Washington, DC Airspace FRZ/PIN Seminar

SFRA & FRZ Seminar – W29 - Stan Fetter

Welcome!!

Our goal today is to demystify the Washington, DC airspace as it relates to General Aviation.

Contrary to popular belief (and some misinformation in the industry press) you CAN fly your private airplane here. All it takes is an understanding of some relatively simple requirements and …. common sense.

We'll cover:

- The Flight Restricted Zone (FRZ)

- The FRZ PIN & How To Get One

- FRZ Operations – the Nuts & Bolts

- The Special Flight Rules Area (SFRA)

Presenter: Stan Fetter

- Commercial/Multi/Instrument

- Flying in DC area since 1981, licensed in 1983

- Airport manager @ W32/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….

Washington, DC Airspace Overview

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Washington, DC Airspace Overview

SFRA Training Required
Within 60 NM
Radius of DCA

Includes:
- Winchester
- Shannon/Fredericksburg
- Tappahannock
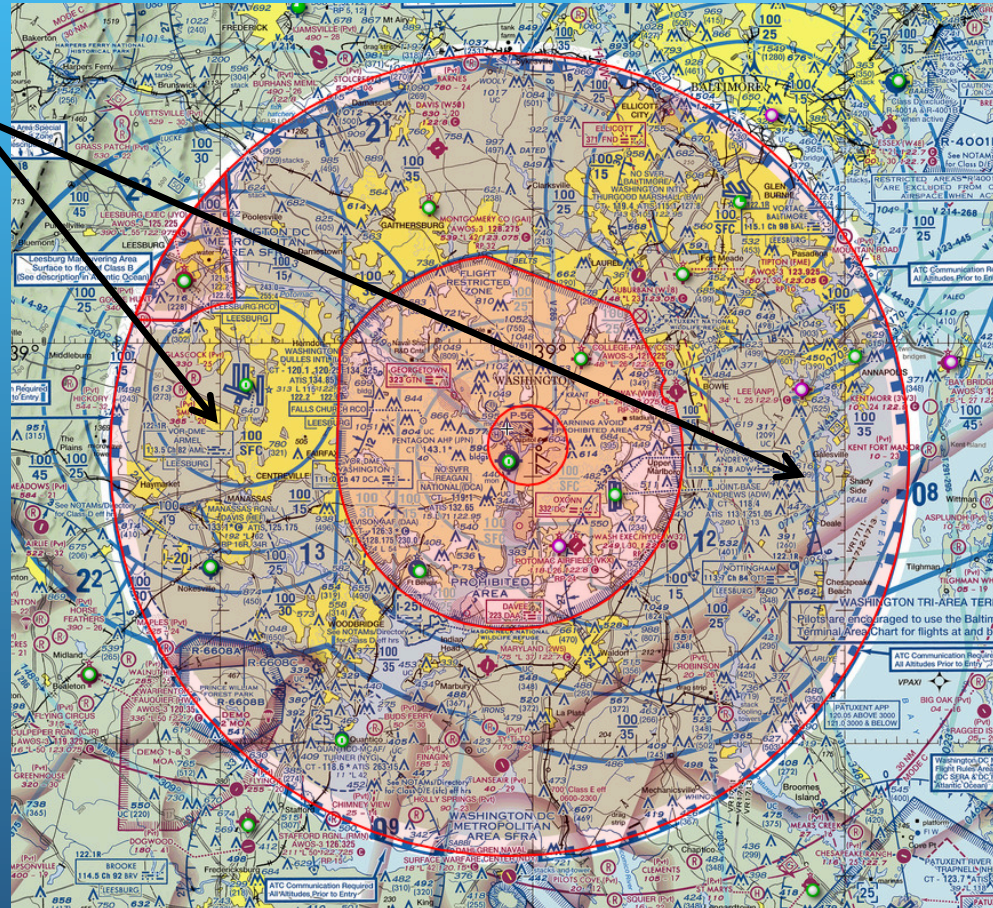- Cambridge
- Ridgeley
- Shrewsbury
- Martinsburg

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
  - ✓ Follow ATC Instructions

