



# WASHINGTON

## SECTIONAL AERONAUTICAL CHART

### SCALE 1:500,000

NORTH

Lambert Conformal Conic Projection Standard Parallels 33°20' and 38°40'  
Horizontal Datum: North American Datum of 1983  
Topographic data corrected to December 1993

**55<sup>TH</sup> EDITION** March 3, 1994

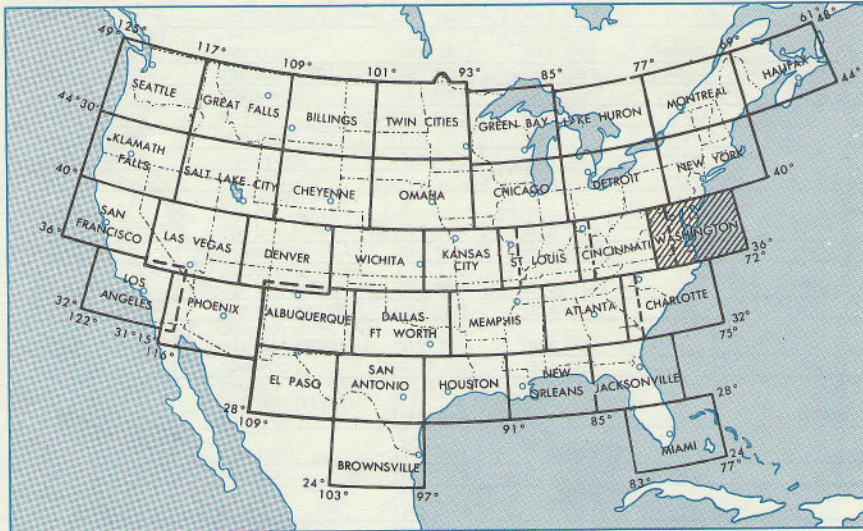
Includes airspace amendments effective March 3, 1994  
and all other aeronautical data received by January 6, 1994

Consult appropriate NOTAMs and Flight Information  
Publications for supplemental data and current information.

This chart will become **OBSOLETE FOR USE IN NAVIGATION** upon publication of  
the next edition scheduled for **AUGUST 18, 1994**

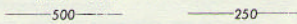
PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE  
SPECIFICATIONS AND AGREEMENTS, APPROVED BY:

DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION • DEPARTMENT OF COMMERCE



BASIC CONTOUR INTERVAL 500 feet

Intermediate contour 250 feet

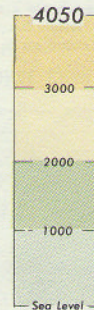


HIGHEST TERRAIN elevation is 4050 feet  
located at 38°33'N-78°24'W

Critical elevation ..... 4254

Approximate elevation ..... x3200

Doubtful locations are indicated by omission  
of the point locator (dot or "x")



#### MILITARY TRAINING ROUTES (MTRs)

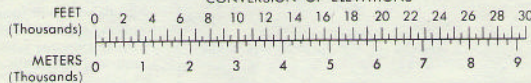
All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

Military Pilots refer to Area Planning AP/1B Military Training Route North and South America for current routes.

#### CONVERSION OF ELEVATIONS



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