

**LEGEND**

- AIRPORTS**
  - Class A, B, C, D, E, G, F, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
- HELIPORTS**
  - Class A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
- OTHER**
  - Class A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
- RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES**
  - VOR, VORTAC, TIS, TIS-D, TIS-E, TIS-F, TIS-G, TIS-H, TIS-I, TIS-J, TIS-K, TIS-L, TIS-M, TIS-N, TIS-O, TIS-P, TIS-Q, TIS-R, TIS-S, TIS-T, TIS-U, TIS-V, TIS-W, TIS-X, TIS-Y, TIS-Z
- AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION**
  - Class A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
- OBSTRUCTIONS**
  - Class A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
- MISCELLANEOUS**
  - Class A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z

**DALLAS-FT. WORTH HELICOPTER ROUTE CHART**

6<sup>TH</sup> EDITION EFFECTIVE 0901Z 6 MAR 2014  
Chart will become OBSOLETE FOR USE IN NAVIGATION soon publication of the next edition. See Dates of Latest Editions

Includes airspace amendments effective 6 FEB 2014 and all other aeronautical data received by 9 JAN 2014

Information on this chart and change considerations available within 50 miles of the AIRPORT FACILITY DIRECTORY Chart Bulletin section online at [www.faa.gov](http://www.faa.gov). See current NOTICES TO AIRMEN (NTA) and other flight information publications (FIP) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY DEPARTMENT OF DEFENSE FEDERAL AVIATION ADMINISTRATION

Warning: Refer to current charts and flight information publications for information when being assigned.

NSN 7641014436821

HELOXDALLASFTW

DESCRIPTION OF DFW METROPLEX HELICOPTER ROUTES  
**EAST-WEST ROUTES**

**BLUE:** FROM THE INTERSECTION OF HIGHWAY 78 AND HIGHWAY 190, WEST ON HIGHWAY 190 TO THE INTERSECTION OF I-35 AND I-75. FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75.

**GREEN:** FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75. FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75.

**RED:** FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75. FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75.

**ORANGE:** FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75. FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75.

**PURPLE:** FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75. FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75.

**BROWN:** FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75. FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75.

**BLACK:** FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75. FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75.

**WHITE:** FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75. FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75.

**YELLOW:** FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75. FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75.

**PINK:** FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75. FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75.

**GRAY:** FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75. FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75.

**TEAL:** FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75. FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75.

**SLATE:** FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75. FROM THE INTERSECTION OF I-35 AND I-75, NORTH-EAST ALONG HIGHWAY 121 TO THE INTERSECTION WITH HIGHWAY 75.

