VFR TERMINAL AREA CHART
BALTIMORE - WASHINGTON

VFR FLYWAY · BALTIMORE-WASHINGTON

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways · Seaplane Base

Hard-surfaced runways 1500 ft. or greater

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having emergency or landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.

Heliport Selected · Unverified · Abandoned - paved having landmark value, 3000 ft. or greater · Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. · FSS · FAR 91 · NO SVFR · Location Identifier · NAME (NAM) (PNAM) · ICAO Location Indicator shown outside contiguous U.S.

Runways with Right Traffic Patterns (public use) · CT - 118.3 ★ Ⓒ ATIS 123.8 · 285 L 72 122.95 · RP 23, 34 · UNICOM

*RP Special conditions exist - see Supplement. · VFR Advsy 125.0 · WX CAM · Weather Camera (AK) · AOE · Airport of Entry

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

AFIS 135.2 - Automatic Flight Information Service (AK)

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

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Supplement.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

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

Class B Airspace

Class C Airspace (Mode C - see FAR 91.215/AIM.)

Class D Airspace

Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)

Class E (sfc) Airspace

Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.

CLASS G

Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace

Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace

2400 MSL / 4500 MSL - Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways are indicated by center line.

Intersection - Arrows are directed towards facilities which establish intersection.

132° V 69 169 - Total mileage between NAVAIDs on direct Airways

Class E Airspace low altitude RNAV 2 Routes are indicated by center line.

T 319 · TK 313 (Helicopter Only) · RNAV Waypoint

COMMUNICATION BOXES

122.1R 122.6 123.6 · OAKDALE · 362 OAK · 122.6 CHICAGO CHI

Underline indicates no voice on frequency.

Crosshatch indicates Shutdown status.

★ - Operates less than continuous or On-Request.

Ⓐ - ASOS/AWOS

Heavy line box indicates Flight Service Station (FSS). Frequencies 122.2 and 255.4 (Conterminous U.S.), 121.5, 122.2, 243.0 and 255.4 (Alaska), and 121.5, 126.7, and 243.0 (Canada) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

R - Receive only

FSS radio providing voice communication · 122.1R MIAMI

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR) · VORTAC · VOR-DME · DME · Other facilities, i.e., FSS Outlet, RCO, WX CAM (AK) (see Supplement), etc.

Non-Directional Radio Beacon (NDB) · NDB - DME

OBSTRUCTIONS

1000 ft and higher AGL · Wind Turbine · Wind Turbine Farm · 2894' UC

Above 200 ft & below 1000 ft AGL (above 299 ft AGL in urban area) · Group Obstruction · Elevation of the top above mean sea level 2049 · Height above ground (1149) · Under construction or reported; position and elevation unverified UC

Obstruction with high-intensity lights; may operate part-time

NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas

*Alert Areas and Military Operations Area (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

Special Airport Traffic Area (See FAR 93 for details.)

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215/AIM.)

National Security Area

Terminal Radar Service Area (TRSA)

MTR - Military Training Route

IFR Departure Route

IFR Arrival Route

IFR Arrival/Departure Route

A - Aerobatic Practice Area (See Supplement.)

G - Glider Operations

H - Hang Glider Activity

U - Ultralight Activity

UA - Unmanned Aircraft Activity

Parachute Jumping Area (See Supplement.)

STADIUM - Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)

Marine Light

VPXYZ - VFR Waypoints

Space Launch Activity Area (See Supplement.)

–1°E– Isogonic Line (2020 VALUE)

NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

Power Transmission Line · Aerial Cable · Lookout Tower 618 (Elevation Base of Tower)

Mountain Pass 11823 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

BALTIMORE-WASHINGTON TAC

VFR TERMINAL AREA CHART SCALE 1:250,000

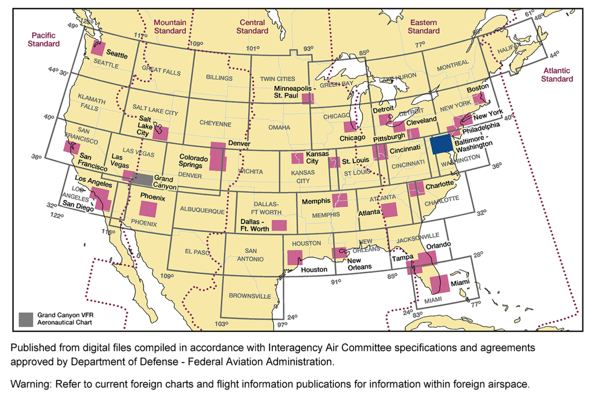
Federal Aviation Administration

EFFECTIVE 0901Z **25 FEB 2021**

TO 0901Z **22 APR 2021**

Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/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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NGA REF. NO. VFRTAWASHDC

