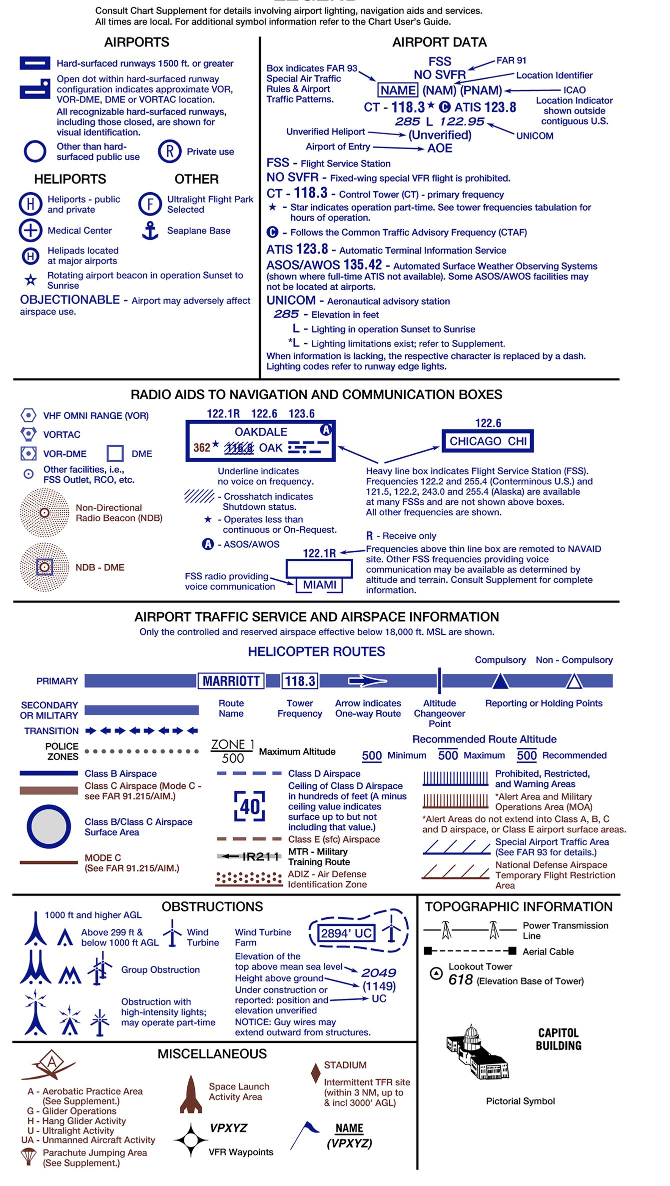
HELICOPTER ROUTE CHART BALTIMORE-WASHINGTON LEGEND

BALTIMORE ◀ ▶ WASHINGTON



BALTIMORE-WASHINGTON HELICOPTER

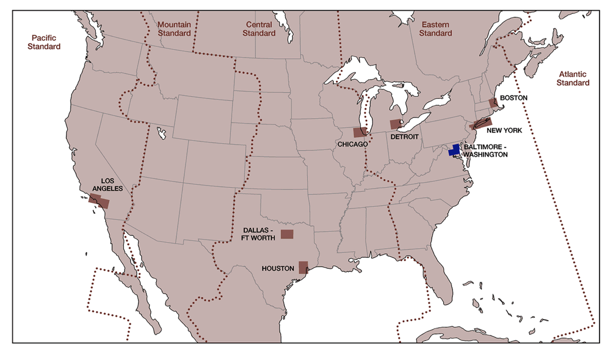
HELICOPTER ROUTE CHART SCALE 1:125,000

Federal Aviation Administration

EFFECTIVE 0901Z **29 DEC 2022**
TO 0901Z **23 FEB 2023**

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.

FAA Product ID: HELDC
NSN 7641014104440
NGA REF. NO. HELOXBALTWASVFR
EFF. DATE 22363

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 arrival 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.

O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS
DAVISON AAF	0600-2130 MON-FRI EXC HOL	124.275 229.4	121.9 351.8	128.175
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
PENTAGON AHP	0730-1730 MON-FRI 24 HRS PPR, CLSD HOL	143.1 231.3		
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°)	CONTINUOUS
		124.55	317.425	(101°-130°)	
		119.7	290.475	(131°-180°)	
		128.7	307.9	(181°-019°)	
	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)	

SPECIAL USE AIRSPACE ON WASHINGTON HELICOPTER ROUTE 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-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-6608 A, B, C	TO 10,000	0500-2400 †24 HRS IN ADVANCE	POTOMAC TRACON	124.65 306.925

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	

*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.

