FLYING IN THE WASHINGTON, DC. SFRA/FRZ

2014

Open Sky Aviation, LLC

SFRA – What Is It?

Pronounced "sifra" or "S-F-R-A"

- Defined by 14 CFR Part 93 Subpart V
  - Washington, DC Metropolitan Area Special Flight Rules Area (SFRA)
- Also defined by several NOTAMs
  - As of 6/5/2013
    - !FDC 1/6386 ZDC – DC SFRA/LMA
    - !FDC 1/1155 ZDC – SFRA Speed Restrictions
    - !FDC 0/8326 ZDC – DC FRZ
    - !FDC 3/2455 ZDC – Maryland-Three
  - <u>These NOTAMs can and do change</u>

FAA-Required Online Course

- ALC-55: Washington DC SFRA
  - https://www.faasafety.gov/gslac/ALC/course_content.aspx?cID=55&sID=314 (http://goo.gl/pXQg9)
- Completion required when flying VFR within 60-nm of the DCA VOR/DME
  - Must carry the completion certificate with you
- Failure to comply
  - Civil enforcement penalties
  - Suspension or revocation of airman certificates
  - If knowing/willful violation
    - Possible criminal prosecution
    - Deadly force possible

SFRA - Where Is It?

- Laterally: 30-nm radius from the DCA VOR/DME

- Vertically: Surface up to, but <u>not</u> including, FL180

- Also includes the LMA and FRZ
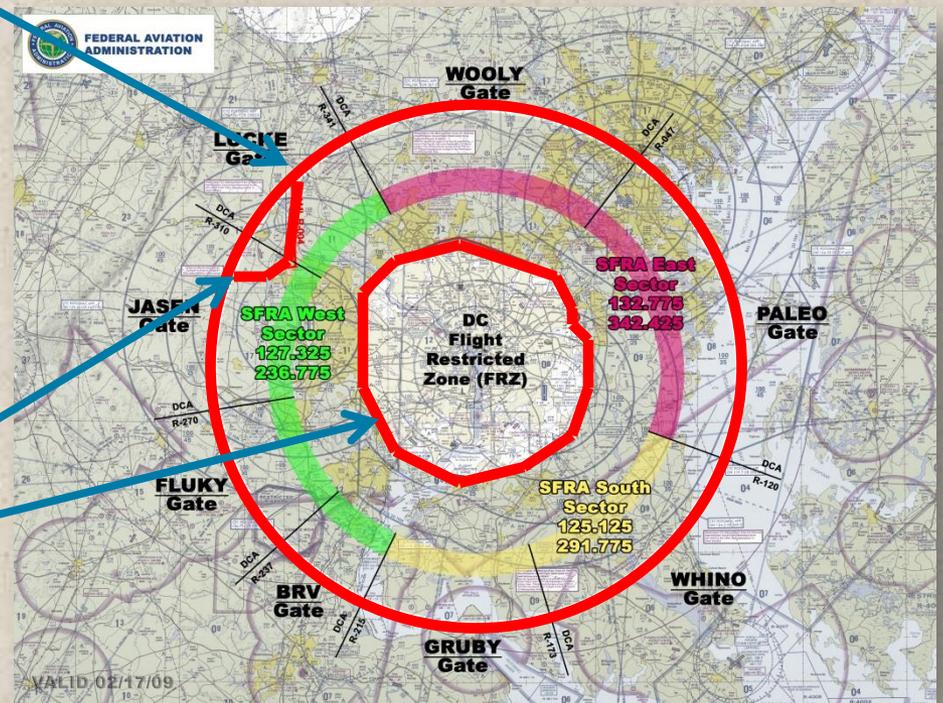
SFRA General Operating Rules

- Operable two-way radio and altitude-reporting transponder required

- Must obtain a discrete transponder code to enter

- SFRA clearance does *not* include flight following, or entry into any controlled airspace!
  - These are separate requests

Never squawk 1200 within the SFRA!

