QRG

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ZDCARTCC
WASHINGTON DC

STANDARD OPERATING PROCEDURES

POTOMAC TRACON

VIRTUAL AIR TRAFFIC SIMULATION NETWORK
VATUSA DIVISION – WASHINGTON ARTCC

ORDER
vZDC-PCT-01F

SUBJ: vZDC-PCT-P-01F, effective July 7, 2025

This order provides direction and guidance for the day-to-day operations of the Potomac TRACON (PCT) and prescribes air traffic control procedures and phraseology. All controllers providing air traffic service within vZDC and PCT must familiarize themselves with the provisions of this order as they pertain to their responsibilities.

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.

Justin R. McElvaney
Air Traffic Manager
Virtual Washington ARTCC

RECORD OF CHANGES

Revision F (7 Jul 25)

- Eliminates multiple SOP documents for Potomac TRACON. All policies are contained within the single PCT SOP publication.
- Formatting updated to match vZDC standard, incorporating hyperlinked and quick reference material for ease of use while working.
- Updates ZDC handoff to sectors based on ZDC airspace realignment.
- Adds STARS map number references.
- Introduces guidance for SHD operations for dual and triple simultaneous independent approach procedures.
- Permits deconsolidation within areas outside event times when splits are in accordance with this order.

Table of Contents

Chapter 1. General

Section 1. Introduction

1–1–1. PURPOSE OF THIS ORDER

This order standardizes the duties and responsibilities of controllers working Potomac TRACON (PCT) airspace. The procedures established in this order are the Standard Operating Procedures utilized by any controller providing Air Traffic Control Services for PCT and the underlying facilities when not otherwise staffed.

1–1–2. AUDIENCE

All controllers working PCT airspace or providing support services associated with the flow of traffic in PCT and ZDC.

1–1–3. WHERE TO FIND THIS ORDER

This order is available on the vZDC web site at https://www.vZDC.org/publications/downloads.

1–1–4. WHAT THIS ORDER CANCELS

This order cancels PCT SOP 7110.65E CHG 1 dated 12 August 2023. .

1–1–5. EXPLANATION OF CHANGES

This SOP has been revised substantially to incorporate airway and airspace changes, ZDC sectorization realignment, and to introduce a revised method of in-document navigation with hyperlinks and a quick reference guide. The primary purpose of this revision was the introduction of the standardized quick navigation tools and to provide sectorization updates with minimal procedural changes.

1–1–6. DENOTATION OF CHANGES

Changes are indicated via the use of the shading tool. The changed text is highlighted in grey to indicate a change. No indication is made where text was removed from the document. Grammatical revisions and other changes to improve readability without changes in policy will not be marked.

EXAMPLE –
Changed or added text is highlighted grey.

NOTE –
For this publication cycle, use of grey highlighting is intended to draw attention to either key changes in procedure or highlight the addition of new procedures. Not all changes are denoted in this order as the entire order has been restructured to accommodate for future updates.

1–1–7. EFFECTIVE DATES AND SUBMISSIONS FOR CHANGES

This publication is independent of normal publication cycles and will be revised when changes are determined necessary. When this document is under revision, notification will be made

through normal facility notification methods to communicate to all controllers for solicitation of feedback.

1–1–8. RECOMMENDATION FOR PROCEDURAL CHANGES

When this publication is under review, a request for comment from the controller group will be published. Recommendations for changes will be submitted in accordance with the guidance provided at the time of solicitation of feedback. Outside published revision periods, send recommendations for change to atm@vZDC.org with any supporting documents and additional information.

1–1–9. HOW TO USE THIS DOCUMENT

a. This document is organized by chapters. The general organization of this document is based on grouping of information by two distinct groups: complete applicability versus geographic applicability. “Complete applicability” refers to those procedures that are followed regardless of the specific control position the controller is working. “Geographic applicability” refers to procedures that are specific to the airspace being worked and the facilities that coordination is accomplished or prescribed for. Review of the table of contents and the chapter header names will help controllers quickly find the information being sought.

b. The use of hyperlinks throughout this publication is configured to provide quick access to often needed pieces of information. In addition to standard document reference hyperlinks, the use of quick link “buttons” is used throughout. Boxed and/or shaded content indicates a shortcut may be linked.

c. The grid on page one of this document (also accessible by clicking the “PCT” box at the top left of the SOP document) is an abbreviated table of contents with hyperlinked content for quick access to commonly referenced materials. The grid on the QRG section one page is similarly hyperlinked to provide quick access to information contained within the QRG section of this SOP.

d. Header navigation is standardized across the entire publication with two buttons: QRQ and PCT. The green QRG will link to the Quick Reference Guide table of contents. The black PCT will link to page one of this publication where a tailored table of contents with quick linked references is available. Chapter specific shortcuts may also be included in the header navigation bar.

EXAMPLE –

QRG PCT

e. Hyperlinked text within paragraphs of this SOP are indicated by the ► symbol. The text that precedes the symbol (and the symbol itself) are hyperlinked to other sections of this document.

Section 2. Terms of Reference

1–2–1. WORD AND TERM MEANINGS

As used in this order:

a. Arrivals. Refers specifically to arriving aircraft on an IFR flight plan.

b. Delegated Airspace. The airspace that is assigned to a specific sector within an individual facility.

c. Departures. Refers specifically to departing aircraft on an IFR flight plan.

d. Overflight. Refers to aircraft on an IFR flight plan where neither the departure nor destination airport is within Potomac TRACON.

e. VFR Arrival. Refers to an aircraft arriving to a PCT airport under VFR.

f. VFR Departure. Refers to an aircraft departing from a PCT airport under VFR.

g. VFR Overflight. Refers to an aircraft that neither departs or arrives at a PCT airport under VFR.

1–2–2. ABBREVIATIONS

As used in this order, the abbreviations listed below have the following meaning:

a. ATPA. Automated Terminal Proximity Alert.

b. AOA. At or above.

c. AOB. At or below.

d. ATCT. Air Traffic Control Tower.

e. ATIS. Automated Terminal Information Service.

f. CHP. Refers to the “Chesapeake Area” of Potomac TRACON.

g. CRC. Consolidated Radar Client.

h. CONV. Conventional navigation.

i. ERAM. En Route Automation Modernization. ERAM is the enroute control radar software component of vNAS and CRC.

j. FRZ. Flight Restriction Zone.

k. JRV. Refers to the “James River Area” of Potomac TRACON.

l. MTV. Refers to the “Mount Vernon Area” of Potomac TRACON.

m. N90. New York TRACON.

n. PCT. Potomac TRACON; applying to the entirety of the facility.

o. RAPCON. Radar Approach Control. USAF term for terminal radar facility.

p. SFRA. Special Flight Rules Area.

q. SHD. Refers to the “Shenandoah Area” of Potomac TRACON.

r. SOP. Standard Operating Procedures.

s. STARS. Standard Terminal Automation Replacement System. STARS is the terminal control radar software component of vNAS and CRC.

t. TDLS. Tower Data-link System.

u. TFR. Temporary Flight Restriction.

v. TRACON. Terminal Radar Approach Control. FAA term for terminal radar facility.

w. vNAS. Virtual National Airspace System. vNAS is the collective total of all systems and components that make up the virtual air traffic network as simulated in the US.

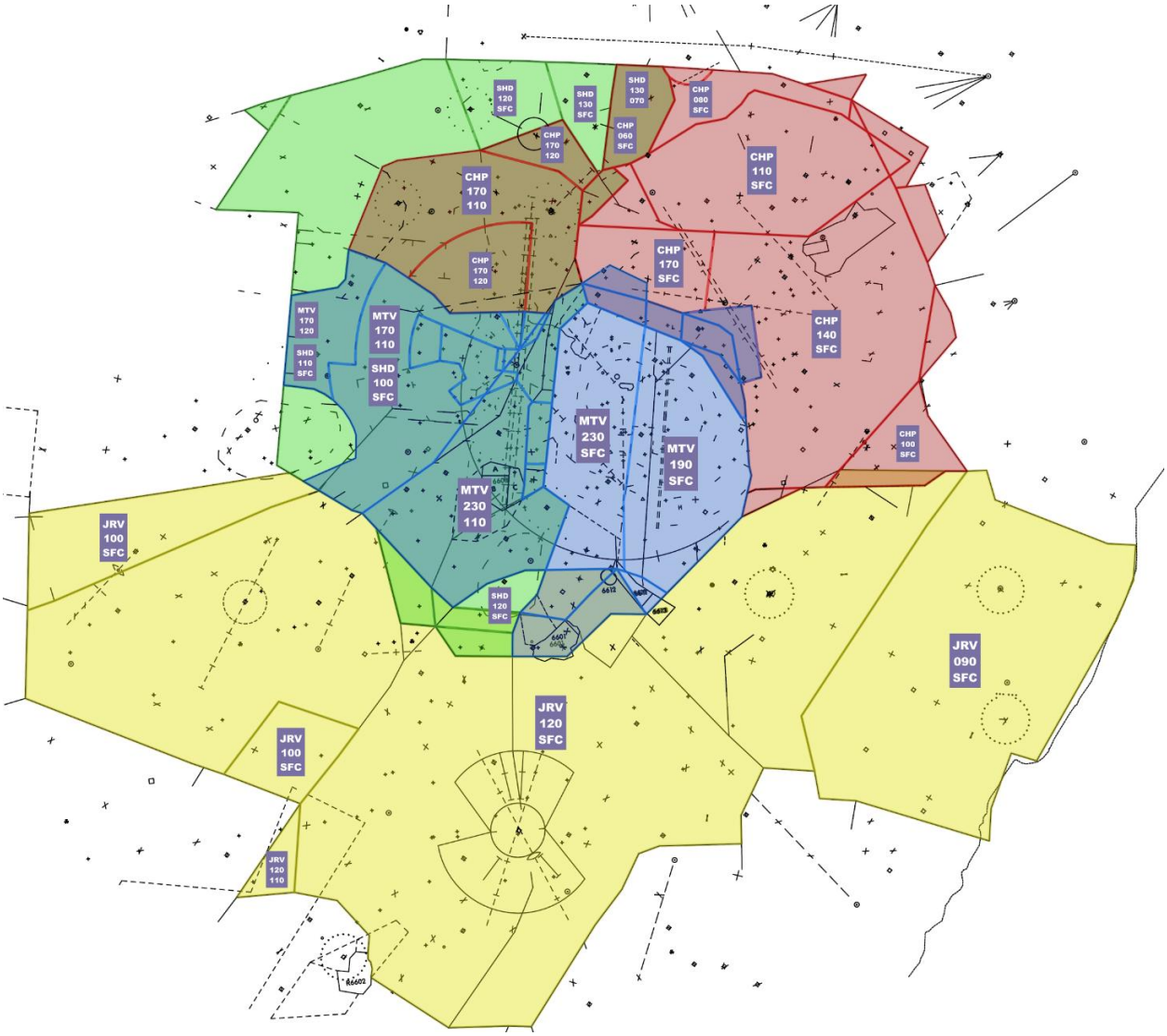
x. ZDC. Washington ARTCC.

y. ZNY. New York ARTCC.

z. ZOB. Cleveland ARTCC.

Section 3. Area of Responsibility

1–3–1. AIRSPACE DIAGRAM



1–3–2. ADAPTED SECTORS, POSITIONS, AND FREQUENCIES

The following sector, position, and frequency assignments are authorized for PCT. CRC will assign the correct login callsign based on the sector/position selected when connecting to the network, therefore controllers do not manually designate a callsign. **Bold** indicates the sector the area combines to. All areas consolidate to MTV. *Italic* indicates non-airspace owning SFRA positions. Common coloring is applied to help identify area content throughout this document.

TBL 1-3-2
Sector and Frequency Chart

Area	Sector	Position ID	STARS Handoff	Frequency
CHP	BUFFR	1H	H	133.85
	BWIFS	**1S**	**S**	**119.7**
	GRACO	1G	G	124.55
	SFRAE	*1Z*	*Z*	*132.77*
	WOOLY	1W	W	128.7
JRV	CHOEA	2E	2E	120.52
	CHOWE	2W	2W	132.85
	CSIDE	2X	2X	127.2
	CSIDW	2M	2M	135.62
	FLTRK	**2L**	**2L**	**126.75**
	RICFR	2F	2F	118.2
	TAPPA	2P	2P	126.4
MTV	DCAFR	1V	V	124.7
	KRANT	1K	K	125.65
	LURAY	1L	L	118.67
	OJAAY	**1J**	**J**	**119.85**
	SFRAS	*1R*	*R*	*125.12*
	TYSON	1Y	Y	118.95
SHD	ASPER	3A	3A	125.05
	BARIN	3B	3B	128.52
	IADFC	3S	3S	134.2
	IADFE	3X	3X	125.8
	IADFW	3U	3U	135.77
	MANNE	3N	3N	120.45
	MULRR	**3M**	**3M**	**126.1**
	SFRAW	*3G*	*3G*	*127.32*

1–3–3. AREAS

Potomac TRACON is divided into four areas: Chesapeake, James River, Mount Vernon, and Shenandoah. The sectors of each area combine to a single position within each area. Potomac TRACON may be worked from a single combined position, with initial deconsolidation beginning with the deconsolidation of areas. During events, or high traffic periods, the area may be deconsolidated further into any combination of sectors necessary to accommodate the forecasted traffic levels.

a. Chesapeake Area (CHP). The primary airport is Baltimore (BWI). The primary satellite airport is MTN with several other non-towered airports. In addition to managing traffic for BWI, overflight traffic arriving and departing DCA is also managed.

NOTE –
CHP is a Tier 1 facility and requires a Tier 1 Endorsement and VATSIM S3 Rating.

b. James River Area (JRV). Primary airports are Richmond (RIC) and Charlottesville (CHO). There are numerous satellite airports within the JRV area. Additionally, JRV assumes the Patuxent ATCT/RAPCON airspace when NHK is closed.

NOTE –
*JRV is an **unrestricted** (not a Tier 1) facility and requires only VATSIM S3 Rating to control.*

c. Mount Vernon Area (MTV). The primary airports are Washington National (DCA) and Joint Base Andrews (ADW). MTV also manages departures from BWI and IAD and BWI arrivals from the south and west.

NOTE –
MTV is a Tier 1 facility and requires a Tier 1 Endorsement and VATSIM S3 Rating.

d. Shenandoah Area (SHD). The primary airport is IAD. The primary satellite airports are Leesburg (JYO), Frederick (FDK), Martinsburg (MRB), and Manassas (HEF). SHD manages IAD arrivals and departures, and its airspace is predominantly under CHP and MTV sectors.

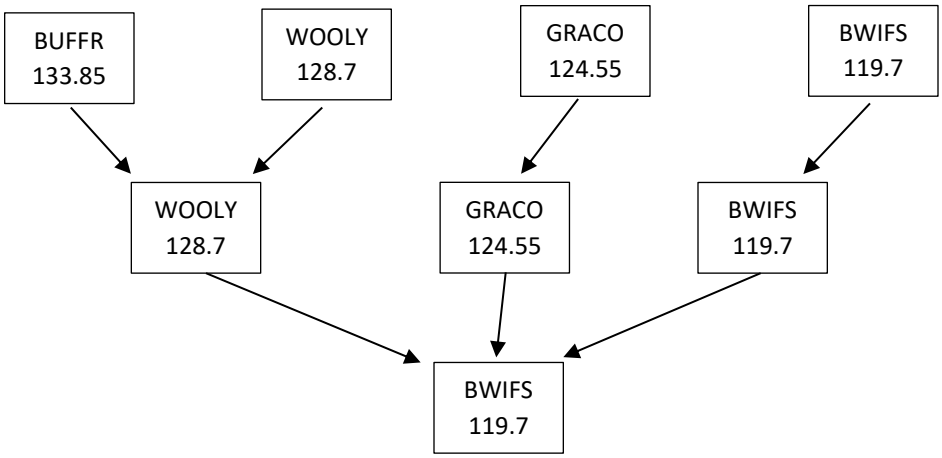
NOTE –
SHD is a Tier 1 facility and requires a Tier 1 Endorsement and VATSIM S3 Rating.

1–3–5. CONSOLIDATION

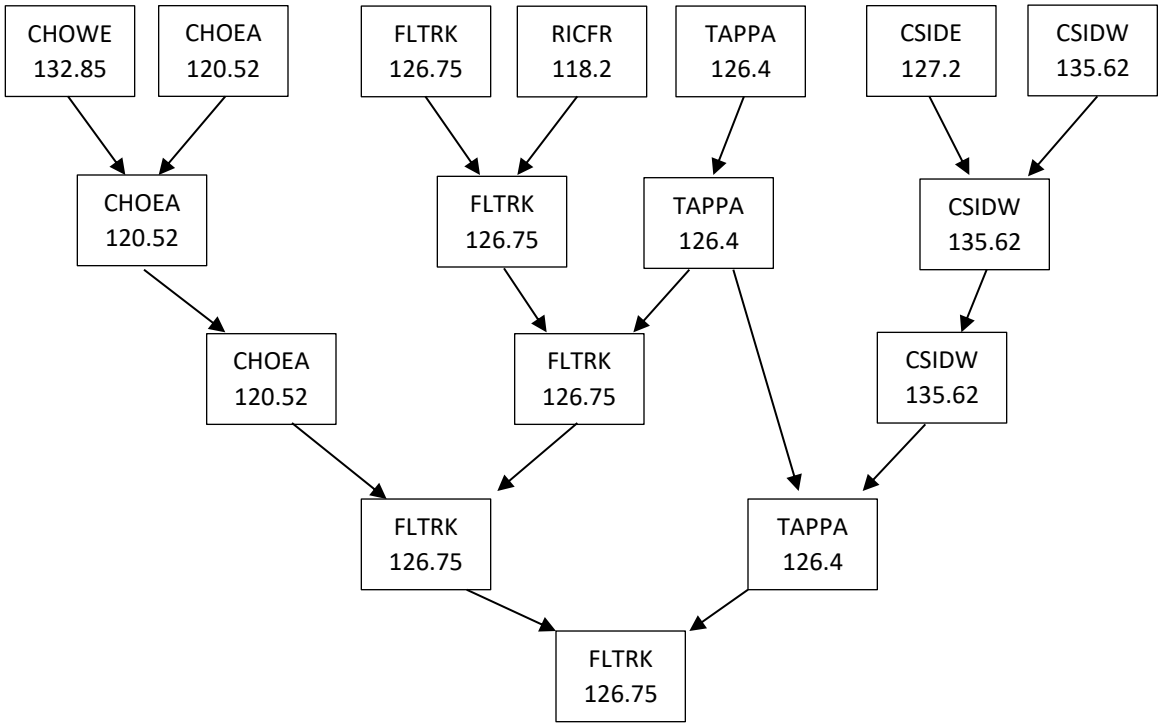
All sectors combine to the primary sector for the respective area. All areas combine to MTV. Airspace deconsolidation must not result in separated or disconnected airspace. Areas may be consolidated or deconsolidated at controller discretion. Deconsolidation within an area is permitted when in accordance with the desconsolidation plan established in this order or when otherwise directed by vZDC staff to support events.

NOTE –
The consolidation chart sectors are hyperlinked► to their respective sector's section.

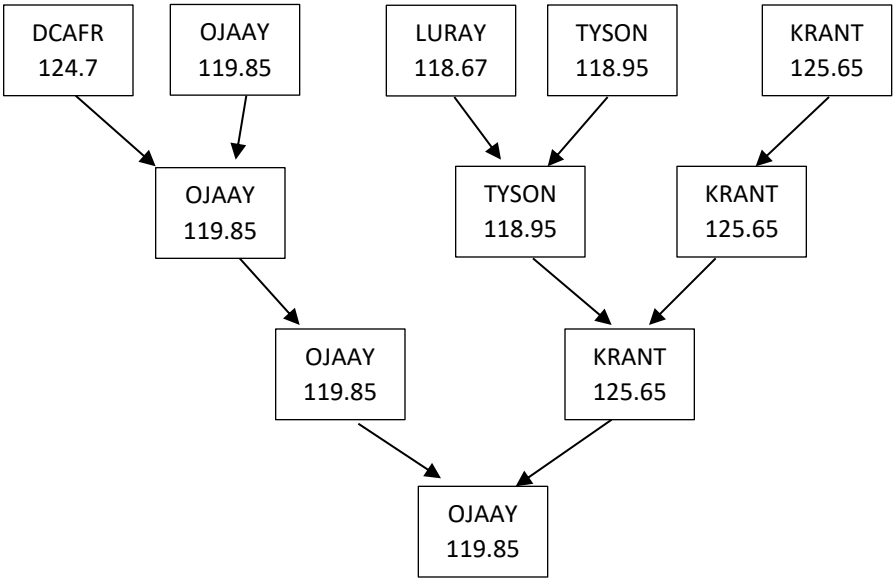
a. Chesapeake Area (CHP) Standard Consolidation.



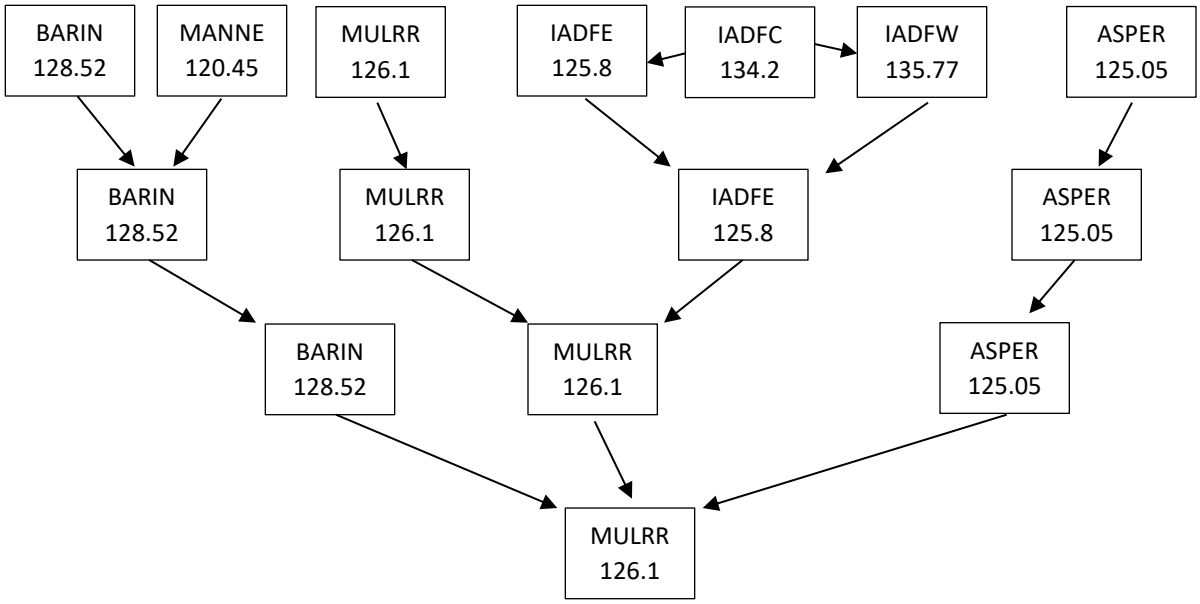
b. James River Area (JRV) Standard Consolidation.



c. Mount Vernon Area (MTV) Standard Consolidation.



d. Shenandoah Area (SHD) Standard Consolidation.



Chapter 2. Operational Continuity

Section 1. Consolidated Radar Client

2–1–1. AUTOTRACK

Autotrack will be used for all airfields where the sector(s) worked is providing departure control services. When using a secondary position, controllers must ensure that the autotrack function is enabled in the secondary position for that airfield and not the primary STARS position. All towers under PCT have a TDW display and are responsible for observing proper track pairing/acquisition before switching to departure. This satisfies the rolling call requirement for departure method radar identification. When two departure sectors are active for the same airport, the controller with anticipated higher traffic will utilize autotrack and initiate the automated handoff to the other sector after acquisition.

NOTE –
Use of autotrack does not relieve the controller of accomplishing radar identification steps as prescribed in FAAO 7110.65.

2–1–2. CHANGE POSITION FUNCTION

CRC incorporates a “change position” function. The use of change position is intended for when a position is either being consolidated to another position or is deconsolidating (opening) a new position. Once “change position” is used the controller list will identify the controller using the name and identification of the position changed to.

a. Consolidating. When consolidating a position (i.e. one controller is taking over the airspace from another controller to be worked from a single position) *after* a relief briefing has been given and the gaining controller has assumed responsibility for the position, the controller giving up the position to be consolidated will select “change position” and select the position that the airspace is being combined to. This will move track ownership for all tracks to the consolidated sector and eliminate the need to manually hand off all tracks.

b. Deconsolidating. When deconsolidating a position, controllers may either change to the new position that will be deconsolidated or disconnect and reconnect as the new position.

NOTE –
The callsign the controller is connected as does not change when using the change position, only the controller list displayed controller position and identification (sector number /ID) changes.

2–1–3. CONTROLLER INFORMATION

Controllers must include the specific areas of PCT that are being covered and the associated primary airport. This information is intended to assist both pilots and external to ZDC controllers.

EXAMPLE –
Potomac TRACON Combined (CHP/SHD) – Providing service for BWI and IAD.

Potomac TRACON Combined (CHP/SHD/MTV/JRV) – Providing service for BWI, CHO, DCA, IAD, RIC, ADW, and surrounding airports.

Section 2. STARS

2–2–1. AUTO ACQUISITION OF DEPARTURES

The first PCT sector to work a departure is responsible for initiating a track:

a. When informed of non-acquisition by a tower that has responsibility for determining if automatic acquisition has occurred.

b. When the tower does not have responsibility for determining if automatic acquisition has occurred.

c. When the departure airport is non-towered.

REFERENCE –
vZDC-PCT-P-01F, para 2–1–1, Autotrack.

2–2–2. SCRATCHPAD PROCEDURES

Arriving aircraft to PCT will automatically have the arrival airport identifier populated in Scratchpad 1 (“Y Scratchpad” or “primary scratchpad.”) Controllers will make the appropriate scratchpad entry once the approach and runway assignment has been given to the pilot. Refer to the QRG Scratchpad Section for the table of approach and runway identifier codes.

a. Primary Airport Scratchpad (BWI, DCA, IAD, RIC). After informing the pilot of the approach and runway to expect, enter into *Scratchpad 1* the approach identifier followed by the runway ID; this will overwrite the airport identifier that is initially populated.

b. Secondary Airport Scratchpad (All other PCT airports). After informing the pilot of the approach and runway, if applicable, to expect, enter into *Scratchpad 2* the approach identifier followed by the runway ID. Scratchpad 1 will continue to display the arrival airport ID and the field will timeshare with Scratchpad 2 (indicated in the datablock via “+” symbol).

NOTE –
Scratchpad 1 is entered as an implied command by typing 3 characters and slewing on the track. Scratchpad 2 is entered as an implied command by typing + followed by 3 characters and slewing on the track.

REFERENCE –
vZDC-PCT-P-01F, Chapter 6.Section 3, Arrival Scratchpads.

2–2–3. HANDOFF REDIRECT

If a handoff is incorrectly directed the handoff can be redirected internally. Do not accept a handoff that is incorrectly directed. When a handoff has been redirected, controllers should be mindful of the aircraft being switched to the incorrect frequency and should be ready to switch the aircraft to the proper frequency. Always ensure that the aircraft is being frequency changed to the correct sector’s frequency based on the position that has ownership of the track. When in doubt, verbal coordination with the effected sector must be accomplished.

2–2–4. CENTER DIRECTED HANDOFFS

PCT adjoins two ARTCCs and underlies Washington ARTCC. New York ARTCC (ZNY) and Cleveland ARTCC (ZOB) border PCT to the north. Depending on the controllers active, vNAS is not always able to auto address handoffs. This may require a controller to be required to specify the handoff sector to initiate an automated handoff.

a. Handoff to ZNY: Implied handoff to ZNY when only one ZNY sector is online is “N.” If more than one ZNY sector is staffed, the sector must be included in the handoff.

b. Handoff to ZOB: Implied handoff to ZOB when only one ZOB sector is online is “C.” If more than one ZOB sector is staffed, the sector must be included in the handoff.

c. Handoff to ZDC: Implied handoff to ZDC when only one ZDC sector is online is “W.” If more than one ZDC sector is staffed, the sector must be included in the handoff.

NOTE –
When WOOLY is staffed, STARS intra facility handoffs will require 1W instead of W for implied handoff to WOOLY when only one ZDC position is staffed.

EXAMPLE –
Only one ZDC sector is staffed, handoff to ZDC may be accomplished via “W” or “W32.”

Two ZNY sectors are staffed, handoff to N56 would require “N56” and “N” alone will not work.

2–2–5. ADJACENT TRACON HANDOFFS

To handoff to adjacent terminal facilities, use the Δ symbol followed by the single digit for the facility. If more than one sector in the adjacent facility is staffed, then the handoff is initiated by using the Δ, facility number, and sector ID. Reference the controller list to determine the active controller positions for the facility a handoff is being initiated to.

EXAMPLE –
Handoff to PHL APP combined to a single sector: <Δ><5><SLEW>.

Handoff to ORF APP with more than one sector staffed: <Δ><1><1><E><SLEW>.

a. Handoff to DOV: Δ4

b. Handoff to JST: Δ7

c. Handoff to MDT: Δ6

d. Handoff to NHK: Δ2

e. Handoff to ORF: Δ1

f. Handoff to PHL: Δ5

g. Handoff to ROA: Δ3

NOTE –
To insert a Δ use the ` key (Tilda – left of the 1 key).

2–2–6. ARRIVAL INFORMATION AND APPROACH ASSIGNMENT

The PCT area (i.e. CHP, SHD, MTV, JRV) that serves the destination airport is responsible for providing the aircraft arrival information, including runway and approach assignment. Areas working aircraft that will only transition their area will treat the aircraft as an overflight. Landing direction may be given when necessary or to confirm STAR transition, however, do instruct an aircraft to expect a runway or approach if not the area that will serve the destination airport.

2–2–7. HANDLING OF VFR AIRCRAFT

a. The first radar controller to work an aircraft requesting VFR flight following beyond PCT airspace must enter a VFR flight plan into the vNAS. Implied STARS flight plan entries:

1. Aircraft call sign, space.

2. Origination (*) Destination, space.

NOTE –
If the departure airport is unknown or is outside the controller's area, substitute the origination fix for the PCT area abbreviation (Chesapeake = CHP, James River = JRV, Mount Vernon = MTV, Shenandoah = SHD).

3. Type aircraft, *space*.

4. Requested altitude (three digits ending in "5", i.e. 035 or 115), *enter*.

b. VFR aircraft remaining in PCT airspace must have:

1. An assigned PCT VFR code.

2. Destination airport in the scratch pad.

3. Type aircraft in the scratch pad.

2–2–8. AUTOMATED TERMINAL PROXIMITY ALERT

Automated Terminal Proximity Alert (ATPA) is an automated function in STARS. Aircraft operating within defined zones of configured final approach courses will have an ATPA cone displayed. Use of ATPA is at controller's discretion. However, all controllers *must* enter the correct scratchpad for the approach type so that functionality and continuity is maintained throughout the facility and when a controller is relieved.

Section 3. Internal Coordination Procedures

2–3–1. PREARRANGED COORDINATION PROCEDURES (P-ACP)

a. Prearranged Coordination Procedures are prescribed for certain sectors. The specific procedures and requirements for each authorized procedure are included in the individual sector description.

b. The following requirements must be met before the use of P-ACP:

1. Controllers who penetrate another controller's airspace using P-ACP must display data block information of that controller's aircraft.

2. Coordinate point out traffic that will enter a designated P-ACP area with the position authorized to penetrate the P-ACP area.

3. P-ACP may be suspended by either controller at any time.

4. Controllers authorized to penetrate another sector's airspace must ensure separation from all targets operating within the designated airspace and may not penetrate the designated P-ACP airspace within 5 miles of a converging target.

c. The following sectors have P-ACP:

1. ASPER (3A/SHD)►.

2. BUFFR (1H/CHP)►.

3. DCAFR (1V/MTV)►.

4. IADFW (3U/SHD)►.

5. KRANT (1K/MTV)►.

6. LURAY (1L/MTV)►.

7. MULRR (3M/SHD)►.

8. OJAAY (1J/MTV)►.

9. TYSON (1Y/MTV)►.

10. WOOLY (1W/CHP)►.

2–3–2. AUTOMATED POINT OUTS

Automated point outs may be accomplished utilizing STARS in lieu of verbal coordination with the following provisions:

a. Ensure the scratch-pad information is correct (airport identifier, exit fix identifier/route, or assigned landing runway) and is entered into the "Y" scratch-pad area of the FDB prior to initiating a point out.

b. Arriving aircraft are descending to the runway, and the controller receiving the point out must protect for the missed approach, if applicable, unless otherwise specified in the SOP.

c. Departures must be climbing to an altitude above the sector receiving the point out.

d. All other aircraft must be at level flight.

2–3–3. TOWER ASSUMED RADAR IDENTIFICATION PROCEDURES

All towers underlying PCT display the PCT STARS feed. Towers are responsible for observing departing aircraft auto acquire and ensuring the correct aircraft acquires. If a tower observes an incorrect data block acquisition the tower will notify the departure controller *prior* to communications change to departure is made. Unless notified by the tower , departure controllers shall consider an acquired track as radar identified via departure method upon initial communications check-in.

REFERENCE –
vZDC-PCT-P-01F, para 2–1–1, Autotrack.
vZDC-PCT-P-01F, para 2–2–1, Auto Acquisition of Departures.

2–3–4. AIRCRAFT BETWEEN SECTOR ALTITUDES

a. PCT sector boundary altitudes are defined in increments of 1,000 feet (i.e.; 4,000, 5,000, 6,000). A controller whose airspace overlies another's airspace has jurisdiction over the 500 foot VFR altitude between the two sectors for VFR traffic, unless otherwise specified.

b. It is the responsibility of the controller working a Wake Category A, B, C, or D aircraft to ensure that necessary coordination takes place prior to allowing it to operate at an altitude less than 1,000 feet above any adjacent sector or tower airspace boundary.

2–3–5. REDUCED SEPARATION ON FINAL

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 and IAD:

a. DCA. Runway 1.

b. IAD. Runways 1L, 1C/19C, 1R/19L, and 12.

NOTE –
Wake turbulence separation application still applies when using reduced separation procedures. The leading aircraft's weight class must be the same or less than the trailing aircraft; super and heavy aircraft are permitted to participate in the separation reduction as the trailing aircraft only.

Section 4. Tower Data-Link System

2–4–1. USAGE

Controllers will utilize Tower Data-Link System (TDLS) to send PDC to eligible aircraft at participating airports (ADW, BWI, DCA, IAD).

2–4–2. VALIDATION

Confirm that the filed plan meets any requirements necessary by this order or Letter of Agreement. The general routing requirements should be followed when issuing clearances.

2–4–3. PASSING CLEARED AIRCRAFT INFORMATION

When a tower opens below PCT, or another area is deconsolidated, the PDC list in TDLS will no longer display aircraft for that airport. It is possible that the controller coming online may not have received an accurate list of cleared aircraft when they assumed TDLS functionality for the airport(s) being served. Controllers should include in the brief any notes about cleared aircraft that can be recalled and remind the incoming controller that the departure frequency assigned to some aircraft may now be incorrect. If a verbal clearance is given to an aircraft, controllers must use the “dump” function so that a PDC is not subsequently sent.

Section 5. Automated Terminal Information Service

2–5–1. TOP-DOWN ATIS MANAGEMENT

ATIS should be published for up to four airports (VATSIM connection limit). It is recommended that prior to activating the session, but after connecting to the network, the controller publishes the ATIS for those airports that will have an ATIS maintained to reduce workload once the session is activated.

2–5–2. ORDER OF PREFERRED FACILITIES

The following list is the preferred order for which facilities should have an ATIS published. When controllers under PCT come online where an ATIS is being maintained by PCT, that ATIS should be given to the incoming controller and an additional ATIS using the list below used in its place to maximize ATIS coverage across the facility. Controllers should only maintain the ATIS for facilities that they are directly providing service to.

a. DCA.

b. IAD.

c. BWI.

d. RIC.

e. ADW.

f. MTN.

g. HEF.

h. JYO.

i. CHO.

j. FDK.

k. DAA.

Section 6. Voice Communication System

2–6–1. OVERVIEW

The built-in audio communications function of CRC is the primary audio communications tool for use by all controllers working PCT positions.

2–6–2. CROSS COUPLE

PCT covers a large geographic area. Due to the realism built into Audio for VATSIM that uses transmitter location and aircraft position/altitude it is necessary for controllers to utilize multiple transmitter sites. This functionality is accomplished through “cross couple” or “XC.” Using cross couple allows all aircraft on the frequency, regardless of location, to hear other aircraft also on the frequency and prevents aircraft from “talking over” each other.

2–6–3. MULTIPLE FREQUENCY USAGE

Controllers will normally only utilize one frequency. When a position is known to be opening soon controllers may proactively begin utilizing the frequency and moving aircraft to the new frequency so that when the deconsolidated position is opened aircraft will be on the proper frequency and the controller may deselect the frequency. This will improve operational efficiency and ease the opening of a position.

EXAMPLE –
PCT is working combined and will soon a split off CHP. PCT may also select CHP and aircraft that will be with CHP switched to the CHP frequency, while PCT simulcasts (transmits on both frequencies) until releasing the CHP to the incoming CHP controller.

PHRASEOLOGY –
(Identification) CHANGE TO MY FREQUENCY (state frequency).

2–6–4. EMERGENCY FREQUENCY (GUARD)

The emergency frequencey (“guard”) is 121.5. Guard may be monitored by controllers in CRC by selecting the frequency as an additional frequency. Controllers will select receive only (RX only) to monitor the frequency. If it is necessary to transmit on guard, select “TX” and make the necessary broadcast, then immediately deselect transmit.

PHRASEOLOGY –
“NOVEMBER ONE TWO THREE, THIS IS POTOMAC APPROACH ON GUARD. CHANGE TO MY FREQUENCY ONE ONE NINER POINT EIGHT FIVE.”

Section 7. Information Display System

2–7–1. OVERVIEW

Information Display System (IDS) is a central repository of dynamic information (i.e. weather, flow, traffic management restrictions, etc.) and quick reference to publications. The vZDC IDS is tailored for each facility type. PCT controllers will select “PCT” or the “PCT-(area)” selection from the radar list to display the PCT IDS. Each configuration maintains a different list of airports tailored to the area and to avoid overcrowding of data. IDS is accessed via https://ids.vZDC.org.

2–7–2. MANAGING AIRPORT FLOW STATUS

IDS derives runway flow information from the published ATIS when the vZDC vATIS profile is used. PCT will ensure that the runway configuration data is accurate in IDS for all airports that service is being provided to.

NOTE –
Runway configuration data for an airport with an active vATIS profile provided by vZDC will automatically update.

2–7–3. BROADCAST NOTICES

During events, TMU may utilize the Broadcast function (through the CIC menu) to publish traffic management initiatives to controllers. These messages may include miles-in-trail requirements, ground stops, and other flow programs. Controllers must monitor IDS while working any control position.

Section 8. Special Flight Rules Area

2–8–1. OVERVIEW

The Washington Special Flight Rules Area (SFRA or “Sifra”) and Flight Restriction Zone (FRZ or “Freeze”) are two volumes of airspace defined via Temporary Flight Restriction (TFR) around the Washington D.C. area for national security purposes. Additional procedures due to the sensitivity of the airspace have been established. The procedures of the SFRA are simulated on VATSIM. The procedures of the FRZ are not simulated due to impractical nature of the procedures as they would be applied for aircraft on the VATSIM network. The SFRA consists of an area extending 30NM from the DCA VOR, from the surface to FL180.

2–8–2. OPERATOR REQUIREMENTS

When Operating within the SFRA, regardless of flight rules the flight is operated under, the aircraft must have the following:

a. Operable two-way radio.

b. Operating automatic altitude reporting transponder.

c. Pilots will comply with existing requirements to operate in the airspace class the operation will take place in.

d. Aircraft will operate on their assigned code at all times within the SFRA and will not squawk 1200 (VFR) within 30NM of the DCA VOR.

2–8–3. OPERATING EXCEPTIONS WITHIN THE SFRA

The following exceptions apply to aircraft that would otherwise have an assigned beacon code requirement from PCT:

a. When flying in a VFR traffic pattern at a Class D airport, squawk 1234.

b. When operating directly to or from JYO under VFR within the Leesburg Maneuvering Area, squawk 1226.

c. When departing from a fringe airport without filing an SFRA flight plan and without ATC communication, squawk 1205.

2–8–4. CONTROLLER PROCEDURES FOR NON-COMPLIANT AIRCRAFT

If an aircraft fails to establish the required transponder or communication requirements within the SFRA on VATSIM, the controller may:

a. Utilize “`.contactme`” to attempt to establish communications with the pilot.

b. Verbally inform the pilot that communication with ATC is required within the SFRA.

c. Send DC SFRA pilot resources via private message.

d. Notify VATSIM Network Supervisors of possible B3(a) and/or B8(b) violations.

EXAMPLE –
".wallop N123AB NORDO within DC SFRA"

Coordinate with available vSOA members for interception if desired and workload permitting.

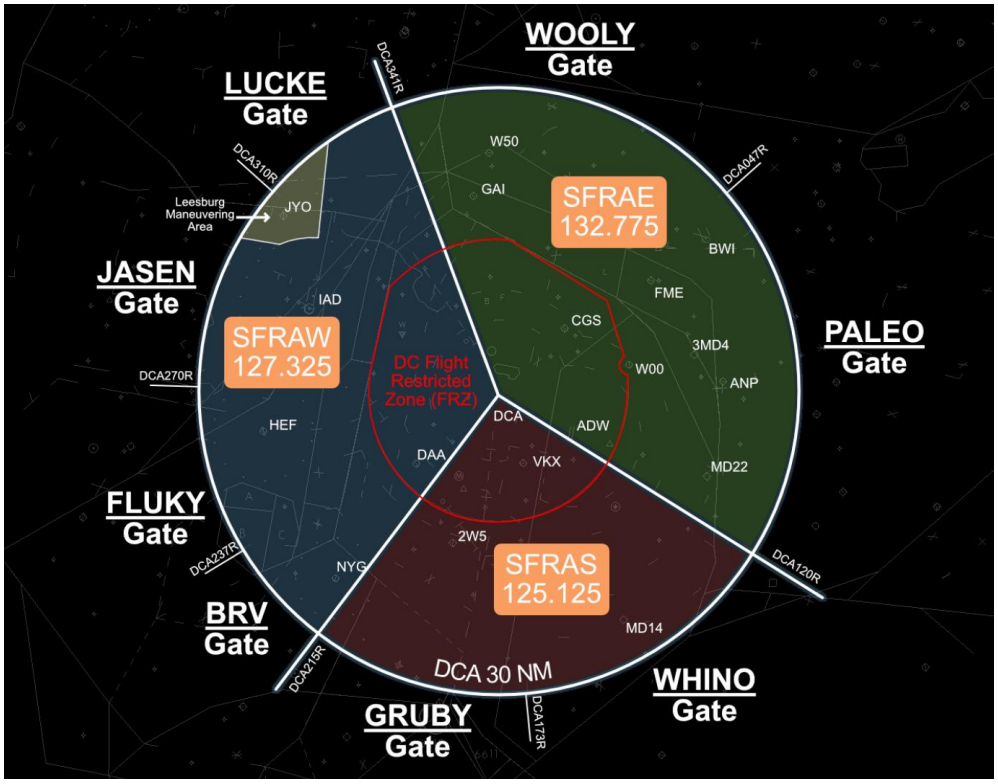
2–8–5. SFRA POSITIONS

Each area, excluding JRV, has a designated SFRA position. These positions are not delegated airspace. Each position tracks VFR aircraft within their defined area of responsibility and issue beacon codes to those aircraft. Aircraft requesting an IFR clearance must contact the respective PCT sector that is delegated the airspace the aircraft is operating within.

TBL 2-8-5
SFRA Positions

Area	Sector	Position ID	STARS Handoff	Frequency
CHP	SFRAE	1Z	Z	132.77
MTV	SFRAS	1R	R	125.12
SHD	SFRAW	3G	3G	127.32

2–8–6. SFRA AREA OF RESPONSIBILITY CHART



2–8–7. POSITION RESPONSIBILITIES

a. Track all VFR aircraft operating within their area of responsibility of the SFRA.

b. Issue discrete beacon codes to aircraft operating in the SFRA.

c. Create VFR flight plans for aircraft requesting flight following and utilize the automated handoff function to transfer track control of the aircraft and verbally coordinate with the controller that will work the aircraft.

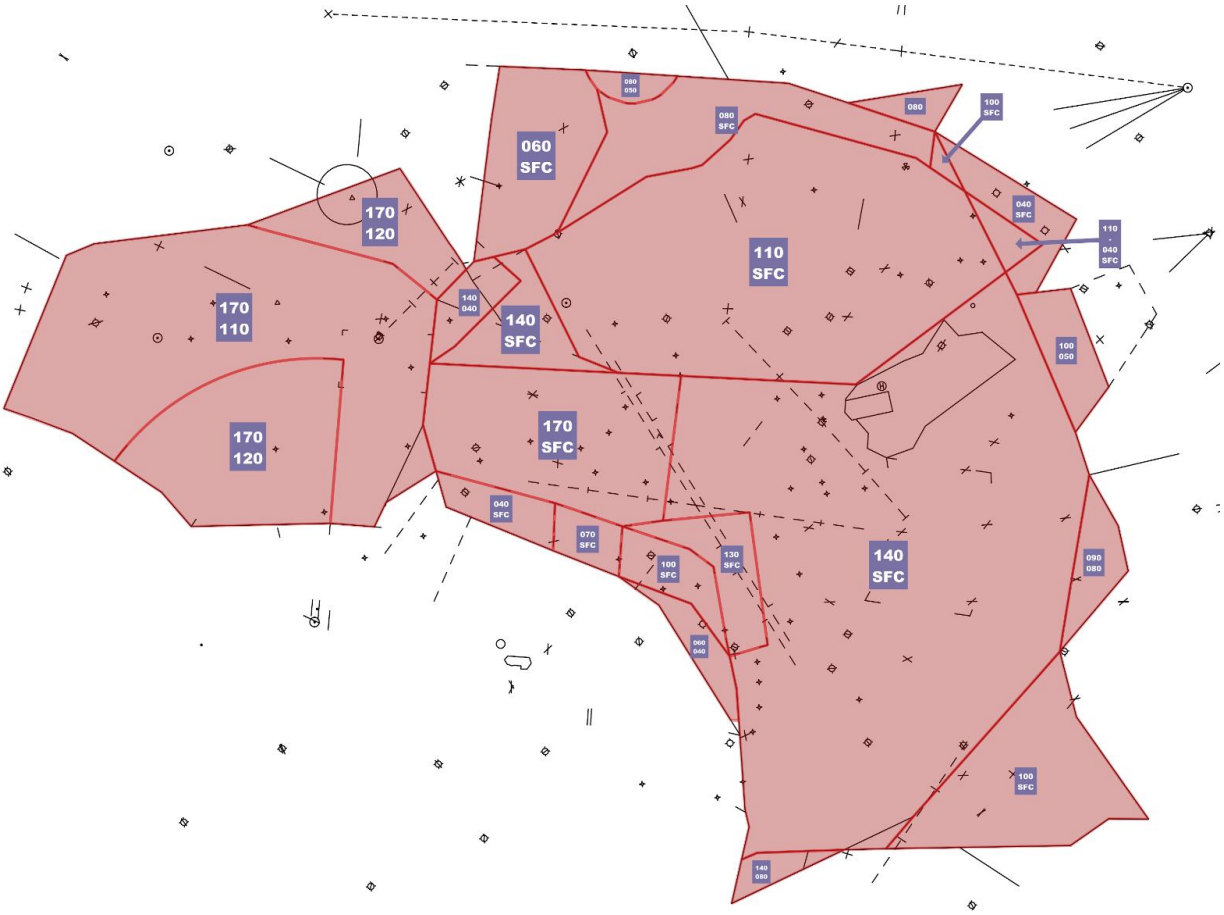
NOTE –
SFRA positions do not radar identify aircraft. Use of the automated hand off functionality in STARS must be followed with verbal coordination.

REFERENCE –
vZDC DC SFRA Procedures Guide (https://www.vzdc.org)

Chapter 3. Combined Area Operations

Section 1. Chesapeake Area (CHP)

3–1–1. AIRSPACE OVERVIEW



3–1–2. DEPARTURES

Departures climbing through the CHP area must be issued altitudes according to the table below and handed off to the appropriate sector.

a. MTV area non-RNAV jet departures will enter BUFFR 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.

b. MTV area prop departures will enter BUFFR 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.

c. 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).

d. 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 3-1-2
Chesapeake Area Departures Procedures

Area	Type	Route	To	Altitude	Notes
CHP	Jet	CONLE#/FIXET#/COLIN	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.
		LINSE#.JERES/MCRAY or BUFFR	ZDC 05 LDN	170	LINSE# "Climb via SID"
		TERPZ# or FOXHL# or CLTCH/FLASK/MAULS/GLANC/ OTTTO/RAMAY	MTV-TYSON	170	TERPZ#/FOXHL "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.
		DUKPN# or SWANN/WOOLY/AGARD	ZDC 17 SWN	140	DUKPN# "Climb via SID"
	Prop	AGARD	ZDC 17 SWN	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 another Potomac sector.
		BROSS			
		GRACO			
		MRB/HGR/JST/ELGEE J211/J220/Q178/Q221/Q227	ZDC 05 LDN	170	

		AML, LDN, RAMAY, OTTTO, HAFNR, GVE, FLUKY	MTV-TYSON		Vector through TERPZ gate between EMI R 208 and R-220. Control for left turns on contact. Apreq props before handoff.
DOV	Jet	CANNY# JERES/MCRAY	ZDC 05 LDN	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	WOOLY AGARD or WOOLY SWANN	ZDC 17 SWN	140	From MTV KRANT climbing to 9,000 and on course
MTV/SHD		BUFFR/JERES/MCRAY	ZDC 05 LDN	170	
		WOOLY# or WOOLY AGARD or WOOLY SWANN	ZDC 17 SWN	150	

3–1–3. ARRIVALS

IFR arrivals to the CHP area will be handed off to CHP in accordance with the following tables unless otherwise coordinated. Arrivals are categorized as arrivals landing in CHP area airports and arrivals landing in other PCT area airports.

a. Arriving at CHP Area Airports:

TBL 3-1-3a
Chesapeake Area Airport Arrivals Procedures

Area	Type	Route	From	Altitude	Notes
CHP	Jet	ANTHM#	ZDC 05 LDN	Descend via	Join by BUBBI
		EMI#		150	BUBBI/MUMSY
		MIIDY# or T320 BILIT	ZDC 51 CAS	110	CHOPS AND 250 kts
		RAVNN#	MTV-KRANT	Descend via	Alternative - RAVNN @60
		IZZEE/LRP.TRISH#	ZNY 25 MXE	100	DRESS
		NUGGY.TRISH#		120	TROYZ
		BAINS.TRISH#	PHL	100	
		MXE	ZNY 25 MXE	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 25 MXE	110	
		T320 BILIT	ZDC 51 CAS	80	
		LRP	ZNY 25 MXE	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. Arriving at PCT (Non-CHP) Area Airports:

TBL 3-1-3b
Potomac TRACON (Non-CHP) Airport Arrivals Procedures

Area	Type	Route	From *To*	Alt From *Alt To*	Notes
MTV	Jet	CLIPR#	ZNY 25 MXE *MTV-OJAAY*	120 *BAL* *100/250kts*	CLIPR or 20nm N BAL
		SKILS#			SKILS or 20nm N BAL
		DEALE#	ZDC 51 CAS	110	BILIT

			MTV-OJAAY	*Descend via*	
		SPISY#	ZDC 51 CAS *MTV-KRANT*	110 *40*	
		T320 BILIT or CAPKO			
		BAL			
		MXE	ZNY 25 MXE *MTV-OJAAY*	120 *100*	CLIPR or 20nm N BAL
		LRP/PSB			SKILS or 20nm N BAL
		V378 BAL	PHL *MTV-OJAAY*	100 *100*	Non-RNAV Jet
		MXE.CLIPR# or CLIPR.CLIPR#		100 *BAL* *100/250kts*	
	Prop	T320 BILIT or CAPKO	Multiple *MTV-OJAAY*	80 *60*	
		T358 OBWON	ZDC 51 CAS *MTV-KRANT*	80 *40*	
		MXE	ZNY 25 MXE *MTV-OJAAY*	110	TROYZ or 40nm N BAL
		LRP		*100*	
		HAR/PSB		*90*	
		V378 BAL	PHL *MTV-OJAAY*	*60, 80 (Tprop), 40 (prop)*	
	All	SPISY#	DOV *MTV-KRANT*	60 *40*	May clear direct BILIT
SHD	All	T356 MRB	ZDC 51 CAS *SHD-MULRR*	80 *60 or 80*	
		V44 MRB			
	Prop	V166 MRB	PHL *SHD-MULRR*	80	

3–1–4. OVERFLIGHTS

Aircraft transiting CHP airspace that will land outside of PCT are considered overflights. Overflights must be routed in accordance with the following table.

