HELICOPTER ROUTE CHART
CHICAGO
LEGEND

CHICAGO O'HARE INSET

Consult Chart Supplement for details involving airport lighting, navigation aids and services.
All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Hard-surfaced runways 1500 ft. or greater
- Open end within hard-surfaced runway configuration indicates approximate VOR, TACAN or NDB navigation facility
- All recognizable hard-surfaced runways, including those closed, are shown for visual identification.
- Other than hard-surfaced (visible use)

HELIPORTS

- Heliports - public and private
- Medical Center
- Heliports located at major airports
- Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 91 Special Air Traffic Rules & Airport Traffic Patterns.

FAR 91

FSS NO SVFR — Location Identifier

NAME NAME PNAME — ICAO

CT - 118.3 ▼ ATIS 123.8 — Airport traffic area — contiguous U.S.

285 L 122.95 — UNICOM

Uninstalled Heliport — (Uninstalled)

Airport of Entry — ADE

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 ▼ - Tower - Ground Control - Approach/Departure

L - Blue indicators operation part-time. See tower freq exercise 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 (stream where full-time ATIS not available). Some ASOS/AWOS facilities may have voice capability.

UNICOM - Aeronautical advisory station

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Supplement.

Beacons - Lighting codes refer to airway edge lights.
Lighting codes refer to runway edge lights.

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

- VHF OMNI RANGE (VOR)
- VORTAC
- NON-DME — DME
- Other facilities, i.e. FSS, DME, RCO, etc.
- NDB - DME

122.1R - 122.6 - 123.6

CHICAGO 267° 118.6 DME CH 21

Underline indicates Flight Service Station.

◊ - Crosshatch indicates Shutdown status.

* - Operations less than continuous. See Chart Supplement.

▲ - ASOS/AWOS

122.1R

FSS radio providing voice communication

MARION

122.6

CHICAGO CHI

Heavy line box indicates Flight Service Station (FSS). Frequencies in the box are for communication with the FSS. 121.5, 122.2, 243.0 and 255.4 (Guard), and 121.0, 126.7, and 243.0 (Canada) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

R - Receive only.

Frequencies in boxes with thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by local needs. Consult Supplement for complete information.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

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

PRIMARY — MARRIOTT 118.3 — Compulsory - Non - Compulsory

SECONDARY (ON MILITARY) — Route Name — Tower Frequency — Arrow indicates One-way Route — Altitude Changes Again — Reporting or Holding Points

TRANSITION — Maximum Altitude — Recommended Route Altitude

POLICE ZONE — 500 Minimum — 500 Recommended

SCALE — Class B Airspace — Class C Airspace Mode C - see FAR 91.215(b/MC) — Class B/Class C Airspace Surface Area — MODE C (See FAR 91.215(b/MC))

40 — Ceiling of Class D Airspace in hundreds of feet (a minus sign indicates surface up to but not including that value) — 1R22.5 S — MTA - Military Training Route

Prohibited, Restricted, and Warning Areas — Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas. — Special Airport Traffic Area (See FAR 91 for details.) — 88888888 — Identification Zone

OBSTRUCTIONS

1000 ft and higher AGL — Above 200 ft & below 1000 ft AGL — Wind Turbine Farm — Group Obstruction — Obstruction with high-intensity lights; may operate part-time — Elevation of the highest obstacle less than 200 ft above ground — Height above ground — Under construction or proposed; elevation unverified — NOTICE: Guy wires may extend outward from structures. — 2049 (1140) UC

TOPOGRAPHIC INFORMATION

Power Transmission Line — Aerial Cable — Lookout Tower — 618 (Elevation Base of Tower) — WRIGLEY FIELD — Pictorial Symbol

MISCELLANEOUS

A - Aerobatic Practice Area — Glider Operations — G - Glider Operations — H - Hang Gliding Activity — PA - Parachute Jumping Area — UA - Unmanned Aircraft Activity — Parachute Jumping Area (See Supplement.)

Space Launch Activity — Area (See Supplement.)

