

FDC 4/9152 Leesburg Maneuvering Area
Effective June 15, 2014

FDC 4/9152 - DC..AIRSPACE WASHINGTON, DC..FLIGHT RESTRICTION
EFFECTIVE 1406150401 UTC UNTIL 1606150359.

THIS NOTICE REPLACES NOTAM 1/6386 DUE TO CLARIFICATION OF PROCEDURES.

PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AND IN 14 CFR SECTION 93.339 AS 'NATIONAL DEFENSE AIRSPACE'. PILOTS WHO DO NOT ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. ANY OF THE FOLLOWING ADDITIONAL ACTIONS MAY ALSO BE TAKEN AGAINST A PILOT WHO DOES NOT COMPLY WITH THE REQUIREMENTS OR ANY SPECIAL INSTRUCTIONS OR PROCEDURES ANNOUNCED IN THIS NOTAM:

- A) THE FAA MAY TAKE ADMINISTRATIVE ACTION, INCLUDING IMPOSING CIVIL PENALTIES AND THE SUSPENSION OR REVOCATION OF AIRMEN CERTIFICATES; OR
- B) THE UNITED STATES GOVERNMENT MAY PURSUE CRIMINAL CHARGES, INCLUDING CHARGES UNDER TITLE 49 OF THE UNITED STATES CODE, SECTION 46307; OR
- C) THE UNITED STATES GOVERNMENT MAY USE DEADLY FORCE AGAINST THE AIRBORNE AIRCRAFT, IF IT IS DETERMINED THAT THE AIRCRAFT POSES AN IMMINENT SECURITY THREAT.

PURSUANT TO 14 CFR SECTIONS 99.7, SPECIAL SECURITY INSTRUCTIONS AND 91.139, EMERGENCY AIR TRAFFIC RULES, FLIGHT OPERATIONS ARE PROHIBITED: WITHIN THE LEESBURG MANEUVERING AREA EXCEPT AS SPECIFIED BELOW, AND/OR UNLESS AUTHORIZED BY THE AIR TRAFFIC SECURITY COORDINATOR AT THE NATIONAL CAPITAL REGION COORDINATION CENTER (NCRCC).

PART I. OVERVIEW.

A. THE PROCEDURES AS DESCRIBED BELOW ARE SUPPLEMENTAL TO 14 CFR PART 93 AND THE CORRESPONDING SUPPLEMENTAL NOTAM ISSUED FOR OPERATIONS WITHIN THE WASHINGTON DC SPECIAL FLIGHT RULES AREA (DC SFRA). THEY DO NOT AUTHORIZE AIRCRAFT TO CONDUCT ANY OTHER FLIGHT OPERATIONS OUTSIDE OF THE LEESBURG MANEUVERING AREA (LMA). ALL AIRCRAFT OPERATING OUTSIDE OF THE LMA, WITHIN THE DC SFRA, MUST COMPLY WITH ALL THE PROCEDURES PRESCRIBED WITHIN 14 CFR PART 93 AND THE SUPPLEMENTAL NOTAM FOR THE DC SFRA.

B. THE LEESBURG MANEUVERING AREA IS THE AREA DEFINED AS WITHIN THE DC SFRA AND IS THE AIRSPACE AROUND THE LEESBURG EXECUTIVE AIRPORT (JYO) BOUNDED BY A LINE BEGINNING AT THE WASHINGTON /DCA/ VOR/DME 299 DEGREE RADIAL AT 30 NM 390139.1N/0773826.7W, THENCE CLOCKWISE ALONG THE DCA 30 NM ARC TO THE 391242N/0772930W OR THE ARMEL /AML/ VORTAC 004 DEGREE RADIAL AT 16.6 NM, THENCE SOUTH VIA A LINE DRAWN TO THE 390303N/0772837W OR THE ARMEL /AML/ VORTAC 004 DEGREE RADIAL AT 7NM, THENCE COUNTERCLOCKWISE ALONG THE AML 7 NM ARC TO THE AML 331 DEGREE RADIAL AT 7 NM 390139.3N/0773325.5W, THENCE WEST VIA A LINE DRAWN TO THE POINT OF BEGINNING.

