ORDER

PCT TRACON
7110.65E CHG 1

POTOMAC CONSOLIDATED TRACON STANDARD OPERATING PROCEDURES

ZDCARTCC
WASHINGTON DC

August 12, 2023

VIRTUAL WASHINGTON ARTCC
VATUSA

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VIRTUAL AIR TRAFFIC SIMULATION NETWORK
VATUSA DIVISION – WASHINGTON ARTCC

ORDER
PCT SOP
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 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 - 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

Change 1

Direct questions through appropriate facility staff

a. 4-3. IFR Arrivals

The CLIPR3 and SKILS5 STARs are now issued a "descend via" instruction by CHP. The change can be seen in TBL 4-3-2.

b. 4-7-2. WOOLY

Updated TBL 4-7-4 to reflect "descend via" for CLIPR3 and SKILS5 change.

c. 7-3. IFR Arrivals

Updated TBL 7-3-1 to reflect "descend via" for CLIPR3 and SKILS5 change.

d. 7-6-2. OJAAY

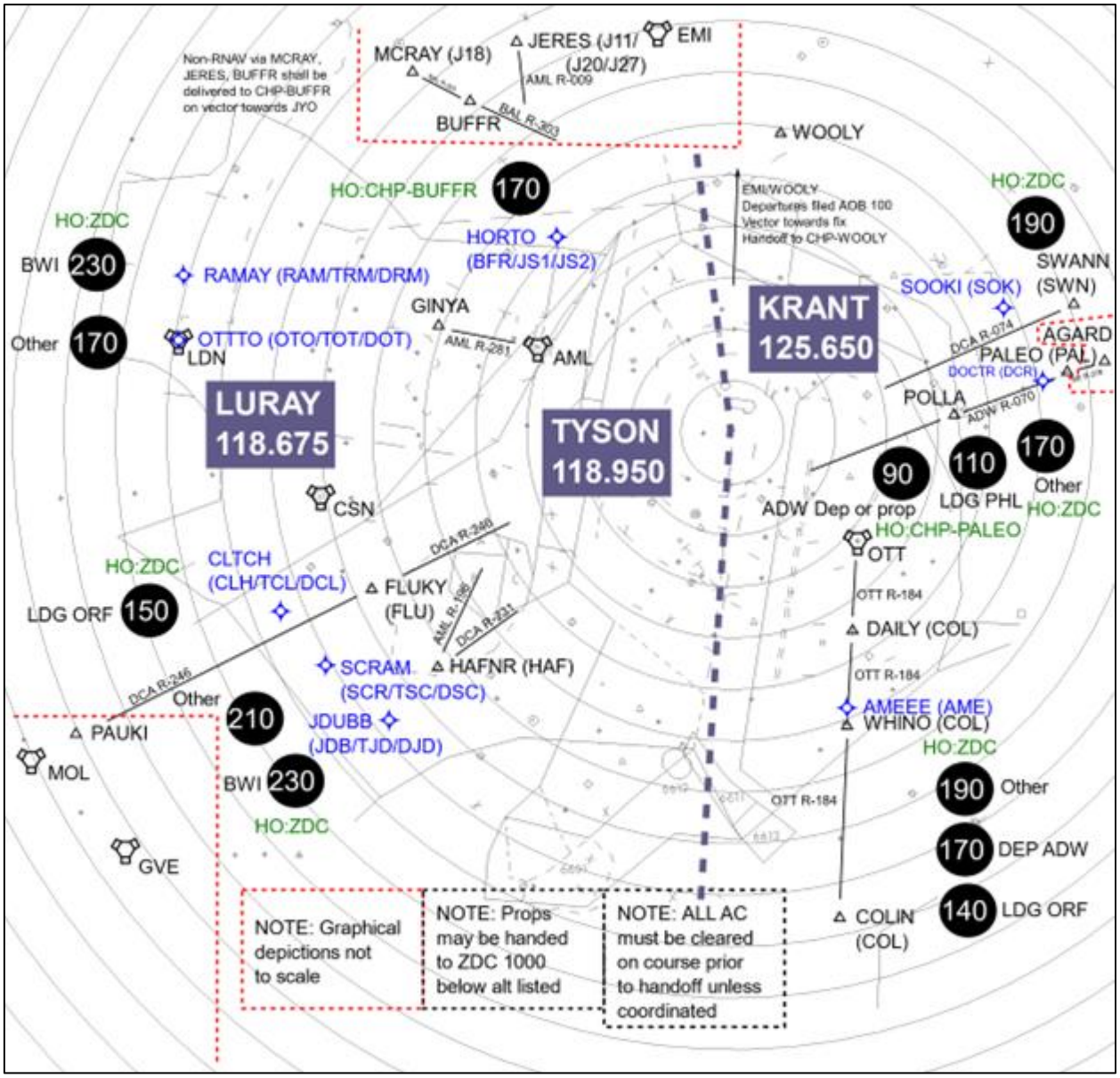
Updated TBL 7-6-4 to reflect "descend via" for CLIPR3 and SKILS5 change.

e. Entire Publication

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

Contents

A-10. MTV Departure Aid



Chapter 1. Positions

The following callsigns and frequencies shall be used when working positions at PCT TRACON's CHP 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 –

IAD_B_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 –

BWI_S_APP

BWI_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.
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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.

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 southwest twelve eighty-four, descending via the ANTHM three arrival, landing west, information Juliet."

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. DCA/ADW arrivals transitioning through the CHP area via BAL or DEALE/BILIT shall be given the local altimeter and landing direction their destination on initial contact with CHP. Items listed in 3-2 (b) will be issued by the first MTV controller.

PHRASEOLOGY –

"The Baltimore altimeter [altimeter], Washington landing [north/south]."

d. DCA/ADW arrivals transitioning through the SHD area via TIKEE# shall be given the local altimeter and landing direction their destination on initial contact with SHD. Items listed in 3-2 (b) will be issued by the first MTV controller.

PHRASEOLOGY –

"The Dulles altimeter [altimeter], Washington landing [north/south]."

e. DCA/ADW/IAD arrivals transitioning through the JRV area shall be given the local altimeter and landing direction their destination on initial contact with JRV. Items listed in 3-2 (b) will be issued by the first MTV/SHD controller.

PHRASEOLOGY –

"The Richmond altimeter [altimeter], Washington landing [north/south]."

f. 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]."

g. 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 overshot or late turn-on to final.

h. 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 IAD.

1) IAD Runways 1C/19C, 1R/19L and 12.
2) Wake turbulence separation must still be applied.

i. 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.

3) DCA runway 1.
4) Wake turbulence separation must still be applied.

j. Simultaneous triple ILS approaches at IAD are not authorized. Recommended approach configurations are;

1) ILS 1C / ILS 1R or ILS 19C / ILS 19L
2) Visual 1L / ILS 1C / Visual 1R or Visual 19L / ILS 19C / Visual 19R

3-3. PCT STARS Scratchpad Entries

a. A full list of STARS scratchpad entries for departures can be found in Appendix B.

b. Individual area STARS scratchpad entries for departures can be found in their respective chapter.

c. For arrivals:

1) All arrivals shall have the runway of landing placed into the Y scratchpad. If the runway is only two characters, prefix the runway numbers with "R."

EXAMPLE –

RWY 10: R10

RWY 19L: 19L

2) 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

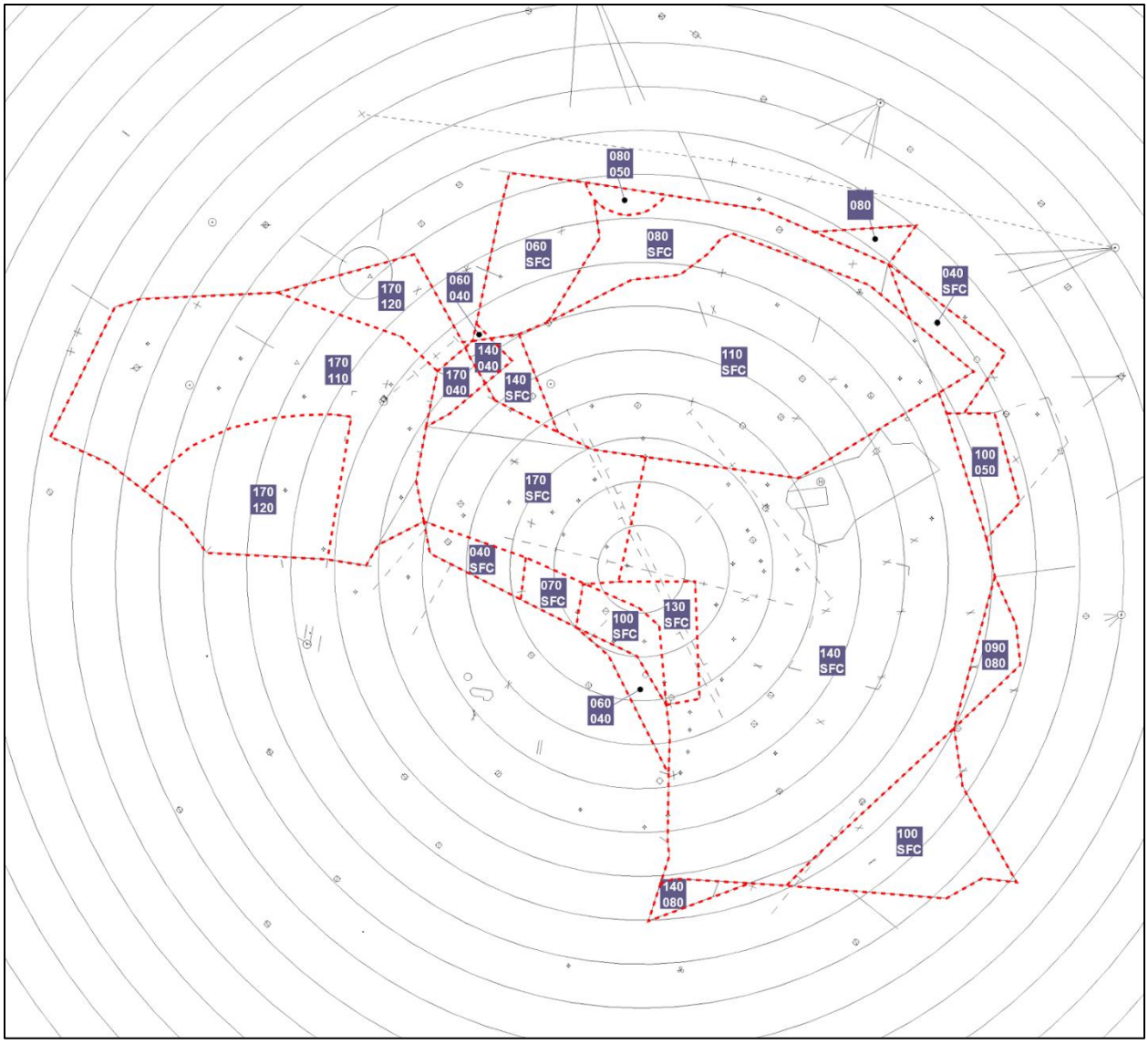
Chapter 4. Chesapeake Area (CHP)

4-1. Airspace

a. The Chesapeake area is delegated to airspace depicted in FIG 4-1-1.

FIG 4-1-1

CHP Combined Airspace



4-2. IFR Departures

a. Departures climbing through the CHP area must be issued altitudes according to the TBL 4-2-1 and handed to the appropriate sector. Appendix A contains a memory aid with a visual representation of these routes.

b. BUFFR will receive MTV area non-RNAV jet departures via MCRAY, BUFFR or JERES on a vector towards JYO AOA 10,000 climbing 17,000. BUFFR will have control for turns once the aircraft is NW of the AML R-050.

c. BUFFR will receive MTV area prop departures via MCRAY, BUFFR, JERES or MRB (J220/J227/J211/Q178) on a vector towards JYO AOA 10,000 climbing 12,000. BUFFR will have control for turns NW of the AML R-050.

d. SHD departures via JERES, BUFFR, MCRAY or non-RNAV equivalent delivered on course climbing to 11,000. SHD departures via WOOLY# will be delivered direct RAZZA climbing to 11,000 (AOB 90 if TP, AOB 70 if PN).

e. DOV departures via JERES, MCRAY, RAMAY, OTTTO, SCRAM, JDUBB and CLTCH (via the CANNY# SID or non-RNAV routing) will be delivered by DOV RAPCON cleared on course and at 6,000. CHP has control on contact for climbs to 7,000. Once within CHP airspace CHP must merge DOV departures with the TERPZ# stream and handoff as appropriate.

TBL 4-2-1

CHP IFR Departures

Area	A/C Type	Route	To	Altitude	Notes
CHP	Jet	CONLE#/COLIN/FIXET#	MTV-KRANT	140	CONLE#/FIXET# - "Climb via SID"
		Non-RNAV via DAILY/WHINO/COLIN			Vector through CONLE gate Between DCA R-108 and DCA R-124. ZDC Control for west turns on contact.
		TERPZ#. JERES/MCRAY or BUFFR	ZDC (01)	160	TERPZ# "Climb via SID"
		TERPZ#... -or- CLTCH/FLASK/MAULS/GLANC/ OTTTO	MTV-TYSON	170	TERPZ# "Climb via SID"
		Non-RNAV via LDN/AML/CSN/ FLUKY/HAFNR/PAUKI/GVE			Vector through TERPZ gate between EMI R 208 and R-220. MTV control for left turns on contact.
		PALEO	ZDC (19)	140	
		SWANN			
		WOOLY AGARD			
	Prop	BROSS		140	Or lower requested altitude. May be handed off 1000' below Turbojet departure if there is a conflict. If requested altitude is lower, may require handoff to other Potomac sector.
		GRACO			
		J211, J229, Q178		170	
		MRB, ELGEE, V8/V214 BRV, TOMAC, JST, HGR, AMISH, V501, V44	ZDC (01)	140	
		WOOLY AGARD	ZDC (19)	140	
		WOOLY BROSS			
		AML, LDN, RAMAY, OTTTO,	MTV-TYSON		Vector through TERPZ gate between EMI R 208 and R-

		HAFNR, GVE, FLUKY			220. Control for left turns on contact. Apreq props before handoff.
DOV	Jet	CANNY# JERES/MCRAY	ZDC (01)	170	Non-RNAV cleared on course
		CANNY# RAMAY/OTTTO	MTV-TYSON	170	Non-RNAV on vector through TERPZ gate between EMI R 208 and R-220. Control for left turns on contact.
MTV/ADW	ALL	SWANN/PALEO	ZDC (19)	140	From MTV KRANT climbing to 9,000 and on course
MTV/SHD		BUFFR/JERES/MCRAY	ZDC (01)	170	
		WOOLY	ZDC (19)	140	

4-3. IFR Arrivals

a. IFR arrivals to the CHP area will be handed off in accordance with TBL 4-3-1 unless coordinated otherwise. More detailed information can be found in Chapter 8: Intrafacility Procedures.

TBL 4-3-1

IFR Arrivals into CHP Area

Area	A/C Type	Route	From	Altitude	Notes
CHP	Jet	ANTHM#	ZDC (01)	Descend via	Join by BUBBI
		EMI#		150	BUBBI/MUMSY
		MIIDY# or V308 BILIT		110	CHOPS AND 250 kts
		RAVNN#	MTV-KRANT	Descend via	Alternative - RAVNN @60
		IZZEE/LRP.TRISH#	ZNY (A)	100	DRESS
		NUGGY.TRISH#		120	TROYZ
		BAINS.TRISH#	PHL	100	
		MXE	ZNY (A)	120	TROYZ or 40nm N BAL
		RAV/LRP		100	40 nm N BAL
		V378 BAL	PHL	100	Non-RNAV Jet
	Prop	EMI#	SHD-MULRR	50 or 70	
		MXE V378	ZNY (A)	110	
		V308 BILIT	ZDC (54)	80	
		LRP	ZNY (A)	90	
		HAR/PSB		90	
		MXE		110	TORYZ or 40nm N BAL
		V378 BAL	PHL	60, 80 (Tprop) 40 (prop)	
		Other	Multiple	TEC	
	All	On course or direct	DOV	30	

b. IFR arrivals into other PCT areas transitioning through the CHP area will be handed off in accordance with TBL 4-3-2 unless coordinated otherwise. More detailed information can be found in Chapter 8: Intrafacility Procedures.

TBL 4-3-2

IFR Arrivals into other PCT Area/s via CHP

Area	A/C Type	Route	From To	Alt. From To	Notes
MTV	Jet	CLIPR#	ZNY (A) MTV-OJAAY	120 Descend via	CLIPR or 20nm N BAL
		SKILS#		120 Descend via	SKILS or 20nm N BAL
		DEALE#	ZDC (54) MTV-OJAAY	110 Descend via	BILIT
		SPISY#	ZDC (54) MTV-ADWAR	110	
		V308 BILIT or CAPKO		40	
		BAL			
		MXE	ZNY (A) MTV-OJAAY	120	CLIPR or 20nm N BAL
		LRP/PSB		100	SKILS or 20nm N BAL
		V378 BAL	PHL MTV-OJAAY	100 100	Non-RNAV Jet
		MXE.CLIPR# or CLIPR.CLIPR#		100 Descend via	
	Prop	V308 BILIT or CAPKO	Multiple MTV-OJAAY	80 60	
		T358.OBWON.T356.WOOLY.MRB	ZDC (01) MTV-KRANT	80 40	
		MXE	ZNY (A) MTV-OJAAY	110	TROYZ or 40nm N BAL
		LRP		10	
		HAR/PSB		90	
		V378 BAL	PHL MTV-OJAAY	60, 80 (Tprop), 40 (prop)	
	All	SPISY#	DOV MTV-ADWAR	60 40	May clear direct BILIT
SHD	All	V143.MRB	ZDC (01) SHD-MULRR	80 60 or 80	
			ZNY (A) SHD-MULRR	90 40, 60, or 80	AOB 90
	Prop	V143 MRB or ROBRT AML	PHL SHD-MULRR	80	

4-4. IFR Overflights

a. Overflights (aircraft transitioning CHP area but arriving outside of PCT) shall be handed off in accordance with TBL 4-4-1. More detailed information can be found in Chapter 8: Intrafacility Procedures.

TBL 4-4-1

IFR Overflights Through CHP

Area	A/C Type	Route	From To	Alt. From To	Notes
DOV	All	LUNDY.ARLFT# or MRB/WOOLY/SWANN	ZDC (01) DOV	Descend via 50 or 70	Alternative – MRB @150 (jet) or MRB @110 (prop)
		MAULS/THHMP.ARLFT# or COLIN ENO	JRV-CSIDW DOV	70 50 or 70	Descending to
N90	Tprop	BRAND# or V378 MXE ARD V214 METRO	Multiple PHL	130 110 (Tprop) or 50 (prop)	EWR
	Tprop	MAZIE# or V-Airway Equivalent or V433 DQO V3 SBJ V419 or 378 MXE V3 SBJ		130 120 (Tprop) or 50 (prop)	EWR Sats
	All	APPLE# or V-Airway Equivalent		130 120	LGA
PHL	All	DQO		90 (Jet) 50 (Tprop) 40 (prop)	
	Prop	V433 DQO or ODESA OOD		50 (Tprop) 40 (prop)	
	Prop	Other		110 (Jet) 50 (prop)	
	Jet	V433 DQO or ODESA OOD		90	
PHL N Sat		V433 DQO or V419/V378 MXE		110	
PHL S Sat		V322 DQO		50	
PHL N Sat	Tprop	V433 DQO or V419/V378 MXE		50	
PHL S Sat	Prop	V322 DQO		50 (Tprop) 40 (prop)	

4-5. Satellite IFR Departures

a. All satellite IFR departures must be cleared with the climb out instructions in the TBL 4-5-1. If an airport is not covered by this table, climb out instructions must be individually coordinated with the controller responsible for that airport.

b. All Airports other than BWI require an IFR release from CHP controller.

1) BWI has blanket releases as long as the aircraft is released in accordance with the BWI ATCT SOP.

c. The following airports are within the CHP area;

1) Primary
   - **Baltimore Washington International (BWI)**
2) Satellite
   - Annapolis (ANP)
   - **Phillips AAF (APG)**
   - Carrol County/Westminster (DMW)
   - Weide AAF/Edgewood (EDG)
   - **Martin State (MTN)**
   - Ridgeley Airpark (RJD)
   - Suburban (W18)
   - Bay Bridge (W29)
   - Fallston (W42)
   - Essex Skypark (W48)
   - Davis (W50)
   - **Easton (ESN)**
   - Tipton (FME)
   - Montgomery County (GAI)
   - Reservoir (MD95)
   - Baublitz Commercial (9W8)
   - Harford County (0W3)
   - Hoby Wolf/Eldersburg (1W5)
   - Clearview (2W2)
   - Kentmorr Airpark (1W5)
   - Hanover (6W6)

NOTE –

Airports in BOLD denote having an operating control tower.

TBL 4-5-1

Satellite Departure Instructions

Airport	Climb Out Instruction
MTN	CONLE#/TERPZ# SID: Assign initial heading, vectors, maintain 3,000. West/North: Fly heading 290, maintain 3,000. South/East: Fly heading 190, maintain 2,000.
GAI	CONLE#/TERPZ# SID: Assign initial heading, vectors, maintain 3,000. Other: Direct EMI or WOOLY, maintain 3,000.
DMW	CONLE#/TERPZ# SID: Assign initial heading, vectors, maintain 3,000. Other: Direct EMI, maintain 3,000.
2W2	Direct EMI, maintain 3,000.
APG	Fly heading 300, maintain 3,000.
ESN	CONLE#/TERPZ# SID: Assign initial heading, vectors, maintain 2,000. Other: Fly heading 350, maintain 2,000.
ANP	Fly heading 120, maintain 2,000.
W29	Fly heading 120, maintain 2,000.
FME	Fly heading 130, maintain 2,000.
0W3	Fly heading 270, maintain 3,000.

4-6. STARS Scratchpad Entries

a. CHP controllers shall utilize scratchpad entries in conjunction with TBL 4-6-1 for IFR departures.

TBL 4-6-1

CHP STARS Scratchpad Entries for Departures

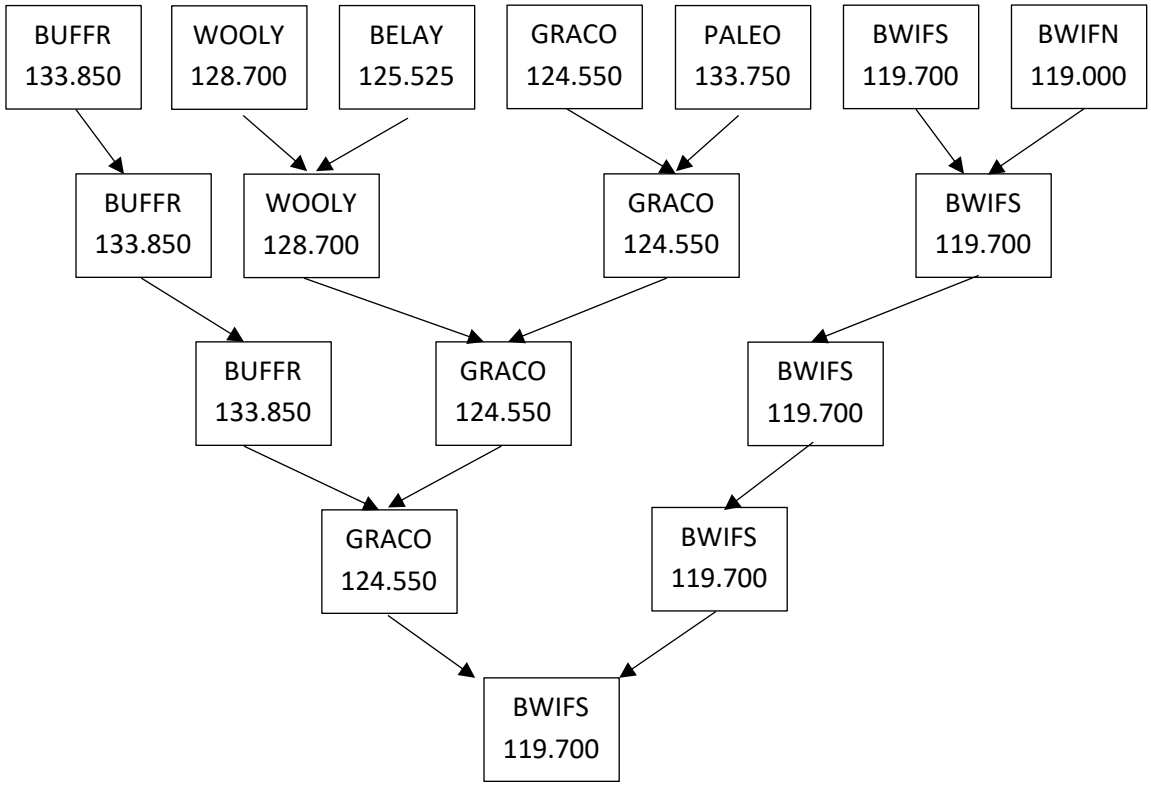
Airport	Via	Scratchpad
BWI	BROSS OOD	OOD
	CONLE#	AME
	CONLE# COLIN V33 FAGED V286 STEIN (landing ORF)	ORF
	FIXET# RAMAY	FRM
	FIXET# OTTTO	FOT
	FIXET# MAULS/FLASK	FCL
	FIXET# GLANC	FSC
	FIXET# RRSIN/MELTN	FJD
	TERPZ# FLASK/MAULS	TCL
	TERPZ# RRSIN/MELTN	TJD
	TERPZ# GLANC	TSC
	TERPZ# OTTTO	TOT
	TERPZ# RAMAY	TRM
	TERPZ# MCRAY	T18
	TERPZ# JERES	T11/T20
	SWANN	SWN
	PALEO	PAL
	PALEO DQO	DQO
	PALEO OOD	OOD
	PALEO SIE	SIE
	PXT	PXT
	SBY	SBY
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

4-7. CHP Sectors

a. The combined CHP sector is BWIFS on 119.7. A feeder/final split is GRACO on 124.55 and BWIFS on 119.7. TBL 4-7-1 depicts other combinations and splits.

TBL 4-7-1

CHP Sector Consolidation



4-7-1. BUFFR

a. Sector Identification – The STARS position symbol for BUFFR is "H" and the assigned frequency is 133.850.

b. Delegated Airspace – BUFFR is delegated the airspace as depicted in FIG 4-7-1.

c. General:

1) BUFFR sequences Potomac departures destined to J220/J221/J227/Q178 via HORTO/BUFFR/JERES.
2) They will have to sequence departures from all three areas and provide adequate in trail spacing.
3) BUFFR also handles the ANTHM/EMI STARs into BWI and provides initial sequencing and instruction.
4) BUFFR has control in SHD-ASPER's airspace for turns to the left on contact and turns to the right leaving 8,000.

5) BUFFR has control for turns toward their airspace for jets and props handed off by TYSON routed over J220/J227/J211/Q178 northwest of the AML R-050.

TBL 4-7-1

To BUFFR From

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (01)	Jet	ANTHM#	Descend via	Join by BUBBI
		EMI#	150	@BUBBI/MUMSY
		DOV via ARLFT# or MRB	150	@BUBBI
MTV-TYSON	Jet	RNAV via HORTO#/LINCN#	AOA 110 ↑ to 170	On SID or direct HORTO. Control for turns NW of AML R050
		Non-RNAV via J220/J227/J211/Q178	AOA 110 ↑ to 170	Vector towards JYO. Control for turns NW of AML R050
	Prop	J220/J227/J211/Q178	AOA 110 ↑ to 120	
SHD-ASPER	ALL	MRB Req. 110-170	110	Direct MRB
	RNAV Jet	JERES# or MCRAY#	110	Direct IDORE/HAYGR to join SID
	Non-RNAV-Jet	Q178, J211, J220, J227 (BUFFR, MCRAY, JERES)	110	On a vector between MRB and FDK
BELAY	ALL	BUFFR/Q178	AOA 120 ↑ 160	TERPZ# - Climb via SID Other – On Q178 or direct BUFFR. Control for turns and climbs west of WOOLY intersection.

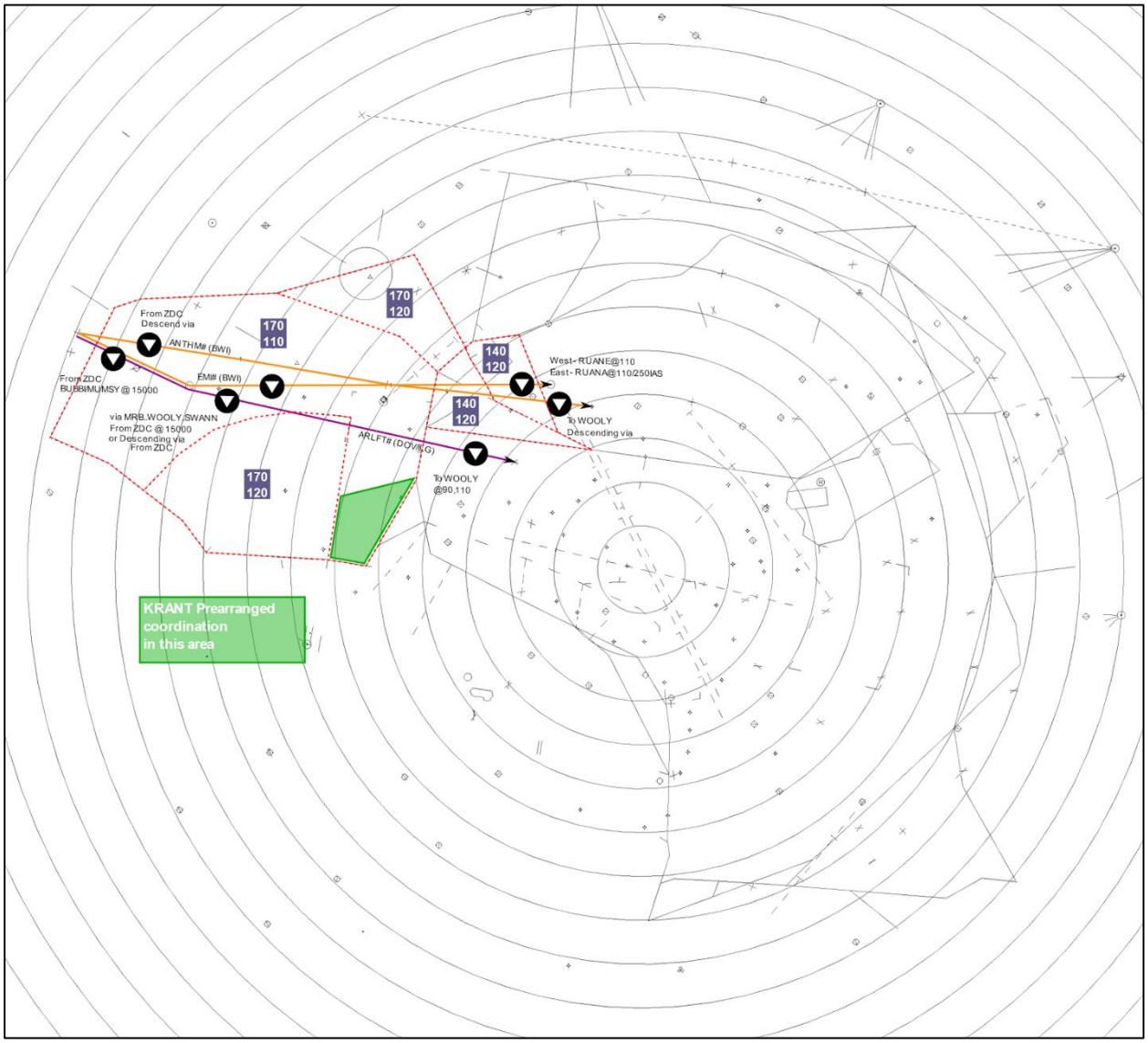
TBL 4-7-2

From BUFFR To

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (01)	All	MCRAY, JERES, BUFFR, J211, J220, J227	170	On Course. Props may be handed of at 160 with coordination
BELAY	RNAV Jet	ANTHM#	Descend via	
	Non-RNAV Jet	EMI#	110	@RUANE. 250 kts when landing east.
	Jet	Landing DOV	110	

FIG 4-7-1

BUFFR



4-7-2. WOOLY

a. Sector Identification – The STARS position symbol for WOOLY is “W” and the assigned frequency is 128.700.

b. Delegated Airspace – WOOLY is delegated the airspace as depicted in FIG 4-7-2 and FIG 4-7-3.

c. General:

1) WOOLY (WOOLY+BELAY) handles arrivals via the CLIPR/SKILS STARs to DCA and the TRISH STAR into BWI.
2) Briefly handle ANTHM/EMI arrivals from BUFFR. Provide final sequencing and in-trail spacing before handing off to BWIFS.
3) WOOLY also handles north and west BWI departures.

TBL 4-7-3

To WOOLY From

Sector	Type	Dest/Route	Altitude	Heading/Information
ZNY (A)	Jet	IZZEE/LRP TRISH#	100	@DRESS
		NUGGY TRISH#	120	@TROYZ
		CLIPR#		@CLIPR or 20nm N BAL
		SKILS#		@SKILS or 20nm N BAL
	Prop	MXE V378	110	
PHL	Jet	Landing DCA/BWI	AOB 100	
SHD-ASPER	RNAV Jet	WOOLY#	110	Direct RAZZA to join. WOOLY has control for turns and climb to 10000.
		HIICH#	110	On SID. WOOLY has control for turns and climb to 10000.
	All	WOOLY (non-RNAV)	AOB 110 (Jet) AOB 100 (Tprop) AOB 70 (Prop)	Vector to join radial. WOOLY has control for turns.
BUFFR	RNAV Jet	ANTHM#	Descend via	
	Non-RNAV Jet	EMI#	110	@Ruane. 250 kts when landing east.
	Jet	Landing DOV	110	
SHD-MULRR	Prop	EMI#	50 or 70	

TBL 4-7-4

From WOOLY To

Sector	Type	Dest/Route	Altitude	Heading/Information
MTV-OJAAY	Jet	CLIPR#/SKILS#	Descend via	
MTV-OJAAY CHPE	Prop	MTV via BAL	60	
BWIFS CHPE	All	From north, RWY 28, 33R	40	Vector towards FINNZ, control for turns and descent.
	RNAV Jet	ANTHM#/TRISH# to 33L	Descend via	
	Other	RWY 33L	50	Vector towards FINNZ in trail with ANTHM/TRISH.
	All	From south RWY 10	30	Vector towards BAL.
	RNAV Jet	ANTHM#/TRISH# to 10	Descend via	

BWIFS CHP W	Other	RWY 10	50 ↓40	Vector towards STARZ in trail with ANTHM/TRISH.
	All	From south, RWY 33L	20	Vector towards FME
BWIFS	All	From south, secondary RWYs 28, 33R, 15R, 15L	30	Vector towards SLOAF
BUFFR	All	BUFFR/Q178	AOA 120 ↑ 160	TERPZ# - Climb via SID Other – On Q178 or direct BUFFR. Control for turns and climbs west of WOOLY intersection.
		JERES/J211/J220/J227		TERPZ# - Climb via SID Other – Vector towards fix. Control for turns and climbs west of WOOLY intersection.
SHD-MULRR	All	SHD arrivals via WOOLY MRB or V143 MRB	80, 60, 40*	Control for left turns and descent. *40 ok for V143 only.
MTV-TYSON	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	AOA 110 ↑ 170	Between EMI R208 and R220 TYSON control for left turns on contact.
	Prop	AML J149, LDN, RAMAY, OTTTO, HAFNR, GVE, FLUKY, MOL	AOA 150 ↑ 170 Req AOA 180	Between EMI R208 and R220 TYSON control for left turns on contact. Required APREQ.
MTV-KRANT CHP W	All	BWI dep landing MTV	40	Vectors towards BELTS. Control for turns west of BAL R-180 and south of BAL R-290.
		V265 landing MTV		On V265. Control for turns west of BAL R-180 and south of BAL R-290.
GRACO	All	Landing PHL, TEB, etc.	AOB 130	Can route direct SWANN
	Jet	Landing DOV	90, 110	Control for descent.