SFRA General Operating Rules

- Speed Restrictions
  - Within 60-nm
    - <u>VFR</u> aircraft restricted to 230KIAS or less
  - Inside the SFRA
    - <u>VFR</u> aircraft restricted to 180KIAS or less
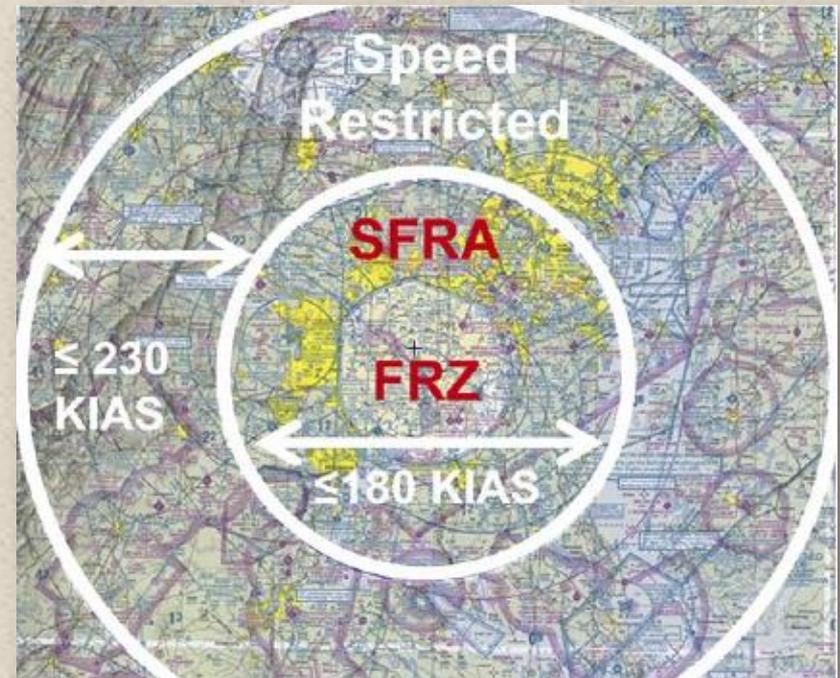
SFRA Emergency Procedures

Radio Failure

- IFR
  - Continue the flight via the normal "lost communications" procedures
- VFR
  - Squawk 7600
  - Exit the SFRA via the <u>most direct lateral route</u>
  - If departing from within the SFRA and the departure point is closer than the SFRA boundary, return to the departure airport

Transponder Failure

- Contact ATC to report the problem and request instructions
- If unable to contact ATC, follow the radio failure procedures

SFRA Emergency Procedures (cont.)

Intercepts

☐ Review AIM intercept procedures
- ◘ Sections 5-6-2 & 5-6-4

☐ If not in contact with ATC
- ◘ Squawk 7700
- ◘ Tune to 121.5
- ◘ Establish communications
- ◘ Comply with all instructions

Flying IFR in the SFRA

IFR

- There are no special procedures for flying IFR in the SFRA, <u>except</u>:
  - You MUST remain on your squawk code until landing
  - When departing within the SFRA, receive clearance directly from Potomac Approach
- If instrument-rated and current, IFR is the easiest way to fly in the SFRA

Flying VFR in the SFRA

VFR

- Entry Procedures
- Exit Procedures
- SFRA Traffic Pattern Procedures
- Fringe Airports
- Transit Procedures
- SFRA Flight Plans

SFRA VFR Entry Procedures

1. Determine which entry gate to use
   - This will be your "departure" point

2. File an SFRA flight plan

3. Contact the appropriate ATC facility to obtain a discrete transponder code
   - Call approximately 10-15nm from the SFRA boundary