PART II. OPERATING REQUIREMENTS IN THE LEESBURG MANEUVERING AREA:

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A. FLIGHT OPERATIONS, INCLUDING ULTRA LIGHT VEHICLES AND UNMANNED AIRCRAFT SYSTEMS (UAS), EACH AIRCRAFT MUST:

1. BE EQUIPPED WITH AT LEAST ONE OPERABLE TWO-WAY RADIO CAPABLE OF COMMUNICATING WITH POTOMAC TRACON (PCT) ON APPROPRIATE RADIO FREQUENCIES.
2. BE EQUIPPED WITH AN OPERATING TRANSPONDER WITH AUTOMATIC ALTITUDE REPORTING CAPABILITY AS SPECIFIED UNDER 14 CFR SECTION 91.215.
3. MONITOR VHF GUARD 121.5 OR UHF GUARD 243.0, IF ABLE.
4. SQUAWK THE ATC ASSIGNED TRANSPONDER CODE OR APPROPRIATE LMA BEACON CODE AT ALL TIMES. CODE 1200 IS NOT PERMITTED AT ANY TIME WITHIN THE LMA OR DC SFRA.

B. EXCEPT FOR FAA APPROVED DOD, FAA APPROVED LAW ENFORCEMENT, AND WAIVERED LIFE GUARD/AIR AMBULANCE OPERATIONS FLIGHTS, ALL AIRCRAFT OPERATING UNDER VISUAL FLIGHT RULES ARE RESTRICTED TO AN INDICATED AIRSPEED OF 180 KNOTS OR LESS. IF UNABLE, THE PILOT MUST CONTACT POTOMAC TRACON (PCT) AND ADVISE THEM OF THE AIRCRAFT'S OPERATIONAL LIMITATIONS PRIOR TO ENTERING THE LMA OR SFRA.

PART III. VFR DC SFRA OPERATIONS AT JYO.

A. EGRESS/ INGRESS PROCEDURES FOR JYO.

1. PILOTS MUST SQUAWK TRANSPONDER CODE 1226
2. DEPARTING AIRCRAFT, PILOTS MUST ANNOUNCE THE AIRCRAFT CALL SIGN, AIRCRAFT TYPE AND INTENDED DEPARTURE RUNWAY ON THE PUBLISHED CTAF PRIOR TO DEPARTURE. PILOTS MUST EXIT THE LEESBURG MANEUVERING AREA VIA THE MOST DIRECT LATERAL ROUTE AND AVOID THE SFRA.
3. ARRIVING AIRCRAFT, PRIOR TO ENTERING THE LMA, PILOTS MUST ANNOUNCE THE AIRCRAFT CALL SIGN, AIRCRAFT TYPE AND RUNWAY OF INTENDED LANDING ON THE PUBLISHED CTAF. PILOTS MUST ENTER THE LEESBURG MANEUVERING AREA VIA THE MOST DIRECT ROUTE AND AVOID THE DC SFRA.
4. PILOTS ARE NOT REQUIRED TO CONTACT POTOMAC TRACON (PCT) UNLESS OTHERWISE DIRECTED.

B. TRAFFIC PATTERN OPERATIONS AT JYO.

1. PILOTS WISHING TO CONDUCT TRAFFIC PATTERN OPERATIONS AT JYO MUST:
 - 1) FILE A DC SFRA FLIGHT PLAN.
 - 2) OBTAIN AND SQUAWK THE ASSIGNED TRANSPONDER CODE FROM POTOMAC TRACON (PCT).
 - 3) ESTABLISH AND MAINTAIN TWO-WAY RADIO COMMUNICATIONS ON THE PUBLISHED CTAF FREQUENCY.
 - 4) OBTAIN ATC AUTHORIZATION TO PERFORM PRACTICE APPROACHES FROM POTOMAC TRACON (PCT); AUTHORIZATIONS WILL BE WORKLOAD PERMITTING.

