Washington, DC Airspace
FRZ/PIN Seminar

Welcome!!

This is a continuation of a process that began some 10+ years ago when a similar seminar was held at one of the AOPA open house events at FDK.

Before that, getting a PIN was difficult. You had to come to Washington, get fingerprints taken at DCA, and make an appointment with a FSDO at Dulles or Baltimore.

Then, you waited. Sometimes for months. And once you got your PIN, you could use it only at the airport at which you were based.

Now, thanks to a lot of work by AOPA, TSA and the affected airports, you can get it all done at one time, in once place, without coming to the DC area first.

Presenter: Stan Fetter

- Commercial/Multi/Instrument

- Flying in the Washington, DC area since 1981, Licensed since 1983

- Airport manager @ Hyde since 2002

- 14+ years operating traffic watch flights in the DC area

- First media waiver in DC area after 9/11

- Why it matters….

How Things Work Here Today:

- If you're just here to learn, that's fine. Relax.

- If you registered with NATA, get your fingerprints taken today, and turn in required documents, that's all you have to do.

- If you have had fingerprints done elsewhere prior to today and turn in required documents today, you don't have to do anything else.

- If you have not been fingerprinted AND do not have a slot reserved today, you can turn in required documents today and then get your fingerprints taken elsewhere at your convenience.

What We'll Cover

- Airspace Overview

- Requirements

- Getting A PIN

- FRZ Procedures

- Lessons Learned & Helpful Hints

Washington, DC Airspace Overview

PIN & FRZ Seminar - Stan Fetter - EAA Airventure - 7/28/18

Who can fly in the Washington FRZ?

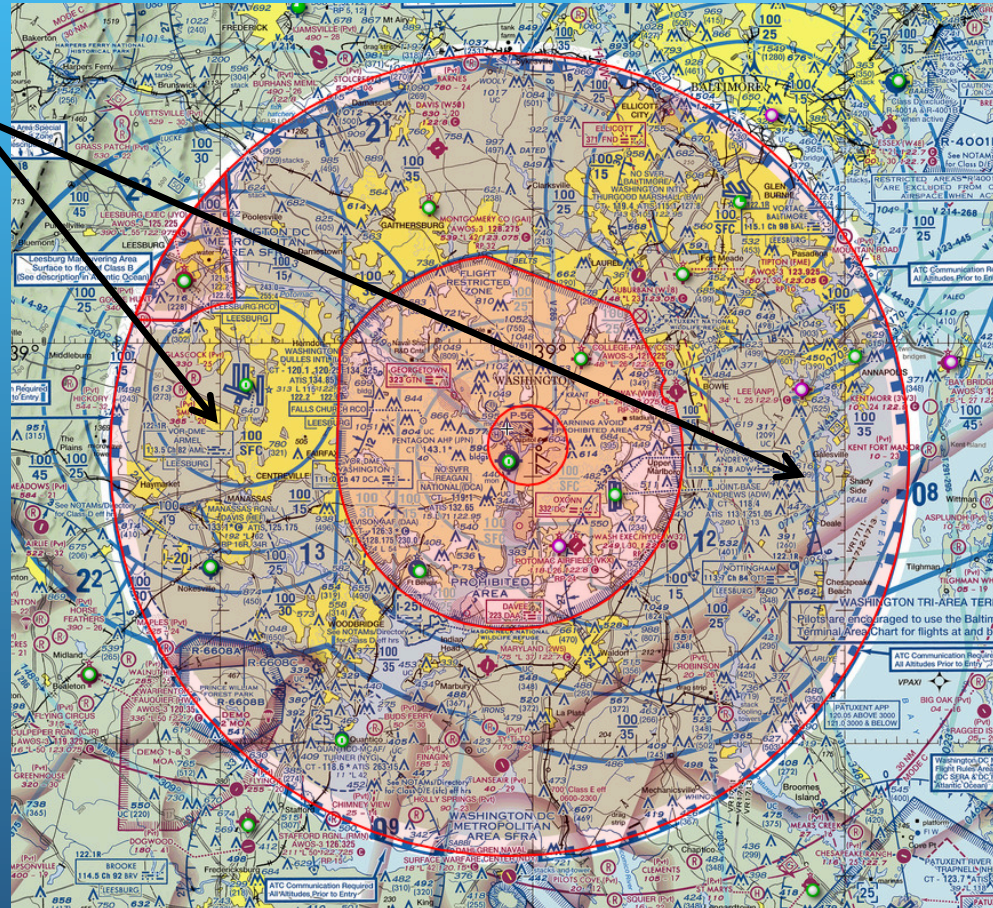(Which is NOT the same as who can LAND at a MD3 airport)

Washington, DC Airspace Overview

SFRA:

Special Flight Rules Area

30 Mile DME Radius from DCA, Roughly Follows Mode C Veil

Requirements:

