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 site location.
- 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
- Helipads located at major airports
- Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

FSS NO DATA — FAR 91 Special Air Traffic Rules & Airport Traffic Patterns.

NAME NAME/PNAME — Location identifier shown outside contiguous U.S.

Unverified Heliport — (Unverified)

Airport of Entry — ADE

FSS - Flight Service Station

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

CT - 118.3 ● ATIS 123.8 — Control Tower ● Automatic Terminal Information Service

* - Star indicates operation just/-less; See lower 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 when full-time ATIS not available). Some ASOS/AWOS facilities may have voice capability.

UNICOM - Aeronautical advisory station

2085 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Supplement.

Lighting codes refer to airport beacon. If beacon character is replaced by a dash, Lighting codes refer to runway edge lights.

OTHER

- Obstacle
- Ultralight Flight Park (Unverified)
- Seaplane Base

RADIO AID TO NAVIGATION AND COMMUNICATION BOXES

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

CHICAGO 117.9 — 108.6 — CHA

Underline indicates Flight Service Station.

Crosshatch indicates Shutdown status.

Operators line indicates Operator Off-Frequent.

ASOS/AWOS — 120.125 —

Heavy line box indicates Flight Service Station (FSS). Frequencies in the 121.5 to 123.6 range are monitored at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.

R - Receive only.

Frequencies in the 108 to 117 range are reserved for NAVAID use. Other FAB frequencies providing voice communication may be available as determined by local needs. Consult Supplement for complete information.

MIAMI 123.6 — HOMER HOM

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) — Reporting or Holding Points

TRANSITION — Route Name — Tower Frequency — Arrow indicates One-way Route — Altitude Changes Allowed

POLICE — Maximum Altitude — Recommended Route Altitude

POLICE — 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) — Minimum — Recommended

Class A Airspace — Class C Airspace Mode C - see FAR 91.215(b&c) — 40 — Class B/Class C Airspace Surface Area — MODE C - See FAR 91.215(b&c) — 18000 — Prohibited, Restricted, and Warning Areas — Alert Area and Military Operations Area (MOA) — Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas. — MTR - Military Training Route — See FAR 93 for details. — Temporary Flight Restriction — National Defense Airspace Emergency Flight Restriction — Identification Zone

OBSTRUCTIONS

- 1000 ft and higher AGL
- Above 200 ft AGL — below 1000 ft AGL
- Group Obstruction
- Obstruction with high-intensity lights; may operate part-time

Stacks — Wind Turbine Farm — Wind Turbine — Elevation of the highest obstacle in feet. Height above ground. Under construction or unlighted. Elevation unverified. NOTICE: Guy wires may extend outward from structures.

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Lookout Tower
- 618 (Elevation Base of Tower)

MISCELLANEOUS

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

Space Launch Activity Area — VFR/TFR Waypoints — STADIUM (Illuminated TFR sta-dium within 1 nm up to & incl 3000' AGL) — NAME (VFR/TFR)

WRIGLEY FIELD — Pictorial Symbol

CHICAGO HELICOPTER
HELICOPTER ROUTE CHART SCALE 1:125,000

Federal Aviation Administration

EFFECTIVE 0901Z **10 AUG 2023**
TO 0901Z **5 OCT 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 23222

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 unmet 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 SEC	0700-2200 MON-FRI; 0700-2000 SAT-SUN	119.9	121.7	124.2
CHICAGO MIDWAY INTL	CONTINUOUS	133.2 (281.12)	118.075	132.75
CHICAGO O'HARE INTL	CONTINUOUS	120.75 (RWYS 04/22L & 10/28); 119.1 (RWY 09/27); 124.0 (RWY 04/22R); 124.37 (RWY 09L/27L); 124.9 (RWY 10L/28L); 126.9 (RWY 09R/27R); & 132.4 (RWY 10C/28C)	121.75 (CNR TWR 2)(RWY 04/22R); 121.9 (RWY 09R/27R); 124.725 In TWR	119.4 (RWY 09L/27L); 124.675
DUPAGE	CONTINUOUS	120.9; 137.8	121.8	133.075
GARY/CHICAGO INT.	0000-2200	126.4	121.7	124.075
LENS UNIVERSITY	0600-2000	134.4	120.425	126.475

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
CHICAGO CLASS B	120.35 - 363.100 PD 133.5 - 349.0 - DD 128.3 - 315.875 (IR)	CONTINUOUS
CHICAGO CLASS C	119.45 (IR) 123.9 (IR) 118.3 (IR) 124.725	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. Emergency and official government landings do not relieve the operator from any responsibility for damages incurred. 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 BLUE are U.S. Fish and Wildlife Service administered areas. Flying over 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 your regional office at http://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.

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/

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 Wildside 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 50, west along Route 50 to Route 83, south along Route 83 to Route 53, south along Route 53 to Higgins Road, south along I-290 to Nordic reporting point, south along Route 53 to JOLIET route (I-55).