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 VIA 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 500 FEET MSL TO PENNSYLVANIA AVENUE, AT OR BELOW 700 FEET MSL FROM PENNSYLVANIA AVENUE TO RIVERDALE, AT OR BELOW 1300 FEET MSL TO GREENBELT. (HELICOPTERS 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 1000 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 THE NORTHWEST ADW WATER TOWER, TO FORESTVILLE MALL, TO WEST SIDE OF THREE GREEN WATER TANKS (UNLIGHTED), TO ADDISON METRO STATION, TO WEST SIDE OF LIGHTED WAREHOUSE, TURN NORTHEAST ALONG RAILROAD TRACKS TO BELTWAY. LEFT TO CONTINUE ROUTE.
ALTITUDES: AT OR BELOW 1300 FEET MSL, EXCEPT BETWEEN GREENBELT AND WOODS CORNER AT OR BELOW 1000 FEET MSL. FROM WOODS CORNER TO WILSON BRIDGE AT OR BELOW 800 FEET MSL. CROSS POTOMAC RIVER AT OR BELOW 300 FEET MSL ON SOUTH SIDE OF WILSON BRIDGE.

RT. 4: FORT WASHINGTON OVER POTOMAC RIVER TO WILSON BRIDGE. THEN VIA EAST BANK OF POTOMAC RIVER TO ANACOSTIA RIVER. INTERCEPT ROUTE 1 AT ANACOSTIA RIVER.
ALTITUDES: AT OR BELOW 1000 FEET MSL AT FORT WASHINGTON, DESCEND TO 600 FEET MSL ABEAM BROAD CREEK INLET, BEGIN DESCENT FROM 600 FEET MSL TO ARRIVE AT 300 FEET MSL OVER WILSON BRIDGE, THEN AT OR BELOW 200 FEET MSL NORTH OF WILSON BRIDGE.

RT. 5: SPRINGFIELD VIA INTERSTATE 395 (SHIRLEY HIGHWAY) TO ABEAM AIR FORCE MEMORIAL. DIRECT PENTAGON.
ALTITUDES: AT OR BELOW 1300 FEET MSL TO GLEBE ROAD AT OR BELOW 400 FEET MSL ABEAM AIR FORCE MEMORIAL. DESCEND TO LAND AT THE PENTAGON.

RT. 6: WOODS CORNER DIRECT TO BOLLING REPORTING POINT. DIRECT BOATHOUSE. DIRECT ABINGDON PLANTATION. DIRECT GLEBE ROAD. DIRECT SKYLINE TOWERS.
ALTITUDES: WOODS CORNER AT OR BELOW 1000 FEET MSL. CROSS BOLLING AT 1500 FEET MSL UNTIL GLEBE ROAD REPORTING POINT. THEN CROSS SKYLINE TOWERS AT OR BELOW 1300 FEET MSL. EASTBOUND TRAFFIC AT SKYLINE CLIMB TO CROSS GLEBE ROAD AT 1500 FEET MSL UNTIL BOLLING, THEN DESCEND TO AT OR BELOW 1000 FEET MSL.

RT. 7: FROM 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 THE WASHINGTON DULLES TANK FARM/ROTATING BEACON. CROSSING BETWEEN THE WASHINGTON DULLES CONTROL TOWERS. REMAIN NORTH OF RUNWAY 30. THEN SOUTH END OF BEAVERDAM CREEK RESERVOIR. THEN NORTHWEST TO U.S. HIGHWAY ROUTE 15.
ALTITUDES: AT OR BELOW 1300 FEET MSL TO WASHINGTON DULLES TANK FARM/ROTATING BEACON. THEN AT 1500 FEET MSL FROM WASHINGTON DULLES TANK FARM/ROTATING BEACON AND CROSSING RUNWAY 19R/1L. 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 DIRECT 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 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. 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 OX ROAD (STATE ROAD 608) TO FAIR OAKS MALL.
ALTITUDES: AT OR BELOW 1300 FEET MSL.

