Leesburg Maneuvering Area Refresher

Fall-Winter 2022

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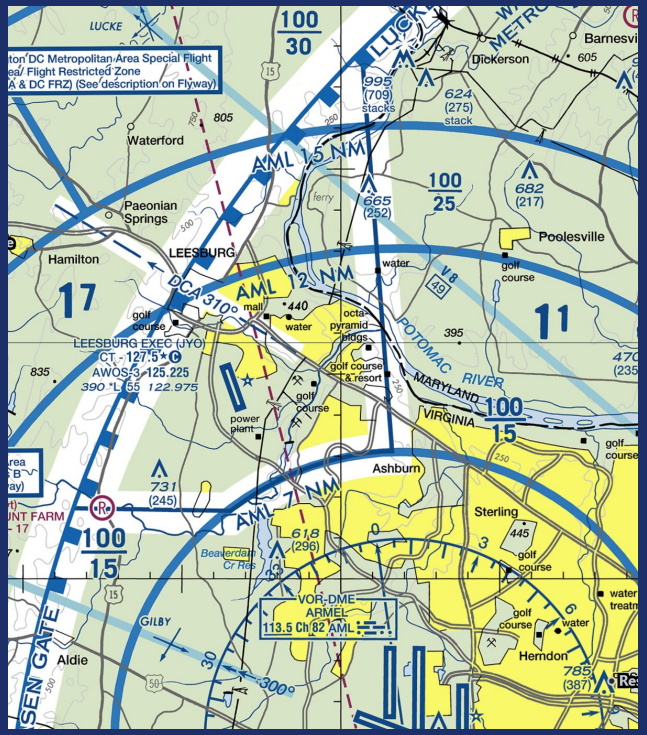


FAAST FAA SAFETY TEAM

Leesburg Maneuvering Area

Agenda

- Overview of the situation
- Review of the airspace
- Procedure review
- Recommendations
- Leesburg operational issues
- Q & A
- Additional material and instructor considerations

Copies of this briefing are available from - jsomiak@verizon.net

Leesburg Maneuvering Area

Agenda

Special guest speaker

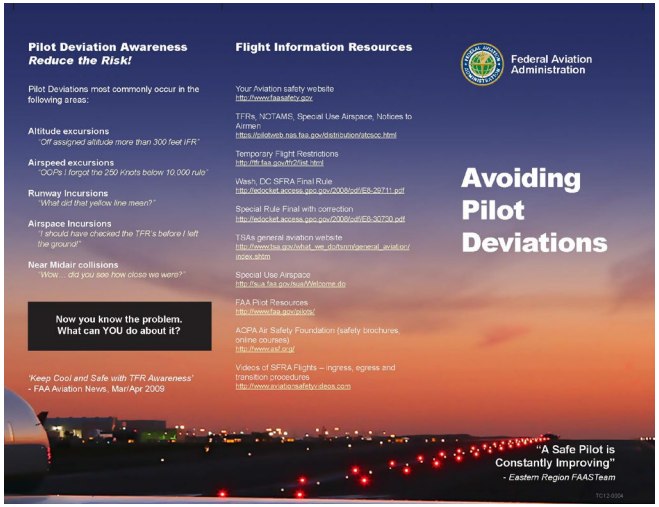
- Michael Link- Leesburg rTWR Manager for RVA
- JYO@rvainc.com
- 703-669-2380

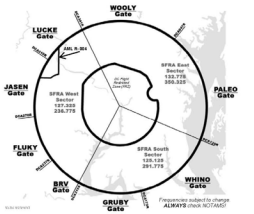
Leesburg Maneuvering Area

- This briefing is for Leesburg pilots, Washington area pilots and distant & transient pilots alike !
- Flight schools and CFIs should also respond to these concerns as well
  - Use this briefing as a starting point
- **Pilot Deviations are still occurring !**
  - All pilots operating at KJYO need to be vigilant and abide by the regs and NOTAMs

Pilot Deviation Awareness

Resources





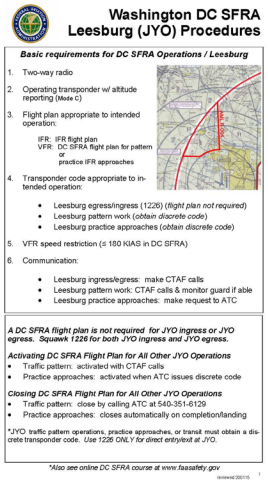
Area Name	Nearest major airport)	Telephone
Shenandoah	Dulles (IAD)	1-866-709-4693 1-540-349-4087
Mount Vernon	Reagan National (DCA) Andrews AFB (ADW)	1-866-599-3874 1-540-349-0483
Chesapeake	Baltimore (BWI)	1-866-429-5882 1-540-349-8478
James River	Richmond (RIC) Charlottesville (CHO)	1-866-640-4124 1-540-349-9687

ATC Terms Specific to the DC SFRA:

Security services: Identification, communications and security tracking provided by an ATC facility in support of DOD, or other security elements. *NOTE: Security services do not include basic radar services or any other ATC services.*

Transponder observed: Used in security airspace to inform a pilot that the assigned beacon code / position have been observed. This transmission does *not* imply ATC services. It conveys only that the transponder reply has been observed and its position correlated for movement through security airspace.

Remain on the code until you land: Used when Potomac hands an inbound VFR flight off to the tower or authorizes change to advisory frequency for non-towered airports. This term reminds pilots to remain on the assigned discrete transponder code until after landing. *NEVER squawk 1200 in the DC SFRA.*



Washington DC SFRA Leesburg (JYO) Procedures

Basic requirements for DC SFRA Operations / Leesburg

1. Two-way radio
2. Operating transponder w/ altitude reporting (Mode C)
3. Flight plan appropriate to intended operation:
   - IFR: IFR flight plan
   - VFR: DC SFRA flight plan for pattern or practice IFR approaches
4. Transponder code appropriate to intended operation:
   - Leesburg egress/ingress (1226) (*flight plan not required*)
   - Leesburg pattern work (*obtain discrete code*)
   - Leesburg practice approaches (*obtain discrete code*)
5. VFR speed restriction (≤ 180 KIAS in DC SFRA)
6. Communication:
   - Leesburg ingress/egress: make CTAF calls
   - Leesburg pattern work: CTAF calls & monitor guard if able
   - Leesburg practice approaches: make request to ATC

A DC SFRA flight plan is not required for JYO ingress or JYO egress. Squawk 1226 for both JYO ingress and JYO egress.

Activating DC SFRA Flight Plan for All Other JYO Operations
- Traffic pattern: activated with CTAF calls
- Practice approaches: activated when ATC issues discrete code

Closing DC SFRA Flight Plan for All Other JYO Operations
- Traffic pattern: close by calling ATC at 540-351-6129
- Practice approaches: closes automatically on completion/landing

*JYO traffic pattern operations, practice approaches, or transit must obtain a discrete transponder code. *Use 1226 ONLY for direct entry/exit at JYO.*

**Also see online DC SFRA course at www.faasafety.gov*

Google: FAA Avoiding Pilot Deviations Eastern Region

Leesburg Maneuvering Area

- **Observations from the data**
  - General causes and contributing factors
    - Poor situational awareness
    - Poor position determination
    - Poor decision making
    - Distracted pilot
    - Transient pilots not familiar with the procedures

Leesburg Maneuvering Area

Some specific example of Pilot Deviations

- Pilot became disoriented due to iPad malfunction
- Turning directly to KJYO from a position north or south of the LMA, entering the SFRA without a discrete code
- Turning directly to KFDK or CSN upon departure, causing clipping of the SFRA on a 1226 code
- Pilot filed an SFRA flight plan to the eastern shore, but entered the SFRA on a 1226 code. They later entered Class B airspace without a clearance
- Student pilot did not change from a 1200 code while returning from a long XC flight and penetrated the SFRA/LMA
- Student pilot lost orientation in the LMA and proceeded NE into the SFRA on a 1226 code

