HELICOPTER ROUTE CHART
BALTIMORE-WASHINGTON

BALTIMORE — WASHINGTON

LEGEND

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

- Hard-surfaced runways 1000 ft. or greater
- Open dot within hard-surfaced runway depicts approximate relative length (ONE, DAE, or VORTAC locations). All recognizable hard-surfaced runways, regardless of length, are shown for visual identification.
- Other than hard-surfaced public use
- Private use

HELIPORTS

- Heliport - public and private
- Medical Center
- Heliports located at major airports
- Rotating airport beacon in operation (turned to flashing)

OBJECTIONABLE - Airport may adversely affect adjacent area

OTHER

- Ultralight Flight Park
- Seaplane Base

AIRPORT DATA

Blue indicates FAR Pt. 139 Certificated Airport. Special Air Traffic Rules and Traffic Patterns.

FSS — NO SVRB — FAR 91 — Location Identifier — Location Indicator shown outside contiguous U.S.

NAME — PAM PRIMARY — CT - 118.3 ▲ ATIS 132.8 — 2500 L 120 RW — Unverified Hours — UNICOM (Unverified) — Airport of Entry — AOE

FSS - Flight Service Station

NO SVRB - 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 additional information.

▲ - Indicates the Common Traffic Advisory Frequency (CTAF)

ATIS 132.8 - Automatic Terminal Information Service

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (ASOS) which add TDWR data are available. Some AUGMENTED facilities may not be located at airports.

UNICOM - Aeronautical advisory station (Unicom) - no charge.

2500 L 120 RW — L - Lighting in operation Sunset to Sunrise

L - 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

CAMPBELL 123.6 — 108.8 OAK 275.4 — 123.6 HOMER HOM

Underline indicates in-route or frequency. Crosshatch indicates Limited Use. • Operates less than continuous or On-Request. HOUSAMAN — 122.1R — Underline indicates Flight Service Station (FSS). Radio Control of FSS is available on frequencies shown. Asterisk (*) indicates FSSs and are not shown above boxes. All other frequencies are shown.

FSS radio providing ▲ HAMAN — voice communication.

R - Receive only.
Frequencies shown in this tree box are remoted to NAHAD VOs. Other FSS frequencies providing voice communication may be available as determined by Flight Service Station. Consult Supplement for complete information.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

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

HELICOPTER ROUTES

PRIMARY — MARRIOTT 119.3 — Compulsory - Non - Compulsory

	Route Name	Tower Frequency	Arrive Indicates One-way Route	Altitude Chart Indicator	Reporting or Holding Points
SECONDARY OR MILITARY					
TRANSITION ZONE					

Recommended Route Altitude

ZONE 1 — Maximum Altitude — 500 Minimum — Recommended

- Class B Airspace
- Class C Airspace Shown (C - see FAR 91.215(bMM.))
- Class D Airspace
- Class E Airspace (See FAR 91.215(bMM.))
- Class C Airspace Surface Area
- Class D Airspace Surface Area
- Class B Airspace (See FAR 91.215(bMM.))
- Class D Airspace - Ceiling of Class D Airspace in hundreds of feet (& minus sign if ceiling is surface up to but not including that value.)
- Class E Airspace - Ceiling of Class E Airspace in hundreds of feet (& minus sign if ceiling is surface up to but not including that value.)
- MOA - Military Operations Area
- ATCA - Military Airspace Training Route
- Prohibited, Restricted, Warning Areas
- National Defense Airspace Emergency Flight Restriction Zone

Prohibited, Restricted, and Warning 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.

Alert Area (See FAR 91 for details.)

National Defense Airspace Emergency Flight Restriction Zone

OBSTRUCTIONS

1000 ft and higher AGL — Above 200 ft AGL or below 1000 ft AGL — Group Obstruction — Obstruction with high-intensity lighting may operate part-time — Wind Turbine Farm — Elevation of the highest obstacle top level. Height above ground — Under construction or with lighting out of service; elevation unverified — NOTICE: Guy wires may extend beyond lateral limits.

TOPOGRAPHIC INFORMATION

Power Transmission Line — Aerial Cable — Limited Tower (5100 ft. Elevation Base of Tower)

MISCELLANEOUS

A - Aerobatic Practice Area
G - Glider Operations
H - Hang Glider Activity
P - Parachute Jump
U - Unmanned Aircraft Activity
Parachute Jumping Area (See Supplement.)

