

2011



KLOT

CHICAGOLAND/NASCAR

NOTAM

SEPTEMBER 14TH

THRU

SEPTEMBER 18TH

CHICAGOLAND SPEEDWAY NASCAR RACES AMENDED DEPARTURE ROUTES FOR TURBOPROPS & INDIANAPOLIS BOUND AIRCRAFT

SEPTEMBER 14 THROUGH SEPTEMBER 18, 2011

In anticipation of a significant number of aircraft traveling to the Chicago, Illinois, area during the Chicagoland Speedway NASCAR races, a temporary air traffic control tower and special air traffic procedures will be incorporated at the Lewis University Airport (LOT) at Romeoville, Illinois. The operation of the temporary tower will begin Wednesday, September 14th and continue through Sunday, September 18th. In the event that a NASCAR race is postponed until Monday, September 19th the tower will be open and these procedures shall also apply on that day.

There will not be a slot or reservation program into the Chicago area airports for these events.

IFR ARRIVAL PROCEDURES TO LOT or JOLIET (JOT)

Aircraft filing for the destination airports of LOT or JOT should file for and expect the following routings:

North of Chicago: BAE..RFD..JOT THEN DIRECT

Northwest of Chicago: RFD..JOT THEN DIRECT

West and southwest of Chicago: BDF..MOTIF..JOT THEN DIRECT

From Michigan, Northern Indiana, Ontario: OXI.V38.EON..JOT THEN DIRECT

Other areas east and south of Chicago: MACES..BVT.V7.ZORRO..EON..JOT THEN DIRECT

All other Chicago area airports, file over normal Chicago STAR arrival routes.

IFR DEPARTURES

Please file your IFR flight plan two hours before you wish to depart. Your proposed departure time should be the time you expect to depart, not two hours prior. Due to the expected high volume of filings and the necessity to ensure the preferential routes are incorporated into your flight plan, extra time will be required to process your flight plan. Do not file multiple flight plans. Departure flight plans will be valid from ½ hour before to 2 hours after your proposed departure time.

To update your proposed departure time:

Call Chicago TRACON at (847) 289-0926 or

Friday/Saturday visit the ATC clearance delivery desk located in the terminal at the LOT Airport.

VFR departure for airborne pick up of IFR clearance may not be accepted within 100 miles of the Joliet (JOT) VOR. Attempts to air file an IFR flight plan with Chicago or Indianapolis Center will be referred to the appropriate AFSS.

Traffic departing from all Chicago metropolitan airports should file and expect initial routings over those nav aids or fixes depicted in the O'Hare-5 departure procedure (ORD5-ORD). NOTE – eastbound aircraft filed over GIJ, UNBAR, MUSKY or ELX will be taken over Lake Michigan. If you do not want to fly over water, file over EON, direct OXI and make a notation of "NO OVER WATER" in the remarks of the flight plan.

The following are preferred routes for JET AIRCRAFT from the Chicago area airports to the Raleigh/Durham or Charlotte areas:

TO	VIA
CLT	EARND..ELANR..EMMLY..ETAME..EMEGE..FLM..JOHNS2 direct
JQF	EARND..ELANR..EMMLY..ETAME..EMEGE..FLM..GZG..MULBE..BZM..PEGTE direct
RDU	EARND..ELANR..EMMLY..ETAME..EMEGE..FLM..J24..HVQ..BKW..ROA.. FRAZI1 direct
INT or GSO	EARND..ELANR..EMMLY..ETAME..EMEGE..FLM..GZG..BROOK2 direct
EXX or MTV	DENNT..DARCY..DREGS..DUMGE..IIU..GZG..TRAKS direct
SVH or HKY	DENNT..DARCY..DREGS..DUMGE..IIU..DORFF..BZM direct
VJI or TRI	DENNT..DARCY..DREGS..DUMGE..IIU direct
GSP	DENNT..DARCY..DREGS..DUMGE..IIU..SOT..SUG.V185.UNMAN direct
AVL	DENNT..DARCY..DREGS..DUMGE..IIU direct
IND	BACEN..BLOKR..JAKKS..VHP direct
All others	DENNT..DARCY..DREGS..DUMGE..IIU then desired route

