HELICOPTER ROUTE CHART
BALTIMORE-WASHINGTON

BALTIMORE — WASHINGTON

LEGEND

Consult Chart Supplement for details involving airport lighting, navigation aids and services.
All data are local. For additional information refer to the Chart User's Guide.

AIRPORTS

- Hard-surfaced runways 1500 ft. or greater
- Open dot within hard-surfaced runway: Operational Service Volume (OSV) Low (OSVL) and/or VORTAC location. All recognizable hard-surfaced runways, including closed, abandoned, are shown for visual identification.
- Other than hard-surfaced public use
- Private use

HELIPORTS

- Heliports - public and private
- Medical Center
- Helipads located at major airports
- Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 91.155 Special Air Traffic Rules/Traffic Patterns.

FSS — FAR 91 NO SVFR — Location Identifier (NAME) (NAME STRAND) — Location and CT - 118.3 ▼ ATIS 123.8 — Control Tower frequency(s) 269.1 - 122.95 — (Unicom) — UNICOM — Airport of Entry — AOE

FSS - Flight Service Station

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

CT - 118.3 - Control Tower (CT) - primary frequency

- Star indicates operation part-time. See tower frequencies tabulation for hours of operation.
- Follows the Common Traffic Advisory Frequency (CTAF).

ATIS 123.8 - Automatic Terminal Information Service

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems shown where full-time ATIS not available. ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station (Broadcast Only)

- Lighting in operation Sunset to Sunrise
- Lighting limitations exist; refer to Supplement.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights.

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

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

Example: 122.6 — CAPACHE — 115.6 — 360° 358 OAK 042° — 113.6 — HOMER HOW

Underline indicates 24 hours service or frequency.
Crossbeach indicates limited service.
Operates less than continuous or On-Request.
H(DO)/A(NO) — 122.1R — Heavy line box indicates Flight Service Station (FSS). Frequency 122.1R is the only frequency in the area at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.
R - Receive only.
122.1R — Frequency within this line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by controlling agency. Consult Supplement for complete information.

VOICE — HIWAS — Hazardous Inflight Weather Advisory Service

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

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

HELICOPTER ROUTES

Compulsory - Non - Compulsory

PRIMARY — MARRIOTT — 118.3 — ▼ — ▼

SECONDARY OR MILITARY — Route Frequency — Tower Frequency — Arrow Indicates Direction Route Flown — Altitude Assigned — Reporting or Holding Points

TRANSITION — ZONE 1 — 2000 — 1500

Maximum Altitude — 500 Minimum — Recommended Route Altitude

- Class B Airspace
- Class C Airspace Shelf. Class C Airspace Effective Sunrise to Sunset (See FAR 91.215(b)(4).)
- Class C Airspace Ceiling of Class D Airspace in hundreds of feet (A minus sign indicates the surface up to but not including that value.)
- Class D Airspace
- Class E Airspace Surface Area
- MOA - Military Operating Area
- RESTRICTED — R4001 — Restricted Area
- WARNING — W-386 — Warning Area (See FAR 91.215(b)(5).)
- MOA/Restricted/Warning Area Vertical Limits
- ADIZ - Air Defense Identification Zone
- Prohibited, Restricted, and Warning Areas
- Alert Area and Military Training Route Area
- Alert Areas do not overlay Class A, B, C and D airspace, or Class E airport surface areas.
- National Defense Airspace Emergency Flight Restriction (See FAR 99 for details.)

OBSTRUCTIONS

1000 ft and higher AGL — Above 200 ft AGL (or below 1000 ft AGL) — Group Obstruction — Obstruction with high-intensity lights; may operate part-time — 1500 ft and higher AGL — Wind Turbine Farm — Elevation of the highest obstacle and top elevation — Height above ground — Top elevation — Obstruction marked and lighted — Under construction or reported (not verified) — Antenna tower with obstruction lights — Overhead wire(s) (with or without pylons) — Catenary or suspended wire(s) — NOTICE: Guy wires may be present on or near structures.