Space Launch Activity Area — VPXYZ — VFR Waypoints — STADIUM — Alternate TFR size (within 3 NM, up to 9 NM SRM ASL) — NAME (VPXYZ)

CAPITOL BUILDING — Pictorial Symbol

BALTIMORE-WASHINGTON HELICOPTER

HELICOPTER ROUTE CHART SCALE 1:125,000

Federal Aviation Administration

EFFECTIVE 0901Z **17 APR 2025**
TO 0901Z **12 JUN 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/safety_alerts/

Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration.

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

FAA Product ID: HELDC
NSN 7641014104440
NGA REF. NO. HELOXBALTWASVFR
RFF DATE 25107

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 airport VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

Tower hours are subject to change without notice. Contact facilities under letters.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS
GAITHER ARP	0600-2130 HOURS DIC HOL	124.275	121.9	128.175
JOint BASE ANDREWS	CONTINUOUS	118.4 349.0	121.8 270.8	120.875 251.05
LEESBURG EXEC	0600-1800	123.9	120.5	
MARYLAND SPEEDWAY ARP	0600-2200	123.1 340.75	121.8	120.175
REHOBOTH ARP	0730-1730 MON-FRI 8-4PM SAT, SUN, HOL	143.1 231.2		
TRUMAN ARP	CONTINUOUS	124.35	121.7 257.4	132.65
WASHINGTON DULLES INTL	CONTINUOUS	120.1 118.7 (Brnd) 124.75 348.6 (Brnd) 312.2 (VIP)	121.9 (Brnd) 121.65 348.6 (IM) 312.2 (VIP)	124.85

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
WASHINGTON TRAMEA - CLASS B	BALTIMORE 119.0 · 269.275 · 232.6 · 232.6 (VIP) · 134.55 · 317.425 (127.1 (VIP)) · 128.4 · 282.8 (VIP) · 128.4 · 282.8 (VIP) · 128.4 · 282.8 (VIP) · 128.4 · 282.8 (VIP)	CONTINUOUS
	DULLES 128.200 · 304.925 · 236.75 · 236.75 (VIP) · 124.3 · 269.1 · 124.3 · 269.1 (VIP) · 124.3 · 269.1 · 124.3 · 269.1 (VIP)	
	REAGAN NATIONAL 119.65 · 220.35 · 124.05	

SPECIAL USE AIRSPACE ON WASHINGTON HELICOPTER ROUTE CHART

Unless otherwise noted altitudes are MSL. Times are local.
"SUA" on altitude means "To and including."
"G" = Ground
"UNLIMITED" = Up to ground communications
Contact Flight Service for information.

1. Other times by NOTAM.
2. Times may be by NOTAM.
3. Times may be by NOTAM. Notice is required. Area includes FAA and DoD NOTAM systems. Use of this area is off
4. Times may be by NOTAM. Area includes 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-56, W, A	SFC TO 18,000	CONTINUOUS	NEW YORK ARTCC, NEW YORK, ARIN	
R-73	SFC BLIF, INCF, HHO, 1000	CONTINUOUS	NEW YORK ARTCC	
R-6608 W, A, B, C	SFC TO 10,000	0000-2400	POTOMAC TRACON	124.43 · 354.925

NUMBER	ALTITUDE*	TIME OF USE †	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
DEMO 1	SFC TO 3000	INTERMITTENT BY NOTAM	POTOMAC TRACON	
DEMO 2	10,000 SFC TO 10,000	INTERMITTENT BY NOTAM	POTOMAC TRACON	
DEMO 3	ABOVE 3000 TO 10,000	INTERMITTENT BY NOTAM	POTOMAC TRACON	

*Altitudes indicate flow of IHCM. AT 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.