Washington, DC Airspace Overview

Leesburg Maneuvering Area - Exception

To/From Outside SFRA:

- Squawk 1226
- Announce Tail #, Type, & Intended RW on CTAF
- Arrive/Depart via Shortest Route
- No Flight Plan/PCT Contact Required

Pattern Work:

- File SFRA Flight Plan
- Contact PCT for discrete beacon code
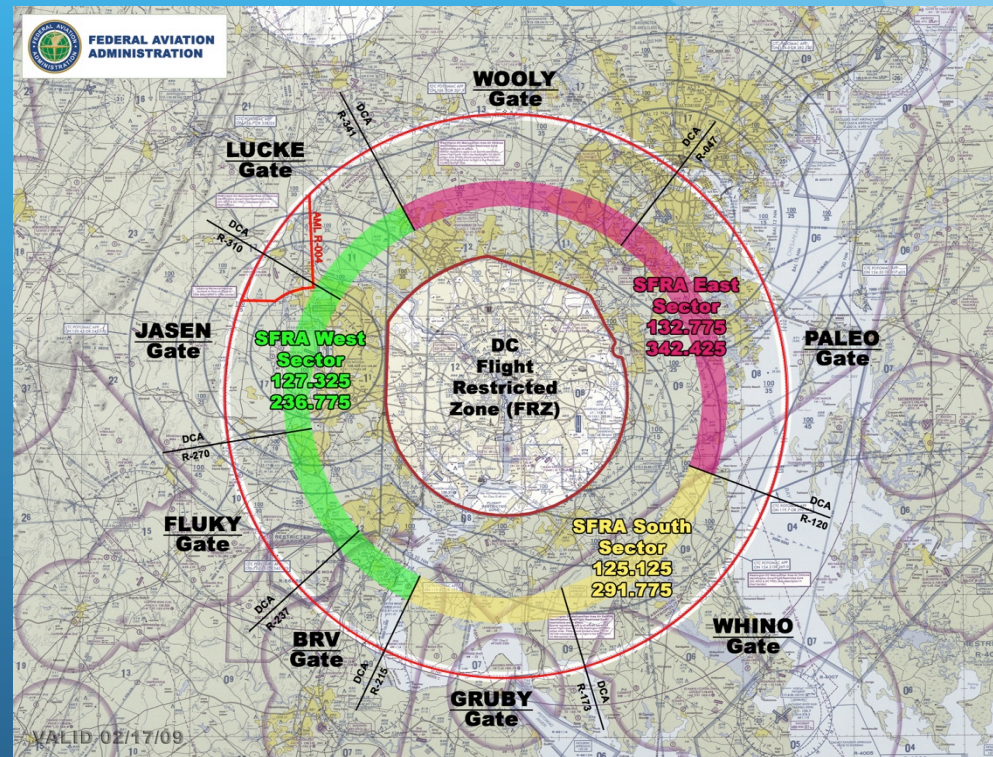- Maintain Com on CTAF

