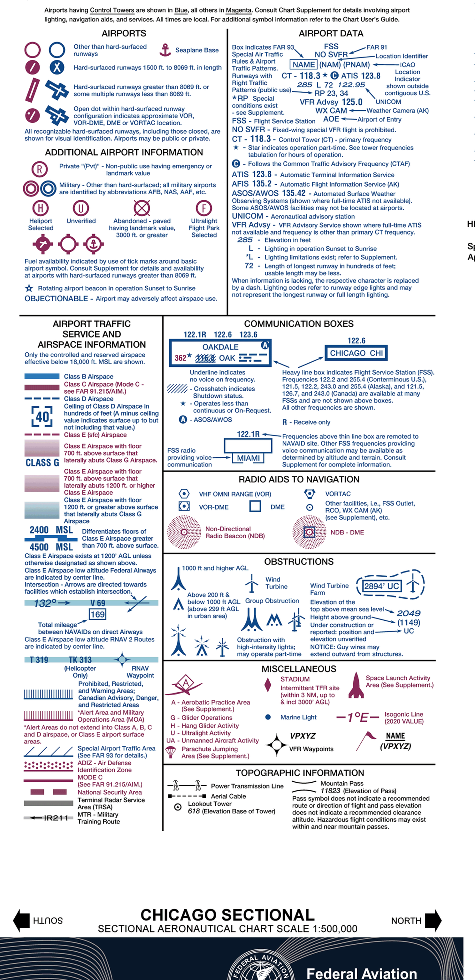
CHICAGO
LEGEND



CONTROL TOWER FREQUENCIES ON CHICAGO SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are 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	TOWER	GND CON	ATIS	ASR/PAR
ANDERSON MUNI-DARLINGTON FLD	0830-1630 MON-SAT	126.0	121.6		
APPLETON INTL	0530-2300	119.6	121.7	127.15	
AURORA	0700-2100	120.6	121.7	125.85	
BATTLE CREEK EXEC AT KELLOGG FLD	0700-2300	126.825	121.7	128.325	ASR
CENTRAL IL RGNL/ BLOOMINGTON-NORMAL	0600-2200	124.6 269.575	121.65	135.35	
CHICAGO EXEC	0600-2200 MON-FRI 0700-2200 SAT-SUN	119.9	121.7	124.2	
CHICAGO MIDWAY INTL	CONTINUOUS	135.2 269.125	121.65	132.75	
CHICAGO O'HARE INTL	CONTINUOUS	120.75 121.15 126.9 132.7 CNTR TWR 128.15 N TWR (RWY 9L/27R) 133.0 S TWR (RWY 10R/28L) 348.0	118.05 S TWR 121.75 CNTR TWR (OUTBND) 121.9 CNTR TWR (INBND) 124.125 N TWR 226.675	135.4 282.225	
CHICAGO/ROCKFORD INTL	CONTINUOUS	118.1 290.375	121.9 290.375	127.6	ASR
DANE COUNTY RGNL-TRUAX FLD	0600-2300	119.3 257.8	121.9 348.6	124.65 278.3	
DELAWARE CO RGNL	0600-2200	120.1	121.9	133.25	
DUBUQUE RGNL	0600-2000	119.5 254.4	121.8	127.25	
DUPAGE	CONTINUOUS	120.9 257.8	121.8	132.075	
ELKHART	0700-2100 MON-FRI 0800-1800 SAT-SUN	119.5	121.8		
FORT WAYNE INTL	CONTINUOUS	119.1 269.325	121.9 348.6	121.25 360.825	ASR
GARY/CHICAGO INTL	0500-2200	125.6	121.9	134.575	
GENERAL DOWNING-PEORIA INTL	CONTINUOUS	124.0 353.85	121.85 348.6	126.1 282.2	
GENERAL MITCHELL INTL	CONTINUOUS	124.575 269.05	121.8 263.125	126.4	
GERALD R FORD INTL	0530-2400	135.65 339.8	121.8	118.725	ASR
GRISSOM ARB	0730-2300 CLSD FED HOL	133.7 290.45	128.425 275.8	108.45 270.8	
KALAMAZOO/ BATTLE CREEK INTL	0600-2300	118.3 257.875	121.9	127.25	ASR
KENOSHA RGNL	0700-2100	118.6 353.6	121.875	127.175	
LA CROSSE RGNL	0600-2100	118.45 251.075	121.8	124.95	
MUSKEGON COUNTY	0600-2300	126.25 343.725	121.6	124.3	ASR
PURDUE UNIV	0700-2100	119.6 393.0	121.9 393.0	127.75	
QUAD CITY INTL	0530-2230	119.4 269.55	121.9	121.2	
ROCHESTER INTL	0500-2300	118.3 257.8	121.9	120.5	ASR
SOUTH BEND INTL	0530-2400 SUN-FRI 0530-2345 SAT	135.675 257.8	121.7	120.675	
SOUTHERN WISCONSIN RGNL	0600-2100	118.8 225.4	121.65	128.25	
SPARTA/FT MC COY	0800-1600 MON-FRI EXC FED HOL	124.6 241.0	123.1		
THE EASTERN IOWA	0500-2330	118.7 266.8	121.6	124.15	
TIMMERMAN	0700-2100	120.5	121.7	128.3	
UNIVERSITY OF ILLINOIS-WILLARD	0600-2300	120.4 229.4	121.8	124.85	ASR
VOLK FLD	0800-1600 MON-FRI EXC HOL	127.5 239.25	121.9 275.8	134.35 257.85	
WATERLOO RGNL	0600-2000	125.075 257.8	121.9 269.1	120.65	
WAUKEGAN NTL	0600-2000	120.05 273.55	121.65	132.4	
WAUKESHA CO	0600-2100	123.7	121.6	118.875	
WITTMAN RGNL	0600-2200	118.5 290.9	132.3	125.9	

