

Overview of Potomac TRACON and DC Special Flight Rules Area

Presented to:

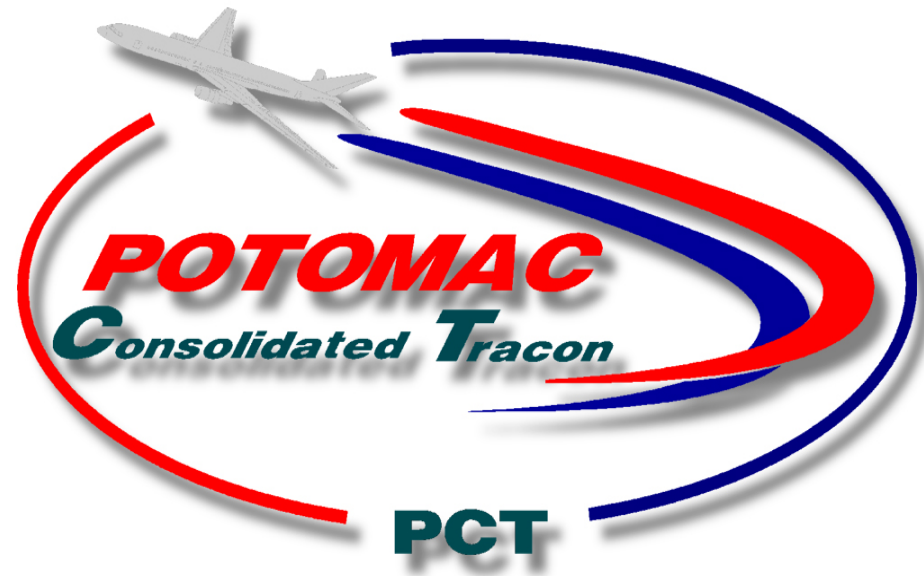
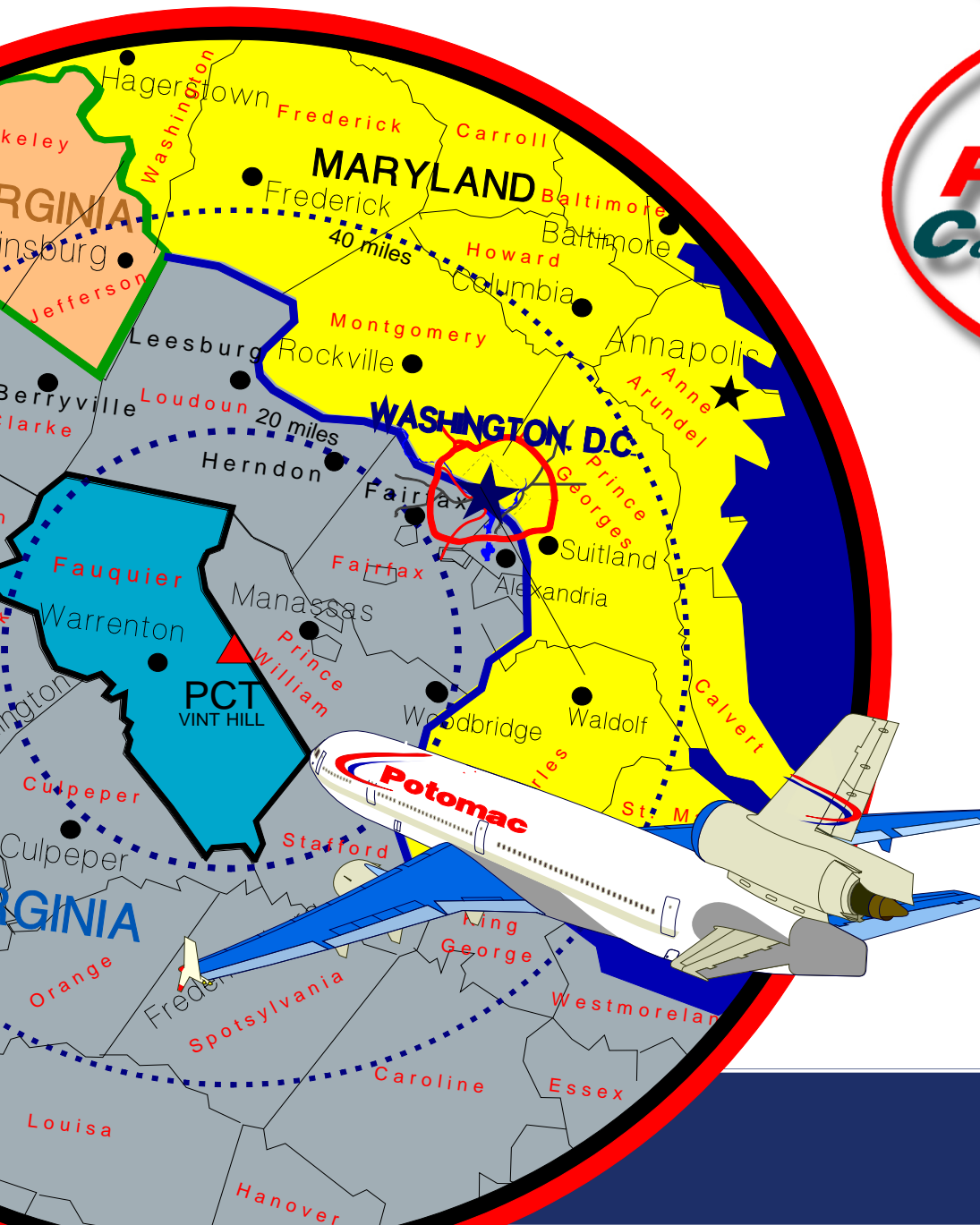
By: Potomac TRACON

Date:



