

Potomac Consolidated TRACON: Mount Vernon Area (MTV)

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DISCLAIMER

The information contained on all pages of this website is to be used for flight simulation purposes only on the VATSIM network. It is not intended nor should it be used for real world navigation. This site is not affiliated with the FAA, the actual Potomac TRACON, or any governing aviation body. All content contained herein is approved only for use on the VATSIM network.

Section 1: General

1) Disclaimer:

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2) Purpose:

- a) This chapter establishes the standard operational procedures for the Mount Vernon specialty and prescribes operation procedures unique to the Mount Vernon area. Personnel assigned to the Mount Vernon Area shall be familiar with and adhere to the information and procedures described in this chapter to provide safe, orderly, and expeditious flow of air traffic within the Potomac TRACON and Mount Vernon area airspace.

3) Scope of Responsibilities:

- a) The Mount Vernon area is responsible for arrivals, departures, and over flights into and out of the Potomac TRACON Mount Vernon airspace.

4) Mount Vernon Sectors and Positions:

a) Arrival Sectors:

Sector	Frequency	ARTS ID	ARTS Tag	Call Sign	Relief Call Sign	Voice Room
OJAAY	119.85	4J	J	DCA_J_APP	DCA_4J_APP	PCT_4J
ENSUE	124.20	4N	N	DCA_N_APP	DCA_4N_APP	PCT_4N
DEALE	128.35	4D	D	DCA_D_APP	DCA_4D_APP	PCT_4D
ADWAR	119.30	4A	A	DCA_A_APP	DCA_4A_APP	PCT_4A
DCAFR	124.70	4V	V	DCA_V_APP	DCA_4V_APP	PCT_4V
LURAY	118.67	3L	L	DCA_L_APP	DCA_4L_APP	PCT_3L
ADWFR	124.00	4R	R	DCA_R_APP	DCA_4R_APP	PCT_4R

Note: ADWAR is reserved for future use.

b) Departure Sectors:

Sector	Frequency	ARTS ID	ARTS Tag	Call Sign	Relief Call Sign	Voice Room
KRANT	125.65	4K	K	DCA_K_DEP	DCA_4K_DEP	PCT_4K
TYSON	118.95	4Y	Y	DCA_Y_DEP	DCA_4Y_DEP	PCT_4Y
FLUKY	121.05	4F	F	DCA_F_DEP	DCA_4F_DEP	PCT_4F

5) Order for Opening Sectors:

- a) When operating at minimal staffing and only OJAAY and KRANT are open, use the following callsigns:
- i) OJAAY shall use DCA_APP as the primary callsign and DCA_J_APP in relief.
 - ii) KRANT shall use DCA_DEP as the primary callsign and DCA_K_DEP in relief.
- (1) Note: OJAAY, KRANT, and DCA tower controllers must be online prior to opening any additional sectors.*
- b) Additional arrival sectors may be opened as needed, in the following order, without prior permission:
- i) DCAFR – shall only control DCAFR.
 - ii) DEALE – shall assume control of ADWAR.
- c) Additional departure sectors may be opened as needed, in the following order, without prior permission:
- i) TYSON
- d) Miscellaneous Sectors:
- i) LURAY – assumed by OJAAY until opened.
 - ii) FLUKY – assumed by TYSON until opened.

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Section 2: Radar Team Responsibilities