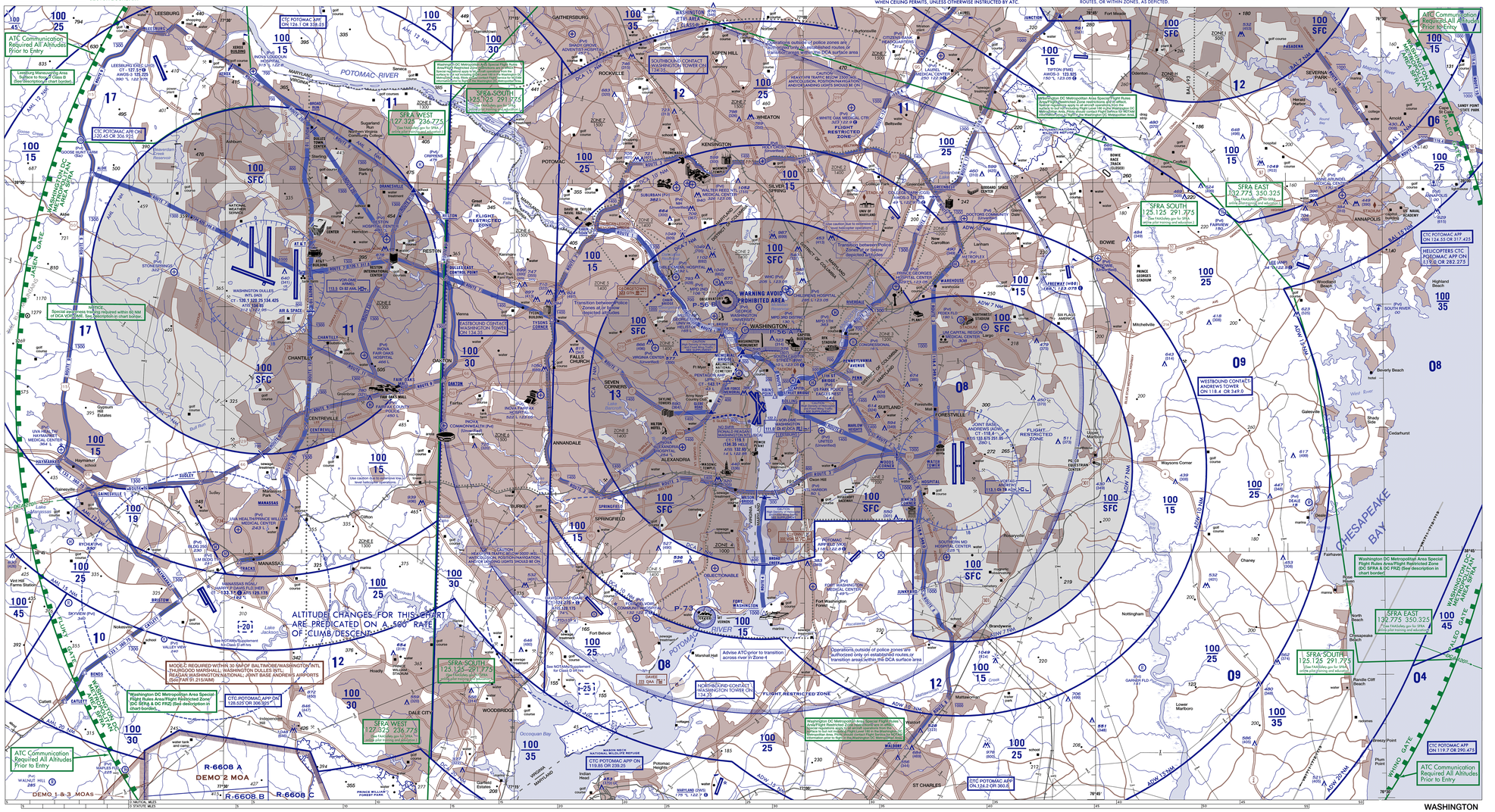
OPERATIONS OUTSIDE OF POLICE ZONES ARE AUTHORIZED ONLY ON ESTABLISHED ROUTES OR TRANSITION AREAS WITHIN THE DCA SURFACE AREA

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 CHARTED WHEN 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

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 MSL. Example: 12,500 feet 12⁵
This 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, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all pilots who encounter military aircraft to exercise extreme caution and refer to AIM section 5-6-10 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)
Alt IR and VR MTRs, slow speed low altitude military operations. Only the route centerline, direction of flight along the route, and the route designator are depicted on this chart. Refer to Supplement for details.
Refer to Flight Information Publications for Pilot Navigation Notes and 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: a 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, towers, and railroads. Check NOTAMs and see AIM for details.