Federal Aviation
Administration



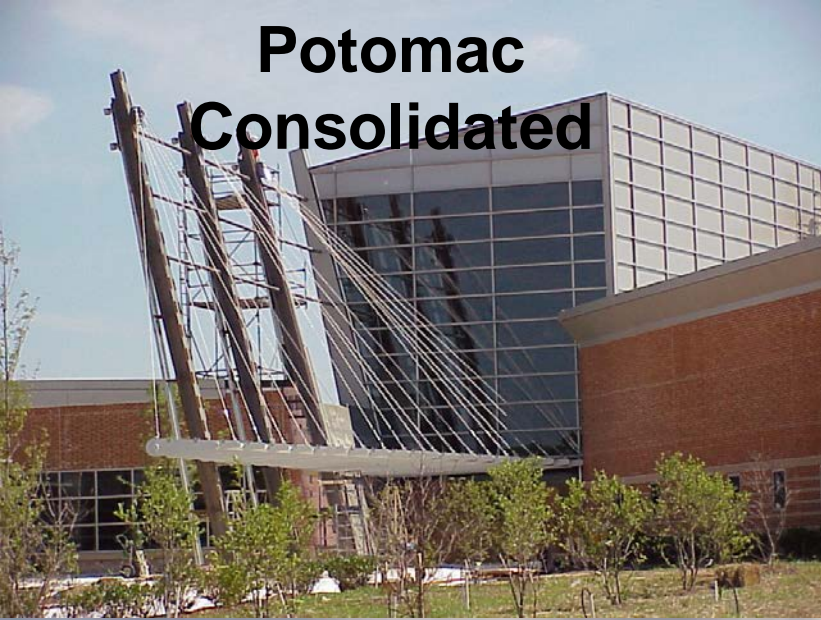


PCT



Federal Aviation Administration

**Potomac
Consolidated**

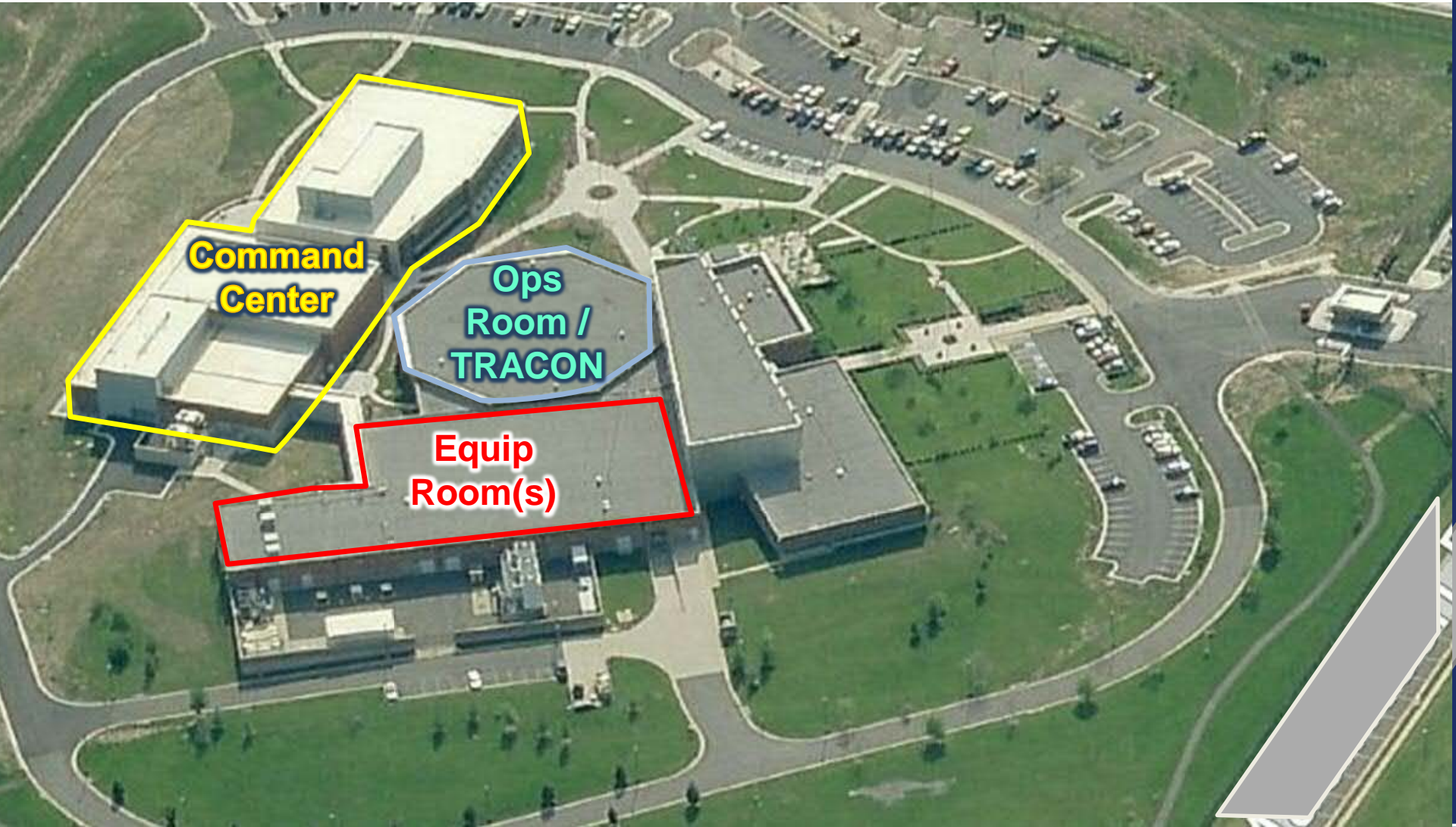


**Atlanta Large
TRACON**



**Northern California
TRACON**



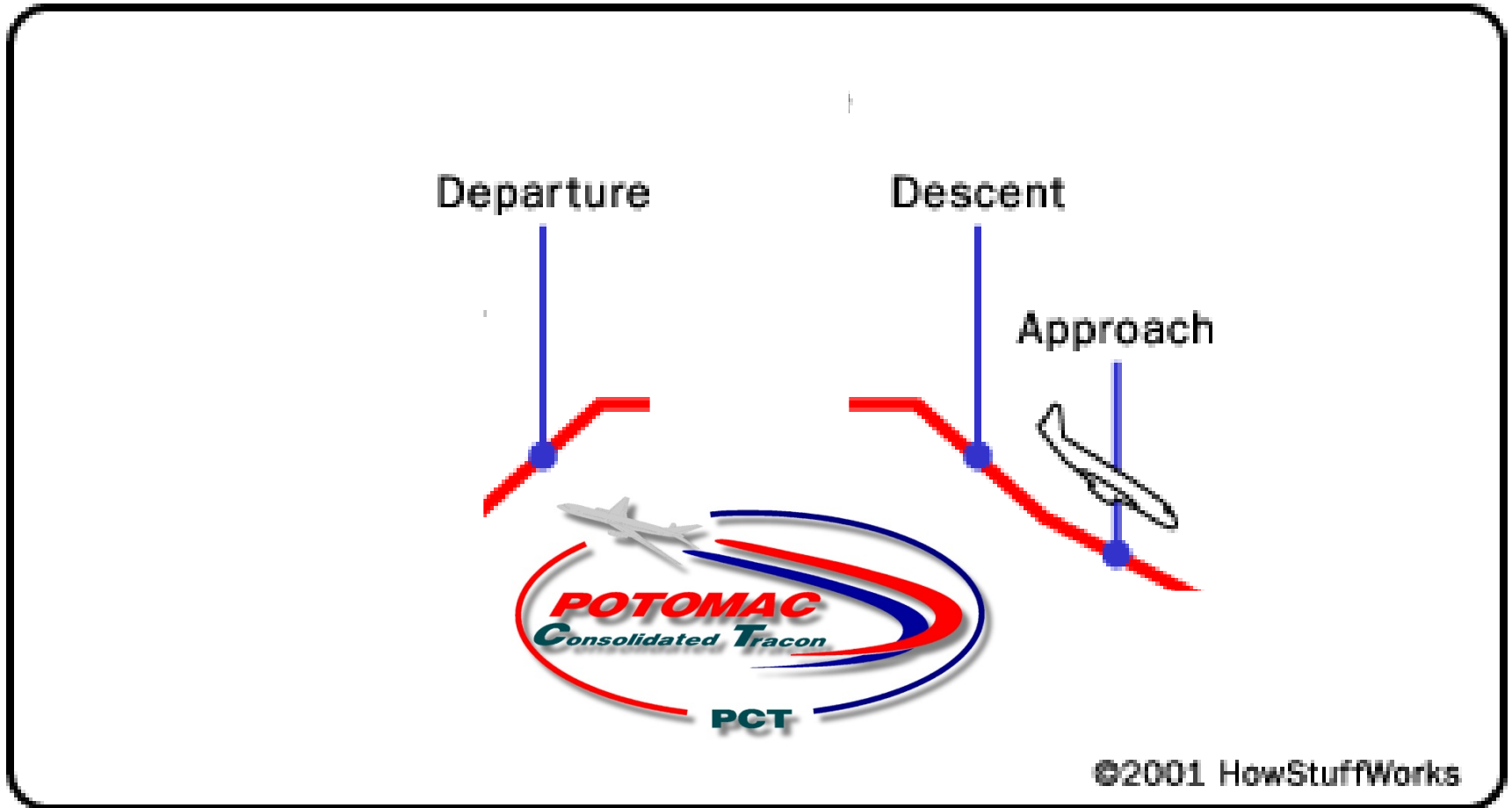


**Command
Center**

**Ops
Room /
TRACON**

**Equip
Room(s)**

What is a TRACON?