- Online SFRA Training
- On Flight Plan
- Before Entering:
  - ✓ In Contact With ATC
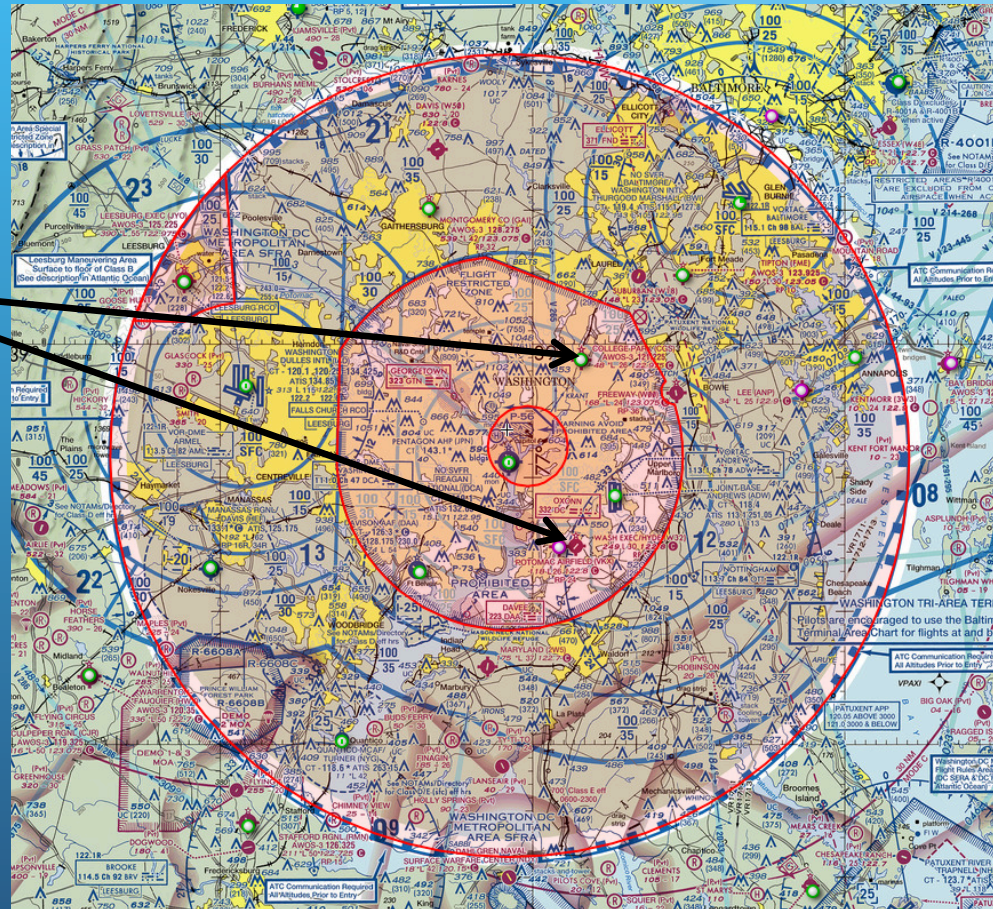 - ✓ Squawking Discrete Beacon Code

Washington, DC Airspace Overview

To Use MD-3 Airports
W32, CGS, VKX

All SFRA Requirements
PLUS one of following:

- PIC Must Hold PIN
- TSA Waiver (Medevac,Photo, etc.)
- DOD/Military/EMS/ Police
- OR otherwise directed by ATC

Other Authorized FRZ Operations (Not Using MD3 Airport)

- **Airline/121 to DCA**

- **DCA Access Standard Security Program (DASSP)**

- **Military (ADW, DAA, Pentagon Heliport, Etc)**

- **Law Enforcement & EMS**

- **TSA Waiver Holders**

- Otherwise directed/authorized by ATC

Misconceptions on FRZ Access

What DOES NOT get you into the FRZ airspace:

- Filing IFR

- Charter/Part 135

- Flight Planning Contractor Said It Was OK

Misconceptions on MD 3 Access:

What DOES NOT get you into a MD3 airport:

- DCA **Access Standard Security Program (DASSP)**

- **FRZ Airspace Waiver Without MD3 Airport Authorization**

- **Former or current military in civilian Tail #**

- **Airline/121/135 DCA Approval**

- **SFRA Training/Certificate**

(Plus the stuff on the previous slide)

Washington, DC Airspace Overview

- Or Delivering messages to Capitol Hill...

Getting A PIN

Getting A PIN

A PIN for the FRZ and MD3 Airports is issued upon successful completion a background check, submission of documents to the airport sponsor, and appropriate training.

The background check covers both criminal and FAA pilot history.

The criminal history check is conducted by NATA on the basis of fingerprints. Previous fingerprint checks for other purposes are not valid for this purpose.

The FAA records check is conducted in background through TSA once required documents are received and validated.

PIN & FRZ Seminar - Stan Fetter - EAA Airventure - 7/28/18

Getting A PIN

Minimum Qualifications:

- FAA Licensed Pilot or Student Pilot

- FAA Medical Certificate valid within the last 5 years or a Basic Medical Certificate, <u>Unless</u> Under Light Sport Rules

- Completion of SFRA Training

Getting A PIN

Specific Requirements & Process:

- Fingerprints

- Required Documents

- Full name on everything (be consistent across documents & forms)

- If questions/issues come up, the relevant agency will contact you.

- Hyde Representative Will Contact You with PIN

Getting A PIN

Process, Part A

Fingerprints

(Not doing it here)

Getting A PIN

Process, Part A - Fingerprints:

- Register with NATA at
  http://info.natacs.aero/maryland-three-program

- Follow NATA instructions to register and get fingerprints taken. IGNORE everything else on that site about how to get a PIN.

- Complete the "Fingerprint Control Form" on the NATA site and print it out. DO NOT SIGN OR DATE IT AT THIS TIME.

Getting A PIN

Part A Continued:

- Make an appointment to get fingerprints taken at a participating NATA site (list on their web site) or a local law enforcement agency. Find out if they need you to bring fingerprint cards, if so call NATA and they will be sent to you.

- Take the NATA "Fingerprint Control Form" with you when you go to get your fingerprints taken. This form MUST be signed IN THE PRESENCE OF THE FINGERPRINT COLLECTOR.