REPORTING PORTS GEOGRAPHIC COORDINATES

REPORTING PORT	LATITUDE	LONGITUDE
Air & Space	38°54.89'N	77°25.58'W
Air Force Memorial	38°51.88'N	77°03.83'W
Aldie	39°00.35'N	77°36.98'W
AT & T	38°52.28'N	77°25.32'W
Bends	38°40.43'N	77°37.17'W
Bethesda	38°50.54'N	77°01.03'W
Bristow	38°43.38'N	77°32.10'W
Broad Run	39°02.53'N	77°25.73'W
Cabin John	38°58.08'N	77°10.78'W
Catlett	38°39.03'N	77°38.16'W
Centreville	38°50.32'N	77°26.82'W
Chantilly	38°53.53'N	77°25.63'W
Dorsey	39°11.92'N	76°46.00'W
Dranesville	38°59.67'N	77°20.18'W
Dulles East Control Point	38°56.23'N	77°18.55'W
Fair Oaks Mall	38°51.70'N	77°23.08'W
Fort McHenry Tunnel	39°15.82'N	76°34.33'W
Fort Smallwood	39°06.95'N	76°28.73'W
Fort Washington	38°42.65'N	77°02.10'W
Gainesville	38°47.63'N	77°36.75'W
Glebe Road	38°50.78'N	77°04.47'W
Greenbelt	38°59.68'N	76°53.17'W
Hains Point	38°51.40'N	77°01.35'W
Haymarket	38°49.00'N	77°38.27'W
Hospital	38°48.25'N	77°04.05'W
Jenkins Corner	38°47.18'N	76°53.83'W
Junction	38°56.95'N	77°00.87'W
Junkyard	38°43.70'N	76°53.75'W
Key Bridge(Closed)	38°53.35'N	77°03.26'W
Laurel	39°07.77'N	76°51.75'W
Leesburg	39°05.97'N	77°32.06'W
Linthicum	39°13.13'N	76°39.52'W
Manassas	38°45.77'N	77°28.27'W
Marlow Heights	38°49.95'N	76°56.26'W
Memorial Bridge	38°53.23'N	77°03.33'W
North Avenue	39°18.65'N	76°37.25'W
Oakton	38°52.12'N	77°18.55'W
Pasadena	39°05.28'N	76°35.43'W
Penn	38°52.12'N	76°57.57'W
Relay	39°14.10'N	76°42.62'W
Reston	38°58.53'N	77°19.03'W
Riverdale	38°55.07'N	76°56.50'W
S. Capitol Street Bridge	38°52.10'N	77°00.22'W
Social Security	39°18.35'N	76°42.63'W
Springfield	38°47.45'N	77°10.52'W
Sudley	38°45.07'N	77°31.20'W
Tracks	38°44.90'N	77°28.20'W
Tysons Corner	38°54.62'N	77°13.06'W
Waldorf	38°37.57'N	76°54.65'W
Warehouse	38°55.77'N	76°53.53'W
Water Tower	38°49.33'N	76°53.10'W
Waterloo	39°10.67'N	76°47.38'W
Wilson Bridge	38°47.50'N	77°05.80'W
Woods Corner	38°49.17'N	76°55.17'W
Xerox	39°04.67'N	77°29.72'W

*Geographic Coordinates Unverified

NOTE: Pilots meeting assistance with hospital locations or other hospital information may contact the Washington Hospital Center "MedSTAR" communication center or the Children's Hospital communications center on 123.05. Children's Hospital can also be reached on 1-800-884-5433. Each hospital center is a back up for the other.

