

ORDER

PCT SOP MTV
7110.65E CHG 1

**POTOMAC CONSOLIDATED TRACON MTV AREA
STANDARD OPERATING PROCEDURES**



August 12, 2023

**VIRTUAL WASHINGTON ARTCC
VATUSA**

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VIRTUAL AIR TRAFFIC SIMULATION NETWORK
VATUSA DIVISION – WASHINGTON ARTCC

ORDER
PCT SOP MTV
7110.65E
CHG 1

Effective Date:
August 12, 2023

SUBJ: PCT 7110.65E CHG 1

This order provides direction and guidance for the day-to-day operations of the Potomac Consolidated TRACON and prescribes air traffic control procedures and phraseology. Controllers are required to be familiar with the provisions of these procedures.

This document is only to be used in a simulated environment. This document shall not be referenced or utilized in live operations in the National Airspace System (NAS). The Washington ARTCC, VATUSA, and VATSIM do not take any responsibility for uses of this order outside of the simulation environment.

John Bartlett
Air Traffic Manager
Washington ARTCC

CHANGE

VIRTUAL AIR TRAFFIC SIMULATION NETWORK
VATUSA DIVISION – WASHINGTON ARTCC

PCT SOP CHP
7110.65E CHG 1

SUBJ: PCT 7110.65E CHG 1

1. **Purpose of This Change.** This Change transmits revised pages to PCT SOP 7110.65E
2. **Audience.** This change applies to all vZDC Controllers and anyone controlling in vZDC airspace.
3. **Where Can I Find This Change?** This change is available on the vZDC website at <https://vzdc.org/controllers/files>.
4. **Explanation of Policy Change.** See the Explanation of Changes attachment that has editorial corrections and changes submitted through normal procedures.
5. **Distribution.** This change is distributed via the vZDC website.

John Bartlett
Air Traffic Manager
Washington ARTCC

RECORD OF CHANGES

Version	SUBJECT	AUTHORIZED BY	DATE ENTERED	DATE REMOVED
7110.65A	Addition of SHD midnight ops sector	RG	12.11.2012	07.15.2014
7110.65B	Updated Sectorization	RR	07.15.2014	08.25.2015
7110.65C	- Updated airspace - SID/STAR changes	RR	08.28.2015	2.21.2017
7110.65D	- Added top-down section for each area - Updated crossing restrictions to/from ZDC - Updated formatting	RR	2.21.2017	7.21.2023
7110.65E	Major over-haul - Added independent MTV SOP - Remodeled FIGs and TBLs - Added examples and phraseology - Further detailed satellite field ops - Additional info for scratchpads - Added coordination information Changed sector consolidation	JB	7.21.2023	8.12.2023
7110.65E CHG 1	- DCA CLIPR2 and SKILS4 changed to next version. Minor formatting changes as needed.	JB	8.12.2023	--

Explanation of Changes

Direct questions through appropriate facility staff

a. 5-2. IFR Arrivals

The CLIPR3 and SKILS5 STARs are now issued a “descend via” instruction by CHP. The change can be seen in TBL 5-2-2.

b. 9-2. OJAAY

Updated TBL 9-2-1 to reflect “descend via” for CLIPR3 and SKILS5 change.

c. Entire Publication

Additional editorial/format changes were made where necessary. Revision bars were not used because of the insignificant nature of these changes.

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Chapter 1. Positions

The following callsigns and frequencies shall be used when working positions at PCT TRACON's SHD area.

Identifier	Position	Frequency	STARS Handoff
BWI_G_APP	GRACO	124.550	G
BWI_W_APP	WOOLY	128.700	W
BWI_B_APP	BELAY	125.525	B
BWI_H_APP	BUFFR	133.850	H
BWI_P_APP	PALEO	133.750	P
BWI_S_APP	BWIFS	119.700	S
BWI_N_APP	BWIFN	119.000	N
CHO_W_APP	CHOWE	132.850	2W
CHO_E_APP	CHOEA	120.525	2E
RIC_L_APP	FLTRK	126.750	2L
RIC_F_APP	RICFR	118.200	2F
RIC_P_APP	TAPPA	126.400	2P
RIC_E_APP	CSIDE	127.200	2X
RIC_W_APP	CSIDW	135.625	2M
IAD_A_APP	ASPER	125.050	3A
IAD_T_APP	TILLY	126.650	3T
IAD_B_APP	BARIN	128.525	3B
IAD_V_APP	BINNS	133.000	3V
IAD_O_APP	BRSTO	120.825	3O
IAD_X_APP	IADFE	125.800	3X
IAD_S_APP	IADFC	134.200	3S
IAD_U_APP	IADFW	135.775	3U
IAD_Z_APP	LUCKE	126.825	3Z
IAD_N_APP	MANNE	120.450	3N
IAD_M_APP	MULRR	126.100	3M
IAD_R_APP	RCOLA	135.775	3R
DCA_J_APP	OJAAY	119.850	J
DCA_E_APP	ENSUE	124.200	E
DCA_D_APP	DEALE	128.350	D
DCA_L_APP	LURAY	118.675	L
DCA_V_APP	DCAFR	124.700	V
DCA_F_APP	FLUKY	121.050	F
DCA_Y_APP	TYSON	118.950	Y
DCA_K_APP	KRANT	125.650	K
DCA_A_APP	ADWAR	128.000	A

NOTE –

Bold text denotes combined frequency and callsign.

Chapter 2. Certification Requirements

2-1. Areas

- a. Potomac Consolidated TRACON is split into four areas.
 - 1) Chesapeake Area (CHP) - Primarily covers BWI, with MTN and others as satellites. Requires an additional certification to control.
 - 2) Shenandoah Area (SHD) – Primarily covers IAD, with FDK, HEF and others as satellites. Requires an additional certification to control.
 - 3) Mount Vernon Area (SHD) – Primarily covers DCA. Requires an additional certification to control.
 - 4) James River Area (JRV) – Primarily covers CHO and RIC with others as satellites. Considered a “minor area,” does NOT require an additional certification to control.

2-2. Consolidating Areas

- a. The Potomac training progression begins in either CHP or SHD. After both CHP and SHD ratings are obtained trainees move onto MTV. A controller on PCT is required to include the areas they are covering in their controller ATIS. The controller shall also broadcast their controlling areas in their “online” message in ATC Chat.
- b. The JRV area may be controlled by a Potomac controller at their discretion. The controller shall ensure continuous airspace, meaning they may NOT control only CHP and JRV, but may control SHD and JRV.

2-3. Callsigns

- a. When connecting to an area that a controller is certified for, they will use the callsign XXX_APP/DEP, where XXX is the major airport for that area (BWI, CHO, DCA, RIC, IAD).

EXAMPLE –

DCA_APP

- b. Individual sector callsigns should only be used during events or when the airspace is split. Note that the S (student), M (mentor) and I (instructor) callsigns are still permitted.

EXAMPLE –

DCA_D_APP

- c. If a controller is controlling a position for which they have a solo cert but not a full certification, they will add an “S” suffix to their callsign. If they are being monitored on an event position that already has an ‘S,’ they will add a second ‘S.’

EXAMPLE –

DCA_S_APP

DCA_SS_APP

2-4. Consolidating Callsigns

- a. PCT combined is required to control all areas (JRV, CHP, SHD, MTV) unless delegated to another online sector.
- b. PCT Combined is required to update their controller information to include the general areas they are working. A template example is shown below.

Potomac TRACON Combined - Providing service for KBWI, KCHO, KDCA, KIAD, KRIC and the surrounding airports.

- c. The primary area for PCT Combined is Mount Vernon (MTV); PCT Combined shall control no less than MTV area combined if the rest of PCT becomes split.
 - 1) If PCT Consolidated is online and another controller wishes to control a Potomac position, the controllers must split sectors by area. APP/DEP splits within one area are not authorized if they are covering multiple areas.

Chapter 3. General

3-1. Departures

- a. Receipt of a departing aircraft's altitude is required to verify their altitude reporting transponder (Mode C) is functioning. If an aircraft does not check in with their altitude leaving, the controller should ask the pilot to confirm it.

PHRASEOLOGY –

“SAY ALTITUDE LEAVING”

- b. Issue departing aircraft a climb to the highest altitude as prescribed in the relevant chapter or their filed cruising altitude as soon as practical.

3-2. Arrivals

- a. If an aircraft is on “a descend via” arrival that is issued by Washington Center, the following must be confirmed on initial contact with Potomac TRACON.
 - 1) Current altitude leaving
 - 2) “Descending via,” the name of the procedure and the runway/direction.

EXAMPLE –

“Potomac Approach delta thirty-seven zero four, descending via the FRDMM five arrival, landing south, information Gulf.”

- b. On initial contact with Potomac TRACON, it is strongly recommended that all IFR arrivals be given the following. If the arrival does NOT check in with the current ATIS, it is required;
 - 1) Current ATIS letter.
 - 2) Local altimeter.
 - 3) Approach to expect.
- c. BWI/MTN arrivals transitioning through the MTV area via RAVNN# shall be given the local altimeter and landing direction their destination on initial contact with MTV. Items listed in 3-2 (b) will be issued by the first CHP controller.

PHRASEOLOGY –

“The Washington altimeter [altimeter], Baltimore/Martin State landing [east/west].”

- d. When vectoring to final, aircraft on opposing base legs must be assigned altitudes that ensure vertical separation exists unless other approved separation has already been applied. This ensures approved separation in the event of an overshoot or late turn-on to final.
- e. 2.5 NM is authorized between aircraft established on the final approach course within 10 NM of the landing runway at the following runways for DCA.
 - 1) DCA runway 1.
 - 2) Wake turbulence separation must still be applied.

