VFR FLWAY

VFR TERMINAL AREA CHART
CHICAGO

CHICAGO

Published by the U.S. Department of Transportation
Federal Aviation Administration
Aeronautical Information Services
http://faa.gov/go/ais

Entire area of this chart is within the Central Standard Time Zone +6 (+5DT) = UTC

FOR PROCUREMENT:
Contact an Authorized FAA Chart Sales Agent.
Visit our website http://faa.gov/go/ais and click on "Chart Agent Locator."
For digital products, visit http://haacharts.faa.gov

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

GROUND ELEVATIONS IN FEET
1150
1000
See Lever CONTOUR INTERVAL 1000'

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

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.

CONVERSION OF ELEVATIONS
FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

AIRPORTS

Other than hard-surfaced runways
Seaplane Base
Hard-surfaced runways 1500 ft. or greater
Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.
All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private *(Pvt)* - Non-public use having emergency or landmark value
Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc. DoD users, for complete airport information consult DoD FLIP.
Heliport Selected
Unverified
Abandoned - paved having landmark value, 3000 ft. or greater
Ultralight Flight Park Selected

Fuel - available Mon thru Fri 10:00 A.M. to 4:00 P.M. depicted by use of ticks around basic airport symbol. Consult Supplement for details and for availability at airports with hard-surfaced runways 1500 ft. or greater.

☆ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns.
Runways with Right Traffic Patterns (public use)
RP ✱ Special conditions exist - see Supplement.
FSS - Flight Service Station
NO SVFR - Fixed-wing special VFR flight is prohibited.
CT - 118.3 - Control Tower (CT) - primary frequency
✱ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.
● - Follows the Common Traffic Advisory Frequency (CTAF)
ATIS 123.8 - Automatic Terminal Information Service
ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.
UNICOM - Aeronautical advisory station
VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.
285 - Elevation in feet
L - Lighting in operation Sunset to Sunrise
*L - Lighting limitations exist; refer to Supplement.
72 - Length of longest runway in hundreds of feet; usable length may be less.
When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

FSS — FAR 91
NO SVFR — Location Identifier
[NAME] (NAM) (PNAM) — ICAO Location Indicator
CT - 118.3 ✱ ATIS 123.8 — shown outside contiguous U.S.
285 L 72 122.95
RP 23, 34
VFR Advsy 125.0 — UNICOM
AOE — Airport of Entry

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart.

Class B Airspace
Class C Airspace (Mode C - see FAR 91.215(AIM).)
Class D Airspace
40 Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
CLASS G Class E (etc) Airspace
Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.
Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace.
Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace
2400 MSL / 4500 MSL Differentiates floors of Class E Airspace greater than 700 ft. above surface.
Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.
Class E Airspace low altitude Federal Airways are indicated by center line.
Intersection - Arrows are directed towards facilities which establish intersection.
V92 Airway
Total mileage - between NAVAIDs on direct Airways
Class E Airspace low altitude RNAV 2 Routes are indicated by center line.
T319 TK 313 (Helicopter Only) RNAV Waypoint

COMMUNICATION BOXES

122.1R 122.6 123.6
OAKDALE
362* 336.6 OAK
122.1R
CHICAGO CHI
Underline indicates no voice on frequency.
Crosshatch indicates Shutdown status.
★ - Operates less than continuous or On-Request.
A - ASOS/AWOS
B - HIWAS
122.1R
MIAMI
FSS radio providing voice communication
Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.
Certain FSSs provide Airport Advisory Service, see Supplement.
R - Receive only
Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR)
VORTAC
Non-Directional Radio Beacon (NDB)
VOR-DME
Other facilities, i.e., FSS Outlet, RCO, etc.
NDB - DME

