CHICAGO O'HARE INSET

HELICOPTER ROUTE CHART CHICAGO

CHICAGO

LEGEND

Consult Airport/Facility Directory (AFD) 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 1000 ft. or greater
- Open dot within hard-surfaced runway configuration indicates approximate VOR, TACAN or NDB facility location
- All recognizable hard-surfaced runways, including those closed, are shown for visual identification.
- Other than hard-surfaced (unpaved) use
- Heliports - public use (private unless shown otherwise)
- Heliports
- Seaplane Base
- Private use

HELIPORTS

OTHER

- Trauma Center
- Heliports located at airport locations
- Sighting 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 NAME DME PNAME ICAO

CT - 118.3 • ATIS 123.8 — Operation Identifier shown indicator contiguous U.S.

285 L 122.95 UNICOM

Uninstalled Helipport — [Uninstalled]

Airport of Entry — ADE

FSS - Flight Service Station

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

CT - Control Tower, Tower Frequency

• - Box indicates operation just-in-time. See tower frequency for 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

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Airport/Facility Directory.

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

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

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

122.1B - 122.6 - 122.6

CHICAGO-LE 361° 118.8 OAK 24°

Underline indicates Flight Service Station.

◇ Crossbatch indicates Shutdown status.

Operation is Sunrise-Sunset or as frequent.

◇ ASOS/AWOS 132.1B

◇ - HIWAS

FSS radio providing voice communication

122.1B

CHICAGO CHI

Heavy line box indicates Flight Service Station (FSS). Frequencies above the line box are for use by pilots-in-flight at many FSSs and are not shown above boxes. All other frequencies are shown.

Frequencies below the Flight Advisory Service, see A/FD.

R - Receive only

Frequencies above the line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by local management. Consult Airport/Facility Directory for complete information.

MMMB

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

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

PRIMARY — MARQUETTE 118.3 — Compulsory - Non - Compulsory

SECONDARY OR MILITARY

TRANSITION

POLICE ZONE

Route Name — Tower Frequency — Arrow indicates One-way Route — Altitude Change Allowed — Reporting or Holding Points

Maximum Altitude — 500 Minimum — 500 Recommended — Recommended Route Altitude

Class E Airspace — Class E Airspace Mode C - see FAR 91.215(b&c)

40 — Ceiling of Class E Airspace in hundreds of feet (a minus sign indicates surface up to but not including that value)

Class B Airspace — Class C Airspace — Class D Airspace

1R22 S — MTA - Military Training Route

Class B Airspace Surface Area

MODE C (See FAR 91.215(b&c))

Prohibited, Restricted, and Warning Areas — Alert Area and MOA — Special Use Airspace — Special Airport Traffic Area (See FAR 93 for details.) — ADIZ - Air Defense Identification Zone

OBSTRUCTIONS

1000 ft and higher AGL

Other 1000 ft AGL — Wind Turbine — Wind Turbine Farm

Group Obstruction

Elevation of the top above mean sea level. Underline indicates lighted. Under construction or reported position and elevation unverified. May operate part-time.

Obstruction with Operational Status may operate part-time

TOPOGRAPHIC INFORMATION

Power Transmission Line — Aerial Cable

Lookout Tower — 616 Elevation Base of Tower

Pictorial Symbol

MISCELLANEOUS

G - Glider Operations
P - Parachute Jumping Area (See Airport/Facility Directory.)
U - Ultralight Activity
UA - Unmanned Aircraft Activity

Space Launch Activity Area (See Airport/Facility Directory.)

VPXYZ — VFR Waypoints (See chart tabulation for latitudes/longitude.)

NAME (YPXYZ)

CHICAGO HELICOPTER

HELICOPTER ROUTE CHART SCALE 1:125,000

Federal Aviation Administration

8TH EDITION EFFECTIVE 0901Z **4 FEB 2016**

Chart will become OBSOLETE FOR USE IN NAVIGATION upon publication of the next edition. See Dates of Latest Editions

Includes airspace amendments effective **4 FEB 2016** and all other aeronautical data received by **10 DEC 2015**

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY Chart Bulletin section (online at http://aeo.gov/cbd/). 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: HELCHI

NSN 7641014104429

EFF. DATE 16035

ALIAS NAME HELOXCHICAGOVFR

ROUTE DESCRIPTIONS

AURORA: From Hillside reporting point E-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 63, west along Route 60 to Route 83, south along Route 83 to Route 53, south along Route 53 to JOLIET route (I-55).