STADIUM — Illuminated TFR (do not confuse with Lit Obst at 500' AGL)

YPXYZ — VFR Waypoints — NAME (YPXYZ)

CHICAGO HELICOPTER
HELICOPTER ROUTE CHART SCALE 1:125,000

Federal Aviation Administration

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

Consult NOTAMs for latest information
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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.

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NSN 7641014104429
NGA REF. NO. HELOXCHICAGOVFR
EFF. DATE 21056

CONTROL TOWER FREQUENCIES ON CHICAGO HELICOPTER ROUTE 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 airport VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

"HON-TWR" indicates Monday through Friday.
"()" indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS
AURORA	0700-2300	120.4	121.7	135.85
CHICAGO DEC	0700-2300 HON-FRI 0700-2300 SAT-SUN	119.9	121.7	124.2
CHICAGO MIDWAY INTL	CONTINUOUS	120.2 341.725	121.65	132.75
CHICAGO O'HARE INTL	CONTINUOUS	120.75 121.0 124.9 132.7 (119.5 TWR ON RWY 10L/28R)	121.65 (121.75 JOINT TWR ON RWYS 4R/22L AND 10C/28C)	135.4 282.225
DUPAGE	CONTINUOUS	120.9* 337.8	121.9	132.075
GARY/CHICAGO INTL	0500-2200	120.4	121.9	124.575

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
CHICAGO CLASS B	118.3 (L) 392.125 (SMF/TPF) 119.1 (L) 392.125 (SMF/TPF)	CONTINUOUS
CHICAGO CLASS C	119.45 391.125 WITHIN 13 NM	CONTINUOUS

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, Bureau of Land Management, or U.S. Forest Service within the National Park System except at locations where 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. Flight over these areas is permitted at any altitude except that flight below the surface of the water is prohibited over National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, and U.S. Forest Service unless 1) 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

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/air/ahr/ prior to contacting us via toll free number at 1-800-626-1600 or DSN 312-426-8200 or email at: ATCHelp@faa.gov, subject line: charts, or e-mail to FAA, Aeronautical Information Services,1305 East-West Highway, SSMC-4, Suite 4400, Silver Spring, MD 20910-3281.

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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.

ROUTE DESCRIPTIONS

AURORA: From Waside reporting point (8-290 & I-294) along I-88 to Fox Plaza reporting point.

CITY BYPASS: From Wisconsin state line south along I-94 to America reporting point, southwest along Route 21 to Route 60, west along Route 60 to Route 83, south along Route 83 to Route 53, south along Route 53 to JOET route 8-55L.

CITY CENTER: From Wisconsin state line along Route 41 to I-94 (Johns reporting point), I-94 to Junction reporting point and then south on Cicero Avenue to Eisenhower reporting point.

DUPAGE: From Waside reporting point (I-290 & I-294) along the railroad to old railroad grade, west along old railroad grade to Glendale reporting point, then via North Avenue (Route 64) past Cascade reporting point to railroad tracks.

ELGIN: From Woodfield reporting point west on I-90 past Woodfield Mall to Elgin Plaza reporting point.

EISENHOWER: From KENNEDY route west on I-290 to Hillside reporting point.

JOLIET: From TRI-STATE route southwest on I-55 past Plainfield reporting point to Class B 25 NM boundary.

KENNEDY: From Junction reporting point (intersection of Edens Expressway & Kennedy Expressway) south along Kennedy Expressway to the intersection with Chicago Skyway.

SHORELINE: From Wilmette I-90 along Grand Avenue to Chicago Harbor, then south along Lake Shore Drive to South Chicago. Continue along shoreline (Lake Michigan) to Whiting reporting point, then along railroad to Marquette Park (Hammond).

SKYWAY: From intersection of I-90 & I-94 south along I-90 (Chicago Skyway) to Indiana state line. Continue southeast to Indiana Harbor (Whiting) reporting point.

TRI-STATE: From Wisconsin state line south along I-94 to Lake Cook Road (I-94 & I-294), I-294 south to Central reporting point (Central Road/Class B surface area boundary). Route temporarily ends. Resume route south at Hillside 1 reporting point along I-294 to Route 45, south along Route 45 to the Sag Channel, east along the channel to Tri-State Tollway, south to I-80, then west past Cline-80 reporting point to I-55.