4. Remain outside until cleared to enter
   - ATC will reply with "transponder observed"

5. Maintain radio contact with ATC

6. SFRA flight plan will be closed once you land; no further action is required
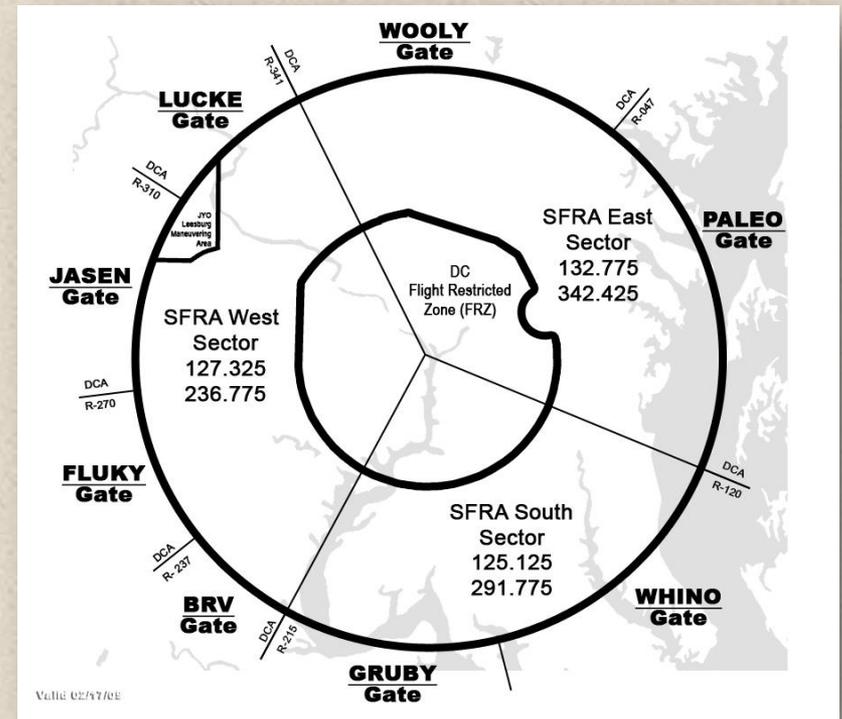
SFRA VFR Exit Procedures

1. Determine which exit gate to use
   - This will be your "destination"
2. File an SFRA flight plan
3. Contact the appropriate ATC facility to obtain a discrete transponder code *before departing*
   - <u>Non-towered airport:</u> Contact ATC as soon as you depart the traffic area (within 2-3 nm)
   - <u>Towered airport</u>: Tower will advise when to contact Potomac TRACON
   - Check in like you normally would VFR Flight Following or an IFR hand-off
4. Exit via the selected gate
   - You may exit the SFRA at any point within the gate's area
5. The SFRA flight plan will be closed once you are outside the SFRA; no further action is required

SFRA Traffic Pattern Procedures

Non-towered airport

1. File an SFRA flight plan for pattern work
2. Contact ATC to activate the flight plan & receive a squawk code
3. Monitor 121.5
4. Transmit the squawk code, and give normal position reports over the CTAF
5. Call ATC (540-351-6129) upon completion of pattern work to close flight plan

Towered Airport

1. Before departure or entering the pattern, request to stay in the pattern
2. Monitor 121.5
3. Squawk <u>1234</u> *unless* otherwise directed by ATC
4. Remain in two-way communication with the tower
- *No SFRA flight plan required <u>if tower is open</u>*

SFRA Fringe Airports

- 5 private airfields on the edge of the SFRA
  - Barnes (MD47), Flying M Farms (MD77), Mountain Road (MD43), Robinson (MD14), Skyview (51VA)
- Entry/Transit Procedures
  - Follow the normal SFRA entry procedures
- Exit Procedures
  - Squawk 1205 prior to takeoff
  - Exit the SFRA via the *most direct route*
  - An SFRA flight plan is not required

SFRA Flight Plans (General)

- Check "IFR"
  - This forces the ATC computers to generate a discrete squawk code
- Use "VFR/xxx" for cruising altitude
- "SFRA DUATS" in the Remarks section

SFRA Flight Plans (cont.)

VFR Entry

- "Departure point" is the entry gate
- "Destination" is the destination inside the SFRA

VFR Exit

- "Departure point" is the departure airport inside the SFRA
- "Destination" is the exit gate

SFRA Flight Plans (cont.)

VFR Transit

- "Departure point" is the <u>entry gate</u>

- "Destination" is the <u>exit gate</u>

- **Remember**
  - The SFRA flight plan does *NOT* authorize entry into controlled airspace!
  - You are *NOT* authorized to transit the FRZ!