FIG 4-7-2

WOOLY East

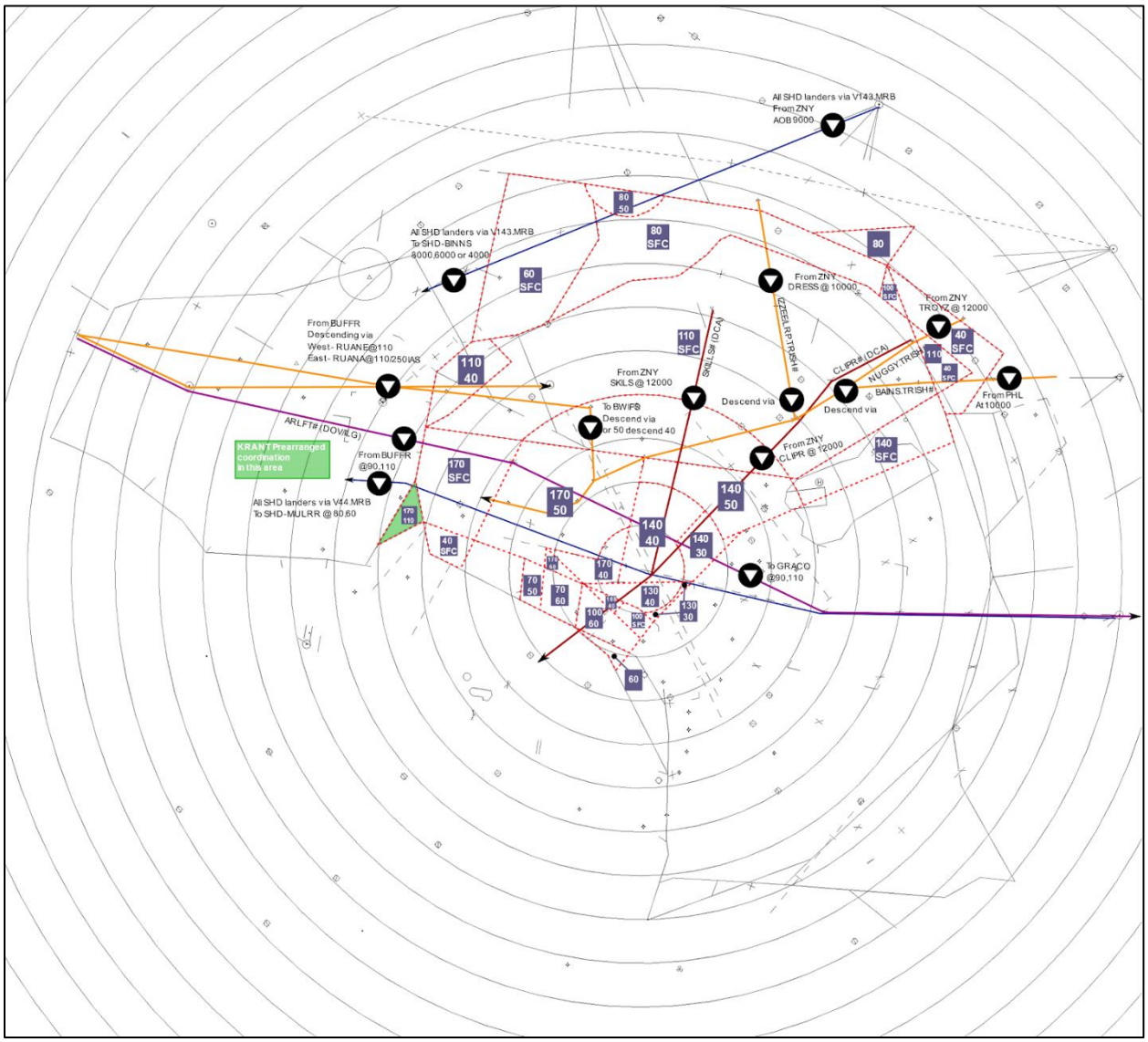
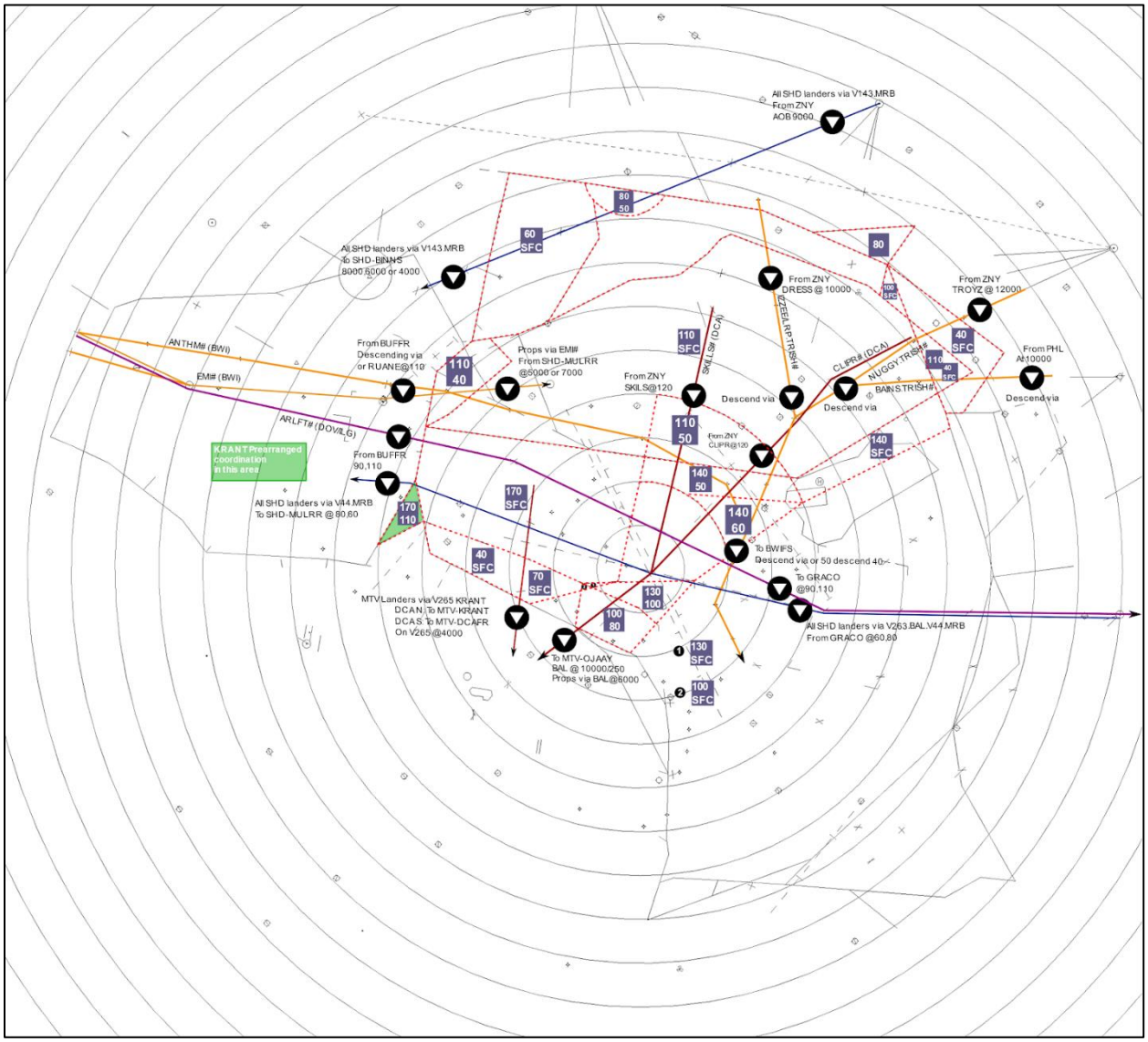


FIG 4-7-3

WOOLY West



4-7-3. GRACO

a. Sector Identification – The STARS position symbol for GRACO is “G” and the assigned frequency is 124.550.

b. Delegated Airspace – GRACO is delegated the airspace as depicted in FIG 4-7-4 and FIG 4-7-5.

c. General:

1) GRACO (GRACO+PALEO) covers the eastern portion of CHP and is responsible for arrivals over BILIT (DEALE STAR to DCA and MIIDY STAR into BWI).

2) GRACO is responsible for departures via SWANN, PALEO, and COLIN.

3) GRACO provides some intermediate sequencing on arrivals to N90 satellites (such as TEB)

TBL 4-7-5

To Graco From

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (19)	Jet	MIIDY# or V308 BILIT	110/250 kts	@CHOPS
		DEALE#	110	@BILIT
		SPISY#		
		V308 BILIT CAPKO		
	Prop	CHP via V308 BILIT	80	
		MTV via V308 BILIT CAPKO		
ZDC (19)	Tprop	EWR via BRAND# or V-Airway	130	@LOUIE
	Tprop	EWR Sat via MAZIE# or V-Airway		
	Prop	LGA via APPLE# or V-Airway		
BELAY CHP W	Prop	MTV arrival via BAL	60	On route, level at 6,000.
MTV-KRANT	Prop	Departure via PALEO/DOCTR/SWANN	AOA 60 ↑ 90	Climb 90 or lower requested.
	Jet	ADW departure via PALEO/DOCTR/SWANN	AOA 60 ↑ 110	
JRV-CSIDW	Jet	CHP arrivals	50, 70, 90	Direct LOUIE.
	Prop		50, 70	
	All	DOV via ARLFT#	↓70	
BELAY	All	Landing PHL, TEB, etc.	AOB 130	
	Jet	Landing DOV	90, 110	Control for descent.

TBL 4-7-6

From Graco To

Sector	Type	Dest/Route	Altitude	Heading/Information
BWIFS CHP W	RNAV Jet	MIIDY#	Descend via	Control for turns and descent on contact.
	Prop + non RNAV Jet	RWY 33L	50	Direct JANNS or vector towards JANNS.
	All	RWYs 33R, 28	30	Vector towards FAC. Control for turns and descent on contact.
BWIFS CHP E	RNAV Jet	MIIDY#	Descend via	Control for turns and descent on contact.
	Prop + non RNAV Jet	RWY 10	50	Direct NAVEY or vector towards NAVEY.
	All	RWYs 15L, 15R	40	Vector towards MTN. Control for turns and descent on contact.
	Jets	CONLE# or FIXET#		On SID or direct CONLE

MTV-KRANT			AOA 110 ↑ 140	Control for west turns on contact.
		WHINO/COLIN		Vector between DCA R-108 and DCA R-124 then direct WHINO. Control for West turns on contact.
	Props	Landing DCA + SATs BILIT CAPKO or V308 BILIT	40	
	All	ADW via SPISY#	40	On STAR.
MTV-OJAAY CHPW	Prop	MTV via BAL	60	
	Jet	DEALE# or BILIT DEALE	100	On STAR/route.
DOV	All	Landing DOV/ILG	50, 70	
PHL	All	V433 DQO or ODESA OOD	90 (Jet) 50 (Tprop) 40 (Prop)	
PHL N SATs	All	V433 DQO or V419/V378 MXE	110 (Jet) 50 (Tprop + prop)	
PHL S SATs	All	V322 DQO	50 (Jet + Tprop) 40 (Prop)	
LGA	Tprop	APPLE#	120	
EWR	Tprop + Prop	BRAND# (Tprop) or V378 MXE ARD V214 METRO	110 (Tprop) 50 (Prop)	
EWR SATs	Tprop + Prop	MAZIE# (Tprop) or V433 DQO V3 SBJ V419 or V378 MXE V3 SBJ	120 (Tprop) 50 (Prop)	
DOV	All	ODESA OOD V312 CYN		

FIG 4-7-4

GRACO East

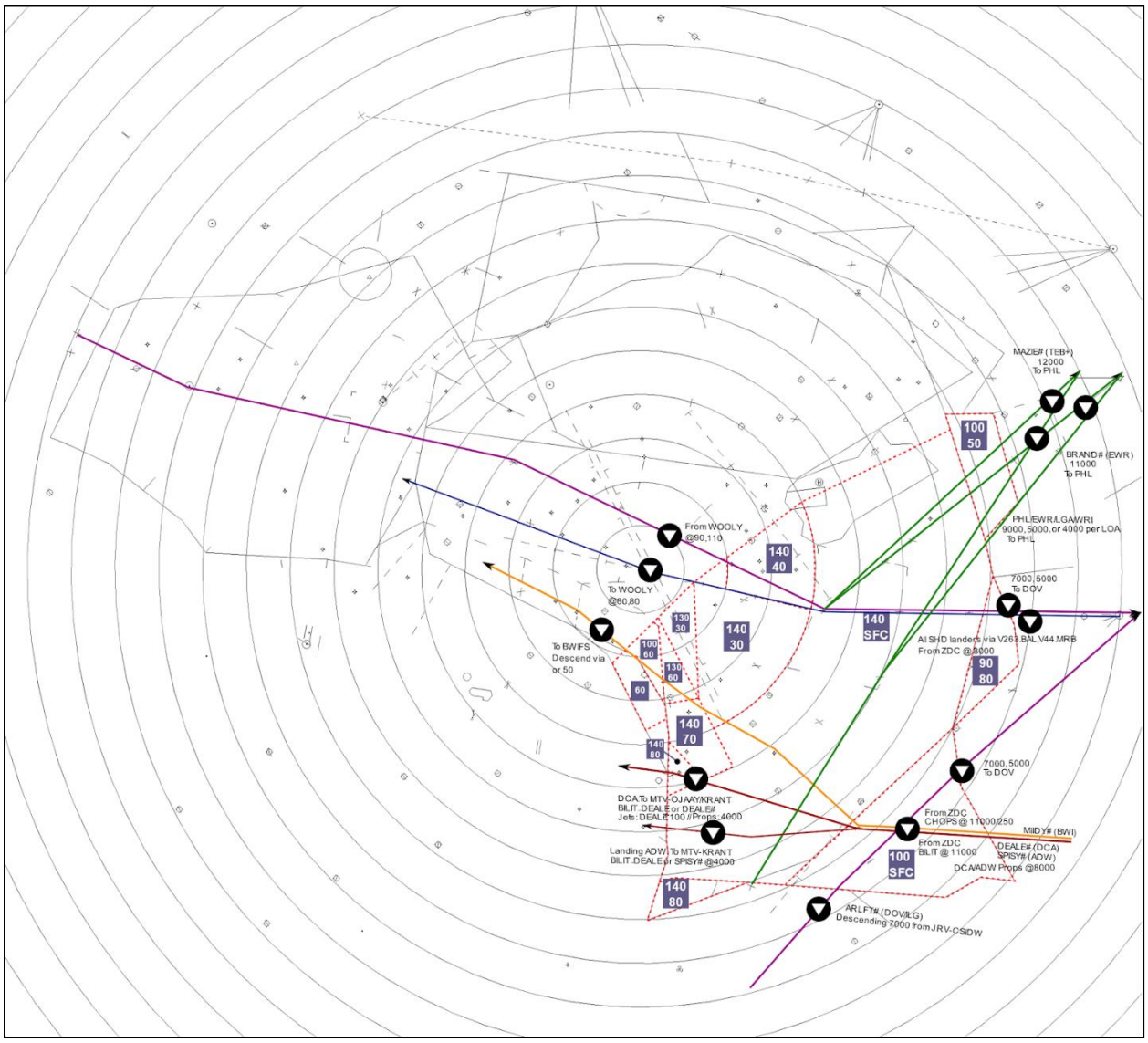
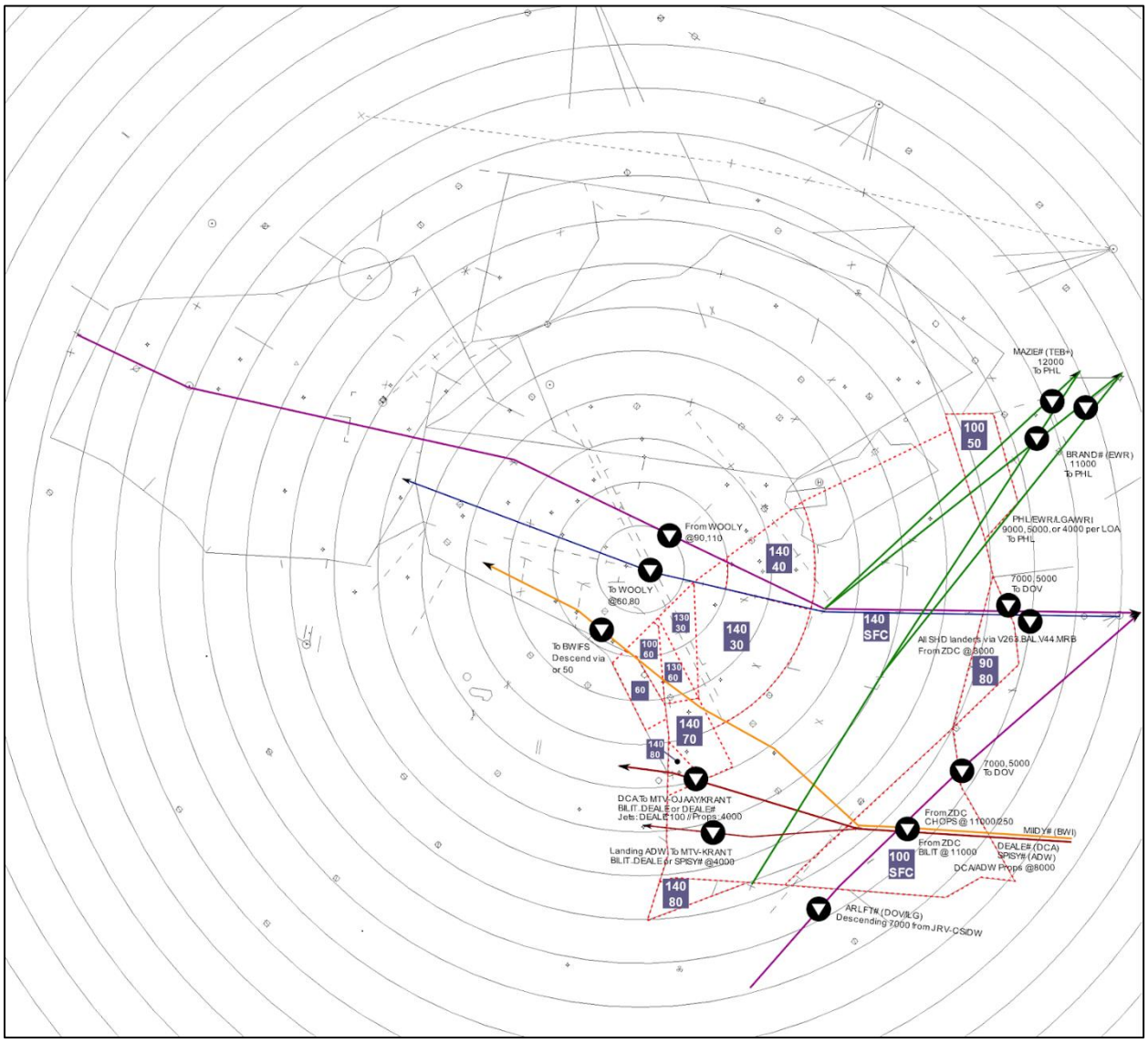


FIG 4-7-5

GRACO West



4-7-4. BWIFS

a. Sector Identification – The STARS position symbol for BWIFS is “S” and the assigned frequency is 119.700.

b. Delegated Airspace – BWIFS is delegated the airspace as depicted in FIG 4-7-6 and FIG 4-7-7.

c. General:

1) BWIFS (BWIFS+BWIFN) is the combined final approach position.
2) BWIFS receives direct handoffs of RAVNN STAR arrivals from MTV (DEALE) as well as all other BWI and some satellite arrivals from other CHP sectors.
3) All handoffs should go to BWI LC.

TBL 4-7-7

To BWIFS From

Sector	Type	Dest/Route	Altitude	Heading/Information
GRACO	RNAV Jet	MIIDY#	Descend via or 50	
	Prop + non RNAV Jet	RWY 33L or RWY 10	40	
	All	RWYs 33R, 28 or RWYs 15L, 15R	30	
BELAY	All	From north, RWY 28, 33R	40	
	RNAV Jet	ANTHM#/TRISH# to 33L or 10	Descend via or 50	
	All	RWY 33L or RWY 10	40	
	All	From south RWY 10 or RWY 33L	30	
	All	From south, secondary RWYs 28, 33R, 15R, 15L	30	
MTV-DEALE	Jets	RAVNN#	60	@RAVNN

TBL 4-7-8

From BWIFS To

Sector	Type	Dest/Route	Altitude	Heading/Information
BWI ATCT	All	On final	AOB 40	Cleared for approach

FIG 4-7-6

BWIFS East

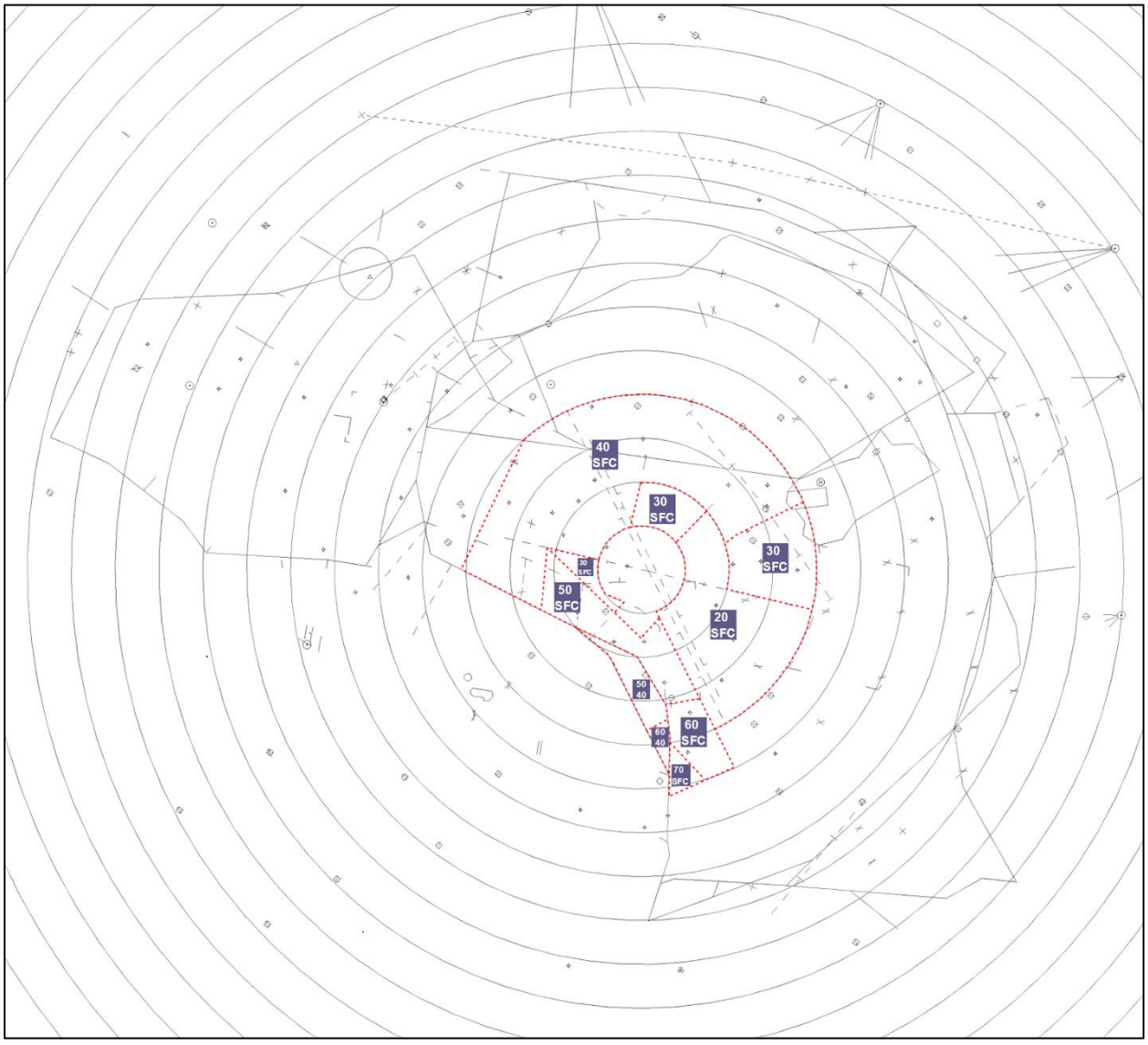
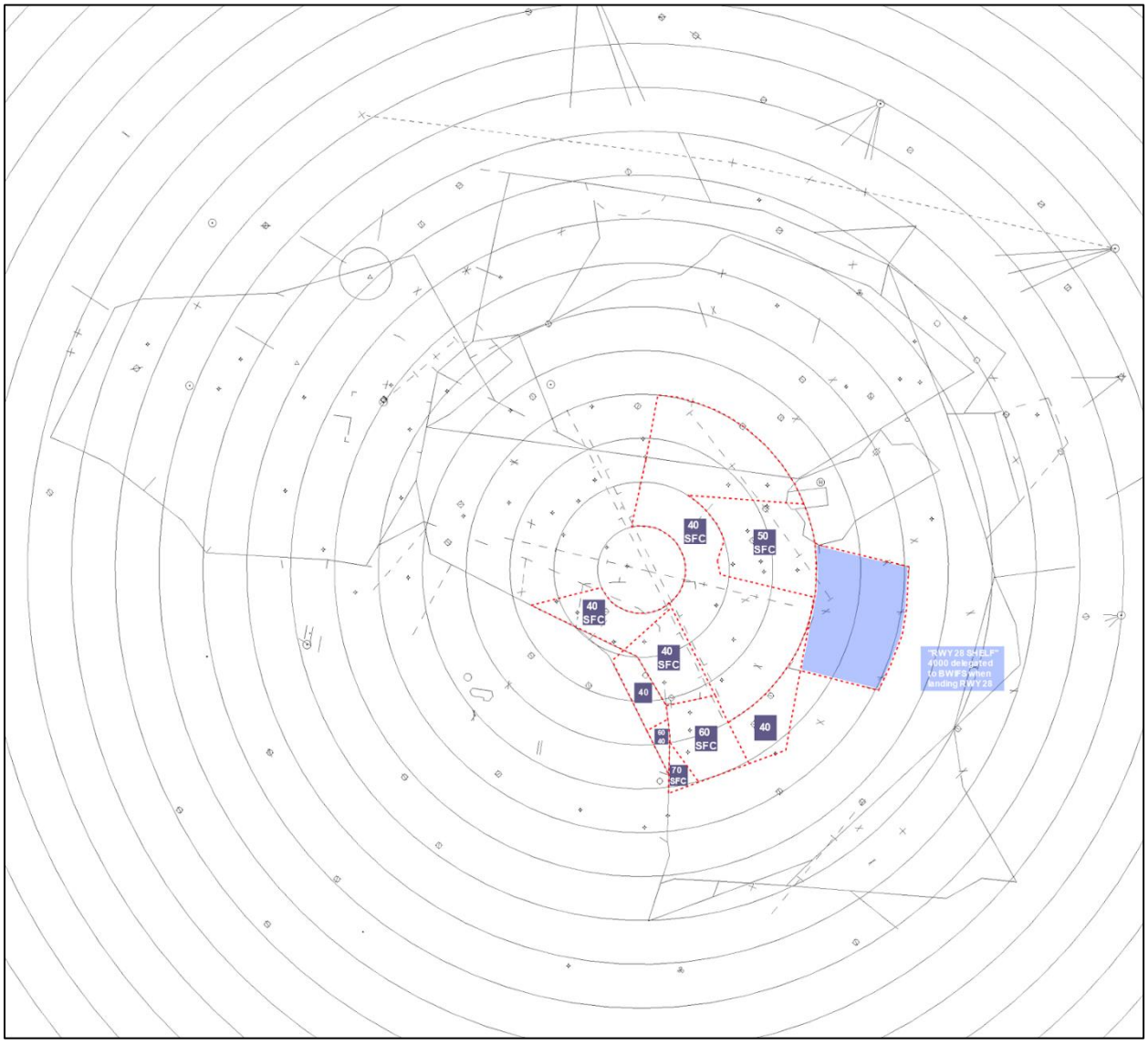


FIG 4-7-7

BWIFS West



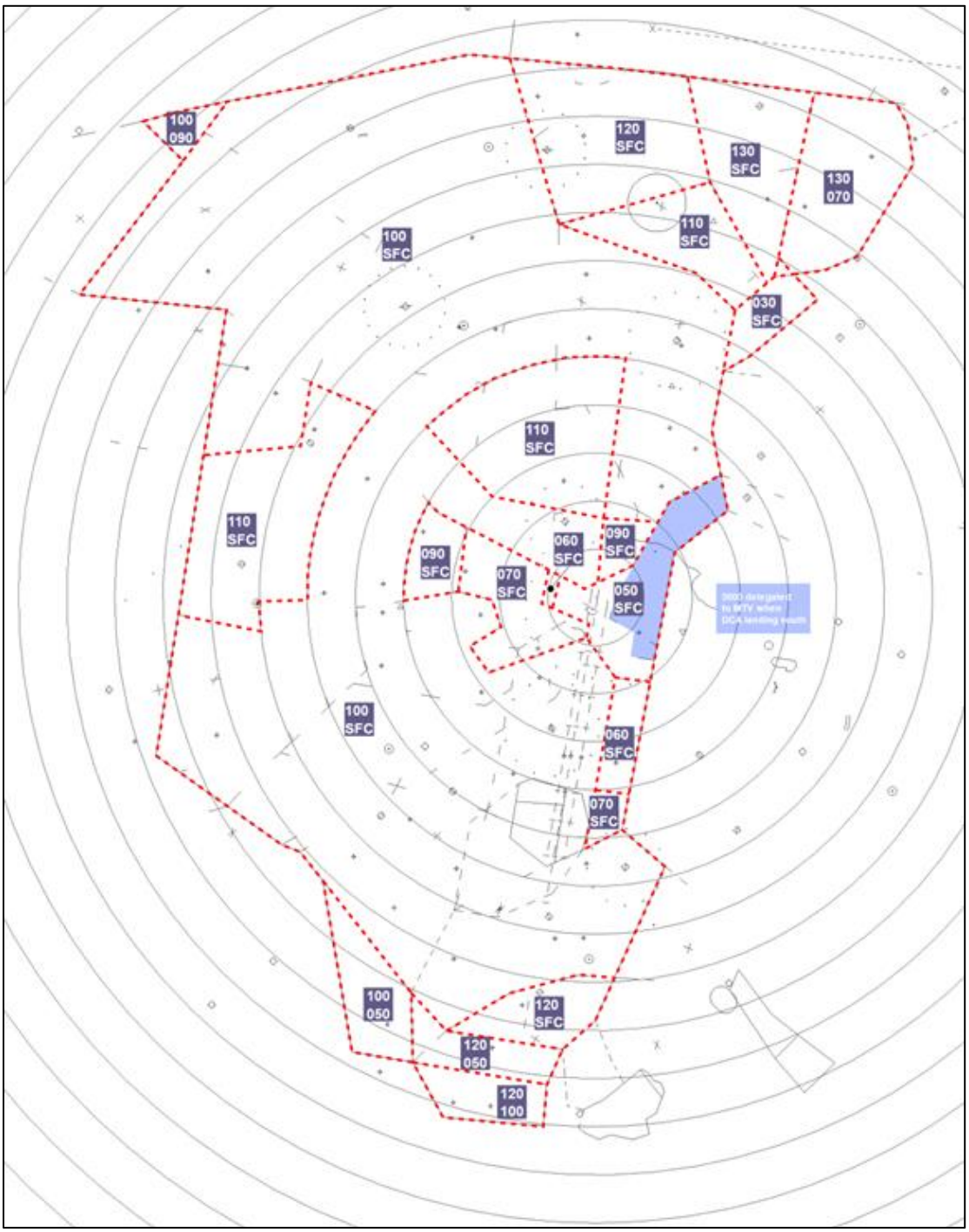
Chapter 5. Shenandoah Area (SHD)

5-1. Airspace

a. The Shenandoah area is delegated the airspace depicted in FIG 5-1-1

FIG 5-1-1

SHD Combined Airspace



5-2. IFR Departures

a. Departures climbing through the SHD area must be issued altitudes according to the TBL 5-2-1 and handed to the appropriate sector. Appendix A contains a memory aid with a visual representation of these routes.

b. RNAV departures via these fixes or radar vectors to join an applicable route are subject to the same altitude requirements.

c. Prop and turboprop departures must be handed off climbing to their assigned cruise altitude or 1,000 feet below the relevant altitude for their departure gate unless coordinated otherwise with the next sector.

d. Satellite departures shall be vectored in-trail with IAD departures and handed off to the next sector in accordance with TBL 5-2-1.

e. Non-RNAV departures, in general, must be cleared on course prior to handoff to the next sector unless coordinated otherwise.

1) Certain departure fixes, such as non-RNAV turbojets via SWANN, PALEO and DAILY, must be delivered on a heading to the next sector.

TBL 5-2-1

IFR Departures

Area	A/C Type	Route	To	Altitude	Notes
SHD + SATs	All	LDN/OTTTO/RAMAY	MTV-LURAY	100	On SID or vector towards fix (coordinated)
		JCOBY# or via SWANN/AGARD/COLIN	MTV-KRANT	100	Direct RIGNZ (JCOBY#) or vector through C-gate (non RNAV)
		JERES or MCRAY	CHP-BUFFR	110	Direct HAYGR (MCRAY#) or IDORE (JERES#) or vector (non-RNAV)
		JDUBB/SCRAM/CLTCH	MTV-FLUKY	100	Direct HAFNR (JDUBB#), POOCH (SCRAM#) or BUTRZ (CLTCH#), or vector (non-RANV)
		WOOLY# or WOOLY SWANN/AGARD OR HIICH#	CHP-BELAY	110 (Jet), 100 (Tprop), AOB 70 (Prop)	Direct RAZZA (WOOLY#) or vector towards RAZZA HIICH# on SID

5-3. IFR Arrivals

a. IFR arrivals to the SHD area will be handed off in accordance with TBL 5-2-2 unless coordinated otherwise. More detailed information can be found in Chapter 8: Intrafacility Procedures.

TBL 5-2-2

IFR Arrivals into SHD Area

Area	A/C Type	Route	From	Altitude	Notes
SHD + SATs	Jet	CAVLR#	ZDC (36)	Descend via	Join by BNTLY
		COATT#		OGATE@130	
		HVQ/BKW.GIBBZ#	ZDC (01)	Descend via	Join by OTTTO
		MGW.GIBBZ#		Descend via	Join by MOSLE
		DOCCS#		11000/250IAS	Join by LDN In-trail with HVQ/BKW.GIBBZ#
		HYPER#	ZNY (A)	LIRCH@14000	
		DELRO#			
		MAPEL#		DAFIX@12000	
		PRIVO#			
		WIGOL# (SWAP Only)	JRV-CHOWE	70	
	All	TRSTN#	JRV-FLTRC	40-100	Even altitudes
SHD	Prop	COATT#	JRV-FLTRK	60	
		DOCCS#	ZDC (01)	AOB 80 ↓ 70	
		SEG#/LEGGO#	ZNY (A)	90	
		DELRO#		120	
		WOOLY..MRB	CHP-WOOLY	80 or 60	
		V143.MRB	CHP-WOOLY	AOB 80	
		WIGOL# (SWAP Only)	JRV-CHOWE	70	

5-4. Simultaneous ILS Approaches (SIMULS)

a. These procedures allow IADFE and IADFW to operate independently of each other when conducting SIMULS at IAD.

5-4-1. Pullouts

a. When an aircraft on the final approach course is observed penetrating, or, in the controller's judgment, will penetrate the No-Transgression-Zone (NTZ), the controller responsible for the aircraft at the time will instruct the aircraft to return to the correct final approach course immediately. Traffic alert phraseology specified in FAAO 7110.65 shall be used.

b. When a pullout has entered the lateral confines of IAD ATCT airspace, apply the following:

1) East runway - Pull-outs shall be turned at least 30 but no more than 90 degrees away from the No-Transgression-Zone (NTZ) and climbed to 2,000 feet.

2) West runway (South) – pull-outs shall be turned right heading 220 and climbed to 4,000 feet.
3) West runway (North) – pull-outs shall be turned left heading 340 and climbed to 4,000 feet.

c. When a turn off the final approach course must be initiated to ensure separation, timely coordination must be affected with all appropriate controllers.

5-4-2. North Operation

a. MULRR shall feed IADFE on the east downwind at 4,000 feet.

b. MANNE shall feed IADFW on the west downwind at 6,000 feet.

c. BARIN feed:
1) When landing 1L/1C BARIN shall feed aircraft to IADFW on a heading to join the runway 1L localizer level at 6,000 feet, and to IADFC established on the 1C localizer descending to 7,000 feet.
2) When landing 1C/1R BARIN shall feed aircraft to IADFC established on the 1C localizer descending to 7,000 feet, and to IADFE on a heading to join the 1R localizer level at 4,000 feet.
3) When landing 1L/1R BARIN shall feed aircraft to IADFW established on the 1L localizer descending to 6,000 feet, and to IADFE on a heading to join the 1R localizer level at 4,000 feet.

d. IADFE/IADFC/IADFW - North Simultaneous ILS Altitude Separation during Turn-On: Standard separation shall be maintained until aircraft are established on the appropriate localizer prior to either the capture box and the adjacent intersection, or prior to the adjacent intersections using the altitudes in TBL 5-4-1 and FIG 5-4-1.

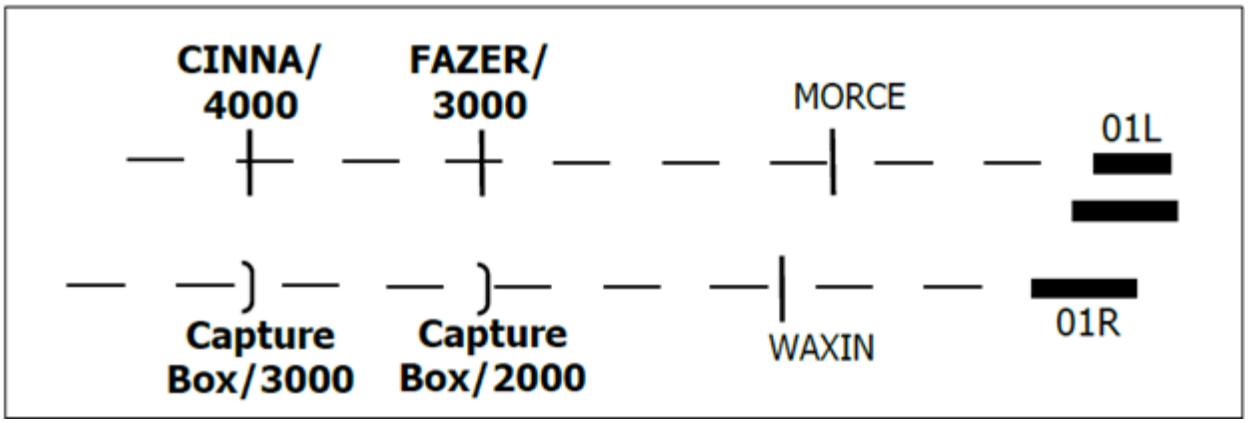
TBL 5-4-1

North Simultaneous ILS Altitude Separation

Runway Configuration	**Established on the Localizer Prior to:**		**Altitude**
01L/01C	A	Capture Box Abeam LUSIE	AOB 30
		LUSIE	AOA 50
	B	CINNA	AOB 40
		LUSIE	AOA 50
01L/01R	A	Capture Box Abeam CINNA	AOB 30
		CINNA	AOA 40
	B	Capture Box Abeam FAZER	AT 20
		FAZER	AOA 30
01C/01R	PEPRR		AOA 39
	Capture Box Abeam PEPRR		AOB 29

FIG 5-4-1

Example of Capture Box Altitudes (01L/01R)



5-4-3. South Operation

a. MULRR feed:

1) When landing runways 19R/19C, MULLR shall feed aircraft to IADFW established on the runway 19R localizer level at 6,000 feet, and to IADFC on a heading to join the runway 19C localizer descending to 7,000 feet.
2) When landing runways 19C/19L, MULLR shall feed aircraft to IADFC established on the runway 19C localizer descending to 7,000 feet, and to IADFE on a heading to join the runway 19L localizer level at 4,000 feet.
3) When landing runways 19R/19L, MULLR shall feed aircraft to IADFW established on the runway 19R localizer descending to 6,000 feet, and to IADFE on a heading to join the runway 19L localizer level at 4,000 feet.

b. MANNE shall feed IADFW on the west downwind at 6,000.

c. BARIN shall feed IADFE on the east downwind at 4,000.

d. IADFW/IADFC/IADFE - South Simultaneous ILS Altitude Separation Prior to Turn-On: Standard separation must be maintained until aircraft are established on the appropriate localize prior to the capture box and the adjacent intersection, or prior to adjacent intersections using the following altitudes in TBL 5-4-2 and FIG 5-4-2.

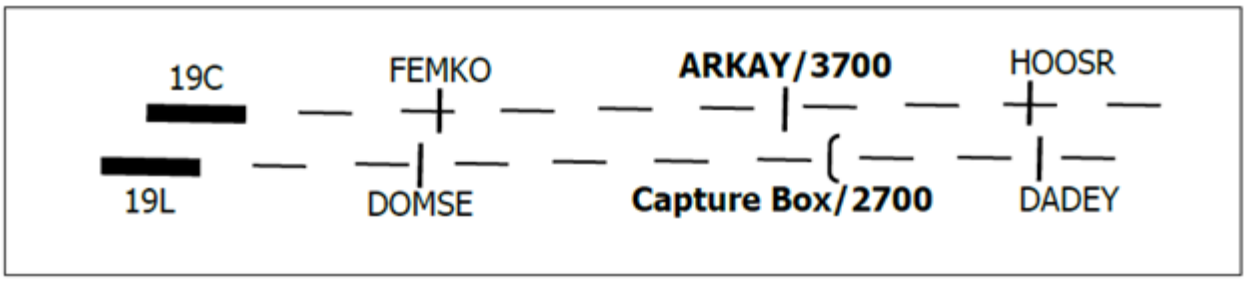
TBL 9-4-1

South Simultaneous ILS Altitude Separation

Runway Configuration	Established on the Localizer Prior to:		Altitude
19R/19C	A	BEEZY	AOB 40
		HOOSR	AOA 50
	B	Capture Box Abeam ARKAY	AOB 27
		ARKAY	AOA 30
19C/19L	A	DADEY	AOB 30
		HOOSR	AOA 50
	B	Capture Box Abeam ARKAY	AOB 27
		ARKAY	AOA 37
19R/19L	A	BEEZY	AOA 40
		Capture Box Abeam BEEZE	AOB 30
	B	LAUGH	AOA 30
		Capture Box Abeam LAUGH	AT 20

FIG 9-4-1

Example of Capture Box Altitudes (19C/19L)



5-5. Satellite IFR Departures

a. All satellite IFR departures must be cleared with the climb out instructions in the TBL 5-5-1. If an airport is not covered by this table, climb out instructions must be individually coordinated with the controller responsible for that airport.

b. All Airports other than IAD require an IFR release from SHD controller.

