

REPORTING POINTS
GEOGRAPHIC COORDINATES

REPORTING POINT	LATITUDE	LONGITUDE
Air & Space	38°48.89N	77°25.58W
Aldie	39°00.35N	77°36.85W
At T	38°57.25N	77°36.85W
Bendis	38°49.43N	77°37.17W
Bolling	38°50.47N	77°00.70W
Brainerd	38°53.29N	77°25.73W
Broad Run	39°02.53N	77°25.73W
Cabin John	38°58.08N	77°10.78W
Catlett	38°59.23N	77°58.16W
Centerville	38°59.32N	77°25.82W
Charlottesville	38°53.53N	77°25.82W
Cherry	39°11.82N	76°46.20W
Dranesville	38°59.67N	77°20.19W
Dulles East Control Point	38°58.23N	77°18.55W
Earl D. Hall	38°51.70N	77°03.87W
Fort Meade Tunnel	39°15.82N	76°34.33W
Fort Smallwood	39°00.95N	76°28.73W
Fort Washington	38°52.65N	77°02.10W
Gainesville	38°47.63N	77°36.75W
Glebe Road	38°50.78N	77°04.77W
Greenbelt	38°53.48N	76°53.17W
Haines Point	38°51.22N	76°46.20W
Haymarket	38°48.00N	77°38.27W
Hospital	38°54.95N	76°54.05W
Jenkins Corner	38°47.18N	76°53.83W
Junction	38°50.90N	76°46.70W
Kearney	38°53.75W	76°54.05W
Key Bridge	39°13.35N	76°31.25W
Laurel	39°07.77N	76°31.25W
Leesburg	38°53.87N	77°03.90W
Linthicum	39°13.13N	76°39.52W
Massachusetts	38°46.77N	77°06.87W
Marlow Heights	38°52.65N	76°56.26W
Memorial Bridge	38°53.23N	77°03.33W
Navy Annex	38°53.88N	77°03.33W
North Avenue	39°18.65N	76°37.25W
Oakton	38°52.12N	77°18.55W
Penn	38°52.12N	76°57.57W
Relay	39°14.10N	76°42.82W
Riveland	38°55.07N	76°56.55W
S. Capitol Street Bridge	38°52.10N	77°00.22W
Social Security	38°54.82N	77°10.52W
Springfield	38°47.45N	77°10.52W
Sudley	38°48.07N	77°31.20W
Traffic	38°53.75W	77°03.90W
Tysons Corner	38°54.62N	77°13.06W
Waldorf	38°57.57N	76°54.05W
Warehouse	38°53.23N	77°03.33W
Water Tower	38°49.33N	76°53.10W
Waterloo	39°17.06N	76°47.38W
Wilson Bridge	38°49.17N	76°55.17W
Woods Corner	38°48.17N	76°55.17W
Xerox	39°04.67N	77°29.72W

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-495), THEN NORTHEAST THROUGH BALTIMORE CITY VIA THE FORT MC HENRY TUNNEL, THEN NORTHEAST.
- ALTITUDES: AT OR BELOW 1000 FEET MSL.
- RT 13: BALTIMORE BELTWAY (I-495) 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 WIKENS 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-495 NORTH OF BALTIMORE CITY SOUTH TO THE EXPRESSWAY TERMINATION, THENCE DIRECT TO INNER HARBOR, DIRECT TO I-95 HELICOPTER ROUTE (Z).
- ALTITUDES: AT OR BELOW 1400 FEET MSL FROM I-495 TO NORTH AVENUE.
- ALTITUDES: 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-495).
- ALTITUDES: AT OR BELOW 1000 FEET MSL.
- RT 16: (B/W) ARRIVAL TRAFFIC ONLY FROM THE CHESAPEAKE BAY BRIDGE (U.S. HIGHWAY ROUTE 50/301) WEST ALONG THE HIGHWAY TO RITCHIE HIGHWAY (MARIKAND HIGHWAY ROUTE 2), THEN VIA ROUTE 2 TO PASADENA, EXPECT FURTHER INSTRUCTIONS FROM ATC.
- ALTITUDES: AT OR BELOW 1000 FEET MSL.
- RT 17: (B/W) ARRIVAL TRAFFIC ONLY BALTIMORE WASHINGTON PARKWAY FROM THE CAPITAL BELTWAY (I-495/495) TO THE MARIKAND HIGHWAY ROUTE 32 INTERCHANGE. EXPECT FURTHER INSTRUCTIONS FROM ATC.
- ALTITUDES: AT OR BELOW 1000 FEET MSL.
- RT 18: (B/W) ARRIVAL TRAFFIC ONLY FROM THE INTERSECTION OF I-95 AND THE BALTIMORE WASHINGTON PARKWAY, VIA THE PARKWAY SOUTH TO THE I-495 INTERSECTION. EXPECT FURTHER INSTRUCTIONS FROM ATC. DO NOT OVERTAKE SCHOOL BUILDINGS 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 1000 FEET MSL NORTHWEST OF GREENBELT, SOUTH OF I-95, AND AT OR BELOW 1000 FEET MSL SOUTH 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 Figure shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and information available concerning the highest known feature in each quadrant, including terrain and obstructions (towers, towers, etc.).

