



# Washington DC ADIZ VFR Inbound Procedures

## Step 1: Preflight—Filing a Flight Plan

- Review NOTAMs for current TFR Information.
- File DC ADIZ flight plan (*see inside for entry points*).

I would like to file an ADIZ flight plan for VFR flight from (selected entry reference point) to (destination airport).

- Plan altitude / route to remain clear of Class B airspace.

## Step 2: Before Entry—Activating Flight Plan

- Approaching the selected point, activate DC ADIZ flight plan by calling Potomac Approach to request transponder code.

Potomac Approach, Skylane 8271S, 5 miles south of CSN (Casanova), VFR inbound to Manassas.

- Set assigned transponder code and verify that you are squawking Mode C (“ALT”).
- Continue inbound unless otherwise instructed.

## Step 3: After Entry—Communicating w/ATC

- Monitor Potomac Approach.
- Remain clear of Washington Tri-Area Class B airspace unless you are explicitly cleared into Class B.

## Step 4: Arriving—Closing Flight Plan

- Change to tower or advisory frequency when so instructed by ATC.
- Remain on assigned transponder code until you land.
- ATC considers the DC ADIZ flight plan to be closed when you land and stop transmitting the assigned transponder code.
- No further transmissions are required.



# Washington DC ADIZ VFR Outbound Procedures

## Step 1: Preflight—Filing a Flight Plan

- Review NOTAMs for current TFR Information.
- File DC ADIZ flight plan (*see inside for exit points*).  
I would like to file a DC ADIZ flight plan for VFR flight from (departure airport) to (selected exit point).
- If desired, file separate VFR flight plan (search-and-rescue) to be activated after clearing the DC ADIZ.

## Step 2: Pre-Takeoff — Activating Flight Plan

- Call ATC (tower, RCO, phone\*) for frequency & squawk.  
Potomac clearance, Skylane 8271S at Leesburg, ADIZ departure to Casanova.

Sector Name	Coverage Area (nearest major airport)	Telephone Numbers
Shenandoah	Dulles (IAD)	1-866-709-4993 1-540-349-4097
Mount Vernon	Reagan National (DCA) Andrews AFB (ADW)	1-866-599-3874 1-540-349-0493
Chesapeake	Baltimore (BWI)	1-866-429-5882 1-540-349-8478
James River	Richmond (RIC) Charlottesville (CHO)	1-866-640-4124 1-540-349-9697

- Set frequency and transponder code.
- Select Mode C (“ALT”) prior to takeoff.

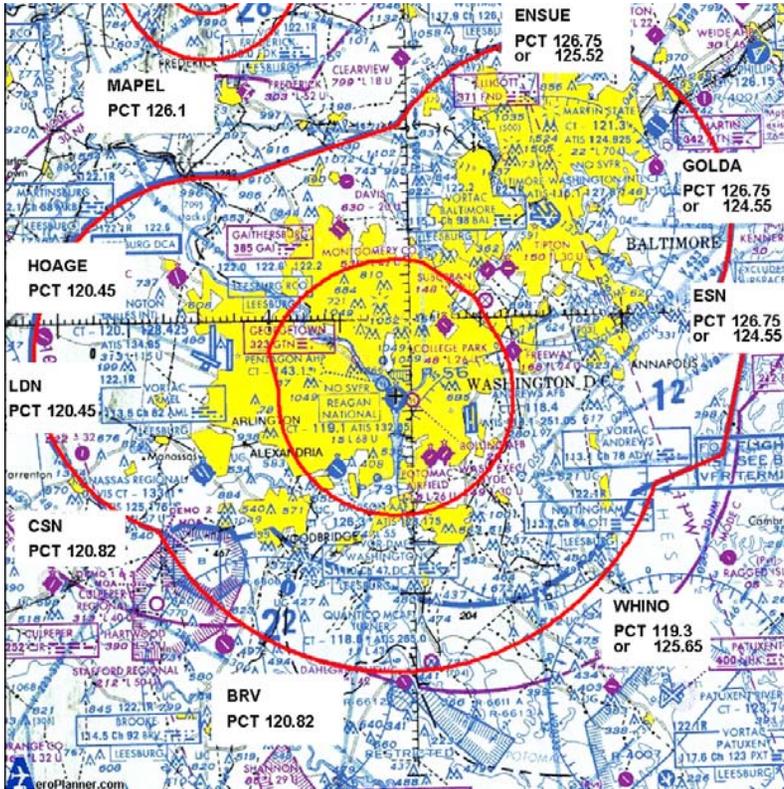
## Step 3: After Takeoff—Communicating w/ATC

- Establish radio contact with Potomac Departure.  
Potomac departure, Skylane 8271S, airborne off Leesburg.
- Monitor departure frequency and remain clear of Class B airspace unless you obtain an explicit Class B clearance.

## Step 4: Exiting—Closing Flight Plan

- *Stay on* frequency and squawk code until ATC advises that you have exited the DC ADIZ.
- ATC considers the outbound DC ADIZ flight plan closed when you are authorized to change frequency & transponder. No further transmissions are required.

## DC ADIZ Reference Points



- Outbound DC ADIZ flight plans begin at the departure airport, and use one of these points as the “destination” point.
- Inbound DC ADIZ flight plans list one of these points as the “departure” point (destination airport is the “destination”).
- Be aware that some of these points (e.g., MAPEL) do not appear on VFR sectional charts, and that some (e.g., ENSUE) are actually inside the lateral boundary of the DC ADIZ.
- Simply choose the point that best corresponds to your general direction of flight. ATC does not expect you to navigate to or fly over the designated point. Its main purpose is to specify a general direction of flight, which facilitates processing of the DC ADIZ flight plan and expedites issuance of the required transponder code and correct ATC frequency.

## Pilot-Controller Glossary for Washington DC ADIZ

### ATC Terms Specific to the ADIZ:

**Transponder observed:** Normally used for inbound ADIZ flights, this term means that the controller has verified that the aircraft is squawking the assigned beacon code. Pilots who hear this transmission should not expect or assume any VFR services.

**Proceed on course or Proceed as requested:** Normally used in combination with “transponder observed,” this transmission informs the pilot that he or she has met the requirements for operation in the ADIZ and may proceed. Pilots should not expect to hear ATC use the term “cleared” in connection to the ADIZ.

**Keep the code until you land:** Normally used when Potomac hands the 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. Remember — NEVER squawk 1200 while inside the ADIZ!

### In Case of Emergency...

**Equipment failure:** An aircraft unable to transmit the ATC-assigned beacon code must contact ATC and comply with all instructions. If unable to contact ATC, the aircraft must exit the ADIZ by the most direct route. NOTAMs do not specifically address other equipment failures (e.g., loss of electrical power or communications capability, but unless safety of the flight is at risk, pilots with electrical or radio malfunctions should exit the ADIZ via the most direct course and advise ATC via phone once on the ground.

**Visual Warning System:** For information on the VWS, see <http://www.faasafety.gov/visualWarningSystem/Visualwarning.htm>. Bottom line: if you see alternating red and green lights directed at your aircraft, establish a course to exit the ADIZ and contact ATC.

**Intercepts:** If you are intercepted, follow the instructions given by the intercepting aircraft. Contact ATC on 121.5 (provide call sign and position), and squawk 7700 unless otherwise instructed.