1) IAD has blanket releases as long as the aircraft is released in accordance with the IAD ATCT SOP.

c. The following airports are within the SHD area;

1) Primary
   - **Washington Dulles International (IAD)**
2) Satellite
   - Culpeper (CJR)
   - Shannon (EZF)
   - **Frederick (FDK)**
   - Front Royal (FRR)
   - **Manassas (HEF)**
   - **Hagerstown (HGR)**
   - Warrenton/Fauquier (HWY)
   - **Leesburg (JYO)**
   - **Martinsburg (MRB)**
   - **Turner Field/Quantico (NYG)**
   - Winchester (OKV)
   - Stafford (RMN)
   - Gettysburg (W05)
   - Berkley Springs (W35)
   - Airlie (2VA9)
   - Upperville (2VG2)

NOTE –

Airports in BOLD denote having an operating control tower.

TBL 5-5-1

Satellite Departure Instructions

Airport	Climb Out Instructions
JYO	CLTCH#/JDUBB#/SCRAM#: Via SID, enter controlled airspace heading 300, maintain 3000. POTMC# SID: Via SID, climb via SID. No SID: Fly heading 300, maintain 3,000.
HEF	ARSNL#: Via SID, climb via SID. GABBE#/HIICH# SID: Via SID, transition. Maintain 3,000.
MRB	CLTCH#/JDUBB#/SCRAM#: Via SID, assign heading, maintain 4,000. TRIXY5# SID: Via SID, transition. Climb via SID except maintain 4,000. No SID: Fly assigned heading, maintain 4,000
OKV	CLTCH#/JDUBB#/SCRAM#: Via SID, assign heading, maintain 4,000. No SID: Direct LDN, maintain 4,000 -or- Direct MRB/COGAN, maintain 5,000
NYG	Direct BRV, maintain 3,000
EZF	Direct BRV, maintain 3,000
2VG2	Direct COGAN, maintain 4,000
CJR	Direct CSN, maintain 3,000
HWY	Direct CSN, maintain 3,000
2VA9	Direct CSN, maintain 3,000
FRR	Direct MRB MRB R-216 HOAGE, maintain 5,000 -or- Direct COGAN, maintain 4,000
RMN	Direct BRV, maintain 3,000
HGR	Direct HGR, maintain 4,000
W05	Direct HGR, maintain 4,000
W35	Direct HGR, maintain 4,000

5-6. STARS Scratchpad Entries

a. SHD controllers shall utilize scratchpad entries in conjunction with TBL 5-6-1 for IFR departures.

TBL 5-6-1

STARS Scratchpad Entries for Departures

Airport	Via	Scratchpad
IAD	JDUBB# JDUBB BNTLY WAIKS (Landing ORF)	ORF
	CLTCH#	CLH
	JCOBY# COLIN	AME
	JCOBY# SWANN	SOK
	JCOBY# AGARD	DCR
	JDUBB#	JDB
	BUNZZ#	RAM
	JERES# JERES J211	JS1
	JERES# JERES J220	JS2
	MCRAY#	MCR
	RNLDI#	OTO
	SCRAM#	SCR
	WOOLY#	WOL
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

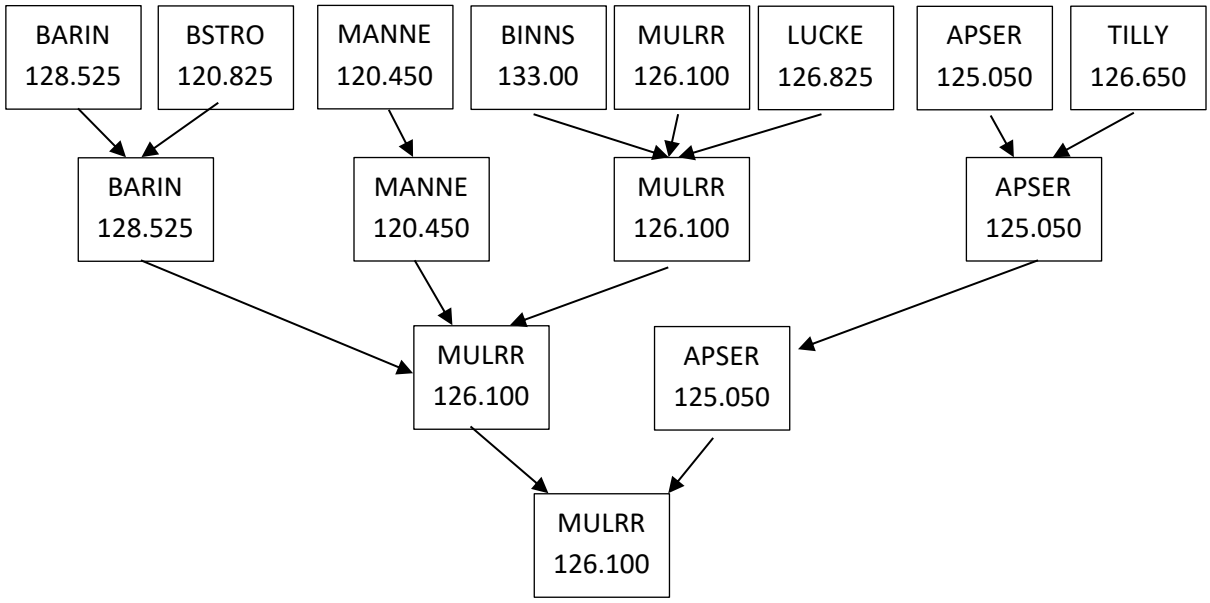
5-7. SHD Areas

a. The combined SHD sector is MULRR 126.1. A approach/departure split is MULRR on 126.1 and ASPER on 125.05. TBL 5-7-1 depicts other combinations and splits.

b. IADFE, IADFW, IADFC and RCOLA (if open) may be split or combined as dictated for an event.

TBL 5-7-1

Sector Consolidation



5-7-1. BARIN

a. Sector Identification – The STARS position symbol for BARIN is "3B" and the assigned frequency is 128.525.

b. Delegated Airspace – BARIN is delegated the airspace as depicted in FIG 5-7-1 and FIG 5-7-2.

c. General:

1) Primary feeder for CAVLR/COATT arrival streams.
2) Receives jet arrivals from ZDC or JRV-CHOWE and JRV-FLTRK and shall provide adequate sequencing before handing off to the final/s controller.
3) BARIN serves as primary arrival and departure controller for HEF.

TBL 5-7-2

To BARIN From

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (36)	Jet	CAVLR#	Descend via	Join by BNTLY.
		COATT#	130	@OGATE in trail with CAVLR# as one.
JRV-FLTRK	Jet	Landing IAD	80	Direct OGATE/BNTLY for COATT#/CAVLR#. Control for turns/descent.
	Prop		60	
	All	Landing MRB, HGR, Sats	40,60,80,100	RNAV-On TRSTN# STAR Non-RNAV- CSN direct.
JRV-CHOEA	All	WIGOL#	70	Non-RNAV included.

ASPER	All	Departures via CSN/FLUKY	AOB 100	Req QOB 120
MANNE	All	Landing MTV area	AOB 70	TIKEE# or CSN
MANNE IAD N	Prop	Landing IAD	50	Vector towards MIKEJ

TBL 5-7-3

From BARIN To

Sector	**Type**	**Dest/Route**	**Altitude**	**Heading/Information**
IADFE IAD S	All	Landing IAD	40	East downwind.
IADFE IAD N	All	Landing IAD RWY 01R	40	On heading to intercept LOC.
IADFC IAD N	All	Landing IAD RWY 01C	70	On LOC.
IADFW IAD N	All	Landing IAD RWY 01L	60	On LOC.
RCOLA	All	Landing IAD RWY 12	40	From SW – Vector towards KNUCK.
			60	From S – Direct CSN of vector.
TILLY	All	GABEE#	↑50	On SID, non-RNAV on vector Control for turns.
		HIICH#	↑30	
MANNE	All	TRSTN#	60,80,100	On route.
MTV-TYSON DCA S	All	TIKEE# or CSN direct	50	On STAR or heading 090

FIG 5-7-1

BARIN North

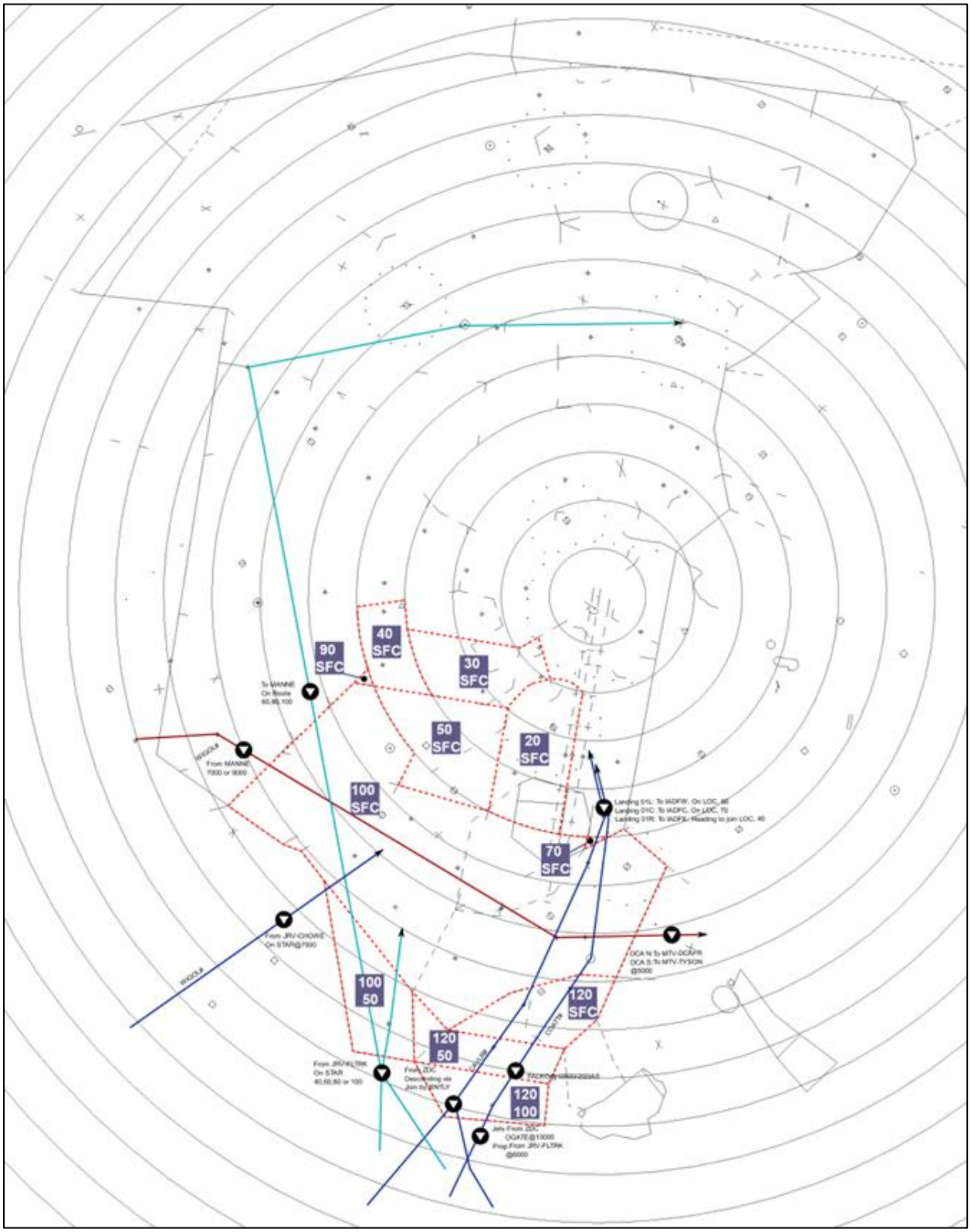
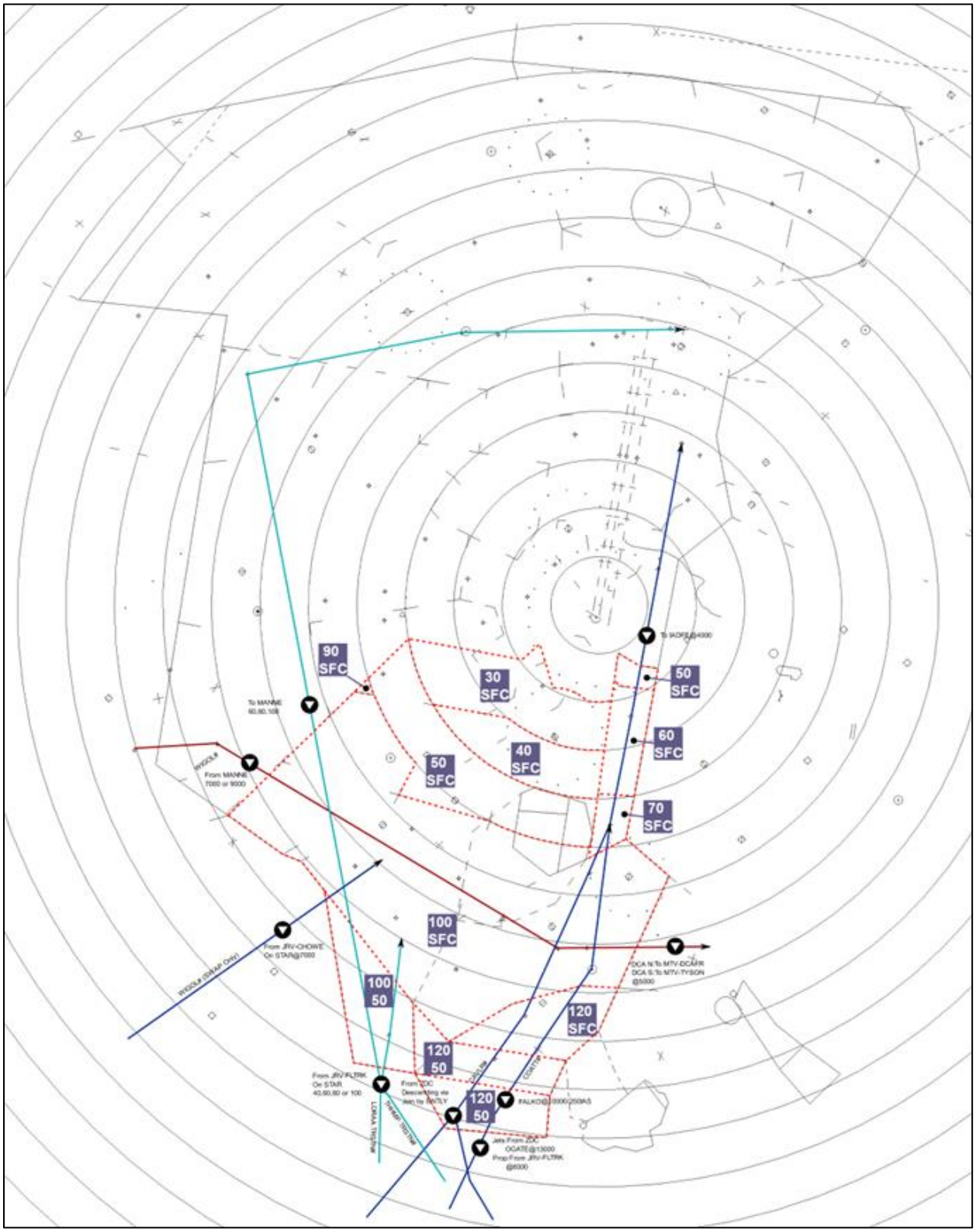


FIG 5-7-2

BARIN South



5-7-2. MANNE

d. Sector Identification – The STARS position symbol for MANNE is “3N” and the assigned frequency is 120.450.

e. Delegated Airspace – MANNE is delegated the airspace as depicted in FIG 5-7-3 and FIG 5-7-4.

f. General:

1) Primary feeder for GIBBZ# and DOCCS# streams.
2) Establish in-trail separation prior to handoff to IADFW.

TBL 7-5-4

To MANNE from

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (01)	Jets	MGW GIBBZ#	Descend via	Join by MOSLE.
		BKW/HVQ GIBBZ#		JOIN by OTTTO.
		DOCCS#	110/250 kts	In-trail as one with BKW/HQV GIBBZ#. Join by LDN.
	Props	DOCCS#	AOB 90 ↓80	Join by LDN.
BARIN	All	TRSTN#	60,80,100	On STAR/route.
TILLY	Prop	West departures	60,80	On course.

TBL 7-5-5

From MANNE to

Sector	Type	Dest/Route	Altitude	Heading/Information
IADFW	All	GIBBZ# / DOCCS#	60	On STAR.
	All	Base feed	50	Heading towards MATTC. Requires approval from IADFW.
RCOLA	All	Landing RWY 12 IGGGY feed	60	On FAC.
	All	Landing RWY 12 DOCCS/KILMR feed	50	On a vector at or west of KUNCK.
MULRR	All	TRSTN#	50,70,90	On STAR.
BARIN	All	Landing IAD, base feed	50	Requires approval from IADFW.
	All	TIKEE# or MTV via CSN	70	On STAR or direct CSN.

FIG 5-7-3

MANNE North

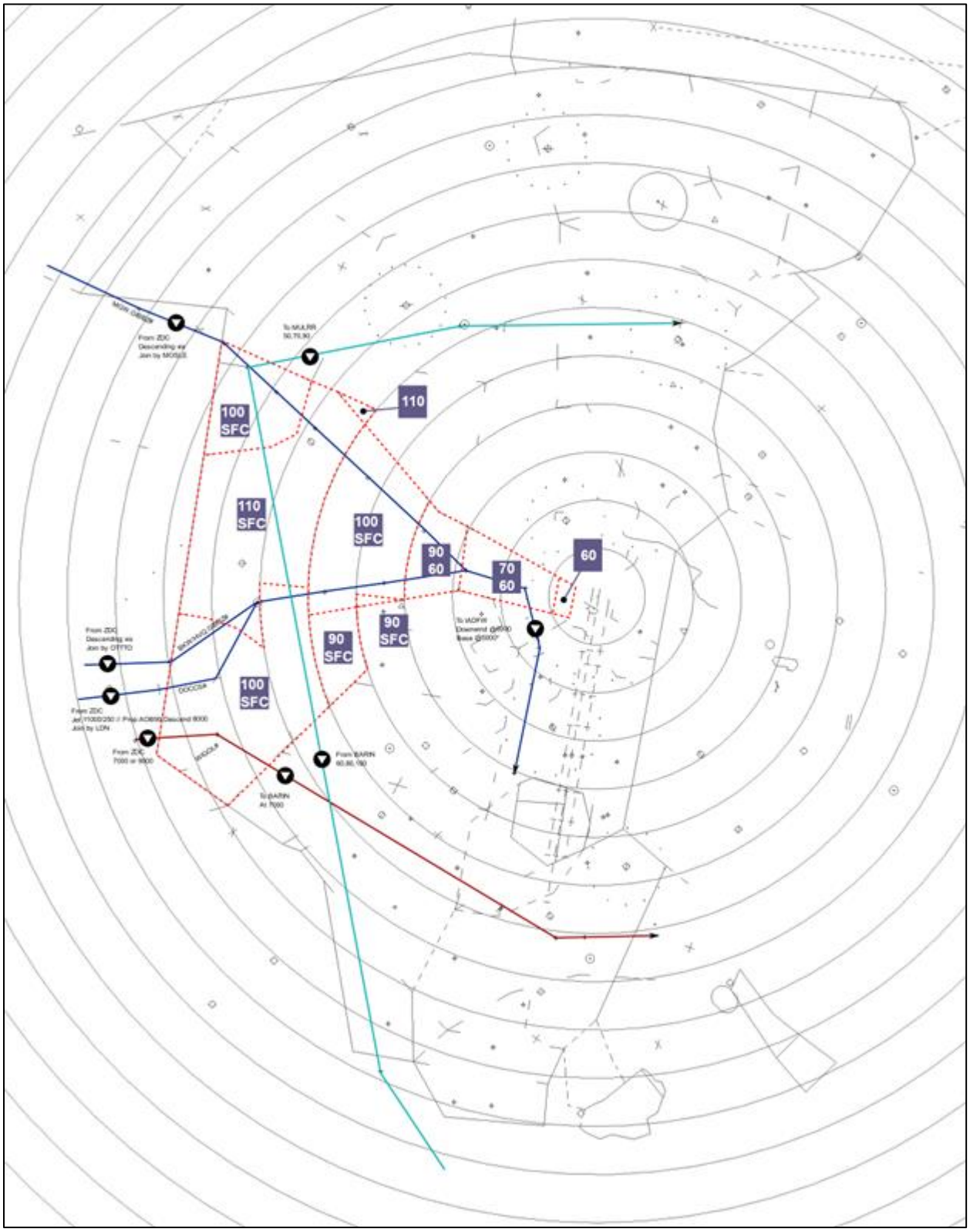
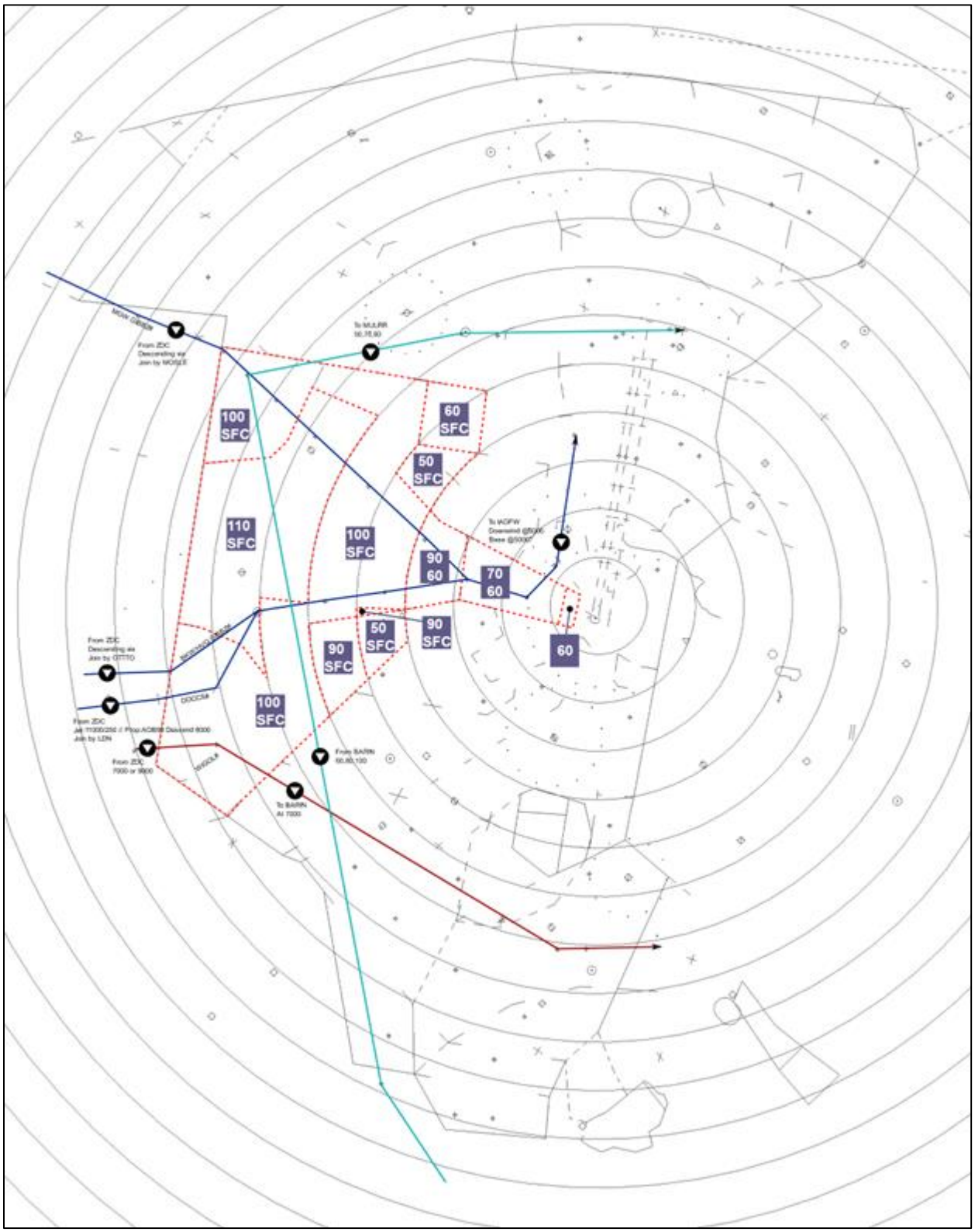


FIG 5-7-4

MANNE South



5-7-3. MULRR

a. Sector Identification – The STARS position symbol for MULRR is “3M” and the assigned frequency is 126.100.

b. Delegated Airspace – MULRR is delegated the airspace as depicted in FIG 5-7-5 and FIG 5-7-6.

c. General:

1) Primary arrival sector for aircraft coming from ZNY.
2) In north operation, aircraft are generally assigned the east downwind for RWY 01R as west downwind requires coordination with other sectors.

TBL 5-7-6

To MULRR from

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (01)	Prop	CHP arrivals via EMI#	110	Must descend to 100 to remain within airspace.
ZNY (A)	Jet	MAPEL# / PRIVO#	120	@DAFIX
		HYPER# / DELRO#	140	@LIRCH
	Prop	SEG# / LEGGO#	90	
		DELRO#	120	
CHP-BELAY	All	V143 MRV	80	
CHP-WOOLY	All	V44 MRB	60,80	
MANNE	All	TRSTN#	50,70,90	

TBL 5-7-7

From MULRR to

Sector	Type	Dest/Route	Altitude	Heading/Information
IADFE IADS	All	IAD landing RWY 19L	40	On STAR or vector to intercept LOC.
IADFC IADS	All	IAD landing RWY 19C	70	
IADFW IADS	All	IAD landing RWY 19R	60	
IADFE IADN	All	IAD landing RWY 01R	40	On IAD E downwind.
APSER IADN	All	IAD landing RWY 01L/01C	50	On IAD W downwind.
CHP-WOOLY	Prop	EMI#	50.70	
ASPER IADN	All	Landing JYO	40	Direct STILL/CACAS. If unable then on a heading towards STILL.

FIG 5-7-5

MULRR North

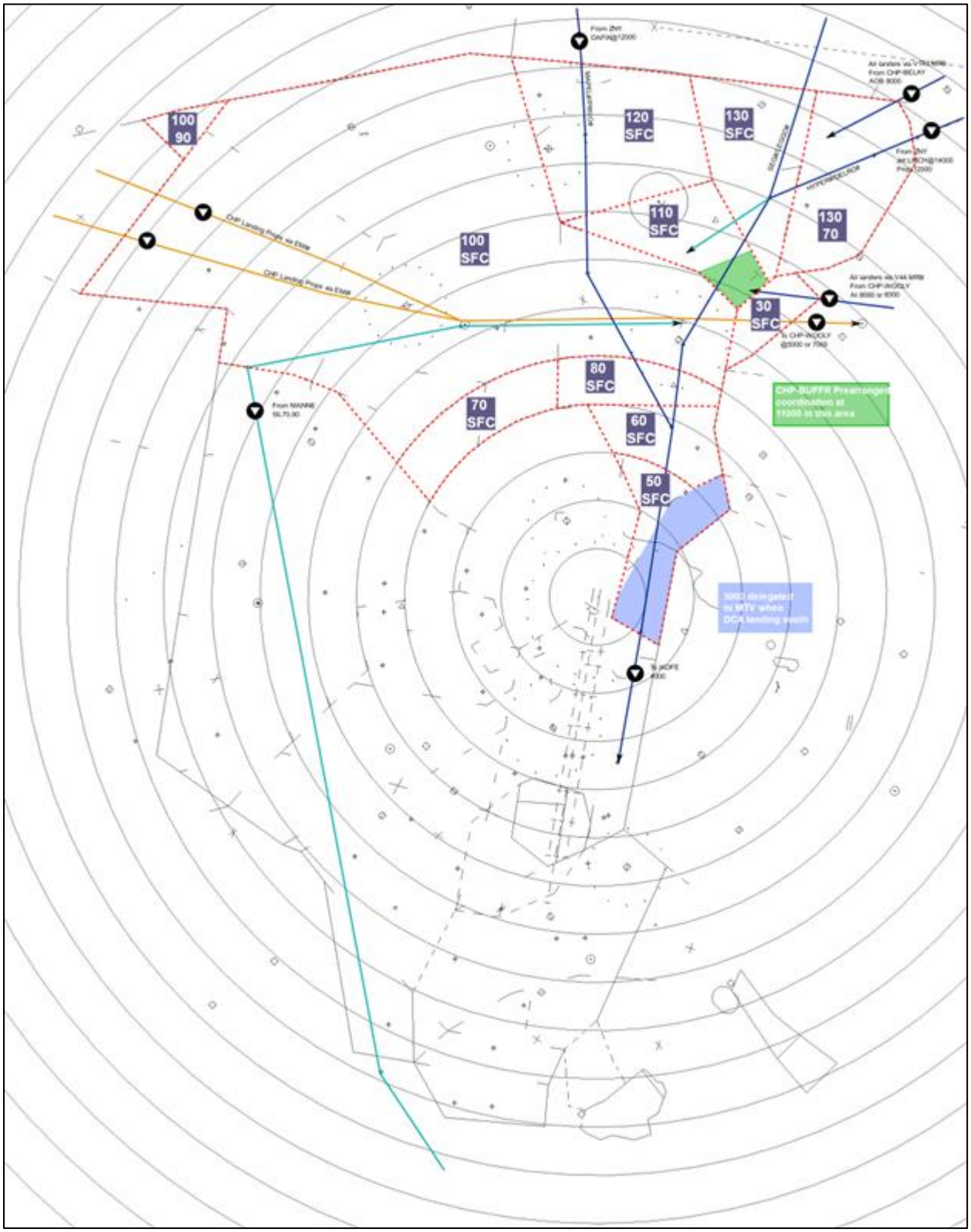
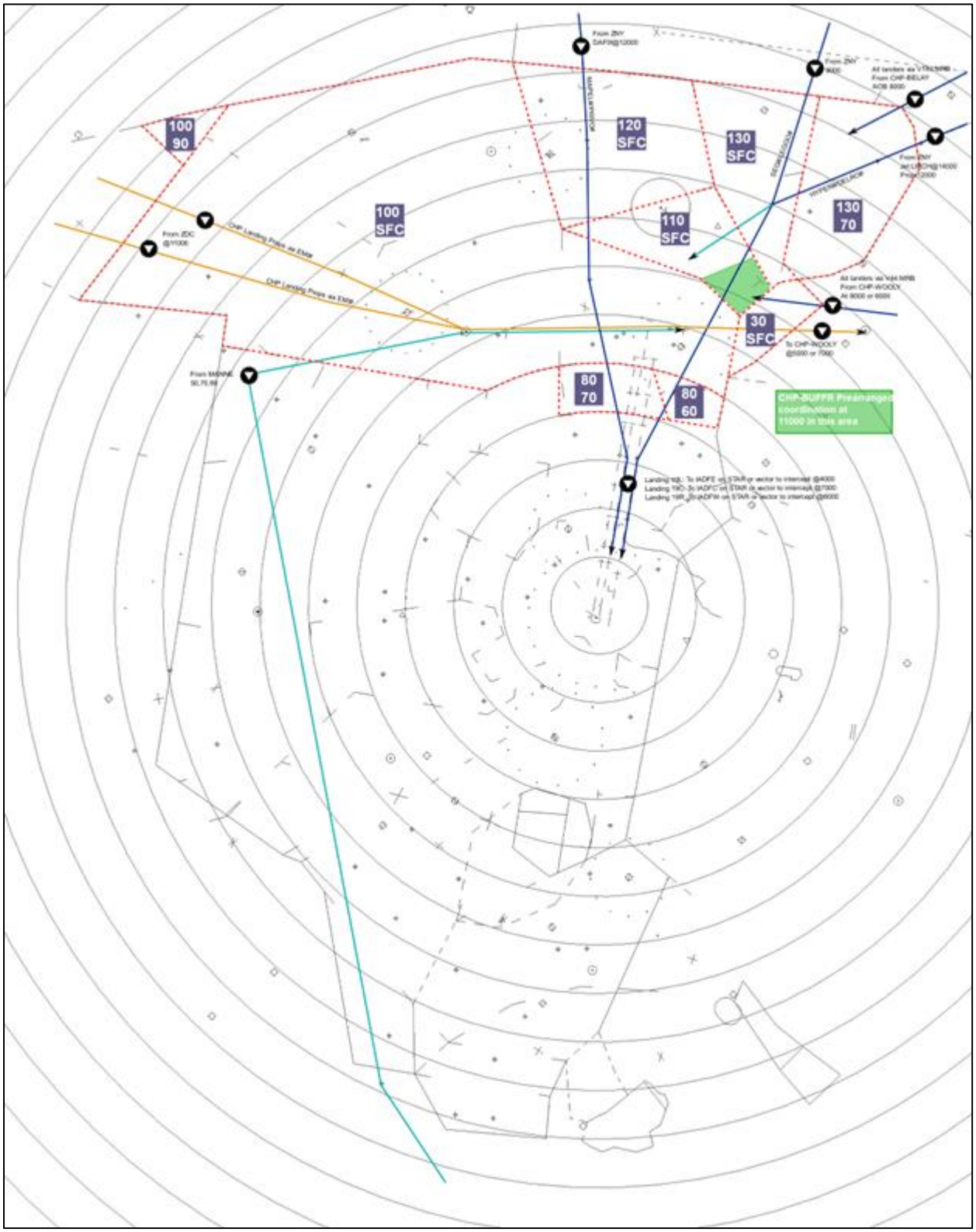


FIG 5-7-6

MULRR South



5-7-4. ASPER

a. Sector Identification – The STARS position symbol for ASPER is “3A” and the assigned frequency is 125.050.

b. Delegated Airspace – ASPER is delegated the airspace as depicted in FIG 5-7-7 and FIG 5-7-8.

c. General:

1) Primary departure sector for all IAD departures
2) Coordinate with IAD LC to amend departure headings no further north than 280 with JYO runway 17 departures.
3) If IAD is south operations, coordinate above with IADFW.

TBL 5-7-8

To ASPER from

Sector	Type	Dest/Route	Altitude	Heading/Information
MTV – TYSON	Prop req AOA 100	West via CSN V140, V128, V286, LDN, GVE	80	Heading 270 between HEF and BARIN.
BARIN	All	GABEE#	↑50	On SID, non-RNAV on vector Control for turns.
		HIICH#	↑30	
MULLR IAD N	All	Landing JYO	40	Direct STILL/CACAS. If unable direct, then on a heading towards STILL.
		Landing IAD RWY 01L	50	On IAD west downwind.

TBL 5-7-9

To ASPER from

Sector	Type	Dest/Route	Altitude	Heading/Information
MTV-KRANT	Prop and non-RNAV Jet	SWANN,SOOKI,PALEO	100	Vector through the C-Gate.
		DOCTR,AGARD,WHINO, COLIN		
	RNAV Jet	JCOBY#		On SID direct RIGNZ or to join.
MTV-TYSON	Jet	RNAV via CLTCH#, SCRAM#, JDUBB#	100	Direct BUTRZ, POOCH, HAFNR. Control for turns leaving 80.
		Non-RNAV via FLUKY MOL or HAFNR GVE		On course. Control for turns leaving 80.
MTV-LURAY	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.
CHP-BELAY	RNAV Jet	WOOLY#	110	Direct RAZZA to join. WOOLY has control for turns and climb to 110.

		HIICH#		On SID. BELAY has control for turns.
	All	WOOLY (non-RNAV)	AOB 90 (Tprops) AOB 70 (Props)	Vector to join radial. BELAY has control for turns.
CHP-BUFFR	All	MRB Req. 110-170	110	Direct MRB
	RNAV Jet	Q178, J211, J220, J227 (BUFFR, MCRAY, JERES)		Direct IDORE/HAYGR to join SID.
	Non-RNAV Jet			On a vector between MRB and FDK.
BARIN	All	Departures via CSN/FLUKY	AOB 100	Req. AOB 120.
IADFW IAD N	All	Landing IAD RWY 01L	50	West downwind.