Background- Why the SFRA

- Established via NOTAM as ADIZ and FRZ after 9/11 to protect the nation's capital and federal government
- Codified into 14 CFR Part 93 as the Special Flight Rules Area in 2009
- Characterized as National Defense Airspace

- Airspace is monitored very closely

DC SFRA, LMA & FRZ

Some specific orientation

Vertically:

- Starts at surface
- Goes to FL 180
- Does not include FL 180

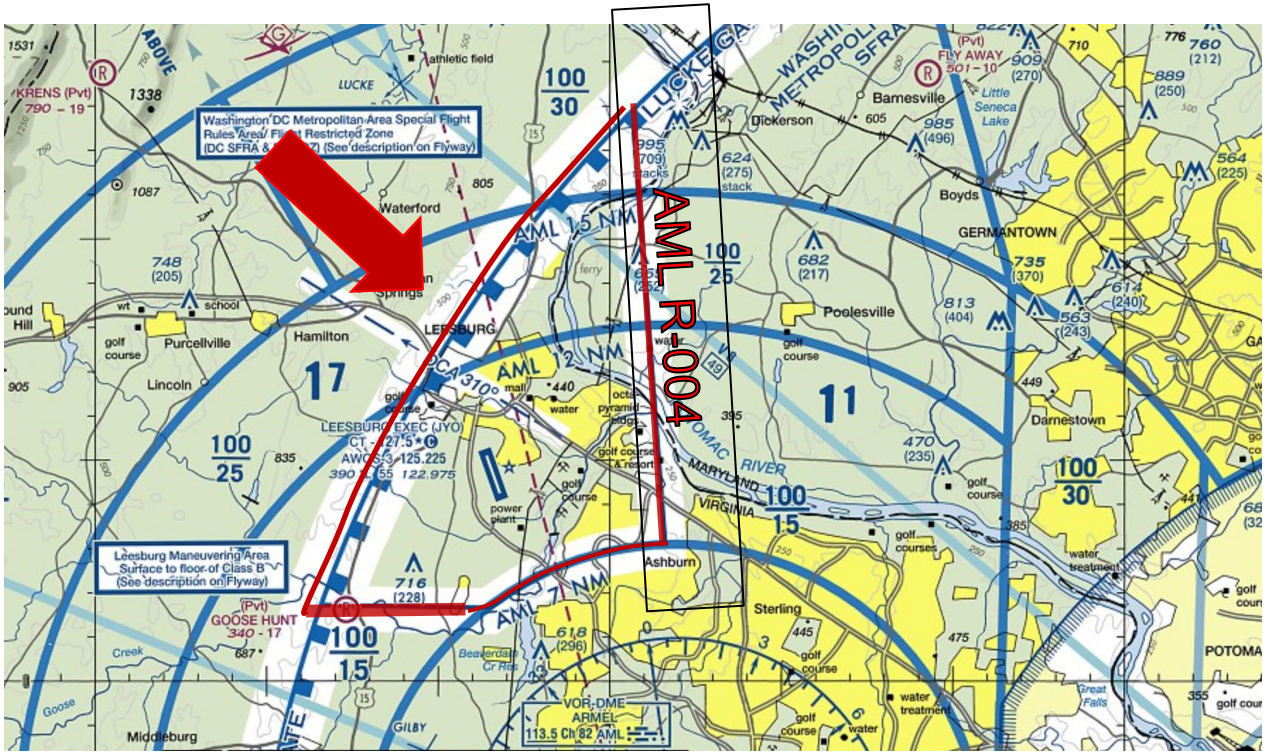
Laterally:

- Within a 30 nm radius of the DCA VOR/DME

Leesburg Maneuvering Area

(TAC)

Our part of the airspace



New charting as of 2/25/2021

Key Current NOTAMs Relevant to Leesburg Area Pilots

- **SFRA- FDC 0/8326**
- **Leesburg Maneuvering Area- FDC 0/3929**
- **Speed Restrictions-FDC 1/1155**

NOTE: The NOTAM numbers are subject to change, as well as their content and restrictions

Leesburg Maneuvering Area Operations

- **Information Sources**
  - **Get a briefing before EVERY flight !!!**
    - **Phone 1-800-WX-BRIEF**
    - **1800wxbrief.com website**
    - **ForeFlight, or other EFBs**
    - **Check FAA NOTAM & TFR website**

Check for ALL applicable NOTAMS and TFRs immediately prior to flight

An Airspace Review

DC Special Flight Rules Area (SFRA)

14 CFR 93.339

- **Operations in the SFRA are subject to the following conditions:**
  - A flight plan must be filed on the ground if you are VFR
  - You must be squawking a discrete transponder code, with altitude reporting (Mode-C)
  - You must be in communication with ATC
  - ***Highly recommended*** to monitor 121.5 or 243.0

  - ** This does not entitle you to fly in the Class B **

Other special requirements apply to the LMA !

An Airspace Review

DC Special Flight Rules Area (SFRA)

14 CFR 93.339

- ***Highly recommended*** to monitor 121.5 on your #2_Comm whenever you fly in or near the SFRA or any TFR area !!

Leesburg Maneuvering Area

Where is it?

- **See NOTAM (0/3929) for complete dimensions**
- **You should know the JYO area landmarks that approximate the boundaries !**
  - Microwave tower to the south
  - Potomac river to the north
  - The small ridge to the west of Town of Leesburg

- **Use your GPS NRST, moving map or DME to stay oriented**

- **Some installed GPS navigator moving maps do not show the LMA boundaries**
  - Use Sectional or TAC chart (digital or hardcopy)
  - Use the visual landmarks

Leesburg Maneuvering Area Operations

Ingress/Egress only- VFR- No pattern work

- Two-way radio
- Listen to the complete AWOS transmission
- Operating transponder with Mode C…. and ADS-B Out
- Flight Plan <u>not required</u> for LMA operations
  - If desired, a separate Search and Rescue (VFR) plan may be filed
- Transponder Code
  - **1226 for egress (exit) or ingress (entry)**
- Inbound-Communicate with Tower approx. 8-10 nm out (when in operation)
  - **If frequency is busy and you cannot make contact by that point, please <u>slow down</u> your aircraft until you make contact**
- Communicate via CTAF (127.5… same as tower) on exit or entry…. when tower is closed
  - Announce make/model, call sign, intended runway
- Remain clear of the **Class B** airspace shelves
- Never squawk 1200

Leesburg Maneuvering Area Operations

Please Note:

- Compliance with the LMA requirements does NOT authorize operations in the DC SFRA outside of the LMA

- See the specific SFRA operational requirements
  - Do Not squawk 1226 in the SFRA outside of the LMA

- IFR departures and arrivals, use the usual IFR procedures and obtain your clearance from Leesburg Ground, or Potomac Clearance Delivery if Tower is closed

Leesburg Maneuvering Area Operations

Pattern Work

- Two-way radio
- Operating transponder with Mode C …. and ADS-B Out
- When Tower is operating, squawk 1234, Comm with TWR
  - No SFRA flight plan is required
- When Tower is closed
  - SFRA Flight Plan
    - Filed prior to takeoff
    - Specify Pattern work in remarks (DC SFRA Req PTTN)
  - Discrete Transponder Code
    - Obtain from Clearance Delivery **before takeoff**
  - Communicate via CTAF and monitor 121.5 (if able)
  - Close plan with ATC when complete via (540) 351-6129

