CHICAGO CENTER

Our vision is to be the flagship air traffic facility, setting the standard of excellence in safety, customer service and accountability to the public.

WELCOME GUIDE

2009

Contents

Foreword

Dear Colleague,

Welcome to Chicago Center. You are joining a proud team of professionals who share a highly respected past, an exciting, challenging present and a bright, sustainable future. You play a major role in that future.

Indeed, you have a far larger stake in the agency's success than many of your more experienced coworkers. We are in the midst of unprecedented change. The pace of that change is unlikely to slow down anytime over the course of your careers. To you, this period of accelerated change will be the status quo. The future of the FAA and Chicago Center depend on you and your generation. I can't think of a better time to be coming aboard.

I am confident that you will find your chosen profession both challenging and rewarding. This is a great place to work! What you make of the opportunity is up to you. My hope is that your FAA career will be as fun and exciting for you as mine has been for me.

It all starts where you are today...training to be a successful Air Traffic Controller. I know each of you is committed to success. You are not alone. I share that commitment. There's an entire team of people behind you, supporting your dedication to success. Once again, welcome to Chicago Center!

Glen Martin
Acting Air Traffic Manager
Chicago ARTCC

Introduction

This guide was developed to highlight information that might help you settle in more quickly and easily. The intent is to ensure that each individual receives equitable and uniform information through introductory briefings of the various departments that comprise Chicago ARTCC. Right from the start, we want you to know what's going on around you and how you fit in this dynamic service organization.

The first section of this guide is ARTCC specific, explaining the facilities and services provided in-house. In the second section you will find an entertainment and restaurant guide that caters specifically to the residents of Aurora. We hope that working here will be a pleasant and rewarding experience for you

Finally, we should note that the information provided here is not necessarily complete, and we would encourage you for additional information you feel may be necessary for the success of this guide for future personnel. Although the guide is correct to the best of our knowledge at the time of printing, there may be information that becomes outdated by the time it reaches you. It is our hope that the "Welcome Guide" is a helpful resource to you as you get settled at Chicago ARTCC.

FAA Mission:

Our Mission

Our mission is to provide the safest, most efficient aerospace system in the world.

Our Vision

Our vision is to improve the safety and efficiency of aviation, while being responsive to our customers and accountable to the public.

Our Values

Safety is our passion. We're world leaders in aerospace safety.

Quality is our trademark. We serve our country, our customers, and each other.

Integrity is our character. We do the right thing, even if no one is looking.

People are our strength. We treat each other as we want to be treated.

What is the National Airspace System (NAS)

When you fly in the United States, you take it for granted that you will fly safely from place to place. What makes that possible?

Most people are familiar with the airport. They arrive and check in their baggage and themselves. They board the airplane and then sit back, relax and enjoy the ride.

Passengers arrive safely at their destinations, on time and ready to begin the next leg of their journey. They claim their baggage and leave the airport.

So what makes this happen? The NAS helps to make this happen. So what exactly is the NAS.

The NAS is a collection of systems, used by people, following certain procedures.

Passengers tend to experience only a small part of the total system, the airport. The airport is the most obvious part of the NAS. It visibly represents the hustle and bustle of the entire system – people and things moving from place to place.

How does your Flight Work?

Ground Operations:
When you board an airplane, it is located on the ramp of an airport. This is the ground part of the NAS.

Air Traffic Control Tower:
The flight is under the supervision of the Air Traffic Control Tower until it is about 5 miles from the runway. The tower is the most recognized symbol of the NAS. The tower controllers are located in the glass booth you see at an airport at the top of the tower. When the pilot taxis the aircraft to the runway and departs the airport, the airborne part of the flight begins.

Departure:
Once the airplane is five miles beyond the airport, the control of the plane is transferred to the Terminal Radar Approach Control Facility (or TRACON). The TRACONs sequence and separate aircraft as they approach major metropolitan areas. There are over 185 TRACONs in the United States. TRACONs provide air traffic control services from just outside the airport to about 40 miles away.

Controllers and pilots are in constant communication. The controllers instruct the pilots on safe altitude, course and speeds to avoid other aircraft. Terminal controllers work with pilots to ensure the flight path is smooth and free of other traffic. The pilots acknowledge these directions and maneuver the airplanes safely.

En Route Airspace:
For most commercial flights, when the airplane departs the terminal airspace it enters the en route airspace. The way pilots get from one place to another is by highways, known as routes, in the sky. Some routes are primarily north and south, others run east to west. Various routes, or lanes, operate at different altitudes.

Twenty Air Route Traffic Control Centers (or ARTCCs) control and monitor airplanes over the continental United States and between airports. En route airspace extends beyond the United States coastline by approximately 100 miles and is bordered on the north by Canada and Mexico to the south. En route controllers work with pilots to ensure the flight path is smooth and free of other traffic.

Oceanic Control:
For flights over the ocean, United States controllers control the operations over part of the Atlantic, Pacific, and Arctic Oceans. These operations are very different from controlling aircraft over land. Once outside radar range, controllers must rely on periodic radio communications of position reports to determine the aircraft's location. The United States is responsible for almost 80 percent of the world's controlled oceanic airspace.

Arrival:
When a flight is approaching the airport, it descends from the en route or oceanic airspace into terminal airspace, where the TRACON controller efficiently sequences the airplane toward the runway. The tower controller ensures that the runway is clear for landing, the ground controller issues the instructions to get to the ramp where the ramp operators ensure the aircraft is quickly moved to the proper gate.

Flow Management:
Monitoring the entire operation is the David J. Hurley Air Traffic Control System Command Center ATCSCC), located in Herndon, Virginia. They receive an electronic picture of flights in the NAS from the ARTCC's across the country. The ATCSCC is responsible for ensuring the efficient use of all NAS resources through interaction with the FAA control facilities and airline operations centers. This interaction allows the ATCSCC to develop guidelines, such as arrival/departure restrictions or alternative routings, to ensure that the operation of the NAS remains efficient. The exchange of information consists of equipment outages, congestion areas, and weather information to allow everyone including the users to participate in a collaborative decision making process for operating the NAS.

Airport:
There are about 3,300 airports in the United States that are considered significant to the capacity of the NAS. 413 of these airports are considered primary airports. These primary airports handle the vast majority of scheduled commercial flights. Each primary airport sees more than ten thousand passengers annually. There are over 600,000 active pilots operating more than 280,000 aircraft.

Aircraft include:

- commercial airplanes that carry people and cargo,
- small airplanes used by private pilots,
- helicopters, including those that are used for medical evacuation operations,
- business jets, and
- balloons and other craft.

Almost 30,000 FAA employees are actively involved with the monitoring and control of aircraft through the NAS. All these people, working together, result in safe, secure, and efficient flights.

What makes the NAS work?

In each piece of airspace, many pieces of equipment must operate in harmony.

Navigational aids provide location signals to pilots. Each domain, or type of airspace, has unique requirements for precision. The accuracy needed to land in poor weather conditions is demanding. During the en route portion of a flight, navigational accuracy, although important, can be less precise.

The current NAS is based on a number of fixed routes, or highways in the sky. These routes are directly related to the ground-based navigational aids available to the pilot.

The western portion of United States has benefited from the removal of restrictions, which were based on these routes. Airplanes can now request direct (point-to-point) routes between certain locations. East of the Mississippi, there are more airplanes flying at any given time due to the proximity of major hubs to one another (for example, Philadelphia to New York, Washington to New York, Washington to Boston, etc.). Better accuracy of positions to both the controllers and pilots is required to safely ensure the removal of restrictions and allow more direct flights.

In an age where the Global Positioning System (GPS) is available for our cars, we should be using it for aviation as well. The currently approved navigational aids of the NAS do not take full advantage of GPS. The NAS, while very good, can be improved and flights can be made even safer through the use of augmented GPS.

Without radios, controllers and pilots would not be able to verbally communicate. On many flights, passengers can listen to the pilots and controllers. As the aircraft moves from one domain to another or from one sector to another, a new controller becomes responsible to monitor and control the flight. A sector (volume of airspace) is like county lines on a map extended upward in the sky. Each controller has the responsibility for the activity within one sector.

The current radios are based on the 1960's technology. Controllers and pilots can communicate some information without voice communications (initial clearance information, Pre-departure Clearance). Over the Pacific Ocean, we have established some non-verbal real time

communication links, called Oceanic Data Link. However, most oceanic communications are relayed through a third person rather than using satellite technology.

There is no radar coverage over the ocean. Pilots must report their positions verbally or have them automatically sent through a relay station. The automation system acts like a big calculator and displays the position of the aircraft to the controllers. Because of the delays imposed by relaying communications, it is hard to accommodate requests for route and altitude changes over the ocean.

Oceanic Services Safely Meet Future Demand for Flights to Europe, Asia and the Pacific Rim

For the controller, surveillance equipment, primarily radar, detects the position of the many moving aircraft. The update rate, or rotation rate of the radar antenna, varies by each domain of flight. The radar monitoring surface movement of aircraft and other vehicles spin much faster than those radars covering en route and terminal airspace. The surface radars provide more timely position data of specific aircraft.

Surveillance or position information is processed by computers and displayed to the controllers on large computer screens. New tools to help the controllers move more aircraft safely through the system have been developed. After years of research, these tools are now installed into some of the air traffic control facilities.

The controllers use automation tools (displays with computer processors and aviation software) to assist them with the tracking of aircraft. The aircraft submits a flight plan prior to take off. The automation systems monitor the progress of the flight with the radar information. The controller knows where the aircraft is located as well as where the aircraft is heading.

The current NAS is aging. Automation advances in recent years have been amazing. The enroute mainframe computers and the display system are being replaced now. All the terminal automation equipment is scheduled to be replaced. These older systems are not capable of accepting the new tools controllers need. Therefore these systems must be replaced.

Likewise, our telecommunication circuits have limited capacity and use old technology. These systems must be upgraded or replaced in order to meet demand for increased capacity.

Most NAS facilities were built in the 1950's. Some have been renovated. Many, though, need repair. Roofs leak. The power supply within the facility is unreliable. The buildings are too small. Access control is not compliant with federal law. Security is not adequate.

What is being done to improve the NAS?

NAS Modernization has three key categories. The first category focuses on upgrading the infrastructure. The second category focuses on providing new safety features. The third category introduces new efficiency-oriented capabilities into the existing system. All the efforts associated with these three categories must be integrated. The evolution to a modernized NAS must be well orchestrated and balanced with the resources available.