The following are preferred routes for PROPELLER (including turbo-prop) AIRCRAFT from the Chicago area airports to the Raleigh/Durham or Charlotte areas:

TO	VIA
CLT	BACEN..BLOKR..ABB..HYK..AZQ..HMV.. JOHNS2 direct
JQF	BACEN..BLOKR..ABB..HYK..DORFF..BZM.. PEGTE direct
RDU	BACEN..BLOKR..ABB..HYK.V178.BLF.V45. PSK..SBV4 direct
EXX or MTV	BACEN..BLOKR..ABB..HYK.V178.BLF.V45. FREON direct
INT or GSO	BACEN..BLOKR..ABB..HYK.V178.BLF.V45. PSK..SMOKN3 direct
SVH or HKY	BACEN..BLOKR..IIU..DORFF..BZM direct
VJI or TRI	BACEN..BLOKR..IIU..LOZ direct
GSP	BACEN..BLOKR..IIU..SOT..SUG.V185.UNMAN direct
AVL	BACEN..BLOKR..IIU direct
IND	BACEN..BLOKR..JAKKS..VHP direct
All others	BACEN..BLOKR..IIU then desired route

NON-RNAV FLIGHTS or FLIGHTS NOT CAPABLE OF FILING CHICAGO METRO DEPARTURE FIXES destined southeast US.

ALL	EON DNV TTH IIU...then desired route
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OBTAINING YOUR IFR CLEARANCE

IFR DEPARTURES from Chicago area uncontrolled airports: Although you may contact Lockheed Martin AFSS for clearance, it is recommended that you contact CHICAGO TRACON directly at (847) 289-0926 or (847) 289-1326. Expect a five (5) minute window for your IFR departure release. Peak departure times are expected Friday and Saturday evenings. Departures from IKK Airport should contact ZAU ARTCC on 132.5 first, if not available then contact Lockheed Martin AFSS on the airport via 122.2 or on RCO frequencies published in the East Central U.S. Airport/Facility Directory.

VFR ARRIVALS/DEPARTURES

Due to the anticipated increased volume of traffic, en route aircraft desiring to traverse the Chicago Metropolitan area should plan routes outside of the Chicago Class B and Midway Class C airspace. The appropriate frequencies for advisories are published on the Chicago VFR Terminal Area Chart. Advisories will be provided by Chicago TRACON or Midway Approach on a workload permitting basis WITHIN THE CHICAGO METROPOLITAN AREA ONLY. Chicago Center may not provide VFR advisories or flight following within 100 miles of the Joliet area. VFR aircraft are to cancel/activate VFR flight plans with Lockheed Martin AFSS. A variety of VOR and RCO frequencies are available according to location. Check the East Central U.S. Airport/Facility Directory, Chicago Sectional or Chicago Terminal Area Chart for the appropriate frequencies. The Lockheed Martin AFSS serves the Illinois portion of the Chicago metropolitan area and can be contacted from all Chicago/suburban area codes at 1-800-WX-BRIEF.

LEWIS UNIVERSITY AIRPORT TEMPORARY CONTROL TOWER AND CLASS D AIRSPACE

Check current NOTAM's for updated information on Lewis Temporary Tower.

The Federal Aviation Administration will operate a temporary control tower at Romeoville Lewis University (LOT) Airport. A Class D airspace will be in effect during times that the control tower is open. The control tower will be open during the following dates and times:

<u>DATE</u>	<u>DAY</u>	<u>TIME (CDT)</u>	<u>TIME (UTC)</u>
Sept 14	Wednesday	1100 - 1800	1600 - 2300
Sept 15	Thursday	0800 - 2000	1300 - 0100
Sept 16	Friday	0800 - 2359	1300 - 0459
Sept 17	Saturday	0800 - 2000	1300 - 0100
Sept 18	Sunday	0800 - 2030	1300 - 0130

ALTERNATE RACE DAY

Sept 19	Monday	0800 - 2030	1300 - 0130
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CLASS D AIRSPACE

ROMEOVILLE/LEWIS UNIVERSITY AIRPORT - 41°36'26.1" N / 88°05'46.4" W

The Lewis Class D airspace is defined as that airspace extending upward from the surface to 3,200 feet MSL within a 4.0 nautical mile radius of the Romeoville/Lewis University Airport. This Class D airspace area is effective during the specific dates and times that the temporary control tower is open as listed within this NOTAM.

