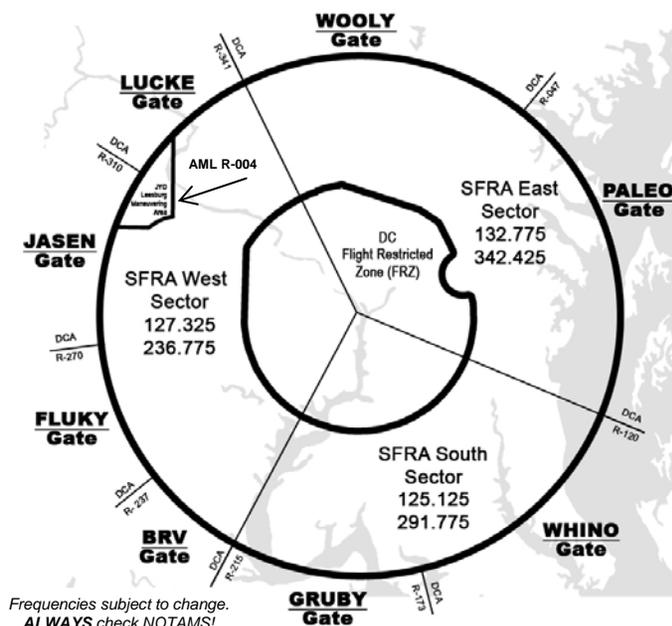




# Washington DC SFRA Leesburg (JYO) Procedures



## Basic requirements for DC SFRA Operations / Leesburg

- Two-way radio
- Operating transponder w/ altitude reporting (Mode C)
- Flight plan appropriate to intended operation:
  - IFR: IFR flight plan
  - VFR: DC SFRA flight plan for pattern or practice IFR approaches
- Transponder code appropriate to intended operation:
  - Leesburg ingress (1227) (*flight plan no longer required*)
  - Leesburg egress (1226) (*flight plan no longer required*)
  - Leesburg pattern work (*obtain discrete code*)
  - Leesburg practice approaches (*obtain discrete code*)
- VFR speed restriction ( $\leq 180$  KIAS in DC SFRA)
- Communication:
  - Leesburg ingress/egress: make CTAF calls
  - Leesburg pattern work: CTAF calls & monitor guard if able
  - Leesburg practice approaches: make request to ATC



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.*

### As of 30 November 2011:

**A DC SFRA flight plan is no longer required for JYO ingress (1227) or JYO egress (1226).**

### 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 1226/1227 ONLY for direct entry/exit at JYO.*

\*Also see online DC SFRA course at [www.faasafety.gov](http://www.faasafety.gov)

## VFR Egress from JYO

### Step 1: Preflight—Check NOTAMs for Current Info

- As of 30 November 2011, 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 egress & verify that 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 Ingress to JYO

### Step 1: Preflight—Check NOTAMs for Current Info

- As of 30 November 2011, pilots entering Leesburg VFR using the 1227 squawk are not required to file a DC SFRA flight plan.

### Step 2: Before Entry - Squawk and Talk

- Set 1227 code for JYO ingress & 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 1227 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:
  - List appropriate equipment code in Block 3.
  - Include “DC SFRA req ptnn” in Remarks section.

### 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:
  - List appropriate equipment code in Block 3.
  - Include “DC SFRA req PLA” in Remarks section.

### 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.