Leesburg Maneuvering Area (LMA)

Procedures applicable only for *direct entry or exit* *or traffic pattern work!*

- ☐ Similar rules to the SFRA
  - ☐ VFR operations limited to 180KIAS or less
- ☐ Relaxed entry, exit, and traffic pattern procedures
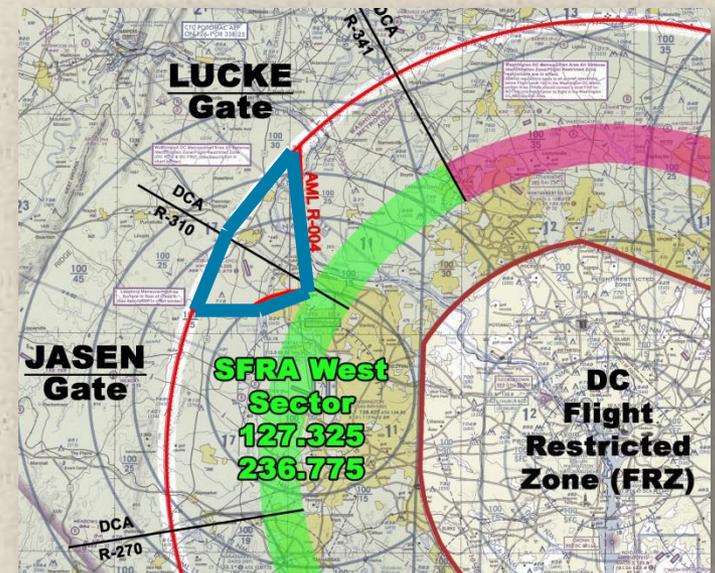
LMA Entry Procedures

1. Squawk <u>1227</u> *prior* to entering the LMA

2. Announce <u>call sign, type, and runway of intended landing</u> on the CTAF prior to entering the LMA

3. Enter via the *most direct route* through the LMA, and make normal traffic pattern position reports
   - Land as soon as practicable

4. An SFRA flight plan is not required for VFR entry

LMA Exit Procedures

1. Squawk <u>1226</u> *prior* to takeoff
2. Announce <u>call sign, type, and departure runway</u> on the CTAF prior to takeoff
3. Exit the SFRA via the *most direct route* through the LMA
4. An SFRA flight plan is not required for VFR exit

LMA Traffic Pattern Procedures

1. File an SFRA flight plan for pattern work
2. Contact ATC to activate the flight plan & receive a squawk code
3. Transmit the squawk code, and give normal position reports over the CTAF

☐ Practice approaches may be obtained from Potomac Tracon on a workload-permitting basis

Flight Restricted Zone (FRZ)

Pronounced "Freeze" or "F-R-Z"

- Part of the SFRA, but subject to additional procedures

  - Unique and irregularly-shaped boundary
  - Requires an FAA/TSA waiver to enter

FRZ Airports

- "Maryland-3" airports ("MD-3")
  - College Park Airport (KCGS)
  - Potomac Airfield (KVKX)
  - Washington Executive/Hyde Field (W32)
- <u>Only</u> includes the above airports for Part-91
- Area is otherwise a "no-fly" zone
- Be sure to use a prop lock!
  - The airports will provide prop locks, but only during normal operating hours. A basic heavy-duty bicycle lock will work as a substitute for an actual prop lock.

FRZ – FAA/TSA Waiver

- *Only pilots who have been approved ("vetted") and received a PIN for use in filing an FRZ flight plan are allowed into the area!*

- Vetting process requires showing up in person, but can generally be completed in a day
  - http://www.tsa.gov/what_we_do/tsnm/general_aviation/programs_sp.shtm#maryland (http://goo.gl/VtkP4)

Transportation
Security
Administration

49 CFR Part 1563

- Per 49 CFR Part 1563.3(e)(4) and (5)
  - Must not have been convicted or found not guilty by reason of insanity, in any jurisdiction, during the 10 years of any crime specified in 49 CFR 1542.209 or 1572.103
  - Must not, in TSA's discretion, have a record on file with the Federal Aviation Administration of a violation of:
    - A prohibited area designated under 14 CFR part 73
    - A flight restriction established under 14 CFR 91.141
    - Special security instructions issued under 14 CFR 99.7
    - A restricted area designated under 14 CFR part 73
    - Emergency air traffic rules issued under 14 CFR 91.139
    - A temporary flight restriction designated under 14 CFR 91.137, 91.138, or 91.145
    - An area designated under 14 CFR 91.143

FRZ Vetting Process

- Per TSA rules, student pilots cannot be vetted to fly solo in the FRZ
- All of the steps should be completed in order
- Once you start the process, you have 90 days to complete it (or you must start over)

FRZ Vetting Process (cont.)