TBL 3-1-4
Chesapeake Area Overflight Procedures

Area	Type	Route	From *To*	Alt From *Alt To*	Notes
DOV	All	LUNDY.ARLFT# or MRB/WOOLY/SWANN	ZDC 05 LDN *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 V433 METRO	Multiple *PHL*	*130* *110 (Tprop)* *or 50 (prop)*	EWR
	Tprop	MAZIE# or V-Airway Equivalent or V378 MXE V3 SBJ		*130* *120 (Tprop)* *or 50 (prop)*	EWR Sats
	All	APPLE# or V-Airway Equivalent or DQO V479 RUUTH V123 PROUD		*130* *120*	LGA
PHL	All	DQO		*90 (Jet)* *50 (Tprop)* *40 (prop)*	
	Prop	V166 DQO or ODESA OOD		*50 (Tprop)* *40 (prop)*	
	Prop	Other		*110 (Jet)* *50 (prop)*	
PHL N Sat	Jet	V166 DQO or V419/V378 MXE		*110*	
PHL S Sat		V170 DQO		*50*	
PHL N Sat	Tprop	V166 DQO or V419/V378 MXE		*50*	
PHL S Sat	Prop	V170 DQO		*50 (Tprop)* *40 (prop)*	

3–1–5. SATELLITES

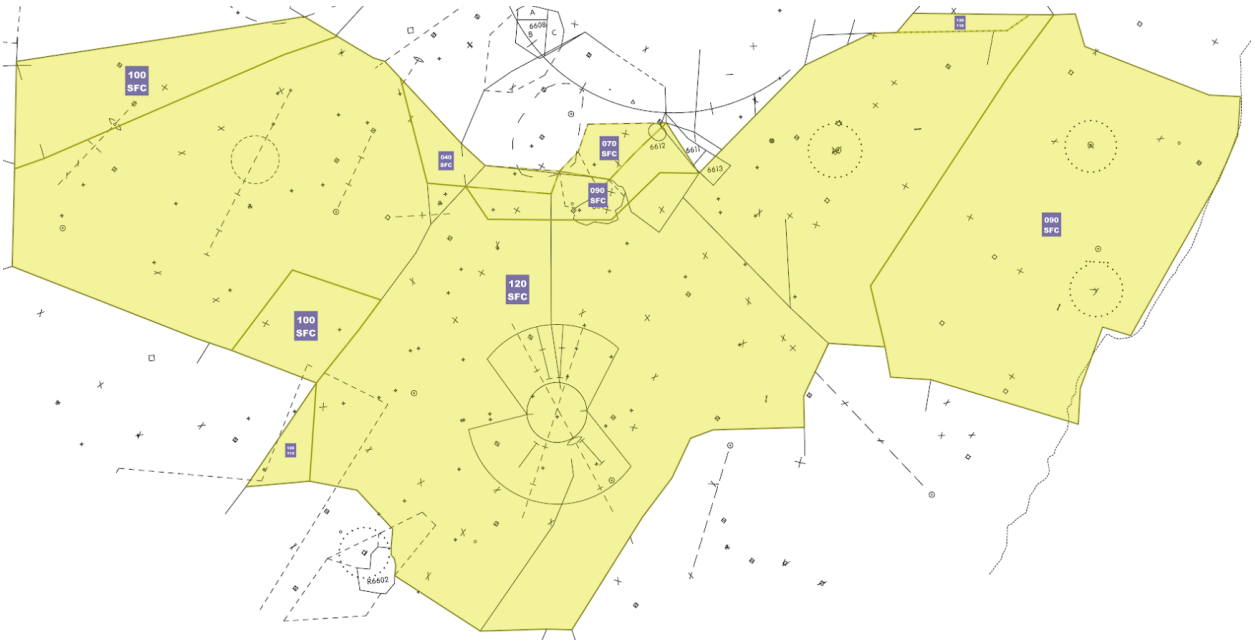
The following satellite airports are under the CHP Area of Responsibility. Airports with an * (asterisk) indicate the airport may have an operating control tower based on the current time. All satellite airports require a release from the radar controller. For airports with operating control towers, the tower will coordinate with departure for an IFR release. Releases will be valid for no more than 5 minutes. At non towered airports, and at airports where the tower is closed, issue IFR releases based on known traffic and after coordination is affected with any adjacent impacted airspace. Controllers should issue the standard climb-outs for each airport unless an operational need warrants otherwise.

TBL 3-1-5
Satellite Departure Instructions

Airport	Dept	Route of Flight	Altitude	Sector
MTN*	CONV	West/Northbound: Fly heading 290	30	BWIFS
		East/Southbound: Fly heading 190	20	
	RNAV SID	(*SID name/number*) DEPARTURE, (*transition name*) TRANSITION, fly heading (*degrees*)	30	
GAI	CONV	When entering controlled airspace, direct EMI (*route*) or direct WOOLY (*route*)	30	WOOLY
	RNAV SID	(*SID name/number*) DEPARTURE, (*transition name*) TRANSITION, when entering controlled airspace, fly heading (*degrees*)	30	
DMW	CONV	When entering controlled airspace, direct EMI (*route*)	30	WOOLY
	RNAV SID	(*SID name/number*) DEPARTURE, (*transition name*) TRANSITION, when entering controlled airspace, fly heading (*degrees*)	30	
2W2	CONV	When entering controlled airspace fly heading 300, vectors to (*route*)	30	WOOLY
APG*	CONV	When entering controlled airspace fly heading 300, vectors to (*route*)	30	WOOLY
ESN*	CONV	Fly heading 350 vectors to (*route*)	20	GRACO
	RNAV SID	(*SID name/number*) DEPARTURE, (*transition name*) TRANSITION, fly heading (*degrees*)	20	
ANP	CONV	When entering controlled airspace fly heading 120, vectors to (*route*)	20	BWIFS
W29	CONV	When entering controlled airspace fly heading 120, vectors to (*route*)	20	BWIFS
FME	CONV	When entering controlled airspace fly heading 130, vectors to (*route*)	20	BWIFS
0W3	CONV	When entering controlled airspace fly heading 270, vectors to (*route*)	30	WOOLY

Section 2. James River Area (JRV)

3–2–1. AIRSPACE OVERVIEW



3–2–2. DEPARTURES

a. Departures will be assigned 12000, 10000, or a lower requested altitude.

b. Aircraft departing JRV to another PCT area must remain within PCT airspace.

c. Non-RNAV departures to the northeast must be routed via the COLIN-SID.

d. Prop/Turboprop aircraft departing RIC destined for PHL and PHL satellites will be restricted to AOB 11000.

e. RIC is considered the primary airport for JRV.

3–2–3. ARRIVALS

a. Arriving at JRV Area Airports.

TBL 3-2-3a
James River Area Airport Arrivals Procedures

Area	Type	Route	From	Altitude	Notes
JRV – RIC	All	DUCXS#	ZDC20 BKT	110	Join by NEAVL/KELCE
		SPIDR#	ZDC32 GVE	Descend via	Join by REDNG
		POWTN#			Join by HONTA
		Other	20/32	AOB 130	In trail with RNAV STAR if similar route
		SWL ARICE JAMIE	ORF	120	Control for descent
JRV – CHO	All	Q75 GVE	ZDC32 GVE *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. Arriving at PCT (Non-CHP) Area Airports

TBL 3-2-3b
Potomac TRACON (Non-JRV) Airport Arrivals Procedures

Area	Type	Route	From *To*	Alt From *Alt To*	Notes
SHD	All	COATT# (PN/TP)	ZDC20 BKT *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)	ZDC32 GVE *SHD-BARIN*	130 *70*	@JOANZ
MTV - ADW	Jet	THHMP VUDOO#	ZDC20 BKT *MTV-KRANT*	130 *Descend via*	@GOLOE
		CIBAC VUDOO#			@VIIPR
		Non-RNAV		130 *80*	
	Prop	THHMP VUDOO#		130 *Descend via*	@HANKC
		RIC V16 COLIN	ZDC20 BKT MTV-OJAAY	130 *60*	@RIC

MTV - DCA	Prop	IRONS#		130 *80 (Jet) or 60 (Prop)*	10nm S EPICS 130

3–2–4. OVERFLIGHTS

Aircraft transiting JRV airspace that will land outside of PCT are considered overflights. Overflights must be routed in accordance with the following table.

TBL 3-2-4
James River Area Overflight Procedures

Area	Type	Route	From *To*	Alt From *Alt To*	Notes
ORF	Prop	FAGED V33 STEIN	ZDC12 BRV	130	
		FAK WAIKS	*ORF*	*50-110*	
DOV/ILG	All	MAULS/THHMP ARLFT#	ZDC12 BRV	130	@GOFER
		TAPPA V16 ENO	*CHP-PALEO*	↓*70*	

3–2–5. SATELLITES

The following satellite airports are under the JRV Area of Responsibility. Airports with an * (asterisk) indicate the airport may have an operating control tower based on current time. All satellite airports require a release from the radar controller. For airports with operating control towers, the tower will coordinate with departure for an IFR release. Releases will be valid for no more than 5 minutes. At non towered airports, issue IFR releases based on known traffic and after coordination is affected with any adjacent impacted airspace.

a. APH – Mary Walker LZ.

b. CHO* - Charlottesville Albemarle.

NOTE –
CHO has automatic departure releases unless suspended by the departure controller.

c. FCI – Richmond Executive Chesterfield County.

d. FYJ – Middle Peninsula Regional.

e. GVE – Gordonsville Municipal.

f. LKU – Louisa County Freeman Field.

g. MFV – Accomack County.

h. NHK* - Patuxent River NAS.

i. OFP – Hanover County Municipal.

j. OMH – Orange County.

k. OXB – Ocean City Municipal.

l. PTB – Tri Cities Executive Dinwiddie County.

m. SBY* - Salisbury Ocean City Wicomico Regional.

n. SHD – Shenandoah Valley Regional.

o. TGI – Tangier Island.

p. VA39 – Fort Gregg Adams Army Helipad.

q. VBW – Bridgewater Air Park.

r. W13 – Eagle's Nest.

s. W41 – Crisfield Somerset County.

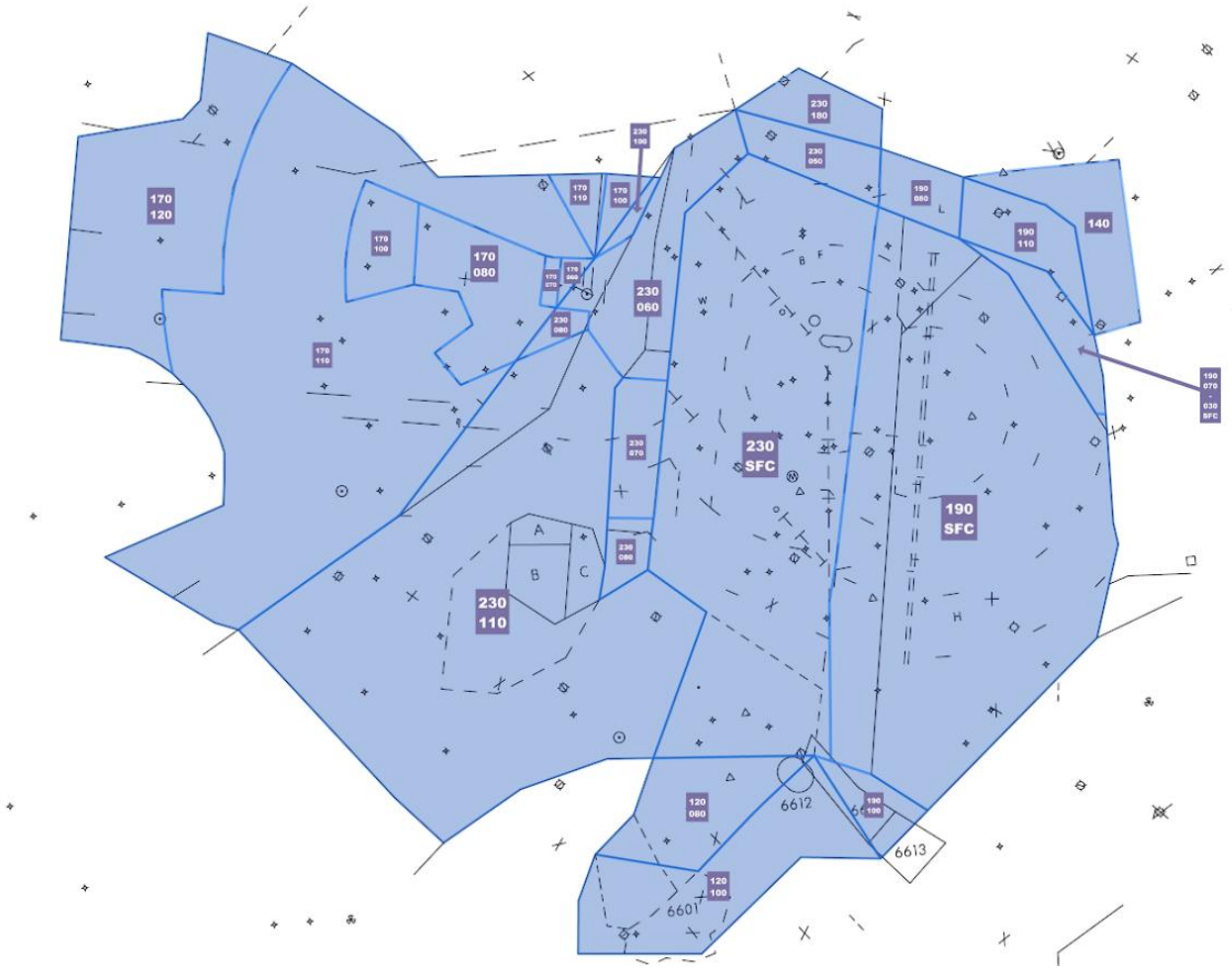
t. W96 – New Kent County.

u. WAL* - Wallops Flight Facility.

v. XSA – Tappahannock Essex County.

Section 3. Mount Vernon Area (MTV)

3–3–1. AIRSPACE OVERVIEW



3–3–2. DEPARTURES

a. Departures climbing through the MTV area must be issued altitudes according to the table below and handed off to the appropriate sector.

b. TYSON will receive CHP area departures on the TERPZ-SID, AOA 11000 climbing to 17000. 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 11000 climbing to 17000 with control for left turns on contact. Non-jets will be vectored through the same gate AOA 15000 climbing 17000 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 14000 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 10000. SHD departures on the JCOBY-SID will be handed off joining the SID at RIGNZ and climbing to 10000. Non-RNAV departures will be handed off climbing to 10000 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 3-3-2
Mount Vernon Area Departures Procedures

Area	Type	Route	To	Altitude	Notes
CHP	All	COLIN/AMEEE	ZDC (12)	FL190	
		CLTCH/JDUBB/SCRAM	ZDC (32)	FL230	
		RAMAY/OTTTO	ZDC (05)	FL230	
MTV (ADW)	All	COLIN/AMEEE	ZDC (12)	170	
		SWANN/PALEO	CHP-PALEO	90	MTV shall clear on course.
MTV/SHD	All	RNAV Jet via HORTO#/LINCN#	CHP-BUFFR	AOA 100 ↑170	Control for turns NW of AML R-050.
		Non RNAV Jet via JERES, BUFFR, MCRAY			Vector towards JYO. Control for turns NW of AML R-050.
		Prop via JERES, BUFFR, MCRAY, MRB		AOA 100 ↑120	
		CLTCH/JDUBB/SCRAM	ZDC (32)	FL210	ORF arrivals at 150
		COLIN/AMEEE	ZDC (12)	FL190	ORF arrivals at 140
		DOCTR	ZDC (17)	170	PHL arrivals to CHP-PALEO at 110
		RAMAY/OTTTO	ZDC (05)	170	
		SOOKI	ZDC (17)	FL190	

3–3–3. ARRIVALS

a. Arriving at MTV Area Airports.

TBL 3-3-3a
Mount Vernon Area Airport Arrivals Procedures

Area	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 (05)	Descend via	Join by WEWIL Control for turns at PLDGE.
		NUMMY#			Join by WEWIL Control for turns at DRUZZ.
		TRUPS#	ZDC (37)		Join by SUPRT Control for turns at WEEDU.
MTV - DCA	Jet	CAPSS#	ZDC (20)	Descend via	Join by BULII
		CLIPR#/SKILS#	CHP-WOOLY	Descend via	
		DEALE# -or- BILIT CAPKO (Jet)	CHP-GRACO	Descend via	
		IRONS#	ZDC (20)	130	@PEGBY
	Prop	IRONS#	JRV-TAPPA	60	
	All	TIKEE# -or- CSN DCT	SHD-BARIN	50	On STAR or east heading
	Prop	BAL (Prop)	CHP-WOOLY	60	
	All	V265 KRANT	(E) CHP-BWIFS (W) CHP-WOOLY	40	On airway
		BILIT CAPKO (non-Jet)	CHP-GRACO	40	

b. Arriving at PCT (Non-MTV) Area Airports

TBL 3-3-3b
Potomac TRACON (Non-MTV) Airport Arrivals Procedures

Area	Type	Route	From *To*	Alt From *Alt to*	Notes
CHP	All	BKW/HVQ RAVNN#	ZDC (37) *MTV-KRANT*	Descend via *60*	Join by DNKEY.
		THHMP/HUBDA RAVNN#	ZDC (20)		Join by WALKN.

			MTV-KRANT		
JRV - CHO	All	Q75 GVE	ZDC (05) *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 FL240 and TYSON will descend to 11000, clear direct GVE, and handoff to JRV-CHOEA.

3–3–4. OVERFLIGHTS

Overflight traffic is generally not handled by MTV. Overflights should be on a routing that best aligns with the flow of traffic until the aircraft is able to join, or rejoin, a published routing for its destination airport.

3–3–5. SATELLITES

The following satellite airports are under the MTV Area of Responsibility. Airports with an * (asterisk) indicate the airport has an operating control tower. All satellite airports require a release from the radar controller. For airports with operating control towers, the tower will coordinate with departure for an IFR release. Releases will be valid for no more than 5 minutes. At non towered airports, issue IFR releases based on known traffic and after coordination is affected with any adjacent impacted airspace.

a. 2W5 – Maryland.

b. ADW* - Joint Base Andrews.

c. CGS – College Park.

d. DAA* - Davison Army Airfield.

e. NDY – Dahlgren NSF.

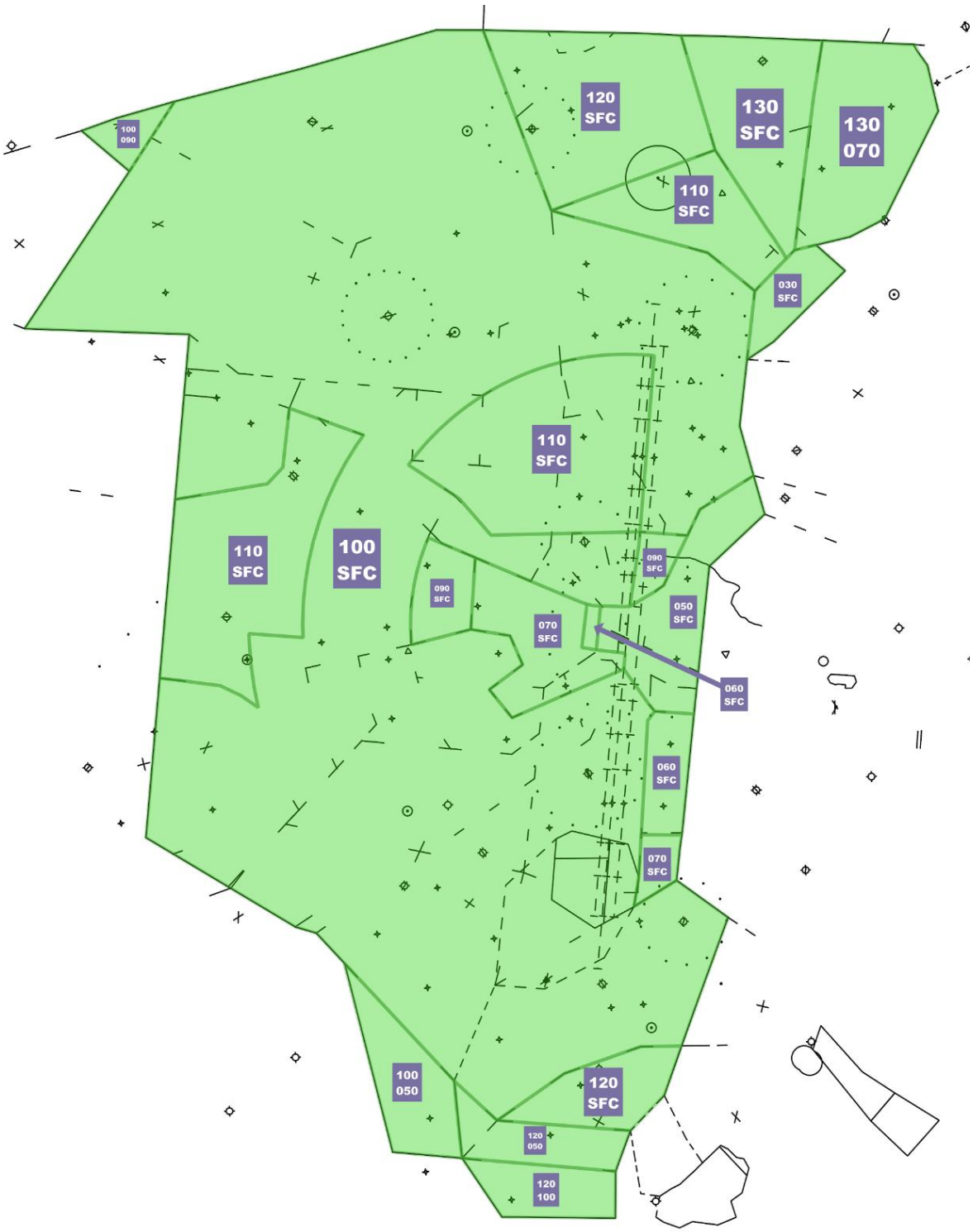
f. VKX – Potomac Airfield.

g. W00 – Freeway.

h. W32 – Washington Executive.

Section 4. Shenandoah Area (SHD)

3–4–1. AIRSPACE OVERVIEW



3–4–2. DEPARTURES

a. Departures climbing through the SHD area must be issued altitudes according to the table below and handed to the appropriate sector.

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.

e. Non-RNAV departures, in general, must be cleared on course prior to handoff to the next sector unless coordinated otherwise. Certain departure gates will require the aircraft to be assigned a heading.

TBL 3-4-2
Shenandoah Area Departures Procedures

Area	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-TYSON	100	Direct HAFNR (JDUBB#), POOCH (SCRAM#) or BUTRZ (CLTCH#), or vector (non-RANV)
		WOOLY# or WOOLY SWANN/AGARD OR HIICH#	CHP-WOOLY	110 (Jet), 100 (Tprop), AOB 70 (Prop)	Direct RAZZA (WOOLY#) or vector towards RAZZA HIICH# on SID

3–4–3. ARRIVALS

Arrivals will be handed off to SHD according to the procedures table below. SHD will not normally work traffic arriving in other PCT areas.

TBL 3-4-3
Shenandoah Area Airport Arrivals Procedures

Area	Type	Route	From	Altitude	Notes
SHD + SATs	Jet	CAVLR#	ZDC (20)	Descend via	Join by BNTLY
		COATT#		OGATE@130	
		JARLO/SITTR.GIBBZ#	ZDC (37)	Descend via	Join by KILMR
		MGW.GIBBZ#	ZDC (05)	Descend via	Join by MOSLE
		HYPER#	ZNY (South)	LIRCH @140	PCT has control for turns up to 45 deg right of course
		DELRO#			
		WAYNZ#		DAFIX @120	
		PRIVO#			
		WIGOL# (SWAP Only)	JRV-CHOWE	70	
	All	TRSTN#	JRV-FLTRK	40-100	Even altitudes
SHD	Prop	COATT#	JRV-FLTRK	60	
		SEG#/LEGGO#	ZNY (South)	90	
		DELRO#		120	
		WOOLY..MRB	CHP-WOOLY	80 or 60	
		V143.MRB	CHP-WOOLY	AOB 80	
		WIGOL# (SWAP Only)	JRV-CHOWE	70	

3–4–4. OVERFLIGHTS

SHD generally does not manage overflight traffic. If traffic overflying is accommodated, controllers should use good judgement, and ensure the aircraft is either cleared via routing or assigned radar vectors to keep the aircraft clear of conflict and not interrupt the standard departure and arrival flows of the area.

3–4–5. SIMULTANEOUS DEPENDENT AND INDEPENDENT APPROACHES

a. Dependent Approaches. Simultaneous dependent approach procedures will normally be applied at IAD. Controllers will utilize the standard separation requirements and procedures of FAA JO 7110.65, para 5-9-6a3, *Simultaneous Dependent Approaches.*

b. Independent Approaches. Simultaneous independent approach procedures will be used when the following requirements are met:

1. At least one final position must be open to use DUALS.

2. At least two final positions must be open to use TRIPS.

3. Controllers working the final positions must have reviewed this order's requirements for DUALS or TRIPS operations prior to taking the position.

3–4–6. DUAL PARALLEL RUNWAY INDEPENDENT APPROACH PROCEDURES (DUALS)

These procedures outline how IADFE, IADFW, and/or IADFC Finals operate during approaches to dual parallel runways at KIAD.

a. Definitions.

1. LOW Final. The final sector that has its base and/or straight-in aircraft lower than other open final sectors. The default LOW Final is IADFE.

2. HIGH Final. The final sector that has its base and/or straight-in aircraft higher than other open final sectors. The default HIGH final is IADFC.

3. Fix Lines. Lines corresponding with fixes on the final labeled A-F.

b. Separation Responsibilities.

1. LOW Final is responsible for separation from traffic established on HIGH Final.

2. HIGH Final is responsible for remaining vertically separated from LOW Final traffic until established on one of the standard altitude requirements.

3. Aircraft must be at standard turn-on altitudes at least 3NM from adjacent runway final approach courses. Non-standard altitudes must be coordinated with other final sectors, unless utilizing another form of separation.

c. Procedures (see Figure 3–4–6 for graphical representation of procedures).

1. HIGH Final standard altitudes and approach requirements.

(a). Charlie through Foxtrot Fix Lines – Aircraft must be at or above 5000.

(b). Aircraft must be established on localizer/FAC and cleared for the approach by Charlie Line.

(c). Aircraft must be switched to Tower by Bravo Line.

or

(d). Bravo Fix Line – Aircraft must be at or above 4000.

(e). Aircraft must be established on localizer/FAC, cleared for the approach, and switched to Tower by Bravo Line.

2. HIGH Final Base Transitions.

(a). South.

(1). LOGOW – Useable to RWY 19C or 19L.

(2). DUBBV – Only useable during the following runway configurations: HIGH Final 19R + LOW Final 19C or HIGH Final 19C + Low Final 19L.

(b). North.

(1). HUFFF – Useable to RWY 01C or 01R.

(2). GNATZ – Only useable during the following runway configurations: HIGH Final 01L + LOW Final 01C or HIGH Final 01C + Low Final 01R.

3. LOW Final Standard altitudes and approach requirements.

(a). Echo and Foxtrot Fix Lines – Aircraft must be at or below 4000.

(b). Aircraft must be established on localizer/FAC, cleared for the approach, and switched to tower by Charlie Line. Approach clearance must ensure aircraft crosses Delta line at or below 3000.

or

(c). Charlie and Delta Fix Line – Aircraft must be at or below 3000.

(d). Aircraft must be established on localizer/FAC, cleared for the approach, and switched to tower by Charlie Line.

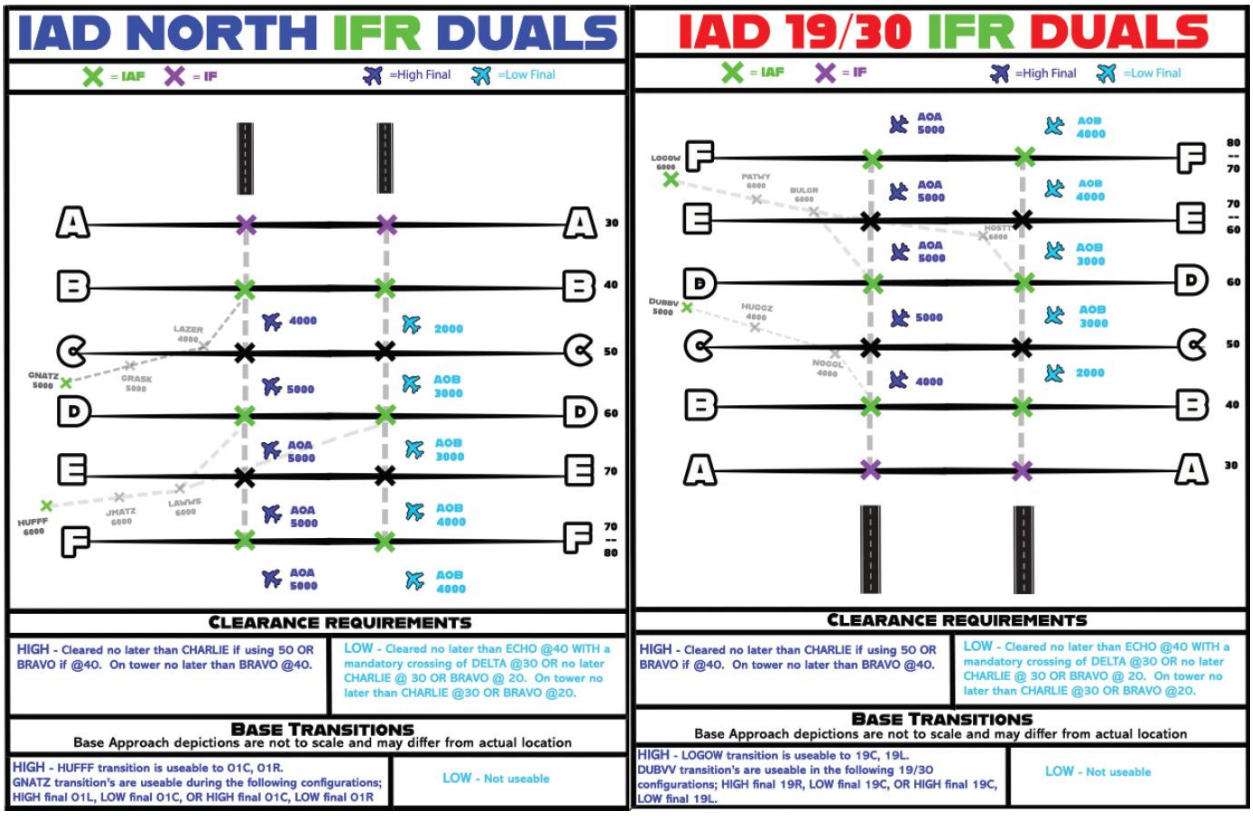
or

(e). Bravo Fix Line – Aircraft must be at 2000.

(f). Aircraft must be established on localizer/FAC, cleared for the approach, and switched to tower by Bravo Line.

4. For LOW Final, in any configuration, base leg transitions are not useable.

FIG 3–4–6
Fix Line Depictions - DUALS



3–4–7. TRIPLE PARALLEL RUNWAY INDEPENDENT APPROACH PROCEDURES (TRIPS)

a. Definitions.

1. LOW Final. The final sector that has its base and/or straight-in aircraft lower than other open final sectors. The default LOW Final is IADFE.

2. MID Final. The final sector that has its base and/or straight-in aircraft in between other open final sectors. The default MID Final is IADFW.

3. HIGH Final. The final sector that has its base and/or straight-in aircraft higher than other open final sectors. The default HIGH Final is IADFC.

4. Fix Lines. Lines corresponding with fixes on the final labeled A-F.

b. Separation Responsibilities.

1. LOW Final is responsible for separation from traffic established on the MID Final and traffic established on the HIGH Final.

2. MID Final is responsible for separation from traffic established on the HIGH Final, and traffic established on the LOW Final.

3. HIGH Final is responsible to remain vertically separated from MID and LOW Final traffic until established on one of the standard altitude requirements.

4. Aircraft must be at standard turn-on altitudes at least 3NM from adjacent runway final approach courses. Non-standard altitudes must be coordinated with other final sectors, unless utilizing another form of separation.

c. Procedures (see Figure 3–4–7 for graphical representation of procedures).

1. HIGH Final standard altitudes and approach requirements.

(a). Delta through Foxtrot Fix lines: aircraft must be at or above 6000.

(b). Established on localizer/FAC, cleared for the approach, and switched to tower by Delta Line.

2. HIGH Final Base Transitions.

(a). South.

(1). LOGOW – Useable to RWY 19C or 19L.

(2). DUBBV – not useable.

(b). North.

(1). HUFF – Useable to RWY 01C or 01R.

(2). GNATZ – not useable.

3. MID Final standard altitudes and approach requirements.

(a). Echo and Foxtrot fix lines – Aircraft must be between 4000 and 5000.

(b). Established on localizer/FAC, cleared for the approach, and switched to tower by Echo Line.

or

(c). Delta Fix line – Aircraft must be at 4000.

(d). Established on localizer/FAC, cleared for the approach, and switched to tower by Delta Line.

4. MID Final Base Transitions are not useable.

5. LOW Final standard altitudes and approach requirements.

(a). Charlie through Foxtrot Fix Lines – Aircraft must be at or below 3000.

(b). Established on localizer/FAC, cleared for the approach, and switched to tower by Charlie Line.

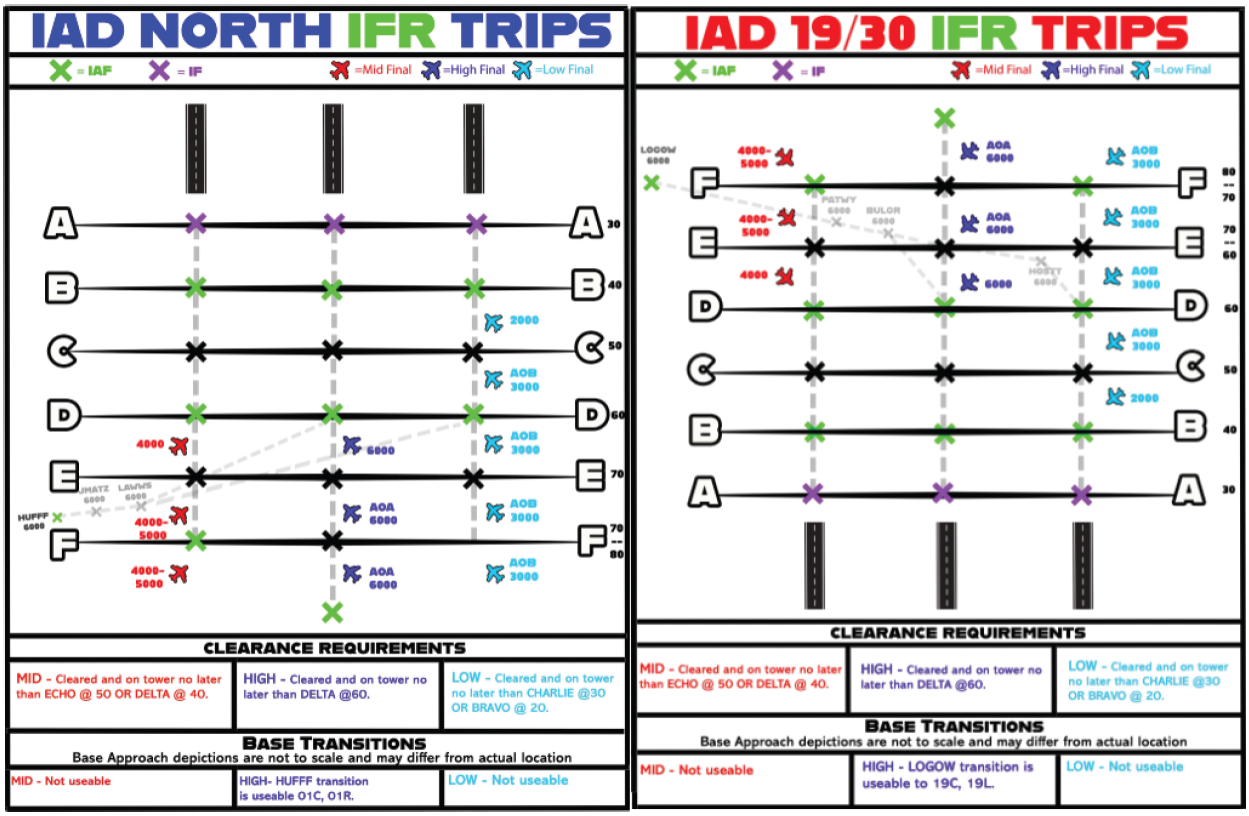
or

(c). Bravo Fix line – Aircraft must be at 2000.

(d). Established on localizer/FAC, cleared for the approach, and switched to tower by Bravo Line.

6. LOW Final Base Transitions are not useable.

FIG 3–4–7
Fix Line Depictions - TRIPS



3–4–8. 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. The other controller will instruct the aircraft on the adjacent final approach course to alter course to avoid the deviating aircraft, if necessary.

b. Effect timely coordination with the Final controller.

c. Cancel the approach clearance.

d. 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.

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

3–4–9. NORTH OPERATIONS

a. MULRR/3M► shall feed IADFE/3X► on the east downwind at 4,000 feet.

b. MANNE/3N► shall feed IADFW/3U► on the west downwind at 6,000 feet.

c. BARIN/3B► feed:

1. When landing Runways 1L/1C BARIN/3B► shall feed aircraft to IADFW/3U► on a heading to join the Runway 1L localizer level at 6,000 feet, and to IADFC/3S► established on the 1C localizer descending to 7,000 feet.

2. When landing 1C/1R BARIN/3B► shall feed aircraft to IADFC/3S► 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/3B► shall feed aircraft to IADFW/3U► established on the 1L localizer descending to 6,000 feet, and to IADFE/3X► 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 FIG 3-4-5 and 3-4-6.

3–4–10. SOUTH OPERATIONS

a. MULRR feed:

1. When landing runways 19R/19C, MULRR/3M► 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, MULRR/3M► 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, MULRR/3M► 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/3N► shall feed IADFW/3U► on the west downwind at 6,000.

c. BARIN/3B► shall feed IADFE/3X► 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 FIG 3-4-5 and 3-4-6.

3–4–11. SATELLITES

All satellite IFR departures must be cleared with the climb out instructions in the table below. If an airport is not covered by this table, climb out instructions must be coordinated with the controller responsible for that airport. All airports other than IAD require an IFR release from a SHD controller.

TBL 3-4-10
Shenandoah Area Satellite Airports and Climb out Instructions

Airport	Dept	Route of Flight	Altitude	Sector
FDK* West Dept	CONV	Fly heading 290	30	MULRR
FDK* East Dept	CONV	Via EMI (*route*)	30	
	TERPZ CONLE	(*SID name/number)* DEPARTURE, (*transition name)* TRANSITION Fly heading 080		
JYO*	NO SID	When entering controlled airspace, fly heading 300	30	ASPER
	PTOMC	(*SID name/number)* DEPARTURE	Climb via SID	
	CLTCH JDUBB SCRAM	(*SID name/number)* DEPARTURE, (*transition name)* TRANSITION.	30	
HEF*	ARSNL	(*SID name/number)* DEPARTURE, (*transition name)* TRANSITION	Climb via SID	BARIN
	GABBE HIICH	(*SID name/number)* DEPARTURE, (*transition name)* TRANSITION	30	
MRB*	NO SID	Direct MRB (*route*)	40	MULRR
	CLTCH JDUBB SCRAM	(*SID name/number*) DEPARTURE, (*transition name)* TRANSITION, fly heading (*degrees)*.	40	
	TRIXY	(*SID name/number*) DEPARTURE, (*transition name)* TRANSITION	Climb via SID except maintain 40	
OKV	NO SID	When entering controlled airspace, direct MRB	40	MANNE
		When entering controlled airspace, direct LDN (*route)*	50	
		When entering controlled airspace, direct COGAN (*route)*	40	
	CLTCH JDUBB SCRAM	(*SID name/number*) DEPARTURE, (*transition name*) TRANSITION, when entering controlled airspace, fly heading (*degrees*).	40	
NYG*	NO SID	When entering controlled airspace, direct BRV (*route*)	30	BARIN
EZF	NO SID	When entering controlled airspace, direct BRV (*route*)	30	BARIN
CJR	NO SID	When entering controlled airspace, direct CSN (*route*)	30	BARIN
HWY	NO SID	When entering controlled airspace, direct CSN (*route*)	30	BARIN

FRR	NO SID	When entering controlled airspace, direct MRB VOR thence via MRB216 radial to HOAGE intersection (*route*)	50	MANNE
		When entering controlled airspace, direct COGAN (*route*)	40	
RMN	NO SID	When entering controlled airspace, direct BRV (*route*)	30	BARIN
HGR*	NO SID	Direct HGR (*route*)	40	MULRR
W05	NO SID	When entering controlled airspace, direct HGR (*route*)	40	MULRR
W35	NO SID	When entering controlled airspace, direct HGR (*route*)	40	MULRR

NOTE –
** indicates when tower is closed.*

Chapter 4. Sector Information

Section 1. BUFFR – 1H (CHP)

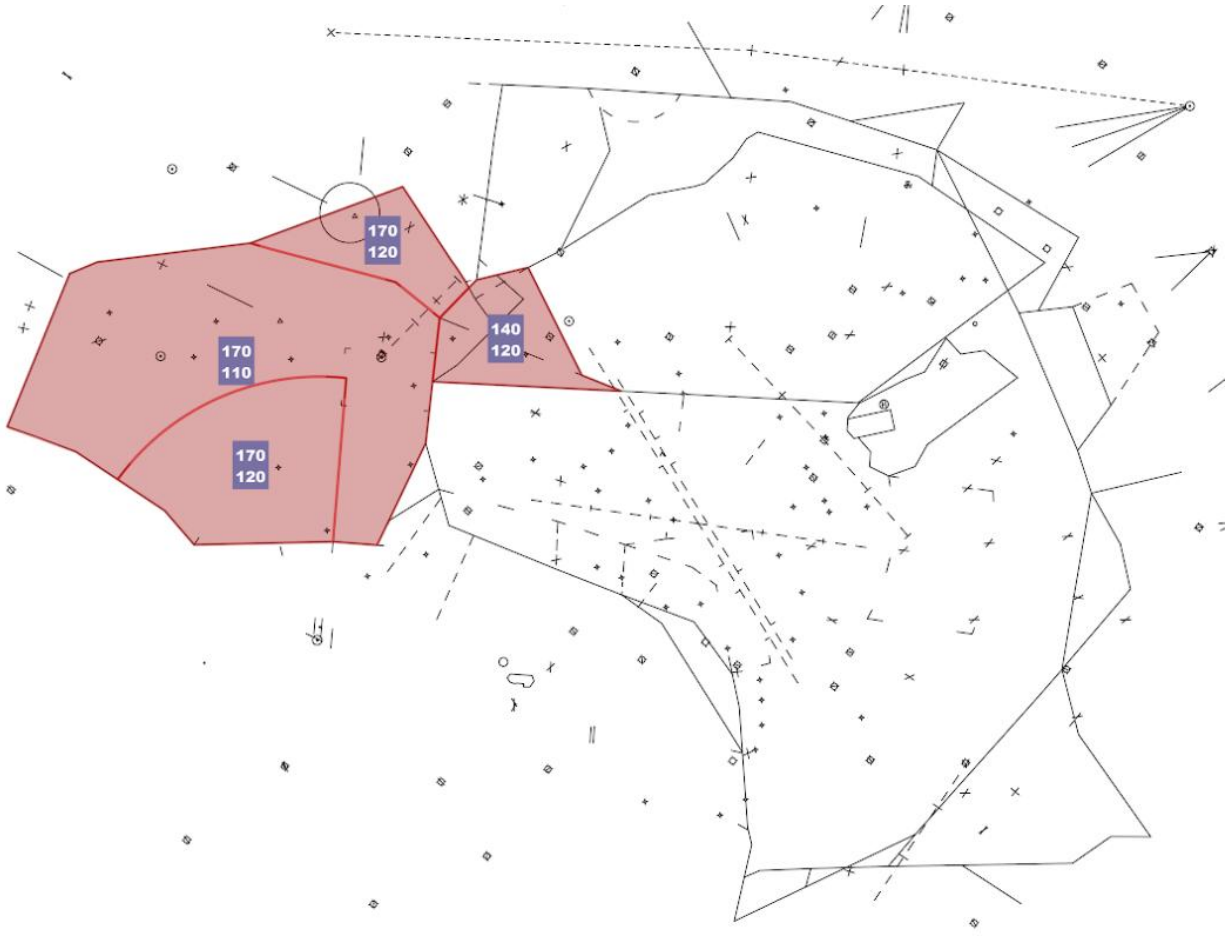
4–1–1. OVERVIEW

The STARS sector identification for BUFFR is “1H” and the displayed position symbol for BUFFR is “H.” The BUFFR sector frequency is 133.85. BUFFR combines to WOOLY.

4–1–2. NARRATIVE

BUFFR receives ANTHM and EMI STARs from Linden (ZDC05) and sequences them for WOOLY. BUFFR also receives departures from ASPER (SHD/3A), TYSON (MTV/1Y), and WOOLY (CHP/1W) that are routed out over MCRAY, JERES, and BUFFR, and provides departure sequencing to Linden (ZDC05).

4–1–3. AIRSPACE



4–1–4. PROCEDURES

TBL 4-1-4a
To BUFFR From

Sector	Type	Route	Altitude	Notes
ZDC 05 LDN	Jet	ANTHM#	Descend Via	Join by BUBBI
		EMI#	150	BUBBI/MUMSY
		DOV via ARLFT# or MRB		BUBBI
MTV TYSON	Jet	RNAV via HORTO#/LINCN#	AOA 110 climbing 170	On SID or direct HORTO. Control for turns NW of AML R050.
		Non-RNAV via J220/J227/J211		Vector towards JYO. Control for turns NW of AML R050.
	Prop	J220/J227/J211/Q178	AOA 110 climbing 120	
SHD ASPER **BUFFR has control for turns to right leaving 80.*	All	MRB	110	Requesting AOA 110
	RNAV Jet	JERES# or MCRAY#		Direct IDORE/HAYGR to join SID.
	Non-RNAV Jet	Q178, J211, J220, J227 (BUFFR, MCRAY, JERES)		On a vector between MRB and FDK.
CHP WOOLY	All	LINSE#	AOA 120 climbing 160	Climb via SID.
		Q178, J211, J220, J227 (BUFFR, MCRAY, JERES)		Direct to a fix to join airway/route. Control for turns and climbs west of WOOLY intersection.

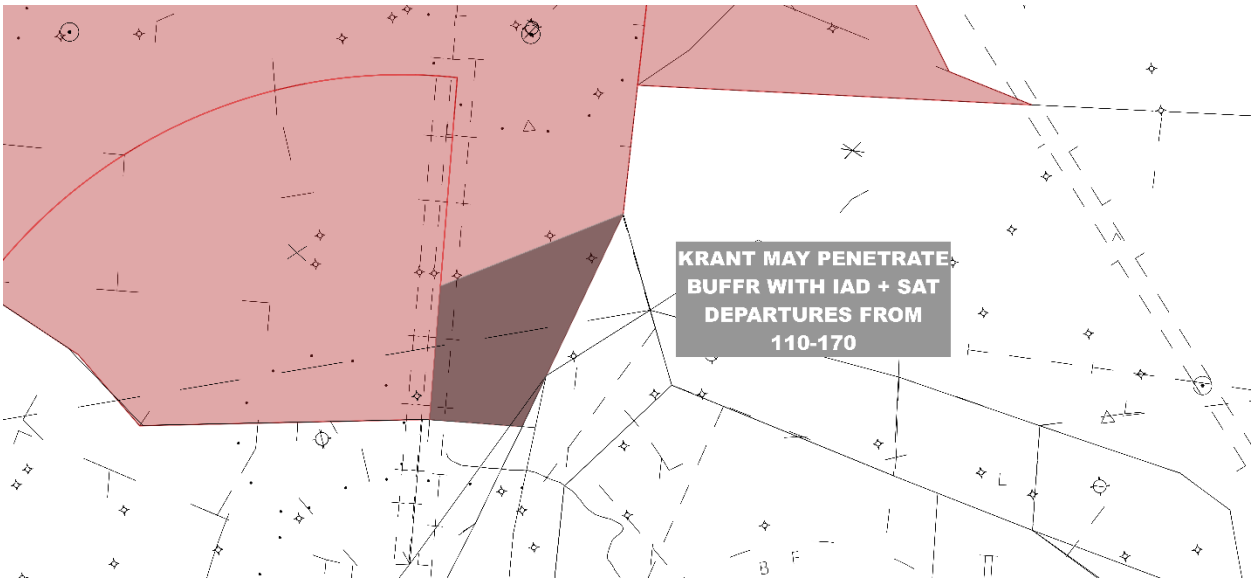
TBL 4-1-4b
From BUFFR To

Sector	Type	Route	Altitude	Notes
ZDC 05 LDN	All	MCRAY, JERES, BUFFR, Q178, J211, J220, J227	170	On course
WOOLY	RNAV Jet	ANTHM#	Descend via	
	Non-RNAV Jet	EMI#	110	RUANE. 250 knots when landing East.
	Jet	DOV via ARLFT# or MRB	110	

4–1–5. PREARRANGED COORDINATION

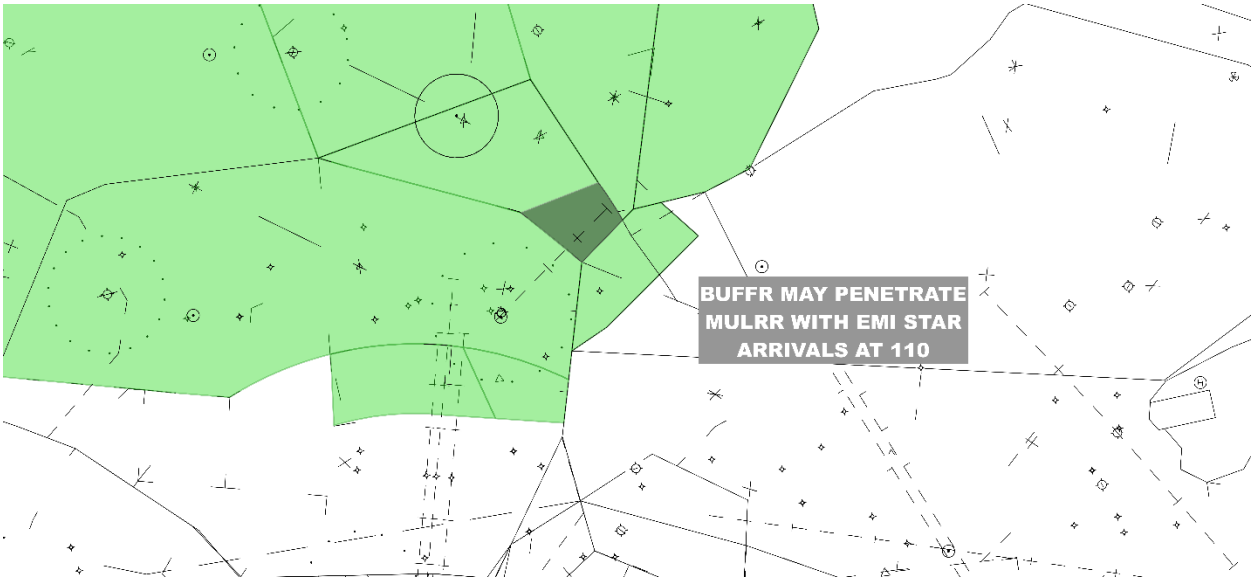
a. KRANT (1K/MTV)► may penetrate BUFFR's airspace with IAD (and satellite) SWANN, PALEO, DOCTR, WHINO, and BOOCK departures from 110 to 170.

FIG 4-1-5a
KRANT penetrates BUFFR



b. BUFFR may penetrate MULRR (3M/SHD)► airspace with aircraft established on the Westminster (EMI) STAR at 110.

FIG 4-1-5b
BUFFR penetrates MULRR



4–1–6. TOWERED AIRPORTS

None.

4–1–7. NON-TOWERED AIRPORTS

None.

Section 2. BWIFS – 1S (CHP)

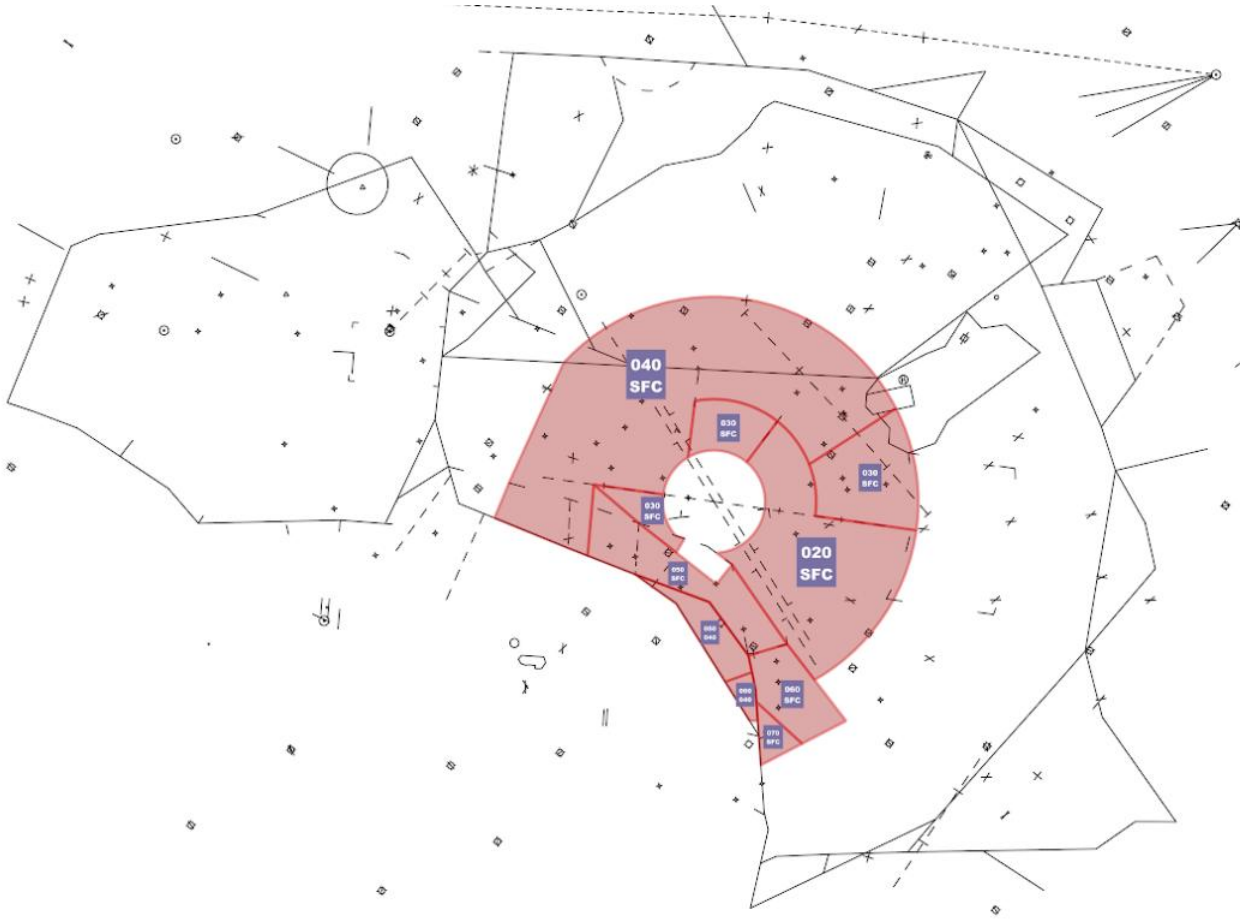
4–2–1. OVERVIEW

The STARS sector identification for BWIFS is “1S” and the displayed position symbol for BWIFS is “S.” The BWIFS sector frequency is 119.7. BWIFS is the primary position that sectors combine to for the CHP area.