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Recommended Landmark Tower
- Obstruction Base of Tower
- Pictorial Symbol

CAPITOL BUILDING

MISCELLANEOUS

- Aerobatic Practice Area
- Glider Operations
- Hang Glider Activity
- Ultralight Activity
- Unmanned Aircraft Activity
- Parachute Jumping Area (See Supplement.)
- Town Landmark Activity Area
- VFR Waypoints
- STADIUM — Illuminated TFR (effective within 3 NM, up to and 3000' AGL)
- NAME (VFR/FIX)

BALTIMORE-WASHINGTON HELICOPTER

HELICOPTER ROUTE CHART SCALE 1:125,000

Federal Aviation Administration

EFFECTIVE 0901Z **7 AUG 2025**
TO 0901Z **2 OCT 2025**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/nav_safety_alerts/

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

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NSN 7641014104440

NGA REF. NO. HELOXBALTWASVFR

VFR DATES 25219

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CONTROL TOWER FREQUENCIES ON WASHINGTON HELICOPTER ROUTE CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are aircraft VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

H24 = Continuously; Mon-Fri = Monday through Friday.
CUTA indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS
GAITHERSBURG	0700-2300	124.275 359.4	121.9* 257.8	128.175
JOINT BASE ANDREWS	CONTINUOUS	118.4 349.0	121.8 313.8	133.675 251.05
LEESBURG EXEC	0600-1800	127.0	135.5	
MANASSAS REGIONAL/HARRY P. DAVIS FLD	0600-2200	133.1 360.75	121.8	125.175
PENTAGON AHP	0700-1700, MON-FRI; 1400-2100, SAT, SUN, HOL	142.1 231.2		
RONALD REAGAN WASHINGTON NATIONAL	CONTINUOUS	119.1 269.2	121.7 257.6	132.65
WASHINGTON DULLES INTL	CONTINUOUS	120.1 257.8 (RWY 01R/19L) 120.25 348.6 (RWY 01C/19C) 120.5 348.6 (RWY 01L/19R) 118.3 (C/D)	121.65* 257.8 (E) 121.65 348.6 (W)	124.85

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
WASHINGTON TRI-AREA CLASS B	BALTIMORE 119.0 262.375 (020°-150°) 134.55 317.425 (151°-190°) 135.9 317.425 (191°-019°) DULLES 128.6 257.8 (181°-019°) 136.925 359.25 (020°-090°) 135.225 359.925 (091°-180°) REAGAN NATIONAL 124.0 269.2 (181°-019°) 134.2 360.8 (020°-180°) 119.65 257.8 (181°-019°)	CONTINUOUS

SPECIAL USE AIRSPACE ON WASHINGTON HELICOPTER ROUTE CHART

Unless otherwise noted altitudes are MSL. SFRA = Surface. "SUA" or altitude means "To and including." FL = Flight Level.
Times are local or as in ground communications. Contact Flight Service for information.

† Other times by NOTAM.
‡ Effective dates/times vary. Refer to Restricted Area Indices FAR 73 and DoD NOTAM system. Use of this area is at pilot discretion. Pilots must avoid the DoD NOTAM system.

U. S. - PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
P-56, A, R	SFC TO 8,000	H24	WASHINGTON ARTCC	
P-73	SFC TO BLF, HOT, HOO, I-395	CONTINUOUS	WASHINGTON TRI- AREA	
R-6608 A, B, C	SFC TO 5,000	CONTINUOUS 124 HRS IN ADVANCE	POTOMAC TRACON	124.65 356.925

NUMBER	ALTITUDE*	TIME OF USE †	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
MOA 1	500 TO 10,000	INTERMITTENT BY NOTAM	POTOMAC TRACON	
MOA 2	10,000 TO 13,000	INTERMITTENT BY NOTAM	POTOMAC TRACON	
MOA 3	ABOVE 5000 TO 13,000	INTERMITTENT BY NOTAM	POTOMAC TRACON	

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

NOTE: EMERGENCY OPERATIONS MAY EXPECT RADAR ASSISTANCE FROM POTOMAC APPROACH CONTROL

OPERATIONS OUTSIDE OF POLICE ZONES ARE AUTHORIZED ONLY ON ESTABLISHED ROUTES OR TRANSITION AREAS WITHIN THE DCA SURFACE AREA

SPECIAL FLIGHT RULES AREA (SFRA)

SECTOR BOUNDARY

DOD USERS ARE REQUIRED TO REFER TO AP-1 "WASHINGTON, D.C., METRO AREA."