FIG 5-7-7

ASPER North

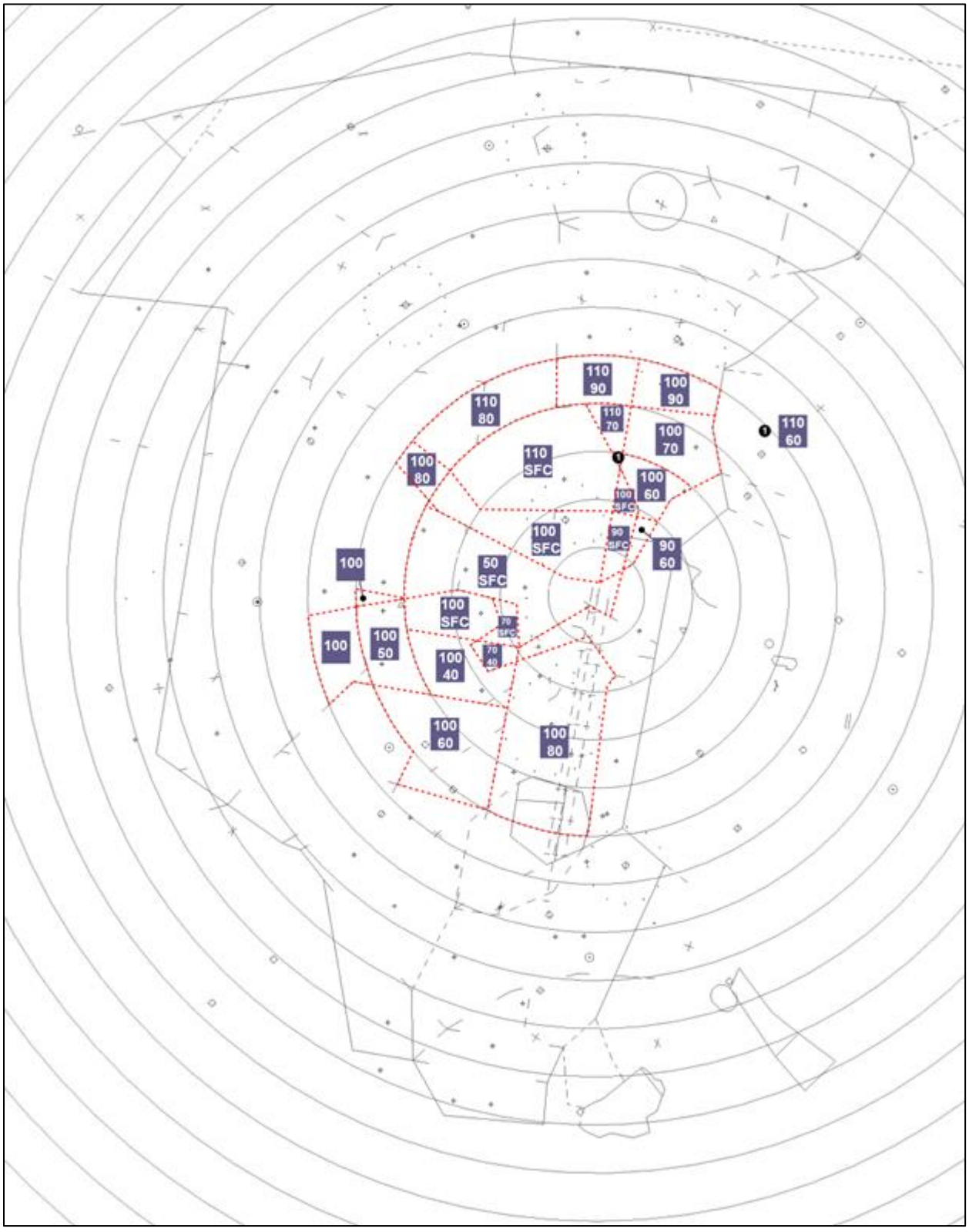
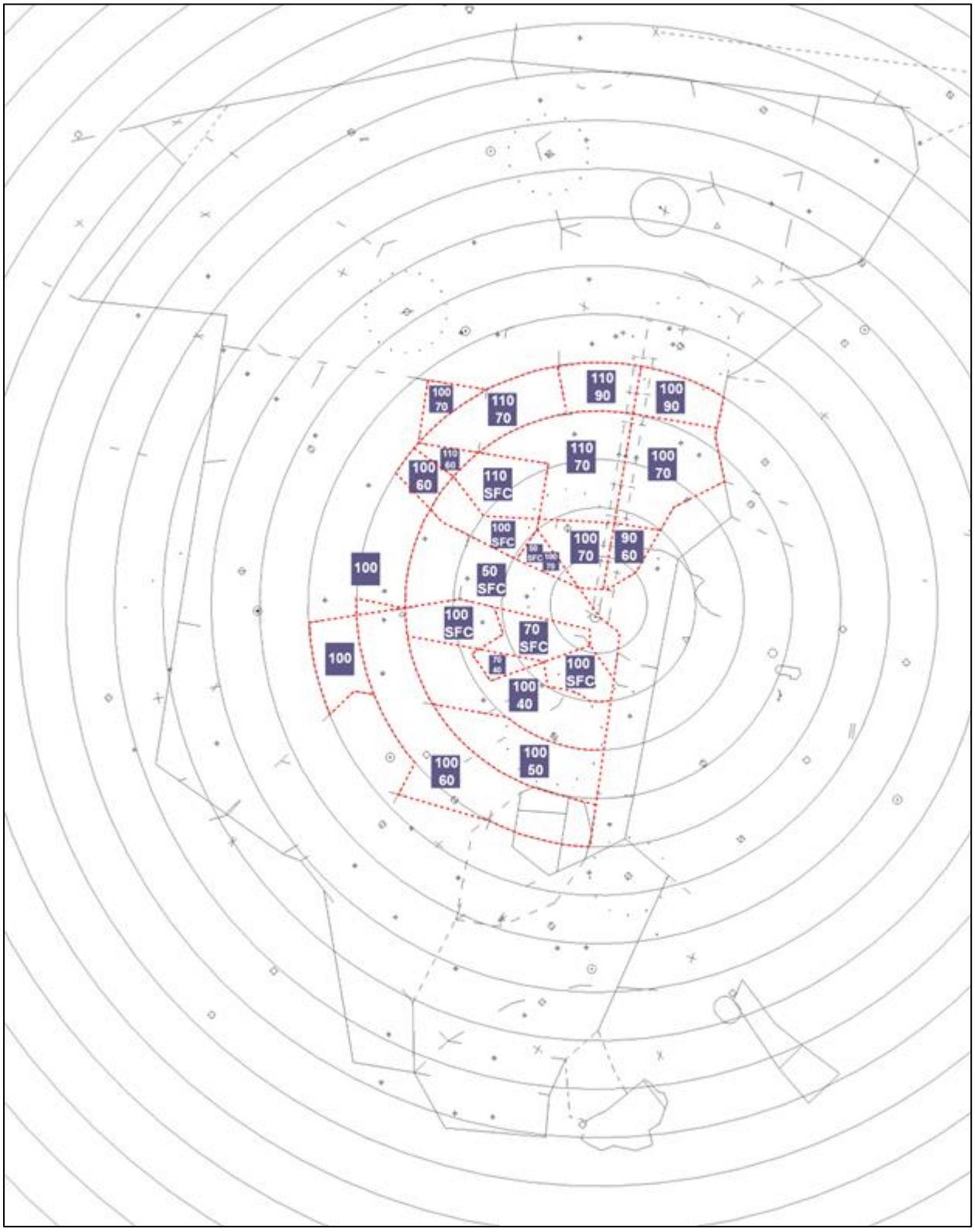


FIG 5-7-8

ASPER South



5-7-5. IADFE

a. Sector Identification – The STARS position symbol for IADFE is “3X” and the assigned frequency is 125.800.

b. Delegated Airspace – IADFE is delegated the airspace as depicted in FIG 5-7-9 and FIG 5-7-10.

c. General:

1) IADFE is the primary controller for Runways 01R/19L at IAD.
2) On initial contact with landing traffic, IADFE should restate the landing runway assignment.
3) South Operation:
   (a) Unless the aircraft is cleared for a visual approach, IADFW must remain at a vertically separated higher altitude than IADFE traffic until BEEZY. IADFW must cross BEEZY at or above 4,000.
   (b) IADFW has separation responsibility from IADFC traffic established on the 19C LOC inside HOOSR.
   (c) Unless the aircraft is cleared for a visual approach, IADFC must remain at a vertically separated higher altitude than IADFW and IADFE traffic until HOOSR. IADFW must cross HOOSR at or above 5,000.
   (d) IADFE has separation responsibility from IADFW traffic established on the 19R LOC inside BEEZY, and IADFC traffic established on the 19C LOC inside HOOSR.
4) North Operation:
   (a) Unless the aircraft is cleared for a visual approach, IADFW must remain at a vertically separated higher altitude than IADFE traffic until CINNA. IADFW must cross CINNA at or above 4000.
   (b) IADFW has separation responsibility from IADFC traffic established on the 01C LOC inside of LUSIE.
   (c) Unless the aircraft is cleared for a visual approach, IADFC must remain at a vertically separated higher altitude than IADFW and IADFE traffic until LUSIE. IADFW must cross LUSIE at or above 5000.
   (d) IADFE has separation responsibility from IADFW traffic established on the 01L LOC inside FAZER, and from IADFC traffic established on the 01C LOC inside LUSIE.

TBL 5-7-10

To IADFE from

Sector	Type	Dest/Route	Altitude	Heading/Information
TYSON IAD N	All	DCA landing IAD	40	Heading 230.
TYSON IAD S	All			Heading 330.
MULRR IAD N	All	Landing RWY 01R		East downwind.

BARIN IAD N	All			On heading to intercept LOC.
MULRR IAD S	All	Landing RWY 19L		On runway transition of heading to intercept LOC.
BARIN IAD S	All			East downwind.

TBL 5-7-11

From IADFE to

Sector	Type	Dest/Route	Altitude	Heading/Information
IAD ATCT	All	On final	AOB 40	Cleared for approach

FIG 5-7-9

IADFE North

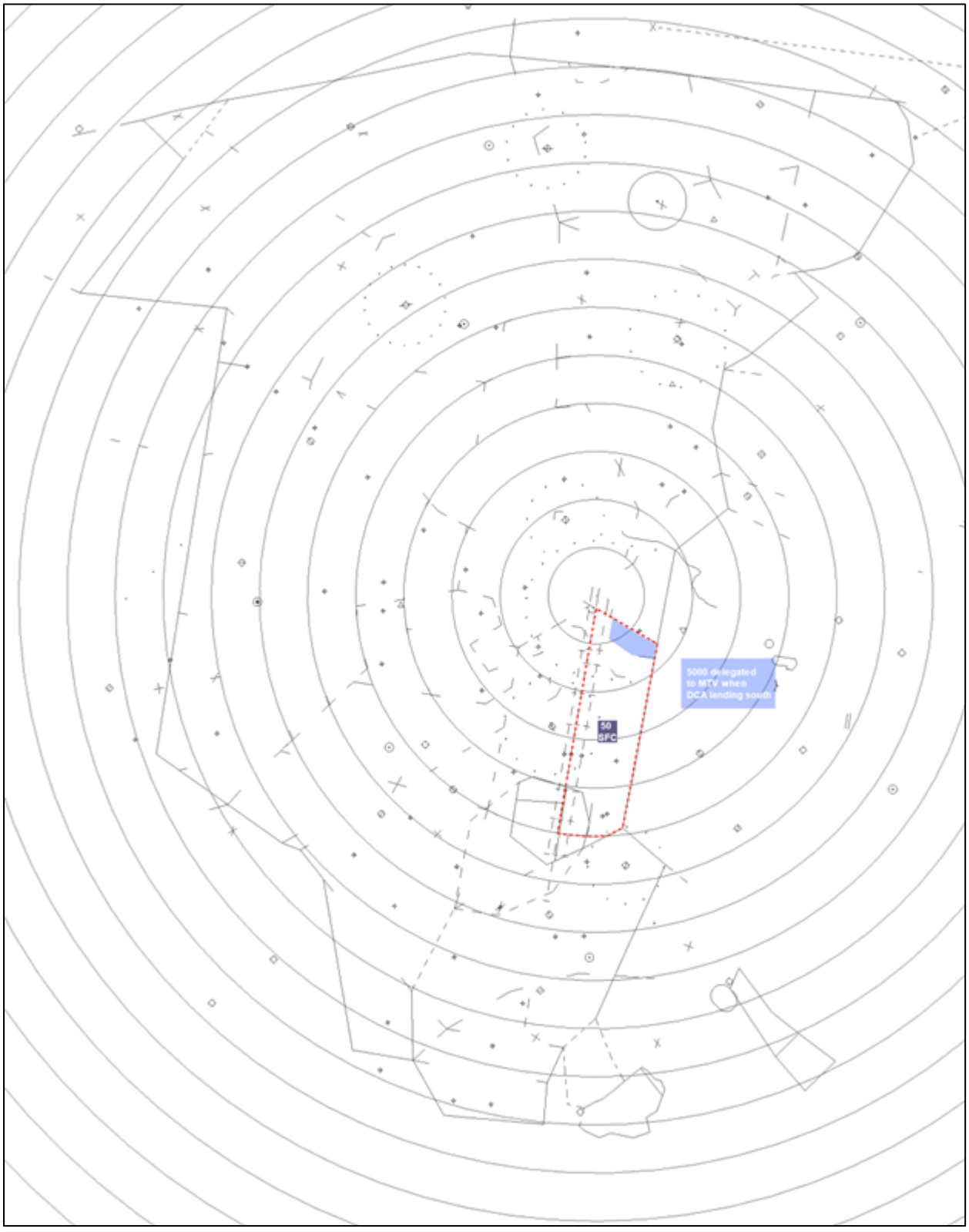
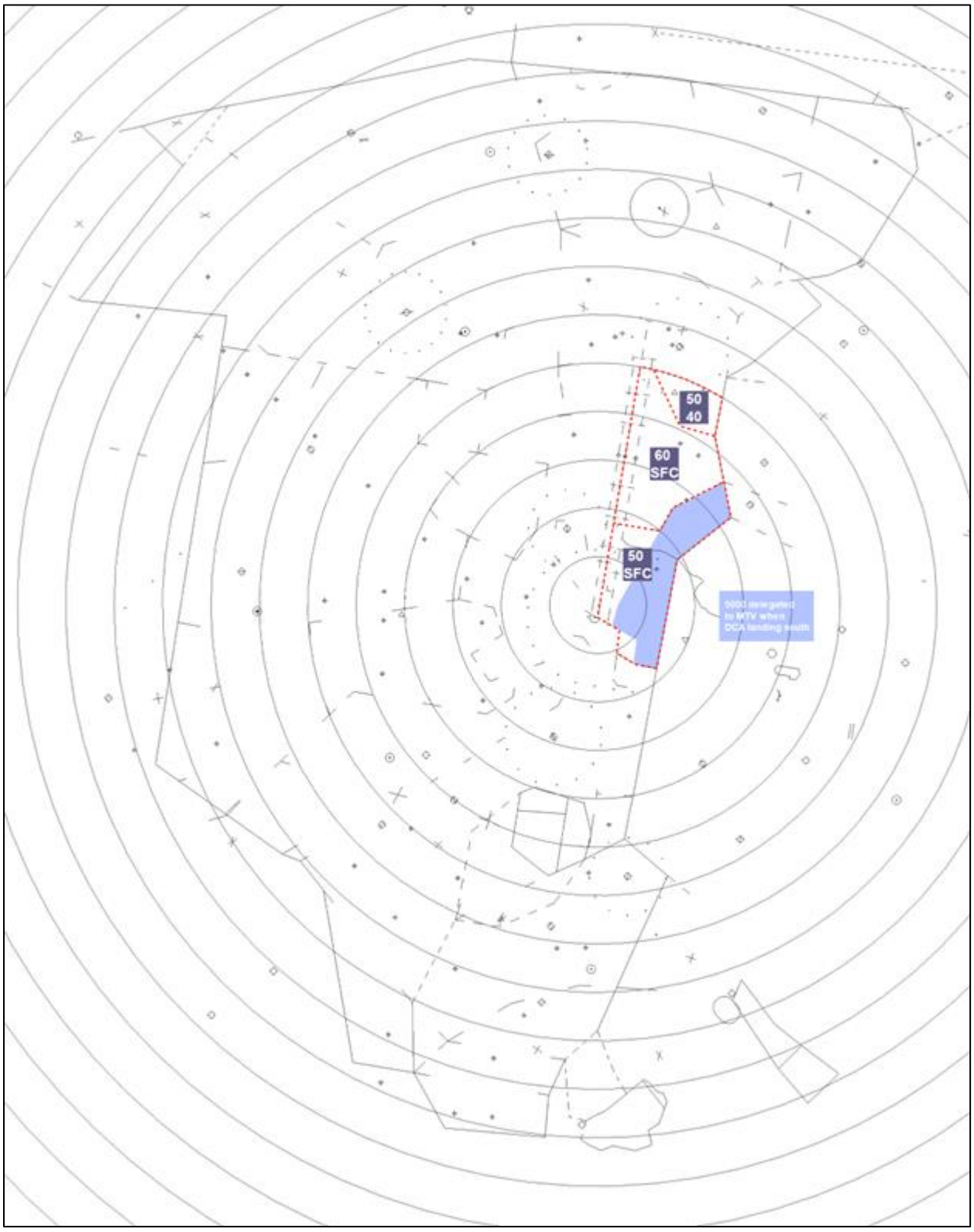


FIG 5-7-10

IADFE South



5-7-6. IADFC

a. Sector Identification – The STARS position symbol for IADFC is “3S” and the assigned frequency is 134.200.

b. Delegated Airspace – IADFC is delegated the runway 01C/19C final approach course to the 25nm range ring.

c. General:

1) IADFC is the primary controller for Runways 01C/19C at IAD.
2) On initial contact with landing traffic, IADFC should restate the landing runway assignment.
3) South Operation:
   (a) Unless the aircraft is cleared for a visual approach, IADFW must remain at a vertically separated higher altitude than IADFE traffic until BEEZY. IADFW must cross BEEZY at or above 4,000.
   (b) IADFW has separation responsibility from IADFC traffic established on the 19C LOC inside HOOSR.
   (c) Unless the aircraft is cleared for a visual approach, IADFC must remain at a vertically separated higher altitude than IADFW and IADFE traffic until HOOSR. IADFW must cross HOOSR at or above 5,000.
   (d) IADFE has separation responsibility from IADFW traffic established on the 19R LOC inside BEEZY, and IADFC traffic established on the 19C LOC inside HOOSR.
4) North Operation:
   (a) Unless the aircraft is cleared for a visual approach, IADFW must remain at a vertically separated higher altitude than IADFE traffic until CINNA. IADFW must cross CINNA at or above 4,000.
   (b) IADFW has separation responsibility from IADFC traffic established on the 01C LOC inside of LUSIE.
   (c) Unless the aircraft is cleared for a visual approach, IADFC must remain at a vertically separated higher altitude than IADFW and IADFE traffic until LUSIE. IADFW must cross LUSIE at or above 5,000.
   (d) IADFE has separation responsibility from IADFW traffic established on the 01L LOC inside FAZER, and from IADFC traffic established on the 01C LOC inside LUSIE.

TBL 5-7-12

To IADFC from

Sector	Type	Dest/Route	Altitude	Heading/Information
BARIN IAD N	All	Landing RWY 01C	70	On a heading to intercept the localizer
MULRR IAD S	All	Landing RWY 19C	70	

TBL 5-7-13

From IADFC to

Sector	Type	Dest/Route	Altitude	Heading/Information
IAD ATCT	All	On final	AOB 40	Cleared for approach

5-7-7. IADFW

a. Sector Identification – The STARS position symbol for IADFW is “3U” and the assigned frequency is 135.775.

b. Delegated Airspace – IADFW is delegated the airspace as depicted in FIG 5-7-11 and FIG 5-7-12.

c. General:

1) IADFC is the primary controller for Runways 01C/19C at IAD.
2) On initial contact with landing traffic, IADFC should restate the landing runway assignment.
3) South Operation:
   (a) Unless the aircraft is cleared for a visual approach, IADFW must remain at a vertically separated higher altitude than IADFE traffic until BEEZY. IADFW must cross BEEZY at or above 4m000.
   (b) IADFW has separation responsibility from IADFC traffic established on the 19C LOC inside HOOSR.
   (c) Unless the aircraft is cleared for a visual approach, IADFC must remain at a vertically separated higher altitude than IADFW and IADFE traffic until HOOSR. IADFW must cross HOOSR at or above 5,000.
   (d) IADFE has separation responsibility from IADFW traffic established on the 19R LOC inside BEEZY, and IADFC traffic established on the 19C LOC inside HOOSR.
4) North Operation:
   (a) Unless the aircraft is cleared for a visual approach, IADFW must remain at a vertically separated higher altitude than IADFE traffic until CINNA. IADFW must cross CINNA at or above 4000.
   (b) IADFW has separation responsibility from IADFC traffic established on the 01C LOC inside of LUSIE.
   (c) Unless the aircraft is cleared for a visual approach, IADFC must remain at a vertically separated higher altitude than IADFW and IADFE traffic until LUSIE. IADFW must cross LUSIE at or above 5000.
   (d) IADFE has separation responsibility from IADFW traffic established on the 01L LOC inside FAZER, and from IADFC traffic established on the 01C LOC inside LUSIE.

d. IADFW is responsible for releasing JYO departures in a south operation. IADFW must coordinate with ASPER to release the departure. IADFW must complete an automated point-out or handoff with ASPER when the departure is airborne and turning away from IAD departures.

e. Prearranged Coordination:

(a) ASPER may enter IADFW airspace with IAD departures.

TBL 5-7-14

To IADFW from

Sector	Type	Dest/Route	Altitude	Heading/Information
MANNE	All	GIBBZ# / DOCCS#	60	On STAR
MANNE IAD S	All	Base leg	50	Vector towards MATTC
BARIN IAD N	All	Base leg	50	Vector towards MIKEJ
	All	Landing RWY 1L	60	On a heading to join the LOC
MULRR IAD S	All	Landing RWY 19R	60	On runway transition or heading to join the LOC
ASPER IAD N	All	Landing RWY 1L	50	On the IAD west downwind.
MULRR IAD S	All	Landing JYO	40	Direct STILL/CACAS. If unable direct, on a heading towards STILL.

TBL 5-7-15

From IADFW to

Sector	Type	Dest/Route	Altitude	Heading/Information
IAD ATCT	All	On final	AOB 40	Cleared for approach

FIG 5-7-11

IADFW North

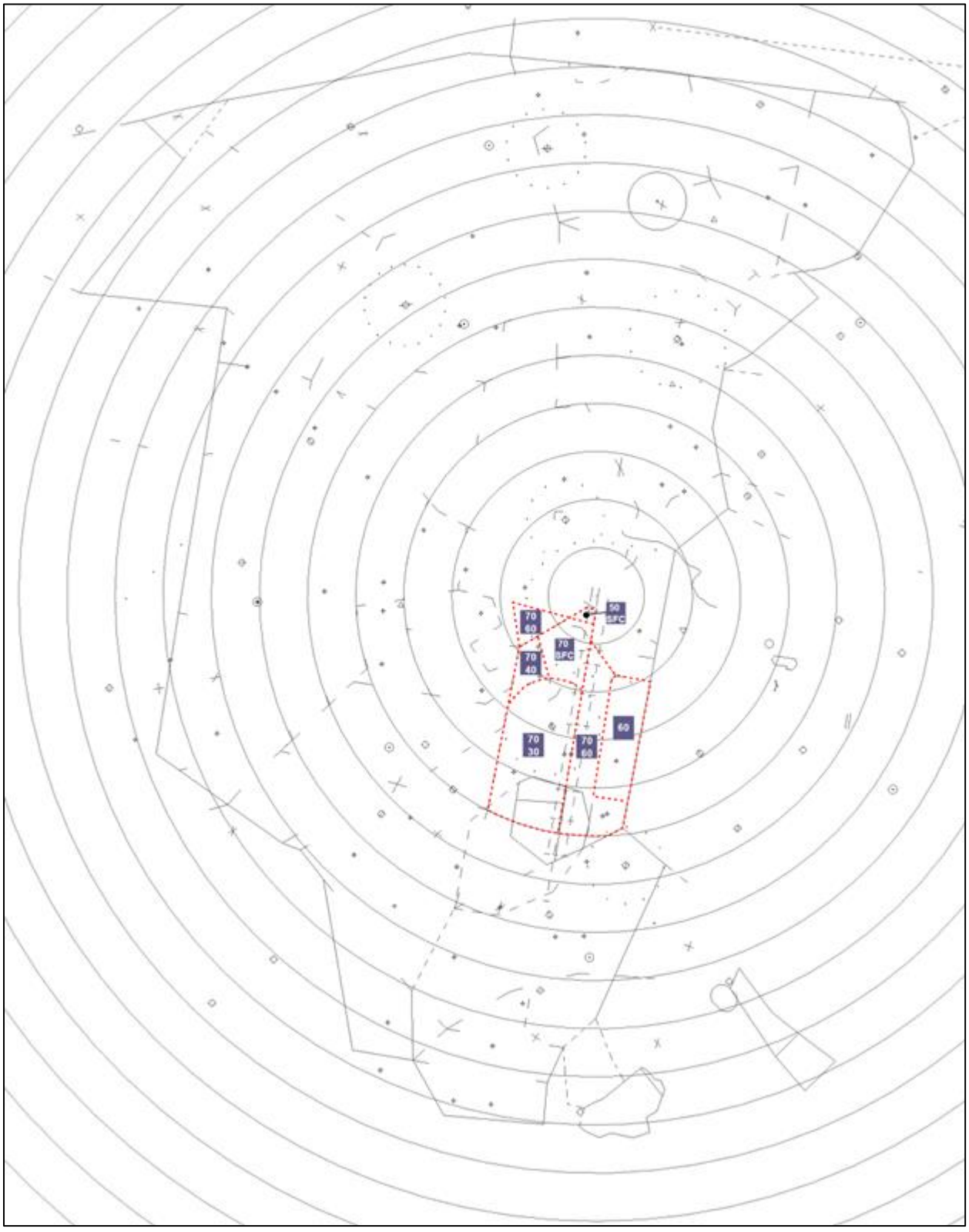
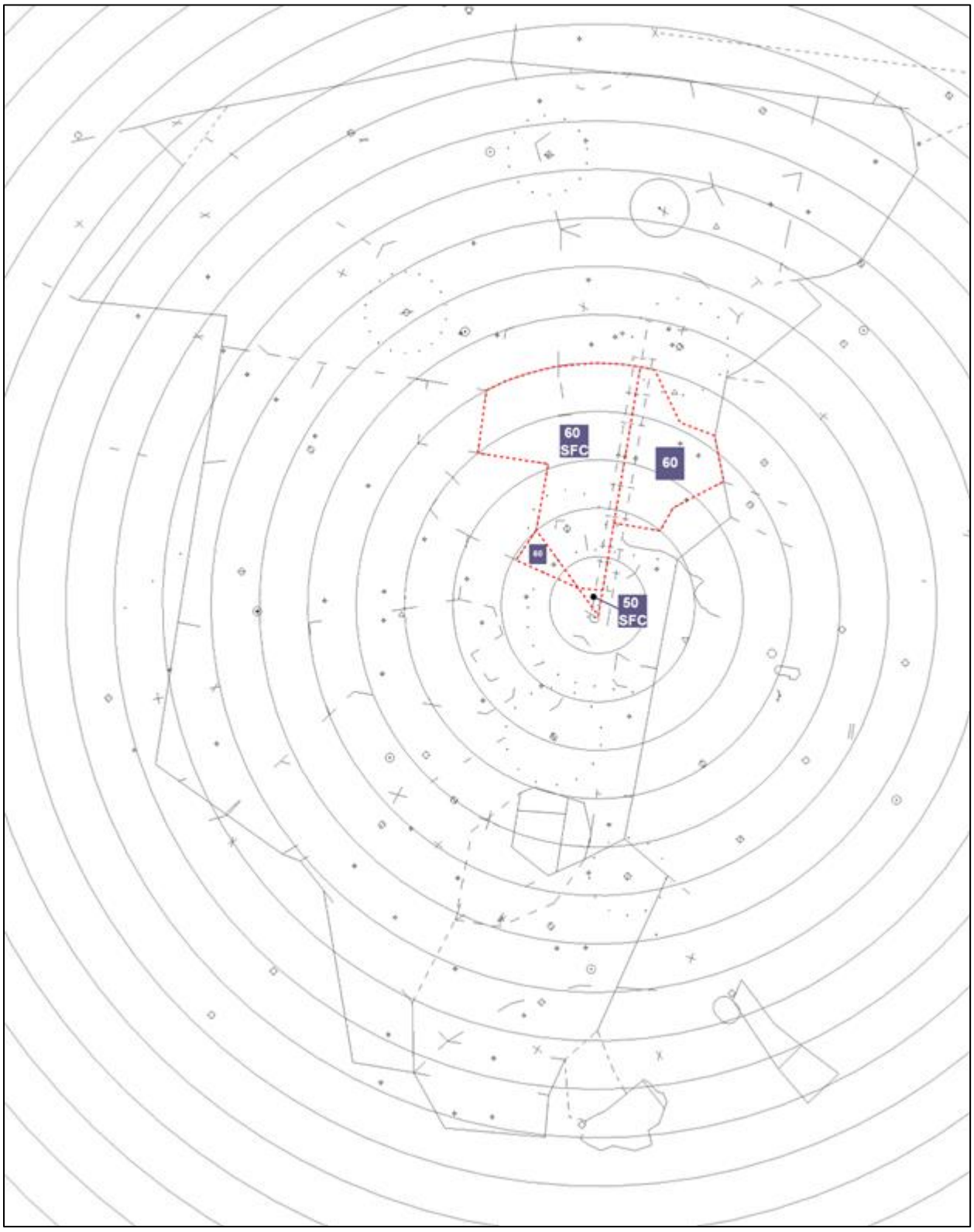


FIG 5-7-12

IADFW South



5-7-8. RCOLA

a. Sector Identification – The STARS position symbol for RCOLA is “3R” and the assigned frequency is 135.775.

b. Delegated Airspace – RCOLA is delegated the airspace as depicted in FIG 5-7-13.

c. General:

1) RCOLA is not utilized when IAD is in north operation, nor when IADFC is open.
2) Final approach controller when landing runway 12.
3) RCOLA and IADFW share the same frequency and cannot be open simultaneously.

TBL 5-7-16

To RCOLA from

Sector	Type	Dest/Route	Altitude	Heading/Information
MANNE	All	Landing RWY 12 IGGGY feed	60	On final approach course
	All	Landing RWY 12	50	On a vector towards KNUCK
BSTRO	All	DOCCS/KILMR feed	40	On a vector towards KNUCK

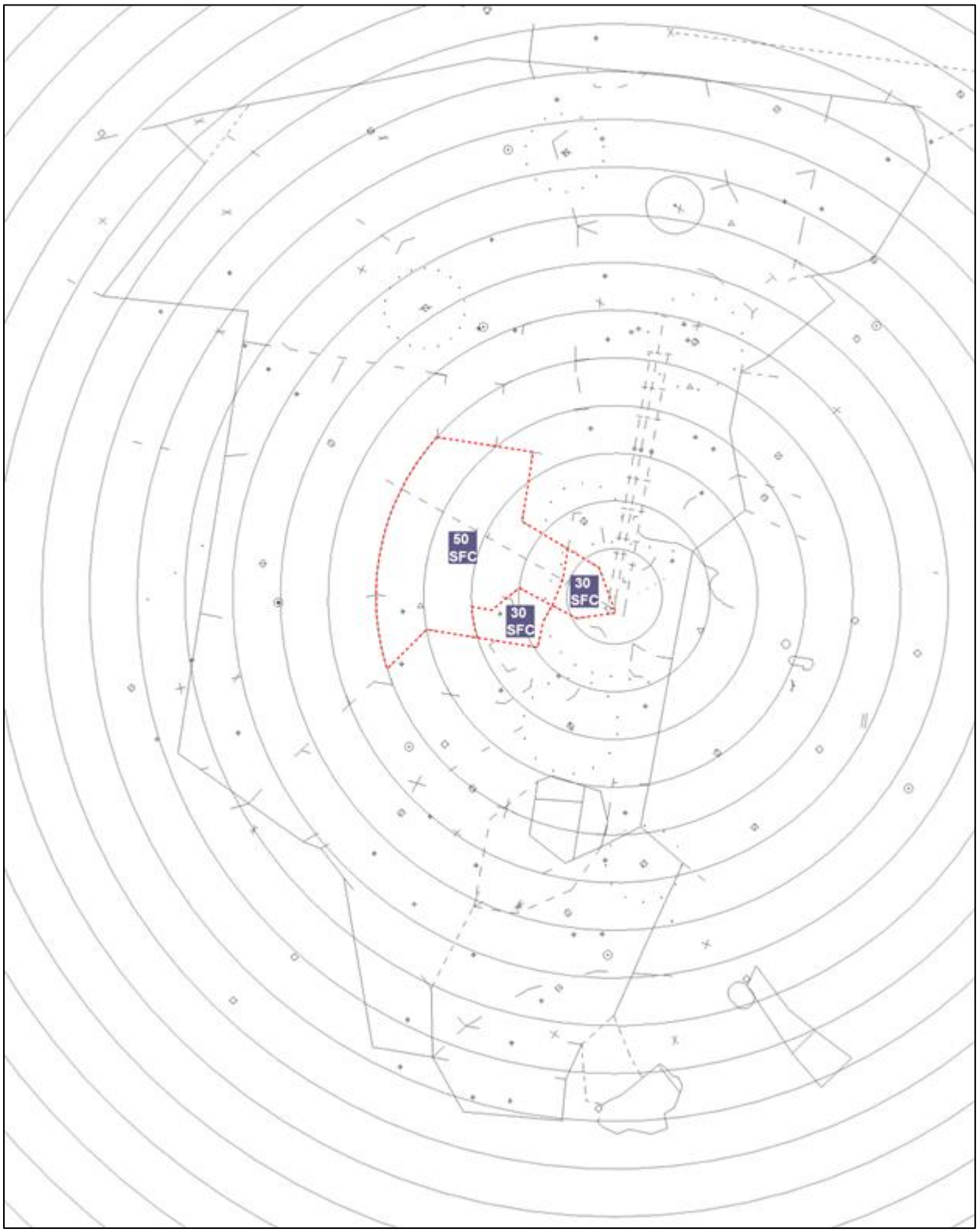
TBL 5-7-17

From RCOLA to

Sector	Type	Dest/Route	Altitude	Heading/Information
IAD ATCT	All	On final	AOB 40	Cleared for approach

FIG 5-7-13

RCOLA



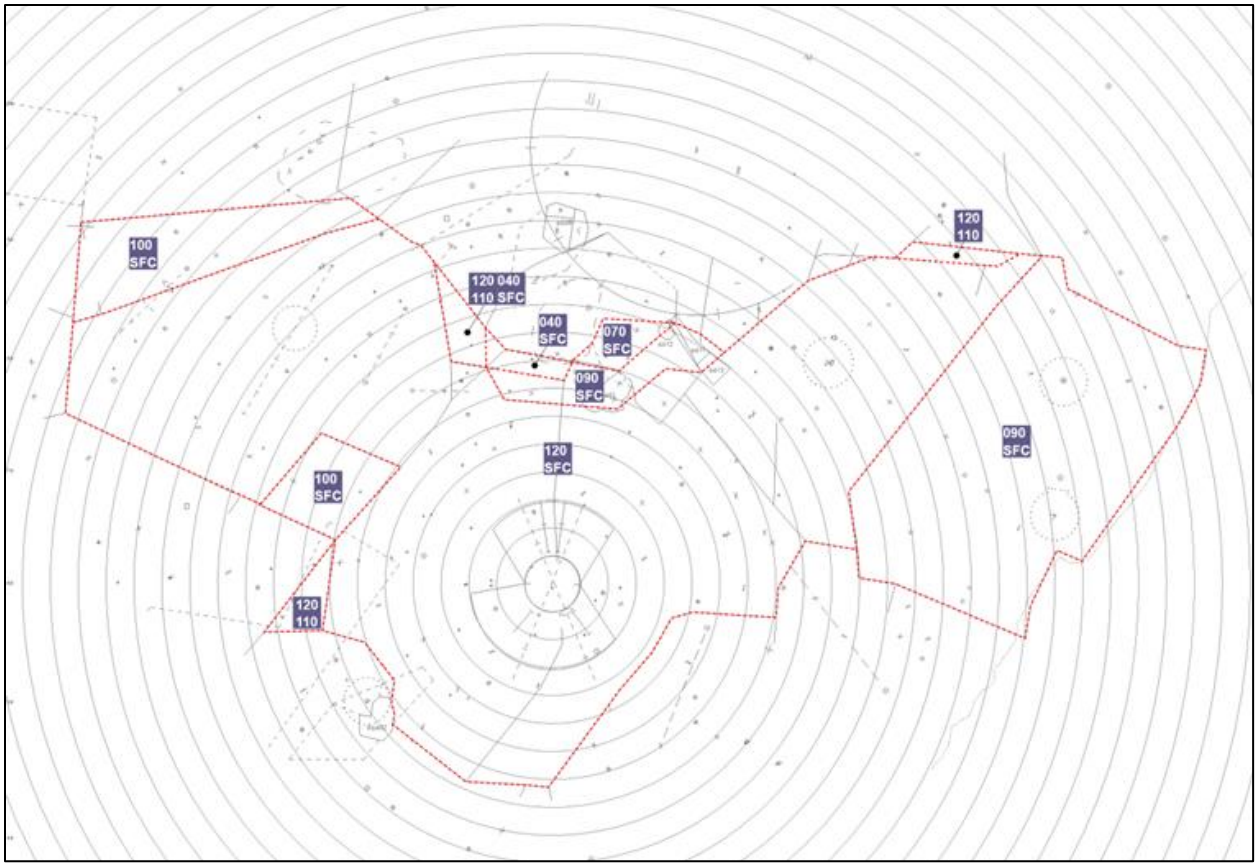
Chapter 6. James River Area (JRV)

6-1. Airspace

a. The James River area is delegated the airspace depicted in FIG 6-1-1

FIG 6-1-1

JRV Combined Airspace



6-2. IFR Departures

a. Departures via the James River area must be assigned 12,000 feet, 10,000 feet, or a lower requested altitude. Aircraft departing the James River area to another Potomac-TRACON area (ex. RIC-DCA flights) must remain within PCT and be handed to the next area as coordinated.

b. Non-RNAV northeast departures in a north operation must be routed RIC V20 COLIN and south operation must be routed via the COLIN SID.

c. Prop/Turboprop aircraft departing RIC, destined for PHL and PHL Satellites, shall be restricted to AOB 11,000.

6-3. IFR Arrivals

a. IFR arrivals to the JRV area will be handed off in accordance with TBL 6-3-1 unless coordinated otherwise. More detailed information can be found in Chapter 8: Intrafacility Procedures.

TBL 6-3-1

IFR Arrivals into JRV Area

Area	A/C Type	Route	From	Altitude	Notes
JRV – RIC	All	DUCXS#	ZDC (36)	Descend via	Join by NEAVL/KELCE
		SPIDR#			Join by REDNG
		POWTN#			Join by HONTA
		Other		AOB 130	In trail with RNAV STAR if similar route
		SWL ARICE JAMIE	ORF	120	Control for descent
JRV – CHO	All	North of V375	ZDC (32)	130	
		South of V375		110	
		Q75 GVE	ZDC (32) or MTV-TYSON	130 or 110	ZDC may pointout to MTV-TYSON. If TYSON approves the pointout, ZDC may descend at discretion to 130 and handoff directly to CHOEA. If MTV-TYSON does not accept the pointout, ZDC must handoff to MTV-TYSON AOA FL220 and MTV-TYSON will descend to 110, clear direct GVE, and handoff to CHOEA.

b. IFR arrivals into other PCT areas transitioning through the JRV area will be handed off in accordance with TBL 6-3-2 unless coordinated otherwise. More detailed information can be found in Chapter 8: Intrafacility Procedures.

TBL 6-3-2

IFR Arrivals into other PCT Area/s

Area	A/C Type	Route	From To	Alt. From To	Notes
SHD	All	COATT# (PN/TP)	ZDC (36) SHD-BARIN	130 80 (Jet) or 60 (Prop)	10nm S NABBS
		THHMP TRSTN#		130 40-100	@THHMP / Even alts
		LORAA TRSTN#			@JOHOF/ Even alts
		FAK V155 ROOKY CSN			@ROOKY/ Even alts
		WIGOL# (SWAP Only)		130 70	@JOANZ
MTV - ADW	Jet	THHMP VUDOO#	ZDC (36) MTV-KRANT	130 Descend via	@GOLOE
		CIBAC VUDOO#			@VIIPR
		Non-RNAV		130 80	
	Prop	THHMP VUDOO#		130	@HANKC

				Descend via	
		RIC V16 COLIN	ZDC (36) MTV-OJAAY	130 60	@RIC
MTV - DCA	Prop	IRONS#		130 80 (Jet) or 60 (Prop)	10nm S EPICS 130

6-4. IFR Overflights

a. Overflights (aircraft transitioning JRV area but arriving outside of PCT) shall be handed off in accordance with TBL 6-4-1. More detailed information can be found in Chapter 8: Intrafacility Procedures.

TBL 6-4-1

IFR Overflights

Area	A/C Type	Route	From/To	Altitude from/to	Notes
ORF	Prop	FAGED V33 STEIN	ZDC (19) ORF	130 50-110	
		FAK WAIKS			
DOV/ILG	All	MAULS/THHMP ARLFT#	ZDC (36) CHP-PALEO	130 ↓70	@GOFER
		TAPPA V16 ENO			

6-5. Satellite IFR Departures

a. All satellite IFR departure climb out instructions shall be individually coordinated with the controller responsible for that airport.

b. All Airports other than RIC/CHO require an IFR release from JRV controller.

1) RIC/CHO has blanket releases as long as the aircraft is released in accordance with their respective ATCT SOPs.

c. The following airports are within the JRV area;

2) Primary
   - **Richmond (RIC)**
   - **Charlottesville (CHO)**

3) Satellite
   - AP Hill (APH)
   - Richmond Executive (FCI)
   - Middle Peninsula (FYJ)
   - Gordonsville (GVE)
   - Louisa County (LKU)
   - Hanover County (OFP)
   - Orange County (OMH)
   - Dinwiddie County (PTB)
   - **Patuxent NAS (NHK)**
   - Shenandoah Valley (SHD)
   - Fort Lee AHP (VA39)
   - Bridgewater (VBW)
   - Eagle's Nest (W13)
   - New Kent County (W96)
   - Tappahannock (XSA)
   - Ocean City (OBX)
   - Crisfield-Somerset (W41)
   - **Salisbury (SBY)**
   - **Wallops (WAL)**
   - Accomack County (MFV)
   - Tangier Island (TGI)

NOTE –

Airports in BOLD denote having an operating control tower.

6-6. STARS Scratchpad Entries

a. JRV controllers shall utilize scratchpad entries in conjunction with TBL 6-6-1 for IFR departures.