New safety and efficiency capabilities require new tools and procedures, as well as training for controllers and pilots. But for the new tools to work efficiently, the infrastructure must be sound. This infrastructure includes buildings to securely and safely house the processors and displays for the controller. It also includes radar and radios. For the terminal area and many of the towers, STARS (the Standard Terminal Automation Replacement System,) is the key to the future. STARS will replace the displays and processors. It will provide a solid foundation for new capabilities.

For STARS to work successfully at many of the facilities it will be necessary to upgrade power systems and communication systems within the facility. Some facilities must be modified to be brought up to current standards for safety and security. In a few cases, structural repairs must be made before STARS can become operational.

Like our nation's highways, the facilities in the NAS are aging. Many of the Towers, TRACONs and ARTCCs need to be upgraded to meet current standards. OSHA standards, earthquake standards, power standards, and others have changed in the past 30 years. It is time for many of these significant repairs and upgrades to be accomplished at facilities housing our air traffic controllers.

Many facilities in the NAS house radios or other equipment. These too may need new roofs, more reliable or "cleaner" power, or a host of other facility modifications. It is crucial that we keep our NAS systems protected. Lost radar or communications signals can slow the flow of aircraft to a busy city. This may cause delays throughout the entire region, or possibly the whole country.

The second category for modernization activities focuses on the upgrades for safety.

Weather has a big impact on the NAS. Fog in San Francisco, snow in Denver, thunderstorms in Kansas, wind in Chicago; all these reduce the safety and capacity of the NAS. Although we cannot control the weather, we are making great strides in being able to predict the weather. Controllers are receiving better information about winds and storms. The pilots are receiving better information before they take-off. All this makes flying safer.

Another cornerstone of the future for the FAA is improved navigational information available in the cockpit. The use of GPS will become more widely accepted. The Wide Area Augmentation System (or WAAS) will supplement GPS and provide pilots the accuracy they need for most flights.

This improved accuracy helps the pilots know their positions, which increases safety of flight. WAAS also enables improvements in efficiency, by providing access to more runways in poor weather, due to the precise navigation service it provides.

The Local Area Augmentation system (or LAAS) is being developed to provide even better accuracy than either GPS alone, or GPS with WAAS. LAAS will provide localized service for final approaches in poor weather conditions at major airports. Airports that require LAAS will be most of the top 100 airports in the United States and a few selected other locations that need the local signal due to other technical reasons.

This additional navigational accuracy that will be available in the cockpit will be used for other system enhancements. The Automatic Dependent Surveillance (ADS) system being evaluated by the FAA and airlines, takes advantage of this improved accuracy.

The ADS system will allow the aircraft to automatically transmit or "squitter" its location to various receivers. This "squitter" or broadcast mode is commonly referred to as ADS-B. The ADS-B signal can be received by other properly equipped aircraft. It also can be heard on the ground by receiver stations. The ground stations can then feed the automation system accurate aircraft position information. This more accurate information will be used to improve the efficiency of the system and is related to the third category of modernization activities.

New Procedures & Equipment Promote Fuel Efficient Flights

Other key efficiency improvements will be found in the deployment of new tools to assist the controller.

Over the ocean, most commercial aircraft already have equipment to send their GPS positions automatically to receiver stations. This is the key enhancement needed in all the oceanic airspace to allow more efficient use of airspace.

Improving text and graphical message exchange is the ultimate goal of the Controller Pilot Data Link **Communications (CPDLC) Program**. The first step is CPDLC Build 1. This step allows the FAA and pilots to understand how roles and responsibilities can change based on the increased exchange of information. This step will be conducted at Miami, and although the field test is still a few years off, preparations are under way by both the FAA and American Airlines.

In the en route domain, DSR, the Display System Replacement, along with the Host/Oceanic Computer System Replacement, HOCSR, and Eunomia projects, are the platforms and infrastructure for the future.

These provide new displays to the controllers and upgrade the computers to accept future tools, and provide modern surveillance and flight data processing capabilities. For CPDLC to work effectively, it must be integrated with the en route controllers' workstation.

We have begun to implement tools requested by the users through a project called Free Flight Phase 1. The National Civil Aviation Review Commission warned of impending gridlock at many of our major airports. More than preventing gridlock, Free Flight Phase 1 provides the incremental steps the FAA needs to take to modernize the National Airspace System. There are five tools associated with Free Flight Phase 1.

The User Request and Evaluation Tool (URET) is designed to help en route controllers predict the future flight path and identify potential conflicts. This tool helps controllers to allow planes to deviate from filed routes to avoid poor weather or to take advantage of favorable winds.

Another tool now currently used in the ARTCC is called **Traffic Management Advisor (or TMA)**. This tool assists traffic management specialists with developing arrival sequence plans for selected airports. Currently this tool is effective at airports that receive airplanes from one ARTCC.

Both URET and TMA will provide key improvements and are being implemented on a limited scale. These tools will help the aircraft fly a more direct route from point to point. And, both of these tools operate on the new en route displays.

Improved Transition Between Airspace En Route and Terminal Airspace

Another key set of tool to ensuring that aircraft can arrive at their destination on time is Collaborative Decision-Making.

Collaborative Decision-Making, (known as CDM,) provides airline operation centers with real time access to information about the status of the NAS. This includes information about weather, equipment status, and known delays. With this information, the airlines, are able to better anticipate "trouble spots" and start to prepare contingency plans. Although this may not prevent a passenger from being delayed by poor weather at their destination, it does help airlines avoid stranding passengers and airplanes.

Improving operations around the airport is critical to most major airlines. Two tools are currently being tested to improve traffic flow around the airport. Both of these tools work with the Terminal Automation systems.

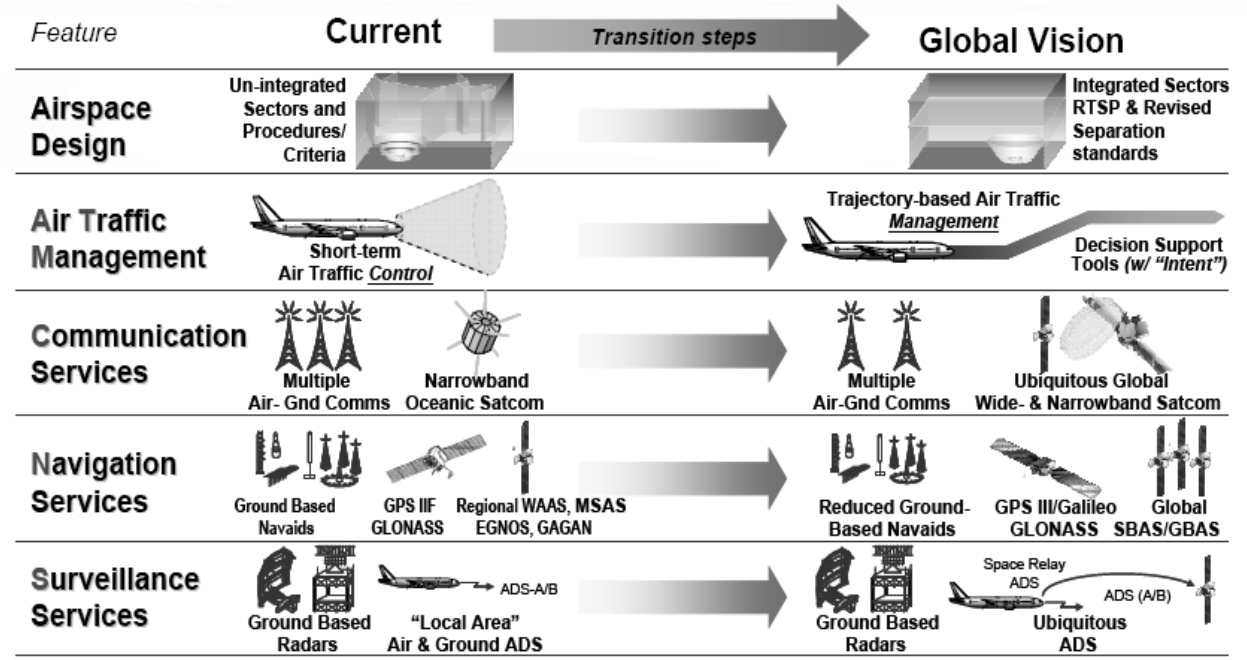
The first tool, pFAST (the passive final approach spacing tool) is used at the TRACON. It helps controllers sequence aircraft and assign runways based on user preferences and airport constraints.

Sharing of information is very important to the improvement of NAS operations. The second tool to improve operations near the airport increases the sharing of information between the FAA and the airlines and is called SMA (or Surface Movement Advisor). The purpose of this tool is to provide information about arriving and departing aircraft to the airlines. Information, such as identifying the runway and the sequence for landing, enables the airline to plan better. This is most critical at hub airports when airplane turn-around times at the gate are closely scheduled.

We are currently engaged in the difficult task of modernizing and expanding the aviation system. We are looking to the future. We can build on our current successes.

Our current successes are a powerful demonstration of what can happen when government, industry, and aviation system users reach consensus, follow a plan, and work together.