SPECIAL FLIGHT RULES AREA (SFRA)

SECTOR BOUNDARY

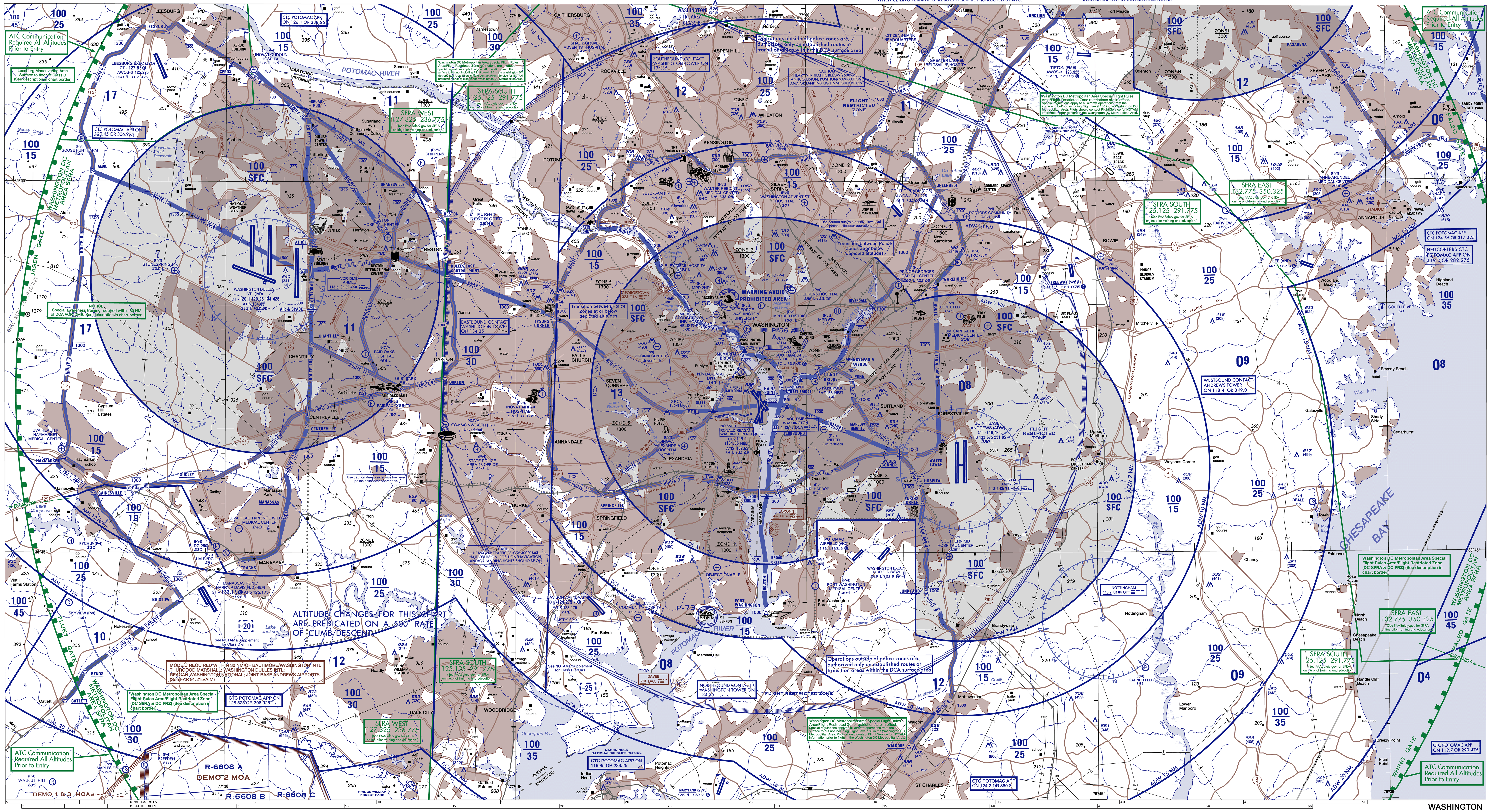
NOTE: EMERGENCY OPERATIONS MAY EXPECT RADAR ASSISTANCE FROM POTOMAC APPROACH CONTROL.

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

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.



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. 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

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.

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.

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 pipelines and railroads. Check NOTAMs and see AIM for details.