TBL 6-6-1

STARS Scratchpad Entries for Departures

Airport	Via	Scratchpad
RIC	COLIN#	CLN
	LUCYL#	LCY
	KALLI#	KAL
	READE#	RDE

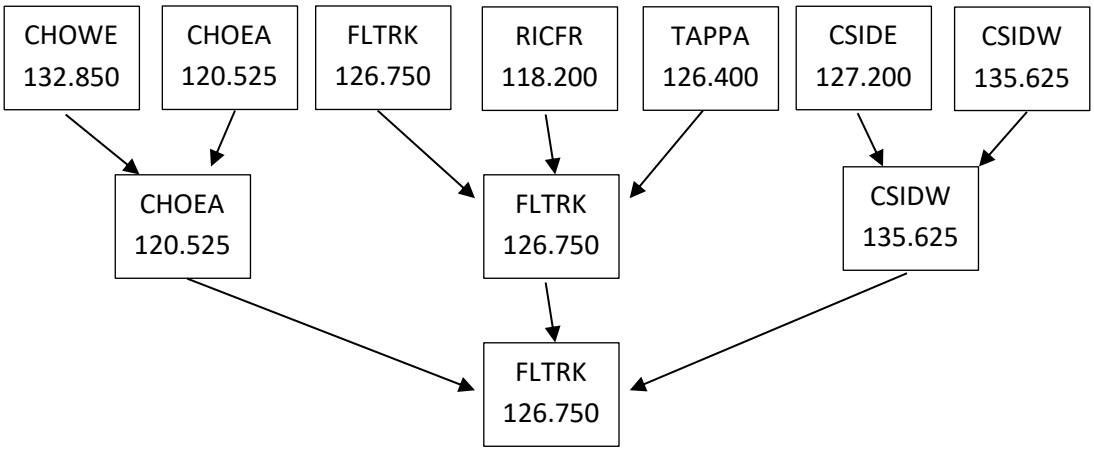
6-7. JRV Areas

a. The combined SHD sector is FLTRK 126.750. TBL 6-7-1 depicts other combinations and splits.

b. The area is generally split into the three sub-areas (CHO, RIC and PXT) but can be adjusted and split differently as needed.

TBL 6-7-1

Sector Consolidation



6-7-1. CHOWE

a. Sector Identification – The STARS position symbol for CHOWE is "2W" and the assigned frequency is 132.850.

b. Delegated Airspace – CHOWE is delegated the airspace as depicted in FIG 6-7-1.

c. General:

1) Responsible for CHO sequencing and arrivals.
2) Releases from SHD, VBW, and W13.

TBL 6-7-2

To CHOWE From

Sector	Type	Dest/Route	Altitude	Heading/Information
CHOEA	All	Landing CHO	AOB 60	Vector/direct airport or FAC. CHOWE control for turns and descent.
		Enroute	AOB 120	On route.
		Landing SHD, VBW, W13		Vector/direct airport or FAC. CHOWE control for turns and descent.
SHD-BSTRO		CSN V140 req AOB 120	AOB 100	On route.
SHD-MANNE		Enroute and landing SHD, VBW, W13	80 or 100	On route or direct destination.
MTV-LURAY		Landing CHO, LKU, OMH, GVE, SHD	↓120	Direct or GVE direct.
		Enroute		On route.

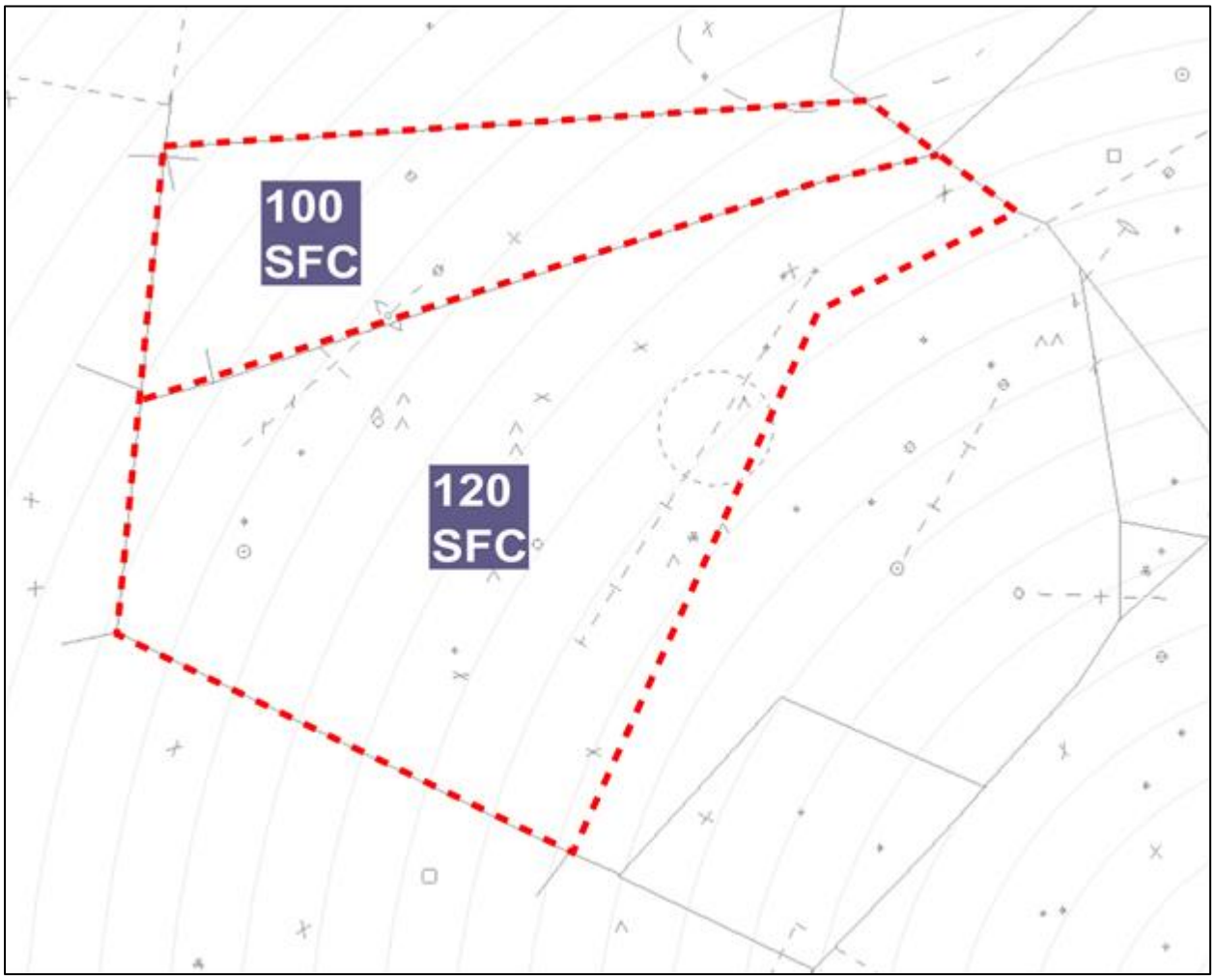
TBL 6-7-3

From CHOWE To

Sector	Type	Dest/Route	Altitude	Heading/Information
CHOEA	All	Landing LKU, OMH, GVE	↓70	Direct destination. CHOEA control for descent.
		Enroute	AOB 110	On route.
BSTRO		Landing HWY, CJR, EZF, RMN, NYG	50	Direct. BSTRO control on contact.
		Landing HEF, JYO	50 (70 JYO)	Direct CSN.
		Landing FDK, DMW, GAI, 2W2	AOB 70	MRV V166 EMI.
		Landing OKV, FRR, HGR, MRB	↓50, 70	Direct.
		Landing IAD	↓70	Direct CSN. BSTRO control for turns.
MANNE		Landing JYO, OKV, FRR, HGR, MRB	70, 90	Direct destination.
		Landing IAD	↓70, 90	Direct CSN.
		Landing HEF	↓50	
		Landing FDK, DMW, GAI, 2W2	70, 90	MRB V166 EMI.
		Enroute	All	On route.

FIG 6-7-1

CHOWE



6-7-2. CHOEA

a. Sector Identification – The STARS position symbol for CHOEA is “2E” and the assigned frequency is 120.525.

b. Delegated Airspace – CHOEA is delegated the airspace as depicted in FIG 6-7-2.

c. General:

1) Responsible for CHO sequencing and arrivals.
2) Releases from LKU, OMH, and GVE

TBL 6-7-4

To CHOEA From

Sector	Type	Dest/Route	Altitude	Heading/Information
CHOWE	All	Landing LKU, OMH, GVE	↓70	Direct destination. CHOEA control for descent.
		Enroute	AOB 110	On route.
FLTRK		All	AOB 120	
SHD-BSTRO		Enroute	AOB 100	
		Landing CHO and SATs		Direct airport.
MTV-FLUKY		Landing CHO, LKU, OMH, GVE, SHD	↓110	Direct or GVE Direct.
		Enroute	↓120	On route.

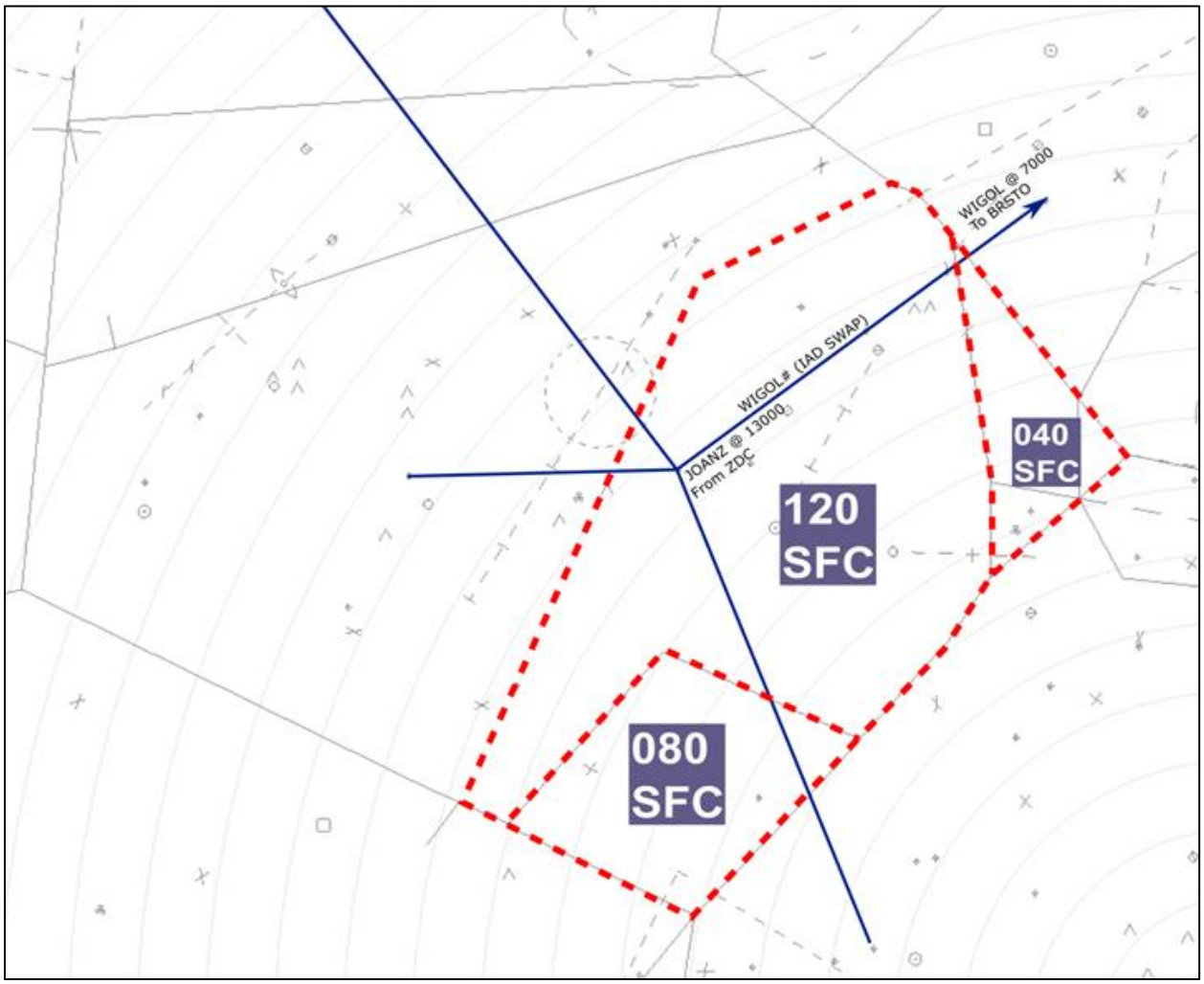
TBL 6-7-5

From CHOEA To

Sector	Type	Dest/Route	Altitude	Heading/Information
CHOWE	All	CHO arrivals.	AOB 60	Vector toward final.
		Landing SHD, VBW, W13	↓80	Vector/direct airport or FAC. CHOWE control for turns and descent.
		Enroute	AOB 120	On route.
FLTRK		All	AOB 110	On route.
SHD-BARIN		Landing EZF, RMN, NYG	40	Direct.
SHD-BSTRO	All	Landing IAD	↓70	CSN direct. BSTRO control for turns.
		Landing MTV area	50	RNAV – HIGPO direct Non-RNAV – BRV direct
		Landing HEF, JYO	50 (↓70 JYO)	CSN direct.
		Landing HWY, CJR	50	Direct. BSTRO control on contact.
		Landing FDK, DMW, GAI, 2W2	↓70	MTB V166 EMI.
		Landing OKV, FRR	↓50 or 70	Direct.
		Landing HGR, MRB	↓70	Direct or CSN direct.
	Jet	IAD via WIGOL#	↓70	WIGOL @70 on STAR.
	All	Enroute	60, 80, 100	CSN or west of CSN.

FIG 6-7-2

CHOEA



6-7-3. FLTRK

a. Sector Identification – The STARS position symbol for FLTRK is “2L” and the assigned frequency is 126.750.

b. Delegated Airspace – FLTRK is delegated the airspace as depicted in FIG 6-7-3 and FIG 6-7-4.

c. General:

1) Intermediate feeder controller for RIC.
2) Responsible for PTB, VA39, OFP (north ops), FCI (south ops), and APH.
3) Primary feeder for SPIDR#, DUXCS#, and POWTN# to RIC, TRSTN# to SHD SAT’s, and prop/turboprop to IAD and SATs via COATT#.

TBL 6-7-6

To FLTRK From

Sector	Type	Dest/Route	Altitude	Heading/Information
TAPPA	All	All	AOB 120	On route or direct destination from SAT arrivals.
CHOEA			AOB 110	On route.
SHD-BARIN		CSN COATT, then east/southeast bound	50, 70	RNAV – On route Non-RNAV – Vector towards COATT (coordinate heading)
SHD-BSTRO		Landing RIC and all enroute	50, 70, 90 (90 req AOB 120)	Direct RIC or on route. FLTRK control for turns south of BRV.
		Landing RIC and all enroute beyond RIC.		Direct RIC or on route.

TBL 6-7-7

From FLTRK To

Sector	Type	Dest/Route	Altitude	Heading/Information
RICFR (north)	All	FAK/GVE landing RIC	↓40	Over feeder fixes or within 7 DME west of RIC.
		LVL NEAVL landing RIC	↓30	Over feeder fixes or within 15nm final.
		Landing RIC from north	↓40	Within 10 DME west of RIC.
RICFR (south)		FAK/LVL landing RIC		Within 8–12-mile base.
		Landing RIC from north	↓30	Direct
TAPPA		All	AOB 110	On route
CHOEA		All	AOB 120	
SHD-BARIN	Jet	Landing IAD	80	Direct OGATE/BNTLY for COATT#/CAVLR#. BARIN control for turns and descent.
	Prop		60	Direct OGATE for COATT#. BARIN control for turns and descent.
	All	Landing EZF, RMN, NYG, HEF	40	Direct or via BRV.
SHD-BSTRO	All	Landing MRB, HGR, OKV, FRR, JYO	60, 80, 100	RNAV – On TRSTN# Non-RNAV – CSN direct
		Landing FDK, GAI, DMW, 2W2		RNAV – on TRSTN# Non-RNAV – CSN MRB V166 EMI
		Landing HEF, CJR, HWY	↓60	RNAV – on TRSTN# Non-RNAV -Direct CSN/FLUKY via TRSTN gate.

FIG 6-7-3

FLTRK North

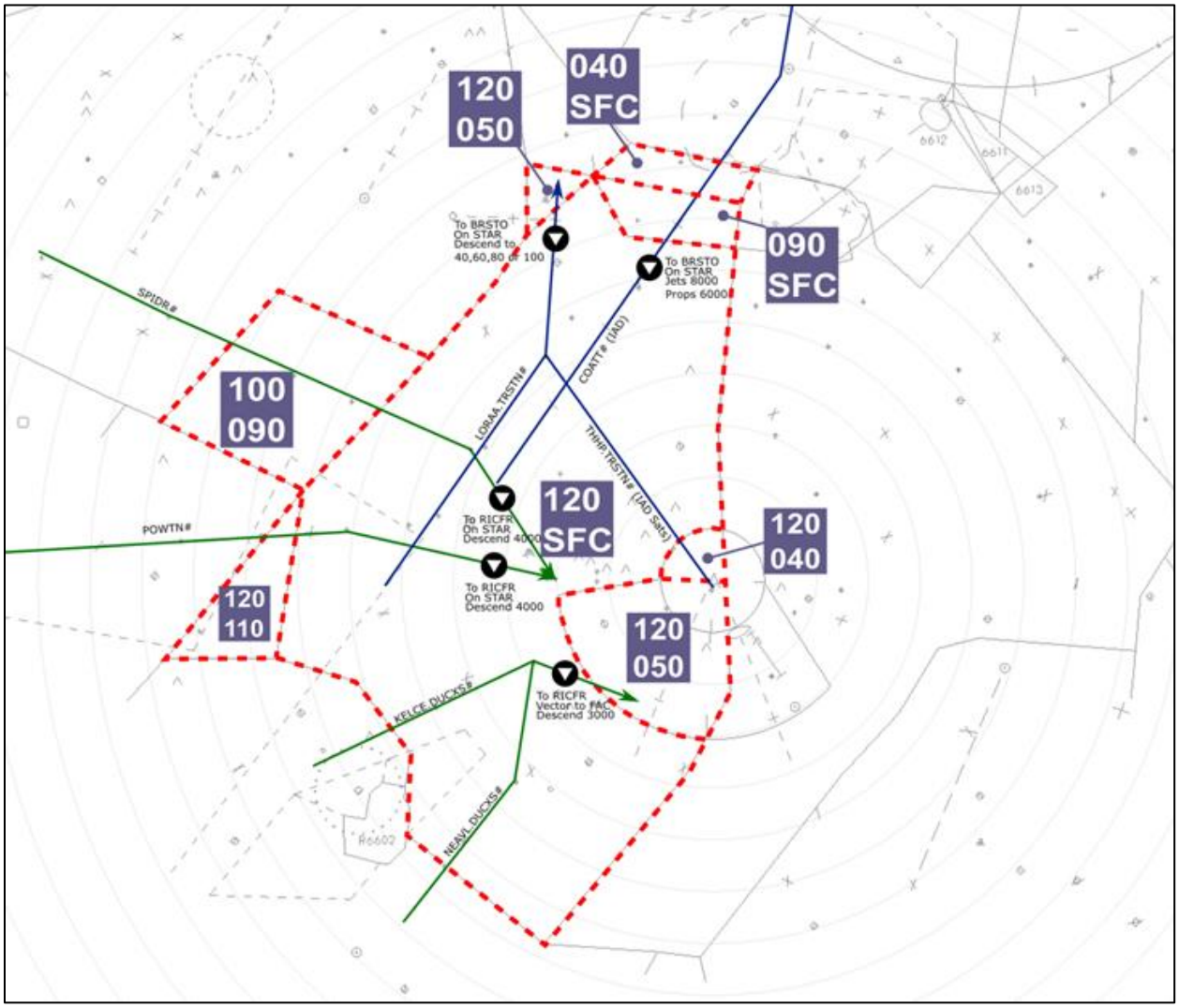
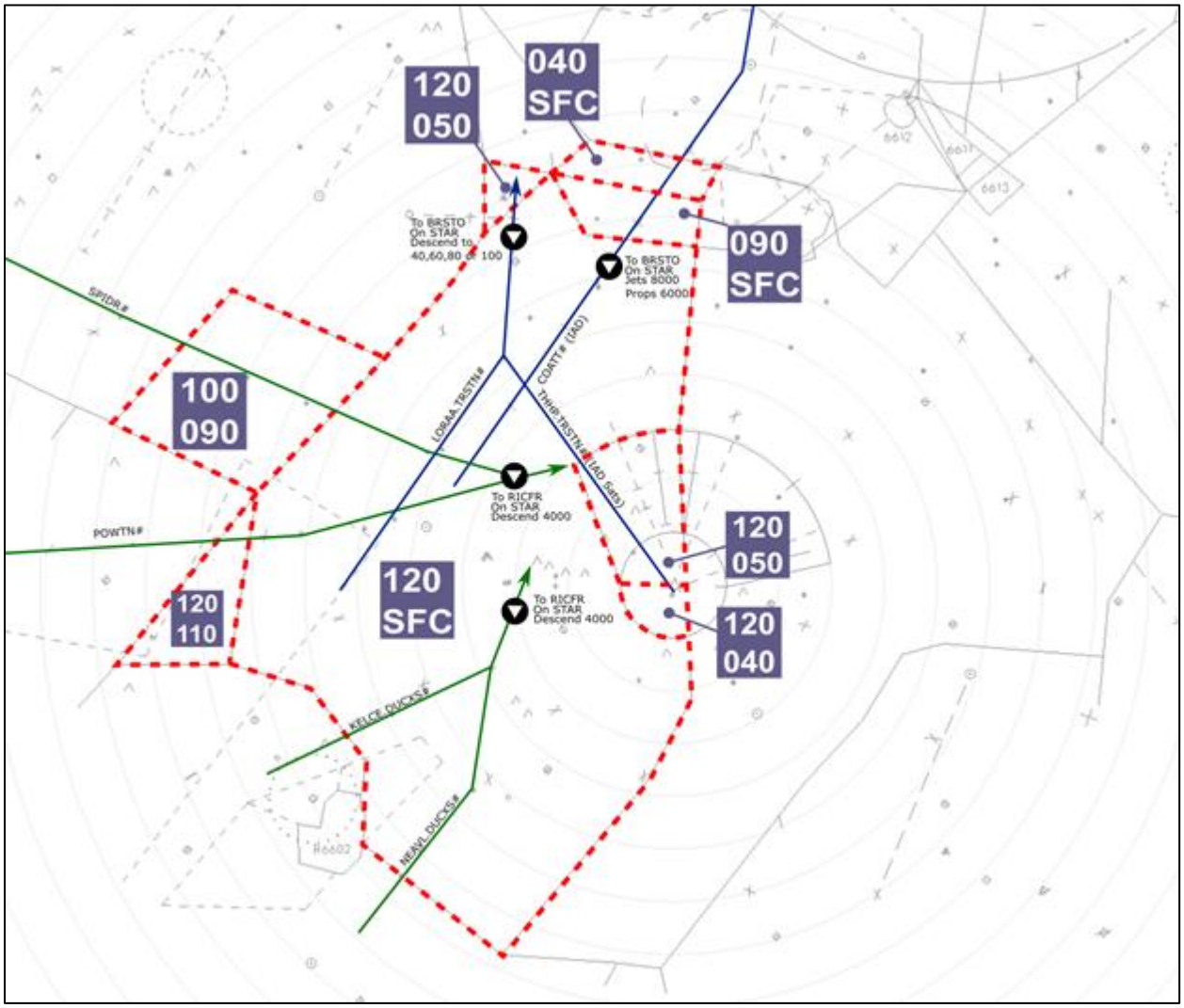


FIG 6-7-4

FLTRK South



6-7-4. RICFR

a. Sector Identification – The STARS position symbol for RICFR is “2F” and the assigned frequency is 118.200.

b. Delegated Airspace – RICFR is delegated the airspace as depicted in FIG 6-7-5 and FIG 6-7-6.

c. General:

1) Final approach controller for RIC.
2) Responsible for FCI (north ops) and OFP (south ops).

TBL 6-7-8

To RICFR From (north)

Sector	Type	Dest/Route	Altitude	Heading/Information
FLTRK	All	FAK/GVE landing RIC	↓40	Over feeder fixes or within 7 DME west of RIC.
		LVL NEVAL landing RIC	↓30	Over feeder fixes or within 15nm final.
		Landing RIC from north	↓40	Within 10 DME west of RIC.
TAPPA		Landing RIC		Within 10-15nm base.
		FCI/OFP arrivals		Direct.
		Enroute over RIC	40	On route.

TBL 6-7-9

To RICFR From (south)

Sector	Type	Dest/Route	Altitude	Heading/Information
FLTRK	All	FAK/LVL/NEVAL Landing RIC	↓40	Over feeder fixes or within 7 DME west of RIC.
		Landing RIC from north	↓30	Direct.
TAPPA		Landing RIC	↓40	Within 10-15nm base.
		FCI/OFP arrivals.		Direct

TBL 6-7-10

From RICFR To

Sector	Type	Dest/Route	Altitude	Heading/Information
RIC ATCT	All	On final	AOB 40	Cleared for approach

FIG 6-7-5

RICFR North

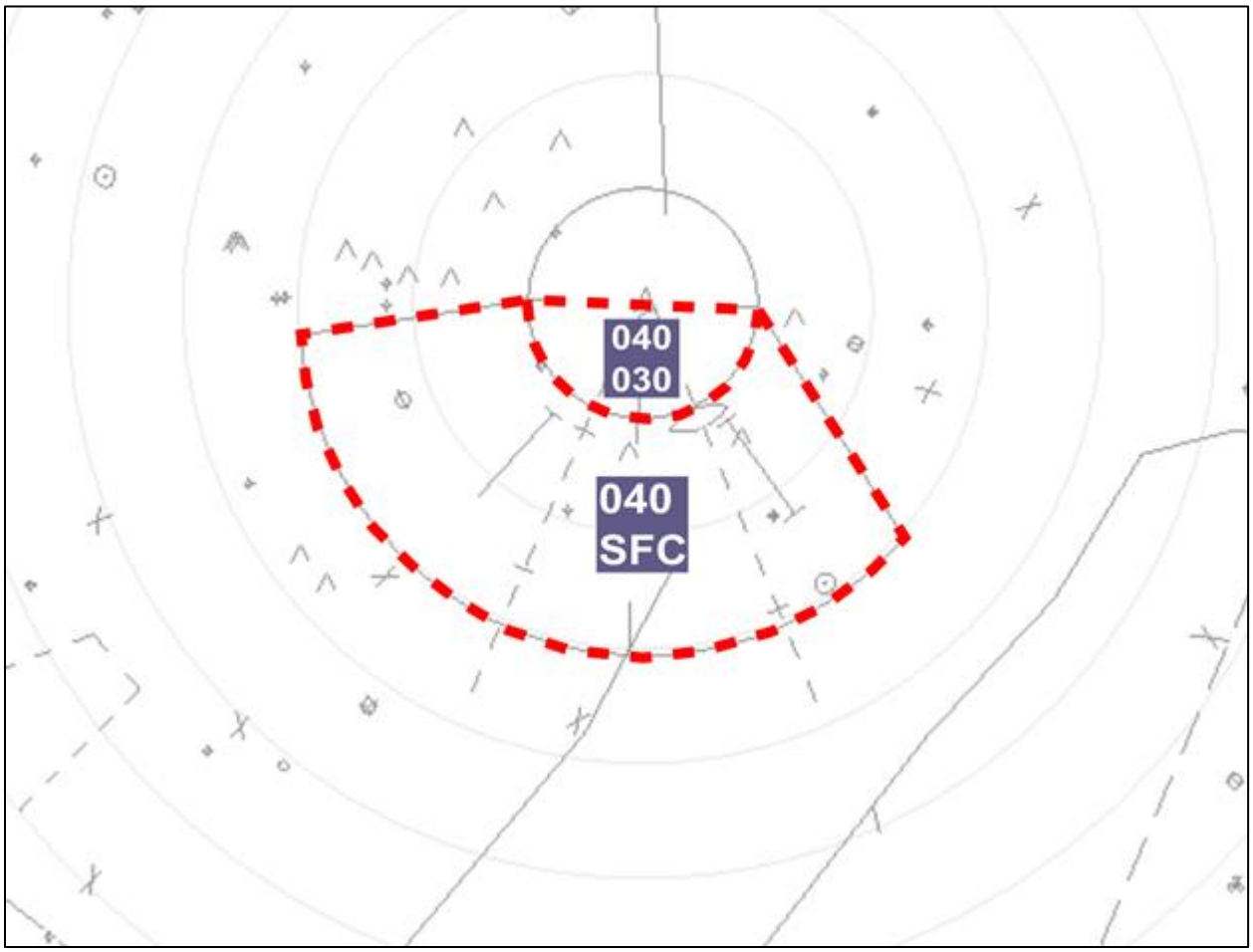
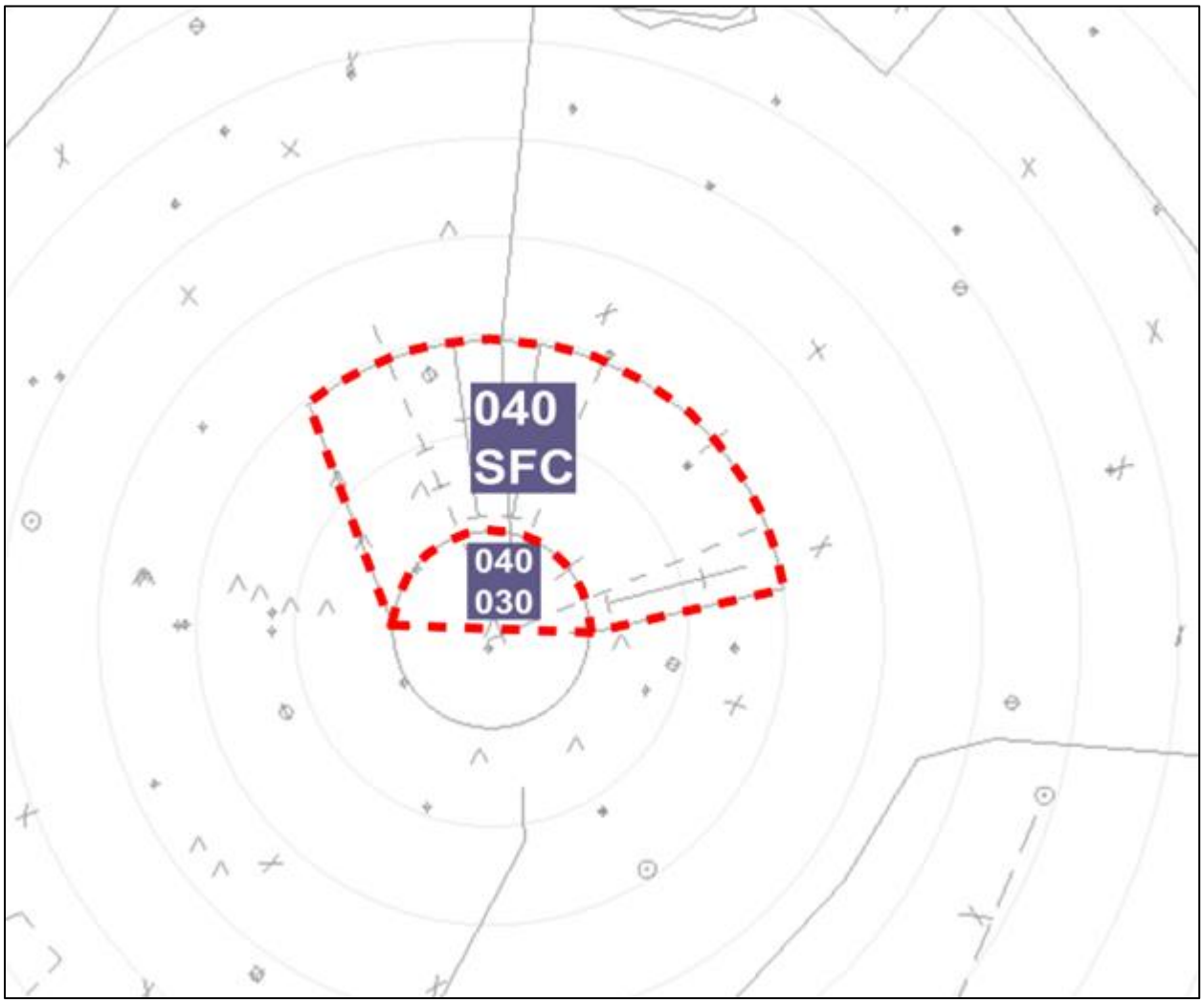


FIG 6-7-6

RICFR South



6-7-5. TAPPA

a. Sector Identification – The STARS position symbol for TAPPA is “2P” and the assigned frequency is 126.400.

b. Delegated Airspace – TAPPA is delegated the airspace as depicted in FIG 6-7-7 and FIG 6-7-8.

c. General:

1) Feeder sector for RIC arrivals.
2) Handle overflights to ADW, DOV, and ILG.
3) Responsible for W96, XSA, and FYJ.

TBL 6-7-11

To TAPPA From

Sector	Type	Dest/Route	Altitude	Heading/Information
FLTRK	All	All	AOB 110	On route or direct destination for SAT arrivals.
SHD-BARIN		BRV V286	70	On route. Control for tuns south of BRV
MTV-OJAAY		All		RNAV only: OJAAY ZUNAR
MTV-DCAFR (DCA N) or MTV-TYSON (DCA S)			50	
CSIDW			40 – 120	On route. Even alts

TBL 6-7-12

From TAPPA To

Sector	Type	Dest/Route	Altitude	Heading/Information
SHD-BARIN	All	V286 BRV landing SHD area	60	On route.
RICFR		Landing RIC	↓40	Within 10-15nm base.
		FCI/OFP arrivals		Direct.
RICFR (north)		Enroute over RIC	40	On route.
MTV-OJAAY	Prop	DCA	60	RNAV - ZUNAR OJAAY Non-RNAV - V286 GRUBY V376 IRONS
	All	DAA, W32, VKX, 2W5		
	Jet	DCA	80	IRONS# or OJAAY IRONS#.
DCAFR (DCA N) or TYSON (DCA S)	All	Landing DCA, DAA, W32, VKX, 2W5	40	RNAV - ZUNAR OJAAY Non-RNAV - HCM HCM345 OJAAY V376 IRONS
FLTRK		All	AOB 120	On route or direct destination for SATs.
CSIDW		All	50, 70, 90, 110	On route.
	RNAV	ADW/VUDOO#	Descend via	On STAR.
	Non-RNAV	ADW	90, 110	V16 COLIN or direct COLIN.

FIG 6-7-7

TAPPA North

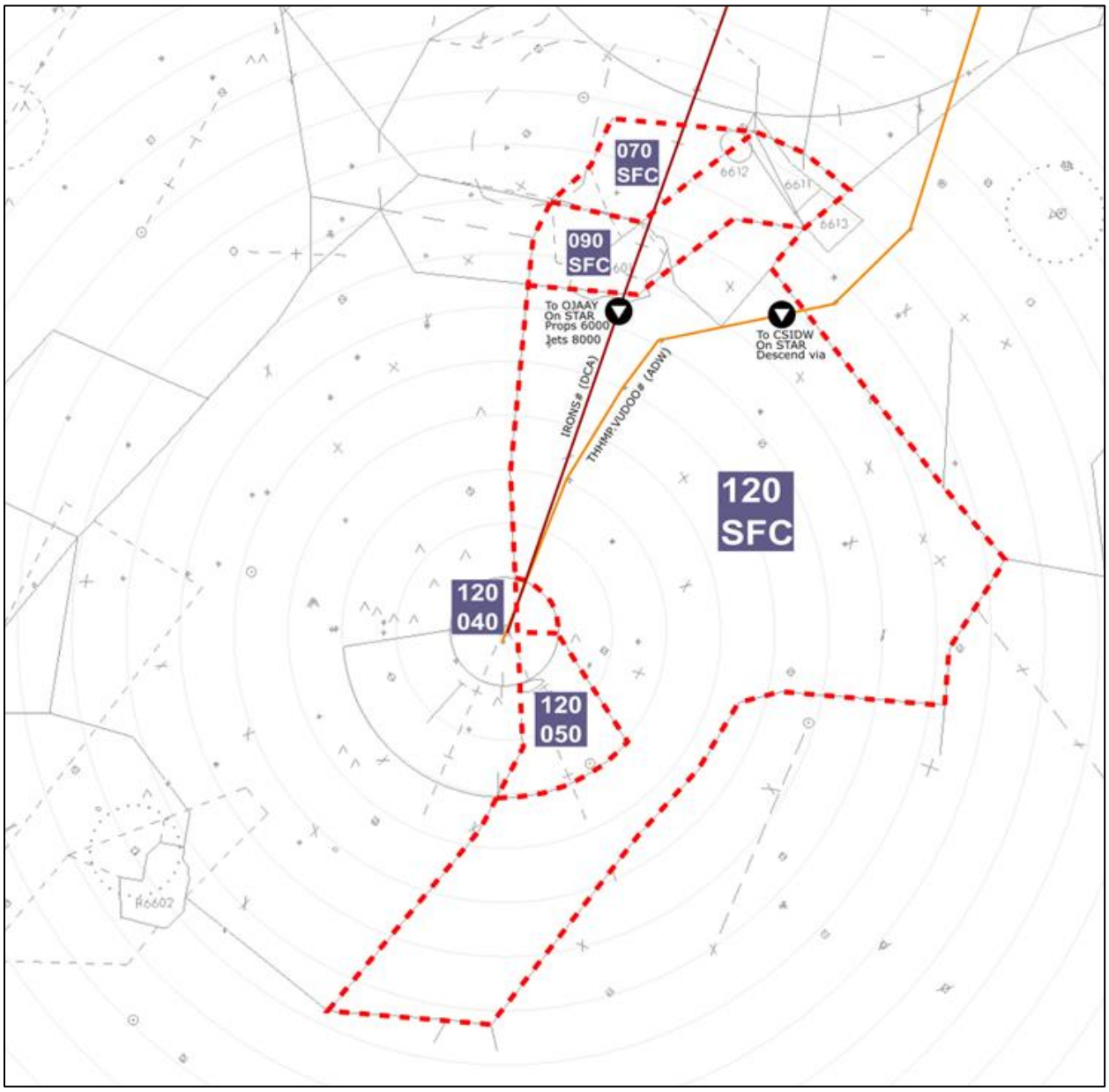
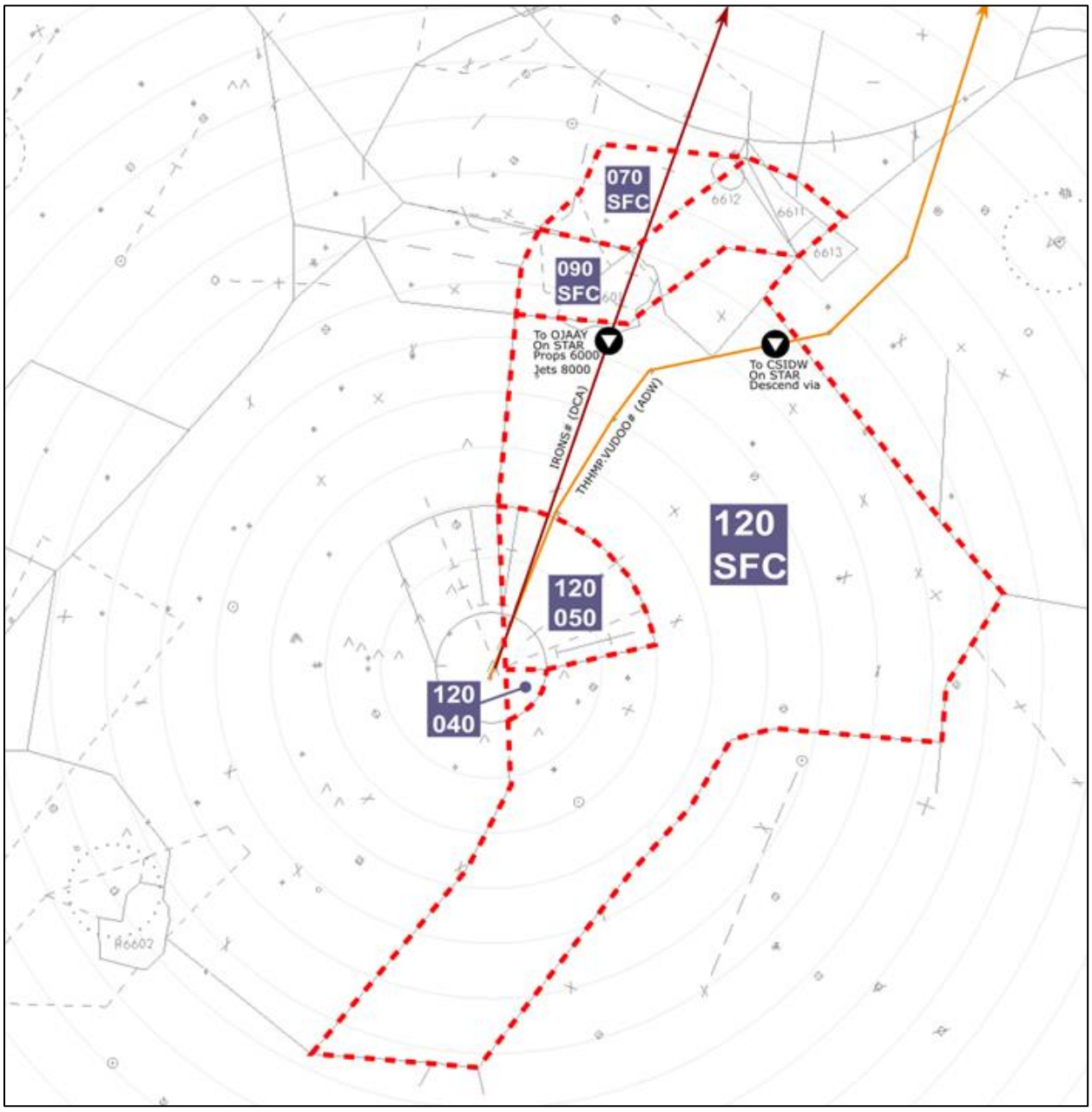


FIG 6-7-8

TAPPA South



6-7-6. CSIDW

a. Sector Identification – The STARS position symbol for CSIDW is “2M” and the assigned frequency is 135.625.

b. Delegated Airspace – CSIDW is delegated the airspace as depicted in FIG 6-7-9.

c. General:

1) Covers the majority of NHK.
2) Responsible for CGE, NHK, and 2W6 and overflights to ADW/PCT prop arrivals.

