

Chicago Executive Airport

IATA/ICAO CODE: PWK/KPWK  
CITY: Prospect Heights/Wheeling  
STATE: IL  
COUNTRY: USA

AIRPORT CONTACT

No changes reported by the airport in 2011  
[Verify information below with the airport](#)

Name:	Jamie Abbott	Dennis G. Rouleau
Title:	Assistant Airport Manager	Airport Manager
Airport:	Chicago Executive Airport	Chicago Executive Airport
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Airport Web Site:	<a href="http://www.chiexec.com">www.chiexec.com</a>	

ELEVATION: 647 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
6/24	3660	6/354 24/1251	-	50
12/30	4415	12/289 30/433	-	75
16/34	5000	-	-	150
<a href="#">Check FAA Airport Diagrams for current information.</a>				

NOISE ABATEMENT PROCEDURES

The airport recommends following the noise abatement procedures. Areas to the north and south of the airport are noise sensitive.

Runway 16

When departing runway 16, please use NBAA Standard Departure Procedure.

Climb at maximum practical rate at V2+20 knots indicated airspeed (KIAS) to 1,000 feet above field level (AFL) with take off flap setting.

At 1,000 feet AFL, accelerate to final segment speed (Vfs) and retract flaps. Reduce to a quiet climb power setting while maintaining 1,000 FPM maximum climb rate and airspeed not to exceed 190 KIAS until reaching 3,000 feet AFL. If ATC requires level off prior to reaching 3,000 feet AFL, power must be reduced so as not to exceed 190 KIAS until at or above 3,000 AFL.

(Note: it is recognized that aircraft performance will differ with aircraft type and takeoff conditions; therefore the aircraft operator must have the latitude to determine whether takeoff thrust should be reduced prior to, during, or after flap retraction.)

At 3,000 feet AFL and above, resume normal climb schedule with gradual application of climb power.

Observe all airspeed limitations and ATC instructions.

Runways 34, 30, 12

When departing runways 34, 30 and 12, please use NBAA Close-in Departure Procedure.

At 500 feet AFL, reduce to a quiet climb power setting while maintaining 1,000 FPM maximum climb rate and V2+20 KIAS until reaching 1,000 feet AFL.

At 1,000 feet AFL, accelerate to final segment speed (Vfs) and retract flaps. Maintain quiet climb power, 1,000 FPM climb rate and air speed not to exceed 190 KIAS until reaching 3,000 feet AFL. If ATC required level off prior to reaching 3,000 feet AFL, power must be reduced so as not to exceed 190 KIAS.

(Note: It is recognized that aircraft performance will differ with aircraft type and takeoff conditions; therefore, the aircraft operator must have the latitude to determine whether takeoff thrust should be reduced prior to, during, or after flap retraction. Also, aircraft in excess of 75,000 lbs. GTOW operating under FAR Part 121, Part 125 or Part 135 may not be permitted to comply with this procedure.)

At 3,000 feet AFL and above, resume normal climb schedule with gradual application of climb power.

Observe all airspeed limitations and ATC instructions.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

6/24, 30, 34

OPERATING QUOTA

Aircraft under 98,000 max takeoff weight, no exceptions.

ENGINE RUN-UP RESTRICTIONS

On the 16 Pad please align aircraft to a heading of 315 degrees for noise abatement. On the 34 Pad please align aircraft to a heading of 190 degrees.

APU OPERATING RESTRICTIONS

Please limit APU use to reduce ground noise.

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)