- 1) Coordination Procedures (Departure Positions)
 - a. For ADW departures, TYSON shall:
 - i. Coordinate with DCAFR prior to releasing a ADW departure when DCA is in a north operation.
 - ii. Shall maintain 3,000 until crossing R-180 DCA, and then climb to 5,000.
 - b. TYSON shall coordinate with DCAFR prior to releasing a runway 14 DAA departure when DCA is in a north operation.
 - c. When DCA and ADW are in non-compatible operations, all ADW arrivals and departures shall be coordinated with the appropriate positions.
 - d. KRANT shall coordinate a runway 4 departure or a right turn from runway 1 for a jet requesting 14,000 or above via SWANN or PALEO.
- 2) Coordination Procedures (Arrival Positions)
 - a. ADWAR, ENSUE, or DCAFR shall coordinate runway 22 arrivals with KRANT in accordance with the abbreviated coordination procedures in section 4.
- 3) Noise Abatement:
 - a. DCA departures:
 - i. Except for reasons of safety, do not permit or clear turbojet aircraft to turn off the river or radial until the aircraft has reached the following points, as appropriate.
 1. Northwest – 10 DME
 2. Northeast – 5 DME
 3. South – 5 DME
 - b. DCA arrivals:
 - i. Except for reasons of operations necessity or to conform with instrument approach procedures, vector all turbojet aircraft to intercept the final approach course as follows:
 1. North Operation – no closer than 5 miles from the airport and at an altitude commensurate with the approach in use.
 2. South Operation – intercept the final approach course at or beyond 10 DME, or at or above 3,000.
- 4) Andrews AFB Arrival Procedures
 - a. When ADW is in a south operation, aircraft shall be vectored from AML, north of the Cabin John Bridge, north of P-56, over CGS, then southeast bound with a handoff to ADWAR.
 - b. When ADW is in a north operation, aircraft shall be vectored from AML, direct ADW, turned southbound within the DCA arrival flow, and issued a base leg 10-15 miles south of ADW with a handoff to ADWAR.
- 5) Temporary Altitudes and Scratchpad Use
 - a. Vectors and Altitudes
 - i. Enter the assigned heading (“hxx”) into the scratchpad when aircraft are being vectored and handed off from one sector to another.
 - ii. Enter the assigned altitude into the temporary altitude field when arrival aircraft are being descended within the TRACON.
 - iii. No temporary altitude information is needed when climbing departure aircraft per SOP. If climbs that are not per SOP are used, enter the altitude in the temporary altitude field.

b. Runway and Approach Information:

- i. Enter the approach information below in the scratchpad for aircraft on downwind legs, base legs, or localizer intercept turns if the aircraft are using either 1) a runway other than the primary arrival runway, 2) and approach type other than the primary approach type, or 3) a runway that is not per SOP. If using the primary approach type and primary arrival runway for the airport, no scratchpad information is required.

<u>Runway</u>	<u>Approach Type</u>	<u>Scratchpad Entry</u>
1	ILS	ils
	Mt. Vernon Visual	mtv
	Visual	vis
	VOR	vor
4	Visual	v04
	VOR/DME	vd4
15	Visual	v15
	VOR	vr5
19	LDA/DME	lda
	Rosslyn LDA	roz
	River Visual	riv
	Visual	vis
	VOR/DME	vor
22	Visual	v22
33	Visual	v33

Section 3: Prearranged Coordination

1) Responsibilities

- a. The OJAAY controller is authorized, in a north operation, to penetrate ENSUE airspace at and below 8,000 with arriving aircraft via OJAAY intersection, provided those aircraft remain on or west of the DCA runway 1 final approach course.
- b. The OJAAY controller is authorized, in a north operation, to penetrate KRANT airspace at and below 10,000 with arriving aircraft via OJAAY intersection, provided those aircraft remain on or west of the DCA runway 1 final approach course.
- c. The KRANT controller is authorized, in a north operation, to penetrate ENSUE airspace at 10,000.
- d. The TYSON controller is authorized to penetrate KRANT, OJAAY, and FLUKY airspace as follows:
 - i. North Operation
 1. KRANT airspace when DCA and ADW are both in a north operation, and after verbal coordination is completed with DCAFR to release departures, aircraft departing ADW via left turn heading 270 up to and including 3,000.
 2. OJAAY airspace from 7,000 to 8,000.
 3. FLUKY airspace in the area north of the ZDC-CSN/LDN sector boundary line from 12,000 to 17,000.
 - ii. South Operation
 1. KRANT airspace when DCA and ADW are both in a south operation, aircraft departing ADW via runway heading to 20 miles at or below 3,000.
 2. FLUKY airspace in the area north of the ZDC-CSN/LDN sector boundary line from 12,000 to 17,000.
- e. The KRANT controller is authorized to penetrate DEALE and FLUKY airspace as follows:
 - i. North Operation
 1. FLUKY airspace from 11,000 to FL190.
 - ii. South Operation
 1. DEALE airspace from 7,000 to 13,000.
 2. FLUKY airspace from 11,000 to FL190.
- f. The KRANT controller is authorized to penetrate WOOLY and BUFFR airspace with IAD (and satellite) SWANN, PALEO, and DAILY departures from 11,000 to 17,000.
- g. The FLUKY controller is authorized to penetrate LURAY airspace with IAD (and satellite) MOL/GVE jet departures from 11,000 to 17,000 south of the LDN/CSN boundary, east of the CSN VOR.

