

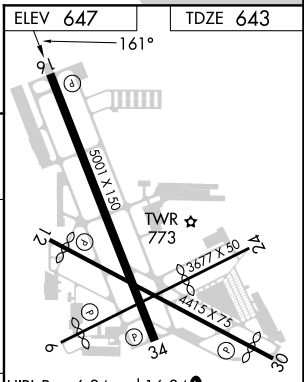
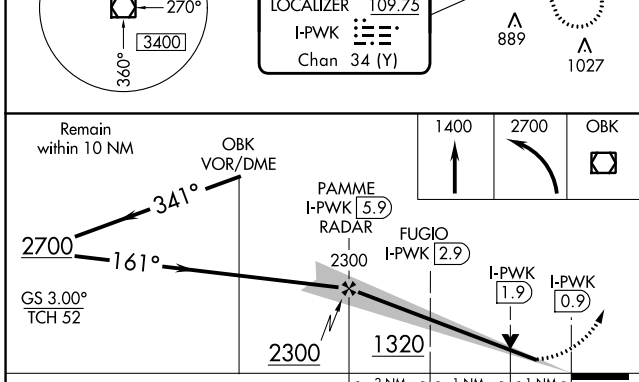
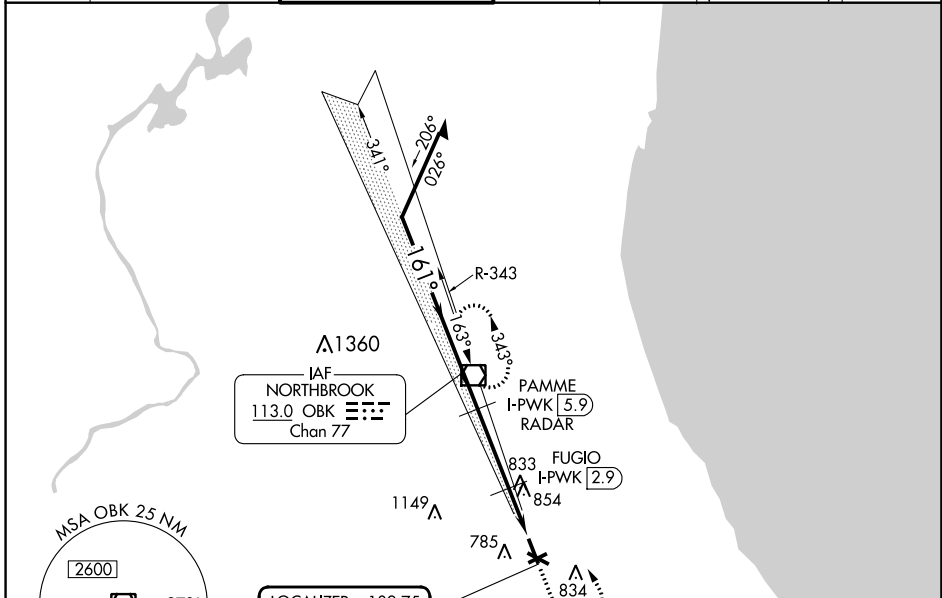
LOC/DME I-PWK 109.75 Chan 34 (Y)	APP CRS 161°	Rwy Idg TDZE Apt Elev	5001 643 647
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ILS or LOC RWY 16

CHICAGO EXEC (PWK)

DME required.		MISSED APPROACH: Climb to 1400 then climbing left turn to 2700 direct OBK VOR/DME and hold, continue climb-in-hold to 2700.				
<p>⚠ Circling Rwy 6, 12, 24, 30 NA at night. Rwy 16 helicopter visibility reduction below 3/4 SM NA.</p>						

ATIS 124.2	CHICAGO APP CON 120.55 306.925	EXECUTIVE TOWER ★ 119.9 (CTAF) 0	GND CON 121.7	CLNC DEL 124.7	CLNC DEL 124.7 (When twr closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 16		927-7/8	284 (300-7/8)	
S-LOC 16		1020-1	377 (400-1)	
Ⓢ CIRCLING	1140-1 493 (500-1)	1160-1 513 (600-1)	1200-1½ 553 (600-2)	1460-2¾ 813 (900-2¾)

