

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.
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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/