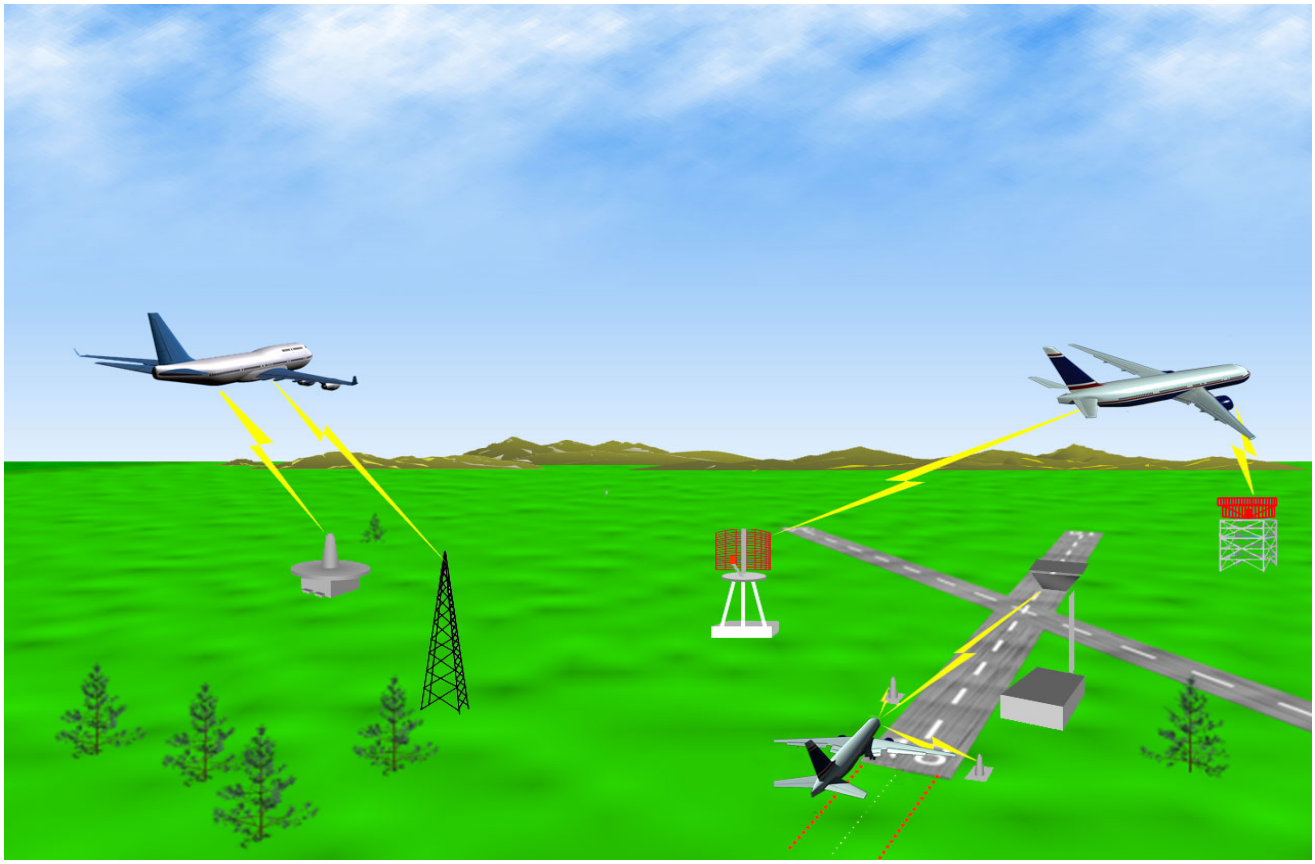
The Future is a Performance Based NAS



The NAS is critical to the American economy. We depend on the NAS to enable us to move from place to place. We depend on it to move our mail and packages. Our businesses depend on it to supply raw materials, provide orders and deliver final products. We must protect and improve this vital national resource.

This is an exciting time to be in aviation. Together, we can make a very big difference. Together, we can build the air traffic control system for the 21st century. Together, we can operate the world's best aviation system.

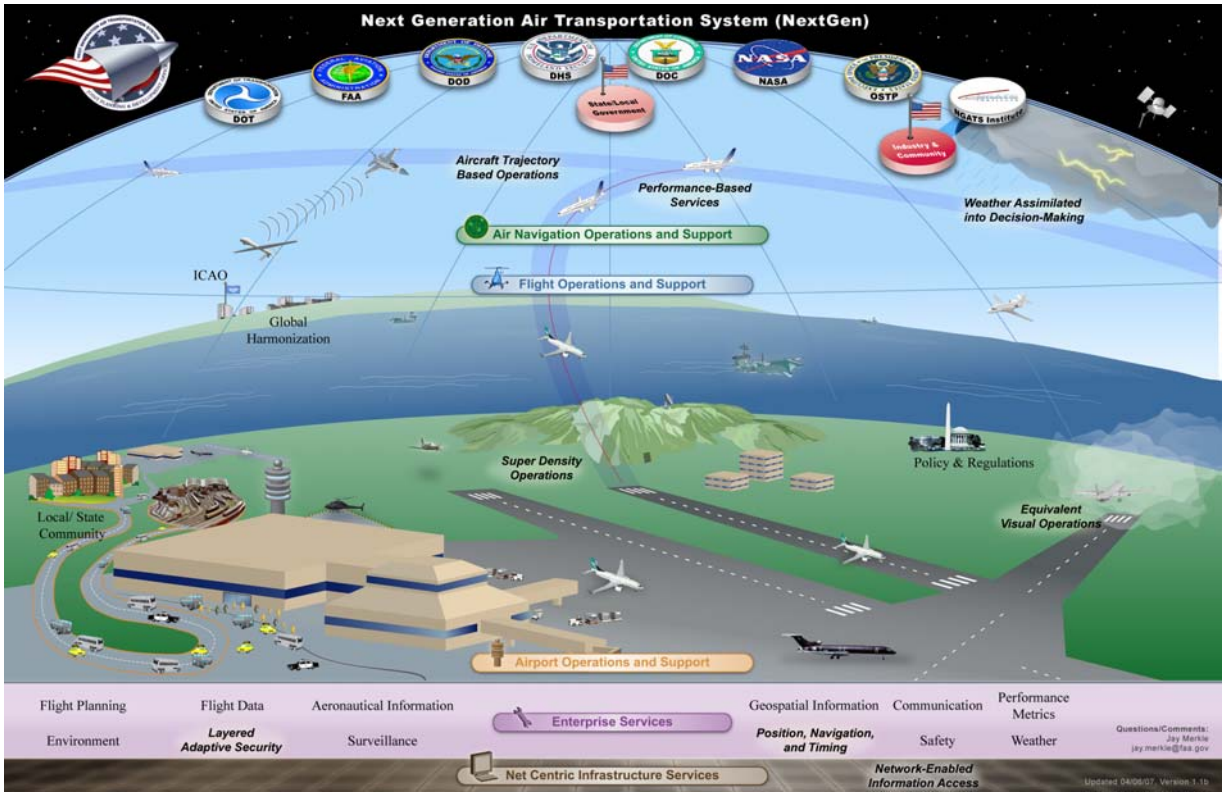
TODAY'S US AIR TRANSPORTATION SYSTEM



- **GROUND-BASED**
- **HUMAN-CENTRIC AND NOT AUTOMATED**
- **SINGLE CHANNEL VOICE CONTROL**
- **AGING INFRASTRUCTURE (YOUNGEST EN-ROUTE FACILITY – 43 YRS OLD)**

THE NEXT GENERATION SYSTEM NEXTGEN

NEXTGEN GOAL
ACHIEVE A NEXT GENERATION AIR TRANSPORTATION SYSTEM THAT MEETS THE NATION'S FUTURE AIR TRANSPORTATION SAFETY, SECURITY, MOBILITY, EFFICIENCY, AND ENVIRONMENTAL NEEDS



NEXTGEN… "WHAT IT ISN'T…"

- *NEXTGEN IS NOT A SINGLE PROJECT*…IT IS THE INTEGRATION OF MANY PROJECTS, CONCEPTS, AND TECHNOLOGIES.

- *NEXTGEN IS NOT A PROGRAM PLAN*… IT IS THE INTEGRATION OF MANY PROGRAM PLANS TO DELIVER NEW SERVICE CAPABILITIES TO MEET INCREASING DEMAND.

- *NEXTGEN IS NOT SIMPLY A NEW SYSTEM*… IT IS THE INTEGRATION OF NEW SYSTEMS, NEW PROCEDURES, NEW AIRCRAFT PERFORMANCE CAPABILITIES, NEW SUPPORTING INFRASTRUCTURE AND A NEW WAY TO DO BUSINESS AS THE AIR TRANSPORTATION SYSTEM.

MAJOR FEATURES OF NEXTGEN

- DEPENDENT SURVEILLANCE
- REQUIRED NAVIGATIONAL PERFORMANCE/AREA NAVIGATION
- NETWORK CENTRIC OPERATIONS
- FOUR DIMENSIONAL TRAJECTORIES

History of the Air Route Traffic Control Center

Historically, en route air traffic control was initiated by airline companies before World War II. Flights were separated by time and altitude and tracked by means of estimated times over radio beacons posted on flight progress strips arranged by time and set in a vertical bay.

Eventually the U. S. Bureau of Air Commerce took over the system from the airlines and created the first government air traffic control system, based on similar non-radar procedures and tracking and reporting systems.

In 1938 the Civil Aeronautics Agency was founded and took over the air traffic control system, however the procedures and techniques generally remained the same.

After the 1956 crash of two airliners over the Grand Canyon, the Federal Aviation Agency (FAA) was formed which took over the ATC system and modernization began to take place. Although tower controllers had been able to talk directly to pilots for some time, en route controllers had to relay clearances and receive position reports through airline company dispatchers or through the FAA's Flight Service Station (FSS) operators. Radio facilities to enable controllers to talk directly to pilots were among the first improvements to be put in place.

Also, aircraft on IFR flight plans are able to proceed in visual conditions at altitudes of their choice with a clearance "on top." At the time of the Grand Canyon crash, even jet powered aircraft operating in the flight levels could get on top clearances. That procedure was a principle factor in the crash and led to "Positive Control Airspace" (PCA) FL180 and above. Because of the speeds of the aircraft involved, non-radar procedures were unwieldy (standards called for ten minutes between aircraft; some 80 miles for a typical jet), even with the development of aircraft installed Distance Measuring Equipment (DME) and the reduced separation available between DME equipped aircraft (20 miles).

The answer was RADAR (RAdio Detection And Ranging). Already installed in many approach control facilities, en route radar was installed in the centers and by the mid 1960s most facilities had 100% radar coverage at high altitude (PCA). Although some remote or rugged areas are still without radar coverage at lower altitudes, the vast majority of IFR traffic today enjoys radar services from takeoff to landing. Aircraft are afforded 1000 feet vertical separation or five miles radar separation (three miles when close to an airport and under a TRACON's control), significantly increasing the capacity of the system.Throughout the development of the ATC system, the basic tool has been the flight progress strip for most operations. The local controller may use other methods for VFR traffic, but the entire IFR system is based on the strip. On it is recorded the callsign of the flight; the type, speed, and electronic equipment of the aircraft itself; its altitude; its route of flight; and relevant times.