Terminal RADAR Approach Control

Busiest TRACONS 2014 (Jan - Nov)

Southern California 1,874,568

New York 1,712,507

Northern California 1,430,346

Potomac

1,308,132

2014
Avg. Daily
3916

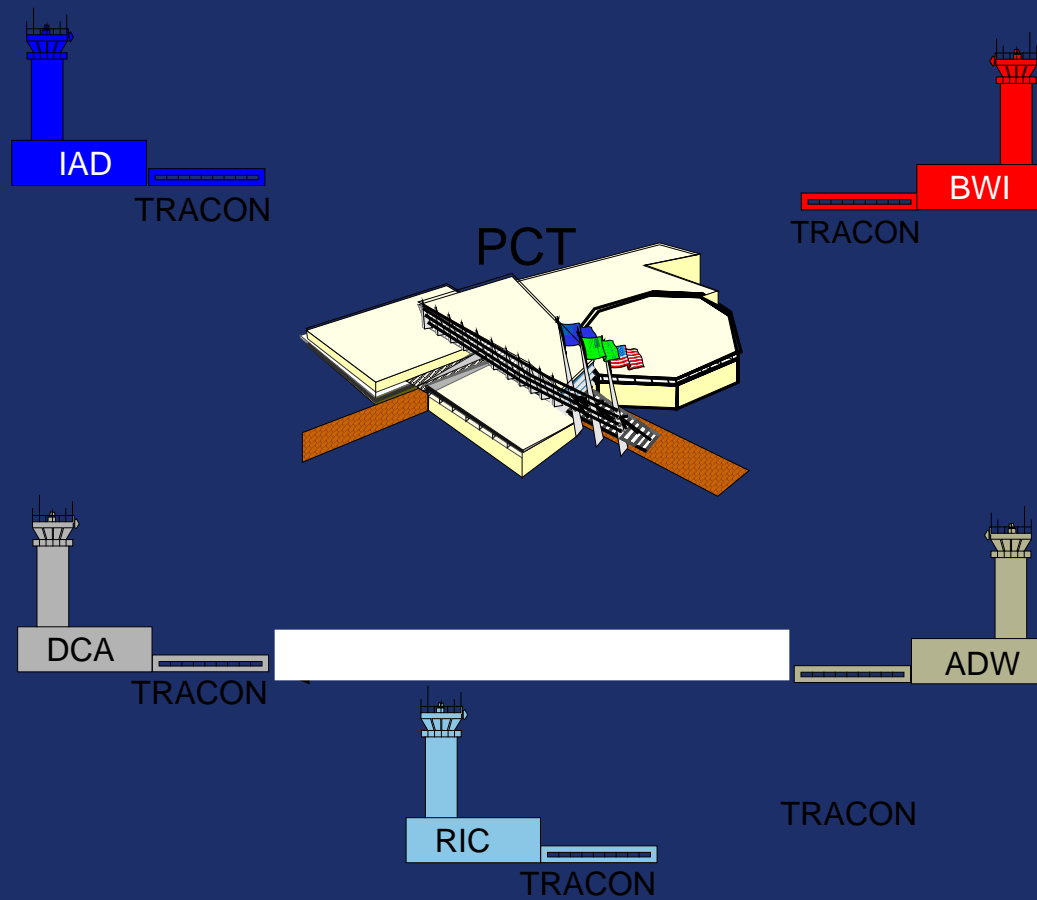
Chicago 1,139,481