Leesburg Maneuvering Area Operations

Inbound and then Pattern Work

- Two-way radio
- Operating transponder with Mode C …. and ADS-B Out
- While inbound, squawk 1226 as usual
- Then after the first touch-and-go, switch to 1234 no later than when downwind
  - Ensure you are in a safe situation to make the change to 1234
- If it is a full stop and taxi back for pattern, switch to 1234 on the ground

Leesburg Maneuvering Area Operations

Go-Arounds

- With a 1226 code, Leesburg pilots should not hesitate to go around if safety considerations do not permit a landing at JYO on the first or second pass
- Inform Tower of your intentions, if operating
- If time and ***safe flight permits***, switch to 1234 code
- If a second go-around is required, switch to 1234
- If Tower is closed:
  - If additional go-arounds are required for safety reasons, contact Potomac on 127.325 to advise of the situation and comply with ATC instructions

How to avoid a pilot deviation or violation

- ***Know your code !***
  - Always be aware of your transponder code and what is appropriate
    - ***Almost as important as putting your gear down or switching fuel tanks !***
    - CAUTION: Some avionics load a 1200 code by default
      - Schools & Owners- This default can be changed by maint tech
  - **New and Student Pilots**
    - Put a “Sticky Note” on the instrument panel to check or change to 1226 for re-entry to the LMA
    - Listen to the complete AWOS transmission

How to avoid a pilot deviation or violation

- **Where can I use the 1226 code ?**
  - 1226- Outbound from, or Inbound to JYO as VFR
  - You may keep the 1226 code when in the practice areas or at KOKV and KMRB with the intention of returning to JYO VFR
  - 1200- *NEVER in –**or-** approaching the LMA or SFRA*

How to avoid a pilot deviation or violation

- ***Set your 1226 code early on your arrival***

  - If returning to JYO from…..
    - South- Set 1226 near CSN
    - North- Set 1226 near FDK
    - West- Set 1226 near KOKV or KMRB

How to avoid a pilot deviation or violation

When flying to points northeast or south of KJYO

- Avoid the boundaries of the SFRA
  - 30 NM from DCA VOR for reference

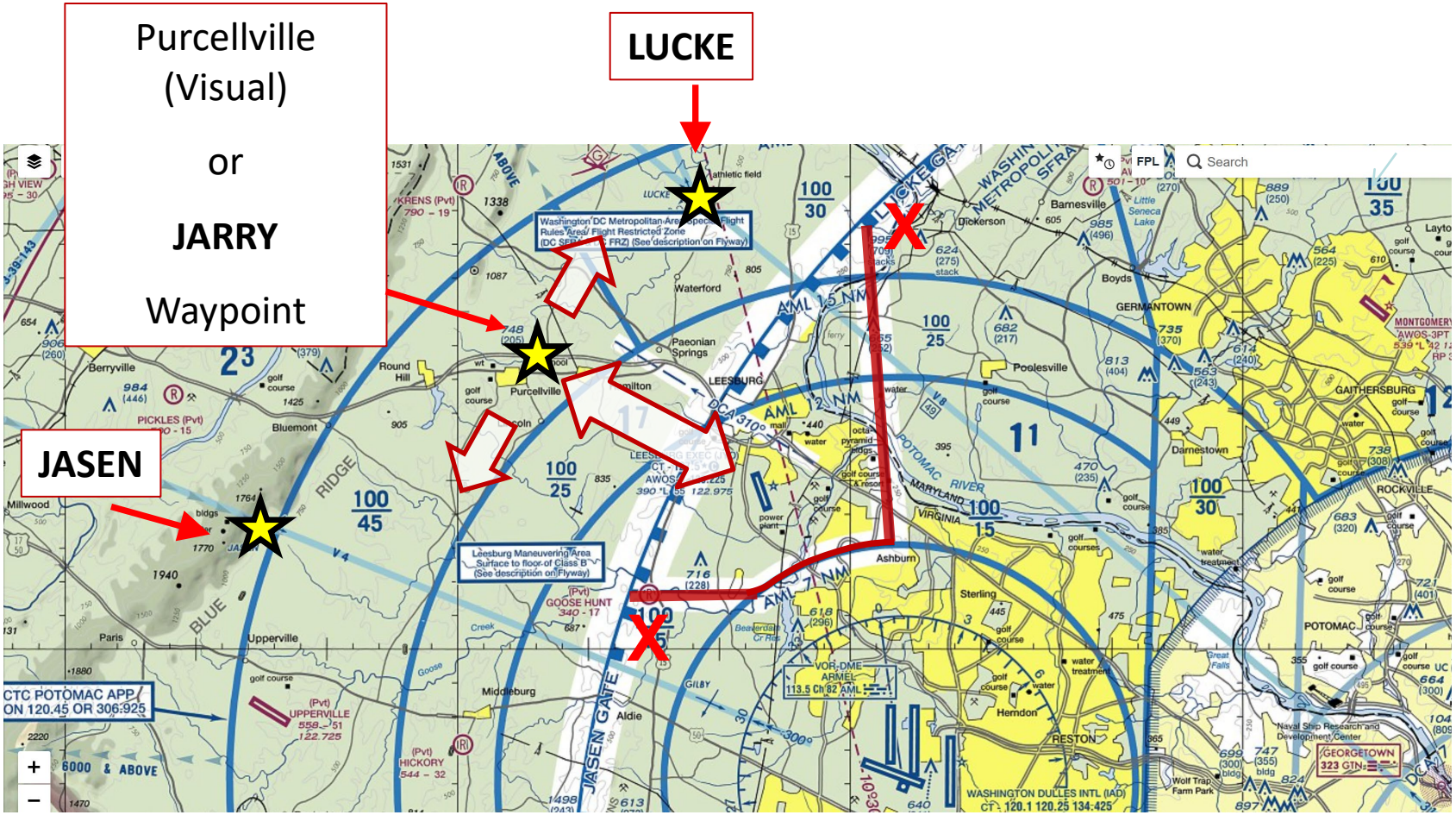
- **You *must* avoid clipping the LMA boundaries**
  - Especially enroute to:
    - North and northeast to KFDK and EMI
    - South to CSN
  - Know the winds aloft and their effect on your flight path

- ***Fly west or northwest first***, then turn on course

How to avoid a pilot deviation or violation

- ***Depart and fly west or northwest***
  - Once airborne from JYO, fly direct to a point that is west or northwest of the airport
    - Visual landmarks
      - Purcellville
      - Ridge gap at Bluemont
      - Harpers Ferry
    - Waypoints to create your magenta line
      - ***JARRY*** waypoint to the West (2 nm NE of Purcellville)
      - ***LUCKE*** intersection to the NW
      - ***JASEN*** intersection to the SW
  - Please be cautious of the IAP approach paths from the NW