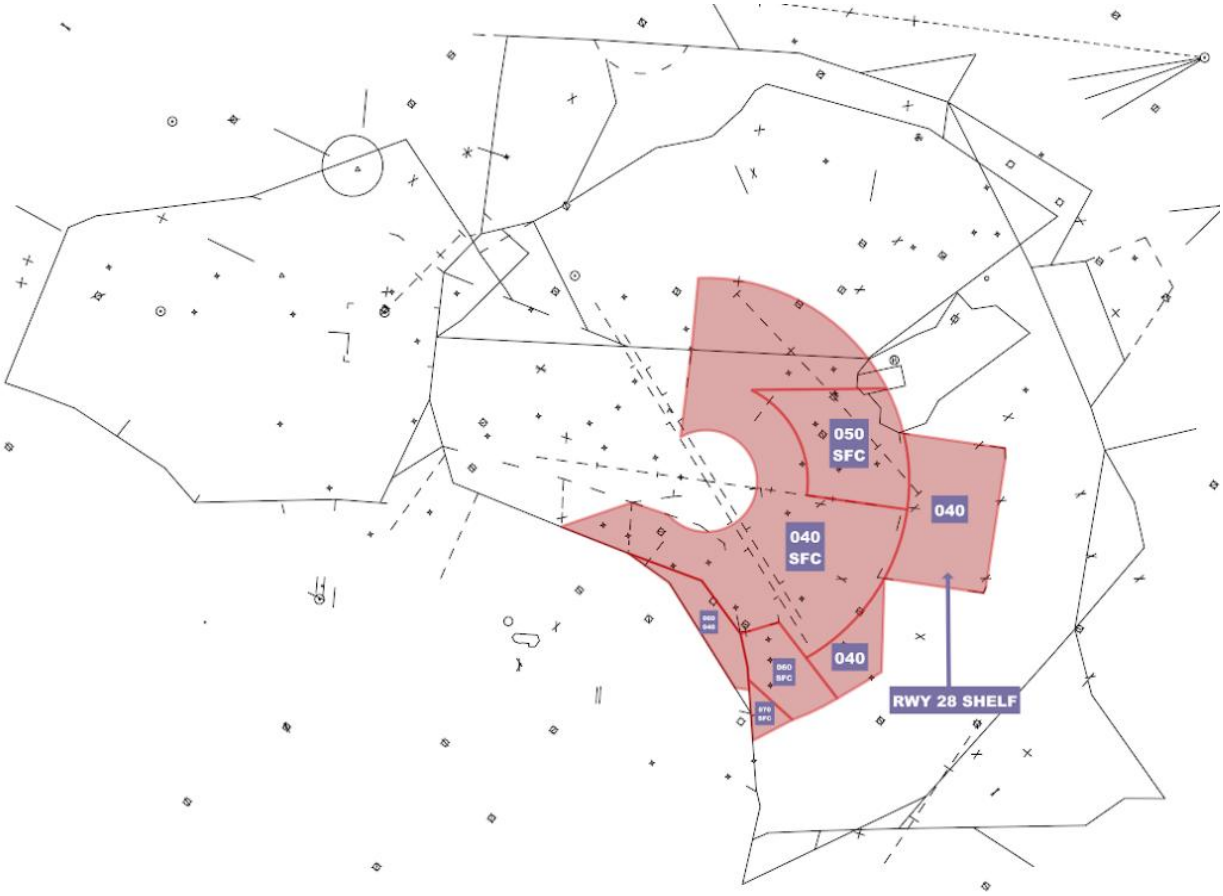
4–2–2. NARRATIVE

BWIFS is the final position for BWI. BWIFS receives RAVNN# arrivals from KRANT (MTV/1K), as well as other arrivals from CHP sectors.

4–2–3. AIRSPACE (EAST)



4–2–4. AIRSPACE (WEST)



4–2–5. PROCEDURES

TBL 4-2-5a

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	
WOOLY	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-KRANT	Jets	RAVNN#	60	@RAVNN

TBL 4-2-5b
From BWIFS To

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

4–2–6. TOWERED AIRPORTS

a. BWI.

b. MTN.

4–2–7. NON-TOWERED AIRPORTS

a. 3W3.

b. ANP.

c. FME.

d. W29.

e. W48.

Section 3. GRACO – 1G (CHP)

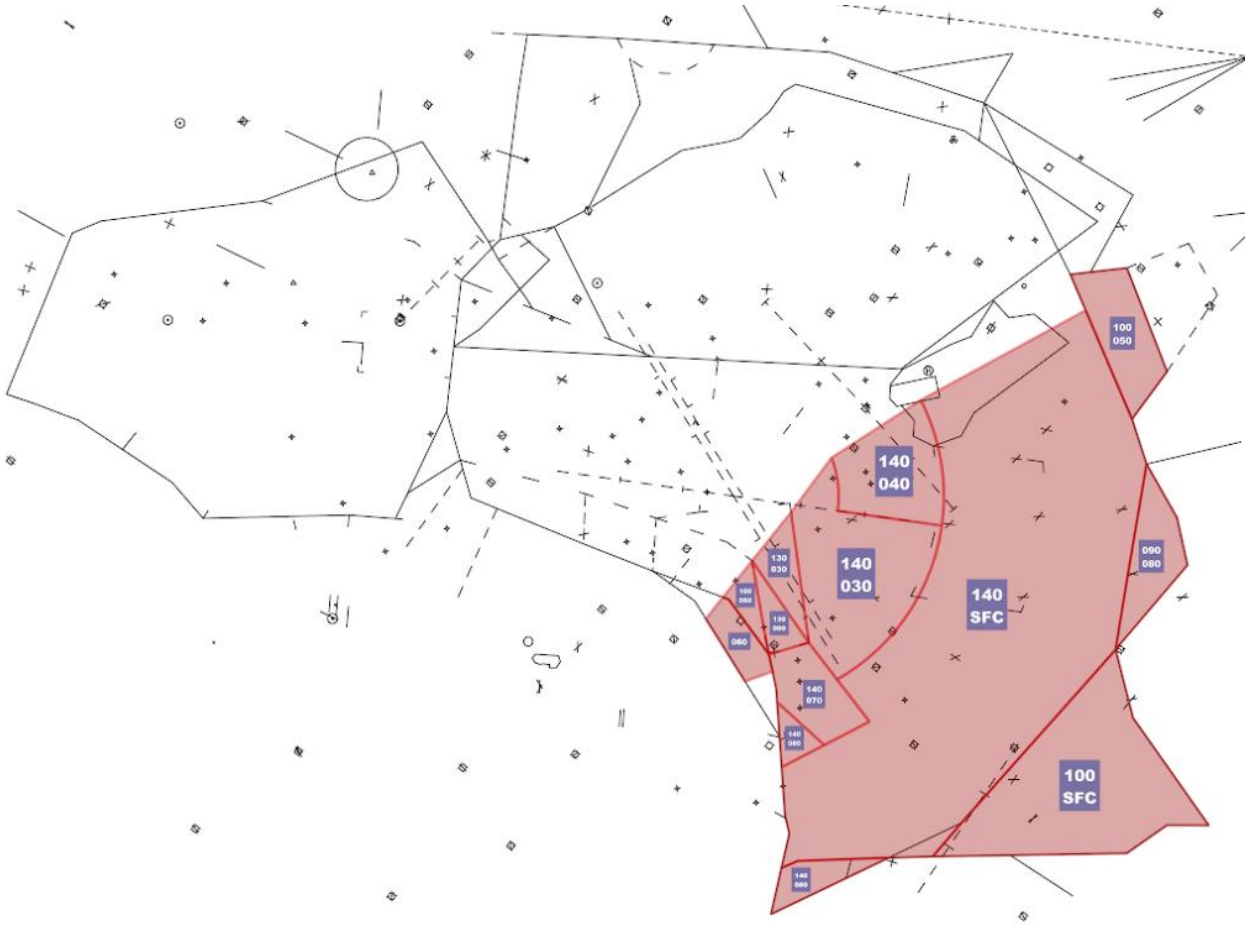
4–3–1. OVERVIEW

The STARS sector identification for GRACO is “1G” and the displayed position symbol for GRACO is “G.” The GRACO sector frequency is 124.55. GRACO combines to BWIFS.

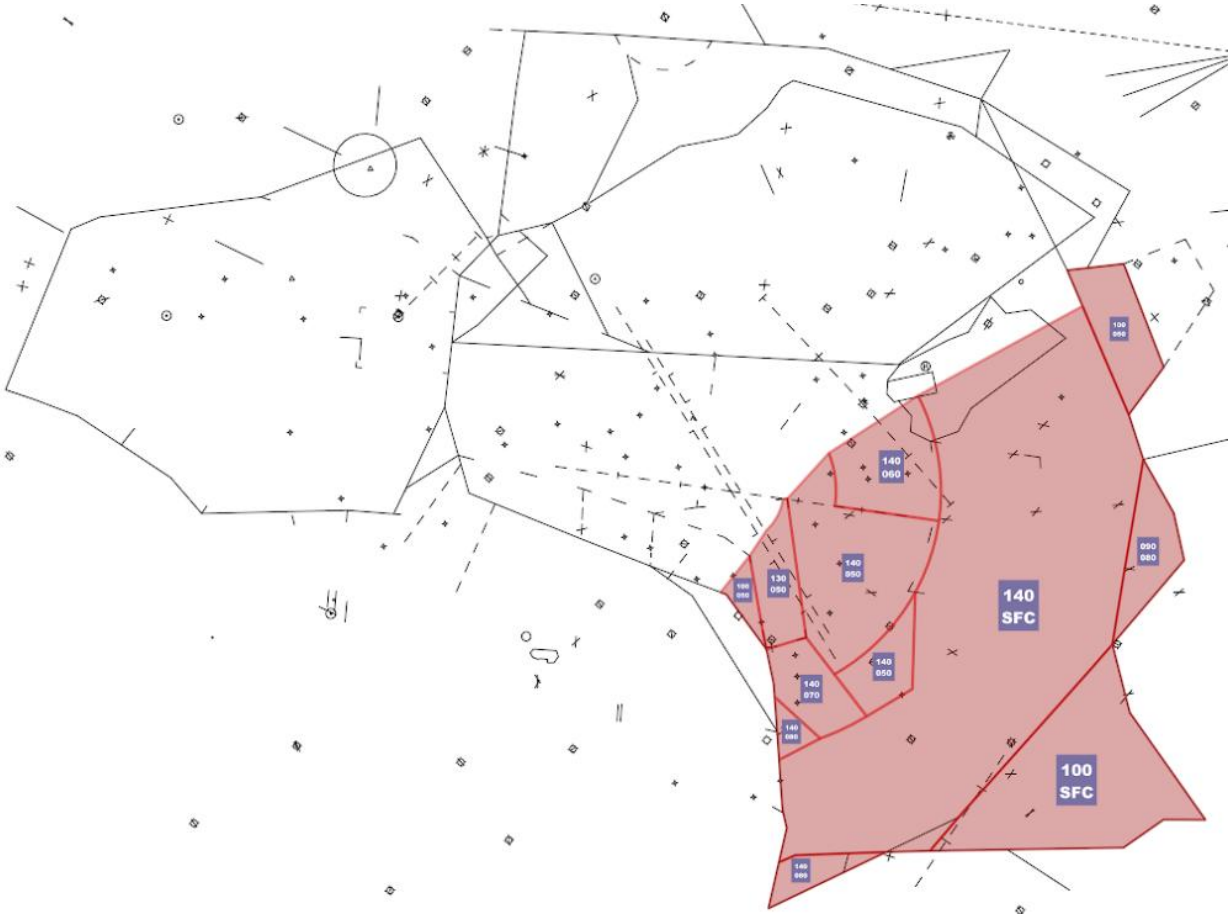
4–3–2. NARRATIVE

GRACO covers the southern and southeastern portions of CHP and is responsible for arrivals into DCA over BILIT (DEALE#) and for arrivals into BWI over CHOPS (MIIDY#). GRACO also manages departures via SWANN, PALEO, and COLIN.

4–3–3. AIRSPACE (EAST)



4–3–4. AIRSPACE (WEST)



4–3–5. PROCEDURES

TBL 4-3-5a
To GRACO From

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (51)	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 (12)	Tprop	EWR via BRAND# or V-Airway	130	@LOUIE
	Tprop	EWR Sat via MAZIE# or V-Airway		
	Prop	LGA via APPLE# or V-Airway		
MTV-KRANT	Prop	Departure via PALEO/DOCTR/SWANN	AOA 60 ↑ 90	Climb 90 or lower requested.
MTV-KRANT	Jet	ADW departure via PALEO/DOCTR/SWANN	AOA 60 ↑ 110	
JRV-CSIDW	Jet	CHP arrivals	50, 70, 90	Direct LOUIE.

JRV-CSIDW	Prop	CHP arrivals	50, 70	Direct LOUIE.
	All	DOV via ARLFT#	↓70	
	All	Landing PHL, TEB, etc.	AOB 130	
WOOLY	All	DOV via ARLFT#	↓70	

TBL 4-3-5b

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.
MTV-KRANT	Jets	CONLE# or FIXET#	AOA 110 ↑ 140	On SID or direct CONLE 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	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)	
PHLz	Tprop	APPLE#	120	
PHLz	Tprop + Prop	BRAND# (Tprop) or V378 MXE ARD V214 METRO	110 (Tprop) 50 (Prop)	
PHLz	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		

4–3–6. TOWERED AIRPORTS

Reserved.

4–3–7. NON-TOWERED AIRPORTS

Reserved.

Section 4. WOOLY – 1W (CHP)

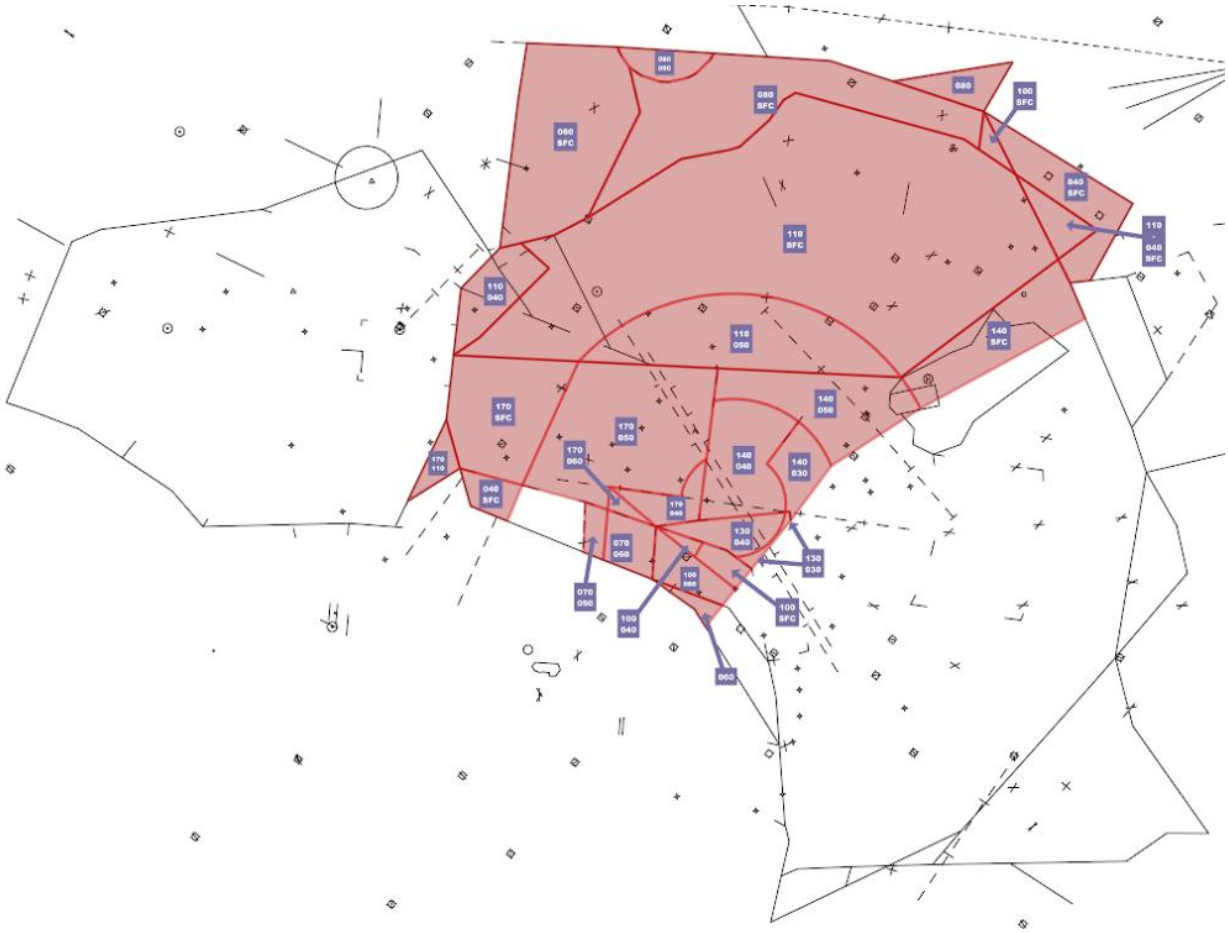
4–4–1. OVERVIEW

The STARS sector identification for WOOLY is “1W” and the displayed position symbol for WOOLY is “W.” The WOOLY sector frequency is 128.7. WOOLY combines to BWIFS.

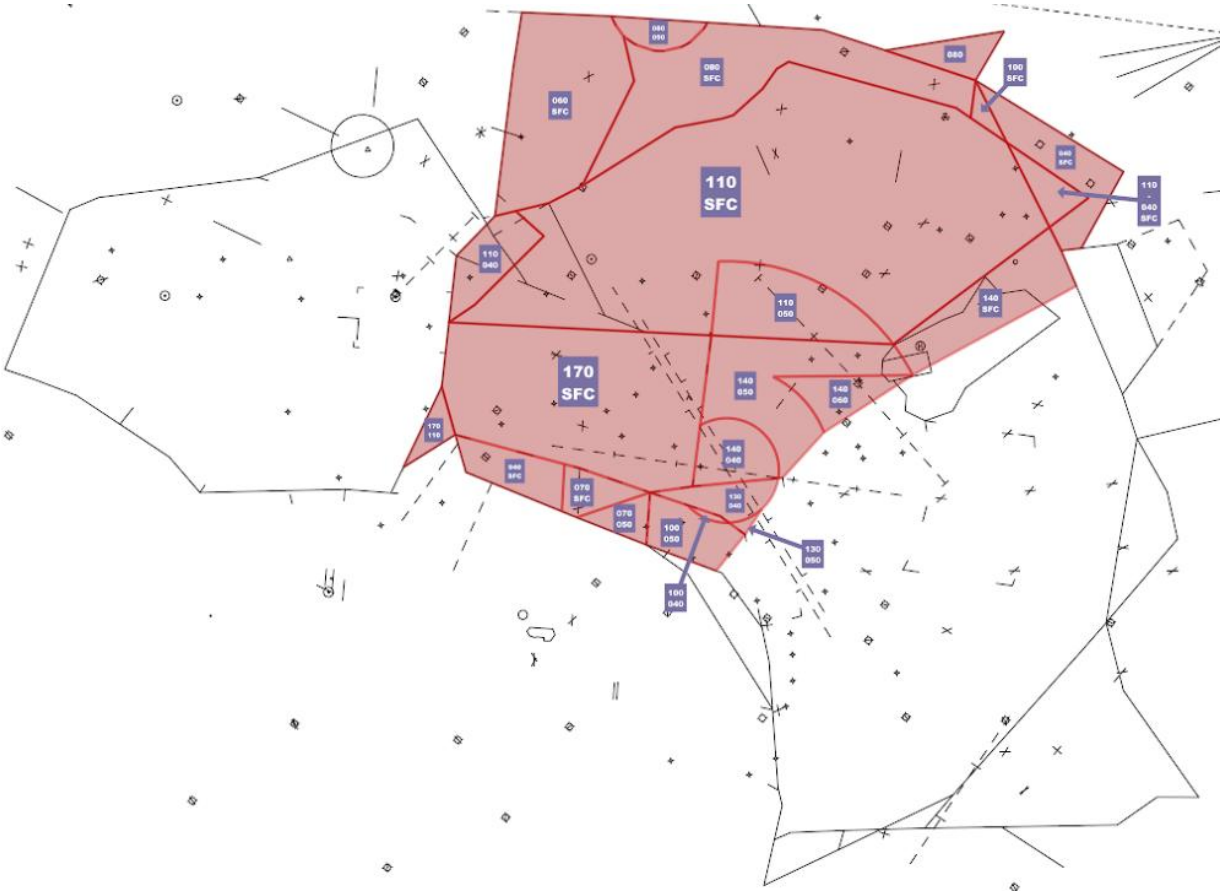
4–4–2. NARRATIVE

WOOLY manages arrivals via the CLIPR# and SKILS# STARs to DCA and the TRISH# STAR to BWI. Arrivals via the ANTHM# and EMI# from BUFFR are also handled before handing off to BWIFS. WOOLY also works north and west BWI departures.

4–4–3. AIRSPACE (EAST)



4–4–4. AIRSPACE (WEST)



4–4–5. PROCEDURES

TBL 4-4-5a

To WOOLY From

Sector	Type	Dest/Route	Altitude	Heading/Information
ZNY (South)	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	
PHLz	Jet	Landing DCA/BWI	AOB 100	
SHD-ASPER	RNAV Jet	WOOLY#	110	Direct RAZZA to join. WOOLY has control for turns.
		HIICH#	110	On SID. WOOLY has control for turn.
	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 4-4-5b

From WOOLY To

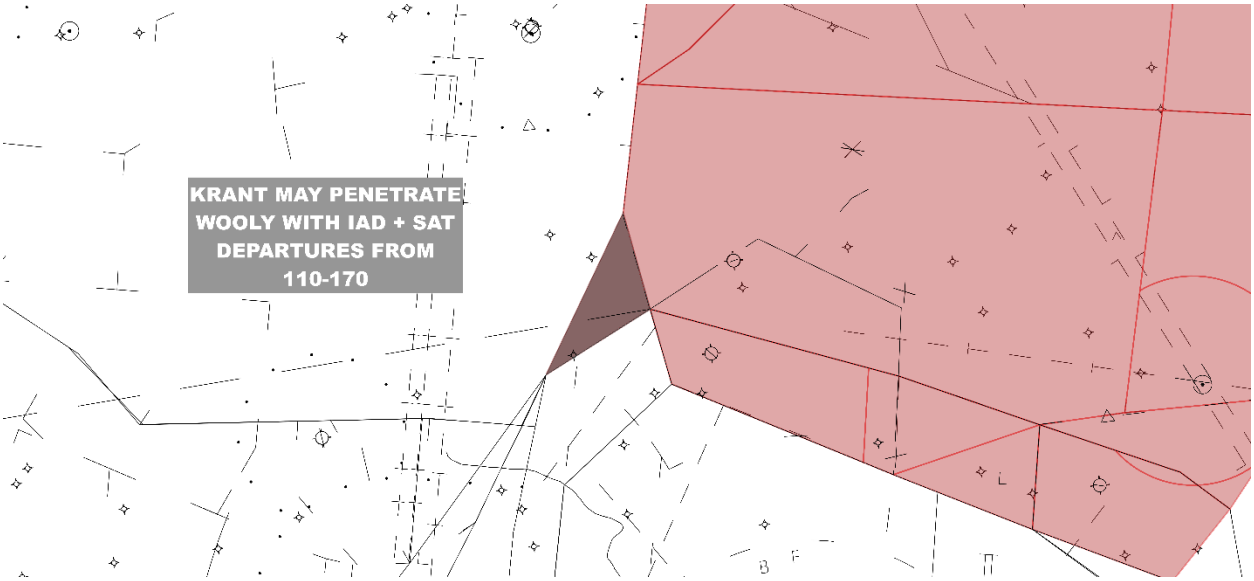
Sector	Type	Dest/Route	Altitude	Heading/Information
MTV-OJAAY	Jet	CLIPR#/SKILS#	Descend via	
MTV-OJAAY CHP	Prop	MTV via BAL	60	
BWIFS CHP E	All	From north, RWY 28, 33R	40	Vector towards FINNZ, control for turns and descent.
	RNAV Jet	ANTHM#/TRISH# to 33L	Descend via	
	Other	RWY 33L	50	Vector towards FINNZ in trail with ANTHM/TRISH.
	All	From south RWY 10	30	Vector towards BAL.
BWIFS CHP W	RNAV Jet	ANTHM#/TRISH# to 10	Descend via	
	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	LINSE# - Climb via SID Other – On Q178 or direct BUFFR. Control for turns and climbs west of WOOLY intersection.
		JERES/J211/J220/J227		LINSE# - 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# SCRAM/CLTCH/JDUBB FOXHL# RAMAY/OTTTO	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.
	All	BWI dep landing MTV	40	Vectors towards BELTS. Control for turns west of BAL

MTV-KRANT CHP W				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.

4–4–6. PREARRANGED COORDINATION PROCEDURES

KRANT (1K/MTV)► is authorized in north and south operations to penetrate WOOLY with IAD (and satellite) departures via SWANN, SOOKI, PALEO, DOCTR, AGARD, BOOCK, WHINO, and COLIN departures from 110 to 170.

FIG 4-4-6
KRANT penetrates WOOLY



4–4–7. TOWERED AIRPORTS

Reserved.

4–4–8. NON-TOWERED AIRPORTS

Reserved.

Section 5. CHOEA – 2E (JRV)

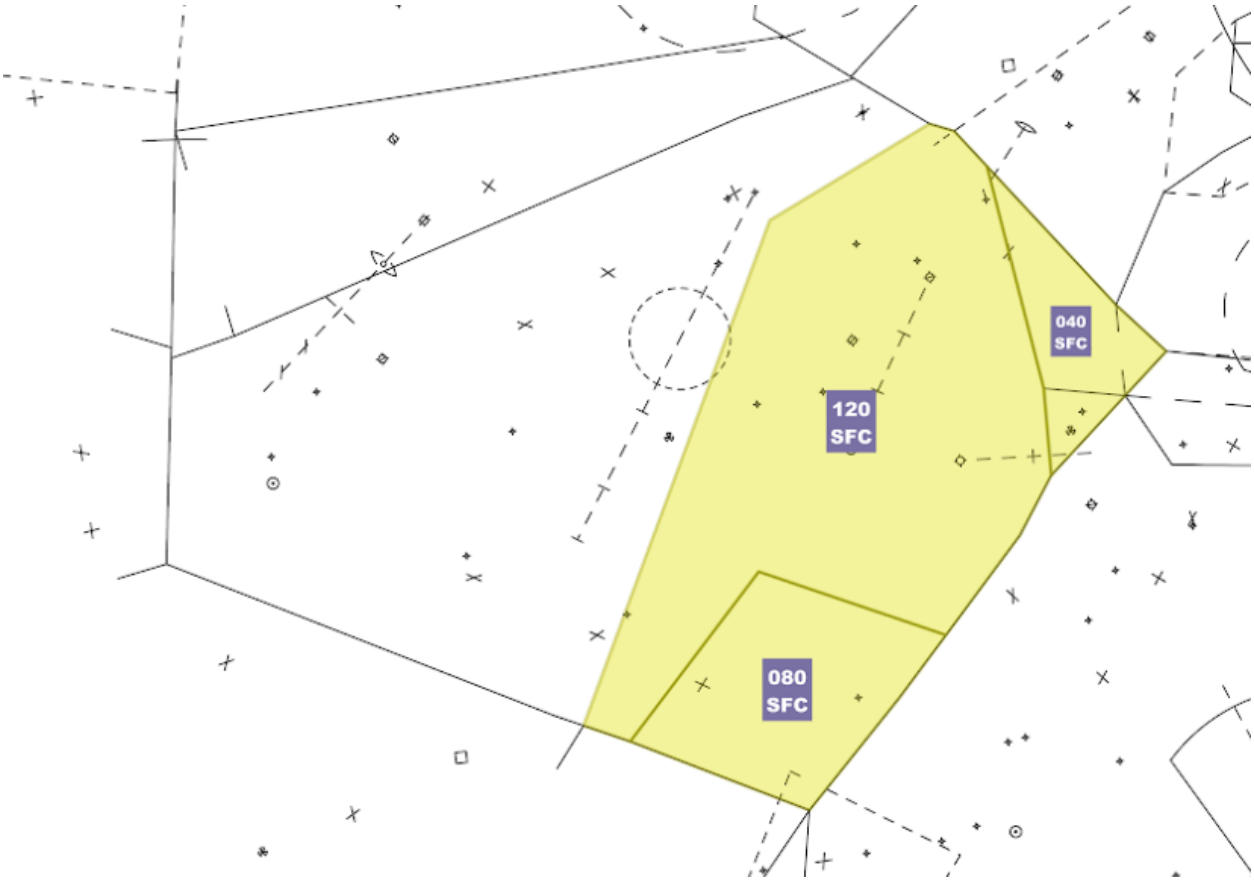
4–5–1. OVERVIEW

The STARS sector identification for CHOEA is “2E” and the displayed position symbol for CHOEA is “E.” The CHOEA sector frequency is 120.52. CHOEA combines to FLTRK.

4–5–2. NARRATIVE

CHOEA is responsible for sequencing arrivals to CHO from the east, managing IFR releases from LKU, OMH, and GVE.

4–5–3. AIRSPACE



4–5–4. PROCEDURES

TBL 4-5-4a
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-BARIN / MANNE		Enroute	AOB 100	
		Landing CHO and SATs		Direct airport.
MTV-TYSON		Landing CHO, LKU, OMH, GVE, SHD	↓110	Direct or GVE Direct.
		Enroute	↓120	On route.

TBL 4-5-4b

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-BARIN	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.

4–5–5. TOWERED AIRPORTS

Reserved.

4–5–6. NON-TOWERED AIRPORTS

Reserved.

Section 6. CHOWE – 2W (JRV)

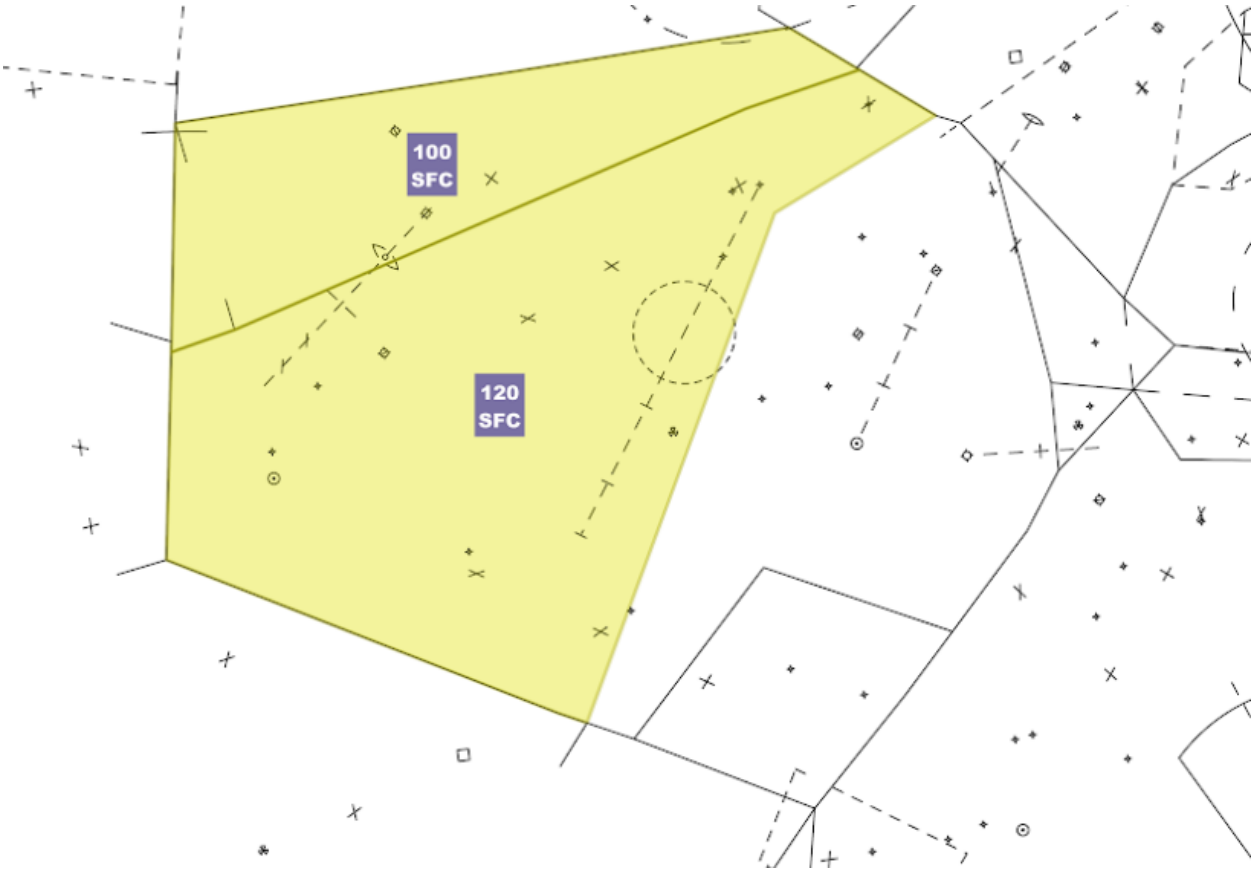
4–6–1. OVERVIEW

The STARS sector identification for CHOWE is “2W” and the displayed position symbol for CHOEA is “W.” The CHOWE sector frequency is 132.85. CHOWE combines to CHOEA.

4–6–2. NARRATIVE

CHOWE is responsible for final sequencing for all CHO and SHD arrivals, as well as several non-towered airports within its area of responsibility, including SHD, VBW, and W13. CHOWE provides basic sequencing for any aircraft westbound to ROA TRACON (ROA/LYH).

4–6–3. AIRSPACE



4–6–4. PROCEDURES

TBL 4-6-4a
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-BARIN		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 4-6-4b
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.
BARIN		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.

4–6–5. TOWERED AIRPORTS

CHO.

4–6–6. NON-TOWERED AIRPORTS

Reserved.

Section 7. CSIDE – 2X (JRV)

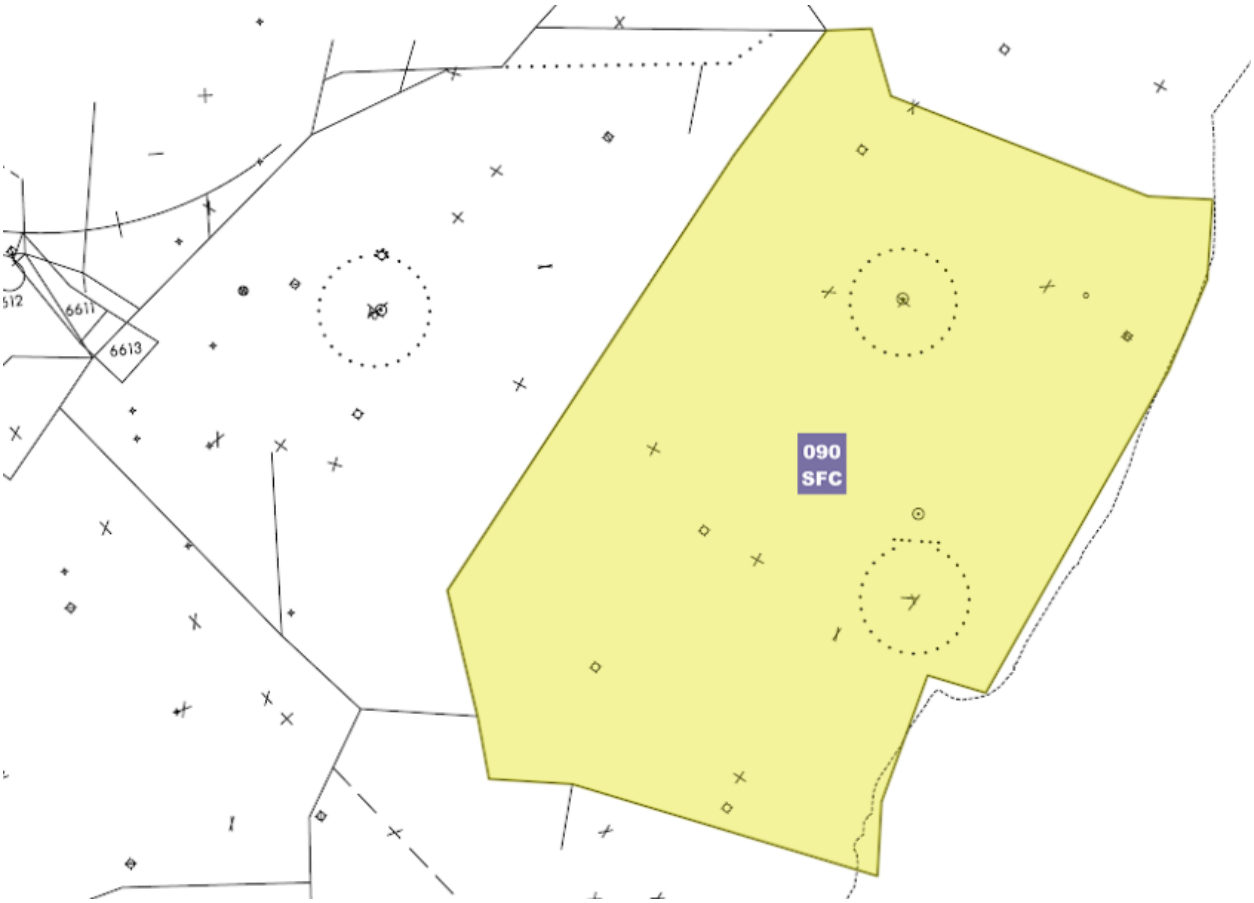
4–7–1. OVERVIEW

The STARS sector identification for CSIDE is “2X” and the displayed position symbol for CSIDE is “X.” The CSIDE sector frequency is 127.2. CSIDE combines to CSIDW.

4–7–2. NARRATIVE

CSIDE serves the area overlying SBY and surrounding area. It is responsible for OBX, W41, SBY, WAL, FMV, and N06.

4–7–3. AIRSPACE



4–7–4. PROCEDURES

TBL 4-7-4a
To CSIDE From

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

TBL 4-7-4b
From CSIDE To

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

4–7–5. TOWERED AIRPORTS

SBY.

4–7–6. NON-TOWERED AIRPORTS

Reserved.

Section 8. CSIDW – 2M (JRV)

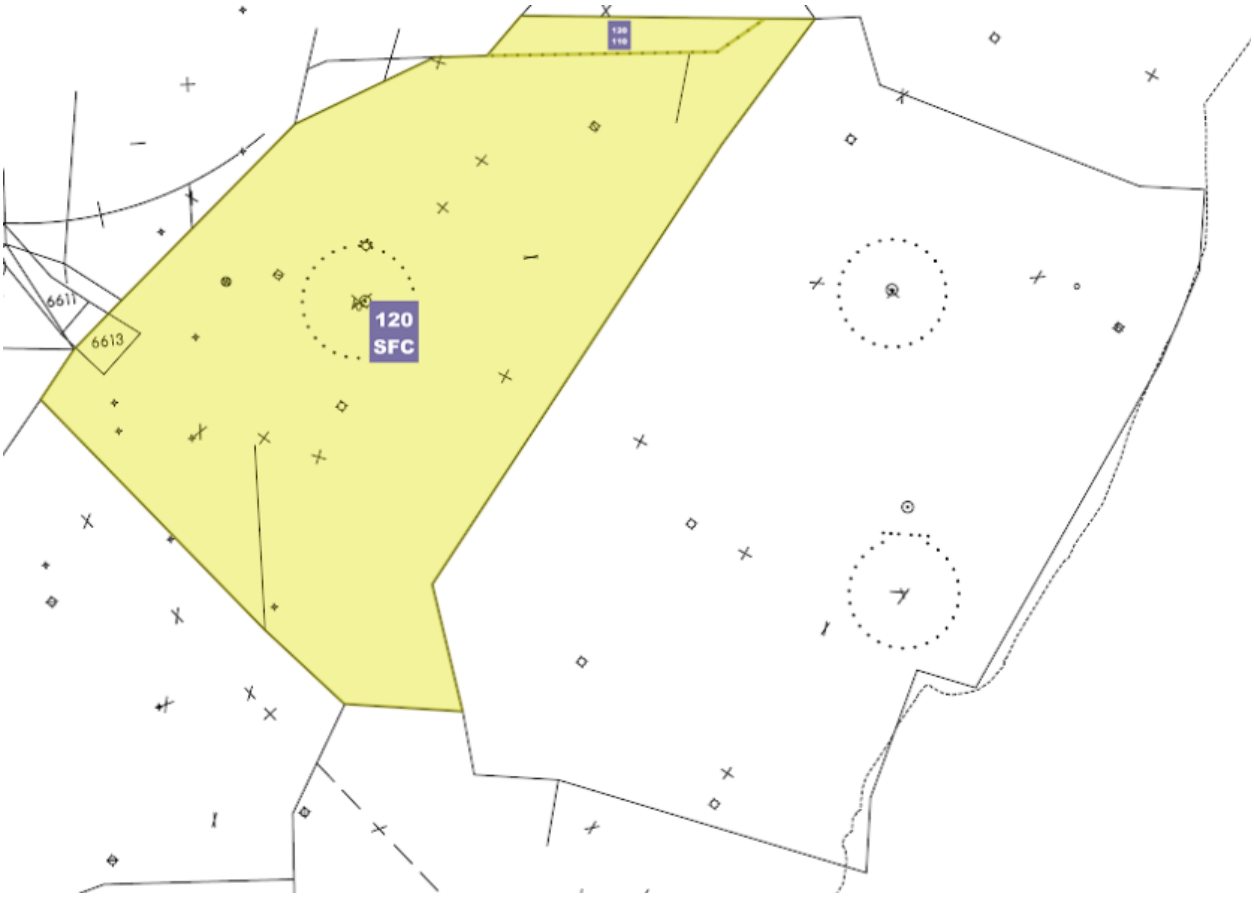
4–8–1. OVERVIEW

The STARS sector identification for CSIDW is “2M” and the displayed position symbol for CSIDW is “M.” The CSIDW sector frequency is 135.62. CSIDW combines to TAPPA.

4–8–2. NARRATIVE

CSIDW is anchored by NHK and is responsible for NHK traffic, as well as numerous non-towered airports. CSIDW also handles ADW arrivals and other PCT area prop arrivals.

4–8–3. AIRSPACE



4–8–4. PROCEDURES

TBL 4-8-4a
To CSIDW From

Sector	Type	Dest/Route	Altitude	Heading/Information
MTV-KRANT	Prop	All	30	V33/V20.
		SBY		Direct SBY.

		CGW		Direct CGE.
MTV-KRANT	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-GRACO	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 4-8-4b

From CSIDW To

Sector	Type	Dest/Route	Altitude	Heading/Information
CHP-GRACO	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-KRANT		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-KRANT		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

4–8–5. TOWERED AIRPORTS

NHK.

4–8–6. NON-TOWERED AIRPORTS

Reserved.

Section 9. FLTRK – 2L (JRV)

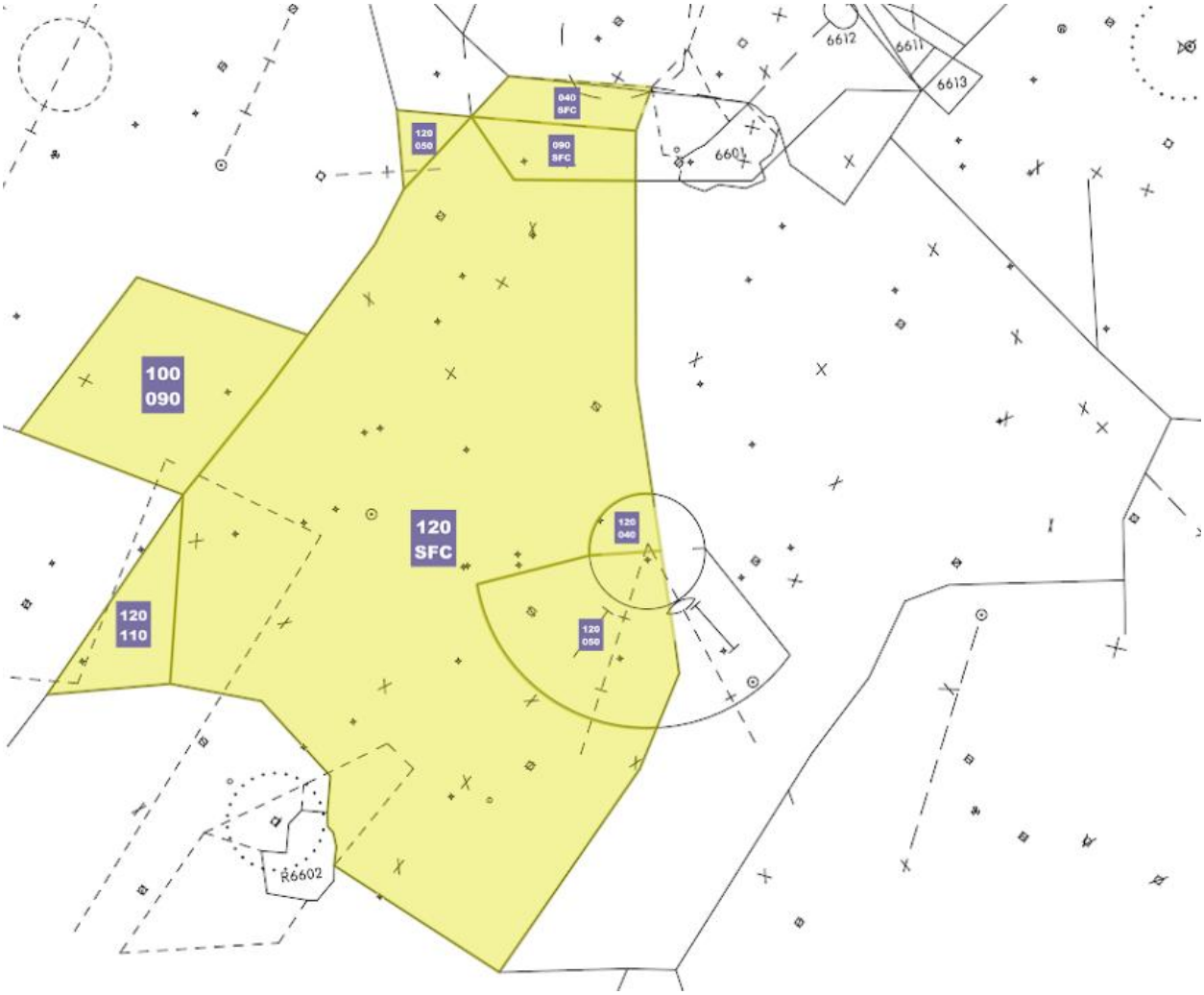
4–9–1. OVERVIEW

The STARS sector identification for FLTRK is “2L” and the displayed position symbol for FLTRK is “L.” The FLTRK sector frequency is 126.75. FLTRK is the primary sector for the JRV Area and all JRV sectors combine to FLTRK. When JRV is in an east/west split, FLTRK works “west” with CHOEA combined at FLTRK and TAPPA works “east” with CSIDW combined at TAPPA.

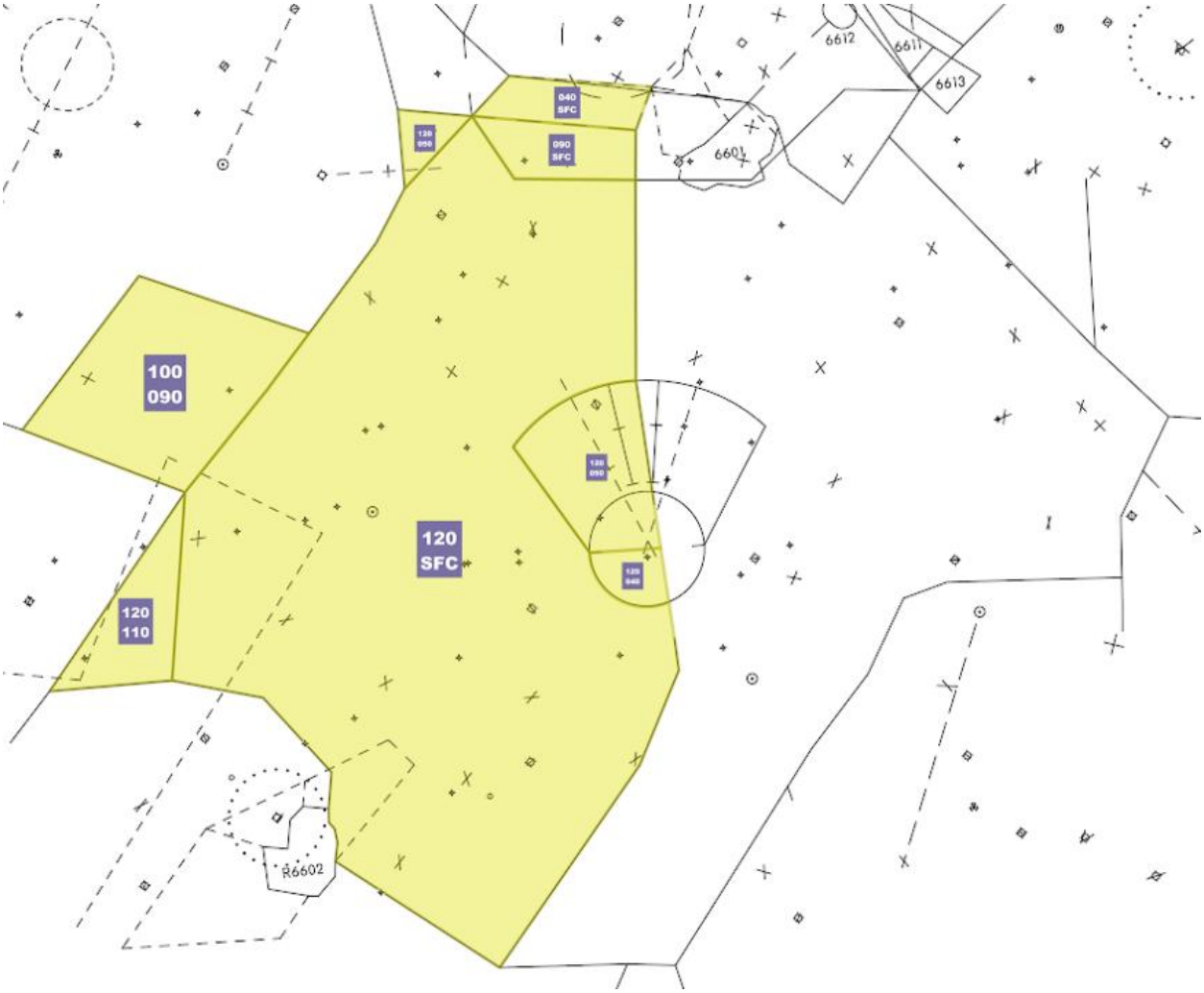
4–9–2. NARRATIVE

FLKRK serves as the west side feeder for RIC arrivals. Depending on the RIC landing direction/configuration, FLTRK is also responsible for PTB, VA39, OFP (north operations), FCI (south operations), and APH. FLTRK is the primary feeder for SPIDR#, DUXCS#, and POWTN# arrivals to RIC, TRSTN# to SHD Area satellite airports, and prop/turboprop arrivals to IAD and satellites via COATT#.

4–9–3. AIRSPACE (NORTH)



4–9–4. AIRSPACE (SOUTH)



4–9–5. PROCEDURES

TBL 4-9-5a
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-BARIN		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 4-9-5b

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-BARIN	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.

4–9–6. TOWERED AIRPORTS

Reserved.

4–9–7. NON-TOWERED AIRPORTS

Reserved.

Section 10. RICFR – 2F (JRV)

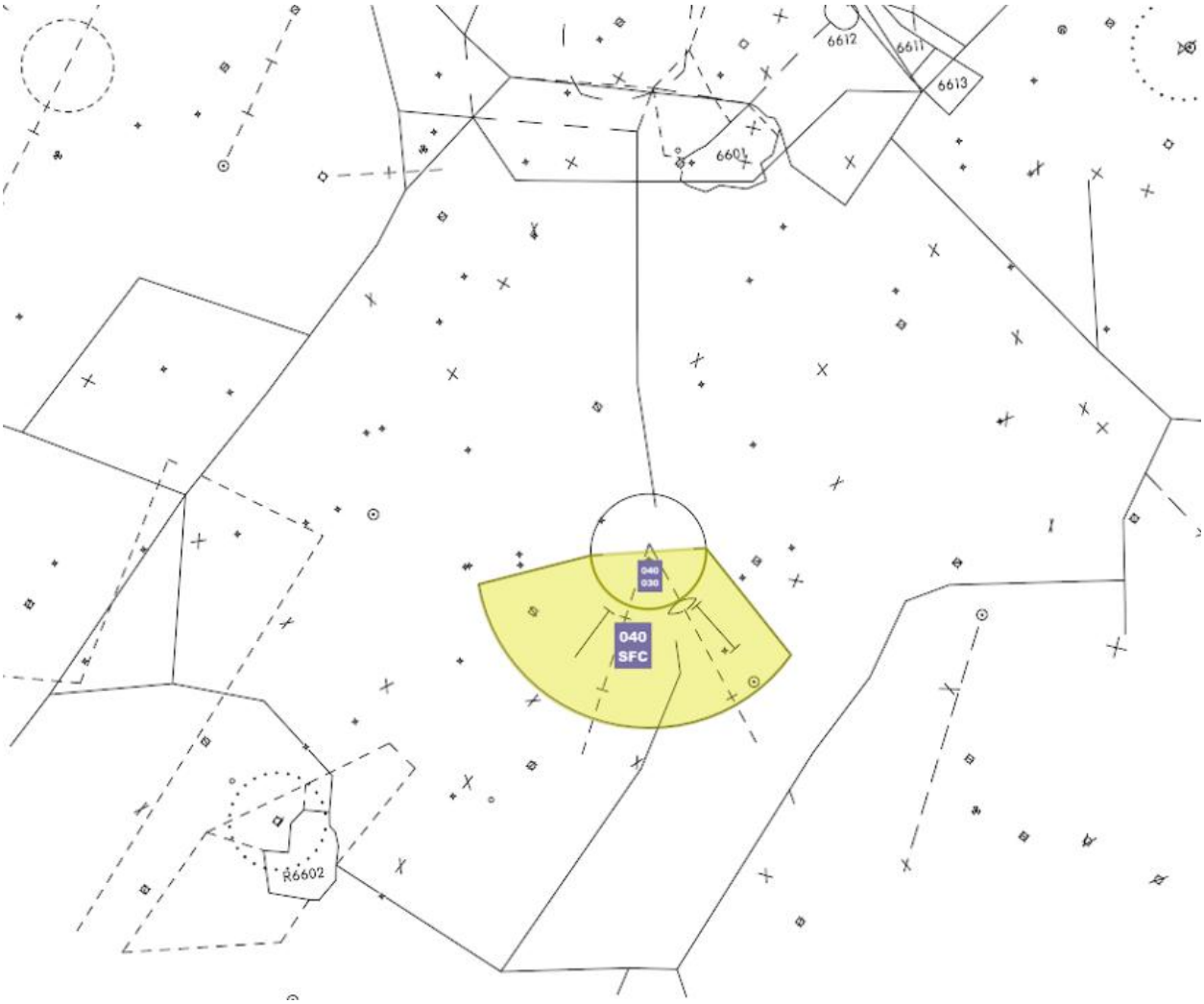
4–10–1. OVERVIEW

The STARS sector identification for RICFR is “2F” and the displayed position symbol for RICFR is “F.” The RICFR sector frequency is 118.2. RICFR combines to FLTRK in both north and south operations.