Getting A PIN

Part A, Continued 2:

Most locations that take fingerprints electronically and some that use cards will take your Fingerprint Control Form and submit everything.

For some locations that use cards, you'll have to submit them yourself.   Send the fingerprint cards *and the Fingerprint Control Form* to NATA at the address on the form. It is HIGHLY recommended that you use a service that provides tracking – USPS Priority Mail, Express Mail, Fedex, or UPS.

If you go to DCA for fingerprints, they MUST use cards.

Getting A PIN

Process, Part B

Required Documents

Hyde PIN Form

- Complete top half
- *Legible* email & phone
- Sign & date

Rev.8/3/16

PERSONAL IDENTIFICATION NUMBER (PIN) REQUEST FORM

HYDE FIELD

Applicant's Name:_____ DOB:_____

Airmen Certificate No. _____

Student: ☐   Pvt: ☐   Com: ☐   ATP: ☐

Home Tele #: _____ Work #: _____ Cell #: _____

Emergency Contact #_____ E-Mail Address: _____

Home Address: _____

City:_____ State: _____ Zip: _____

Aircraft Make/Model (state various, if applicable)_____

FAA Registration No. _____

Renter ☐   Rental Org.: _____

Hyde Field Security Interview

I have been briefed as to airspace, security, and airport procedures by Hyde Field airport security staff. I have been given the opportunity to ask questions and I have been apprised of my security responsibilities. I understand that I may be subject to questioning by FAA, TSA or USSS officials as part of airport inspections or surveillance activities. I further understand that failure to comply with the security procedures may result in suspension or revocation of my privileges to operate an aircraft to or from this airport or any of the MD3 airports

Applicant's Signature:_____ Date: _____

I have reviewed and photocopied the applicant's airman certificate and a government issued identification with photograph. I have included copies of these documents in the Airport Security Procedures Appendix. I have briefed the applicant as required and furnished a copy of the Hyde Field Security Procedures and the ADIZ/FRZ flight procedures.

Acting Airport Security Coordinator   **Print name:**_____

Signature_____   **Date:** _____

Once all steps are completed, fax BOTH forms to 301-297-7597 or email per instructions on site – see www.hydefield.com for more

Transportation Security Administration

MD-3 PIN Application-W32

INSTRUCTIONS: Complete all applicable fields. In Section 1, check the Maryland Three (MD-3) airport where you are based. If _you own_ an aircraft, **complete all** of Section 3. If _you do not own_ an aircraft, leave make/model and FAA Registration No. fields blank in Section 3. Take this form with you to the FAA Flight Standards District Office (FSDO) for an official to sign and to also to the fingerprinting site. Submit completed application via email to pinprocessing.@hydefield.com or fax to (301)-297-7897.

Section 1: MD-3 Airports Access			
Check One: ☐ College Park	☐ Hyde Field	☐ Potomac Air Field	☐ Transient

Section 2: Applicant Information			
Name:	**Date of Birth:**	**SSN Last 4 digits:**	
Home Address:	**City:**	**State:**	**Zip:**

Section 3: Airman/Aircraft Information

Airman Certificate No.:	☐ ATP ☐ Commercial ☐ Private ☐ Student
Aircraft Make/Model _(e.g., enter "C-172" if a Cessna 172)_:	**FAA Registration No.:**

Section 3: Approvals

FAA FSDO OFFICIAL (NO LONGER REQUIRED)

I have inspected the applicant's airman certificate, flight medical certificate, and all other appropriate information.

Print Name   Signature   Date   Phone Number

FAA Inspector No. on 110A:

DCA SECURITY COORDINATOR (Complete only if fingerprints taken at DCA)

The applicant has been fingerprinted and completed the appropriate paperwork for a background check. Reference code SON = 644F / SOI = TD30.

Print Name   Signature   Date   Phone Number

I will complete the TSA-approved security training module under the supervision of the airport security coordinator. I will comply with the procedures outlined in the security training. I have been provided an opportunity to ask questions of the airport manager or been directed by the airport manager to appropriate Federal Aviation Administration (FAA), Transportation Security Administration (TSA), or United States Secret Service (USSS) officials to resolve any questions. I have been apprised of my security responsibilities as outlined in the airport security procedures, and am aware of my reporting and security responsibilities.

I have completed the items required above and understand that I may be subject to questioning by FAA, TSA, or USSS officials as part of airport inspections or surveillance activities. I further understand that failure to comply with the airport security procedures may result in suspension of my privileges to operate an aircraft to or from the airport(s) indicated above.

Applicant Signature Required:	**Date:**
Applicant Phone:	**Applicant email:**

AIRPORT SECURITY COORDINATOR or ALTERNATE

I have reviewed and photocopied the applicant's airman certificate and a government-issued identification with photograph. I have included a copy of these documents in the Airport Security Plan. The applicant viewed the Airport/Pilot Security Briefing tape developed by the EAA, TSA, and the USSS regarding pilot and airport security procedures at the airport indicated above.

Print Name   Signature   Date   Phone Number

PRIVACY ACT STATEMENT: Authority: 49 U.S.C. § 114 authorizes collection of this information. **Principal Purpose(s):** TSA will use the information to process your application to fly to, from, or through the airspace of the College Park, Hyde Field, and Potomac airports located in Maryland. **Routine Use(s):** TSA may share this information with FAA when relevant to the issuance of security clearance, license or other credential. For further information please consult DHS/TSA 002 Transportation Security Threat Assessment System. **Disclosure:** Voluntary; Failure to provide the requested information may result in a denial of your request to take off, land, or fly through the airspace of the Maryland 3 airports.

