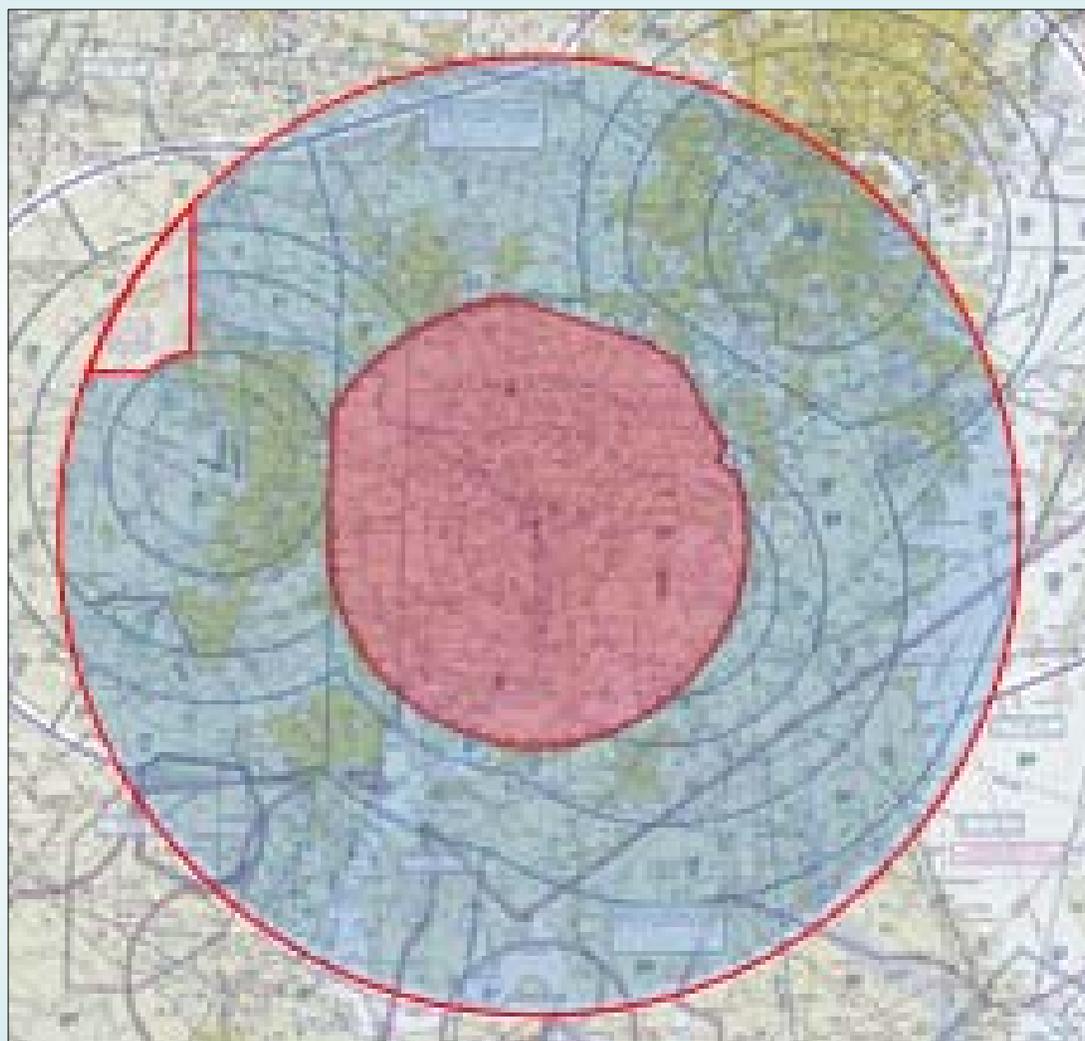




Learning Center Courses



Navigating the New DC ADIZ Course Notes





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Overview

Introduction and Objectives



Security-related procedures and requirements are a fact of life for today's pilots, especially those who operate in the Washington, DC metropolitan area Air Defense Identification Zone (DC ADIZ) and the DC metropolitan Flight Restricted Zone (DC FRZ). In the continuing effort to balance security requirements with the needs of the flying public, security agencies have made changes that will significantly reduce the "footprint" of the DC ADIZ and DC FRZ, which are

formally classified as "National Defense Airspace."