Requirements:

- Two-way radio.
- All aircraft monitor ATIS 132.3
- IFR aircraft please obtain ATIS information prior to communications transfer to Chicago Approach south of JOT VOR or EON VOR.
- VFR aircraft are to contact Lewis Tower 127.825 prior to entry into the class D airspace, IFR aircraft as directed by Chicago Approach. Refer to the graphic within this NOTAM for VFR recommended reporting points.

Follow ATC instructions for entry into the pattern and sequencing; normal pattern altitudes apply. Expect helicopter operations departing southeast from the airport, arriving southwest to

the airport; **the helicopter landing area is in the grass east of TWY C and south of TWY B** (See airport layout herein and helicopter operators refer to helicopter procedures within this NOTAM).

All pilots parking at Lewis Airport should obtain an information sheet from ground handlers or other airport personnel. This information sheet will explain how to obtain fuel, how to get to your aircraft upon your return, and VFR/IFR departure procedures.

Special departure procedures will be in effect upon completion of the NASCAR races FRIDAY, SATURDAY and SUNDAY. Specific times cannot be predetermined and a large number of departures are expected. ATIS will identify when the special departure procedures are in effect. The following page defines the special departure procedures.

LEWIS AIRPORT TEMPORARY TOWER SPECIAL DEPARTURE PROCEDURES AFTERNOON OF FRIDAY AND SATURDAY ONLY

Check current NOTAM's for updated information on Lewis Temporary Tower.

VFR DEPARTURES – TAXI AND TOWER PROCEDURES

When preparing to taxi, monitor ATIS for updated information. Refer to the information sheet obtained from the ground crew when you landed or the LEWIS AIRPORT OUTBOUND TAXI INSTRUCTIONS graphic within this NOTAM.

- **MONITOR** ground control as you taxi to the appropriate stop sign prior to taxiway A, B or G according to where you were parked.
- Stop at the stop sign and continue to **MONITOR** ground control.
- Ground control will initiate contact with aircraft according to where they are stopped – example - “First aircraft on taxiway Delta, state call sign and intentions”.

- Advise ground control of:
 1. Call sign;
 2. ATIS code;
 3. Type aircraft;
 4. That you are VFR, and;
 5. Direction of flight.

- Follow ground control instructions for sequencing with other taxiing aircraft.
- **Continue to monitor ground until advised to MONITOR tower frequency.**
- Tower will initiate contact.
- Acknowledge and follow Tower instructions for take-off clearance and departing the pattern.
- Monitor Tower frequency for further traffic instructions until you have departed the Lewis Class D airspace.
- **Report when clear of the class D airspace and leaving the tower frequency.**

VFR aircraft desiring flight following may initiate contact on the appropriate advisory frequency upon leaving the Lewis Class D airspace. Advisories will be provided by Chicago TRACON or Midway Approach on a workload permitting basis WITHIN THE CHICAGO METROPOLITAN AREA ONLY. Chicago Center may NOT provide VFR advisories or flight following within 100 miles of the Joliet area. Plan on routes that remain clear of Chicago Class B and Midway Class C airspace. DO NOT plan on receiving Class B clearance. Establishment of radio contact and/or issuance of a transponder code for advisories is NOT a clearance to enter Class B airspace. Contact with Chicago Approach Control is NOT the appropriate facility for entry into

the Midway Class C airspace. Refer to the Chicago VFR Terminal Area Chart for advisory frequencies. VFR flight plans may be opened through Lockheed Martin AFSS on JOT RCO frequency 122.5 or through various VOR frequencies. Refer to the Chicago Sectional or Chicago VFR Terminal Area Chart for VOR frequencies to Lockheed Martin AFSS.

