



# ADVISORY

## Washington D.C. D.C. METROPOLITAN ADIZ and FRZ Effective 0500 UTC August 30, 2007

This advisory covers published NOTAMs 7/0206 for the DC ADIZ, 7/0211 for the DC FRZ and FDC 7/0204 for the outer speed restriction.

### WARNING

This document only contains an overview of the new rules for the Washington D.C. Metropolitan Area Air Defense Identification Zone (DC ADIZ) and the Washington, D.C. Metropolitan Flight Restricted Zone (DC FRZ). Pilots must review the published NOTAM for exact procedures and other details.

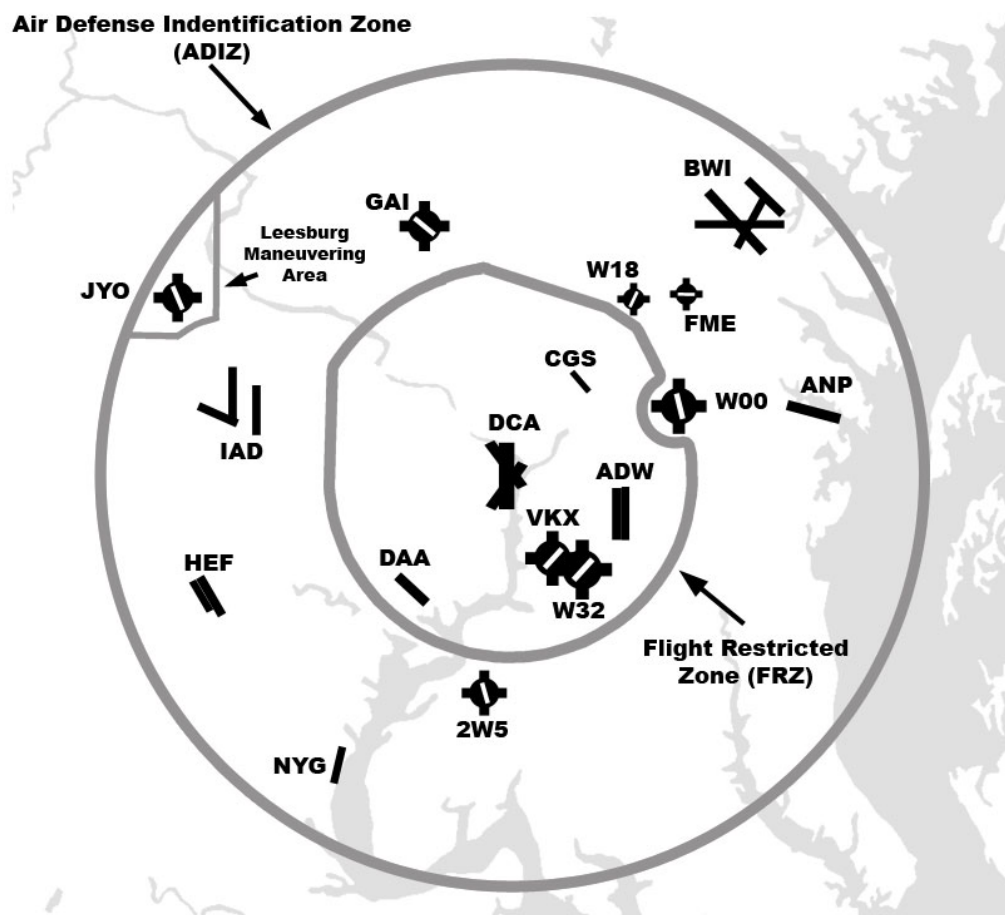
The NOTAM described will replace previously issued FDC NOTAMs 6/2550 and 7/7778 for the DC ADIZ/FRZ.

Pursuant to 49 USC 40103(b), the Federal Aviation Administration (FAA) classifies the Washington, D.C. Metropolitan Area Air Defense Identification Zone (DC ADIZ) and the Washington, D.C. Metropolitan Flight Restricted Zone (DC FRZ) as "National Defense Airspace". Any person who knowingly or willfully violates the rules concerning operations in this airspace is subject to certain criminal penalties under 49 USC 46307. Pilots who do not adhere to the following procedures may be intercepted, detained and interviewed by federal law enforcement/security personnel and/or DOD.