Chicago ARTCC History

Chicago ARTCC started at Midway Airport in the late 1950's. As the need for increased personnel and equipment arose, Aurora, Illinois was selected for the new operating location for Chicago ARTCC. The building was completed in a period of 5 years and personnel transitioned into the new facility in 1962. Several modifications/additions to the original structure were added to the original structure after 1962.

Up until the late 1960s, virtually all strips were handwritten. Some facilities had equipment that would mechanically process a limited number of flights, and Washington Center was using a prototype computerized strip processing system, but by 1974 automated strip processing was in place in all the en route facilities, with data transfer capability between en route centers; between centers and TRACONs, and between centers and FSSes.

Also in the late 1960s, automation was being developed in radar presentation also; ARTS (Automated Radar Tracking System) in the TRACONs, and what was generically called **NAS (actually National Airspace System)**, but commonly used as a synonym for automation in general and computerized radar processing in particular) in the centers. By the mid '70s, the ATC system was virtually completely automated in flight plan processing and radar presentation.

Chicago ARTCC Today

"Our vision is to pursue the highest standards of a safety culture, continually improve customer service and remain accountable to the public"

ATC in the 21st Century is learning to do without strips as they are being replaced with computer displayed aircraft lists. Direct data link with some aircraft is on the horizon, but controllers still use radio and multiple types of radar to monitor the airspace under their direction. When controllers must leave their seats, the next controller immediately reviews the strips or computer displayed aircraft lists and contacts the pilots to confirm any discrepancies in that information and the radar display.

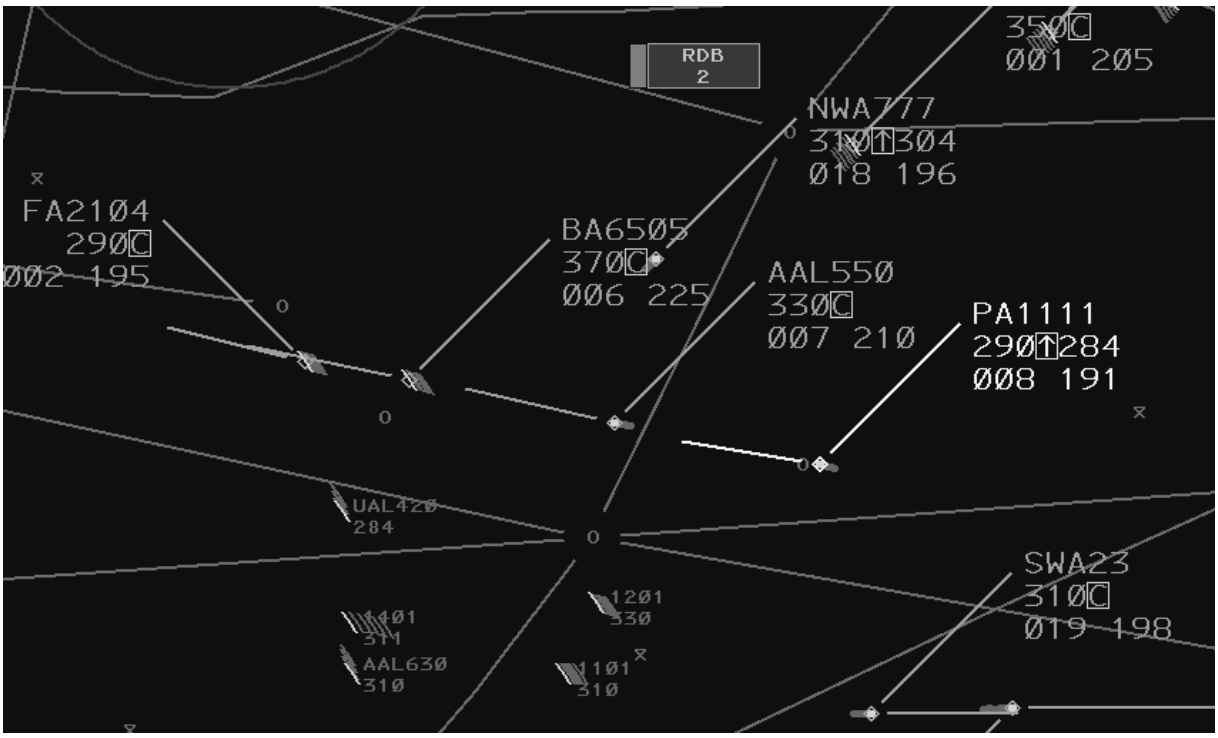
Chicago Center transitioned all sectors to URET (User Request Evaluation Tool) in December 2005. This milestone was achieved through the joint efforts of the facility management and NATCA. The facility-wide implementation of URET allowed the integration of the flight strip reduction patch to the Host system. This software upgrade has significantly reduced the number of printed flight progress strips and will generate significant cost savings.

ERAM is the next big step for Chicago ARTCC

WHAT IS ERAM?

- En Route Automation Modernization
    - New System Architecture – H/W & S/W
    - End State Replaces HOST and DARC
    - ERIDS (En Route Information Display System) is part of the upgrade to, and deployed prior to ERAM
    - Has significant CHI and functionality enhancements that will benefit ATC Specialists
- The ERAM Program has three main elements:
    - EBUS - Enhanced Backup Surveillance
        - Replaces DARC
    - ERIDS - En Route Information Display System
        - Provides an electronic, automated data display tool for controllers to access aeronautical information by 2007

- ERAM Releases 1, 2, and 3
    - Host hardware and software are no longer sustainable
    - Replaces the Host Computer System (HCS) and provides new capabilities starting in 2009
    - Includes R-position display processor upgrades



ERAM Benefits to ATC Operations

- Design History – Joint NATCA and FAA Teams
    - ERAM AT and AF Teams – developed requirements and specific system capabilities needed for ERAM
    - Air Traffic DSR Evolution Team – (ATDET) - developed CHI and prioritized functions to be fielded in the ERAM releases
- Effect of H/W and S/W Architecture on Operations
- Robust Surveillance Data Processing
- System Features
- Adaptation
- New Functionalities and CHI for ATC Specialists

Chicago Center is an ATC-12 level facility. It provides service to the Chicago and Milwaukee Metropolitan areas and 16 underlying approach control facilities. The center's 9 areas of specialization are comprised of 24 high altitude sectors and 24 low altitude sectors.

Chicago Center has engaged in an annual strategic planning process since 2001. The Chicago Center "Strategic Plan" outlines facility-level goals that correspond with those in the Administrator's Flight Plan and ATO Business Plan, and includes specific strategies and actions to achieve Increased System Safety, Greater Capacity and Organizational Excellence.

ATC Training

Developmental Training: The facility experienced a 30% increase in position certifications and a 107% increase in CPC certifications in 2005. Additionally, Chicago Center submitted a report to the Service Area and Headquarters, detailing a comprehensive plan for reducing the amount of time required for new employees to obtain CPC status. The plan included an update on efforts to consolidate Stage 2, 3 and 4 training and streamline classroom and DYSIM training. Initial results included a 33% reduction in the amount of time needed to certify on the first two D-side positions. In response to this report, the Service Unit asked the facility to submit requests for waivers from requirements contained in the national training order. As a result, Chicago Center is one of three en route facilities approved for a 3-year test of "Functional Training".

Functional Training: Chicago Center was granted a waiver to several provisions of the national training order, in order to design and implement a new concept called Functional Training. This program has been designed to prepare developmental controllers to initially train on the radar position, after successfully completing the newly-developed curriculum in the Training Department.

Chicago Center conducted four traditional Stage IV classes for 18 students, four Stage III/IV classes for 25 Functional Training students, and four Stage II classes for 26 students. Classroom, CBI and DYSIM training totaled approximately 22,800 hours. On-the-job training totaled 24,848 hours. The facility experienced a 9% increase in position certifications and a 71% increase in CPC certifications in FY-2006.

Chicago Center reduced the average time to certify new CPC controllers from 39 months in FY2005 to 36 months in FY-2006, an 8% decrease.

Executive Summary of Functional Training

The Chicago Center Functional Training Initiative is a detailed training program that identifies, prioritizes and imparts the knowledge and skills necessary for a developmental to attain certification as a radar team member. This initiative shall maintain the safety and integrity of the system while reducing certification time. It differs from the current traditional training process by integrating academics and enhanced practical application within a simulated and operational environment throughout the entire curriculum.

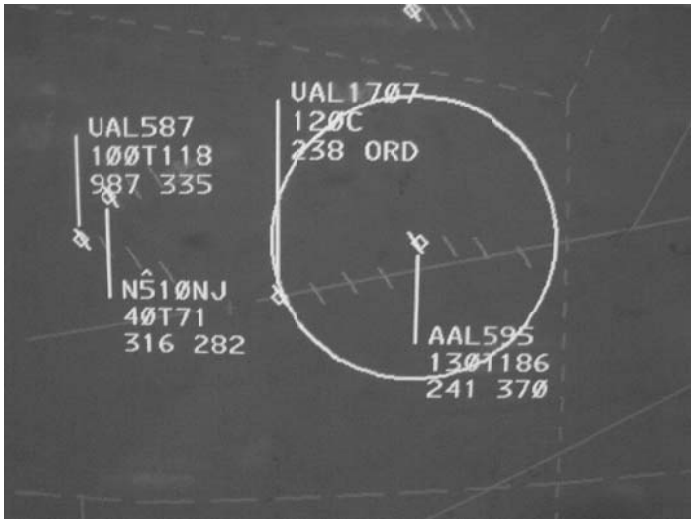
The functional training process consists of three distinct phases, the Initial, Intermediate and Final. The Initial phase will consist of general information that is appropriate for all developmental controllers, such as equipment knowledge and phraseology. The Intermediate phase of instruction targets that information which is specific to a particular function category, such as high altitude airspeed assignments or low altitude airport control. The Final phase will consist of simulation problems in the DYSIM lab. Upon successful completion of the Final phase, the developmental will enter enhanced on the job training within the operation.

Each sector at Chicago Center will be placed into one of five "functional" categories. The combined duration to deliver the developmental to their first radar team function for OJT is 20 weeks. Upon completion of this primary function, the developmental will be required to return to the Training Department to complete the Intermediate and Final stages for the next function within that area. The duration of this additional training is 3 to 10 days.

The resource requirements for the initial development of functional training are:

1 or 2 Training "Matrix Supervisors" – these individuals will serve as liaisons between the Training Department, WCG and the areas during the development phase.