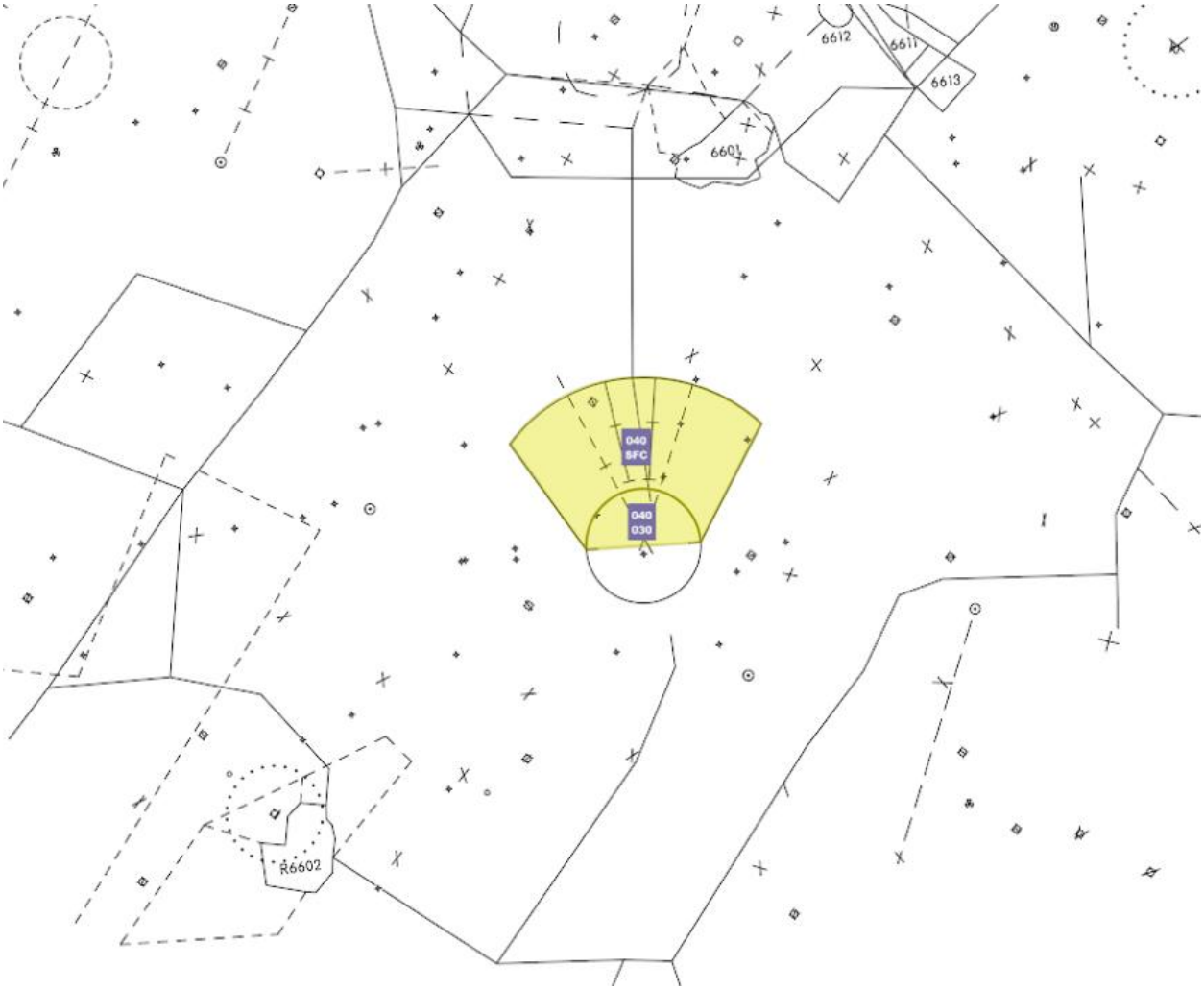
4–10–2. NARRATIVE

RICFR is the final position for RIC arrivals. Additionally, RICFR is responsible for FCI in north operations and OFP in south operations.

4–10–3. AIRSPACE (NORTH)



4–10–4. AIRSPACE (SOUTH)



4–10–5. PROCEDURES

TBL 4-10-5a

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 4-10-5b
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 4-10-5c
From RICFR To

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

4–10–6. TOWERED AIRPORTS

RIC.

4–10–7. NON-TOWERED AIRPORTS

FCI, OFP.

Section 11. TAPPA – 2P (JRV)

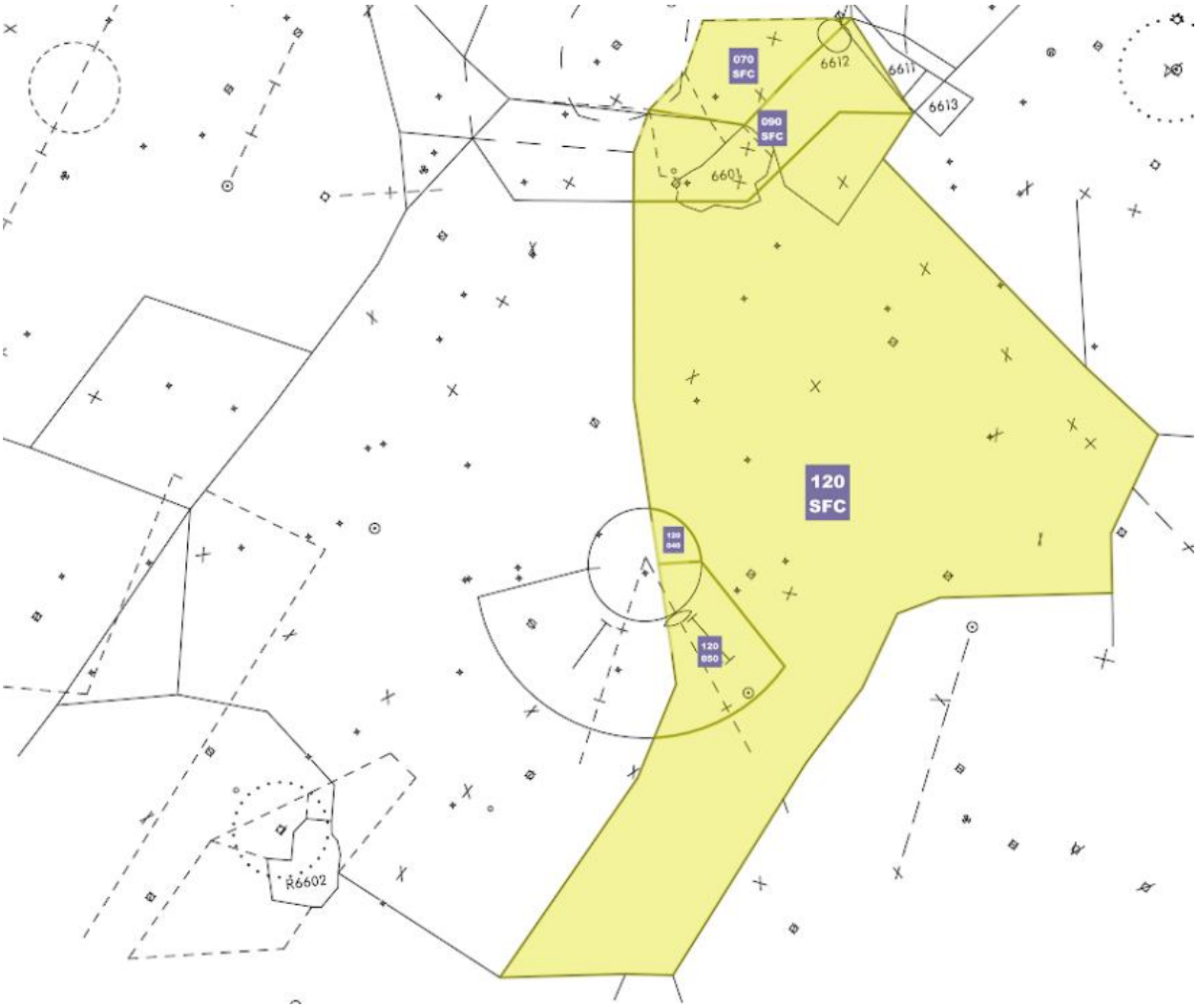
4–11–1. OVERVIEW

The STARS sector identification for TAPPA is “2P” and the displayed position symbol for TAPPA is “P.” The TAPPA sector frequency is 126.4. TAPPA combines to FLTRK. When JRV is split east and west, TAPPA works “east” with CSIDW combined at TAPPA and CHOEA combined at FLTRK.

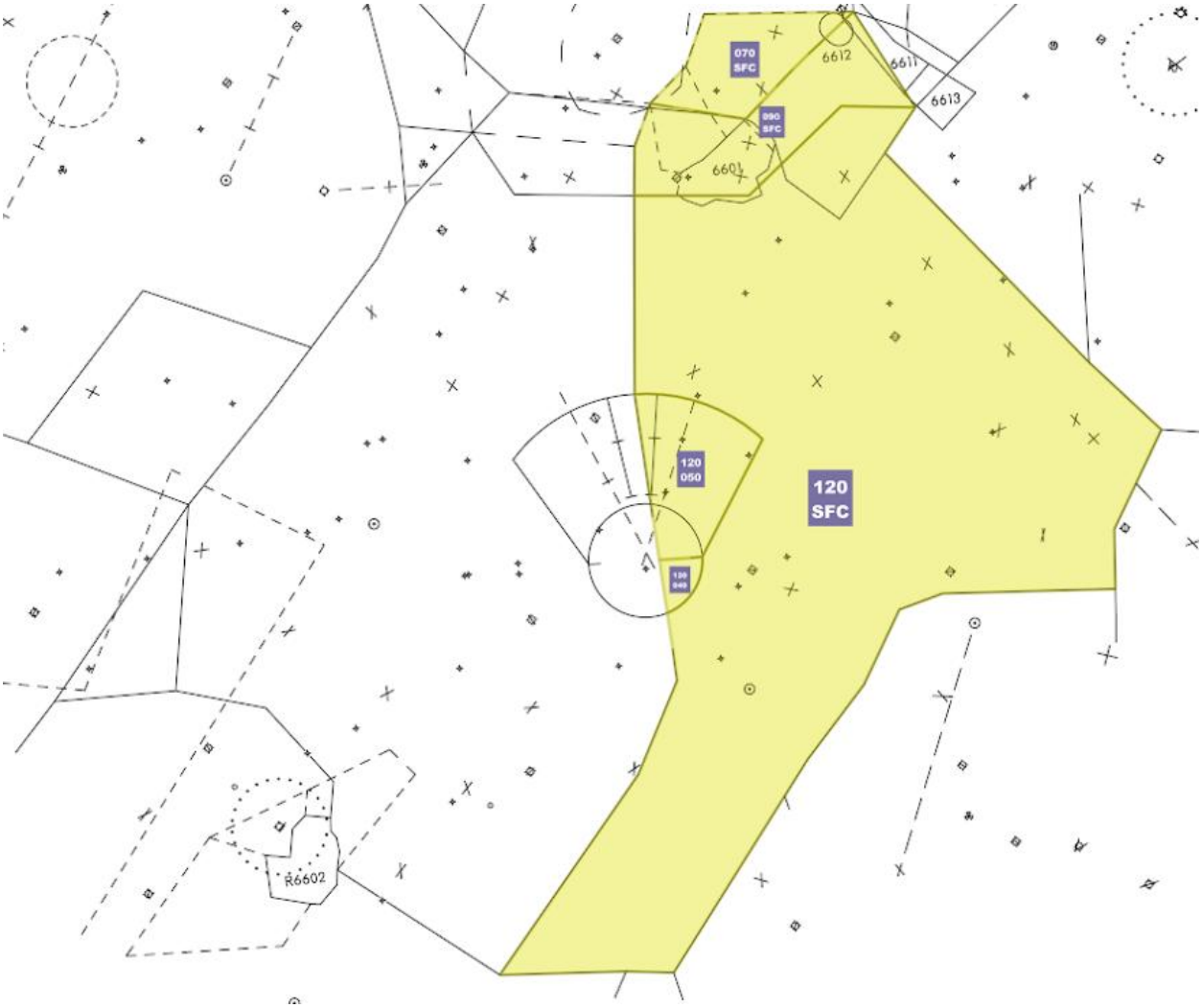
4–11–2. NARRATIVE

TAPPA is the east feeder sector for RIC arrivals. Additionally, TAPPA handles overlights to ADW, DOV, and ILG, and is responsible for traffic to W96, XSA, and FYJ.

4–11–3. AIRSPACE (NORTH)



4–11–4. AIRSPACE (SOUTH)



4–11–5. PROCEDURES

TBL 4-11-5a
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-			50	

TYSON (DCA S)				
CSIDW			40 – 120	On route. Even alts

TBL 4-11-5b
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.

4–11–6. TOWERED AIRPORTS

Reserved.

4–11–7. NON-TOWERED AIRPORTS

Reserved.

Section 12. DCAFR – 1V (MTV)

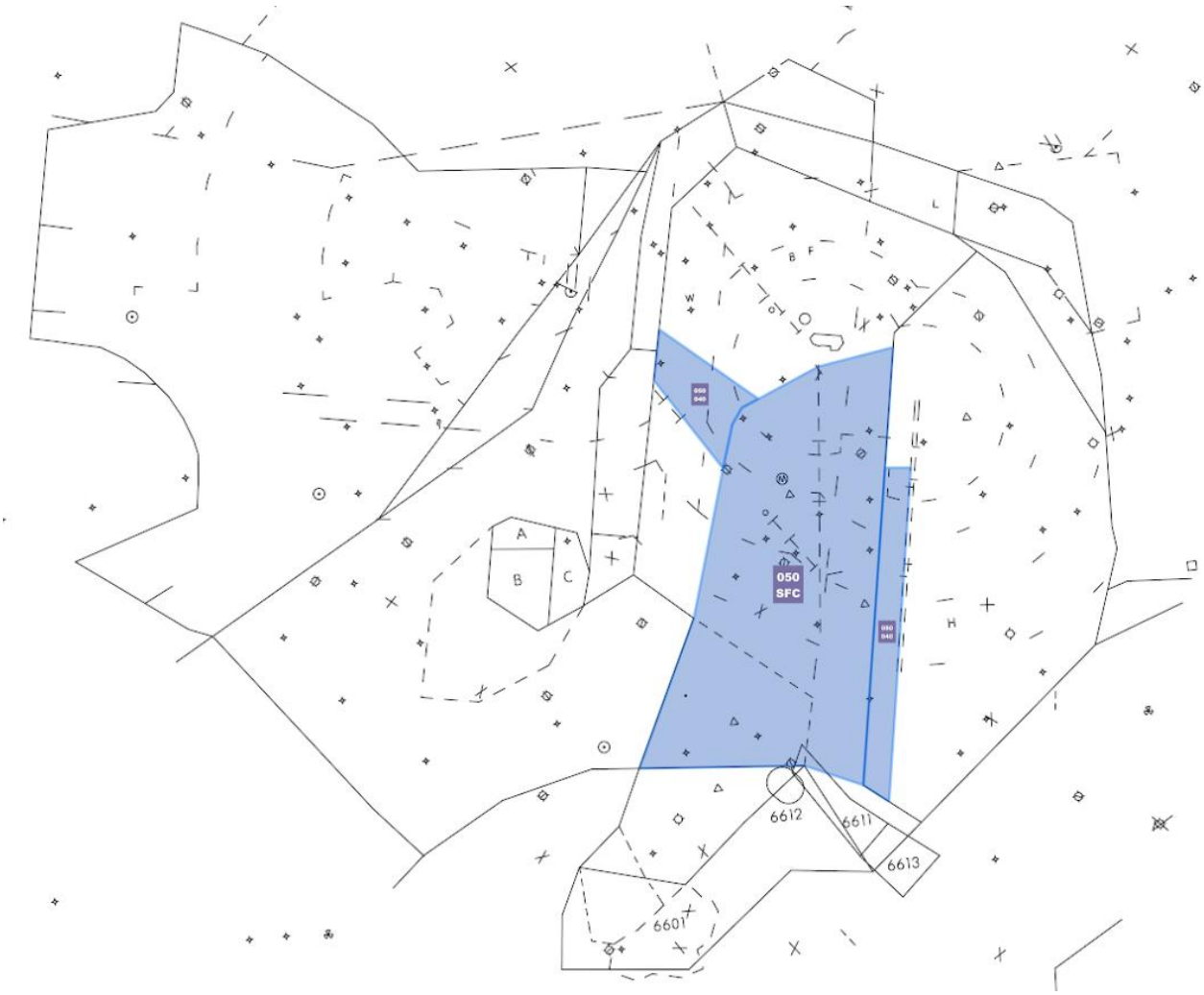
4–12–1. OVERVIEW

The STARS sector identification for DCAFR is “1V” and the displayed position symbol for DCAFR is “V.” The DCAFR sector frequency is 124.7. DCAFR combines to OJAAY.

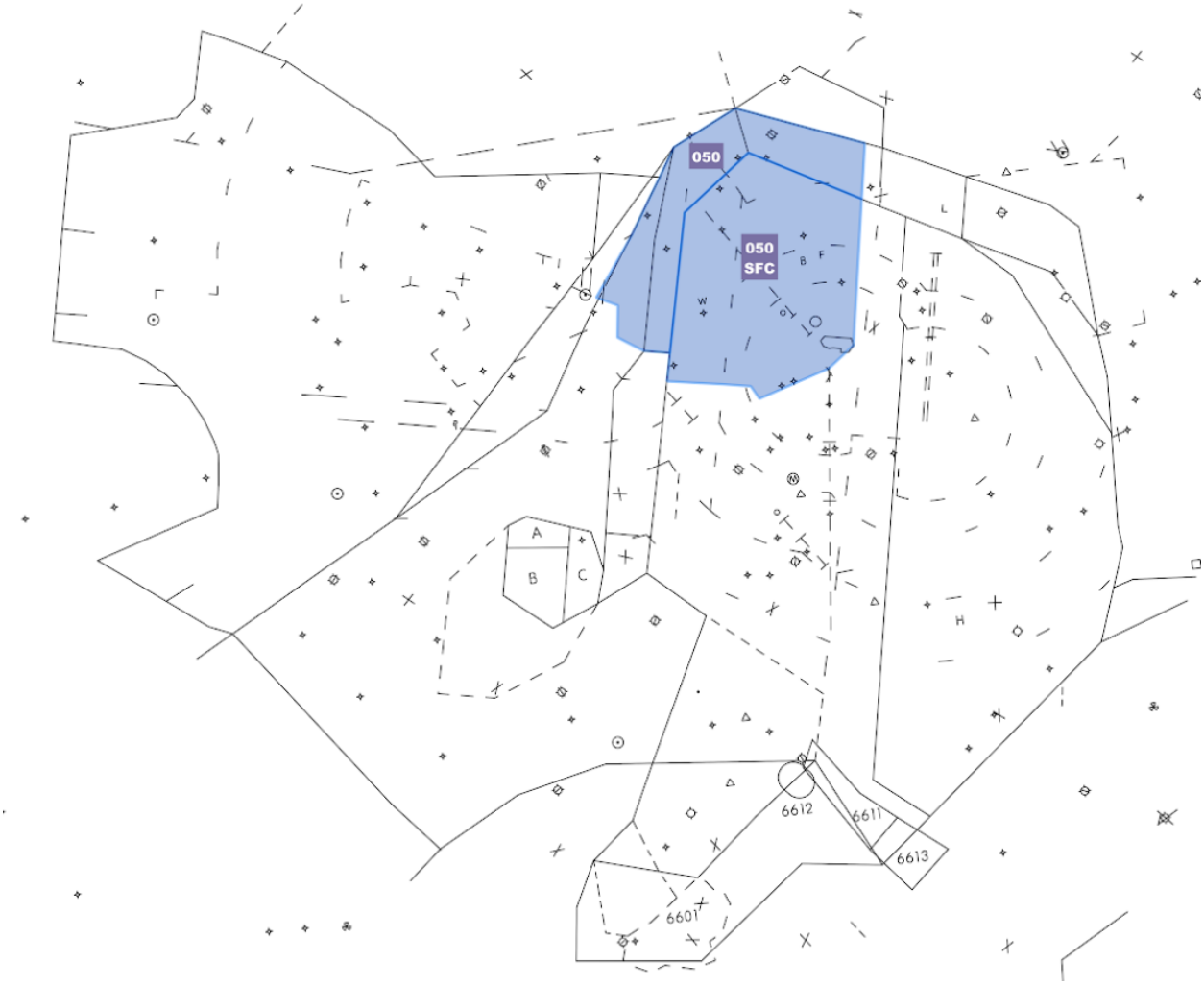
4–12–2. NARRATIVE

DCAFR is the final controller for DCA. The final airspace for DCAFR is small, particularly in south operation, and successful management of the position is heavily dependent on effective spacing provided by the feeding approach sectors. Additionally, as DCA is generally a single runway operation, with limited exceptions, it is important the DCAFR maintain awareness as to the departure needs to ensure space on final is provided to accommodate departures.

4–12–3. AIRSPACE (NORTH)



4–12–4. AIRSPACE (SOUTH)



4–12–5. PROCEDURES

TBL 4-12-5a

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	
	All	CAPSS#	Descend 60	On STAR.

OJAAY DCA S		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.

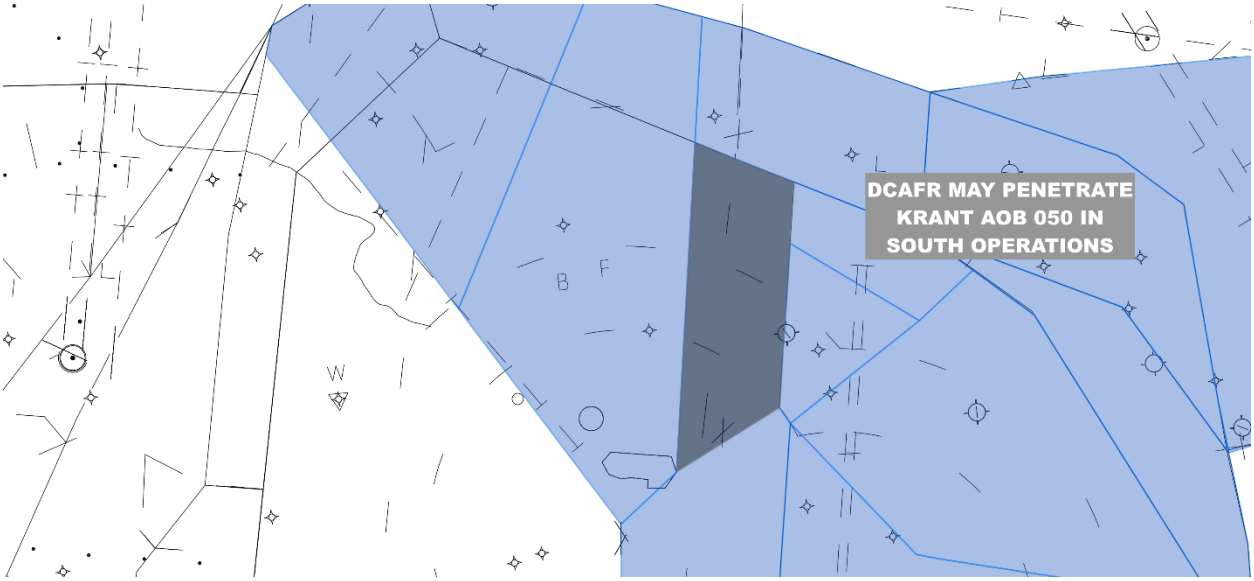
TBL 4-12-5b
From DCAFR To

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

4–12–6. PREARRANGED COORDINATION PROCEDURES

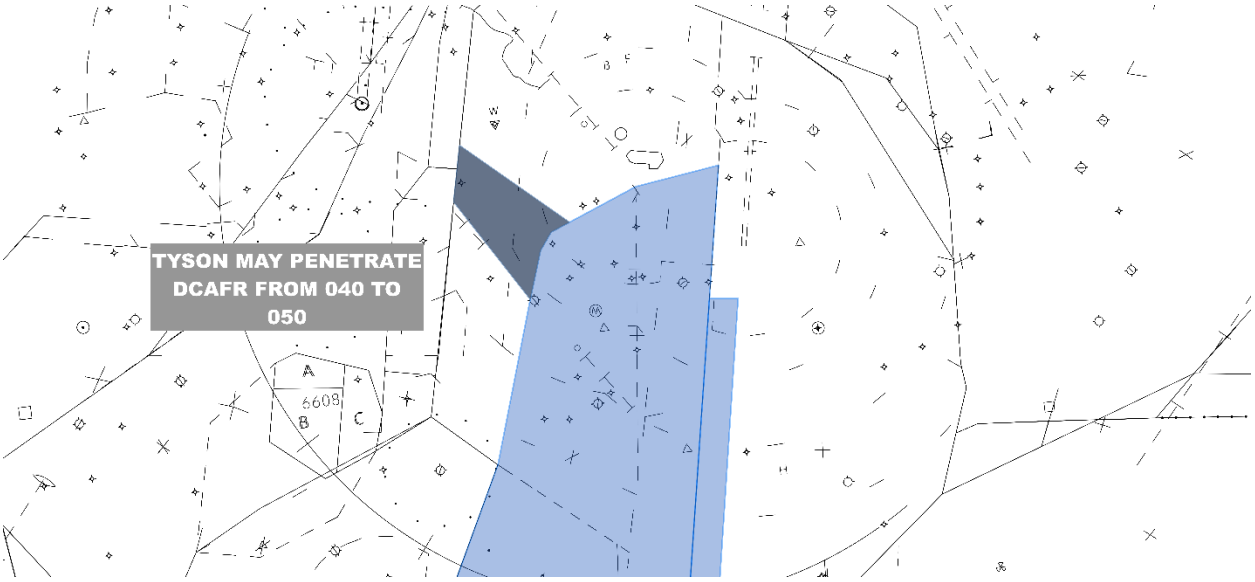
a. DCAFR may penetrate KRANT (1K/MTV)► airspace in south operations.

FIG 4-12-6a
DCAFR penetrates KRANT



b. TYSON (1Y/MTV)► may, in north operations, penetrate DCAFR from 40 to 50 with aircraft departing ADW via LINCN# or JEFSN# SIDs.

FIG 4-12-6b
TYSON penetrates DCAFR



4–12–7. TOWERED AIRPORTS

DCA.

4–12–8. NON-TOWERED AIRPORTS

Reserved.

Section 13. KRANT – 1K (MTV)

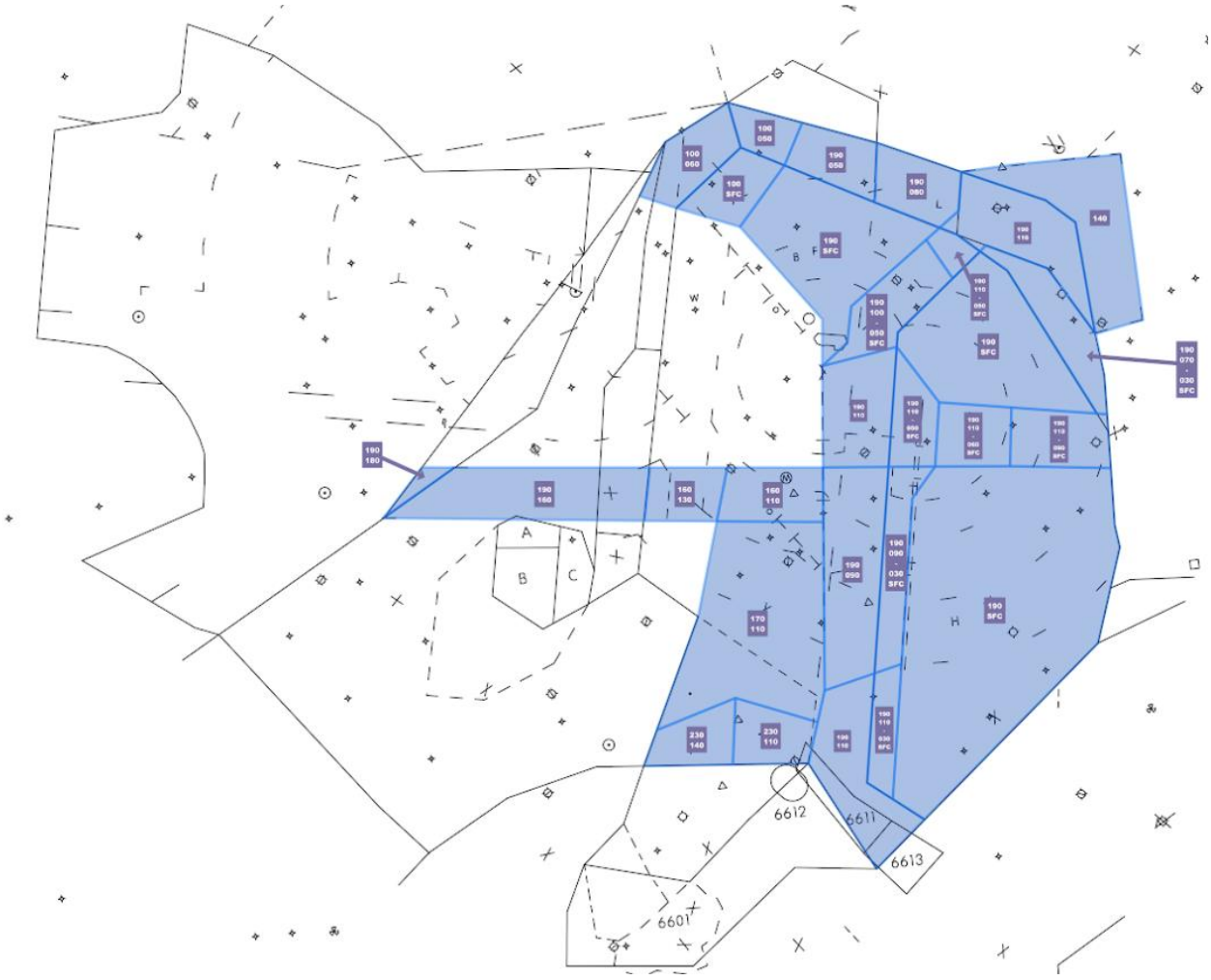
4–13–1. OVERVIEW

The STARS sector identification for KRANT is “1K” and the displayed position symbol for KRANT is “K.” The KRANT sector frequency is 125.65. KRANT combines to OJAAY.

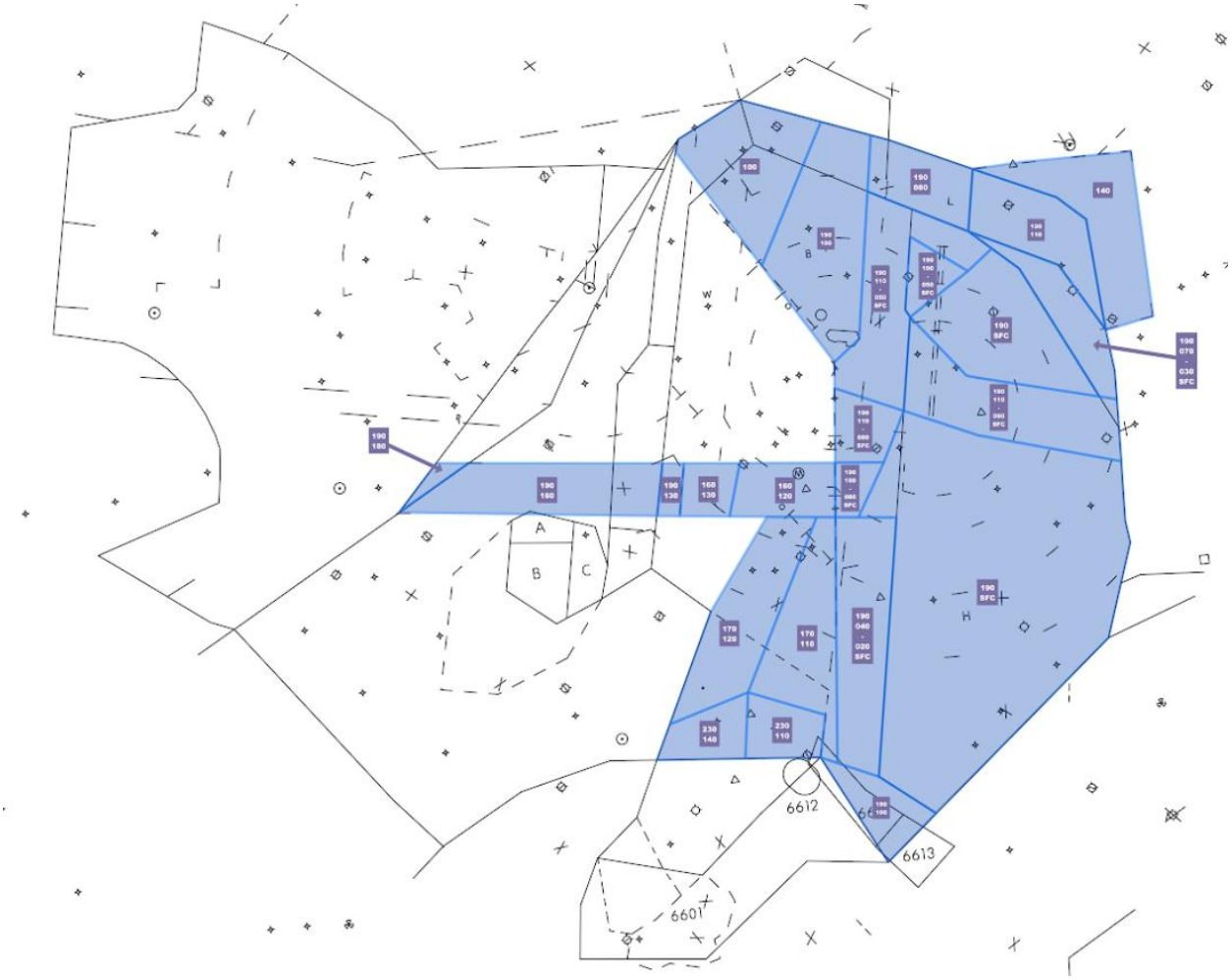
4–13–2. NARRATIVE

KRANT manages east and southeast departures from DCA and other PCT areas. This requires KRANT to vector when necessary to ensure that all departures are merged into the appropriate stream with adequate spacing prior to handoff to ZDC. KRANT also receives arrivals from ZDC landing BWI via the RAVNN# CACYE/CJAAE/JOOEY transitions and from OJAAY via the RAVNN# THHMP/HBUDA transitions and is responsible for merging these feeds by RAVNN and subsequent handoff to CHP. KRANT also serves as the ADW final controller and departure controller for all operations.

4–13–3. AIRSPACE (NORTH)



4–13–4. AIRSPACE (SOUTH)



4–13–5. PROCEDURES

TBL 4-13-5a
To KRANT From

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (37)	Jet	RAVNN#	Descend via	Join by DNKEY
ZDC (20)	Jet	RAVNN#	Descend via	Join by WALKN
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
WOOLY 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 NonRNAV: 80	Non-RNAV; on heading towards VUDOO. Control for turns on contact.
		ADW, CGS, W00, W32, DAA, VKX, 2W5	60, 40	
DCAFR DCA N	All	ADW	30	Heading 090 south of PREZZ
DCAFR DCA S	All			Vector towards final
OJAAY DCA S	All	BAL..ADW	60	Vector towards final
CHP-GRACO	Prop	Landing DCA+Sats BILIT..CAPKO or V308.BILIT	40	
	All	ADW via SPISY#		On STAR

TBL 4-13-5b

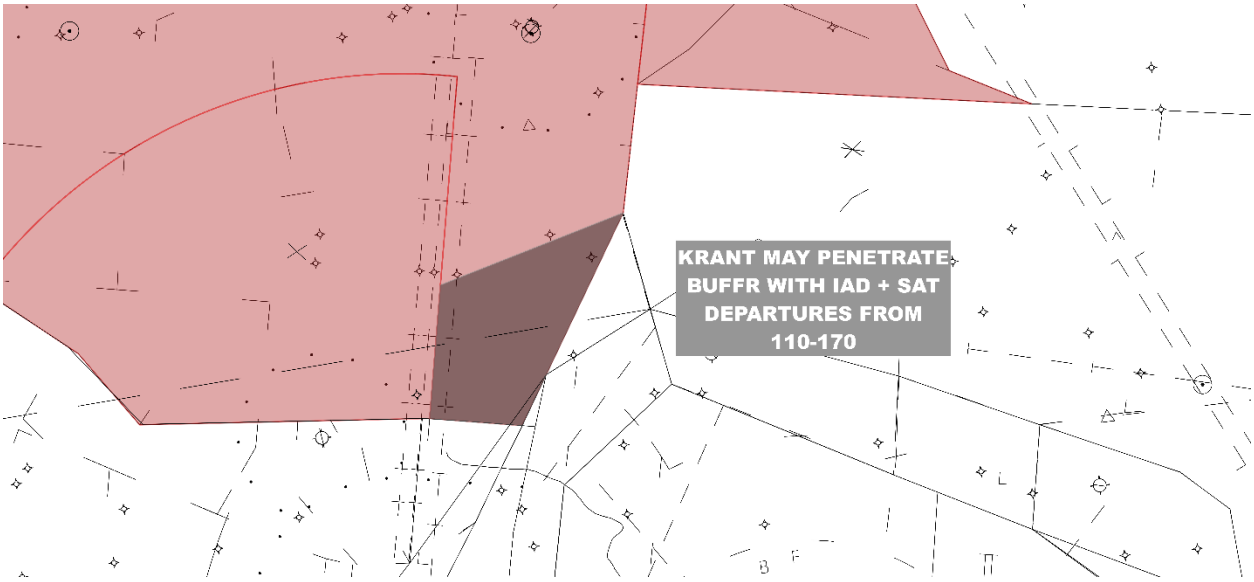
From KRANT To

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (17)	Jet	DCA/SHD via SWANN	FL190	In-trail as one On the route
		DCA/SHD via DOCTR	170	
ZDC (12)	Jet	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

4–13–6. PREARRANGED COORDINATION PROCEDURES

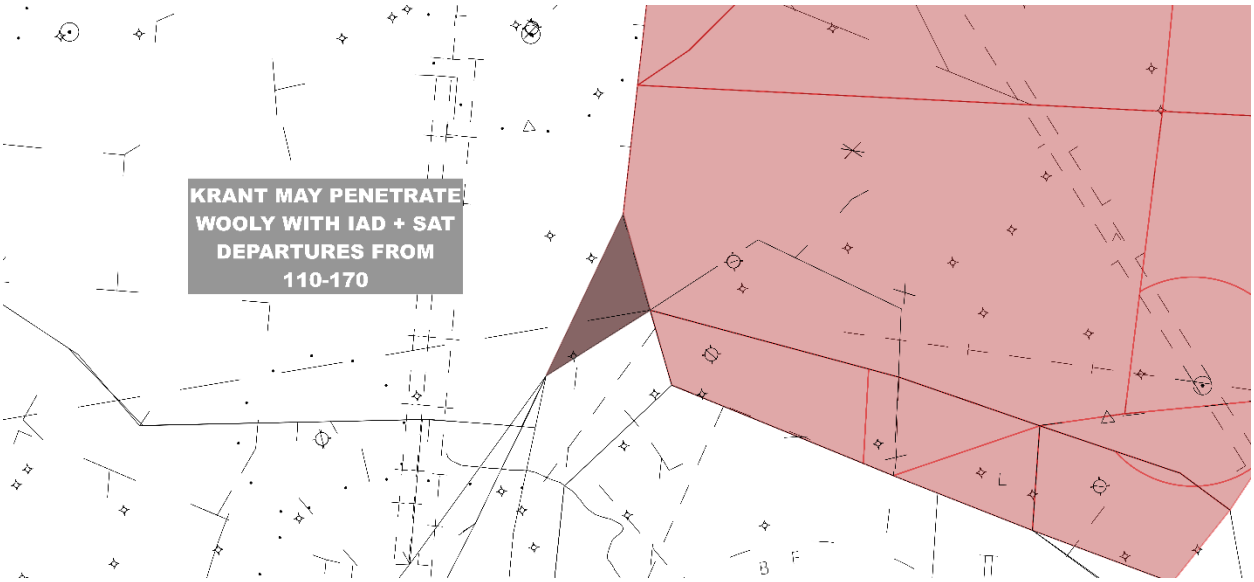
a. KRANT is authorized to penetrate BUFFR (1H/CHP)► airspace with IAD (and satellite) SWANN, SOOKI, PALEO, DOCTR, AGARD, WHINO, and BOOCK departures from 110 to 170.

FIG 4-13-6a
KRANT penetrates BUFFR



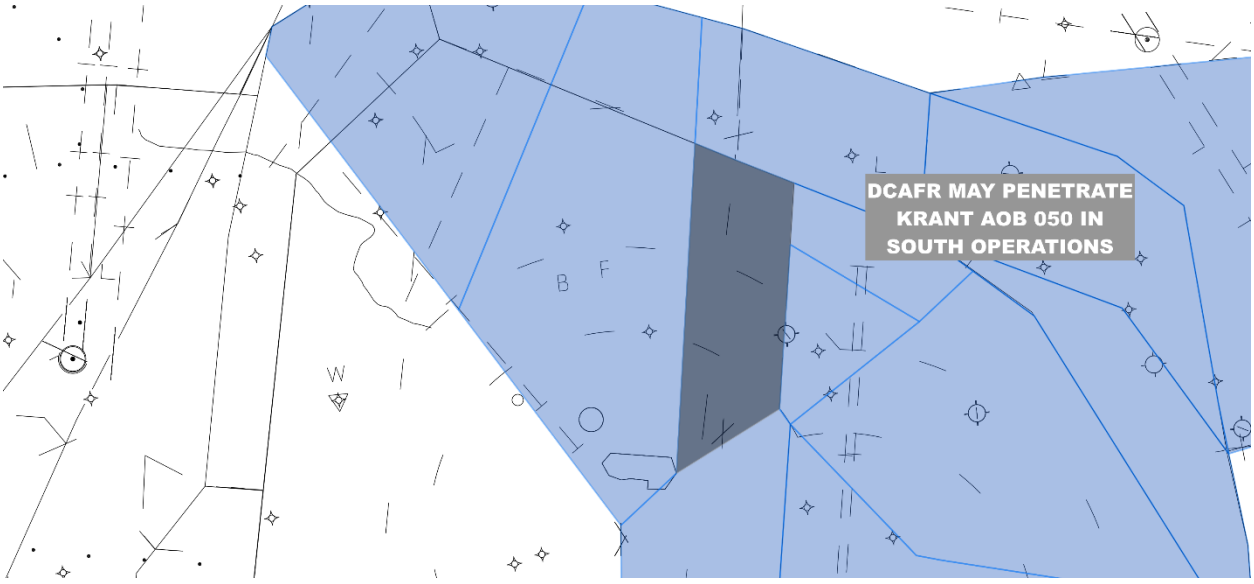
b. KRANT is authorized to penetrate WOOLY (1W/CHP)► airspace with IAD (and satellite) SWANN, PALEO, DOCTR, WHINO, BOOCK, and COLIN departures from 110 to 170.

FIG 4-13-6b
KRANT penetrates WOOLY



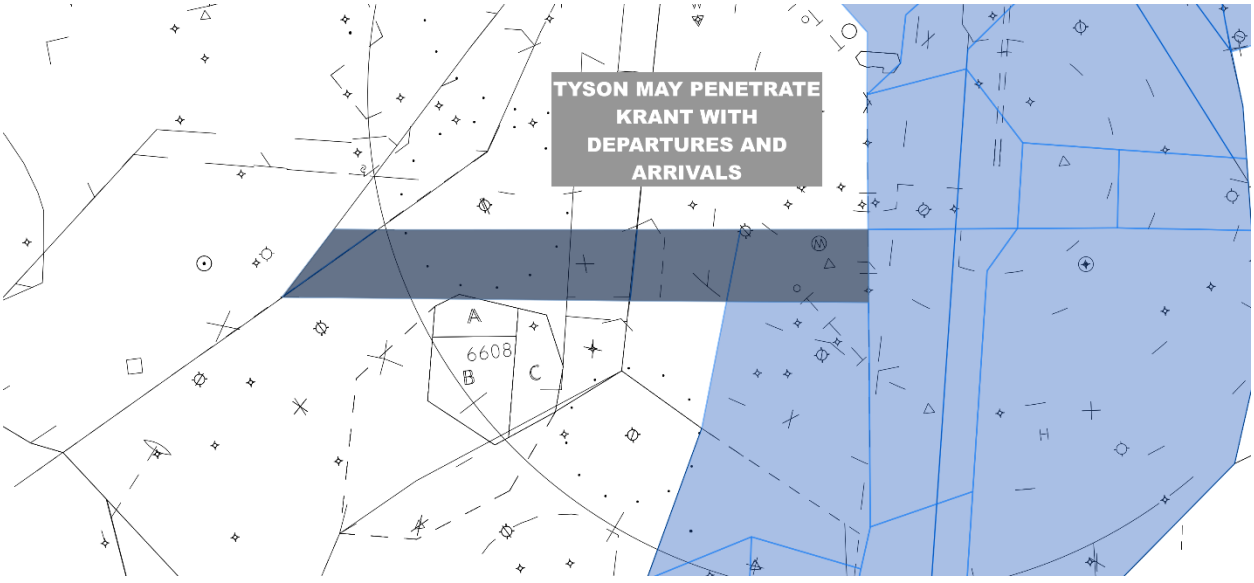
c. DCAFR (1V/MTV)► may penetrate KRANT airspace in south operations.

FIG 4-13-6c
DCAFR penetrates KRANT



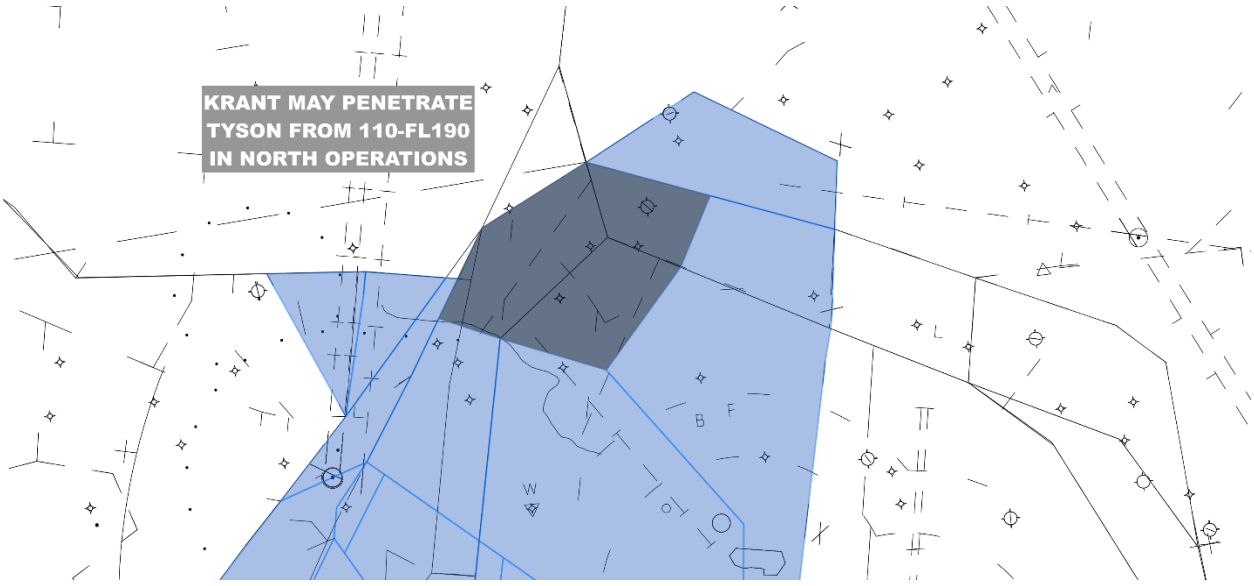
d. TYSON (1Y/MTV)► is authorized to penetrate KRANT airspace with departures and arrivals routed via MOL, GVE, CLTCH, SCRAM, and JDUBB.

FIG 4-13-6d
TYSON penetrates KRANT



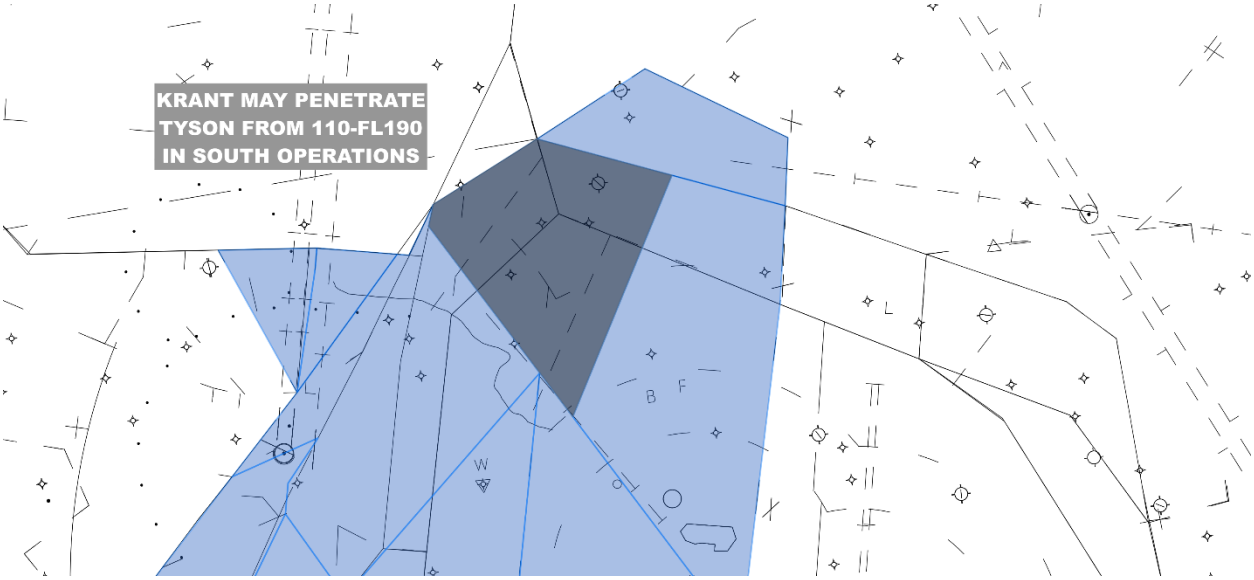
e. KRANT is authorized, in north operations, to penetrate TYSON (1Y/MTV)► from 110 to FL190.

FIG 4-13-6e
KRANT penetrates TYSON (North Flow)



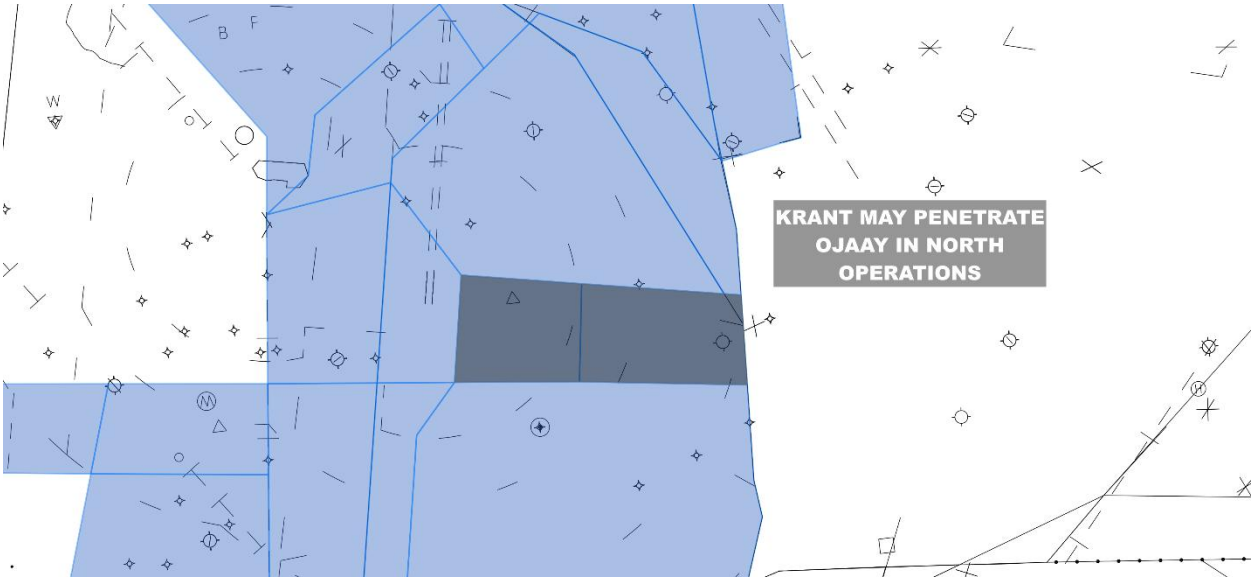
f. KRANT is authorized, in south operations, to penetrate TYSON (1Y/MTV)► from 110 to FL190.