DALLAS-LOVE INSET

SCALE 1:90,000

DFW METROPLEX HOSPITAL LAT/LONG GUIDE

CITY	HOSPITAL	LOCATION
ALLEN	PRESBYTERIAN MEDICAL CENTER	33° 07.02' N 96° 40.34' W
AIRBURY	EMERGENCY ROOM AT MAGNOLIA	32° 41.55' N 97° 06.68' W
BEDFORD	HARRIS H E S	32° 50.01' N 97° 07.52' W
BEDFORD	NORTH EAST	32° 50.34' N 97° 08.85' W
CARROLLTON	BAYLOR MEDICAL CENTER	32° 51.22' N 97° 05.32' W
DALLAS	BAYLOR UNIV MEDICAL CENTER	32° 43.20' N 96° 46.81' W
DALLAS	CHILDRENS PARKLAND ZALE LIPSHY	32° 46.86' N 96° 49.24' W
DALLAS	METHODIST CHARLTON	32° 48.79' N 96° 53.65' W
DALLAS	MEDICAL CITY	32° 54.69' N 96° 46.50' W
DALLAS	METHODIST MEDICAL CENTER	32° 45.63' N 96° 49.48' W
DALLAS	TEXAS HEALTH PRESBYTERIAN	32° 48.06' N 96° 48.95' W
DALLAS	TEXAS SCOTTISH RITE	32° 41.50' N 97° 02.29' W
DALLAS	VETERANS ADMINISTRATION COMMUNITY	33° 13.02' N 97° 36.02' W
DECATUR	WISE REGIONAL HEALTH SYSTEM	33° 13.13' N 97° 25.50' W
DENTON	COMMUNITY REGIONAL	33° 10.68' N 97° 05.56' W
FT WORTH	BAYLOR ALL SAINTS	32° 43.21' N 97° 10.02' W
FT WORTH	COOK CHILDRENS	32° 44.30' N 97° 20.47' W
FT WORTH	HARRIS METHODIST	32° 41.50' N 97° 20.29' W
FT WORTH	HARRIS METHODIST SW	32° 38.72' N 97° 24.88' W
FT WORTH	HUGLEY	32° 34.40' N 97° 18.60' W
FT WORTH	FLAZA	32° 44.08' N 97° 20.64' W
FT WORTH	JOHN PETER SMITH EMS BUILDING	32° 43.62' N 97° 19.60' W
GARLAND	BAYLOR	32° 53.44' N 96° 38.71' W
GARLAND	BAYLOR	32° 53.44' N 96° 38.71' W
GARLAND	COMMUNITY	32° 53.44' N 96° 39.00' W
GRAND PRAIRIE	DALLAS FT WORTH MEDICAL CENTER	32° 48.40' N 96° 57.15' W
GRAPEVINE	BAYLOR UNIV MEDICAL CENTER	32° 50.03' N 97° 05.73' W
IRVING	BAYLOR MEDICAL CENTER	32° 50.17' N 96° 57.67' W
IRVING	BAYLOR HEALTH CENTER COPPELL	32° 54.78' N 97° 02.93' W
LEWISVILLE	MEDICAL CENTER	33° 02.65' N 97° 00.32' W
MANSFIELD	METHODIST MEDICAL CENTER	32° 34.07' N 97° 05.72' W
MC KINNEY	BAYLOR MEDICAL CENTER	33° 13.13' N 96° 41.00' W
MC KINNEY	MEDICAL CENTER	33° 12.80' N 96° 37.70' W
MC KINNEY	COMMUNITY	32° 48.40' N 96° 59.30' W
NORTH HILLS	MEDICAL CENTER	32° 49.58' N 97° 12.77' W
PLANO	BAYLOR REGN MEDICAL CENTER	33° 00.85' N 96° 47.40' W
PLANO	TEXAS HEALTH PRESBYTERIAN	33° 00.61' N 96° 50.23' W
PLANO	HCA MEDICAL CENTER	33° 00.67' N 96° 45.13' W
PLANO	MCP	33° 01.36' N 96° 46.00' W
RICHARDSON	BAYLOR	32° 58.30' N 96° 43.39' W
ROCKWALL	PRESBYTERIAN HOSPITAL	32° 53.07' N 96° 27.87' W
ROWLETT	LAKE POINT MEDICAL CENTER	32° 54.90' N 96° 30.70' W

**CONTROL TOWER FREQUENCIES ON DALLAS-FT WORTH HELICOPTER ROUTE CHART**  
 Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (Hz). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (\*) indicates the part-time tower frequency is reserved to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed. Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary ATIS VHF/DFW frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours. \*MCR-FSS indicates Monday through Friday. O/T indicates other times.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS
ARLINGTON	0700-2100	128.625	121.875	133.4
ARLINGTON	0700-2100	128.625	123.2 (R)	133.4
COLLIN CO REGN MC KINNEY	0600-2200	131.825	131.875	
DALLAS EXECUTIVE	0700-2100	127.25 333.6	119.475	136.35
DALLAS FT WORTH INTL	CONTINUOUS	124.15 (S) 124.6 (W)	121.83 (W) 121.83 (W)	123.775 (ARR) 133.925 (DEP)
DALLAS LOVE	CONTINUOUS	127.2 739.3	121.75 348.6	120.15
DENTON	0600-2200	119.5	121.95	
FT WORTH ALLIANCE	CONTINUOUS	133.15 288.15	132.65 306.2	126.925
FT WORTH MEACHAM INTL	CONTINUOUS	118.3 327.8	131.9	120.7
FT WORTH HAS /B/CARSWELL	0700-2300 MCR-FSS	120.95 269.325	121.675 279.375	351.675
FT WORTH SPURNS	0600-1900	126.625	119.475	120.025
GRAND PRAIRIE	0700-2100 (DST)	128.55	121.15	

**CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES**

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
DALLAS/FT WORTH CLASS B	118.1 (26.45 (P)) 135.975 (379 (D)) 124.3 (28.275 (R)) 125.2 (34.65 (R))	CONTINUOUS

\*ARINC Helo Traffic Monitoring Frequency - 123.02

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT  
 The name shown is not that used by the controlling personnel and is not necessarily the official name of the feature.

Lambert Conformal Conic Projection Standard Parallels 33° and 45°  
 Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

Published by the U.S. Department of Transportation  
 Federal Aviation Administration  
 AeroNav Products  
 http://aeronav.faa.gov

**EXAMPLES OF CLASS B ALTITUDES**  
 70 --- Ceiling in hundreds of feet MSL  
 30 --- Floor in hundreds of feet MSL

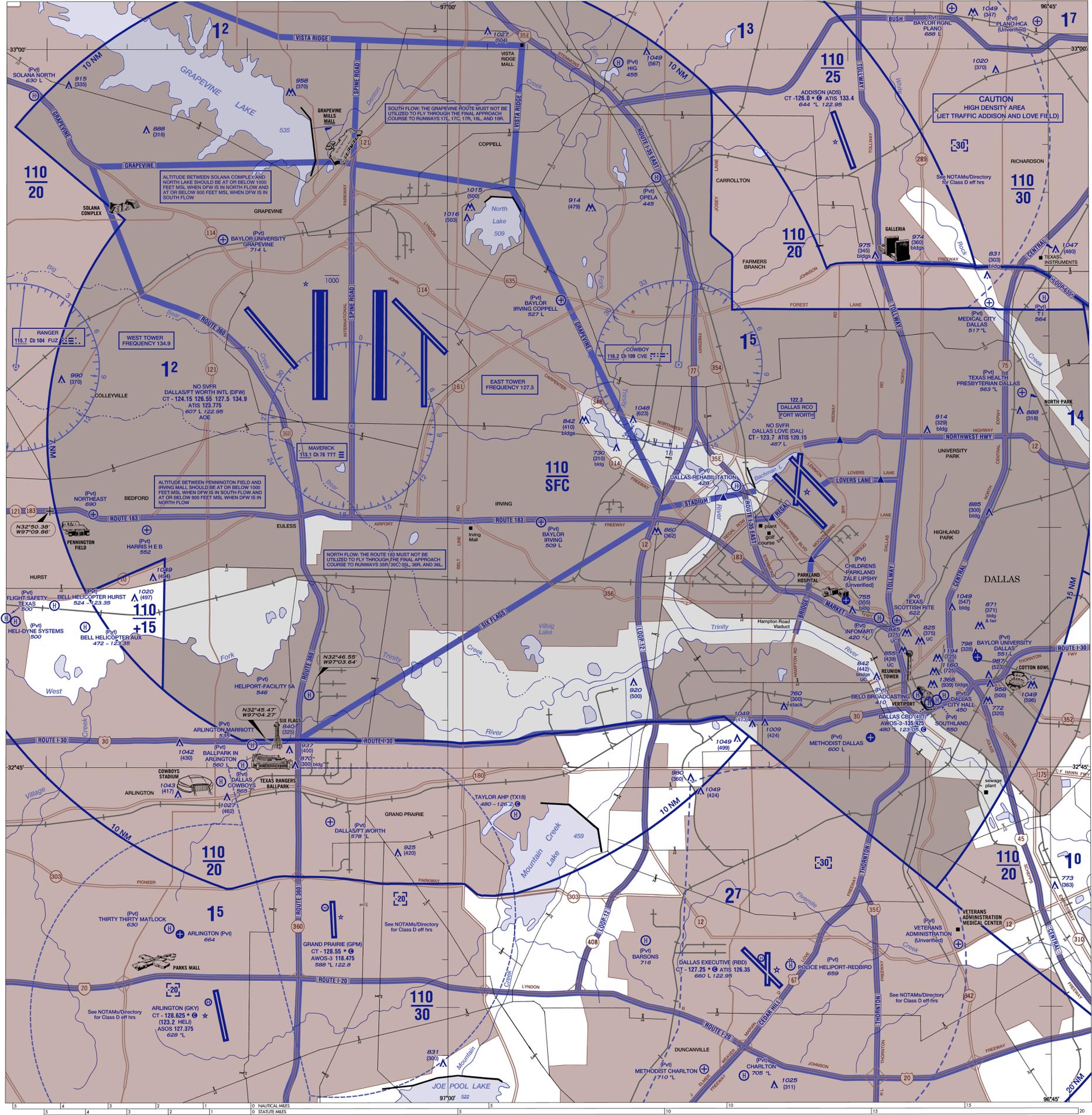
FOR PREPARATION:  
 Contact an Authorized FAA Chart Sales Agent. Visit our website at <http://aeronav.faa.gov> or an agent near you. For digital products, contact FAA, AeroNav Products at 1-800-638-8972.