3 qualified individuals for simulation problem development during the Initial phase.



Area training supervisor from each area for the development of the area specific knowledge in the Intermediate phase.

Area training supervisor from each area for the development of the area specific simulation problems in the final phase.

The resource requirements for conducting functional training:

Instructors

Training team established within the first two weeks for weekly developmental and course evaluation during the Initial phase. Also to provide instruction during the Intermediate and Final phases.

Other available personnel resources for periodic course evaluation

Area assignments must be made for all developmentals prior to arrival at the facility.

The breakdown of training time from developmental to CPC is broken down as:

Initial, Intermediate and Final Phases	20 weeks
R & D Certification Sector 1	8 weeks
R & D Certification Sector 2	8 weeks
Return to Intermediate Phase For Next Function	2 weeks
R & D Certification Sector 3	8 weeks
R & D Certification Sector 4	8 weeks
Return to Intermediate Phase For Next Function	2 weeks
R & D Certification Sector 5	8 weeks
R & D Certification Sector 6	8 weeks
Total training time	72 weeks (18 months)

In accordance with FAAO7210.3 Facility Operation and Administration titled JOB REQUIREMENTS , each person shall be familiar with the duties and responsibilities of his/her own position, those of his/her subordinates, if applicable, and to a limited extent, with those of his/her immediate supervisor. Each specialist, when designated, shall supervise and assist in training other specialists as appropriate. The following pages outline roles and responsibilities for duty positions with the Chicago ARTCC. Your familiarization with positions in the Center are important.

ARTCC Duty Positions and Responsibilities

Operations Manager (OM)

Operations managers are second level supervisors that may be assigned the responsibility to manage OJT of all personnel under their supervision. If a facility has no second-level supervisors, these duties are performed by the ATM.

The responsibilities include, but are not limited to:

a. Provides first line supervision to Operations Supervisors and overall supervision of the control room.
b. Provides advice on administrative and technical problems.
c. Continually checks on all operations and makes on-the-spot corrections as necessary.
d. Reviews flow control procedures for appropriateness and system impact.
e. Ensures adequate staffing is provided in the control room.
f. Ensures on-the-job training is accomplished.
g. Assures notification of maintenance personnel in regard to malfunctioning equipment and gives final approval for equipment shutdown.
h. Collaborates with other FAA facilities and civil/military organizations to coordinate work related changes affecting the facility in day-to-day operations. Handles the complaints or other matters

Training Matrix / Operations Supervisor (OS)

Training Matrix/Operations supervisors
(1) Identify, recommend, coordinate, and schedule proficiency training.
(2) Perform OJTI certification and periodic performance skill checks on OJTI's while performing OJTI duties.
(3) Provide feedback to OJTIs and CPC-in-Training/developmentals on training performance.
(4) Ensure that OJTIs have no other duties to perform during training sessions.
(5) Maintain either currency or familiarization on positions for which certifications are conducted.
(6) Promote teamwork skills for training team members.
(7) Conduct performance and certification skill checks in accordance with Chapter 3.
(8) Evaluate CPC-in-Training/developmental's performance on a laboratory scenario(s) when requested by the TA.
(9) Brief the CPC-in-Training/developmental's supervisor on the performance and/or certification skill-check results and recommendation(s).
(10) Ensure that OJT is productive and appropriate for the experience level of the CPC-in-Training/developmental.
(11) Ensure that performance feedback is provided to the CPC-in-Training/developmental as soon as possible after each OJT session.
(12) Ensure that for all training sessions conducted during the assigned shift, at least one OJT report for each position/consolidated position is completed. It is permissible to combine reports if the OJTI trains the same CPC-in-Training/developmental on the same position, on the same day.

(13) Serve on training reviews.

- Proficiency examination grade results
- Training correspondence, messages, memo for record, etc.
- Training references for special/supplemental training items

Supervisor of Record

The CPC-in-Training/developmental's supervisor of record shall:
(1) Administer, assign, monitor, and facilitate training. This includes:
(a) Establishing a training team.
(b) Ensuring that OJF is provided for at least two operational positions.
(c) Ensuring that OJF hours are documented.
(d) Ensuring that the majority of OJT is provided by members of the training team.
(e) Identifying, recommending, coordinating, and scheduling additional OJT hours and skill enhancement training.
(f) Conducting evaluation laboratory scenarios when requested by the TA.
(2) Maintain communication among the training team, TA, and operational managers.
(3) Sign the position certification entry in the employee's FAA Form 3120-1 and FAA Forms 3120-
(4) Serve as team leader for the training team(s).
(a) Make the final determination to modify the training plan by providing skill enhancement training or additional OJT hours.
(b) Make the final determination regarding certification.
(c) Make the final determination regarding the suspension of OJT.
(5) Address any reported extenuating circumstances that may impede the CPC-in-Training/ developmental's training progress.

On-The-Job Training Instructor (OJTI).

The OJTI is responsible for assisting the CPC-in-Training/developmental in acquiring the knowledge and skills necessary to certify. The OJTI shall:

(1) Ensure that the OJT process includes preferred methods of teaching through a combination of instruction, demonstration, and practical application. OJT instruction shall be based on handbook requirements and procedures and shall provide guidance on control judgment. Alternative techniques should be demonstrated by the OJTI.
(2) Be familiar with the CPC-in-Training/developmental's previous training performance prior to commencing OJT.
(3) Document OJT results on FAA Form 3120-25, ATCT/ARTCC OJT Instruction/Evaluation Report, FAA Form 3120-26, FSS/AFSS OJT Instruction/Evaluation Report, or FAA Form 3120-32, Traffic Management Coordinator OJT Instruction/Evaluation Report. For each training session conducted during the assigned shift, at least one OJT report for each position/consolidated position shall be completed by each OJTI.
It is permissible to combine reports if the OJTI trains the same CPC-in-Training/developmental on the same position on the same day.
(4) Discuss the CPC-in-Training/developmental's performance as soon as possible after each OJT session.
(5) Perform only OJT duties during training sessions.
(6) Be plugged into the same control position as the CPC-in-Training/developmental when OJT is being conducted.
(7) Provide OJT to no more than one CPC-in-Training/developmental at the same time.
(8) Satisfy training objectives as specified in the training plan.
(9) Keep the CPC-in-Training/developmental's supervisor informed of progress.
(10) Assume the responsibilities of a training team member when assigned to a training team.
(11) Be responsible for all positions combined during training, even if the CPC-intraining/ developmental is certified on one or more of the positions that are combined.

CPC-In-Training / Developmental. The CPC-in-Training/Developmental shall:
(1) Actively participate in training to achieve certification.
(2) Perform operational assignments in order to maintain proficiency and currency.
(3) Review, discuss, and make suggestions to enhance the training plan with the other members of the training team.
(4) Ensure that all aspects of the training plan are understood.
(5) Review, discuss, and sign FAA Forms 3120-25/26/32/36.
(6) Immediately advise a supervisor of any extenuating circumstance(s) that might impede training progress.
(7) Be physically and mentally prepared to receive OJT, exercise initiative, and study to ensure satisfactory training progress and certification.
(8) Verify that all OJT/OJF times are recorded accurately.
(9) Engage in OJT only on positions that have been assigned.
(10) Be receptive to training performance feedback from OJTIs/supervisors.

Traffic Management Unit (TMU)

Responsible for traffic management programs (flow control, metering, ground delay, and severe weather advisory programs); traffic analysis, staffing, analyzing and evaluating national and regional policies and regulations. Weather Coordinator disseminates weather intelligence, receives and handles PIREP/SIGMET information. Military Coordinator provides for the dissemination of photo missions, collection of ELT reports, tracks use of Special Use Airspace, and coordinates navaid outages. The Traffic Management Unit embodies 4 separate "Coordinators" comprised of the following:

1. **Traffic Management Coordinators (TMC)**

The responsibilities include, but are not limited to:

a. Performs duties under general supervision of the STMC in accordance with current local and national orders and directives.

b. Maintains familiarity with all phases of center and associated terminal operations.

c. Maintains continuous liaison with the Air Traffic Control System Command Center (ATCSCC), terminals located within or adjacent to Chicago Center (ZAU), and adjacent Air RouteTraffic Control Centers (ARTCCs) to keep current on actual and anticipated traffic volume, operating conditions, runway configurations and acceptance rates.

2. **Restriction Coordinator (RC)**

A position of operation within the TMU:

a. Coordinates appropriate Traffic Management initiatives as required between intra-center area(s)s and between adjacent facilities.

b. Keeps STMC and other TMC's informed of system-wide problems that may impact traffic flows within the Center's airspace. Coordinates restrictions, reroutes, ground delays and other vital traffic information.

3. **Arrival Coordinator (AC)**

A position of operation within the TMU primarily responsible for maintaining a smooth flow of arrivals to ORD and MDW.

4. **Departure Coordinator**

A position of operation within the TMU. Duties of this position are:

a. Assumes responsibility for all ORD, MDW and MKE departure restrictions. Updates DFM log, IDS4 and coordinates restrictions as required.

b. Serves as the primary contact with ATCSCC Severe Weather Unit.

c. Answers ATCSCC SEVERE WEATHER line. If the call involves other than ZAU departures the Departure Coordinator shall ensure that all other ZAU TMU positions that are involved are included in the discussion.

5. Military Coordinator

Responsibilities include, but are not limited to:

a. Receives ELT verification requests and obtains verification data, data is then forwarded to SAR.
b. Notifies SAR of all ELT reports received from control towers and facility sectors.
c. Receives requests from military airspace users and coordinates use with appropriate facilities/sectors.
d. Maintains accurate records of military airspace usage via logs and SAMS computer.
e. Receives requests for special airspace activities (parachute jumps, balloon releases, etc.), and coordinates use with appropriate facilities/sectors.
f. Receives requests for NAVAID/Facility outages and prepares a list for dissemination.

Center Weather Service Unit (CWSU)

The CWSU meteorologists are forecasters who monitor, review, analyze, and interpret weather information pertinent to the airways and air traffic terminals in the ARTCC area.
They provide updated weather information through charts, teletype data, and briefings to the ARTCC Operations Managers, Supervisory Traffic Management Coordinators and Operations Supervisors, on present and expected weather to enable Air Traffic Controllers to more effectively deal with ever changing Air Traffic operations affected by weather.

