



NOTAM

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



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This Notice does not supersede restrictions pertaining to the use of airspace contained in FDC NOTAMs. Please check current NOTAMs by calling Flight Service at 1-800-WX-BRIEF

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.

**Effective August 30, 2007 at 0500 UTC until further notice.
This NOTAM replaces previously issued FDC NOTAMs 7/0206, 7/0211, 6/2550 and 7/7778 for the DC ADIZ/FRZ and NOTAM 7/0204 for the Outer Speed Restriction.**

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.faasafety.gov>.

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

Pursuant to 14 CFR Sections 99.7, Special Security Instructions and 91.139, Emergency Air Traffic Rules, aircraft flight operations are prohibited:

Within the DC FRZ, 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).

Part I. Operating Requirements in the DC FRZ:

1. Except for DOD, Law Enforcement and waived Lifeguard/Aeromedical flights, 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) DOD aircraft with prior FAA Approval or 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. Aircraft must monitor VHF guard 121.5 or UHF 243.0 if able.

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.

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 (case sensitive - use lower case only).

Part II. Operating to or from the Maryland 3:

1. Overview

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

B. Pre-takeoff requirement to or from the Maryland 3:

1. 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. After Washington Hub FSS verifies the confidential pilot identification code, the pilot may file an IFR or DC FRZ flight plan.

C. All persons operating an aircraft to or from the Maryland 3 must follow these operating requirements and all other requirements as specified by the TSA, and meet or exceed the provisions of 49 CFR Part 1562.3:

1. Be equipped with an operational Mode C transponder and continuously squawk an ATC-assigned transponder code.
2. File a DC FRZ flight plan for each leg of flight with the Washington Hub FSS, telephone 866-225-7410. Pilots may not file a DC FRZ flight plan while airborne.
3. Obtain an ATC authorization with discrete transponder code from the Potomac TRACON.

4. Maintain two-way radio communication with ATC while operating within the DC /FRZ.
5. Aircraft must monitor VHF guard 121.5 or UHF 243.0 if able.

2. Egress/Ingress Procedures for the Maryland 3:

A. Egress procedures:

1. Obtain an ATC authorization from Potomac Approach Control, telephone 866-599-3874.
2. IFR departing W32 and VKX: ATC will provide eastbound or southbound egress instructions to exit the DC FRZ. Aircraft must fly as assigned by ATC.
3. IFR departing CGS: ATC will provide eastbound or northbound egress instructions to exit the DC FRZ. Aircraft must fly as assigned by ATC.
4. VFR aircraft must fly as assigned by ATC until clear of the DC FRZ and the Class B airspace and expect egress instructions away from the DC FRZ.

B. Ingress procedures:

1. Comply with standard DC FRZ operating requirements.
2. VFR ingress to College Park Airport: pilots can expect routing via the vicinity of Freeway Airport (W00).
3. VFR ingress to Potomac Airport and Washington Executive/Hyde Field: pilots can expect routing via the vicinity of Maryland Airport or Nottingham VORTAC (OTT).
4. IFR cancellation in the air may be accepted by ATC; however, pilots must remain on the ATC issued transponder code until on the ground.

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

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 aircraft flight operations are prohibited:

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).

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 NOTAM:

1. The aircraft must be equipped with an operable two-way radio capable of communicating with Air Traffic Control (ATC) on appropriate radio frequencies. Aircraft must monitor VHF guard 121.5 or UHF 243.0 if able.
2. The aircraft must be equipped with an operating transponder with automatic altitude reporting capability as specified under 14 CFR Section 91.215.
3. Except for DOD, Law Enforcement aircraft and waived Lifeguard/Aeromedical flights, pilots must file and activate an IFR flight plan or, for VFR, a DC ADIZ flight plan before entering the DC ADIZ.
4. For VFR operations, the FAA will consider the DC ADIZ flight plan to enter/exit the DC ADIZ open when the pilot obtains a discrete transponder code, and will consider the DC ADIZ flight plan closed upon landing at an airport within the DC ADIZ, or when the aircraft exits the DC ADIZ.
5. 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. ATC may delay entry into the DC ADIZ due to operational considerations.
6. DO NOT SQUAWK 1200 AT ANY TIME WHILE IN THE DC ADIZ.
7. Pilots must establish and maintain two-way radio communications with the appropriate ATC facility before entering and while operating in the DC ADIZ, except as provided in Section 2, Parts III, IV, and V.
8. Except for approved DOD, Law Enforcement, and 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.
9. 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:

1. 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.
2. 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:

1. 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. Aircraft must monitor VHF guard 121.5 or UHF 243.0 if able.
2. 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):

1. VFR Egress Procedures for JYO:

The following egress procedures apply to the JYO airport maneuvering area:

- A. Pilots must file a DC ADIZ flight plan prior to departure.
- B. Aircraft must squawk transponder code 1226 to indicate the pilot's intent to depart the DC ADIZ.
- C. Pilots must exit the DC ADIZ via the most direct route through the JYO airport maneuvering area, defined in Section 4, Part I of this Notice, before proceeding on course.

- D. Pilots need not communicate with the Potomac TRACON unless otherwise directed.
- E. Pilots departing JYO must activate the DC ADIZ flight plan by announcing aircraft call sign, aircraft type and intended departure runway on the published CTAF prior to departure. For JYO egress, the DC ADIZ flight plan will be considered closed when the aircraft has exited the DC ADIZ.