O'HARE ROUTES

TRAFFIC CONDITIONS NORMALLY WILL NOT PERMIT OPERATIONS WITHIN THE CLASS B AIRSPACE WITHOUT A LETTER OF AGREEMENT.

ADDISON: From Waside Mall northwest along I-290 to Nordic reporting point.
(Note: Traffic using CITY BYPASS route remain west of the Chicago Class B Airspace.)

ARLINGTON: From Arlington Park Race Track and the Metra Union Pacific Northwest railroad tracks, southeast along the tracks to Wolf Road, south on Wolf Road to Higgins Road.

DES PLAINES: From Central reporting point south along I-294 to Devon Avenue, south to VPDVF.

ELMWOOD: From Elmwood reporting point west along the Metra Milwaukee District West railroad tracks to the Des Plaines River, north along the Des Plaines River to Irving Park Road, west along Irving Park Road to the intersection of Irving Park Road and Mannheim Road.

GRAND AVE: From Elmwood reporting point west along Grand Avenue to the intersection of Grand Avenue and Lake Street, northwest along Lake Street to the intersection of Lake Street and Army Trail Boulevard, then west along Army Trail Boulevard to Route 53.

HAMILTON 1: From VPHAA to VPHBB to VPHBC to VPHMD to VPHME to VPHMF to VPHMG.

HAMILTON 2: From VPDVA to VPDVB to VPDVC to VPDVD.

HILLSIDE 1: From I-294 to Hillside 1 reporting point north along I-294 to railroad tracks, north along tracks to Irving Park Road.

HILLSIDE 2: From Hillside 2 reporting point north on Mannheim Road to Irving Park Road.

OAKTON: From Woodfield reporting point southwest along Northwest Tollway to Oakton Street, then east along Oakton Street to I-94.

TAFT 1: From VPTFG to VPTFF to VPTFE to VPTFD to VPTFC to VPTFB to VPTFA.

TAFT 2: From VPZA to VPDVH to VPDVG to VPDVF to VPDVE.

WOODFIELD: From Woodfield reporting point southeast along I-90 to Higgins Road, southeast along Higgins Road to Elmhurst Road.

MIDWAY ROUTES

ARCHER: From Campbell Soup reporting point southwest on Archer Avenue to Laramie Avenue, then south on Laramie Avenue to north field boundary.

EAST: From Kennedy Expressway west on 59th Street to east field boundary.

NORTH: From Eisenhower Expressway south on Cicero Avenue to Stevenson Expressway (I-55), southwest on Stevenson Expressway to Laramie Avenue, then south on Laramie Avenue to the north field boundary.

PORTTRACK: From KENNEDY route southwest on I-55 to Campbell Soup reporting point, west on the railroad tracks to Ogden Avenue, southwest on Ogden Avenue to First Avenue, south on First Avenue to Joliet Road, then southwest on Joliet Road to the Tri-State interchange.

SOUTH: From Yellow Freight reporting point northeast on Southwest Highway to Central Avenue to State Road, southwest on State Road to Lockwood Avenue, north on Lockwood Avenue to rail yard, then due north across rail yard to south field boundary.