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 Hillside reporting point E-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: East from 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 (Indiana).

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 Gag Channel, east along the channel to Tri-State Tollway, south to I-80, then east 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 Hillside 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.

HAMILTON 1: From VPHMA to VPHMB to VPHMC to VPHMD to VPHME to VPHMF to VPHMG.

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

HILLSIDE 1: From 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.

TARTS 1: From VPTRG to VPTRF to VPTRE to VPTRD to VPTRC to VPTRB to VPTRA.

TARTS 2: From VPDVI 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 southeast 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.

RACETRACK: 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, northeast 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 Argo Yard, then east to west field boundary.

OTHER ROUTES

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

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

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 local control frequency [ex]. 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 on 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 aerial VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

NO SVFR* indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS
AURORA	0700-2100	120.6	121.7	123.85
CHICAGO-LE	0600-2200 (MON-FRI) 0700-2200 (SAT-SUN)	118.8	121.7	124.3
CHICAGO MIDWAY INTL	CONTINUOUS	118.7 119.1	121.65	133.75
CHICAGO O'HARE INTL	CONTINUOUS	119.1 (N FWY) 120.9 (S FWY) 128.15 (ARR RWY) 132.75 (121.15 126.9 132.7 ARR RWY 10R/28L) 132.5 (121.15 ARR RWY 10L/28R) 340.0	121.65 (N TWR) 124.15 (S TWR) 121.75 (GCN/N) 121.9 (N/NE) 121.65 (S TWR) 118.05 229.475	132.075
DUPAGE	CONTINUOUS	120.9 237.8	121.8	132.075
GARY/CHICAGO INTL	0600-2200	125.4	121.9	134.575

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
CHICAGO CLASS B	118.0 - 261.1 (SMC-DPF) 118.0 - 269.1 (DPF-ORD)	CONTINUOUS
CHICAGO MIDWAY CLASS C	119.45 265.125 WITHIN 13 NM	CONTINUOUS

Features normally used as checkpoints for navigating VFR traffic are emphasized on this series of charts so they may be quickly identified.

Example: ▲ POWER PLANT

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

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 portray the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH INCREASE NUMBER OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

ALL ROUTES ARE RECOMMENDED ROUTES WHICH PILOTS MAY EXPECT TO RECEIVE WHEN AUTHORIZED TO OPERATE IN THE CLASS B AIRSPACE. UNLESS OTHERWISE INDICATED, ALTITUDES WILL BE ASSIGNED WHEN CONTACTING AIR TRAFFIC CONTROL. HELICOPTER ROUTE AND ALTITUDE ASSIGNMENTS DO NOT RELIEVE PILOTS FROM THEIR DUTY TO COMPLY WITH FAR 91.119 AND 135.203(b). PILOTS ARE EXPECTED TO REQUEST AN ALTERNATE CLEARANCE IF NECESSARY FOR COMPLIANCE.

CHICAGO VFR WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are contrasted 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 on the Chicago Checkpoint flag. The VFR Waypoint name is shown in parenthesis adjacent to the Visual Checkpoint name.

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

VPCNA	N41°59.57' / W088°01.42'
VPCNB	N41°59.57' / W087°58.26'
VPCNC	N41°59.62' / W087°56.40'
VPCND	N41°59.57' / W087°54.54'
VPCNE	N41°58.59' / W087°54.07'
VPCNF	N41°59.58' / W087°51.98'
VPCNG	N41°59.57' / W087°50.18'
VPCNH	N41°59.60' / W087°48.67'
VPCNI	N41°59.57' / W087°47.16'
VPHMA	N41°58.58' / W088°01.44'
VPHMB	N41°58.58' / W087°58.65'
VPHMC	N41°58.59' / W087°59.12'
VPHMD	N41°58.58' / W087°58.23'
VPHME	N41°58.59' / W087°57.05'
VPHMF	N41°58.57' / W087°55.47'
VPHMG	N41°58.58' / W087°53.33'
VPTRA	N41°58.59' / W087°53.16'
VPTRB	N41°58.59' / W087°53.16'
VPTRC	N41°58.59' / W087°50.77'
VPTRD	N41°58.59' / W087°49.80'
VPTRE	N41°58.60' / W087°48.44'
VPTRF	N41°58.60' / W087°47.72'
VPTRG	N41°58.60' / W087°46.11'

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, 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 areas, or 3) by aircraft engaged in a scheduled passenger carrying operation.

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 Ranges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and National Forests administered by the U.S. Forest Service. The "surface" for National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Rivers means 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.