Example: 12,500 feet.

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 ALTERED CLEARANCE IF NECESSARY FOR COMPLIANCE.

CONTROL TOWER FREQUENCIES ON BALTIMORE HELICOPTER ROUTE CHART

AIRPORT	UNIQUE IDENTIFIER	OPERATES	TWR FREQ	UNO FREQ	ATIS
BALTIMORE WASHINGTON INTL	CONRAD	1191.5	121.7	121.7	121.9
THURGOOD MARSHALL	566	0600-2000	121.3, 254.405	121.3, 253.4	124.935

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
WASHINGTON TRI-AREA CLASS B	BALTIMORE 119.1, 262.375 (5007-1007)	CONRAD
BALTIMORE WASHINGTON INTL	119.1, 254.405	121.7
THURGOOD MARSHALL	119.1, 254.405	121.3, 253.4
DUKES	119.1, 254.405	121.3, 253.4
REAGAN	119.1, 254.405	121.3, 253.4

SPECIAL USE AIRSPACE ON BALTIMORE HELICOPTER ROUTE CHART

Special Use Airspace (SUA) is defined as airspace that is not Class A, B, C, D, or E airspace. It is used for a variety of purposes, including military operations, public safety, and other special operations. The chart shows the location and boundaries of SUA areas, along with the altitudes and frequencies that apply within each area.

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

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/CONTROLLER	FREQUENCIES
R-4001 A	(1) UNLIMITED (2) 1000-10000 MORSE ALTITUDES BY NSOM	0700-2000 AS PUBLISHED BY NSOM	WASHINGTON OIA 54.95 N 100.00 W	134.3, 306.7
R-4001 B	(1) 1000-10000 MORSE ALTITUDES BY NSOM 24.95 N 100.00 W	AS PUBLISHED BY NSOM	WASHINGTON OIA 54.95 N 100.00 W	134.3, 306.7
R-4001 C	(1) 1000-10000 MORSE ALTITUDES BY NSOM	AS PUBLISHED BY NSOM	WASHINGTON OIA 54.95 N 100.00 W	134.3, 306.7

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 COMPLEX OBSTACLE INFORMATION, OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK USE ONLY.

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 to know and understand their responsibilities. Review "AIM" section 5-6.2 for intercept procedures. Additionally, U.S. military flight operations in the national airspace are controlled by the U.S. military. Pilots 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 instructions issued. Do not comply with any instructions that may result in the use of force.

FOR PROHIBITION:
Consult an authorized FAA Chart Sales Agent. Visit our website www.faa.gov/procurement and click on "Chart Sales Agent". For digital products, visit <http://www.faa.gov/procurement>.

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 1000 feet above the terrain and certain special use airspace areas.