Section 4: Abbreviated Arrival Coordination

1) Procedures

- a. These procedures are authorized from aircraft executing a visual/VFR approach to runway 22 or from IFR arrivals to runway 19 at DCA.
 - i. If an aircraft, previously pointed out, departs the coordinated route of flight or receive controller's airspace, it must be coordinated again before re-entering the airspace.
 - ii. The controller initiating the point out (ADWAR, ENSUE, or DCAFR) shall ensure the aircraft executes the descent profiled in the procedure requested, until specifically coordinated otherwise.
 - iii. All turns and altitude assignments listed in 2) shall be conducted within the lateral confines of MTV delegated airspace and along designated routings, unless otherwise coordinated.

2) Runway 19 / Runway 22 Coordination

- a. The following point out procedures may be used between ADWAR, ENSUR, or DCAFR arrival sectors and the KRANT sector from runway 19 and runway 22 arrivals as specified below.
 - i. KRANT shall:
 1. Be responsible for maintain separation from aircraft approved to execute the operation.
 2. Track the associated data block of aircraft executing the operation.
 - ii. ADWAR, ENSUE, or DCAFR shall coordinate with KRANT for:
 1. Runway 22 arrival from BAL VORTAC
 - a. Aircraft inbound over BAL at 6,000, joining the R-258 BAL, or vectored north of CGS, descending to 4,000. When west of CGS, descend out of 4,000 and turn southbound to follow the Anacostia River for approach to runway 22.
 2. Runway 22 arrival via V265
 - a. Aircraft inbound on V265 at 4,000, descending at the MTV/CHP boundary on a southbound heading to follow the Anacostia River for approach to runway 22.
 3. Runway 22 arrival via BILIT
 - a. Aircraft inbound from BILIT at 4,000, vectored north of ADW, south of CGS, descending to 3,000. When west of CGS, issue aircraft a descent and a southbound turn to follow the Anacostia River for approach to runway 22.
 - iii. Cross Feed Coordination
 1. The following procedures may be used between MTV arrival sectors for the purpose of cross-feeding arrivals, as specified below.
 - a. South Operation
 - i. IRONS/OJAAY arrivals
 1. OJAAY shall handoff DCA IRONS/OJAAY arrivals to ENSUE in the vicinity of JILES on a vector towards CGS and clear of P-56 at 9,000.
 2. ENSUE has control for turns northbound.
 - ii. ENSUE arrivals
 1. ENSUE shall handoff DCA BILIT arrivals to OJAAY on a 270 heading between DCA and OXXON at or descending to altitude specified by the OJAAY controller. OJAAY has control for northbound turns.

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b. North Operation

i. AML arrivals

1. OJAAY shall hand off DCA AML arrivals to ENSUE in the vicinity of KASDY, heading 120, at 8,000.
2. ENSUE has control for turns.

ii. BILIT arrivals

1. ENSUE shall handoff BILIT arrivals to OJAAY on a 270 heading between DCA and OXXON at or descending to altitude specified by the OJAAY controller. OJAAY has control for turns.

