Manassas Airspace
Users Forum
16 November 2022

FAAST
FAA SAFETY TEAM

Agenda

- Introductions
- Washington FSDO
- KHEF Airport Operations - Current and future airport construction and initiatives
- KHEF Tower - Led by Tim Harman
- Potomac TRACON – AJ Sawaqde and Joshua Gosseling
- Flight School Reps
- Questions

Manassas Regional Airport

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Washington FSDO
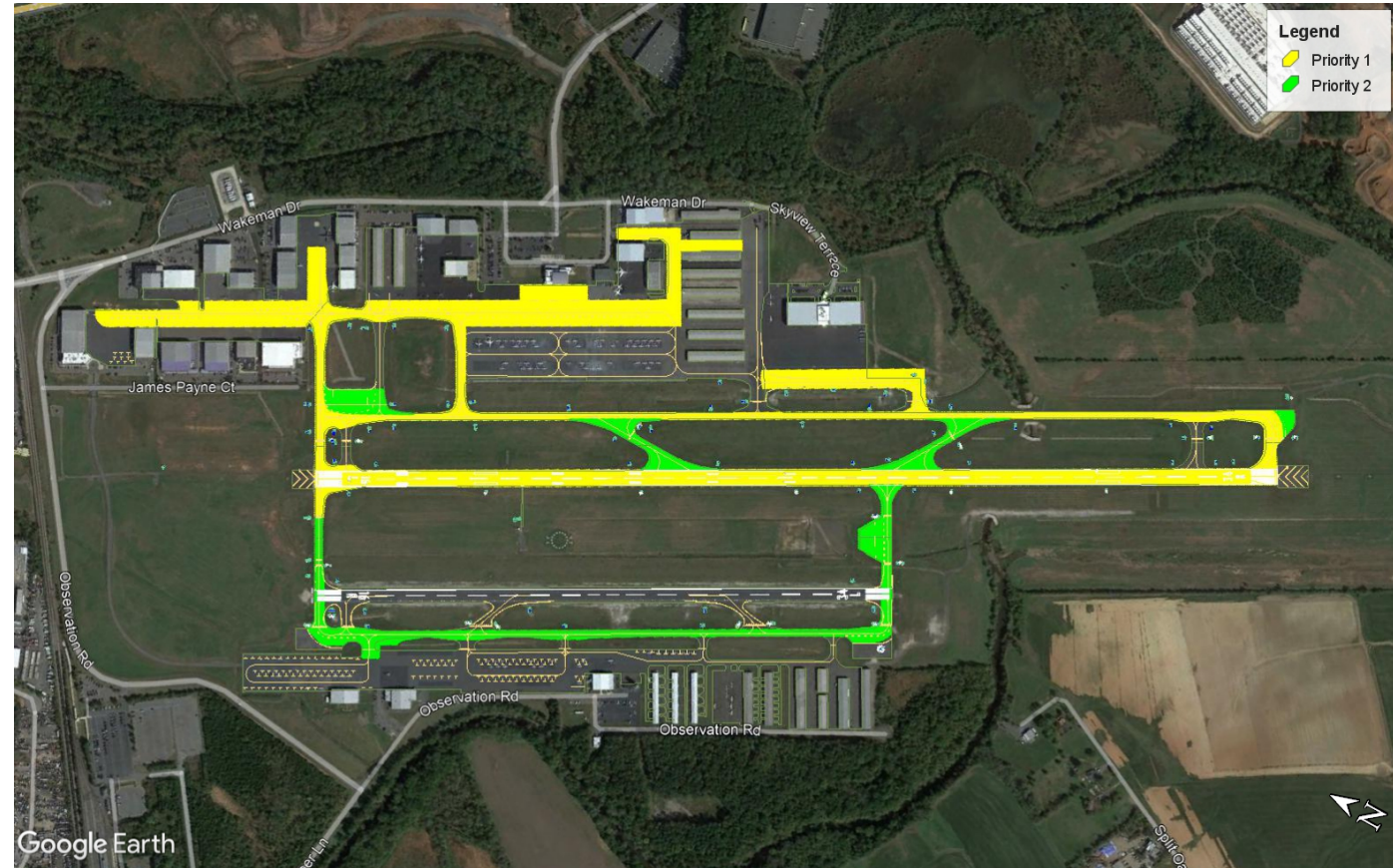
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Airport Operations

Snow Removal Operations

- Crews are dispatched at ½" of precipitation or any depth of ice.

- Runway conditions are reported through Runway Condition Codes.

- Movement Areas are closed until cleared, an assessment is made, and the area is safe for aircraft to operate.

- Airport is divided into priorities:
  - Priority 1 – Minimum acceptable level of service
  - Priority 2 – Opens access to west side
  - Priority 3 – All other areas, roads, etc.

- Acceptable level of access to all tenants before crews leave.

- Check NOTAMs for weather updates, latest conditions, and closures.
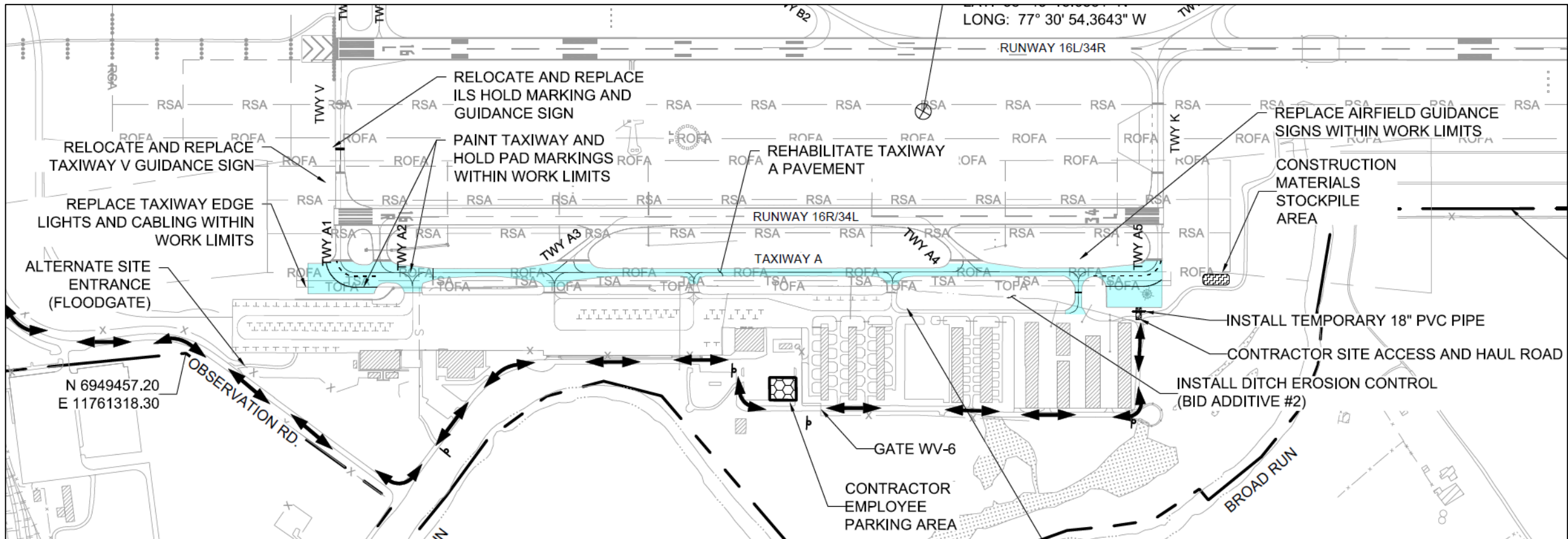
Airport Updates/Projects