Washington DC Metropolitan Area

The DCA SFRA is an area of airspace over the surface of the earth where the safety of flight requires the use of special flight rules. The DCA SFRA is established to protect the Class B Airspace from the surface to the floor of the Class B Airspace, bounded by a line beginning at the Washington DCA VOR-DME 15 NM radius and extending to the DCA VOR-DME 15 NM radius. The DCA SFRA is established to protect the Class B Airspace from the surface to the floor of the Class B Airspace, bounded by a line beginning at the Washington DCA VOR-DME 15 NM radius and extending to the DCA VOR-DME 15 NM radius.



WASHINGTON DC METROPOLITAN AREA SPECIAL FLIGHT RULES AREA (SFRA)

The SFRA is an area of airspace over the surface of the earth where the safety of flight requires the use of special flight rules. The SFRA is established to protect the Class B Airspace from the surface to the floor of the Class B Airspace, bounded by a line beginning at the Washington DCA VOR-DME 15 NM radius and extending to the DCA VOR-DME 15 NM radius.

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 OVERTAKE ARLINGTON NATIONAL CEMETERY, AURORA HILLS, VIRGINIA HIGHLANDS, FAIRLINGTON, SHIRLINGTON, CLAREMONT, OR APARTMENT BUILDINGS.

PENTAGON ARMY HELIPORT TRANSITION ROUTE

ARRIVAL/DEPARTURE TRAFFIC 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 OVERTAKE ARLINGTON NATIONAL CEMETERY, AURORA HILLS, VIRGINIA HIGHLANDS OR APARTMENT BUILDINGS.

DOD USERS ARE REQUIRED TO REFER TO AIP - WASHINGTON, D.C. METRO AREA

REAGAN WASHINGTON NATIONAL AIRPORT GLEBE TRANSITION ROUTE

ARRIVALS - GLEBE ROAD, EAST FOUR 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 SOUTH GLEBE ROAD/FOURMILE RUN TO GLEBE ROAD.

ALTITUDES: AT OR BELOW 800 FEET MSL.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Chart errors and additions (CE/ADs) are processed on our website at <http://www.faa.gov/procurement>. See the FAO for contact via toll free number or email. Telephone toll free at 1-800-639-6892, or email us at faa.charterrors@faa.gov or mail to FAA, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSAC 4, Suite 4400, Silver Spring, MD 20910-2021.

WASHINGTON DC METROPOLITAN AREA SPECIAL FLIGHT RULES AREA (SFRA)

Special flight rules apply to all aircraft operations within the Washington DC Metropolitan Area Special Flight Rules Area (SFRA). The SFRA is established to protect the Class B Airspace from the surface to the floor of the Class B Airspace, bounded by a line beginning at the Washington DCA VOR-DME 15 NM radius and extending to the DCA VOR-DME 15 NM radius.

WARNING AVOID PROHIBITED AREA

Operations outside of police zones or transition areas within the DCA surface area are authorized only on established routes or transition areas within the DCA surface area.

RESTRICTED AREA R-4001 A, B & C

RESTRICTED AREA R-4001 A, B & C WHEN ACTIVE

HELIPORT TRANSITION ROUTE

ARRIVAL/DEPARTURE TRAFFIC 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 OVERTAKE ARLINGTON NATIONAL CEMETERY, AURORA HILLS, VIRGINIA HIGHLANDS OR APARTMENT BUILDINGS.