PART IV. RADIO OR TRANSPONDER FAILURE:

1. ANY PERSON OPERATING AN AIRCRAFT UNDER VFR WITHIN THE DC SFRA WHO BECOMES AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT TO MAINTAIN RADIO CONTACT WITH ATC SHALL

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IMMEDIATELY CHANGE THE TRANSPONDER CODE TO 7600 AND EXIT THE DC SFRA BY THE MOST DIRECT LATERAL ROUTE OR IF THE AIRCRAFT DEPARTURE POINT IS CLOSER, RETURN TO THE DEPARTURE POINT BY THE MOST DIRECT ROUTE. THESE PROCEDURES DO NOT AUTHORIZE PENETRATION OF RESTRICTED OR PROHIBITED AIRSPACE.

2. ANY PERSON OPERATING AN AIRCRAFT UNDER IFR WITHIN THE DC SFRA WHO BECOMES AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT TO MAINTAIN RADIO CONTACT WITH ATC SHALL CONTINUE THE FLIGHT VIA THE TWO-WAY RADIO COMMUNICATIONS FAILURE PROCEDURES FOUND IN THE FAA AERONAUTICAL INFORMATION MANUAL. THESE PROCEDURES DO NOT AUTHORIZE PENETRATION OF RESTRICTED OR PROHIBITED AIRSPACE.

3. ANY PERSON OPERATING AN AIRCRAFT WITHIN THE DC SFRA WHO BECOMES AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT TO CONTINUOUSLY SQUAWK THE ATC ASSIGNED TRANSPONDER CODE MUST IMMEDIATELY ADVISE ATC AND COMPLY WITH ALL INSTRUCTIONS FROM ATC. IF UNABLE TO CONTACT ATC, PILOTS SHALL FOLLOW THE PROCEDURES LISTED IN PART IV PARAGRAPH 1 AND 2 ABOVE. THESE PROCEDURES DO NOT AUTHORIZE PENETRATION OF RESTRICTED AREAS OR PROHIBITED AREAS.

PART V. DEFINITION: FOR PURPOSES OF THIS NOTAM, A DC SFRA FLIGHT PLAN IS DEFINED IN 14 CFR PART 93.335.

PART VI. INFORMATION:

1. DIRECT ANY QUESTIONS ON THE LEESBURG MANEUVERING AREA OR DC SFRA TO THE FAA REPRESENTATIVE AT THE NATIONAL CAPITAL REGION COORDINATION CENTER (NCRCC), TELEPHONE 866-598-9522.
2. INFORMATION ABOUT WAIVER APPLICATIONS AND TSA SECURITY AUTHORIZATIONS CAN BE FOUND AT [HTTP://WWW.TSA.GOV/STAKEHOLDERS/AIRSPACE-WAIVERS-0](http://www.tsa.gov/stakeholders/airspace-waivers-0). OR BY CONTACTING TSA AT (571) 227-2071. INDIVIDUALS MAY SUBMIT A REQUEST FOR A FAA WAIVER AT [HTTPS://WAIVERS.FAA.GOV](https://waivers.faa.gov).
3. THE TRANSPONDER REQUIREMENTS DESCRIBED IN THIS NOTICE ARE SOLELY FOR SECURITY TRACKING PURPOSES AND DO NOT IMPLY ATC RADAR SERVICES, UNLESS ATC SERVICES ARE REQUESTED AND APPROVED.
4. THE COMMUNICATIONS REQUIREMENTS DESCRIBED IN THIS NOTICE ARE FOR MAINTAINING THE ABILITY TO IMMEDIATELY COMMUNICATE SECURITY-BASED INSTRUCTIONS, NOT FOR ATC SERVICES, UNLESS ATC SERVICES ARE REQUESTED AND APPROVED.
5. SPECIAL AWARENESS TRAINING FOR THE WASHINGTON DC METROPOLITAN AREA 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). THIS TRAINING IS AVAILABLE IN THE AVIATION LEARNING CENTER AT [HTTP://WWW.FAASAFETY.GOV](http://www.faasafety.gov). IT IS STRONGLY RECOMMENDED THAT ALL PILOTS FLYING UNDER VISUAL FLIGHT RULES (VFR) WITHIN 100 NM OF THE DCA VOR/DME ALSO COMPLETE THIS TRAINING.

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