OBSTRUCTIONS

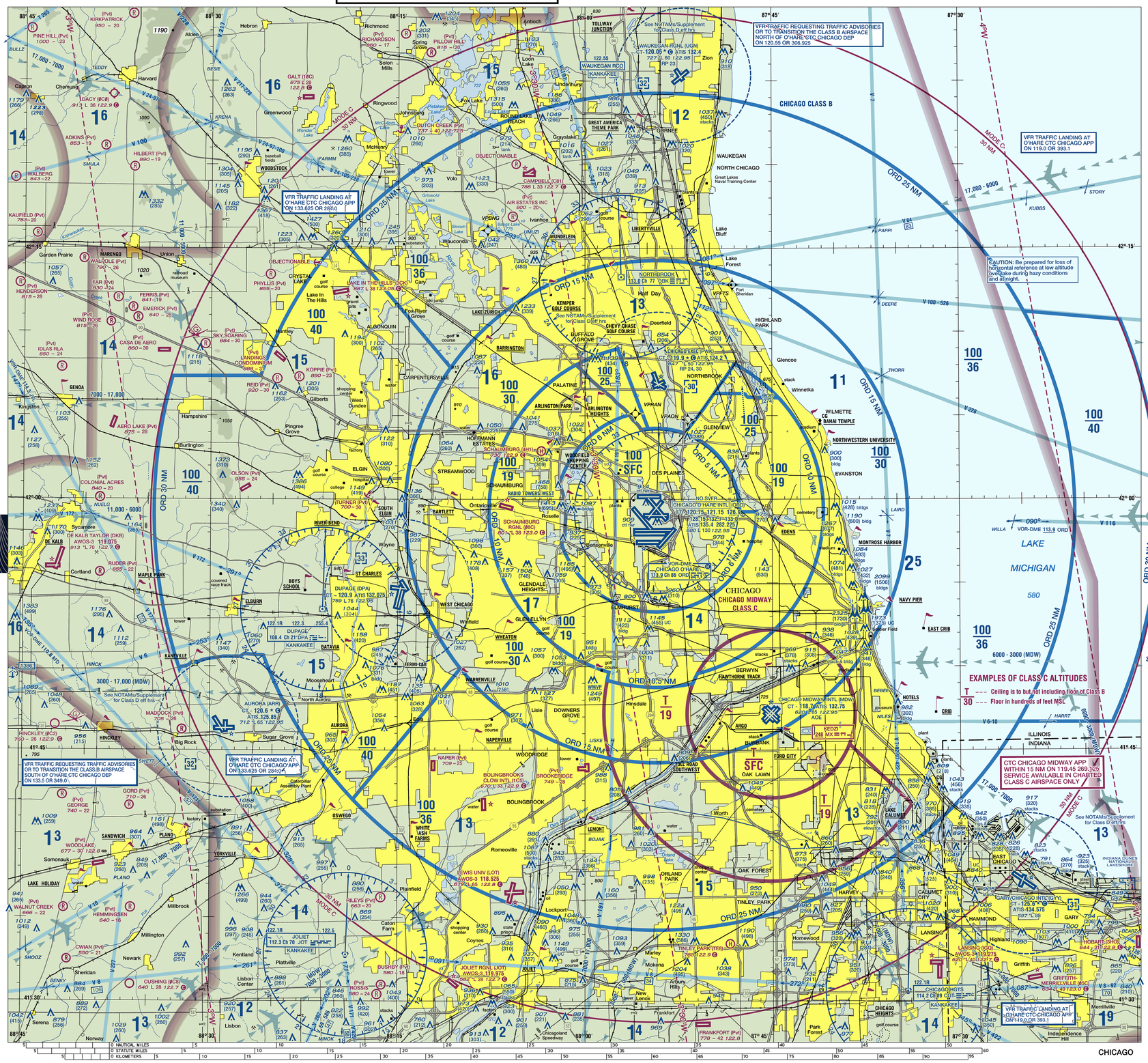
1000 ft and higher AGL
Below 1000 ft AGL
Group Obstruction
Wind Turbine
Wind Turbine Farm
Obstruction with high-intensity lights; may operate part-time
2894' UC
Elevation of the top above mean sea level
2049 (1149) UC
Height above ground
Under construction or reported; position and elevation unverified
NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