The objective of this course is to explain the new requirements and procedures for operating in the DC ADIZ/FRZ. These requirements will take effect on August 30, 2007. Since changes can occur on very short notice, **ALWAYS** be sure to check [NOTAMS](#) before every flight in the vicinity of this airspace. In addition, please plan to review this course and the downloadable kneeboard guide again before August 30 for any possible changes.

Course Structure

This course focuses exclusively on the DC ADIZ and DC FRZ, and it assumes that you already have a basic understanding of temporary flight restrictions (TFRs). You can take this course at your own pace, exit at any time, and come back when convenient. A DC ADIZ checklist and other documents are available for download.

At the end of the course is a multiple choice quiz that you will need to complete in a single session. When you pass, you can print out a certificate of completion for your records.



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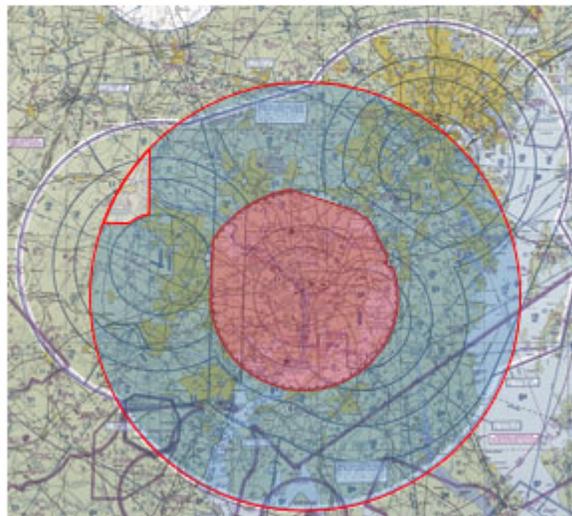
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DC ADIZ (Air Defense Identification Zone)

What and Where

Effective August 30, 2007, the DC Air Defense Identification Zone (DC ADIZ) is defined as a 30 nautical mile ring centered on the DCA VOR/DME. It begins at the surface and extends up to, but does not include, FL 180.



Related Media for this Section



DC ADIZ Graphic - Large

[1.0 ADIZ FRZ depiction Aug29 07.jpg](#) (4.14 MB)



DC ADIZ - black-and-white with airports shown

[1.0 ADIZ FRZ with airports BW Aug29 07.jpg](#) (71.64 KB)



DC ADIZ and FRZ with Speed Ring

[1.0 ADIZ FRZ with speed ring Aug29 07.jpg](#) (8.23 MB)

Standard Operating Requirements

Standard requirements for operating any aircraft in the DC ADIZ include:

1. Two-way radio
2. Operating transponder with altitude reporting (*Mode C*)
3. Flight plan appropriate to intended operation (*details below*)
4. Discrete transponder code (*with exceptions as described below*)
5. Speed restriction (*max 180 KIAS, unless otherwise authorized*)
6. Communication with ATC (*with exceptions as described below*)
7. Monitor guard if able (VHF 121.5; UHF 243.0).



Related Media for this Section



DC ADIZ Procedures Checklist

[DC ADIZ Checklist Jul30 07.pdf](#) (359.88 KB)



DC ADIZ Requirements Chart

[DC ADIZ Requirements Chart.pdf](#) (65.46 KB)

Lost Comm or Transponder

If you become aware of an inability to continuously squawk the ATC assigned transponder code, you must immediately request instructions from ATC. If unable to contact ATC, you must exit the DC ADIZ by the most direct lateral route.



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DC ADIZ - IFR Operations

Operating Requirements for IFR

To enter or exit the DC ADIZ under IFR, you need to meet all of the standard requirements described in the previous chapter. The DC ADIZ is generally “transparent” to pilots operating under IFR, but there are several important points to remember.

IFR Flight Plan

You must file -- and activate! -- your IFR flight plan before entering the DC ADIZ.



This point is especially important for pilots who are departing under IFR from a non-towered airport inside the DC ADIZ. Even if weather conditions permit a VFR departure, remember that you must squawk a discrete transponder code before takeoff.