1. Complete the FAA's online SFRA course
2. Fill out the top half of the "MD-3 PIN Application" form (available from any of the MD-3 airport websites)
3. Schedule an appointment with the appropriate FSDO, and bring the required documents
   - FSDO
     - <u>KCGS</u>: Baltimore FSDO
     - <u>KVKX/W32</u>: Dulles FSDO
   - Documents
     - Pilot certificate
     - Medical certificate
     - SFRA course completion certificate
     - Government ID (driver's license, passport, etc)

FRZ Vetting Process (cont.)

4. Visit the fingerprinting office at Washington National Airport
   - No appointment necessary
   - Hours: Mon-Fri, 7:30a-noon, 1p-3p
     - Closed on federal holidays
   - See http://www.collegeparkairport.org/vetting.html for mode details
5. Bring the completed form to the airport you intend to be "based" at
6. You should receive your PIN within 4 weeks

FRZ – Flight Plan Filing

- Flight plans must be filed and activated through a dedicated phone number (Washington Hub FSS)
  - 866-225-7410
  - *Cannot be filed in the air!*
- If flying to an airport in the FRZ other than the one to which the PIN is registered, simply let the briefer know which one it is for

- The FSS briefer will only accept the flight plan after verifying the PIN
  - Be sure they ask for the PIN! The flight plan is *not valid* without providing a valid PIN!
- <u>*NEVER*</u> depart without a squawk code!
- Squawk code (or IFR clearance) is received directly from Potomac Approach
  - KCGS: 866-599-3874

Flying IFR in the FRZ

- Flying IFR in the FRZ is similar to the SFRA, with the following exceptions
    - You must have a valid PIN
    - You must file with the Washington Hub FSS
    - You *cannot* file in the air!
- If instrument-rated and current, IFR is the easiest way to fly in the FRZ

Flying VFR in the FRZ

- Certain VFR operations are <u>NOT</u> permitted (n.b. this is not an extensive list)
    - Flight training, including practice approaches
    - Float plane operations
    - Traffic pattern operations (other than necessary go-arounds)
- FDC 3/2455 ZDC describes how to perform pattern work and practice approaches
    - Currently on a 60-day trial

Flying VFR in the FRZ (cont.)

Arrivals

☐ <u>For W32 or KVKX</u>: Expect routing via Maryland Airport (2W5) or Nottingham VORTAC (OTT)

☐ <u>For KCGS</u>: Expect routing via vicinity of Freeway Airport (W00)

Departures

☐ Call Potomac Approach for your squawk code *prior to takeoff*

☐ After takeoff, contact ATC and <u>fly as assigned</u> until clear of the FRZ and SFRA
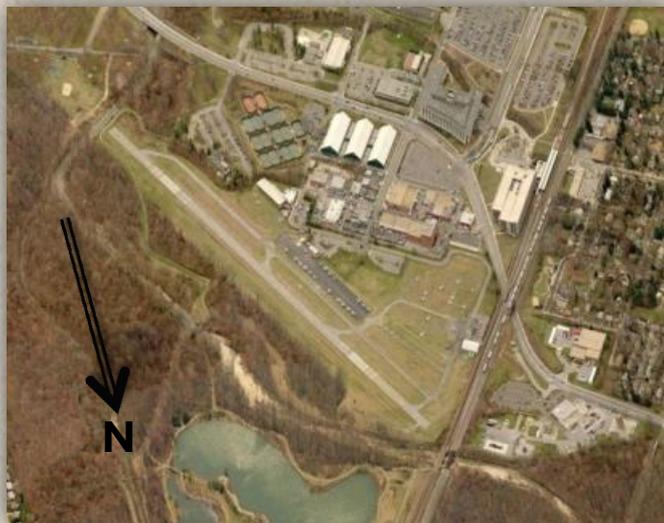
FRZ vs SFRA Flight Plans

- An FRZ flight plan meets all of the requirements for an SFRA flight plan
  - You don't need both an FRZ and SFRA flight plan
- An SFRA flight plan does <u>NOT</u> authorize flight in the FRZ!