Flight Data

Provides flight data processing and communications services for the Air Traffic System

Teletype Operator

A position of operation within the FDU.

The responsibilities include but are not limited to:

a. Review ICAO flight plans, enter departure times when received from the appropriate center sector, send departure message to the appropriate facilities.
b. Enter upper winds four times daily (0500, 0900, 1700, 2100 LCL).
c. Monitor service “A” (NOTAM) printer for NOTAMS affecting Chicago Center. Distribute copies.

Tech Ops (formerly known as Airway Facilities)

Technical Operations Personnel (formerly known as Airways Facilities or simply AF) control and manage every resource used for Air Traffic control. From building heat and electricity to the way the data blocks are displayed at the sectors is a function of Tech Ops. The ESOC (Enroute System Operations Center) desk on the control floor is the primary contact for AirTraffic. All trouble reports ranging from plumbing problems to unsuccessful TRACON handoffs go through the ESOC. If ESOC personnel can't solve the problem it is relayed to one of the following Tech. Ops. specialty areas (listed in alphabetical order):

1) AOS - Automated Operational Support - These are the software support folks on the second floor. They are responsible for the operational HOST software. AOS develops and modifies the software for each sector's (scope) maps as well as the operational software for hand-offs, MSAW and every other operational HOST software program. They work with ZAU-520 to build and update airways, fixes and other HOST software programs. AOS personnel are staff personnel and generally work M-F. AOS personnel generally have either an ATC or Tech. Ops. background.

2) Automation/Data Unit (Auto/Data) - Responsible for maintaining the HOST IBM computer, DSR (display system) and DARC (direct access radar channel). The HOST mainframe is the main National Airspace (NAS) computer that processes all radar data which is then shipped to the DSR. DSR is comprised of the scope, trackball, keyboards, printers and URET display plus the individual processors and power supplies that control them. Each sector's display system is controlled by special processors behind the sector and in the equipment room, all maintained by this unit. In addition, Auto/Data maintains the DARC and DSR software. They are also responsible for maintaining the weather systems in the building such as the WARP weather system. WARP weather is the weather on the scopes and at the area weather displays. These technicians work a 18/7 schedule. Auto/Data technicians attend resident Academy training in OKC for approximately 40 weeks in order to become fully trained and certified.

3) Computer Operators - Attached to the Auto/Data unit, CO's are responsible for real-time operation of the HOST computer. Located in the computer room near the equipment, CO's insure the HOST IBM mainframe is operating error free. They monitor such things as the percentage of CPU usage and channel utilization. They continually scan for error messages and are responsible for notifying the ESOC on anything out of the ordinary. Many times the CO's are the first to see error conditions before they can cause an operational impact. They are also responsible for scheduled shutdowns of the HOST and loading new software systems. In addition, CO's insure all flight data and radar data is recorded on tape. It is the CO that is responsible for reloading the HOST if a catastrophic failure would occur and the HOST must be cold started. They work a

24/7 schedule and attend Academy OKC training for approximately two months in addition to extensive OJT and CBI to become fully proficient.

4) Data/Communications Unit (Data/Comm) - Responsible for air to ground frequencies, radios, BUECs, ground to ground telephone lines, RCL satellite links, voice recording and the CODEX six channel modems which carry all flight data and radar data between facilities. They are also responsible for hardware and software maintenance on the computer used to remotely control the long range radar sites. Perhaps the most sophisticated of Data/Comm systems is the VSCS (voice switching and control system) which is the computer system and software that controls the touch screens for frequencies and shout lines. They work a 24/7 schedule. These technicians attend the Academy for approximately 28 weeks plus extensive OJT and CBI. The VSCS OKC course alone is 12 weeks.

5) Environmental Unit - Responsible for sophisticated power conditioning (PCS) systems. Arguably the most important folks at the ARTCC. Without electricity we are out of business. Power conditioning takes the raw electric power from Comm Ed and processes it into what we call 'conditioned power'. It is further defined into different categories depending on the criticality of the system it powers. For example, critical power for the scopes and frequencies is conditioned power which is backed up by both batteries and engine generators, all maintained by this unit. Because of this redundancy, Comm Ed. power outages have no effect upon systems fed by critical power. There are six large engine generators in the E/G building with enough power and fuel to supply a small city when power failures occur. They are also responsible for building maintenance, HVAC, building security, grounds, lights and plumbing. They work a 24/7 schedule. These technicians are highly trained and certified with over 30 weeks of resident OKC training plus extensive OJT and CBI courses. The PCS course in OKC
alone is 16 weeks.

6) ESOC - Enroute System Operations Center - Located on the control floor across from the TMU, they have operational control over the Tech. Ops. environment. They monitor and control approximately 30 different systems which are included in the above specialties. In addition, they are responsible for monitoring and controlling the nine long range radar sites throughout our airspace. In addition to being fully certified in one of the above five specialties, ESOC personnel receive an additional 21 weeks of Academy OKC training to become fully certified at the ESOC.

7) Field Technicians (or GNAS-General NAS) - Field Technicians are located at towers, TRACONS and other locations. These technicians specialize in Communications, NAVAIDS, RADAR, Environmental or Automation (Arts). Their credentials are very similar to ARTCC technicians.

Tech Ops. personnel are generally hired with a military background or through the electronics programs of local colleges. They need to be age 55 with 30 years of service to retire. Most Tech. Ops. personnel have three or more years of Academy OKC training at the time of retirement.

Welcome to Aurora

Aurora History - A Rapidly Growing City

Joseph McCarty, a pioneer from New York State, came west seeking a new home. Reaching the Fox Valley, he built the first campfire in April of 1834 on the island, which is now the site of downtown Aurora. He thought that the Fox River location was an ideal place for a new community and told his brother, Samuel. It was not long before Samuel arrived, family was sent for, and a permanent settlement was taking roots. The settlement was named McCarty mills for the brothers' grist mill and sawmill. In 1837, when a Post Office was established, the village became Aurora, goddess of the dawn. Later, when the City was the first in the United States to use electric lights for publicly lighting its streets, it achieved the nickname of "City of Lights".

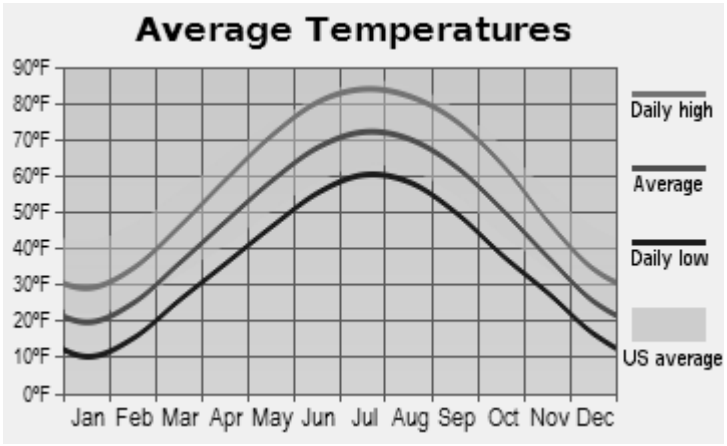
The modest camp of 1834 has grown into a teeming city. With a population of 157,267 according to 2003 special census, the City has steadily grown throughout the years to become the second largest city in the state.

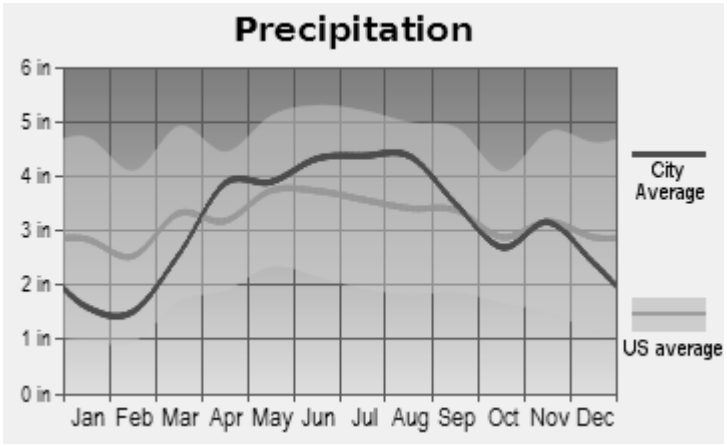
Nearest city with pop. 200,000+: Chicago, IL (42.9 miles →, pop. 2,896,016).

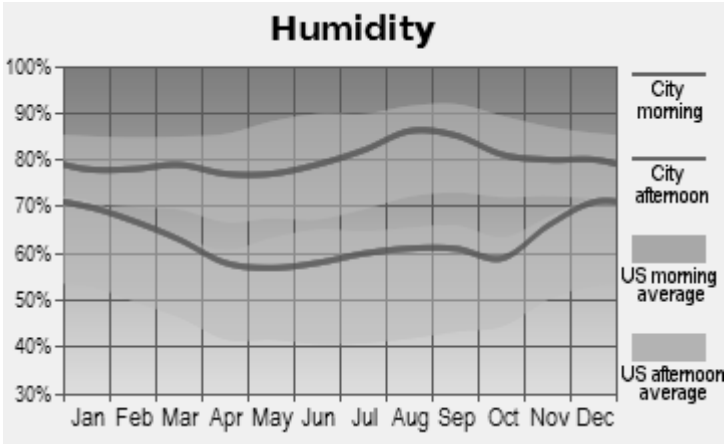
Nearest cities: Montgomery, IL (3.1 miles ↙), North Aurora, IL (4.0 miles ↖), Boulder Hill, IL (4.2 miles ↙), Oswego, IL (5.6 miles ↓), Batavia, IL (6.0 miles ↑), Geneva, IL (8.8 miles ↑), Warrenville, IL (8.8 miles ↗), Naperville, IL (9.8 miles →).