2. VFR Ingress Procedures for JYO:

The following ingress procedures apply to the JYO airport maneuvering area:

- A. Pilots must file a DC ADIZ flight plan prior to entering the DC ADIZ.
- B. Aircraft must squawk transponder code 1227 prior to entering the DC ADIZ to indicate the pilot's intent to enter the DC ADIZ and land at JYO.
- C. Pilots must enter the DC ADIZ via the most direct route through the JYO maneuvering area, defined in Section 4, Part I of this Notice.
- D. Pilots need not communicate with the Potomac TRACON unless otherwise directed.
- E. 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.

3. Aircraft not utilizing the JYO airport maneuvering area must comply with standard DC ADIZ operating procedures as described in Section 2, Part I of this Notice.

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:

- A. Pilots are not required to file a DC ADIZ flight plan, as defined in Section 4, Part I of this Notice, prior to departure.
- B. Aircraft must squawk code 1205 to indicate pilot's intent to depart the DC ADIZ.
- C. Pilots must exit the DC ADIZ via the most direct route before proceeding on course.
- D. Pilots need not communicate with the Potomac TRACON unless otherwise directed.
- E. 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.
- F. Aircraft must monitor VHF guard 121.5 or UHF 243.0 if able.

SECTION 3. Transponder Failure

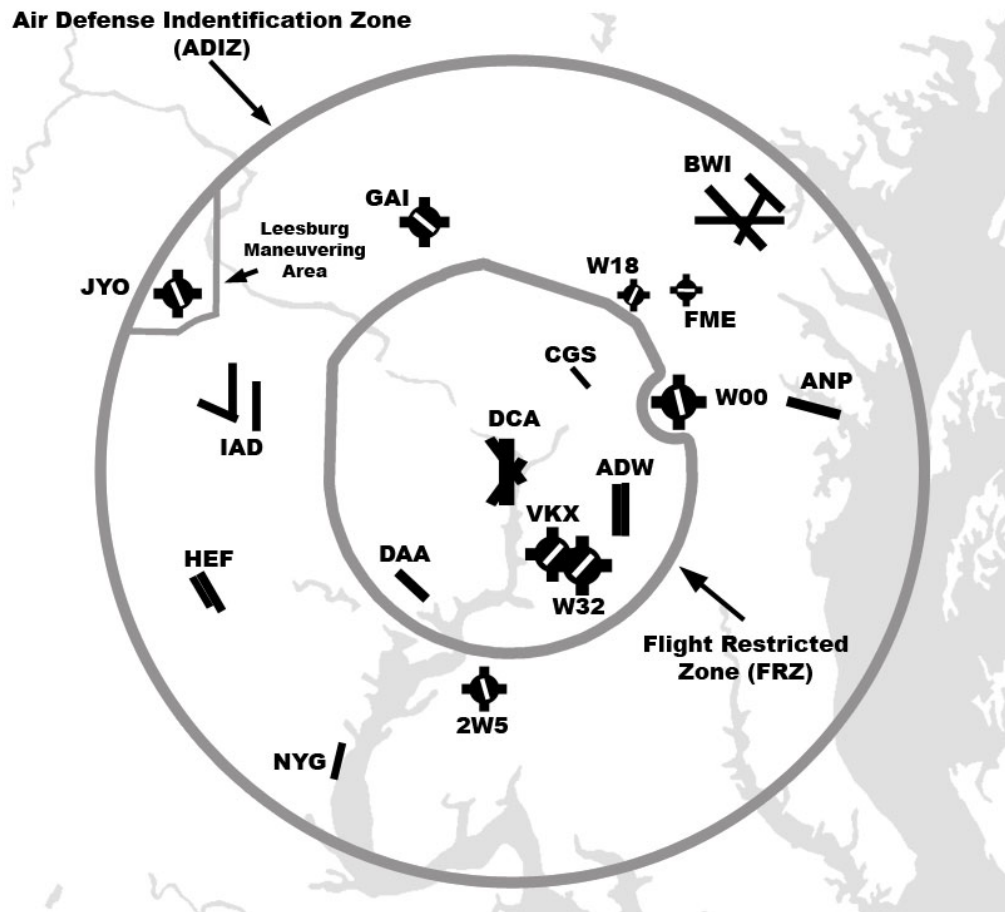
Any person operating an aircraft within the DC FRZ and/or DC ADIZ who becomes aware of an inability to comply with the requirement to continuously squawk the ATC assigned transponder code must immediately request control instructions and comply with all instructions from ATC. If unable to contact ATC,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

SECTION 4. Outer Speed Restriction

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.

SECTION 5. Definitions & Resources

Part I. Definitions:



1. The Washington, D.C. Metropolitan Area Flight Restricted Zone (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.

2. For purposes of this NOTAM only, the DC ADIZ is that area of airspace over the surface of the earth where the ready identification, location, and control of aircraft is required in the interests of National Security. Specifically, the DC ADIZ is that airspace, from the surface to but not including FL180, within a 30- nautical mile radius of 385134N/0770211W or the DCA VOR/DME.

3. 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 or the 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.

4. 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 service, unless otherwise requested and approved.

5. For purposes of this NOTAM only, 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. There is no search and rescue associated with DC FRZ flight plans.

6. For purposes of this NOTAM only, 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. There is no search and rescue associated with DC ADIZ flight plans.

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 (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.