Washington, DC Airspace Overview

SFRA VFR GATES

Shown on Terminal Chart

- Contact ATC on indicated frequency
- Receive & DISPLAY beacon code BEFORE entering.
- Expect "Transponder observed, proceed as requested…."
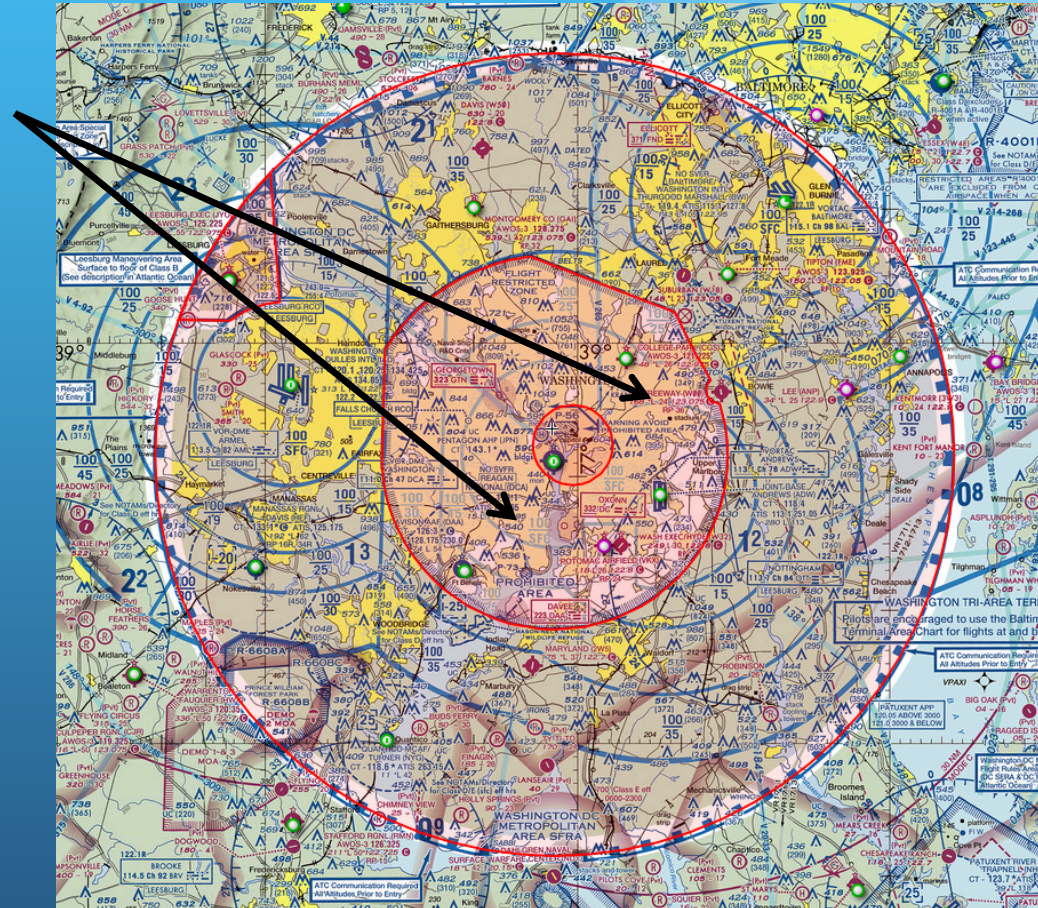- No "Cleared into…." or "Radar contact…"

Washington, DC Airspace Overview

FRZ:
Flight Restricted Zone

13-16 Mile Radius from DCA

Requirements:

- All SFRA Requirements
- Part 121/135 DCA Authorized
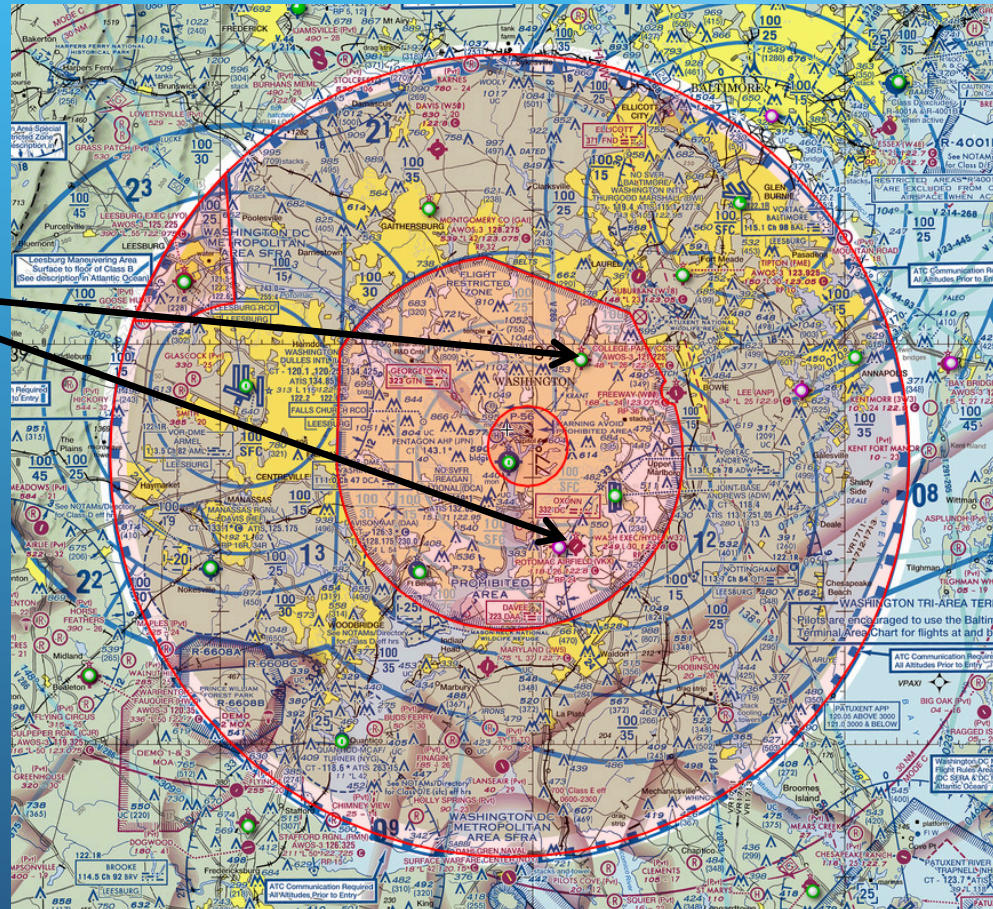- Military/Law Enforcement/ Medevac
- TSA Waiver
- FRZ PIN