- Airport Master Plan
    - Started November 2021 (18-24 month process)

https://hefmasterplan.com/
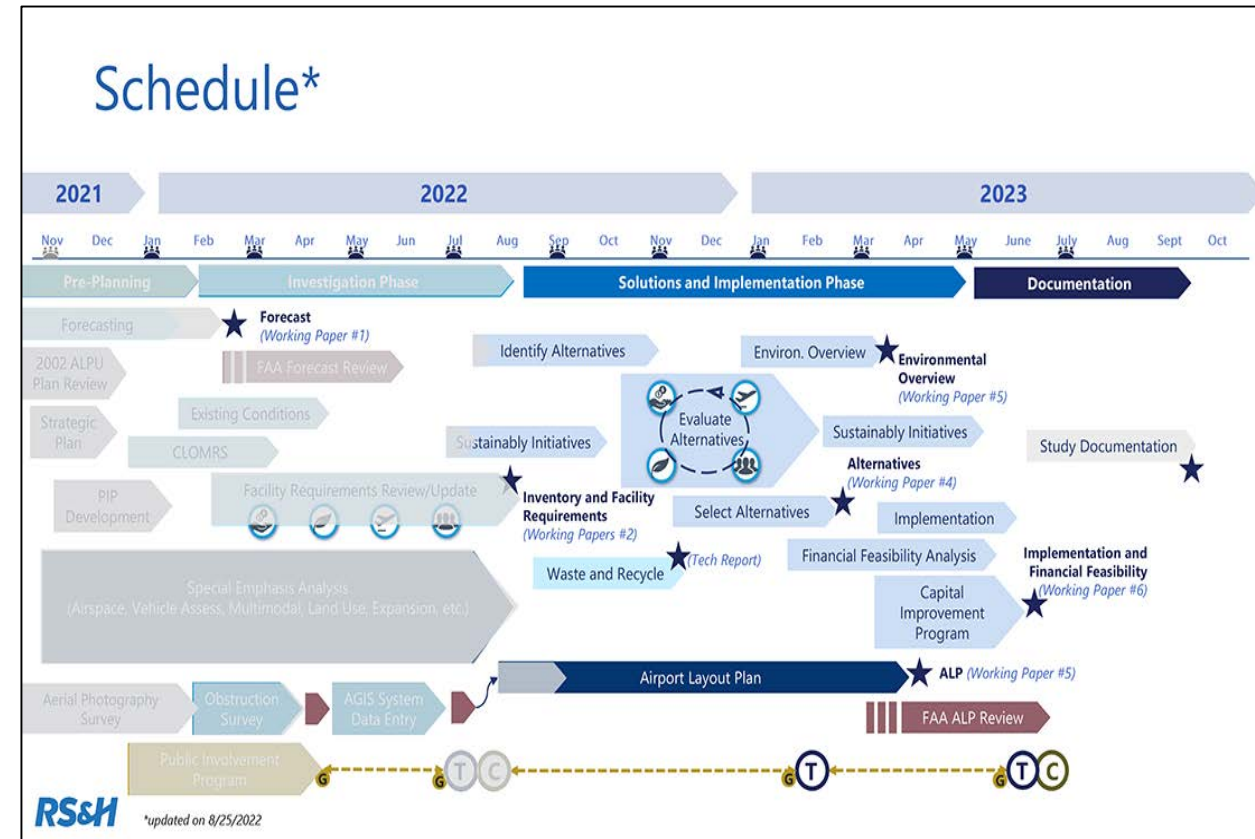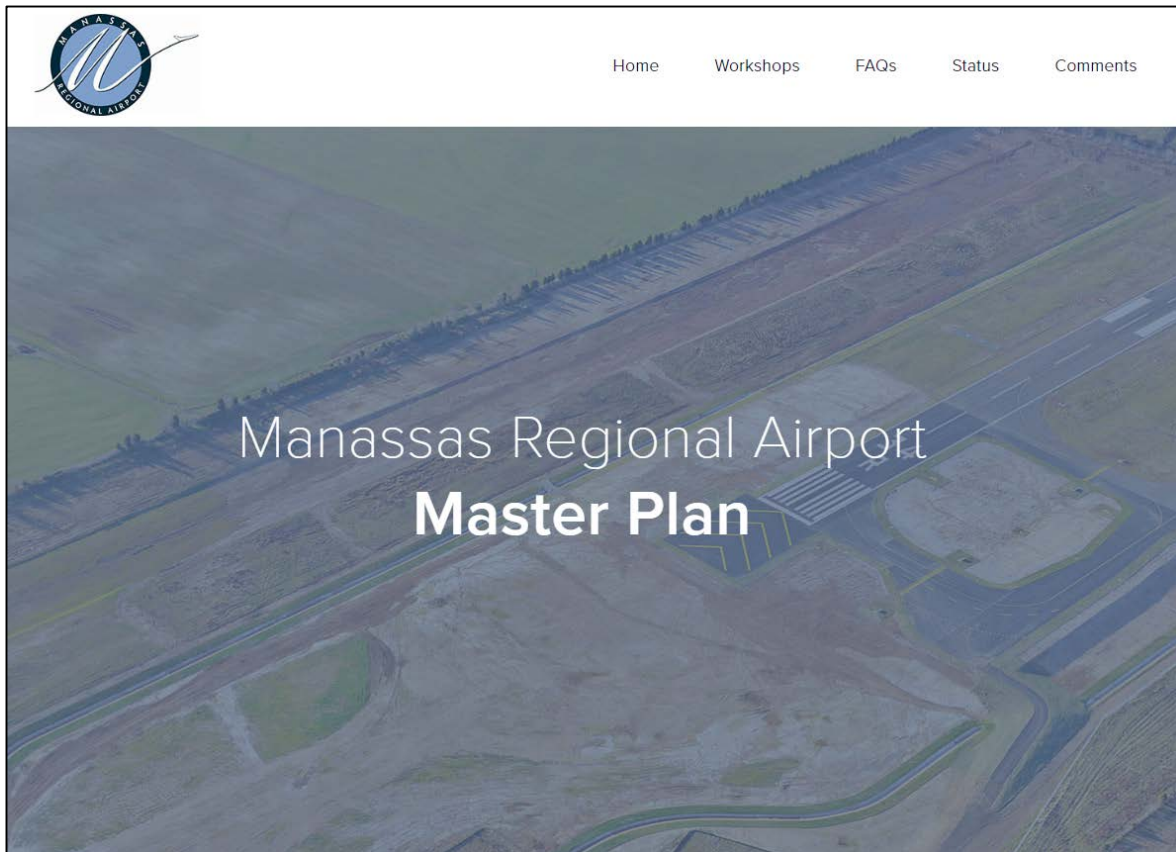
Airport Updates/Projects