TBL 6-7-13

To CSIDW From

Sector	Type	Dest/Route	Altitude	Heading/Information
MTV-ADWAR	Prop	All	30	V33/V20.
		SBY		Direct SBY.
		CGW		Direct CGE.
MTV-DEALE	All	All req AOB 90	50	WHINO/BOOCK via V33/V20.
	Prop	SBY		Direct SBY.
	All	V33/V20/J61 – req AOA 100	100	On route or direct COLIN.
MTV-KRANT	Jet	CONLE# SID or WHINO CONIL V20 RIC landing RIC, and RIC SATs.	120	
	Prop	V33/V20/J61	100	
TAPPA	All	All	AOB 110	On route.
	RNAV	VUDOO#	Descend via	On STAR.
	Non-RNAV	ADW	90, 110	V16 COLIN or direct COLIN.
CHP-PALEO	All	All	40, 60, 80, 100	On airway or direct PXT.
		CSIDE SATs	50, 70	On route.
		NHK and SAT arrivals	40, 60	On airway or direct.
		CGE	30	Direct.
	Props	ESN arrivals via PXT	40, 60, 80, 100	Direct PXT.
GRACO	All	All	120	On airway or direct PXT.
CSIDE			40, 60, 80	On route or direct for SAT arrivals.

TBL 6-7-14

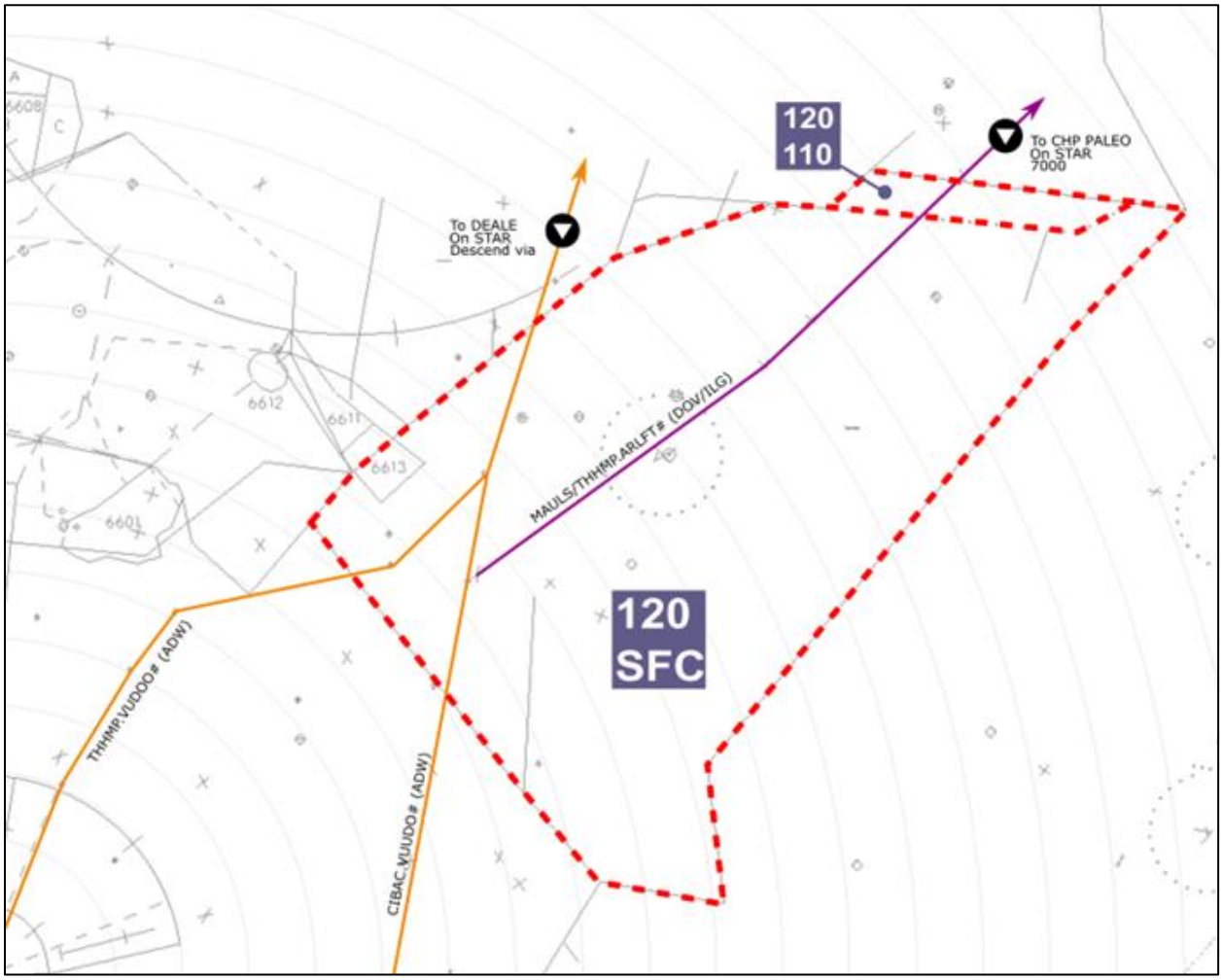
From CSIDW To

Sector	Type	Dest/Route	Altitude	Heading/Information
CHP-PALEO	All	ESN, ANP, W29	30, 50, 70	Direct
		BWI, MTN arrivals from CSIDE SATs	40, 60	GRACO direct
		BWI, MTN, FME	50, 70, 90	LOUIE direct
		Overflights via LRP, HAR		On T-route
		Westbound overflights		V93 BAL
		Northeast overflights		V16, V213, V157, V229 on route
		DOV, GED, 33N, RJD	30, 50, 70	On route
MTV-ADWAR		ADW	40	RNAV - WHINO PXT or SBY ARUYE direct Non-RNAV - Coordinate
		W00, CGS		RNAV – WHINO PXT CUKAT or SBY ARUYE CUKAT direct Non-RNAV – Coordinate

		W32, VKX, DAA, 2W5		RNAV – Direct destination Non-RNAV – Coordinate
MTV- DEALE		ADW via VUDOO#	RNAV - Descend via Non-RNAV - 80	RNAV – On STAR Non-RNAV – On a heading towards VUDOO. DEALE control for turns.
		W00, CGS	60	RNAV – WHINO ADW, PXT ADW, SBY ARUYE ADW Non-RNAV - Coordinate
		W32, VKX, DAA, 2W5		RNAV – Direct destination Non-RNAV – Coordinate

FIG 6-7-9

CSIDW



6-7-7. CSIDE

a. Sector Identification – The STARS position symbol for CSIDE is “2X” and the assigned frequency is 127.200.

b. Delegated Airspace – CSIDE is delegated the airspace as depicted in FIG 6-7-10.

c. General:

1) Responsible for OBX, W41, SBY, WAL, FMV, and N06.

TBL 6-7-15

To CSIDE From

Sector	Type	Dest/Route	Altitude	Heading/Information
CSIDW	All	All	AOB 90	On route or direct destination for SAT arrivals

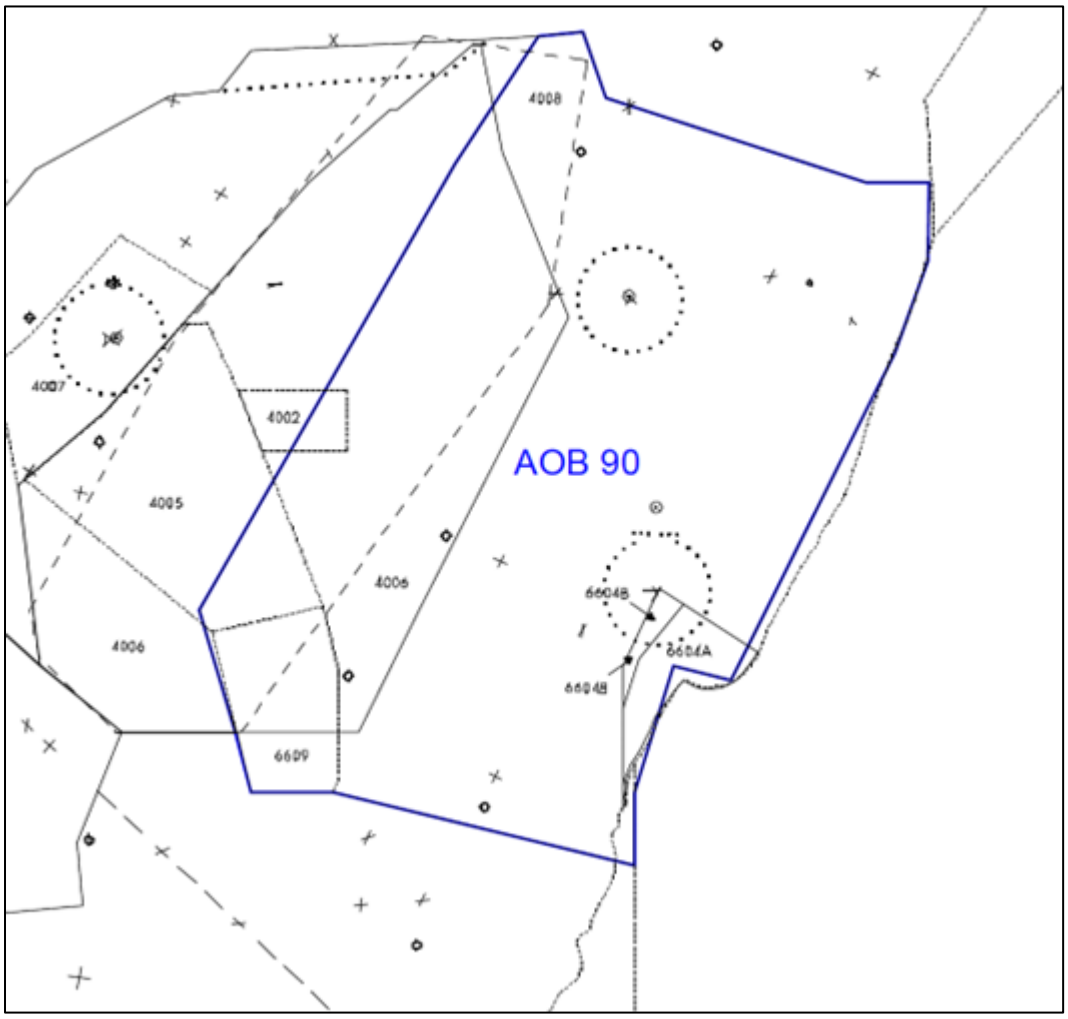
TBL 6-7-16

From CSIDE To

Sector	Type	Dest/Route	Altitude	Heading/Information
CSIDW	All	All	40, 60, 80	On route or direct destination for SAT arrivals

FIG 6-7-10

CSIDE



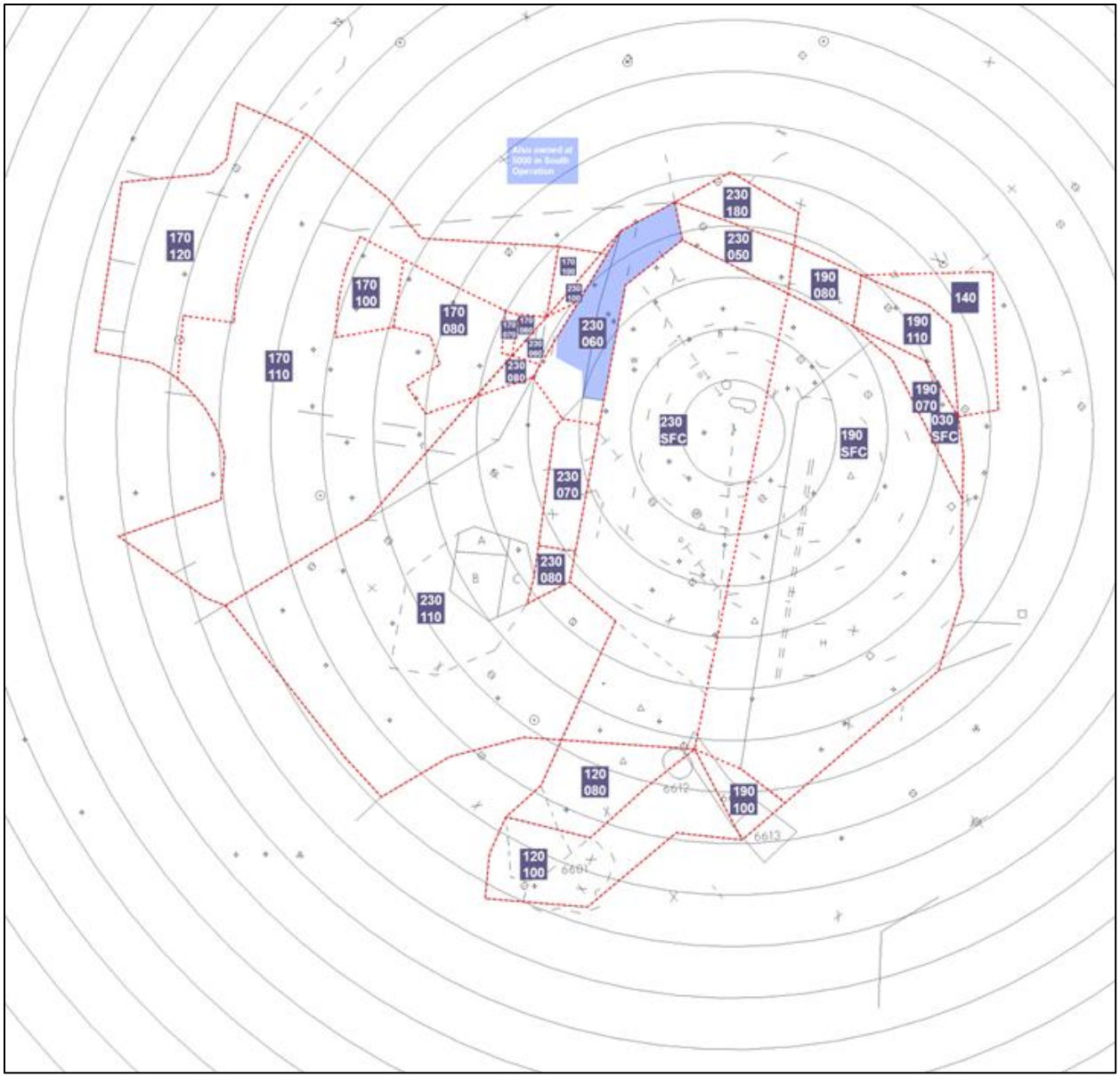
Chapter 7. Mount Vernon Area (MTV)

7-1. Airspace

a. The Mount Vernon area is delegated the airspace depicted in FIG 7-1-1

FIG 7-1-1

MTV Combined Airspace



7-2. IFR Departures

a. Departures climbing through the MTV area must be issued altitudes according to the TBL 7-2-1 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, MCRAY or JERES, must be delivered on a heading to the next sector.

TBL 7-2-1

IFR Departures

<table>
<tr><th>Area</th><th>A/C Type</th><th>Route</th><th>To</th><th>Altitude</th><th>Notes</th></tr>
<tr><td rowspan="3">CHP</td><td rowspan="3">All</td><td>COLIN/AMEEE</td><td>ZDC (19)</td><td>FL190</td><td></td></tr>
<tr><td>CLTCH/JDUBB/SCRAM</td><td>ZDC (32)</td><td>FL230</td><td></td></tr>
<tr><td>RAMAY/OTTTO</td><td>ZDC (01)</td><td>FL230</td><td></td></tr>
<tr><td rowspan="2">MTV (ADW)</td><td rowspan="2">All</td><td>COLIN/AMEEE</td><td>ZDC (19)</td><td>170</td><td></td></tr>
<tr><td>SWANN/PALEO</td><td>CHP-PALEO</td><td>90</td><td>MTV shall clear on course.</td></tr>
<tr><td rowspan="8">MTV/SHD</td><td rowspan="8">All</td><td>RNAV Jet via HORTO#/LINCN#</td><td rowspan="3">CHP-BUFFR</td><td rowspan="2">AOA 100 ↑ 170</td><td>Control for turns NW of AML R-050.</td></tr>
<tr><td>Non RNAV Jet via JERES, BUFFR, MCRAY (J211/J220/J227/Q178)</td><td rowspan="2">Vector towards JYO. Control for turns NW of AML R-050.</td></tr>
<tr><td>Prop via JERES, BUFFR, MCRAY, MRB (J211/J220/J227/Q178)</td><td>AOA 100 ↑ 120</td></tr>
<tr><td>CLTCH/JDUBB/SCRAM</td><td>ZDC (32)</td><td>FL210</td><td>ORF arrivals at 150</td></tr>
<tr><td>COLIN/AMEEE</td><td>ZDC (19)</td><td>FL190</td><td>ORF arrivals at 140</td></tr>
<tr><td>DOCTR</td><td>ZDC (19)</td><td>170</td><td>PHL arrivals to CHP-PALEO at 110</td></tr>
<tr><td>RAMAY/OTTTO</td><td>ZDC (01)</td><td>170</td><td></td></tr>
<tr><td>SOOKI</td><td>ZDC (19)</td><td>FL190</td><td></td></tr>
</table>

7-3. IFR Arrivals

a. IFR arrivals to the MTV area will be handed off in accordance with TBL 7-3-1 unless coordinated otherwise.

TBL 7-3-1

IFR Arrivals into MTV Area

Area	A/C Type	Route	From	Altitude	Notes
MTV - ADW	All	SPISY# -or- BILIT CAPKO	CHP-PALEO	40	
		VUDOO#	JRV-CSIDW	Descend via	
		Non RNAV from south		60 or 80	Heading towards VUDOO.
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	@Bal
		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 7-3-2 unless coordinated otherwise.

TBL 7-3-2

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.

7-4. Satellite IFR Departures

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;

2) Primary
   - **Washington Reagan (DCA)**
   - **Joint Base Andrews (ADW)**
3) 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.

7-5. STARS Scratchpad Entries

a. MTV controllers shall utilize scratchpad entries in conjunction with TBL 7-5-1 for IFR departures.

TBL 7-5-1

STARS Scratchpad Entries for Departures

Airport	Via	Scratchpad
ADW	LINCN# OTTTO	OTO
	LINCN# RAMAY	RAM
	LINCN# MCRAY	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

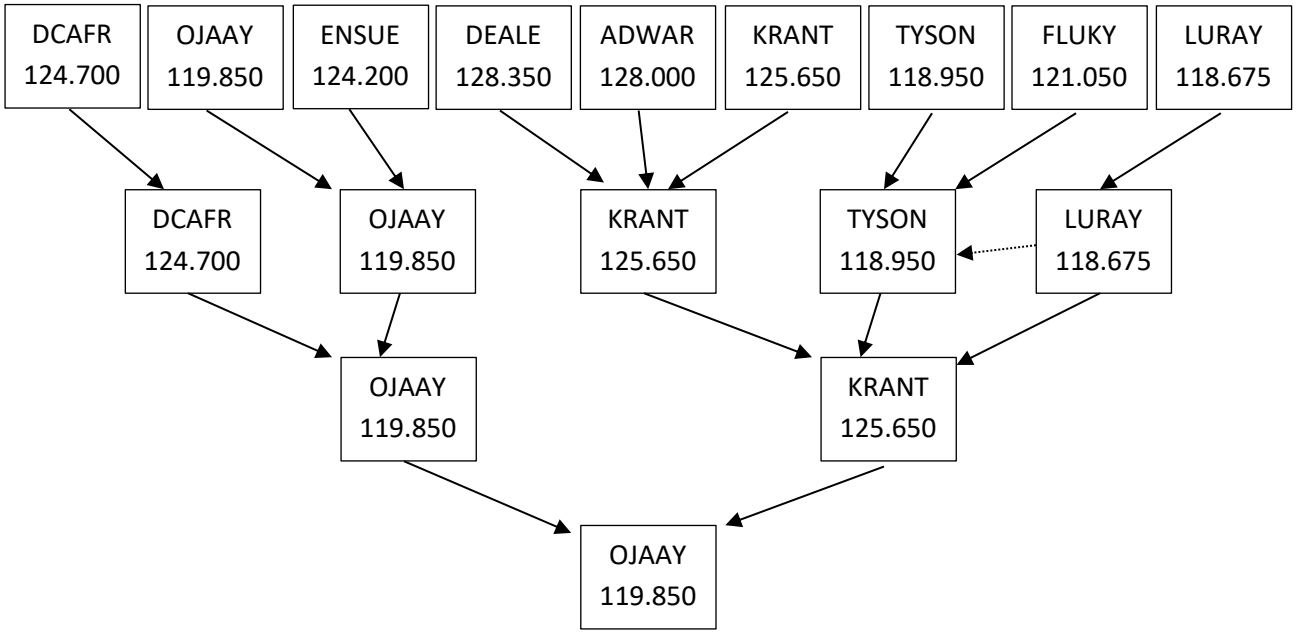
7-6. MTV Areas

a. The combined MTV sector is OJAAY on 119.850. An approach/departure split is OJAAY 119.850 and KRANT 125.650. TBL 7-6-1 depicts other combinations and splits.

b. LURAY can be combined with TYSON as needed.

TBL 7-6-1

Sector Consolidation



7-6-1. 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 7-6-1 and FIG 7-6-2.

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 7-6-2

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.

TBL 7-6-3

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 7-6-1

DCAFR North

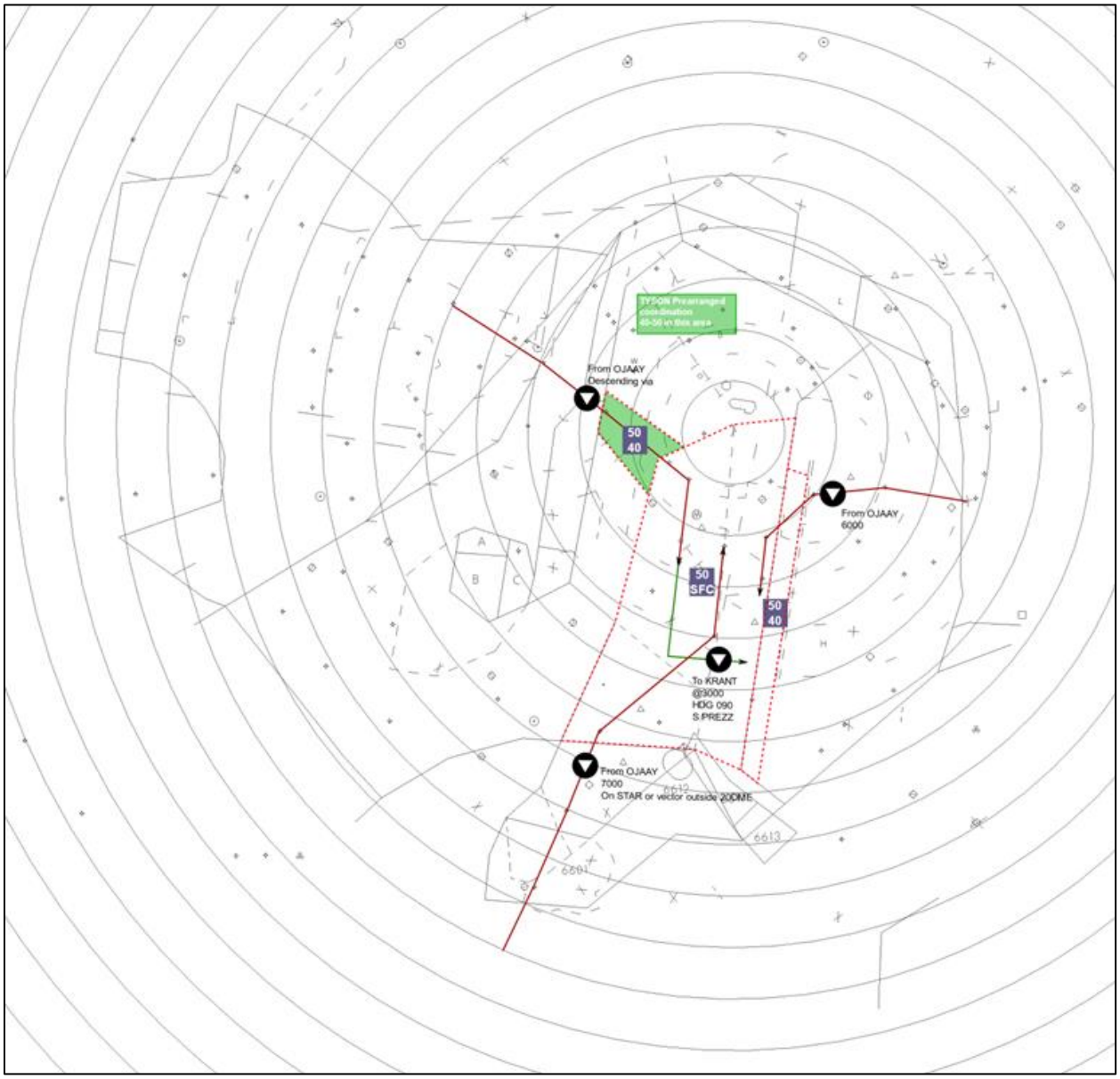
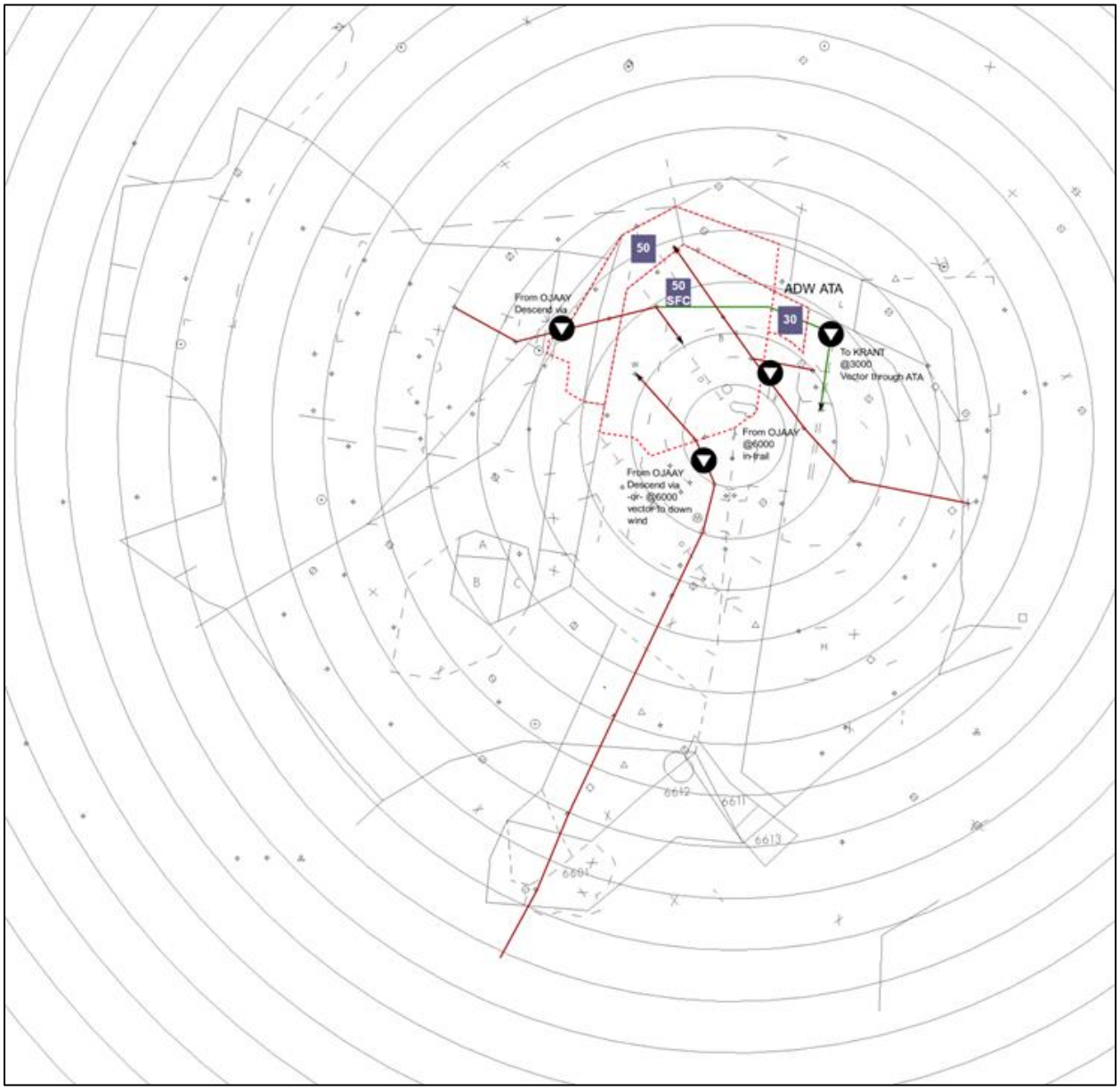


FIG 7-6-2

DCAFR South



7-6-2. 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 7-6-3 and FIG 7-6-4.

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 7-6-4

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#	Descend via	
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 7-6-5

From OJAAY To

Sector	Type	Dest/Route	Altitude	Heading/Information
DCAFR DCA N	All	FRDMM#/TRUPS#/NUMMY# CAPPS#/CLIPR#/DEALE#	Descending 60	On STAR or vector to downwind
		CAPSS#/IRONS#	70	On STAR or heading to join final approach outside of 20DME
		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# Landing DAA	Descending 60	On STAR
		Landing DAA from the south	60	Direct DAVEE
KRANT DCA S	All	BAL..ADW	40	On heading towards final approach course

FIG 7-6-3

OJAAY North

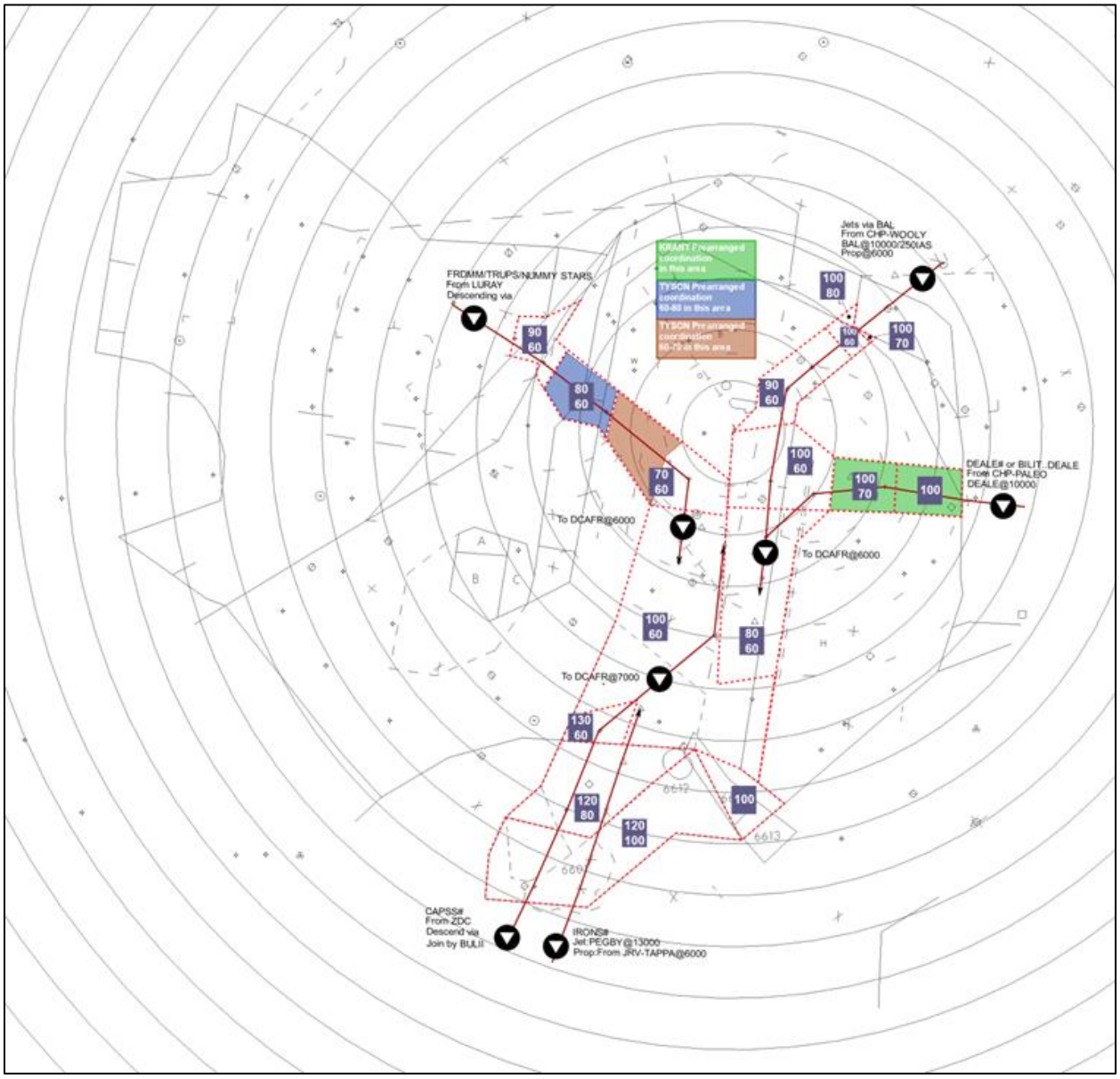
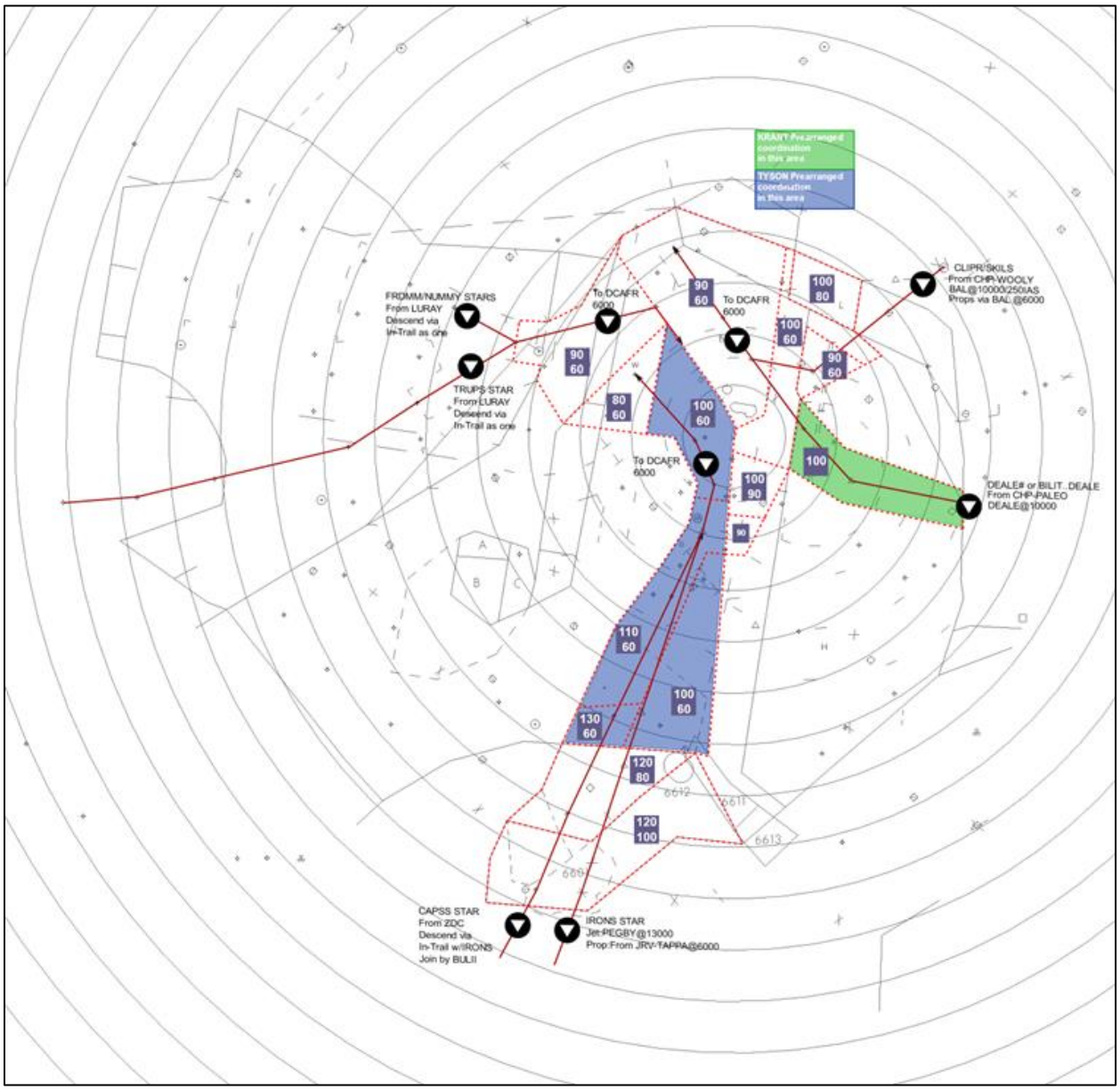


FIG 7-6-4

OJAAY South



7-6-3. 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 7-6-5 and FIG 7-6-6.