HIRL Rwy 6-24 and 16-34	0
MIRL Rwy 12-30	0
REIL Rwys 12 and 30	0
REIL Rwys 16 and 34	0
RLS Rwy 16	0
FAF to MAP 5 NM	
Knots	60 90 120 150 180
Min:Sec	5:00 3:20 2:30 2:00 1:40

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WAAS CH 45627 W16A	APP CRS 161°	Rwy Idg TDZE Apt Elev	5001 643 647
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RNAV (GPS) RWY 16

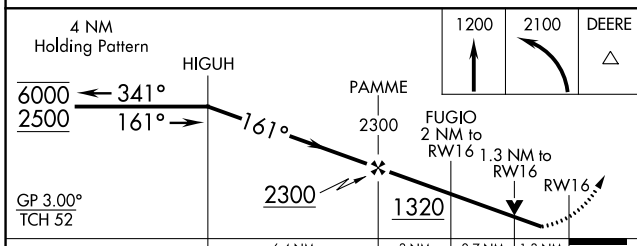
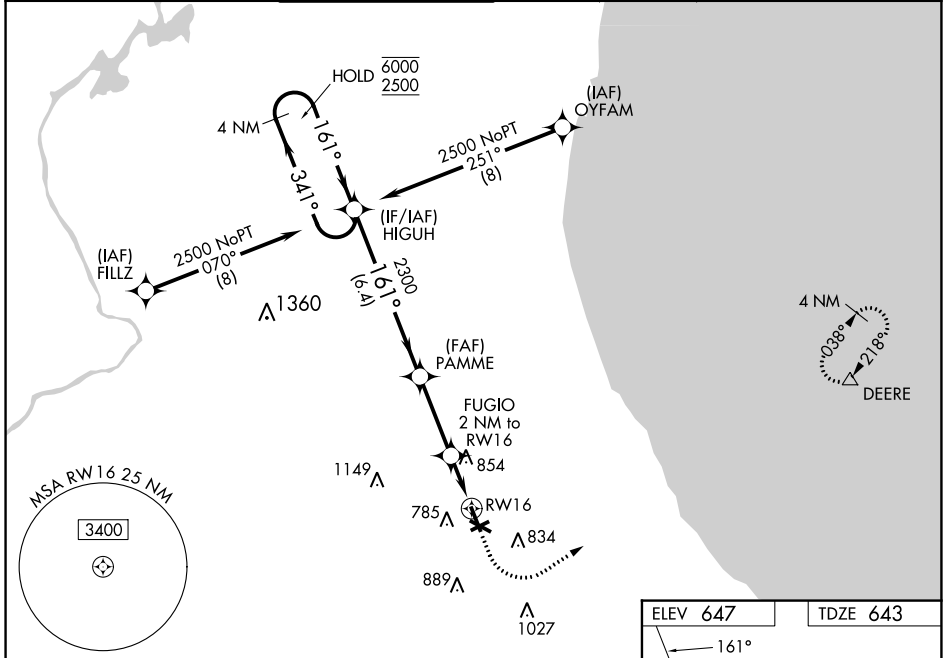
CHICAGO EXEC (PWK)

RNP APCH - GPS.

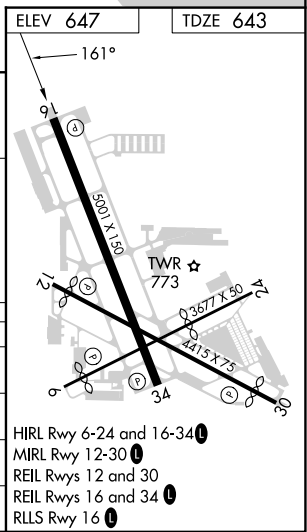
⚠ Circling Rwy 6, 12, 24, 30 NA at night.
⚠ Rwy 16 helicopter visibility reduction below ¾ SM NA.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2100 direct DEERE and hold.

