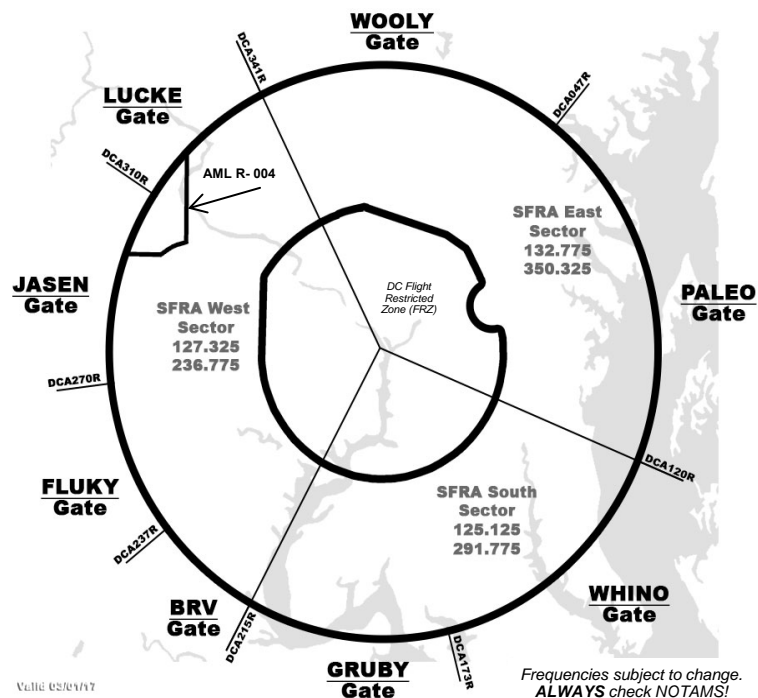




Washington DC SFRA Entry / Exit Gates



Frequencies subject to change.
ALWAYS check NOTAMS!

Entry/Exit Filing Gates for DC SFRA Flight Plans

Gate (Freq)	Defining Radials (DCA)		Visual Checkpoints	
	R-341	R-046	I-270	I-95
WOOLY (132.775)	R-341	R-046	I-270	I-95
PALEO (132.775)	R-047	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-340	VA Route 7	I-270



Washington DC SFRA Flight Plan Filing

International Flight Plan

3 MESSAGE TYPE <=> (FPL) 7 AIRCRAFT IDENTIFICATION N123456789 8 FLIGHT RULES I TYPE OF FLIGHT G

9 NUMBER 10 EQUIPMENT SDG /

13 DEPARTURE AERODROME ZZZZ TIME 1300

15 CRUISING SPEED N0120 LEVEL A025 ROUTE DCT

16 DESTINATION AERODROME ZZZZ TOTAL EET HR MIN 0020

18 OTHER INFORMATION DEP/FLUKY DEST/PALEO RMK/SFRA

Information specific to the SFRA Flight Plan is as follows and illustrated above. Make all other entries as for a normal VFR flight plan.

Block 8
Enter IFR so ATC computer generates a discrete transponder code.

Block 13
Enter SFRA gate most appropriate to point of entry (e.g., FLUKY).

Block 15
Enter appropriate VFR altitude and "DTC" for direct route.

Block 16
Enter SFRA gate most appropriate to point of exit (e.g., PALEO).

Block 18
If the form you use limits Block 13 and Block 16 to four characters, enter "ZZZZ" as shown in those spaces and use Block 18 to list specific SFRA entry and/or exit gates as shown:

DEP/FLUKY DEST/PALEO

RMK/SFRA is optional in Block 18.

Note: DC SFRA flight plans do not include search & rescue, ATC radar services, or ATC flight following. These services must be explicitly requested and will be provided on a workload permitting basis.

Washington DC SFRA Special Terms & Procedures

A DC SFRA flight plan is not required for VFR JYO egress/ingress on a 1226 transponder code .

The 1226 transponder code is to be used *only* for flights directly into, and directly out of, Leesburg Airport.

Use of the 1226 code is not authorized anywhere else in the DC SFRA. Flights within the DC SFRA and outside the JYO maneuvering area boundaries require a use of a discrete transponder code.

JYO pattern work and practice instrument approaches require a DC SFRA flight plan and discrete code.



Procedures for Traffic Pattern Work:

Towered Airport: Request pattern work from tower; squawk 1234, remain in two-way communication with tower. To close, see below if tower is closed.

Non-Towered Airport: File DC SFRA flight plan; obtain and squawk discrete transponder code, communicate pattern position via published CTAF, and have ability to monitor VHF guard on 121.5 or UHF guard on 243.0. To close, call ATC via telephone at 540-351-6129.

Potomac TRACON Telephone Numbers

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

ATC Terms Specific to the DC SFRA:

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.*

Transponder observed: Used in security airspace 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.

Remain on the 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. This term reminds pilots to remain on the assigned discrete transponder code until after landing. *NEVER squawk 1200 inside the DC SFRA.*

Emergency / Abnormal Situations

Transponder failure:

- Contact ATC and comply with all instructions.
- If unable to contact ATC, exit the DC SFRA by the most direct lateral route.

Communications failure:

- Squawk 7600 and exit SFRA via most direct route
- If closer to departure point than SFRA boundary, return to departure point.

Intercepts:

- Review interception procedures in the AIM. If intercepted:
- Follow all instructions; monitor 121.5; provide call sign/ position; squawk 7700.