REPORTING POINTS GEOGRAPHIC COORDINATES

REPORTING POINT	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°36.88'W
AT & T	38°57.28'N	77°25.52'W
Bends	38°40.43'N	77°37.17'W
Bolling	38°50.54'N	77°01.03'W
Bristow	38°43.38'N	77°32.20'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°25.82'W
Chantilly	38°53.53'N	77°25.63'W
Dorsey	39°11.82'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°20.85'W
Fort McHenry Tunnel	39°15.82'N	76°34.33'W
Fort Smallwood	39°09.95'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°04.77'W
Greenbelt	38°59.48'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	76°54.05'W
Jenkins Corner	38°47.18'N	76°53.83'W
Junction	39°06.90'N	76°46.70'W
Junkyard	38°43.70'N	76°53.75'W
Key Bridge	39°13.35'N	76°31.25'W
Laurel	39°07.77'N	76°51.75'W
Leesburg	39°05.97'N	77°33.06'W
Linthicum	39°13.13'N	76°39.52'W
Manassas	38°46.77'N	77°26.87'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°33.43'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°56.55'W
S. Capitol Street Bridge	38°52.10'N	77°00.22'W
Social Security	39°18.35'N	76°44.63'W
Springfield	38°47.45'N	77°10.52'W
Sudley	38°48.07'N	77°31.20'W
Tracks	38°44.90'N	77°29.20'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°01.80'W
Woods Corner	38°49.17'N	76°55.17'W
Xerox	39°04.67'N	77°29.72'W

Medical Centers

Medical Facilities	Latitude	Longitude
Anne Arundel Medical Center	38°59.44'N	76°32.05'W
Baltimore Washington Medical Center	39°08.20'N	76°37.19'W
Bowie	*38°56.97'N	76°44.70'W
Children's Hospital	38°55.66'N	77°00.87'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
Greater Laurel Beltsville Hospital	39°05.27'N	76°52.94'W
Harbor-Baltimore	*39°14.99'N	76°36.74'W
Holy Cross	*39°00.80'N	77°01.70'W
Howard County General Hospital	39°12.89'N	76°53.22'W
Inova Alexandria Hospital	38°49.34'N	77°06.26'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°22.72'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
Loudoun Center	39°04.46'N	77°28.75'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 (Objectionable)	38°44.42'N	77°04.57'W
National Institutes of Health	*39°00.18'N	77°05.95'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	39°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 Meml Hospital	38°56.22'N	77°06.63'W
Sinai II	39°21.12'N	76°39.71'W
Southern MD Hospital Center	38°44.88'N	76°52.61'W
Stonesprings	38°56.42'N	77°32.47'W
Suburban	38°59.84'N	77°06.60'W
UM Capital Region Medical Center	38°54.07'N	76°50.40'W
Union Meml Hospital	39°19.74'N	76°36.88'W
United Medical Center	*38°50.06'N	76°59.05'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°38.48'W
UVA Health/Prince William Medical Center	38°45.96'N	77°29.28'W
Virginia Center	*38°53.30'N	77°07.83'W
Walter Reed Ntl Medical Center	38°59.98'N	77°05.74'W
Washington Adventist Hospital	38°59.14'N	77°00.10'W
WHC	38°55.73'N	77°01.00'W

*Geographic Coordinates Unverified

NOTE: Pilots needing 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.

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 or U.S. Forest Service (hereafter referred to as Agency/Agencies) without authorization from 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. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: 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. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft 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 WILKENS AVENUE.
AT OR BELOW 1000 FEET MSL FROM WILKENS 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 1300 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 .... 12^5

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

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.

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 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.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL	CONTINUOUS	119.4 257.8	121.9	115.1 127.8
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	282.275	(020°-100°)	CONTINUOUS
		124.55	317.425	(101°-130°)	
		119.7	290.475	(131°-180°)	
		128.7	307.9	(181°-019°)	
	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)	

SPECIAL USE AIRSPACE ON BALTIMORE HELICOPTER ROUTE 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
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	

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.

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 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

FOR PROCUREMENT: For digital products, visit http://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/

BALTIMORE

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°51'34" N, 77°02'11" W or the DCA VOR-DME.