Medical Centers

Medical Facilities	Latitude	Longitude
Anne Arundel Medical Center	38°59.44'N	76°32.05'W
Baltimore Washington Medical Center	39°06.20'N	76°36.20'W
Bowie	38°56.97'N	76°44.70'W
Children's Hospital	38°55.66'N	77°05.87'W
Doctors Community	38°58.67'N	76°51.65'W
Fort Belvoir Community Hospital	38°42.40'N	77°08.70'W
Fort Washington Medical Center	38°43.67'N	76°59.53'W
Harbor-Baltimore	39°14.09'N	76°36.74'W
Holy Cross	39°00.80'N	77°01.70'W
Howard County General Hospital	39°12.89'N	76°52.02'W
Inova Alexandria Hospital	38°49.34'N	77°06.20'W
Inova Commonwealth	38°50.23'N	77°18.67'W
Inova Fairfax Hospital	38°51.42'N	77°13.58'W
Inova Fair Oaks Hospital	38°53.07'N	77°24.77'W
Johns Hopkins Hospital	39°17.84'N	76°35.60'W
Johns Hopkins Bayview Medical Center	39°17.48'N	76°32.78'W
Johns Hopkins Hospital Critical Care Tower	39°17.76'N	76°35.52'W
Laurel Medical Center	39°05.09'N	76°52.55'W
Loudoun Center	39°04.46'N	77°28.71'W
Medstar Georgetown Univ Hosp Helistop	38°54.63'N	77°04.66'W
Medstar Montgomery Medical Center	39°09.28'N	77°03.30'W
Mount Vernon Hospital (Helisurface)	38°44.43'N	77°04.57'W
National Institutes of Health	39°00.18'N	77°05.99'W
Prince Georges Hospital Center	38°55.83'N	76°55.23'W
Reston Hospital Center	38°57.76'N	77°21.83'W
St Agnes Health Care	38°16.23'N	76°40.43'W
St Joseph Hospital	39°23.31'N	76°36.65'W
Shady Grove Adventist Hospital	39°05.90'N	77°11.86'W
Sibley Memt Hospital	38°56.22'N	77°06.63'W
Sinai II	39°21.12'N	76°46.78'W
Southern MD Hospital Center	38°44.88'N	76°52.61'W
Stonesprings	38°56.43'N	77°30.47'W
Suburban	38°59.84'N	77°06.60'W
UM Capital Region Medical Center	38°54.09'N	76°54.69'W
Union Memt Hospital	39°19.74'N	76°36.88'W
United Medical Center	38°50.06'N	76°58.05'W
University of Maryland Shock Trauma Center	39°17.28'N	76°37.55'W
UVA Health/Haymarket Medical Center	38°49.20'N	77°38.49'W
UVA Health/Prince William Medical Center	38°45.96'N	77°29.28'W
Virginia Center	38°53.30'N	77°23.30'W
Walter Reed Nit Medical Center	38°59.98'N	77°05.74'W
WHC	38°53.73'N	77°01.00'W
White Oak Medical Ctr	39°03.04'N	76°57.31'W

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

EXAMPLES OF CLASS B ALTITUDES

70 - - - Ceiling in hundreds of feet MSL
30 - - - Floor in hundreds of feet MSL

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CONTROL TOWER FREQUENCIES ON BALTIMORE 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 is arranged as indicated 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 on(s) VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.
"MON-FRI" indicates Monday through Friday.
(UT) indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL	CONTINUOUS	119.4 257.8	121.9	118.1 127.8
MARTIN STATE	0600-2200	121.3 254.425	121.8 253.4	124.925

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
WASHINGTON TRI-AREA CLASS B	BALTIMORE 119.0 282.375 (020°-100°)	CONTINUOUS
	124.55 317.425 (101°-135°)	
	119.7 290.475 (136°-180°)	
	124.3 348.9 (181°-270°)	
	DULLES 128.025 304.925 (091°-240°)	
	120.45 304.925 (241°-330°)	
	124.1 348.9 (331°-090°)	
	REAGAN 124.0 348.9	
	NATIONAL 119.85 239.25 (24/7)	

SPECIAL USE AIRSPACE ON BALTIMORE HELICOPTER ROUTE CHART

Unless otherwise cited altitudes are MSL and in feet. Time is local.
H/24 = Hours/days of operations "H and including."
FL = Flight level
NO A/G = No air to ground communications.
Contact Flight Service for information.
T Other times by NOTAM.
NOTAM = Use of this term in Restricted Areas means "Not to be used except by 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	FREQUENCIES CONTACT FACILITY
R-4001 A	SFC TO 12,000 (3) 18,000 (5) TO 23,000 (6) 10,000 MSL WHEN NOTAMED 24 HRS IN ADVANCE	(1) 0700-0400 (3) 0000-0700	WASHINGTON CTR	134.5 360.7
R-4001 B	SFC TO 12,000 HIGHER ALTITUDES BY NOTAM 24 HRS IN ADVANCE	INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	WASHINGTON CTR	134.5 360.7
R-4001 C	SFC TO 12,000	CONTINUOUS	POTOMAC TRACON	

CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED/RECOMMENDED DO NOT PROVIDE OBSTACLE CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK USE ONLY.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, and U.S. Forest Service within units of the National Park System, except in accordance with authorizations for the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. Flight over these units at an altitude of 2,000 feet or more above the surface is allowed. Flight over National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Flight operations over units of the National Park System are governed by Federal Aviation Regulations (FAR) Part 91 on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas

BALTIMORE

DESCRIPTION OF ROUTES AND ALTITUDES

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

ROUTE ALTITUDES ARE MAXIMUM

RT. 12: INTERSTATE 95 FROM THE CAPITAL BELTWAY (I-495) NORTHEAST TO THE BALTIMORE BELTWAY (I-695). THEN NORTHEAST THROUGH BALTIMORE CITY VIA THE FORT MC HENRY TUNNEL. THEN NORTHEAST.
ALTITUDES: AT OR BELOW 1000 FEET MSL FROM I-495 TO LAUREL REPORTING POINT. AT OR BELOW 500 FEET MSL FROM LAUREL REPORTING POINT TO RELAY REPORTING POINT.
AT OR BELOW 1000 FEET MSL FROM RELAY REPORTING POINT TO THE FORT MCHENRY TUNNEL.