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
CHICAGO CLASS B	119.0 292.125 (360°-179°) 133.625 350.325 (180°-359°)	CONTINUOUS
CHAMPAIGN CLASS C	121.35 285.65 (319°-138°) 132.85 290.225 (139°-318°) O/T 121.35 353.95 CHICAGO CNTR	0600-2300 O/T CLASS G
CHICAGO CLASS C	119.45 269.125 WITHIN 15 NM	CONTINUOUS
FORT WAYNE CLASS C	127.2 284.6 (SW/NW OF ACTIVE RWY) 132.15 282.325 (SE/NE OF ACTIVE RWY)	CONTINUOUS
GRAND RAPIDS CLASS C	124.6 257.6 (N) 128.4 257.6 (S) O/T 128.4 CHICAGO CNTR	0530-2400 O/T CLASS E
MADISON CLASS C	120.1 350.3 (E) 135.45 343.7 (W) O/T 133.3 380.35 CHICAGO CNTR	0600-2300 O/T CLASS E
MICHIANA CLASS C	118.55 257.8 (270°-099°) 132.05 257.8 (100°-269°) O/T 118.55 263.1 CHICAGO CNTR	0530-2400 SUN-FRI 0530-2345 SAT O/T CLASS E
MILWAUKEE CLASS C	118.0 317.725 (SE) 126.5 307.0 (NW)	CONTINUOUS
MOLINE CLASS C	133.275 257.8 (S OF ACTIVE RWY) 125.95 257.8 (N OF ACTIVE RWY) O/T 118.75 351.7 CHICAGO CNTR	0530-2230 O/T CLASS E
PEORIA CLASS C	124.675 317.55 (126°-304°) 125.8 269.2 (305°-125°)	CONTINUOUS
THE EASTERN IOWA AIRPORT CLASS C	119.7 266.8 (091°-269°) 134.05 266.8 (270°-090°) O/T 132.8 328.4 CHICAGO CNTR	0500-2330 O/T CLASS E
KALAMAZOO TRSA	119.2 270.25 (354°-174°) 121.2 239.25 (175°-353°) O/T 127.55 263.1 CHICAGO CNTR	0530-2400
MUSKEGON TRSA	119.8 290.35 (N) 133.825 290.35 (S) O/T 132.275 254.35 CHICAGO CNTR	0530-2400
ROCKFORD TRSA	121.0 327.0 (E) 126.0 327.0 (W)	CONTINUOUS
GRISSOM ARB	121.05 338.275 (E) 123.85 291.675 (W) O/T 121.05 338.275 CHICAGO CNTR	0730-2300
VOLK FLD	135.25 244.875 O/T 125.05 269.375 CHICAGO CNTR	0800-1600 MON-FRI EXC HOL

SPECIAL USE AIRSPACE ON CHICAGO SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications.
Contact Flight Service for information.

† Other times by NOTAM.
NOTAM – Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P–PROHIBITED, R–RESTRICTED, W–WARNING, A–ALERT, MOA–MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-6901 A	TO 20,000	CONTINUOUS 1 MAY—30 SEP 0800-2200 MON-THU & 0800 FRI-2200 SUN 1 OCT—30 APR †24 HRS IN ADVANCE	MINNEAPOLIS CNTR	128.6 363.0
R-6901 B	TO 20,000	BY NOTAM 24 HRS IN ADVANCE	MINNEAPOLIS CNTR	128.6 363.0
R-6903	TO FL 450	INTERMITTENT BY NOTAM	MINNEAPOLIS CNTR	128.6 363.0
R-6904 A	150 AGL TO FL 230	0800-1600 TUE-SAT†	MINNEAPOLIS CNTR	124.4 317.7
R-6904 B	TO FL 230	0800-1600 TUE-SAT†	MINNEAPOLIS CNTR	124.4 317.7