PAPERWORK REDUCTION ACT BURDEN STATEMENT: This is a mandatory collection of information if you wish to fly to, from, or through the airspace of the College Park, Hyde Field, and Potomac airports located in Maryland. The total average burden per response associated with this collection is estimated to be approximately 20 minutes. Send comments regarding this burden estimate or any other aspect of this collection to: TSA-11, Attention: PRA 1652-0029, 601 South 12th Street, Arlington, VA 22202. An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number. The control number assigned to this collection is OMB 1652-0029, which expires 3/31/2012.

TSA Form 418, 10/09 [**File:** 2000.2]   OMB Control No. 1652-0029; Expiration Date: 3/31/2012.

TSA Form 418

Check "Hyde Field" & "Transient" boxes in Section 1.

Complete Sections 2, (Applicant Information), & 3, (Airman/Aircraft Information).

Ignore this!

ONLY for fingerprinting at DCA

Sign & date here!

Don't forget contact information!

Getting A PIN

In addition, copies of the following are required:

- Copy of FAA License or Student Pilot Certificate*

- Copy of FAA Medical or Basic Medical**

- Copy of Government-Issued Photo ID

- Copy of SFRA Training Completion Certificate

*Student pilot certificate must have been issued within the last 5 years

**FAA medical must have been issued within the last 5 years. Not required for Sport Pilot Applicants.

Getting A PIN

Submit required documents:

- Hand in here today

- Scan and send PDF (best) or JPEG/PNG files to pinprocessing@hydefield.com (NO Google Drive!!!!)

- Mail to:

  Airport Security Coordinator

  Hyde Field Airport

  10275A Piscataway Road

  Clinton, MD 20735-4426

- Fax: 301-297-7897 (Recommended for forms only)

What's Next?

- ✓ If you've completed fingerprinting here or elsewhere and turned all required documentation in today, your application will be processed and we will notify you when your PIN is ready.

- ✓ If you still have to get fingerprinted, you can turn in documents today. Your application will be processed when your fingerprints are taken and cleared, and you'll be notified when your PIN is ready.

Flying The FRZ

Day-to-day Operating Procedures – Filing, Flying, & Finishing

Using Your PIN

- A PIN is valid for any MD 3 airport

- A PIN does NOT get you into DCA, ADW, DAA

- A PIN, once issued, does not expire

- A PIN can be revoked or suspended

- A PIN is issued to a pilot, not an aircraft

- A PIN to be used ONLY by the pilot to whom issued

- Do not loan or disclose PIN or file for others

- Contact issuing airport to recover a lost/forgotten PIN

- Notify the issuing airport of any change of address.

Using Your PIN

Unattended aircraft that are not hangared must be secured with a secondary locking device:

- Throttle Lock

- Prop Lock

- Tiedown Lock

Filing In General

- A FRZ flight plan is required for any GA flight that originates, terminates, or operates within the FRZ.

- Flight plans can be emailed in advance to 9-ZDC-ARTCC-FDU@FAA.GOV

- FRZ flight plans MUST be filed on the phone with the FAA Flight Data Desk at the Leesburg ARTCC @ 703-771-3476. (Filing ONLY, no briefing.)

- This is the ONLY time anyone should ask for your PIN.

- NO ONLINE FILING – NONE – NOPE – NADA

- Tell the specialist you are familiar with the SFRA and FRZ procedures

- Valid Times: ½ hour before to 2 hours after.

- FRZ flight plans accepted at least 1 week prior to flight.

- For briefing (weather, NOTAM, etc) contact AFSS

Filing VFR

- For No Flight Following - File from airport to VFR gate if departing, or from the gate to the airport for arrivals. Routing information NOT required.

- Local Flights to Practice Area, etc., - file to a radial/distance with a hold (i.e., DCA180 @ 20, 30 minute hold) & back.

- FRZ Entry/Exit Each = 1 Flight Plan

- Practice/TOL in SFRA, 1 flight plan each way.

- For Flight Following/SAR, a SEPARATE, ADDITIONAL flight plan must be filed through AFSS. Depending on your provider, online filing MAY be possible.

Filing IFR

- No differences from a normal IFR flight plan EXCEPT that you <u>must file via phone</u> to FAA Flight Data. Flight plans may be emailed in advance to save time on the phone.

- IFR Flight Plan will generate necessary SFRA & FRZ permissions.

Departure Procedures

- Obtain release/clearance *via phone* from Potomac: (no RCO)

  From W32 or VKX: Mount Vernon Sector, 866-599-3874

  From CGS: Chesapeake Sector, 866-429-5882

  Receive beacon code & departure frequency

- For IFR flights, departing VFR & activating IFR in air will save time. (It is still necessary to call Potomac by phone for beacon code & frequency)

- Ensure that transponder is set to the CORRECT beacon code before takeoff, activated, & squawking altitude.

Departure Procedures Continued

- Be aware of surrounding airspace – remain below the floor of, and clear of Class B unless otherwise instructed by ATC.

- Hyde & Potomac – Depart to south or southwest.

- College Park – Depart to east or northeast

- Make usual radio calls on CTAF (You DO have 2 radios, right?)

- Once airborne, contact Potomac on assigned departure frequency.

- IFR flights follow clearance as usual.

- VFR – DO NOT switch to 1200 until you're ABSOLUTLY, POSITIVELY out of the SFRA.