Section 5: DCAFR

- 1) Responsibilities
 - a. DCAFR provides final approach vectors for all runways at DCA.
- 2) Sector Identification
 - a. Frequency: 124.70
 - b. Callsign: DCA_V_APP
 - c. ARTS ID: 4V
- 3) Opening the Sector
 - a. DCAFR may only be opened when OJAAY, KRANT, and DCA tower is online.
- 4) Combining Positions
 - a. When DCAFR is opening, it shall not combine with any other sectors.
- 5) Approach Type
 - a. DCAFR shall decide what type of approach is being used for all runways. Use the Mount Vernon Visual runway 1 approach or the River Visual runway 19 approach if the weather is VFR.
- 6) North Operation Arrival Flow
 - a. DCAFR shall receive handoffs from ENSUE.
 - i. BILIT-STAR and BILIT shall be on a 270/280 heading for a base leg at 6,000.
 - ii. CLIPR-STAR and SKILS-STAR shall remain on the STAR at 4,000.
 - iii. BAL shall be on a vector for the downwind.
 - b. DCAFR shall receive handoffs from OJAAY at 6,000.
 - i. OJAAY-STAR and IRONS-STAR shall be on a vector to join or established on the approach course for runway 1. OJAAY shall not clear these arrivals for the approach.
 - ii. ELDEE-STAR shall remain on the STAR.
 - iii. WZRRD-STAR shall be vectored for a downwind.
- 7) South Operation Arrival Flow
 - a. DCAFR shall receive handoffs from ENSUE.
 - i. BILIT-STAR, CLIPR-STAR, and SKILS-STAR arrivals shall remain on the star.
 - ii. BAL, BILIT vectored arrivals shall be vectored on a downwind heading 320-340.
 - b. DCAFR shall receive handoffs from OJAAY at 6,000.
 - i. ELDEE-STAR shall be given a 070-090 heading at 5,000.
 - ii. OJAAY-STAR shall remain on the STAR at 4,000.
 - iii. WZRRD-STAR and IRONS-STAR shall be vectored for a downwind.
 - iv. DCAFR may advise OJAAY to vector from the ELDEE-STAR, WZRRD-STAR, and ELDEE/AML for the approach and to bypass the downwind leg.
- 8) Additional Responsibilities
 - a. North Operation
 - i. W32, 2W5, VKX, NDY, DAA
 - b. South Operation
 - i. CGS
 - ii. When requested by CHP, block 3,000 and below to protect for the missed approach for GAI arrivals.

Section 6: ENSUE

- 1) Responsibilities
 - a. ENSUE is responsible for providing sequencing of MTV from BAL, CLIPR-STAR, SKILS-STAR, BILIT, BILIT-STAR, and arrivals from the northeast and east.
- 2) Sector Identification
 - a. Frequency: 124.20
 - b. Callsign: DCA_N_APP
 - c. ARTS ID: 4N
- 3) Opening the Sector
 - a. This sector may be opened if arrival traffic via BAL and/or BILIT is heavy.
 - b. ENSUE, not OJAAY, shall assume control of DCAFR.
 - c. Washington Tower must be opened prior to opening this sector.
- 4) Combining Positions
 - a. ENSUE shall assume control and their responsibilities of DEALE, ADWAR, and DCAFR when each are closed.
- 5) Approach Type
 - a. Approach type and runway information shall be given on initial contact with the arrival. Coordinate with DCAFR to determine the type of approach in use.
- 6) North Operation Arrival Flow
 - a. BILIT-STAR arrivals
 - i. ENSUE shall receive a handoff from PALEO prior to DEALE at 10,000.
 - ii. These aircraft shall remain on the STAR until EDDGY and depart EDDGY heading 190 for the downwind leg. These aircraft shall be merged with arrivals via CLIPR-STAR, SKILS-STAR, and BAL.
 - iii. Aircraft shall descend to 6,000 upon initial contact with ENSUE.
 - iv. Once aircraft are on the downwind leg, they shall be handed off to DCAFR.
 - b. Arrivals via BILIT and the east
 - i. ENSUE shall receive a handoff from PALEO prior to DEALE at 10,000.
 - ii. These aircraft shall be vectored towards ADW and descend to 6,000 upon initial contact with ENSUE.
 - iii. These aircraft shall be turned south to a 190 heading for a downwind leg along with the BILIT-STAR arrivals. These aircraft shall be merged with arrivals via the CLIPR-STAR, SKILS-STAR, and BAL.
 - iv. Once aircraft are on the downwind leg, they shall be handed off to DCAFR.
 - c. SKILS-STAR and CLIPR-STAR arrivals
 - i. ENSUE shall receive a handoff from PALEO at BAL at 10,000.
 - ii. These aircraft shall remain on the STAR and descend to 6,000 upon initial contact with ENSUE.
 - iii. Once aircraft are clear of any runway 4 departures, they shall descend to 4,000 on the RNAV downwind leg. Once established on the downwind, they shall be handed off to DCAFR.