DFW 1,069,918

Atlanta 1,066,473

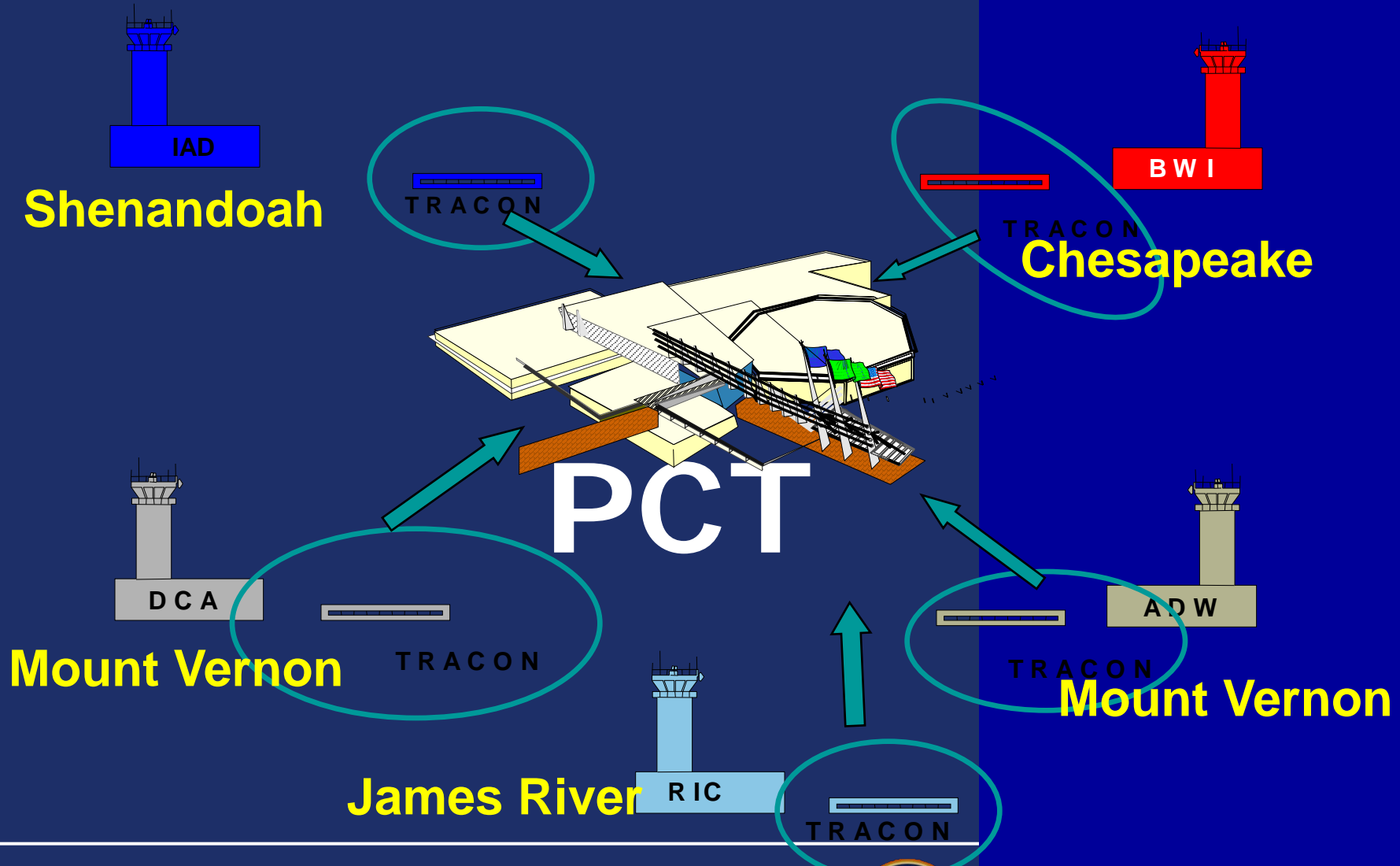


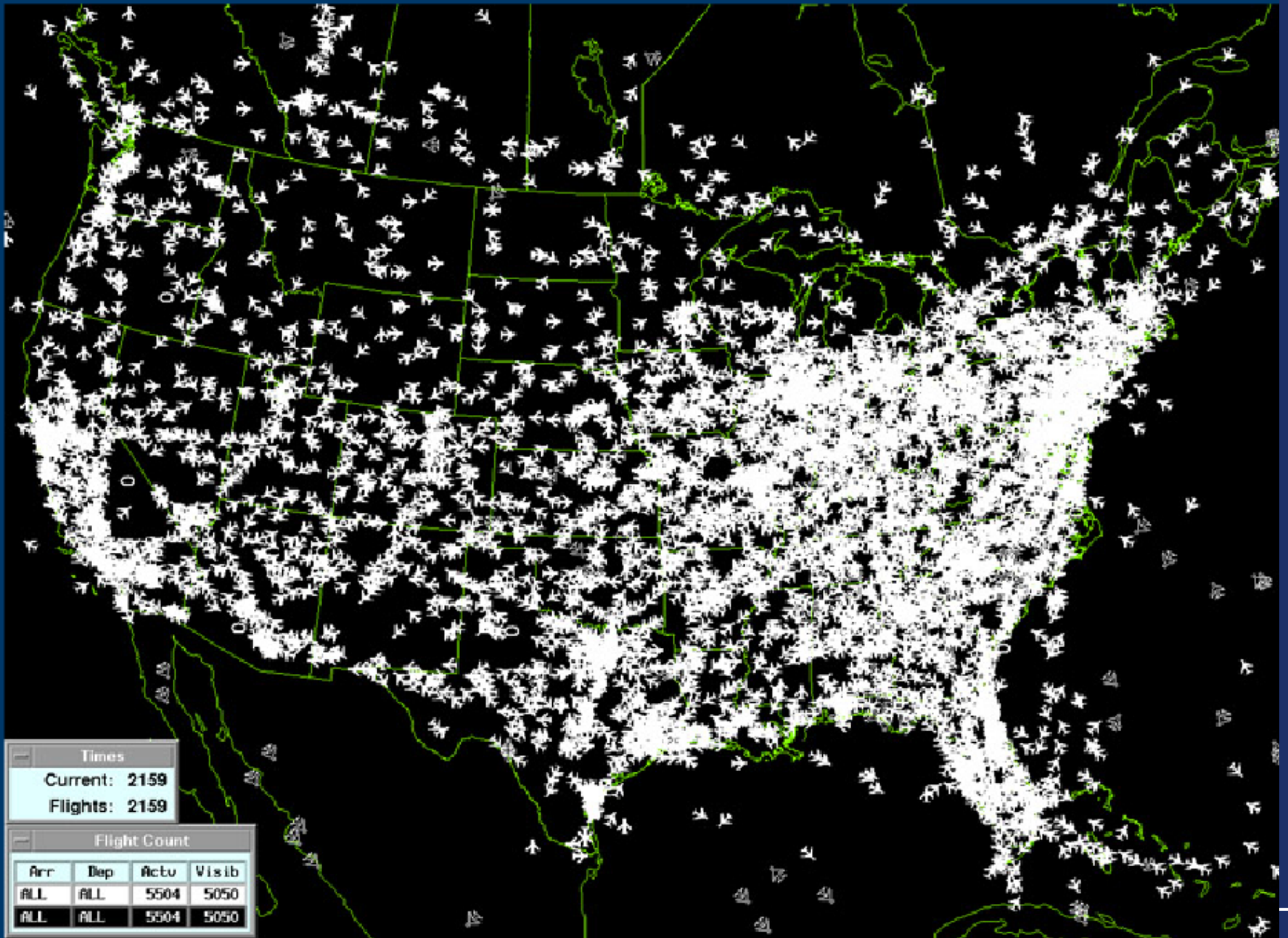
❖ Previous



4 areas with 'new' names

- Current





There are around 7,000 aircraft in the air over the United States at any given time.



