



# Federal Aviation Administration

---

---

## SAFETY ALERT

Date: August 25, 2021  
To: Users of the Chart Supplement (CS) Northeast U.S.  
From: Aeronautical Information Services  
Subject: Washington DC SFRA Special Terms and Procedures Special Notice for  
August 12, 2021 Effective Date

---

---

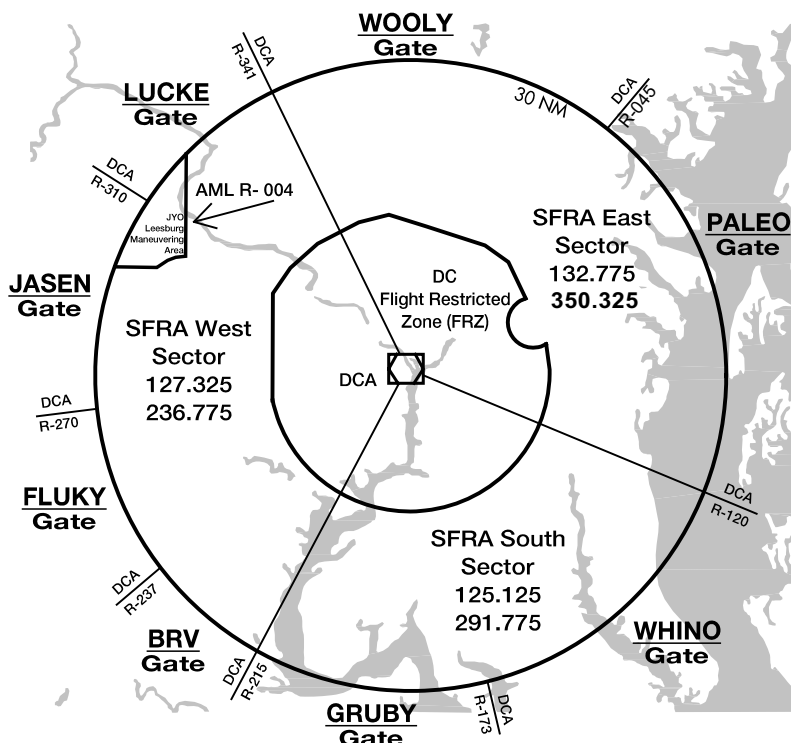
Due to an internal error within production the Washington DC SFRA Special Terms and Procedures Special Notice was omitted from the August 12, 2021 effective date CS Northeast U.S.

The omitted Washington DC SFRA Special Terms and Procedures is attached to this Safety Alert:

SPECIAL NOTICES



# Washington DC SFRA Special Terms and Procedures



**Entry/Exit Filing Gates for DC SFRA Flight Plans**

| Gate (Freq)     | Defining Radials (DCA) |       | Visual Checkpoints                               |  |
|-----------------|------------------------|-------|--|--|
| WOOLY (132.775) | R-341                  | R-044 | I-270  | I-95   |
| PALEO (132.775) | R-045                  | R-119 | I-95   | Abeam Chesapeake Beach                           |
| WHINO (125.125) | R-120                  | R-172 | Abeam Chesapeake Beach                           | Northern boundary Wicomico River                 |
| GRUBY (125.125) | R-173                  | R-214 | Northern boundary Wicomico River                 | Western boundary Potomac River / Widewater Beach |
| BRV (127.325)   | R-215                  | R-236 | Western boundary Potomac River / Widewater Beach | West side of Lunga Reservoir                     |
| FLUKY (127.325) | R-237                  | R-269 | West side of Lunga Reservoir                     | VA Route 29                                      |
| JASEN (127.325) | R-270                  | R-309 | VA Route 29                                      | VA Route 7                                       |
| LUCKE (127.325) | R-310                  | R-339 | VA Route 7                                       | I-270  |

## SPECIAL NOTICES

### **General Information:**

The DC SFRA is defined by a circle with a 30 NM radius off of the DCA VOR/DME. This airspace also includes the DC Flight Restricted Zone (DC FRZ) and the Leesburg Maneuvering Area (LMA). For additional airspace information check the NOTAMS for the latest information.