**It is strongly recommended that all pilots flying under Visual Flight Rules (VFR) within 100 nm of the DCA VOR/DME complete special awareness training for the Washington DC Metropolitan Area. This training is available in the Aviation Learning Center at <http://www.faa.gov>.**

Pursuant to 14 CFR Sections 99.7, Special Security Instructions and 91.139, Emergency Air Traffic Rules, the following procedures are in effect for the DC ADIZ and DC FRZ and aircraft flight operations are prohibited.

The DC ADIZ is defined as that airspace within a 30 NMR of 385134N/0770211W or the DCA VOR/DME, from the surface up to but not including FL180.



Except as specified below and/or unless authorized by the Air Traffic Security Coordinator via the Domestic Events Network (DEN).

The DC FRZ is defined as an area bounded by a line beginning at the Washington /DCA/ VOR/DME 311 degree radial at 15NM 385931N/0771830W, thence clockwise along the

DCA 15nm arc to the DCA 002 degree radial at 15NM 390628N/0770432W, thence southeast via a line drawn to the DCA 049 degree radial at 14NM 390218N/0765038W, thence south via a line drawn to the DCA 064 degree radial at 13NM 385901N/0764832W, thence clockwise along the 13NM arc to the DCA 276 degree radial at 13NM 385053N/0771848W, thence north to the point of beginning, excluding the airspace within a 1NM radius of Freeway Airport /W00/ Mitchellville, MD, from the surface up to but not including FL180. The DC FRZ is within and part of the Washington DC Metropolitan Area ADIZ.

## **SECTION 1. Washington, DC Metropolitan Area Flight Restricted Zone (DC FRZ)**

### **Part I. Operating Requirements in the DC FRZ:**

1. Except for DOD, Law Enforcement, and waived Lifeguard/Aeromedical, all aircraft will conduct the flight at an altitude that will ensure acceptable radar coverage unless operationally necessary and with prior coordination with the National Capital Region Coordination Center (NCRCC).

2. Unless specifically authorized by waiver from the FAA, or except as provided below, all part 91, 101, 103, 105, 125, 133, 137 flight operations are PROHIBITED within the DC FRZ.

#### **A. The following operations are permitted in the DC FRZ:**

- 1) US military aircraft with prior FAA approval or DOD aircraft operating in or out of 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 a State Department authorized diplomatic clearance and State Department notification to the FAA and the Transportation Security Administration (TSA).
- 5) Aircraft operating under the DC Access Standard Security Program (DASSP) with a TSA flight authorization.
- 6) Part 121,129 and 135 air carrier flights with TSA approved full aircraft operator standard security programs/ procedures and specific authorization from the Department of Transportation may land and depart Ronald Reagan Washington National Airport (KDCA).
- 7) DOD, federal and state government agency aircraft on an operational mission with prior FAA and NCRCC approval may land and depart Ronald Reagan Washington National Airport (KDCA).
- 8) Federal, state, federal DOD contract, local government agency aircraft and Part 121,129 and 135 air carrier flights with TSA approved full aircraft operator standard security programs/procedures, if operating with DOD permission and notification to the FAA and the NCRCC,

may land and depart Andrews AFB, MD. A PPR into Andrews AFB may be required.

- 9) Lifeguard and Aeromedical flights that receive appropriate authorization or waiver before entering the DC FRZ. For information on waivers, contact the TSA at (571) 227-1322 or (571) 227-2467 during business hours. After business hours, contact the FAA at the National Capital Region Coordination Center (NCRCC), telephone 866-598-9522.
- 10) Except approved DOD, Law Enforcement, and waived Lifeguard/Aeromedical flights, all VFR aircraft operations within the DC FRZ are restricted to an indicated airspeed of 180 knots or less, if capable. If unable the pilot must contact the appropriate ATC facility and advise them of the aircraft's operational limitations.