Use of the 1200 code is **never** authorized inside the DC ADIZ, so it is not permissible for you to depart under VFR and pick up your IFR clearance and squawk after takeoff.



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DC ADIZ - VFR Operations

Basic Requirements

Special procedures for Leesburg Executive Airport (JYO) entry/exit, "fringe" airport exit, and airport traffic pattern work are described later in the course.

For all other operations to, from, through, or within the DC ADIZ, you must comply with the requirements listed earlier.



Unless otherwise authorized by ATC, you must observe a speed restriction of 180 knots indicated airspeed or less while inside the DC ADIZ, and 230 KIAS or less while operating between 30nm and 60nm of the DCA VOR/DME.

DC ADIZ Flight Plan

A DC ADIZ flight plan is filed with FSS or on DUAT/DUATS for the sole purpose of complying with the security requirements for VFR operations to, from, or through the DC ADIZ.



The DC ADIZ flight plan is not the same as a standard VFR flight plan. It does not include search & rescue, ATC basic radar services, or flight following.

Workload permitting ATC will provide these services upon request.

For search and rescue, separately file a standard VFR flight plan and activate it after exiting the DC ADIZ.

Download the document below for detailed instructions on filing a DC ADIZ flight plan via DUAT/DUATS.

Related Media for this Section

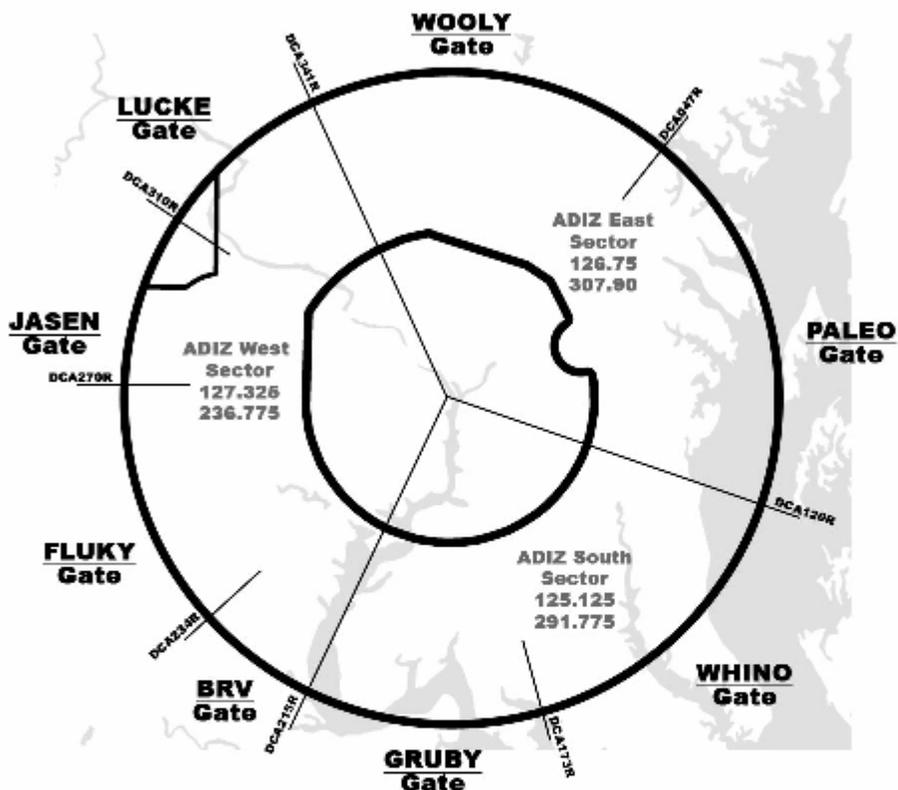


DC ADIZ Flight Plan Filing Instructions

[DC ADIZ Flight Plan Filing Instructions.pdf](#) (123.06 KB)

Entry / Exit Gates

The FAA has established directional entry/exit "gates" for pilots to use in (a) filing DC ADIZ flight plans (b) establishing two-way radio communications with ATC, and (c) avoiding congestion over specific points. The gate boundaries are defined by both VOR radials and prominent visual landmarks. Each gate will be associated with at least one dedicated ATC frequency. **CAUTION:** Please be sure to review this chapter periodically, as some of the frequencies depicted below may change.



