

AIRPORTS		RADIO AIDS TO NAVIGATION	
	Paved Runways		VOR
	Unpaved Runways		VORTAC
	NAME (NAM)		DME
			NDB
			NDB-DME

	Class B Airspace	Examples of Class B Airspace Altitudes	
	Class C Airspace (Mode C - see FAR 91.215/AIM.)	70	Ceiling in hundreds of feet MSL
	Class B/C Surface Area	30	Floor in hundreds of feet MSL
	Prohibited, Restricted, and Warning Areas	Mode C (See FAR 91.215/AIM.)	
	"Alert Area and Military Operations Area (MOA)	Class D Airspace	
	"Alert Areas do not extend into Class A, B, C, and D airspace, or Class E airspace.	40	Ceiling of Class D Airspace in hundreds of feet (A minus cell value indicates surface up to but not including that value)
			Class E (etc) Airspace

Diagram illustrating IFR routes and a range of values:

- IFR Departure Routes (indicated by arrows pointing right)
- IFR Arrival Routes (indicated by an airplane icon and arrows pointing left)
- IFR Arrival/Departure Routes (indicated by arrows pointing both directions)

A large double-headed arrow indicates a range from 2600 to 6700.

(Selected)
(may be lit or unlabeled)

Navigation
Reference Point

N39° 56.32'
W120° 36.91'

Mountain Top or Peak
and Spot Elevation

12256

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://aa.gov/aaip/> prior to contacting us via toll free number at 1-800-638-6972 or visit http://www.faa.gov/aip_traffic/right_info/barenav/aaip_data/ or mail to: FAA, Aeronautical Information Services, 1205 East-West Highway, SSIMC 4, Suite 4440, Silver Spring, MD 20910-3881.

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**

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<p>RECOMMENDATIONS FOR FLIGHT THROUGH THIS AREA:</p> <ol style="list-style-type: none"> 1. Indicated airspeed should not exceed 140 knots. 2. Anticollision, position/navigation, and/or landing lights should be on. 	<p>FLYWAY NOTE</p>
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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.

Unless otherwise noted altitudes are
MSL and in feet. Time is local.
"TO" on altitude means "To and including."
R = 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.

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
DOMO 1	500 TO 5000	INTERMITTENT BY NSOAM	PCOMMAG TRACON	
DOMO 2	10,000 TO 15,000	INTERMITTENT BY NSOAM	PCOMMAG TRACON	
DOMO 3	10,000 TO 15,000	INTERMITTENT BY NSOAM	PCOMMAG TRACON	
WALKED	NO 3000	20-55	PCOMMAG APP	

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

†Times listed by DoD MOA.

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.

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.

above critical infrastructure including obstacles and linear features such as high-voltage powerlines 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 those requirements are:

- All pilots attending authorized by KXO on a regular two-way radio capable of communication with KXO on

Answers unless the pilot in command holds at least a Private Pilot certificate.

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.

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.

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 II Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.

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

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.