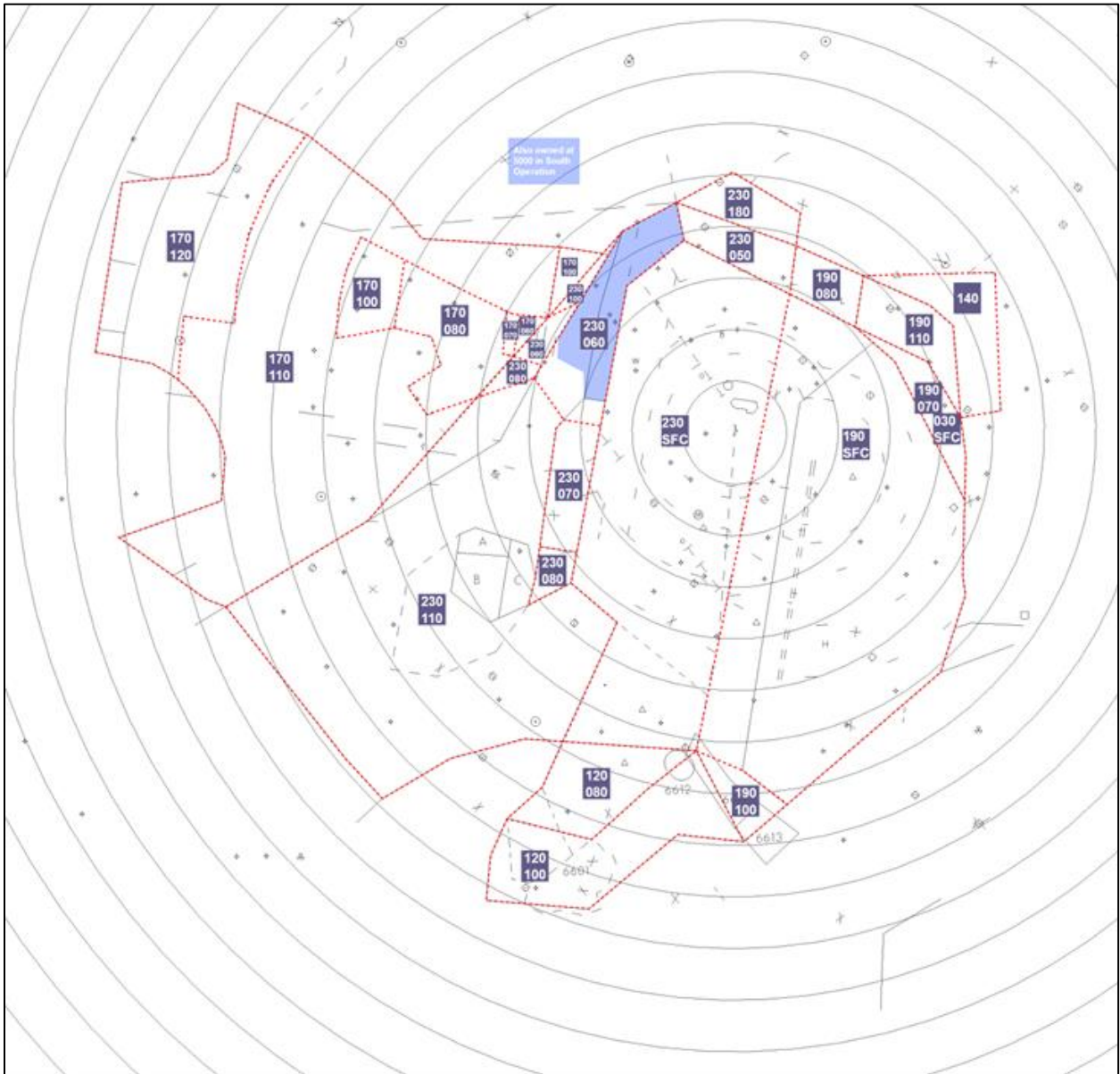
Chapter 4. Combined Airspace

4-1. Airspace

- a. The Mount Vernon area is delegated the airspace depicted in FIG 4-1-1

FIG 4-1-1

MTV Combined Airspace



Chapter 5. Receiving/Assigning Instructions

5-1. IFR Departures

- a. Departures climbing through the MTV area must be issued altitudes according to the TBL 5-1-1 and handed to the appropriate sector. Appendix A contains a memory aid with a visual representation of these routes.
- b. TYSON will receive CHP area departures on the TERPZ# SID on the SID, AOA 11,000 climbing to 17,000. Non-RNAV jet departures via LDN, AML, CSN, FLUKY, HAFNR, PAUKI, etc. will be handed off on a vector through the TERPZ gate (EMI R-208 and R-220) AOA 11,000 climbing to 17,000 with control for left turns on contact. Non-jets will be vectored through the same gate AOA 15,000 climbing 17,000 but must be APREQ'd with TYSON prior to handoff.
- c. KRANT will receive CHP area departures on the CONLE# SID on the SID, AOA 11,000 climbing to 14,000. Non-RNAV jet departures via WHINO, DAILY, or COLIN will be handed off on a vector through the CONLE gate (ENO R-251 and R-244) AOA 11000 climbing to 14,000 with control for west turns on contact.
- d. SHD departures via RAMAY, OTTTO, CLTCH, JDUBB, SCRAM or non-RNAV equivalent delivered on course climbing to 10,000. SHD departures on the JCOBY# will be handed off joining the SID at RIGNZ and climbing to 10,000. Non-RNAV departures will be handed off climbing to 10,000 on a vector through the C-Gate depicted on the video map. Non-RNAV departures, in general, must be cleared on course prior to handoff to the next sector unless coordinated otherwise.
- e. Non-RNAV departures, in general, must be cleared on course prior to handoff to the next sector unless coordinated otherwise. Certain departure fixes, such as non-RNAV turbojets via BUFFR, MCRAJ or JERES, must be delivered on a heading to the next sector.

TBL 5-1-1

IFR Departures

Area	A/C Type	Route	To	Altitude	Notes	
CHP	All	COLIN/AMEEE	ZDC (19)	FL190		
		CLTCH/JDUBB/SCRAM	ZDC (32)	FL230		
		RAMAY/OTTTO	ZDC (01)	FL230		
MTV (ADW)	All	COLIN/AMEEE	ZDC (19)	170		
		SWANN/PALEO	CHP-PALEO	90	MTV shall clear on course.	
MTV/SHD	All	RNAV Jet via HORTO#/LINCN#	CHP-BUFFR	AOA 100 ↑	Control for turns NW of AML R-050.	
		Non RNAV Jet via JERES, BUFFR, MCRAJ (J211/J220/J227/Q178)		170	Vector towards JYO. Control for turns NW of AML R-050.	
		Prop via JERES, BUFFR, MCRAJ, MRB (J211/J220/J227/Q178)		AOA 100 ↑		
		CLTCH/JDUBB/SCRAM		ZDC (32)	FL210	ORF arrivals at 150
		COLIN/AMEEE		ZDC (19)	FL190	ORF arrivals at 140

		DOCTR	ZDC (19)	170	PHL arrivals to CHP-PALEO at 110
		RAMAY/OTTO	ZDC (01)	170	
		SOOKI	ZDC (19)	FL190	

5-2. IFR Arrivals

- a. IFR arrivals to the MTV area will be handed off in accordance with TBL 5-2-1 unless coordinated otherwise.

TBL 5-2-1

IFR Arrivals into MTV Area

Area	A/C Type	Route	From	Altitude	Notes
MTV - ADW	All	SPISY# -or- BILIT CAPKO	CHP-PALEO	40	
		VUDDO#	JRV-CSIDW	Descend via	
		Non RNAV from south		60 or 80	Heading towards VUDDO.
MTV - ADW/DCA	All	FRDMM#	ZDC (01)	Descend via	Join by WEWIL Control for turns at PLDGE.
		NUMMY#			Join by DRUZZ Control for turns at DRUZZ.
		TRUPS#			Join by SUPRT Control for turns at WEEDU.
MTV - DCA	Jet	CAPSS#	ZDC (36)	Descend via	Join by BULII
		CLIPR#/SKILS#	CHP-BELAY	Descend via	
		DEALE# -or- BILIT CAPKO (Jet)	CHP-PALEO	Descend via	
		IRONS#	ZDC (36)	130	@PEGBY
	Prop	IRONS#	JRV-TAPPA	60	
	All	TIKEE# -or- CSN DCT	SHD-BARIN	50	On STAR or east heading
	Prop	BAL (Prop)	CHP-BELAY	60	
	All	V265 KRANT	(E) CHP-BWIFS (W) CHP-BELAY	40	On airway
		BILIT CAPKO (non-Jet)	CHP-PALEO	40	

- b. IFR arrivals into other PCT areas transitioning through the SHD area will be handed off in accordance with TBL 5-2-2 unless coordinated otherwise.

TBL 5-2-2
IFR Arrivals into other PCT Area/s

Area	A/C Type	Route	From/To	Altitude from/to	Notes
CHP	All	BKW/HVQ RAVNN#	ZDC (01) CHP-BWIFS	Descend via 60	Join by DNKEY.
		THHMP/HUBDA RAVNN#	ZDC (36) CHP-BWIFS		Join by WALKN.
JRV - CHO	All	Q75 GVE	ZDC (32) JRV-CHOEA	AOA FL220 110	ZDC may pointout to TYSON. If TYSON approves the pointout, ZDC may descend at discretion to 13000' and handoff directly to JRV-CHOEA. If TYSON does not accept the pointout, ZDC must handoff to TYSON AOA FL220 and TYSON will descend to 11000, clear direct GVE, and handoff to JRV-CHOEA.

Chapter 6. Satellite IFR Departures

6-1. Departure Instructions

- a. All satellite IFR departure climb out instructions shall be individually coordinated with the controller responsible for that airport.
- b. All Airports other than DCA require an IFR release from MTV controller.
 - 1) DCA has blanket releases as long as the aircraft is released in accordance with the DCA ATCT SOP.
- c. The following airports are within the MTV area;
 - 1) Primary
 - **Washington Reagan (DCA)**
 - **Joint Base Andrews (ADW)**
 - 2) Satellite
 - College Park (CGS)
 - **Davidson AAF (DAA)**
 - Navy Dahlgren (NDY)
 - Andrews AFW (Navy use) (NSF)
 - Potomac Airfield (VKX)
 - Freeway (W00)
 - Washington Executive (W32)
 - Maryland (2W5)

NOTE –

Airports in BOLD denote having an operating control tower.

Chapter 7. STARS Scratchpad Entries

7-1. Departures

- a. MTV controllers shall utilize scratchpad entries in conjunction with TBL 7-1-1 for IFR departures.

TBL 7-1-1

STARS Scratchpad Entries for Departures

Airport	Via	Scratchpad
ADW	LINCN# OTTTO	OTO
	LINCN# RAMAY	RAM
	LINCN# MCRA Y	MCR
	LINCN# JERES J211	JS1
	LINCN# JERES J229	JS2
	JEFSN# MAULS/FLASK	CLH
	JEFSN# RRSIN/MELTN	JDB
	JEFSN# GLANC	SCR
	SWANN	SWN
	PALEO	PAL
DCA	AMEEE#	AME
	AMEEE# COLIN FAGED STEIN (Landing ORF)	ORF
	CLTCH#	CLH
	DOCTR# AGARD	DCR
	DOCTR# DQO	DQO
	HORTO# BUFFR	BFR
	HORTO# JERES J211	JS1
	HORTO# JERES J220	JS2
	JDUBB#	JDB
	REBLL#	OTO
	SOOKI#	SOK
	WYNGS#	RAM
All CHP/MTV/SHD non-RNAV/No-SID	BUTRZ	BTZ
	HAFNR	HAF
	FLUKY	FLU
	WHINO/COLIN/DAILY	COL
	Q178	T78
	J211/J220/J227	J11/J20/J27

7-2. Arrivals

- a. All arrivals shall have the runway of landing placed into the Y scratchpad except aircraft landing DCA (i.e. 33L). If the runway is only two characters, use the formatting R##. Aircraft landing DCA shall have the approach type placed into their Y scratchpad.