RT. 13: BALTIMORE BELTWAY (I-695) FROM INTERSECTION WITH I-795 SOUTHBOUND AND COUNTERCLOCKWISE TO THE I-95 INTERSECTION NORTHEAST OF BALTIMORE CITY.
ALTITUDES: AT OR BELOW 1400 FEET MSL FROM SOCIAL SECURITY TO WIKERS AVENUE. AT OR BELOW 1000 FEET MSL FROM WIKENS AVENUE TO I-95 NORTHEAST OF BALTIMORE CITY.

RT. 14: JONES FALLS EXPRESSWAY (I-83) FROM THE INTERSECTION WITH I-695 NORTH OF BALTIMORE CITY, SOUTH TO THE EXPRESSWAY TERMINATION, THENCE DIRECT TO INNER HARBOR, DIRECT TO I-95 (HELICOPTER ROUTE 12).
ALTITUDES: AT OR BELOW 1400 FEET MSL FROM I-695 TO NORTH AVENUE. AT OR BELOW 1000 FEET MSL FROM NORTH AVENUE TO I-95.

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 ROUTE 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-95/495) TO THE MARYLAND HIGHWAY ROUTE 32 INTERCHANGE. EXPECT FURTHER INSTRUCTIONS FROM ATC.
ALTITUDES: AT OR BELOW 1000 FEET MSL

RT. 18: (BWI ARRIVAL TRAFFIC ONLY) FROM THE INTERSECTION OF I-95 AND THE BALTIMORE WASHINGTON PARKWAY, VIA THE PARKWAY SOUTH TO THE I-695 INTERSECTION. EXPECT FURTHER INSTRUCTIONS FROM ATC. DO NOT OVERFLY SCHOOL BUILDING 1 MILE NORTH OF BWI.
ALTITUDES: AT OR BELOW 1000 FEET MSL

RT. 1: GREENBELT VIA BALTIMORE WASHINGTON PARKWAY TO RIVERDALE.
ALTITUDES: AT OR BELOW 1000 FEET MSL
(FOR COMPLETE DESCRIPTION OF ROUTE AND ALTITUDES, SEE REVERSE SIDE OF CHART).

RT. 3: CAPITAL BELTWAY (INTERSTATE 495 AND INTERSTATE 95).
ALTITUDES: AT OR BELOW 1 400 FEET MSL NORTHWEST OF GREENBELT.
AT OR BELOW 1000 FEET MSL SOUTHEAST OF GREENBELT.
(FOR COMPLETE DESCRIPTION OF ROUTE AND ALTITUDES, SEE REVERSE SIDE OF CHART).

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 125

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.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES
All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know 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.

Class G Airspace within the United States extends up to but not including 1,200 feet above ground level (AGL) within 2 miles of a Class B Airspace, exceeding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

FOR PROCUREMENT: For digital products, visit https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ For a list of approved FAA Print Providers, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

Washington DC Metropolitan Area

The DC SFRA is that area of airspace over the surface of the earth where the ready identification, location, and control of aircraft is required in the interests of national security. Specifically, the DC SFRA is that airspace from the surface to but not including FL180, within a 30 NM radius of 38°51' 36" N, 77°02'11" W or the DCA VOR-DME.

The Washington DC Metropolitan Area Flight Restricted Zone (DC FRZ) is that airspace within the lateral limits of the area bounded by a circle with VOR-DME 311° radial at 13 NM 38°53'31"N, 77°18'39"W, thence clockwise along the DCA 15 NM arc to the DCA 002° radial at 15 NM 39°06'29"N, 077°04'32"W, thence southeast along the DCA 002° radial at 14 NM 39°02'18"N, 76°50'38"W, thence south via a line drawn to the DCA 064° radial at 13 NM 38°39'31"N, 76°46'32"W, thence clockwise along the DCA 15 NM arc to the DCA 078° radial at 13 NM 38°50'32"N, 77°18'48"W, thence north to the point of beginning. Within the DC FRZ, there are two Flight Restricted Zone exclusions (WSB) Middleburg, fully, from the surface up to but not including FL 180. The DC FRZ is within and part of the Washington DC Metropolitan Area SFRA.