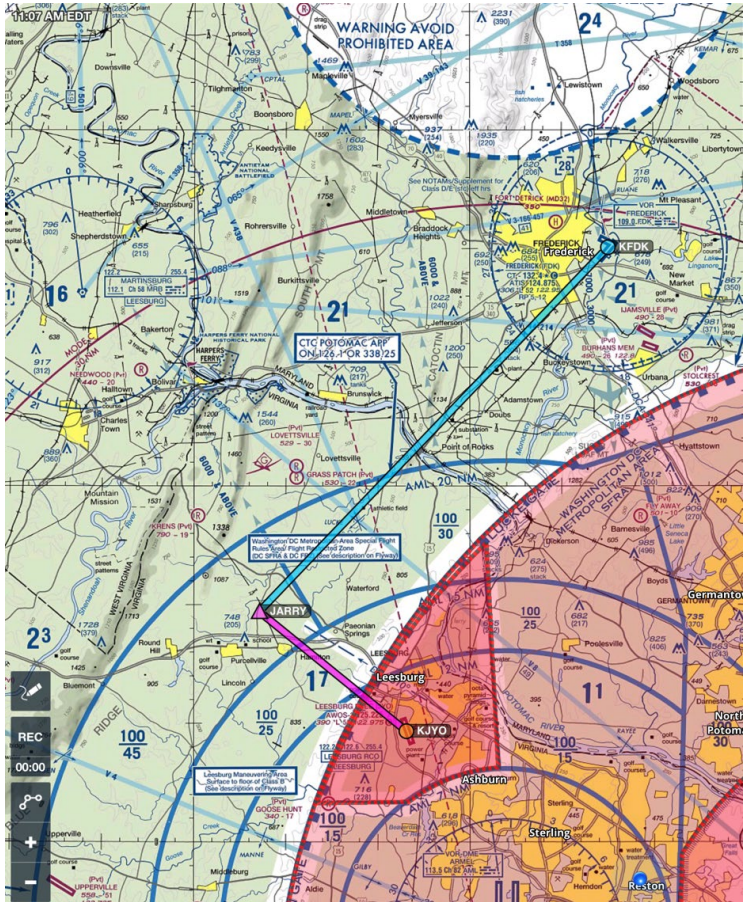
Points of Reference for Departure and Arrival



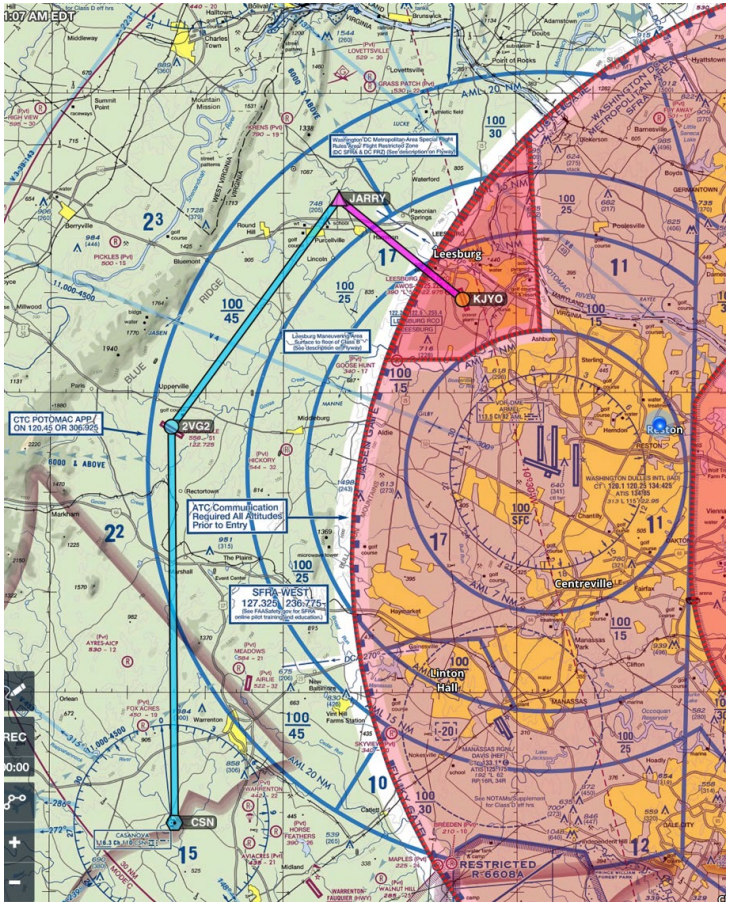
NOTE: Do not clip the LMA boundary with a 1226 code, as noted with the "**X**"

Example Flight Paths

To/From FDK



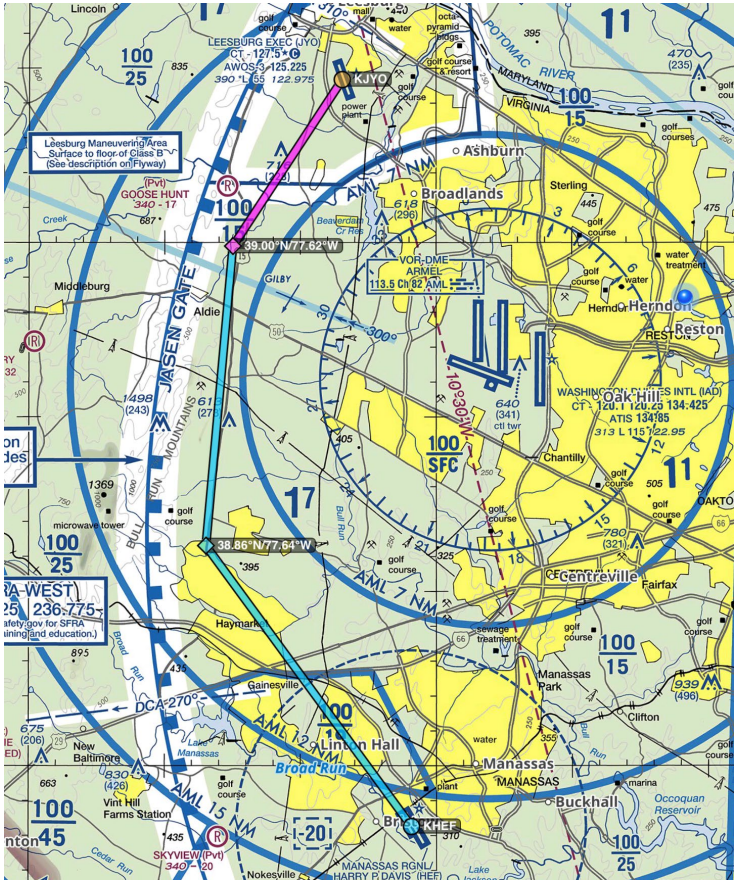
To/From CSN



Local Operation Example

JYO to HEF (flight within SFRA)

- *This route is at lower altitudes below the Class B*
  - *Follow Rt 15*
  - *Be very aware of Class B*
  - *Be cautious of obstacles*



Local Operation Example

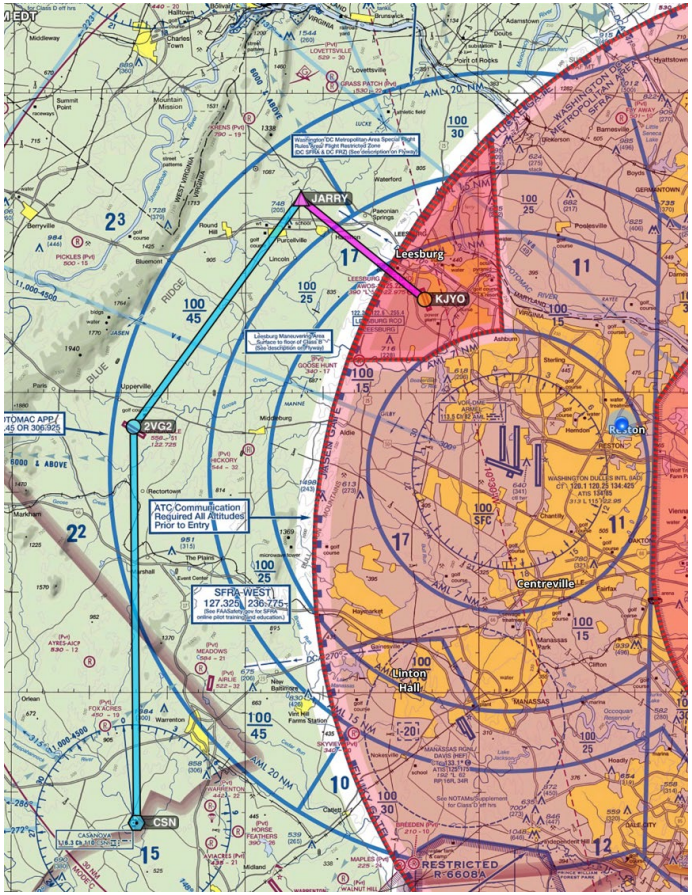
JYO to HEF (flight within SFRA)