EXAMPLE –

Mount Vernon Visual: MTV

River Visual: RIV

LDA = LDA

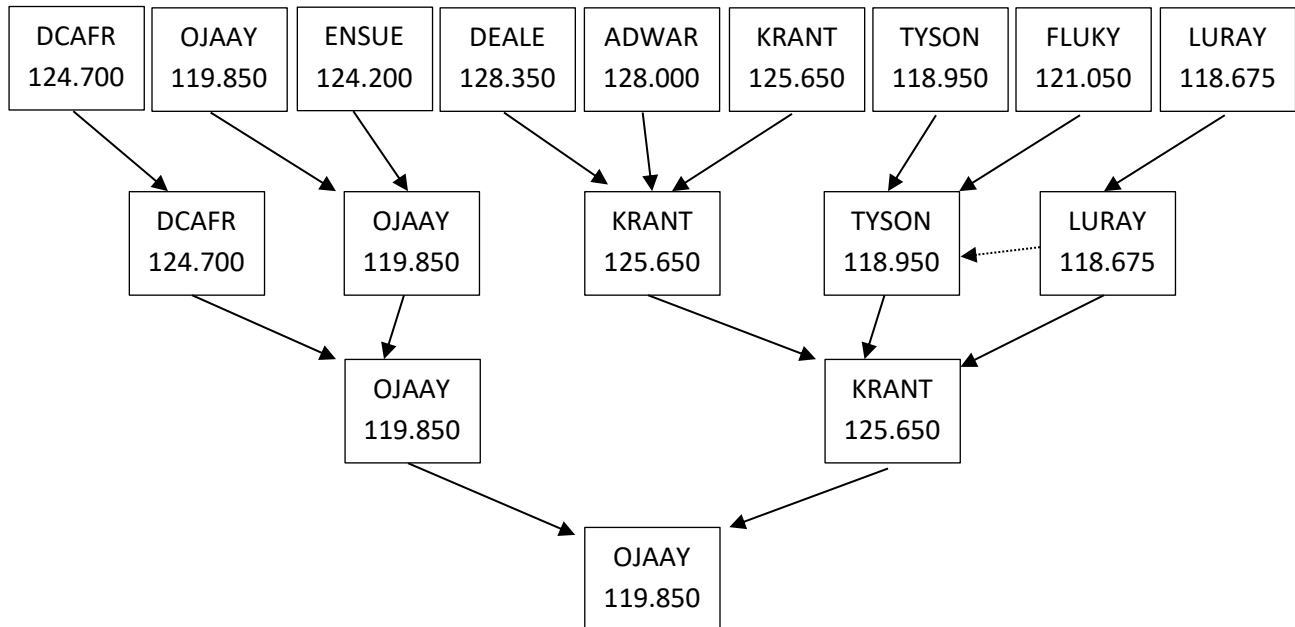
RNP = RNAV RNP

Chapter 8. Sector Consolidation

8-1. MTV Area Sectors

- a. The combined MTV sector is OJAAY on 119.850. An approach/departure split is OJAAY 119.850 and KRANT 125.650. TBL 8-1-1 depicts other combinations and splits.
- b. LURAY can be combined with TYSON as needed.

TBL 8-1-1
Sector Consolidation



Chapter 9. Sectors

9-1. DCAFR

- a. Sector Identification – The STARS position symbol for DCAFR is “V” and the assigned frequency is 124.700.
- b. Delegated Airspace – DCAFR is delegated the airspace as depicted in FIG 9-1-1 and FIG 9-1-2.
- c. General:
 - 1) DCAFR is the primary final controller for DCA.
 - 2) DCAFR is authorized to penetrate KRANT airspace, in a south operation, in accordance with PAC-P.

TBL 9-1-1
To DCAFR From

Sector	Type	Dest/Route	Altitude	Heading/Information
OJAAY DCA N	All	Landing DAA	60	On a heading towards DAVEE.
		CAPSS#/IRONS#	Descend 70	On STAR or vector towards KATRN.
		CLIPR#/SKILS#/DEALE#	Descend 60	
		FRDMM#/TRUPS#/NUMMY#	Descend 60	
KRANT DCA N	Prop	Landing DCA	40	Vector to final south of KATRN.
BARIN DCA N		TIKEE# -or- Heading 090	50	
OJAAY DCA S	All	CAPSS#	Descend 60	On STAR.
		IRONS#	Descend 60	Vector to Downwind.
		CLIPR#/SKILS#/DEALE#	Descend 60	On STAR.
		FRDMM#/TRUPS#/NUMMY#	Descend 60	On STAR.
KRANT DCA S	Prop	Landing DCA	30 or 40	Vector to downwind.
TYSON DCA S			50	Heading towards final.
SHD-MULRR IAD N	All	DCA	30	Heading 050 DCA S.
KRANT	Prop	Landing DCA	40	Vector to downwind.

BL 9-1-2
From DCAFR To

Sector	Type	Dest/Route	Altitude	Heading/Information
KRANT DCA N ADW N	All	ADW, CGS, W00	30	090 heading South PREZZ
KRANT DCA S ADW S	All	ADW	30	Heading towards ADW ATA
DCA ATCT	All	On final	AOB 30	Cleared for approach

FIG 9-1-1
DCAFR North

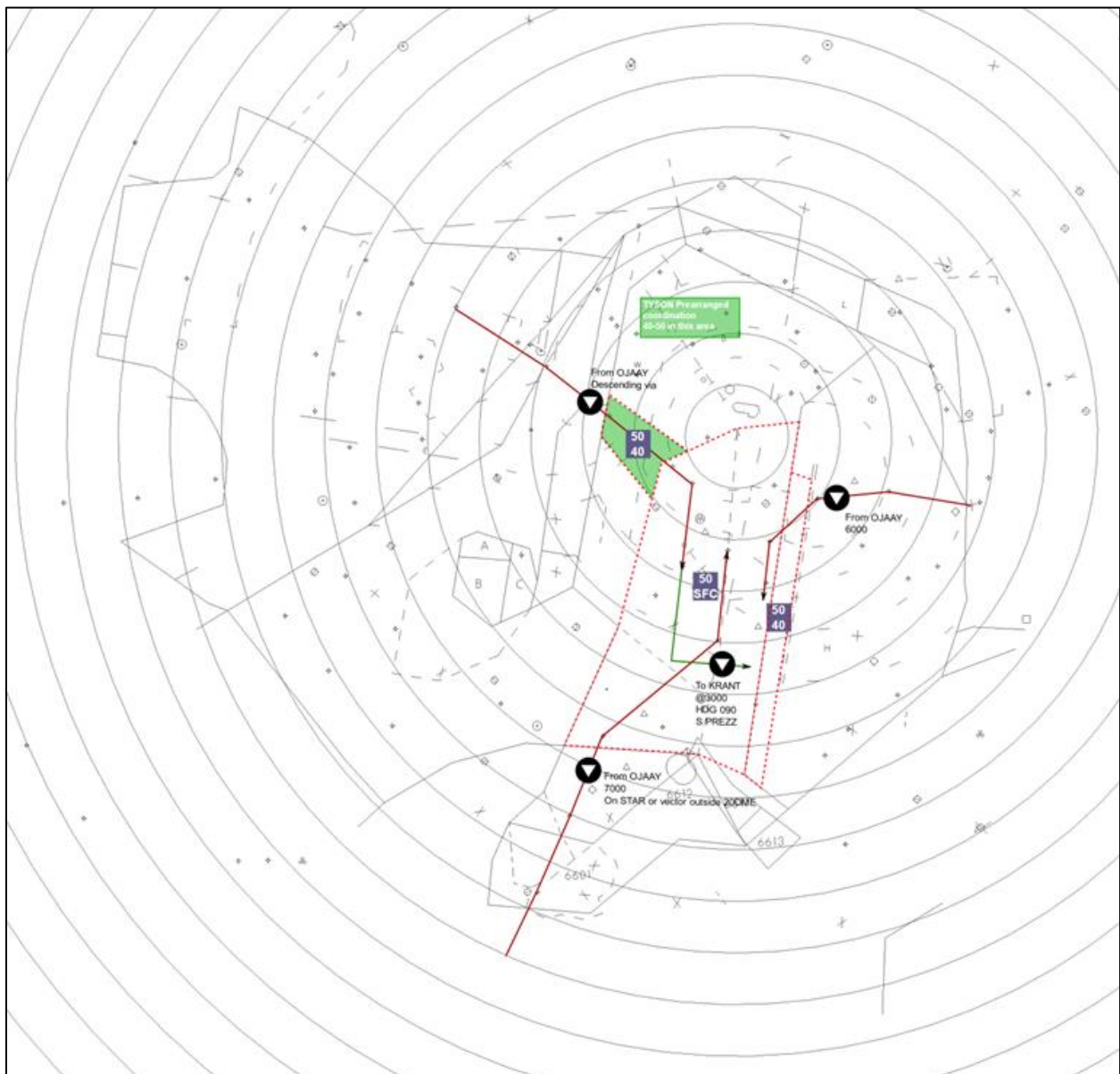
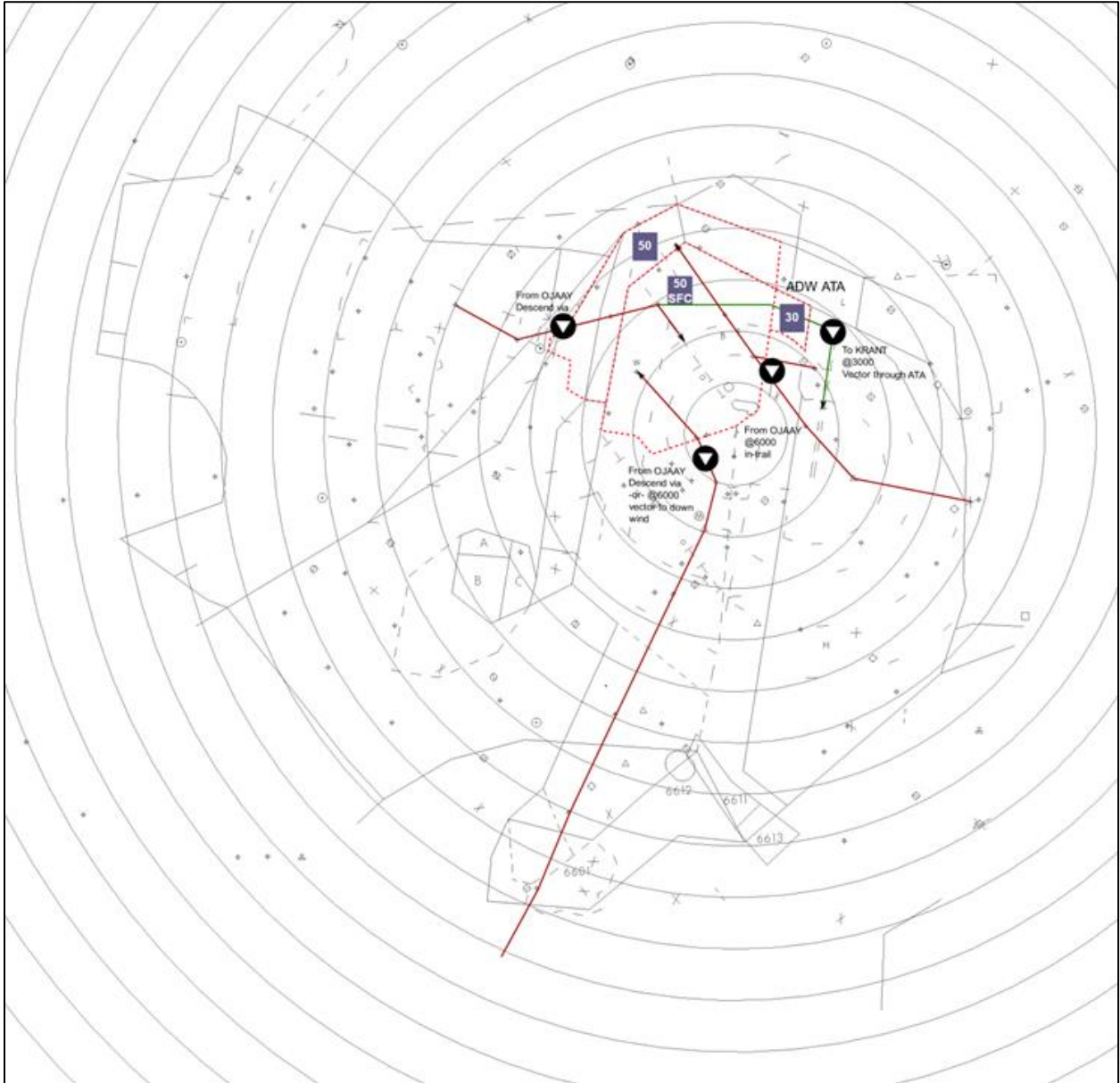


FIG 9-1-2
DCAFR South



9-2. OJAAY

- a. Sector Identification – The STARS position symbol for OJAAY is “J” and the assigned frequency is 119.850.
- b. Delegated Airspace – OJAAY is delegated the airspace as depicted in FIG 9-2-1 and FIG 9-2-2.
- c. General:
 - 1) Major feeder sector to DCAFR.
 - 2) OJAAY is authorized in a north operation to penetrate KRANT airspace at and below 8000 with arriving aircraft via OJAAY, providing the aircraft remain west of the DCA RWY 1 final approach course, in accordance with PAC-P.

