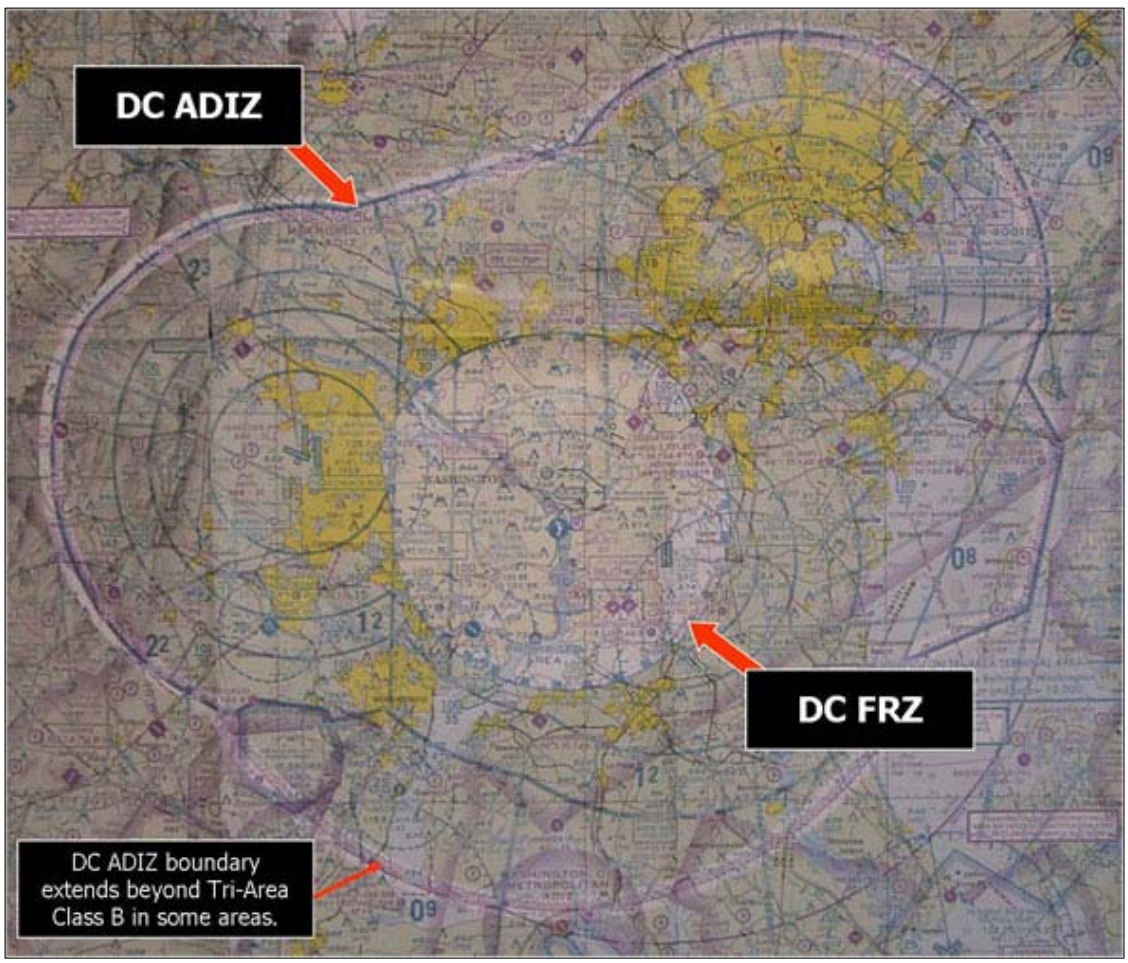
FAA - Safety Program - faasafety.gov

Promoting Aviation Safety Through Education and Cooperative Efforts

Course Notes



Navigating the DC ADIZ

Navigating the DC ADIZ, TFRs, and Other Airspace

Introduction

Course Objectives

Today's pilots face a number of new challenges related to national security, and any pilot who flies in the US will eventually encounter security-related restrictions.

The objectives of this course are to help you understand:

- Requirements and procedures for operating in the Washington DC Metropolitan Air Defense Identification Zone (DC ADIZ) and the Washington DC Metropolitan Area Flight Restricted Zone (DC FRZ);
- Security-based temporary flight restrictions (TFRs);
- Other types of special use airspace; and
- Sources of information.

One of the most important concepts to take from this course is the need to check notices to airmen (NOTAMS) before every flight – even a short flight in your local airport practice area.

Course Structure

The course assumes a good basic understanding of aircraft operation, air navigation, and air traffic control procedures. You can take the course at your own pace, exit at any time, and come back whenever it is convenient. Course notes, DC ADIZ checklists, and other documetns are available for download. At the end of the course is a 25-question multiple choice quiz that you will need to take in a single session. When you pass, you can print a certificate of completion for your records. This course qualifies for credit under the FAA's Pilot Proficiency (Wings) Program.