College Park Airport

http://www.collegeparkairport.org

College Park Airport

- Established in 1909 after Wilbur Wright came to the field to train two military officers to fly in the government's first aero plane.

- *The facility is now the world's oldest continually operated airport.*

- Within walking distance of the "College Park – U of MD" Metro stop and the "College Park Aviation Museum".
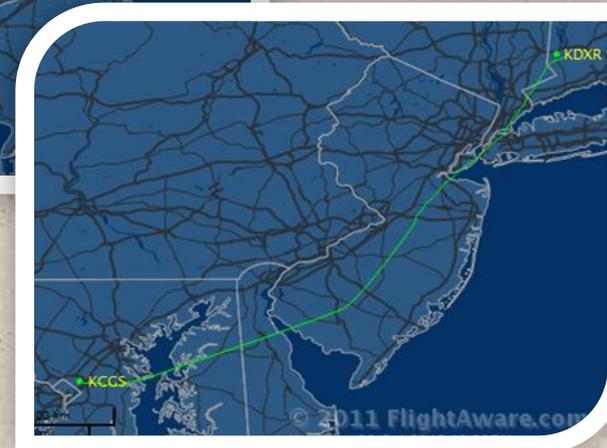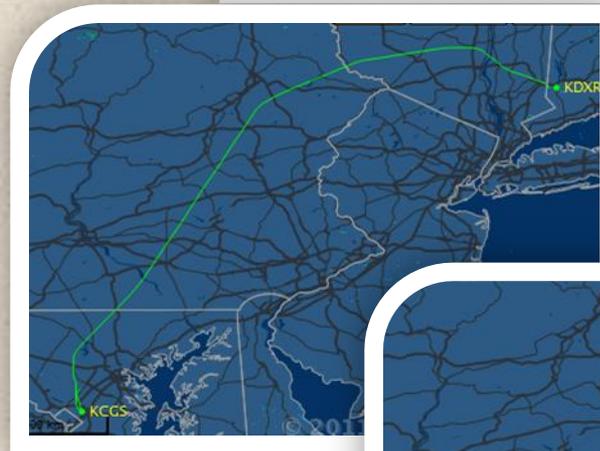
College Park Airport