- d. Arrivals via BAL and the northeast
 - i. Shall be handed from PALEO at BAL at 10,000.
 - ii. These aircraft shall be instructed to “Depart Baltimore direct Washington” or “Depart Baltimore heading 230”.
 - iii. Aircraft shall descend to 6,000 upon initial contact with ENSUE.
 - iv. Aircraft shall be put on a downwind leg and sequenced with arrivals on the CLIPR-STAR and SKILS-STAR.
 - v. Once the aircraft are established on the downwind leg, they shall be handed off to DCAFR.
- 7) South Operation Arrival Flow
 - a. BILIT-STAR arrivals
 - i. ENSUE shall receive a handoff from PALEO prior to DEALE at 10,000.
 - ii. These aircraft shall remain on the STAR and descend to 6,000 at ADW.
 - iii. ENSUE is responsible for vertical separation with DCA departures to the east.
 - iv. These aircraft need to be sequenced with the arrivals on the CLIPR-STAR, SKILS-STAR, and arrivals via BAL.
 - v. Once aircraft are on the downwind leg, they shall be handed off to DCAFR.
 - b. Arrivals via BILIT and the east
 - i. ENSUE shall receive a handoff from PALEO prior to DEALE at 10,000 on a 270/280 heading.
 - ii. These aircraft shall remain on the heading until a turn to the northwest on a 320/340 heading is required for the downwind leg.
 - iii. These aircraft shall descend to 6,000 at ADW.
 - iv. ENSUE is responsible for vertical separation with DCA departures to the east.
 - v. Once aircraft are on the downwind leg, they shall be handed off to DCAFR.
 - c. SKILS-STAR and CLIPR-STAR arrivals
 - i. ENSUE shall receive a handoff from PALEO at BAL at 10,000.
 - ii. These aircraft shall remain on the STAR and descend to 6,000 upon initial contact with ENSUE.
 - iii. Once established on the downwind, they shall be handed off to DCAFR.
 - d. Arrivals via BAL and the northeast
 - i. Shall be handed from PALEO at BAL at 10,000.
 - ii. These aircraft shall be instructed to “Depart Baltimore direct Washington” or “Depart Baltimore heading 230”.
 - iii. Aircraft shall descend to 6,000 upon initial contact with ENSUE.
 - iv. Aircraft shall be put on a downwind leg and sequenced with arrivals on the CLIPR-STAR and SKILS-STAR.
 - v. Once the aircraft are established on the downwind leg, they shall be handed off to DCAFR.

Section 7: OJAAY

- 1) Responsibilities
 - a. OJAAY will provide sequencing of arrivals to Washington-National airport via the ELDEE-STAR, WZRRD-STAR, OJAAY-STAR, IRONS-STAR, and arrivals from the west and south.
 - b. OJAAY will accept jet arrivals over ELDEE and AML from LURAY at 8,000 and prop arrivals from MANNE at 7,000. OJAAY has control for turns and descent to 6,000 east of AML, providing the aircraft are within the confines of the AML055R and the AML135R.
- 2) Sector Identification
 - a. Frequency: 119.850
 - b. Callsign: DCA_J_APP
 - c. ARTS ID: 4J
- 3) Opening the Sector
 - a. OJAAY is the primary approach sector and MUST be opened first.
- 4) Approach Type
 - a. Approach type and runway information shall be given on initial contact with the arrival. Coordinate with DCAFR to determine the type of approach in use.
- 5) North Operation Arrival Flow
 - a. ELDEE-STAR arrivals
 - i. OJAAY shall receive hand offs from LURAY near ELDEE at 8,000 with instructions to fly the runway 1 transition.
 - ii. On initial contact, OJAAY shall instruct aircraft to maintain 6,000 and issue the approach type and runway information.
 - iii. Once aircraft are established on the downwind between KASDY and LACKE, they shall be handed off to DCAFR and descended to 5,000.
 - b. WZRRD-STAR and arrivals from the West
 - i. OJAAY shall receive hand offs from LURAY near AML at 8,000 heading 120.
 - ii. These aircraft shall be vectored towards DCA on a 110-120 heading and descend to 6,000.
 - iii. Between DMALL and KASDY, aircraft shall be vectored onto a downwind leg heading 190.
 - iv. Once aircraft are established on the downwind, they shall be handed off to DCAFR prior to the Wilson Bridge.
 - c. OJAAY-STAR and IRONS-STAR arrivals
 - i. OJAAY shall receive hand offs from ZDC prior to OJAAY at 10,000 and 250kts.
 - ii. These aircraft shall descend to 6,000 on initial contact with OJAAY and remain on the STAR to IRONS.
 - iii. Aircraft shall depart IRONS heading 040 to join the final approach course and be handed off to DCAFR once established on the 040 heading. DCAFR shall issue the approach clearance.

