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 aid
- All recognizable hard-surfaced runways, including those closed, are shown for visual identification.
- Other than hard-surfaced public use
- Heliports - public and private
- Private use
- Medical Center
- Seaplane Base
- Helipads 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 DATA — Location Identifier
NAME NAME PNAME — ICAO
CT - 118.3 ● ATIS 123.8 — Control tower shown outside contiguous U.S.
285 L 122.95
Unicomed Heliport — UNICOM
Airport of Entry — ADE

FSS - Flight Service Station
NO TWR - Fixed-wing special VFR flight is prohibited.
CT - Control Tower ● - Operates part-time
* - Star indicates operation part-time. See tower hours-service 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.
Lighting codes: Airport lighting intensity/type/color. Lighting codes refer to runway edge lights.

OTHER

- Obstacle
- Ultralight Flight Park
- Glider
- Seaplane Base

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

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

CHAGOAN — 123.6 — 361.7 — 358.0 — CHA
Underline indicates Flight Service Station.
Crosshatch indicates Shutdown status.
Operations less than continuous. See Supplement.
ABCSAMPLE — 122.1R — 122.1R
Radio calls prompting voice communication.
MIAMI
Heavy line box indicates Flight Service Station (FSS). Underline indicates FSS. Most FSSs are manned at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.
R - Receive only.
Frequencies in bold face type are time lines are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by local needs. Consult Supplement for complete information.

HOMER HOME

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 Depending on Origin — Reporting or Holding Points
TRANSITION
POLICE & RESCUE
Maximum Altitude — 500 Minimum — 500 Recommended
Recommended Route Altitude
Class D Airspace — Ceiling of Class D Airspace in hundreds of feet (a minus sign indicates ceiling surface up to but not including that value).
Class B Airspace — 40
Class C Airspace Mode C - see FAR 91.215(b&c)
Class B/Class C Airspace Surface Area
MODE C — See FAR 91.215(b&c)
Prohibited, Restricted, and Warning Areas — Alert Areas and Military Operations Areas (MOA) — Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface area.
MTR - Military Training Route — See FAR 93 for details.
ADIZ - National Defense Airspace Emergency Flight Restriction Identification Zone.

OBSTRUCTIONS

1,000 ft and higher AGL — Group in hundreds of feet. Above 200 ft & below 1000 ft AGL — Wind Turbine Farm — Wind Turbine — 1000 UC
Group Obstruction — Elevation of the highest obstruction less than 1000 ft. Height above ground. Under construction or unlighted. Group elevation unverified. NOTICE: Guy wires may extend outward from structures. — 2049 (1140) UC
Obstruction with high-intensity lights; may operate part-time.

TOPOGRAPHIC INFORMATION

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

MISCELLANEOUS

A - Aerobatic Practice Area
G - Glider Operations
D - Glider Operations
H - Hang Gliding Activity
U - Ultralight Activity
UA - Unmanned Aircraft Activity
Parachute Jumping Area (See Supplement)
Space Launch Activity Area — YPXYZ — VFR Waypoints
STADIUM — Illuminated TFR size (Sunset to Sunrise) (AGL or A for 3000' AGL) — NAME (YPXYZ)

CHICAGO HELICOPTER
HELICOPTER ROUTE CHART SCALE 1:125,000

Federal Aviation Administration

EFFECTIVE 0901Z **15 JUN 2023**
TO 0901Z **10 AUG 2023**

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.

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EFF. DATE 23166

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 shown.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are unmatched VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

"MON-FRI" indicates Monday through Friday.
"()" indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS
AURORA MUNI	0700-2000	120.4	121.7	135.65
CHICAGO SBC	0700-2000 MON-FRI; 0700-2000 SAT-SUN	119.9	121.7	124.2
CHICAGO MIDWAY INTL	CONTINUOUS	133.2 (281.1)[S]	118.075	132.75
CHICAGO O'HARE INTL	CONTINUOUS	120.75 (RWY 04R/22L & 10C/28C); 119.1 (RWY 04L/22R); 124.35 (RWY 09C/27C); 124.9 (RWY 09L/27L); 119.1 (RWY 10L/28L); 132.7 (RWY 10C/28C); 133.0 (RWY 10R/28R)	121.75 (GND TWR 22L/28R); 121.9 (GND TWR 22R/28L); 124.725 N TWR	120.1 (D); 124.675 (A)
DUPAGE	CONTINUOUS	120.9; 137.8	131.8	132.075
GARY/CHICAGO INTL	0000-2000	126.4	121.7	124.075
LEWIS UNIVERSITY	0600-2000	124.4	120.425	124.675

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
CHICAGO CLASS B	120.35 - 365.6 (D) 120.9 - 365.6 (N) 133.5 - 349.0 - (D) 138.3 - 315.875 (N)	CONTINUOUS
CHICAGO CLASS C	119.45 (281.1)[S] - 365.6 (D) 119.45 - 365.6 (N)	CONTINUOUS

REGULATIONS PERTAINING TO LANDS 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 in emergency or 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. Operations in Alaska are governed by Alaska National Interest Lands Conservation Act (ANILCA) and Alaska Supplements. 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 are shown in BLUE. Other areas in which flight is restricted are shown in MAGENTA. Unless otherwise indicated, 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 permission 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/go/aeroc/ prior to contacting us via toll free number at: 1-800-638-8972 or contact us via internet at: /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.