Inbound pilots should: (a) file the gate closest to the area of intended entry into the DC ADIZ as the "departure" point on the standard flight plan form (Block 5 of FAA Form 7233-1); (b) approach the DC ADIZ boundary from any part of the defined gate; (c) call ATC on the frequency associated with that gate; and (d) squawk the assigned discrete code prior to DC ADIZ entry.

Outbound pilots should: (a) file the gate closest to the exit point as the "destination" point on the standard flight plan form (Block 9 of FAA Form 7233-1); (b) obtain and squawk a discrete code and frequency prior to takeoff; and (c) depart on course.

Related Media for this Section



DC ADIZ Gate Graphic

[1.0 ADIZ FRZ gates with frequencies Aug29 07.jpg](#) (88.22 KB)



DC ADIZ Gates - Large Color Version

[1.0 ADIZ FRZ with sectors Aug29 07.jpg](#) (4.14 MB)



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DC ADIZ - VFR Step-by-Step Procedures

VFR Inbound

Step 1: Preflight—File a DC ADIZ Flight Plan

- ▶ Review NOTAMs for current TFR information.
- ▶ File a DC ADIZ flight plan.
- ▶ Remain out of Class B unless explicitly cleared to enter.

Step 2: Before Entry—Activate DC ADIZ Flight Plan

- ▶ Before entry, call Potomac on appropriate gate frequency to request transponder code (*DC ADIZ flight plan is now active*).
- ▶ Set assigned code and verify that Mode C (ALT) is on.
- ▶ Continue inbound unless otherwise instructed.

Step 3: After Entry—Communicate w/ ATC

- ▶ Monitor Potomac TRACON.
- ▶ Remain out of Class B airspace unless explicitly cleared to enter.

Step 4: Arriving—Close DC ADIZ Flight Plan

- ▶ Change to tower / advisory frequency when so instructed .
- ▶ Remain on assigned transponder code until you land.
- ▶ DC ADIZ flight plan closes upon landing.

VFR Outbound

Step 1: Preflight—File a DC ADIZ Flight Plan

- ▶ Review NOTAMs for current TFR information.
- ▶ File a DC ADIZ flight plan.
- ▶ If desired, file separate VFR flight plan (search-and-rescue) to be activated with Flight Service.

Step 2: Pre-Takeoff — Activate DC ADIZ Flight Plan

- ▶ Call ATC (tower, RCO, phone) for frequency & squawk.
- ▶ Set assigned frequency, transponder code.
- ▶ Verify that Mode C (ALT) is on.

Step 3: After Takeoff—Communicate w/ ATC

- ▶ Establish radio contact with Potomac TRACON.
- ▶ Monitor assigned frequency
- ▶ Remain out of Class B unless explicitly cleared to enter.

Step 4: Exiting—Close DC ADIZ Flight Plan

- ▶ Remain on frequency/squawk until ATC authorizes change, or until well clear of the DC ADIZ.
- ▶ DC ADIZ flight plan closes upon exiting the DC ADIZ.



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DC ADIZ - VFR Step-by-Step Procedures

VFR Transit

To fly through the DC ADIZ under VFR, you must comply with all requirements previously described for VFR operations inside the DC ADIZ. When you file the DC ADIZ flight plan, list the gate appropriate to the intended point of DC ADIZ entry as the "departure" point, and the gate appropriate to the intended point of DC ADIZ exit as the "destination" point. Always remain clear of the DC FRZ unless you comply with requirements for DC FRZ entry, and remain clear of the Class B airspace unless you request and receive an explicit Class B clearance.



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DC ADIZ - Leesburg (JYO) Entry/Exit Procedures

Leesburg (JYO) Maneuvering Area



Special procedures have been established for pilots landing at, or departing from, the Leesburg Executive Airport (JYO). The NOTAM establishing the DC ADIZ very precisely defines the JYO maneuvering area, which is depicted in the graphic.

Pilots using these procedures for landing at, or departing from, JYO must remain within the boundaries of the JYO maneuvering area.

Please note that these procedures do *not* apply to airport traffic pattern work, which is described later in this course.

