The Washington, D. C. Flight Restricted Zone

(How to use the MD-3 Airports WITHOUT Getting Your Picture In The Paper)

Stan Fetter
Airport Manager, Hyde Field (W32)

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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.

Back then, getting a PIN was difficult. You had to come to Washington, get fingerprints taken at DCA, and make an appointment with the FSDO at Dulles or Baltimore depending on which airport you were going to apply through.

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

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Progress….

In the ensuing 15 years, things have gotten easier.

First, approved pilots were allowed to move freely between the MD-3 airports.

Then, transients were allowed.

Next was the ability to get fingerprints at numerous locations around the country.

Then, the ability to go to different FSDO locations.

And finally, elimination of the need to visit *any* FSDO.

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What We'll Accomplish Today:

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- 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 at your convenience later.

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Presenter: Stan Fetter

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- Commercial/Multi/Instrument
- Flying here 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….

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Kathie Howell

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Maryland Three (MD-3) Program
Industry Engagement Support – General Aviation
Transportation Security Administration
Phone: 571-227-3216
Kathie.Howell@tsa.dhs.gov

Transportation Security Administration

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What We'll Cover

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- Requirements
- Getting A PIN
- FRZ Procedures
- Lessons Learned & Helpful Hints

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Who can fly in the Washington FRZ?

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General Categories Authorized

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- **Airline/121**
- **DCA Access Standard Security Program (DASSP)**
- **Military (ADW, DAA, Pentagon Heliport, Etc)**
- **Law Enforcement**
- **TSA Waiver Holders**
- MD3 PIN Holders

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Misnomers & Frequent Misconceptions for FRZ Access

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Things that DO NOT get you into the FRZ airspace:

- Filing IFR
- Former or current military in civilian Tail #
- Charter/Part 135
- Flight Planning Contractor Said It Was OK

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MD 3 Airport Access – Who's Allowed

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- Operational Military Flight/Aircraft*
- Law Enforcement*
- Medevac*
- TSA Waiver
- PIN Holder

*NCRCC Coordination Required

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What Doesn't Work for MD 3 Access:

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- DCA Access Standard Security Program (DASSP)
- FRZ Airspace Waiver Without MD3 Airport Authorization
- Airline/121/135 DCA Approval

(Plus most of the stuff under what doesn't work getting into the FRZ)

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Getting a PIN

The Steps:

1. Register with NATA

2. Get Fingerprints Taken for Criminal Records Check at Participating NATA Site or Local Law Enforcement

3. Submit Required Documentation

4. Wait

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Doing it Here?

- Fingerprints

- Required Documents
  TSA Form
  Hyde Field PIN Request Form
  Copy of FAA License or Student Pilot Certificate*
  Copy of FAA Medical
  Copy of Government-Issued Photo ID
  Copy of SFRA Training Certificate
  *Student pilot certificate must have been issued within the last 5 years

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

- Otherwise, Hyde Representative Will Contact You with PIN

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Hyde PIN Form

- Complete top ONLY
- DO NOT sign
- *Legible* email & phone - important

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TSA Form 418

Check "Hyde Field" box in Section 1. Complete Sections 2 & 3.

Ignore this part!

Ignore this too!

Sign & date here!

Applying Through CGS or VKX

- Fingerprints Here or Elsewhere per NATA Instructions
- Contact Airport For Further Instructions

PIN Facts

- A PIN is required to use any MD 3 airport
- A PIN, once issued, does not expire.
- A PIN can be revoked or suspended
- A PIN is issued to a pilot, not an aicraft
- 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

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Flying The FRZ

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

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What's Gone

- Things that used to be required but are not anymore:
  - Check in with airport staff on site before departure
  - Call after landing
  - Fly only to and from home airport
  - No flights between MD3 airports

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Filing In General

- FRZ flight plans MUST be filed on the phone with Ashburn @ 866-225-7410
- NO ONLINE FILING – NONE – NOPE - NADA
- Tell briefer you are familiar with the SFRA and FRZ procedures
- Valid Times: ½ hour before to 2 hours after.

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Filing VFR

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

- With Flight Following – Include routing as usual.

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

- FRZ Entry/Exit Each = 1 Flight Plan

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

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Filing IFR

- No differences EXCEPT that you must file via telephone with Ashburn dedicated number.

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

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Departure Procedures

- 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)

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

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Departure Procedures- Hyde Specifics

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

- Departing 23, maintain runway heading.