A - Aerobatic Practice Area (See Supplement.)
G - Glider Operations
H - Hang Glider Activity
U - Ultralight Activity
UA - Unmanned Aircraft Activity
Parachute Jumping Area (See Supplement.)
Space Launch Activity Area (See Supplement.)
VPXYZ VFR Waypoints (See chart tabulation for latitude/longitude.)
NAME (VPXYZ)
Isogonic Line (2015 VALUE)
Marine Light
Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
Alert Area and MOA
Military Operations Area
Special Airport Traffic Area (See FAR 93 for details.)
42nd - Air Defense Identification Zone
MODE C (See FAR 91.215(AIM).)
National Security Area
Terminal Radar Service Area (TRSA)
MTR - Military Training Route
IR211 IFR Departure Route
IFR Arrival Route
IFR Arrival/Departure Route

TOPOGRAPHIC INFORMATION

Power Transmission Line
Aerial Cable
Lookout Tower
618 (Elevation Base of Tower)
Mountain Pass
11623 (Elevation of Pass)
Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.



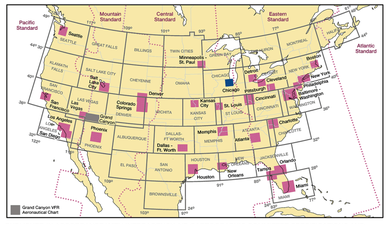
CHICAGO TAC
VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

92ND EDITION EFFECTIVE 0901Z 28 APR 2016
TO 0901Z 13 OCT 2016

Includes airspace amendments effective 31 MAR 2016
and all other aeronautical data received by 3 MAR 2016

Information on this chart will change; consolidated major updates of chart changes are available every 56 days in the CHART SUPPLEMENT Aeronautical Chart Bulletin section (online at http://faa.gov/go/ais). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.



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

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: TCHI
NSN 7641014100152
NGA REF. NO. VFRTACHICAGO
EFF. DATE 16119

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 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed 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.

CONTROL TOWER FREQUENCIES ON CHICAGO TERMINAL AREA 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 (ies). 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 remoted 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 arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

MON-FRI indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
AURORA	0700-2100	120.6	121.7	125.85	
CHICAGO EXEC	0600-2200 MON-FRI 0700-2200 SAT-SUN	119.9	121.7	124.2	
CHICAGO MIDWAY INTL	CONTINUOUS	118.7 269.125	121.65	132.75	
CHICAGO O'HARE INTL	CONTINUOUS	(N TWR RWY 9L/27R) 128.15 (CNTR TWR) 120.75 121.15 126.9 132.7 (S TWR RWY 10R/28L) 133.0; 348.0	(N TWR) 124.125 (CNTR TWR) 121.75 (CUTBD) 121.9 (INBD) 134.15; (S TWR) 118.05; 236.675	135.4 282.225	
DUPAGE	CONTINUOUS	120.9 257.8	121.8	132.075	
GARY/CHICAGO INTL	0500-2200	125.6	121.9	134.575	
WAUKEGAN RGNL	0600-2000	120.05 273.55	121.65	132.4	

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
CHICAGO CLASS B	119.0 393.1 (360°-179°) 133.625 284.0 (180°-359°)	CONTINUOUS
CHICAGO MIDWAY CLASS C	119.45 269.125 WITHIN 15 NM	CONTINUOUS

CHICAGO CLASS B AIRSPACE

See back of this chart for procedural information within the Chicago Class B Airspace

EXAMPLES OF CLASS B ALTITUDES

70 - - - Ceiling in hundreds of feet MSL
30 - - - Floor in hundreds of feet MSL

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

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 125

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database

CHICAGO VFR WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Checkpoint flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Checkpoint name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC Communications.

VPAON	N42°04.68'/W087°51.82'
VPBNG	N42°16.04'/W088°07.86'
VPFTS	N42°12.78'/W087°48.22'
VPRAN	N42°05.05'/W087°55.99'

REPORTING CHART ERRORS
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Frequently asked questions (FAQs) are answered on our website at http://faa.gov/go/ais. See the FAQs prior to contact via toll free number or email. Telephone toll free at 1-800-638-8972, or email us at 9-AMC-Aerochart@faa.gov or mail to: FAA, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

MILITARY TRAINING ROUTES (MTRs)
All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.
Since these routes are subject to change every 56 days, you are cautioned and advised to contact Flight Service for route dimensions and current status for those routes affecting your flight.
Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Chart Supplement.
DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

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 that used by the controlling personnel and is not necessarily the official name of the feature.