

Checklist for ADIZ Operations

VFR traffic pattern operations at nontowered airports in the D.C. ADIZ

On the ground:

- File a D.C. ADIZ flight plan for pattern work
- Obtain discrete code from ATC
- Transponder ALT squawking code before becoming airborne

In the air:

- Communicate pattern position via CTAF
- Monitor 121.5 if able
- Do NOT leave the airport vicinity without ATC approval and radio contact
- Maintain your discrete code until you have landed or are well outside the D.C. ADIZ boundary

VFR traffic pattern operations at towered airports in the D.C. ADIZ

On the ground:

- Request to remain in pattern
- Transponder ALT squawking code 1234 before becoming airborne

In the air:

- Remain in two-way communication with tower
- Monitor 121.5 if able
- Do NOT leave the airport vicinity without filing a flight plan, obtaining a discrete code and talking to ATC
- Maintain your discrete code until you have landed or are well outside the D.C. ADIZ boundary

VFR egress from airports in the D.C. ADIZ

On the ground:

- File a D.C. ADIZ flight plan
- Obtain discrete code from ATC
- Transponder ALT squawking code before becoming airborne
- Establish two-way communications with ATC prior to departing

After becoming airborne:

- Maintain two-way communications with ATC while operating inside the D.C. ADIZ.
- Monitor 121.5 if able
- Follow ATC instructions until outside the D.C. ADIZ boundary
- Maintain your discrete code until you are well outside the D.C. ADIZ boundary

VFR Ingress into the D.C. ADIZ

Before entering the D.C. ADIZ:

- File a D.C. ADIZ flight plan
- Obtain and squawk discrete code from ATC

While operating inside the D.C. ADIZ:

- Maintain two-way communications with ATC while operating within the D.C. ADIZ
- Monitor 121.5 if able
- Maintain your discrete code until you have landed or are well outside the D.C. ADIZ boundary

To enter the Class B airspace area inside the D.C. ADIZ, pilots must obtain a Class B clearance *

Flights arriving or departing Leesburg Airport

Egress from Leesburg Airport:

- File a D.C. ADIZ flight plan with /X as the equipment suffix
- Transponder ALT squawking code **1226**
- Communicating on CTAF activates flight plan

After becoming airborne

- Exit the D.C. ADIZ via the most direct route through the JYO maneuvering area
- Flight plan considered closed once outside the D.C. ADIZ

Ingress to Leesburg Airport—prior to entering JYO maneuvering area:

- File a D.C. ADIZ flight plan with /X as the equipment suffix
- Transponder ALT squawking code **1227**
- Communicating on CTAF activates flight plan
- Enter the D.C. ADIZ via most direct route through the JYO maneuvering area

Departing from an D.C. ADIZ fringe airport

On the ground:

- Transponder ALT squawking code **1205**

After becoming airborne:

- Use UNICOM or CTAF until you are safely clear of the traffic pattern
- Monitor 121.5 if able

Exit the D.C. ADIZ via the most direct route possible.

To enter the Class B airspace area inside the D.C. ADIZ, pilots must obtain a Class B clearance *