ATIS 124.2	CHICAGO APP CON 120.55 306.925	EXECUTIVE TOWER ★ 119.9 (CTAF) 0	GND CON 121.7	CLNC DEL 124.7	CLNC DEL 124.7 (When twr closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		927-7/8	284 (300-7/8)	
LNAV/VNAV DA		1083-1¼	440 (500-1¼)	
LNAV MDA	1120-1	477 (500-1)	1120-1¾	477 (500-1¾)
C CIRCLING	1140-1 493 (500-1)	1160-1 513 (600-1)	1200-1½ 553 (600-1½)	1460-2¾ 813 (900-2¾)



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APP CRS	Rwy Idg	3725
300°	TDZE	644
	Apt Elev	647

RNAV (GPS) RWY 30

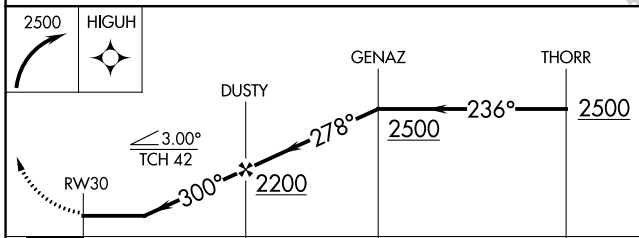
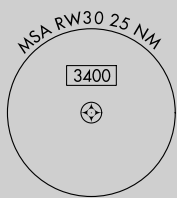
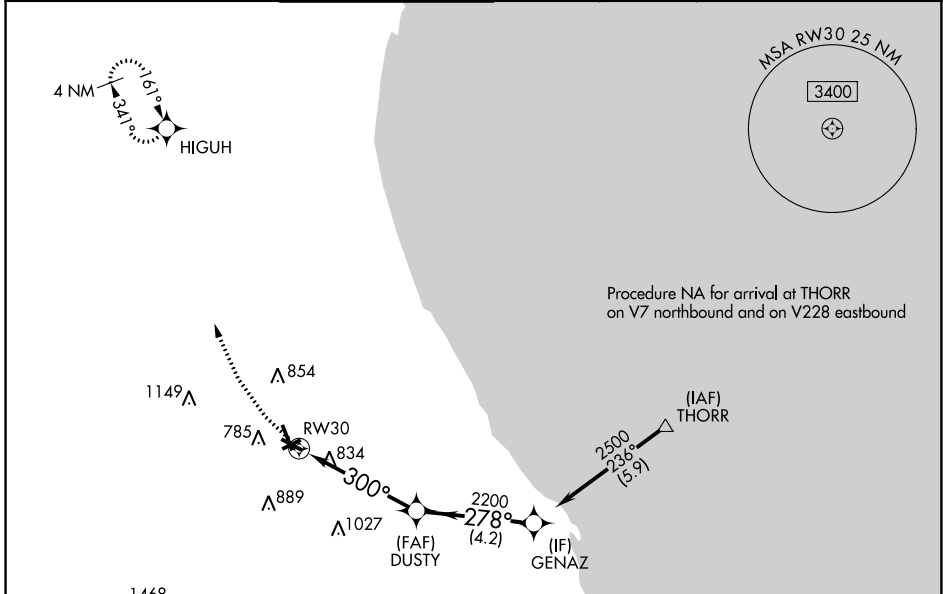
CHICAGO EXEC (PWK)

RNP APCH - GPS.

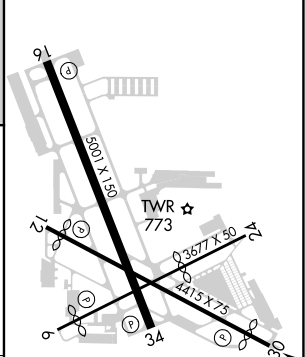
- ▼** Circling Rwy 6, 12, 24, 30 NA at night.
- ▲** Rwy 30 Straight-in procedure NA at night.
- Rwy 30 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2500 direct HIGUH and hold.

ATIS	CHICAGO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
124.2	120.55 306.925	119.9 (CTAF) 0	121.7	124.7	124.7 (When twr closed)	122.95



ELEV 647	D TDZE 644
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CATEGORY	A	B	C	D
LNVA MDA	1120-1	476 (500-1)	1120-1 ³ / ₈	476 (500-1 ³ / ₈)
CIRCLING	1140-1 493 (500-1)	1160-1 513 (600-1)	1200-1 ¹ / ₂ 553 (600-1 ¹ / ₂)	1460-2 ³ / ₄ 813 (900-2 ³ / ₄)

- HIRL Rwy 6-24 and 16-34 **0**
- MIRL Rwy 12-30 **0**
- REIL Rws 12 and 30
- REIL Rws 16 and 34 **0**
- RLLS Rwy 16 **0**