FIG 4-13-6f
KRANT penetrates TYSON (South Flow)



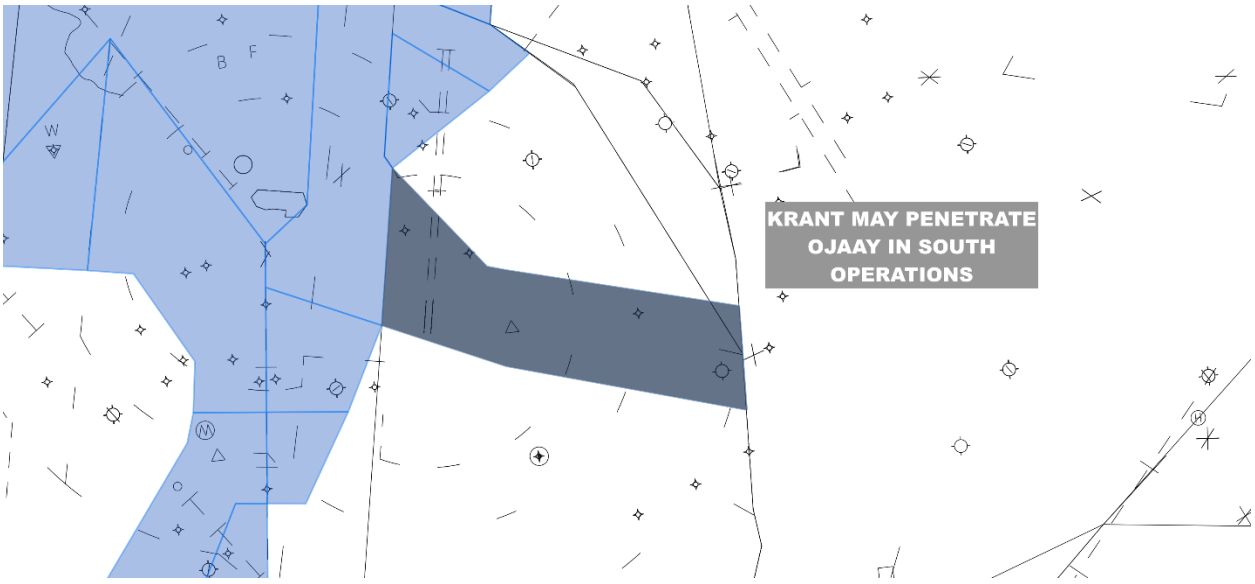
g. KRANT is authorized, in north operations, to penetrate OJAAY (1J/MTV)►.

FIG 4-13-6g
KRANT penetrates OJAAY (North Flow)



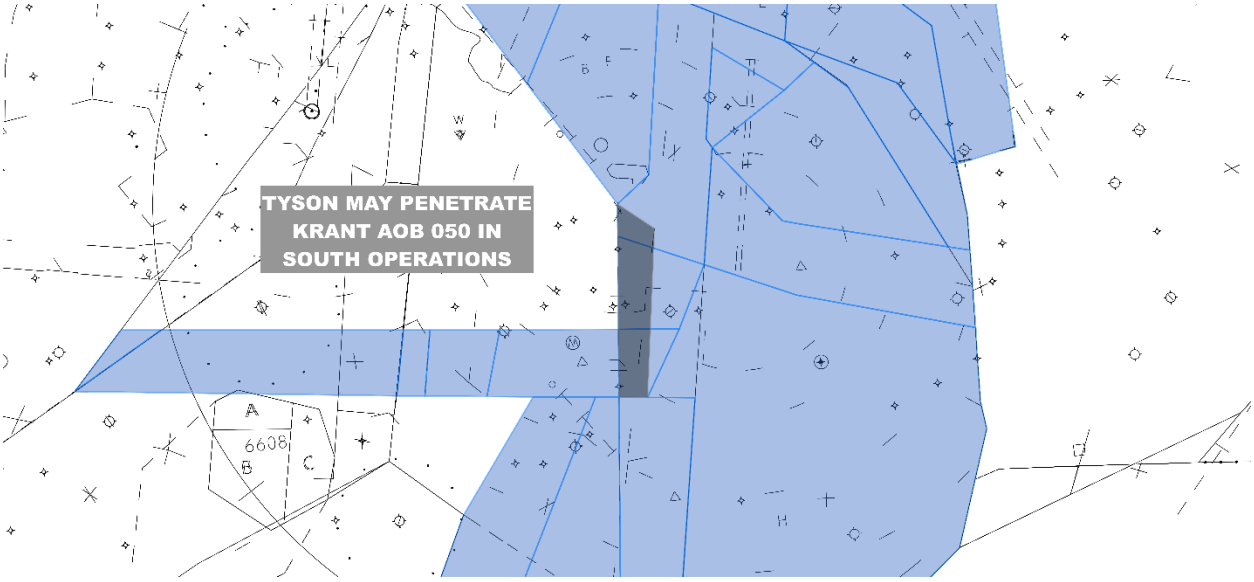
h. KRANT is authorized, in south operations, to penetrate OJAAY (1J/MTV)► at 100.

FIG 4-13-6h
KRANT penetrates OJAAY (South Flow)



i. TYSON (1Y/MTV)► may, in south operations, penetrate KRANT south of DCA AOB 50.

FIG 4-13-6i
TYSON penetrates KRANT



4–13–7. TOWERED AIRPORTS

ADW.

4–13–8. NON-TOWERED AIRPORTS

Reserved.

Section 14. LURAY – 1L (MTV)

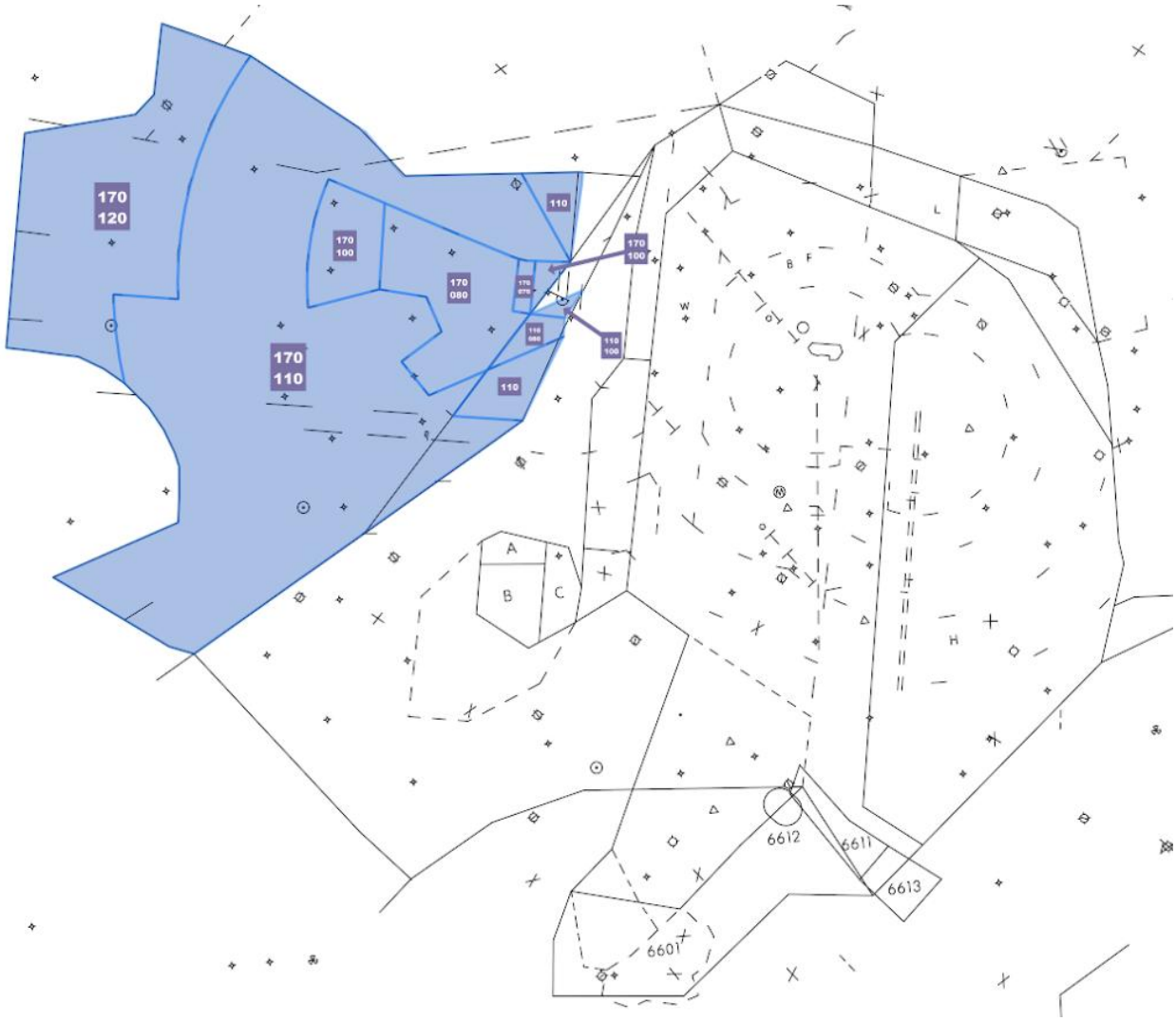
4–14–1. OVERVIEW

The STARS sector identification for LURAY is “1L” and the displayed position symbol for LURAY is “L.” The LURAY sector frequency is 118.67. LURAY combines to TYSON.

4–14–2. NARRATIVE

LURAY is the initial arrival sector for FRDMN#/TRUPS# arrivals. LURAY ensures that both of these arrival streams are properly sequenced before handing off to OJAAY. Additionally, LURAY serves as the west departure sector for SHD and MTV departures via OTTTO and RAMAY departure gates. LURAY must sequence departures out of the departure gates to ZDC.

4–14–3. AIRSPACE



4–14–4. PROCEDURES

TBL 4-14-4a
To LURAY From

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (05)	Jet	FRDMM#/NUMMY#	Descend via	As one.
ZDC (37)	Jet	TRUPS#		
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.

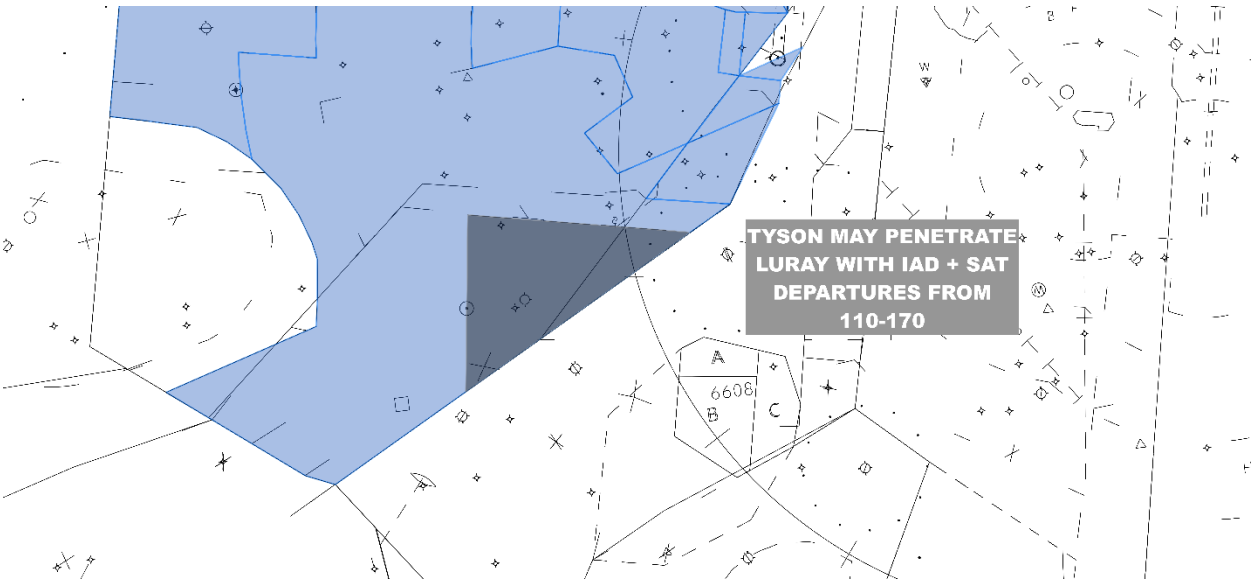
TBL 4-14-4b
From LURAY To

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (05)	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	

4–14–5. PREARRANGED COORDINATION PROCEDURES

TYSON (1Y/MTV)► may penetrate LURAY airspace with IAD (and satellite) departures via MOL, GVE, CLTCH, SCRAM, and JDUBB from 110 to 170.

FIG 4-14-5
TYSON penetrates LURAY



4–14–6. TOWERED AIRPORTS

None.

4–14–7. NON-TOWERED AIRPORTS

None.

Section 15. OJAAY – 1J (MTV)

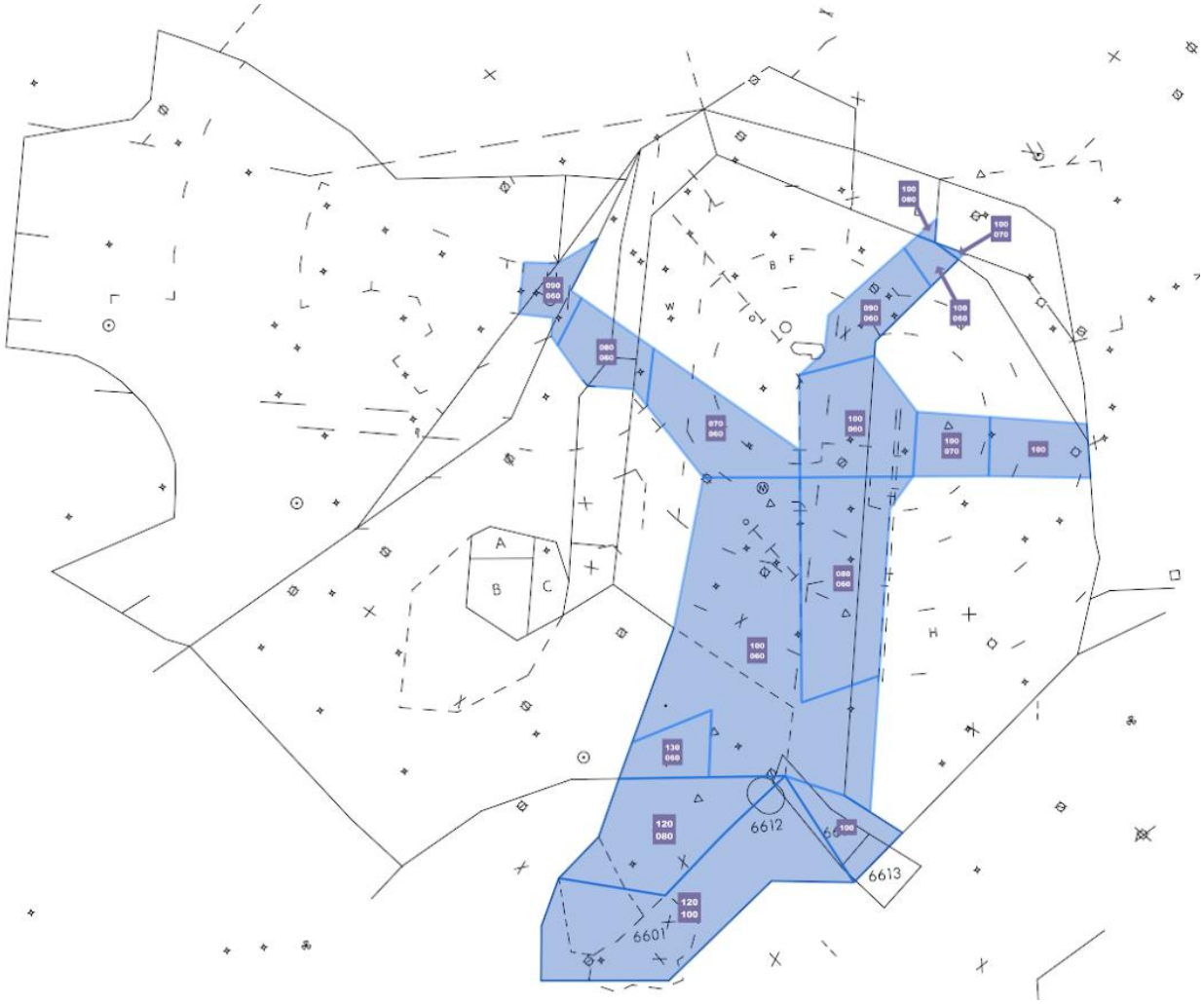
4–15–1. OVERVIEW

The STARS sector identification for OJAAY is “1J” and the displayed position symbol for OJAAY is “J.” The OJAAY sector frequency is 119.85. OJAAY is the primary sector for MTV Area and all MTV sectors consolidate to OJAAY. Additionally, MTV serves as the primary area that all other PCT areas combine to. For this reason, OJAAY is both the primary sector for MTV and for the entirety of PCT.

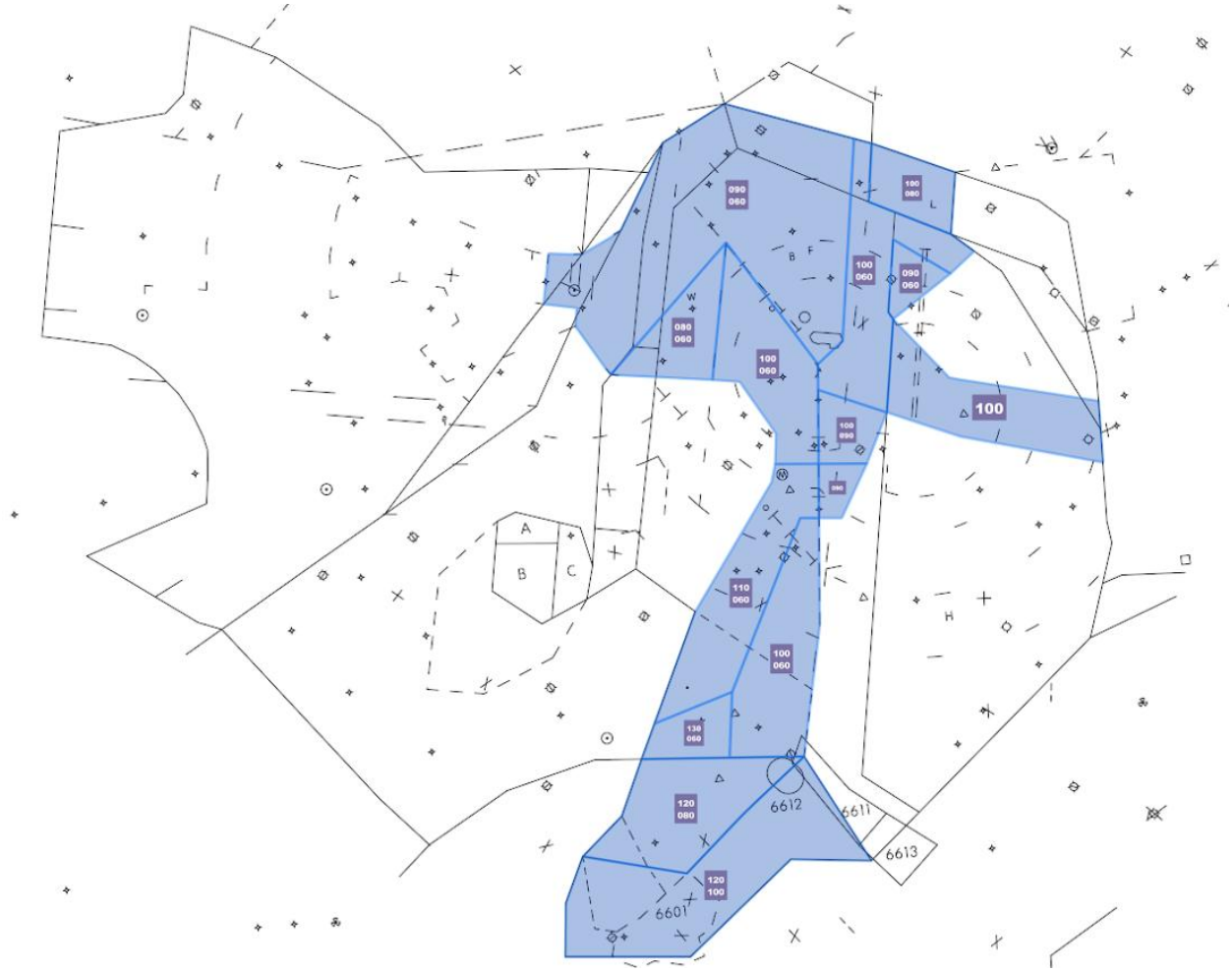
4–15–2. NARRATIVE

OJAAY serves as the primary feeder sector for DCA arrivals. OJAAY merges the streams of arrivals via CLIPR#/SKILLS# [merged by WOOLY (1W/CHP)►] and DEALE# arrivals. Additionally, OJAAY Provides sequencing of arrivals on the CAPPS# arrival with arrivals via FRDMN#/TRUPS# [merged by LURAY (1L/MTV)►]. Like DCAFR, OJAAY has limited airspace and is therefore dependent on the feeding sectors to achieve most spacing requirements prior to reaching OJAAY’s airspace. OJAAY must work closely with DCAFR to help manage the flow and ensure an efficient sequence is fed to final without overload the final controller.

4–15–3. AIRSPACE (NORTH)



4–15–4. AIRSPACE (SOUTH)



4–15–5. PROCEDURES

TBL 4-15-5a

To OJAAY From

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (20)	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-WOOLY	Jet	CLIPR#/SKILS#	Descend via	
CHP-WOOLY	Prop	MTV via BAL	60	

CHP-GRACO	Jet	DEALE# -or- BILIT..DEALE	100	On STAR/route

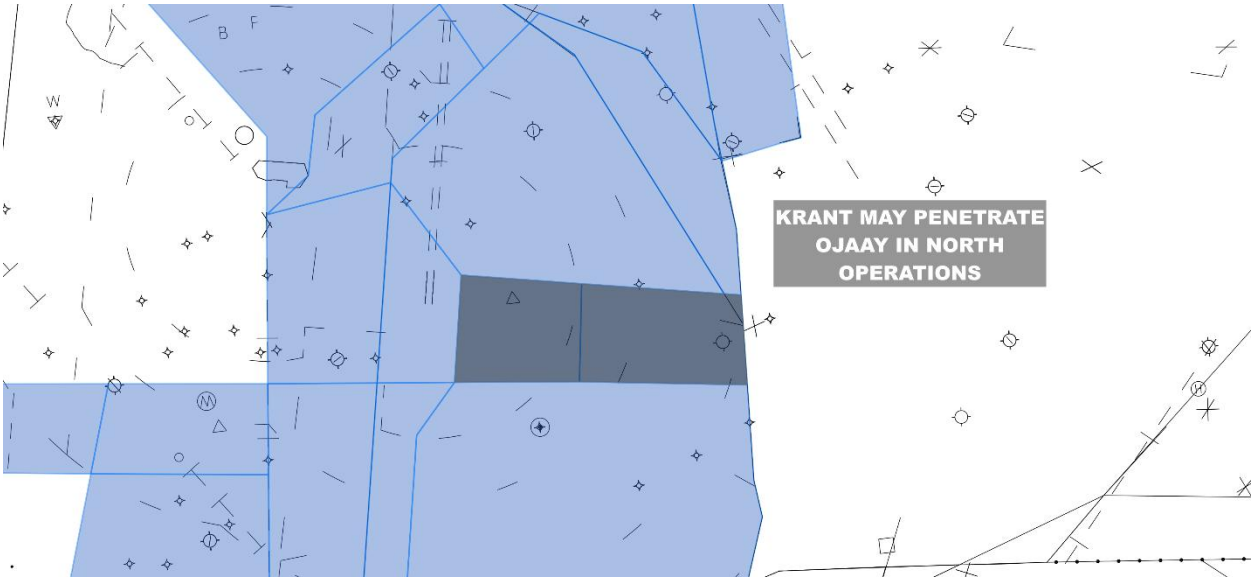
TBL 4-15-5-b
From OJAAY To

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)
KRANT DCA S	All	BAL..ADW	60	On heading towards final approach course

4–15–6. PREARRANGED COORDINATION PROCEDURES

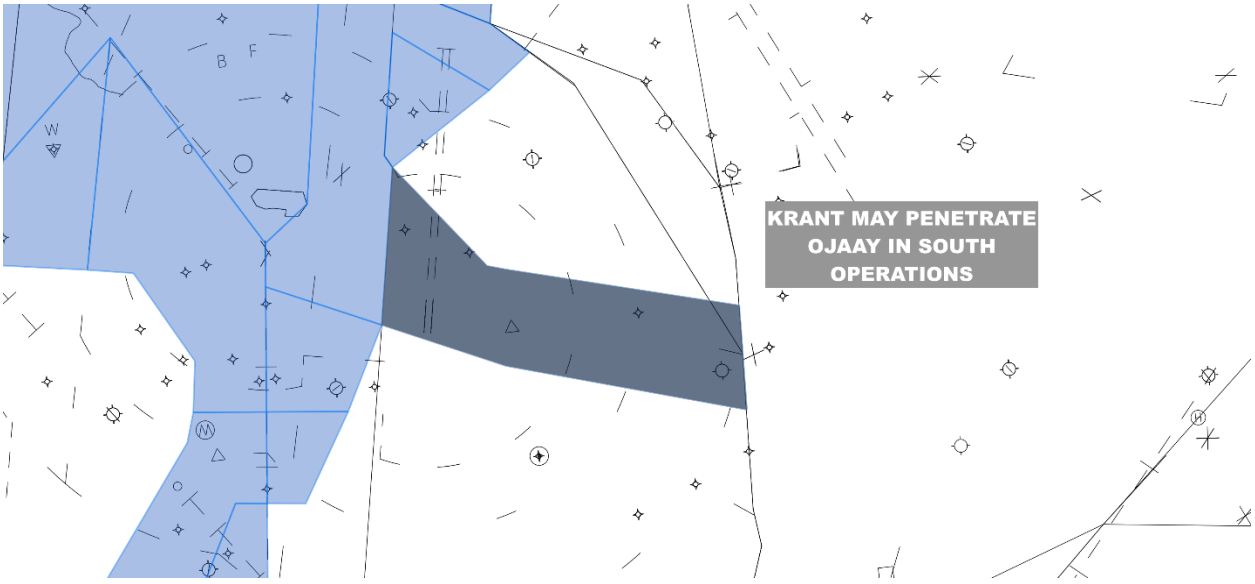
a. KRANT (1K/MTV)► is authorized, in north operations, to penetrate OJAAY airspace.

FIG 4-15-6a
KRANT penetrates OJAAY



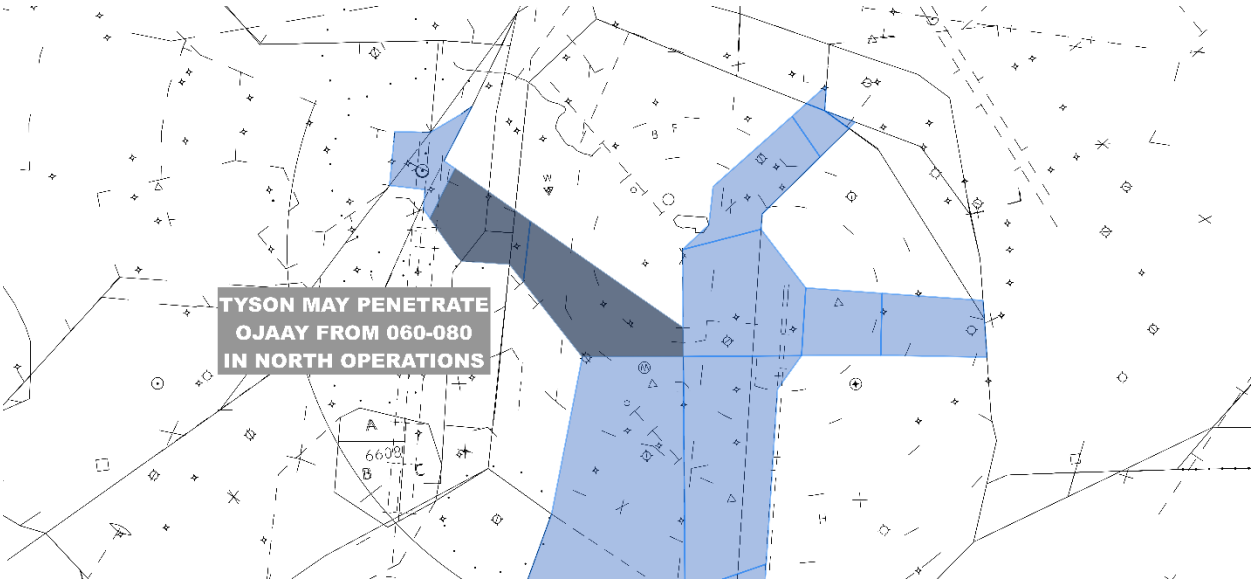
b. KRANT (1K/MTV)► is authorized, in south operations, to penetrate OJAAY at 100.

FIG 4-15-6b
KRANT penetrates OJAAY



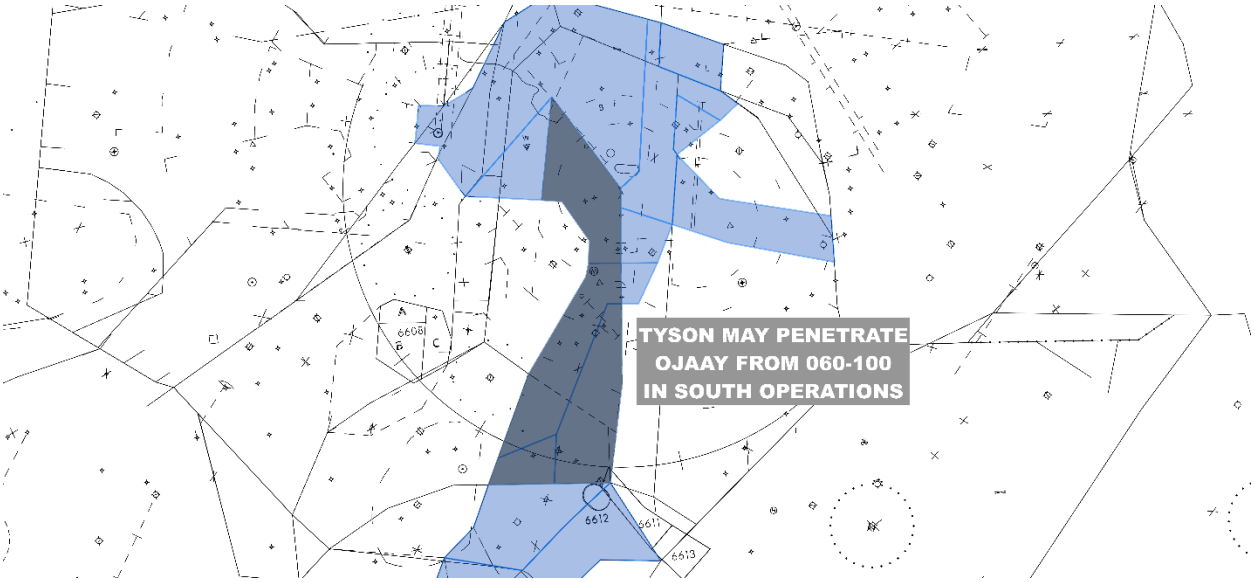
c. TYSON (1Y/MTV)► may, in north operations, penetrate OJAAY from 60 to 80 with aircraft departing ADW via LINCN# or JEFSN# SIDs.

FIG 4-15-6c
TYSON penetrates OJAAY



d. TYSON may, in south operations, penetrate OJAAY (1J/MTV)► north of R6611/R6612 from 60 to 100.

FIG 4-15-6d
TYSON penetrates OJAAY



4–15–7. TOWERED AIRPORTS

Reserved.

4–15–8. NON-TOWERED AIRPORTS

Reserved.

Section 16. TYSON – 1Y (MTV)

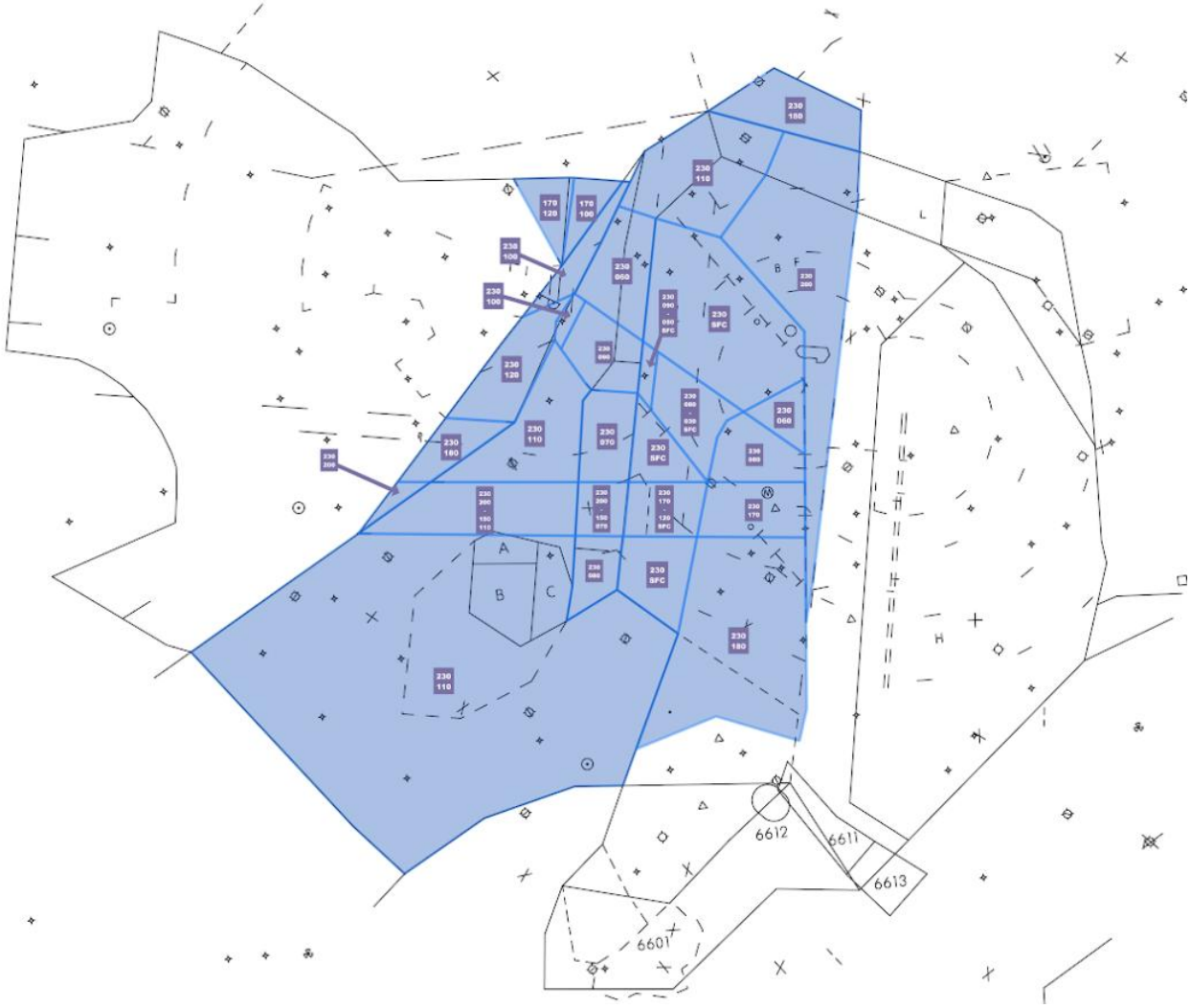
4–16–1. OVERVIEW

The STARS sector identification for TYSON is “1Y” and the displayed position symbol for TYSON is “Y.” The TYSON sector frequency is 118.95. TYSON combines to KRANT.

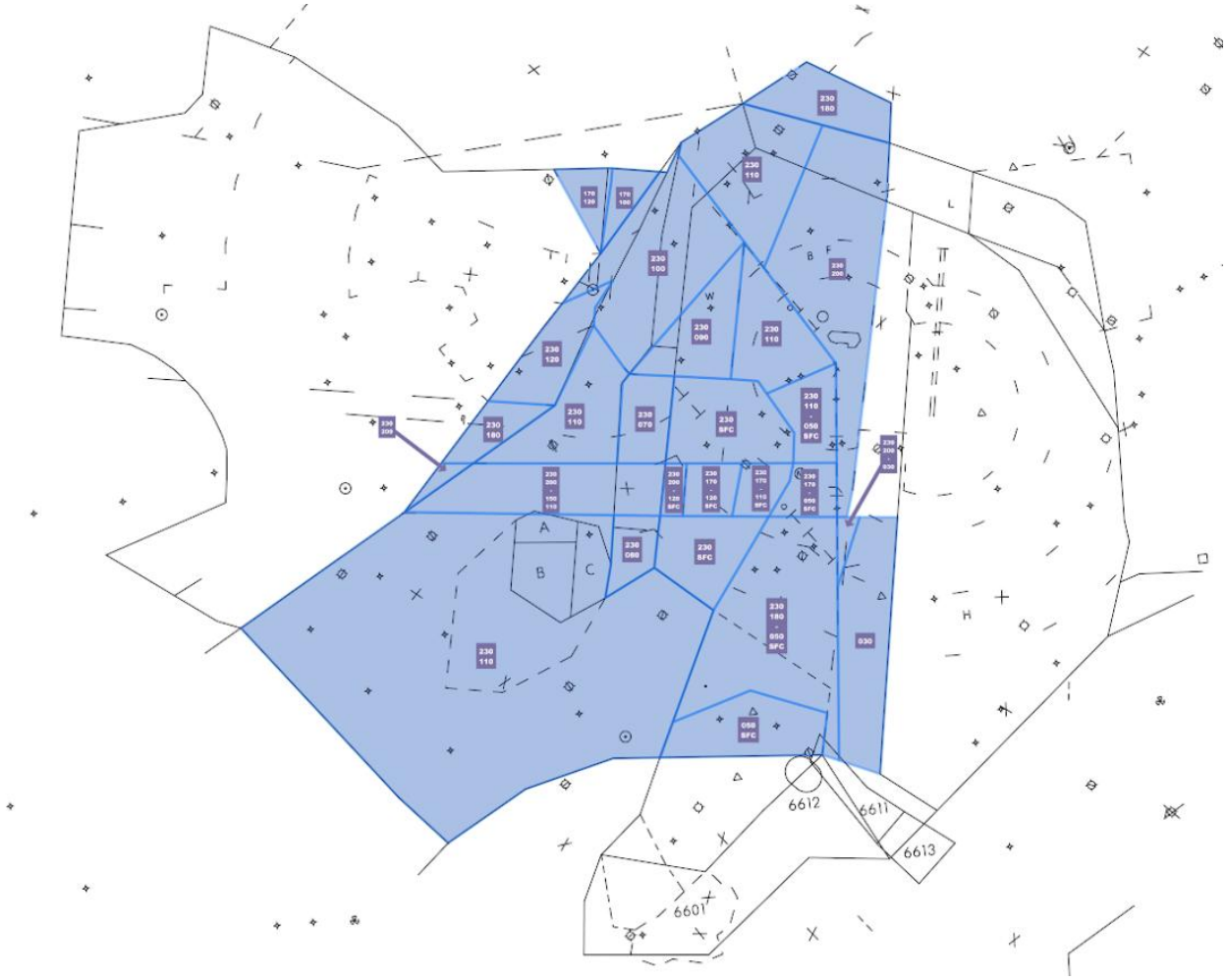
4–16–2. NARRATIVE

TYSON works departures departing PCT airports via the southwest departure gates. TYSON works DCA departures on takeoff and receives departures from CHP and SHD airports departing via the southwest gates. TYSON must merge departure streams and provide spacing prior to handing off to ZDC.

4–16–3. AIRSPACE (NORTH)



4–16–4. AIRSPACE (SOUTH)



4–16–5. PROCEDURES

TBL 4-16-5a
To TYSON From

Sector	Type	Dest/Route	Altitude	Heading/Information
OJAAY DCA S	All	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- WOOLY	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 4-16-6b

From TYSON To

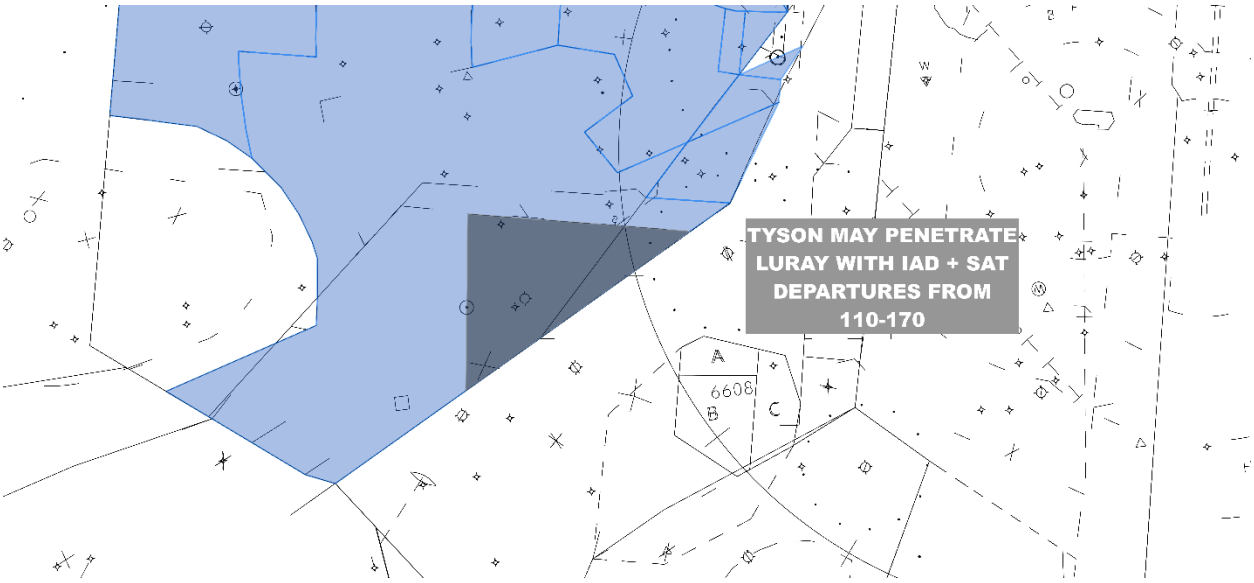
Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (32)	Jet	From SHD/MTV via JDUBB/SCRAM/CLTCH	FL210	ORF at 150* SHD/MTV in-trail as one
		From CHP via JDUBB/SCRAM/CLTCH	FL230	
ZDC (05)		From CHP via RAMAY/OTTTO	FL230	
LURAY	Jet	From MTV via RAMAY/OTTTO	AOA 120 Climb 170	
		MTV non-RNAV via LDN, 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	

4–16–6. PREARRANGED COORDINATION PROCEDURES

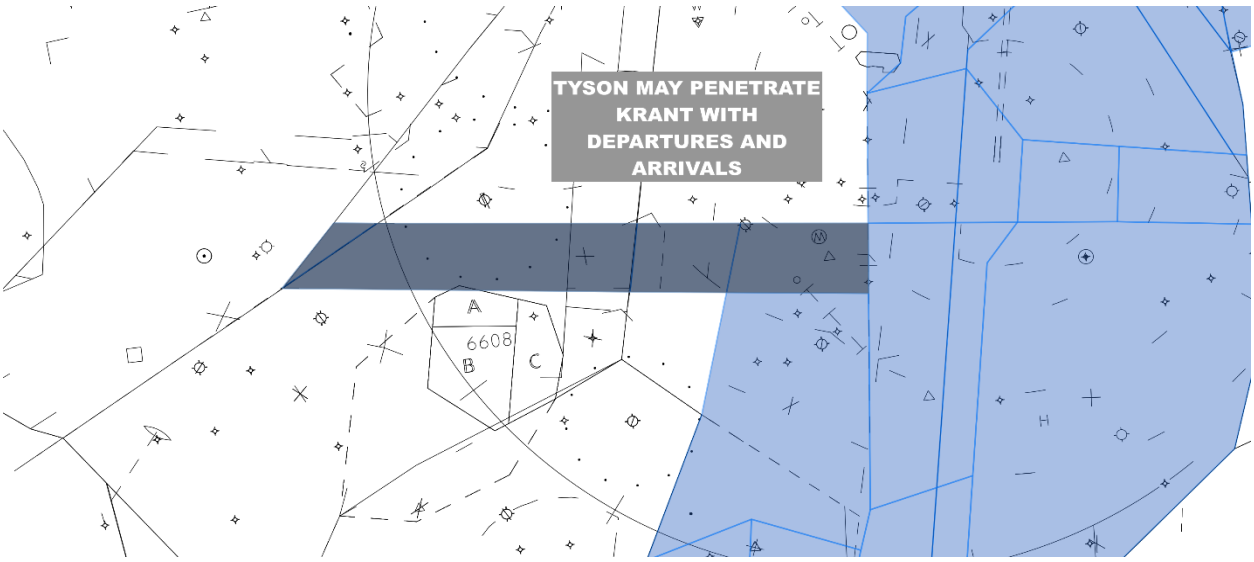
a. TYSON may penetrate LURAY (1L/MTV)► with IAD (and satellite) departures via MOL, GVE, CLTCH, SCRAM, and JDUBB from 110/170.

FIG 4-16-6
TYSON penetrates LURAY



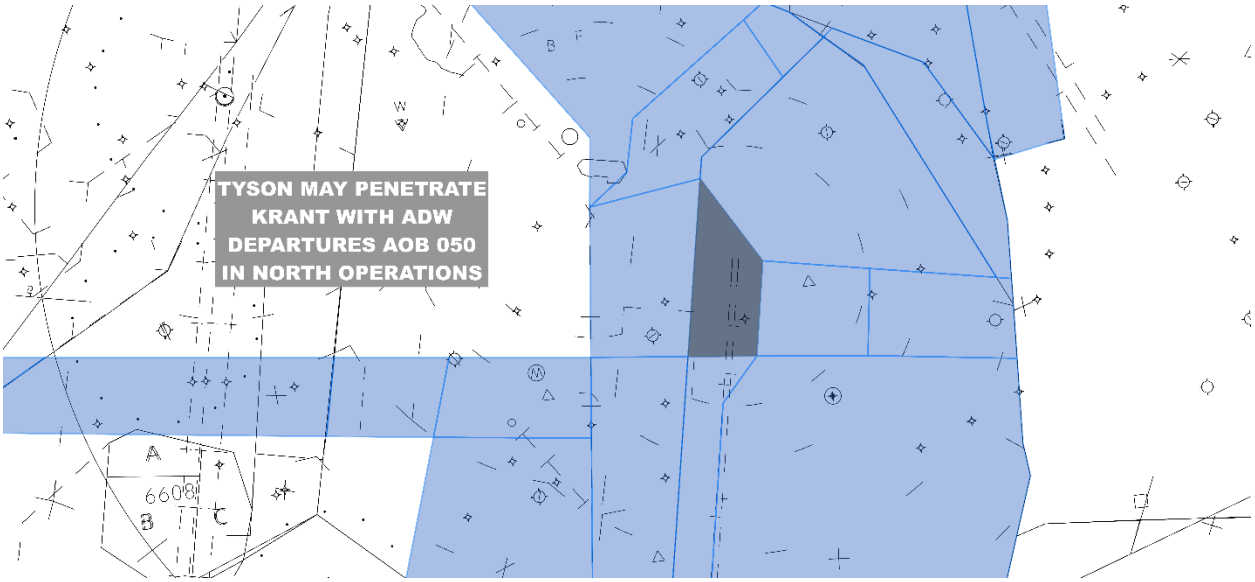
b. TYSON may penetrate KRANT (1K/MTV)► airspace with departures and arrivals routed via MOL, GVE, CLTCH, SCRAM, and JDUBB.

FIG 4-16-6b
TYSON penetrates KRANT



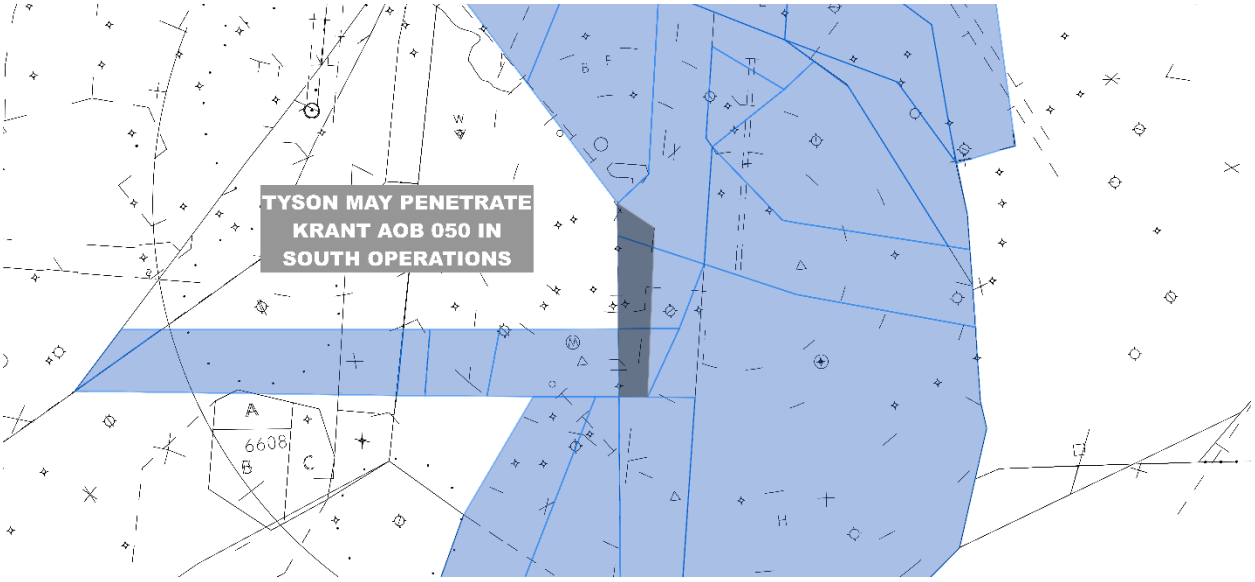
c. TYSON may, in north operations, penetrate KRANT (1K/MTV)► with aircraft departing ADW via LINCN# or JEFSN#, or via heading 270, AOB 50 (after coordination with DCAFR to release departures is completed).

FIG 4-16-6c
TYSON penetrates KRANT



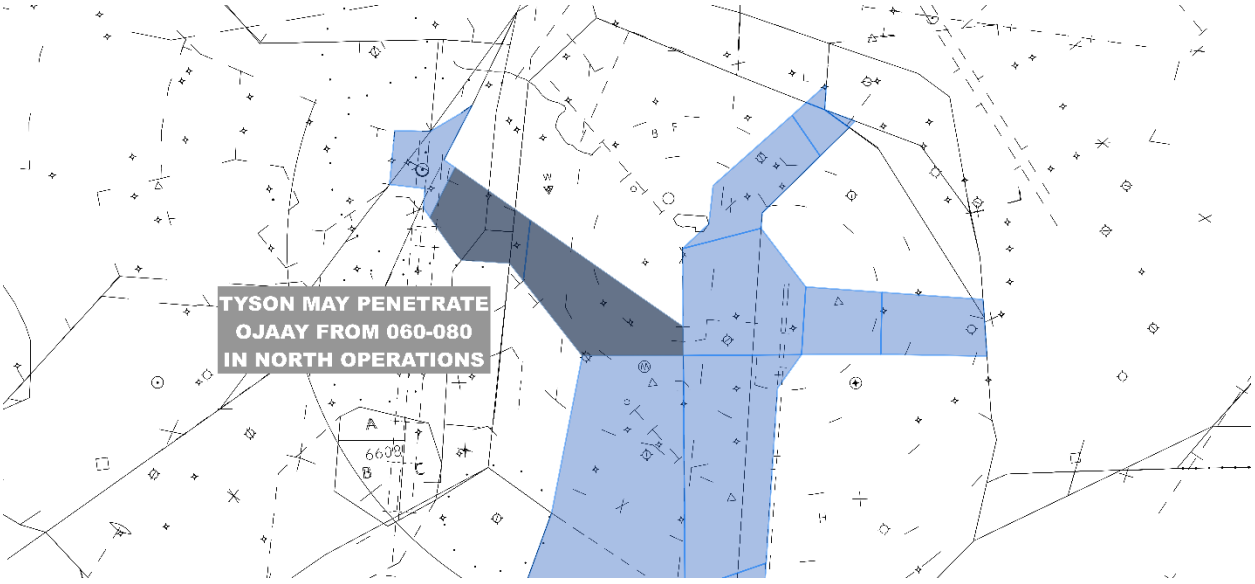
d. TYSON may, in south operations, penetrate KRANT (1K/MTV)► south of DCA AOB 50.

FIG 4-16-6d
KRANT penetrates TYSON



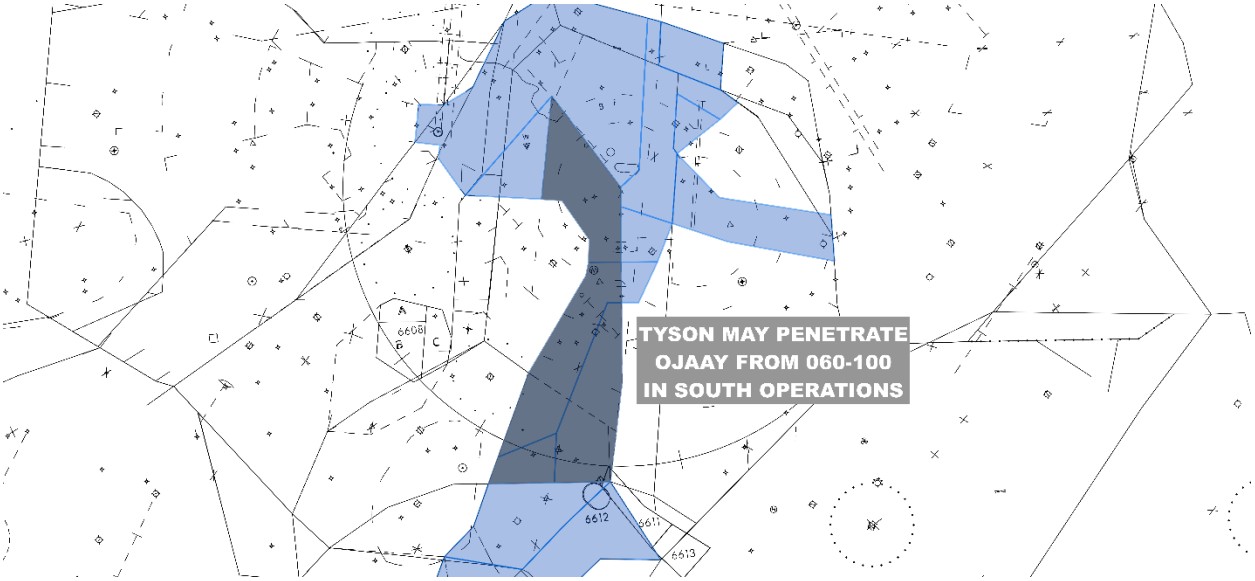
e. TYSON may, in north operations, penetrate OJAAY (1J/MTV)► from 60 to 80 with aircraft departing ADW via LINCN# or JEFSN# SIDs.