Course Table of Contents

- Introduction
- Chapter 1 - DC ADIZ Overview
- Chapter 2 - DC ADIZ VFR Procedures
- Chapter 3 - DC ADIZ IFR Procedures
- Chapter 4 - DC ADIZ Internal and Transit Flights
- Chapter 5 - DC FRZ Overview and Operating Procedures
- Chapter 6 - DC ADIZ/FRZ Emergency Procedures
- Chapter 7 - Temporary Flight Restrictions
- Chapter 8 - Prohibited and Restricted Areas
- Chapter 9 - Other Special Use Airspace
- Chapter 10 - Sources of Airspace Information
- Course Review, Notes, References, Checklists
- Exam

DC ADIZ Overview

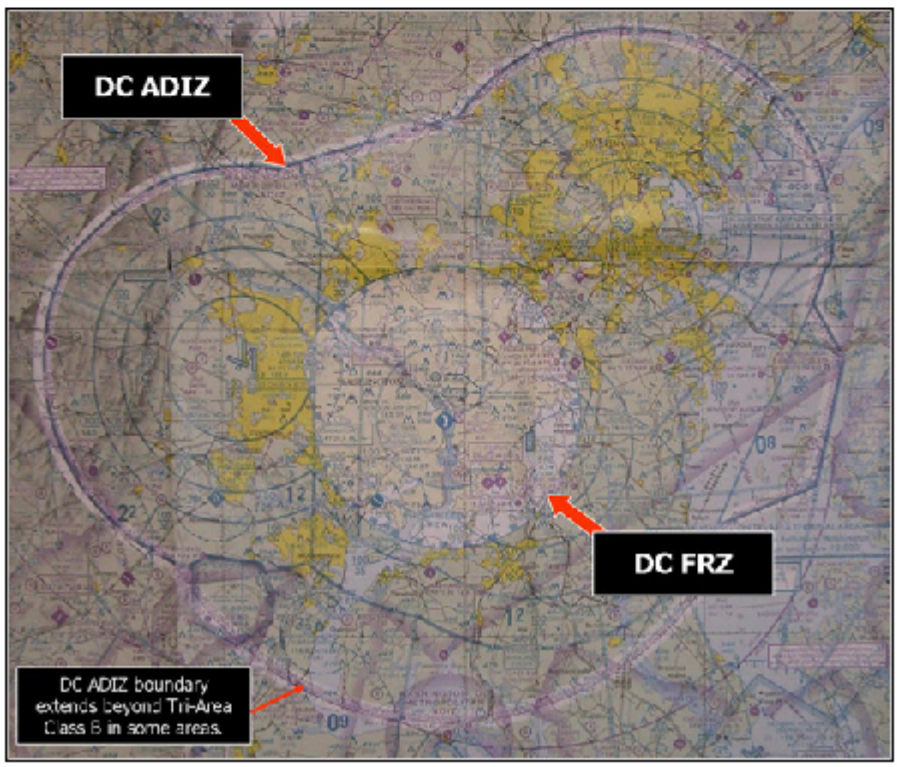
What is the DC ADIZ?

As defined in 14 CFR Part 99, an Air Defense Identification Zone (ADIZ) is an area in which the ready identification, location, and control of all aircraft is required in the interest of national security.

Due to security agencies' concerns about unidentified VFR aircraft flying so close to the nation's capital, in early 2003, the Federal Aviation Administration (FAA) adapted the ADIZ concept to address these concerns and issued a Flight Data Center (FDC) notice to airman (NOTAM) that designated this airspace as the Washington DC Metropolitan Air Defense Identification Zone, or DC ADIZ.

Where is the DC ADIZ?

The DC ADIZ extends around the three major metropolitan airports near Washington, DC. The DC ADIZ *generally* follows the lateral boundary of the Washington Tri-Area Class B airspace, but extends somewhat beyond the lateral boundary of the Class B airspace on the southern and eastern sides.



Specifically, the DC ADIZ extends 20 nautical miles (23 statute miles) around both Dulles International Airport (IAD) and the Baltimore-Washington Airport (BWI), and 30 nautical miles (35 statute miles) around Ronald Reagan Washington National Airport (DCA). The DC ADIZ begins at the surface and extends up to, but not including, 18,000 feel above sea level (MSL).

Related Media for this Section

DC ADIZ Graphic
DC ADIZ labeled.jpg (243.85 KB)

What are the DC ADIZ Operating Requirements?

FDC NOTAM 6/2550 lists three basic requirements for operating in the DC ADIZ:

1. File a flight plan.

- IFR: File and activate a standard IFR flight plan.
- VFR: File and activate a "DC ADIZ flight plan."

The DC ADIZ flight plan is *not* the same as a VFR flight plan. The DC ADIZ flight plan:

- Must be activated with ATC before takeoff or entry into the DC ADIZ.
- Does not include search and rescue.
- Does not include flight following, traffic advisories, or other ATC services.

2. Establish and maintain two-way radio communications. Pilots must establish two-way radio communication with air traffic control (usually Potomac TRACON) before takeoff or entry into this airspace, and must maintain communication with ATC until otherwise instructed.

3. Transmit ("squawk") a discrete transponder code. Pilots must obtain a discrete transponder code from ATC before takeoff or entry into this airspace, and transmit that code at all times while inside the DC ADIZ boundaries. *The VFR 1200 code is not authorized for use at any time inside the DC ADIZ.*

DC ADIZ - VFR Procedures

VFR Inbound Flights

1. DC ADIZ Flight Plan. There are two ways to file a DC ADIZ flight plan:

- **Flight Service .** Ask to file a DC ADIZ flight plan and provide basic information. Based on your direction of flight, the briefer will file one of the DC ADIZ entry/exit reference points as your "departure" point.
- **DUATS .** Download the document below on procedures for filing a DC ADIZ flight plan on DUATS, and follow the directions precisely.