Arrival Procedures - IFR

- IFR – Process is transparent, follow ATC direction. IFR flight plan will generate needed SFRA & FRZ permissions.

- Call field in sight & cancel IFR if able but continue to monitor ATC on 2nd radio.

- Remain on the assigned beacon code until shutdown.

- Make radio calls in pattern but continue to monitor ATC in case of conflicts, changes, etc.

- For missed approaches in IFR conditions, follow missed procedure.

Arrival Procedures - VFR

- Contact Potomac on appropriate SFRA frequency before entering the SFRA. Give position & request.

- Wait for permission (NOT clearance) before proceeding. Expect "transponder observed, proceed as requested" rather than "radar contact" or "cleared into the SFRA"

- Proceed from entry point to FRZ then most direct route.

- Call "field in sight" when able, but continue to monitor ATC on 2nd radio.

- Remain on assigned beacon code until shutdown.

Missed Approaches & Go-Arounds

- If remaining within immediate vicinity of the airport traffic pattern, ATC notification is NOT required.

- Notify ATC if you *leave* the immediate vicinity of the airport, divert, etc. (More on this later)

- Going missed in IFR conditions, follow IFR procedure & notify ATC.

VFR FRZ Routing Via SFRA Gate
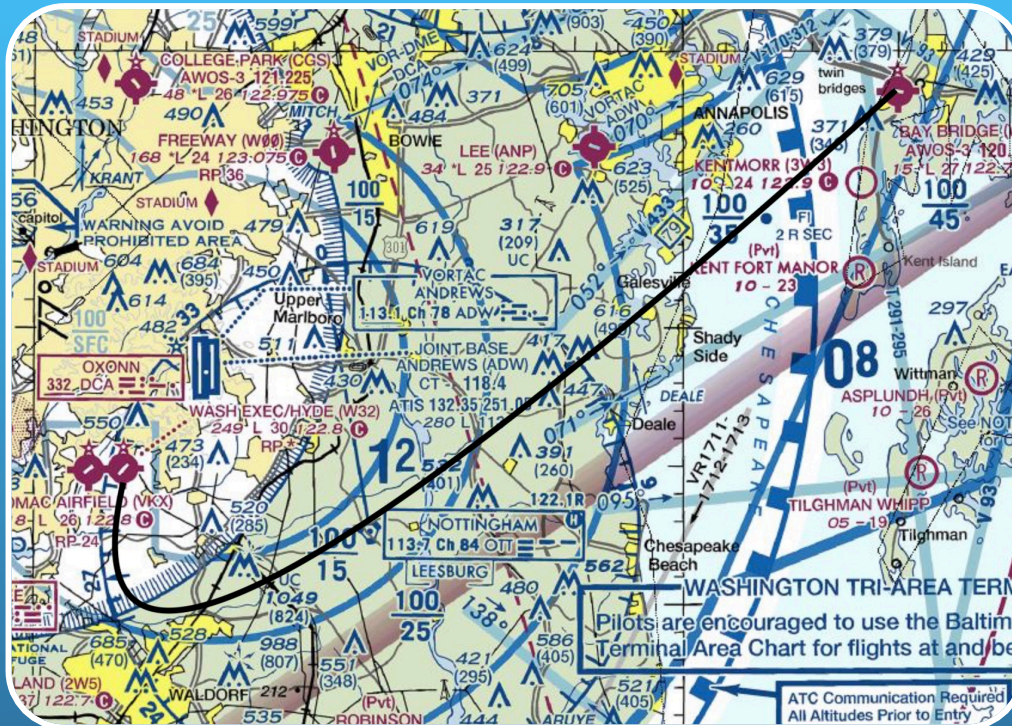
Depart FRZ via the most direct route, THEN proceed to filed gate.

Arriving, proceed from gate to point in FRZ nearest destination, then to destination.

Remain clear of Class B unless otherwise instructed.

VFR Between FRZ Airport & SFRA Airport

Remain below the floor of, and clear of Class B unless a Class B clearance has been received.
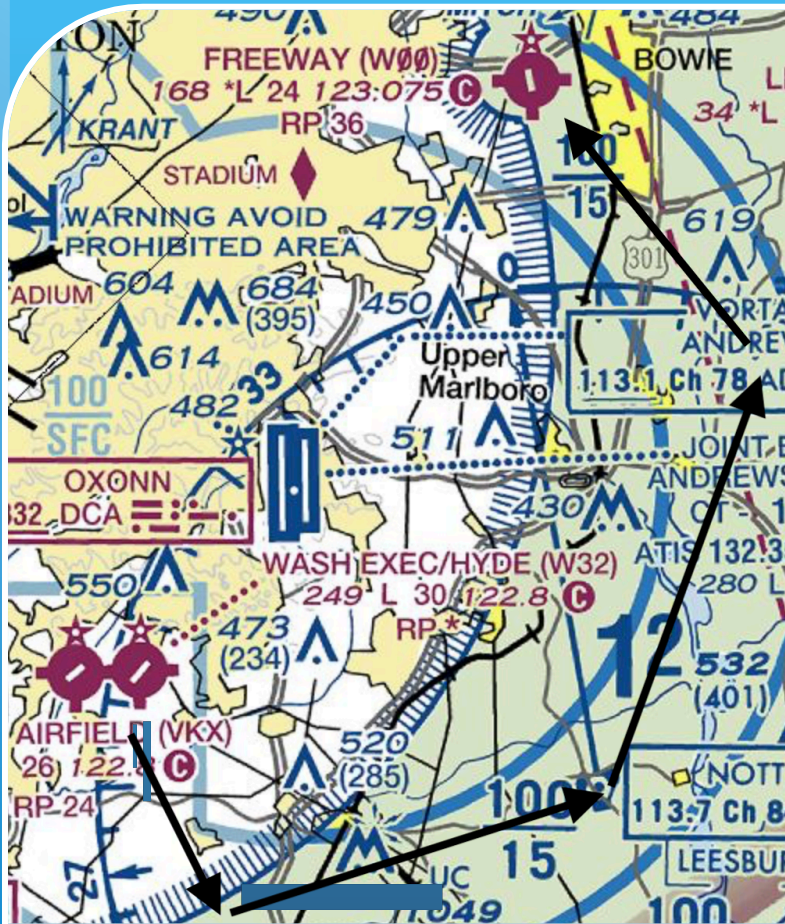
VFR, FRZ to West & Southwest

