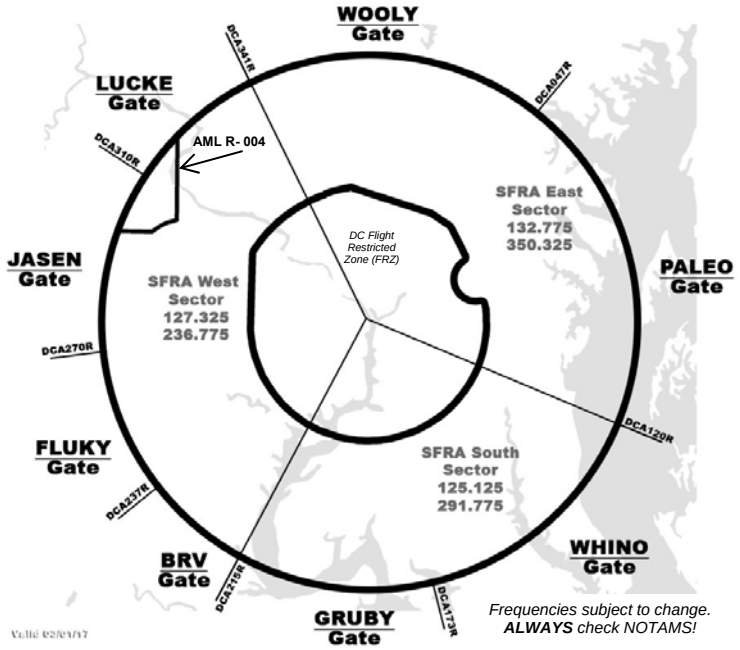

Area Name	Nearest major airport)	Telephone
Shenandoah	Dulles (IAD)	1-866-709-4993 1-540-349-4097
Mount Vernon	Reagan National (DCA) Andrews AFB (ADW)	1-866-599-3874 1-540-349-0493
Chesapeake	Baltimore (BWI)	1-866-429-5882 1-540-349-8478
James River	Richmond (RIC) Charlottesville (CHO)	1-866-640-4124 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 assigned beacon code / position have 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 in the DC SFRA*.

Washington DC SFRA
Leesburg (JYO) Procedures

Basic requirements for DC SFRA Operations / Leesburg

1. Two-way radio
2. Operating transponder w/ altitude reporting (Mode C)
3. Flight plan appropriate to intended operation:

   IFR: IFR flight plan
   VFR: DC SFRA flight plan for pattern
   or
   practice IFR approaches

4. Transponder code appropriate to intended operation:

   - Leesburg egress/ingress (1226) (*flight plan not required*)
   - Leesburg pattern work (*obtain discrete code*)
   - Leesburg practice approaches (*obtain discrete code*)

5. VFR speed restriction (≤ 180 KIAS in DC SFRA)
6. Communication:

   - Leesburg ingress/egress: make CTAF calls
   - Leesburg pattern work: CTAF calls & monitor guard if able
   - Leesburg practice approaches: make request to ATC

A DC SFRA flight plan is not required for JYO ingress or JYO egress. Squawk 1226 for both JYO ingress and JYO egress.

Activating DC SFRA Flight Plan for All Other JYO Operations

- Traffic pattern: activated with CTAF calls
- Practice approaches: activated when ATC issues discrete code

Closing DC SFRA Flight Plan for All Other JYO Operations

- Traffic pattern: close by calling ATC at 540-351-6129
- Practice approaches: closes automatically on completion/landing

*JYO traffic pattern operations, practice approaches, or transit must obtain a discrete transponder code. *Use 1226 ONLY for direct entry/exit at JYO.*

**Also see online DC SFRA course at www.faasafety.gov*

VFR Departure from JYO

Step 1: Preflight—Check NOTAMs for Current Info

- Pilots departing Leesburg VFR using the 1226 squawk are not required to file a DC SFRA flight plan.
- If desired, file a standard VFR flight plan (search-and-rescue).

Step 2: Pre-Takeoff — Squawk and Talk

- Set 1226 code for JYO departure & verify Mode C (ALT) is on.
- Announce make/model, call sign, & intended runway on CTAF.

Step 3: After Takeoff—Depart via Direct Route

- Depart DC SFRA via direct route through maneuvering area.
- Monitor Guard on 121.5 if able.
- Remain outside of Class B unless explicitly cleared to enter.

Step 4: Exiting—Change Squawk Outside SFRA

- Remain on CTAF and squawk 1226 until you are outside the DC SFRA.

VFR Arrival at JYO

Step 1: Preflight—Check NOTAMs for Current Info

- Pilots entering Leesburg VFR using the 1226 squawk are not required to file a DC SFRA flight plan.

Step 2: Before Entry - Squawk and Talk

- Set 1226 code for JYO entry & verify that Mode C (ALT) is on.
- Announce make/model, call sign, & intended runway on CTAF.
  "Leesburg traffic, (make/model/call sign), 10 miles west, will maneuver for Runway 17 traffic pattern at Leesburg."
- Monitor Guard on 121.5 if able.
- Remain outside Class B unless explicitly cleared to enter.

Step 3: After Entry—Enter via Direct Route

- Enter via most direct route; remain in JYO maneuvering area.
- Remain outside Class B unless explicitly cleared to enter.

Step 4: Arriving—Landing at JYO

- Remain on CTAF; squawk 1226 until you land and shut down.

Go-Arounds: Pilots should not hesitate to go around if safety does not permit a landing at JYO on the first attempt. If multiple go-arounds are required for safety reasons, contact Potomac on 127.325 to advise of the situation; then comply with ATC instructions.

Pattern Work at JYO

Step 1: Preflight—File a DC SFRA Flight Plan

- *ALWAYS* review NOTAMs for current TFR information.
- File DC SFRA flight plan

Step 2: Pre-Takeoff — Activate DC SFRA Flight Plan

- Contact Potomac to obtain discrete transponder code.
- Set assigned code & verify that Mode C (ALT) is on.
- Announce make/model, call sign, & intended runway on CTAF.

Step 3: After Takeoff— Remain in JYO Pattern

- Remain in JYO traffic pattern, and remain outside Class B.
- Make pattern position calls on CTAF & monitor 121.5 if able.

Step 4: Landing—Close DC SFRA Flight Plan

- Remain on assigned code until pattern work is completed.
- Call Potomac TRACON at 540-351-6129 to close the DC SFRA Flight Plan for pattern work at JYO.

Practice Instrument Approaches at JYO

Step 1: Preflight—File a DC SFRA Flight Plan

- *ALWAYS* review NOTAMs for current TFR information.
- File DC SFRA flight plan:

Step 2: Before Entry — Squawk and Talk

- Contact Potomac to obtain discrete transponder code.
- Set assigned code & verify that Mode C (ALT) is on.
- Comply with ATC instructions

Step 3: Upon Completion— Keep the Code

- Remain on assigned code until after landing and shut down.

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
- Or, if closer to departure point than SFRA boundary, return to departure point.