- Departing 5, follow traffic pattern & depart SW off downwind between Hyde and Potomac. (NO right turnouts!)

- 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.

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Arrival Procedures - IFR

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- 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.

- Continue to monitor ATC (in case of conflicts, etc.)

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

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Arrival Procedures - VFR

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- Contact Potomac on appropriate SFRA frequency before entering airspace. Give position & request. "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 shortest route to destination airport.

- Remain on assigned beacon code until shutdown.

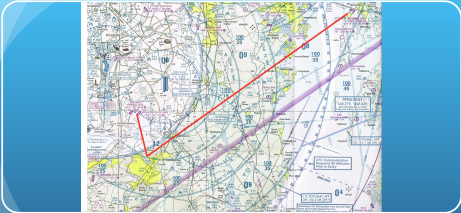PIN & FRZ Seminar - Stan Fetter - 8/2016

Missed Approaches & Go-Arounds

- If remaining within immediate vicinity of the airport traffic pattern, ATC notification is NOT required.
- Going missed in IFR conditions, follow IFR procedure & notify ATC.
- IMPORTANT: Notify ATC if you leave the immediate vicinity of the airport, divert, etc. (More later on this)

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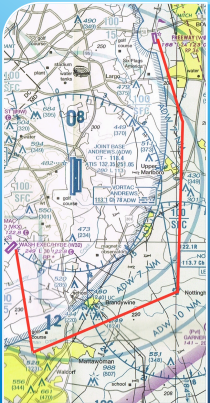
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VFR FRZ Routing Via SFRA Gate

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.

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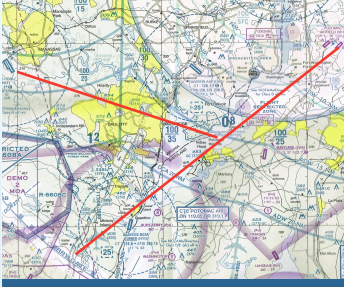29

VFR Between FRZ Airport & SFRA Airport

Remain below floor & clear of Class B

(The North/South line if the picture should have been farther to the right to be clear of the ADW Class B, but you get the idea)

Clearance through ADW Class B is rare, but you can ask.

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VFR, FRZ to West & Southwest

Again – shortest route out of FRZ, then proceed on course.

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

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On the other hand….

This probably isn't going to work….at least not more than once!

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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

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Lessons Learned

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

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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??)

Advantages, among others:

- ATC can advise you of potential conflicts
- ATC can contact you if something comes up

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Don't Do Anything Unexpected

Situation…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…..

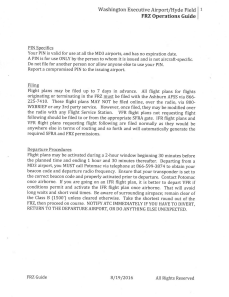LET ATC KNOW!!!!

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Stay Within Radar Coverage

Dropping below radar coverage may cause the ATC system to terminate your flight plan & drop your data block without anyone knowing.

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The Essentials….

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 entire Powerpoint presentation will also be available for download at Washingtonfrz.com or Hydefield.com by early next week.

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Things You Can Do With A PIN

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College Park Airport

College Park Aviation Museum & easy access to Metro

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Hyde Field

- $50 Monthly Tiedown
- 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
  - Fresh produce

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Visiting Hyde

- DigiWx on Field, available on Foreflight & XM (Beware of automated "advisory" next door @ VKX- their 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.

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What's Next?

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- If you're applying through Hyde:
  - ✓ If you've completed fingerprinting here or elsewhere and turned all required documentation in today, your application will be processed and you'll be notified 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.

- If you're applying through VKX or CGS, contact that airport or apply through their site. You'll still need the TSA form and copies of your license, ID, and SFRA certificate.

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Summary

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- 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 have completed the rest of the process will qualify to receive a PIN, subject to the results of the background and record checks.

- Detailed information on FRZ operations as well as copies of this presentation are available at hydefield.com.

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

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Almost Done….

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This presentation is the result of a joint effort by Helen Woods & Chesapeake Sport Pilot, John Cutcher, AOPA and Hyde Field.

We owe particular thanks to Helen for spearheading this effort, getting it put together, and supplying the food. Thanks also to Katie Pribyl, Senior VP of Communications at AOPA, for arranging for NATA to have fingerprint collectors here today and to AOPA for footing that bill.

We also owe a debt of gratitude to Kathie Howell at TSA, who has worked tirelessly to improve and streamline the process.

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Finally….

• Questions?

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