EFF. DATE 21056

CONTROL TOWER FREQUENCIES ON BALTIMORE–WASHINGTON TERMINAL AREA 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 arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL	CONTINUOUS	119.4 257.8	121.9	115.1 127.8	
DAVISON AAF	0600-2130 MON-FRI EXC HOL	126.3 229.4	121.9 351.8	128.175	PAR
EASTERN WV RGNL/ SHEPHERD	0700-2300 MON-FRI 0800-1600 SAT-SUN O/T BY NOTAM	124.3 233.7	121.8 257.65		
EASTON/NEWNAM FLD	0600-2200	118.525	119.075	124.475	
FREDERICK	0700-2100	132.4	121.975	124.875	
HAGERSTOWN RGNL-HENSON	0700-2200	120.3 225.4	120.8		
JOINT BASE ANDREWS	CONTINUOUS	118.4 349.0	121.8 275.8	133.675 251.05	
LEESBURG EXEC	0800-1800	127.5	120.5		
MANASSAS RGNL/HARRY P DAVIS FLD	0630-2230	133.1 360.75	121.8	125.175	
MARTIN STATE	0600-2200	121.3 254.425	121.8 253.4	124.925	
PATUXENT RIVER NAS/ TRAPNELL FLD	CONTINUOUS O/T BY NOTAM	123.7 343.65	120.6 336.4	322.425	ASR/PAR
PENTAGON AHP	0730-1730 MON-FRI 24 HRS PPR, CLSD HOL	143.1 231.3			
PHILLIPS AAF	0800-1600 MON-FRI CLSD HOL O/T PPR	126.15 229.6	121.9	124.425	
QUANTICO MCAF/TURNER FLD	0800-2100 MON-THU 0800-1700 FRI SAT, SUN & HOL BY NOTAM	118.6 360.2	121.75 340.2	263.15	ASR/PAR
RONALD REAGAN WASHINGTON NTL	CONTINUOUS	119.1 257.6 134.35 (HELI)	121.7 257.6	132.65	
WASHINGTON DULLES INTL	CONTINUOUS	120.1 317.8 [RWY 01R/19L] 120.25 348.6 [RWY 01C/19C] 134.425 348.6 [RWYS 01L/19R & 12/30]	121.9 317.8 (E) 121.625 348.6 (W)	134.85	

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

FACILITY		FREQUENCIES	SERVICE AVAILABILITY
WASHINGTON TRI-AREA CLASS B	BALTIMORE	119.0 282.275 (020°-100°) 124.55 317.425 (101°-130°) 119.7 290.475 (131°-180°) 128.7 307.9 (181°-019°)	CONTINUOUS
	DULLES	128.525 306.925 (091°-240°) 120.45 306.925 (241°-330°) 126.1 338.25 (331°-090°)	
	REAGAN	124.2 360.8 (E)	
	NATIONAL	119.85 239.25 (W/S)	
PATUXENT RIVER NAS/TRAPNELL FLD		127.95 314.0 (056°-164°) 120.05 281.8 (165°-055° ABOVE 3000) 121.0 250.3 (165°-055° 3000 & BELOW) O/T 135.625 269.625 POTOMAC TRACON	0700-2300 O/T BY NOTAM
PHILLIPS AAF		125.525 291.625	CONTINUOUS
WEIDE AHP		125.525 291.625	CONTINUOUS

SPECIAL FLIGHT RULES AREA (SFRA)

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.