PCT airspace

23,000+ sq. miles

124 Public Airports

17,000
Shenandoah

11,000
Chesapeake

17,000

14,000

19,000
Mount Vernon

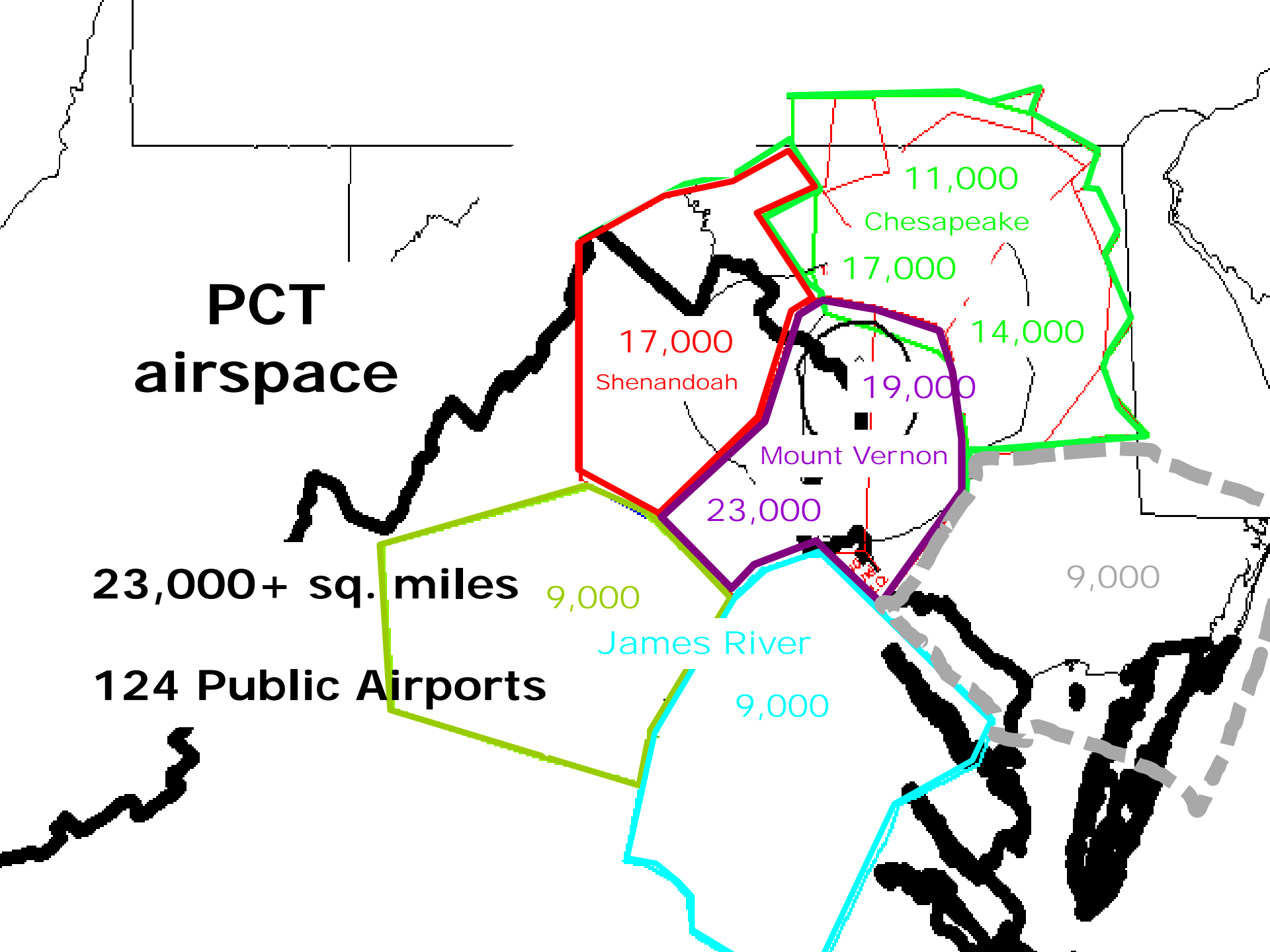
23,000

9,000

James River

9,000

9,000



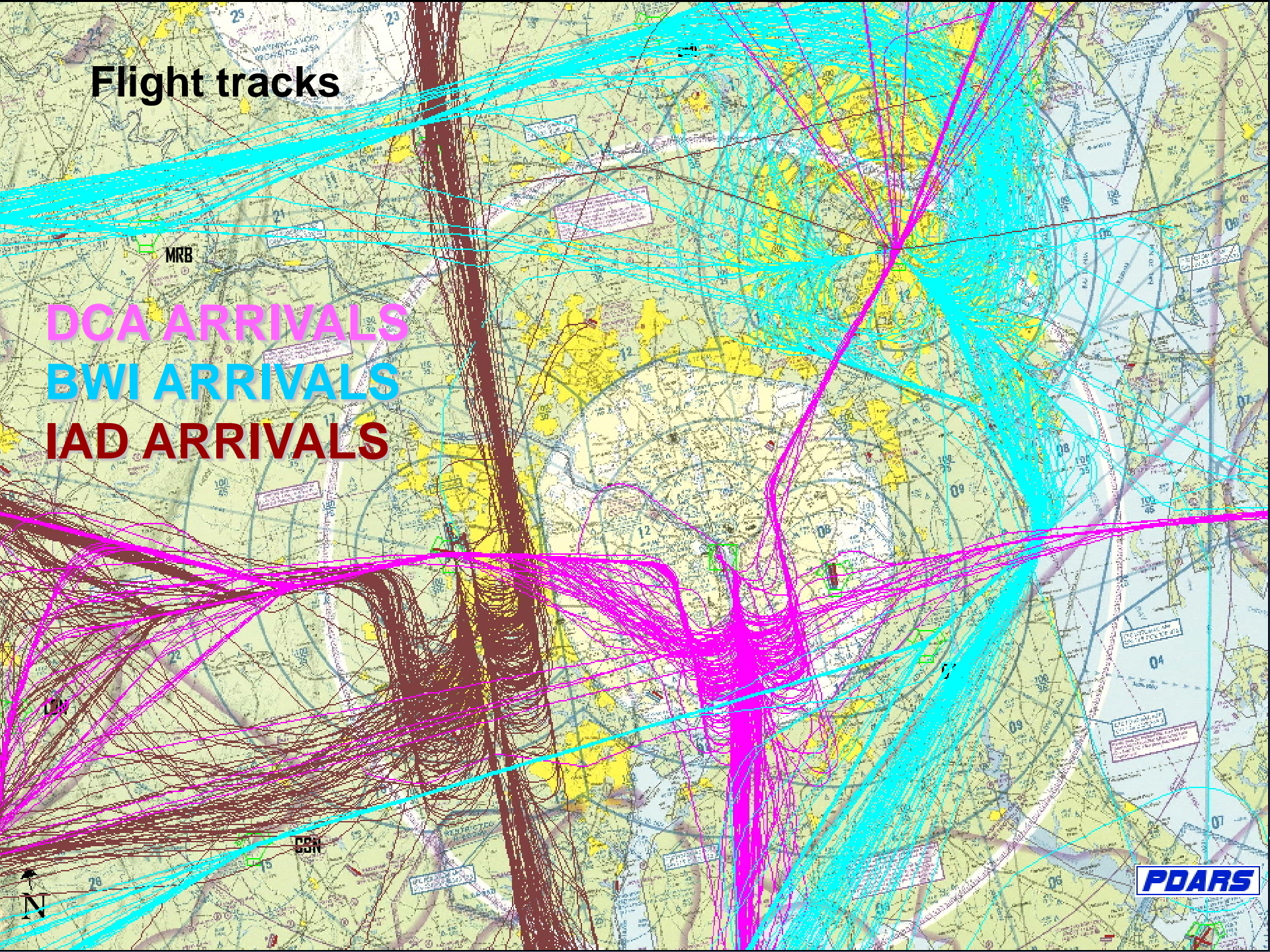
