

# DC ADIZ Flight Plan – JYO Ingress/Egress Filing Instructions

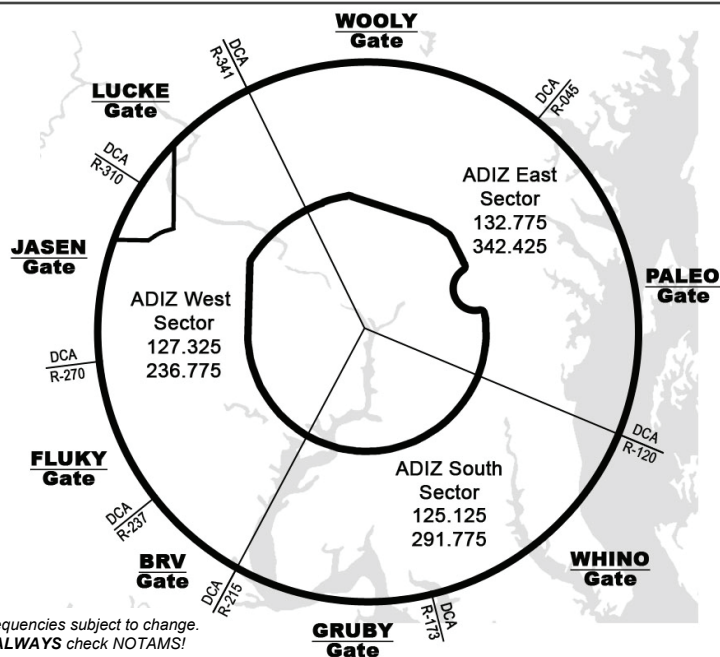


## Washington DC ADIZ Leesburg (JYO) Procedures

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		(FAA USE ONLY) <input type="checkbox"/> PILOT BRIEFING <input type="checkbox"/> VNR		DMS STAFFED		SPECIALIST INITIALS	
FLIGHT PLAN				<input type="checkbox"/> STOPOVER			
1. TYPE	2. AIRCRAFT IDENTIFICATION	3. AIRCRAFT TYPE / SPECIAL EQUIPMENT	4. TRUE AIRSPEED	5. DEPARTURE POINT		7. CRUISING ALTITUDE	
X IFR	N call sign	C182/X	120 KTS	LUCKE		VFR/025	
6. ROUTE OF FLIGHT							
<p>Note: List /X in Block 3 on DC ADIZ flight plans for JYO ingress/egress. For JYO pattern work or practice instrument approaches, list appropriate equipment code. ATC must authorize practice approaches. Transit requires discrete code!</p>							
10. DESTINATION (Name of airport and city)		10. EST. TIME DEPARTURE		11. REMARKS			
JYO		0 20		ADIZ DUATS			
12. PILOT ON BOARD		13. ALTERNATE (if any)		14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE		15. NUMBER ONBOARD	
5 30				PYLOT, Paula xxx-xxx-xxxx KHEF		2	
16. COLOR OF AIRCRAFT		17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)					
b/w		n/a					
<small>CIVIL AIRCRAFT PILOTS: PART 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 401 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 91 for restrictions concerning VFR flight plans.</small>							
<small>FAA Form 7233-1 (4-83) CLOSE VFR FLIGHT PLAN WITH _____ FSS ON ARRIVAL</small>							

### Basic requirements for DC ADIZ Operations / Leesburg (effective 0500Z 30 August 2007)

- Two-way radio
- Operating transponder with altitude reporting (Mode C)
- Flight plan appropriate to intended operation:
  - IFR: IFR flight plan
  - VFR: DC ADIZ flight plan
- Transponder code appropriate to intended operation:
  - Leesburg ingress (1227)
  - Leesburg egress (1226)
  - Leesburg pattern work (*obtain discrete code*)
  - Leesburg practice approaches (*obtain discrete code*)
- VFR speed restriction ( $\leq 180$  KIAS in DC ADIZ)
- Communication:
  - Leesburg ingress/egress: make CTAF calls
  - Leesburg pattern work: CTAF calls & monitor guard if able
  - Leesburg practice approaches: make request to ATC



### Activating DC ADIZ Flight Plan for JYO

- Ingress/egress: opens with CTAF calls
- Traffic pattern: opens with CTAF calls
- Practice approaches: opens when ATC issues discrete code

### Closing DC ADIZ Flight Plan for JYO

- Ingress: closes upon landing at JYO
- Egress: closes upon exiting the DC ADIZ
- Traffic pattern: closes upon completion of pattern work
- Practice approaches: closes upon completion of approach.