Gates are defined by existing intersections in the National Airspace System. It is not a requirement to fly to an intersection prior to entering, departing, or transitioning the DC SFRA. Prior to turning on course pilots should ensure they are well clear of the DC SFRA to avoid a pilot deviation.

### **ATC Terms Specific to the DC SFRA:**

**DC SFRA Flight Plan:** A flight plan filed for the sole purpose of complying with the requirements for VFR operations into, out of, and through the DC SFRA. This flight plan is separate and distinct from a standard VFR flight plan, and does not include search and rescue services.

**Fringe Airports:** The following airports located near the outer boundary of the DC SFRA are identified as Fringe Airports: Barnes (MD47), Flying M Farms (MD77), Mountain Road (MD43), Robinson (MD14), and Skyview (51VA).

**Security Services:** Identification, communications and security tracking provided by an ATC facility in support of DOD, or other security elements. *NOTE: Security services do not include basic radar services or any other ATC services.*

**Remain on the assigned code until you land:** Used when Potomac hands an inbound VFR flight off to the tower or authorizes change to advisory frequency for non towered airports. It reminds pilots to remain on the assigned discrete transponder code until after landing. ***NEVER squawk 1200 inside the DC SFRA.***

**Transponder observed:** Used to inform a pilot that the aircraft's assigned beacon code and position has been observed. This transmission does *not* imply ATC services. It conveys only that the transponder reply has been observed and its position correlated for movement through security airspace.

### **Procedures for Traffic Pattern Work:**

**Towered Airport:** Request pattern work from tower; squawk 1234, remain in two-way communication with tower.

**Non-Towered Airport:** File DC SFRA flight plan; obtain and squawk discrete transponder code from Potomac, communicate pattern position via published CTAF, and if able monitor VHF guard on 121.5 or UHF guard on 243.0

### **Emergency Procedures:**

**Transponder failure:** An aircraft unable to transmit the ATC-assigned transponder code must contact ATC and comply with all instructions. If unable to contact ATC, the

## SPECIAL NOTICES

aircraft must exit the DC SFRA by the most direct lateral route unless: the departure point is within the SFRA and the departure point is closer than the SFRA boundary, the pilot may return to the departure point by the most direct route.

**Communications failure:** An aircraft unable to communicate with ATC should squawk 7600 and exit the DC SFRA/FRZ by the most direct lateral route unless; 1: The departure point is within the SFRA and the departure point is closer than the SFRA boundary, the pilot may return to the departure point by the most direct route. 2: If the departure point is within the FRZ and the aircraft is within 5nm of the departure point, the pilot may return to the departure point by the most direct route. Otherwise, the pilot must exit the FRZ via the most direct route.

**Intercepts:** Review interception procedures in the AIM. If you are intercepted, follow all instructions given by the intercepting aircraft. Monitor 121.5, provide call sign /position, and squawk 7700 unless otherwise directed.

## Washington DC SFRA Standard Requirements

### ***Requirements to operate to/from, or within the DC SFRA***

1. Complete the training requirements at <http://www.faa.gov> for VFR aircraft operations.
  - Training is noted by a completion certificate generated at the end of the training course. It is recommended that pilots carry a copy of this certificate with them.
  - This training is mandatory for pilots within a 60NM radius of the DCA VOR/DME and recommended for pilots within a 100NM radius of the DCA VOR/DME.
2. Two-way radio
3. Operating transponder with altitude reporting (Mode C)
4. Flight plan appropriate for the intended operations:  
IFR: IFR flight plan  
VFR: DC SFRA flight plan for all operations, *except*:
  - Fringe airport egress (*no flight plan required*)
  - Leesburg Entry and Egress (*no flight plan required*)
  - Towered airport pattern work (*make request to tower*)
5. Discrete transponder code for all operations, *except*:
  - Leesburg (1226)
  - Fringe airport egress (1205)
  - Towered airport pattern work (1234)

## SPECIAL NOTICES

6. VFR speed restriction ( $\leq 180$  KIAS in DC SFRA, &  $\leq 230$  KIAS from 30 NM - 60 NM from the DCA VOR/DME unless otherwise authorized.)