2. Establish Radio Communications. At least 10-15 miles before you reach the DC ADIZ boundary, activate the DC ADIZ flight plan by establishing two-way radio communications with ATC, usually Potomac Approach. State your position in relation to the "departure" point filed in your DC ADIZ flight plan. (*NOTE: You are not required to navigate directly to, or over, the selected point.* Like a VFR checkpoint, it simply allows you to let ATC know where you are relative to a known point.) Sample transmission:

Potomac Approach, Cessna 12345, 5 miles south of Casanova (CSN), VFR inbound to Manassas.

ATC will assign a discrete transponder code and may instruct you to remain clear of the DC ADIZ pending the controller's observation of your transponder.

3. Transmit Discrete Code. Set the assigned code in your transponder and be sure that it is set to Mode C (ALT). When the controller observes your transponder, you will be instructed to "proceed on course" or "proceed as requested." This instruction does *not* constitute clearance into Class B airspace, which must be separately requested and explicitly authorized. Sample transmission:

Cessna 12345, transponder observed; proceed as requested; remain clear of Class B; report (destination airport) in sight.

When you report destination in sight, the typical transmisison is:

Cessna 12345, change to (tower) (advisory) frequency approved; remain on the beacon code until you are on the ground.

Once you land and turn off the transponder, ATC considers the DC ADIZ flight plan to be closed. No further transmisisons with ATC are expected or required.

Related Media for this Section

DC ADIZ Extry/Exit Reference Points	ADIZ Reference Points.pdf (284.31 KB)
DUATS Filing Procedures for DC ADIZ Flight Plan	DUATS ADIZ Filing Procedures.pdf (303.47 KB)
DC ADIZ Checklist - VFR Inbound Procedures	ADIZ Inbound Checklist.pdf (197.44 KB)

VFR Outbound Flights

1. DC ADIZ Flight Plan. Follow the directions above for filing a DC ADIZ flight plan. Note that 'Round Robin' flight plans out of and back into the ADIZ are prohibited; two separate DC ADIZ flight plans (outbound and inbound) must be filed for this kind of operation.

2. Obtain/Transmit Discrete Transponder Code. Before takeoff, activate the flight plan by obtaining a discrete transponder code and appropriate departure frequency from ground control (if at a towered airport) or by contacting Potomac clearance delivery (*see below for telephone numbers*). Sample transmission:

Potomac Clearance Delivery, Piper 54321, VFR from Manassas to Casanova.

The controller will assign a departure frequency and discrete transponder code. Set the assigned code into your transponder and be sure that your transponder is set to Mode C ("ALT") before takeoff. *NEVER use the 1200 VFR code inside the DC ADIZ.*

3. Establish Radio Communications. Make normal departure transmissions on tower or advisory frequency. Once clear of the airport vicinity (for non-towered airport) or when instructed by the tower, switch to the assigned departure frequency and advise the controller that you are airborne. For example:

Potomac Departure, Piper 54321, airborne off Manassas, VFR to Casanova.

ATC will acknowledge and advise you to remain clear of the Class B airspace. Monitor the frequency until the controller advises that you have exited the ADIZ and instructs you to change frequency and transponder code (to 1200). This exchange closes the DC ADIZ flight plan, and ATC does not expect or require any further transmissions.

Related Media for this Section

DC ADIZ Entry/Exit Reference Points
ADIZ Reference Points.pdf (284.31 KB)

DUATS Filing Procedures for DC ADIZ Flight Plan
DUATS ADIZ Filing Procedures.pdf (303.47 KB)

DC ADIZ Checklist - VFR Outbound Procedures
ADIZ Outbound Checklist.pdf (197.83 KB)

DC ADIZ - IFR Procedures

IFR Inbound Flights

If you are flying under IFR to an airport inside the DC ADIZ boundary, you have already met the three basic requirements for operating into this airspace: flight plan, two-way communications with ATC, and discrete transponder code. The most important thing to remember if you are flying IFR into the DC ADIZ is to ***remain on the assigned transponder code until you land.***

A number of DC ADIZ-related violations have occurred when pilots operating under IFR changed the transponder code to 1200 VFR after being advised to contact the tower or advisory frequency, or after canceling the IFR flight plan. ***NEVER squawk 1200 while inside the ADIZ.***

IFR Outbound Flights

If you are flying under IFR and departing from a towered airport inside the DC ADIZ boundary, you have already met the three basic requirements for operating into this airspace: flight plan, two-way communications with ATC, and discrete transponder code.

When departing the DC ADIZ under IFR, be sure to obtain a discrete transponder code and transmit that code before takeoff. Do not attempt to depart VFR and pick up the IFR clearance / squawk after takeoff. ***NEVER squawk 1200 inside the ADIZ.***

DC ADIZ - Internal and Transit Flights

Transit Flights

To transit the DC ADIZ or fly between two airports located inside the DC ADIZ, use the same procedures described above: (a) file a DC ADIZ flight plan; (b) obtain and transmit a discrete transponder code before takeoff; and (c) establish and maintain two-way communications with ATC after departure.

Pattern Work

For VFR traffic pattern operations within the DC ADIZ, you need to:

- File a DC ADIZ flight plan for traffic pattern operations; and
- Obtain/transmit a discrete transponder code.
- Remain in the airport vicinity.

Non-towered airport inside the DC ADIZ: ATC expects you to remain on the advisory frequency. You are not required to communicate with ATC/Potomac TRACON, but you may want to monitor the appropriate frequency if you have a second radio in your aircraft.