- Taxiway Alpha Rehab – Summer 2022

Special Taxi Instructions

https://flyhef.com

Under "Pilot Information"

Special Taxi Instructions

Figure 1 – Hold Short of Intersections
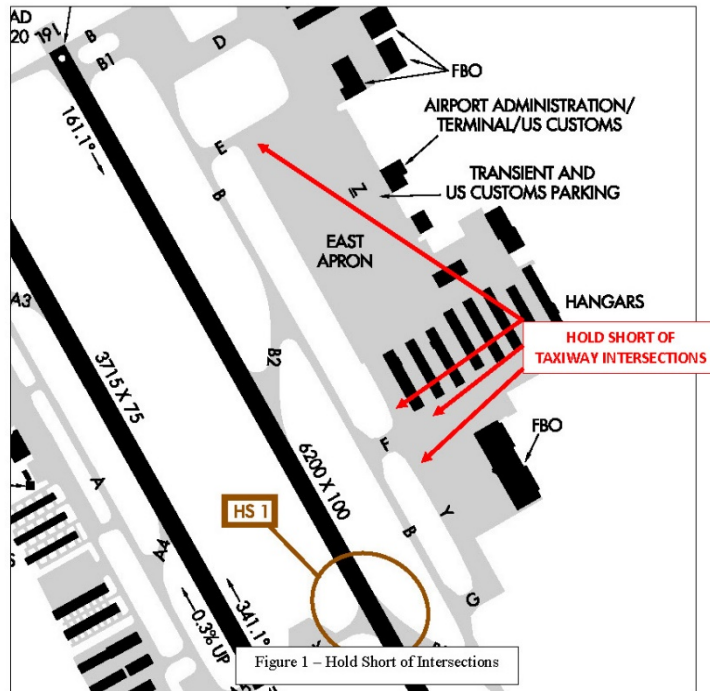
Figure 2 – Blocking Intersections

Special Taxi Instructions

Manassas Regional Airport - Special Taxi Instructions (West Ramp)

These procedures are put in place to help prevent congestion near taxiway intersections and help the ease of flow throughout the airport.

1. Contact Manassas Clearance Delivery frequency for your IFR/VFR or Local Pattern in your assigned tie-down or outside of your hangar. Do not begin taxi.
2. After reading back clearance, indicate whether you are ready or not ready for taxi.
3. If ready to taxi, you will be advised by Manassas Ground to hold short of an inlet connecting Taxiway Alpha to the ramp. (*Figure 3*)
   a. Helicopters will be told to hold short of all movement areas and contact tower.
4. Call Manassas Ground holding short of Taxiway Alpha for additional taxi instructions to the active runway. Do not block entrances into ramp (*Figure 4*).

Note: Ramp areas are considered non-movement and are not under control of Manassas Ground.

Figure 3 – Hold Short of Intersections
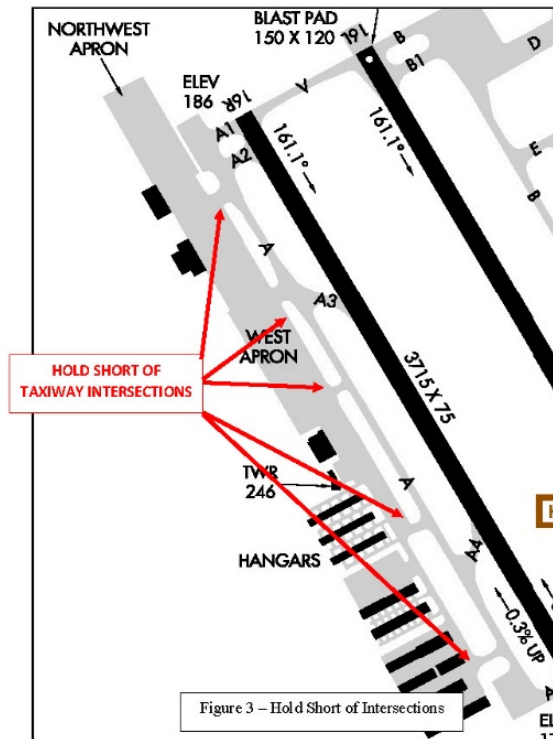
Manassas Regional Airport - Special Taxi Instructions (West Ramp)