FIG 4-16-6e
TYSON penetrates OJAAY (North Flow)



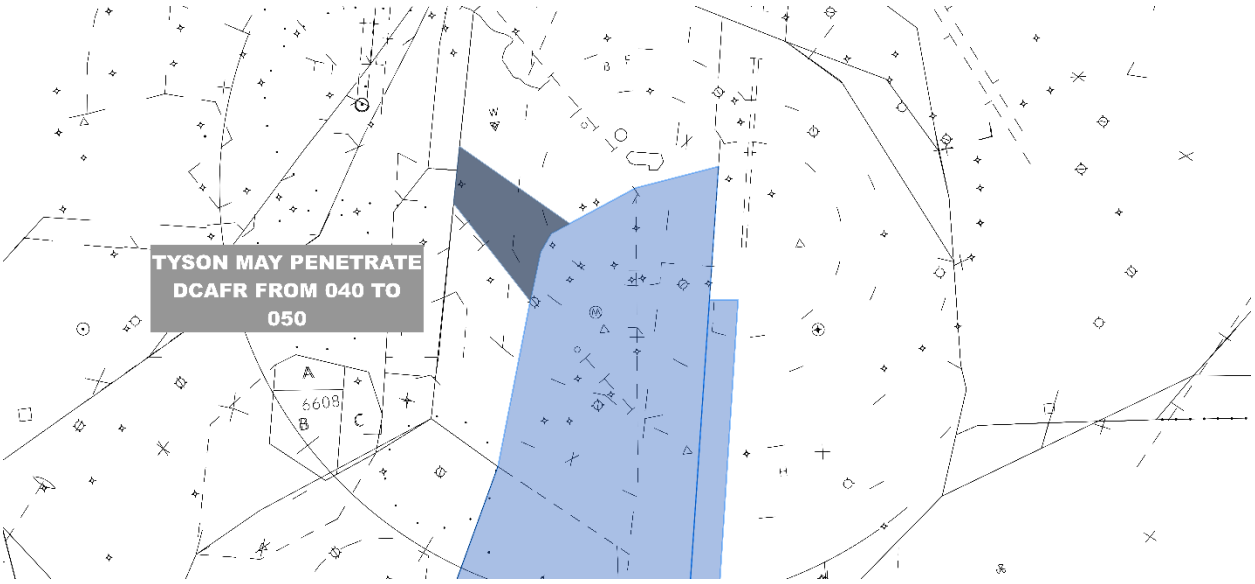
f. TYSON may, in south operations, penetrate OJAAY (1J/MTV)► north of R6611/R6612 from 60 to 100.

FIG 4-16-6f
TYSON penetrates OJAAY (South Flow)



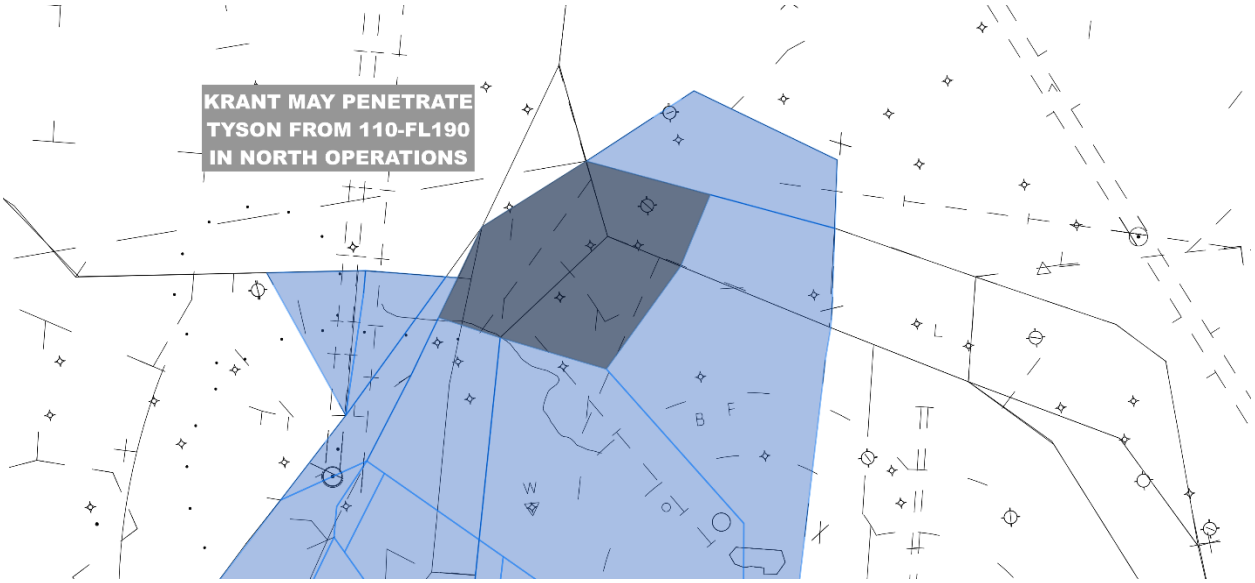
g. TYSON may penetrate DCAFR (1V/MTV)► from 40 to 50.

FIG 4-16-6g
TYSON penetrates DCAFR



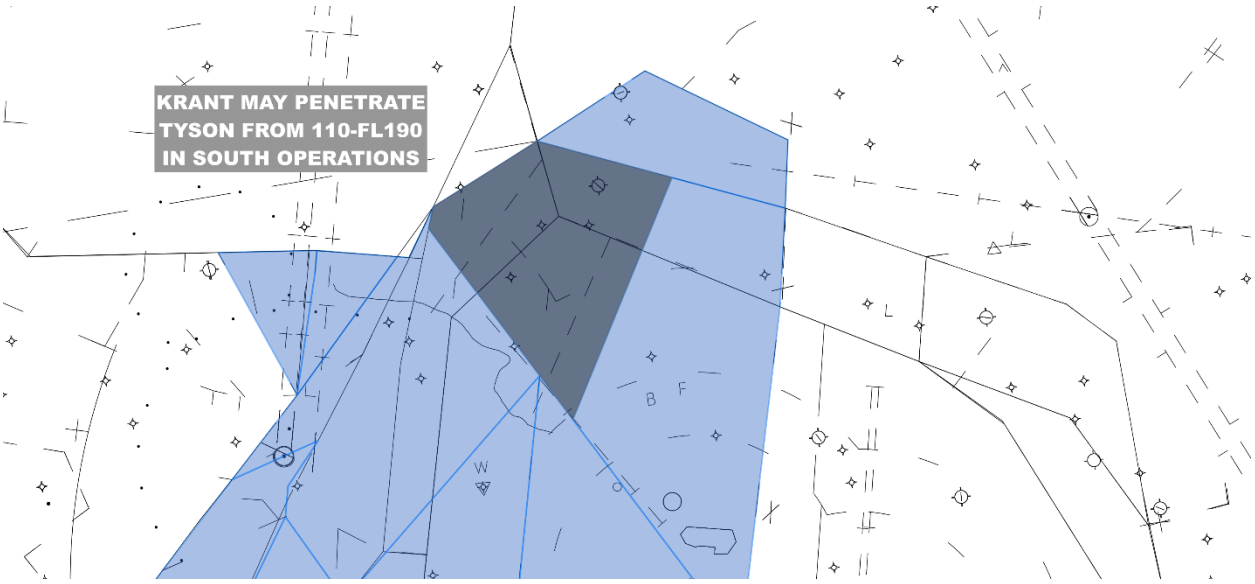
h. KRANT (1K/MTV)► is authorized to penetrate TYSON airspace from 110 to FL190 in north operations.

FIG 4-16-6h
KRANT penetrates TYSON (North Flow)



i. KRANT (1K/MTV)► is authorized to penetrate TYSON airspace from 110 to FL190 in south operations.

FIG 4-16-6i
KRANT penetrates TYSON (South Flow)



4–16–7. TOWERED AIRPORTS

Reserved.

4–16–8. NON-TOWERED AIRPORTS

Reserved.

Section 17. ASPER – 3A (SHD)

4–17–1. OVERVIEW

The STARS sector identification for ASPER is “3A” and the displayed position symbol for ASPER is “A.” The ASPER sector frequency is 125.05. ASPER combines to MULRR.

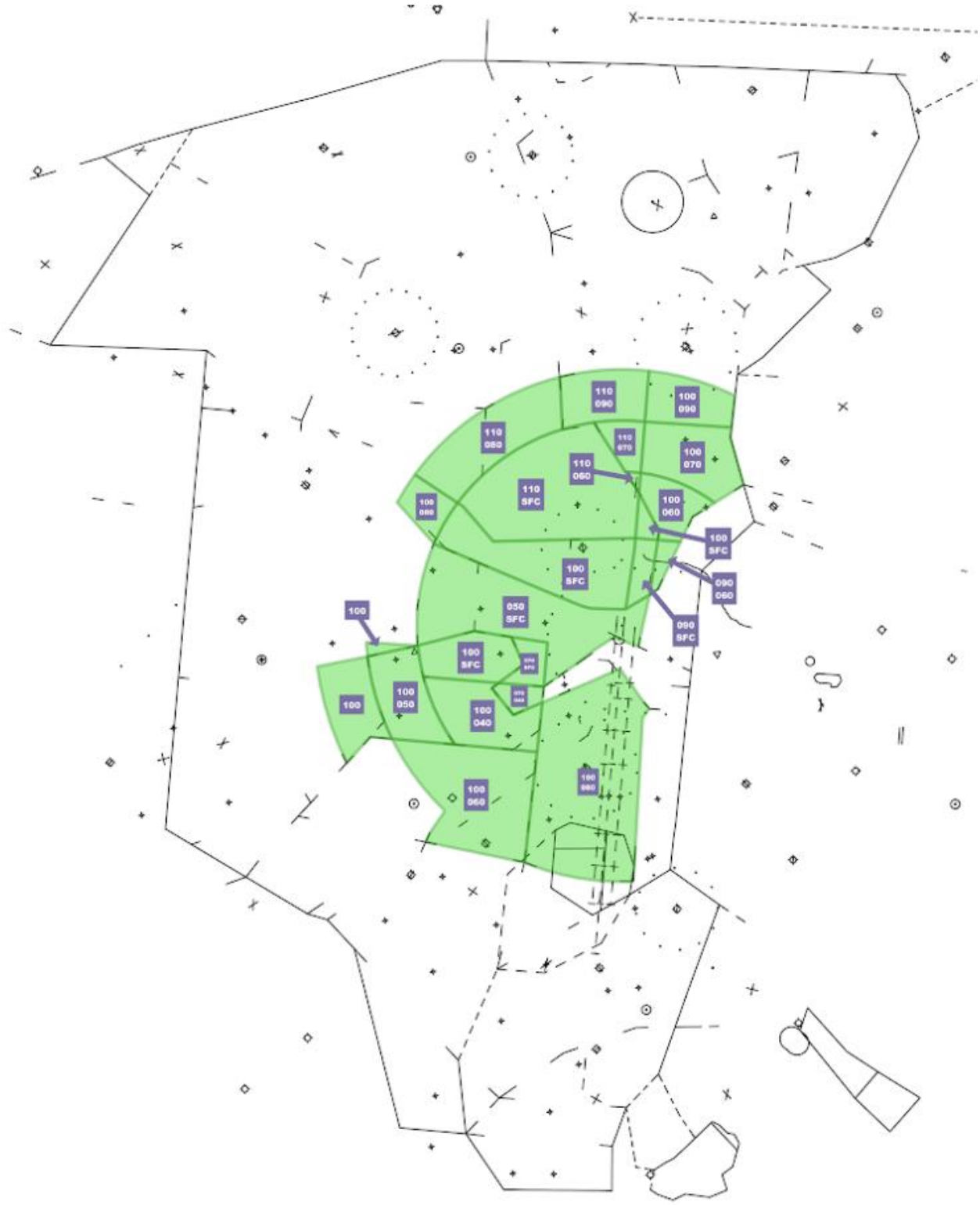
4–17–2. NARRATIVE

a. ASPER serves as the primary sector for all IAD departures. ASPER also manages departures from JYO with departing south and most coordinate with IAD ATCT or IADFW when IAD is landing south. ASPER manages departures around the primary arrival streams and hands off most departures to either CHP or MTV after establishing aircraft on an initial departure path.

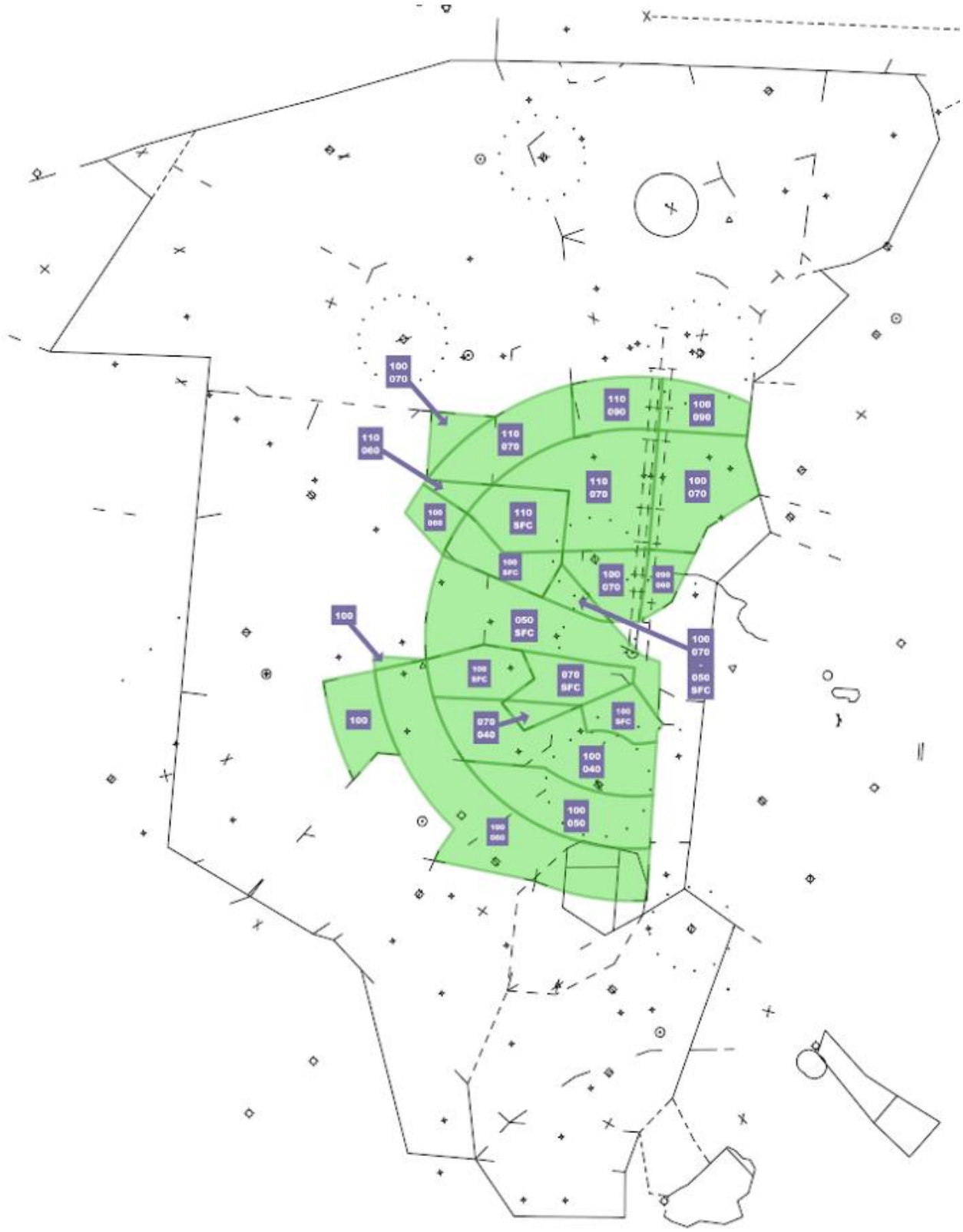
b. When landing runway 12, ASPER will serve as the final controller for all Runway 12 arrivals.

NOTE –
RCOLA has been absorbed into ASPER in this SOP revision for simplicity of operation and training. Feeder sectors will provide ASPER feeds via IGGGY/KILMR/DOCCS.

4–17–3. AIRSPACE (NORTH)



4–17–4. AIRSPACE (SOUTH)



4–17–5. PROCEDURES

TBL 4-17-5a
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 4-17-5b
From ASPER To

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-WOOLY	RNAV Jet	WOOLY#	110	Direct RAZZA to join. WOOLY has control for turns and climb to 110.
	All	WOOLY (non-RNAV)	AOB 90 (Tprops) AOB 70 (Props)	On SID. WOOLY has control for turns.
CHP-BUFFR	All	HIICH# MCRAY/JERES/WOOLY	110	BUFFR has control for turns.
MTV-LURAY	All	HIICH# RAMAY/OTTTO	100	
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.

4–17–6. PREARRANGED COORDINATION PROCEDURES

ASPER may penetrate IADFW (3U/SHD)► airspace with IAD departures.

FIG 4-17-6a
ASPER penetrates IADFW (North Flow)

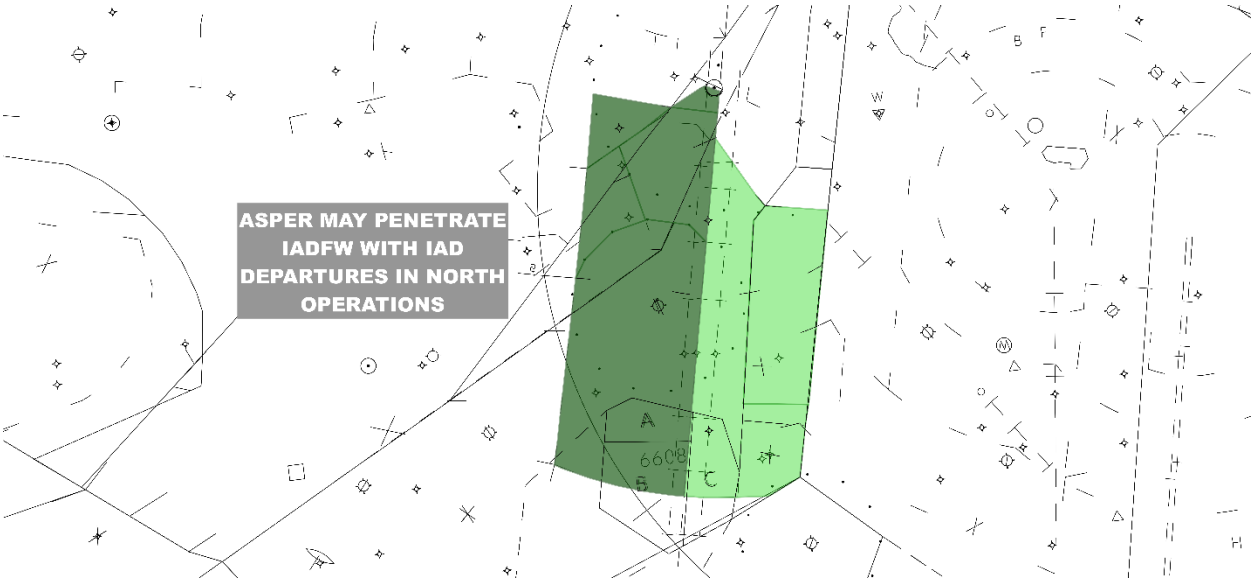
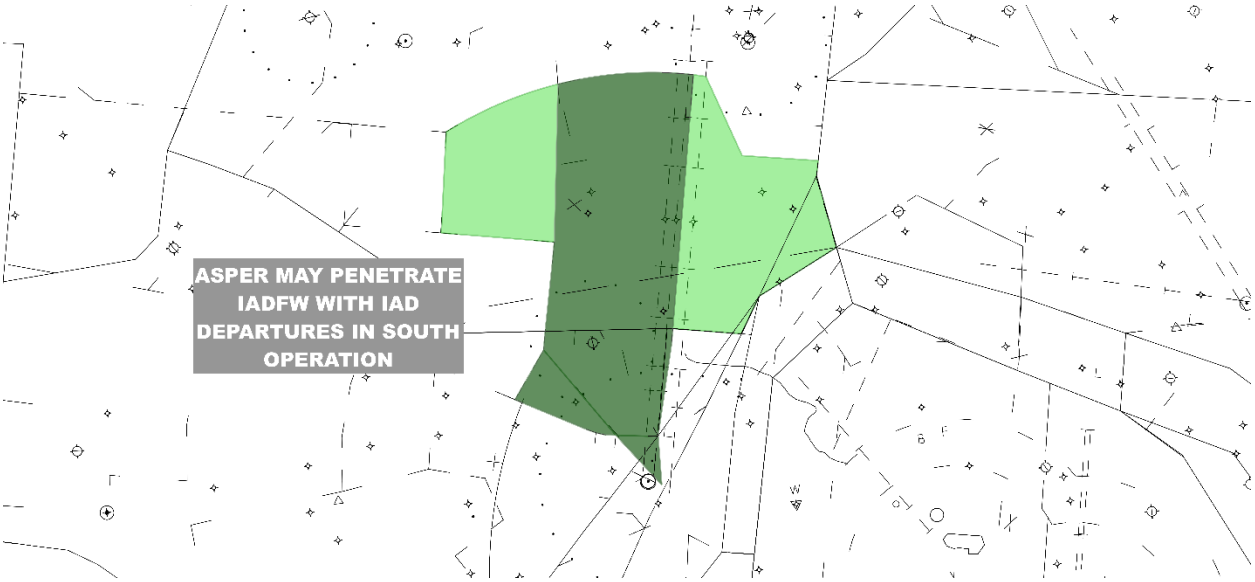


FIG 4-17-6b
ASPER penetrates IADFW (South Flow)



4–17–7. TOWERED AIRPORTS

Reserved.

4–17–8. NON-TOWERED AIRPORTS

Reserved.

Section 18. BARIN – 3B (SHD)

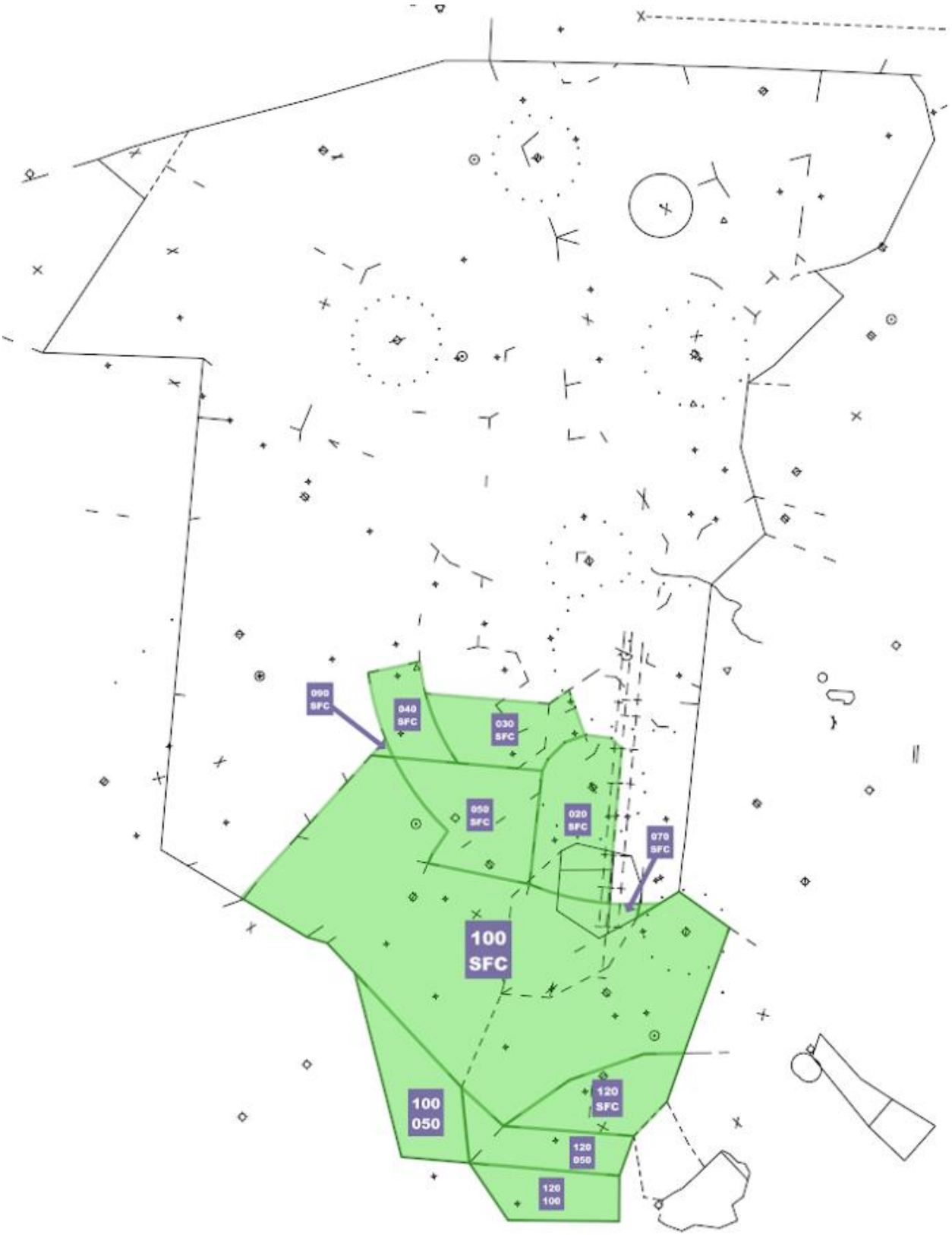
4–18–1. OVERVIEW

The STARS sector identification for BARIN is “3B” and the displayed position symbol for BARIN is “B.” The BARIN sector frequency is 128.52. BARIN combines to MULRR.

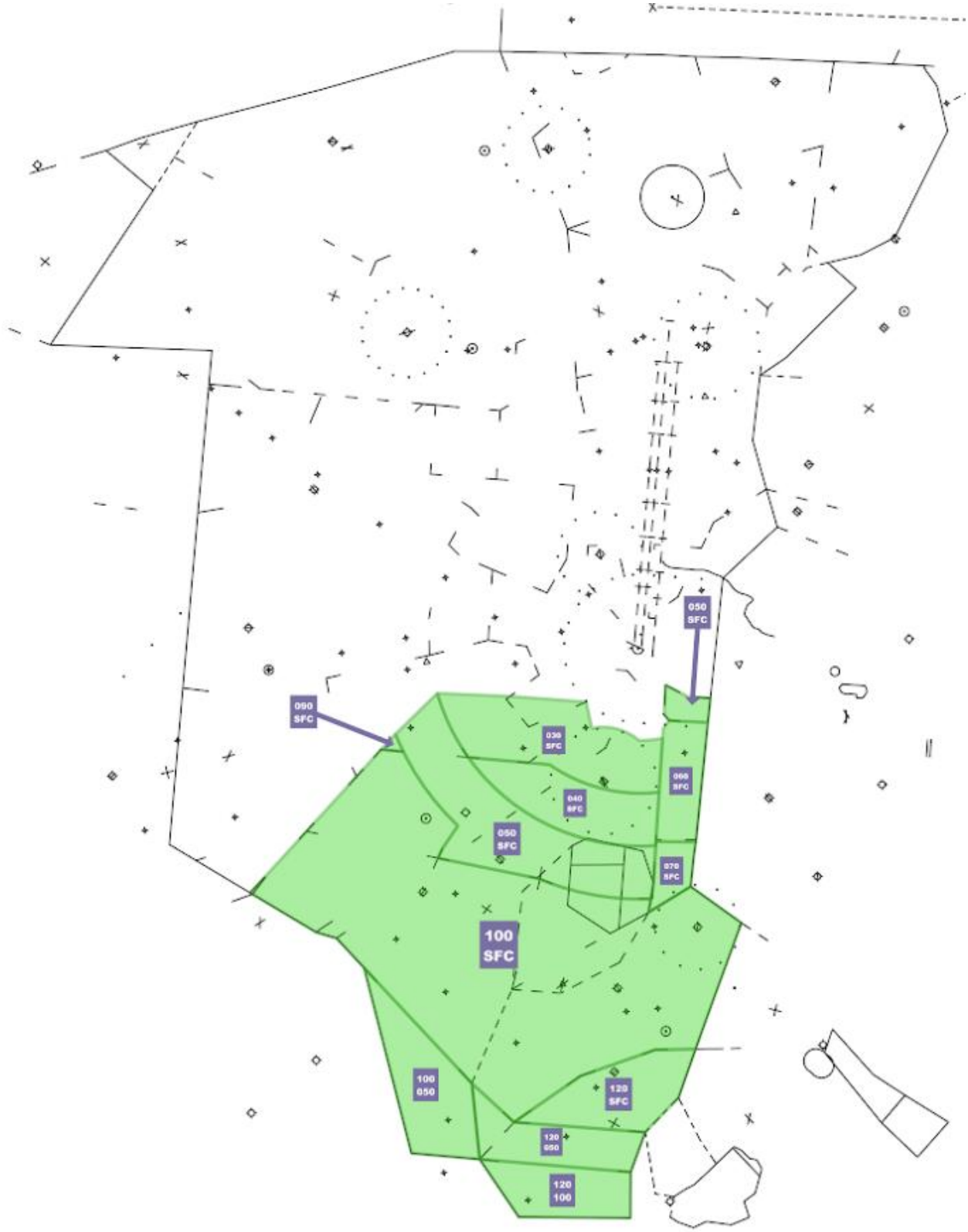
4–18–2. NARRATIVE

BARIN is the primary feeder (south feeder) for CAVLR# and COATT# arrival streams. Other arrivals to IAD must be sequenced with the primary STAR streams before handing off to the appropriate final controller. BARIN also serves as the primary arrival and departure controller for HEF.

4–18–3. AIRSPACE (NORTH)



4–18–4. AIRSPACE (SOUTH)



4–18–5. PROCEDURES

TBL 4-18-5a
To BARIN From

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (20)	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 4-18-5b
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.
ASPER	All	Landing IAD RWY 12	40	From SW – Vector towards KNUCK.
			60	From S – Direct CSN of vector.
MULRR	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

4–18–6. TOWERED AIRPORTS

Reserved.

4–18–7. NON-TOWERED AIRPORTS

Reserved.

Section 19. IADFC – 3S (SHD)

4–19–1. OVERVIEW

The STARS sector identification for IADFC is “3S” and the displayed position symbol for IADFC is “S.” The IADFC sector frequency is 134.2. IADFC may be combined to either IADFE or IADFW.

4–19–2. NARRATIVE

IADFC is the “center” final and is responsible for Runways 1C/19C at IAD. IADFW receives aircraft from MULRR and BARIN. Specific policy for operation of the finals at IAD is included in Pullouts►, DUALS►, and TRIPS► sections of the Shenandoah section.

NOTE –
Review of DUALS and TRIPS sections of this order is critical for controllers working finals during independent simultaneous parallel approaches.

4–19–3. AIRSPACE

IADFC owns the final approach course for Runway 1C/19C to 25nm AOB 70.

4–19–4. PROCEDURES

TBL 4-19-4a
To IADFC From

Sector	Type	Dest/Route	Altitude	Heading/Information
BARIN IAD N	All	Landing RWY 01C	80	Established on final or on heading to join final approach course by 25NM
MULRR IAD S	All	Landing RWY 19C	80	

TBL 4-19-4b
From IADFC To

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

4–19–5. TOWERED AIRPORTS

IAD.

4–19–6. NON-TOWERED AIRPORTS

None.

Section 20. IADFE – 3X (SHD)

4–20–1. OVERVIEW

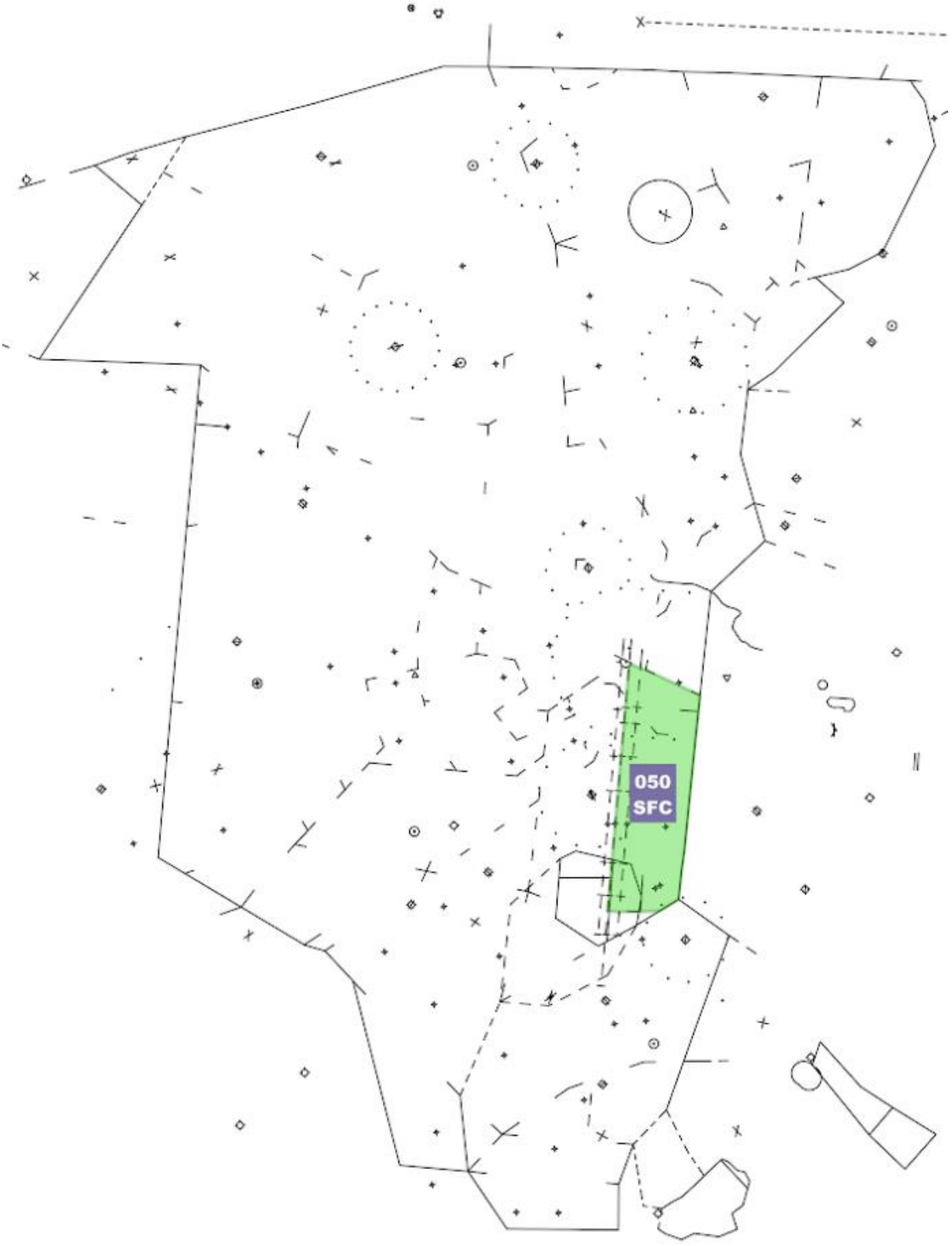
The STARS sector identification for IADFE is “3X” and the displayed position symbol for IADFE is “X.” The IADFE sector frequency is 125.8. IADFE combines to MULRR.

4–20–2. NARRATIVE

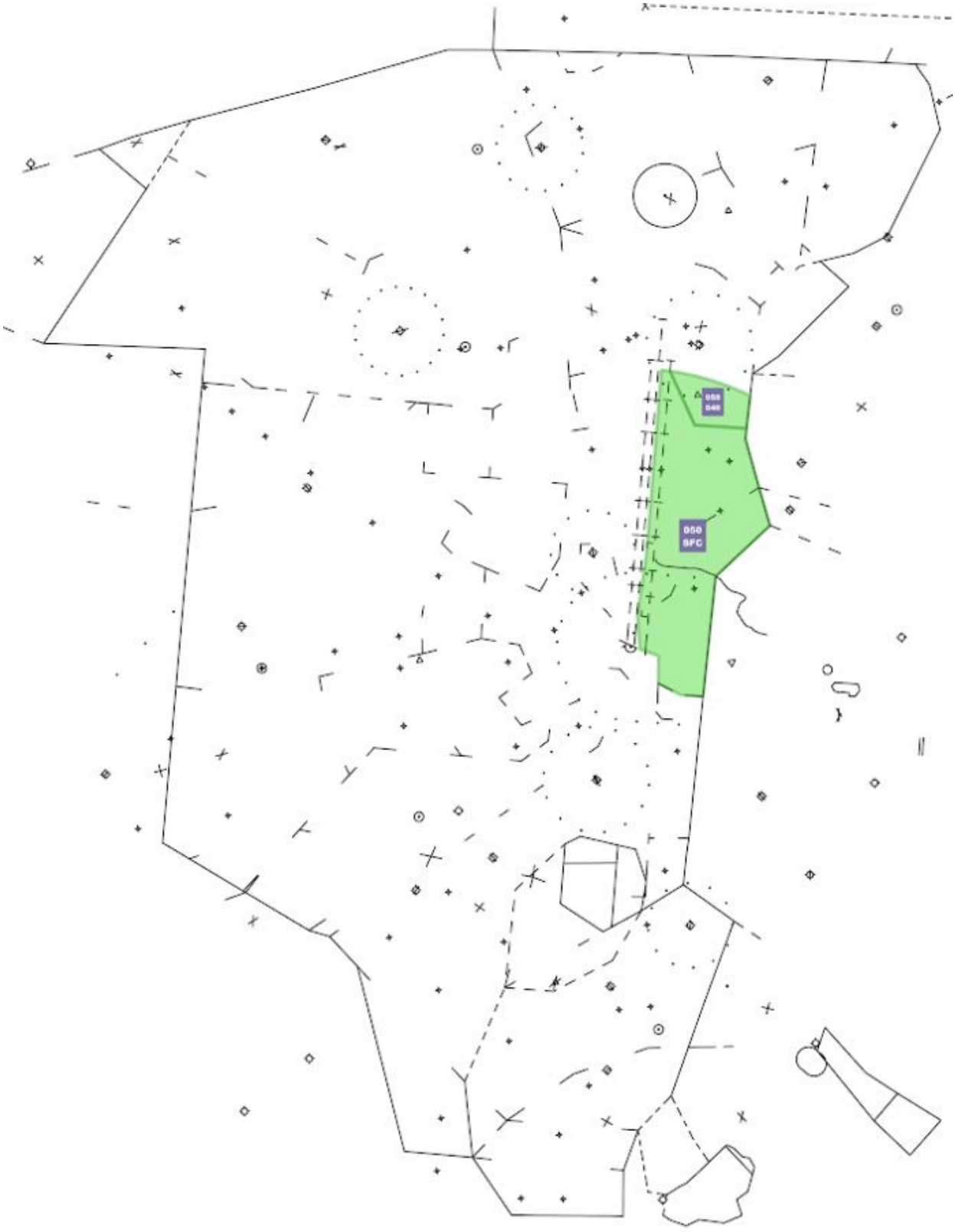
IADFE is the “east” final and is responsible for Runways 1R/19L at IAD. IADFE receives aircraft primarily from MULRR and BARIN. Specific policy for operation of the finals at IAD is included in Pullouts►, DUALS►, and TRIPS► sections of the Shenandoah section.

NOTE –
Review of DUALS and TRIPS sections of this order is critical for controllers working finals during independent simultaneous parallel approaches.

4–20–3. AIRSPACE (NORTH)



4–20–4. AIRSPACE (SOUTH)



4–20–5. PROCEDURES

TBL 4-20-5a
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 4-20-5b
From IADFE To

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

4–20–6. TOWERED AIRPORTS

IAD.

4–20–7. NON-TOWERED AIRPORTS

None.

Section 21. IADFW – 3U (SHD)

4–21–1. OVERVIEW

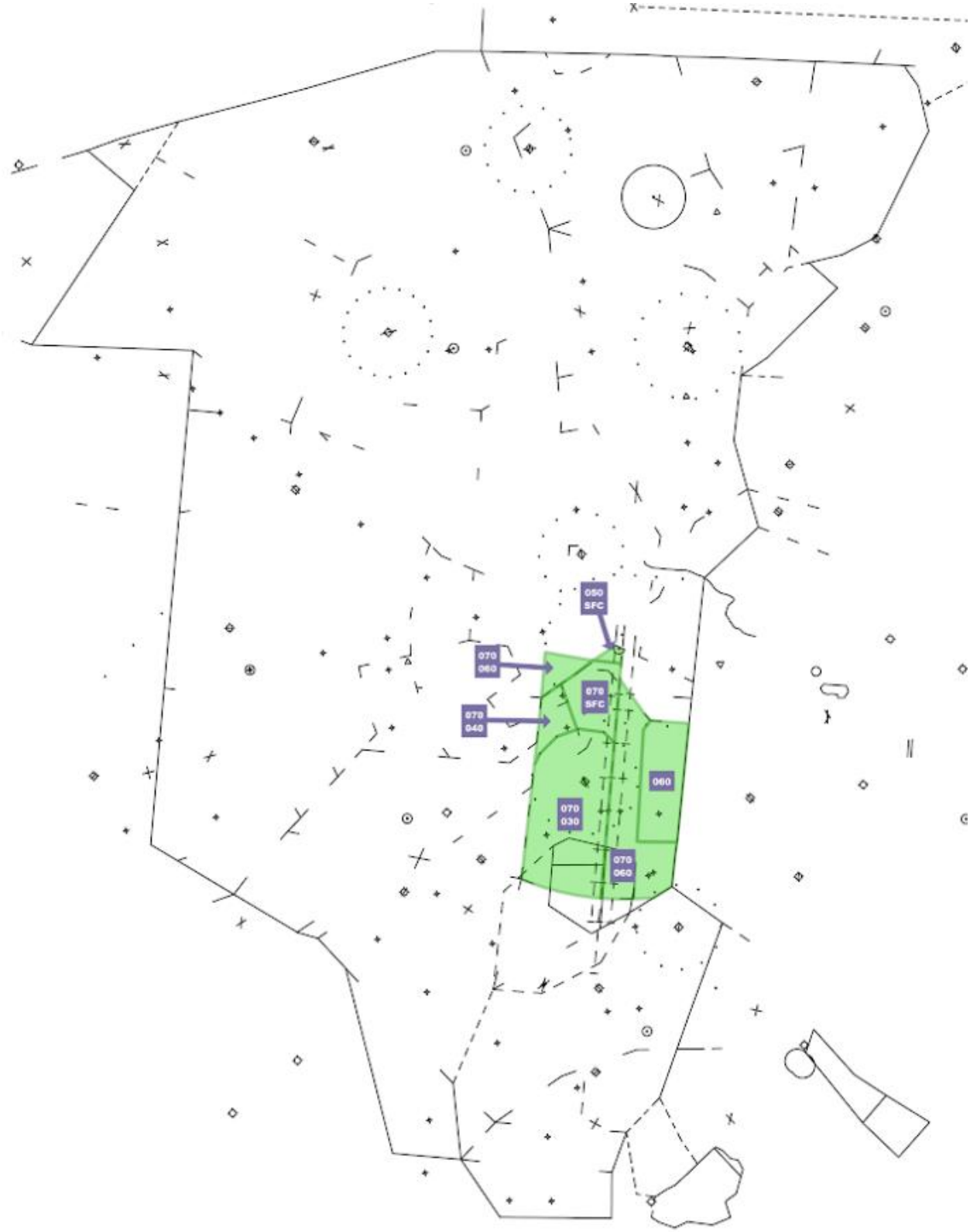
The STARS sector identification for IADFW is “3U” and the displayed position symbol for IADFW is “U.” The IADFW sector frequency is 135.77. IADFW combines to IADFE.

4–21–2. NARRATIVE

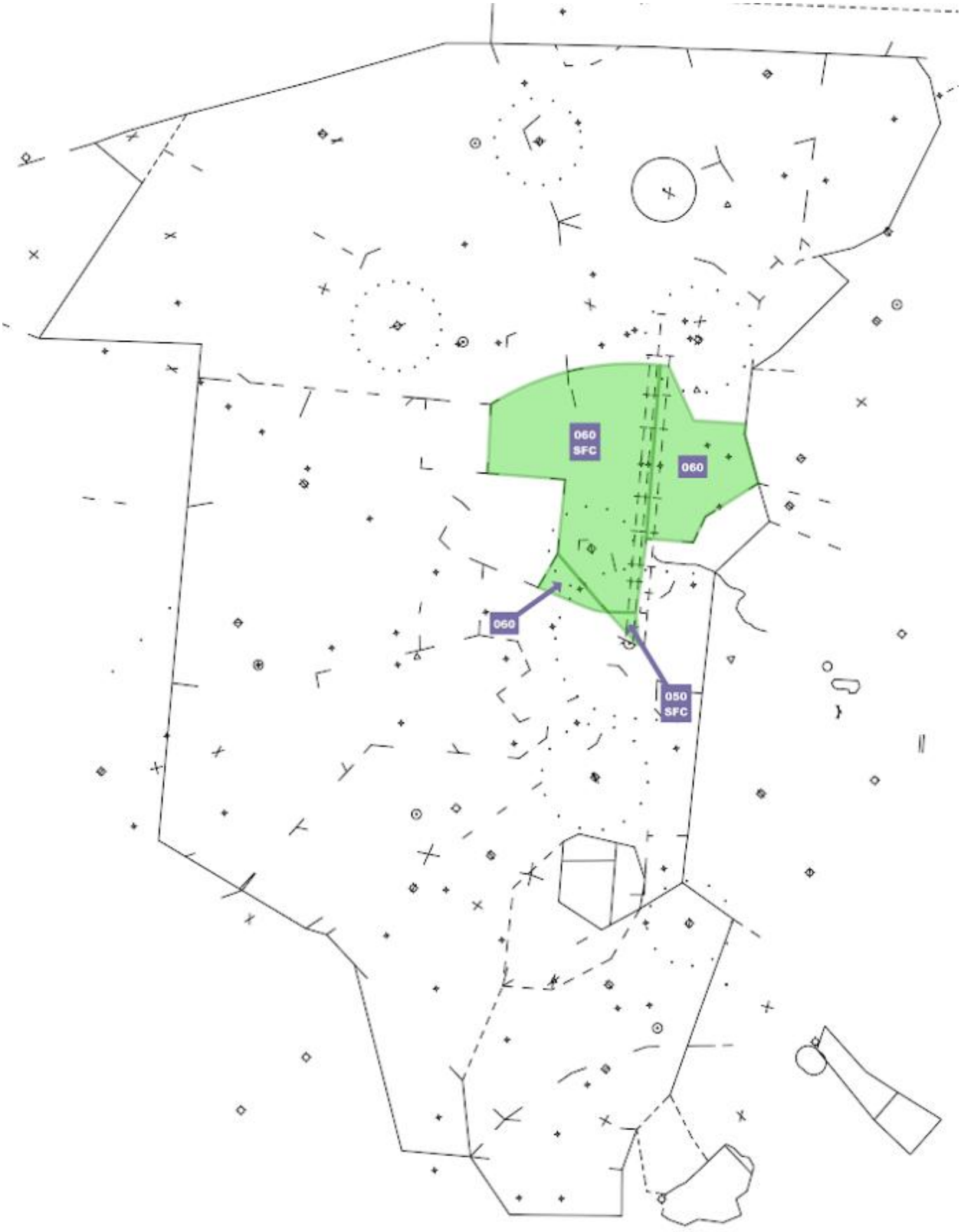
IADFW is the “west” final and is responsible for Runways 1L/19R at IAD. IADFW receives aircraft from MULRR, MANNE, and BARIN. Specific policy for operation of the finals at IAD is included in Pullouts►, DUALS►, and TRIPS► sections of the Shenandoah section.

NOTE –
Review of DUALS and TRIPS sections of this order is critical for controllers working finals during independent simultaneous parallel approaches.

4–21–3. AIRSPACE (NORTH)



4–21–4. AIRSPACE (SOUTH)



4–21–5. PROCEDURES

TBL 4-21-5a
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 4-21-5b
From IADFW To

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

4–21–6. PREARRANGED COORDINATION PROCEDURES

ASPER (3A/SHD)► may penetrate IADFW airspace with IAD departures. This procedure is not permitted with DUALS or TRIPS procedures are in effect.

FIG 4-21-6a
ASPER penetrates IADFW (North Flow)

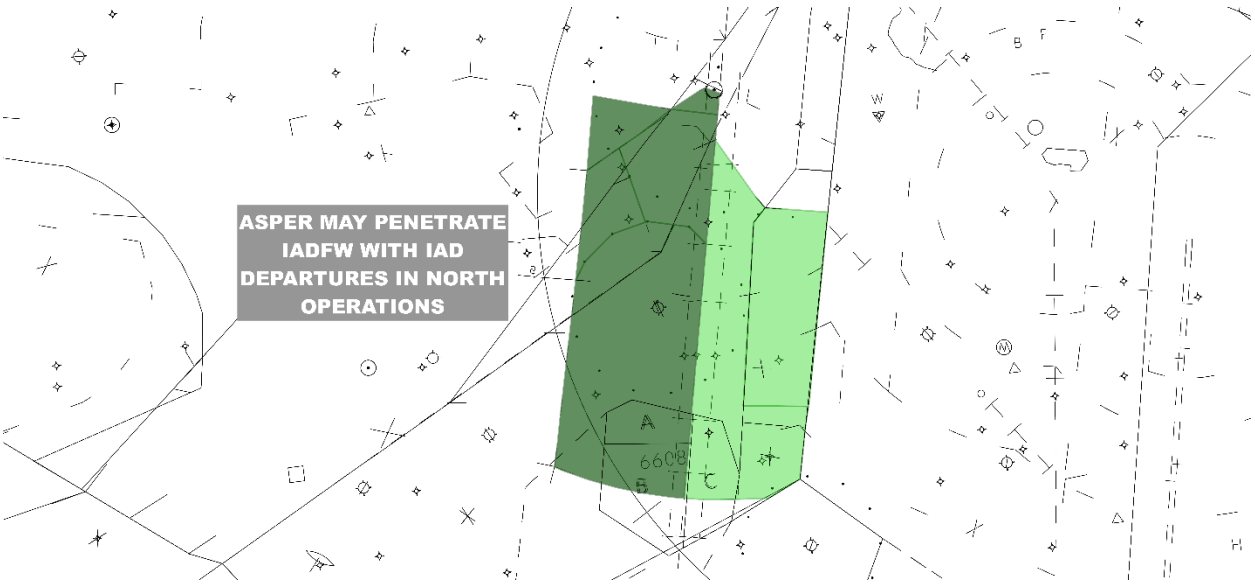
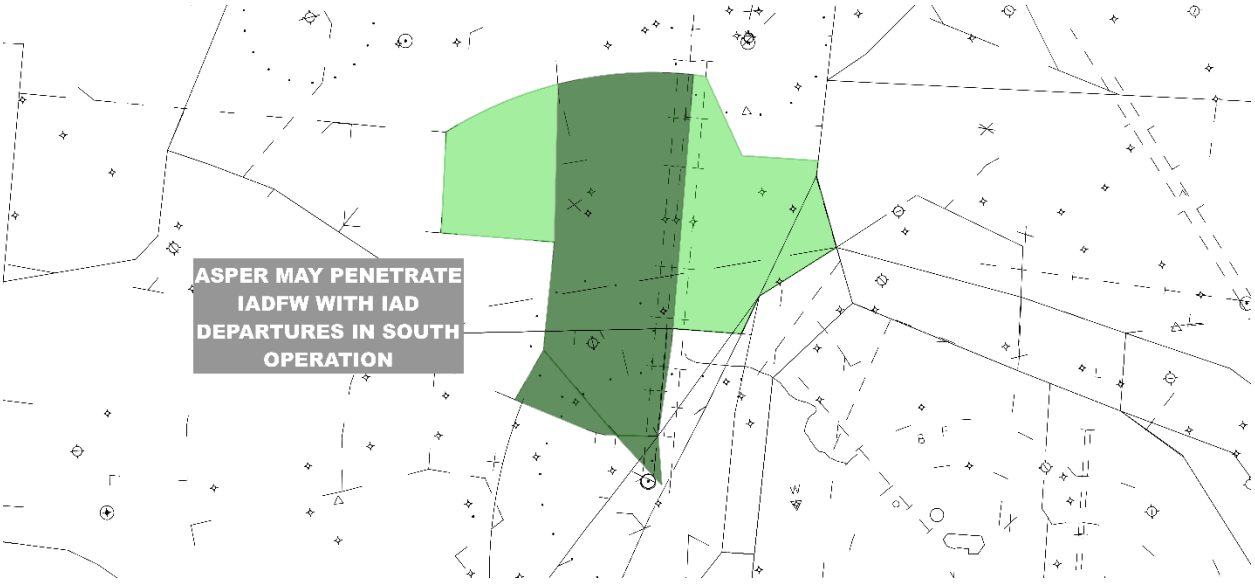


FIG 4-21-6b
ASPER penetrates IADFW (South Flow)



4–21–7. TOWERED AIRPORTS

IAD.

4–21–8. NON-TOWERED AIRPORTS

None.