- File an SFRA (IFR) plan so Potomac TRACON can see it
- File Departure = KJYO and Destination = KHEF
- Add in Remarks: SFRA VFR to KHEF
- Pick up discrete code and frequency from JYO Ground ***before*** departure
  - Do not squawk 1226
- Upon turnover from JYO Tower, contact Potomac
- Remain clear of the Class B while enroute, unless Class B clearance is received
  - Maintain your SA relative to the Class B shelves
- ***This route is at lower altitudes below the Class B***
  - ***Be very aware of obstacles and be cautious***

Local Operation Example

JYO to HEF

- *Exit and then reenter the SFRA to KHEF*



Local Operation Example

JYO to HEF (exit and then reenter SFRA)

- File as SFRA (IFR) plan so Potomac TRACON can see it
- File Departure = FLUKY gate and Destination = KHEF
- Add in Remarks: SFRA VFR to KHEF
- Depart JYO to the west on 1226 code (e.g. JARRY waypoint)
- Fly S or SW toward 2VG2 or CSN
- Remain clear of the Class B while enroute
  - Maintain your SA relative to the Class B shelves
- While West, call Potomac (127.325) and pick up a discrete code for entry to SFRA
- Be alert for SFRA entry permission by hearing “Transponder Observed”
- Proceed into SFRA and then expect turnover to KHEF Tower 133.1

Local Operation Example

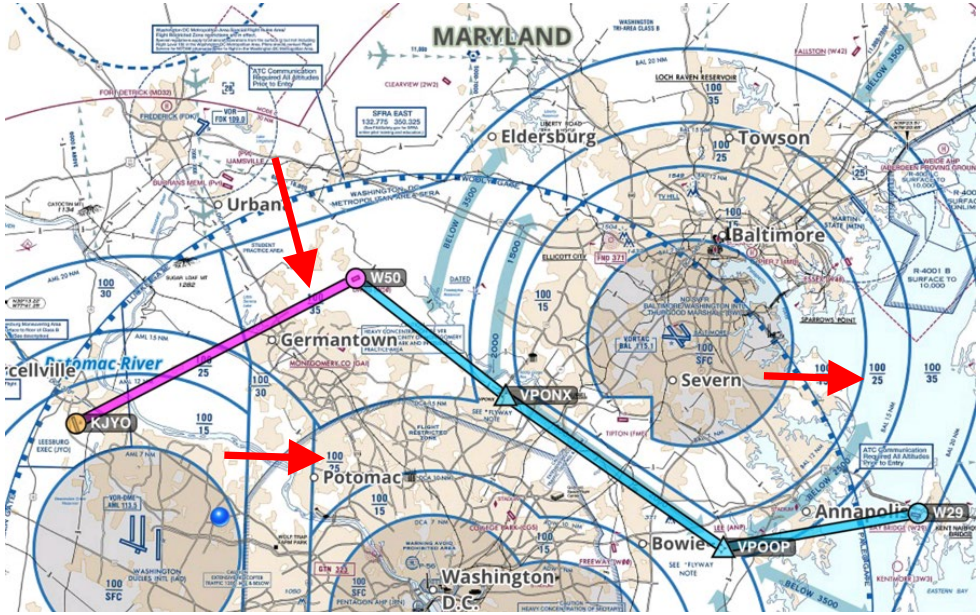
JYO to HEF (exit and then reenter SFRA)

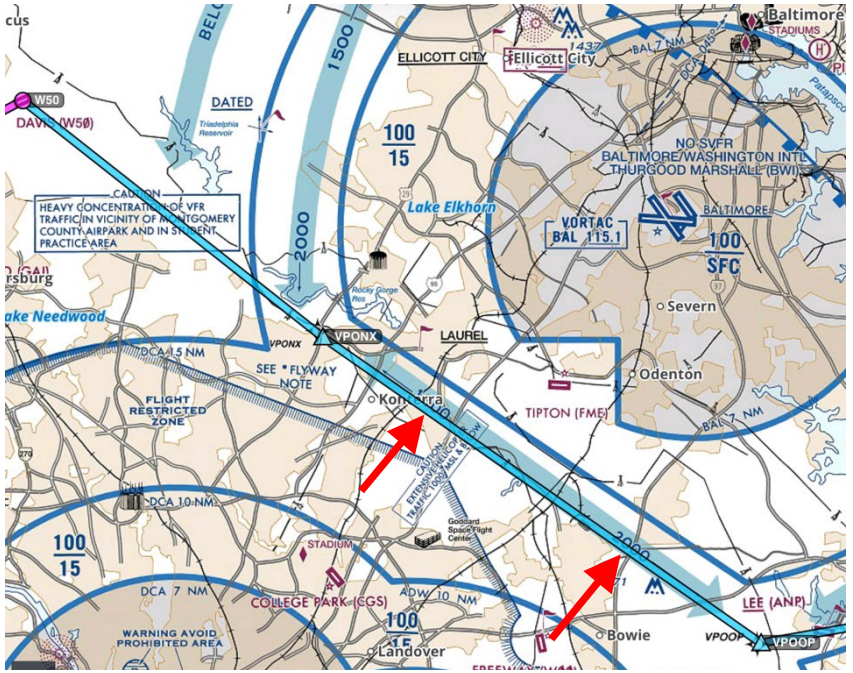
- If you would like to pick up your SFRA code and freq before departing KJYO, you can call ground before departure
- Load the discrete code before departure.
- KJYO TWR will turn you over to Potomac after liftoff
- Proceed outbound, west and then south
- Check the transponder code is set before approaching the SFRA boundary prior to entry toward KHEF
- Call Potomac with position and intentions
- Be alert for SFRA entry permission by hearing “Transponder Observed”

Local Operation Example

JYO to Eastern Shore (via VFR Flyway)

- Flight Path
  - KJYO-W50-VPONX-VPOOP-W29 (Bay Bridge)
  - Use the Baltimore-Washington Terminal Area Chart (TAC)
  - TAC charts (VFR Flyway) can be displayed on ForeFlight and other EFBs





Local Operation Example

JYO to Eastern Shore (via VFR Flyway)

- File an SFRA (IFR) plan so Potomac TRACON can see it
- File Departure = KJYO and Destination = PALEO gate
- Add in Remarks: SFRA VFR to W29… or destination airport
- Consider using W50 (Davis) as an aligning waypoint (avoid KGAI)
- Pick up discrete code and frequency from JYO Ground ***before*** departure
  - Do not squawk 1226
- Upon turnover from JYO Tower, contact Potomac
- Navigate via the corridor VFR waypoints **VPONX & VPOOP**
- Observe directional altitudes in the corridor (consult TAC chart)
  - 2000’ SE bound - 1500’ NW bound
- Remain clear of the Class B while enroute, unless Class B clearance is received
  - Maintain your SA relative to the Class B shelves

How to avoid a pilot deviation or violation

- ***CFIs***
  - *Ensure your students have taken the SFRA course within the last 12 months (e.g. on **Stage Checks**)*
  - *Develop LMA approach checklist items for your students to check transponder*

- ***JYO Flight Schools and Clubs***
  - *Please ensure your **renter pilots** have the latest SFRA operating information and training*
  - *Develop an LMA awareness and navigation learning module to be required for **all** student pilots (regardless of cert or rating) and renting pilots*
    - *Use this briefing as a starting point*

How to avoid a pilot deviation or violation

Avoid distractions !