Continued

Figure 4 – Blocking Intersections
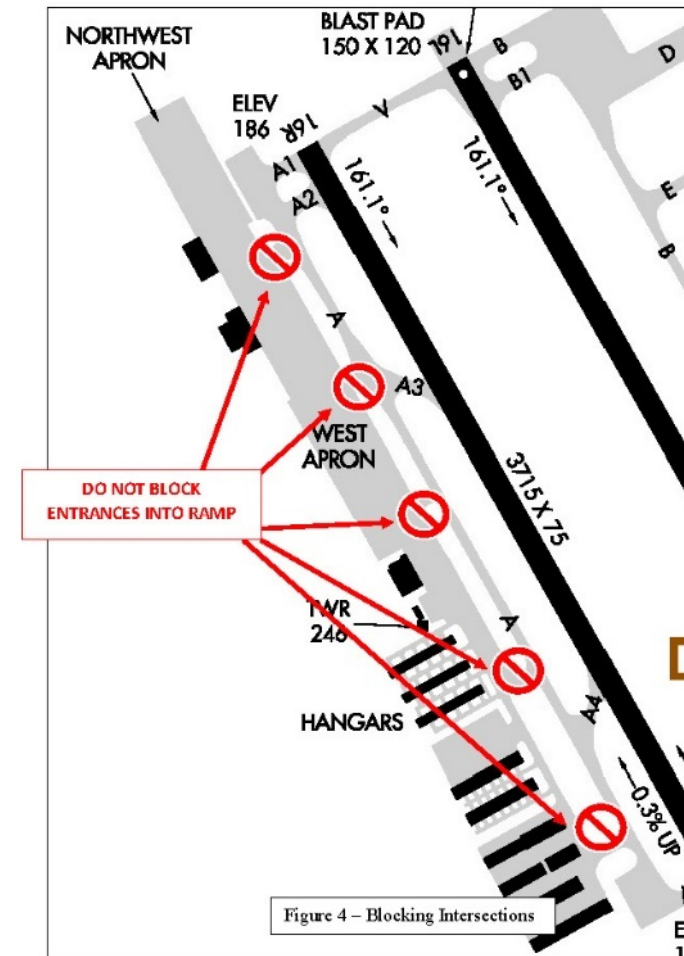
Questions?

Airport Operations – hefops@manassasva.gov

703-361-5488

Airport Maintenance – hefmaint@manassasva.gov

703-361-5438

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Tower Operations

WORKING TOGETHER for a SAFE OPERATION!

7110.65z

OUR RULES!

2023 FAR/AIM

FEDERAL AVIATION REGULATIONS · AERONAUTICAL INFORMATION MANUAL

Rules and Procedures for Aviators
U.S. Department of Transportation
From Titles 14 and 49 of the Code of Federal Regulations
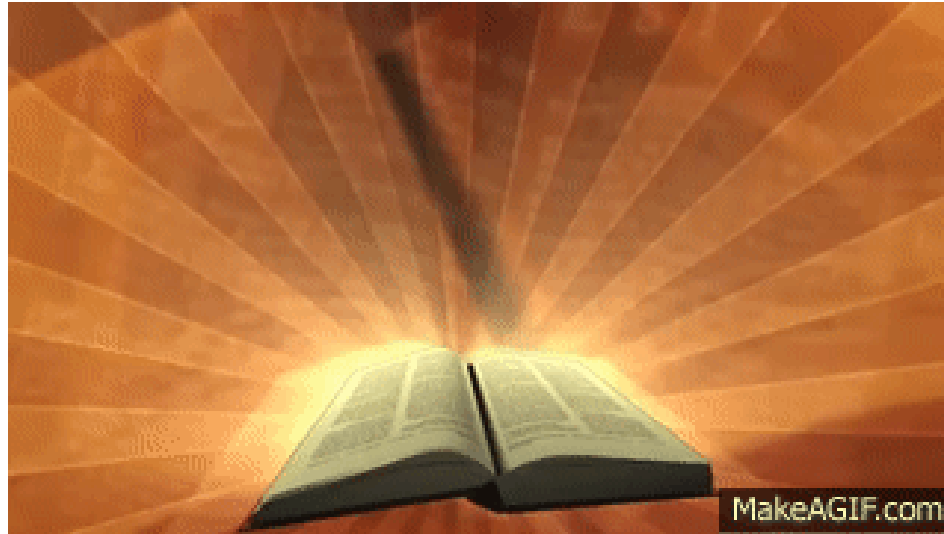
We know you know but...

2–4–3. PILOT ACKNOWLEDGMENT/READ BACK

Ensure pilots acknowledge all Air Traffic Clearances and ATC Instructions. When a pilot reads back an Air Traffic Clearance or ATC Instruction:

   a. Ensure that items read back are correct.

   b. Ensure the read back of hold short instructions, whether a part of taxi instructions or a LAHSO clearance.

   c. Ensure pilots use call signs and/or registration numbers in any read back acknowledging an Air Traffic Clearance or ATC Instruction.

NOTE–
1. ATC Clearance/Instruction Read Back guidance for pilots in the AIM states:
   a. Although pilots should read back the "numbers," unless otherwise required by procedure or controller request, pilots may acknowledge clearances, control instructions,

3–7–2. TAXI AND GROUND MOVEMENT OPERATIONS

Issue the route for the aircraft/vehicle to follow on the movement area in concise and easy to understand terms. The taxi clearance/route must include the specific route to follow. When a taxi clearance to a runway is issued to an aircraft, confirm the aircraft has the correct runway assignment.

NOTE–
1. A pilot's read back of taxi instructions with the runway assignment can be considered confirmation of runway assignment.

Section 9. Automatic Terminal Information Service Procedures

   c. Controllers must ensure that pilots receive the most current pertinent information by taking the following actions, as applicable:

      1. When a pilot does not state the appropriate ATIS code on initial contact, ask the pilot to confirm receipt of the current ATIS information.

EXAMPLE–
"Verify you have information CHARLIE."
"Information CHARLIE current. Advise when you have CHARLIE."

We know you know but...

FROM TAXI TO TOUCHDOWN

- "Manassas Ground **N12345** with information Alpha at ECHO requesting VFR Westbound out the FLUKY Gate

  - **Who you are.**
  - **Where you are.**
  - **What you want.**

WOOLY GATE

DCA341R

LUCKE GATE

DCA310R

Leesburg Maneuvering Area

Leesburg Executive Airport (JYO)

JASEN GATE

DCA270R

SFRA West Sector
127.325 MHz

DC Flight Restricted Zone (FRZ)