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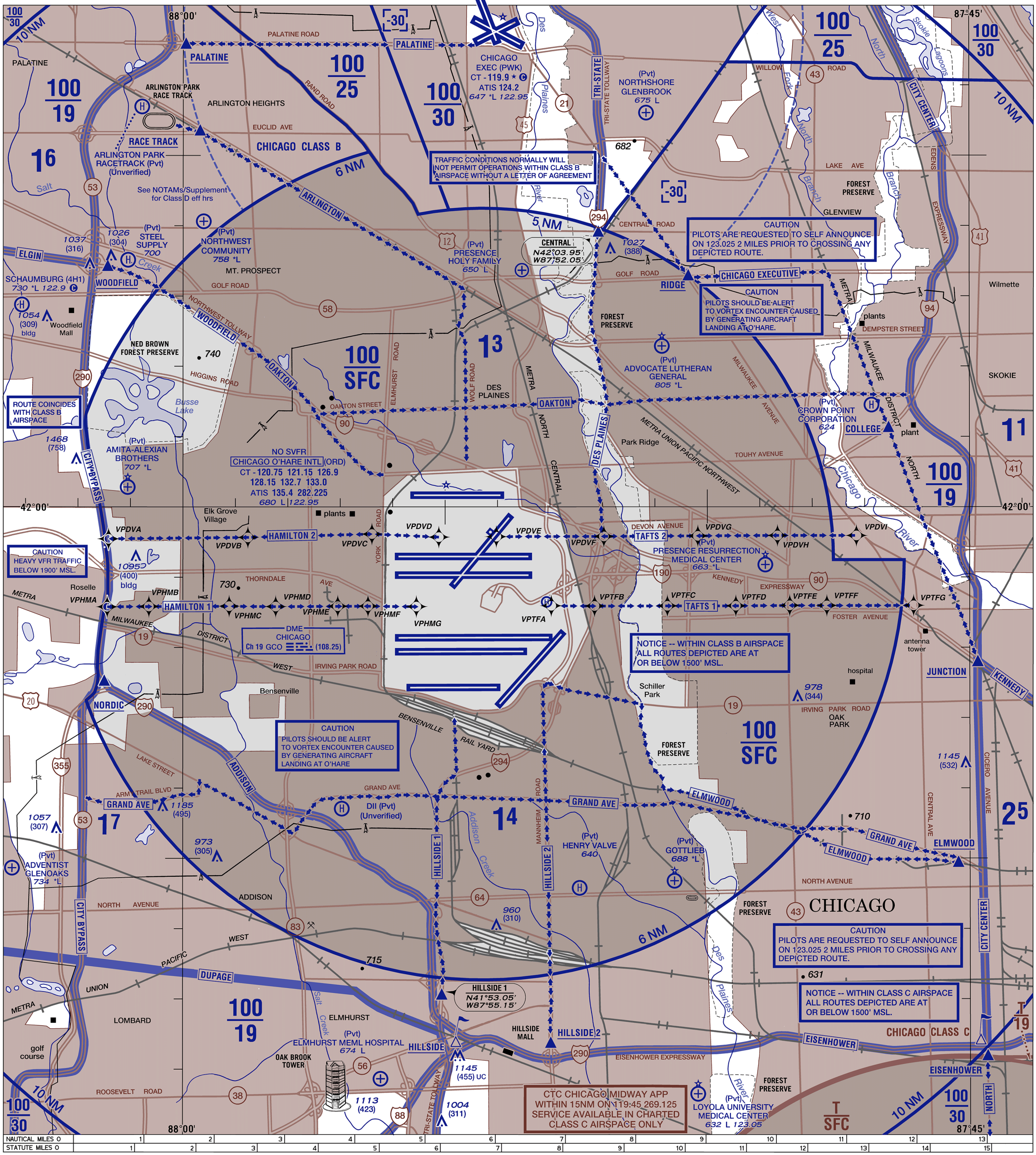
CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines ..... and railroads ..... pipelines ..... and railroads
Check NOTAMs and see AIM for details.



CHICAGO-O'HARE INSET

SCALE 1:90,000