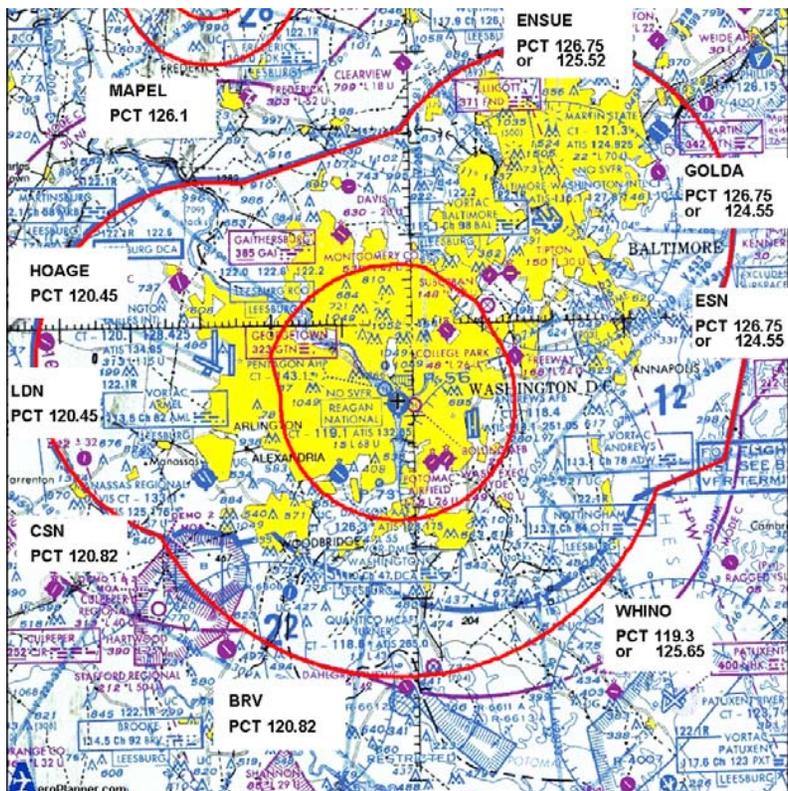




Washington DC ADIZ VFR Outbound Procedures

DC ADIZ Reference Points



- Outbound DC ADIZ flight plans begin at the departure airport, and include one of these points as the “destination” point.
- 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.
- ATC does not require or expect you to navigate directly to or fly over the designated exit point. These points merely specify a general direction of flight to facilitate processing of the flight plan and assignment of the correct ATC departure frequency.
- On your initial call, simply advise ATC that you are airborne.

Step 1: Preflight—Filing a Flight Plan

- Review NOTAMs for current TFR Information.
- File DC ADIZ flight plan (*exit points on reverse*).
- If desired, file separate VFR flight plan (search-and-rescue) to be activated after exiting the DC ADIZ.

Step 2: Pre-Takeoff—Activating Flight Plan

- Call ATC (tower, RCO, phone*) for frequency & squawk.

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.
- Monitor assigned departure frequency.
- Remain clear of Washington Tri-Area Class B airspace unless you are explicitly cleared into Class B.

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 and transponder code.
- No further transmissions are required.

Washington DC ADIZ Phraseology—VFR Outbound

Step 1: Preflight—Filing a Flight Plan

I would like to file a DC ADIZ flight plan for VFR flight from (departure airport) to (selected exit point).

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

Step 2: Pre-Takeoff—Activating Flight Plan

Example:

Potomac clearance, Skylane 8271S at Leesburg, ADIZ departure to Casanova.

Note: ATC knows that you need a departure frequency and transponder code. Some towered airports in the Washington DC ADIZ provide the departure frequency on the ATIS broadcast, so be sure to listen to ATIS before calling ground control.

Step 3: After Takeoff—Communicating w/ATC

Example:

Potomac departure, Skylane 8271S, airborne off Leesburg.

Note: ATC will generally acknowledge as follows: Skylane 8271S, Potomac, roger. Remain clear of Class B. Dulles altimeter 30.10.

Step 4: Exiting — Closing Flight Plan

Note: Controllers in some sectors will ask the pilot to report clear of the ADIZ. In other sectors, ATC will advise the pilot when the aircraft has exited the DC ADIZ. For example:

ATC: Skylane 8271S is leaving the ADIZ. Squawk VFR, frequency change approved.

Pilot: Skylane 8271S, going to VFR, good day.

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/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.