SFRA East Sector
132.775 MHz

DCA047R

PALEO GATE

HEF

FLUKY GATE

DCA237R

SFRA South Sector
128.125 MHz

DCA120R

BRV GATE

DCA215R

WHINO GATE

DCA173R

GRUBY GATE
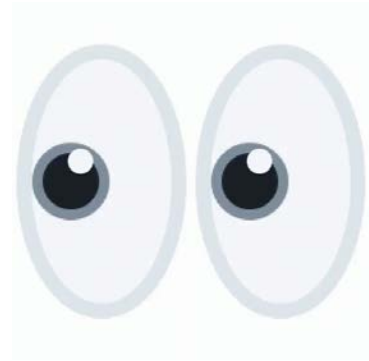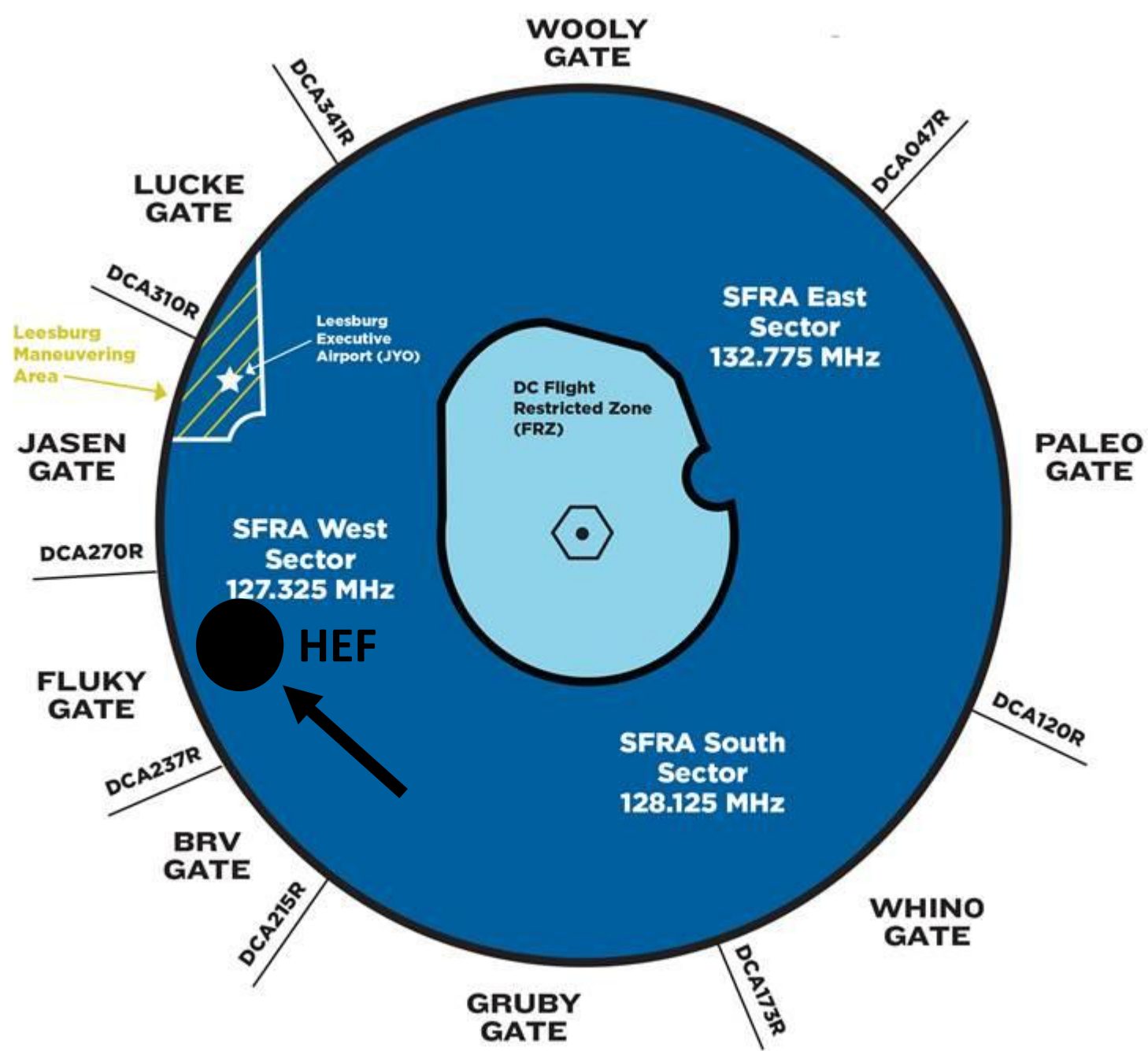
GOOD PRACTICES

- "N12345, Manassas Ground, Runway 16L taxi via Echo, Bravo"

- Permission Granted to taxi to the Runway
- Great idea to let us know you're leaving the Run-up
- Give way to ANY aircraft on the movement area.

UNLESS!

- **16L Run-up CAN be accessed without ATC approval, through non-movement.**

- **STILL NEED TAXI INSTRUCTIONS to the RUNWAY**

Departing

- **VFR/PATTERN**
- Proceed on Course, Make Early Crosswind or Fly Runway Heading?
  - Traffic inbound
  - Spacing
  - Traffic off other runway (worse on 34's)

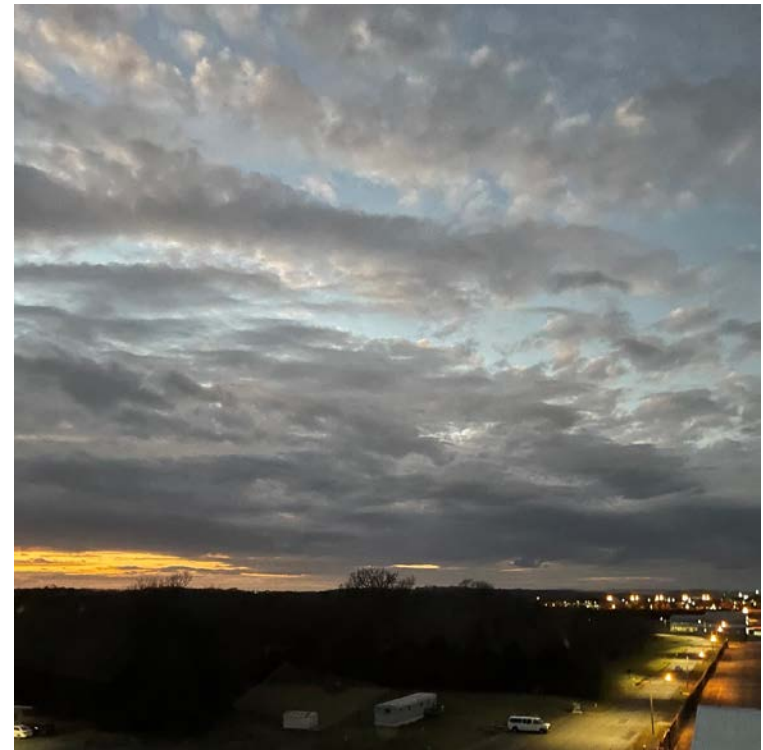- **IFR**
- All turning westbound
  - 800' or 710' or ???'

STAY NORTH/SOUTH of the TRACKS/BENDS for Traffic Inbound
PROCEED ON COURSE

CONTACT DEPARTURE!

Have a safe flight, See YA!
Or Toodaloo

INBOUND

3-1-13. ESTABLISHING TWO-WAY COMMUNICATIONS

Pilots are required to establish two-way radio communications before entering the Class D airspace. If the controller responds to a radio call with, "(a/c call sign) standby," radio communications have been established and the pilot can enter the Class D airspace. If workload or traffic conditions prevent immediate provision of airport traffic control services, inform the pilot to remain outside the Class D airspace until conditions permit the services to be provided.