Operating tower at airport inside the DC ADIZ: A DC ADIZ flight plan is not required so long as the pilot makes a request to the tower for VFR pattern work, sets and continuously transmits the 1234 transponder code, remains in two-way radio contact with the tower, and remains in the airport traffic pattern.

Fringe Entry and Exit

There are special entry and exit procedures for VFR flights at **Bay Bridge (W29)** and **Kentmorr (3W3)**, located on the eastern edge, or "fringe," of the DC ADIZ boundary.

- For **Bay Bridge**, arriving and departing aircraft must use the shortest and most direct route to/from the eastern boundary of the DC ADIZ, and use the 1227 transponder code (with transponder on Mode C, or "ALT").
- For **Kentmorr**, arriving and departing aircraft must use the shortest and most direct route to/from the eastern boundary of the DC ADIZ, and use the 1233 transponder code (with transponder on Mode C, or "ALT").

For both airports, pilots should monitor the appropriate ATC frequency until clear of the DC ADIZ boundary (if outbound) or until contacting advisory (if inbound). As directed in the NOTAM, pilots must be sure to proceed no further west than the westernmost point of the Chesapeake Bay Bridge.

Fringe Exit Procedures

Special exit (outbound only) procedures exist for twelve non-towered airports around the "fringe" of the DC ADIZ. These airports include **Airlie (2VA9), Albrecht (MD48), Harris (VA97), Martin (MD90) Martin State (MTN), Meadows (3VA1), Mylander (MD92), Stewart (MD64), St. John (4MD9), Tilghman Whipp (7MD9), Upperville (2VG2),** and **Wolf (1W5).** For these airports:

- A DC ADIZ flight plan is *not* required to depart and exit via the shortest route.
- Aircraft departing under these procedures must squawk 1205.
- Pilots must monitor the advisory frequency until leaving traffic pattern altitude, and monitor the appropriate Potomac TRACON departure frequency until clear of the DC ADIZ boundary.

These procedures apply ***only*** to aircraft departing the DC ADIZ. Pilots inbound to these airports must comply with the normal inbound procedures for the DC ADIZ.

DC FRZ Overview and Operating Procedures

What is the DC FRZ?

Even more sensitive than the DC ADIZ is the Washington DC Metropolitan Area Flight Restricted Zone (DC FRZ), which was established by NOTAM along with the DC ADIZ.

Where is the DC FRZ?

The DC FRZ extends approximately 13-15 nautical miles (15-17 statute miles) around the VOR/DME located at the Ronald Reagan Washington National Airport.

Related Media for this Section

DC Flight Restricted Zone (FRZ) Graphic
DC FRZ labeled.jpg (179.51 KB)

What are the DC FRZ Operating Requirements?

In general, think of the DC FRZ as a "no-fly" area. With certain exceptions for operating to/from the three general aviation (GA) airports located inside the boundaries of the DC FRZ, the only non-governmental flights allowed in this airspace are certain scheduled commercial and waivered flights.

The three GA airports located inside the DC FRZ boundaries are College Park Airport (CGS), Washington Executive/Hyde Field (W32), and Potomac Airport (VKX). Although all three are located in Maryland and known collectively as the "Maryland 3," these airports are also sometimes called the "DC-3." The Transportation Security Administration (TSA) has established strict procedures for approving pilots who wish to operate to/from the DC-3.

The Transportation Security Administration (TSA) has responsibility for ground security requirements and procedures at these three airports. The special requirements established for the "DC-3" include obtaining a confidential personal identification number (PIN) to be used in this airspace. Procedures for PIN issuance are outlined in a TSA PIN Issuance Procedures document available on the Internet at: http://www.tsa.gov/interweb/assetlibrary/pin_issuance_procedures.pdf.

DC ADIZ/FRZ Emergency Procedures

Common Errors

The four most common reasons for DC ADIZ violations are: (a) pilots unaware of the DC ADIZ boundaries; (b) "early rollover" from the discrete code to VFR; (c) pilots unaware of the DC ADIZ; and (d) forgetting to set the transponder to Mode C (ALT).

In some cases, lack of situational awareness results in either "clipping" the boundary of the DC ADIZ or "early rollover" violations. Tips:

- **Database.** Is your GPS database current? An outdated database can lead you astray. Since changes can -- and do -- occur between update cycles, ***check NOTAMS before every flight!***
- **Scale.** Be sure to use an appropriate scale on your moving map, and use DME distances as a backup. Plan to remain at least 5 nm from the DC ADIZ boundary until you have met the "squawk and talk" requirements.