NOTE: PILOTS ARE EXPECTED TO MAINTAIN THE MAXIMUM ALTITUDE CHANGED WITH CEILING PERMITS, UNLESS OTHERWISE INSTRUCTED BY ATC.

ATC AUTHORIZATION TO OPERATE ALONG ROUTES, OR WITHIN ZONES, CONSTITUTES CLEARANCE TO ENTER CLASS B AIRSPACE INCIDENTAL TO THE AUTHORIZED OPERATION, AT ALTITUDES STATED IN THE AUTHORIZATION OR AS DEPICTED FOR THE ROUTE SPECIFIED. NOTIFICATION OF DEPARTING CLASS B AIRSPACE IS PROVIDED THROUGH ATC AUTHORIZATION TO OPERATE ALONG ROUTES, OR WITHIN ZONES, AS DEPICTED.

WASHINGTON

DESCRIPTION OF ROUTES AND ALTITUDES

ALL ROUTES MAY BE ALTERED AT PILOT'S REQUEST OR AS DIRECTED BY ATC.

ROUTE ALTITUDES ARE MAXIMUM

RT. 1: AMERICAN LEGION BRIDGE OVER POTOMAC RIVER, EAST OF ROOSEVELT ISLAND TO THE TIDAL BASIN, OVER WASHINGTON CHANNEL TO ANACOSTIA RIVER, NORTHEAST OVER ANACOSTIA RIVER TO RIVERDALE AND BELTSVILLE, BALTIMORE-WASHINGTON PARKWAY TO GREENBELT.

ALTITUDES: AMERICAN LEGION BRIDGE AT OR BELOW 1300 FEET MSL. CHAIN BRIDGE AT OR BELOW 700 FEET MSL. KEY BRIDGE AT OR BELOW 300 FEET MSL. MEMORIAL BRIDGE AT OR BELOW 200 FEET MSL NOT ABOVE 200 FEET MSL UNTIL JAMES CREEK MARINA, AT OR BELOW 300 FEET MSL TO 11TH STREET BRIDGE, AT OR BELOW 200 FEET MSL TO PENNSYLVANIA AVENUE, AT OR BELOW 700 FEET MSL FROM PENNSYLVANIA AVENUE TO CONSTITUTION AVENUE, AT OR BELOW 300 FEET MSL TO 14TH STREET BRIDGE CROSSING POTOMAC RIVER TO OR FROM THE PENTAGON SHALL BE AT OR BELOW 200 FEET MSL)

RT. 2: WOODS CORNER VIA BRANCH AVENUE, DIRECT TO MARLOW HEIGHTS, DIRECT TO PENNSYLVANIA AVENUE (PENN) DIRECT TO INTERCEPT RT. 1 AT ANACOSTIA RIVER.

ALTITUDES: WOODS CORNER AT OR BELOW 1,400 FEET MSL. AT PENN BEGIN TO DESCEND TO BE AT OR BELOW 500 FEET MSL OVER ANACOSTIA RIVER.