PHRASEOLOGY–
(A/c call sign) REMAIN OUTSIDE DELTA AIRSPACE AND STANDBY.

REFERENCE–
FAA Order JO 7110.65, Para 7-2-1, Visual Separation.

Who you are.

Where you are.

What you want.

Manassas Tower N12345

Over the BENDS

Parking East Ramp

WHERE on EARTH are the BENDS?

Location Matters!
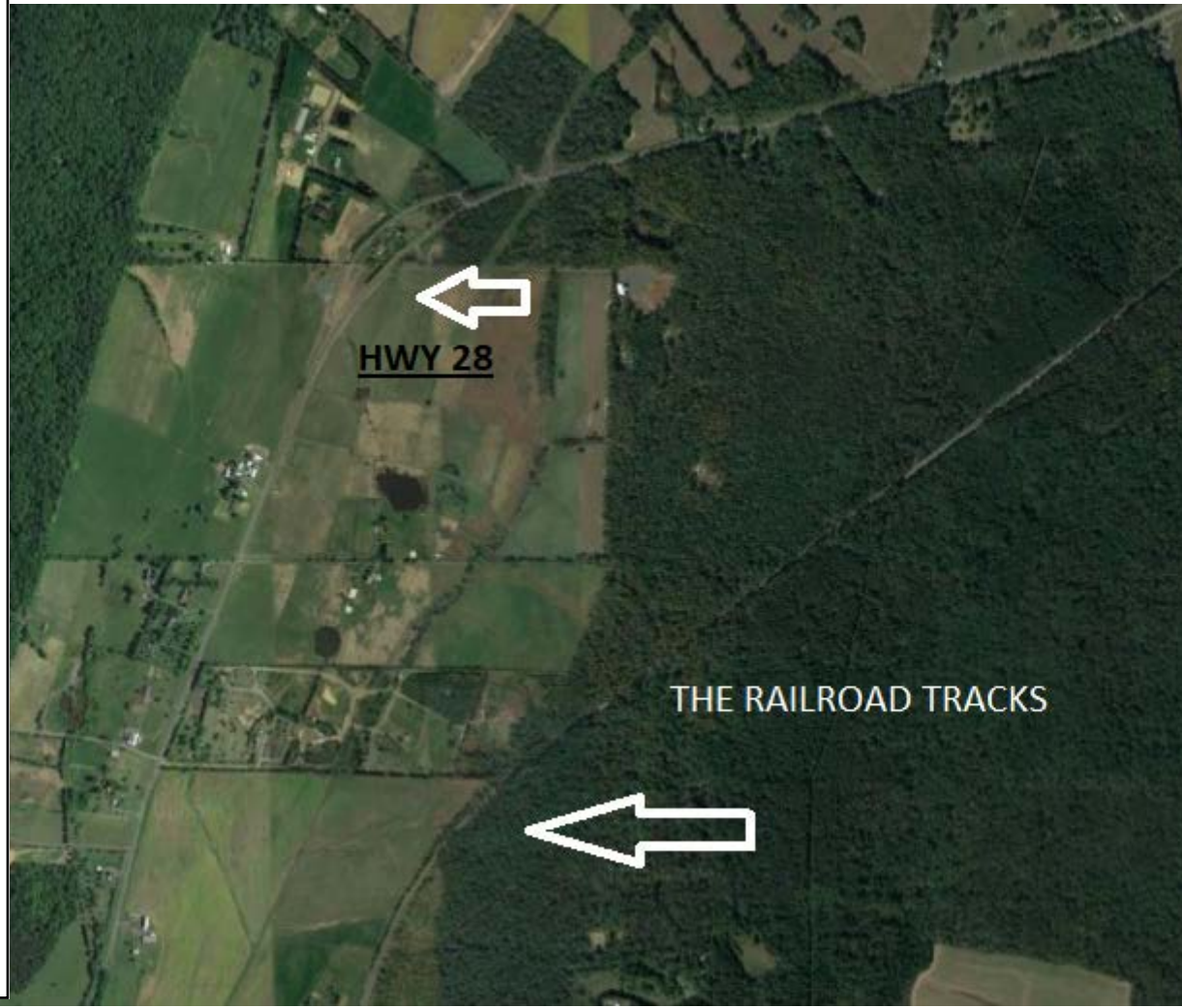
TRAFFIC

ADVISORIES

- **Informational**
  - **Opposing bases**
  - **Outbound**
  - **No action Needed**
- **Preventative**
  - **Intercept 4 mile final**
  - **360**
  - **Maintain certain altitude**

Some control instruction is required.

ALERT

- **"Traffic Alert, Cessna Three-Four Juliet, 12'o clock, 1 mile advise you turn left and climb immediately.**
  - **LESS COMMON**
- **TRAFFIC ADVISORIES AVOID this as much as possible.**
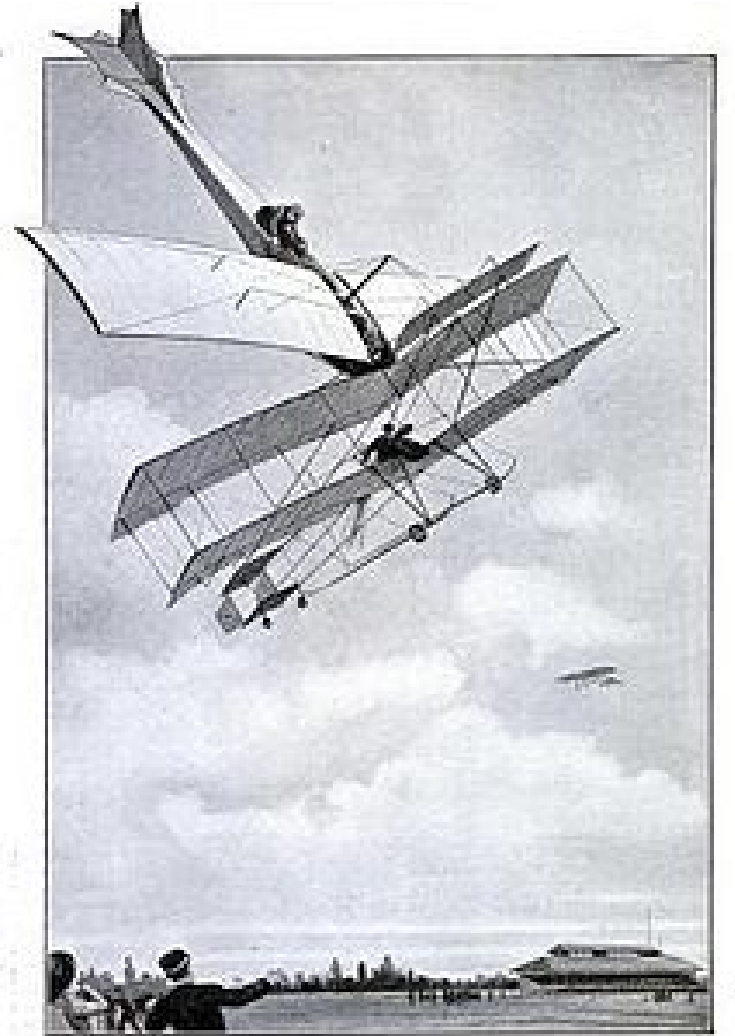
LANDING