Flight tracks



IAD DEPARTURES
BWI DEPARTURES
DCA DEPARTURES

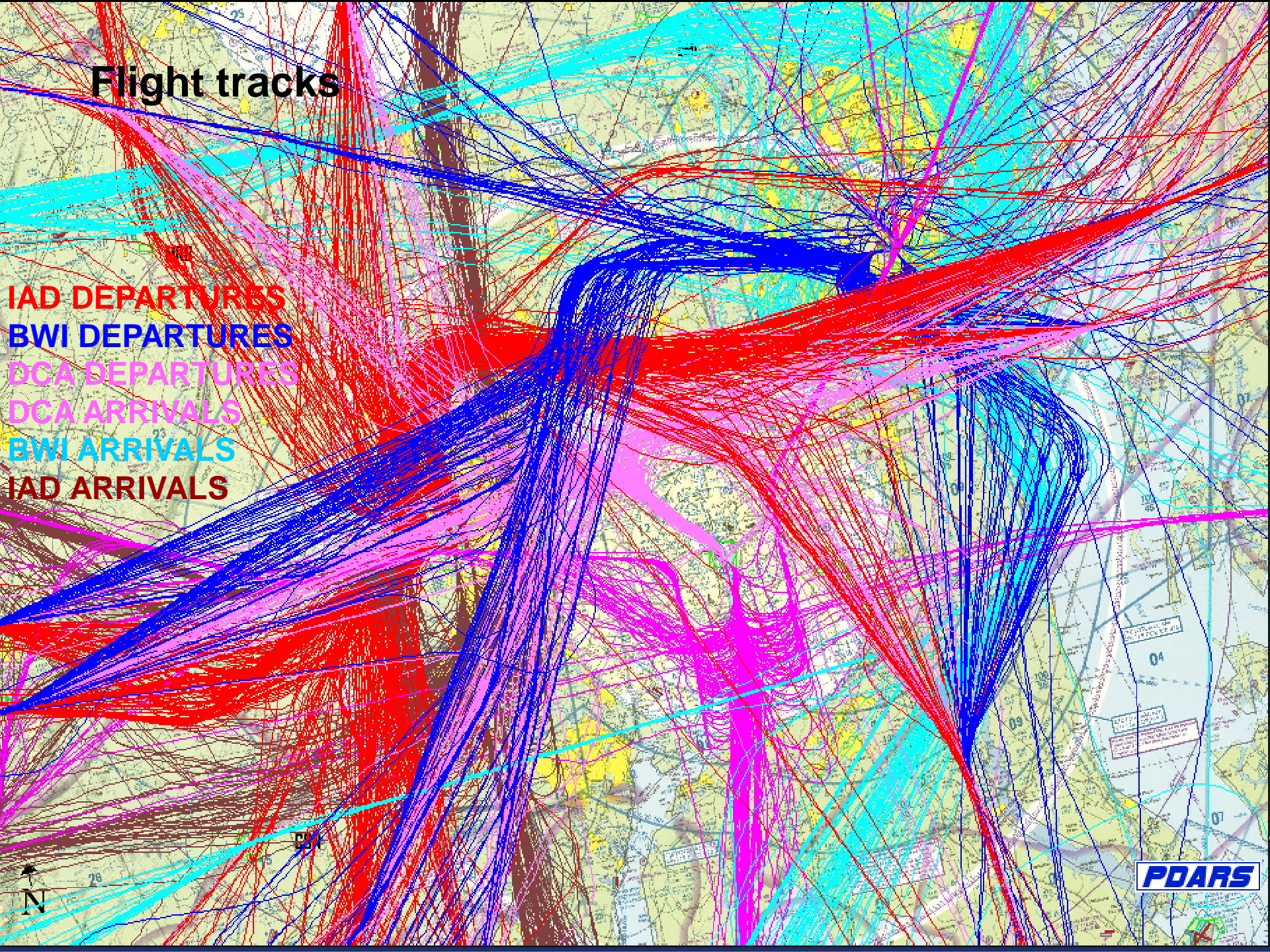
Flight tracks

DCA ARRIVALS
BWI ARRIVALS
IAD ARRIVALS

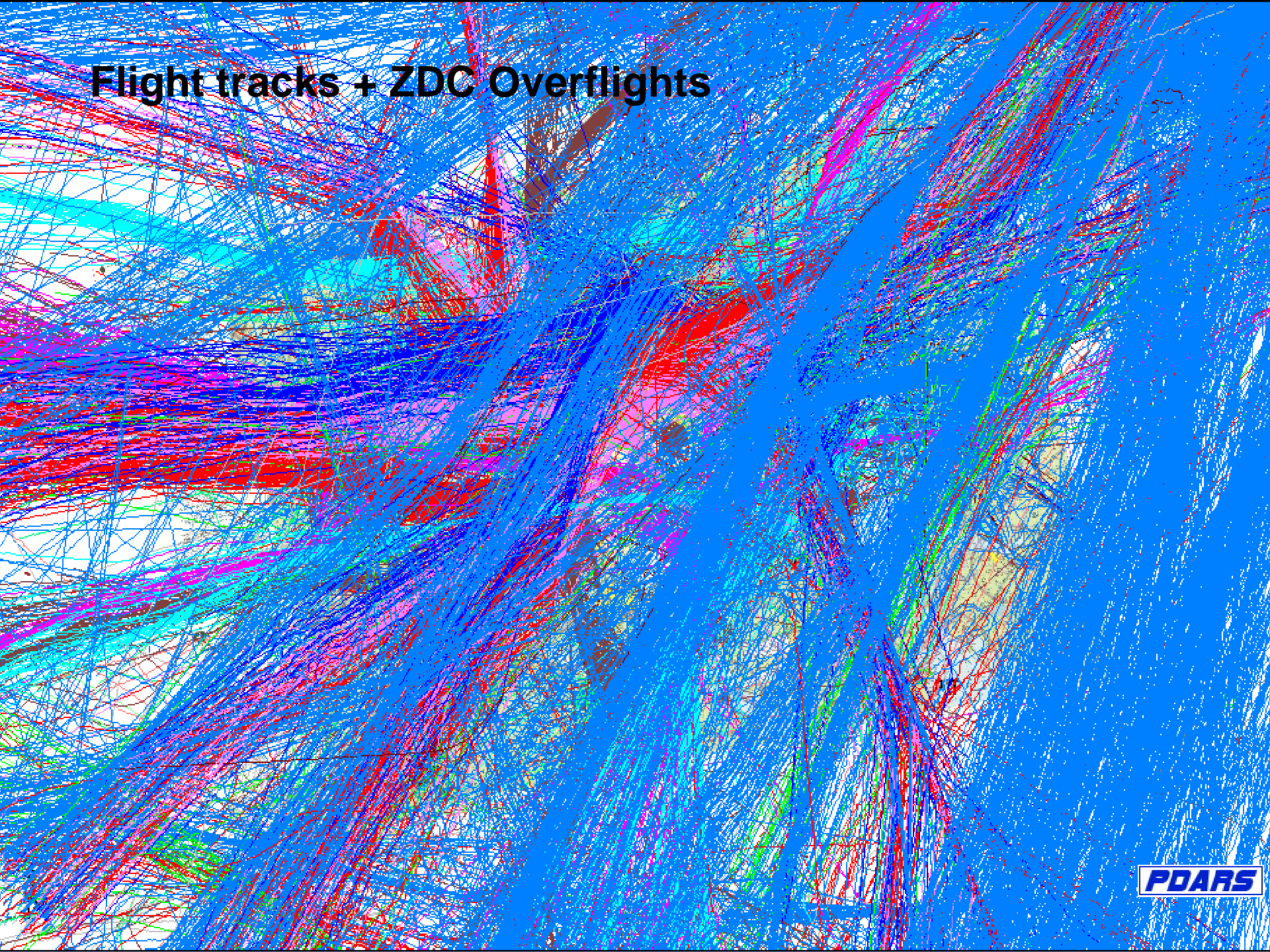



Flight tracks

IAD DEPARTURES
BWI DEPARTURES
DCA DEPARTURES