Washington, DC Airspace Overview

MD-3 Airports
W32, CGS, VKX

Requirements:

- All SFRA & FRZ Requirements PLUS one of following:

- PIC Must Hold PIN
- TSA Waiver (Medevac, etc.
- DOD/Military

Washington, DC Airspace Overview

Things that DO NOT get you into the FRZ airspace:

- Filing IFR

- DCA/DASSP

- Former or current military in civilian Tail #

- Charter/Part 135

- Flight Planning Contractor Said It Was OK

Washington, DC Airspace Overview

- Or Delivering messages to Capitol Hill...

Getting A PIN

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Getting A PIN

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

The background check covers both criminal and FAA pilot history.

The criminal history check is completed 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 once required documents are received and validated.

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

Required Documents

TSA Form 418

Check "Hyde Field" box in Section 1.

This designates ONLY the airport that will process your application & does not limit your use of the other two MD3 airports!)

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

Ignore this!

ONLY for fingerprinting at DCA

Sign & date here!

Don't forget contact information!

Hyde PIN Form

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 301-297-7897 or email per instructions on site – see www.hydefield.com for more

- Complete top half
- *Legible* email & phone – important

- Sign & Date

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 ALL documents (previously listed copies + TSA form + Hyde PIN Request Form)

- Turn in today
- Scan or PDF (min. 150 DPI) to pinprocessing@hydefield.com
- Mail To:

  Airport Security Coordinator

  10275A Piscataway Rd

  Clinton, MD 20735

- Fax (not recommended for photos) to 301-297-7897
- Bring to airport in person at a later date

Getting A PIN

Fingerprints

Getting A PIN

Fingerprints (Not here/today):

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

- Follow NATA instructions to register. Complete online forms and sign electronically.

- Complete the "Fingerprint Control Form" online and print it out but *do not sign the printed copy.*

- The NATA site may also have instructions on submitting PIN applications and documents – ignore.

Getting A PIN

Fingerprints, 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

Fingerprints, Continued:

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 (about $7, 2-3 days) Express Mail, Fedex, or UPS.

Getting A PIN

The two components of the process, the background checks and the submission of forms and documents to the airport sponsor, are not dependent on each other. Either one can be done first, but <u>nothing is finalized until both are complete</u>.

Processing time from that point averages 10 days to 2 weeks; sometimes faster and sometimes not.

If questions come up in the course of the background checks, the responsible agency will contact you directly.

Once the process is complete, your PIN will be issued through Hyde airport staff.

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

Filing In General

- FRZ flight plans that originate or terminate within the FRZ <u>MUST</u> be filed <u>on the phone</u> with the FAA Leesburg ARTCC at 703-771-3476.   Flight plan details may be emailed in advance to 9-ZDC-ARTCC-FDU@FAA.Gov. NO airborne or online filing!