3. All aircraft must maintain radio contact with ATC and continuously squawk an ATC assigned discrete transponder code.

4. Before departing from an airport within the DC FRZ or before entering the DC FRZ, all aircraft except DOD, Law Enforcement, and waived Lifeguard/Aeromedical flights must file and activate an IFR or a DC FRZ flight plan with a discrete code assigned by an ATC facility. Aircraft must squawk the discrete code at all times while in the DC FRZ. Aircraft must monitor VHF guard 121.5 or UHF 243.0 if able.

5. Pilots can obtain information about waiver applications from the FAA website at <http://waiver.TFR.FAA.Gov> or call the National Capital Region Coordination Center (NCRCC), telephone 866-598-9522. Information about TSA security authorization and waivers can be found at: [http://www.TSA.gov/what\\_we\\_do/ga/waiver-forms.shtm](http://www.TSA.gov/what_we_do/ga/waiver-forms.shtm) (case sensitive - use lower case only).

## **Part II. Operating To or From the Maryland 3:**

The Maryland 3 refers to the following airports: College Park Airport (CGS), Potomac Airfield (VKX) and Washington Executive/Hyde Field (W32).

Pilots must call Washington Hub Flight Service Station (FSS), telephone 866-225-7410 and identify themselves using the confidential pilot identification code assigned to them to file an IFR or DC FRZ flight plan prior to takeoff. Flight plans may not be filed from the air. The aircraft must continuously squawk their ATC-assigned transponder code and maintain two-way radio communication with ATC while operating in the DC FRZ. An operational Mode C transponder is required.

Specific Egress/Ingress procedures for the Maryland 3 are detailed in the NOTAM.

Aircraft must monitor VHF guard 121.5 or UHF 243.0 if able.

### **Part III. Transponder Failure:**

Any person operating an aircraft within the DC FRZ who becomes aware of an inability to comply with the requirement to continuously squawk the ATC assigned transponder code must immediately request control instructions and comply with all instructions from ATC. If unable to contact ATC, pilots must exit the DC FRZ by the most lateral direct route. These procedures do not authorize penetration of Restricted and Prohibited Airspace.

## **SECTION 2. D.C. Metropolitan Area Air Defense Identification Zone (DC ADIZ)**

### **Part I. Standard DC ADIZ Operating Requirements:**

To operate an aircraft, including ultralight vehicles and unmanned air systems, in the DC ADIZ, a person must meet the following operating requirements, except if conducting operations under Section 2, Parts II, III, IV, or V of this Notice:

The aircraft must be equipped with an operable two-way radio, transponder with automatic altitude reporting capability and except for DOD, Law Enforcement and waived Lifeguard/Aeromedical flights aircraft pilots must file and activate an IFR DC ADIZ flight plan for VFR. Aircraft must monitor VHF guard 121.5 or UHF 243.0 if able.

Before departing from an airport within the DC ADIZ or before entering the DC ADIZ, pilots must obtain a discrete transponder code from ATC and must continuously squawk that code until leaving the DC ADIZ or landing at an airport within the DC ADIZ. Pilots may not squawk 1200 at any time while in the DC ADIZ. ATC may delay entry into the DC ADIZ due to operational considerations.

Two-way radio communications with the appropriate ATC facility is required before entering and while operating in the DC ADIZ, except as provided in Section 2, Parts III, IV, and V.

Except for approved DOD, Law Enforcement, and waived Lifeguard/Aeromedical flights, all VFR aircraft operations within the DC ADIZ are restricted to an indicated airspeed of 180 knots or less, if capable. If unable the pilot must contact the appropriate ATC facility and advise them of the aircraft's operational limitations.

Pilots must obtain an appropriate clearance before operating within Class B airspace and must establish two-way communications with the ATC facility providing air traffic services before entering Class D airspace.

## **Part II. VFR DC ADIZ Traffic Pattern Operations at Towered Airports.**

Pilots conducting VFR traffic pattern operations (not including practice instrument approaches) at an airport with an operational airport traffic control tower within the DC ADIZ must meet the following requirements. Pilots must:

- A. Request closed pattern work before departure or if airborne, before traffic pattern entry.
- B. Remain in two-way radio communication with the tower.
- C. Continuously squawk transponder code 1234.
- D. DOD aircraft operating in the VFR traffic pattern of a military airport may be assigned a discrete code other than 1234.
- E. Aircraft must monitor VHF guard 121.5 or UHF 243.0 if able.