Equipment Failure Procedures

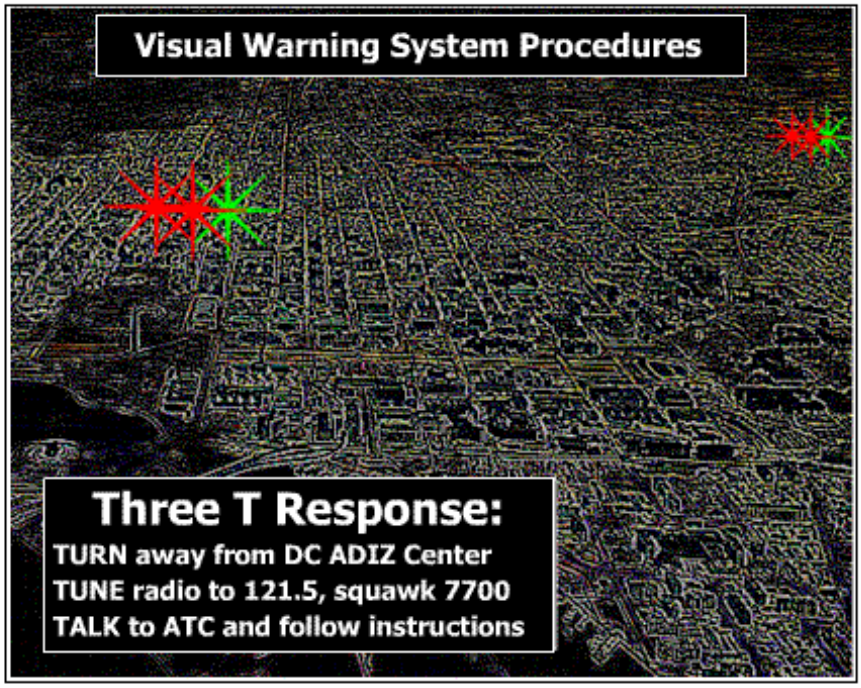
An aircraft unable to transmit the ATC-assigned beacon code must immediately request control instructions and comply with all instructions from ATC.

If unable to contact ATC, pilots must exit the DC ADIZ via the most direct course to the lateral boundary.

FDC NOTAM 4/1757 addresses two-way radio communications failure for aircraft inbound to Ronald Reagan Washington National Airport (DCA). NOTAMs do not specifically address other equipment failures (e.g., loss of electrical power or communications capability elsewhere in the ADIZ), but unless safety of the flight is at risk, pilots who become aware of 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

In the summer of 2005, security agencies implemented a new visual warning system (VWS) that operates in the Washington DC ADIZ and FRZ. The VWS consists of a 100-foot-wide laser light beam that flashes **red/red/green**. This light, which can be focused on an aircraft up to twenty miles away, will not harm the eyes of the pilot or passengers. It is visible in day or night conditions, but may not be available when low clouds are present.



If you see the **red**/**red**/**green** light sequence directed at your aircraft, follow the three Ts:

- **TURN** away from the center of the DC FRZ and DC ADIZ.
- **TUNE** your radio to 121.5 and squawk 7700, unless otherwise instructed.
- **TALK** to ATC. Provide call sign, position, and nature of your flight. Advise ATC that you have been illuminated, or "sparkled," by the VWS. Follow any instructions you receive.

Related Media for this Section

Visual Warning System Procedures
Visual Warning System.pdf (153.91 KB)

Visual Warning System Fact Sheet
VWS Fact Sheet.pdf (16.28 KB)

Visual Warning System Q& A
VWS Q&A.pdf (24.49 KB)

Interception Procedures

If you violate restricted airspace, especially in the Washington DC area, you are very likely to be intercepted by a military or law enforcement aircraft (e.g., a Blackhawk helicopter or a Citation jet). The chart below provides a review of the inflight interception signals and procedures. Bottom line: follow the instructions given by the intercepting aircraft. Contact ATC on 121.5 (provide call sign and position), and squawk 7700 unless otherwise instructed.

Related Media for this Section

Interception Procedures Summary Charts
Interception Procedures.pdf (632.5 KB)

Temporary Flight Restrictions (TFRs)

TFR Overview

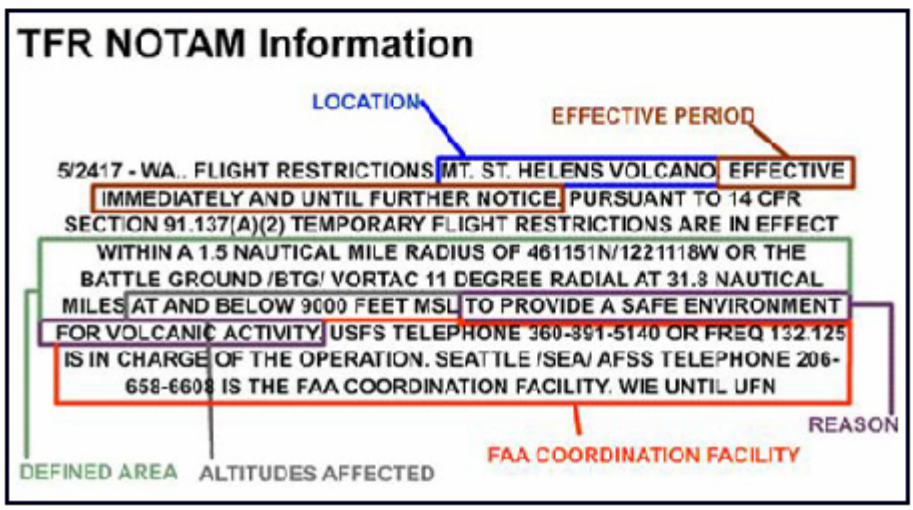
A temporary flight restriction (TFR) is a regulatory action, issued in an FDC NOTAM, that temporarily restricts certain aircraft from operating within a defined area in order to protect persons or property in the air or on the ground.

As currently structured, both the DC ADIZ and the DC FRZ discussed in the previous chapter are officially TFRs. There are, however, a number of other types of TFRs defined in the regulations. Since TFRs are, by definition, "temporary" in nature, it is extremely important to check the FDC NOTAMs before every flight you make.

TFR Format

FDC NOTAMs that establish TFRs follow a very specific format. All begin with the phrase, "FLIGHT RESTRICTIONS" and include the following information:

1. Location of the TFR area
2. Effective period
3. Defined area
4. Altitudes affected
5. FAA coordination facility and telephone number
6. Reason for the TFR
7. Agency directing relief activities (if applicable) and telephone number
8. Any other information considered appropriate.



