

I suggest you stop calling the 'thing' that you need to file with Leesburg AFSS to arrive or depart VFR from College Park, Hyde or Potomac a "VFR Flight Plan". Calling it a "VFR Flight Plan" caused almost universal confusion for pilots who have read the booklet titled "Operations Conducted under 14 CFR Part 91" and who have been given an oral recitation of the same.

It would seem to be more appropriate to call it something along the lines of a VFR Arrival or Departure Clearance / Procedure. It is similar to the procedure a pilot departing or arriving VFR at an airport with a control tower in operation. What the FAA has to do or call it to get it in their computer system is another issue, but when dealing with the pilots operating from these airports I would not call it a VFR Flight Plan.

From the pilots perspective a VFR Flight Plan could certainly be piggybacked onto this 'clearance' but would not necessarily have to be.

For example, I depart College Park to go to Freeway. I would never activate my "VFR Flight Plan" with Flight Service but I would need to have obtained a discrete squawk and a departure time from ATC and talked to them on my way out of the TFR/SFAR. When returning from Freeway to College Park, I need to talk with ATC prior to entering the TFR/SFAR but again I would never activate my VFR Flight Plan.

When actually departing on a trip of some distance from College Park where I do want a VFR Flight Plan, I still need to get a discrete squawk and a departure time from ATC. I still need to talk to ATC until I depart the TFR/SFAR, but none of that activates my VFR Flight Plan. I still need to talk to Flight Service separately from the talking with ATC during the departure procedures.

The only communications overlap between the VFR Arrival / Departure Procedure and a VFR flight plan is that when landing at College Park I can make one phone call to close both.