- ***Double check your transponder code***
  - *Verbally confirm the code you dial in or punch in*
  - *Especially true for G1000 and other sequential entries*
- ***Slow down when you do your pre-takeoff checks***
  - *Read your checklist and touch each item*
- ***If your preflight or pre-takeoff check is interrupted, restart it***
- ***Keep a sterile cockpit until clear of the LMA/SFRA and Class B***
  - *Control distractions during this critical period*

How to avoid a pilot deviation or violation

Avoid distractions !

- Key distractors
  - Programming your GPS navigator
    - Do that before departure/arrival
  - Using your tablet EFB- Too much heads-down time
  - Not maintaining awareness of Class B airspace & SFRA
  - Not maintaining overall situational awareness
  - Not understanding your departure/arrival plan
    - You should have one
  - Allowing other cockpit or passenger distractions

How to avoid a pilot deviation or violation

Use all available navigation sources

- Maintain Situational Awareness
- Be aware that some GPS navigators do not depict the LMA boundaries!
- CFI's- Instruct your students to use all available nav equipment, including GPS, in the aircraft when near the SFRA, especially for solo XC flights
- Do not just rely on pilotage !

How to avoid a pilot deviation or violation

If you know of a transient pilot that is flying in…

- Give them a reminder of the procedures for VFR or IFR arrival and departure
- Remind them to check current NOTAMs
- Remind them of the requirement to take the SFRA training per 14 CFR 91.161 for VFR flights
- Point them to the special LMA training material
- Remind them to listen to the complete AWOS transmission

Leesburg Operations

Summary of Methods To Enter The Leesburg Maneuvering Area

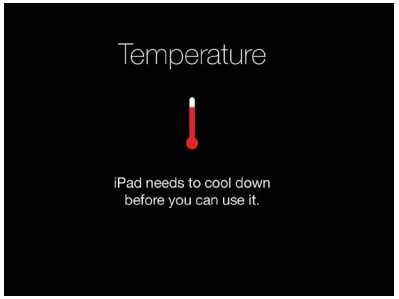
There are **only** three methods to enter the Leesburg Maneuvering Area
-With regard to a transponder code and a flight plan:

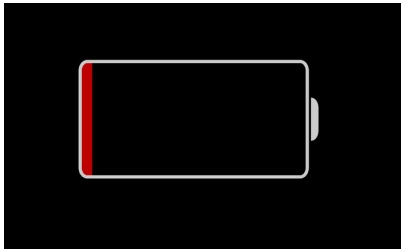
1. *1226 LMA code for VFR ingress/egress- No Flight Plan required*
2. *SFRA Flight Plan & ATC assigned discrete code*
3. *IFR Flight Plan & ATC assigned discrete code*

What to do if you Lose Situational Awareness (SA)

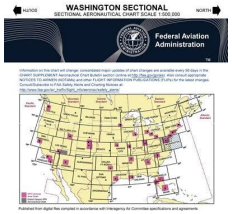
- Determine your position relative to the SFRA
- Turn away from the SFRA as soon as practical
- Use any available navigation sources to fly to a landmark or waypoint known to be clear of the SFRA
- Contact ATC (Leesburg TWR) for help and directions
- Reestablish your position relative to the SFRA
- Determine a route to fly to your destination - KJYO
- Re-check your transponder for a 1226 code
- Listen to the complete AWOS transmission
- Do not allow distractions to inhibit your SA on the remainder of the flight

What to do if you Lose a Navigation Source





- Never have just one navigation source while in the vicinity of the SFRA/LMA
- Always have backups for any digital navigation device
  - Backup battery, power cord
  - Backup device
- Have hardcopy backup charts
  - ***Use Wash TAC Chart for detail***



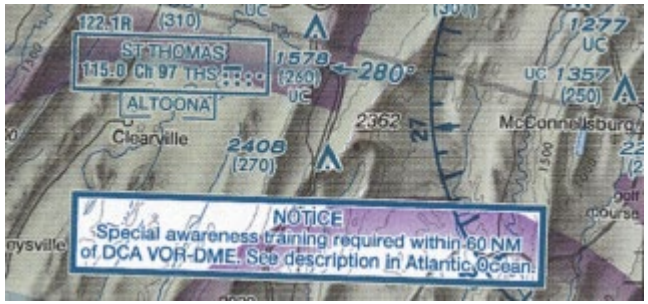
- Turn away from the SFRA
- Use your basic “lost procedures” to reestablish your position
- Develop a plan to reenter the LMA

Flying in the SFRA
Special Awareness Training

Take the SFRA training periodically to refresh…

14 CFR 91.161

- Special awareness training required for pilots flying under **visual flight rules** within a 60-nautical mile radius of the Washington, DC VOR/DME
- … no person may serve as a pilot in command or as second in command of an aircraft while flying within a 60-nautical mile radius of the DCA VOR/DME, under **VFR**, unless that pilot has completed Special Awareness Training and holds a certificate of training completion.



Flying in the SFRA Special Awareness Training

Where to obtain the training?

- www.faasafety.gov
  - Register on the site
  - Search on “SFRA”, look for this course
    - Washington DC Special Flight Rules Area (SFRA)
  - Enroll in it and take it.
  - It takes about 30-45 minutes to complete the course
- Upon completion print the certificate
- Handy kneeboard info sheets are also available here


Certificate of Achievement
This is to certify that
Joe Pilot
FAA Safety Team Aviation Learning Center Online Course
Dc Sfra
Course Number ALC-405
Presented by AFS-850 National FAASTeam
November 2, 2020
Federal Aviation Administration
Certificate Number 0214021-20201102-00405

- ***Take this course every year !!***

LMA Awareness Program

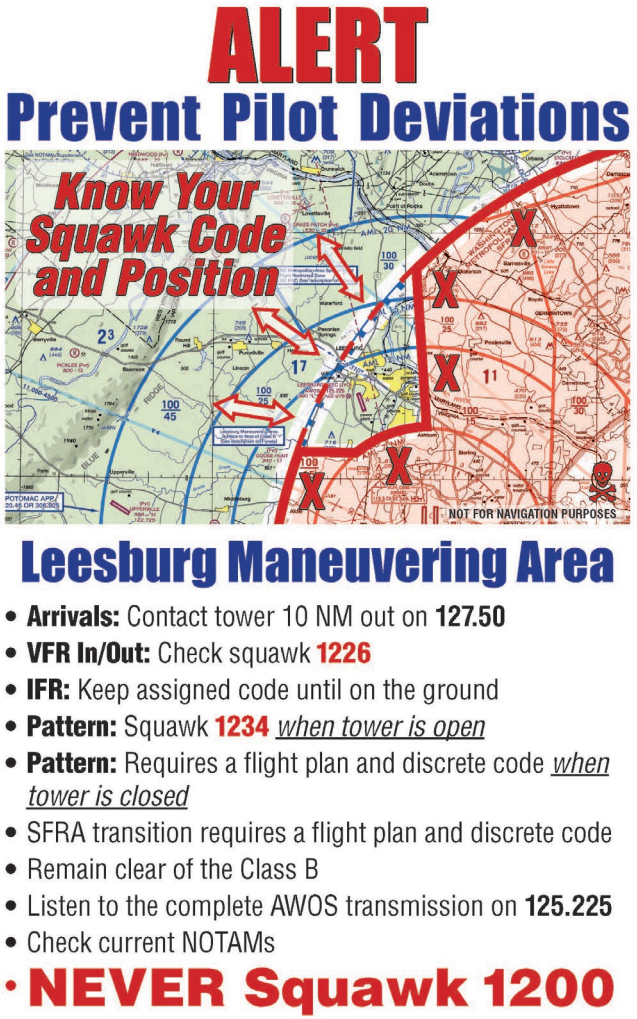
New annotation on Washington Sectional and TAC charts as of 2/25/2021