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VOR/DME OBK 113.0 Chan 77	APP CRS 164°	Rwy Idg TDZE 5001 643 Apt Elev 647
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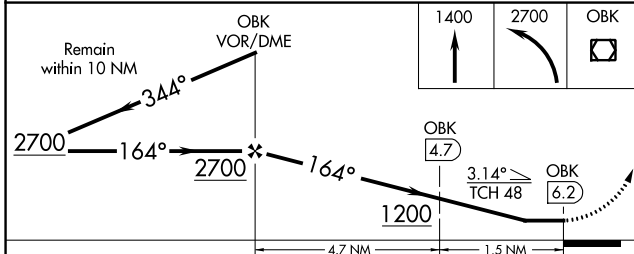
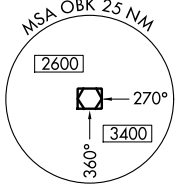
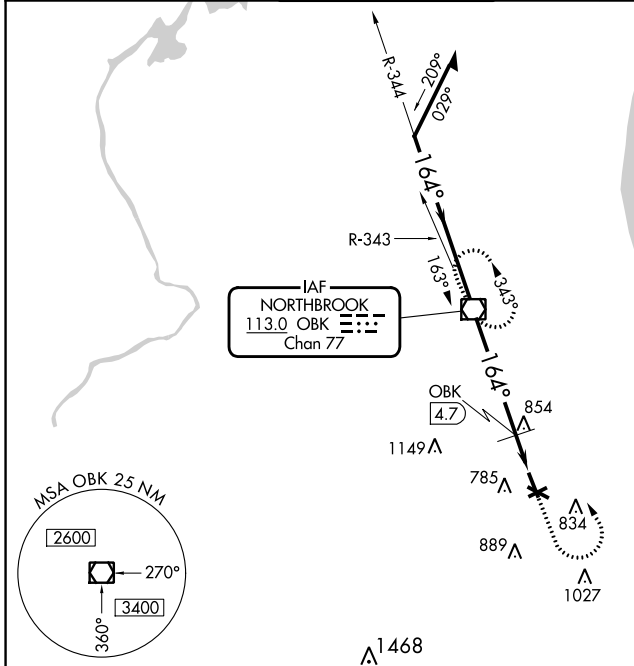
VOR RWY 16

CHICAGO EXEC (PWK)

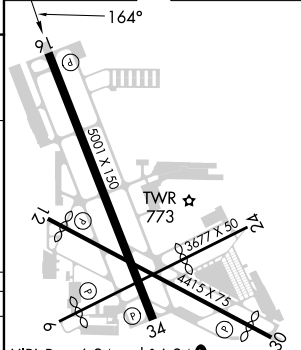
⚠ Rwy 16 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Chicago-O'Hare Intl altimeter setting: increase all MDAs 40 feet and visibility DME minimums S-16 Cats C and D 1/4 SM. Circling Rwy 6, 12, 24, 30 NA at night.

MISSED APPROACH: Climb to 1400, then climbing left turn to 2700 direct OBK VOR/DME and hold.

ATIS 124.2	CHICAGO APP CON 120.55 306.925	EXECUTIVE TOWER ★ 119.9 (CTAF) 0	GND CON 121.7	CLNC DEL 124.7	CLNC DEL 124.7 (When twr closed)	UNICOM 122.95
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ELEV 647	TDZE 643
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CATEGORY	A	B	C	D
S-16	1200-1	557 (600-1)	1200-1½ 557 (600-1½)	1200-1¾ 557 (600-1¾)
CIRCLING	1200-1	553 (600-1)	1200-1½ 553 (600-1½)	1460-2¾ 813 (900-2¾)
DME MINIMUMS				
S-16	1120-1	477 (500-1)	1120-1¼ 477 (500-1¼)	1120-1½ 477 (500-1½)
CIRCLING	1140-1 493 (500-1)	1160-1 513 (600-1)	1200-1½ 553 (600-1½)	1460-2¾ 813 (900-2¾)

HIRL Rwy 6-24 and 16-34	Ⓛ
MIRL Rwy 12-30	Ⓛ
REIL Rws 12 and 30	Ⓛ
REIL Rws 16 and 34	Ⓛ
RLLS Rwy 16	Ⓛ
FAF to MAP 6.2 NM	
Knots	60 90 120 150 180
Min:Sec	6:12 4:08 3:06 2:29 2:04

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EC-3, 22 FEB 2024 to 21 MAR 2024