

The following information is unofficial. It is based on real-world pilot inputs. Refer to current NOTAMs and FAR 93, Subpart V for official regulations.

Outbound Procedures – IFR and VFR

Preflight – File a DC FRZ Flight Plan (IFR or VFR)

- In addition to normal preflight briefing double check current TFR information
- Call Flight Service on the FRZ flight plan line 1(866) 225-7410. Press 1 after connection to save time.
 - Advise Flight Service: “I’d like to file a FRZ flight plan to depart College Park Airport (CGS). I am familiar with the Washington DC special flight rules and procedures.”
 - File your flight plan with the FSS specialist. The specialist will validate your security information during the filing process.
- If desired, file your return FRZ flight plan.

Pre-Takeoff – Obtain Your Departure “Clearance”

- Call Potomac (PCT) TRACON Clearance Delivery via phone at 1(866) 599-3874. They **cannot** be reached by radio on the ground at CGS.
 - They will answer as “Potomac” or “Mount Vernon”.
 - State your N# and advise you are at CGS and are requesting your “clearance”.
 - If departing on a VFR FRZ flight plan PCT will provide a transponder code and a departure frequency.
 - If departing on a FRZ IFR flight plan you will be given a standard IFR clearance.
 - Note – If you filed an IFR clearance and can takeoff in VFR conditions so advise the controller. You can then be given your clearance without a departure window/void time and will takeoff VFR. You will not be on an IFR clearance until establishing communications and radar contact with ATC once airborne.

After Takeoff – Communicate with ATC

- Once airborne and established, make contact with PCT:
 - Potomac Departure, (call sign), off College Park, passing XXXX (altitude).
- Remain below the Class B floor unless/until explicitly cleared to enter the Class B airspace.
- VFR traffic will typically be told, “Transponder observed, remain clear of Class B airspace, proceed as requested”.
- IFR traffic will typically be told “Radar contact” xx miles/NW/SE of CGS, climb and maintain xx thousand, heading xxx.

Exiting the FRZ/SFRA

- VFR - Upon passing the 30 nm SFRA boundary ATC will advise that you are clear of the SFRA and to “squawk VFR, frequency change approved”.
- IFR – Typically you will keep the transponder code assigned and continue to follow your IFR clearance.

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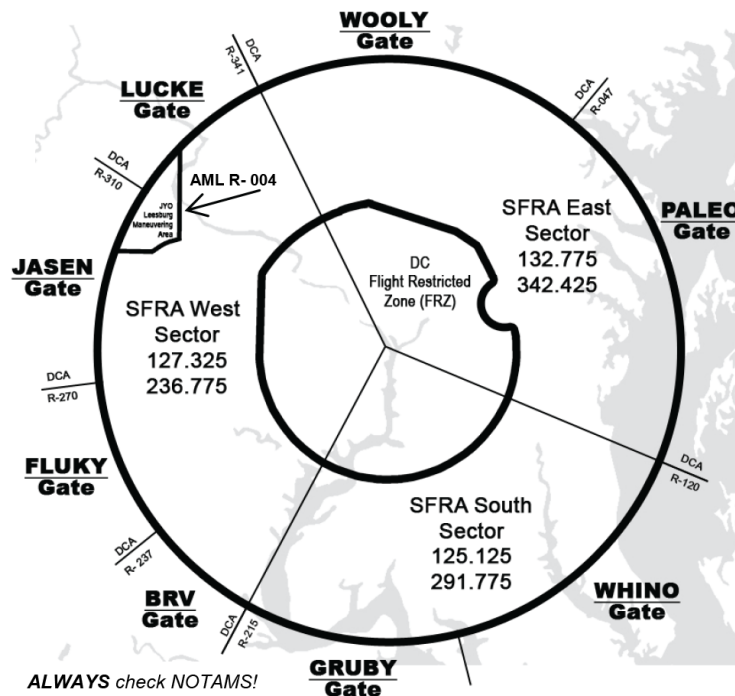
Inbound Procedures – IFR and VFR

Preflight – File a DC FRZ Flight Plan (IFR or VFR) to CGS.

- In addition to normal preflight briefing double check current TFR information
- Call Flight Service on the FRZ flight plan line 1(866) 225-7410. Press 1 after connection to save time.
 - Advise Flight Service: “I’d like to file a FRZ flight plan to College Park Airport (CGS). I am familiar with the Washington DC special flight rules and procedures.”
 - File your flight plan with the FSS specialist. The specialist will validate your security information during the filing process.
- If desired, file your CGS departure FRZ flight plan.

Before Entry – VFR –Activate FRZ Flight Plan

- Contact Potomac Approach (PCT) on the appropriate frequency (see illustration below) when 5 to 10 nm outside the SFRA 30 nm boundary.



- Example: Potomac Approach, (Call Sign), 2,800 feet over EMI, FRZ flight plan on file to College Park.

Note: PCT has requested that we advise where we are on initial callup whenever possible.

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- PCT will normally provide a transponder code on initial callup. Do not enter the SFRA until specifically advised that your transponder is observed and told to proceed on course. PCT will typically advise, "Transponder observed, remain clear of Class B airspace, proceed as requested".
- Depending on air traffic conditions at the time you may remain on the initial SFRA radio frequency or be transferred to the approach control frequency for CGS.
- Normally ATC will request that you report CGS in sight. Once you report CGS in sight ATC will advise, "Frequency change to advisory (CTAF) approved, remain on assigned transponder code until on the ground".
- Continue to CGS and continue to remain clear of Class B airspace.

Before Entry - IFR

- If on an Instrument Flight Plan just fly as cleared. The "system" has cleared you into the SFRA/FRZ.

After Entry - IFR

- Depending on flight conditions you may or may not elect to "cancel IFR" when airborne.
 - If you cancel airborne when not in the vicinity of the airport but are within the SFRA you will probably be inside Class B airspace. Follow ATC instructions. You will probably retain your IFR transponder code. Under no circumstances should you change your transponder to the VFR code (1200).
 - If you are on the approach or have been vectored to the airport and cancel you will be advised "IFR canceled at XXXX, "Frequency change to advisory (CTAF) approved, remain on assigned transponder code until on the ground."
 - If you elect not to cancel while airborne you must cancel via phone once you have landed. This cancellation should be done as quickly as possible as ATC must hold the approach airspace "sterile" until they know it is clear. CGS is under DCA (National) and ADW (Andrews AFB) airspace and delay or non-cancellation can disrupt air traffic flow.