

8/14/2024

FOR YOUR INFORMATION

2024-150/10-16

To: FAA (ATM PCT TRACON, AJV-A)

2132147

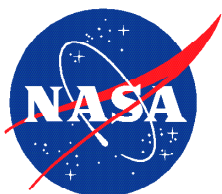
Info: FAA (AVP-1, AVP-200, AEA-600, AFS-260, AFS-200, Director of Air Traffic Operations ESA North), A4A, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: PCT/Washington DC FRZ Charting Confusion

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2132147

DATE / TIME

Date of Occurrence 202406
Local Time Of Day 1201 to 1800

PLACE

Locale PCT.TRACON
State VA
Altitude - MSL 2000

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON PCT
Make Model Name Small Aircraft, High Wing, 1 Eng, Fixed Gear
Operating Under FAR Part 91

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
Function - Flight Crew Single Pilot
ASRS Report Number 2132147

EVENTS

Anomaly ATC Issue - All Types
Anomaly Deviation - Track / Heading - All Types
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Detector - Person Air Traffic Control
Detector - Person Flight Crew
Result - Flight Crew Became Reoriented
Result - Flight Crew Requested ATC Assistance / Clarification
Result - Air Traffic Control Issued New Clearance
Result - Air Traffic Control Provided Assistance

NARRATIVE 1

I was conducting a VFR flight from VKX to ZZZ in the DC FRZ (Flight Restricted Zone) on an approved flight plan. I requested from PCT and was cleared to transit the ADW Class B airspace. I proceeded eastbound to exit the FRZ south of the DCA123 radial as required. The PCT Controller (I believe 125.62) issued two vectors, to a heading of 090 then 100, then slightly scolded us to review the DC SFRA NOTAM because we were too far north for the gate. This was confusing because we were south of the DCA123 radial as required for the VKX gate. I then queried the Controller if the radial had changed and he stated that he did not know, but if we had the fix identified we could resume own navigation and miss it. I do not believe any airspace violation occurred, I believe the Controller was just looking out for us, we were not issued a Brasher warning or any follow up. As a former Controller, I am writing this report because I wonder if the FRZ gates may not be published correctly on the PCT radar scopes. Perhaps it is as simple as the Controller was working several sectors and zoomed out to a point where it looked too close while eyeballing the situation. I believe the FRZ gates should be published visually on the sectional and TAC charts to assist in identification. The Controller was also unable to verify when I asked if the DCA123 radial was the correct limit of the gate, the FRZ map in STARS at PCT should be updated to contain that radial name for quick reference by Controllers attempting to assist pilots.

SYNOPSIS

Pilot reported confusion regarding the location of an entry/exit gate within the Washington D.C. FRZ after ATC indicated the pilot was too far off the correct route to exit through the planned gate.