

JYO FLIGHT ADVISORY
September 22, 2016

FLIGHT ADVISORY
WASHINGTON D.C. SPECIAL
FLIGHT RULES AREA
LEESBURG MANUVERING
AREA

EFFECTIVE October 11, 2016

This Notice does not supersede restrictions pertaining to the use of airspace contained in FDC NOTAMs. Please check current NOTAMs to ensure you have the latest information.

The Federal Aviation Administration (FAA) will be issuing a NOTAM to replace FDC NOTAM 6/2085 due to procedural changes at Leesburg Airport while the new Air Traffic Control Tower undergoes operational testing starting on 11 October 2016.

The NOTAM will provide additional special instructions for Subpart V, 14 CFR Part 93 for the Washington, D.C. Special Flight Rules Area (DC SFRA).

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SECTION I: OVERVIEW

A. In the interest of national security the FAA has codified special flight rules and flight restrictions for certain aircraft operations in the Washington, DC Metropolitan Area. Additional special instructions required for operating in the Washington, DC Metropolitan Area Special Flight Rules Area (DC SFRA), (Subpart V, 14 CFR 93.337), are now published in two NOTAMs, one for the DC SFRA and another for that part of the DC SFRA known as the Leesburg (JYO) Maneuvering Area.

B. The purpose of this advisory is to summarize the new Leesburg Maneuvering Area NOTAM that will be issued on 11 October 2016 with additional special instructions for operating within the Leesburg Maneuvering Area while the Leesburg Airport New Remote Air Traffic Control Tower is open and undergoing operational testing.

SECTION II: OPERATING IN THE LEESBURG MAEUVERING AREA (LMA)

A. Basic operating requirements: Aircraft will be authorized to operate in the LMA if in compliance with all of the following conditions:

1. Be equipped with at least one operable two-way radio capable of communicating with Potomac TRACON (PCT) or, when operational, JYO tower 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 air traffic control (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. Operations by unmanned aircraft systems (UAS), including model aircraft (for hobbyist or recreational use only), civil and commercial operations, and public operations, are only authorized in the LMA if in compliance with the separate FAA NOTAM, FDC 6/0126 which prescribes UAS specific operating requirements in the DC SFRA, including the DC FRZ.

C. Except for FAA approved Department of Defense (DOD), National Guard (NG), law enforcement, and waived lifeguard/air ambulance operations, all aircraft operating under visual flight rules (VFR) in the LMA 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 operating in the LMA or the rest of the DC SFRA.

SECTION III: OPERATING REQUIREMENTS (VFR AT JYO) - AIRCRAFT OPERATING UNDER VFR AT JYO MUST COMPLY WITH ALL OF THE FOLLOWING CONDITIONS:

A. Aircraft departing from or landing at JYO must:

1. Must squawk transponder code 1226;
2. **When JYO tower is open, prior to taxiing, establish and maintain two-way radio communications with ground control;**
3. **When JYO tower is open, prior to entering the Leesburg Maneuvering Area, establish and maintain two-way radio communications with the Tower;**

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4. When JYO tower is closed, prior to departing JYO announce the aircraft call sign, type, and intended departure runway on the published CTAF;
5. After departing JYO, exit the LMA via the most direct lateral route and avoid entering the rest of the DC SFRA; and
6. When JYO tower is closed, prior to entering the LMA pilots landing at JYO must announce the aircraft call sign, type, and intended landing runway on the published CTAF.
7. Pilots must enter the LMA via the most direct route and avoid entering rest of the DC SFRA.
8. Pilots departing from or landing at JYO under VFR operations are not required to contact PCT unless otherwise directed.

B. Aircraft conducting traffic pattern operations at JYO must:

1. File a DC SFRA flight plan;
2. Obtain and squawk the assigned transponder code from JYO tower or PCT when JYO tower is closed;
3. Establish and maintain two-way radio communications with JYO tower, or on the published CTAF frequency when JYO tower is closed; and
4. Obtain ATC authorization to perform practice approaches from JYO tower or PCT when JYO tower is closed. Authorizations will be granted workload permitting.

SECTION IV: RADIO OR TRANSPONDER FAILURE WHILE OPERATING WITHIN THE LMA:

A. Any person operating an airborne aircraft under VFR to or from, within, or transiting the DC SFRA/FRZ, including the LMA, who becomes aware of an inability to comply with the requirement to maintain radio contact with ATC must immediately squawk 7600 and exit the DC SFRA/FRZ by the most direct lateral route excepting:

1. If the departure point is within the DC SFRA and the departure point is closer than the DC SFRA boundary, the pilot may return to the departure point by the most direct route.
2. If the departure point is within the DC FRZ and the aircraft is within 5 nm of the departure point, the pilot may return to the departure point by the most direct route. Otherwise, the pilot must exit the DC FRZ via the most direct route.

B. Any person operating an aircraft under instrument flight rules (IFR) in or transiting the DC SFRA, including the LMA, who becomes aware of an inability to comply with the requirement to maintain radio contact with ATC **or CTAF** must continue the flight in compliance with the two-way radio communications failure procedures found in the FAA Aeronautical Information Manual (AIM) and/or applicable Federal Aviation Regulations (FAR). These procedures do not authorize penetration of restricted or prohibited airspace.

C. Any person operating an aircraft to or from, within, or transiting the DC SFRA, including the LMA, 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 must exit the DC SFRA/FRZ by the most direct lateral route excepting:

1. If the departure point is within the DC SFRA and the departure point is closer than the DC SFRA boundary, the pilot may return to the departure point by the most direct route.

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2. If the departure point is within the DC FRZ and the aircraft is within 5 nm of the departure point, the pilot may return to the departure point by the most direct route. Otherwise, the pilot must exit the DC FRZ via the most direct route.

SECTION V: DEFINITIONS

The LMA is the area, which is situated within the DC SFRA and 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 7 NM; 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.