**REPORTING CHART ERRORS**  
 You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-626-3677, or email us at [S-AIRC-Aircraft@faa.gov](mailto:S-AIRC-Aircraft@faa.gov). Frequently asked questions (FAQs) are answered on our website at <http://aeronav.faa.gov>. See the FAQs prior to contact via toll free number or email. Where delineation of data is required, such information should be depicted clearly and accurately on a current chart, and a replacement copy will be returned. Mail to: FAA, Aeronav Products, 5000-4 Stn., #4030, 1305 East West Highway, Silver Spring, MD 20910-3281.

**ATTENTION**  
 THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.). Example: 12,500 feet ..... 12<sup>5</sup>

**NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES**  
 All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 4-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and there are no personnel in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.



DESCRIPTION OF DFW METROPLEX HELICOPTER ROUTES

EAST-WEST ROUTES

**BUSH:** FROM THE INTERSECTION OF HIGHWAY 78 AND HIGHWAY 190, WEST ON HIGHWAY 190 TO THE INTERSECTION OF I-35 EAST.  
**I-35:** BEGINNING AT WEST EDGE OF CHART AND I-20, PROCEED EAST ON I-20 TO EAST EDGE OF CHART AND I-20.  
**I-30:** BEGINNING AT THE I-20-I-30 INTERSECTION WEST OF FORT WORTH, PROCEED EAST ON I-30 TO THE EAST EDGE OF CHART NEAR ROCKWALL.  
**ROUTE-183:** BEGINNING AT THE I-35 WEST AND NORTH LOOP-820, PROCEED EAST ON HIGHWAY 183 (AIRPORT FREEWAY) TO THE INTERSECTION OF LOOP-12 AND HIGHWAY 183, THEN ALONG THE FREEWAY DIRECT TO THE INTERCHANGE AT I-35 EAST. (NOTE: ALTITUDE BETWEEN PENNINGTON FIELD AND IRVING MALL (BELT LINE ROAD) SHOULD BE AT OR BELOW 1000 FEET MSL WHEN DFW IS IN SOUTH FLOW AND AT OR BELOW 800 FEET MSL WHEN DFW IS IN NORTH FLOW.)

**VISTA RIDGE:** FROM HOANOE PROCEED TO THE NORTH-WEST CORNER OF GRAPEVINE LAKE. PROCEED ALONG THE NORTH SHORE OF GRAPEVINE LAKE TO A POINT NORTH OF THE GRAPEVINE GOLF COURSE (NORTH END OF GRAPEVINE RESERVOIR DAM), THEN DIRECT TO VISTA RIDGE MALL. PROCEED SOUTH TO THE NORTH LAKE. (NOTE: EASTBOUND OOD ALTITUDES, WESTBOUND EVEN ALTITUDES.)