7. Communication with ATC for all operations, *except*:

- Leesburg (JYO) egress/ingress: make CTAF calls
- Fringe airport egress: monitor guard if able
- Towered airport pattern work: talk to tower
- Non-towered airport pattern work:
  - Make CTAF calls and monitor Guard if able.

8. To enter or exit the DC SFRA under IFR, pilots must:

- File and activate their IFR flight plan before entering the DC SFRA.
- Pilots may **not** depart VFR and pick up an IFR clearance and transponder code in the air.

**Activate:** A DC SFRA flight plan to enter/exit the DC SFRA under VFR activates when the pilot obtains a discrete transponder code *except*:

- Leesburg (JYO) ingress/egress: with CTAF calls
- Fringe airport egress: when pilot squawks 1205
- Towered airport pattern: with squawk & talk
- Non-towered airport pattern: with CTAF calls

**Closing:** The DC SFRA flight plan closes when the aircraft exits or lands at an airport inside the DC SFRA.

### Potomac TRACON Telephone Numbers

| Area Name    | Nearest major airport)                     | Telephone                        |
|--------------|--|----------------------------------|
| Shenandoah   | Dulles (IAD)                               | 1-866-709-4993<br>1-540-349-4097 |
| Mount Vernon | Reagan National (DCA)<br>Andrews AFB (ADW) | 1-866-599-3874<br>1-540-349-0493 |
| Chesapeake   | Baltimore (BWI)                            | 1-866-429-5882<br>1-540-349-8478 |
| James River  | Richmond (RIC)<br>Charlottesville (CHO)    | 1-866-640-4124<br>1-540-349-9697 |

## SPECIAL NOTICES

# Washington DC SFRA VFR Outbound Procedures

### Step 1: Preflight – File a DC SFRA Flight Plan

- ALWAYS review NOTAMs for current TFR information.
- File a DC SFRA flight plan.  
**Suggested language: “I would like to file a DC SFRA flight plan for VFR flight from (departure airport) to (appropriate exit gate)”.**
- If desired, file separate a VFR flight plan (search and rescue), to be activated after departing the DC SFRA.

### Step 2: Pre-Takeoff – Activate DC SFRA Flight Plan

- Call ATC (tower, RCO, phone) for frequency & transponder code.  
**Suggested language: “Potomac Clearance, (call sign) at Tipton, VFR Departure.”**
- Set assigned departure frequency and transponder code. **NEVER squawk 1200 inside the DC SFRA.**
- Verify that Mode C (ALT) is ON.

#### **Aircraft operating at Leesburg (JYO):**

Egress with transponder code of 1226 and CTAF calls.  
See separate NOTAM for Leesburg.

#### **Fringe airport egress:**

Monitor VHF frequency 121.5 or UHF frequency 243.0

### Step 3: After Takeoff – Communicate with ATC

- Establish radio contact with Potomac TRACON  
**Suggested language: “Potomac Departure, (call sign), off Tipton”**
- Monitor the assigned frequency
- Remain out of Class B airspace unless explicitly cleared to enter.

### Step 4: Exiting – Close DC SFRA Flight Plan

- Remain on the assigned frequency / transponder code until ATC authorizes change. NOTE: Verify that you are clear of the DC SFRA prior to changing frequency or transponder code. **NEVER squawk 1200 inside the DC SFRA.** A DC SFRA flight plan closes automatically upon exiting the DC SFRA.

## SPECIAL NOTICES

# Washington DC SFRA VFR Inbound Procedures

### Step 1: Preflight – File a DC SFRA Flight Plan

- ALWAYS review NOTAMs for current TFR information
- File a DC SFRA flight plan.  
**Suggested language:** “I would like to file a DC SFRA flight plan for VFR flight from (appropriate entry gate) to (destination airport).”

### Step 2: Before Entry – Activate DC SFRA Flight Plan

- Before entry, contact Potomac Approach on the appropriate sector frequency to request a discrete transponder code. The appropriate frequencies are located on the Washington Terminal Area Chart and in the Chart Supplement Northeast.  
**Suggested language:** “Potomac Approach, (call sign) at (arrival gate), VFR, requesting SFRA transponder code to (destination airport).”