Again – most direct route out of the FRZ, then proceed on course.

Going towards HEF or points west, either avoid DAA or get Class D clearance.

Miscellaneous FRZ Considerations

- Follow ATC directions!!

- Pattern work/TOL practice is not allowed

- Practice approaches not allowed

- "Loitering" not allowed; arrive or depart via shortest route (there is some leeway here, but don't push it).

- Sightseeing not allowed

- Photo missions in FRZ = "loitering" and require TSA waiver

- Make a mistake? Don't make things worse!

Radio Etiquitte

Washington, DC airspace is busy.

Controllers will appreciate concise, brief communication.
Tell them what they need to know and leave the rest out.

Pay attention to the radio & don't make them call you
multiple times.

Your controller may be working multiple frequencies.
Listen to what he's saying and you can probably figure
that out. Try not to step on others trying to respond.

Firearms

- Generally, transporting a firearm across state lines in an aircraft is treated the same as in an automobile.

- Once you arrive, the rules of that jurisdiction apply.

- Check with destination airport in advance about their policies.

Lessons Learned

Hindsight...or the keys to uneventful flight in the FRZ, depending on your point of view.

Don't Cut Yourself Off

Monitor ATC whenever possible, even after you've called the field in sight and been told "switch to Unicom approved." (You DO have at least 2 radios, don't you??)

- ATC can advise you of potential conflicts

- ATC can contact you if something comes up

- You can easily contact ATC if your plans change

Don't Do Anything Unexpected

Example…you're coming into a FRZ airport at night and hear another aircraft in the pattern. You can't see the other aircraft.

Reversing course and leaving the pattern to give the other aircraft room and/or time for you each to find the other might sense, but…..

LET ATC KNOW OF CHANGES IN PLANS!!!!

ADVISE ATC
OF ANY
CHANGES IN PLANS!!!!

Stay Within Radar Coverage

Dropping below radar coverage may cause the ATC system to terminate your flight plan & drop your data block. Contact ATC if in doubt.

In Case of Difficulty….

For problems filing:

- If the specialist cannot validate your PIN, ask to speak to a supervisor. If the supervisor cannot resolve the situation contact the airport that issued the PIN or the TSA MD3 Program Director.

- If the specialist does not ask for your PIN, does not ask if you're familiar with the FRZ & SFRA or seems unfamiliar with the process in any other way, make sure you called the correct location. (No 800-WX-BRIEF)

In Case of Difficulty….

For clearance problems in the air – If Potomac says they don't have your flight plan, or no authorization for the FRZ:

- Tell the controller approximately when you filed your flight plan, and ask the controller to have his supervisor call the Ashburn AFSS.   (Not another AFSS)

- If they are too busy, remain clear of the SFRA and call FSS on the radio. Describe the problem, tell them approximately when you filed, and ask them to call Potomac.

- If neither of those work, land and call the FAA Flight Data Desk by phone to refile. (DO NOT CALL ON PHONE FROM AIR)
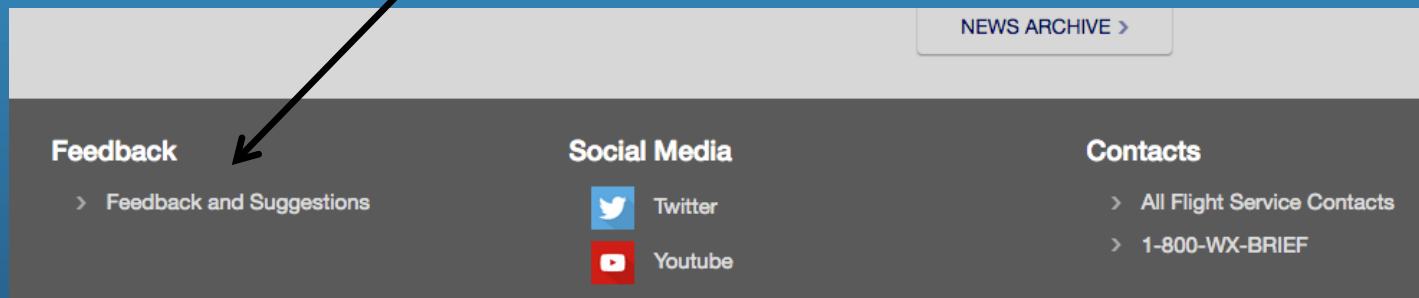
In Case of Difficulty….

For Clearance Problems on the ground:

If Clearance Delivery doesn't have your Flight Plan, hang up and call the FAA Flight Data Desk back. Tell them Potomac doesn't have your flight plan and ask them to send it through again. Wait a few minutes and then call Clearance Delivery again.

In Case of Difficulty….

PLEASE REPORT ANY PROBLEMS WITH FILING OR ATC!