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

DUPAGE: From Wildside 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 I-90 (Indiana) 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 (Ft. Sheridan).

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-65.

O'HARE ROUTES

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

ADDISON: From Wildside 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 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 southeast along Northwest Tollway to Oakton Street, then east along Oakton Street to I-94.

TAFT0 1: From VPTFG to VPTFF to VPTFE to VPTFD to VPTFC to VPTFB to VPTFA.

TAFT0 2: From VPZA0 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, southeast of 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.

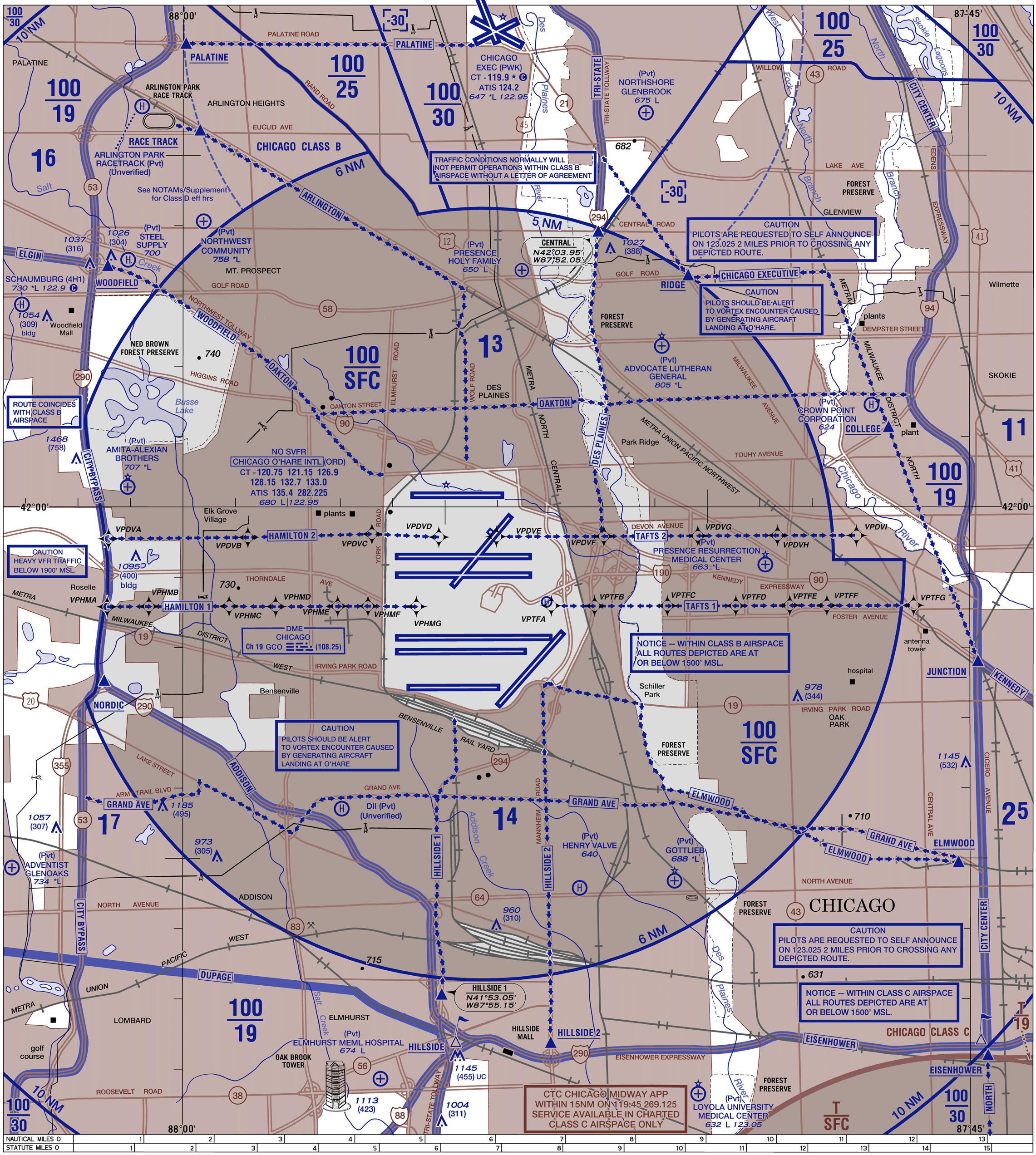
OTHER ROUTES

CHICAGO RIVER LOOP: From Junction reporting point (I-90 & I-94) direct along Metra Milwaukee District North railroad tracks south 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 34.

ATTENTION
This CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The MEF is the highest known feature in each quadrangle, including 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

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 the intercept procedures contained in the "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets approach your aircraft and 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.



CHICAGO-O'HARE INSET

SCALE 1:90,000