- Transient parking is in front of the FBO and fuel tanks
- FBO hours, and services provided:
  - Hours are 7a-10p
    - Prop-locks provided during operating hours
  - No pilot supplies, but a room for flight planning, restroom, and lounge are available
  - Preheat services are available
    - $20 full-service propane preheat
    - Powered tie-down spots available upon request
  - $10 tie-down/parking fee per night; no landing fee
- **Noise abatement: No <u>takeoffs</u> after 10p (<u>landings</u> are OK)**
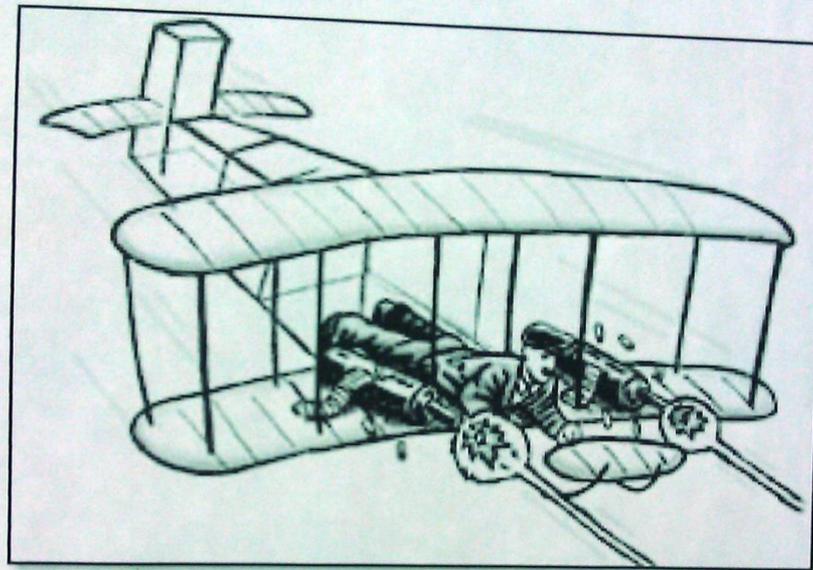
Map to Metro
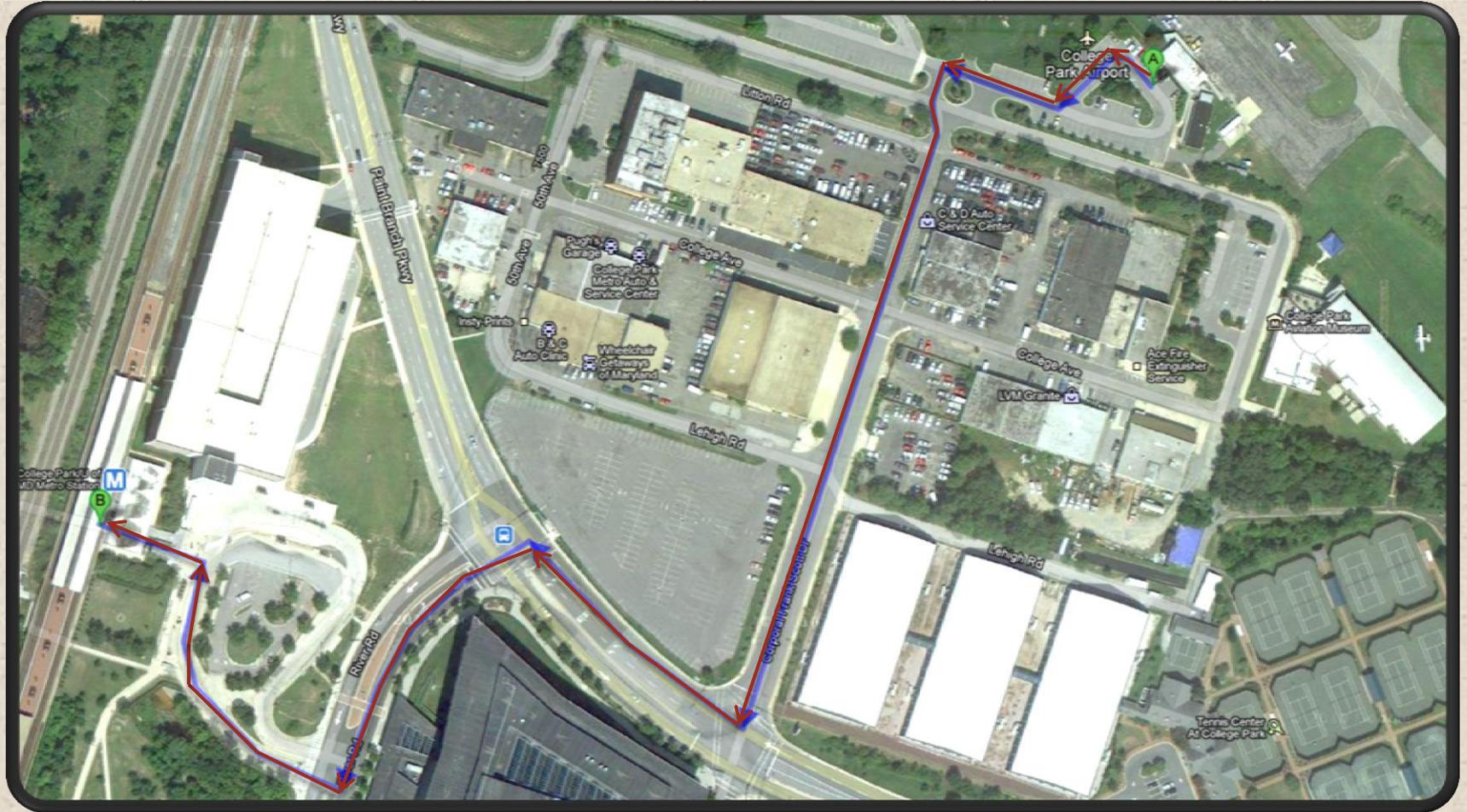
KDXR/KCGS IFR Routes

- KDXR -> KCGS
  - CMK SAX V249 SBJ V30 ETX V39 LRP V93 BAL
- KCGS -> KDXR
  - No consistent route
    - I always get a re-route around southern NJ
  - Usually North & West or South & East of Philly
  - Almost always end up being routed North & West of NYC

Questions?

College Park Airport,
as viewed by the TSA....