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
HERSEY	5000	0900-1100, 1300-1500 & 1800-2200 TUE-FRI	MINNEAPOLIS CNTR	120.85 322.35
HILL TOP	10,000	0800-1900 TUE-SAT	CHICAGO CNTR	120.97 370.85
HOWARD EAST	9000	0700-2200	KANSAS CITY CNTR	127.27 327.7
HOWARD WEST	10,000	0700-2200	KANSAS CITY CNTR	127.27 327.7
MINNOW	10,000	INTERMITTENT BY NOTAM NORMALLY DAYLT HRS	MINNEAPOLIS CNTR	120.85 322.35
PRUITT A	500 AGL TO 6000	0900-1200 & 1300-1600	KANSAS CITY CNTR	127.27 327.7
TWELVE MILE EAST	500 AGL TO BUT NOT INCL 10,000	0900 TO 30 MIN AFTER SS MON-SAT	CHICAGO CNTR	120.97 370.85
TWELVE MILE WEST	500 AGL TO BUT NOT INCL 6000	0900 TO 30 MIN AFTER SS MON-SAT	CHICAGO CNTR	120.97 370.85
VOLK EAST	8000	INTERMITTENT BY NOTAM 4 HRS IN ADVANCE	MINNEAPOLIS CNTR	124.4 317.7
VOLK FALLS	500 AGL	INTERMITTENT BY NOTAM 4 HRS IN ADVANCE	MINNEAPOLIS CNTR	125.3 335.6
VOLK SOUTH	500 AGL	INTERMITTENT BY NOTAM 4 HRS IN ADVANCE	MINNEAPOLIS CNTR	128.6 363.0
VOLK WEST	500 AGL	INTERMITTENT BY NOTAM 4 HRS IN ADVANCE	MINNEAPOLIS CNTR	124.4 317.7 128.6 363.0

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

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

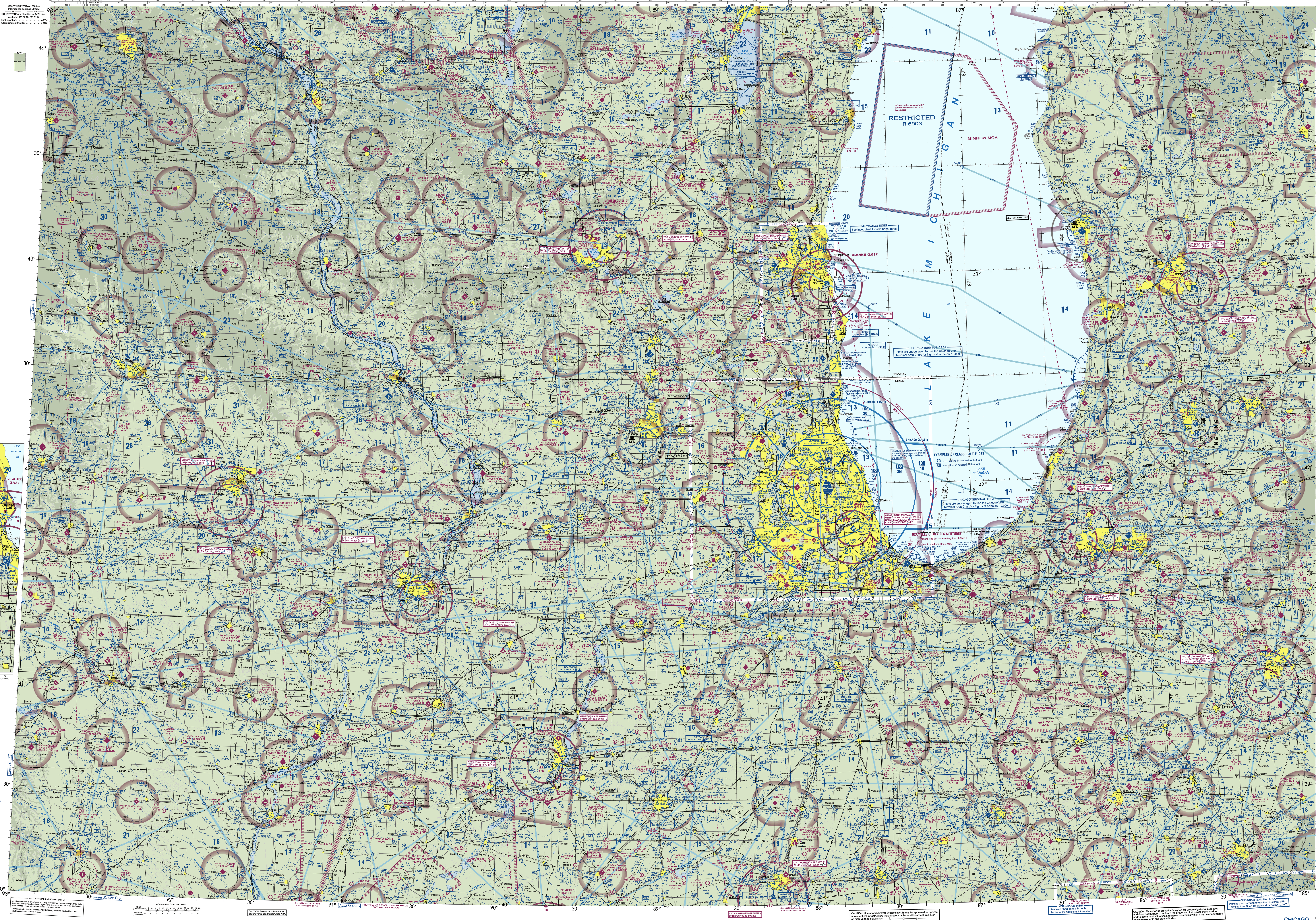
Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