6) South Operation Arrival Flow

- a. ELDEE-STAR arrivals
 - i. OJAAY shall receive hand offs from LURAY near ELDEE at 8,000. OJAAY shall request to have aircraft cross ELDEE at 210kts.
 - ii. On initial contact, OJAAY shall instruct aircraft to maintain 5,000 and issue the approach type and runway information. Aircraft shall be told to depart ELDEE on a heading of 060.
 - iii. Once aircraft are established on the base, they shall be handed off to DCAFR and descended to 5,000.
- b. WZRRD-STAR and arrivals from the West
 - i. OJAAY shall receive hand offs from LURAY near AML at 8,000 heading 100.
 - ii. Aircraft shall be given a heading of 060, a descent to 5,000, and issued the approach type and runway information.
 - iii. Once aircraft are established on the base, they shall be handed off to DCAFR.
- c. OJAAY-STAR and IRONS-STAR arrivals
 - i. OJAAY shall receive hand offs from ZDC prior to OJAAY at 10,000 and 250kts.
 - ii. These aircraft shall descend to 6,000 on initial contact with OJAAY and remain on the STAR.
 - iii. Once aircraft are clear of DCA departing traffic, they shall descend to 4,000.
 - iv. Aircraft shall be handed off to DCAFR between SCRIP and PACKE.

Section 8: LURAY

- 1) Responsibilities
 - a. LURAY will accept traffic (IAD and satellite airports) from TILLY direct to BLUES to join flight plan route, climbing to 12,000. Aircraft not equipped to proceed direct BLUES shall be on a westbound radar vector toward BLUES.
 - b. LURAY shall advise the following sectors when holding:
 - i. BUFFR when holding at CAPPs at 11,000 or above.
 - ii. BUFFR when holding at DRUZZ.
 - iii. ASPER when at CAPPs at 11,000.
 - iv. TILLY when holding at DARIC from 8,000 to 12,000.
 - v. TYSON when holding at DARIC at 11,000 or above.
 - c. LURAY shall have control for turns in TILLY's airspace leaving 10,000.
 - d. Pre-Arranged Coordination Procedures: TYSON is authorized to enter LURAY airspace north of AML with aircraft enroute to J220, J227, J211, and J518.
 - e. For CSN V140 departures, LURAY may assign, without coordination, 14,000 to an aircraft requesting 16,000 when followed by faster traffic requesting AOA 16,000. Hand off to ZDC – Azelea.
 - f. BUFFR has control for turns towards their airspace for jets and props handed off by TYSON routed over J220, J227, J211, and J518, within the confines of LURAY airspace north of AML.
- 2) Sector Identification
 - a. Frequency: 118.67
 - b. Callsign: DCA_L_APP
 - c. ARTS ID: 3L
- 3) Opening the Sector
 - a. Arrivals: LURAY may be opened if arrival traffic via the ELDEE-STAR, WZRRD-STAR, and the west is heavy.
 - b. Departures: LURAY may be opened if departure traffic from all areas via AML and LDN is heavy.
 - c. A controller at OJAAY and a controller at/or covering ASPER and WOOLY must be online.
- 4) Approach Type
 - a. Approach type and runway information shall be given on initial contact with the arrival. Coordinate with DCAFR to determine the type of approach in use.
- 5) North Operation Arrival Flow
 - a. ELDEE-STAR arrivals
 - i. LURAY shall receive a handoff from ZDC prior to DOCCS/DRUZZ at 15,000.
 - ii. On initial contact, instruct aircraft to "Descend via the ELDEE-STAR arrival, runway XX".
 - iii. Provide the Dulles altimeter and type of approach to expect.
 - iv. Handoff to OJAAY at DARIC.
 - b. WZRRD-STAR arrivals
 - i. LURAY shall receive a handoff from ZDC prior to DOCCS/DRUZZ at 15,000.
 - ii. Aircraft shall remain on the STAR until WZRRD and depart WZRRD heading 100.
 - iii. Aircraft shall descend to 8,000 prior to leaving LURAY airspace and handoff to OJAAY.

