

November 15, 2011



NOTAM ADVISORY



Washington D.C. Metropolitan Leesburg Manuvering Area

November 30, 2011-FDC 1/ 5334



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Washington D.C. Metropolitan Leesburg Maneuvering Area

This Notice does not supersede restrictions pertaining to the use of airspace contained in FDC NOTAMs. Please check current NOTAMs to ensure you have the latest information.

Pursuant to 49 USC 40103(b), the FAA has established the DC SFRA area as 'National Defense Airspace'. Any person who does not comply with the requirements applicable to the DC SFRA may be intercepted, detained and interviewed by law enforcement and or security personnel. Any of the following additional actions may also be taken against a pilot who does not comply with the requirements, special instructions and procedures announced in this NOTAM:

- A) The FAA may take administrative action, including imposing civil penalties and the suspension or revocation of airmen certificates;
- B) The United States Government may pursue criminal charges, including charges under Title 49 of the United States Code, Section 46307;
- C) The United States Government may use deadly force against the airborne aircraft, if it is determined that the aircraft poses an imminent security threat.

This notice will replace NOTAM 0/4965 on **November 30, 2011, due to a change in flight plan requirements.**

It is strongly recommended that all pilots flying under Visual Flight Rules (VFR) within 100 NM of the DCA VOR/DME complete special awareness training for the Washington DC Metropolitan Area. This training 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 <http://www.faasafety.gov>.

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Section 1. Overview.

1. In the interest of national security the FAA has codified special flight rules and flight restrictions for certain aircraft operations in the Washington, DC Metropolitan Area. The rules went into effect on February 17th, 2009. Additional special instructions required for operating in the Washington, DC Metropolitan Special Flight Rules Area (DC SFRA), (Subpart V, 14 CFR 93.337), are now published in two NOTAMs, one for the DC SFRA and another for that part of the DC SFRA known as the Leesburg Maneuvering Area.
2. The purpose of this advisory is to summarize the changes to the NOTAM for the Leesburg Maneuvering Area.
3. The codified rules can be found in the Code of Federal Regulations (CFR). One resource for the CFR is the Government Printing Office website at <http://www.gpoaccess.gov/cfr/index.html>.

Section 2. Change to VFR DC SFRA operations at JYO. Flight plan no longer required for egress and ingress procedures.

- A. Egress procedures for Leesburg maneuvering area.
 - 1) Aircraft must squawk transponder code 1226
 - 2) Pilots departing JYO must announce the aircraft call sign, aircraft type and intended departure runway on the published CTAF prior to departure.
 - 3) Pilots must exit the LEESBURG MANEUVERING AREA via the most direct lateral route while avoiding the SFRA.
 - 4) Pilots need not communicate with Potomac TRACON (PCT) unless otherwise directed.
- B. Ingress procedures for Leesburg maneuvering area.
 - 1) Aircraft must squawk transponder code 1227 prior to entering the Leesburg maneuvering area to indicate the pilot's intent to land at JYO.
 - 2) Before entering the Leesburg maneuvering area, pilots must announce the aircraft call sign, aircraft type and runway of intended landing on the published CTAF.
 - 3) Pilots must enter the Leesburg maneuvering area via the most direct route.
 - 4) Pilots need not communicate with Potomac TRACON (PCT) unless otherwise directed.

Section 3. Unchanged procedures to VFR DC SFRA operations at JYO.

Operating requirements in the Leesburg maneuvering area:

- A. For flight operations, including ultra light vehicles and unmanned aircraft systems (UAS), each aircraft must:
 - 1) Be equipped with at least one operable two-way radio capable of communicating with Potomac TRACON (PCT) on appropriate ATC radio frequencies.
 - 2) Be equipped with an operating transponder with automatic altitude reporting capability as specified in 14 CFR section 91.215.
 - 3) Monitor VHF guard 121.5 or UHF guard 243.0, if able.

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- 4) Squawk the ATC assigned transponder code or appropriate Leesburg maneuvering area beacon code at all times. Code 1200 is not permitted at any time within the Leesburg maneuvering area or SFRA
- B. Except for FAA approved DoD, FAA approved law enforcement, and waived lifeguard/air ambulance operations flights, all aircraft operating under visual flight rules are restricted to an indicated airspeed of 180 knots or less. If unable, the pilot must contact Potomac TRACON on (PCT) and advise them of the aircraft's operational limitations prior to entering the Leesburg maneuvering area or DC SFRA.
- C. Traffic pattern operations at JYO. Pilots wishing to conduct traffic pattern operations at JYO must:
- 1) File a DC SFRA flight plan.
 - 2) Obtain and squawk the assigned transponder code from Potomac TRACON (PCT).
 - 3) Establish and maintain two-way radio communications with Potomac TRACON (PCT) before entering and while operating in the Leesburg maneuvering area /DC SFRA
 - 4) Obtain ATC authorization to perform practice approaches from Potomac TRACON (PCT); authorizations will be workload permitting.
- D. Radio or transponder failure:
- 1) Any pilot operating an aircraft under VFR within the DC SFRA who becomes aware of an inability to comply with the requirement to maintain radio contact with ATC must immediately change the transponder code to 7600 and exit the DC SFRA by the most direct route, or if the aircraft departure point is closer, return to the departure point by the most direct route. These procedures do not authorize penetration of any restricted or prohibited airspace.
 - 2) Any pilot operating an aircraft under IFR within the DC SFRA who becomes aware of an inability to comply with the requirement to maintain radio contact with ATC must continue the flight via the two-way radio communications failure procedures found in the FAA Aeronautical Information Manual (AIM). These procedures do not authorize penetration of any restricted or prohibited airspace.
 - 3) Any person operating an aircraft within the DC SFRA 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 follow the procedures listed in part IV paragraph 1 and 2 above. These procedures do not authorize penetration of restricted areas or prohibited areas.

Section 3. Resources.

- a. The Code of Federal Regulations can be found on the Government Printing Office website at <http://www.gpoaccess.gov/cfr/index.html>.
- b. Direct any pilot procedural questions on the Leesburg maneuvering area, DC SFRA or FRZ to FAA System Operations Security at 9-AWA-ATS-NCRCC@faa.gov.

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- c. For those waivers and sections that require notification to the TSA NCRCC call 866-598-9520.
- d. For those sections that require notification to the FAA NCRCC call 866-598-9522.
- e. The latest Potomac TRACON Letter to Airmen can be found at: <http://www.faa.gov/ats/potomac/>
- f. Information about waiver applications and TSA Security Authorizations can be found at [http://www.tsa.gov/what we do/tsnm/general aviation/airspace waivers.shtm](http://www.tsa.gov/what_we_do/tsnm/general_aviation/airspace_waivers.shtm) (case sensitive use lower case only) or by contacting TSA at (571) 227-2071. Individuals may submit a request for a FAA waiver at <https://waiver.c3.faa.gov>.
- g. After normal business hours, for emergency or short notice requests, contact TSA at 866-598-9520.
- h. For operations in the DC FRZ pilots with a waiver or confidential pilot identification code, must call Flight Service at 866-225-7410 to file a DC FRZ flight plan.
- i. Information on U.S. Diplomatic Clearance and Landing Authorization Procedures can be found at <http://useg.org/useg.html>.

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