#### ***Aircraft operating at Leesburg (JYO):***

Enter with transponder code of 1226 and CTAF calls.  
See separate NOTAM for Leesburg.

- Set assigned transponder code. **NEVER squawk 1200 inside the DC SFRA.**
- Verify that Mode C (ALT) is ON.
- Continue inbound unless otherwise instructed.
- Remain out of Class B airspace unless explicitly cleared to enter.

### Step 3: After Entry – Maintain Communication with ATC

- Monitor Potomac Approach
- Remain out of Class B airspace unless explicitly cleared to enter.

### Step 4: Arriving – Close DC SFRA Flight Plan

- Change to tower / advisory frequency when so instructed.
- Remain on assigned transponder code until you land. **NEVER squawk 1200 in the DC SFRA.**
- DC SFRA flight plan closes upon landing.

## SPECIAL NOTICES

# Washington DC SFRA VFR Transitioning Procedures

### Step 1: Preflight - File a DC SFRA Flight Plan.

- Always review NOTAMS for current TFR information. TFRs can pop-up at any time in this area.
- File a DC SFRA flight plan listing the entry and departure gate information.
- Put the approximate time you expect to arrive at the entry gate.

**Suggested language:** "I would like to file a DC SFRA flight plan for a VFR flight from (Entry gate) to (Departure gate)."

### Step 2: Before Entry: Activate DC SFRA Flight Plan

- Before entry, contact Potomac Approach on the appropriate sector frequency to request a discrete transponder code. The appropriate frequencies are located on the Washington Terminal Area Chart and in the Chart Supplement Northeast.

**Suggested language:** "Potomac Approach, (Call Sign), (state location), 10 west of the LUCKE gate requesting a discrete transponder code for transiting the DC SFRA."

- Set the assigned transponder code and verify MODE C/ALT is ON. **NEVER squawk 1200 inside the DC SFRA.**
- Potomac Approach will notify you when the transponder has been observed and when you are able to proceed on course into the DC SFRA.
- Remain clear of the Class B airspace unless explicitly cleared to enter.

### Step 3: After Entry: Communicate with ATC

- Maintain communication with Potomac Approach on the assigned frequency.
- Remain clear of the Class B airspace unless explicitly cleared to enter.
- Remain clear of the DC Flight Restricted Zone (FRZ) unless you comply with the requirements for DC FRZ entry.
- Monitor 121.5/243.0 if equipped and able.

### Step 4: Exiting the DC SFRA

- Remain on your assigned frequency and transponder code until ATC authorizes you to change.
- DC SFRA flight plans close automatically upon exiting the airspace.
- **NEVER squawk 1200 inside of the DC SFRA.** Ensure you are well clear of the boundaries prior to squawking VFR.



## SPECIAL NOTICES

# Washington DC Flight Restricted Zone (FRZ) Standard Requirements

Unless specifically authorized by a waiver, flight operations under 14 CFR parts 91, 101, 103, 105, 125, 133, & 137 are prohibited in the DC FRZ.

### **VFR pilots should think of the DC FRZ as a “no-fly” area.**

1. Before departing from an airport within the DC FRZ, or before entering the DC FRZ, all pilots must:
  - File a DC FRZ flight plan with the Washington ARTCC Flight Data Unit at 703-771-3476. The initiator/pilot must identify themselves and use the confidential; pilot identification code or their waiver number. Pilots may **not** file a DC FRZ flight plan while airborne.
  - Obtain and continuously transmit the discrete transponder code assigned by an ATC facility.
2. A DC FRZ flight plan will meet the requirements for a DC SFRA flight plan, but the reverse is not true. A DC SFRA flight plan will not fulfill the requirements for VFR operations in the DC FRZ.
3. When operating an aircraft in the DC FRZ, pilots must continuously monitor VHF frequency 121.5 or UHF frequency 243.0.
4. Operations into or out of College Park Airport (CGS), Potomac Airfield (VKX), or Washington Executive / Hyde Airfield (W32) must meet the requirements of §93.343 and any applicable NOTAMS.