\*JYO traffic pattern operations, practice approaches, or transit must obtain a discrete transponder code. Use 1226/1227 ONLY for direct entry/exit at JYO.

\*Also see online DC ADIZ course at [www.faasafety.gov](http://www.faasafety.gov)

**Transponder failure:** If unable to transmit the ATC-assigned transponder code, contact ATC and comply with all instructions. If unable to contact ATC, exit the DC ADIZ by the most direct lateral route.

## DC ADIZ - VFR Egress from JYO

### Step 1: Preflight—File a DC ADIZ Flight Plan

- ALWAYS review NOTAMs for current TFR information.
- File DC ADIZ flight plan with /X as equipment code in Block 3.
- If desired, file separate VFR flight plan (search-and-rescue).

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

- Set 1226 code for JYO egress & verify that Mode C (ALT) is on.
- Announce make/model, call sign, & intended runway on CTAF.

### Step 3: After Takeoff—Depart via Direct Route

- Depart DC ADIZ via direct route through maneuvering area.
- Monitor Guard on 121.5 if able.
- Remain out of Class B unless explicitly cleared to enter.

### Step 4: Exiting—Close DC ADIZ Flight Plan

- Remain on CTAF / 1226 until clear of DC ADIZ; DC ADIZ flight plan closes automatically upon exiting the DC ADIZ.

## DC ADIZ - VFR Ingress to JYO

### Step 1: Preflight—File a DC ADIZ Flight Plan

- ALWAYS review NOTAMs for current TFR information.
- File DC ADIZ flight with /X as equipment code in Block 3.

### Step 2: Before Entry - Activate DC ADIZ Flight Plan

- Set 1227 code for JYO ingress & verify that Mode C (ALT) is on.
- Announce make/model, call sign, & intended runway on CTAF.  
**“Leesburg traffic, (make/model/call sign), 10 miles west, will maneuver for Runway 17 traffic pattern at Leesburg.”**
- Monitor Guard on 121.5 if able.
- Remain out of Class B unless explicitly cleared to enter.

### Step 3: After Entry—Enter via Direct Route

- Enter via most direct route; remain in JYO maneuvering area.
- Remain out of Class B airspace unless explicitly cleared to enter.

### Step 4: Arriving—Close DC ADIZ Flight Plan

- Remain on CTAF / 1227 until you land; DC ADIZ flight plan closes upon landing at JYO.

**Go-Arounds:** Pilots should not hesitate to go around if safety considerations do not permit a landing at JYO on the first pass. If additional go-arounds are required for safety reasons, contact Potomac on 127.325 to advise of the situation and comply with ATC instructions.

## DC ADIZ - Pattern Work at JYO

### Step 1: Preflight—File a DC ADIZ Flight Plan

- ALWAYS review NOTAMs for current TFR information.
- File DC ADIZ flight plan:
  - List appropriate equipment code in Block 3.
  - Include “DC ADIZ req pttm” in Remarks section.

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

- Contact Potomac to obtain discrete transponder code.
- Set assigned code & verify that Mode C (ALT) is on.
- Announce make/model, call sign, & intended runway on CTAF.

### Step 3: After Takeoff— Remain in JYO Pattern

- Remain in JYO traffic pattern, and remain clear of Class B.
- Make pattern position calls on CTAF & monitor 121.5 if able.

### Step 4: Landing—Close DC ADIZ Flight Plan

- Remain on assigned code until pattern work is completed; DC ADIZ flight plan closes when transponder is set to standby..

**Practice Instrument Approaches:** File DC ADIZ flight plan; include “req PLA” in remarks section. ATC will assign a discrete code and authorize practice instrument approaches at JYO on a workload permitting basis.

Area Name	Nearest major airport)	Telephone
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

### ATC Terms Specific to the DC ADIZ:

**Security services:** Identification, communications and security tracking provided by an ATC facility in support of DOD, or other security elements. *NOTE: Security services do not include basic radar services or any other ATC services.*

**Transponder observed:** Used in security airspace to inform a pilot that the assigned beacon code / position have been observed. This transmission does *not* imply ATC services. It conveys only that the transponder reply has been observed and its position correlated for movement through security airspace.

**Remain on the code until you land:** Used when Potomac hands an inbound VFR 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. *NEVER squawk 1200 inside the DC ADIZ.*