

IFDC 4/1789 ZDC SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM CANCELS FDC 0/3929 TO PROVIDE SECURITY INSTRUCTIONS FOR AIRCRAFT OPERATIONS IN THE LEESBURG MANEUVERING AREA (LMA) OF THE WASHINGTON DC SPECIAL FLIGHT RULES AREA (SFRA) PURSUANT TO 14 CODE OF FEDERAL REGULATIONS (CFR) SECTIONS 93.335, 93.337, 93.339, AND 99.7, AND 49 UNITED STATES CODE (USC) SECTION 40103(B)(3). THIS NOTAM CLARIFIES AND SUPPLEMENTS THE OPERATING REQUIREMENTS FOR THE DC SFRA, INCLUDING THE DC FLIGHT RESTRICTED ZONE (FRZ), AND THOSE PRESCRIBED BY 14 CFR SECTION 93.339.

SECTION I. SPECIAL NOTES ON LMA:

A. THE OPERATING REQUIREMENTS PRESCRIBED BY THIS NOTAM ARE SPECIFIC TO THE LMA. COMPLIANCE WITH LMA REQUIREMENTS DOES NOT AUTHORIZE OPERATIONS IN THE DC SFRA OUTSIDE OF THE LMA, WHICH MUST BE IN COMPLIANCE WITH DC SFRA NOTAM AND 14 CFR SECTIONS 93.335, 93.337, 93.339, 93.341, 93.343, 93.345, AND 99.7.

B. THE LMA IS THE AREA DEFINED IN SECTION V OF THIS NOTAM.

C. THE LMA IS PART OF THE DC SFRA, WHICH THE FAA HAS ESTABLISHED AS 'NATIONAL DEFENSE AIRSPACE' PURSUANT TO 49 USC 40103(B)(3).

D. PERSONS OPERATING IN THE LMA WHO DO NOT ADHERE TO THE PROCEDURES PRESCRIBED BY 14 CFR SECTIONS 93.335, 93.337, 93.339, AND 99.7, AND THE FOLLOWING LMA-SPECIFIC SUPPLEMENTAL SPECIAL SECURITY INSTRUCTIONS MAY FACE RESPONSE AND ENFORCEMENT ACTIONS DESCRIBED BY THE DC SFRA AND DC FRZ NOTAMS.

SECTION II. OPERATING REQUIREMENTS (BASIC): ALL AIRCRAFT FLIGHT OPERATIONS ARE PROHIBITED WITHIN THE LMA, UNLESS IN COMPLIANCE WITH 14 CFR SECTIONS 93.335, 93.337, AND 93.339, AND THE FOLLOWING SUPPLEMENTAL SPECIAL SECURITY INSTRUCTIONS FOR THE LMA REQUIRED PURSUANT TO 14 CFR SECTION 99.7 AND 49 USC SECTION 40103(B)(3):

A. BASIC OPERATING REQUIREMENTS: AIRCRAFT ARE AUTHORIZED TO OPERATE IN THE LMA IF IN COMPLIANCE WITH ALL OF THE FOLLOWING CONDITIONS: 1. BE EQUIPPED WITH AT LEAST ONE OPERABLE TWO-WAY RADIO CAPABLE OF COMMUNICATING WITH POTOMAC TRACON (PCT) OR, WHEN OPERATIONAL, LEESBURG EXECUTIVE AIRPORT (JYO) TOWER ON APPROPRIATE RADIO FREQUENCIES. 2. BE EQUIPPED WITH AN OPERATING TRANSPONDER WITH AUTOMATIC ALTITUDE REPORTING CAPABILITY AS SPECIFIED UNDER 14 CFR SECTION 91.215. 3. MONITOR VHF GUARD 121.5 OR UHF GUARD 243.0, IF ABLE. 4. SQUAWK THE AIR TRAFFIC CONTROL (ATC) ASSIGNED TRANSPONDER CODE OR APPROPRIATE LMA BEACON CODE AT ALL TIMES. CODE 1200 IS NOT PERMITTED AT ANY TIME WITHIN THE LMA OR DC SFRA.

B. OPERATIONS BY UNMANNED AIRCRAFT SYSTEMS (UAS), INCLUDING MODEL AIRCRAFT (FOR HOBBYIST OR RECREATIONAL USE ONLY), CIVIL AND COMMERCIAL OPERATIONS, AND PUBLIC OPERATIONS, ARE ONLY AUTHORIZED IN THE LMA IF IN COMPLIANCE WITH THE SEPARATE UAS FAA NOTAM, WHICH PRESCRIBES UAS-SPECIFIC OPERATING REQUIREMENTS IN THE DC SFRA, INCLUDING THE DC FRZ. C. EXCEPT FOR FAA APPROVED DEPARTMENT OF DEFENSE (DOD), NATIONAL GUARD (NG), LAW ENFORCEMENT, AND WAIVERED MEDEVAC/AIR AMBULANCE OPERATIONS, ALL AIRCRAFT OPERATING UNDER VISUAL FLIGHT RULES (VFR) IN THE LMA ARE RESTRICTED TO AN INDICATED AIRSPEED OF 180 KNOTS OR LESS. IF UNABLE, THE PILOT MUST CONTACT POTOMAC TRACON (PCT) AND ADVISE THEM OF THE AIRCRAFT'S OPERATIONAL LIMITATIONS PRIOR TO OPERATING IN THE LMA OR THE REST OF THE DC SFRA.