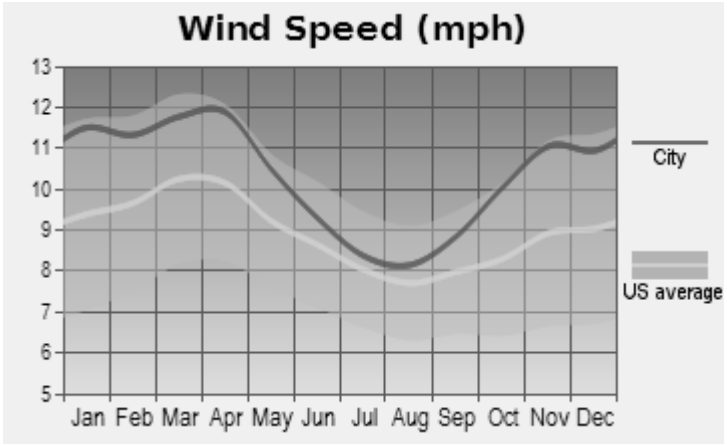
Average Climate in Aurora, Illinois

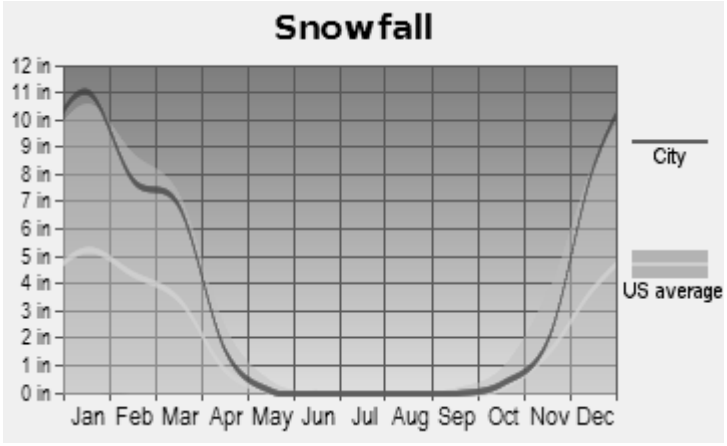
Based on data reported by over 4,000 weather stations

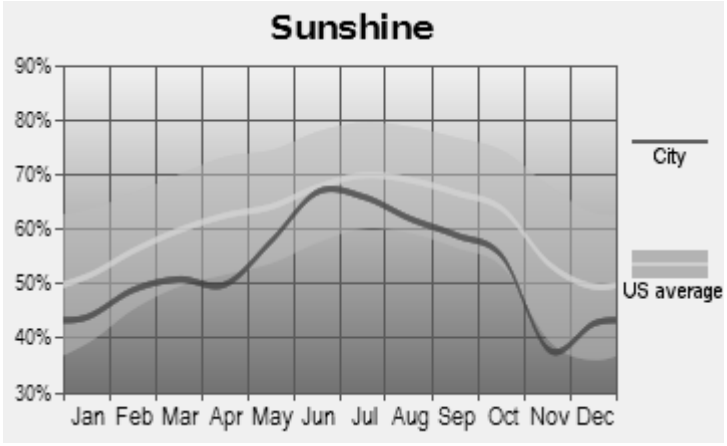












Hospitals / Medical Centers in the Aurora Area:

- **MERCY CENTER FOR HEALTH CARE SERVICES** (1325 N HIGHLAND AVENUE)
- **RUSH COPLEY MEMORIAL HOSPITAL** (2000 OGDEN AVENUE)

Other hospitals/medical centers near Aurora:

- **DELNOR COMMUNITY HOSPITAL** (about 9 miles; GENEVA, IL)
- **LINDEN OAKS HOSPITAL** (about 11 miles; NAPERVILLE, IL)
- **CENTRAL DUPAGE HOSPITAL** (about 13 miles; WINFIELD, IL)

Accomodations

The Aurora area offers a number of conveniently located and affordable accommodation options. All our accommodations are within minutes of spectacular attractions, delicious dining, sensational shopping, and world-class entertainment. Only 37 miles west of Chicago, our two Metra commuter train stations provide quick and easy access to the big city. Our bed and breakfasts offer a quiet escape and taste of country charm.

Have fun and save a ton with special package deals that bundle lodging with great area attractions and activities. Book your room or package today by calling the hotel, motel or bed and breakfast directly.

Aurora Fox Valley Inn

Conveniently located within walking distance of Chicago Premium Outlets and just off I-88, this hotel offers 114 rooms, a lounge and restaurant. Amenities also include laundry, large outdoor pool and game room. All packages are based on availability and require 72-hour advance notice reservation. Please mention package name when making reservation. Cannot be combined with any other offers.
2450 N. Farnsworth Avenue
Aurora, IL
(630) 851-2000 www.aurorafoxvalleyinn.com

Baymont Inn & Suites

Located just minutes from Chicago Premium Outlets, Paramount Theatre, Walter Payton's Roundhouse Complex and Hollywood Casino. Baymont Inn and Suites offers 71 guest rooms and great amenities at a great value. All packages are based on availability and must be mentioned when making a reservation.
308 S. Lincolnway
North Aurora, IL
(630) 897-7695 www.baymontinns.com

Comfort Inn Aurora

51 rooms within walking distance to Westfield Shoppingtown and minutes from downtown Aurora, Paramount Theatre, SciTech Hands-On Museum, Club Bolero, Hollywood Casino, Walter Payton's Roundhouse Complex, antique shopping, Naperville, Oswego and Yorkville. Packages are based on availability and must be mentioned when making a reservation.
4005 Gabrielle Drive
Aurora, IL
(630) 820-3400
www.comfortinnaurora.com

Comfort Suites City Center

This award-winning, 82-room all-suite hotel offers an indoor pool, complimentary deluxe hot breakfast, fitness room, free in room internet access, and business meeting facilities. It is conveniently located within walking distance of Walter Payton's Roundhouse Complex, Hollywood Casino, Paramount Theatre, SciTech Hands-On Museum, and other great area attractions. Winner of the prestigious 2004 Inn of the Year Award by Choice Hotels International, Inc. Visit the website for more information and seasonal packages. All packages are based on availability.
111 N. Broadway
Aurora, IL
(630) 896-2800 or
Toll Free (866)896-2888
www.comfortsuitesaurora.com

Hampton Inn & Suites

This comfortable hotel offers 127 rooms with a 5,000 sq. ft. conference center and banquet facility. Recreational facilities include a 6,000 sq. ft. indoor swimming pool complex with separate kiddie pool and 2,000 gallon whirlpool, game room and fitness center. Enjoy our complimentary "On The House" breakfast with hot items and business services, such as free high-speed internet. Visit the website for seasonal packages and more information.
All packages are based on availability.
2423 Bushwood Drive
Aurora, IL
(630) 907-2600
www.hamptoninnandsuitesaurora.com

Motel 6

This Motel 6 is conveniently located within walking distance of Chicago Premium Outlets and just off I-88, this motel offers 118 rooms.
2380 N. Farnsworth Avenue
Aurora, IL
(630) 851-3600
www.motel6.com

Lidia's Motel

16 rooms
Routes 71 &
47
Yorkville, IL
630) 553-7147

Super 8 Motel – Fox Valley

This Super 8 has 66 rooms with jacuzzi suites available, and offers free deluxe complimentary breakfast, an indoor pool and spa, exercise room, free local calls and cable TV. All packages are based on availability, require 72-hour advance reservations and must be made by calling the general manager of the motel.
4228 Longmeadow Drive
Aurora, IL
(630) 898-5419
www.super8.com

Super 8 Motel – Yorkville

This Super 8 has 42 rooms, some with whirlpool tubs, and offers complimentary continental breakfast, free local calls and cable TV.
1510 A North Bridge Street
Yorkville, IL
(630) 553-1634
www.super8.com

Staybridge Suites

Offering everything you need for a comfortable and complete extended stay, including 148 spacious suites, full kitchens, complimentary breakfast buffet, giant indoor pool, sport court, fitness center, free high-speed internet access, sundown evening reception and walking distance to the Metra train station.
4320 Meridian Parkway
Aurora, IL

(630) 978-2222 www.staybridgesuites.com

Dining

The Aurora area features unique dining experiences for all occasions, and satisfies all tastes with a variety of international and American cuisine. Click through the dining categories above to find your next favorite restaurant. For dining in historical atmospheres, consider checking out America's Brewpub at Walter Payton's Roundhouse Complex where you can dine in the country's oldest railroad roundhouse. Or, treat your taste buds to Jason's Steakhouse, located in one of the best-preserved gristmills in the United States. Don't forget Savannah's Restaurant and Tea Room, offering gourmet southern cuisine and over 120 tea varieties. Bring your appetite because these are just a sampling of our many great restaurants. Others include the Foundry, Fairbanks Steakhouse, Mio Amore, Luigi's House, Lorenzo's Steak House, Swordfish, and many, many more.

Chef Amaury

481 N. Commons Dr.
Aurora, IL
(630) 375-0426

Fishermen's Inn

43W901 Main St. Rd.
Elburn, IL
(630) 365-9697

Hollywood Casino – Fairbanks Steakhouse

One New York St. Bridge
Aurora, IL
(630) 801-1234

Jason's Steakhouse

211 N. River Rd.
Montgomery, IL
(630) 801-1492
www.jasons-graysmill.com

Lorenzo's Steak House & Italian Specialties

4000 Fox Valley Center Dr.
Aurora, IL
(630) 585-1315

Luigi's House

778 N. Rt. 59

Aurora, IL
(630) 375-6400

Mio Amore

Trattoria Italiano
11 W. John St.
Plano, IL
(630) 552-9100

Savannah's Restaurant & Tea Room

2480 Fox Valley Center Dr.
Aurora, IL
(630) 499-7600
www.savannahstearoom.com

Swordfish

207 N. Randall Rd.
Batavia, IL
(630) 406-6463

Shopping

The Aurora area is one of the Midwest's premier shopping destinations with markets, outlets, malls and more. Only 15 minutes apart, Chicago Premium Outlets and Westfield Shoppingtown Fox Valley present shoppers with two million square feet and 300 stores of "I want that!" For uniques and great dining locations. No matter what you're shopping for, you'll always find great treasures in the Aurora area

antiques, the shops of Batavia and Yorkville have plenty of knicks and knacks to discover. Or spend a day poking around the Kane County Flea Market, the Kendall County Flea Market, or the Sandwich Antiques Market. Experience the hustle and bustle of the Route 59 Corridor, one of the Midwest's strongest retail corridors with hundreds of specialty and chain stores, and dozens of great dining locations.

Route 59 Corridor

One of the Midwest's strongest retail corridors runs along Route 59 in Aurora, between I-88 and 95th Road. Discover hundreds of well-known specialty and chain stores and dozens of great dining locations.