VFR DEPARTURE FOR AIRBORNE PICK UP OF AN IFR CLEARANCE MAY NOT BE ACCEPTED WITHIN 100 MILES OF THE JOLIET (JOT) VOR.

IFR DEPARTURES – TAXI AND TOWER PROCEDURES

ON FRIDAY, SATURDAY and SUNDAY ALL IFR DEPARTURES MUST OBTAIN THEIR IFR CLEARANCE AT THE CLEARANCE DELIVERY DESK LOCATED WITHIN THE TERMINAL BUILDING. This area is for receiving filed clearances or to amend your IFR flight plan. There are separate facilities within the terminal for filing your flight plan.

IF YOU DO NOT OBTAIN YOUR IFR CLEARANCE PRIOR TO STARTING YOUR TAXI, YOU WILL BE DIRECTED TO A PARKING AREA. THERE YOU WILL NEED TO SHUT DOWN AND GO INTO THE TERMINAL BUILDING AND OBTAIN YOUR CLEARANCE FROM THE CLEARANCE DELIVERY DESK. THERE ARE NO EXCEPTIONS TO THIS PROCEDURE.

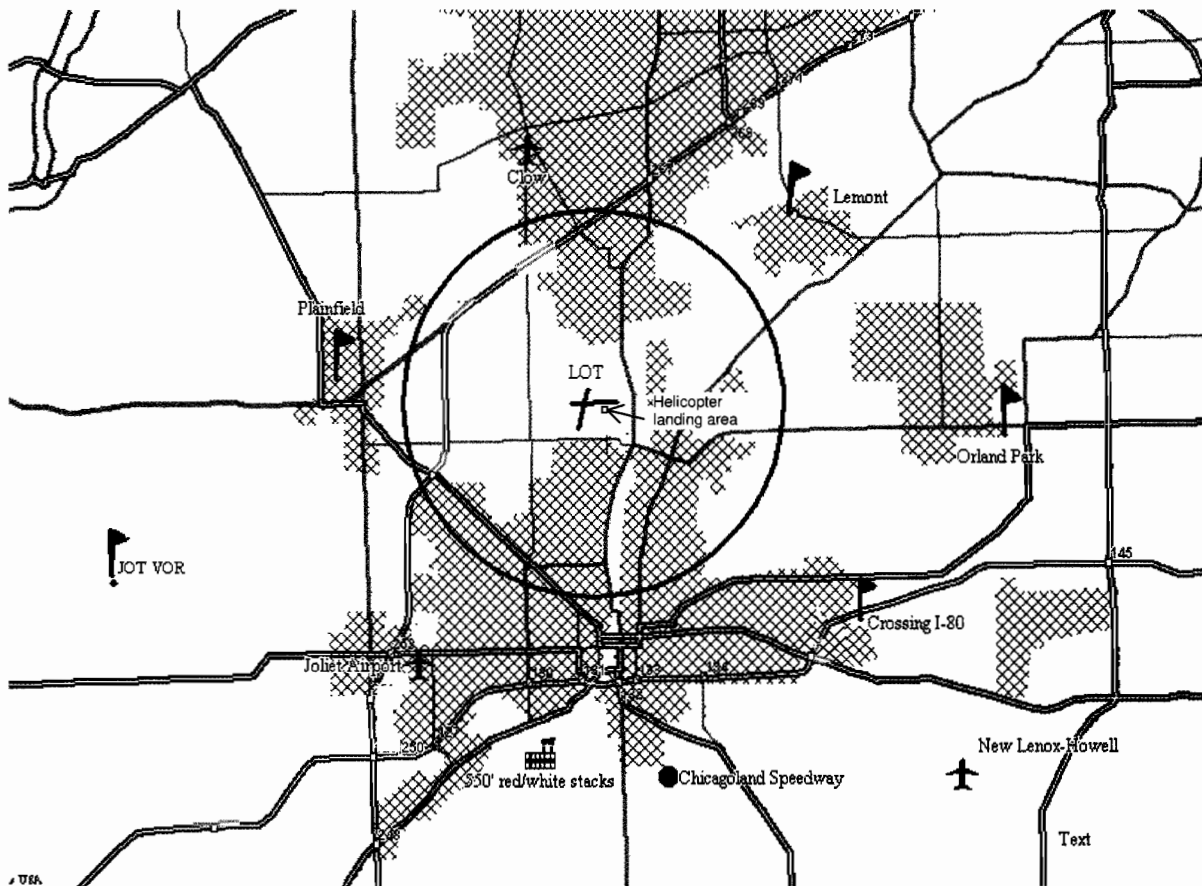
When preparing to taxi:

- Monitor ATIS for updated information.
- Refer to the information sheet obtained from the ground crew when you landed or the LEWIS AIRPORT OUTBOUND TAXI INSTRUCTIONS graphic within this NOTAM.
- **MONITOR** ground control as you taxi to the appropriate stop sign prior to taxiway B or G according to where you were parked.
- Stop at the stop sign and continue to **MONITOR** ground control.
- Ground control will initiate contact with aircraft according to where they are stopped – example - “First aircraft on taxiway Delta, state call sign and intentions”.
- Advise ground control of:
 1. Call sign;
 2. ATIS code;
 3. That you are IFR to (destination)
 4. Beacon code assignment.

Stating the beacon code is a crosscheck to ensure you have the correct flight plan clearance. An incorrect beacon code will result in your being directed into an inbound taxiway where you will have to shut down, return to the clearance desk and obtain the correct flight plan clearance.

Follow ground control instructions for sequencing with other taxiing aircraft. **Continue to monitor ground until advised to MONITOR tower frequency.** Tower will initiate contact. Acknowledge and follow Tower instructions for take-off clearance and departure heading. Tower will advise when to change to Chicago Departure control (the appropriate departure frequency will be issued at the clearance delivery desk as part of your flight plan clearance).

Lewis Airport Class D Airspace and VFR Reporting Points



Lewis Airport Class D airspace is a 4.0 NM radius from the LOT Airport, up to and including 3,200' MSL. Class D airspace is in effect when Lewis Tower is open.

Expect numerous arrivals Friday, Saturday and Sunday morning. Expect numerous departures Friday night, Saturday and Sunday evening.

Expect helicopters operating 200' south of the RY 9/27 and 500' east of RY 2/20.

Lewis ATIS frequency - **132.3**

Lewis Tower frequency - **127.825**

Lewis Ground frequency - **121.875**

Lewis AWOS frequency - **118.525**

Kankakee AFSS RCO - 122.50 Obtain IFR clearances through IKK AFSS when LOT ATCT is closed.

Lewis Airport UNICOM - 122.80

LEWIS AIRPORT INBOUND TAXI INSTRUCTIONS VALID ON ALL DAYS.

All SAAB 2000, Dornier, G4, G5, or similar sized aircraft must use TWY C. Other TWY are too narrow for your landing gear.

