

George Washington & Jefferson National Forests Aviation Hazard Map

LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (AFD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Hard-surfaced runways 1500 ft. to 8069 ft. in length
- Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.
- All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.
- Private (Pvt) - Non-public use having emergency or landmark value
- Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc. For complete airport information consult DoD FLIP.
- Helipad Selected
- Unsurfaced
- Abandoned - paved having landmark value, 3000 ft. or greater
- Ultraight Flight Path Selected

AIRPORT DATA

Box indicates FAR 91 Special Air Traffic Rules & Airport Traffic Patterns (see FAR 91.123.8) with CT - 118.3 * ATIS 123.8

Right Traffic Pattern (Public Use) - RP 23.34

VFR Advy 125.0 UNICOM ACE - Airport of Entry

FSS - Flight Service Station
NO SVFR - Fixed-wing special VFR flight is prohibited.
CT - 118.3 - Control Tower (CT) - primary frequency
* - Star indicates operation pattern. See tower frequencies tabulation for hours of operation.

ATIS 123.8 - Automatic Terminal Information Service
ASOS/AWOS 138.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.
UNICOM - Aeronautical advisory station
VFR Advy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.
2385 - Elevation in feet
L - Lighting in operation Sunset to Sunrise
* - Lighting limitations exist; refer to Airport/Facility Directory.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 14,000 ft. MSL are shown on this chart. All times are local.

- Class B Airspace
- Class C Airspace (Mode C - see FAR 91.215(AIM))
- Class D Airspace
- Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value).
- Class E (Std) Airspace
- Class E Airspace with floor 700 ft. above surface
- Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace
- 2400 MSL Differentiates floors of Class E Airspace greater than 4500 MSL than 700 ft. above surface.
- Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.
- Class E Airspace low altitude Federal Airways are indicated by center line.
- Intersection - Arrows are directed towards facilities which establish intersection.
- Class E Airspace low altitude RNAV Routes are indicated by center line.
- RNAV waypoint and name
- Prohibited, Restricted, Warning and Alert Areas; Obstruction Advisory and Restricted Areas
- MOA - Military Operations Area
- Special Airport Traffic Area (See FAR 91.123.8 for details)
- ADIZ - Air Defense Identification Zone
- MODE C (See FAR 91.215(AIM))
- National Security Area
- Terminal Radar Service Area (TRSA)
- MTR - Military Training Route

COMMUNICATION BOXES

122.1R 122.6 123.6 122.1R 122.1R 122.1R

362 * 116.8 OAK

CHICAGO CHI

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 268.4 (Canada - 121.5, 126.2 and 243.0) are normally available at all FSSs and are not shown above boxes. All other frequencies are shown.

For Local Airport Advisory use FSS frequency 123.6.

R - Receive only

Frequencies above this line box are removed to NAVDAGS. Other frequencies at FSS providing voice communication may be available as determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

FSS providing voice communication

RADIO AIDS TO NAVIGATION

- VHF OMN RANGE (VOR)
- VORTAC
- VOR-DME
- Other facilities, i.e., FSS Outlet, RCO, etc.
- Non-Directional Radiobeacon (NDB)
- NDB - DME

OBSTRUCTIONS

1000 ft. and higher AGL

below 1000 ft. AGL

Group Obstruction

Obstruction with high-intensity lights; may operate part-time.

Elevation of the top above mean sea level

Height above ground

Under construction or reported; position and elevation unverified

NOTICE: Guy wires may extend outward from structures.

TOPOGRAPHIC INFORMATION

- Roads & Road Markers
- Railroad
- Power Transmission Line
- Aerial Cable
- Landmark Feature - stadium, factory, school, golf course, etc.
- Outdoor Theater
- Lookout Tower P-17 (Site Number) 618 (Elevation Base of Tower)
- Coast Guard Station
- Race Track
- Tank - water, oil or gas
- Oil Well
- Water Well
- Mine or Quarry
- Mountain Pass
- 11823 (Elevation of Pass)
- (Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.)
- Parenteral Lake
- Non-Parenteral Lake
- Bridges and Viaducts

MISCELLANEOUS

- Isogonic Line (2005 VALUE)
- Ultrasight
- Flashing Light
- Hang Glider Activity
- Marine Light
- Glider Operations
- Parachute Jumping Area (See Airport/Facility Directory)
- VPXYZ
- VFR Waypoints (See Airport/Facility Directory for latitude/longitude)

Forest Legend

- MTRPAR
- MTRIR_L

Ranger Districts

DISTRICT_N

- Clinch
- Eastern Divide
- Glenwood
- James River
- Lee
- Mt. Rogers
- North River
- Pedlar
- Warm Springs
- Shenandoah National Park
- State Boundaries

0 5 10 20 Miles

0 8.5 17 Nautical Miles

This map was produced by the George Washington & Jefferson National Forests on 2/11/2020. The Cincinnati Sectional used was created on 12/5/2019 and is effective until 6/19/2020. GIS data and product accuracy may vary. This map is not to be used for navigational purposes. It is only to be used as a supplemental means of identifying vertical obstructions and other known hazards. The George Washington & Jefferson National Forests reserves the right to update, modify, or replace any or all of this data without notifying users.

Note to Pilots and Cooperating Agencies: Not all towers, aerial wires, cableways, or other obstructions that could be hazardous to aircraft are shown on this map. Please use extreme caution when flying in unfamiliar areas.