- For filing ONLY, no NOTAM or weather information.

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

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

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

- FRZ flight plans accepted up to 22 hour prior to flight.

- For SAR/Flight Following, file 2nd flight plan w/AFSS

Filing VFR

- Without 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 (i.e., DCA180 @ 20) & back.

- With Flight Following: File w/AFSS, include routing.

- FRZ Entry/Exit Each = 1 Flight Plan

- Practice/TOL in SFRA, (Not allowed in FRZ),1 flight plan each way.

Filing IFR

- No differences from a normal IFR flight plan EXCEPT that you must file via phone to FAA Flight Data.

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

Departure Procedures Within FRZ

- Obtain release/clearance *via phone* from Potomac:

    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 – No RCO)

- 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 North or East

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

- Once airborne & settled, contact Potomac on assigned departure frequency.

- IFR flights follow clearance as usual.

- 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.

- 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 airspace. Give position relative to an airport, VFR gate, or intersection. "Potomac, Skyhawk seven-three-fox-romeo with you, two south of whisky twenty-nine, for whisky thirty-two."

- 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.

- 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
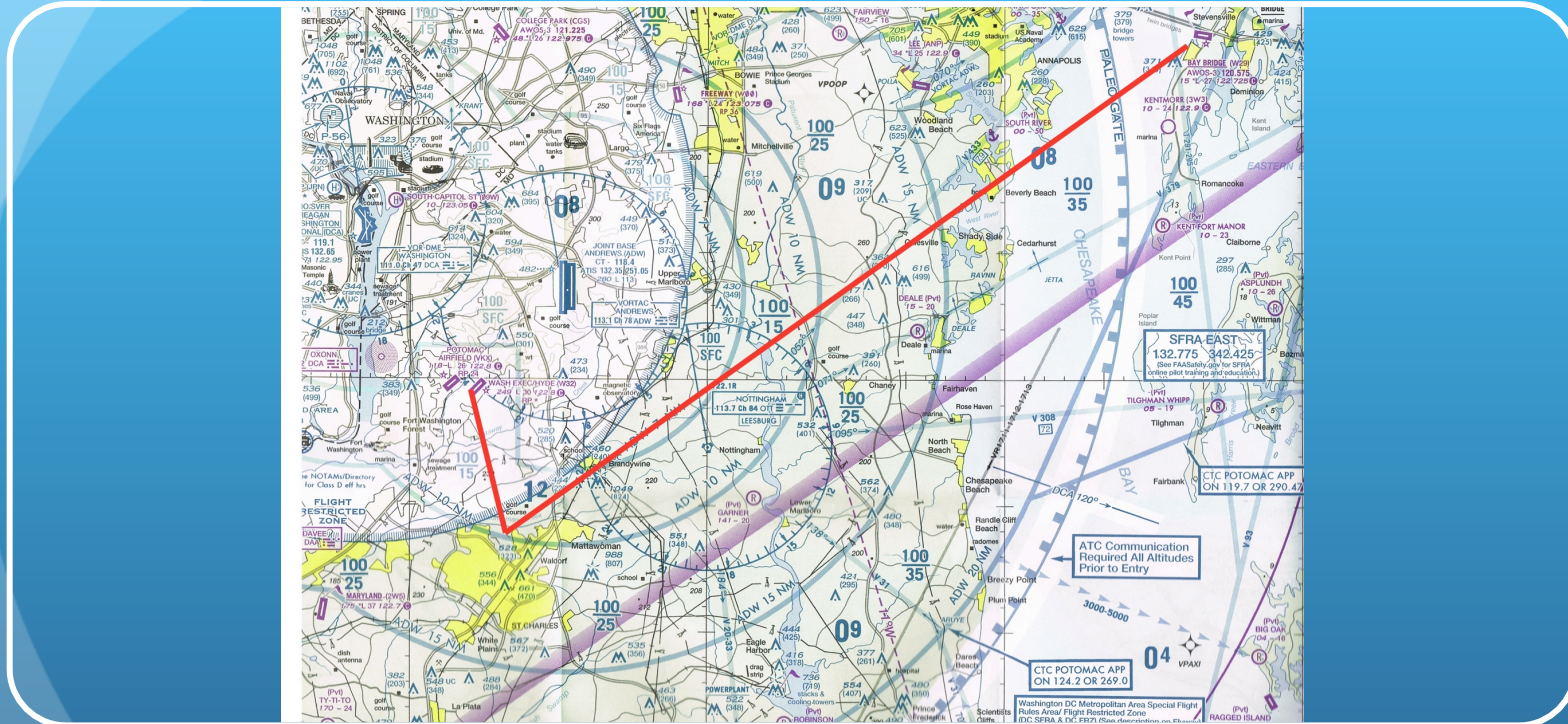
Depart FRZ via the most direct route, THEN proceed to filed gate.
Arriving, proceed from gate to point in FRZ nearest destination, then to destination.
Remain clear of Class B unless otherwise instructed.