RT. 3: CAPITAL BELTWAY (INTERSTATE 495 AND INTERSTATE 95), EXCEPT FROM WAYPOINT VPABC (INTERSECTION OF INTERSTATE 495/95 AND TELEGRAPH ROAD) TO VISUAL WAYPOINT VPBC (INTERSTATE 495/95 AND ST BARNABAS RD), AND EXCEPT FROM THE NORTHWEST 200 FEET MSL FROM WASHINGTON DULLES TANK FARM/ROTATING BEACON, THEN AT 1500 FEET MSL FROM WASHINGTON DULLES TANK FARM/ROTATING BEACON AND ADDISON METRO STATION, TO WEST SIDE OF LIGHTED WAREHOUSE, NORTHEAST ALONG RAILROAD TRACKS TO BELTWAY. LEFT TO CONTINUE ROUTE.

ALTITUDES: AT OR BELOW 1400 FEET MSL, EXCEPT BETWEEN GREENBELT AND WOODS CORNER AT OR BELOW 1000 FEET MSL. FROM WOODS CORNER TO VPBC AT OR BELOW 800 FEET MSL.

RT. 5: SPRINGFIELD VIA INTERSTATE 395 (SHIRLEY HIGHWAY) TO AREAM AIR FORCE MEMORIAL DIRECT PENTAGON.

ALTITUDES: AT OR BELOW 1400 FEET MSL TO GLEBE ROAD AT OR BELOW 400 FEET MSL ABEAM AIR FORCE MEMORIAL. DESCEND TO LAND AT THE PENTAGON.

RT. 7: FROM GLEBE ROAD DIRECT TO SKYLINE TOWERS FOLLOW VIRGINIA ROUTE 7 TO TYSONS CORNER, THEN DIRECT TO WASHINGTON DULLES EAST CONTROL POINT ALONG WASHINGTON DULLES ACCESS ROAD TO RESTON INTERNATIONAL CENTER. THEN DIRECT TO WASHINGTON DULLES CONTROL TOWER. REMAIN NORTH OF RUNWAY 30. FROM THE WASHINGTON DULLES CONTROL TOWER, REMAIN NORTH OF RUNWAY 30, THEN SOUTH END OF BEAVERDAM CREEK RESERVOIR. THEN NORTHWEST TO U.S. HIGHWAY ROUTE 15.

ALTITUDES: AT OR BELOW 1400 FEET MSL TO DULLES EAST CONTROL POINT. THEN AT OR BELOW 1200 FEET MSL FROM WASHINGTON DULLES TANK FARM/ROTATING BEACON, THEN AT 1500 FEET MSL FROM WASHINGTON DULLES TANK FARM/ROTATING BEACON AND CROSSING RUNWAY 19R/1. THEN AT OR BELOW 1300 MSL TO HIGHWAY ROUTE 15.

RT. 8: WALDORF, MD., VIA ROUTE 5, TO BRANDYWINE ROAD TO JUNKYARD TO JENKINS CORNER TO WOODS CORNER.

ALTITUDES: AT OR BELOW 1000 FEET MSL UNLESS OTHERWISE AUTHORIZED BY JOINT BASE ANDREWS TOWER.

RT. 9: VIRGINIA HIGHWAY ROUTE 7 BETWEEN RESTON AND LEESBURG, THEN TO U.S. HIGHWAY ROUTE 15 BETWEEN LEESBURG AND HAYMARKET, TO INTERSTATE 66 BETWEEN HAYMARKET AND OAKTON, TO VIRGINIA HIGHWAY ROUTE 674 BETWEEN OAKTON AND RESTON.

ALTITUDES: AT OR BELOW 1300 FEET MSL, EXCEPT FROM XEROX TO BROAD RUN AND FROM SW INTERSECTION OF CLASS B AND RTE 9 TO INTERSECTION OF RTE 9 AND RTE 10 AT OR BELOW 700 FEET MSL.

CATLETT: CATLETT TO BRISTOW ALONG THE NORFOLK AND SOUTHERN RAILROAD.

ALTITUDES: AT OR BELOW 1300 FEET MSL.

HAYMARKET: HAYMARKET TO GAINESVILLE ALONG THE NORFOLK AND SOUTHERN RAILROAD. GAINESVILLE TO BRISTOW ALONG VIRGINIA HIGHWAY ROUTE 619.