Presidential TFRs

No matter where you live, chances are good that you will at some point be affected by TFRs issued under 14 CFR 91.141, "Flight restrictions in the proximity of the Presidential and other parties." This rule states that:

No person may operate an aircraft over or in the vicinity of any area to be visited or traveled by the President, the Vice President, or other public figures contrary to the restrictions established by the Administrator and published in a Notice to Airmen (NOTAM).

Violation of a TFR issued under this regulation could lead to very adverse consequences, since security of the President and Vice President is taken very seriously. As you may recall from the most recent presidential election, this rule is also used to establish TFRs for the protection of candidates for president and vice president. Because so-called "presidential TFRs" can be – and usually are – established on very short notice, it is extremely important for you to check FDC NOTAMS before every flight – even routine flights in the vicinity of your home airport.

Special Event TFRs

Several different regulations permit the FAA to establish temporary flight restrictions (TFRs) for a variety of special events.

Air Shows and Sporting Events

With respect to aircraft operations in the vicinity of aerial demonstrations and major sporting events, 14 CFR 91.145 gives the FAA authority to establish TFRs to protect persons or property on the ground or in the air, to maintain air safety and efficiency, or to prevent the unsafe congestion of aircraft in the vicinity of an aerial demonstration or sporting event. In practice, TFRs issued under 14 CFR 91.145 are issued primarily for air shows. The FAA determines when a 91.45 TFR should be issued for a sporting event on a case-by-case basis.

Stadiums

FDC NOTAM 3/1862, issued under 14 CFR 99.7 on "Special Security Instructions," restricts flight over stadiums during major league baseball, National Football League, NCAA, and motor speedway events. The so-called "stadium TFR" prohibits all aircraft and parachute operations at or below 3,000 AGL within a 3 nm radius of any stadium with a seating capacity of 30,000 or more people when there is a major league baseball game, NFL game, NCAA division one football game, or major motor speedway event occurring. This TFR applies to the entire US domestic national airspace system, and takes effect from one hour before the scheduled event time until one hour after the event concludes.

Disaster/Hazard Areas
The FAA has the authority under 14 CFR 91.137 to restrict aircraft operation in designated areas unless they are participating in disaster/hazard relief efforts. There are three types of TFRs issued under this regulation:

1. TFRs to protect persons or property on the surface or in the air from a hazard associated with an incident on the surface (14 CFR 91.137(a)(1)).
2. TFRs to provide a safe environment for the operation of disaster relief aircraft (14 CFR 91.137(a)(2)).
3. TFRs to prevent unsafe congestion of sightseeing or other aircraft above an incident or event which may generate a high degree of public interest (14 CFR 91.137(a)(3)).

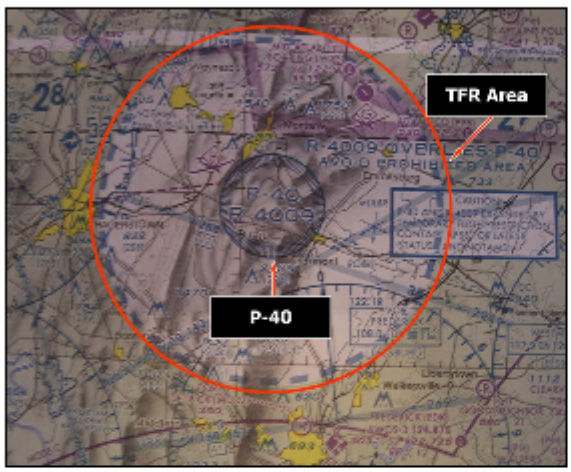
Space Flight
The FAA has the authority under 14 CFR 91.143 to issue FDC NOTAMs restricting flight in areas designated for space flight operations.

For detailed information on each type of regulatory TFR, please review FAA Advisory Circular AC 91-63C, which includes recent changes to 14 CFR Part 91.

As is the case for any kind of TFR, it is imperative that you carefully review and fully understand the FDC NOTAM that establishes a TFR before attempting to fly in, or in the vicinity of, such restrictions.

Prohibited and Restricted Areas

Prohibited Areas



A prohibited area begins at the surface and has defined dimensions in which the flight of unauthorized aircraft is prohibited. Such areas are established when necessary to prohibit flight in the interest of national security and welfare. An example of a prohibited area is P-56A-B, airspace in Washington DC that surrounds the National Mall, the Capitol, the White House, and the Vice President's residence. (*Note: P56A-B is located not only inside the DC ADIZ but also inside the DC FRZ, which GA pilots should treat as a "no-fly" area unless specifically authorized to operate to/from one of the so-called DC-3 airports discussed in a previous chapter.*)

Prohibited areas are depicted on aeronautical charts. These include P-40 (central Maryland), P-49 (central Texas), P-47 (Texas panhandle), P-67 (Maine coast), P-73 (northern Virginia), and P-204/205/206 (northern Minnesota).