TBL 9-2-1
To OJAAY From

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (36)	Jet	CAPSS#	Descend via	
		IRONS#	PEGBY@130	In-trail as one with CAPSS#
LURAY	Jet	FRDMM#/TRUPS#/NUMMY#	Descend via	On STAR
JRV-TAPPA	Prop	DCA	60	IRONS# -or- ZUNAR..OJAAY -or- V286.GRUBY.V376.IRONS
	All	DAA W32 VKX 2W5		
	Jet	DCA	80	IRONS# -or- ZUNAR..OJAAY
CHP-BELAY	Jet	CLIPR#/SKILS#	100, 250IAS	
CHP-BELAY CHP E	Prop	MTV via BAL	60	
CHP-GRACO CHP W				
CHP-PALEO	Jet	DEALE# -or- BILIT..DEALE	100	On STAR/route

TBL 9-2-2
From OJAAY To

Sector	Type	Dest/Route	Altitude	Heading/Information
DCAFR DCA N	All	FRDMM#/TRUPS#/NUMMY#	Descending	On STAR or vector to downwind
		CAPPS#/CLIPR#/DEALE#	60	
		CAPSS#/IRONS#	70	
		Landing DAA	60	On vector towards DAVEE
DCAFR DCA S	All	All STARS	Descending 60	On STAR (RNAV) or vector to downwind (non-RNAV)
TYSON DCA S	All	FRDMM#/TRUPS#/NUMMY#	Descending	On STAR
		Landing DAA	60	
		Landing DAA from the south	60	Direct DAVEE

KRANT DCA S	All	BAL..ADW	40	On heading towards final approach course
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FIG 9-2-1
OJAAY North

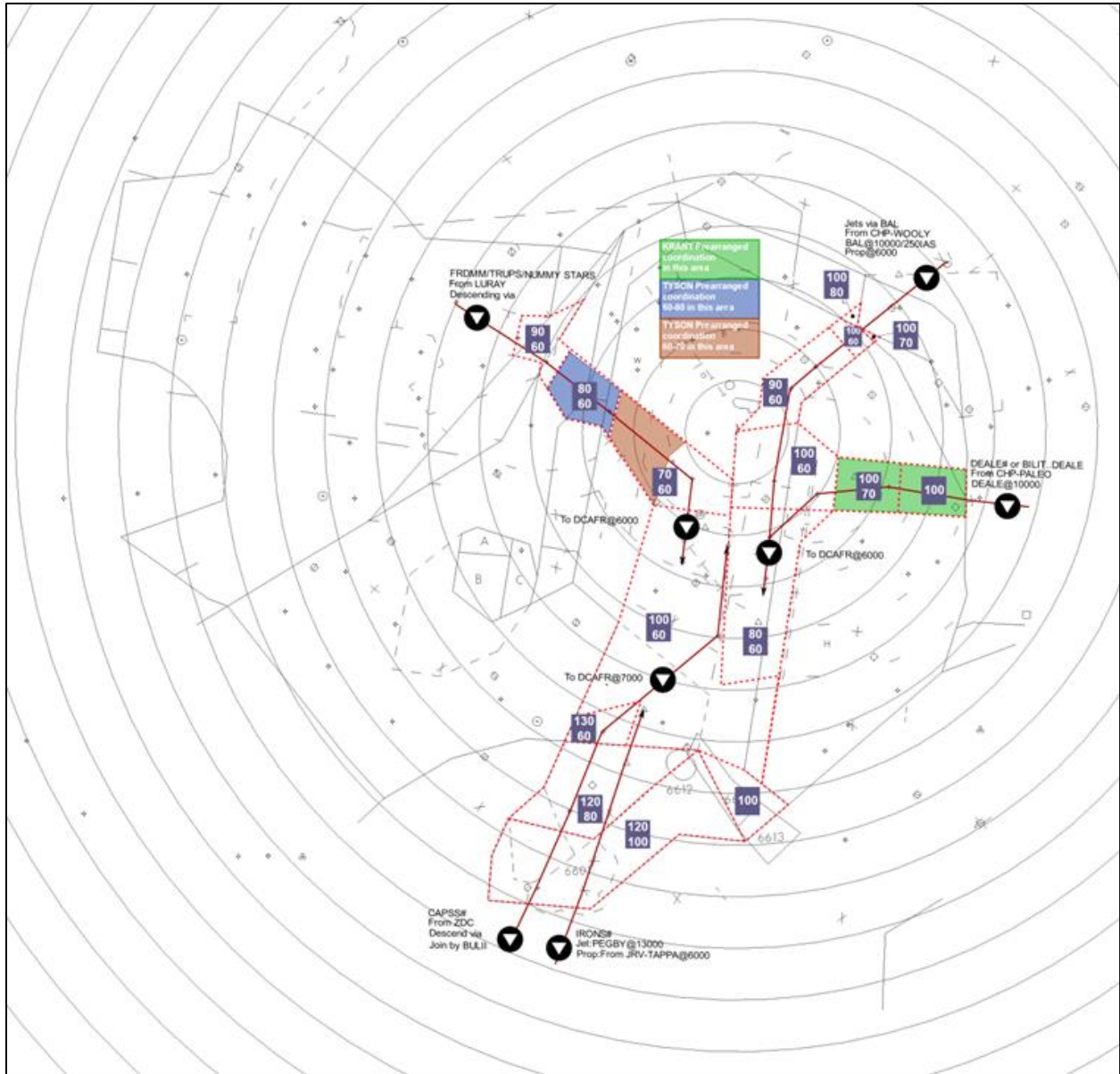
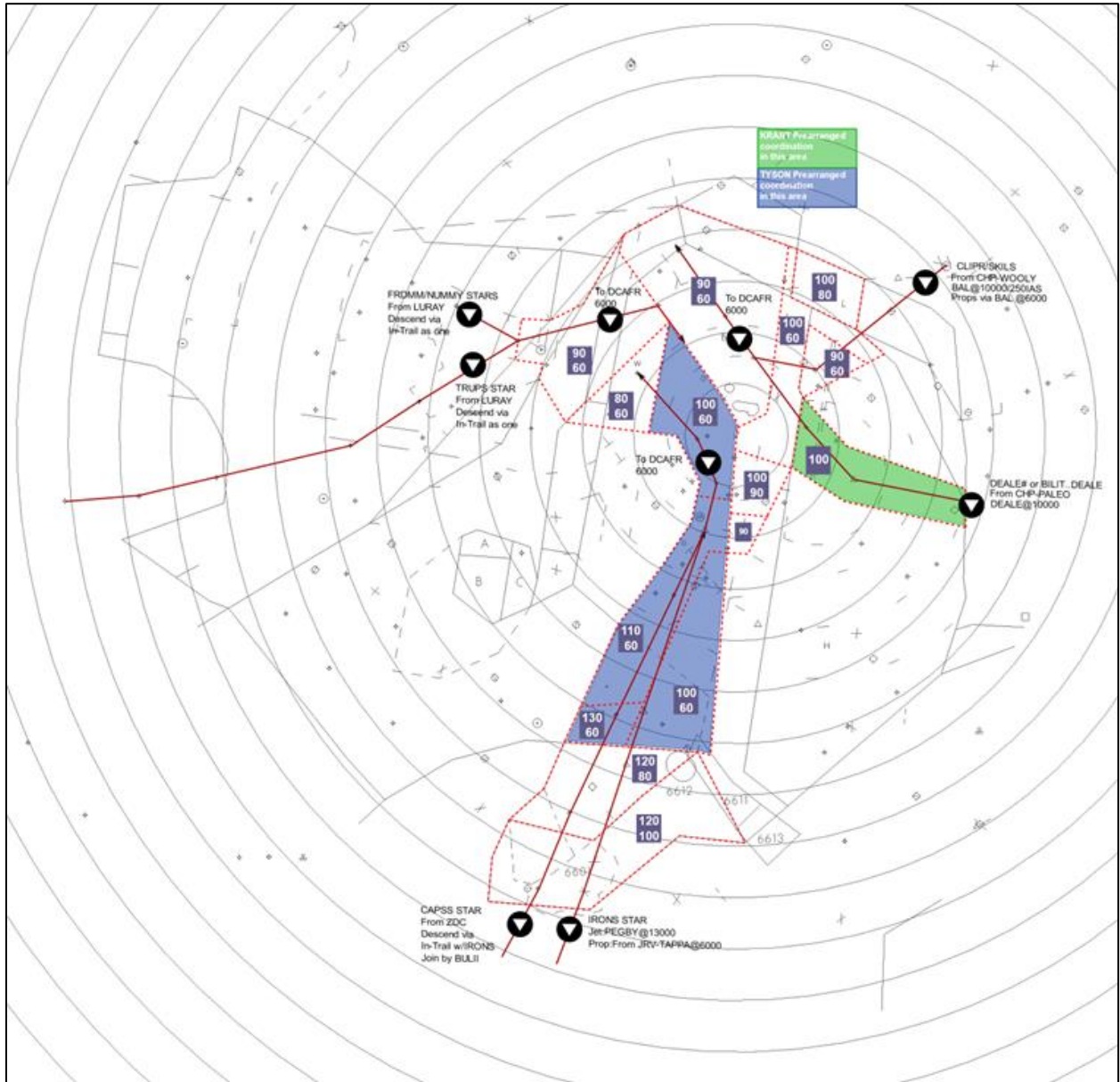


FIG 9-2-2
OJAAY South



9-3. TYSON

- a. Sector Identification – The STARS position symbol for TYSON is “Y” and the assigned frequency is 118.950.
- b. Delegated Airspace – TYSON is delegated the airspace as depicted in FIG 9-3-1 and FIG 9-3-2.
- c. General:
 - 1) West and southwest departures from DCA and merging with IAD, DOV, and BWI departures.
 - 2) TYSON is authorized, in a north operation, to penetrate KRANT airspace with aircraft departing ADW via LINCN/JEFSN SIDs (or a left turn heading 270), up to and including 5,000, after verbal coordination is completed with DCAFR to release departures.
 - 3) TYSON is authorized to penetrate OJAAY airspace from 6,000 to 8,000, DCAFR airspace from 4,000 to 5,000, all in accordance with PAC-P.
 - 4) TYSON is authorized, in a south operation, to penetrate KRANT airspace south of DCA up to 5000, aircraft departing ADW via runway heading to 20 miles at or below 3000.
 - 5) TYSON is authorized to penetrate FLUKY airspace and OKAAY airspace north of R6611/R6612 from 6000 to 10000, all in accordance with PAC-P.
 - 6) TYSON is authorized to penetrate LURAY airspace with IAD (and sat) departures via MOL/GVE/CLTCH/SCRAM/JDUBB from 11000 to 17000, in accordance with PAC-P.
 - 7) TYSON is authorized to penetrate KRANT airspace with departures and arrivals routed via MOL/GVE/CLTCH/SCRAM/JDUBB, in accordance with PAC-P.