The Washington DC Metropolitan Area Flight Restricted Zone (DC FRZ) is defined as an area bounded by a line beginning at the Washington DCA VOR-DME 311° radial at 15 NM 38°59'31"N, 77°18'30"W, thence clockwise along the DCA 15 NM arc to the DCA 002° radial at 15 NM 39°06'28"N, 077°04'32"W, thence southeast via a line drawn to the DCA 049° 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°59'01"N, 76°48'32"W, thence clockwise along the 13 NM arc to the DCA 276° radial at 13 NM 38°50'53"N, 77°18'48"W, thence north to the point of beginning, excluding the airspace within a 1 NM radius of Freeway Airport (WØØ) Mitchellville, MD, 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 299° radial at 30 NM 39°01'39.1"N, 77°38'26.7"W, thence clockwise along the DCA 30 NM arc to the 39°12'42"N, 77°29'30"W or the Armel AML VOR-DME 004° radial at 16.6 NM, thence south via a line drawn to the 39°03'03"N, 77°28'37"W or the AML VOR-DME 004° radial at 7 NM, thence counterclockwise along the AML 7 NM arc to the AML 331° radial at 7 NM 39°01'39.3"N, 77°33'25.5"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 additional actions 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 the suspension or revocation of airmen certificates; or
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 60 NM radius of 38°51'34"N, 77°02'11"W or the Washington DCA VOR-DME, 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/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.

