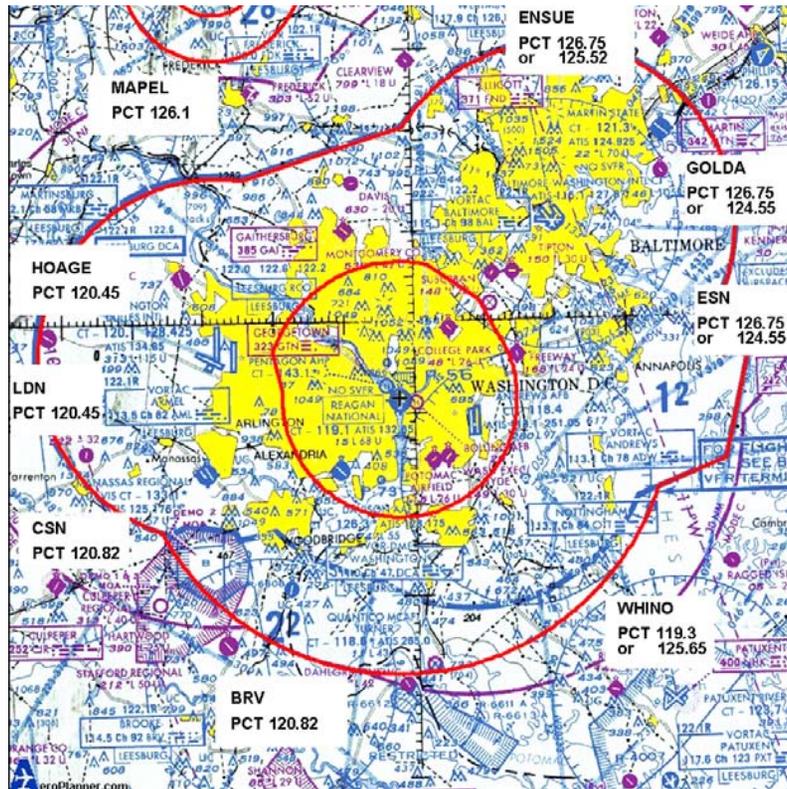




Washington DC ADIZ VFR Inbound Procedures

DC ADIZ Reference Points



Step 1: Preflight—Filing a Flight Plan

- Review NOTAMs for current TFR Information.
- File DC ADIZ flight plan (*entry points on reverse*).
- Plan altitude / route to remain clear of Class B airspace.

Step 2: Activating DC ADIZ Flight Plan

- Approaching the selected entry point, activate your DC ADIZ flight plan by calling Potomac Approach to request a discrete transponder code.
- Set the assigned transponder code and verify that you are squawking Mode C (“ALT”).
- Continue inbound unless otherwise instructed.

Step 3: After Entry—Communicating

- 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 after you land at destination airport.
- ATC considers the DC ADIZ flight plan to be closed when you land and stop transmitting your assigned transponder code.
- No further transmissions are required.

- Based on your general direction of flight, choose one of the intersections or VORs above as the entry (“departure”) point for your inbound DC ADIZ flight plan.
- Be aware that not all of these points (e.g., MAPEL) appear on VFR sectional charts, and that some (e.g., ENSUE) are actually inside the DC ADIZ boundary.
- ATC does not require or expect you to navigate directly to or fly over the designated entry waypoint. These points merely specify a general direction of flight to facilitate processing of the flight plan and your initial communication with ATC.
- To facilitate identification on your initial call, state your call sign and position relative to the entry reference waypoint listed in your DC ADIZ flight plan. For example: Potomac Approach, Skylane 8271S, 5 miles south of Casanova, VFR inbound to Manassas.

Washington DC ADIZ Phraseology—VFR Inbound

Step 1: Preflight—Filing a Flight Plan

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

Note: Use the standard flight plan form to provide the rest of the information that DUATS or the FSS specialist needs.

Step 2: Activating DC ADIZ Flight Plan

Example:

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

Note: ATC will assign a transponder code. You may be asked to ident, and you may be instructed to “remain clear of the ADIZ” until the controller observes your transponder and verifies that you are squawking the assigned code. ATC will then say: “Skylane 8271S, transponder observed, proceed as requested, remain clear of Class B, report Leesburg in sight.” This transmission authorizes you to proceed.

Step 3: After Entry—Communicating

Monitor the Potomac Approach control frequency and advise the controller when your destination is in sight. ATC will instruct you to change to tower or advisory frequency and to remain on the assigned transponder code until after you land.

Step 4: Arriving—Closing Flight Plan

There is no further requirement for communication with ATC. ATC considers the DC ADIZ flight plan to be closed when you land and stop transmitting the assigned beacon code.

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.faa.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.