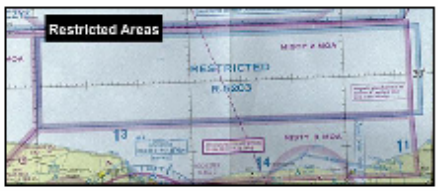
Important: When the president travels, the FAA uses TFRs (issued via FDC NOTAM under 14 CFR 91.141) to increase restrictions to airspace surrounding prohibited areas associated with presidential activities. These airspace restrictions can change on very short notice. In the Washington DC metropolitan area, for example, P-40 – the prohibited airspace surrounding the presidential retreat at Camp David, Maryland – is limited to a 3 nm radius. When the president visits Camp David, however, the FAA issues a TFR that covers the airspace within a 10 nm radius of Camp David. The FDC NOTAM that defines this TFR may authorize pilots meeting certain requirements (e.g., squawk and talk on a VFR or IFR flight plan) to operate inside portions of the TFR area surrounding the prohibited airspace.

Related Media for this Section

P-40 with Surrounding TFR Graphic
P-40 labeled.jpg (194.52 KB)

Restricted Areas

A restricted area is airspace within which the operation of aircraft is not entirely prohibited, but is subject to restriction. Restricted areas are established when necessary to separate activities considered to be hazardous to other aircraft. These activities may include artillery firing, aerial gunnery, or guided missiles.



Restricted areas are depicted on sectional charts, as well as on enroute charts appropriate for the altitudes or flight levels affected. These charts show vertical dimensions, name of the controlling agency and times that the restricted area is in use. Times of use shown on the chart are not exclusive; in fact, some restricted areas include the notation "other times by NOTAM."

If you wish to fly VFR in or through a restricted area, check NOTAMS to determine whether times of use have changed. Once airborne, contact the controlling agency to determine whether the restricted area is "hot" and to request permission to fly in this airspace.

For more information, see 14 CFR 73.13 and *Aeronautical Information Manual* section 3-4-3.

Other Special Use Airspace

Summary Chart

Chapter 3 of the Aeronautical Information Manual (AIM) describes other types of special use airspace (SUA), defined in AIM 3-4-1 as:

Airspace wherein activities must be confined because of their nature, or wherein limitations are imposed on aircraft operations that are not a part of those activities, or both.

The chart below summarizes different types of SUA.

Type of SUA	Regulatory	Dimensions & Purpose	Depicted on chart	ATC clearance needed for VFR
Warning Area	No	3 nm from US coast Warns non-participating pilots of activities that may be hazardous	Yes	No, but advisable!
Military Operations Area	No	Defined vertical and lateral limits Separates certain military training activities, such as air combat tactics, aerobatics, and formation training, from IFR traffic	Yes	No, but exercise caution!
Alert Areas	No	Defined area Informs non-participating pilots of areas that may contain a high volume of pilot training or unusual aerial activity	Yes	No
Controlled Firing Areas	No	Not charted Includes activities that could be hazardous to non-participating aircraft CFA activities are suspended immediately when spotter aircraft, radar, or ground lookouts observe the approach of a non-participating aircraft.	No	No

You can also find information on special use airspace on the FAA's SUA Website (http://sua.faa.gov).

SFARs

A Special Federal Aviation Regulation (SFAR) is typically a temporary rule to address a temporary situation. It is generally not used to replace or enforce regulations that are to remain in effect for many years. Consequently, an SFAR has an expiration date, usually no more than 3 years from its effective date. SFARs are listed at the beginning of the most relevant Code of Federal Regulations (CFR), and may be cross-referenced to other regulations.

SFARs cover a broad range of topics. Those most relevant to this course, listed in the front of 14 CFR Part 91, include:

- SFAR 50-2, Special Flight Rules in the Vicinity of the Grand Canyon National Park , AZ;
- SFAR 60, Air Traffic Control System Emergency Operation, and
- SFAR 94, Enhanced Security Procedures for Operations at Certain Airports in the Washington, DC Metropolitan Area Special Flight Rules Area.

Emergency Air Traffic Rules

When authorities determine that there is (or will be) an emergency condition affecting the FAA's ability to operate the air traffic control system with the necessary level of safety and efficiency, the Administrator may issue an air traffic rule with immediate effect – that is, a rule that does not go through the normal rulemaking processes.

The NOTAM system is used to disseminate information on the precise impact, terms, and conditions of the emergency air traffic rule, so it is imperative to check FDC NOTAMs before every flight.

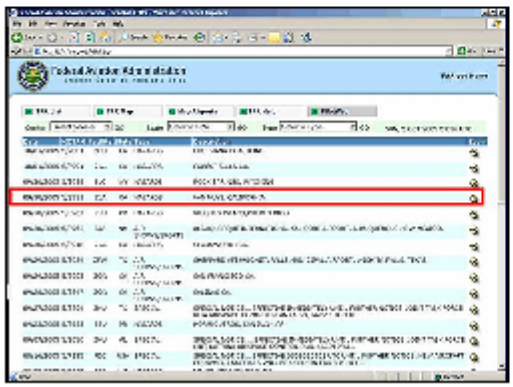
Sources of Airspace Information

Flight Service and DUATS

Because TFRs and other restrictions often arise on very short notice, there is no substitute for a thorough preflight briefing from an approved source, such as the AFSS (1-800-WX-BRIEF or 1-800-992-7433) or DUATS. NOTAMs are part of the AFSS or DUATS standard briefing, but it is a good idea to ask specifically if there are any FDC NOTAMs relevant to your route of flight. Don't forget to ask for published NOTAMs, and for local NOTAMs if you will be flying in airspace covered by another Flight Service Station.

If the FDC NOTAMs indicate that TFRs will exist -- or arise -- along your route, be sure to note the times of TFR operation, the area included around a fixed point, and whether there are procedures for flying into, or through, this airspace.