Randall/Orchard Road Corridor

These rapidly growing roads stretching through Aurora, North Aurora and Batavia are full of shopping and restaurant surprises.

Art and Culture

Escape for an evening of enchantment and elegance or plan an afternoon of art and architecture. The Aurora area is home to several excellent stage theatres, including the legendary Paramount Theatre. Built in 1931, the Paramount Theatre is a stunning hybrid of Art Deco and French Renaissance and offers a complete calendar of world-class entertainment. First Street Playhouse and Riverfront Playhouse also provide cozy, professional, year-round theatre. For art lovers, be sure to visit the rotating exhibits at the David L. Pierce Art & History Center.

The Aurora area also features a diverse tapestry of architectural styles and sights, including designs by Frank Lloyd Wright, Ludwig Mies van der Rohe, Bruce Goff and George Grant Elmslie. The Farnsworth House in Plano is one of only three residences designed by Mies van der Rohe in the United States, and is considered one of the most architecturally significant residential designs of the twentieth century.

The area is also home to an impressive collection of Sears Mail Order (Catalog) Homes and Lustron Homes. Finally, don't forget to tease your brain with many excellent museums, including the Batavia Depot Museum, Aurora Regional Fire Museum and the Schingoethe Center for Native American Cultures.

Albright Theater

Local theater troupe located in the "attic" of Batavia's Government Center.
100 N. Island Avenue
Batavia, IL
(630) 406-8838
bataviarenaissanceproject.org/albright.htm

Borealis Theatre Company - Aurora University

This critically-acclaimed, professional theater company performs comedy, drama and musicals year-round. Hosts an annual Shakespeare Festival during the summer.
Perry Theater at Aurora University
South Gladstone Avenue at Kenilworth Place
Aurora, IL
(630) 844-4928

FermiLab Arts Series

Ramsey Auditorium is the site for FermiLab's series of music, dance and theater, plus lectures on the arts, sciences and culture.
Kirk Road and Pine Street
Batavia, IL
(630) 840-ARTS (2787)
www.fnal.gov

First Street Playhouse

A cozy, professional theatre serving the best quality comedies, dramas, musicals and workshops for all ages. Year-round productions.
160 S. Water Street (First and Water Streets)
Batavia, IL
(630) 406-6367
www.firststreetplayhouse.com

Paramount Theatre

This restored 1931 movie palace is the area's best place to see live entertainment by national performers, live music, world-class entertainment, touring Broadway musicals, theater, dance, comedy and affordable family performances.
23 E. Galena Boulevard
Aurora, IL
(630) 896-6666
www.theparamounttheatre.com

Riverfront Playhouse

This popular local theater group performs original plays, musicals, murder mysteries, comedies and thrillers. It also presents children's theatre. Performances every weekend on Friday and Saturday night with curtain time at 8:00 p.m., and children's theatre on Saturday and Sunday afternoons.
11-13 S. Water Street Mall
Aurora, IL
(630) 897-9496
www.riverfrontplayhouse.com

Shakespeare on Clark

Free outdoor theater on intimate Clark Island on the Fox River just south of Downtown Batavia. Sponsored by Batavia Main Street. Four Saturday shows every summer.
Clark Island
Batavia, IL
(630) 406-6367

www.firststreetplayhouse.com/shakespeare.htm

Golf and Outdoors

Hidden in the gently rolling hills of the Aurora area are several picturesque and challenging golf courses. Plan on staying a while – within 20 miles of Aurora you and your friends can play a different course every day for two months! The Aurora area has plenty of other adventures for you to do, including hiking, biking, swimming and canoeing. The Fox River is a sanctuary for canoes and kayaks while the valley is bursting with river shores, forest and wildlife preserves, golf courses, and gorgeous parks. Whether you prefer jogging, walking, biking or blading, Northern Illinois boasts over 100 miles of meandering trails and paths, with many of Illinois' most scenic trails right here in the Fox River Valley.

Blackberry Oaks Golf Course

18 holes, par 72.
Distance (Yards)/Rating: 6,332/70.5; 5,900/68.7; 5,218/70.8
Driving range, bentgrass tees, greens and fairways.
2245 Kennedy Road
Bristol, IL
(630) 553-7170

Bliss Creek Golf Course

18 holes, par 69.
Distance (Yards)/Rating: 5,516/65.1; 4,651/64.9
Golfview Drive and Hankes Road
Aurora, IL
(630) 466-4177

Cedardell Golf Club

Nine holes, par 35.
Distance (Yards)/Rating: 5,920/67.9; 5,370/68.9
14264 S. Hale Street
Plano, IL
(630) 552-3242

Deer Valley Golf Course

Nine-hole executive golf course, par 29. Distance: 1,358 yards.
46W994 Jericho Road Big Rock, IL
(630) 556-3333

Fox Valley Golf Club

18 holes, par 72.
Distance (Yards)/Rating: 5,927/68.5; 5,279/70.4.
Tucked away among a natural forest preserve with quick bentgrass/poa greens, bluegrass fairways and tees. Sand bunkering around greens and fairways make for great shot values.
2500 N. River Road (Route 25)
North Aurora, IL
(630) 879-1030

Orchard Valley Golf Course

18 holes, par 72.
Distance (Yards)/Rating: 6,745/72.8; 6,358/70.9; 5,861/68.7; 5,162/70.9.
Illinois Avenue and Orchard Road
Aurora, IL
(630) 907-0500

Phillips Park Golf Course

18 holes, par 72.
Distance (Yards)/Rating: 6,187/69.1; 5,701/66.8; 4,826/66.5.
Driving range, large bentgrass greens, multiple tee boxes, wide fairways, lakes, wetlands, and native prairie areas complement the 170-acre layout.
1001 Hill Avenue
Aurora, IL
(630) 499-0670

Settler's Hill Golf Course

18 holes, par 72.
Distance (Yards)/Rating: 6630/72.1; 6223/70.3; 4945/68.9.
Features six Scottish links–style holes.
919 E. Fabyan Parkway
Batavia, IL
(630) 232-1636

Valley Green Executive Golf Course

18 holes, par 60.
Distance: 3,841 yards.
314 Kingswood
North Aurora, IL
(630) 897-3000

Wolf Run Golf Course

18 holes, par 62.
Distance: 4,100 yards.
1700 Jericho Road
Aurora, IL
(630) 906-1402

Aurora West Forest Preserve

Over 40 acres of mature woodland with large oak trees, assortment of native shrubs and a wet soil valley.
Hankes Road between Galena Boulevard and Route 56
Aurora, IL

Batavia Riverwalk

As the centerpiece of downtown Batavia, the Riverwalk features a wild flower sanctuary, Batavia-manufactured windmills and grand views of the Fox River.
Corner of Houston Street and Island Avenue
Batavia, IL
(630) 879-5235

Bliss Woods Forest Preserve

40 vehicle campsites, picnic shelters, fishing and biking trails.
5S660 Bliss Road at Route 47
Sugar Grove, IL

Fox River Trail East

Three-mile asphalt trail that parallels the east side of the Fox River and connects to the Illinois Prairie Path.
Route 56 at the Fox River
North Aurora, IL
(630) 897-0516

Fox River Trail

36-mile asphalt trail from Aurora to Crystal Lake, paralleling the Fox River. Open year-round. Trail begins in downtown Aurora and continues north beyond Crystal Lake.
Galena Boulevard at the Fox River
Aurora, IL
(630) 897-0516

Harold Hall Quarry Beach

Features a zero-depth sand beach, two large islands, a youth water slide, a drop slide, and a circa 1930 diving tower with two-meter and four-meter platforms.
Water and Union Streets
Batavia, IL
(630) 406-5275 of (630) 879-5235
Illinois Prairie Path

Red Oak Loop

16-mile loop includes the Fox River Trail, the Fox River Trail East, and the Aurora and Batavia branches of the Illinois Prairie Path.
Route 56 at the Fox River
North Aurora, IL
(630) 897-0516

Mastodon Trail

One-mile trail around Mastodon Lake in scenic Phillips Park.
Ray Moses Drive
Aurora, IL
(630) 898-7228

Oakhurst Forest Preserve

Oakhurst Trail and Patterson Lake Scenic woods, shelters, lake and trails. Two-mile trail around lake. Open year-round.
1680 Fifth Avenue
Aurora, IL

Phillips Park

18-hole golf course/driving range, gardens, zoo, prehistoric mastodon bones, narrated tram tours on the Mastodon Express, scenic lake, biking/hiking trail, volleyball/ horseshoe/tennis courts, playgrounds, aquatic center and much more!
1000 Ray Moses Drive(Accessible from Howell Place off Montgomery Road or Wyeth Drive off Smith Boulevard)
Aurora, IL
(630) 978-4700
www.aurora-il.org

Red Oak Nature Center

Forty-acre oak and maple forest, interpretive nature center, three miles of hiking and interpretive trails, special events.
Route 25, one mile north of Route 56
North Aurora, IL
(630) 897-1808
www.foxvalleyparkdistrict.org

Silver Springs State Fish and Wildlife Area

1,300-acre prairie restoration area for hunting, fishing, picnicking, ice skating, cross-country skiing, canoeing, boating, equestrian trails, paddle boat rentals and special events.
13608 Fox Road
Yorkville, IL
(630) 553-6297

Virgil L. Gilman Trail

12-mile trail links Montgomery and Aurora with Waubonsee Community College in Sugar Grove.
Eastern trailhead at Hill Avenue
(Route 30) north of Route 34
Aurora, IL
(630) 897-0516

Waubonsee Nature Trails

Two-mile hiking and interpretive trails on the Waubonsee Community College Sugar Grove campus.
Route 47 and Waubonsee Drive
Sugar Grove, IL
(630) 466-7900

Waubonsie Trail

Two and a half mile biking and hiking trail from the Fox River to Jaycee Park in Boulder Hill. Eastern trailhead at Saugatuck Road
Douglas Road
Montgomery, IL
(630) 554-1010

Professional Sports in Chicago

- Chicago Cubs (MLB) www.cubs.com
- Chicago White Sox (MLB) www.chisox.com
- Chicago Bulls (NBA) www.chicagobulls.com
- Chicago Bears (NFL) www.chicagobears.com
- Chicago Blackhawks (NHL) www.chicagoblackhawks.com
- Chicago Fire (MLS) www.chicago-fire.com
- Chicago WNBA http://www.wnba.com/chicago/

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