SECTION III. OPERATING REQUIREMENTS (VFR AT JYO): AIRCRAFT OPERATING UNDER VFR AT JYO MUST COMPLY WITH ALL OF THE FOLLOWING CONDITIONS: A. AIRCRAFT DEPARTING FROM OR LANDING AT JYO MUST: 1. SQUAWK TRANSPONDER CODE 1226; 2. WHEN JYO TOWER IS OPEN, PRIOR TO TAXING, ESTABLISH AND MAINTAIN TWO-WAY RADIO COMMUNICATIONS WITH THE GROUND CONTROL. 3. WHEN JYO TOWER IS OPEN, PRIOR TO ENTERING THE LEESBURG MANEUVERING AREA, ESTABLISH AND MAINTAIN TWO-WAY RADIO COMMUNICATIONS WITH THE TOWER. 4. WHEN JYO TOWER IS CLOSED, PRIOR TO DEPARTING JYO ANNOUNCE THE AIRCRAFT CALL SIGN, TYPE, AND INTENDED DEPARTURE RUNWAY ON THE PUBLISHED CTAF. 5. AFTER DEPARTING JYO, EXIT THE LMA VIA THE MOST DIRECT

LATERAL ROUTE AND AVOID ENTERING THE REST OF THE DC SFRA. 6. WHEN JYO TOWER IS CLOSED, PRIOR TO ENTERING THE LMA PILOTS LANDING AT JYO MUST ANNOUNCE THE AIRCRAFT CALL SIGN, TYPE, AND INTENDED LANDING RUNWAY ON THE PUBLISHED CTAF. 7. PILOTS MUST ENTER THE LMA VIA THE MOST DIRECT ROUTE AND AVOID ENTERING REST OF THE DC SFRA. 8. PILOTS DEPARTING FROM OR LANDING AT JYO UNDER VFR OPERATIONS ARE NOT REQUIRED TO CONTACT PCT UNLESS OTHERWISE DIRECTED.

B. AIRCRAFT CONDUCTING TRAFFIC PATTERN OPERATIONS AT JYO MUST:

1. OBTAIN AND SQUAWK THE ASSIGNED TRANSPONDER CODE 1234 FROM JYO TOWER FOR PATTERN WORK OPERATIONS WHEN OPEN (OR OBTAIN A DISCREET CODE FROM PCT WHEN JYO TOWER IS CLOSED); 2. ESTABLISH AND MAINTAIN TWO-WAY RADIO COMMUNICATIONS WITH JYO TOWER, OR ON THE PUBLISHED CTAF FREQUENCY WHEN JYO TOWER IS CLOSED. 3. OBTAIN ATC AUTHORIZATION TO PERFORM PRACTICE APPROACHES FROM JYO TOWER OR PCT WHEN JYO TOWER IS CLOSED. AUTHORIZATIONS WILL BE GRANTED WORKLOAD PERMITTING.

SECTION IV. OPERATING REQUIREMENTS (RADIO OR TRANSPONDER FAILURE WHILE OPERATING IN THE LMA): AIRCRAFT OPERATING IN THE LMA, WHICH EXPERIENCE RADIO OR TRANSPONDER PROBLEMS, MUST COMPLY WITH ALL OF THE FOLLOWING CONDITIONS:

A. ANY PERSON OPERATING AN AIRBORNE AIRCRAFT UNDER VFR TO OR FROM, WITHIN, OR TRANSITING THE DC SFRA/FRZ, INCLUDING THE LMA, WHO BECOMES AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT TO MAINTAIN RADIO CONTACT WITH ATC, MUST IMMEDIATELY SQUAWK 7600 AND EXIT THE DC SFRA/FRZ BY THE MOST DIRECT LATERAL ROUTE EXCEPT WHEN THE DEPARTURE POINT IS WITHIN THE DC SFRA AND THE DEPARTURE POINT IS CLOSER THAN THE DC SFRA BOUNDARY, THE PILOT MAY RETURN TO THE DEPARTURE POINT BY THE MOST DIRECT ROUTE.

B. ANY PERSON OPERATING AN AIRCRAFT UNDER INSTRUMENT FLIGHT RULES (IFR) IN OR TRANSITING THE DC SFRA, INCLUDING THE LMA, WHO BECOMES AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT TO MAINTAIN RADIO CONTACT WITH ATC OR CTAF MUST CONTINUE THE FLIGHT IN COMPLIANCE WITH THE TWO-WAY RADIO COMMUNICATIONS FAILURE PROCEDURES FOUND IN THE FAA AERONAUTICAL INFORMATION MANUAL (AIM) AND/OR APPLICABLE CODE OF FEDERAL REGULATIONS (CFR). THESE PROCEDURES DO NOT AUTHORIZE PENETRATION OF RESTRICTED OR PROHIBITED AIRSPACE.