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 7-6-6

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 apreq
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 7-6-7

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-BUFFR	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 7-6-5

TYSON North

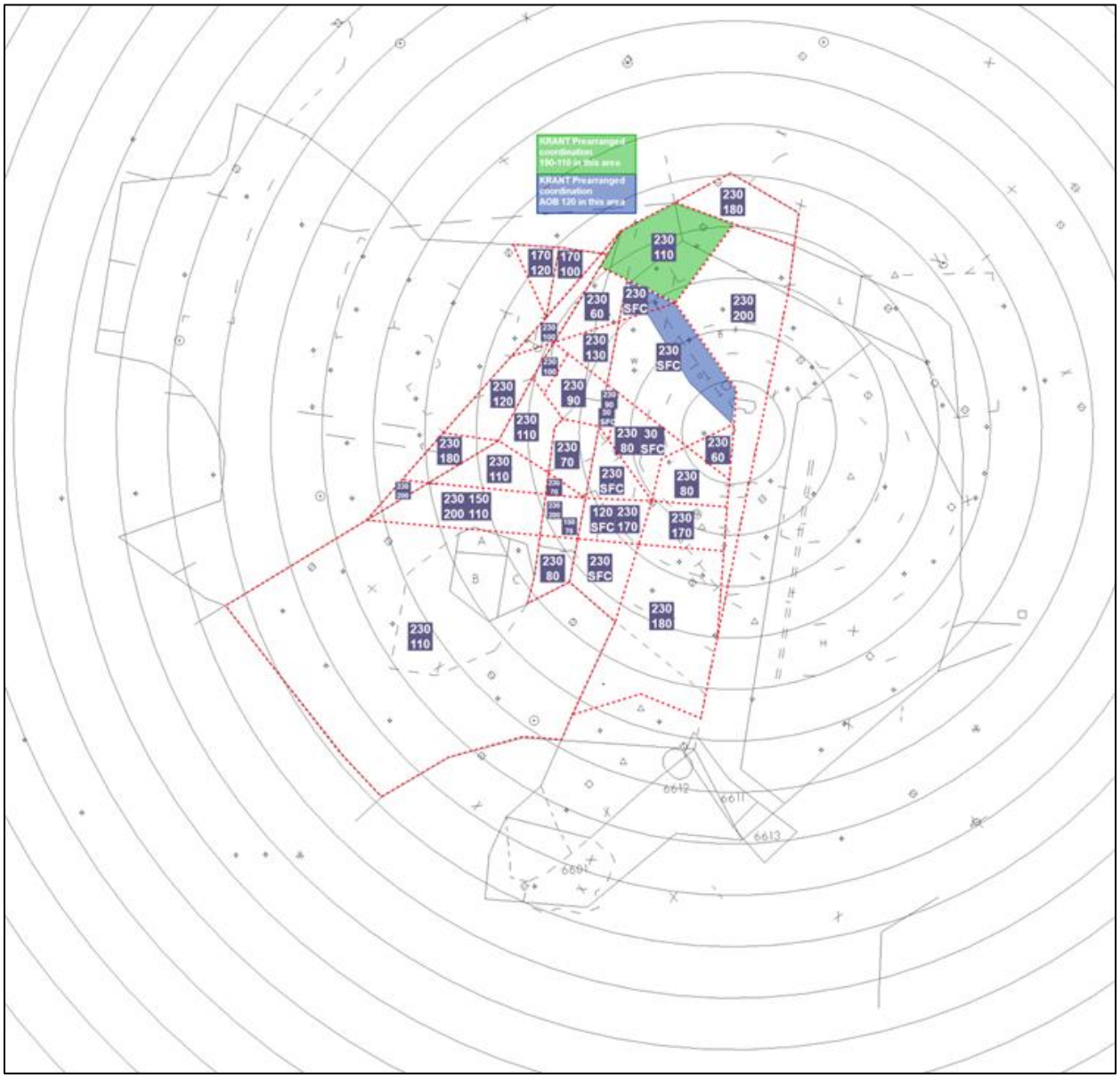
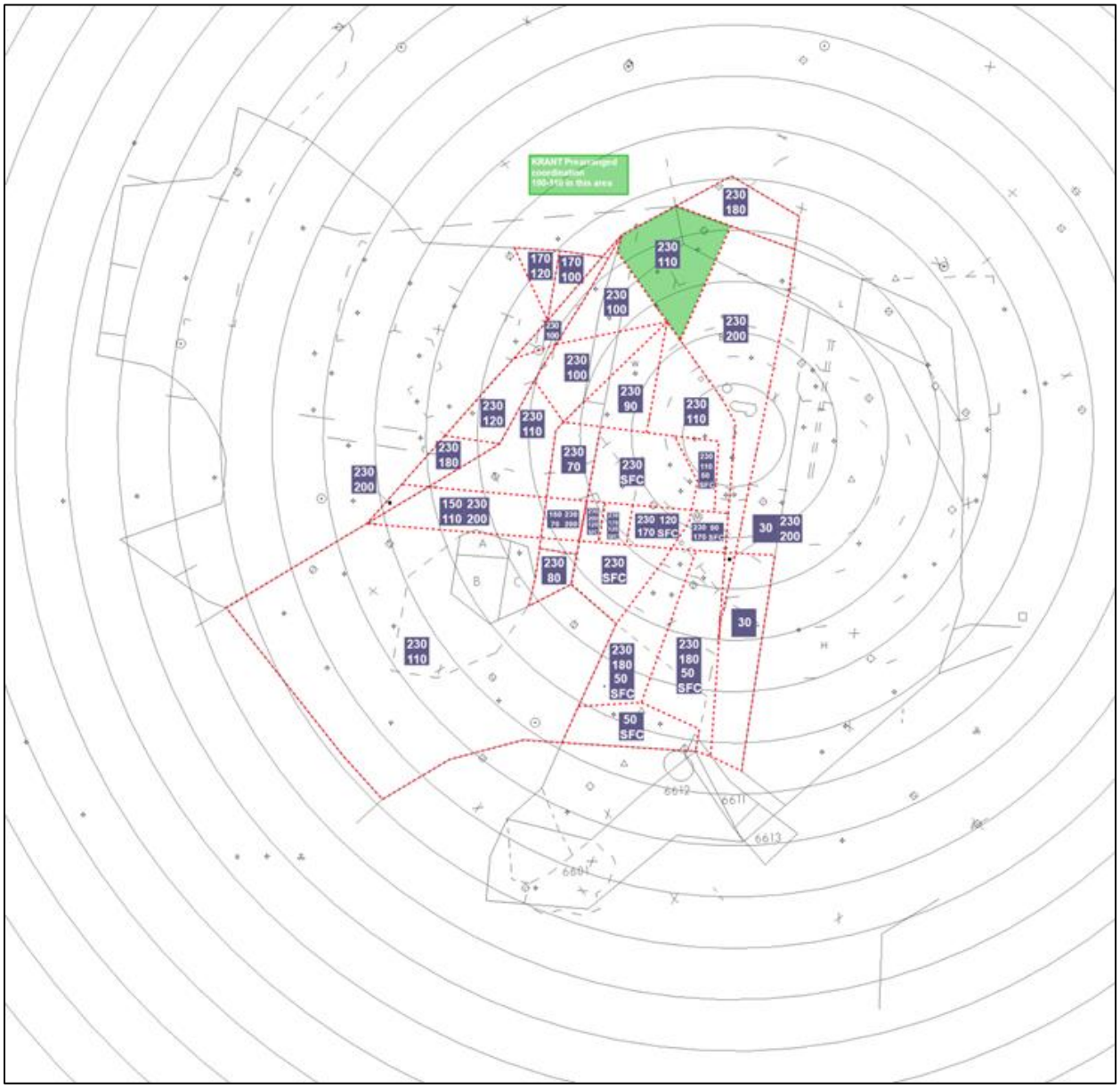


FIG 7-6-6

TYSON South



7-6-4. 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 7-6-7 and FIG 7-6-8.

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 7-6-8

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		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	Non-RNAV; on heading towards VUDOO. Control for turns on contact.

			NonRNAV: 80	
		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		
	All	ADW via SPISY#		On STAR

TBL 7-6-9

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 7-6-7

KRANT North

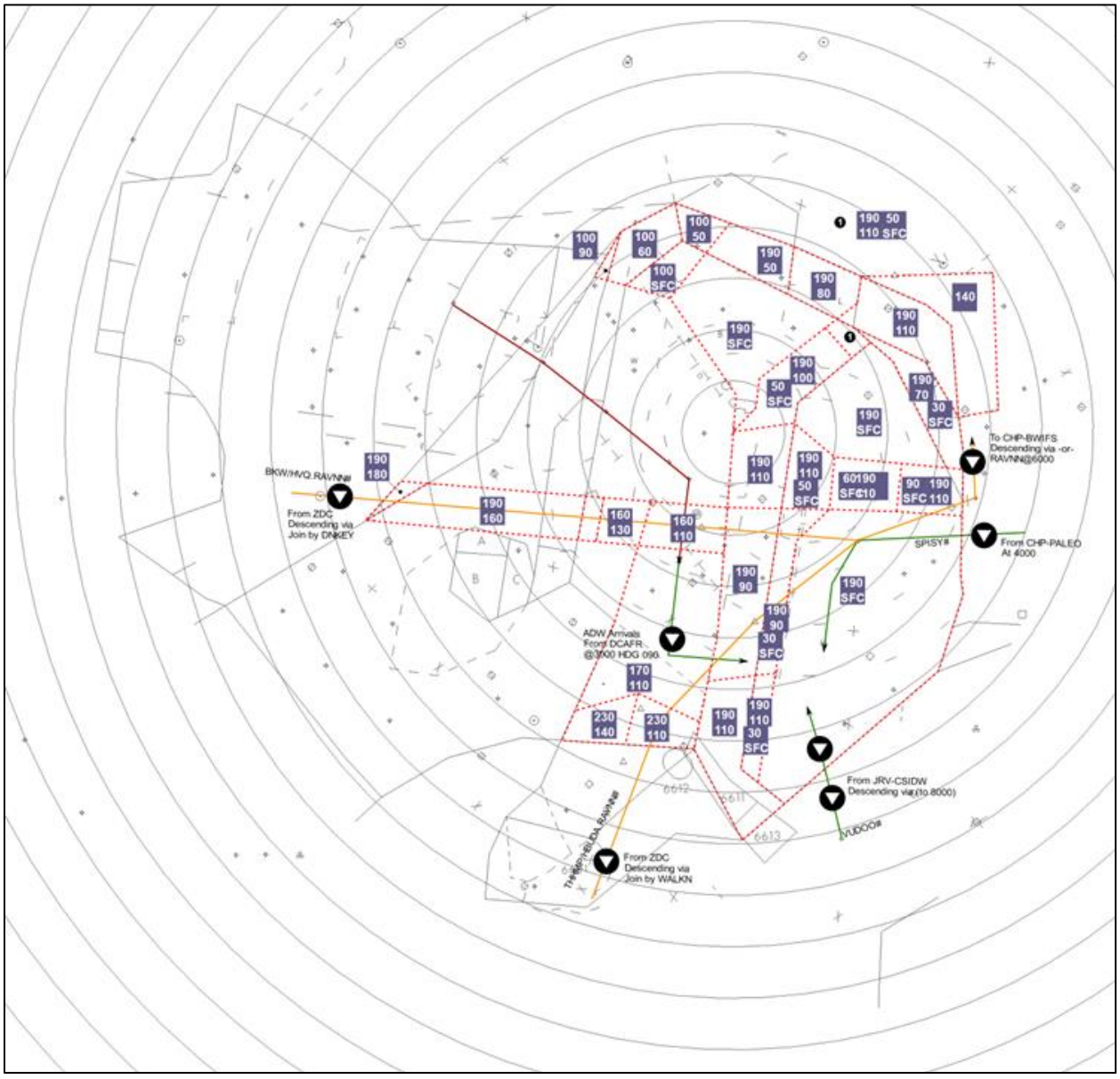
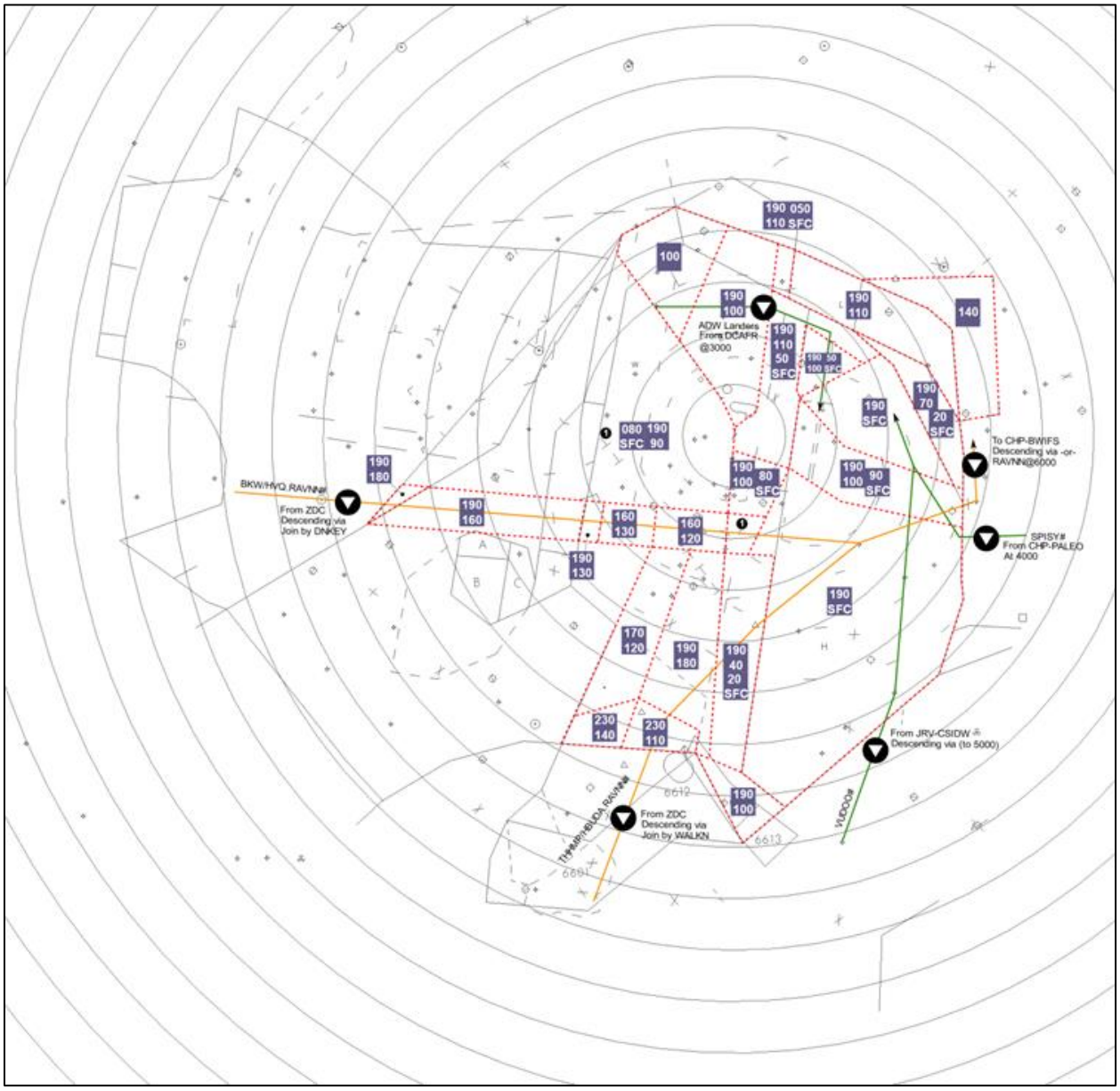


FIG 7-6-8

KRANT South



7-6-5. 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 7-6-9.

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 7-6-10

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.

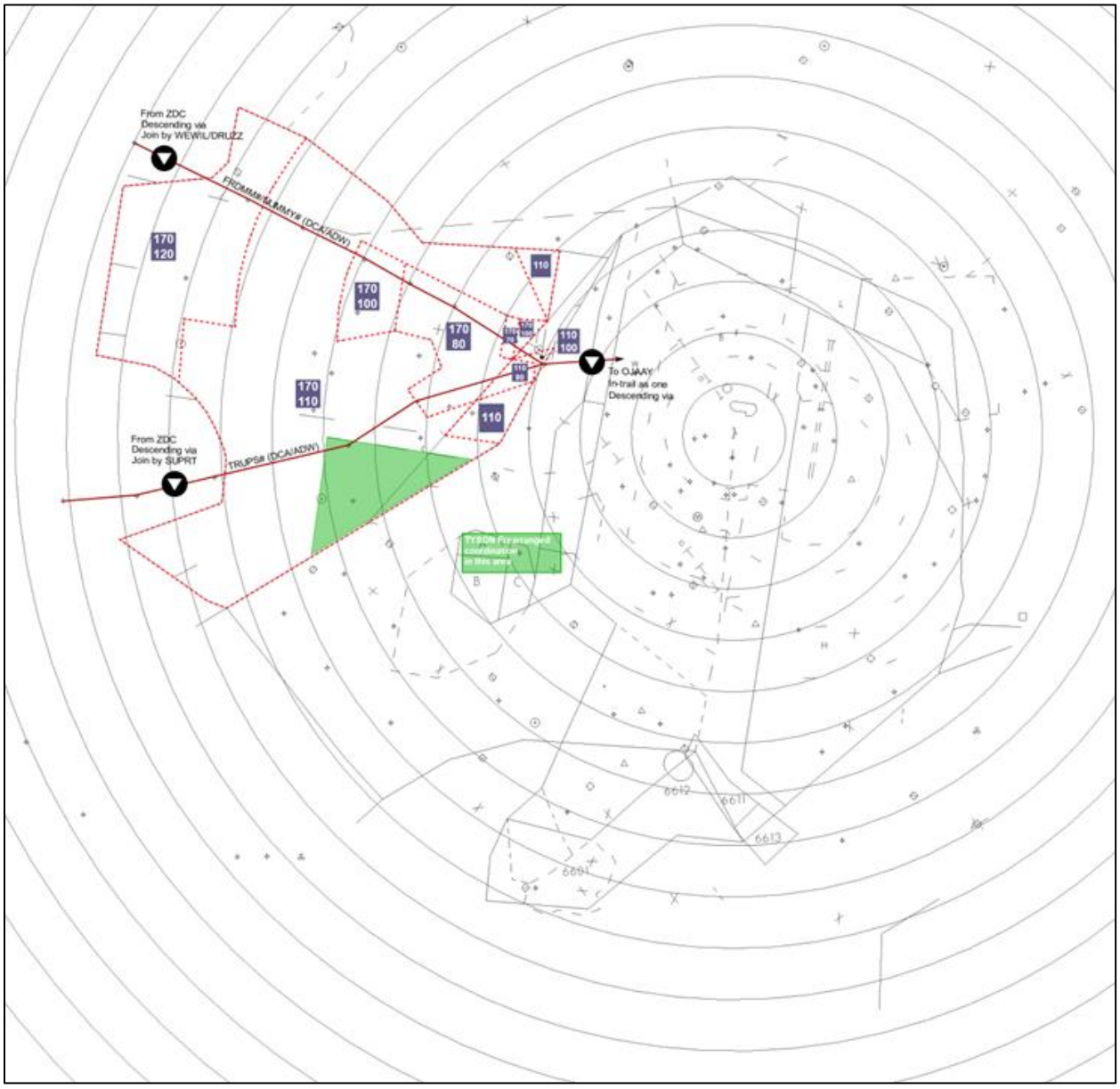
TBL 9-5-2

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 7-6-10

LURAY



Chapter 8. Intra-Facility Procedures

8-1. New York ARTCC (ZNY) and CHP Area

a. The minimum separation of aircraft from ZNY to CHP along the same route is 10nm and/or increasing unless coordinated.
b. ZNY may clear aircraft routed via BAL (except TRISH# arrivals) direct BAL without coordination.
c. CHP has control for turns 30° left and right

8-2. Dover RAPCON (DOV) and CHP Area

a. Aircraft landing RJD require a point out between CHP and DOV to;
    1) Determine who is responsible for IFR cancellation.
    2) Protect for instrument approach flown and missed approach procedure.

8-3. New York ARTCC (ZNY) and SHD Area

a. The minimum separation of aircraft from ZNY to SHD along the same route is 10nm and/or increasing unless coordinated.
b. SHD has control for turns 30° left and right 5nm NE LIRCH.
c. SHD has control for descent at LIRCH.
d. SHD has control for turns 30° left and right and descent to 10,000 via DAFIX.
    1) This does not include MTD departures.
e. SHD has control for turns 30° left and right at PRTZL.

8-4. Johnstown RAPCON (JST) and SHD Area

a. JST has control for turns toward destination and descent upon contact via JST.
b. JST has control for turns and descent upon contact via CBE.

8-5. Roanoke ATCT/TRACON (ROA) and JRV Area

a. Aircraft from ROA landing IAD, HEF, CJR, HWY or JYO may be cleared via CSN direct.
b. Aircraft from ROA landing FDK, DMW or GAI may be cleared via MRB V166 EMI direct.
c. All aircraft from ROA landing within JRV may be cleared via direct.
d. Aircraft from ROA landing BWI+ Sats shall be routed TAPPA PXT V93 GRACO.
e. Aircraft from JRV landing ROA + Sats may be cleared direct.

8-6. Norfolk ATCT/TRACON (ORF) and JRV Area

a. PCT shall coordinate with ORF prior to releasing an IFR departure from FYJ. PCT shall advise ORF when the departure traffic is clear of ORF airspace.
b. PCT and ORF shall coordinate prior to releasing a departure from MFV.
c. PCT and ORF shall coordinate with each other prior to clearing an aircraft for an instrument approach to TGI.
d. Aircraft from ORF to JRV will be delivered per TBL 8-6-1.

e. Aircraft from JRV to ORF will be delivered per TBL 8-6-2.

TBL 8-6-1

ORF to JRV

Destination	Route	To	Altitude	Notes
RIC+	JAMIE	TAPPA	120	Control for descent
RIC+	HPW	TAPPA	40-80	
DCA+	HCM ZUNAR OJAAY -or- HCM OJAAY V376 IRONS	TAPPA	40 or 80	
W00, CGS	HCM V33 WHINO	TAPPA	70	
ADW	THHMP VUDOO#	TAPPA	80-120	
ADW	HCM V33 WHINO	TAPPA	70 or 90	

TBL 8-6-2

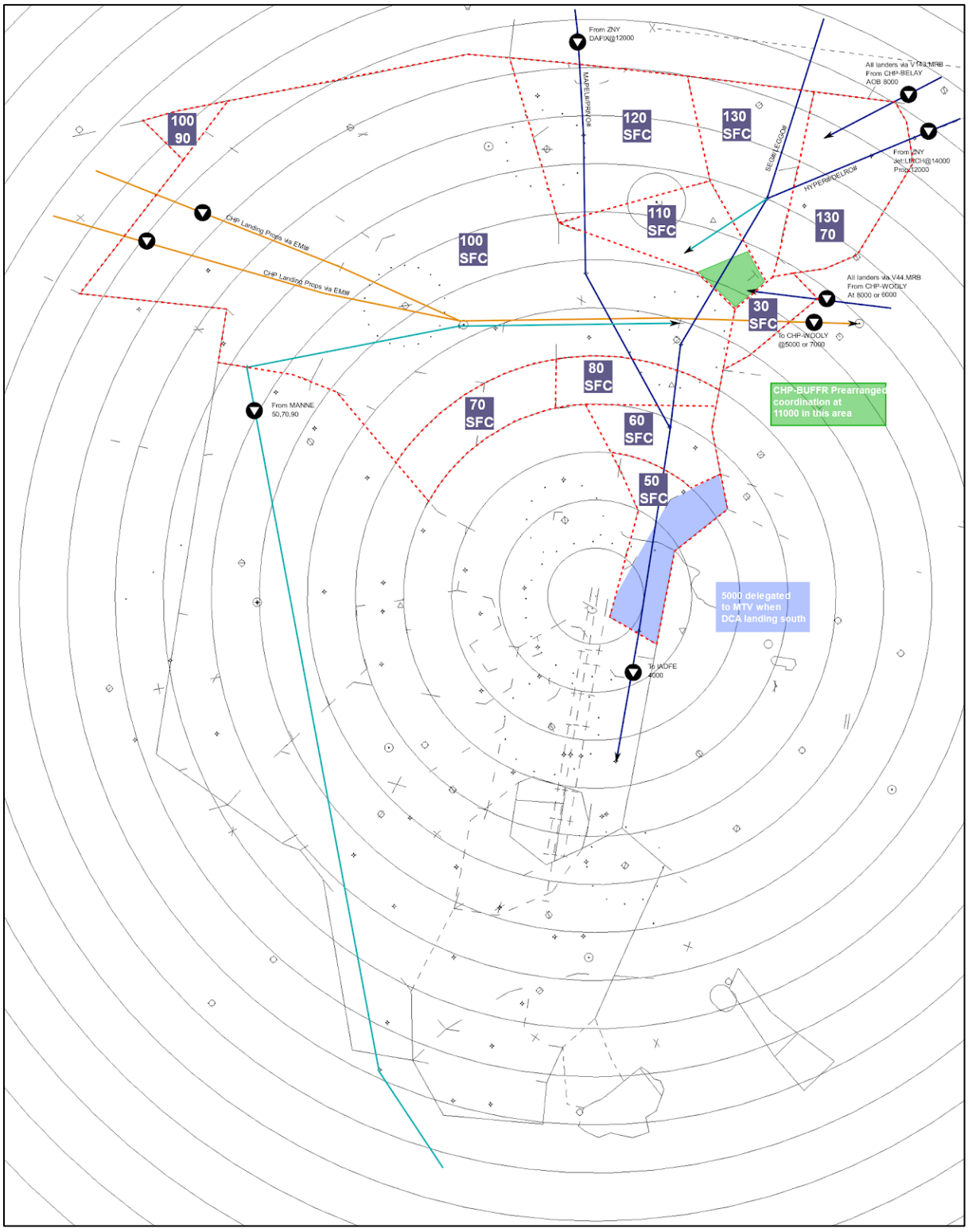
JRV to ORF

Destination	Route	To	Altitude	Notes
ORF+	V286 STEIN	East Feeder	50-110	
ORF+	WAIKS	West Feeder	50-110	
ORF Sats	HCM	West Feeder	50, 60 or 100	
ORF Sats	Direct		30-70	

Chapter 9. Prearranged Coordination Procedures (PAC-P)

FIG 9-1

Prearranged coordination not shown on individual sector diagrams.



9-2. CHP

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. CHP 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. CHP 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) KRANT is authorized to penetrate BUFFR's airspace with IAD (and sat) SWANN, PALEO/DOCTR and WHINO/BOOCK departures from 11000 to 17000.
2) KRANT is authorized to penetrate WOOLY's airspace with IAD (and sat) SWANN, PALEO/DOCTR and WHINO/BOOCK departures from 11000 to 17000.
3) BUFFR is authorized to penetrate MULRR airspace with aircraft established on the Westminster (EMI) STAR at 11000.

d. Prearranged coordination airspace is depicted in the individual sector diagrams, except as shown in FIG 9-1.

9-3. SHD

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:

4) Start a track on all radar identified primary targets under their control.
5) Point out non-tracked aircraft to the appropriate authorized controller.
6) Have the option to suspend this procedure at any time.

b. Controllers authorized to penetrate another sector's airspace must:

3) Ensure separation from all targets operating within the designated airspace.
4) 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):

4) ZDC

d. Prearranged coordination airspace is depicted in the individual sector diagrams, except as shown in FIG 9-1.

9-4. MTV

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.
10) Prearranged coordination airspace is depicted in the individual sector diagrams, except as shown in FIG 9-1.

9-5. 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, MCRAY and JERES although they do not own any airspace over ADW. The following procedures must be used to release an IFR departure from ADW;

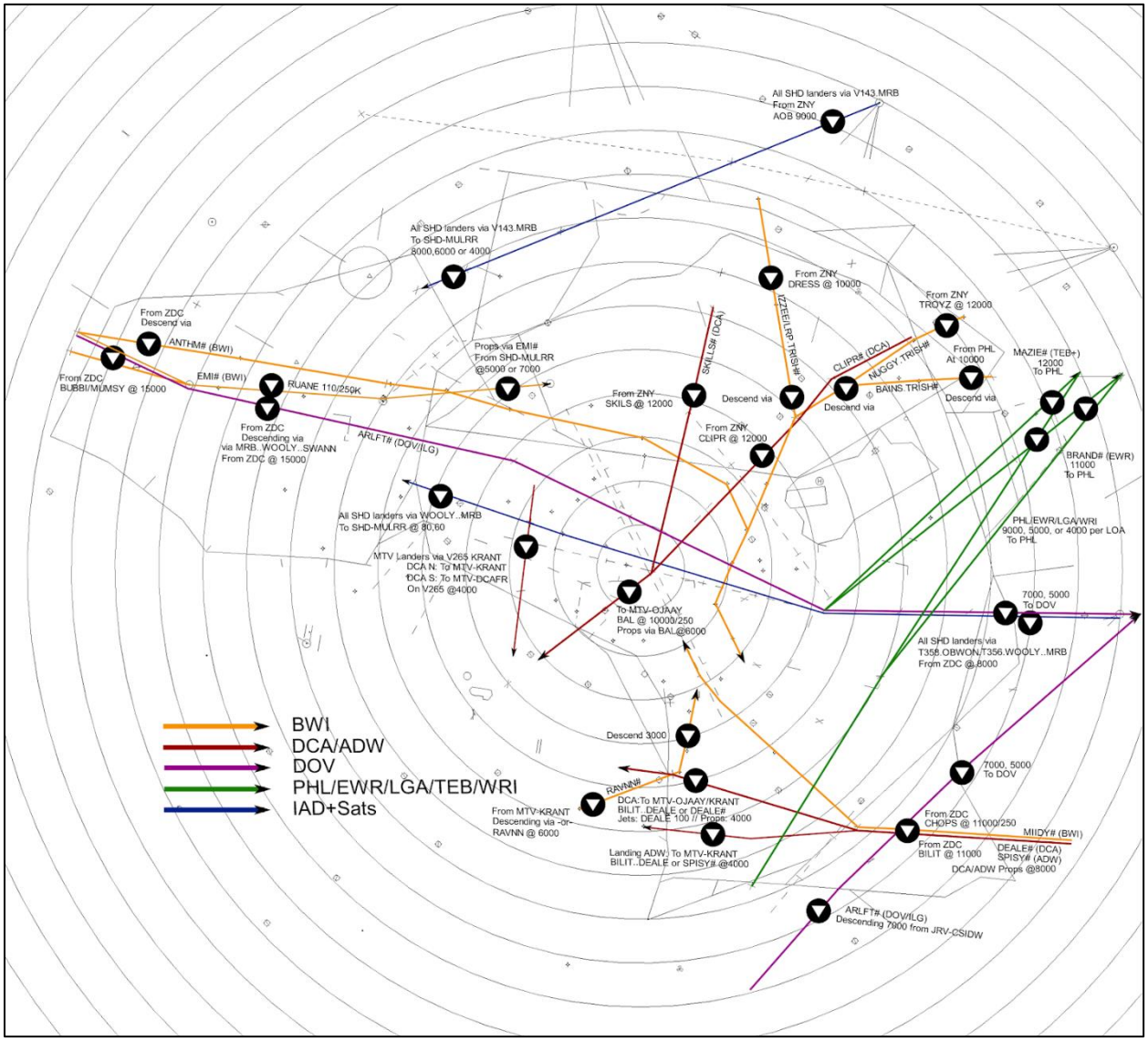
1) ADW LC (normally covered by KRANT when offline) shall call TYSON to request release.
2) TYSON shall coordinate with DCAFR to ensure arrivals to DCA are stopped long enough to accommodate the departure.
3) TYSON shall release the departure either on the SID or a heading and altitude in accordance with 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 –

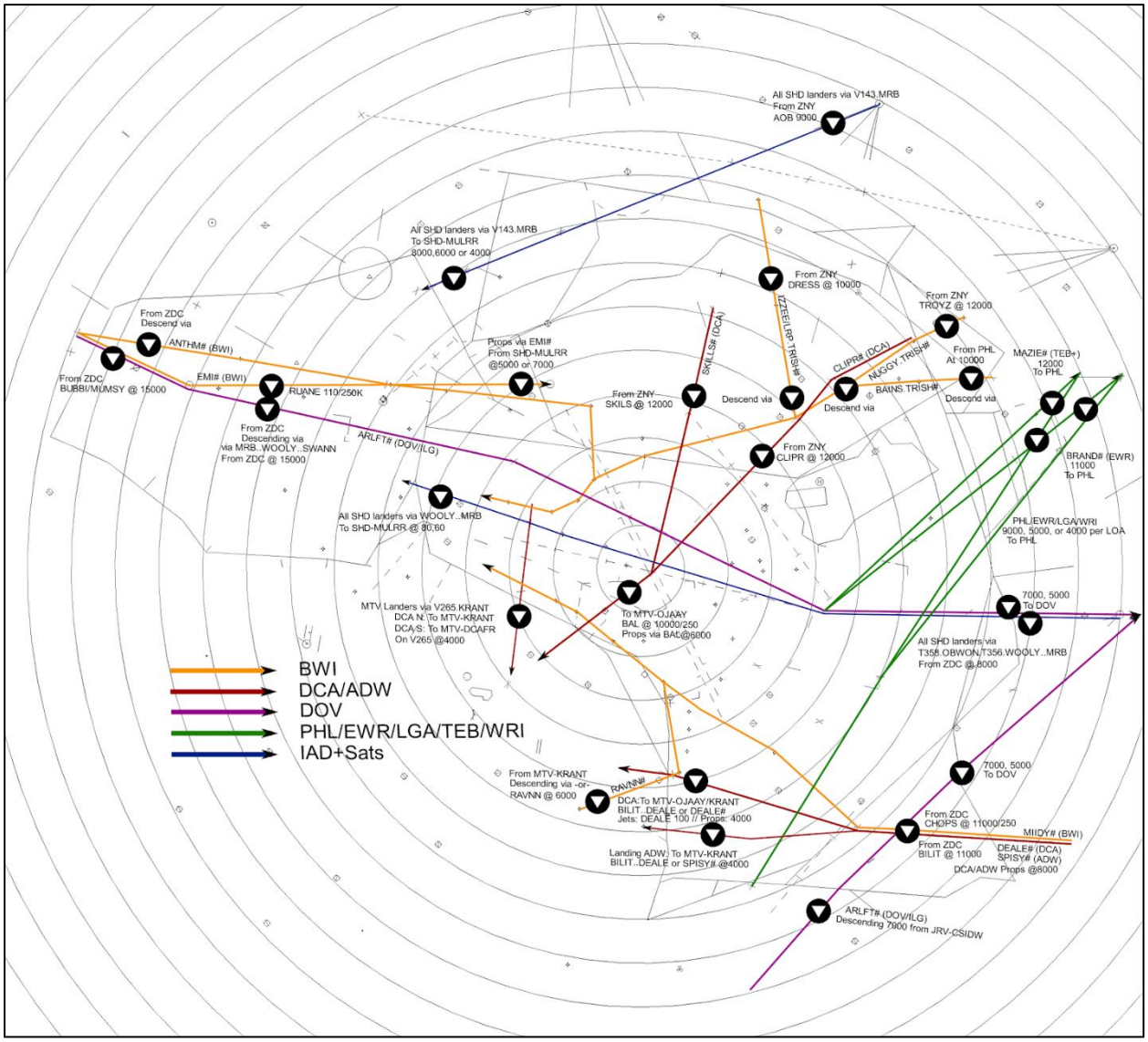
These procedures are not recommended in high traffic scenarios.