DOD USERS ARE REQUIRED TO REFER TO AIP - WASHINGTON, D.C. METRO AREA

REAGAN WASHINGTON NATIONAL AIRPORT GLEBE TRANSITION ROUTE

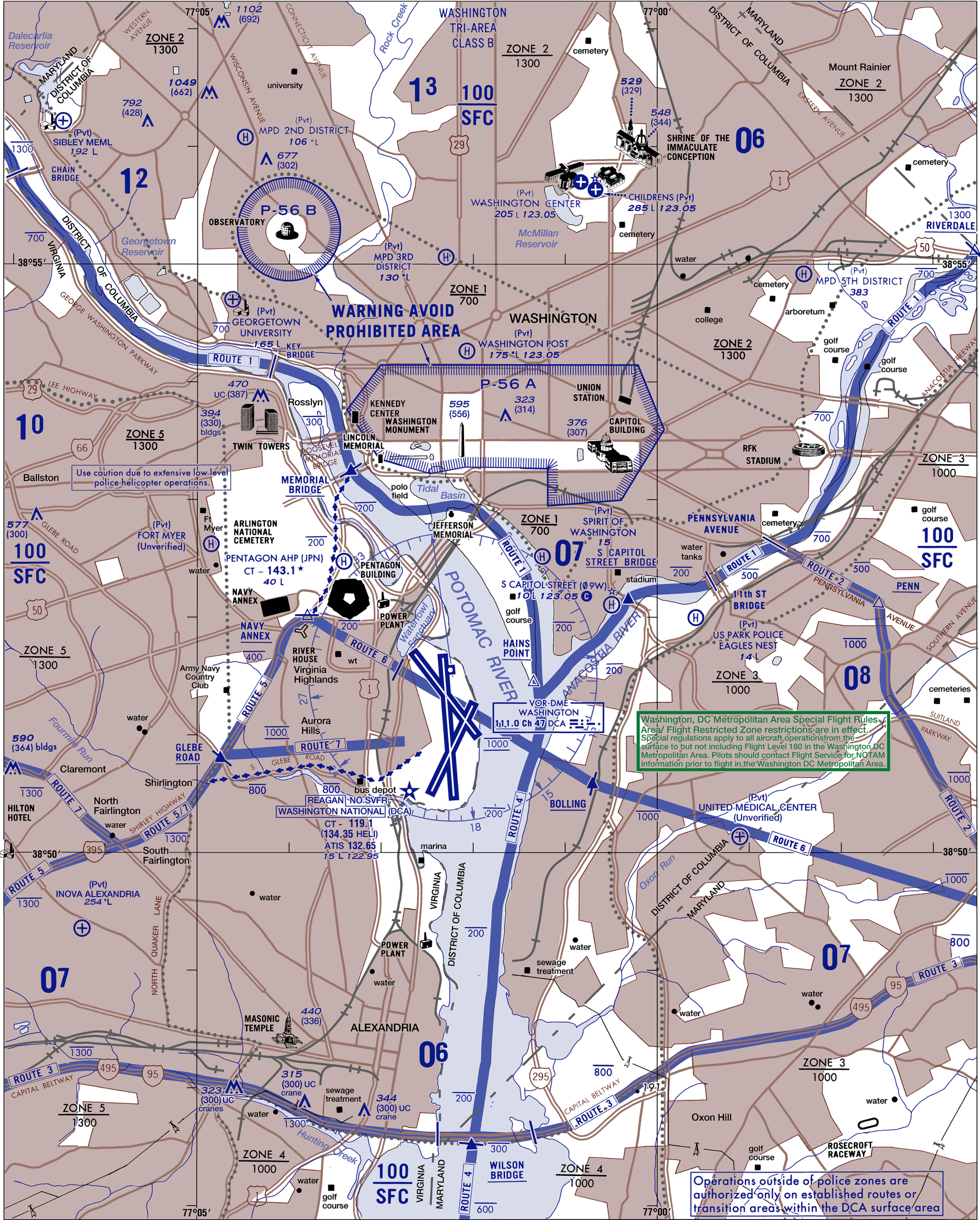
ARRIVALS - GLEBE ROAD, EAST FOUR SOUTH GLEBE ROAD/FOURMILE RUN TO THE BUS DEPOT THEN DIRECT TO REAGAN WASHINGTON NATIONAL AIRPORT (REMAIN WEST OF ALL RUNWAYS).

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 SOUTH GLEBE ROAD/FOURMILE RUN TO GLEBE ROAD.

ALTITUDES: AT OR BELOW 800 FEET MSL.

WASHINGTON INSET
SCALE 1:62,500



Use caution due to extensive low level police helicopter operations.

Washington, DC Metropolitan Area Special Flight Rules Area/ Flight Restricted Zone restrictions are in effect. Special regulations apply to all aircraft operations from the surface to but not including Flight Level 180 in the Washington, DC Metropolitan Area. Pilots should contact Flight Service for NOTAM information prior to flight in the Washington DC Metropolitan Area.

Operations outside of police zones are authorized only on established routes or transition areas within the DCA surface area