ALTITUDES: AT OR BELOW 1300 FEET MSL.

RT. 10: EAST SIDE OF VIRGINIA HIGHWAY 28 BETWEEN VIRGINIA HIGHWAY ROUTE 7 AND WASHINGTON DULLES TANK FARM/ROTATING AIRPORT BEACON, THEN VIRGINIA HIGHWAY 29 AND VIRGINIA HIGHWAY 28 INTERSECTION, REMAINING ON EAST SIDE OF VIRGINIA HIGHWAY 28. VIRGINIA HIGHWAY 28 AND TOWN OF MANASSAS. THE TOWN OF MANASSAS SOUTH OVER VIRGINIA 28 TO INTERSECT THE NORFOLK AND SOUTHERN RAILROAD, THEN WEST TO TRACKS.

ALTITUDES: AT OR BELOW 800 FEET MSL BETWEEN BROAD RUN AND INTERSECTION OF AIR AND SPACE MUSEUM PARKWAY THEN AT OR BELOW 1300 FEET MSL BETWEEN AIR AND SPACE MUSEUM PARKWAY AND MANASSAS.

RT. 11: U.S. HIGHWAY ROUTE 50 BETWEEN INTERSTATE 66 AND CHANTILLY.

ALTITUDES: AT OR BELOW 1300 FEET MSL.

RT. 12: INTERSTATE 95 FROM THE CAPITAL BELTWAY (I-495) NORTHEAST TO THE BALTIMORE BELTWAY (I-695).

ALTITUDES: AT OR BELOW 1000 FEET MSL FROM I-495 TO LAUREL REPORTING POINT. (FOR COMPLETE DESCRIPTION OF ROUTE AND ALTITUDES, SEE REVERSE SIDE OF CHART).

RT. 15: FROM THE CHESAPEAKE BAY BRIDGE (U.S. HIGHWAY ROUTE 50/301) ALONG THE WESTERN SHORE OF THE CHESAPEAKE BAY AND PATAPSCO RIVER, TO THE WEST END OF KEY BRIDGE (I-695).

ALTITUDES: AT OR BELOW 1000 FEET MSL.

RT. 16: (BWI ARRIVAL TRAFFIC ONLY) FROM THE CHESAPEAKE BAY BRIDGE (U.S. HIGHWAY ROUTE 50/301) WEST ALONG THE HIGHWAY TO RITCHIE HIGHWAY (MARYLAND HIGHWAY 2). THEN VIA ROUTE 2 TO PASADENA. EXPECT FURTHER INSTRUCTIONS FROM ATC.

ALTITUDES: AT OR BELOW 1000 FEET MSL.

RT. 17: (BWI ARRIVAL TRAFFIC ONLY) BALTIMORE WASHINGTON PARKWAY FROM THE CAPITAL BELTWAY (I-95/I-495) TO THE MARYLAND HIGHWAY ROUTE 32 INTERCHANGE. EXPECT FURTHER INSTRUCTIONS FROM ATC.

ALTITUDES: AT OR BELOW 1000 FEET MSL.

RT. 20: RESTON HOSPITAL DIRECT DULLES TOWN CENTER. DULLES TOWN CENTER DIRECT LOUDOUN CENTER.

ALTITUDES: AT OR BELOW 1300 FEET MSL BETWEEN RESTON HOSPITAL AND DULLES TOWN CENTER. AT OR BELOW 700 FEET MSL BETWEEN DULLES TOWN CENTER AND LOUDOUN CENTER.

RT. 21: RESTON INTERNATIONAL CENTER ALONG RESTON PARKWAY (STATE ROUTE 602) TO INTERSECTION VIRGINIA HIGHWAY ROUTE 7 (DRANESVILLE).

ALTITUDES: AT OR BELOW 1300 FEET MSL.

RT. 23: RESTON INTERNATIONAL CENTER ALONG RESTON PARKWAY (STATE ROUTE 602) WHICH BECOMES LAWYERS ROAD TO INTERSECTION WITH WEST CIX ROAD (STATE ROAD 608) TO FAIR OAKS MALL.