NOTE –

When combined with LURAY, TYSON will handle NUMMY#/FRDMM#/TRUPS# stream.

TBL 9-3-1
To TYSON From

Sector	Type	Dest/Route	Altitude	Heading/Information
OJAAY DCA S	All	FRDMM#/TRUPS#/NUMMY# Landing DAA	Descending 60	On STAR
		Landing DAA from the south	60	Direct DAVEE
SHD-BARIN DCA S	All	TIKEE# -or- Heading 090	50	
SHD-BARIN IAD S DCA N	All	SHD to DCA	30	Heading 150
SHD-IADFE IAD N DCA N	All			
CHP-BELAY	Jet	TERPZ# RAMAY/OTTTO/SCRAM CLTCH/JDUBB	Climb via SID to 170	On SID TYSON control for left turns on contact

		Non-RNAV via BUTRZ/POOCH/HAFNR	AOA110 Climb 170	Between EMI R208 and R220 TYSON control for left turns on contact
	Prop	AML J149, LDN, RAMAY, OTTTO, HAFNR, GVE, FLUKY, MOL	AOA150 Climb 170 Req AOA 180	Between EMI R208 and R220 TYSON control for left turns on contact Required apre req
SHD-ASPER	Jet	RNAV via CLTCH#, SCRAM#, JDUBB#	100	Direct BUTRZ, POOCH or HAFNR Control for turns leaving 80
		Non-RNAV via FLUKY..MOL or HAFNR..GVE	100	On course Control for turns leaving 80

TBL 9-3-2
From TYSON To

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (32)	Jet	From SHD/MTV via JDUBB/SCRAM/CLTCH	FL210	ORF at 150* SHD/MTV in-trail as one
		From CHP via JDUBB/SCRAM/CLTCH	FL230	
ZDC (01)		From CHP via RAMAY/OTTTO	FL230	
LURAY	Jet	From MTV via RAMAY/OTTTO	AOA 120 Climb 170	
		MTV non-RNAV via LDN, J134, J149, etc.	AOA 120 Climb 170	
SHD-ASPER	Prop req AOA 100	West via CSN V140, V128, V286, LDN, GVE	80	Heading 270 between HEF and BARIN
SHD-BARIN	Prop req AOB 80		40	Heading towards BRV
CHP-BUFR	Jet	RNAV via HORTO#/LINCN#	AOA 100 Climb 170	On SID or direct HORTO Control for turns NW of AML R050
		Non-RNAV via J220/227/211/518	AOA 100 Climb 170	Vector towards JYO Control for turns NW of AML R050
	Prop	J220/227/211/518	AOA 100 Climb 120	Vector towards JYO Control for turns NW of AML R050
KRANT DCA S	Prop	ADW, CGS, W00	30	Heading 090
DCAFR DCA S	Prop	From west	50	Vectors towards FERGI
SHD-IADFE	All	Landing IAD	40	Vector to IADFE airspace. IAD N: Heading 230

				IAD S: Heading 330
JRV-TAPPA DCA S	All	Landing JRV	50	
JRV-CHOEA	All	Landing CHO, LKU, OMH, GVE, SHD	110	

FIG 9-3-1
TYSON North

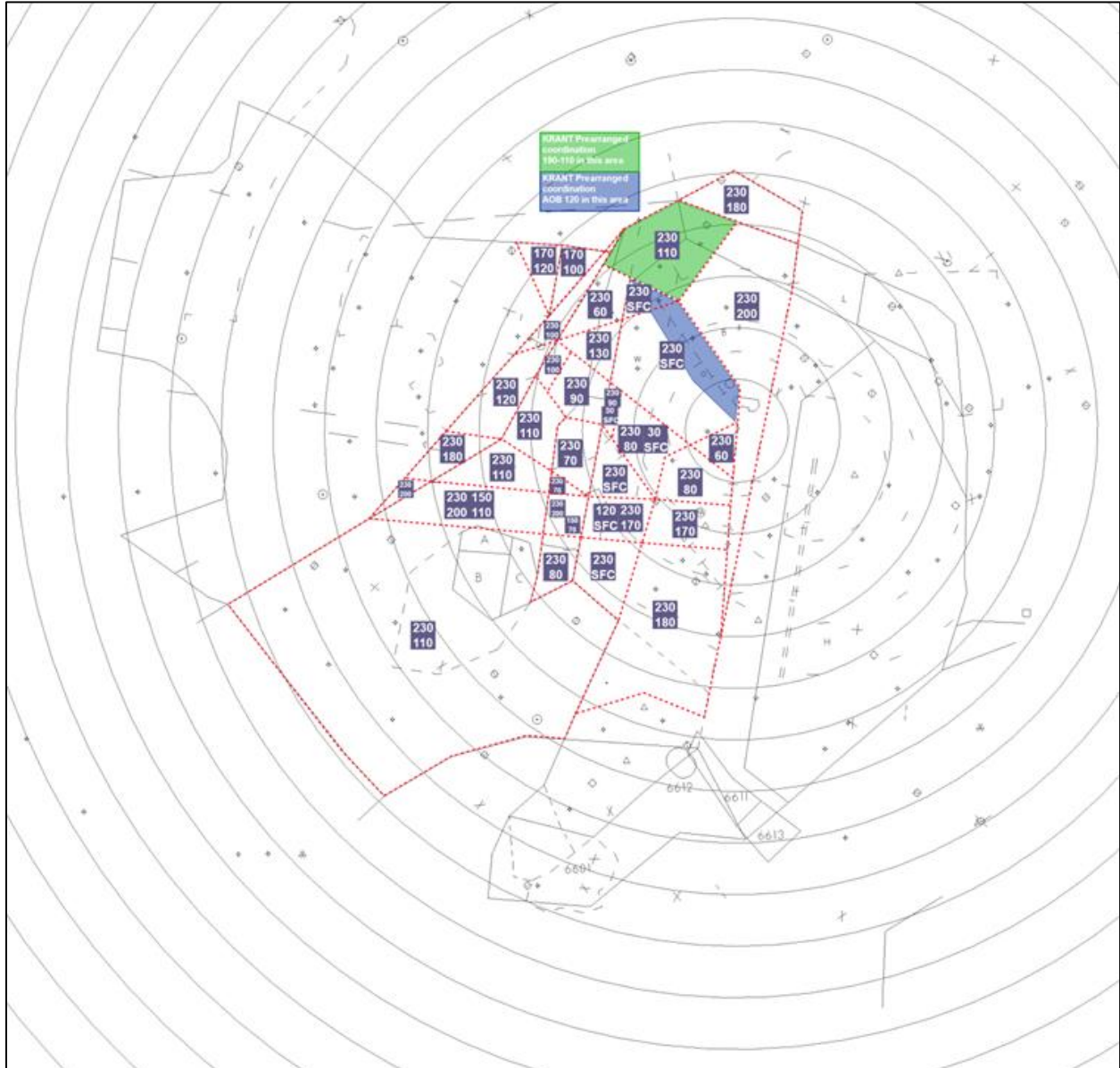


FIG 9-3-2
TYSON South



9-4. KRANT

- a. Sector Identification – The STARS position symbol for KRANT is “K” and the assigned frequency is 125.650.
- b. Delegated Airspace – KRANT is delegated the airspace as depicted in FIG 9-4-1 and FIG 9-4-2.
- c. General:
 - 1) Responsible for east and southeast departures from DCA and merging IAD/BWI departures.
 - 2) KRANT assumes control for BWI arrivals via the RAVNN#.
 - 3) KRANT is designed to be the ADW final approach controller and certain initial departures.
 - (a) When ADW LC not staffed, KRANT assumes responsibility.
 - 4) KRANT is authorized, in a north operation, to penetrate TYSON airspace from 11000 to FL190, TYSON airspace at and below 12000, and OJAAY airspace, all in accordance with PAC-P.
 - 5) KRANT is authorized, in a south operation, to penetrate TYSON airspace from 11000 to FL190, and OJAAY airspace at 10000, all in accordance with PAC-P.
 - 6) KRANT is authorized, in either operation, to penetrate CHP-WOOLY airspace with IAD (and sat) departures via SWANN/SOOKI, PALEO/DOCTR/AGARD and BOOCK/WHINO/COLIN from 11000 to 17000.
 - 7) They are also authorized to penetrate CHP-BUFFR airspace with IAD (and sat) departures via SWANN/SOOKI, PALEO/DOCTR/AGARD and BOOCK/WHINO/COLIN from 11000 to 17000, all in accordance with PAC-P.

TBL 9-4-1
To KRANT From

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (01)	Jet	RAVNN#	Descend via	Join by WALKN/DNKEY
SHD-ASPER	Prop+ Non-RNAV Jet	SWANN, SOOKI, PALEO, DOCTR, AGARD, WHINO, COLIN	100	Vector through C-Gate to East
	RNAV Jet	JCOBY#		On SID or direct RIGNZ to join
CHP-GRACO	Jets	CONLE# or FIXET#	AOA 110 Climb 140	On SID or direct CONLE Control for west turns on contact
		WHINO/COLIN		Vector between ENO R251 and R244 then direct WHINO Control for West turns on contact
CHP-BWIFS CHP E	All	Landing DCA+Sats	40	Vector towards BELTS Control for turns west of BAL R180 and south of BAL R290
		V265		On airway
BELAY CHP W	All	Landing DCA+Sats	40	Vector towards BELTS Control for turns west of BAL R-180 and south of BAL R-290
		V265		On airway
TYSON DCA S	Props	ADW, CGS and W00	30	Heading 090
JRV-CSIDW	All	ADW via VUDOO# or from south	RNAV: Descend via NonRNAV: 80	Non-RNAV; on heading towards VUDOO. Control for turns on contact.
		ADW, CGS, W00, W32, DAA, VKX, 2W5	60, 40	
DCAFR DCA N	All	ADW	30	Heading 090 south of PREZZ
DCAFR DCA S	All			Vector towards final
OJAAY DCA S	All	BAL..ADW	40	Vector towards final
CHP-PALEO	Prop	Landing DCA+Sats BILIT..CAPKO or V308.BILIT		40
	All	ADW via SPISY#	On STAR	