Go to AFSS.com, go to the bottom of the page, and click Pilot Feedback

NEWS ARCHIVE >

Feedback
> Feedback and Suggestions

Social Media
Twitter
Youtube

Contacts
> All Flight Service Contacts
> 1-800-WX-BRIEF

In Case of Difficulty….

The next page brings up links to a complaint form:

Thank you for your interest in providing feedback. We appreciate all responses. They are important to us in our commitment to assure quality service.

Whether you prefer to make a one-time entry or establish an account for recurring submissions, we encourage you to provide a date, tail number and most important, some means of contacting you by phone or email.

If you have a feedback account, click here to log in. If you have not yet created an account, you may click here to do so.

Our ability to resolve an issue is enhanced by the extent we can determine the "who, what, when and where" of any situation. We promise you a personal call back to let you know what we've found and what we've done in response to your complaints or suggestions.

To provide unregistered or anonymous feedback, simply enter the characters shown in the image below and click Submit.

Currently, the pilot feedback form ONLY works with Firefox and Internet Explorer. If you are using Internet Explorer, you may need to add "afss.com" to the Compatibility View settings in the Tools Menu in order for the form to load. Our engineering team is working diligently to provide you a form that is available in all commonly used web browsers including Firefox, Internet Explorer, Safari, and Chrome.

T H 6 3 N Y
   5   U

[Submit]
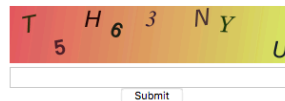
This system is the property of Leidos and its subsidiaries and affiliates, and is intended for the use of authorized users only. Employees and users of these computing and information resources should have no expectation of privacy with regard to use of these resources. All activities of individuals using this computing system with or without authority, or in excess of their authority, may be monitored and recorded by system personnel or by third parties. Information regarding such monitoring may be provided to law enforcement officials or other third parties for any reason, and/or used for further legal action by this Corporation. Unauthorized use of this system is prohibited and may result in revocation of access, disciplinary action and/or legal action. The Corporation reserves the right to monitor and review user activity, files and electronic messages.

Provide as much detail as possible – times, frequencies, facility name, tail #. The resulting report is circulated on several levels will be used to investigate and address the issue. It WILL NOT come back on you, and you WILL receive a call back about findings and resolution.

Warning Systems

If you inadvertently get into airspace you shouldn't, the main goal of the system is to let you know, get you out of there, and get you on your way.

The methods include:

- Radio contact via ATC or 121.5

- Intercept by DHS Helicopter w/Message Board

- Laser Warning System – Bright Flashing Red & Green Dot
  https://www.faa.gov/news/news_home/visual_warning/

(Your toolbox – File NASA Report!)

Hyde Field - Specific Information

Hyde Field Specific Information

- DigiWx on Field, available on Foreflight & XM (Beware of automated "advisory" next door @ VKX- sensor is down in a valley & conditions may vary widely from those at Hyde.)

- Office Hours 9-3 Mon-Fri, 9-5 Weekends, other times by arrangement.

- 100LL is automated, 24/7 self-serve. Jet A available both SS & truck serve.

- Field is gated & locked after hours, access by tenants & authorized cardholders only.

- Uber works REAL well; there is also Enterprise & local cab service available.
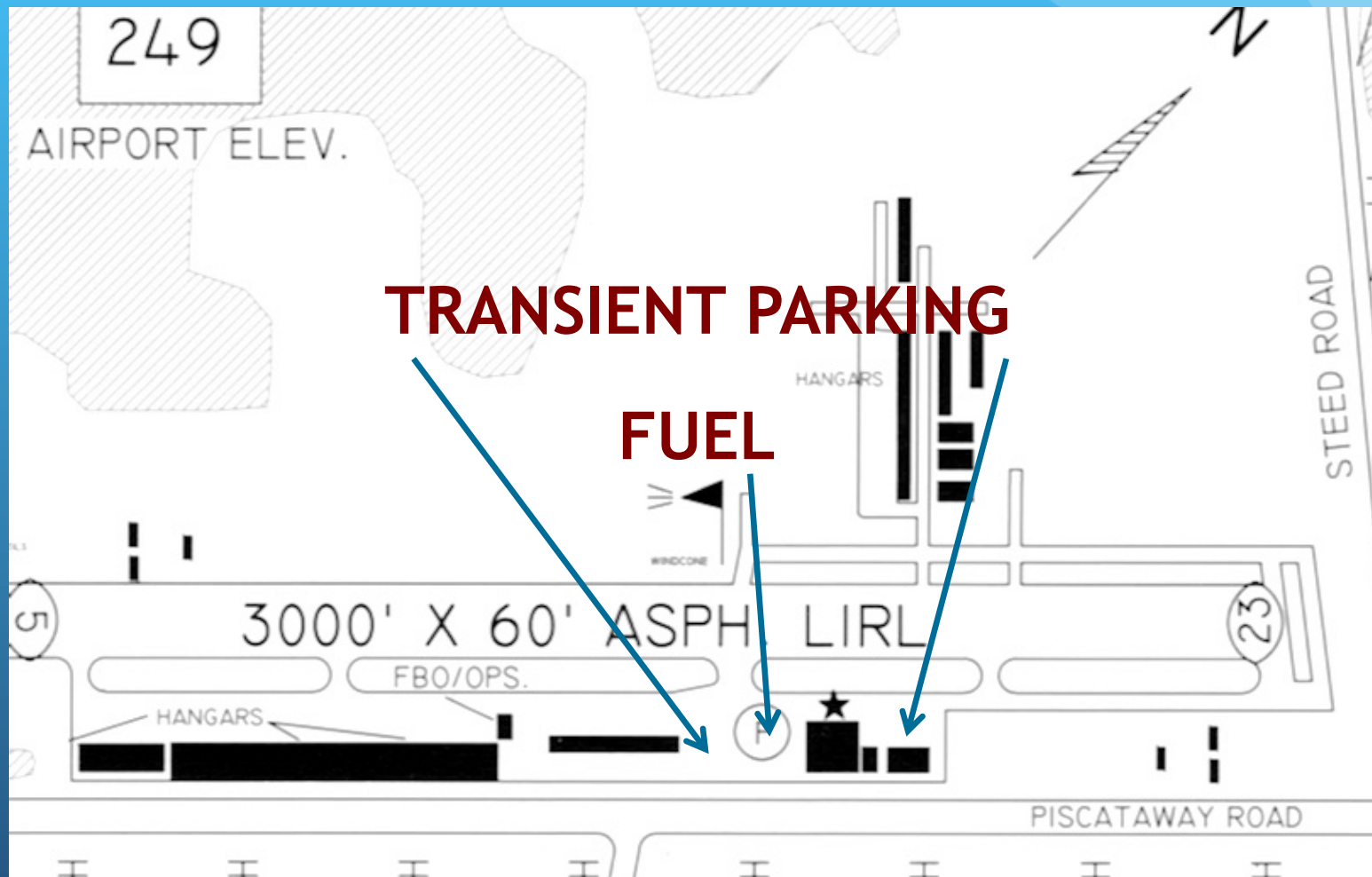
Hyde Field Specific Information