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

BALTIMORE-WASHINGTON

VFR FLYWAY PLANNING CHART
BALTIMORE - WASHINGTON
Scale 1:250,000
NOT TO BE USED FOR NAVIGATION

AIRPORTS
Paved Runways
NAME (NAM)
NAME (NAM)
Unpaved Runways
NAME (NAM)

RADIO AIDS TO NAVIGATION
VOR — DLG 138.8
NDB — DCW 262
VORTAC — PPS 121.8
NDB-DME — RMW 320
VOR-DME — KIP 110.7
DME — PVU CH 21 (108.4)

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
Class B/C Surface Area
Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
*Alert Area and Military Operations Area (MOA)
*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

Examples of Class B Airspace Altitudes
70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL
Mode C (See FAR 91.215/AIM.)
Class D Airspace
[40] Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace

IFR Departure Routes
IFR Arrival Routes
IFR Arrival/Departure Routes

Suggested VFR Flyway and Altitude
2600 | 6700

OBSTRUCTIONS (Selected)
2049

MISCELLANEOUS
Navigation Reference Point
N39° 56.32′ W120° 36.91′

TOPOGRAPHIC INFORMATION
12256 Mountain Top or Peak and Spot Elevation

REPORTING CHART ERRORS
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).
Example: 12,500 feet .... 12^5

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*FLYWAY NOTE
RECOMMENDATIONS FOR FLIGHT THROUGH THIS AREA:
1. Indicated airspeed should not exceed 140 knots.
2. Anticollision, position/navigation, and/or landing lights should be on.

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

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

SPECIAL USE AIRSPACE ON BALTIMORE–WASHINGTON TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications.
Contact Flight Service for information.

† Other times by NOTAM.
NOTAM – Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

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

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
P-40	TO BUT NOT INCL 5000 (UNDERLIES R-4009)	CONTINUOUS	NO A/G	
P-56 A, B	TO 18,000	CONTINUOUS	NO A/G WARNING—AVOID THIS AREA	
P-73	TO BUT NOT INCL 1500	CONTINUOUS	NO A/G	
R-4001 A	(1) UNLIMITED (2) TO 10,000 HIGHER ALTITUDES BY NOTAM 24 HRS IN ADVANCE	(1) 0700-2400 (2) 0000-0700	WASHINGTON CNTR	134.5 360.7
R-4001 B	TO 10,000 HIGHER ALTITUDES BY NOTAM 24 HRS IN ADVANCE	INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	WASHINGTON CNTR	134.5 360.7
R-4001 C	TO 10,000	CONTINUOUS	POTOMAC TRACON	
R-4002	TO 20,000	SR TO 2400 †48 HRS IN ADVANCE	WASHINGTON CNTR	134.5 360.7
R-4005	TO BUT NOT INCL FL 250	0700-2300†	WASHINGTON CNTR	133.9 281.4
R-4006	3500 TO BUT NOT INCL FL 250	0700-2300†	WASHINGTON CNTR	133.9 281.4
R-4007	TO BUT NOT INCL 5000	0700-2300†	WASHINGTON CNTR	133.9 281.4
R-4009	5000 TO 12,500 (OVERLIES P-40)	CONTINUOUS: TRANSIT MAY BE AUTHORIZED BY WASHINGTON CNTR WHEN CONDITIONS PERMIT	WASHINGTON CNTR	134.15 385.4
R-6608 A, B, C	TO 10,000	0500-2400 †24 HRS IN ADVANCE	POTOMAC TRACON	124.65 306.925
R-6611 A	TO 40,000	0800-1700 MON-FRI †48 HRS IN ADVANCE	WASHINGTON CNTR	132.77 351.8
R-6612	TO 7000	0800-1700 MON-FRI †48 HRS IN ADVANCE	WASHINGTON CNTR	132.77 351.8
R-6613 A	TO 40,000	0800-1700 MON-FRI †48 HRS IN ADVANCE	WASHINGTON CNTR	132.77 351.8

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
DEMO 1	500 TO 5000	INTERMITTENT BY NOTAM	POTOMAC TRACON	
DEMO 2	10,000 TO 15,000	INTERMITTENT BY NOTAM	POTOMAC TRACON	
DEMO 3	ABOVE 5000 TO 15,000	INTERMITTENT BY NOTAM	POTOMAC TRACON	
HILL	TO 3000	SR-SS	POTOMAC APP	

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

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.