Appendix A. General Flows

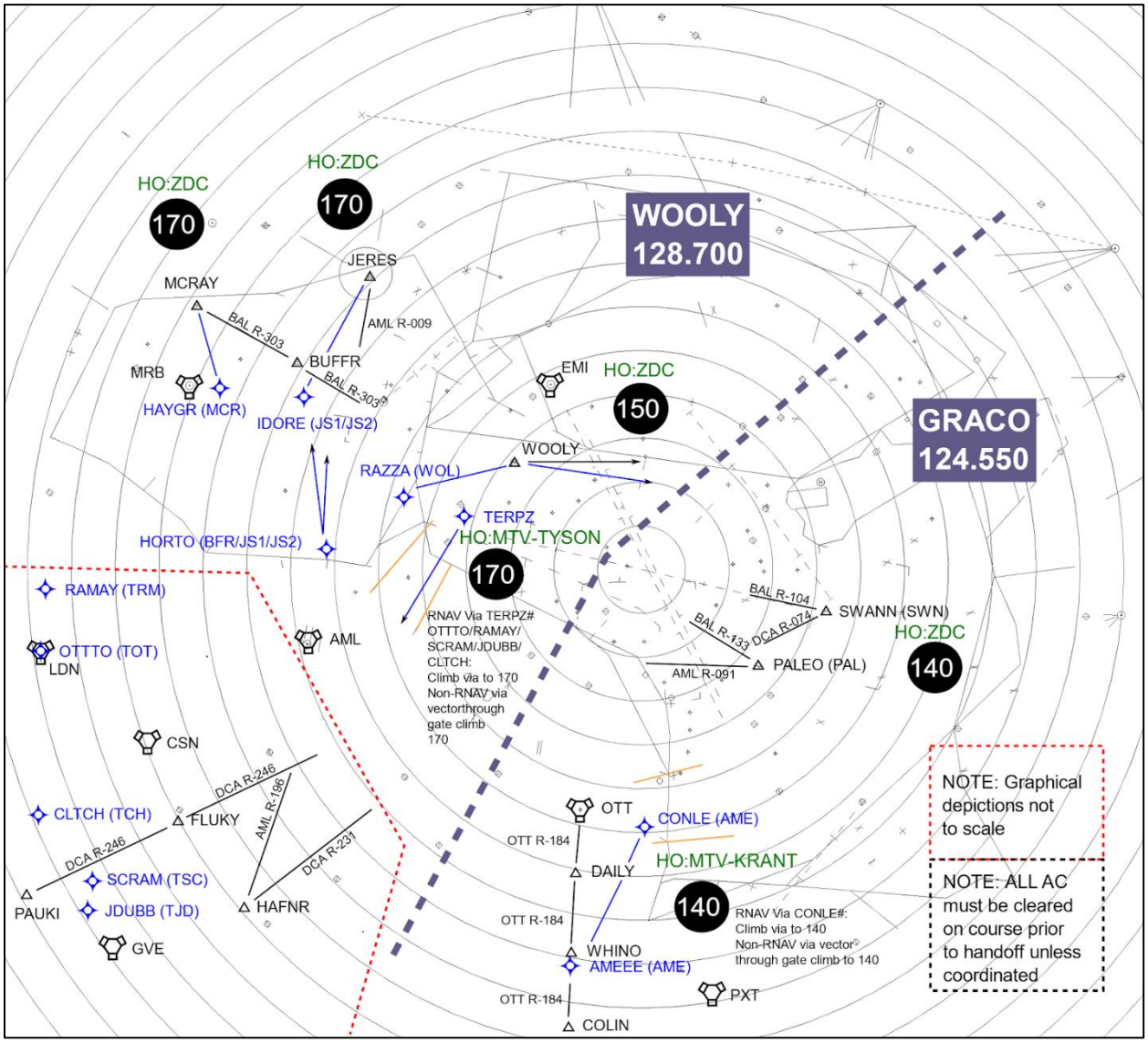
A-1. CHP West



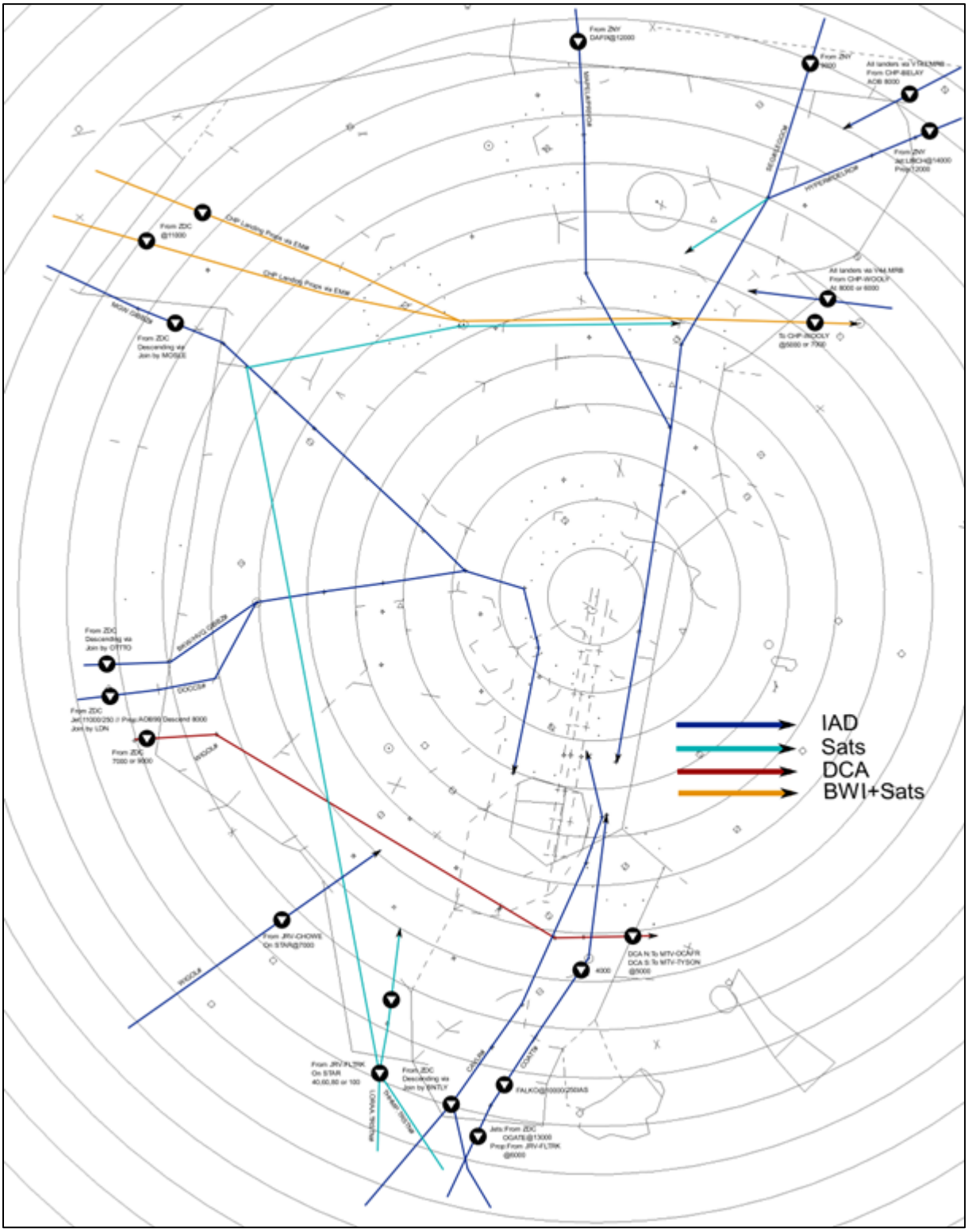
A-2. CHP East


All SHD landers via V143.MRB
From ZNY
AOB 9000
All SHD landers via V143.MRB
To SHD-MULRR
8000,6000 or 4000
From ZNY
DRESS @ 10000
From ZNY
TROYZ @ 12000
From ZDC
Descend via
ANTHM# (BWI)
EMI# (BWI)
From ZDC
BUBBI/MUMSY @ 15000
RUANE 110/250K
From ZDC
Descending via
via MRB..WOOLY..SWANN
From ZDC @ 15000
ARLFT# (DOV/ILG)
Props via EMI#
From SHD-MULRR
@5000 or 7000
From ZNY
SKILS @ 12000
SKILS# (DCA)
IZZEE/LRP/TRISH#
Descend via
CLIPR# (DCA)
NUGGY.TRISH#
Descend via
From PHL
At 10000
BAINS.TRISH#
Descend via
MAZIE# (TEB+)
12000
To PHL
From ZNY
CLIPR @ 12000
BRAND# (EWR)
11000
To PHL
All SHD landers via WOOLY..MRB
To SHD-MULRR @ 80,60
PHL/EWR/LGA/WRI
9000, 5000, or 4000 per LOA
To PHL
MTV Landers via V265 KRANT
DCA N: To MTV-KRANT
DCA/S: To MTV-DCAFR
On V265 @4000
To MTV-OJAAY
BAL @ 10000/250
Props via BAL@6000
7000, 5000
To DOV
All SHD landers via
T356.OBWON.T356.WOOLY..MRB
From ZDC @8000
BWI
DCA/ADW
DOV
PHL/EWR/LGA/TEB/WRI
IAD+Sats
From MTV-KRANT
Descending via -or-
RAVNN @ 6000
RAVNN#
DCA:To MTV-OJAAY/KRANT
BILIT..DEALE or DEALE#
Jets: DEALE 100 // Props: 4000
Landing ADW: To MTV-KRANT
BILIT..DEALE or SPISY# @4000
7000, 5000
To DOV
From ZDC
CHOPS @ 11000/250
From ZDC
BILIT @ 11000
MIIDY# (BWI)
DEALE# (DCA)
SPISY# (ADW)
DCA/ADW Props @8000
ARLFT# (DOV/ILG)
Descending 7900 from JRV-CSIDW

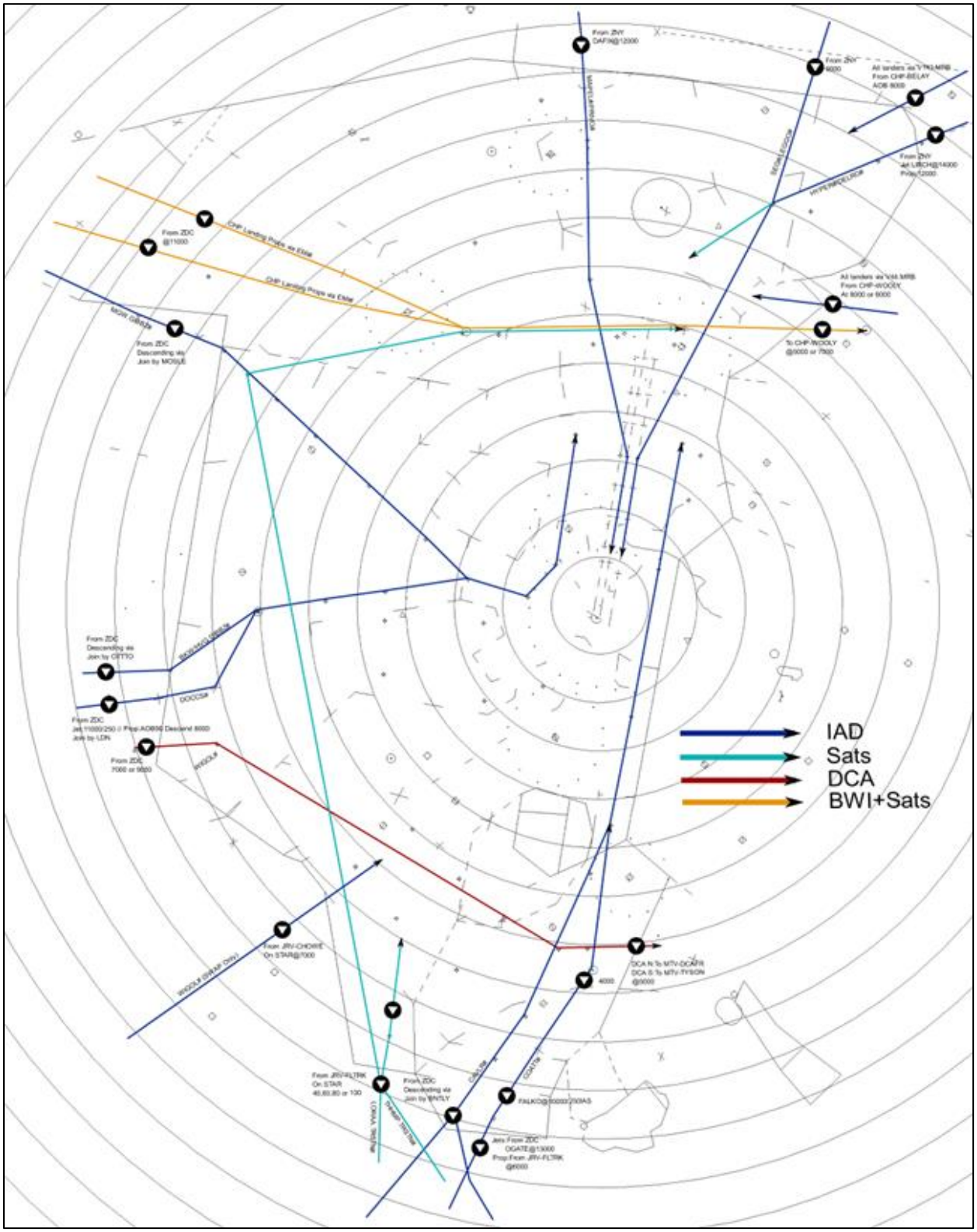
A-3. CHP Departure Aid



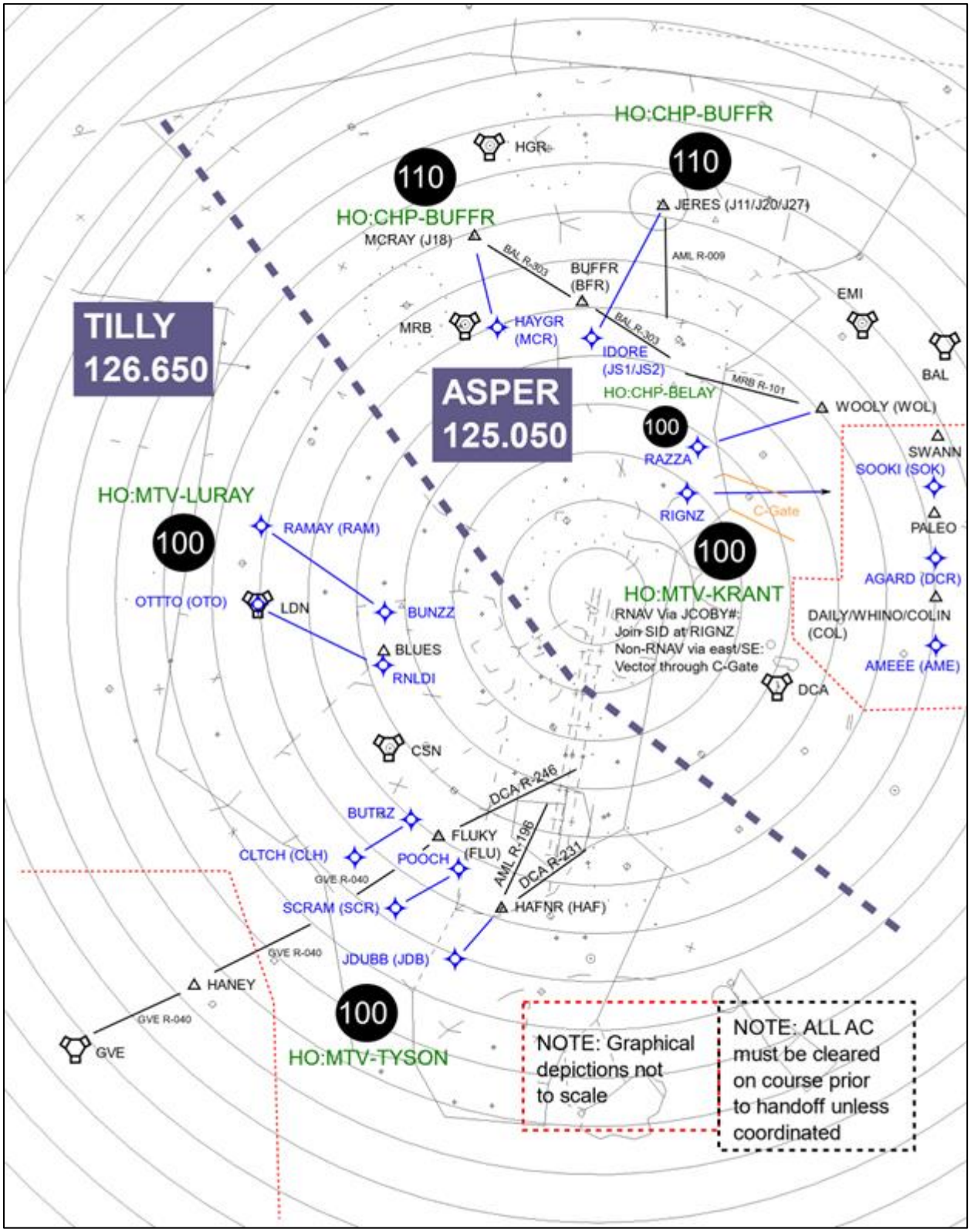
A-4. SHD North



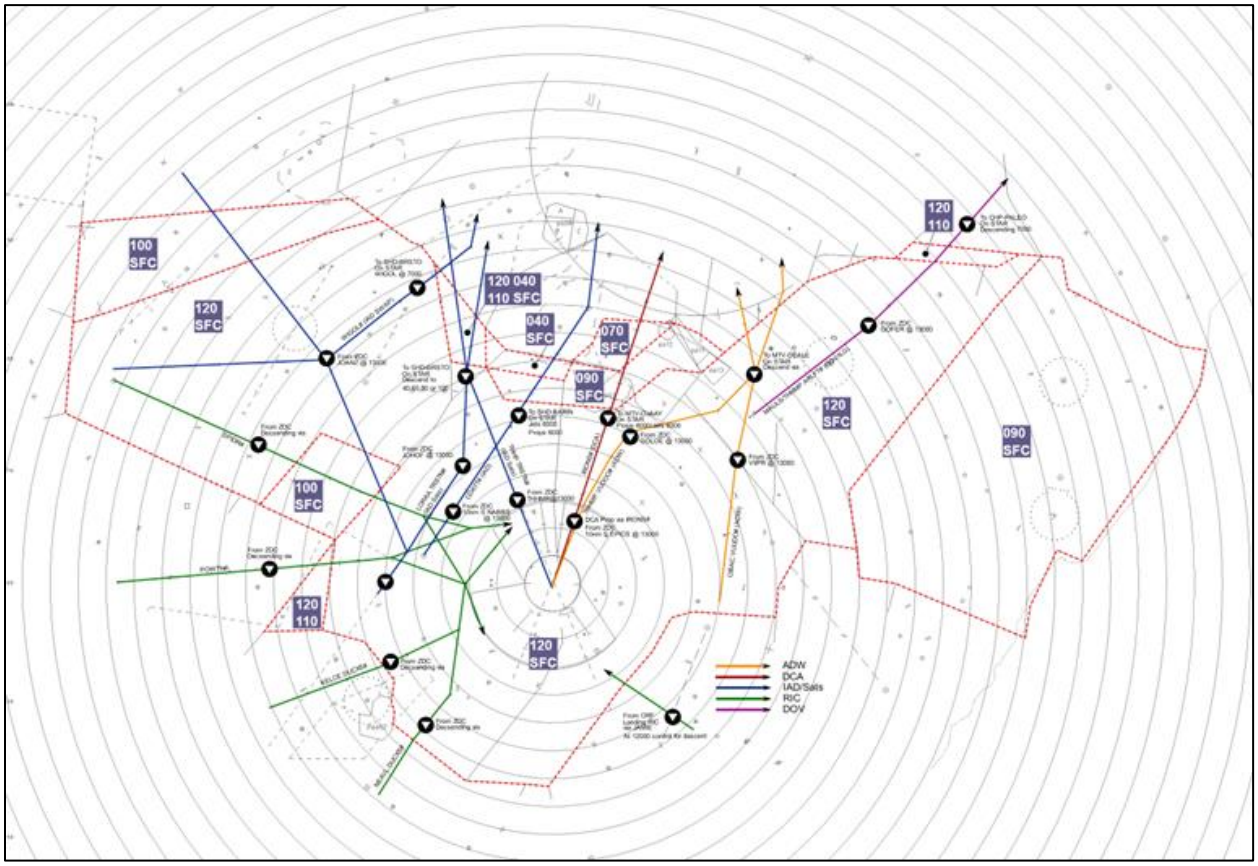
A-5. SHD South



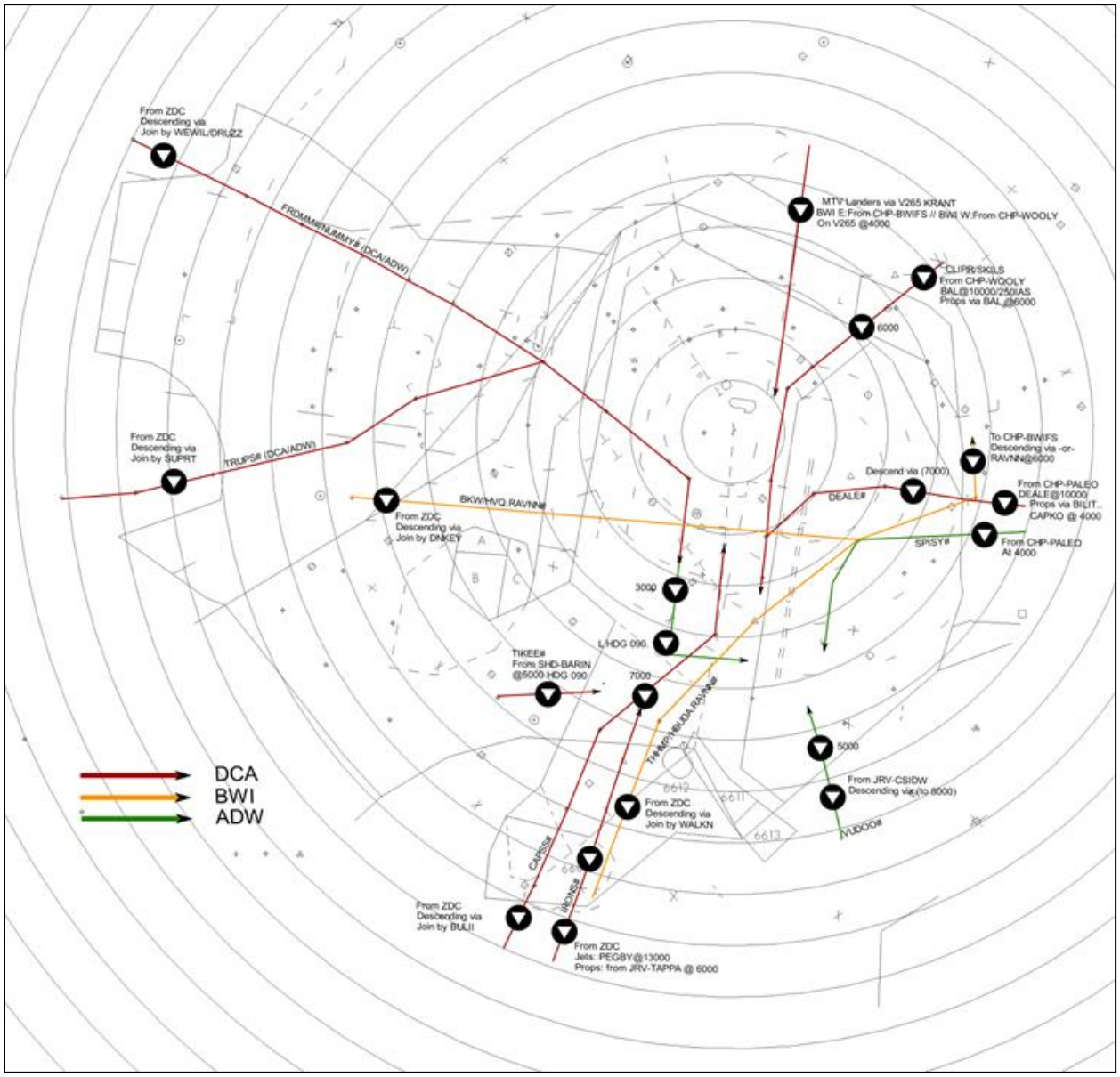
A-6. SHD Departure Aid



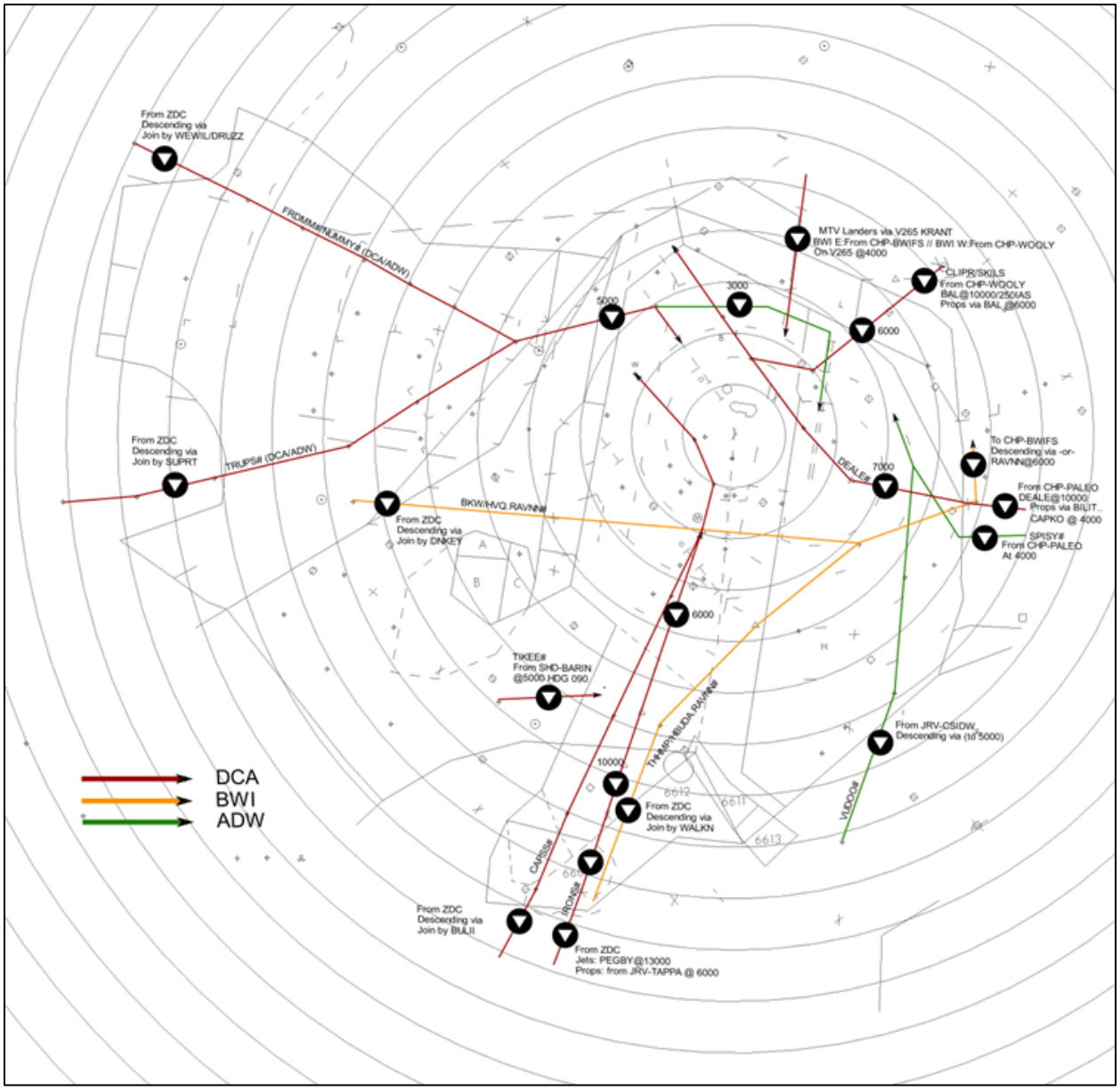
A-7. JRV General



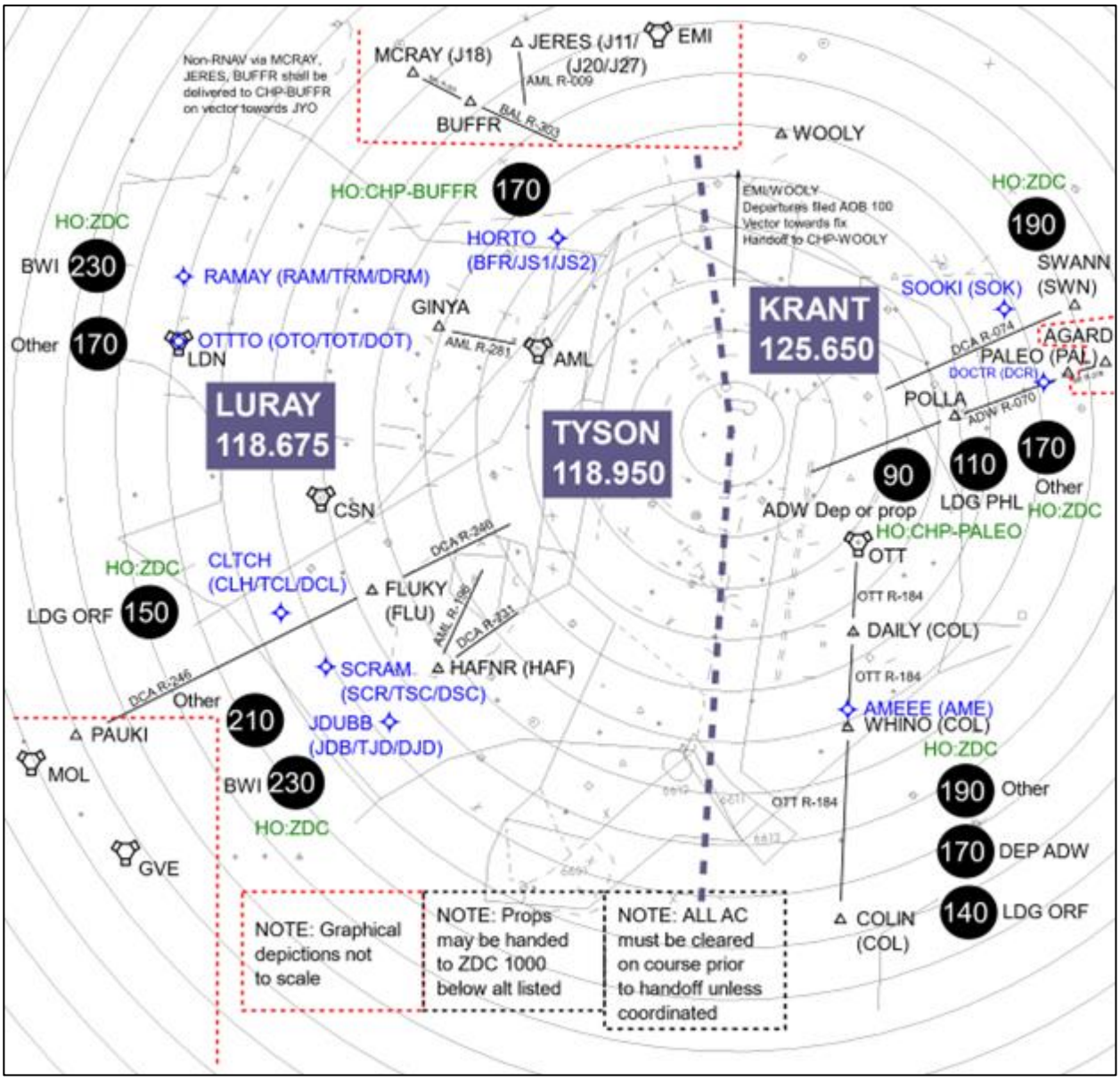
A-8. MTV North


From ZDC
Descending via
Join by WEWIL/DRUZZ
FROMM/MTN/RMY# (DCA/ADW)
MTV Landers via V265 KRANT
BWI E From CHP-BWIFS // BWI W From CHP-WOOLY
On V265 @4000
CLIPR/SKILS
From CHP-WOOLY
BAL@10000/250IAS
Props via BAL @6000
6000
From ZDC
Descending via
Join by SUPRT
TRUPS# (DCA/ADW)
To CHP-BWIFS
Descending via -or-
RAVNN@6000
Descend via (7000)
From CHP-PALEO
DEALE@10000
Props via BILIT
CAPKO @ 4000
DEALE#
SPISY#
From CHP-PALEO
At 4000
BKW/HVQ.RAVNN#
From ZDC
Descending via
Join by DNKEY
3000
L HDG 090
TIKEE#
From SHD-BARIN
@5000 HDG 090
7000
THMP/HBU/DJK.RAVNN#
5000
From JRV-CSIDW
Descending via (to 8000)
MUDGO#
From ZDC
Descending via
Join by WALKN
CAPSS#
INDNS#
From ZDC
Descending via
Join by BULII
From ZDC
Jets: PEGBY@13000
Props: from JRV-TAPPA @ 6000
DCA
BWI
ADW

A-9. MTV South


From ZDC
Descending via
Join by WEWIL/DRUZZ
FROMM#/MJIMMY# (DCA/ADW)
From ZDC
Descending via
Join by SUPRT
TRUPS# (DCA/ADW)
From ZDC
Descending via
Join by DNKEY
BKW/HVQ.RAVN#
MTV Landers via V265 KRANT
BWI E:From CHP-BWIFS // BWI W:From CHP-WOOLY
On V265 @4000
CLIPR/SKILS
From CHP-WOOLY
BAL@10000/250/AS
Props via BAL @6000
5000
3000
6000
7000
DEALE#
To CHP-BWIFS
Descending via -or-
RAVNN@6000
From CHP-PALEO
DEALE@10000
Props via BIJIT..
CAPKO @ 4000
SPISY#
From CHP-PALEO
At 4000
6000
TIKEE#
From SHD-BARIN
@5000 HDG 090
From JRV-CSIDW
Descending via (to 5000)
10000
From ZDC
Descending via
Join by WALKN
6612
6611
6613
CARSS#
IRONS#
From ZDC
Descending via
Join by BULII
From ZDC
Jets: PEGBY@13000
Props: from JRV-TAPPA @ 6000
DCA
BWI
ADW

A-10. MTV Departure Aid



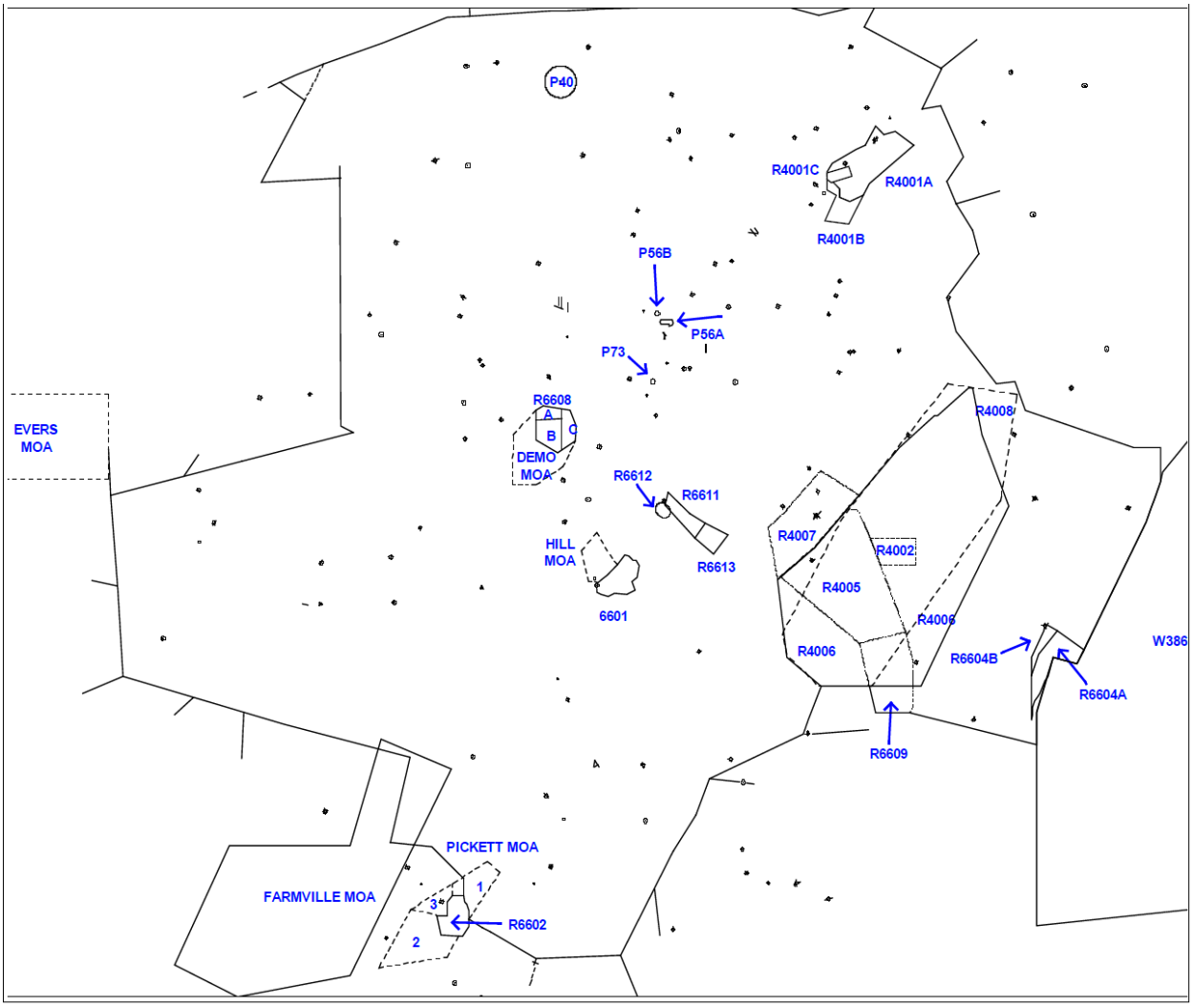
Appendix B. All STARS Scratchpad Entries

Airport	Via	Scratchpad	Airport	Via	Scratchpad
ADW	LINCN# OTTTO	OTO	DCA	AMEEE#	AME
	LINCN# RAMAY	RAM		AMEEE# COLIN FAGED STEIN (Landing ORF)	ORF
	LINCN# MCRAY	MCR		CLTCH#	CLH
	LINCN# JERES J211	JS1		DOCTR# AGARD	DCR
	LINCN# JERES J229	JS2		DOCTR# DQO	DQO
	JEFSN# MAULS/FLASK	CLH		HORTO# BUFFR	BFR
	JEFSN# RRSIN/MELTN	JDB		HORTO# JERES J211	JS1
	JEFSN# GLANC	SCR		HORTO# JERES J220	JS2
	SWANN	SWN		JDUBB#	JDB
	PALEO	PAL		REBLL#	OTO
BWI	BROSS OOD	OOD		SOOKI#	SOK
	CONLE#	AME		WYNGS#	RAM
	CONLE# COLIN V33 FAGED V286 STEIN (Landing ORF)	ORF	IAD	JDUBB# JDUBB BNTLY WAIKS (Landing ORF)	ORF
	FIXET# RAMAY	FRM		CLTCH#	CLH
	FIXET# OTTTO	FOT		JCOBY# COLIN	AME
	FIXET# MAULS/FLASK	FCL		JCOBY# SWANN	SOK
	FIXET# GLANC	FSC		JCOBY# AGARD	DCR
	FIXET# RRSIN/MELTN	FJD		JDUBB#	JDB
	TERPZ# FLASK/MAULS	TCL		BUNZZ#	RAM
	TERPZ# RRSIN/MELTN	TJD		JERES# JERES J211	JS1
	TERPZ# GLANC	TSC		JERES# JERES J220	JS2
	TERPZ# OTTTO	TOT		MCRAY#	MCR
	TERPZ# RAMAY	TRM		RNLDI#	OTO
	TERPZ# MCRAY	T18		SCRAM#	SCR
	TERPZ# JERES	T11/T20		WOOLY#	WOL
	SWANN	SWN	RIC	COLIN#	CLN
	PALEO	PAL		LUCYL#	LCY
	PALEO DQO	DQO		KALLI#	KAL
	PALEO OOD	OOD		READE#	RDE
	PALEO SIE	SIE	DOV	CANNY# JERES	JER
	PXT	PXT		CANNY# MCRAY	D18
	SBY	SBY		CANNY# OTTTO	DOT
All CHP/MTV/SHD non-RNAV/No-SID	BUTRZ	BTZ		CANNY# RAMAY	DRM
	HAFNR	HAF		CANNY# MAULS/FLASK	DCL
	FLUKY	FLU		CANNY# GLANC	DSC
	WHINO/COLIN/DAILY	COL		CANNY# RRSIN/MELTN	DJD
	Q178	T78			
	J211/J220/J227	J11/J20/J27			

Appendix C. Special Use Airspace

The following special use airspace is contained within Chesapeake 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
R4001 A - APG	CHP	Surface to Unlimited	Boundary
R4001 B – APG		Surface to Unlimited	Boundary
R4001 C – APG		Surface to 10,000 MSL	Boundary
R4009 Camp David	SHD	5000 to 12500 MSL	Boundary
R6608 A, B, C Quantico		Surface to 10000 MSL	Boundary
DEMO 1 MOA		500 to 4000 MSL	Boundary
DEMO 2 MOA		10000 to 15000 MSL	Boundary
DEMO 3 MOA		5001 to 15000 MSL	Boundary
P40 Camp David		Surface to 4999 MSL	Boundary
R4002 - Patuxent	JRV	Surface to FL290	3nm
R4005 – Patuxent		Surface to FL24,999	3nm
R4006 – Patuxent		3,500 to FL250	3nm
R4007 - Patuxent		Surface to 4,999	3nm
R6601A – Fort A.P. Hill		Surface to 4,999	3nm
R6601B – Fort A.P. Hill		4,500 to 7,499	3nm
R6601C – Fort A.P. Hill		7,500 to 9,000	3nm
R6602A – Fort Pickett		Surface to 3,999	3nm
R6602B – Fort Pickett		4,000 up to 10,999	3nm
R6602C – Fort Pickett		11,000 up to 17,999	3nm
R6604 A & B – Wallops		Surface to Unlimited	3nm
R6609 – Patuxent		Surface to FL200	3nm
R6611 A & B - Dahlgren		Surface to FL600	Boundary
R6612 - Dahlgren		Surface to 7,000	Boundary
R6613 A & B - Dahlgren		Surface to FL600	Boundary
W386		Surface to Unlimited	3nm
P-56 A & B	MTV	Surface to 18,000	Boundary
P-73 – Mount Vernon		Surface to but not including 1,500	Boundary


P40
R4001C
R4001A
R4001B
P56B
P56A
P73
R6608
A
B
C
DEMO
MOA
EVERS
MOA
R6612
R6611
R6613
HILL
MOA
6601
R4008
R4007
R4002
R4005
R4006
R4006
R6604B
R6604A
W386
R6609
PICKETT MOA
FARMVILLE MOA
1
2
3
R6602