NORTH-SOUTH ROUTES

**CENTRAL:** FROM THE SOUTH EDGE OF THE CHART AND I-45, NORTH ON I-45 TO NORTH CENTRAL EXPRESSWAY (HIGHWAY 75), NORTH ON HIGHWAY 75 TO THE INTERSECTION OF HIGHWAY 121.  
**DALLAS TOLLWAY:** FROM I-35 EAST AND THE TOLLWAY, NORTH ALONG THE DALLAS TOLLWAY TO THE INTERSECTION OF HIGHWAY 121.  
**I-35 EAST:** FROM I-35 EAST AND I-30 (NEAR DALLAS VERTIPORT), NORTHWEST ON I-35 EAST TO THE INTERSECTION WITH I-35 IN DENTON.  
**LOOP-12:** BEGINNING AT THE INTERSECTION OF HIGHWAY 408 AND I-20, PROCEED NORTH ON 408 AND LOOP-12 TO I-35 EAST (NORTH OF THE INTERSECTION OF LOOP-12 AND HIGHWAY 183).  
**LOOP-635:** BEGINNING AT LOOP-635 AND I-20, PROCEED NORTH AND NORTHWEST ON LOOP-635 TO THE NORTH DALLAS TOLLWAY (GALLERIA).  
**ROUTE-380:** FROM THE INTERSECTION OF HIGHWAY 380 AND HIGHWAY 287, NORTH ON HIGHWAY 380 TO THE INTERSECTION OF HIGHWAY 121, WEST ALONG BIG BEAR CREEK TO THE RAILROAD TRACK, THEN DIRECT TO THE SOLANA COMPLEX.  
**SPINE ROAD:** BEGINNING AT THE VISTA RIDGE ROUTE, PROCEED SOUTH TO THE GRAPEVINE MILLS MALL, THEN ALONG THE INTERNATIONAL PARKWAY TO THE INTERSECTION OF ROUTE 183 (NOTE: ALTITUDE SHOULD BE AT OR BELOW 1000 FEET MSL.)

DIAGONAL ROUTES

**CEADAR HILL:** FROM THE INTERSECTION OF I-35 EAST AND HIGHWAY 67 SOUTH-WEST ALONG HIGHWAY 67 TO THE INTERSECTION OF HIGHWAY 120 IN MIDLOTHIAN.  
**GRAPEVINE:** BEGINNING AT THE INTERSECTION OF LOOP-12 AND HIGHWAY 183, PROCEED NORTH-WEST TO THE NORTH LAKE. PROCEED TO GRAPEVINE MILLS MALL, THEN DIRECT TO THE SOLANA COMPLEX. (NOTE: ALTITUDES BETWEEN THE SOLANA COMPLEX AND THE NORTH LAKE SHOULD BE AT OR BELOW 1000 FEET MSL WHEN DFW IS IN NORTH FLOW, AND AT OR BELOW 800 FEET MSL WHEN DFW IS IN SOUTH FLOW) PROCEED ALONG HIGHWAY 114 TO I-35 AND THE TEXAS MOTOR SPEEDWAY.

**MANSFIELD:** FROM THE INTERSECTION OF I-20 AND HIGHWAY 287, SOUTH-EAST ALONG HIGHWAY 287 TO THE INTERSECTION OF HIGHWAY 67 IN MIDLOTHIAN.  
**SIX FLAGS:** BEGINNING AT HIGHWAY 360 AND I-30, PROCEED DIAGONALLY NORTH-EAST TO THE INTERSECTION OF LOOP-12 AND HIGHWAY 183.

DALLAS-LOVE ARRIVAL/DEPARTURE ROUTES

(NOTE: ALL ROUTES INTO AND OUT OF THE DALLAS-LOVE AIRPORT ARE NOISE SENSITIVE. RECOMMENDED ARRIVAL ALTITUDE IS 1500 MSL AS LONG AS PRACTICAL. CONSIDER ALL APPROPRIATE METHODS OF NOISE REDUCTION WHEN OPERATING ON THESE ROUTES.)