VFR Between FRZ Airport & SFRA Airport

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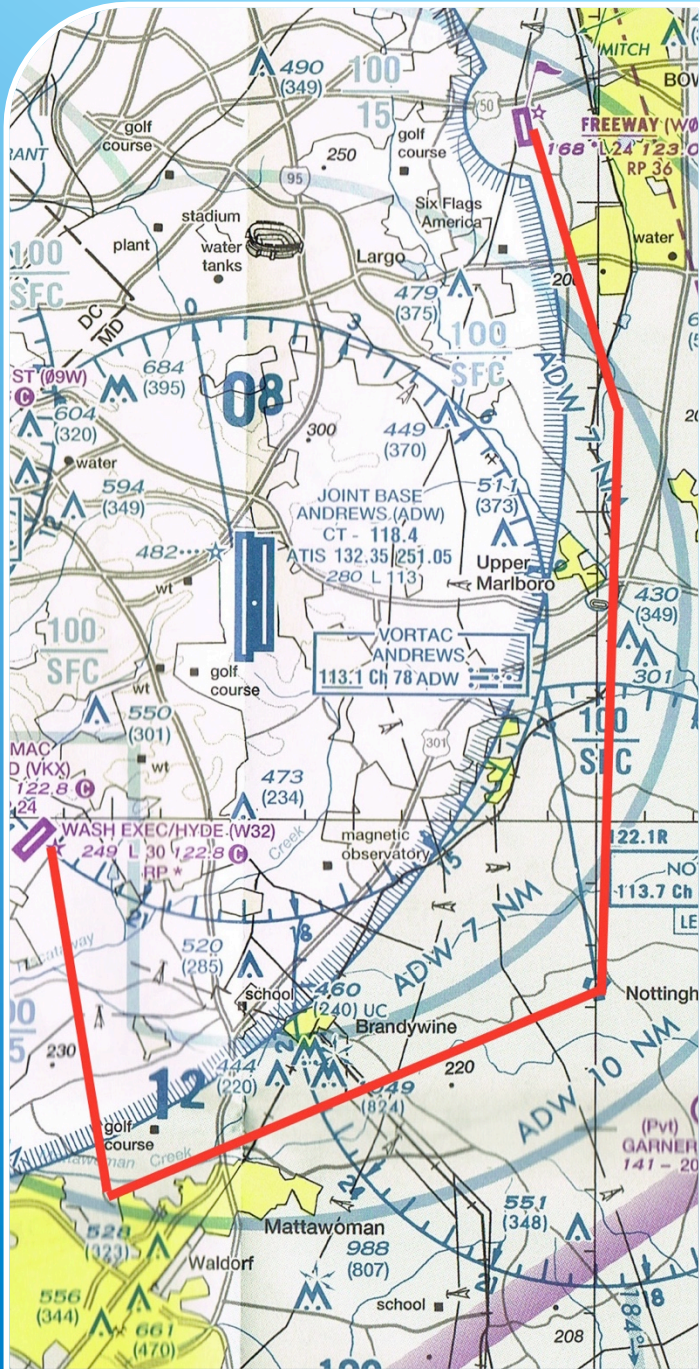
VFR, FRZ to West & Southwest