6) South Operation Arrival Flow

a. ELDEE-STAR arrivals

- i. LURAY shall receive a handoff from ZDC prior to DOCCS/DRUZZ at 15,000.
- ii. On initial contact, instruct aircraft to "Descend via the ELDEE-STAR arrival, runway XX".
- iii. Provide the Dulles altimeter and type of approach to expect.
- iv. Handoff to OJAAY at DARIC.

b. WZRRD-STAR arrivals

- i. LURAY shall receive a handoff from ZDC prior to DOCCS/DRUZZ at 15,000.
- ii. Aircraft shall remain on the STAR until WZRRD and depart WZRRD heading 100.
- iii. Aircraft shall descend to 8,000 prior to leaving LURAY airspace and handoff to OJAAY.

7) Departure Flow

- a. Receive handoffs from TILLY climbing to 11,000 and vectored to join their route.
- b. Receive handoffs from TYSON and FLUKY at or above 11,000 climbing to 17,000 and vectored to join their route.
- c. Climb departures to 17,000 and hand off to ZDC.

Section 9: DEALE

- 1) Responsibilities
 - a. DEALE will sequence CHP area arrivals on the OTT and RAVNN STARs. Due to security concerns, do not shortcut the arrivals on the CSN transition prior to OTT. Arrivals on all transitions must remain on or south of the OTT071R.
 - b. DEALE will sequence ILG and DOV arrivals on the OTT and RAVNN STARs. DEALE shall make a point out to KRANT.
- 2) Sector Identification
 - a. Frequency: 128.35
 - b. Callsign: DCA_D_APP
 - c. ARTS ID: 4D
- 3) Opening the Sector
 - a. DEALE may only be opened when authorized by the ZDC ATM, ZDC DATM, or PCT CIC.
- 4) Arrival Flow
 - a. RAVNN-STAR arrivals to BWI and MTN
 - i. Instruct arrivals to "Descend via the RAVNN-STAR arrival".
 - ii. Handoff to BWIFS at RAVNN.
 - b. OTT-STAR arrival to BWI and MTN
 - i. FAK and RIC transitions
 1. Cross DEALE at 6,000.
 2. Handoff to DEALE at 6,000.
 - ii. CSN transition
 1. Cross OTT AOB 9,000.
 2. Cross DEALE at 6,000.
 3. Handoff to DEALE at 6,000.
 - c. ILG and DOV arrivals on RAVNN-STAR or OTT-STAR
 - i. Descend to 11,000 and handoff to GRACO.

Section 10: ADWAR

- 1) Responsibilities
 - a. ADWAR provides arrival services to ADW.
- 2) Sector Identification
 - a. Frequency: 119.30
 - b. Callsign: DCA_A_APP
 - c. ARTS ID: 4A
- 3) Opening the Sector
 - a. ADWAR may only be opened when authorized by the ZDC ATM, ZDC DATM, or PCT CIC.
- 4) Approach Type
 - a. ADWAR is responsible for determining the approach type in use at ADW.
 - b. ADWAR may clear aircraft for a visual approach provided the aircraft is north of the ADW090R in a south operation and south of the ADW090R in a north operation. Aircraft outside of this area requires manual coordination prior to being cleared for a visual approach.

For flight simulation use ONLY.

Section 11: ADWFR

- 1) Responsibilities
 - a. ADWAR is reserved for future use.