- Blue designation as Control Tower
- CT 127.5 Gnd 120.5
- Part-time tower
- Pilot controlled lighting on CT freq
- Airspace has not changed

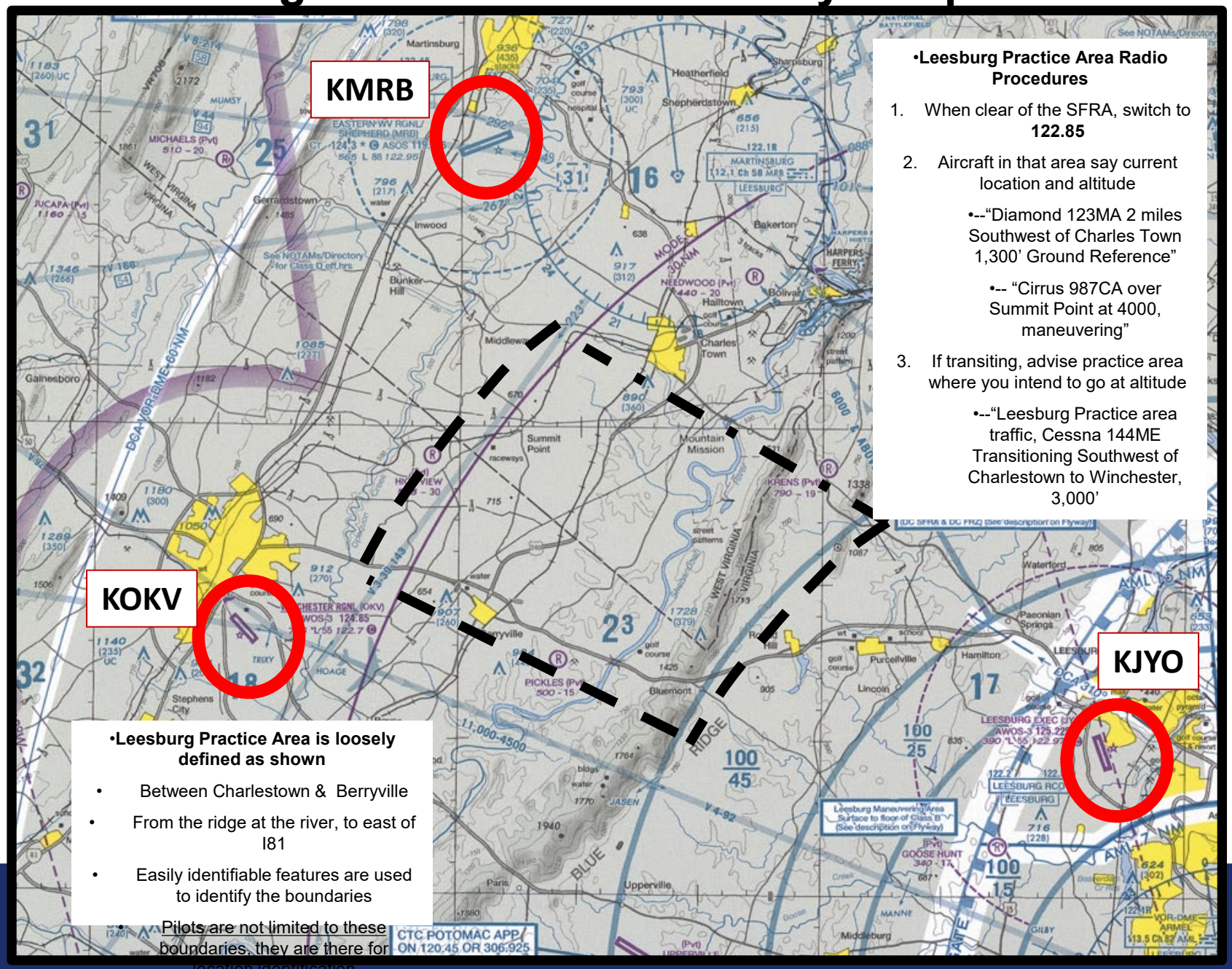
LMA Awareness Program

Look for the new PD Prevention Poster/Kneeboard Flyer:

- **KJYO Terminal**
- **FBOs**
- **Flight Schools**



Leesburg Practice Area- Advisory Freq 122.85



Leesburg – Aircraft Lights On

Please use your landing light when operating in the KJYO area

From the Leesburg Tower Operations Team

- "Operation Lights On" - AIM 4-3-22
- This program is voluntary
- For approaching aircraft, it will allow other aircraft to visually acquire your position
- Use on takeoff to allow approaching aircraft to see you
- Pilots are further encouraged to turn on their landing lights when operating below 10,000 feet, day or night
  - Especially when operating within 10 miles of any airport, or in conditions of reduced visibility

- Aircraft manufacturer's recommendations for operation of landing lights and electrical systems should be observed

Leesburg Operational Issues

What do you need to know ?

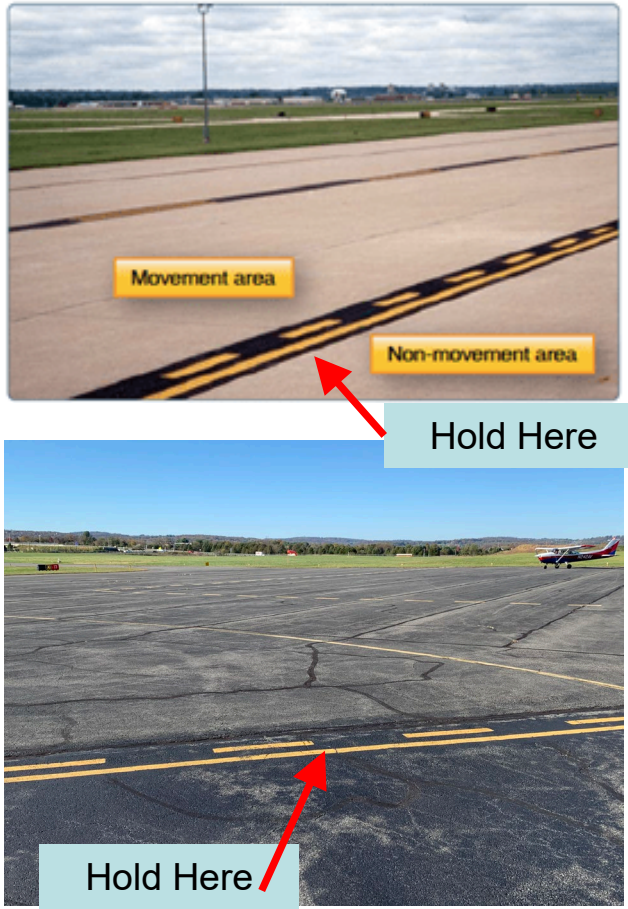
Ground Operations

- A ground clearance is required during tower operating hours to cross **<u>any</u>** Movement Area lines from the ramps to the taxiways.