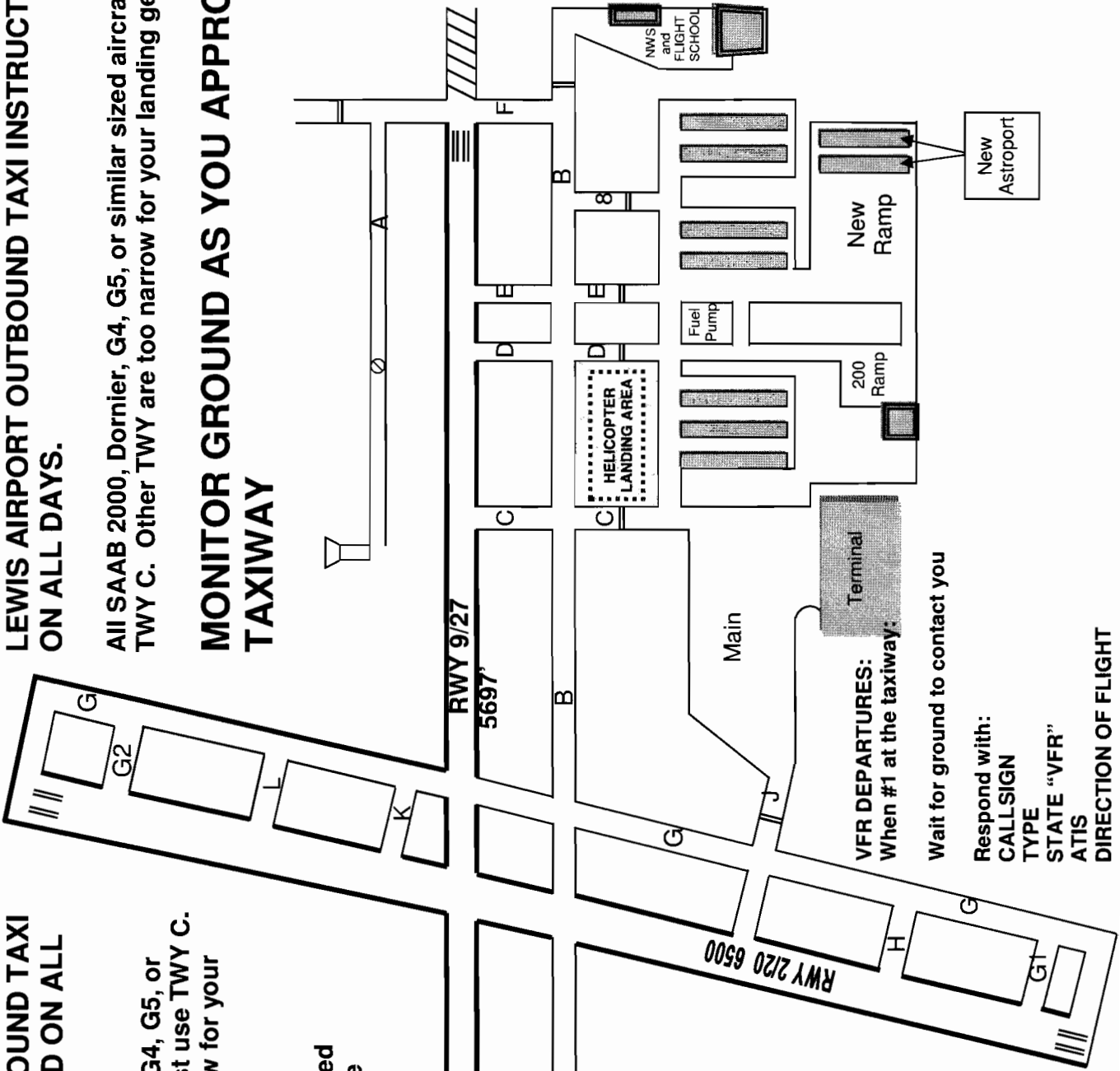
E120 aircraft will be parked on the new ramp near the new Astroport

IFR DEPARTURES:
When #1 at the taxiway:
Wait for ground to contact you
Respond with:
CALLSIGN
ATIS CODE
IFR DESTINATION
BEACON CODE

LEWIS AIRPORT OUTBOUND TAXI INSTRUCTIONS VALID ON ALL DAYS.

All SAAB 2000, Dornier, G4, G5, or similar sized aircraft must use TWY C. Other TWY are too narrow for your landing gear.

MONITOR GROUND AS YOU APPROACH THE TAXIWAY



VFR DEPARTURES:
When #1 at the taxiway:
Wait for ground to contact you
Respond with:
CALLSIGN
TYPE
STATE "VFR"
ATIS
DIRECTION OF FLIGHT

LEWIS UNIVERSITY AIRPORT TEMPORARY CONTROL TOWER AND CLASS D AIRSPACE

HELICOPTER PROCEDURES

Check current NOTAM's for updated information on Lewis Temporary Tower.