Before exiting the traffic pattern or conducting any other flight operations within the DC ADIZ, pilots must comply with the Standard DC ADIZ Operating Requirements as described in Section 2, Part I of this Notice.

## **Part III. VFR DC ADIZ Traffic Pattern Operations at Non-Towered Airports.**

Pilots conducting VFR traffic pattern operations (not including practice instrument approaches) at an airport with no operating airport traffic control tower within the DC ADIZ must meet the following requirements. Pilots must:

- A. File a DC ADIZ flight plan for pattern work.
- B. Obtain and squawk the ATC-assigned discrete transponder code.
- C. Communicate pattern position via the published CTAF.
- D. Pilots must monitor VHF guard 121.5 or UHF 243.0.

Before exiting the traffic pattern or conducting any other flight operations within the DC ADIZ, pilots must comply with the Standard DC ADIZ Operating Requirements as described in Section 2, Part I of this Notice.

#### **Part IV. VFR DC ADIZ Procedures for Leesburg Executive Airport (JYO)**

The JYO airport maneuvering area is designed solely for the use and limitations as described below for those aircraft departing and arriving at the JYO airport only. The JYO airport maneuvering area is within the DC ADIZ and subject to all requirements as described in Section 2, Part I of this notice.

##### **1. VFR Egress Procedures for JYO utilizing the airport maneuvering area:**

The following egress procedures apply:

Pilots must file a DC ADIZ flight plan with a Flight Service Station (FSS) prior to departure.

Aircraft must squawk transponder code 1226 to indicate the pilot's intent to depart the DC ADIZ and the aircraft must exit via the most direct route utilizing the JYO airport maneuvering area, before proceeding on course.

Pilots need not communicate with the Potomac TRACON unless otherwise directed.

Pilots departing the JYO airport must activate the DC ADIZ flight plan by announcing aircraft call sign, aircraft type and intended departure runway on the published Common Traffic Advisory Frequency (CTAF) prior to departure. The DC ADIZ flight plan will be considered closed when the aircraft has exited the DC ADIZ.

##### **2. VFR Ingress Procedures for JYO utilizing the airport maneuvering area:**

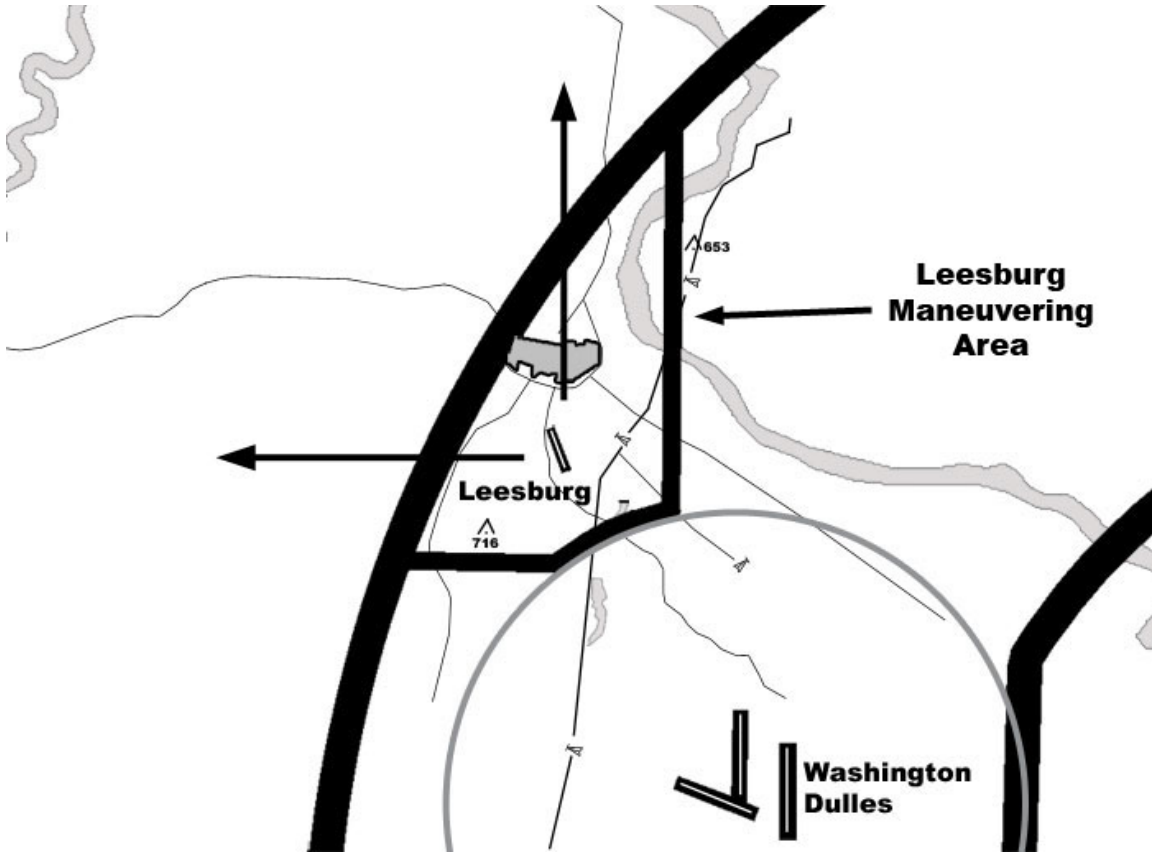
The following ingress procedures apply:

Pilots must file a DC ADIZ flight plan with a FSS prior to entering the DC ADIZ. The aircraft must squawk transponder code 1227 prior to entering the DC ADIZ to indicate the pilot's intent. The aircraft must enter the DC ADIZ via the most direct route through the JYO maneuvering area.

Pilots need not communicate with the Potomac TRACON unless otherwise directed.

If an aircraft is not going to utilize the JYO airport maneuvering area the pilot must comply with all standard DC ADIZ requirements as described in Section 1 of this notice.

Before entering the DC ADIZ to land at JYO, pilots must activate the DC ADIZ flight plan by announcing aircraft call sign, aircraft type and runway of intended landing on the published CTAF. The DC ADIZ flight plan for JYO ingress will be considered closed when the aircraft has landed at JYO.



#### **Part V. VFR DC ADIZ Egress Procedures for Select Airports.**

These procedures permit aircraft operating from select airports to exit the DC ADIZ by the shortest route without complying with the standard DC ADIZ operating requirements. These procedures apply only to aircraft exiting the DC ADIZ. These procedures do not authorize penetration of Restricted Areas.

1. These procedures apply only to aircraft departing the following airports:

- A. Barnes (MD47)
- B. Flying M Farms (MD77)
- C. Mountain Road (MD43)
- D. Robinson (MD14)
- E. Skyview (51VA)
- F. Vint Hill Farms Station (04VA)



2. The following egress procedures apply:

Pilots are not required to file a DC ADIZ flight plan, as defined in Section 4, Part I of this Notice, prior to departure.

Aircraft must squawk code 1205 to indicate pilot's intent to depart the DC ADIZ.

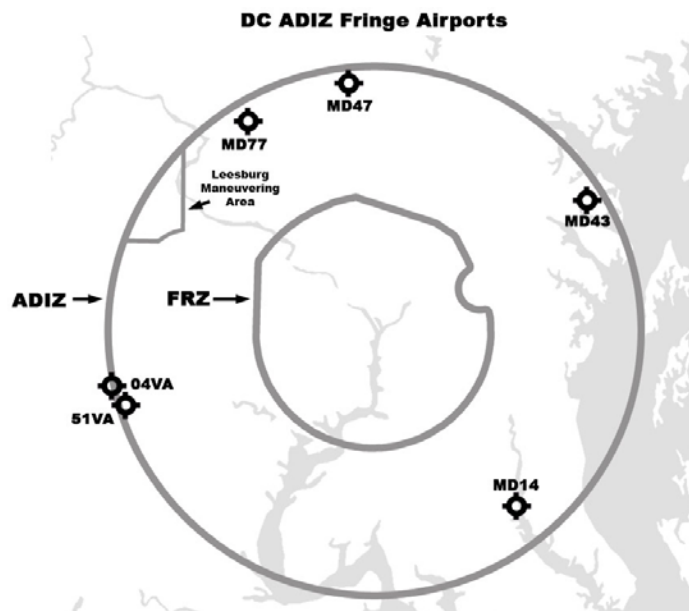
Pilots must exit the DC ADIZ via the most direct route before proceeding on course.