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 widths and altitudes are not shown.
DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

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

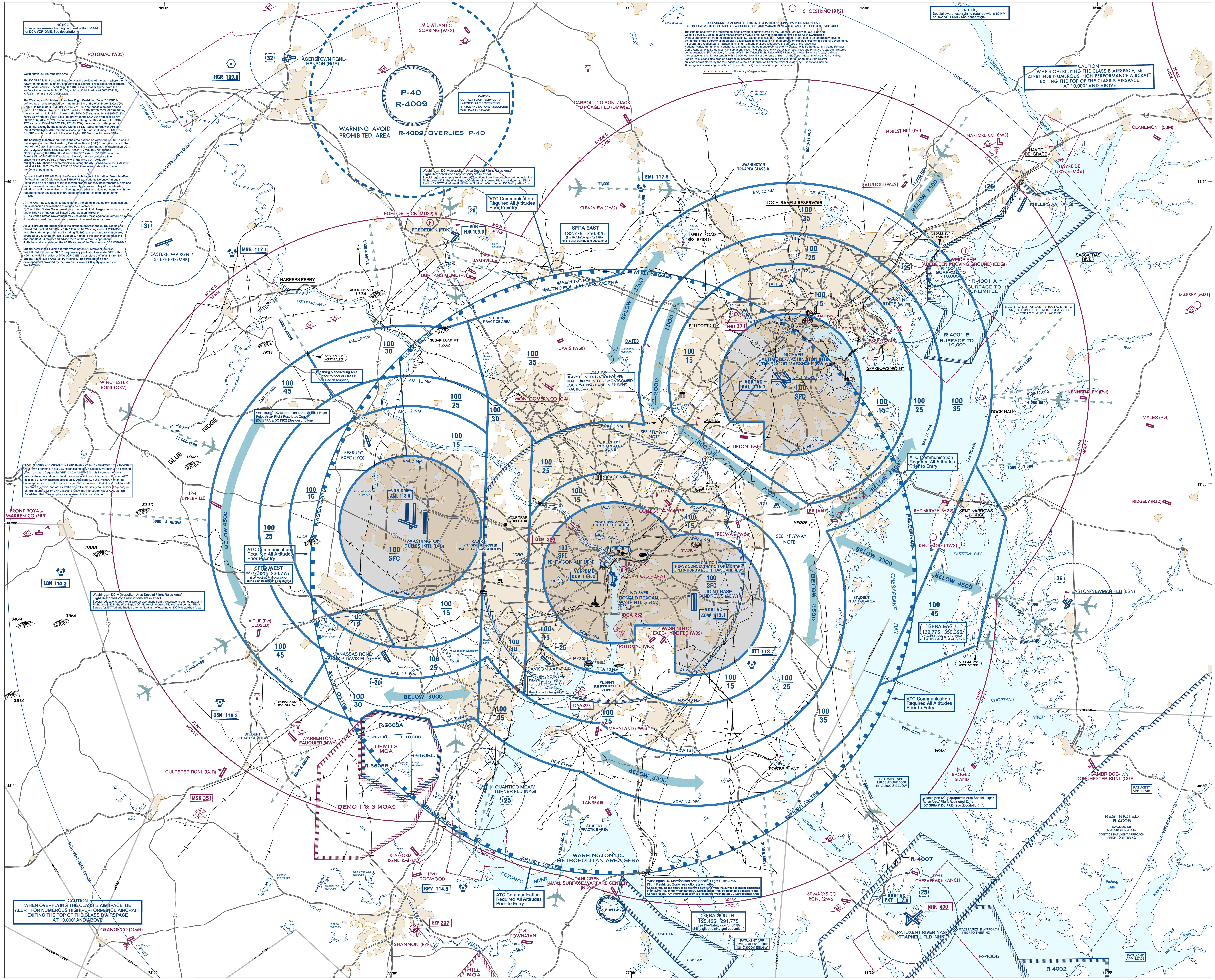
WASHINGTON TRI-AREA CLASS B AIRSPACE

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

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

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

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

ATC PROCEDURES
All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.
NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

CONVERSION OF ELEVATIONS
FEET (Thousands): 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands): 0 1 2 3 4 5 6 7 8 9