Section 4. Radio and Interphone Communications

2–4–1. RADIO COMMUNICATIONS

Use radio frequencies for the special purposes for which they are intended. A single frequency may be used for more than one function except as follows:

TERMINAL. When combining positions in the tower, do not use ground control frequency for airborne communications.

NOTE–
Due to the limited number of frequencies assigned to towers for the ground control function, it is very likely that airborne use of a ground control frequency could cause interference to other towers or interference to your aircraft from another tower. When combining these functions, it is recommended combining them on local control. The ATIS may be used to specify the desired frequency.

or other information by using *"Wilco," "Roger," "Affirmative,"* or other words or remarks with their aircraft identification.

b. Altitudes contained in charted procedures, such as departure procedures, instrument approaches, etc., need not be read back unless they are specifically stated by the controller.

c. Initial read back of a taxi, departure or landing clearance should include the runway assignment, including left, right, center, etc. if applicable.

2. Until a pilot acknowledges a controller's clearance or instruction, a controller cannot know if a pilot will comply with the clearance or remain as previously cleared.

EXAMPLE–
"Climbing to Flight Level three three zero, United Twelve" or *"November Five Charlie Tango, roger, cleared to land runway four left."*

EXITING the RUNWAY
- HOLD SHORT LINES
- UNEXPECTED DELAY
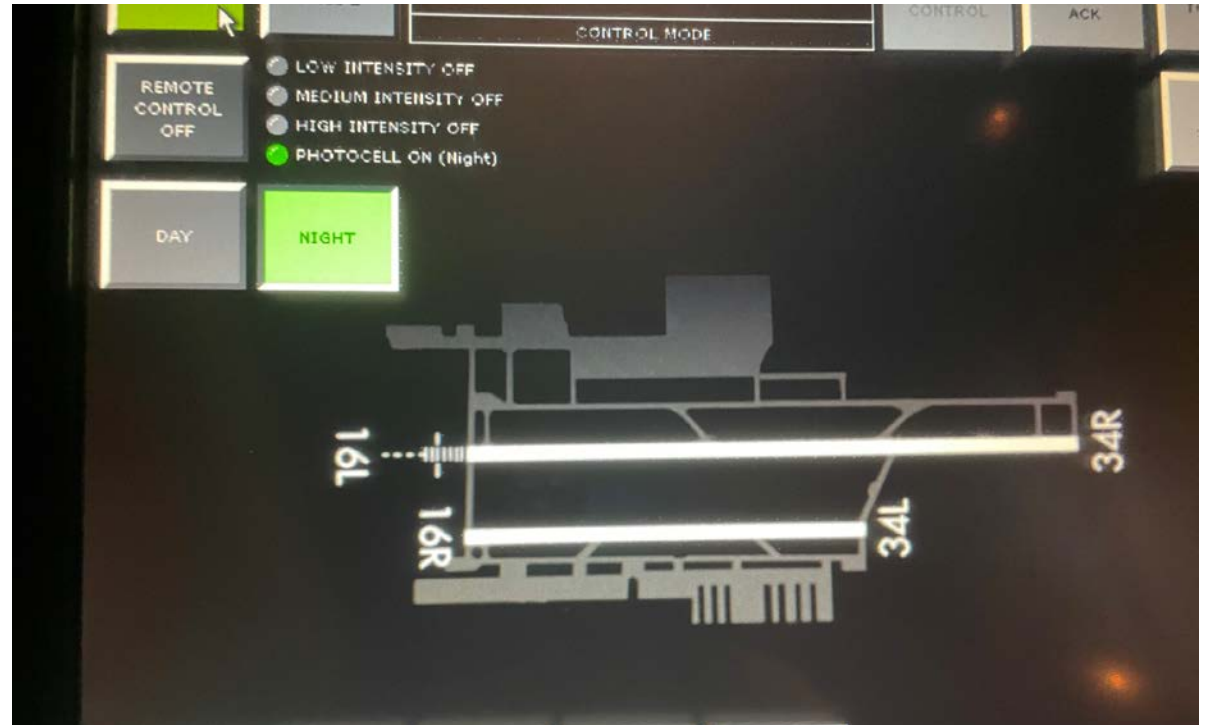- *SWITCH TO GROUND

We know you know but...

FINALS THOUGHTS

- LIGHTS

- **Similar sounding call signs**
  - **N18JA/N48JA**
  - **AVL122/AVL123**

- **PAPERWORK**

WE ARE A TRAINING FACILITY

PRACTICE MAKES PERFECT!

Manassas Regional Airport

Airspace Users Forum

Potomac TRACON

Josh Gosseling – Airspace Manager

AJ Sawaqdeh – ATC Support

Potomac TRACON Best Practices

- When you're on a SFRA flight plan and you plan on requesting flight following at some point during your flight --

- Request flight following on initial contact with Potomac Approach.

- If you wait until the SFRA boundary, the controller will terminate your data tag information. This increases workload for the controller and the pilot because the information has to be passed again.

Potomac TRACON IFR Arrival Corridors

HEF IFR Arrivals

Majority of arrivals will come from northwest if HEF is south and southwest if HEF is north.