Related Media for this Section



JYO Maneuvering Area

[JYO Maneuvering Area.jpg](#) (148.64 KB)



DC ADIZ Flight Plan Filing for JYO Ingress/Egress

[DC ADIZ JYO Ingress and Egress Flight Plan Filing Instructions.pdf](#) (123.89 KB)

Step-by-Step Leesburg (JYO) Exit Procedures

If you are departing the DC ADIZ from Leesburg (JYO), you must:

- ▶ File a DC ADIZ flight plan, listing /X as the equipment code.
- ▶ Squawk **1226** prior to takeoff from Leesburg (JYO).
- ▶ Activate the DC ADIZ flight plan by announcing aircraft call sign, aircraft type, and intended departure runway on the published CTAF prior to takeoff.
- ▶ Exit the DC ADIZ via the most direct route through the JYO maneuvering area. (*Note: The DC ADIZ flight plan for departure from JYO is considered closed when the aircraft has exited the DC ADIZ.*)

Step-by-Step Leesburg (JYO) Entry Procedures

If you are entering the DC ADIZ for landing at Leesburg (JYO), you must:

- ▶ File a DC ADIZ flight plan, using /X as the equipment code.
- ▶ Squawk **1227** prior to entering the DC ADIZ.
- ▶ Activate the DC ADIZ flight plan by announcing aircraft call sign, aircraft type, and intended landing runway on the published CTAF prior to entering the DC ADIZ.
- ▶ Enter the DC ADIZ via the most direct route through the JYO maneuvering area. (*Note: The DC ADIZ flight plan is considered closed when the aircraft has landed at JYO.*)



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DC ADIZ - Fringe Airport Exit Procedures

Fringe Airports

Special exit procedures have been established for pilots departing the DC ADIZ from the following airports:

- ▶ Barnes (MD47)
- ▶ Flying M Farms (MD77)
- ▶ Mountain Road (MD43)
- ▶ Robinson (MD14)
- ▶ Skyview (51VA)
- ▶ Vint Hill Farms Station (04VA)

Important: These procedures apply *only for departing* the DC ADIZ. Pilots entering the DC ADIZ to land at one of these airports must comply with the standard DC ADIZ procedures described earlier in the course.

Step-by-Step Fringe Airport Exit Procedures

If you are departing the DC ADIZ from one of the fringe airports listed above, you must:

- ▶ Squawk **1205** prior to takeoff from a fringe airport.
- ▶ Exit the DC ADIZ via the most direct route before proceeding on course.
- ▶ Monitor Guard on 121.5.



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DC ADIZ - Traffic Pattern Procedures

Towered Airport Procedures

To conduct VFR traffic pattern operations (not including practice instrument approaches) at a towered airport within the DC ADIZ, you should:

1. Ask the tower for closed pattern work before takeoff.
2. Squawk **1234**.
3. Remain in two-way communication with the tower.

You may not depart the airport traffic pattern or conduct any other flight operations within the DC ADIZ unless you comply with the standard DC ADIZ procedures described elsewhere in this course.



Non-Towered Airport Procedures



To conduct VFR traffic pattern operations (not including practice instrument approaches) at a non-towered airport within the DC ADIZ, you must:

1. File a DC ADIZ flight plan for pattern work.
2. Obtain a discrete transponder code from ATC prior to takeoff.
3. Continuously squawk that code while operating in the VFR traffic pattern.
4. Communicate pattern position via the published CTAF.
5. Have the ability to monitor Guard on 121.5.

You may not depart the airport traffic pattern or conduct any other flight operations within the DC ADIZ unless you comply with the standard DC ADIZ procedures described elsewhere in this course.

If you are flying to a non-towered airport inside the DC ADIZ and you wish to conduct VFR traffic pattern operations before terminating the flight, you should (a) include the phrase "req ptn" in Block 11 of the DC ADIZ flight plan; (b) advise the controller of your intention to conduct pattern work upon entry into the DC ADIZ and, after the controller authorizes a change to the advisory frequency, (c) communicate pattern position via the published CTAF and monitor Guard.