ALTITUDES: AT OR BELOW 1300 FEET MSL.

BROAD CREEK TRANSITION ROUTE

FROM VPABC TO VPCBC TO VPDBC TO VPEBC TO VPFBC.

ALTITUDES: VPABC TO VPBBC AT OR BELOW 1000 FEET MSL, VPBBC TO VPCBC AT OR BELOW 800 FEET MSL, VPCBC TO VPFBC AT OR BELOW 600 FEET MSL.

VPABC	INTERSECTION OF I-495/I-95 & TELEGRAPH ROAD
VPBBC	RED STORAGE UNITS
VPCBC	MOUTH OF BROAD CREEK
VPDBC	INTERSECTION OF 210 & KERBY HILL RD (WEST)/DIVINGSTON RD (EAST)
VPEBC	BASEBALL FIELD NEAR GOLF COURSE
VPFBC	INTERSECTION OF I-95 & HIGHWAY 414

PILOTS ARE EXPECTED TO FLY THE TRANSITION CENTERLINE AND MAY DEVIATE UP TO .25NM EITHER SIDE OF CENTERLINE BASED ON PILOT DISCRETION.

REAGAN WASHINGTON NATIONAL AIRPORT GLEBE TRANSITION ROUTE

ARRIVALS - GLEBE ROAD, EAST OVER SOUTH GLEBE ROAD/FOURMILE RUN TO THE BUS DEPOT THEN DIRECT TO REAGAN WASHINGTON NATIONAL AIRPORT (REMAIN WEST OF ALL RUNWAYS).

ALTITUDES: SOUTH GLEBE ROAD AT OR BELOW 800 FEET MSL. BUS DEPOT DESCEND TO LAND AS INSTRUCTED BY ATC.

DEPARTURES - DEPART FROM THE PAD, PROCEED TO THE BUS DEPOT (REMAIN WEST OF ALL RUNWAYS) THEN WEST VIA SOUTH GLEBE ROAD/FOURMILE RUN TO GLEBE ROAD.

ALTITUDES: AT OR BELOW 800 FEET MSL.

PENTAGON ARMY HELIPORT TRANSITION ROUTE

ARRIVAL/DEPARTURE TRAFFIC FLOW WILL NORMALLY CONFORM TO THE TRAFFIC FLOW IN EFFECT AT REAGAN WASHINGTON NATIONAL AIRPORT (NORTH/OR/SOUTH/OPERATIONS) UNLESS OTHERWISE APPROVED BY WASHINGTON TOWER.

DO NOT OVERFLY ARLINGTON NATIONAL CEMETERY, AURORA HILLS, VIRGINIA HIGHLANDS OR APARTMENT BUILDINGS.

DOD USERS CONSULT DOD FLIP FOR PARTICULARS PERTINENT TO OPERATION OF HELICOPTERS TO THE PENTAGON ARMY HELIPORT AND ON THIS SPECIAL HELICOPTER ROUTE CONNECTING WITH THE PENTAGON AHP TRANSITION ROUTE.

ALL AIRCRAFT ARRIVING/DEPARTING OR TRANSITING THE SOUTH ARLINGTON AREA SHALL NOT OVERFLY ARLINGTON NATIONAL CEMETERY, AURORA HILLS, VIRGINIA HIGHLANDS, FAIRLINGTON, SHIRLINGTON, CLAREMONT, OR APARTMENT BUILDINGS.

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

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

ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level (MSL). This is critical information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 125

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES
All aircraft operating in the U.S. national airspace system, including transiting flights, must be prepared to establish two-way radio communication with aviation control facilities and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

MILITARY TRAINING ROUTES (MTRs)
All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted. Route width varies from 5 to 16 miles.
DoD users refer to Area Planning AR/15 Military Training Routes North and South America for current routes.

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

Example: ▲ POWER PLANT

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

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines ——— and railroads ———. Check NOTAMs and see AIM for details.