The Leesburg Maneuvering Area is the area defined as within the DC SFRA and is the airspace around the Leesburg Executive Airport (JYO) from the surface to the floor of the Class B airspace, bounded by a line beginning at the Washington DCA VOR-DME 311° radial at 13.0 NM, 38°53'31"N, 77°18'39"W, thence clockwise along the DCA 20 NM arc to the 30°21'47"N, 77°09'39"W or the Armel AMIL VOR-DME 004° radial at 16.6 NM, thence south via a line drawn to the 39°07'07"N, 77°05'37"W or the AMIL VOR-DME 024° radial at 7 NM, thence counterclockwise along the AMIL 7 NM arc to the AMIL 331° radial at 7 NM 39°13'39.7"N, 77°23'25.8"W, thence west via a line drawn to the point of beginning.

Pursuant to 49 USC 40103(b), the Federal Aviation Administration (FAA) classifies the Washington DC Metropolitan SFRA/FRZ as "National Defense Airspace". Pilots who do not adhere to the following procedures may be intercepted, detained and interviewed by law enforcement/security personnel. Any of the following procedures may also be taken against a pilot who does not comply with the requirements or any special instructions or procedures announced in this NOTAM:

A) The FAA may take administrative action, including imposing civil penalties and suspension or revocation of airman certificates and registrations.
B) The United States Government may pursue criminal charges, including charges under Title 49 of the United States Code, Section 46307, or
C) The United States Government may use deadly force against an airborne aircraft, if it is determined that the aircraft poses an imminent security threat.

All VFR aircraft operations within the airspace between the 30 NM radius and the 15 NM radius of the DCA VOR-DME, from the surface up to but not including 18,000 from the surface up to but not including FL 180, are restricted to an indicated airspeed of 230 knots or less, if capable. If unable the pilot must contact the appropriate ATC facility and advise them of the aircraft's operational limitations prior to entering the 60 NM radius of the Washington DCA VOR-DME.

Special Awareness Training for the Washington, DC Metropolitan Area 14 CFR Part 91, Section 91.161 requires any pilot who flies under VFR within a 60 nautical mile radius of DCA VOR-DME to complete the "Washington DC Special Flight Rules Area (SFRA)" training. This training has been developed and provided by the FAA on its www.FAASafety.gov website. See NOTAMs.

SPECIAL FLIGHT RULES AREA (SFRA)

SECTOR BOUNDARY

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/atis/ 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.

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

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.

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.

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

REAGAN WASHINGTON NATIONAL AIRPORT GLEBE TRANSITION ROUTE

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

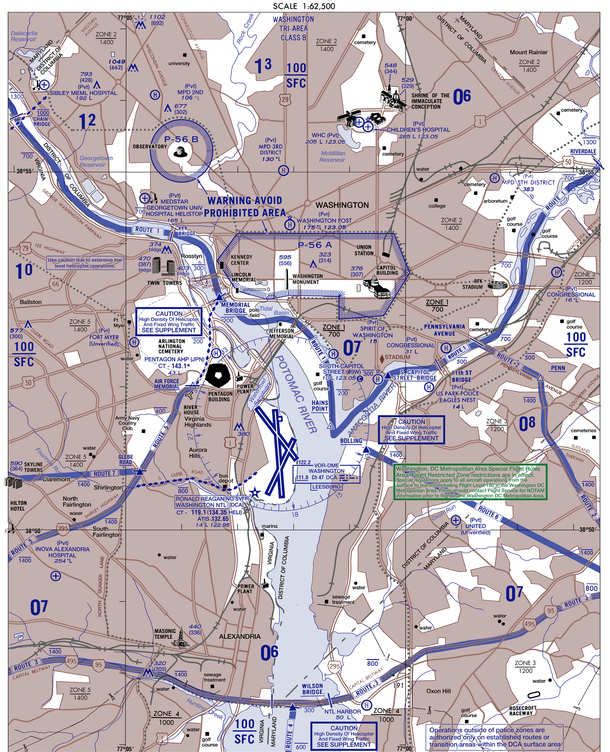
ALTITUDES: SOUTH GLEBE ROAD AT OR BELOW 800 FEET MSL. BUS DEPOT DESCEND TO LAND AS INSTRUCTED BY ATC.