Pilots need not communicate with the Potomac TRACON unless otherwise directed.

Aircraft must monitor VHF guard 121.5 or UHF 243.0 if able.

1. The following ingress procedures apply:

Pilots arriving at one of the above airports, or transiting the DC ADIZ, must comply with standard DC ADIZ operating procedures as described in Section 2, Part I of this Notice.



## **Part VI. Transponder Failure.**

Any person operating an aircraft within the DC ADIZ who becomes aware of an inability to comply with the requirement to continuously squawk the ATC assigned transponder code must immediately request control instructions and comply with all instructions from ATC. If unable to contact ATC, pilots must exit the DC ADIZ by the most direct lateral route. These procedures do not authorize penetration of Restricted Areas and Prohibited Areas.

## **SECTION 3. Definitions & Resources**

### **Part I. Definitions**

The Leesburg Maneuvering Area within the DC ADIZ is defined as the airspace around the Leesburg Executive Airport (JYO) bounded by a line beginning at the Washington /DCA/ VOR/DME 299 degree radial at 30 NM 390139.1N/0773826.7W, thence clockwise along the DCA 30 NM arc to the DCA 323 degree radial at 30 NM 391220.1N/0772957.6W, thence south via a line drawn to the AML 355 degree radial at 7 NM 390254.9N/0773000.3W, thence counterclockwise along the AML 7 NM arc to the AML 331 degree radial at 7 NM 390139.3N/0773325.5W, thence west via a line drawn to the point of beginning.

The transponder requirements described in this Notice are solely for security tracking purposes and do not imply ATC radar services, unless the pilot requests, and ATC agrees to provide, the additional services. The communications requirements contained herein are for maintaining the ability to immediately communicate security-based instructions, not ATC services, unless ATC services are otherwise requested and approved.

The following flight plans are for the purposes of this NOTAM only and there is no search and rescue associated with them:

A DC FRZ flight plan is defined as a flight plan filed for the sole purpose of complying with the requirements for VFR operation into or out of the DC FRZ. The DC FRZ flight plan is separate and distinct from a standard VFR flight plan. A DC FRZ Flight Plan will fulfill the requirements for a DC ADIZ Flight Plan.

A DC ADIZ Flight Plan is defined as a flight plan filed for the sole purpose of complying with the security requirements for VFR operation into or out of the DC ADIZ. The DC ADIZ flight plan is separate and distinct from a standard VFR flight plan.

### **Part II. Resources:**

Direct any questions on the DC ADIZ/FRZ to the FAA Representative at the National Capital Region Coordination Center (NCRCC), telephone 866-598-9522. For general questions about the NOTAM or restrictions you can also call the System Operations Support Center (SOSC) at 202-267-8276. Information about waiver applications and TSA security authorization can be found at [http://www.TSA.gov/what\\_we\\_do/ga/waiver-forms.shtm](http://www.TSA.gov/what_we_do/ga/waiver-forms.shtm) (case sensitive - use lower case only), or call the National Capital Region Coordination Center (NCRCC), telephone 866-598-9522, Washington Hub Flight Service Station (FSS), telephone 866-225-7410.

## **SECTION 4. Outer Speed Restriction**

In addition to the NOTAMS issued for the DC ADIZ and FRZ, a NOTAM will be issued pertaining to aircraft speed restrictions:

All VFR aircraft operations within the airspace between 30 NMR and 60 NMR of 385134N/0770211W or the Washington /DCA/ VOR/DME, from the surface up to but not including FL180, are restricted to an indicated airspeed of 230 knots or less, if capable. If unable the pilot must contact the appropriate ATC facility and advise them of the aircraft's operational limitations prior to entering the 60 NMR of the Washington /DCA/ VOR/DME.