**BRIDGE:** FROM OVER THE INWOOD ROAD/HAMPTON BRIDGE ON THE TRINITY RIVER PROCEED NORTH ALONG INWOOD TO STEWAMONS FREEWAY, THENCE DIRECT TO THE INTERSECTION OF MOCKINGBIRD LANE AND HARRY HINES BOULEVARD (IDENTIFIED BY THE TWO LOOPED CLOVERLEAF ROUTES ON THE WEST SIDE OF HARRY HINES). HOLD FOR FURTHER CLEARANCE. THE PREFERENTIAL ROUTING TO THE AIRPORT IS VIA MOCKINGBIRD LANE.

**LOVERS LANE:** FROM THE TOLLWAY ALONG LOVERS LANE TO INWOOD ROAD AND HOLD FOR FURTHER CLEARANCE. FROM INWOOD ROAD THE PREFERENTIAL ROUTING TO THE AIRPORT IS VIA LOVERS LANE.

**MARKET:** FROM OVER MARKET HILL (INTERSECTION OF STEWAMONS FREEWAY AND THE DALLAS NORTH TOLLWAY) PROCEED NORTH-WEST VIA STEWAMONS TO INWOOD ROAD, THENCE DIRECT TO THE INTERSECTION OF MOCKINGBIRD LANE AND HARRY HINES BOULEVARD (IDENTIFIED BY THE TWO LOOPED CLOVERLEAF ROUTES ON THE WEST SIDE OF HARRY HINES). HOLD FOR FURTHER CLEARANCE. THE PREFERENTIAL ROUTING TO THE AIRPORT IS VIA MOCKINGBIRD LANE.

**NORTHWEST HWY:** FROM THE INTERSECTION OF NORTHWEST HIGHWAY AND THE DALLAS NORTH TOLLWAY PROCEED WEST ALONG NORTHWEST HIGHWAY (LOOP-12) TO MIDWAY ROAD AND HOLD FOR FURTHER CLEARANCE. FROM MIDWAY ROAD THE PREFERENTIAL ROUTING TO THE AIRPORT IS VIA NORTHWEST HIGHWAY TO INTERCEPT FINAL AND STRAIGHT IN TO RUNWAY 18.

**REGAL:** FROM OVER STEWAMONS FREEWAY PROCEED EASTBOUND ALONG REGAL ROW TO HARRY HINES BOULEVARD AND HOLD FOR FURTHER CLEARANCE. THE PREFERENTIAL ROUTING TO THE AIRPORT IS VIA BURBANK. (BURBANK IS THE EXTENSION OF REGAL ROW EAST OF HARRY HINES).

**STADIUM:** FROM OVER THE INTERSECTION OF LOOP-12 AND HIGHWAY 183 PROCEED EASTBOUND DIRECT TO THE FISHING HOLE (SKILAKE) AND HOLD FOR FURTHER CLEARANCE. FROM THE FISHING HOLE THE PREFERENTIAL ROUTING TO THE AIRPORT IS VIA SHORECREST.

THE DEPARTURE ROUTES SHALL BE THE REVERSE OF THE ARRIVAL ROUTES EXCEPT WHEN DEPARTING ON TOLLWAY ROUTE WHEN TRAFFIC IS IN A SOUTHEASTERLY FLOW (I-30/R). THEN DEPARTURE MAY BE VIA MOCKINGBIRD LANE UNTIL REACHING THE TOLLWAY.

\*ARINC Helo Traffic Monitoring Frequency - 123.02

**CAUTION:** ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH CONCENTRATION OF OBSTACLES IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

ALL ROUTES ARE RECOMMENDED ROUTES WHICH PILOTS MAY EXPECT TO RECEIVE WHEN AUTHORIZED TO OPERATE IN THE CLASS B AIRSPACE. UNLESS OTHERWISE INDICATED, ALTITUDES WILL BE ASSIGNED WHEN CONTACTING AIR TRAFFIC CONTROL. HELICOPTER ROUTE AND ALTITUDE ASSIGNMENTS DO NOT RELIEVE PILOTS FROM THEIR DUTY TO COMPLY WITH FAR 91.119 AND 135.203(b). PILOTS ARE EXPECTED TO REQUEST AN ALTERNATE CLEARANCE IF NECESSARY FOR COMPLIANCE.

**CAUTION:** This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.