Section 22. MANNE – 3N (SHD)

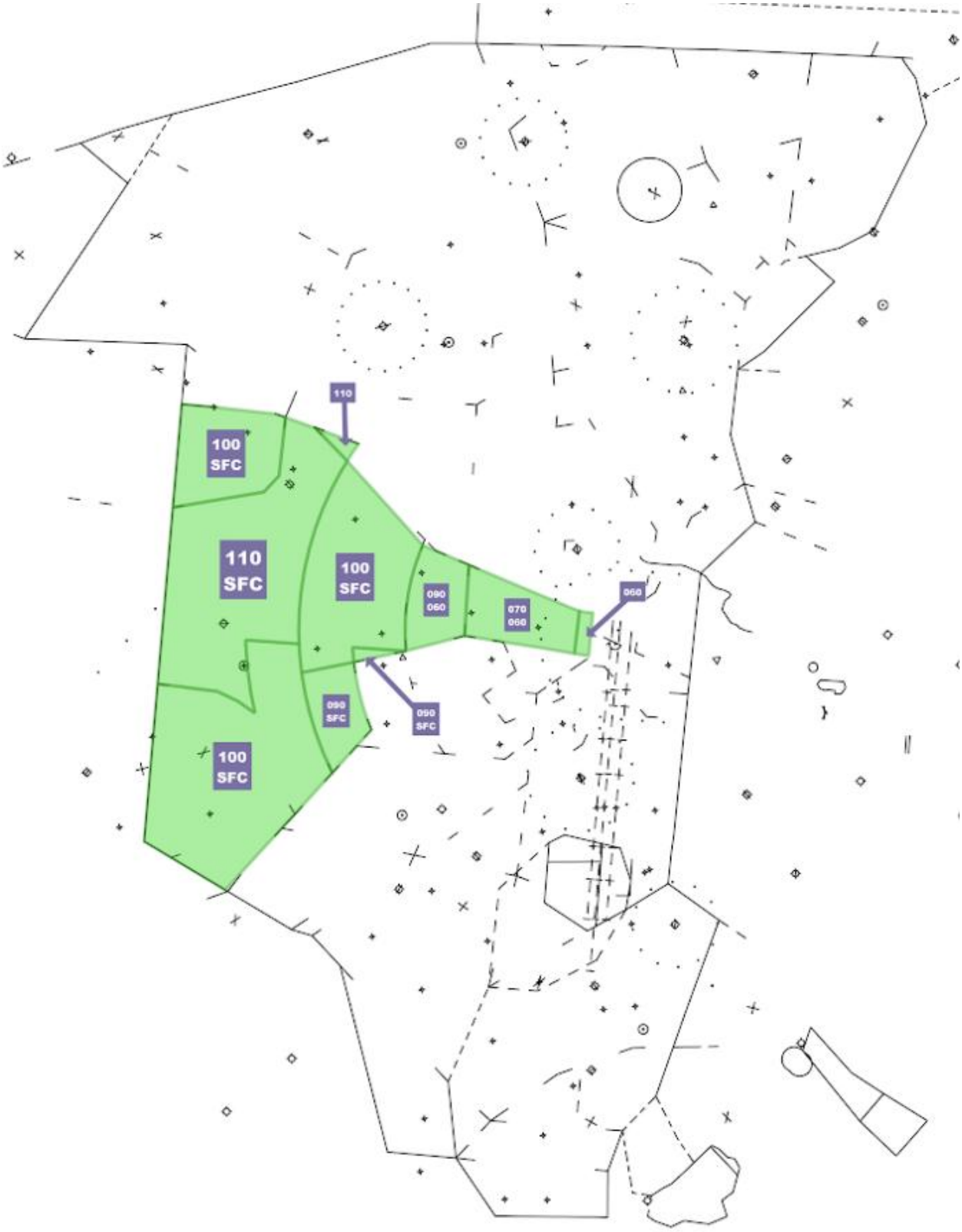
4–22–1. OVERVIEW

The STARS sector identification for MANNE is “3N” and the displayed position symbol for MANNE is “N.” The MANNE sector frequency is 120.45. MANNE combines to BARIN.

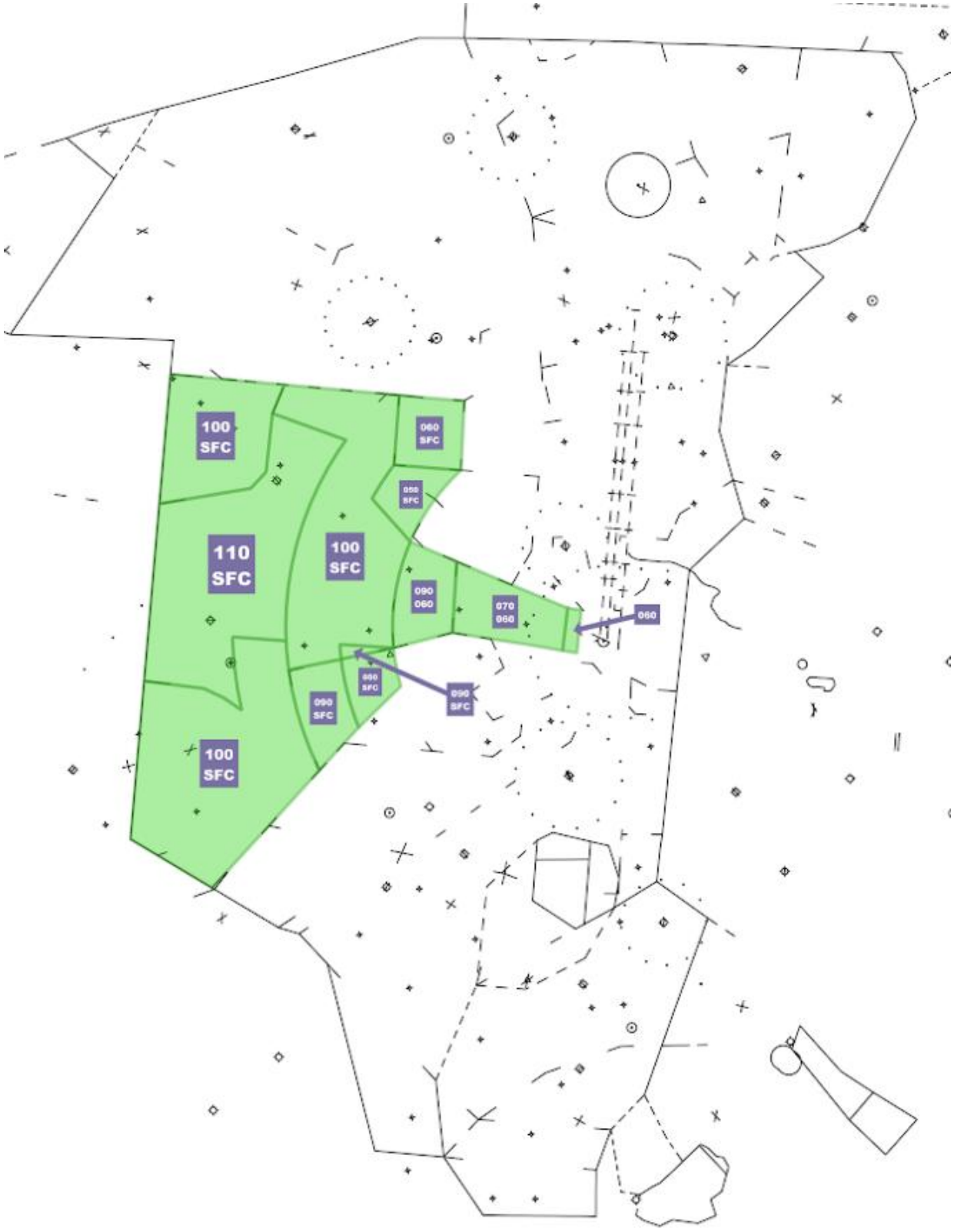
4–22–2. NARRATIVE

MANNE is the primary feeder (west feeder) for GIBBZ# and DOCCS# streams. MANNE must ensure the requires in-trail spacing is achieved prior to handoff to the final controller.

4–22–3. AIRSPACE (NORTH)



4–22–4. AIRSPACE (SOUTH)



4–22–5. PROCEDURES

TBL 4-22-5a
To MANNE From

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (05)	Jets	MGW GIBBZ#	Descend via	Join by MOSLE.
ZDC (37)	Jets	JARLO/SITTR GIBBZ#	Descend via	Join by KILMR
BARIN	All	TRSTN#	60,80,100	On STAR/route.
ASPER	Prop	West departures	60,80	On course.

TBL 4-22-5b
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.
ASPER	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.

4–22–6. TOWERED AIRPORTS

Reserved.

4–22–7. NON-TOWERED AIRPORTS

Reserved.

Section 23. MULRR – 3M (SHD)

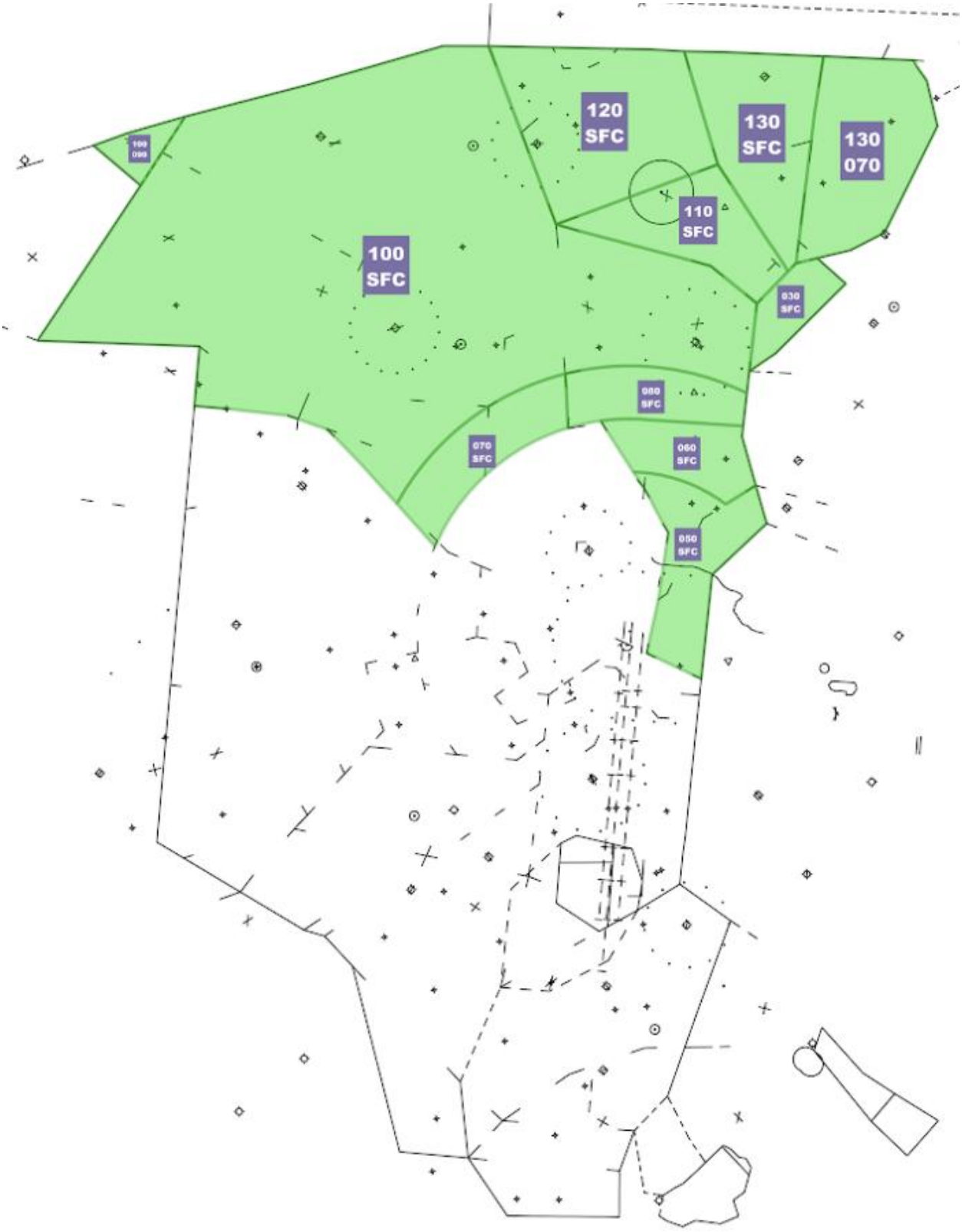
4–23–1. OVERVIEW

The STARS sector identification for MULRR is “3M” and the displayed position symbol for MULRR is “M.” The MULRR sector frequency is 126.1. MULRR is the primary sector for the SHD Area and all SHD sectors combine to MULRR when the area is worked combined.

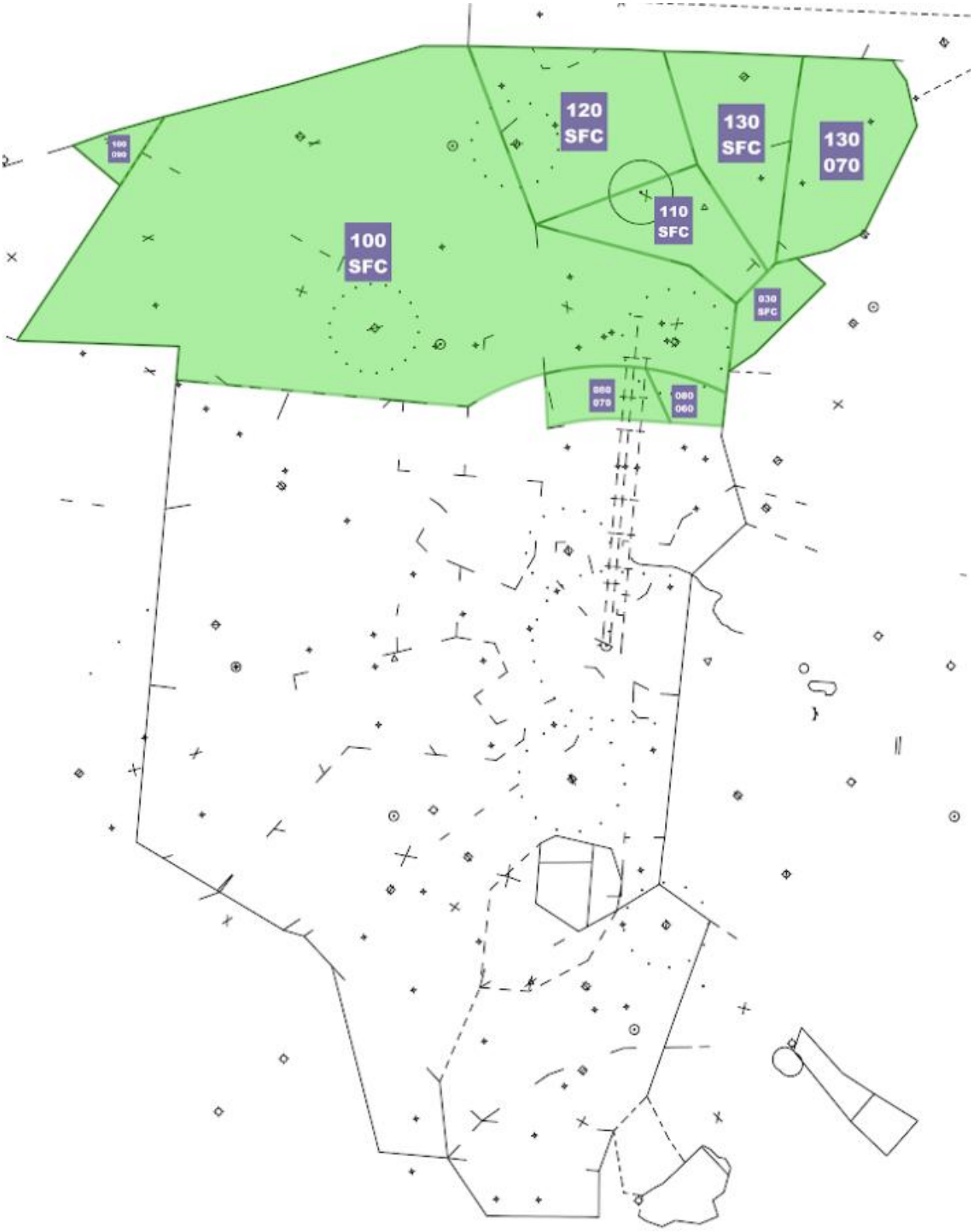
4–23–2. NARRATIVE

MULRR serves as the primary feeder sector for aircraft coming from ZNY, managing the arrival streams from the DELRO#, HYPER#, PRTZL#, SELINSGROVE#, and WAYNZ# STARs. In north operations, MULRR will generally assign RWY 1R for IAD to ensure aircraft remain on the east downwind. MULRR must provide the final controller with a sequenced stream from the multiple arrival feeds from ZNY.

4–23–3. AIRSPACE (NORTH)



4–23–4. AIRSPACE (SOUTH)



4–23–5. PROCEDURES

TBL 4-23-5a
To MULRR From

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (05)	Prop	CHP arrivals via EMI#	110	Must descend to 100 to remain within airspace.
ZNY (South)	Jet	WAYNZ# / PRIVO#	120	@DAFIX
		HYPER# / DELRO#	140	@LIRCH
	Prop	SEG# / PRTZL#	90	
		DELRO#	120	
CHP-WOOLY	All	V143 MRV	80	
CHP-WOOLY	All	V44 MRB	60,80	
MANNE	All	TRSTN#	50,70,90	

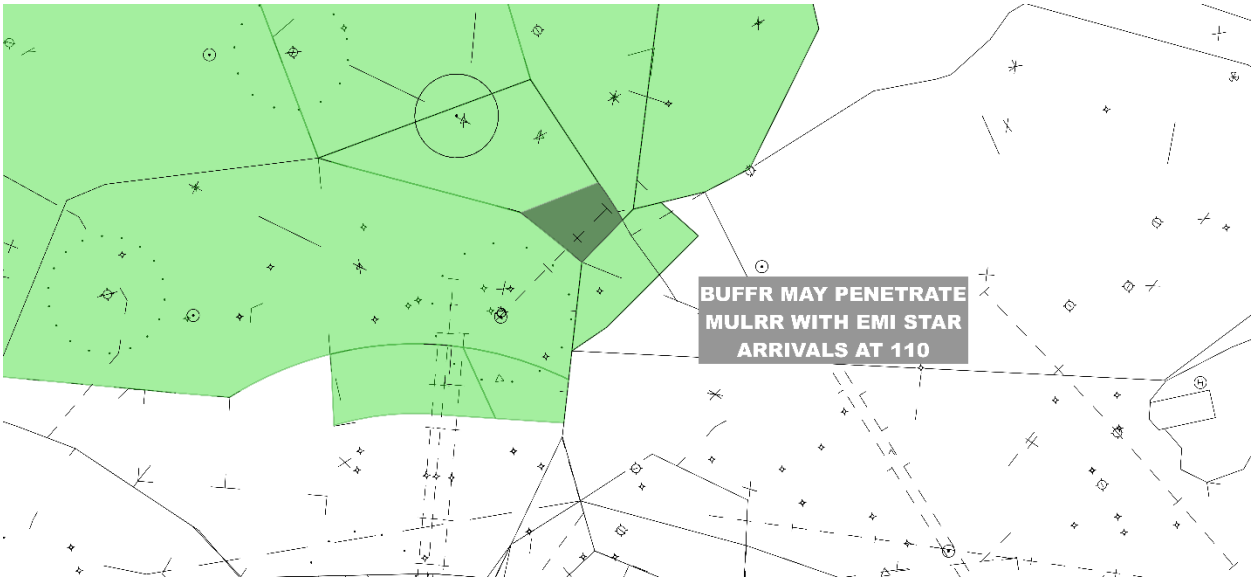
TBL 4-23-5b
From MULRR To

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.

4–23–6. PREARRANGED COORDINATION PROCEDURES

BUFFR (1H/CHP)► may penetrate MULRR airspace with aircraft established on the Westminster (EMI) STAR at 110.

FIG 4-23-6
BUFFR penetrates MULRR



4–23–7. TOWERED AIRPORTS

Reserved.

4–23–8. NON-TOWERED AIRPORTS

Reserved.

Chapter 5. Inter-Facility Procedures

Section 1. Dover RAPCON and CHP Area

5–1–1. AIRCRAFT LANDING RJD

Aircraft landing RJD must be coordinated between CHP and DOV to determine which facility will work the aircraft's approach and protect for any required missed approach procedure.

Section 2. Johnstown RAPCON and SHD Area

5–2–1. TRAFFIC VIA JST

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

5–2–2. TRAFFIC VIA CBE

JST has control for turns and descent upon contact via CBE.

Section 3. New York ARTCC and CHP Area

5–3–1. ENTRAIL SEPARATION

The minimum separation of aircraft from ZNY to CHP along the same route is 10nm and/or increasing unless coordinated.

5–3–2. TRAFFIC VIA BAL

ZNY may clear aircraft routed via BAL (except TRISH# arrivals) direct BAL without coordination.

5–3–3. CONTROL FOR TURNS

CHP has control for turns 30 degrees left and right of course for BWI arrivals via TRISH-STAR.

REFERENCE –
ZNY/ZDC Letter of Agreement, Attachment 1, Arrivals/Overflights (ZNY to ZDC) Table.

Section 4. New York ARTCC and SHD Area

5–4–1. ENTRAIL SEPARATION

The minimum separation of aircraft from ZNY to SHD along the same route is 10nm and/or increasing unless coordinated.

5–4–2. TRAFFIC VIA LIRCH

a. SHD has control for turns 45 degrees right of course (turbojet only).

b. SHD has control for descent at LIRCH.

5–4–3. TRAFFIC VIA DAFIX

a. SHD Has control for turns 30 degrees left and right of course and descent to 10000.

b. Departures from MTV are not included and SHD must request control if needed.

5–4–4. TRAFFIC VIA PRTZL

SHD has control for turns 30 degrees left and right of course at PRTZL.

Section 5. Norfolk ATCT/TRACON and JRV Area

5–5–1. FYJ DEPARTURES

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.

5–5–2. MFR DEPARTURES

PCT and ORF shall coordinate prior to releasing a departure from MFV.

5–5–3. TGI ARRIVALS

PCT and ORF shall coordinate prior to clearing an aircraft for an instrument approach to TGI.

5–5–4. AIRCRAFT ROUTING FROM ORF TO JRV

TBL 5-5-1
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	

5–5–5. AIRCRAFT ROUTING FROM JRV TO ORF

TBL 5-5-2
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	

Section 6. Roanoke ATCT/TRACON and JRV Area

5–6–1. ARRIVALS TO IAD, HEF, CJR, HWY, JYO

ROA may clear aircraft landing IAD, HEF, CJR, HWY, and JYO via CSN direct.

5–6–2. ARRIVALS TO FDK, DMW, GAI

ROA shall clear aircraft landing FDK, DMW, and GAI via MRB V166 EMI direct.

5–6–3. ARRIVALS TO ALL JRV AIRPORTS

ROA may clear aircraft landing at JRV airports direct destination.

5–6–4. ARRIVALS TO BWI AND CHP SATELLITE AIRPORTS

ROA shall clear aircraft landing at BWI and CHP satellite airports via TAPPA PXT V93 GRACO.

5–6–5. ARRIVALS TO ROA AND ROA SATELLITE AIRPORTS

JRV may clear aircraft landing at ROA and ROA satellite airports via direct.

Section 7. Potomac TRACON and New York ARTCC

5–7–1. WASHINGTON ARTCC CLOSED PROCEDURES

When ZDC is closed, ZNY may handoff directly to any PCT position that would otherwise have received a handoff from ZDC or other PCT area. Aircraft may be given descend via clearance or 10,000 as appropriate. PCT may handoff departures departing the PCT terminal area to the north or east to ZNY and will assign the appropriate top altitude. ZNY shall have control for turn and climb.

REFERENCE –
ZNY/ZDC Letter of Agreement, para 8b.

Chapter 6. Quick Reference Guide

Section 1. QRG Directory

Departure Scratchpads	Arrival Scratchpads	Departure Flow Aids	Arrival Flow Aids	Prearranged Coordination	Area Procedures
CHP by Scratchpad	Approach Type Prefix	CHP – East	CHP – East	ASPER w/ IADFW	CHP Departures
CHP by Procedure	Primary Runway ID	CHP – West	CHP – West	BUFFR w/ MULRR	CHP Arrivals
JRV by Scratchpad		JRV – North	JRV – North	DCAFR w/ KRANT	JRV Departures
JRV by Procedure		JRV – South	JRV – South	KRANT w/ BUFFR	JRV Arrivals
MTV by Scratchpad		MTV – North	MTV – North	KRANT w/ WOOLY	MTV Departures
MTV by Procedure		MTV – South	MTV – South	KRANT w/ TYSON	MTV Arrivals
SHD by Scratchpad		SHD – North	SHD – North	KRANT w/ OJAAY	SHD Departures
SHD by Procedure		SHD - South	SHD – South	TYSON w/ LURAY	SHD Arrivals
All Codes by Scratchpad		Departure Gates (PCT)		TYSON w/ KRANT	
All Codes by Procedure				TYSON w/ OJAAY	
				TYSON w/ DCAFR	

Section 2. Departure Scratch Pads

6–2–1. CHP – BY SCRATCHPAD

Scratch Pad	Procedure/Route	Exit Gate	Scratch Pad 2	Notes
AGA	DUKPN# AJGON	AGARD		
AGA	DUKPN# DONIL	AGARD		
AGA	DUKPN# RADAM	AGARD		
AGA	DUKPN# SPEAK	AGARD		
CLH	FIXET# FLASK	CLTCH		
CLH	FIXET# MAULS	CLTCH		
CLH	TERPZ# CLTCH	CLTCH		
CLH	TERPZ# FLASK	CLTCH		
CLH	TERPZ# MAULS	CLTCH		
COL	CONLE#	COLIN		
JDB	FIXET# MELTN	JDUBB		
JDB	FIXET# RRSIN	JDUBB		
JDB	TERPZ# MELTN	JDUBB		
JDB	TERPZ# RRSIN	JDUBB		
JER	LINSE# JERES	JERES		[DCA/IAD Shared]
JER	LINSE# JERES	JERES		
MCR	LINSE# MCRAY	MCRAY		
MCR	LINSE# MCRAY	MCRAY		
OTO	FIXET# OTTTO	OTTTO	FIX	Y+ FIXET# SID
OTO	FOXHL# OTTTO	OTTTO	FOX	Y+ FOXHL# SID
RAM	FIXET# RAMAY	RAMAY	FIX	Y+ FIXET# SID
RAM	FOXHL# RAMAY	RAMAY	FOX	Y+ FOXHL# SID
SCR	FIXET# GLANC	SCRAM		
SCR	TERPZ# GLANC	SCRAM		
SWN	DUKPN# BROSS	SWANN		
SWN	DUKPN# BYEDN	SWANN		
SWN	DUKPN# SWANN	SWANN		

6–2–2. CHP – BY PROCEDURE

Scratch Pad	Procedure/Route	Exit Gate	Scratch Pad 2	Notes
COL	CONLE#	COLIN		
AGA	DUKPN# AJGON	AGARD		
SWN	DUKPN# BROSS	SWANN		
SWN	DUKPN# BYEDN	SWANN		
AGA	DUKPN# DONIL	AGARD		

AGA	DUKPN# RADAM	AGARD		
AGA	DUKPN# SPEAK	AGARD		
SWN	DUKPN# SWANN	SWANN		
CLH	FIXET# FLASK	CLTCH		
SCR	FIXET# GLANC	SCRAM		
CLH	FIXET# MAULS	CLTCH		
JDB	FIXET# MELTN	JDUBB		
OTO	FIXET# OTTTO	OTTTO	FIX	Y+ FIXET# SID
RAM	FIXET# RAMAY	RAMAY	FIX	Y+ FIXET# SID
JDB	FIXET# RRSIN	JDUBB		
OTO	FOXHL# OTTTO	OTTTO	FOX	Y+ FOXHL# SID
RAM	FOXHL# RAMAY	RAMAY	FOX	Y+ FOXHL# SID
JER	LINSE# JERES	JERES		[DCA/IAD Shared]
JER	LINSE# JERES	JERES		
MCR	LINSE# MCRAY	MCRAY		
MCR	LINSE# MCRAY	MCRAY		
CLH	TERPZ# CLTCH	CLTCH		
CLH	TERPZ# FLASK	CLTCH		
SCR	TERPZ# GLANC	SCRAM		
CLH	TERPZ# MAULS	CLTCH		
JDB	TERPZ# MELTN	JDUBB		
JDB	TERPZ# RRSIN	JDUBB		

6–2–3. JRV – BY SCRATCHPAD

Scratch Pad	Procedure/Route	Exit Gate	Scratch Pad 2	Notes
COL	COLIN#	COLIN		
LCY	LUCYL#	LUCYL		
RDE	KALLI#	READE		
RDE	READE#	READE		

6–2–4. JRV – BY PROCEDURE

Scratch Pad	Procedure/Route	Exit Gate	Scratch Pad 2	Notes
COL	COLIN#	COLIN		
RDE	KALLI#	READE		
LCY	LUCYL#	LUCYL		
RDE	READE#	READE		

6–2–5. MTV – BY SCRATCHPAD

Scratch Pad	Procedure/Route	Exit Gate	Scratch Pad 2	Notes
BFR	HORTO# BUFFR	BUFFR		
CLH	CLTCH# CLTCH	CLTCH		[DCA/IAD Shared]
CLH	CLTCH# FLASK	CLTCH		[DCA/IAD Shared]
CLH	CLTCH# MAULS	CLTCH		[DCA/IAD Shared]
CLH	JEFSN# FLASK	CLTCH		
CLH	JEFSN# MAULS	CLTCH		
COL	AMEEE# AMEEE	COLIN		
COL	AMEEE# COLIN	COLIN		
COL	AMEEE# SCOOB	COLIN		
DCR	DOCTR# AGARD	DOCTR		
DCR	DOCTR# DOCTR	DOCTR		
DCR	DOCTR# DQO	DOCTR		
JDB	JDUBB# JDUBB	JDUBB		
JDB	JDUBB# MELTN	JDUBB		[DCA/IAD Shared]
JDB	JDUBB# RRSIN	JDUBB		[DCA/IAD Shared]
JDB	JEFSN# MELTN	JDUBB		
JDB	JEFSN# RRSIN	JDUBB		
JER	HORTO# JERES	JERES		
JER	LINCN# JERES	JERES		
MCR	LINCN# MCRAY	MCRAY		
OTO	LINCN# OTTTO	OTTTO		
OTO	REBLL# OTTTO	OTTTO		
OTO	REBLL# REBLL	OTTTO		
RAM	LINCN# RAMAY	RAMAY		
RAM	WYNGS# RAMAY	RAMAY		
RAM	WYNGS# WYNGS	RAMAY		
SCR	JEFSN# GLANC	SCRAM		
SCR	SCRAM# GLANC	SCRAM		[DCA/IAD Shared]
SCR	SCRAM# SCRAM	SCRAM		[DCA/IAD Shared]
SWN	SOOKI# SOOKI	SWANN		
SWN	SOOKI# SWANN	SWANN		

6–2–6. MTV – BY PROCEDURE

Scratch Pad	Procedure/Route	Exit Gate	Scratch Pad 2	Notes
COL	AMEEE# AMEEE	COLIN		
COL	AMEEE# COLIN	COLIN		
COL	AMEEE# SCOOB	COLIN		

CLH	CLTCH# CLTCH	CLTCH		[DCA/IAD Shared]
CLH	CLTCH# FLASK	CLTCH		[DCA/IAD Shared]
CLH	CLTCH# MAULS	CLTCH		[DCA/IAD Shared]
DCR	DOCTR# AGARD	DOCTR		
DCR	DOCTR# DOCTR	DOCTR		
DCR	DOCTR# DQO	DOCTR		
BFR	HORTO# BUFFR	BUFFR		
JER	HORTO# JERES	JERES		
JDB	JDUBB# JDUBB	JDUBB		
JDB	JDUBB# MELTN	JDUBB		[DCA/IAD Shared]
JDB	JDUBB# RRSIN	JDUBB		[DCA/IAD Shared]
CLH	JEFSN# FLASK	CLTCH		
SCR	JEFSN# GLANC	SCRAM		
CLH	JEFSN# MAULS	CLTCH		
JDB	JEFSN# MELTN	JDUBB		
JDB	JEFSN# RRSIN	JDUBB		
JER	LINCN# JERES	JERES		
MCR	LINCN# MCRAY	MCRAY		
OTO	LINCN# OTTTO	OTTTO		
RAM	LINCN# RAMAY	RAMAY		
OTO	REBLL# OTTTO	OTTTO		
OTO	REBLL# REBLL	OTTTO		
SCR	SCRAM# GLANC	SCRAM		[DCA/IAD Shared]
SCR	SCRAM# SCRAM	SCRAM		[DCA/IAD Shared]
SWN	SOOKI# SOOKI	SWANN		
SWN	SOOKI# SWANN	SWANN		
RAM	WYNGS# RAMAY	RAMAY		
RAM	WYNGS# WYNGS	RAMAY		

6–2–7. SHD – BY SCRATCHPAD

Scratch Pad	Procedure/Route	Exit Gate	Scratch Pad 2	Notes
AGA	JCOBY# AGARD	AGARD	JCO	
AGA	WOOLY# AGARD	AGARD	WOL	
CLH	CLTCH# CLTCH	CLTCH		[DCA/IAD Shared]
CLH	CLTCH# FLASK	CLTCH		[DCA/IAD Shared]
CLH	CLTCH# MAULS	CLTCH		[DCA/IAD Shared]
CLH	GABBE# FLASK	CLTCH		
CLH	GABBE# MAULS	CLTCH		
COL	JCOBY# COLIN	COLIN	JCO	
COL	JCOBY# SCOOB	COLIN		
CSN	ARSNL# CSN	CSN		CSN
GVE	ARSNL# GVE	GVE		GVE
JDB	GABBE# MELTN	JDUBB		[DCA/IAD Shared]
JDB	GABBE# RRSIN	JDUBB		
JDB	JDUBB# JDUBB	JDUBB		
JDB	JDUBB# MELTN	JDUBB		[DCA/IAD Shared]
JDB	JDUBB# RRSIN	JDUBB		[DCA/IAD Shared]
JER	HIICH# JERES	JERES		
JER	JERES# JERES	JERES		
JER	LINSE# JERES	JERES		
MCR	HIICH# MCRAY	MCRAY		
MCR	LINSE# MCRAY	MCRAY		
MCR	MCRAY# MCRAY	MCRAY		
MRB	ARSNL# MRB	MRB		Y+ will be blank
MRB	ARSNL# WOOLY	MRB	WOL	Y+ will indicate WOL
OTO	HIICH# OTTTO	OTTTO		
OTO	RNLDI# OTTTO	OTTTO		
OTO	RNLDI# RNLDI	OTTTO		
POT	PTOMC#	PTOMC		Verify Route
RAM	BUNZZ# RAMAY	RAMAY		
RAM	HIICH# RAMAY	RAMAY		
SCR	GABBE# GLANC	SCRAM		
SCR	SCRAM# GLANC	SCRAM		[DCA/IAD Shared]
SCR	SCRAM# SCRAM	SCRAM		[DCA/IAD Shared]
SWN	JCOBY# SWANN	SWANN		
SWN	WOOLY# SWANN	SWANN	WOL	
WIT	ARSNL# MOL	WITTO		
WIT	ARSNL# WITTO	WITTO		
WOL	HIICH# WOOLY	WOOLY		

WOL	WOOLY# BAL	WOOLY		

6–2–8. SHD – BY PROCEDURE

Scratch Pad	Procedure/Route	Exit Gate	Scratch Pad 2	Notes
CSN	ARSNL# CSN	CSN		CSN
GVE	ARSNL# GVE	GVE		GVE
WIT	ARSNL# MOL	WITTO		
MRB	ARSNL# MRB	MRB		Y+ will be blank
WIT	ARSNL# WITTO	WITTO		
MRB	ARSNL# WOOLY	MRB	WOL	Y+ will indicate WOL
RAM	BUNZZ# RAMAY	RAMAY		
CLH	CLTCH# CLTCH	CLTCH		[DCA/IAD Shared]
CLH	CLTCH# FLASK	CLTCH		[DCA/IAD Shared]
CLH	CLTCH# MAULS	CLTCH		[DCA/IAD Shared]
CLH	GABBE# FLASK	CLTCH		
SCR	GABBE# GLANC	SCRAM		
CLH	GABBE# MAULS	CLTCH		
JDB	GABBE# MELTN	JDUBB		[DCA/IAD Shared]
JDB	GABBE# RRSIN	JDUBB		
JER	HIICH# JERES	JERES		
MCR	HIICH# MCRAY	MCRAY		
OTO	HIICH# OTTTO	OTTTO		
RAM	HIICH# RAMAY	RAMAY		
WOL	HIICH# WOOLY	WOOLY		
AGA	JCOBY# AGARD	AGARD	JCO	
COL	JCOBY# COLIN	COLIN	JCO	
COL	JCOBY# SCOOB	COLIN		
SWN	JCOBY# SWANN	SWANN		
JDB	JDUBB# JDUBB	JDUBB		
JDB	JDUBB# MELTN	JDUBB		[DCA/IAD Shared]
JDB	JDUBB# RRSIN	JDUBB		[DCA/IAD Shared]
JER	JERES# JERES	JERES		
JER	LINSE# JERES	JERES		
MCR	LINSE# MCRAY	MCRAY		
MCR	MCRAY# MCRAY	MCRAY		
POT	PTOMC#	PTOMC		Verify Route
OTO	RNLDI# OTTTO	OTTTO		
OTO	RNLDI# RNLDI	OTTTO		
SCR	SCRAM# GLANC	SCRAM		[DCA/IAD Shared]
SCR	SCRAM# SCRAM	SCRAM		[DCA/IAD Shared]

CHESAPEAKE			JAMES RIVER			MOUNT VERNON			SHANANDOAH			SP ALPHA
SP	SID	STAR	SP	SID	STAR	SP	SID	STAR	SP	SID	STAR	ARRIVAL SP

AGA	WOOLY# AGARD	AGARD	WOL	
WOL	WOOLY# BAL	WOOLY		
SWN	WOOLY# SWANN	SWANN	WOL	

6–2–9. MASTER LISTING – BY SCRATCHPAD

Scratch Pad	Airport	Procedure/Route	Exit Gate	Scratch Pad 2	Notes
AGA	BWI	DUKPN# AJGON	AGARD		
AGA	BWI	DUKPN# DONIL	AGARD		
AGA	BWI	DUKPN# RADAM	AGARD		
AGA	BWI	DUKPN# SPEAK	AGARD		
AGA	IAD	JCOBY# AGARD	AGARD	JCO	
AGA	IAD	WOOLY# AGARD	AGARD	WOL	
BFR	DCA	HORTO# BUFFR	BUFFR		
CLH	DCA	CLTCH# CLTCH	CLTCH		[DCA/IAD Shared]
CLH	IAD	CLTCH# CLTCH	CLTCH		[DCA/IAD Shared]
CLH	IAD	CLTCH# FLASK	CLTCH		[DCA/IAD Shared]
CLH	DCA	CLTCH# FLASK	CLTCH		[DCA/IAD Shared]
CLH	DCA	CLTCH# MAULS	CLTCH		[DCA/IAD Shared]
CLH	IAD	CLTCH# MAULS	CLTCH		[DCA/IAD Shared]
CLH	BWI	FIXET# FLASK	CLTCH		
CLH	BWI	FIXET# MAULS	CLTCH		
CLH	HEF	GABBE# FLASK	CLTCH		
CLH	HEF	GABBE# MAULS	CLTCH		
CLH	ADW	JEFSN# FLASK	CLTCH		
CLH	ADW	JEFSN# MAULS	CLTCH		
CLH	BWI	TERPZ# CLTCH	CLTCH		
CLH	BWI	TERPZ# FLASK	CLTCH		
CLH	BWI	TERPZ# MAULS	CLTCH		
COL	DCA	AMEEE# AMEEE	COLIN		
COL	DCA	AMEEE# COLIN	COLIN		
COL	DCA	AMEEE# SCOOB	COLIN		
COL	RIC	COLIN#	COLIN		
COL	BWI	CONLE#	COLIN		
COL	IAD	JCOBY# COLIN	COLIN	JCO	
COL	IAD	JCOBY# SCOOB	COLIN		
CSN	HEF	ARSNL# CSN	CSN		CSN
DCR	DCA	DOCTR# AGARD	DOCTR		
DCR	DCA	DOCTR# DOCTR	DOCTR		
DCR	DCA	DOCTR# DQO	DOCTR		
GVE	HEF	ARSNL# GVE	GVE		GVE
JDB	BWI	FIXET# MELTN	JDUBB		
JDB	BWI	FIXET# RRSIN	JDUBB		
JDB	HEF	GABBE# MELTN	JDUBB		[DCA/IAD Shared]
JDB	HEF	GABBE# RRSIN	JDUBB		

JDB	DCA	JDUBB# JDUBB	JDUBB		
JDB	IAD	JDUBB# JDUBB	JDUBB		
JDB	DCA	JDUBB# MELTN	JDUBB		[DCA/IAD Shared]
JDB	IAD	JDUBB# MELTN	JDUBB		[DCA/IAD Shared]
JDB	DCA	JDUBB# RRSIN	JDUBB		[DCA/IAD Shared]
JDB	IAD	JDUBB# RRSIN	JDUBB		[DCA/IAD Shared]
JDB	ADW	JEFSN# MELTN	JDUBB		
JDB	ADW	JEFSN# RRSIN	JDUBB		
JDB	BWI	TERPZ# MELTN	JDUBB		
JDB	BWI	TERPZ# RRSIN	JDUBB		
JER	HEF	HIICH# JERES	JERES		
JER	DCA	HORTO# JERES	JERES		
JER	IAD	JERES# JERES	JERES		
JER	ADW	LINCN# JERES	JERES		
JER	BWI	LINSE# JERES	JERES		[DCA/IAD Shared]
JER	FDK	LINSE# JERES	JERES		
JER	MTN	LINSE# JERES	JERES		
LCY	RIC	LUCYL#	LUCYL		
MCR	HEF	HIICH# MCRAY	MCRAY		
MCR	ADW	LINCN# MCRAY	MCRAY		
MCR	BWI	LINSE# MCRAY	MCRAY		
MCR	FDK	LINSE# MCRAY	MCRAY		
MCR	MTN	LINSE# MCRAY	MCRAY		
MCR	IAD	MCRAY# MCRAY	MCRAY		
MRB	HEF	ARSNL# MRB	MRB		Y+ will be blank
MRB	HEF	ARSNL# WOOLY	MRB	WOL	Y+ will indicate WOL
OTO	BWI	FIXET# OTTTO	OTTTO	FIX	Y+ FIXET# SID
OTO	BWI	FOXHL# OTTTO	OTTTO	FOX	Y+ FOXHL# SID
OTO	HEF	HIICH# OTTTO	OTTTO		
OTO	ADW	LINCN# OTTTO	OTTTO		
OTO	DCA	REBLL# OTTTO	OTTTO		
OTO	DCA	REBLL# REBLL	OTTTO		
OTO	IAD	RNLDI# OTTTO	OTTTO		
OTO	IAD	RNLDI# RNLDI	OTTTO		
POT	JYO	PTOMC#	PTOMC		Verify Route
RAM	IAD	BUNZZ# RAMAY	RAMAY		
RAM	BWI	FIXET# RAMAY	RAMAY	FIX	Y+ FIXET# SID
RAM	BWI	FOXHL# RAMAY	RAMAY	FOX	Y+ FOXHL# SID
RAM	HEF	HIICH# RAMAY	RAMAY		
RAM	ADW	LINCN# RAMAY	RAMAY		

CHESAPEAKE			JAMES RIVER			MOUNT VERNON			SHANANDOAH			SP ALPHA
SP	SID	STAR	SP	SID	STAR	SP	SID	STAR	SP	SID	STAR	ARRIVAL SP

RAM	DCA	WYNGS# RAMAY	RAMAY		
RAM	DCA	WYNGS# WYNGS	RAMAY		
RDE	RIC	KALLI#	READE		
RDE	RIC	READE#	READE		
SCR	BWI	FIXET# GLANC	SCRAM		
SCR	HEF	GABBE# GLANC	SCRAM		
SCR	ADW	JEFSN# GLANC	SCRAM		
SCR	DCA	SCRAM# GLANC	SCRAM		[DCA/IAD Shared]
SCR	IAD	SCRAM# GLANC	SCRAM		[DCA/IAD Shared]
SCR	DCA	SCRAM# SCRAM	SCRAM		[DCA/IAD Shared]
SCR	IAD	SCRAM# SCRAM	SCRAM		[DCA/IAD Shared]
SCR	BWI	TERPZ# GLANC	SCRAM		
SWN	BWI	DUKPN# BROSS	SWANN		
SWN	BWI	DUKPN# BYEDN	SWANN		
SWN	BWI	DUKPN# SWANN	SWANN		
SWN	IAD	JCOBY# SWANN	SWANN		
SWN	DCA	SOOKI# SOOKI	SWANN		
SWN	DCA	SOOKI# SWANN	SWANN		
SWN	IAD	WOOLY# SWANN	SWANN	WOL	
WIT	HEF	ARSNL# MOL	WITTO		
WIT	HEF	ARSNL# WITTO	WITTO		
WOL	HEF	HIICH# WOOLY	WOOLY		
WOL	IAD	WOOLY# BAL	WOOLY		

6–2–11. MASTER LISTING – PROCEDURE SORT

Procedure/Route	Scratch Pad	Airport	Exit Gate	Scratch Pad 2	Notes
AMEEE# AMEEE	COL	DCA	COLIN		
AMEEE# COLIN	COL	DCA	COLIN		
AMEEE# SCOOB	COL	DCA	COLIN		
ARSNL# CSN	CSN	HEF	CSN		CSN
ARSNL# GVE	GVE	HEF	GVE		GVE
ARSNL# MOL	WIT	HEF	WITTO		
ARSNL# MRB	MRB	HEF	MRB		Y+ will be blank
ARSNL# WITTO	WIT	HEF	WITTO		
ARSNL# WOOLY	MRB	HEF	MRB	WOL	Y+ will indicate WOL
BUNZZ# RAMAY	RAM	IAD	RAMAY		
CLTCH# CLTCH	CLH	DCA	CLTCH		[DCA/IAD Shared]
CLTCH# CLTCH	CLH	IAD	CLTCH		[DCA/IAD Shared]
CLTCH# FLASK	CLH	IAD	CLTCH		[DCA/IAD Shared]
CLTCH# FLASK	CLH	DCA	CLTCH		[DCA/IAD Shared]
CLTCH# MAULS	CLH	DCA	CLTCH		[DCA/IAD Shared]
CLTCH# MAULS	CLH	IAD	CLTCH		[DCA/IAD Shared]
COLIN#	COL	RIC	COLIN		
CONLE#	COL	BWI	COLIN		
DOCTR# AGARD	DCR	DCA	DOCTR		
DOCTR# DOCTR	DCR	DCA	DOCTR		
DOCTR# DQO	DCR	DCA	DOCTR		
DUKPN# AJGON	AGA	BWI	AGARD		
DUKPN# BROSS	SWN	BWI	SWANN		
DUKPN# BYEDN	SWN	BWI	SWANN		
DUKPN# DONIL	AGA	BWI	AGARD		
DUKPN# RADAM	AGA	BWI	AGARD		
DUKPN# SPEAK	AGA	BWI	AGARD		
DUKPN# SWANN	SWN	BWI	SWANN		
FIXET# FLASK	CLH	BWI	CLTCH		
FIXET# GLANC	SCR	BWI	SCRAM		
FIXET# MAULS	CLH	BWI	CLTCH		
FIXET# MELTN	JDB	BWI	JDUBB		
FIXET# OTTTO	OTO	BWI	OTTTO	FIX	Y+ FIXET# SID
FIXET# RAMAY	RAM	BWI	RAMAY	FIX	Y+ FIXET# SID
FIXET# RRSIN	JDB	BWI	JDUBB		
FOXHL# OTTTO	OTO	BWI	OTTTO	FOX	Y+ FOXHL# SID
FOXHL# RAMAY	RAM	BWI	RAMAY	FOX	Y+ FOXHL# SID
GABBE# FLASK	CLH	HEF	CLTCH		

GABBE# GLANC	SCR	HEF	SCRAM		
GABBE# MAULS	CLH	HEF	CLTCH		
GABBE# MELTN	JDB	HEF	JDUBB		[DCA/IAD Shared]
GABBE# RRSIN	JDB	HEF	JDUBB		
HIICH# JERES	JER	HEF	JERES		
HIICH# MCRAY	MCR	HEF	MCRAY		
HIICH# OTTTO	OTO	HEF	OTTTO		
HIICH# RAMAY	RAM	HEF	RAMAY		
HIICH# WOOLY	WOL	HEF	WOOLY		
HORTO# BUFFR	BFR	DCA	BUFFR		
HORTO# JERES	JER	DCA	JERES		
JCOBY# AGARD	AGA	IAD	AGARD	JCO	
JCOBY# COLIN	COL	IAD	COLIN	JCO	
JCOBY# SCOOB	COL	IAD	COLIN		
JCOBY# SWANN	SWN	IAD	SWANN		
JDUBB# JDUBB	JDB	DCA	JDUBB		
JDUBB# JDUBB	JDB	IAD	JDUBB		
JDUBB# MELTN	JDB	DCA	JDUBB		[DCA/IAD Shared]
JDUBB# MELTN	JDB	IAD	JDUBB		[DCA/IAD Shared]
JDUBB# RRSIN	JDB	DCA	JDUBB		[DCA/IAD Shared]
JDUBB# RRSIN	JDB	IAD	JDUBB		[DCA/IAD Shared]
JEFSN# FLASK	CLH	ADW	CLTCH		
JEFSN# GLANC	SCR	ADW	SCRAM		
JEFSN# MAULS	CLH	ADW	CLTCH		
JEFSN# MELTN	JDB	ADW	JDUBB		
JEFSN# RRSIN	JDB	ADW	JDUBB		
JERES# JERES	JER	IAD	JERES		
KALLI#	RDE	RIC	READE		
LINCN# JERES	JER	ADW	JERES		
LINCN# MCRAY	MCR	ADW	MCRAY		
LINCN# OTTTO	OTO	ADW	OTTTO		
LINCN# RAMAY	RAM	ADW	RAMAY		
LINSE# JERES	JER	BWI	JERES		[DCA/IAD Shared]
LINSE# JERES	JER	FDK	JERES		
LINSE# JERES	JER	MTN	JERES		
LINSE# MCRAY	MCR	BWI	MCRAY		
LINSE# MCRAY	MCR	FDK	MCRAY		
LINSE# MCRAY	MCR	MTN	MCRAY		
LUCYL#	LCY	RIC	LUCYL		
MCRAY# MCRAY	MCR	IAD	MCRAY		

PTOMC#	POT	JYO	PTOMC		Verify Route
READE#	RDE	RIC	READE		
REBLL# OTTTO	OTO	DCA	OTTTO		
REBLL# REBLL	OTO	DCA	OTTTO		
RNLDI# OTTTO	OTO	IAD	OTTTO		
RNLDI# RNLDI	OTO	IAD	OTTTO		
SCRAM# GLANC	SCR	DCA	SCRAM		[DCA/IAD Shared]
SCRAM# GLANC	SCR	IAD	SCRAM		[DCA/IAD Shared]
SCRAM# SCRAM	SCR	DCA	SCRAM		[DCA/IAD Shared]
SCRAM# SCRAM	SCR	IAD	SCRAM		[DCA/IAD Shared]
SOOKI# SOOKI	SWN	DCA	SWANN		
SOOKI# SWANN	SWN	DCA	SWANN		
TERPZ# CLTCH	CLH	BWI	CLTCH		
TERPZ# FLASK	CLH	BWI	CLTCH		
TERPZ# GLANC	SCR	BWI	SCRAM		
TERPZ# MAULS	CLH	BWI	CLTCH		
TERPZ# MELTN	JDB	BWI	JDUBB		
TERPZ# RRSIN	JDB	BWI	JDUBB		
WOOLY# AGARD	AGA	IAD	AGARD	WOL	
WOOLY# BAL	WOL	IAD	WOOLY		
WOOLY# SWANN	SWN	IAD	SWANN	WOL	
WYNGS# RAMAY	RAM	DCA	RAMAY		
WYNGS# WYNGS	RAM	DCA	RAMAY		

Section 3. Arrival Scratch Pads

6–3–1. APPROACH TYPE PREFIX CODE

Approach Type	Prefix
ILS	I
RNAV X	X
RNAV Y	Y
RNAV Z	Z
RNAV (GPS)	G
VOR/TACAN	U
Localizer	L
Visual (airport in sight)	V
Visual (traffic in sight, entered after clearance given)	T
River Visual (CVFP) Runway 19	RIV (no runway entered)
Mount Vernon (CVFP) Runway 01	MTV (no runway entered)
LDA Y Runway 19 (DCA)	LDY (no runway entered)
LDA Z Runway 19 (DCA)	LDZ (no runway entered)
VFR arrival with runway assignment	F

6–3–2. PRIMARY AIRPORTS RUNWAY ID

Airport	Runway	ID
BWI	**10**	**10**
	15L	5L
	15R	5R
	28	28
	33L	**3L**
	33R	3R
DCA	**1**	**01**
	4	04
	15	15
	19	**19**
	22	22
	33	33
IAD	**1C**	**1C**
	1L	1L
	1R	**1R**
	12	12
	19C	**9C**
	19L	**9L**
	19R	9R
	30	30
RIC	2	02
	16	**16**
	20	20
	34	**34**

Example Scratchpad Entries

DCA River Visual Runway 19: `RIV`

BWI ILS Runway 33L: `I3L`

IAD Visual Approach Runway 1C: `V1C`. When cleared to follow traffic, `T1C`.