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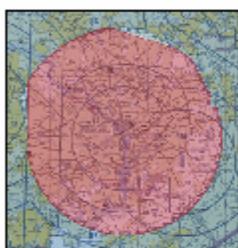
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DC FRZ (Flight Restricted Zone)

What and Where

The Washington DC Flight Restricted Zone (FRZ) is within, and part of, the DC ADIZ, but this area is subject to additional security requirements and procedures. The NOTAM that establishes the DC FRZ precisely defines the dimensions of the DC FRZ, which is depicted in the graphic below.

Standard Operating Requirements



In general, you should think of the DC FRZ as a “no-fly” area.

Flight operations under 14 CFR parts 91, 101, 103, 105, 125, 133, and 137 are prohibited in the DC FRZ unless specifically authorized by a waiver (see <http://waiver.tfr.faa.gov> or http://www.TSA.gov/what_we_do/fa/waiver-forms.shtm).

Those operations permitted in the DC FRZ include:

1. US military aircraft operations to or from DOD airfields.
2. Law enforcement (*with prior FAA approval*)
3. Other US federal agencies (*with prior FAA approval*)
4. Foreign-operated military and state aircraft with appropriate clearances and notifications (*as described in the NOTAM*)
5. Aircraft operating under the DC Access Standard Security Program with a TSA flight authorization
6. Certain federal, DOD contract, state, & local government agency aircraft
7. Authorized lifeguard and aeromedical flights

Standard requirements for operating any aircraft in the DC FRZ include:

- ▶ Two-way radio
- ▶ Operating transponder with altitude reporting (*Mode C*)
- ▶ IFR flight plan or DC FRZ flight plan
- ▶ Discrete transponder code (*with exceptions as described below*)
- ▶ Speed restriction (*max 180 KIAS, unless otherwise authorized*)
- ▶ Communication with ATC

DC FRZ Flight Plan

A DC FRZ flight plan is a flight plan filed for the sole purpose of complying with the security requirements for VFR operations to or from the DC FRZ.

The DC FRZ flight plan does not include search and rescue, ATC basic radar services, or ATC flight following. Workload permitting, ATC will provide these services upon request. For search and rescue, separately file a standard VFR flight plan, to be activated with Flight Service after exiting the DC FRZ.



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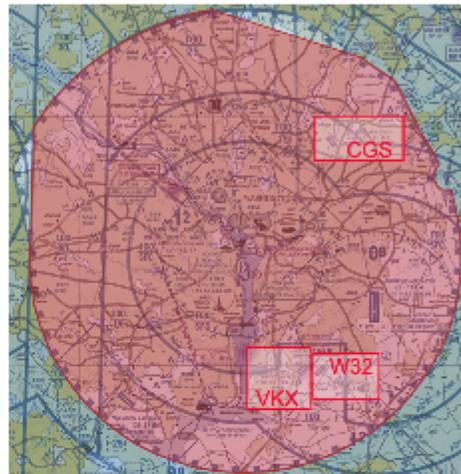
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DC FRZ - Maryland 3

Basic Requirements for Maryland 3

General requirements for operating to or from the Maryland 3 -- College Park (CGS), Potomac (VKX), and Washington Executive/Hyde Field (W32) -- include:

1. Two-way radio
2. Operating transponder with altitude reporting (*Mode C*)
3. Flight plan appropriate to intended operation
4. Discrete transponder code
5. Speed restriction (*=180 KIAS, unless otherwise authorized*)
6. Communication with ATC



Pilots operating to or from the Maryland 3 are subject to certain additional security procedures. The Transportation Security Administration (TSA) has responsibility these procedures, which include the requirement for pilots to obtain a confidential personal identification number (PIN) to be used for Maryland 3 operations. Procedures for PIN issuance are outlined on TSA's website: [http://www.tsa.gov/what we do/ga/editorial_1831.shtm](http://www.tsa.gov/what_we_do/ga/editorial_1831.shtm).

Step-by-Step Maryland 3 Exit Procedures

Pilots departing one of the Maryland 3 airports in the DC FRZ must:

- ▶ Call the Washington Hub FSS (866-224-7410) and provide confidential pilot PIN to file an IFR or DC FRZ flight plan.
- ▶ Call ATC (866-599-3874) to obtain authorization prior to takeoff.
- ▶ VFR: After takeoff, fly as assigned by ATC until clear of the DC FRZ.
- ▶ IFR: After takeoff, fly as assigned by ATC.
 - ▶ W32 and VKX – expect eastbound or southbound vectors.
 - ▶ CGS – expect eastbound or northbound vectors.