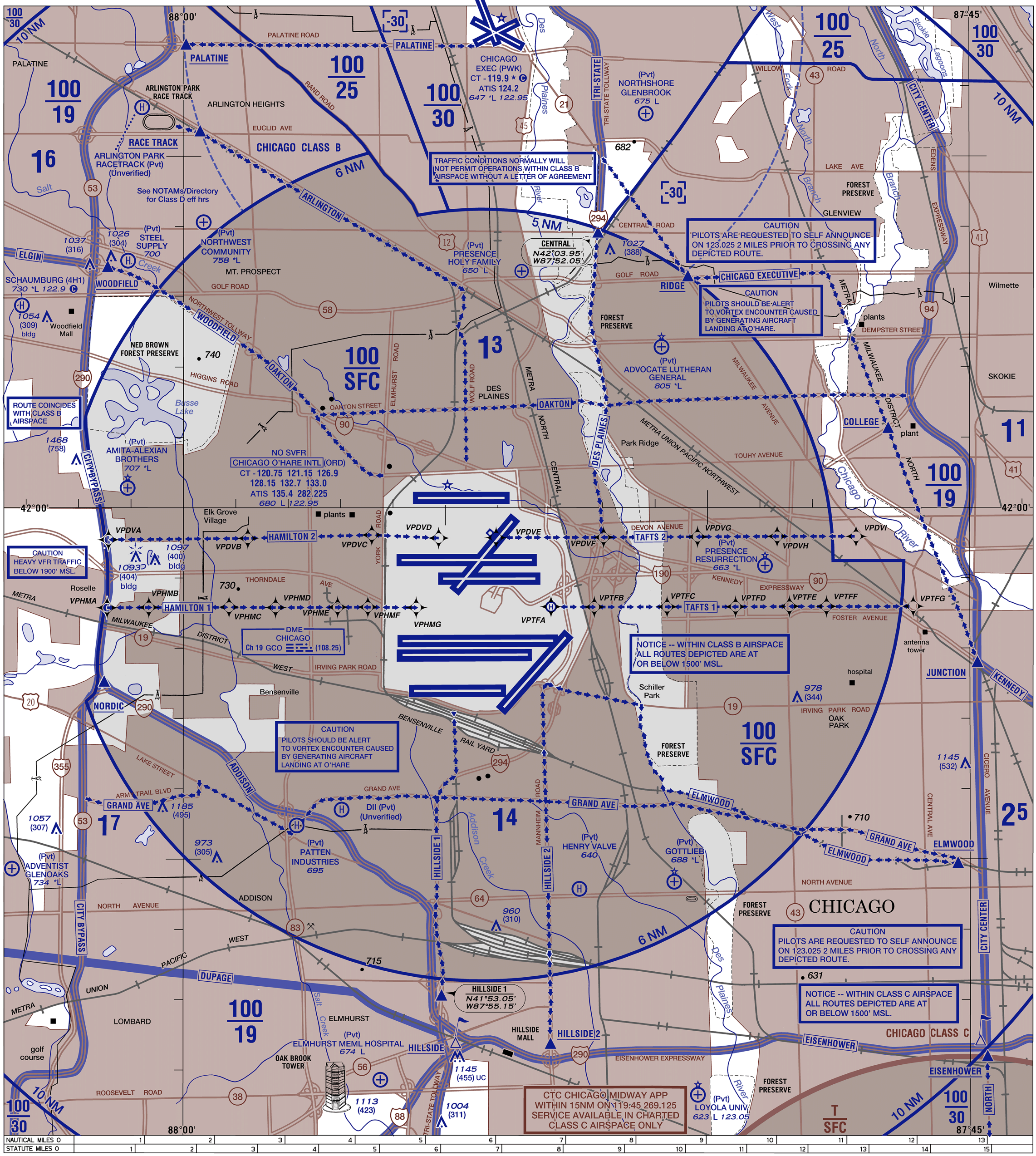
WEST: From the intersection of Tri-State Route and Stevenson Expressway, northeast on Stevenson Expressway (I-55) to Flood Plant, then east to west field boundary.

CHICAGO EXPLOSIVE: From Junction reporting point (I-90 & I-94) direct along Metra Milwaukee District North railroad tracks north to Golf Road, west along Golf Road to Ridge reporting point, northwest along Milwaukee Avenue to I-294.

PALATINE: From Palatine reporting point along Palatine Road direct to Chicago Exec (PWK) runway 24.

OTHER ROUTES

CHICAGO HELICOPTER: From Junction reporting point (I-90 & I-94) direct along Metra Milwaukee District North railroad tracks north to Golf Road, west along Golf Road to Ridge reporting point, northwest along Milwaukee Avenue to I-294.



CHICAGO-O'HARE INSET
SCALE 1:90,000