  Ref. AIM 4-3-18

  Remember- ATC controls the movement, so that is their side

  - The dashed side of the line indicates the Movement Area, which is under ATC control
  - ***<u>You must have a clearance to cross</u>***
  - North hangar operators should be aware of this

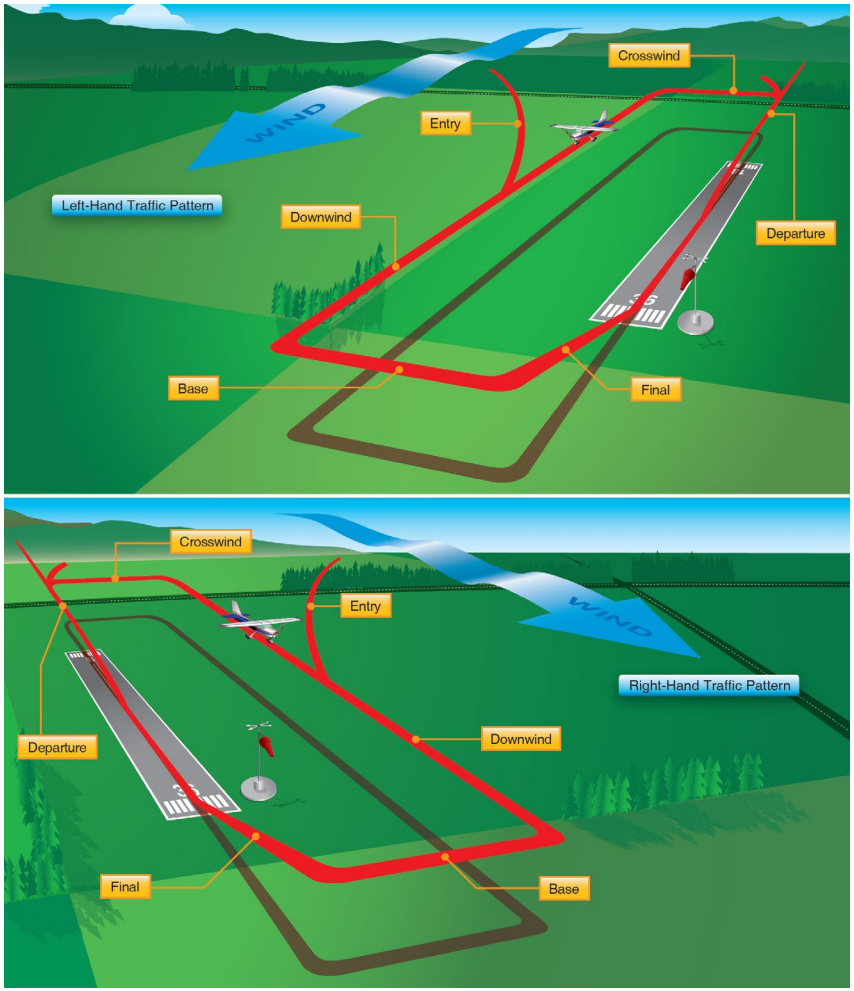


Leesburg Operational Issues

Pattern Procedure

Use normal pattern procedures

- Do not make an excessively wide or long pattern
- The **downwind leg** is flown approximately 1/2 to 1 mile out from the landing runway
- **Final** should be about ¼ to ½ mile out
- Excessively long final legs can create a hazard



KJYO Tower Services

Services provided:

VFR Tower Services

- Traffic advisories and sequencing within 4 NM of airport
- Runway separation only
- Landing and takeoff clearances
- Positive control of movement area

Requires:

- Pilot establish two-way communication to enter - **91.126**
- Operating transponder with Mode C…. and ADS-B Out

Leesburg Operations

Leesburg Tower

Now has Radar

- Mike Link- Leesburg rTWR Manager for RVA
- JYO@rvainc.com
- (703) 669-2380

Leesburg Operations

Leesburg Operations

Leesburg Operations

Flight Preparation and Taxi

- Best operating practices and brevity are required from all pilots
- Check local NOTAMS and listen to the complete AWOS transmission
- At JYO, monitor both Tower and Ground when taxiing, in runup and awaiting release
- Make calls to Ground for taxi instructions only when you are ready to taxi
  - Do not request taxi and just sit there
  - ATC expects you to taxi as soon as the clearance is given
- ***Do not block the entrances to the ramps***
  - *If you would like to taxi out of your parking spot toward the movement area, that is fine.*
  - *Be aware that ATC may need to use the entrance to the ramp you are taxiing to*

Leesburg Operations

Summary of Methods To Enter The Leesburg Maneuvering Area

There are **only** three methods to enter the Leesburg Maneuvering Area
-With regard to a transponder code and a flight plan:

1. *1226 LMA code for VFR ingress/egress- No Flight Plan required*
2. *SFRA Flight Plan & ATC assigned discrete code*
3. *IFR Flight Plan & ATC assigned discrete code*

Questions?

Thank You

FAA Safety Team

Washington FAA Flight Standards District Office

….And You for Attending and Participating!

Additional Material and Instructor Considerations

Leesburg Operations

Flight Preparation and Taxi

- Ensure your calls to Ground accurately reflect your position on the ramp, such as north ramp, south ramp, main ramp, etc.
- When taxi instructions are received from the controller, pilots shall always read back (AIM 4-3-18):
  - The runway assignment.
  - Any clearance to enter a specific runway.
  - Any instruction to hold short of a specific runway **or** taxiway
- You must have permission to cross the Movement Area hold line markings when the Tower is in operation - AIM 4-3-18

Leesburg Operations

Flight Preparation and Taxi

- If someone was just given a clearance, **pause** and do not step on their read-back
  - Some IFR clearances may be “full route” and take some time to read back.
  - Monitoring ground will help you know when to speak
- You need to hear “Readback is correct” to ensure the clearance is correct
- During Tower operations, use Ground on 120.50 to pick up a clearance. Do not use CD 118.55

Leesburg Operations

Approach

- Make your inbound position reports accurately in location (west, northwest, etc.) and distance in nm
- Turn on your landing lights so the Tower can more easily identify you
- When the Tower is in operation, routine pattern position calls are not required, nor wanted.
  - Only make position reports that Tower requests
- Be prepared for a possible Right Traffic pattern directive from Tower

Leesburg Operations

Departure

- Do not call “Ready” for takeoff from the RW hold short line if someone is on short final
  - Tower will just tell you to wait for further direction
  - Call tower when the landing aircraft passes you as you wait at the Hold Short line

- If there is a significant amount of traffic in the pattern or you see multiple aircraft waiting for takeoff, then:
  - **Consider departing the area to another airport (KMRB, KOKV, etc.)**
  - ***Forego doing Touch & Go’s because they can stack up the pattern. Execute full-stop landings***
  - ***Some flight schools have restricted when Touch & Go’s can be done***

Leesburg Operations

Landing

- If Leesburg Tower gives you “Cleared to Land”, you are expected to do a full stop and taxi off the runway
- If you want a Touch & Go or Stop & Go, request the “Option” or “Touch & Go”, and you must be cleared for that request
- If you request the “Option”, but are cleared for “Landing” you are expected to do a full stop and taxi back
- If you need a go-around for safety, do it and inform the Tower what your intentions are
- If you are cleared to land and you know there is another aircraft on final, do your best to exit the runway safely at the first feasible taxiway turnoff

Leesburg Operations

Instructor Considerations

- CFIs need to teach and reinforce comm radio brevity, especially at crowded airports
  - If the pattern is congested and student pilot workload is high
    - *CFIs should take over the radio communications tasks*
  - Always pause before transmitting
  - Only read back what is required
    - See AIM 4-2-3, 4-3-18 & 4−4−7
  - Solo students should be coached to be brief and only read back what is required
  - CFIs can notify TWR (via phone or radio) if a student is doing their 1st or 2nd solo
    - TWR can modify the pattern to accommodate the student
  - If pilots add "Student Pilot" to their transmission, only do it one time
  - Correct your students if they are too wordy or using improper phraseology

Leesburg Operations

Instructor Considerations

- Review the appropriate position reports with students for conditions when Tower is in operation
- Teach and review “Right Traffic” operations with students, include practice flying right patterns (when appropriate and safe to do so) so they are prepared to do when requested
- Request Right Traffic from tower for training if pattern is not busy
- In the Leesburg Practice Area (between KOKV & KMRB) announce position and altitude on 122.85
- Forget using “Last Call” on CTAF, it is unnecessary and “Any traffic please advise” is also not a recognized phrase (AIM 4-1-9 (g))