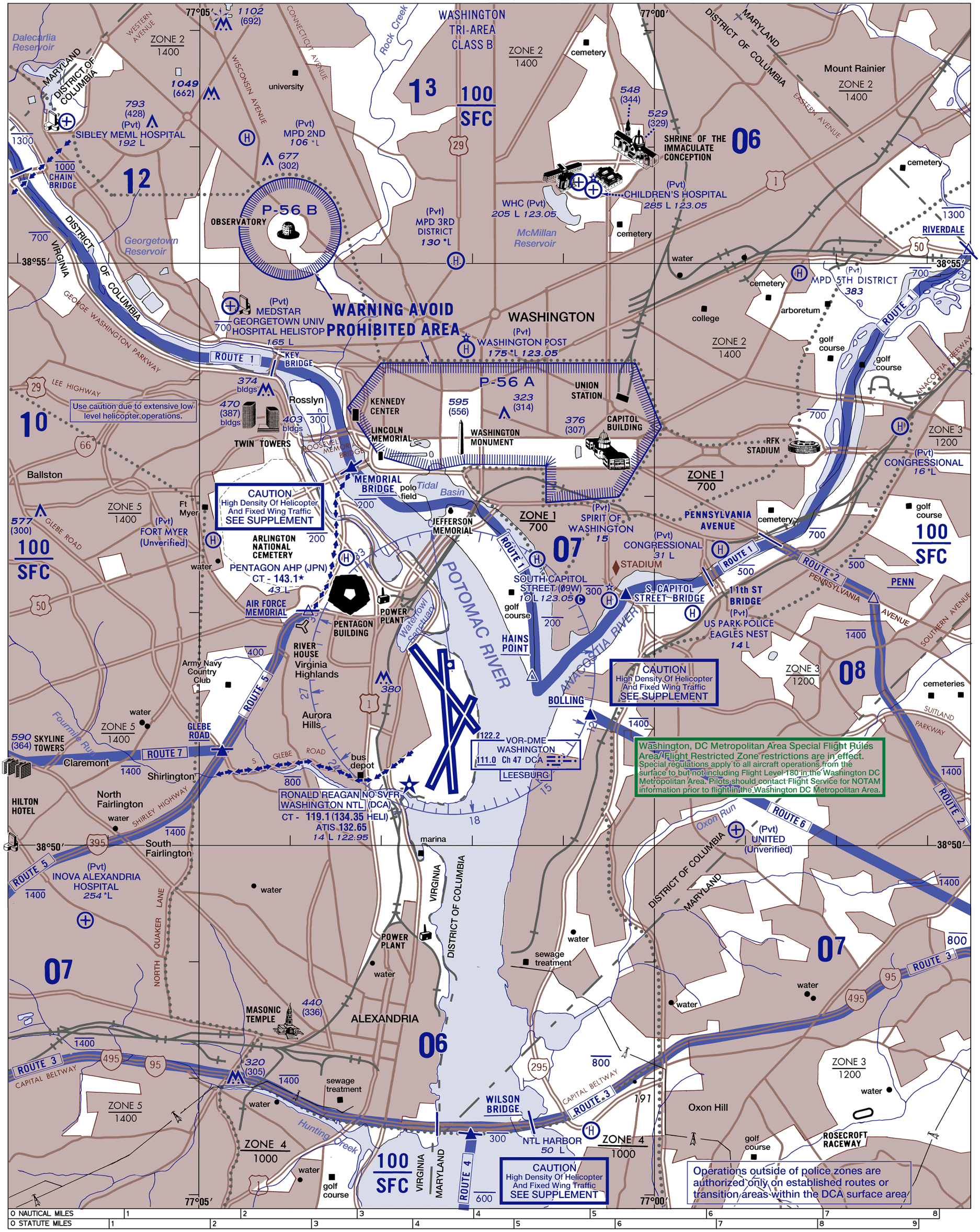
DEPARTURES - DEPART FROM THE PAD, PROCEED TO THE BUS DEPOT (REMAIN WEST OF ALL RUNWAYS) THEN VIA SOUTH GLEBE ROAD/FOURMILE RUN TO GLEBE ROAD.

ALTITUDES: AT OR BELOW 800 FEET MSL.

WASHINGTON INSET

SCALE 1:62,500



WASHINGTON INSET

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