Pilot Courses of Instruction
DC SFRA Cheat Sheet

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60nm from DCA ➔ “speed ring”
Surface to but not including FL180
► Completion of the SFRA online course on the FAAST website required.
► 230 knot speed limit.

NOTE:
► No flight plan required
► No ATC clearance required
► No ATC contact required
► Transponder requirements based on Class B distance (30 mile veil) or other Part 91 requirement
► Concerning the SFRA online course:
  ➔ Print certificate:
    ➔ Must “present it for inspection upon request”
    ➔ But no requirement to carry

30nm from DCA ➔ Special Flight Rules Area (SFRA) [pronounced “sifra”]
Surface to but not including FL180
► Establishes and maintain two-way radio communications with the appropriate ATC facility
► 180 knot speed limit
► Discrete squawk required:
  ➔ NEVER squawk the so-called “code of the terrorist” (1200) [don't quite get this]
  ➔ Arrivals keep assigned code to the ground
  ➔ Departures pick-up code via phone prior to takeoff
► Mode C required
► DC SFRA flight plan or IFR flight plan required (except for Leesburg):
  ➔ Can be filed via DUATS, fltplan.com, etc.
  ➔ Mark DC SFRA as IFR (forces ATC computer to issue discrete transponder code)
  ➔ Must also file separate VFR flight plan if standard flight plan is desired.

13 to 15nm from DCA ➔ Flight Restricted Zone (FRZ) [pronounced “freeze”]
All of the above for SFRA, plus
► Background check of all pilots (in-person in D.C.):
  ➔ PIN issued following the in-person background check
► DC FRZ or IFR flight plan required:
  ➔ Flight plan filed using pilot’s PIN (or waiver number)
  ➔ Flight plan filed using phone number at Leesburg FSS (file from ground only: 866-225-7410)

Class B/Class D operations: See following page.
References: See following page.
Class B/Class D Operations

Washington Tri-Area Class B
- All Class B regulations and procedures apply, including when in the SFRA and the FRZ.
  - e.g., Clearance to enter Class B, student pilot rules, special VFR rules
  - Obtaining a Class B clearance is required and is the responsibility of the pilot

Class D Airspace within the 60 Mile Ring
- Various areas entirely or partly contained within 60-mile ring.
- All Class D regulations and procedures apply
  - This includes when in the SFRA (three Class D)
    - Quantico MCAF/Turner
    - Davison AAF (part)
    - Manassas Regional/Davis
  - And in the FRZ (one Class D).
    - Davison AAF (part)
  - Obtaining a Class D clearance is required and is the responsibility of the pilot.

REFERENCES

60 Mile Ring:
- 14 CFR 91.161
- NOTAM 1/1155 (Speed limits within 60- and 30-mile rings) (http://tfr.faa.gov/save_pages/detail_1_1155.html)
- NOTAM 0/8326 (General 60-mile ring, DC SFRA, and DC FRZ operations) (http://tfr.faa.gov/save_pages/detail_0_8326.html)
- Note: Concerning specified training, 0/8326, Sect. I:
  - 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).

DC SFRA:
- 14 CFR 93, Subpart V
- NOTAM 1/1155 (Speed limits within 60- and 30-mile rings)
- NOTAM 0/8326 (General 60-mile ring, DC SFRA, and DC FRZ operations)
- NOTAM 1/6386 (Leesburg Maneuvering Area) (http://tfr.faa.gov/save_pages/detail_1_6386.html)

DC FRZ:
- 14 CFR 93, Subpart V
- NOTAM 0/8326 (General 60-mile ring, DC SFRA, and DC FRZ operations)
- NOTAM 1/1155 (Speed limits within 60- and 30-mile rings)

Potomac TRACON letters to airmen: http://www.faa.gov/about/office_org/headquarters_offices/ato/tracon/pct/