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.
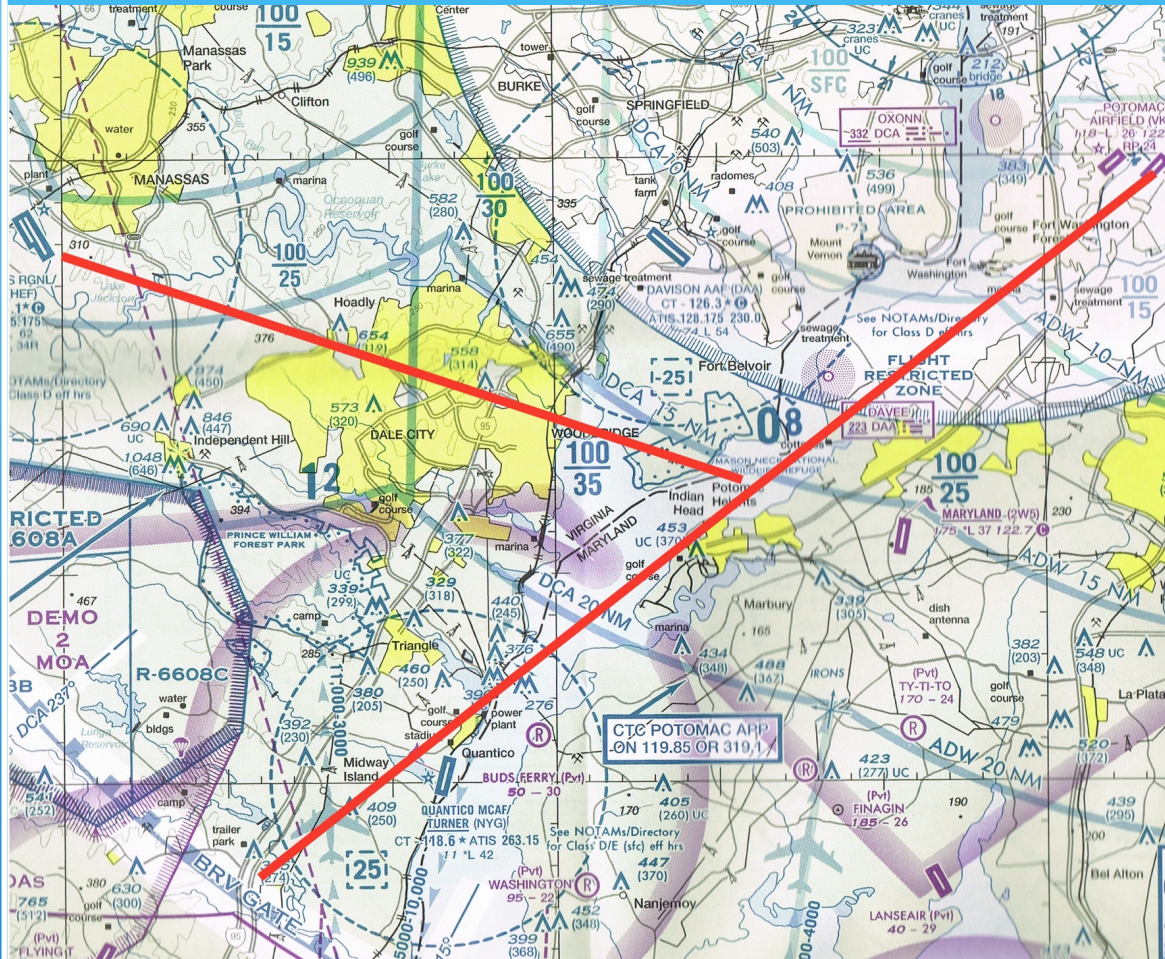
Miscellaneous FRZ Considerations

- 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

Miscellaneous FRZ Considerations

Unattended aircraft that are not in a locked hangar must be secured with a secondary locking device:

- Throttle Lock

- Prop Lock

- Tiedown Lock

In Case of Difficulty….

For problems filing:

- If the FAA 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 FAA 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

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 FDU 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.

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 AFSS and ask them to send it over again.

- 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 AFSS by phone to refile. (DO NOT CALL ON PHONE FROM AIR*)

In Case of Difficulty….

