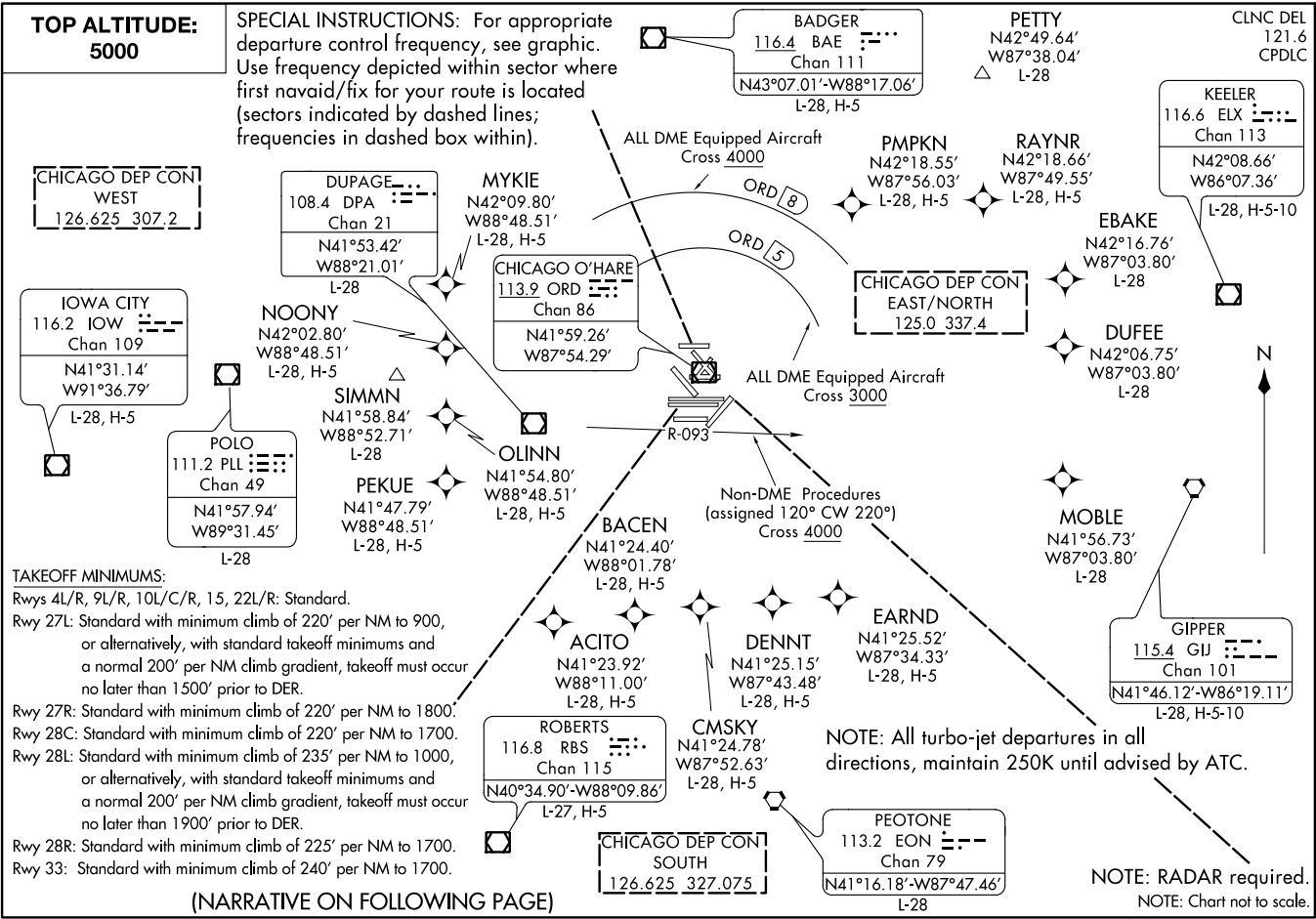


O'HARE THREE DEPARTURE
(ORD3.ORD) 120CT17

(ORD3.ORD) 17285
AL-166 (FAA)



TOP ALTITUDE:
5000

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

CHICAGO DEP CON WEST
126.625 307.2

IOWA CITY
116.2 IOW
Chan 109
N41°31.14'
W91°36.79'
L-28, H-5

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

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

NOONY
N42°02.80'
W88°48.51'
L-28, H-5

SIMMON
N41°58.84'
W88°52.71'
L-28

PEKUE
N41°47.79'
W88°48.51'
L-28, H-5

CHICAGO O'HARE
113.9 ORD
Chan 86
N41°59.26'
W87°54.29'

OLINN
N41°54.80'
W88°48.51'
L-28, H-5

BACEN
N41°24.40'
W88°01.78'
L-28, H-5

ACITO
N41°23.92'
W88°11.00'
L-28, H-5

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

CHICAGO DEP CON SOUTH
126.625 327.075

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

PMPKN
N42°18.55'
W87°56.03'
L-28, H-5

PETTY
N42°49.64'
W87°38.04'
L-28

RAYNR
N42°18.66'
W87°49.55'
L-28, H-5

CHICAGO DEP CON EAST/NORTH
125.0 337.4

EBACE
N42°16.76'
W87°03.80'
L-28

DUFFEE
N42°06.75'
W87°03.80'
L-28

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

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

DENNT
N41°25.15'
W87°43.48'
L-28, H-5

EARND
N41°25.52'
W87°34.33'
L-28, H-5

CMSKY
N41°24.78'
W87°52.63'
L-28, H-5

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

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

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

TAKEOFF MINIMUMS:
Rwys 4L/R, 9L/R, 10L/C/R, 15, 22L/R: Standard.
Rwy 27L: Standard with minimum climb of 220' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.
Rwy 27R: Standard with minimum climb of 220' per NM to 1800'.
Rwy 28C: Standard with minimum climb of 220' per NM to 1700'.
Rwy 28L: Standard with minimum climb of 235' per NM to 1000, 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'.
Rwy 33: Standard with minimum climb of 240' per NM to 1700'.

(NARRATIVE ON FOLLOWING PAGE)

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

O'HARE THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT: Expect RADAR vectors to first enroute navaid/fix.

Expect clearance to requested altitude/flight level ten minutes after departure.

ALL DME EQUIPPED AIRCRAFT: Cross 5 DME arc of ORD VOR/DME

at or above 3000 MSL, cross 8 DME arc of ORD VOR/DME at or above 4000, maintain 5000 or assigned altitude. If unable to comply advise ATC as soon as possible prior to departure.

NON-DME PROCEDURES: Aircraft initially assigned heading 120 CW 220, cross DPA VOR/DME R-093 at or above 4000, maintain 5000 or assigned altitude. If unable to comply advise ATC as soon as possible prior to departure.

EC-3, 09 NOV 2017 to 07 DEC 2017

EC-3, 09 NOV 2017 to 07 DEC 2017