1}{2}$  - -  
Chan 79  
N41°16.18' - W87°47.46'  
I-28

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

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.

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

NOTE: Chart not to scale.

## 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.