Access:

- Field is gated and fenced, no public access outside of office hours.

- Check w/office in advance

- DO NOT Climb Fence

Hyde Field Specific Information

Things You Can Do With A PIN

College Park Airport

College Park Aviation Museum & easy access to Metro

Hyde Field

- Minutes from Capital Hill, Alexandria, Arlington, Etc.
- National Harbor & MGM Casino 10 minutes away
- Miller's Farm Market (across the street)
  - Homemade ice cream, donuts, cakes & pies
  - Lunch counter w/dogs, burgers & Bar-B-Q
  - Fresh produce

Summary

Washington Executive Airport/Hyde Field | 1
FRZ Operations Guide

PIN Specifics
Your PIN is valid for use at all the MD3 airports, and has no expiration date.
A PIN is for use ONLY by the person to whom it is issued and is not aircraft-specific.
Do not file for another person nor allow anyone else to use your PIN.
Report a compromised PIN to the issuing airport.

Filing
Flight plans may be filed up to 7 days in advance. All flight plans for flights originating or terminating in the FRZ <u>must</u> be filed with the Ashburn AFSS via 866-225-7410. These flight plans MAY NOT be filed online, over the radio, via 800-WXBRIEF or any 3rd party service. However, once filed, they may be modified over the radio with any Flight Service Station. VFR flight plans not requesting flight following should be filed to or from the appropriate SFRA gate. IFR flight plans and VFR flight plans requesting flight following are filed normally as they would be anywhere else in terms of routing and so forth and will automatically generate the required SFRA and FRZ permissions.

Departure Procedures
Flight plans may be activated during a 2-hour window beginning 30 minutes before the planned time and ending 1 hour and 30 minutes thereafter. Departing from a MD3 airport, you MUST call Potomac via telephone at 866-599-3874 to obtain your beacon code and departure radio frequency. Ensure that your transponder is set to the correct beacon code and properly activated prior to departure. Contact Potomac once airborne. If you are going on an IFR flight plan, it is better to depart VFR if conditions permit and activate the IFR flight plan once airborne. That will avoid long waits and short void times. Be aware of surrounding airspace; remain clear of the Class B (1500') unless cleared otherwise. Take the shortest round out of the FRZ, then proceed on course. NOTIFY ATC IMMEDIATELY IF YOU HAVE TO DIVERT, RETURN TO THE DEPARTURE AIRPORT, OR DO ANYTHING ELSE UNEXPECTED.

FRZ Guide   8/19/2016   All Rights Reserved

- A two page summary of FRZ procedures is available at washingtonfrz.com. This is continuously updated and includes the basics on filing as well as departure & arrival procedures.

- This presentation is also available for download at washingtonfrz.com.

Summary

- This concludes the presentation portion of the program and serves as the required briefing for issuance of a MD-3 PIN. Those of you who today complete this process will qualify to receive a PIN, subject to the results of the background and record checks.

- Typical turnaround is 7-10 days, sometimes faster.

- You may also start a new application for a PIN at Hydefield.com, or through either of the other two MD-3 airports.

Acknowledgements….

These presentations would not be possible without the past efforts of Helen Woods of Chesapeake Sport Pilot together with a number of folks at AOPA. On-site fingerprinting is courtesy of GT Aviation of Potomac Airfield (VKX).

We also owe a huge debt of gratitude to Kathie Stapleton, MD3 Program Manager at TSA, who has worked tirelessly to streamline and improve the FRZ PIN approval process.

In Case Of Questions….

Kathie Stapleton

Maryland Three (MD-3) Program

Industry Engagement Support –

General Aviation

Transportation Security Administration

Phone: 571-227-3216

Kathie.Stapleton@tsa.dhs.gov

Stan Fetter

Airport Manager

Washington Executive Airport/Hyde Field (W32)

301-234-0065

Stan@hydefield.com

Transportation Security Administration

Finally….

- Questions?