VFR arrivals and departures should avoid these corridors so that IFR arrivals can get into the airport without any major adjustments to their flight tracks.
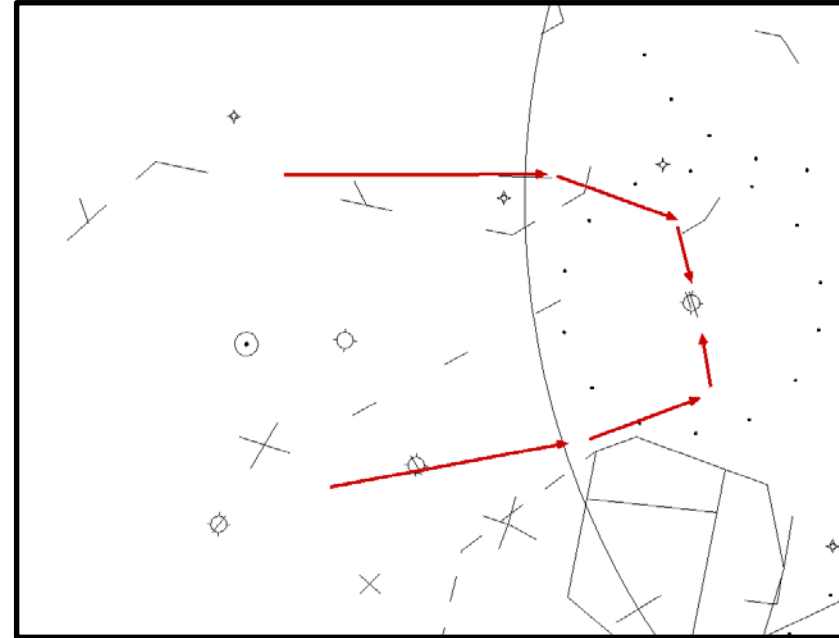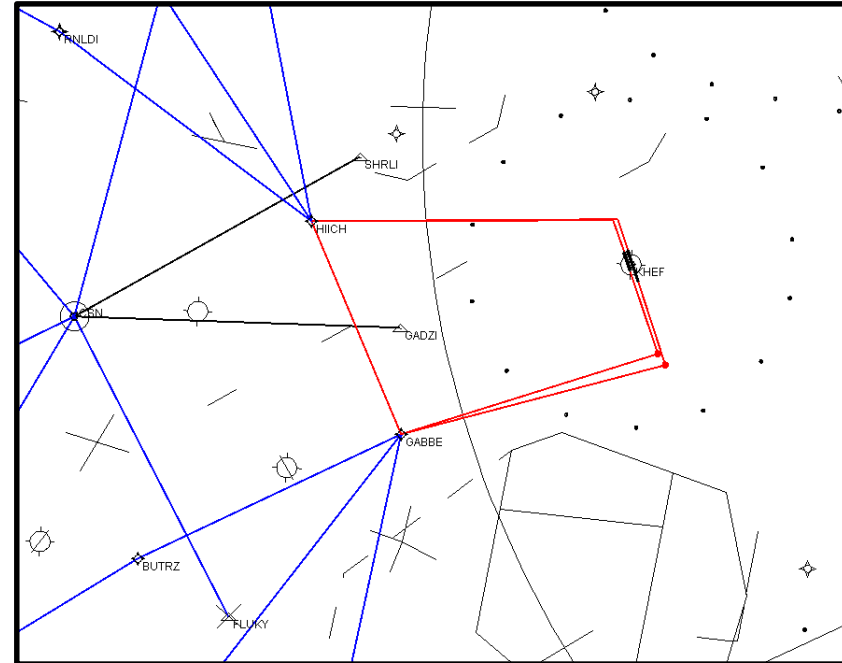
Potomac TRACON IFR Departure Corridors

HEF IFR Departures and SIDs

Brief yourself on the ARSNL, GABBE and HITCH departures so you are aware of what IFR departures flights tracks look like
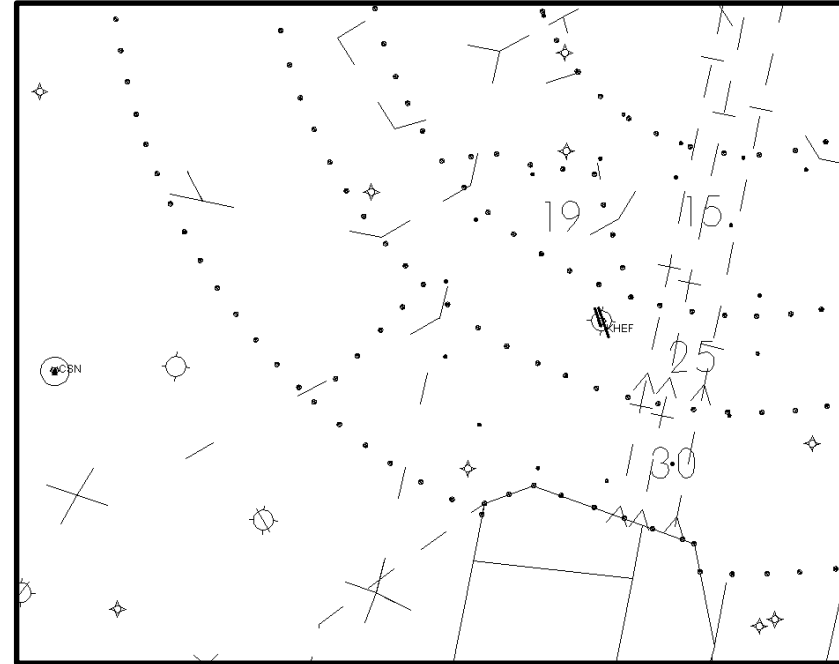
VFR arrivals and departures should avoid these corridors so that IFR departures can fly the departure

IAD IFR Arrivals and Class B avoidance

When IAD is north, HEF typically is north as well. Make sure to stay outside of Class Bravo at all times.

Best practice is to stay away from the extended centerlines of IAD Runways 01L/C/R as much as possible.

IAD Bank Times

- Be cognizant of the arrival flow and time of arrival banks at KIAD as well.

- When KIAD is landing NORTH during an arrival bank, the Class BRAVO airspace is heavily saturated.

- This also means that IFR traffic into KHEF will be forced lower earlier, which requires increased awareness from local VFR pilots.

- KIAD arrival banks are daily at the following times
  - **7:00-7:45am**
  - **10:30-11:30am**
  - **2:00-3:00pm (international)**
  - **3:00-4:30pm (domestic)**
  - **8:00-9:00pm**
- Times can vary day to day depending on weather and NAS flows.

SFRA and HEFT frequency Changes

- If you haven't been told that you are outside of the SFRA and you have flown past the boundary – Give the controller a reminder

- If you haven't been switched to HEF tower and have entered the Class D surface area – Give the controller a reminder

- This works both ways, controllers will inform pilots when a reminder is needed – Team Effort!

SFRA Online Course Refresher

- If it has been awhile since you last took the SFRA online course, PCT recommends retaking the course.
- This is especially important if pilots are getting their currency after a long time away from the flight deck.

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Flight School Reps

Questions?