TBL 9-4-2
From KRANT To

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (19)	Jet	DCA/SHD via SWANN	FL190	In-trail as one On the route
		DCA/SHD via DOCTR	170	
		DCA/SHD/CHP via COLIN/AMEEE	FL190	
		ADW via COLIN/AMEEE	170	
CHP-GRACO	All	Prop via PALEO/DOCTR	AOA 60 Climb 90	On course
	Jet	ADW via PALEO/DOCTR/SWANN	AOA 60 Climb 110	
	All	ILG/DOV	110	
DCAFR	All	Landing DCA	40	Vector to downwind
CHP-BWIFS	All	Dep MTV landing BWI	40	Vector towards ANP Control for turns on contact
	Jet	RAVNN#	Descend via	Descend via or cross RAVNN@60
TYSON	Jet	FIXET#	FL190	On SID Control for turns on contact

FIG 9-4-1
KRANT North

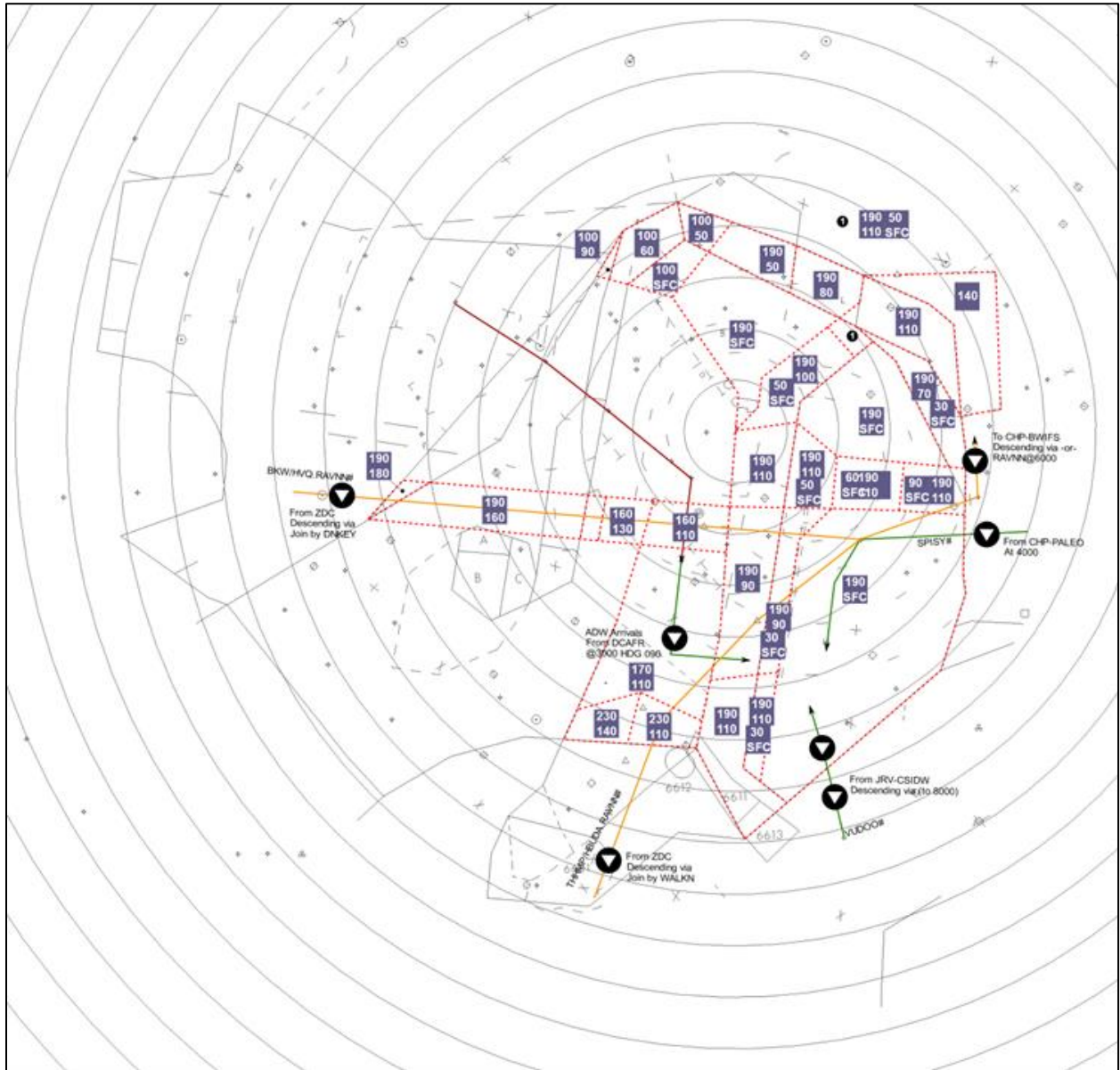
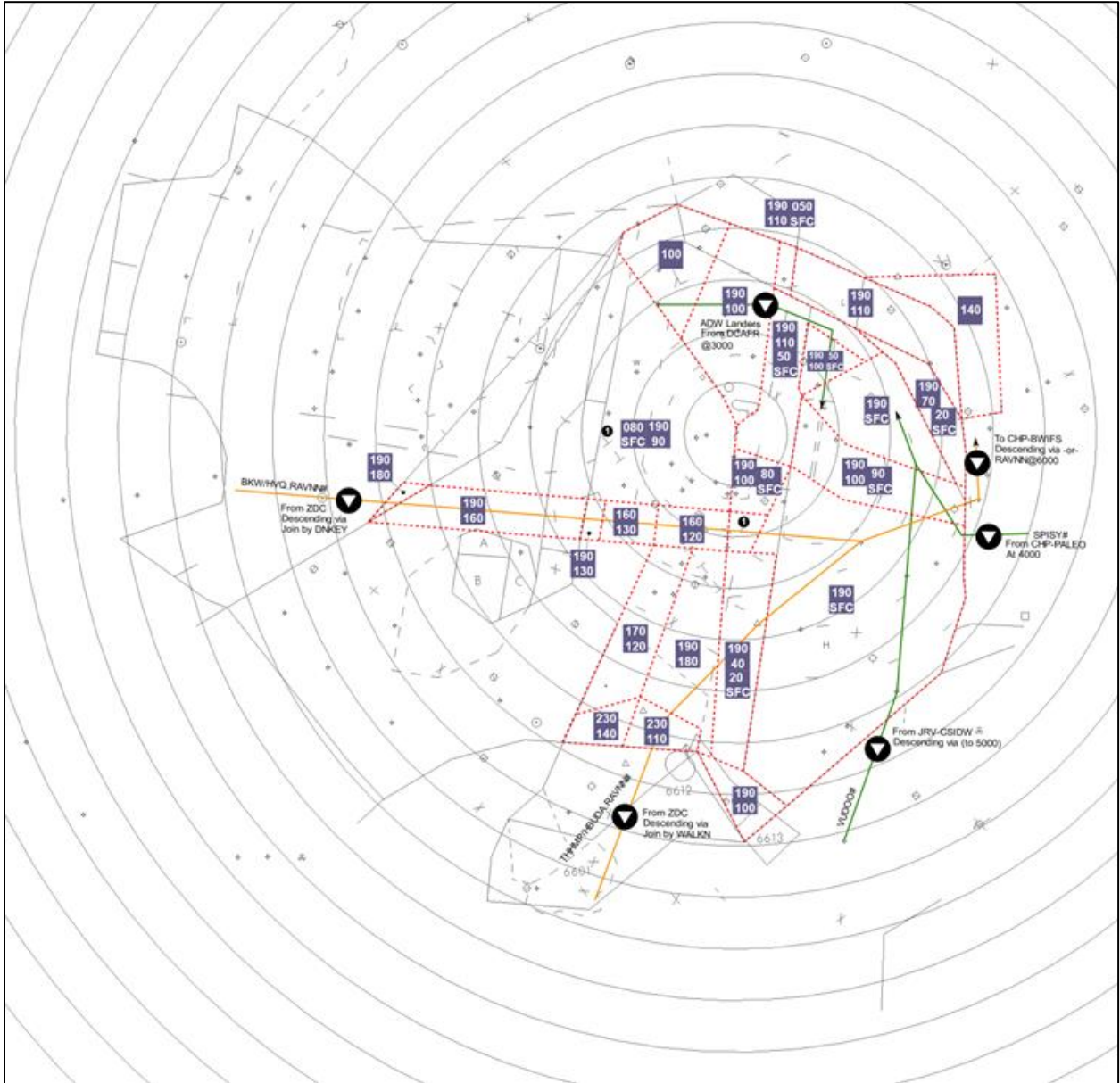


FIG 9-4-2
KRANT South



9-5. LURAY

- a. Sector Identification – The STARS position symbol for LURAY is “L” and the assigned frequency is 118.675.
- b. Delegated Airspace – LURAY is delegated the airspace as depicted in FIG 9-5-1.
- c. General:
 - 1) Initial arrival sector for FRDMM#/TRUPS#/NUMMY# STARS.
 - 2) Provides departure services for all SHD/MTV departures via OTTTO and RAMAY.