C. ANY PERSON OPERATING AN AIRCRAFT TO OR FROM, WITHIN, OR TRANSITING THE DC SFRA, INCLUDING THE LMA, WHO BECOMES AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT TO CONTINUOUSLY SQUAWK THE ATC ASSIGNED TRANSPONDER CODE MUST IMMEDIATELY ADVISE ATC AND COMPLY WITH ALL INSTRUCTIONS FROM ATC. IF UNABLE TO CONTACT ATC, PILOTS MUST EXIT THE DC SFRA/FRZ BY THE MOST DIRECT LATERAL ROUTE EXCEPT WHEN THE DEPARTURE POINT IS WITHIN THE DC SFRA AND THE DEPARTURE POINT IS CLOSER THAN THE DC BOUNDARY, THE PILOT MAY RETURN TO THE DEPARTURE POINT BY THE MOST DIRECT ROUTE.

D. THE PROCEDURES IN SECTION IV, SUBSECTIONS A, B, AND C DO NOT AUTHORIZE PENETRATION OF RESTRICTED AREAS OR PROHIBITED AREAS.

SECTION V. DEFINITIONS:

A. FOR PURPOSES OF THIS NOTAM, A DC SFRA FLIGHT PLAN IS DEFINED IN 14 CFR PART 93.335.

B. THE LMA IS THE AREA, WHICH IS SITUATED WITHIN THE DC SFRA AND AROUND THE LEESBURG EXECUTIVE AIRPORT (JYO), BOUNDED BY A LINE BEGINNING AT THE WASHINGTON /DCA/ VOR/DME 299 DEGREE RADIAL AT 30 NM 390139.1N/0773826.7W; THENCE CLOCKWISE ALONG THE DCA 30 NM ARC TO THE 391242N/0772930W OR THE ARMEL /AML/ VORTAC 004 DEGREE RADIAL AT 16.6 NM; THENCE SOUTH VIA A LINE DRAWN TO THE 390303N/0772837W OR THE ARMEL /AML/ VORTAC 004 DEGREE RADIAL AT 7NM; THENCE COUNTERCLOCKWISE ALONG THE AML 7 NM ARC TO THE AML 331 DEGREE RADIAL AT 7 NM 390139.3N/0773325.5W; THENCE WEST VIA A LINE DRAWN TO THE POINT OF BEGINNING.

SECTION VI. RESOURCES:

A. THE CODE OF FEDERAL REGULATIONS CAN BE FOUND AT WWW.ECFR.GOV.

B. ANY PILOT QUESTIONS REGARDING DC SFRA OR FRZ PROCEDURES SHOULD BE DIRECTED TO THE FAA SYSTEM OPERATIONS SECURITY REPRESENTATIVE AT THE NATIONAL CAPITAL REGION COORDINATION CENTER (NCRCC) AT 9-ATO-NCRCC@FAA.GOV OR (866) 598-9522.

C. INFORMATION ABOUT FAA/TSA AIRSPACE WAIVER APPLICATIONS AND TSA SECURITY AUTHORIZATIONS CAN BE FOUND AT WWW.TSA.GOV/FOR-INDUSTRY/GENERAL-AVIATION OR BY CONTACTING TSA AT (571) 227-2071.

D. INDIVIDUALS MAY SUBMIT A REQUEST FOR A FAA WAIVER AT WAIVERS.FAA.GOV. AFTER NORMAL BUSINESS HOURS, FOR EMERGENCY OR SHORT NOTICE REQUESTS, CONTACT TSA AT THE NCRCC AT (866) 598-9520.

E. THE TRANSPONDER REQUIREMENTS DESCRIBED IN THIS NOTAM ARE ESTABLISHED SOLELY FOR SECURITY TRACKING PURPOSES AND DO NOT IMPLY THE PROVISION OF ATC RADAR SERVICES, UNLESS ATC SERVICES ARE REQUESTED AND APPROVED.

F. THE COMMUNICATIONS REQUIREMENTS DESCRIBED IN THIS NOTAM ARE ESTABLISHED TO MAINTAIN THE ABILITY TO IMMEDIATELY COMMUNICATE SECURITY BASED INSTRUCTIONS, NOT NECESSARILY FOR ATC SERVICES, UNLESS ATC SERVICES ARE REQUESTED AND APPROVED.

G. SPECIAL AWARENESS TRAINING FOR THE WASHINGTON DC METROPOLITAN AREA IS MANDATORY FOR ALL PILOTS THAT FLY UNDER VFR WITHIN 60 NM OF THE DCA VOR/DME (14 CFR PARTS 61 AND 91, EFFECTIVE FEBRUARY 9, 2009). THIS TRAINING IS AVAILABLE IN THE AVIATION LEARNING CENTER AT WWW.FAASAFETY.GOV. IT IS STRONGLY RECOMMENDED THAT ALL PILOTS FLYING UNDER VISUAL FLIGHT RULES (VFR) WITHIN 100 NM OF THE DCA VOR/DME ALSO COMPLETE THIS TRAINING.