DCA ARRIVALS
BWI ARRIVALS
IAD ARRIVALS



Flight tracks + ZDC Overflights

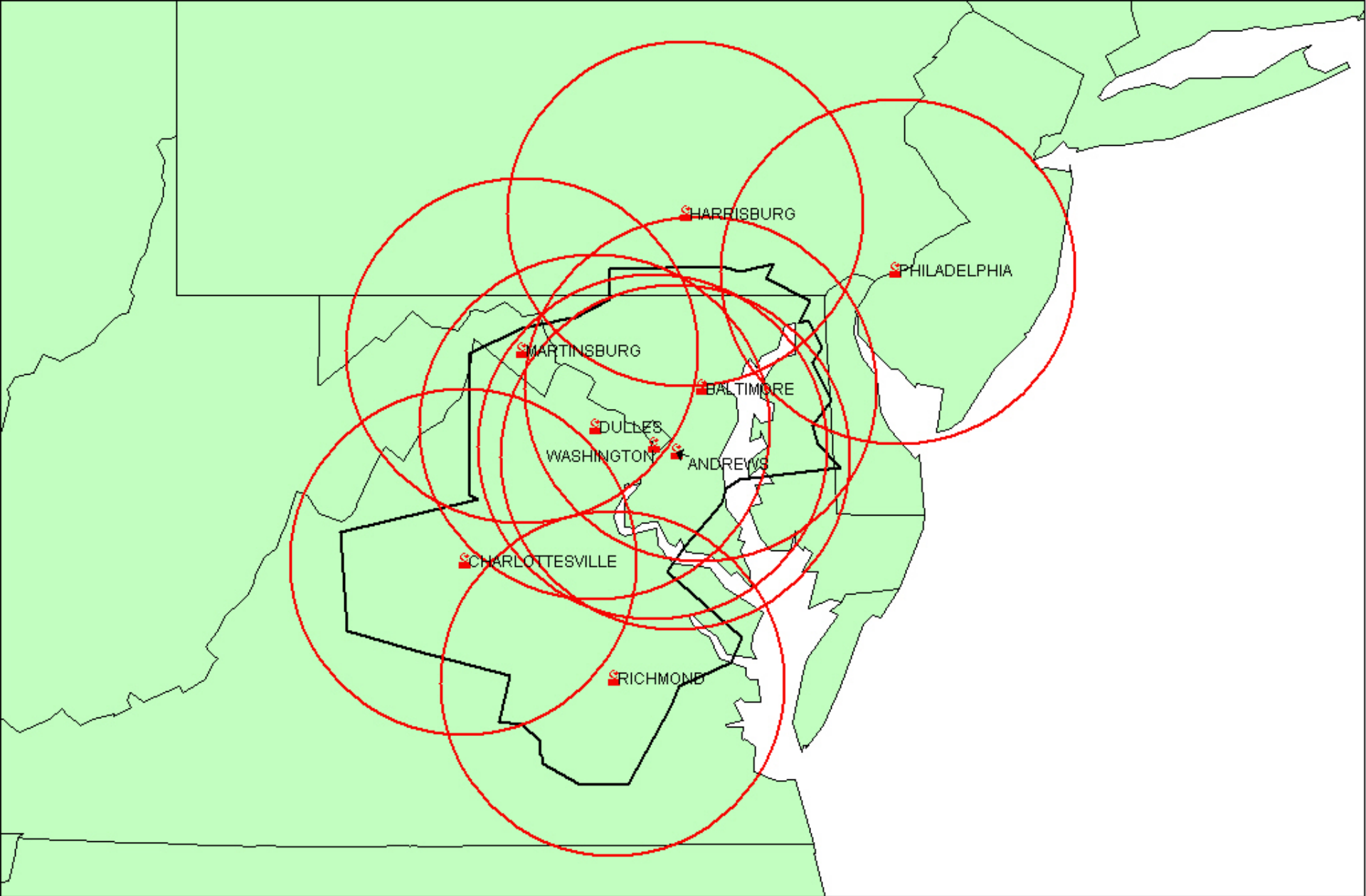


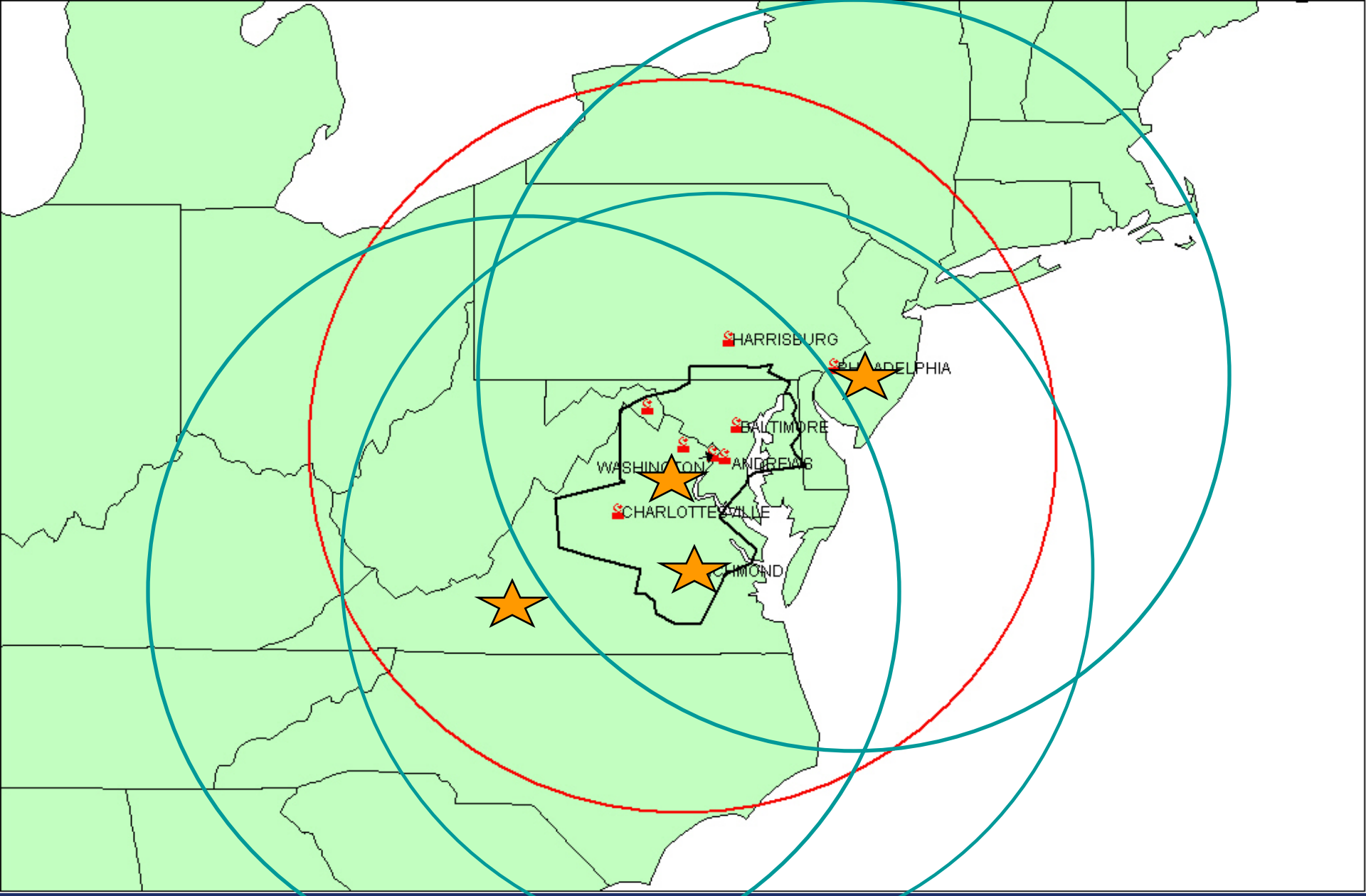


9- Short range RADAR
systems – 102,000 sq. mi.
overlapping coverage
(Charlottesville to
Philadelphia)