Lewis University Airport has identified a helicopter landing area northeast of the main ramp, **in the grass east of TWY C and south of TWY B**. Helicopters operating within the Lewis Class D airspace will be expected to comply with normal ATC communication requirements. Lewis Temporary Control Tower will not be equipped with a tower radar display; therefore, radar separation cannot be applied. This may have a significant impact on helicopter operations should weather within the class D airspace be IFR. Non-radar separation standards require a one in-one out protocol under IFR conditions with IFR aircraft given a higher priority over SVFR operations.

CAUTION – THERE ARE OVER 5 OBSTRUCTIONS (TOWERS, SMOKE STACKS, PERMANENT CRANES) WITHIN 2 MILES OF THE AIRPORT THAT EXCEED 250' AGL, SOME AS HIGH AS 500'.

Helicopter operations between LOT and the Chicagoland Speedway are to follow the routing identified on the graphic depiction in this NOTAM.

WARNING - UNDER NO CIRCUMSTANCES SHOULD HELICOPTERS OPERATE IN THE VICINITY OF THE STATE PRISON, LOCATED LESS THAN ONE MILE SOUTH OF THE AIRPORT. THE ROUTING DEPICTED IN THE "LEWIS AIRPORT HELICOPTER ROUTE TO CHICAGOLAND SPEEDWAY" GRAPHIC HAS BEEN APPROVED BY PRISON OFFICIALS. HELICOPTERS THAT DEVIATE FROM THIS ROUTE OR OTHERWISE STRAY TOO CLOSE TO THE PRISON MAY BE APPROACHED BY POLICE RESULTING IN PASSENGERS AND CREW BEING DETAINED BY DEPARTMENT OF CORRECTIONS OFFICERS. EXCEPT IN AN EMERGENCY THE CONTROL TOWER WILL NOT ISSUE ANY INSTRUCTIONS THAT MAY CAUSE HELICOPTERS TO OPERATE TOO CLOSE TO THE PRISON.

Race Track Graphic Special Notes

Holding area #1 is due west of the prison along Weber Road. Holding MUST be accomplished over or west of Weber road to avoid the prison.

The coordinates for holding point #1 are – 41°34'49.8" / 88°07'21.0"

The coordinates for holding point #2 are – 41°33'26.2" / 88°07'17.1"