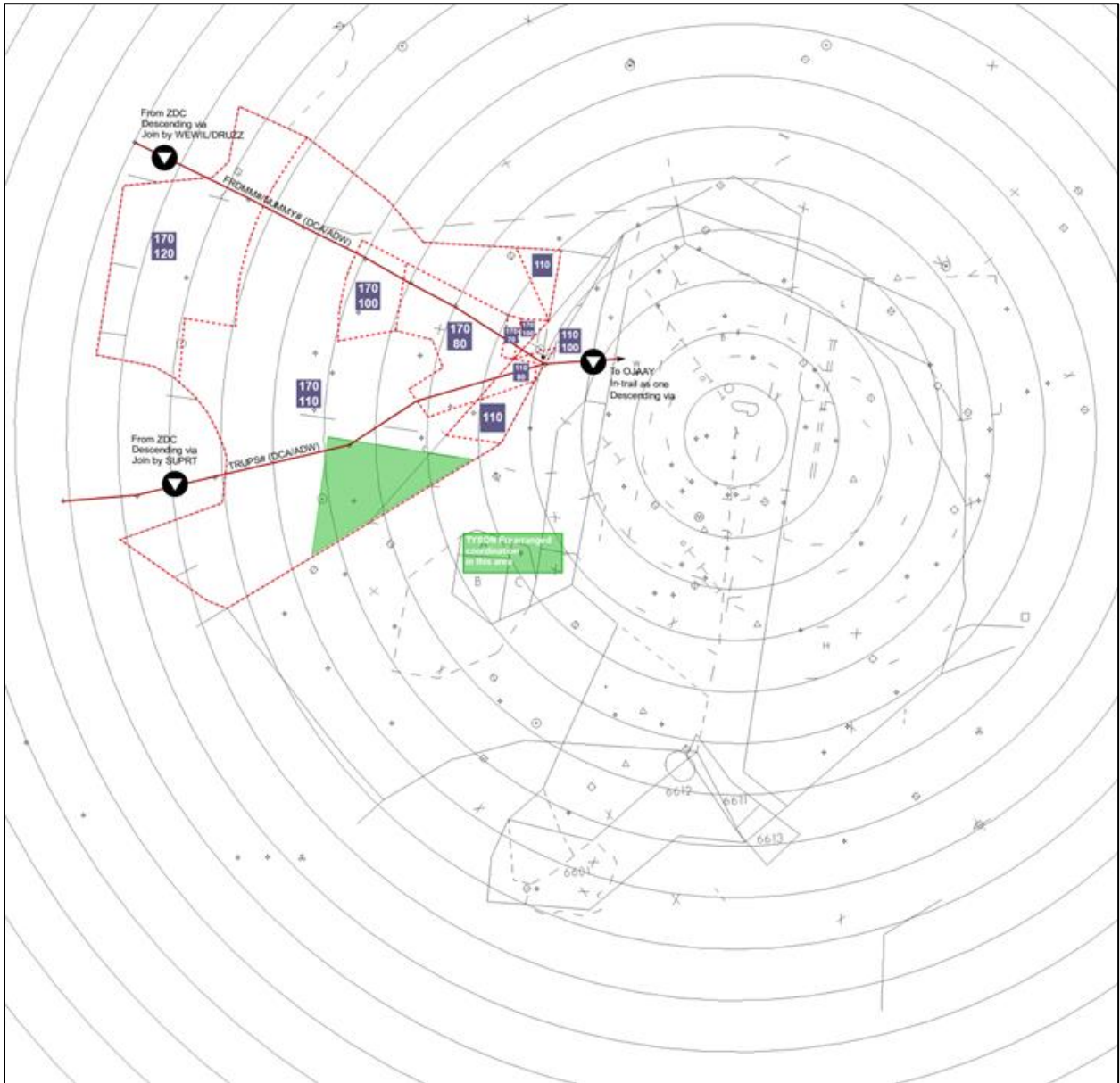
TBL 9-5-1
To LURAY From

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (01)	Jet	TRUPS#/FRDMM#/NUMMY#	Descend via	NUMMY/FRDMM as one.
TYSON	Jet	From MTV via RAMAY/OTTTO	AOA 120 Climb 170	
		MTV non-RNAV via LDN, J134, J149, etc.		
SHD-ASPER	Jet	RNAV via RNLDI#/BUNZZ#	100	On SID or direct RNLDI/BUNZZ.
		Non-RNAV to west via LDN.J149		Vector towards RNLDI/BUNZZ.
		Satellite departures		On SID or vector with APREQ.

TBL 9-5-2
From LURAY To

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (01)	All	Deps via RAMAY/OTTTO	170	
OJAAY	Jet	FRDMM#/TRUPS#/NUMMY#	Descend via	On STAR
JRV-CHOWE	All	Landing CHO, LKU, OMH, GVE, SHD	120	

FIG 9-5-1
LURAY



Chapter 10. Prearranged Coordination Procedures (PAC-P)

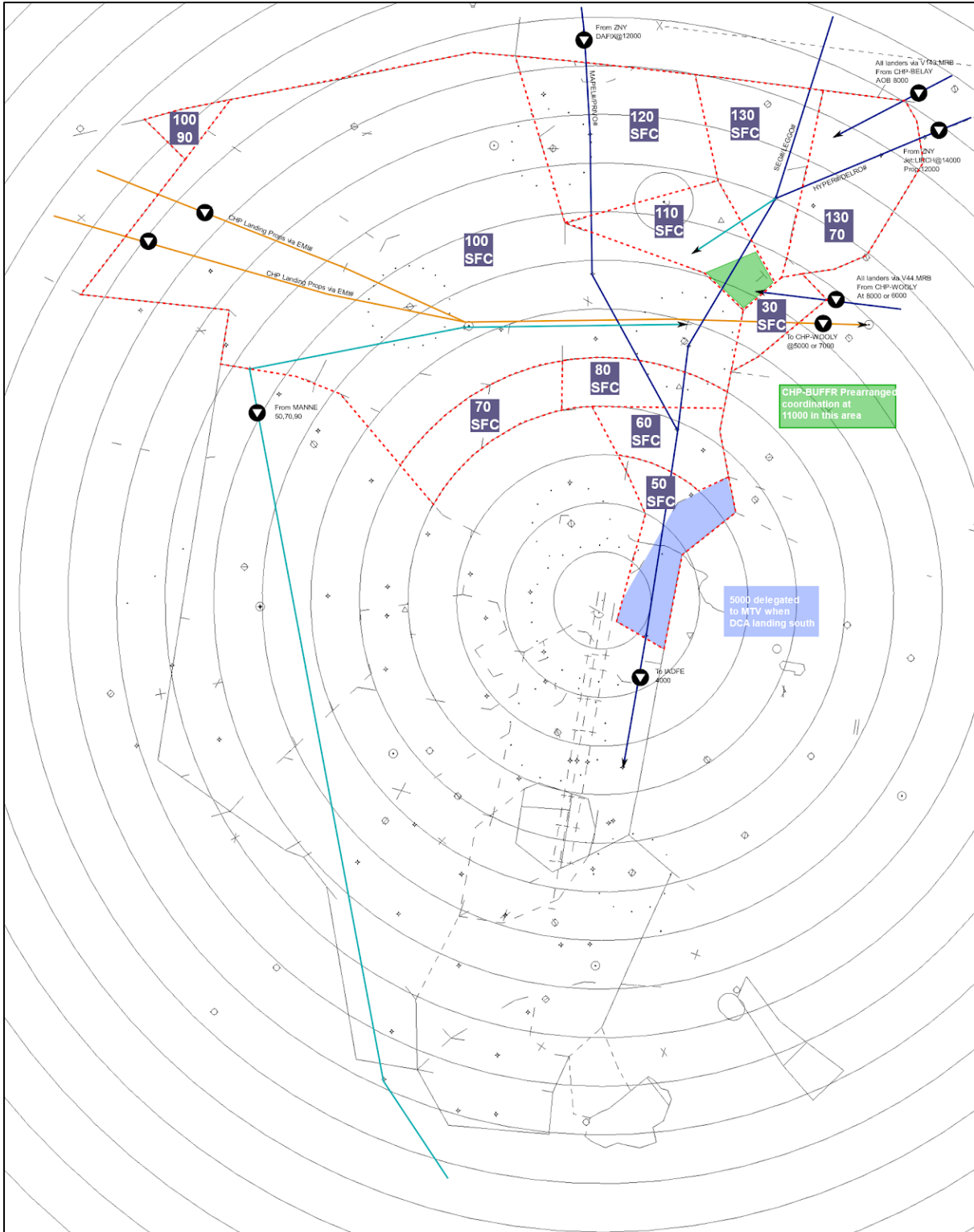
10-1. MTV PAC-P

- a. The following prearranged coordination may be applied by sectors with “Prearranged Coordination” boxes drawn on their respective airspace delegations, in accordance with the procedures below. Coordination is considered to have been affected under the following conditions. SHD controllers whose airspace is designated for prearranged coordination purposes must:
 - 1) Start a track on all radar identified primary targets under their control.
 - 2) Point out non-tracked aircraft to the appropriate authorized controller.
 - 3) Have the option to suspend this procedure at any time.
- b. controllers authorized to penetrate another sector’s airspace must:
 - 1) Ensure separation from all targets operating within the designated airspace.
 - 2) Not penetrate designated airspace within 5nm miles of a converging target
- c. The following sectors may penetrate airspace in accordance with the PAC-P (within the airspace as depicted on the respective sector’s airspace delegation):
 - 1) DCAFR is authorized to penetrate KRANT airspace, in a south operation.
 - 2) TYSON is authorized to penetrate LURAY airspace with IAD (and sat) departures via MOL/GVE/CLTCH/SCRAM/JDUBB from 11000 to 17000.
 - 3) TYSON is authorized to penetrate KRANT airspace with departures and arrivals routed via MOL/GVE/CLTCH/SCRAM/JDUBB.
 - 4) KRANT is authorized, in a north operation, to penetrate TYSON airspace from 11000 to FL190, TYSON airspace at and below 12000, and OJAAY airspace.
 - 5) KRANT is authorized, in a south operation, to penetrate TYSON airspace from 11000 to FL190, and OJAAY airspace at 10000.
 - 6) KRANT is authorized, in either operation, to penetrate CHP-WOOLY airspace with IAD (and sat) departures via SWANN/SOOKI, PALEO/DOCTR/AGARD and BOOCK/WHINO/COLIN from 11000 to 17000. They are also authorized to penetrate CHP-BUFFR airspace with IAD (and sat) departures via SWANN/SOOKI, PALEO/DOCTR/AGARD and BOOCK/WHINO/COLIN from 11000 to 17000.
 - 7) OJAAY is authorized in a north operation to penetrate KRANT airspace at and below 8000 with arriving aircraft via OJAAY, providing the aircraft remain west of the DCA RWY 1 final approach course.
 - 8) TYSON is authorized, in a north operation, to penetrate KRANT airspace with aircraft departing ADW via LINCN/JEFSN SIDs (or a left turn heading 270), up to and including 5000, after verbal coordination is completed with DCAFR to release departures. They are also authorized to penetrate OJAAY airspace from 6000 to 8000, DCAFR airspace from 4000 to 5000.
 - 9) TYSON is authorized, in a south operation, to penetrate KRANT airspace south of DCA up to 5000, aircraft departing ADW via runway heading to 20 miles at or below 3000, FLUKY airspace and OKAAY airspace north of R6611/R6612 from 6000 to 10000.

- d. Prearranged coordination airspace is depicted in the individual sector diagrams, except as shown in FIG 10-1-1.

FIG 10-1-1

Prearranged coordination not shown on individual sector diagrams.