4- Long Range RADAR
systems – 820,000 sq. mi.
overlapping coverage







FLG4743
093 13E

9

USA 1430
035 20

USA 1838
040 23

Primary & Secondary RADAR

Data Block



005

FDY2305
017 11

N988JC
030 21

UAL649
040 27 F1

DAL125
032 19
B.58



Preliminary Pilot Deviations



•2003	-	746	•2008	-	145
•2004	-	570	•2009	-	117
•2005	-	389	•2010	-	118
•2006	-	338	•2011	-	127
•2007	-	148	•2012	-	101
			•2013	-	101
			•2014	-	94



**SFRA
30NM DCA
VOR**

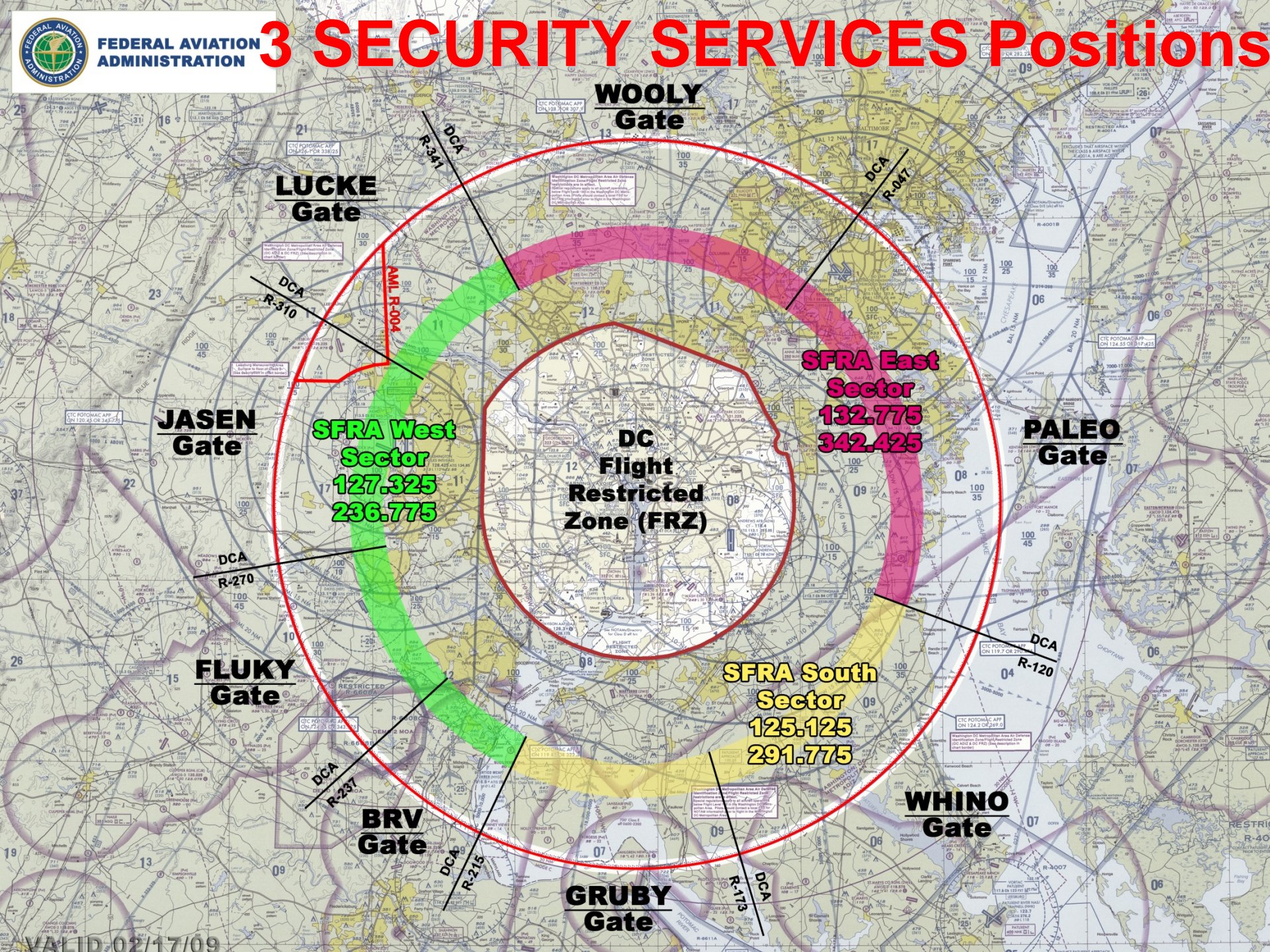
The image displays a detailed aeronautical chart centered on a VOR station. A white circular outline highlights a 30-nautical-mile radius. Within this circle, a red shaded area represents the SFRA (Standard Instrument Flight Rules Area). The chart includes various navigational elements such as flight paths, altitudes, and communication frequencies. The text 'SFRA 30NM DCA VOR' is prominently displayed in a black box with white text in the center of the highlighted area.





FEDERAL AVIATION
ADMINISTRATION

3 SECURITY SERVICES POSITIONS



WOOLY Gate

LUCKE Gate

JASEN Gate

SFRA West Sector
127.325
236.775

DC Flight Restricted Zone (FRZ)

SFRA East Sector
132.775
342.425

PALEO Gate

FLUKY Gate

SFRA South Sector
125.125
291.775

BRV Gate

WHINO Gate

GRUBY Gate

- **3 requirements for pilots flying VFR in the SFRA.**
 - **File flight plan.**
 - **Two-way radio contact with ATC.**
 - **Display a discrete beacon code.**

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AIRLINERS.NET

SECURITY SERVICES POSITION

- IFR

- Class B

- Flight Following



- SFRA traffic only

- No Class B

- No FF

RADAR CONTACT

- IFR

- Class B

- Flight Following

- Traffic

- SFRA positions

- No Class B

- No FF

- Traffic-not really

Transponder Observed



Pilot Controller Glossary



ATC Security Services

- **Communications and security tracking provided by an ATC facility in support of the DHS, DoD, or other federal security elements in the interest of national security. Such security services are only applicable within designated areas. **ATC Security services does not include ATC basic radar services or flight following.****

Transponder Observed

- The phraseology used in security airspace to inform a pilot that the aircraft's assigned beacon code and position has been observed. **Pilots who hear this transmission should not expect or assume any ATC services.** Specifically, this term conveys to a VFR pilot only that the transponder reply has been observed and its position correlated for movement through security airspace.

Washington DC Metropolitan Area Air Defense Identification Zone/Flight-Restricted Zone (DC ADIZ & DC FRZ) (See description in chart border)

Leesburg Maneuvering Area Surface to floor of Class B (See description in chart border)

AML R-004



SFRA Best Practices

- **Know difference between ‘radar contact’ and ‘transponder observed’.**
- **Be aware of configuration at major airports.**
- **Short n Sweet (Call sign, position, dest.)**
- **Don’t always have to announce exit.**
- **Be aware of Class B airspace.**
- **Request FF ASAP. Add to FP remarks.**



Questions?