Flying 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.

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

FOR PROCUREMENT: Contact an Authorized FAA Chart Sales Agent. Visit the website at http://faa.gov/go/ais and click on "Chart Agent Locator" for digital products, visit http://flyachsys.com/

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 presented 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 1-800-638-0657, or email us at 9-AMC-AeronautIntl@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.

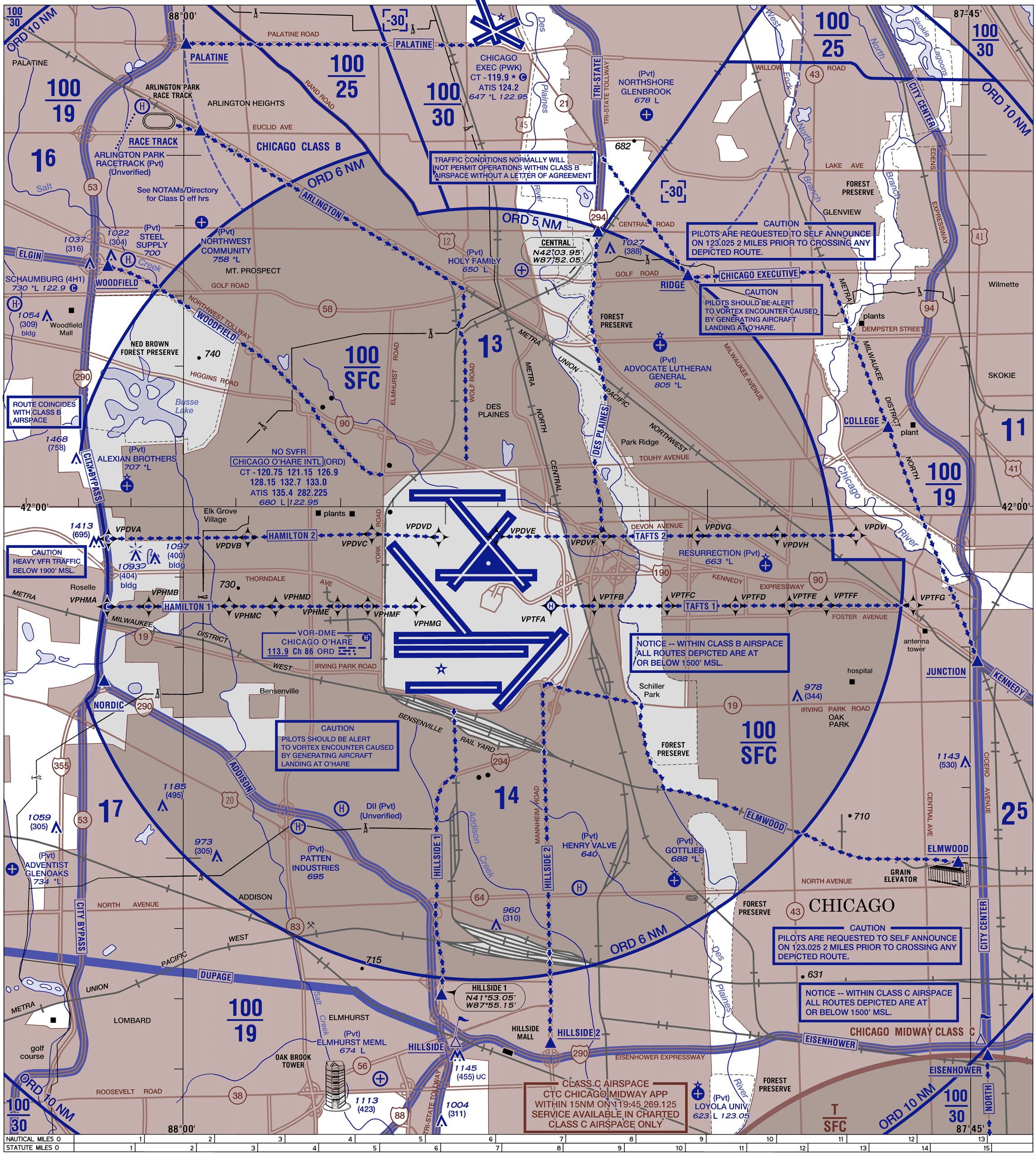
ATTENTION

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 features in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,550 feet 125

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating within U.S. national airspace, if capable, will maintain a listening watch on the emergency 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.



CHICAGO-O'HARE INSET

SCALE 1:90,000