10-2. ADW Departures

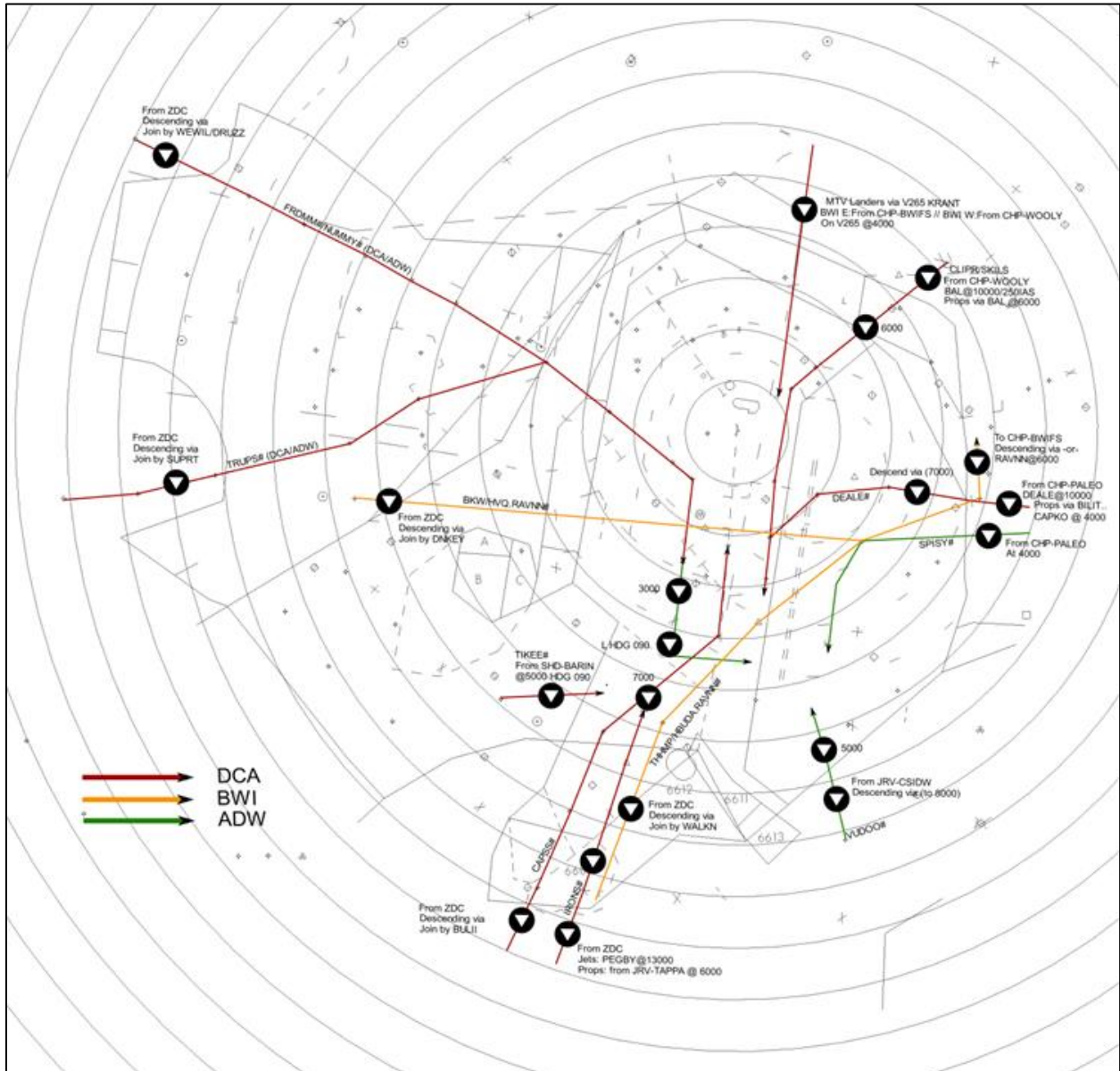
- a. All IFR departures from ADW require an IFR release from Potomac Approach. The PAC-P procedures above allow TYSON to act as the initial departure sector for departures via SCRAM, JDUBB, CLTCH, RAMAY, OTTTO, MCRAJ and JERES although they do not own any airspace over ADW. The following procedures must be used to release an IFR departure from ADW;
- 1) ADW LC (normally covered by KRANT when offline) shall call TYSON to request release.
 - 2) TYSON shall coordinate with DCAFR to ensure arrivals to DCA are stopped long enough to accommodate the departure.
 - 3) TYSON shall release the departure either on the SID or a heading and altitude in accordance with PAC-P.
 - 4) ADW LC (or KRANT) shall clear the aircraft for takeoff and issue a timely frequency change to TYSON.
 - 5) TYSON shall radar identify the aircraft and assume full control once within their designated airspace.
 - 6) TYSON shall coordinate with DCAFR to release DCA arrivals.

NOTE –

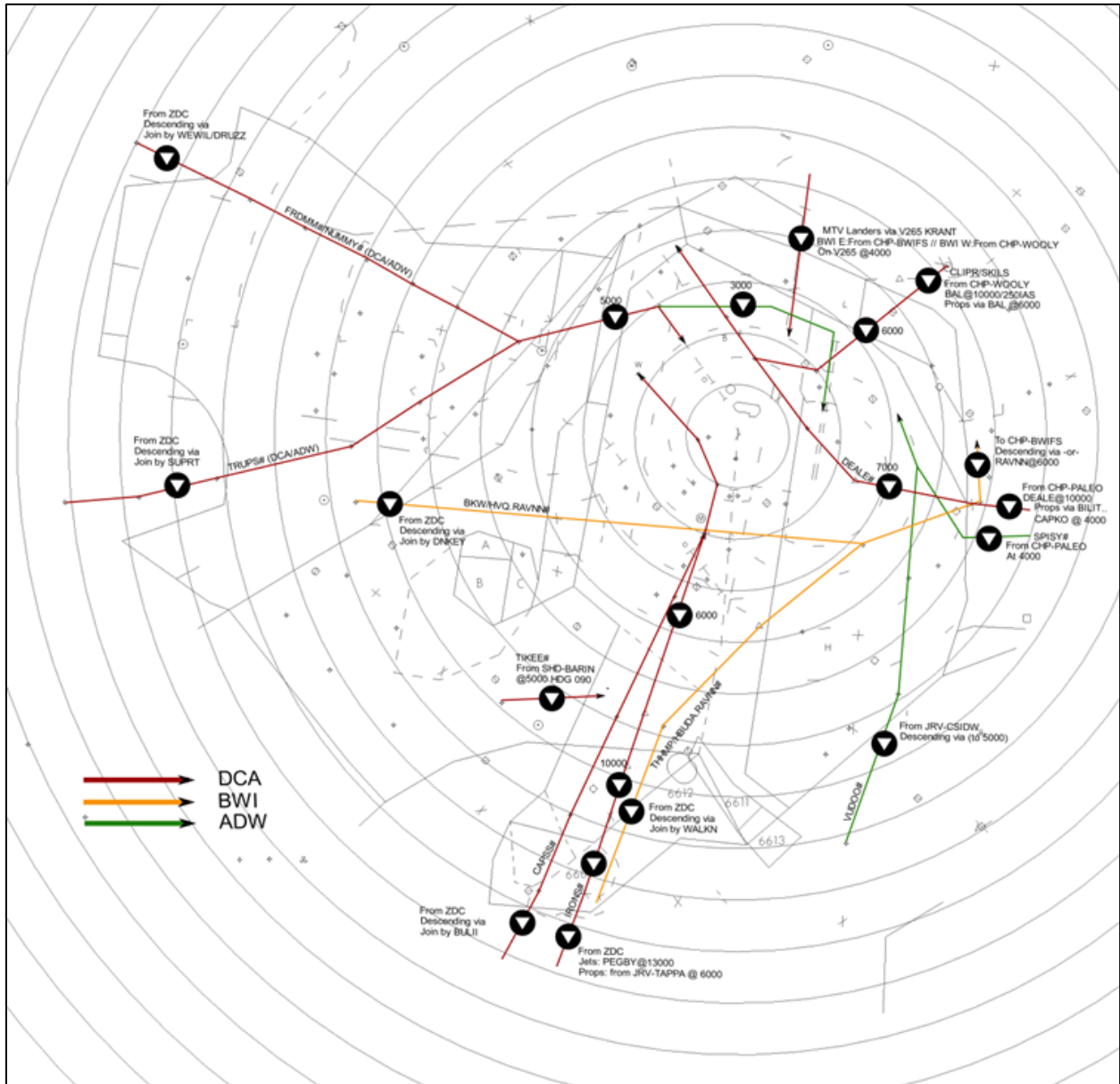
These procedures are not recommended in high traffic scenarios.

Appendix A. General Flows

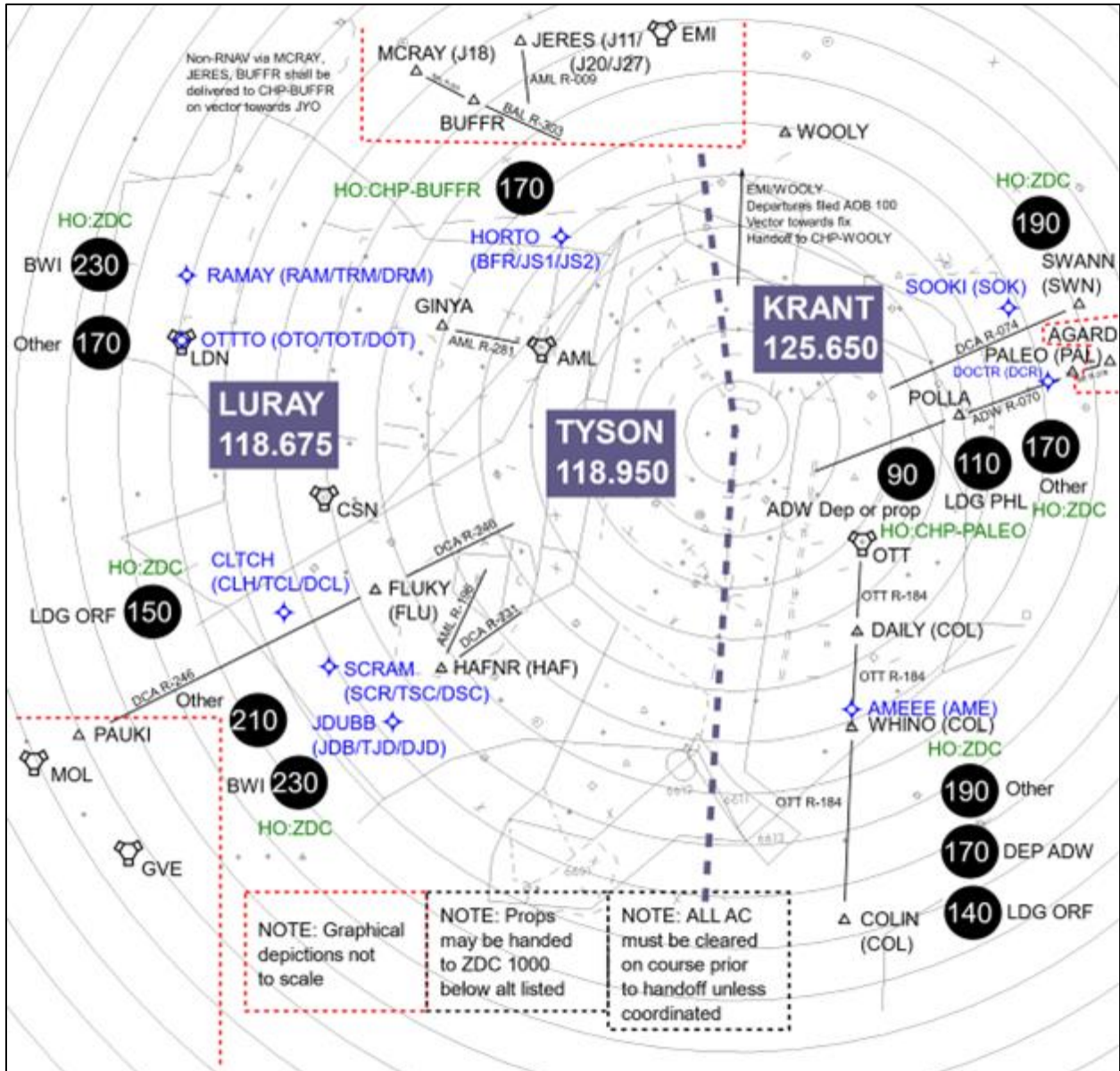
A-1. Arrivals North Flow



A-2. Arrivals South Flow



A-3. Departure Aid



Appendix B. Special Use Airspace

The following special use airspace is contained within Mount Vernon area. Provide radar separation of 3 miles from special use airspace except when Prohibited/Restricted/Warning areas are established for security reasons (ex. P-56).

Name	Area	Altitude	Separation
P-56 A & B	MTV	Surface to 18,000	Boundary
P-73 – Mount Vernon	MTV	Surface to but not including 1,500	Boundary