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 5-6-13 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.

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

CONTOUR INTERVAL 500 *feet*
Intermediate contours 250 *feet*
HIGHEST TERRAIN elevation is *1719 feet* located at 43° 02'N - 89° 51'W
Spot elevation .... •4254
Approximate elevation .... x 3200



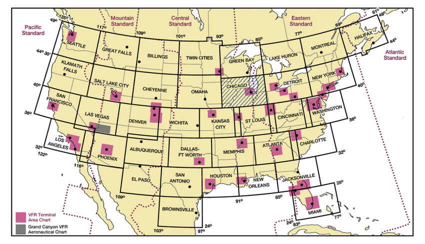
CHICAGO SECTIONAL

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EFFECTIVE 0901Z **25 FEB 2021**
TO 0901Z **22 APR 2021**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



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

FAA Product ID: SCHI
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NGA REF. NO. SECXXCHICAGO
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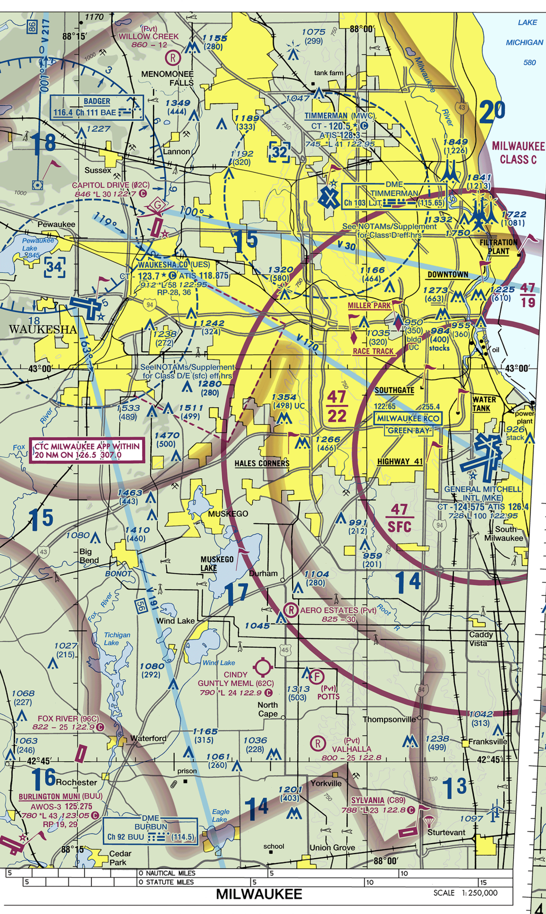


MILWAUKEE

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.

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each set of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on edge of the paper where it meets that point.

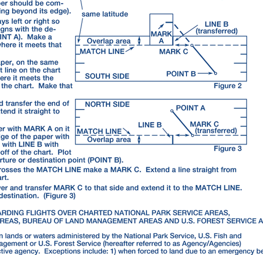
STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and also align with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to the other side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)



REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT 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, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Wilderness Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. 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 four 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 Agency Areas

FOR PROCUREMENT: For digital products, visit http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/
For a list of approved FAA Print Providers, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data or mail to: FAA, Aeronautical Information Services, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

Lambert Conformal Conic Projection Standard Parallels 41° 20' and 46° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

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.
DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

CONVERSION OF ELEVATIONS

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

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines and railroads, pipelines. Check NOTAMs and see AIM for details.

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.

CHICAGO