Graphical TFR and SUA Data



If you learn about the existence of a TFR in a telephone briefing from an AFSS specialist, review the text and print a copy to carry along on your flight. If you have Internet access, go to the FAA's TFR website (http://tfr.faa.gov/tfr2/list.html), which provides multiple options for finding a specific TFR (*see graphic*).

In addition to reviewing the text, this website offers the option of a graphical depiction of the affected area, as shown in the example below:

There is a similar FAA graphical website for information on special use airspace. Go to http://sua.faa.gov for this tool.

Course Review, References, Checklists

Course Review

Chapter 1) DC ADIZ Overview
Some of the nation's most carefully guarded airspace surrounds the Washington, DC metropolitan area. The FAA is offering this training primarily because too many pilots have inadvertently violated the requirements for flying in this very sensitive area. The procedures for operating in this airspace are not difficult – but they do require you to know them thoroughly and follow them precisely.

Chapter 2) DC ADIZ VFR Procedures
There are very specific procedures for operating in the DC ADIZ. If you are operating VFR, you need to file a DC ADIZ flight plan for most operations, although there are certain exceptions and special procedures for VFR pattern work and "fringe" airports. Use of the VFR 1200 transponder code is *NEVER* authorized in the DC ADIZ. You must always transmit a discrete transponder code assigned by ATC while you are flying in this airspace.

Chapter 3) DC ADIZ IFR Procedures
Pilots on an IFR flight plan have complied with the basic DC ADIZ operating requirements. Use of the VFR 1200 transponder code is *NEVER* authorized in the DC ADIZ. You must always transmit a discrete transponder code assigned by ATC while you are flying in this airspace.

Chapter 4) DC ADIZ Internal and Transit Flights
Basic requirements for a flight plan, two-way communication with ATC, and discrete transponder code apply to flights transiting the DC ADIZ. There are certain exceptions and special procedures for VFR pattern work and "fringe" airports.

Chapter 5) DC FRZ Overview and Operating Procedures
General aviation pilots should generally consider the DC flight restricted zone (FRZ) to be a "no fly" area.

Chapter 6) DC ADIZ/FRZ Emergency Procedures
The most common reasons for DC ADIZ violations are: (a) pilots unaware of the DC ADIZ boundaries; (b) "early rollover" from the discrete code to VFR; (c) pilots unaware of the DC ADIZ; and (d) forgetting to set the transponder to Mode C (ALT). Pilots should check NOTAMs, and be familiar with procedures for interception, visual warning system, and equipment failures.

Chapter 7) Temporary Flight Restrictions (TFRs)
A temporary flight restriction (TFR) is a regulatory action, issued in an FDC NOTAM, that temporarily restricts certain aircraft from operating within a defined area in order to protect persons or property in the air or on the ground. Presidential TFRs can appear on very short notice, as can the many types of special event TFRs. Because TFRs are by nature temporary, pilots must be sure to check FDC NOTAMs before every flight, even one in the local practice area.

Chapter 8) Prohibited Areas and Restricted Areas
A prohibited area begins at the surface and has defined dimensions in which the flight of unauthorized aircraft is prohibited. A restricted area is airspace within which the operation of aircraft is not entirely prohibited, but is subject to restriction.

Chapter 9) Other Special Use Airspace
Special Use Airspace is the term used for airspace wherein activities must be confined because of their nature, or wherein limitations are imposed on aircraft operations that are not a part of those activities, or both.

Both SFARs and emergency air traffic rules can affect your flight. A Special Federal Aviation Regulation (SFAR) is typically a temporary rule to address a temporary situation. It usually expires after three years unless renewed.

When authorities determine that an emergency condition exists, or will exist, with effect on the FAA's ability to operate the air traffic control system with the necessary level of safety and efficiency, the Administrator may issue an air traffic rule with immediate effect. Information about these procedures is disseminated via FDC NOTAM.

Chapter 10) Sources of Airspace Information
Thorough preflight planning – including a review of FDC NOTAMs – is critical, not only to the safety of your flight, but also to avoiding violation of TFRs and other flight restrictions. FDC NOTAMs are regulatory in nature and contain such items as amendments to published Instrument Approach Procedures, changes to aeronautical charts, and TFRs. You must check with Flight Service or DUATs to ensure that you have the most up-to-date information on flight restrictions and special use airspace along your intended route of flight.

Online References

- www.faa.gov
- www.faasafety.gov
- FAA's TFR website (http://tfr.faa.gov/tfr2/list.html)
- FAA's SUA website (http://sua.faa.gov)
- 14 CFR 91 (includes Special Federal Aviation Regulations 50-2, 60, 94)
- 14 CFR 93 (Special Traffic Rules and Airport Traffic Patterns)
- FAA Advisory Circular AC 91-63C
- CSC DUATS
- DTC DUATS
- www.tsa.gov/interweb/assetlibrary/pin_issuance_procedures.pdf
- www.aopa.org/asf/publications/intercept.pdf
- www.aopa.org/whatsnew/notams.html#5/4121
- http://www.aopa.org/asf/online_courses/know_before/

DC ADIZ Checklist

The checklist below combines inbound and outbound VFR procedures for the DC ADIZ. If you operate in, or near, this airspace, you may want to download a copy and keep it on your kneeboard for ready reference.

Related Media for this Section

DC ADIZ Checklist - Combined Inbound and Outbound VFR Procedures
ADIZ Combined Checklist.pdf (198.74 KB)