Step-by-Step Maryland 3 Entry Procedures

Pilots entering one of the Maryland 3 airports in the DC FRZ must:

- ▶ Call the Washington Hub FSS (866-224-7410) and provide confidential pilot PIN to file an IFR or DC FRZ flight plan.
- ▶ Establish two-way radio communication with ATC prior to entering the DC ADIZ/FRZ.
- ▶ Squawk the discrete transponder code assigned by ATC.

For VFR operations to:

- ▶ W32 and VKX – expect routing via Maryland Airport or Nottingham VORTAC (OTT)
- ▶ CGS – expect routing via vicinity of Freeway Airport (W00).



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Intro & Chapter 1

This course describes changes to the DC Air Defense Identification Zone (DC ADIZ) and the DC Flight Restricted Zone (DC FRZ) that will take effect on August 30, 2007. Since changes can occur on very short notice, **ALWAYS** check [NOTAMs](http://tfr.faa.gov/tfr2/list.html) (<http://tfr.faa.gov/tfr2/list.html>) before operating in or around this airspace.

Chapter 2

The new DC ADIZ is defined as a 30 nm ring centered on the DCA VOR/DME. Standard operating requirements include two-way radio, operating transponder with Mode C, flight plan appropriate to intended operation, discrete transponder code, communication with ATC and, unless otherwise authorized, a speed restriction of 180 kias. Capable aircraft must monitor Guard.

Chapter 3

For IFR operations, you must file and activate the IFR flight plan before entering the DC ADIZ. Since use of the 1200 transponder code is never authorized in the DC ADIZ, you may not depart VFR and pick up the IFR transponder code after takeoff.

Chapter 4

Standard operating requirements for VFR include a DC ADIZ flight plan, which is separate and distinct from a standard VFR flight plan. The DC ADIZ flight plan does not include search and rescue, ATC basic radar services, or flight following. When filing a DC ADIZ flight plan, use one of the directional entry/exit "gates" as the departure or destination point on the flight plan form.

Chapter 5

This chapter lists the step-by-step procedures for VFR operations to and from the DC ADIZ. Always review NOTAMs! File a DC ADIZ flight plan, obtain and squawk the assigned transponder code before entering the airspace, establish and maintain two-way radio communications with ATC, and monitor Guard if able.

Chapter 6

Special procedures have been established for pilots flying to and from the Leesburg Executive Airport (JYO). You must file a DC ADIZ flight plan using /X as the equipment code, and you must transmit aircraft type, call sign, and runway of intended use on the CTAF. If you are departing JYO, squawk 1226. If you are inbound to JYO, squawk 1227 before entering the DC ADIZ.

Chapter 7

There are also special exit procedures for pilots departing Barnes, Flying M Farms, Mountain Road, Robinson, Skyview, and Vint Hill Farms. Pilots departing from one of these airports do not need to file a DC ADIZ flight plan or communicate with ATC, but must squawk 1205 and monitor Guard. If you are inbound to one of these airports, standard DC ADIZ procedures apply.

Chapter 8

To conduct VFR pattern operations at a towered airport inside the DC ADIZ, you must squawk 1234 and remain in two-way communication with the tower.

For VFR pattern operations at a non-towered airport inside the DC ADIZ, you must file a DC ADIZ flight plan, obtain and squawk a discrete transponder code, communicate pattern position on the CTAF, and monitor Guard.

Chapter 9

The DC Flight Restricted Zone (FRZ) is within, and part of the DC ADIZ. This area is subject to additional security requirements, and only certain operations are permitted. In general, think of the DC FRZ as a "no-fly" zone.

Chapter 10

The "Maryland 3" airports -- College Park (CGS), Potomac (VKX), and Washington Executive/Hyde Field (W32) -- are located within the DC FRZ. Pilots operating to/from these airports are subject to special security procedures, which include a confidential PIN code obtained from the Transportation Security Administration (TSA). You must be thoroughly familiar with all requirements if you wish to operate to/from these airports.