

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

CHICAGO DEP CON
EAST/NORTH
128.575 351.675



SPECIAL INSTRUCTIONS:
ATTENTION PILOTS:

When departing parallel runways simultaneously, expect to initially fly runway heading on departure. Pilots must readback directions of subsequent turns as instructed by ATC.

EBAKE DUFEE MOBLE 

GIPPER
115.4 GIJ ::--
Chan 101

PEOTONE
113.2 EON $\dot{=}$ -
Chan 79

 BADGER
116.4 BAE 
Chan 111

ROBERTS
116.8 RBS 
Chan 115

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).

DUPAGE
114.55 DPA
Chan 92(Y)


CHICAGO
Chan 19(Y)
GCO $\equiv \cdot \cdot \cdot$
(108.25)

CHICAGO DEP CON
SOUTH
126.625 327.075

TOP ALTITUDE:
5000

RADAR required. DME required.

CHICAGO DEP CON
WEST
126.625 327.075

IOWA CITY
116.2 IOW 
Chan 109

TAKEOFF MINIMUMS

Rwy 22R: NA - ATC.

Rwys 4L/R, 9L/C/R, 10L/C/R, 22L, 28C/R: Standard.

Rwy 27L/C: Standard with minimum climb of 220' per NM to 1800.

Rwy 27R: 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 1300' prior to DER.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

MSA ORD 25 NM
3400

N

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

OHARE NINE DEPARTURE

02OCT25

OHARE NINE 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 AIRCRAFT: Cross 5.5 DME arc of GCO DME at or above 3000, cross
8.5 DME arc of GCO DME at or above 4000, maintain 5000 or assigned altitude.
If unable to comply advise ATC as soon as possible prior to departure.

EC-3, 25 DEC 2025 to 22 JAN 2026

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