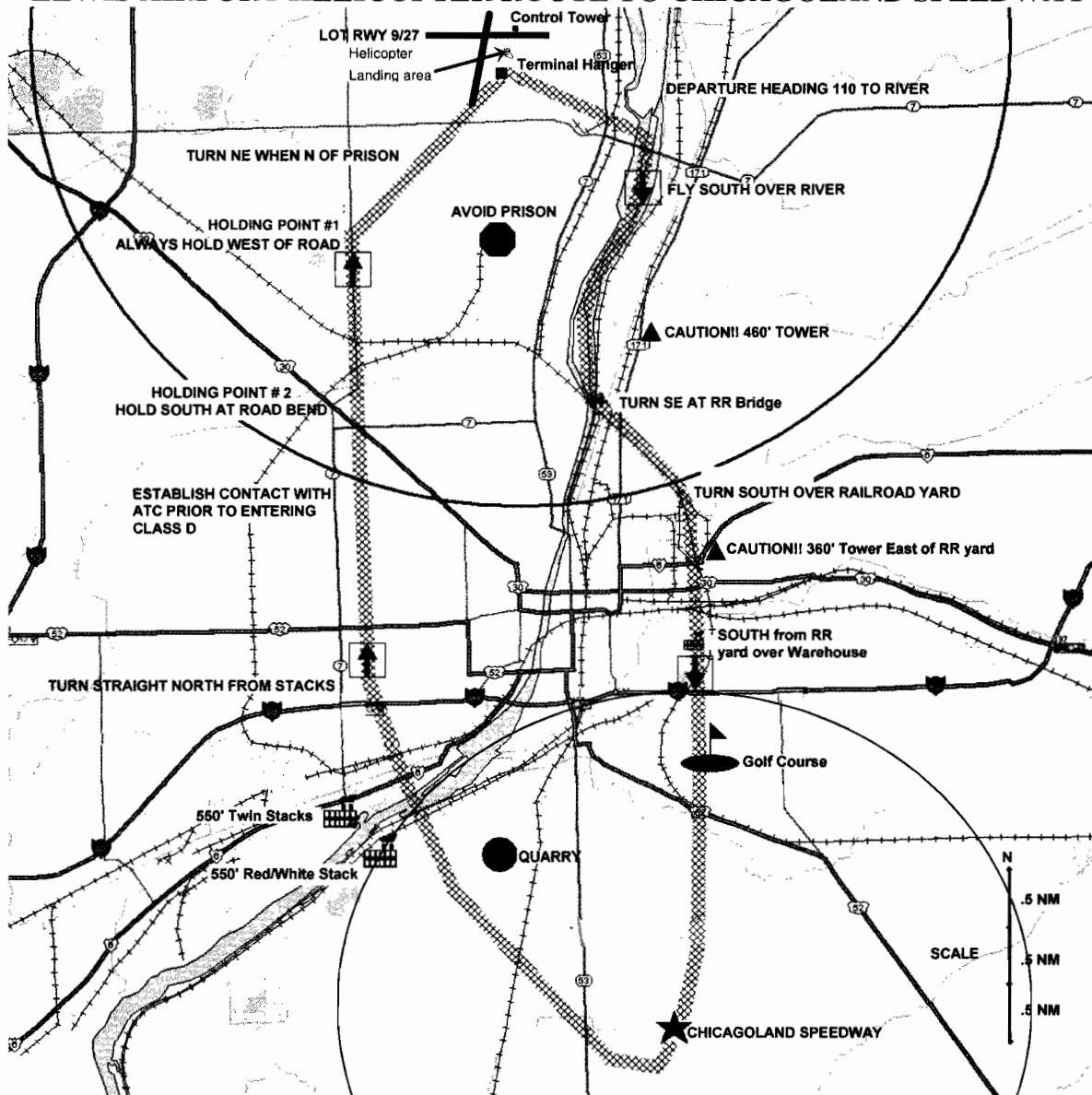
Pilots should be aware that TFR FDC NOTAM 3/1862 will be in place for the days of the race. Check the latest NOTAMs for the current information. Waivers to a TFR cannot be issued by ATC, contact the Transportation Security Administration to obtain waiver. The phone number for TSA is listed in FDC NOTAM 3/1862.

Use extreme caution when landing or departing the helicopter landing area. There will be people loading and unloading in your landing area. The alleyway to the south of the helicopter landing area is the hot refueling area for quick turn fixed wing aircraft. If you need to hover while waiting for the landing area to clear, hover over the grass area bounded by TWY G, TWY B, TWY C and the MAIN RAMP.

The traffic pattern for the helicopter landing area is:

- Landing from the west
- Departing to the east.

LEWIS AIRPORT HELICOPTER ROUTE TO CHICAGOLAND SPEEDWAY



DEPART LOT – Fly southeast to the river, fly south over the river to railroad bridge, turn southeast along railroad tracks to railroad yard, turn south over warehouses and golf course, approach speedway landing area from the north.

Use common reporting frequency of 123.025 over race track.

DEPART SPEEDWAY – heading southwest to drag strip, west to highway, northwest remaining west of the quarry, fly between quarry and red/white smoke stack to road north from stacks, north along road, once north of US 30 always remain over or west of road until north of the state prison then turn northeast to LOT landing area.

NOTICE – ATC will not issue instructions contrary to this route which may place helicopter traffic closer to the prison. Helicopters that deviate from this route and fly closer to the prison than depicted may be detained by Department of Corrections officers.