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

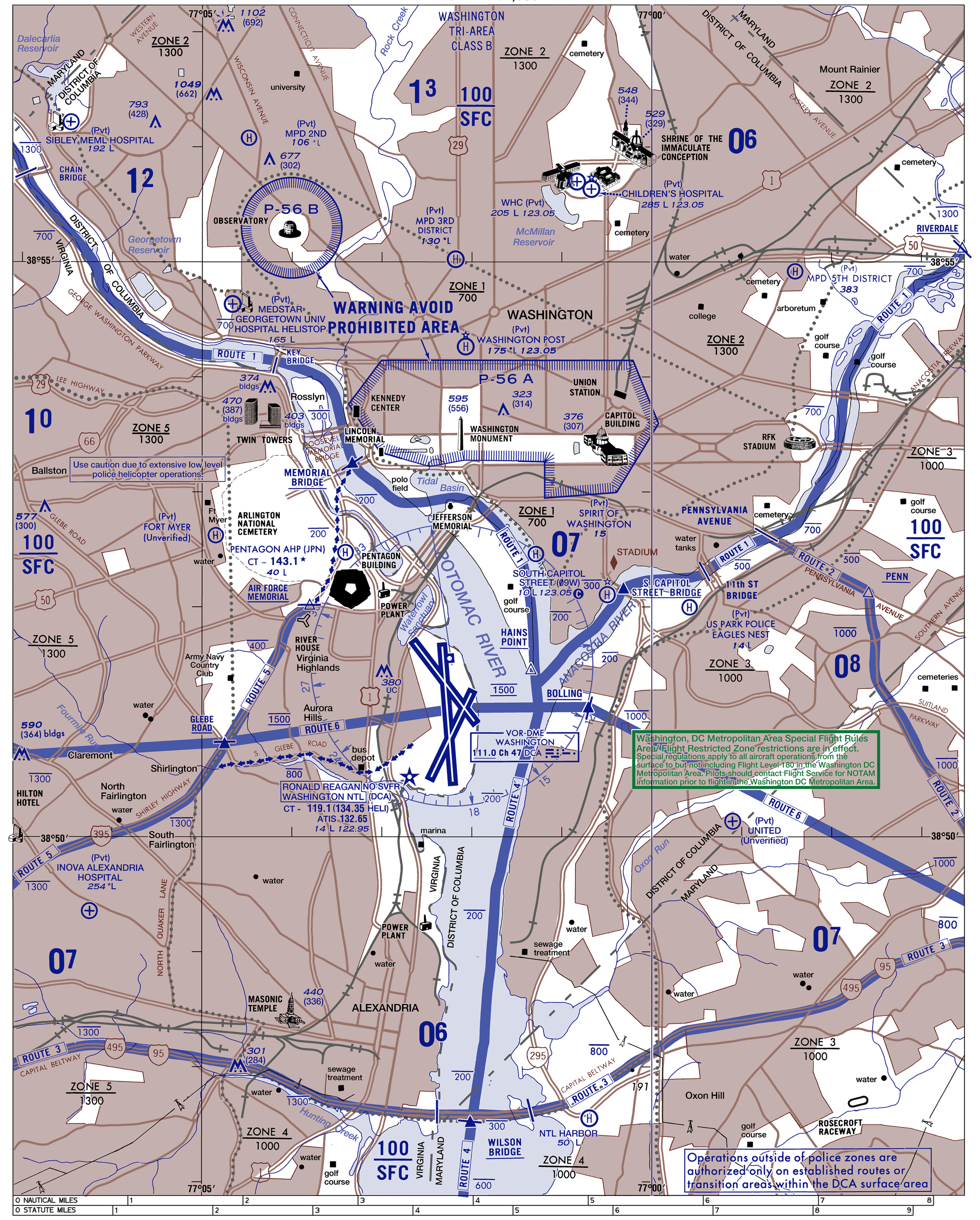
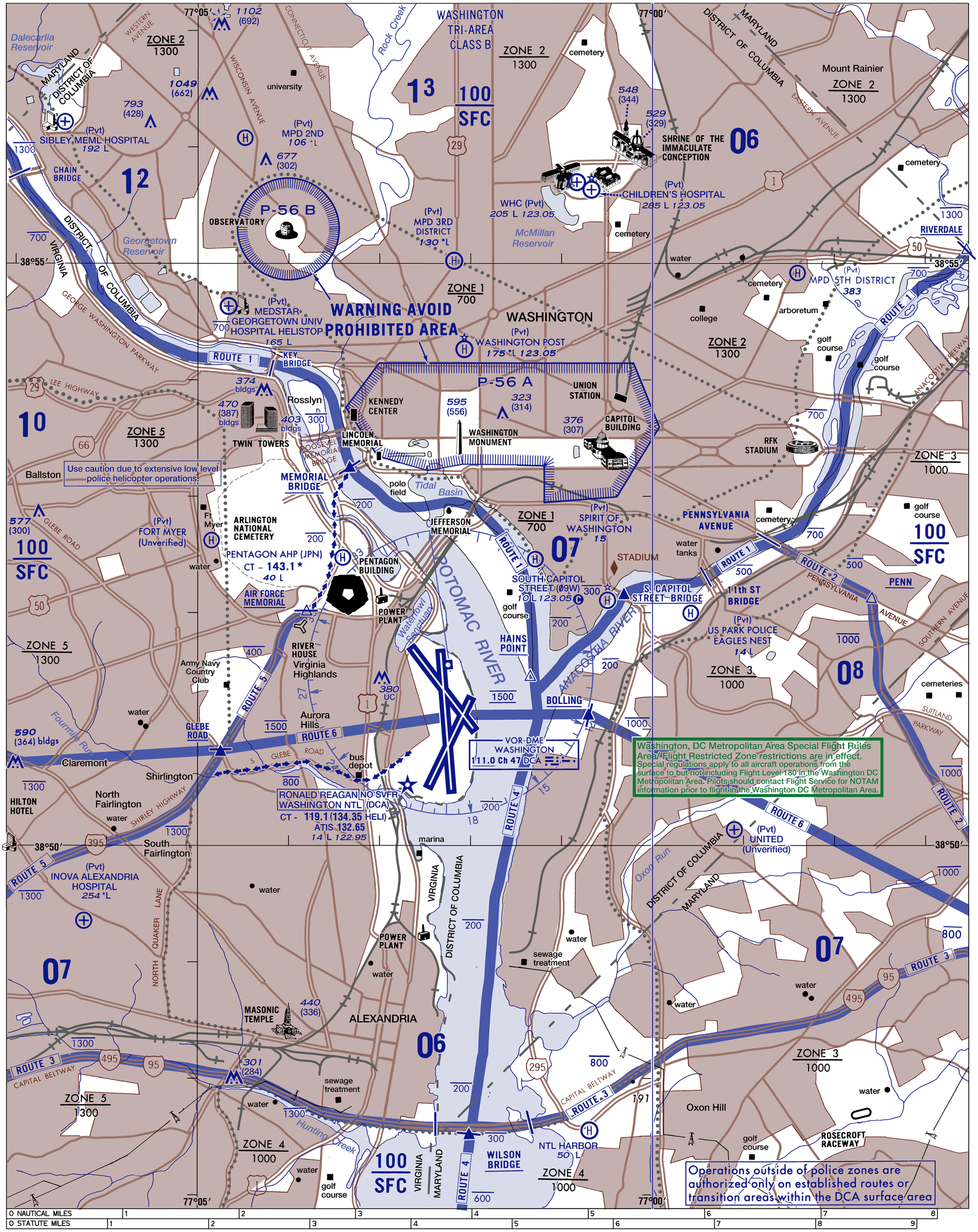
ALTITUDES: SOUTH GLEBE ROAD AT OR BELOW 800 FEET MSL. BUS DEPOT DESCEND TO LAND AS INSTRUCTED BY ATC.

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.

WASHINGTON INSET

SCALE 1:62,500



WASHINGTON INSET
SCALE 1:62,500