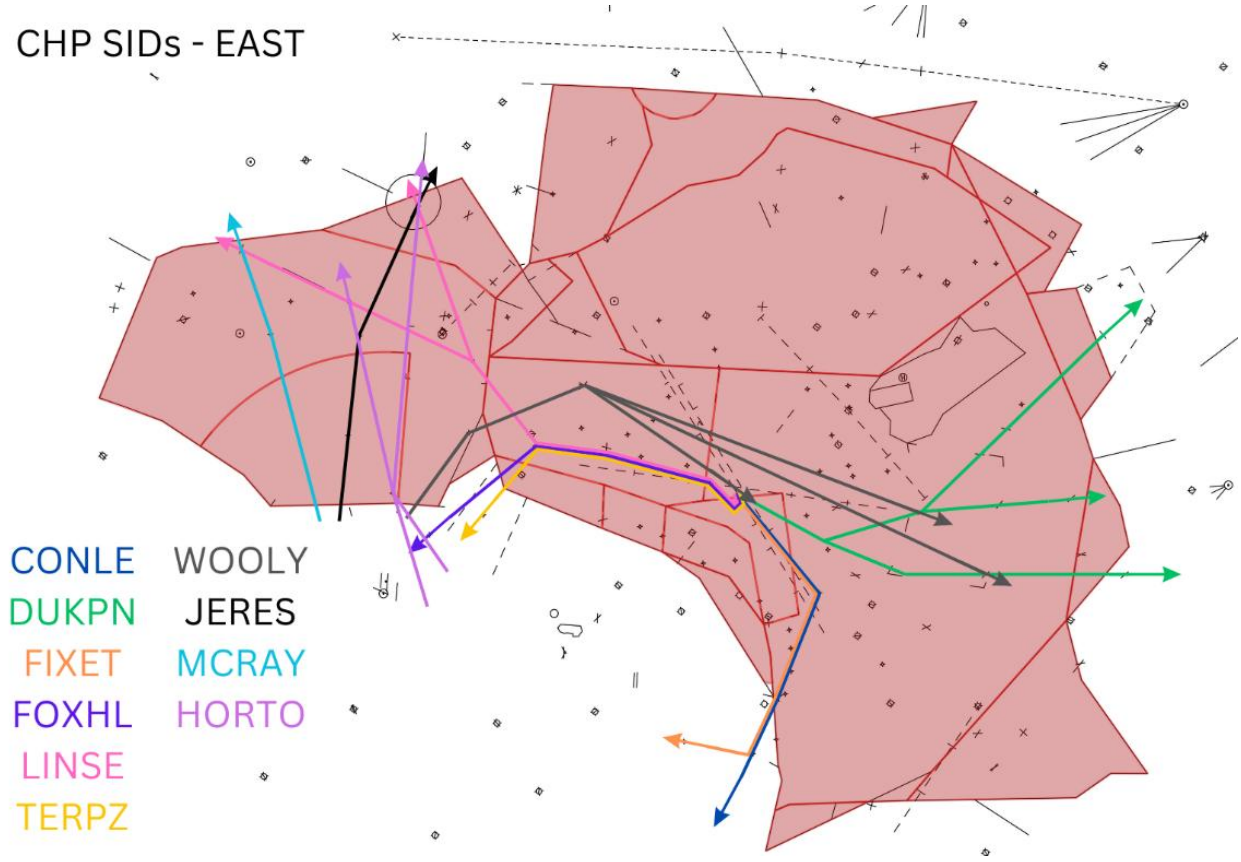
ADW ILS Runway 1L: Scratchpad 1 remains “ADW” and Scratchpad 2 entry “`I9L`” is made. (+I9L <slew>)

HEF RNAV (GPS) Runway 34L: Scratchpad 1 remains “HEF” and Scratchpad 2 entry “`G4L`” is made.

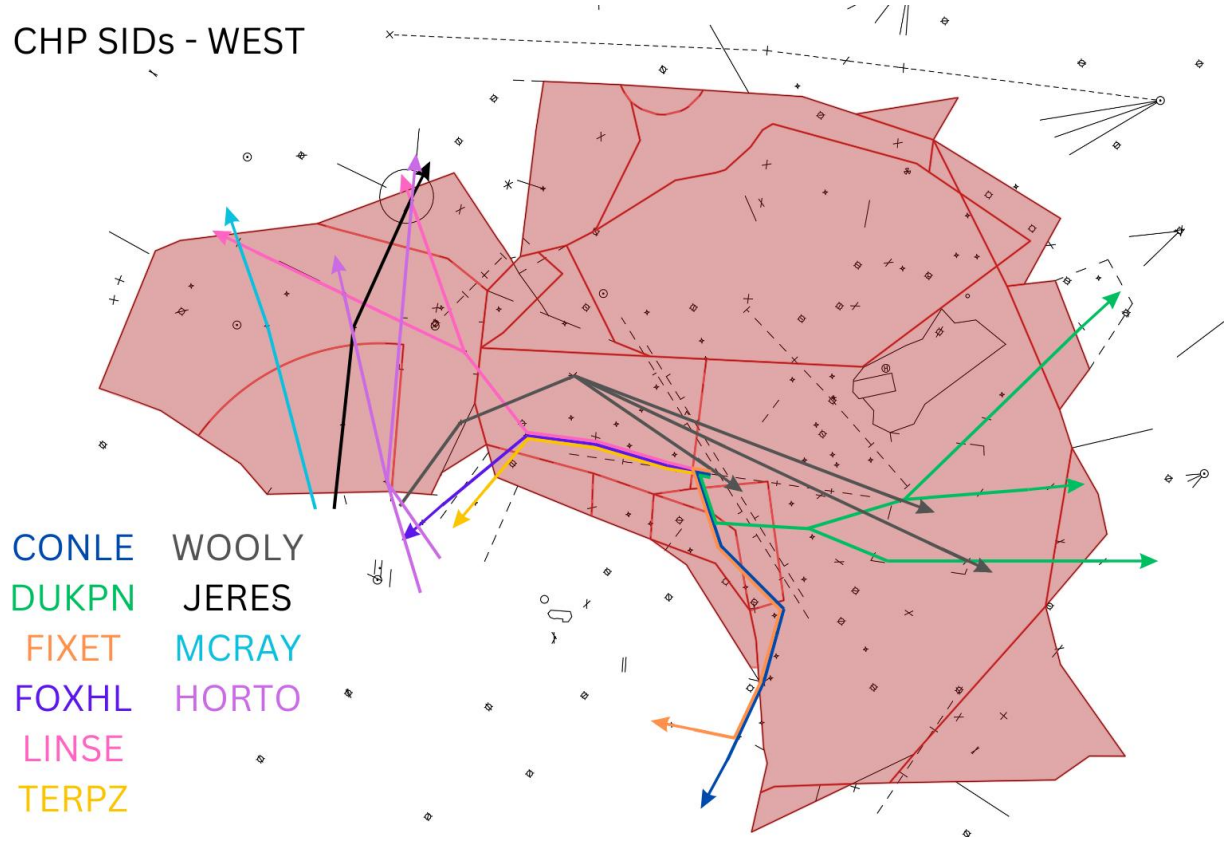
NOTE –
Bold indicates a primary arrival runway

Section 4. Departure Flow Aids

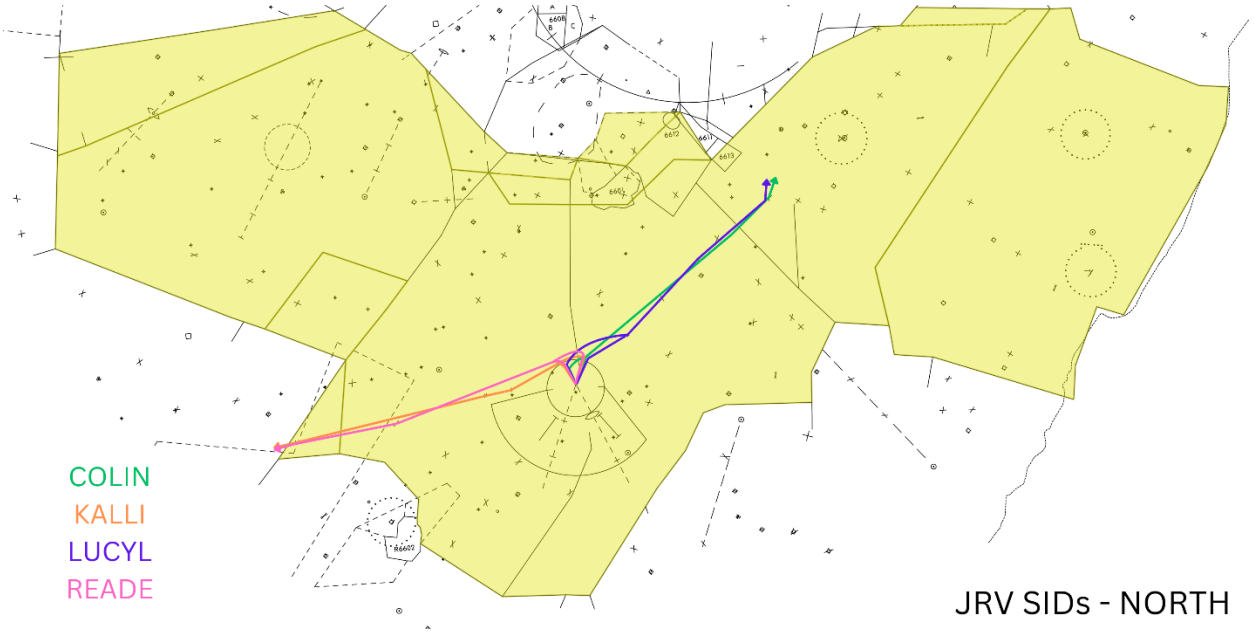
6–4–1. CHESAPEAKE AREA (CHP) DEPARTURES (EAST FLOW)



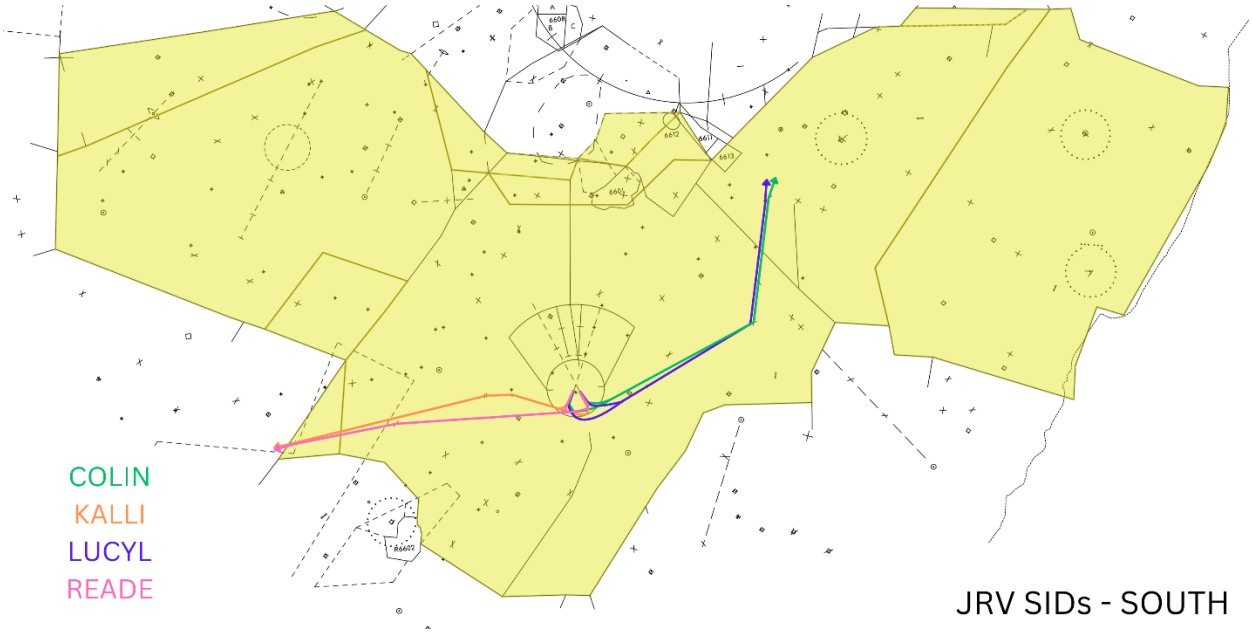
6–4–2. CHESAPEAKE AREA (CHP) DEPARTURES (WEST FLOW)



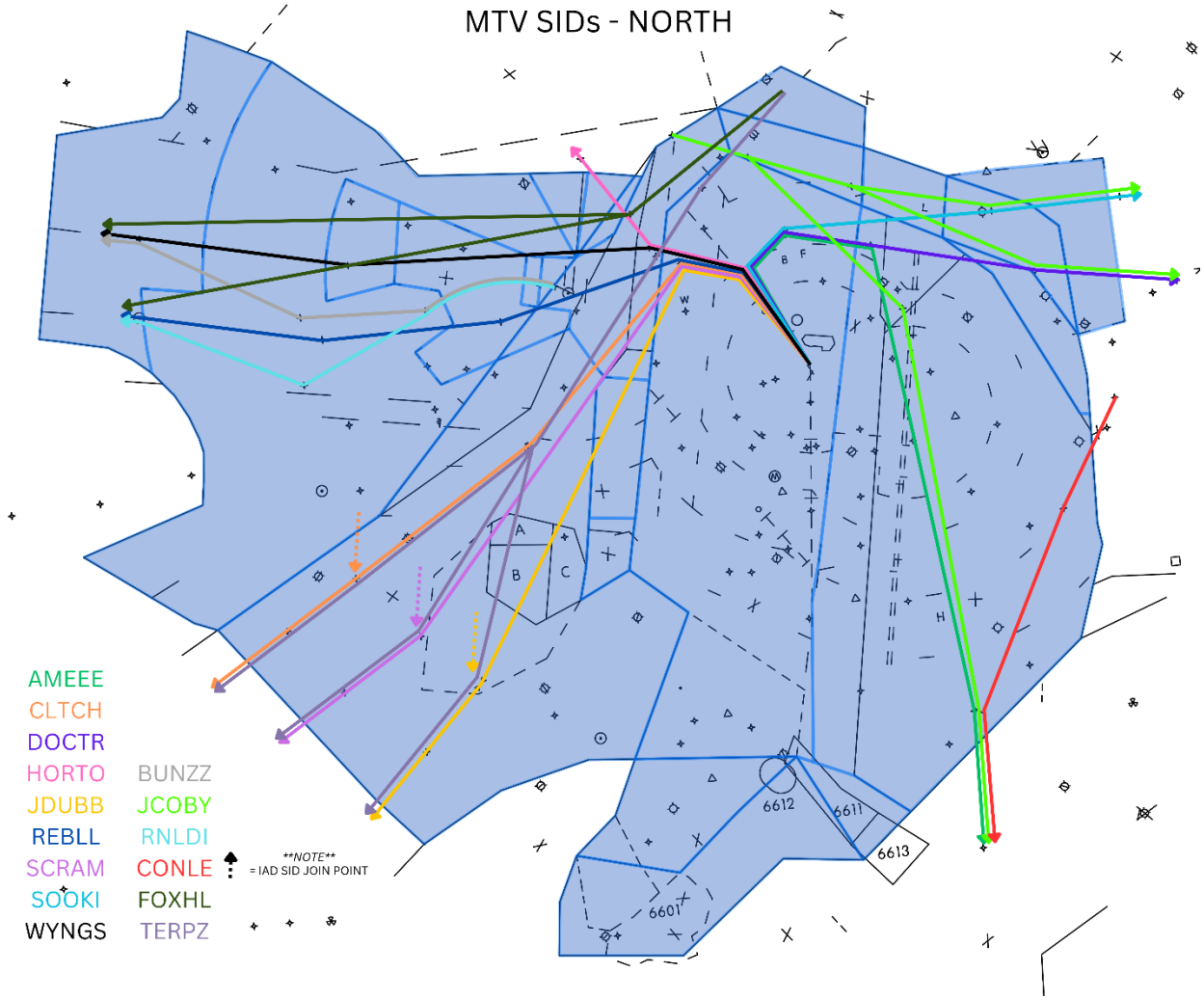
6–4–4. JAMES RIVER AREA (JRV) DEPARTURES (NORTH FLOW)



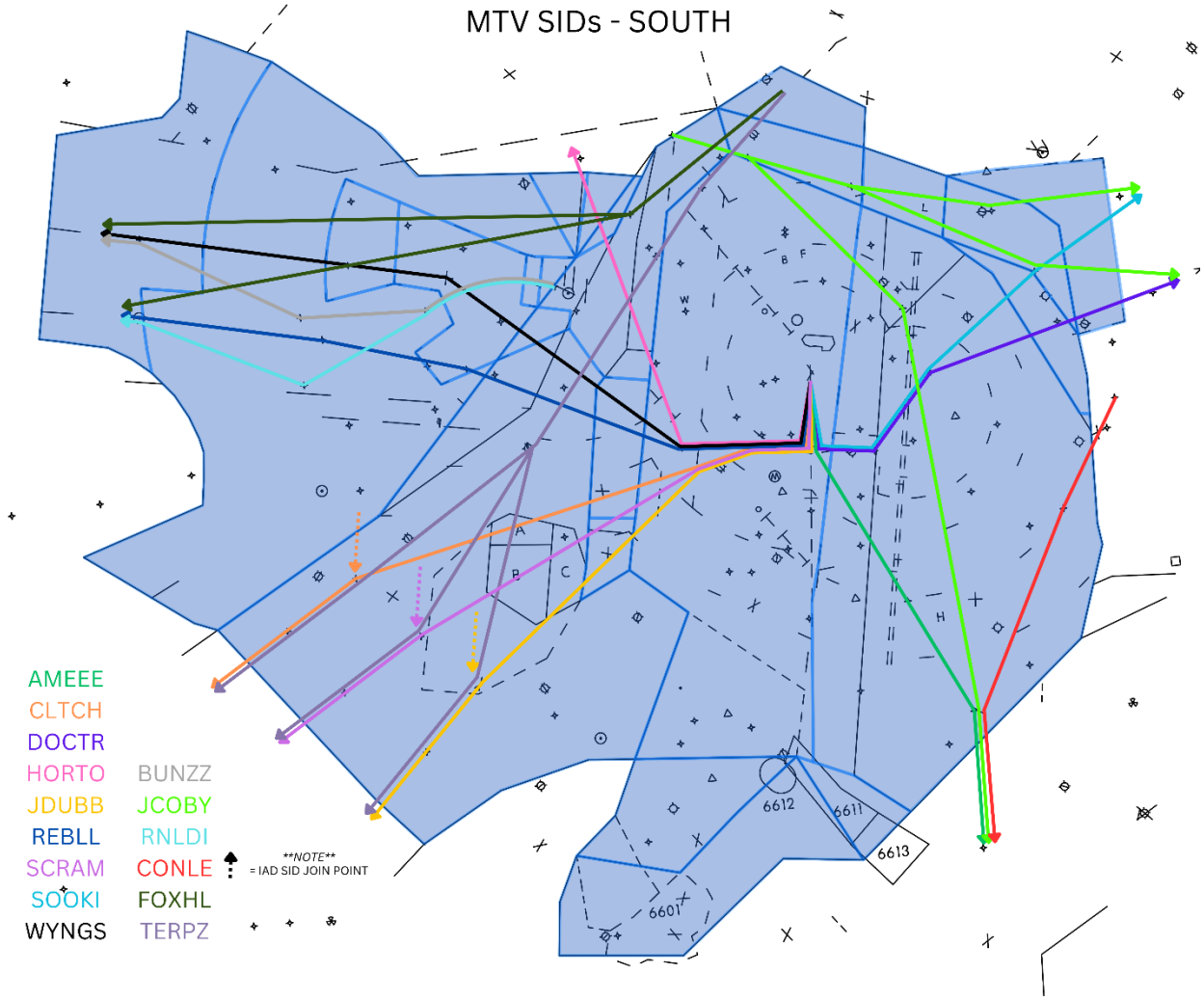
6–4–6. JAMES RIVER AREA (JRV) DEPARTURES (SOUTH FLOW).



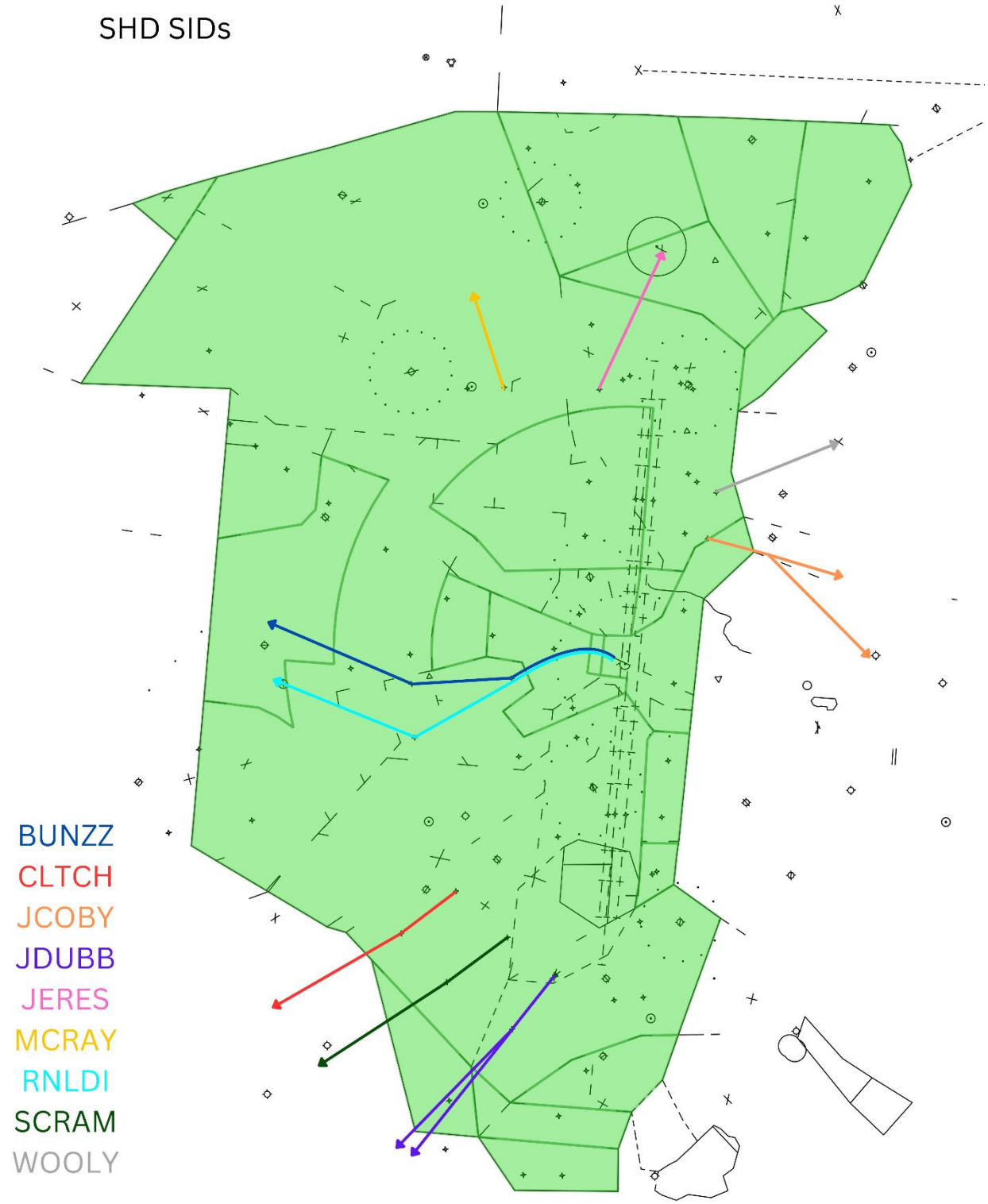
6–4–7. MOUNT VERNON AREA (MTV) DEPARTURES (NORTH FLOW)



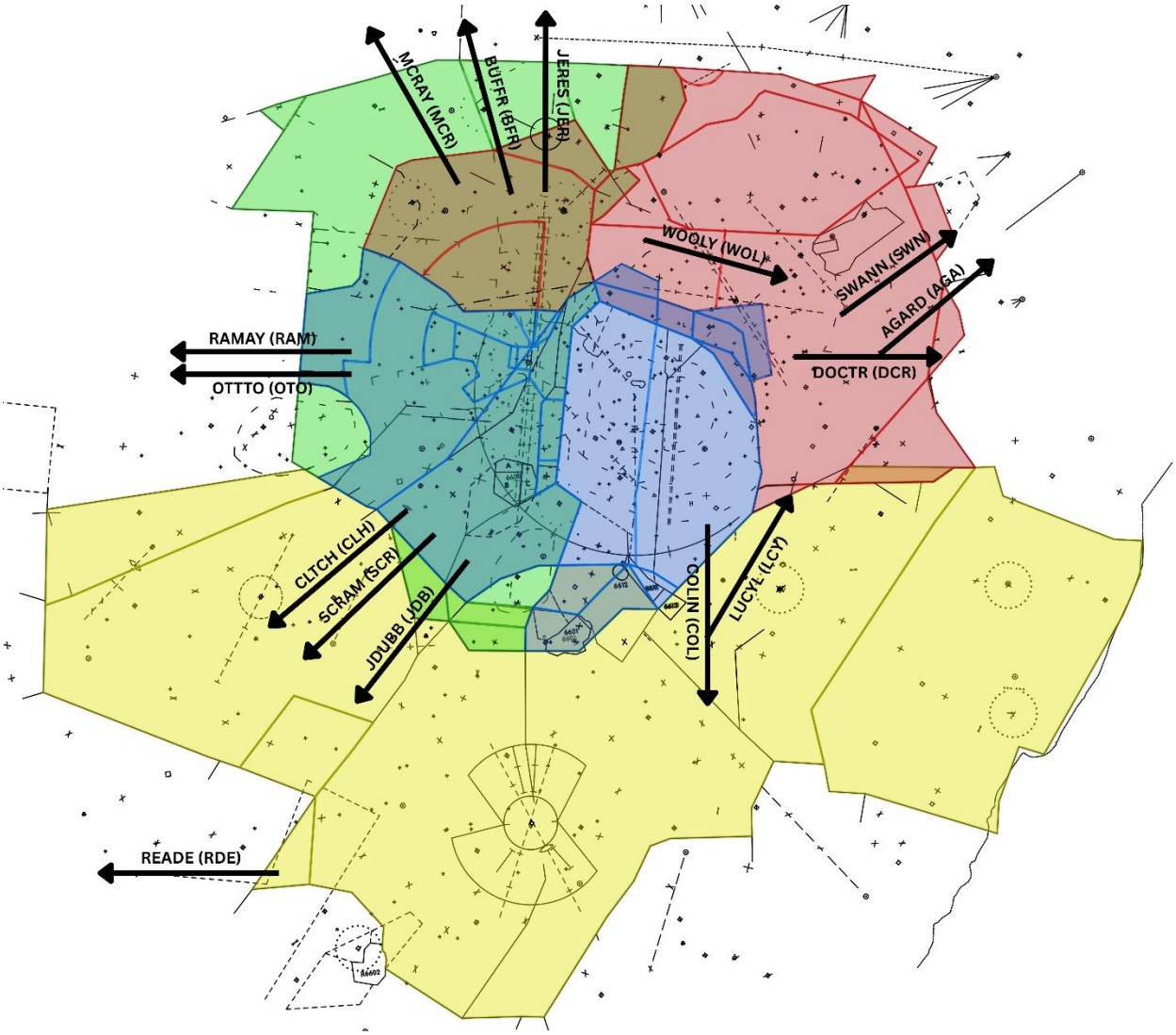
6–4–8. MOUNT VERNON AREA (MTV) DEPARTURES (SOUTH FLOW)



6–4–10. SHENANDOAH AREA (SHD) DEPARTURES

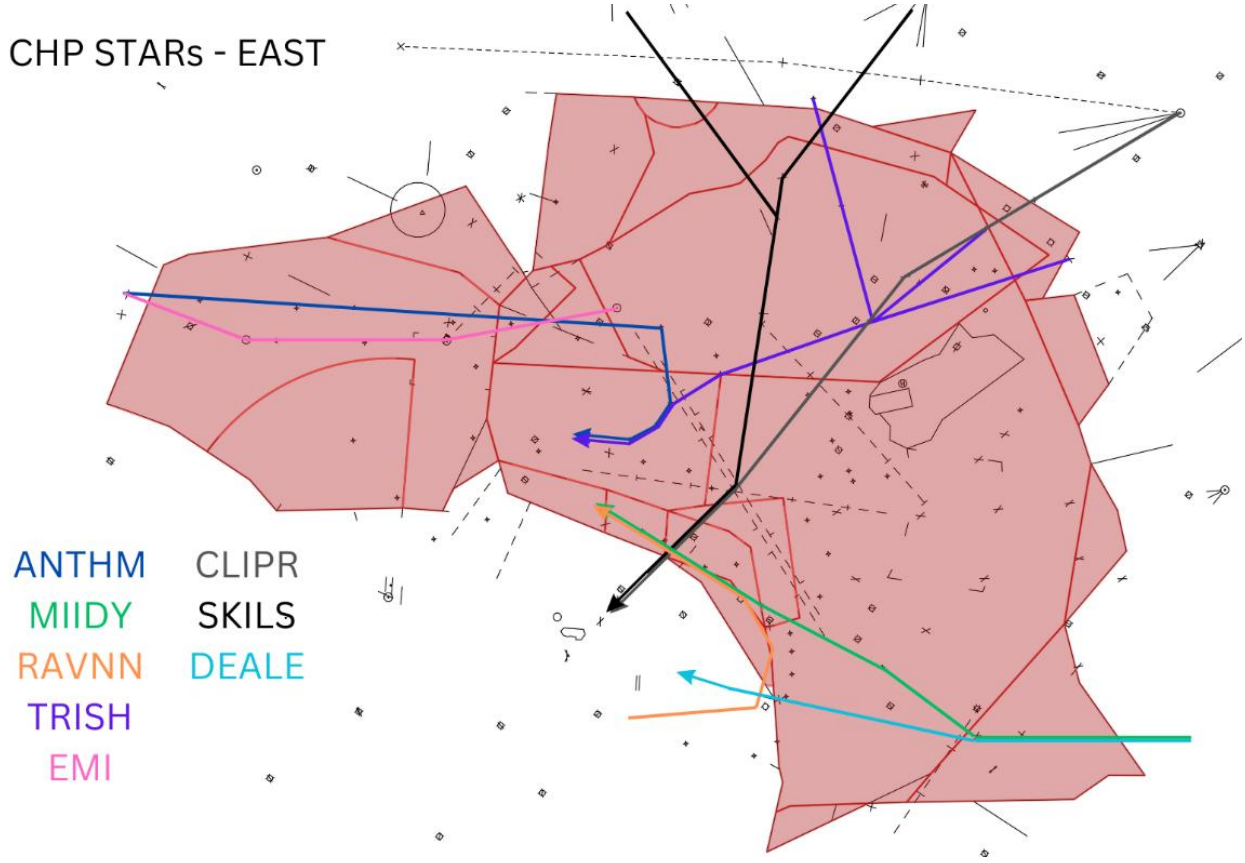


6–4–11. POTOMAC TRACON DEPARTURE GATES

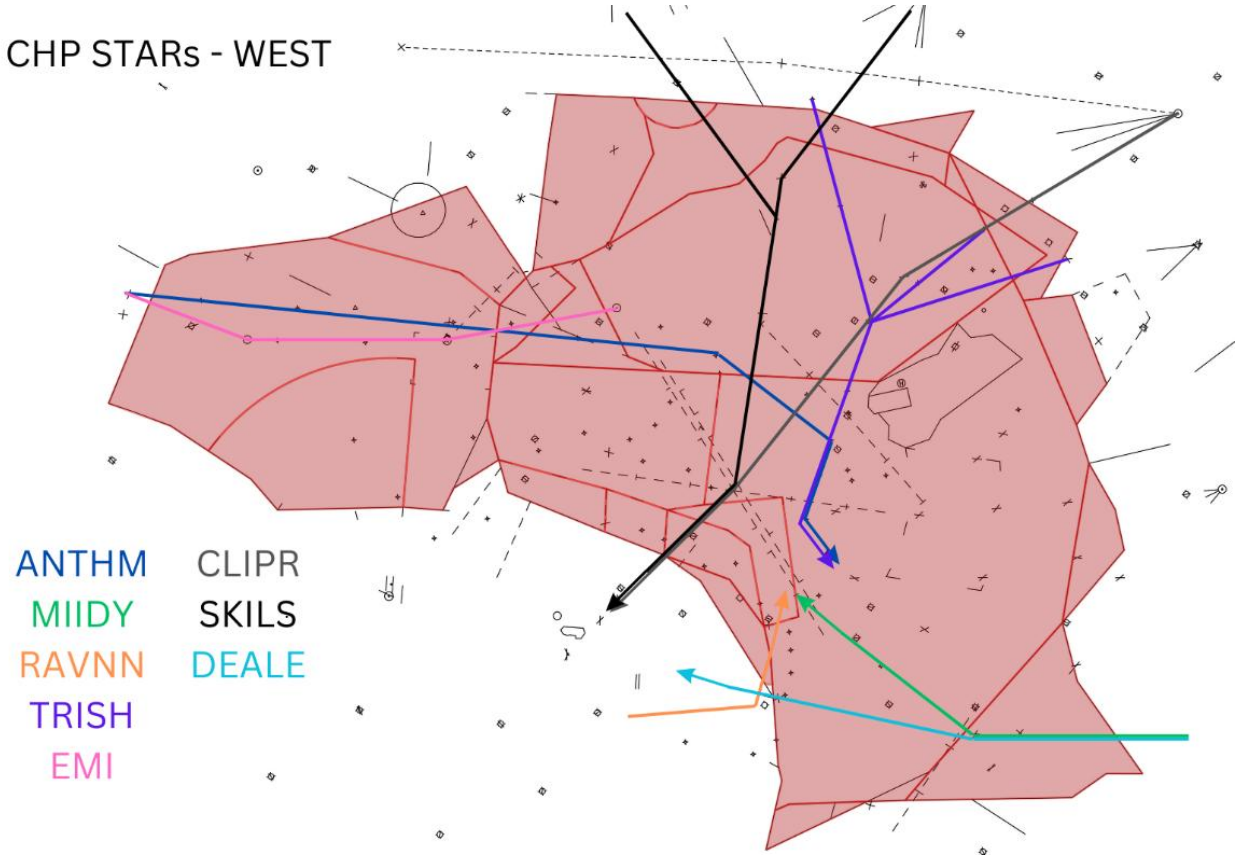


Section 5. Arrival Flow Aids

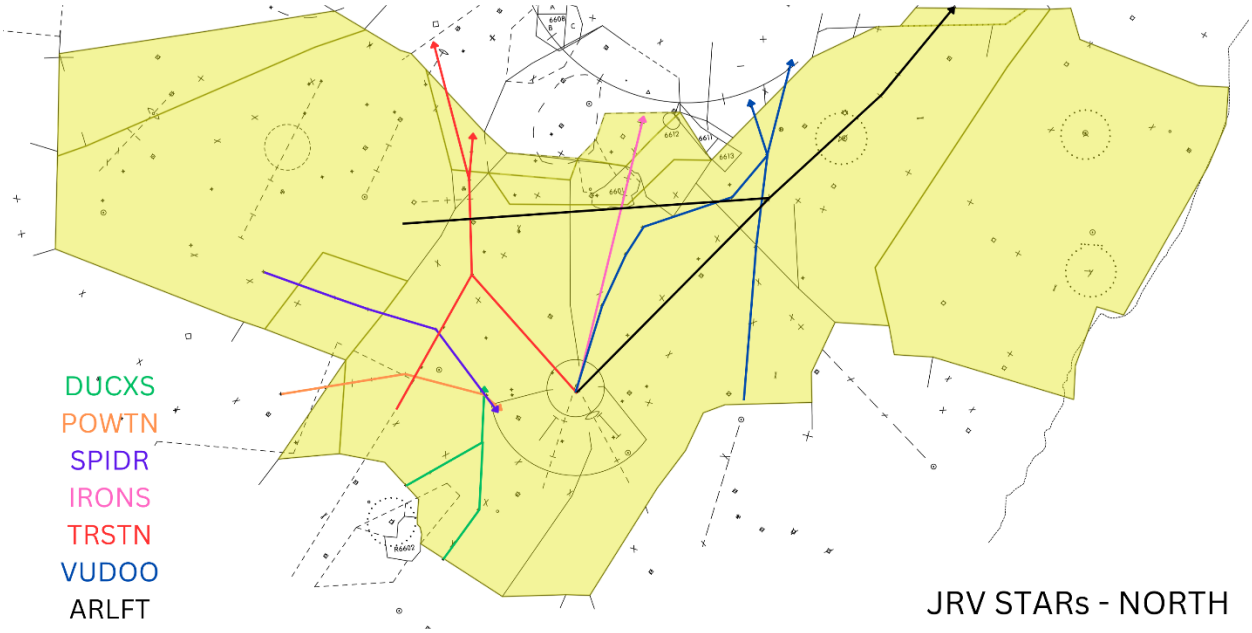
6–5–1. CHESAPEAKE AREA (CHP) ARRIVALS (EAST FLOW)



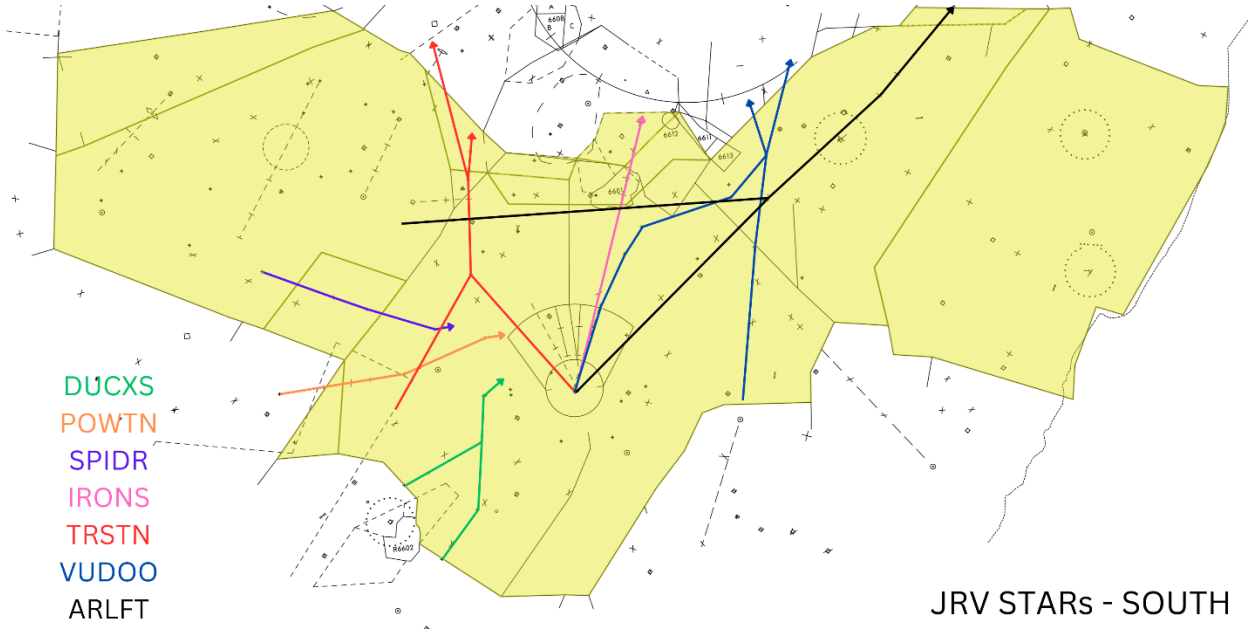
6–5–2. CHESAPEAKE AREA (CHP) ARRIVALS (WEST FLOW)



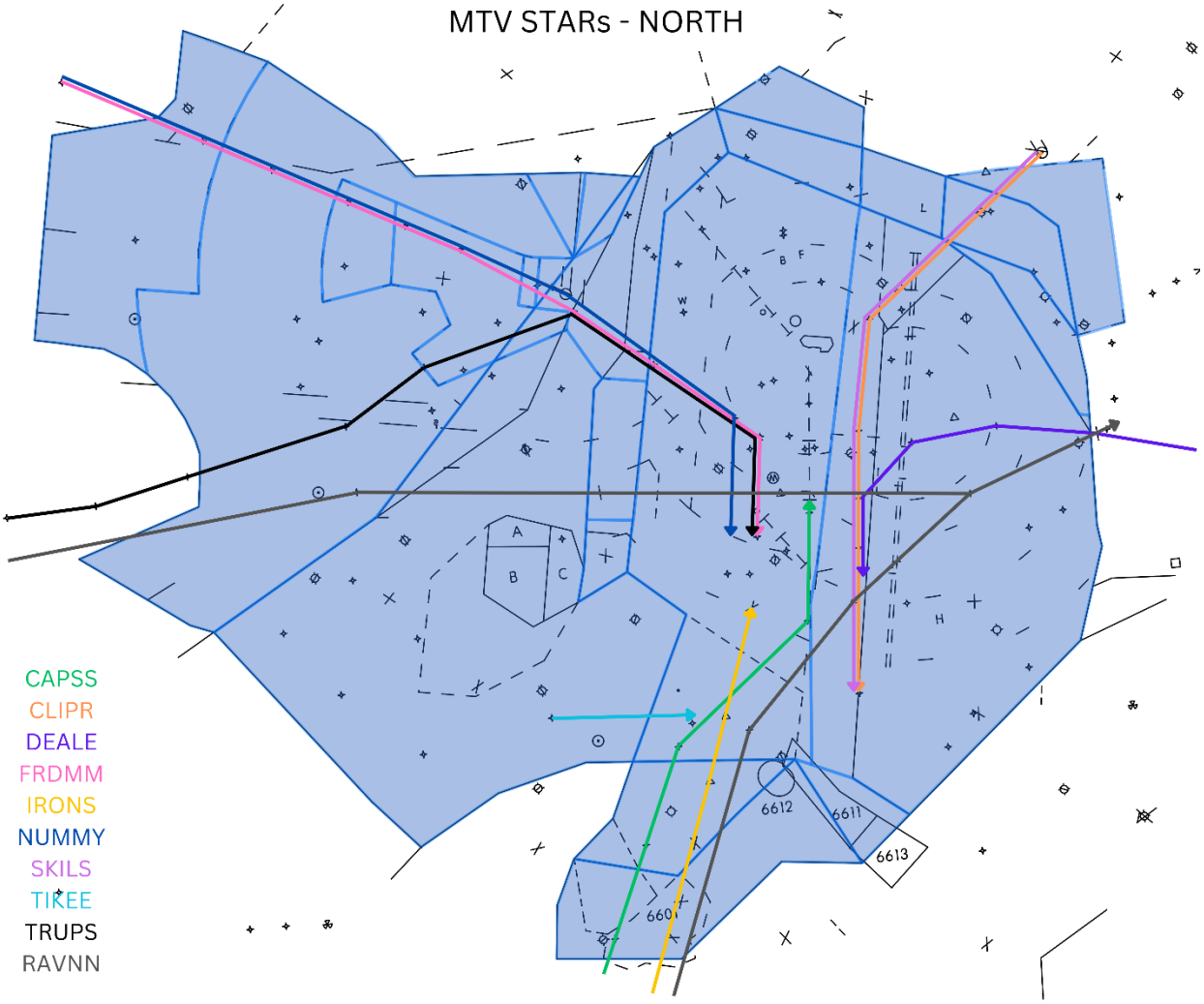
6–5–4. JAMES RIVER AREA (JRV) ARRIVALS (NORTH FLOW)



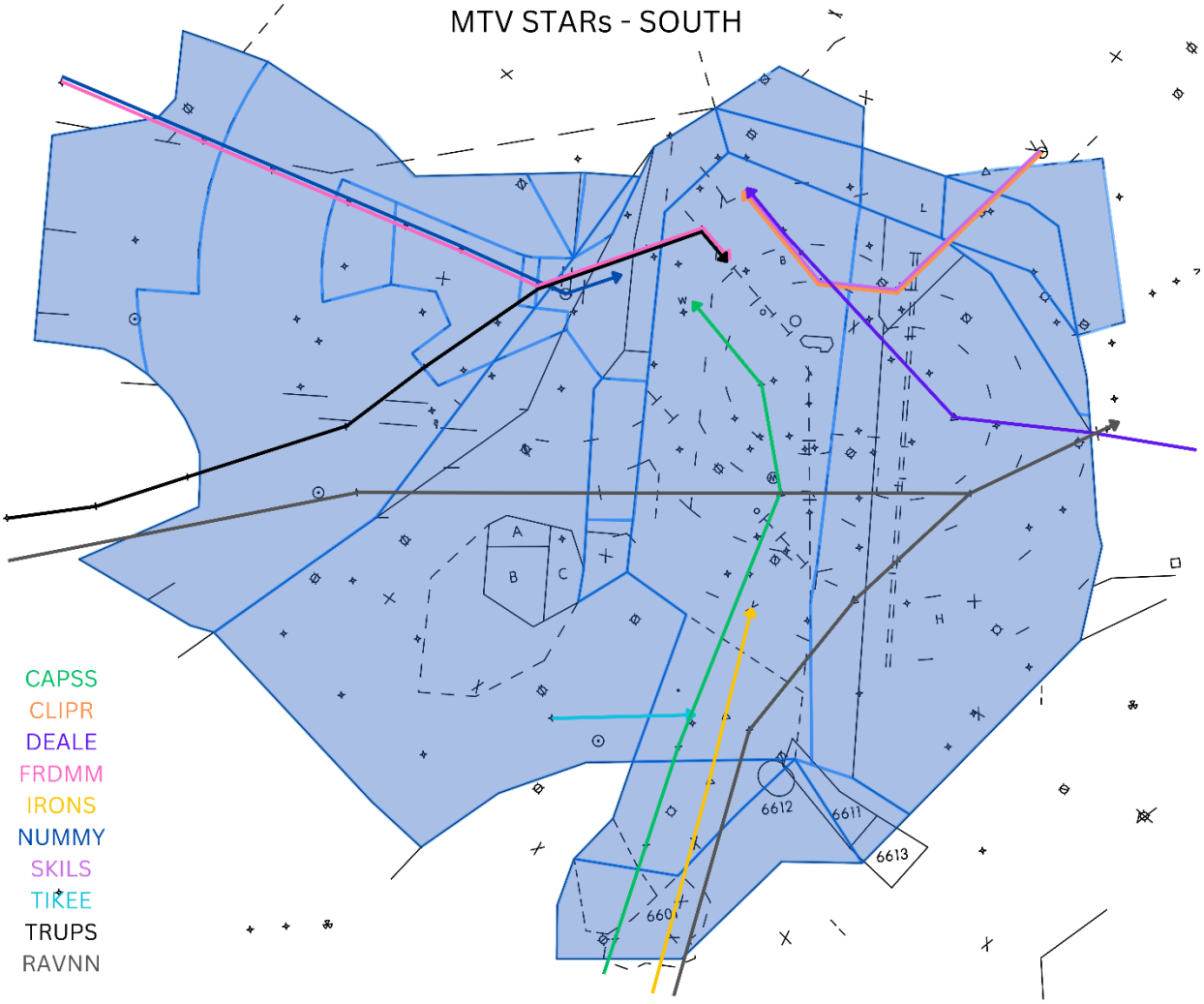
6–5–6. JAMES RIVER AREA (JRV) ARRIVALS (SOUTH FLOW)



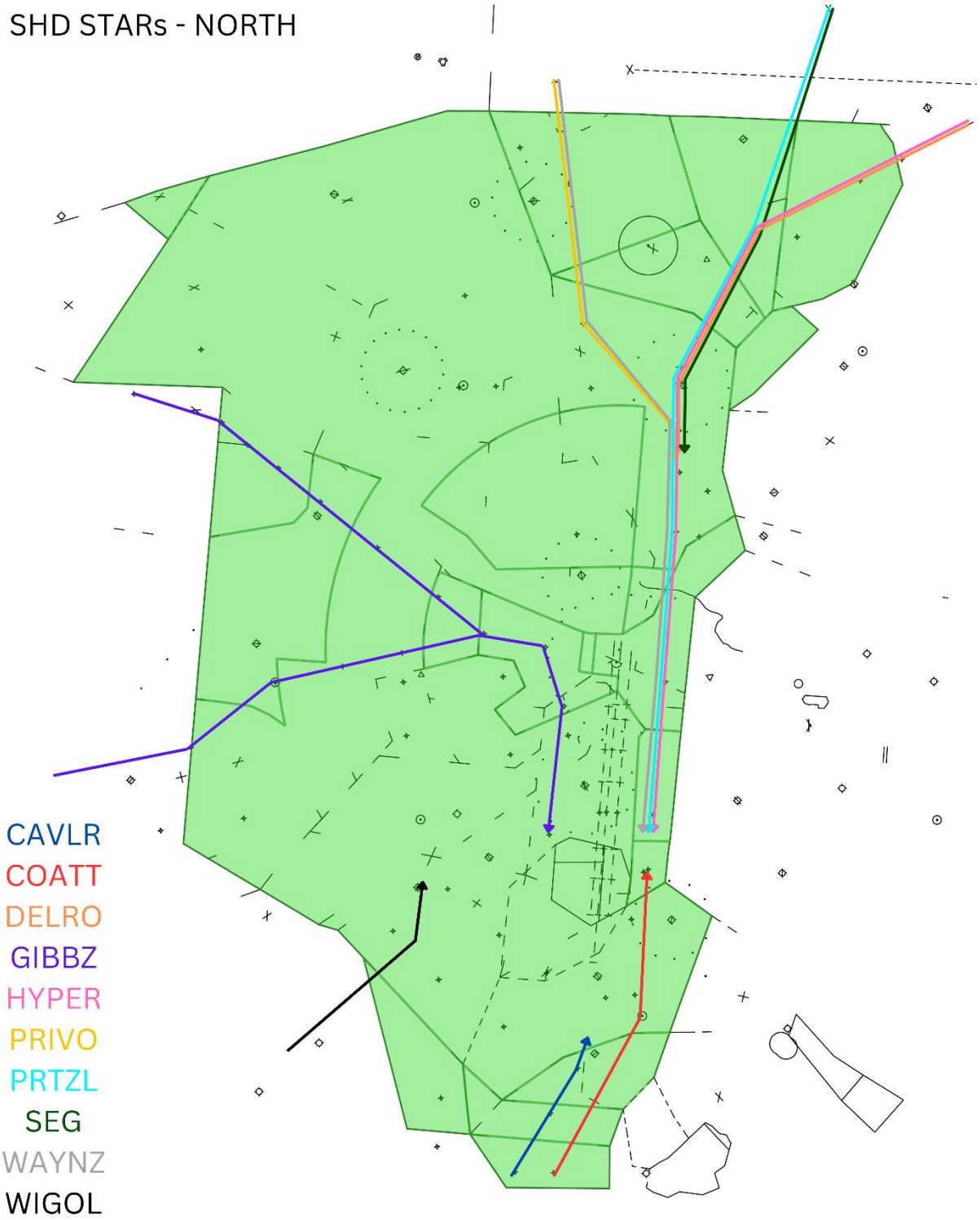
6–5–7. MOUNT VERNON AREA (MTV) ARRIVALS (NORTH FLOW)



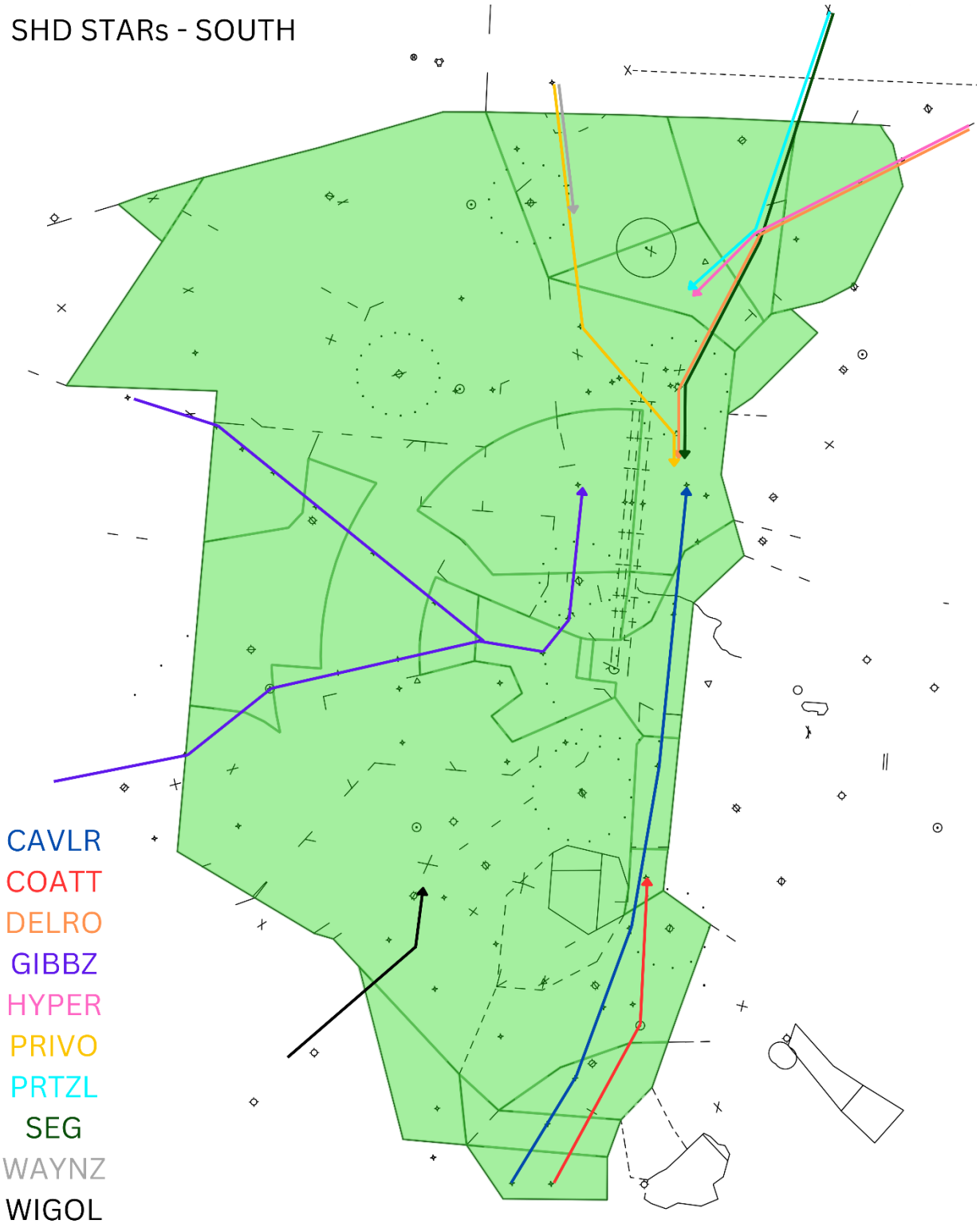
6–5–8. MOUNT VERNON AREA (MTV) ARRIVALS (SOUTH FLOW)



6–5–10. SHENANDOAH AREA (SHD) ARRIVALS (NORTH FLOW)



6–5–11. SHENANDOAH AREA (SHD) ARRIVALS (SOUTH FLOW)



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APPENDIX A. QUICK LINKS

Atlanta ARTCC

Boston ARTCC

Cleveland ARTCC

Indianapolis ARTCC

Jacksonville ARTCC

New York ARTCC