

VFR TERMINAL AREA CHART CHICAGO

Informational text and legends for airports, communication boxes, radio aids to navigation, obstructions, and other VFR-related details.



CONTROL TOWER FREQUENCIES ON CHICAGO TERMINAL AREA CHART. Table listing tower names, frequencies, and other relevant data.

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES. Table detailing frequencies for Class B, Class C, and TRSA.

CHICAGO CLASS B AIRSPACE. Section explaining the Class B airspace structure, including floor and ceiling altitudes.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS. Section detailing flight restrictions and procedures over National Park Service land.

CHICAGO VFR WAYPOINTS. Section listing VFR waypoints and their corresponding altitudes.

EXAMPLES OF CLASS C ALTITUDES. Diagram showing various Class C altitude examples and their vertical boundaries.

REPORTING CHART ERRORS. Section providing instructions on how to report errors found on the chart.

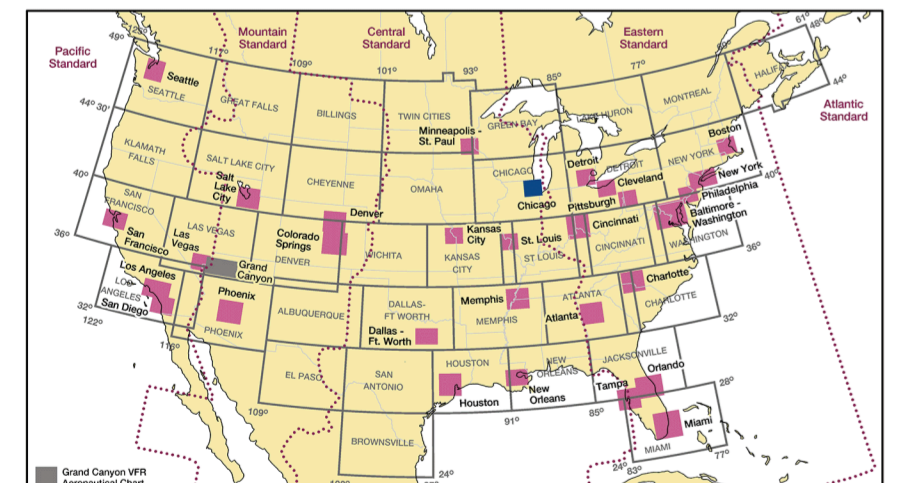
MILITARY TRAINING ROUTES (MTR). Section describing Military Training Routes and how they are depicted on the chart.

POWER PLANT. Section explaining the symbols used to denote power plants and their locations.

93RD EDITION EFFECTIVE 0901Z 13 OCT 2016 TO 0901Z 27 APR 2017

Includes airspace amendments effective 15 SEP 2016 and all other aeronautical data received by 18 AUG 2016

Information on this chart will change; consolidated major updates of chart changes are available every 56 days in the CHART SUPPLEMENT Aeronautical Chart Bulletin series...



Published from digital files compiled in accordance with International Civil Aviation Organization Specifications and approved by Department of Defense, Federal Aviation Administration.

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



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VFR FLYWAY PLANNING CHART

CHICAGO

Scale 1:250,000

NOT TO BE USED FOR NAVIGATION

AIRPORTS		RADIO AIDS TO NAVIGATION	
Paved Runways	VOR	NDB	
Unpaved Runways	VORTAC	NDB-DME	
NAME (NAM)	DME	DME	
NAME (NAM)	VOR-DME	DME	
NAME (NAM)	VOR-DME	DME	

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Class B Airspace	Class C Airspace (Mode C - see FAR 91.215/AIM.)	Class B/C Surface Area	Prohibited, Restricted, and Warning Areas, Canadian Advisory, Danger, and Restricted Areas	Alert Area and Military Operations Area (MOA)	IFR Departure Routes	IFR Arrival Routes	IFR Arrival/Departure Routes
Examples of Class B Airspace Altitudes		Examples of Class B Airspace Altitudes		Examples of Class B Airspace Altitudes		Examples of Class B Airspace Altitudes	
70 --- Ceiling in hundreds of feet MSL		30 --- Floor in hundreds of feet MSL		Mode C (See FAR 91.215/AIM.)		Class D Airspace	
40 --- Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)		Class E (efc) Airspace		Suggested VFR Flyway and Altitude		Suggested VFR Flyway and Altitude	
2600		6700		2600		6700	

OBSTRUCTIONS (Selected)	MISCELLANEOUS	TOPOGRAPHIC INFORMATION
2049	N39° 56.32' W120° 36.91'	12256

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE CHICAGO AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B/CLASS C AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B/CLASS C AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION
THE ENTIRE CHICAGO AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

CHICAGO CLASS B AIRSPACE
OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

- Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
- No person may take off or land a civil aircraft at the Chicago O'Hare International Airport unless the pilot in command holds at least a Private Pilot certificate.
- Except as noted in 2. above, no person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
 - The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or;
 - The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
- Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
- An operable VOR or TACAN receiver for IFR operations.
- A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES
IFR FLIGHTS—Aircraft operating within the Chicago Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS—

- Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
- Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
- Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES
All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other non-radar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC of compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