For lost comm issues:

- IFR – Continue on clearance as issued & follow normal IFR lost comm procedures.

- VFR – Within 5 miles of departure airport, turn around. If beyond 5 miles from departure airport, continue out of the FRZ via most direct route.

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
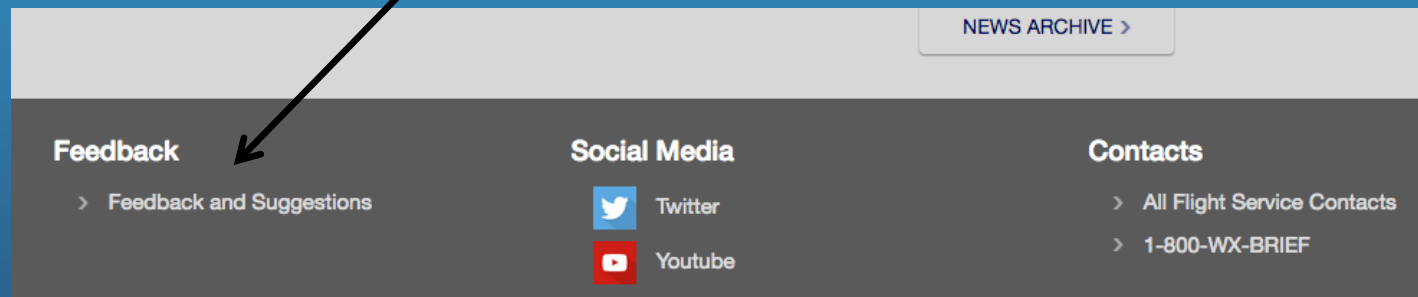
In Case of Difficulty….

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 i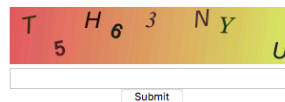s working diligently to provide you a form that is available in all commonly used web browsers including Firefox, Internet Explorer, Safari, and Chrome.

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!)

Stay in Touch

We maintain a database so we can notify you of changes in FRZ procedures, etc. TSA also needs to be able to reach you if problems arise with your PIN.

Notify us if you move, or if your email address changes – FAA does not automatically notify TSA of change of address information.

Frequent or occasional users of W32 may also want to sign up for the airport email list serve, available on the airport web site.

Hyde Field - Specific Information

SFRA & FRZ Seminar – W29 - Stan Fetter

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

10 Miles South of I95/I495/Washington Beltway

- National Harbor & MGM Casino 10 minutes away
- Miller's Farm Market

Homemade ice cream, donuts, cakes & pies

Lunch counter w/dogs, burgers & Bar-B-Q

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

Situation…you're coming into one of the FRZ airports at night and hear another aircraft depart. 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!!!!

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 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.

The Essentials….

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 must 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 Hydefield.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 Hydefield.com.

Summary

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

- Detailed information on FRZ operations and this presentation are available at hydefield.com and washingtonfrz.com.

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

PIN Application Checklist

Fingerprints:

   *Register for background check with NATA at http://info.natacs.aero/maryland-three-program.
   *Print out Fingerprint Control Form, sign in the presence of the fingerprint collector.
   *Fingerprint Control Form MUST go to NATA with your fingerprints.

Documents to Submit:

   *TSA Form 418
   *Hyde PIN Request Form
   *Copy of FAA License (Front Only Required)
   *Copy of Medical (Not required for Sport Pilot Applicants
   *Copy of SFRA Training Certificate
   *Copy of Government-Issued Photo ID

   Email: pinprocessing@hydefield.com
   Mail: Airport Security Coordinator
                 10275A Piscataway Rd
                 Clinton, MD 20735

In Case Of Questions….

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Acknowlegements….

This presentation is a joint effort that would not exist were it not for Helen Woods of Chesapeake Sport Pilot, Tim & Karen Poole of GT Aviation, John Cutcher, AOPA and Hyde Field.

Finally, we owe a huge debt of gratitude to Kathie Stapleton at TSA, who has worked tirelessly to streamline and improve the vetting process for obtaining a PIN.

Finally….

- Questions?