Section 12: KRANT

- 1) Responsibilities
 - a. KRANT provides initial departures services to exit gates SWANN, PALEO, DAILY, EMI, and WOOLY.
- 2) Sector Identification
 - a. Frequency: 125.65
 - b. Callsign: DCA_K_APP
 - c. ARTS ID: 4K
- 3) Opening the Sector
 - a. KRANT is the primary departure sector and must be opened first.
- 4) Combining Positions
 - a. KRANT shall assume control and responsibilities for FLUKY and TYSON when the aforementioned sectors are closed.
- 5) North Operation Departure Flow
 - a. SWANN and PALEO departure gates
 - i. Vector departures to the north and around P-56 to join their route.
 - ii. Jet aircraft shall be climbed to FL190. Handoff to GRACO at the sector boundary if the aircraft will not reach 14,000 prior to crossing. Else, handoff to ZDC.
 - iii. Prop aircraft shall be handed off to GRACO AOA 6,000 climbing to 11,000.
 - b. DAILY departure gate
 - i. Vector departures to the north and around P-56 to join their route.
 - ii. Climb all departures to FL190 and handoff to ZDC.
 - c. EMI departure gate
 - i. Vector departures to the north and around P-56, then direct EMI.
- 6) South Operation Departure Flow
 - a. SWANN and PALEO departure gates
 - i. Vector departures to the east to join their route.
 - ii. Jet aircraft shall be climbed to FL190. Handoff to ZDC.
 - iii. Prop aircraft shall be climbed to 14,000. Handoff to ZDC.
 - b. DAILY departure gate
 - i. Vector departures to the southeast to join their route.
 - ii. Climb all departures to FL190 and handoff to ZDC.
 - c. EMI departure gate
 - i. Vector departures to the north and around P-56, then direct EMI.

Section 13: TYSON

- 1) Responsibilities
 - a. TYSON provides initial departure services to exit gates AML, LDN, GVE, FLUKY, HAFNR, BUFFR, CSN, MRB, and JERES.
- 2) Sector Identification
 - a. Frequency: 118.95
 - b. Callsign: DCA_Y_APP
 - c. ARTS ID: 4Y
- 3) Opening the Sector
 - a. TYSON may only be opened if departure traffic via the north, south, and west departure gates is heavy.
- 4) Combining Positions
 - a. TYSON shall assume control of KRANT and its responsibilities when it is closed.
- 5) North Operation Departure Flow
 - a. MRB, BUFFR, JERES departure gates
 - i. Vector aircraft on a heading to enter BUFFR airspace.
 - ii. Climb aircraft to 17,000 and handoff to BUFFR AOA 10,000.
 - iii. DCA departures shall be below IAD departures to SWANN, PALEO, and DAILY.
 - b. LDN J134, AML J149 departure gates
 - i. Vector aircraft to join their route.
 - ii. Climb aircraft to 17,000 and handoff to LURAY AOA 11,000.
 - iii. Departures shall be above or north of ELDEE-STAR and WZRRD-STAR arrivals.
 - c. FLUKY, HAFNR, GVE, and CSN departure gates
 - i. Vector aircraft to join their route.
 - ii. Climb to FL230 and handoff to FLUKY AOB 11,000.
- 6) South Operation Departure Flow
 - a. MRB, BUFFR, JERES departure gates
 - i. Vector aircraft west towards BRV below arrivals between IRONS and SAMMO.
 - ii. Climb aircraft to 17,000 and handoff to BUFFR AOA 10,000.
 - iii. DCA departures shall be below IAD departures to SWANN, PALEO, and DAILY.
 - b. LDN J134, AML J149 departure gates
 - i. Vector aircraft west towards BRV below arrivals between IRONS and SAMMO.
 - ii. Climb aircraft to 17,000 and handoff to LURAY AOA 11,000.
 - iii. Departures shall be above or north of ELDEE-STAR and WZRRD-STAR arrivals.
 - c. FLUKY, HAFNR, GVE, and CSN departure gates
 - i. Vector aircraft to join their route.
 - ii. Climb to FL230 and handoff to FLUKY AOB 11,000.

Section 14: FLUKY

- 1) Responsibilities
 - a. FLUKY is responsible for MTV and SHD area departures via the south and west departure gates.
- 2) Sector Identification
 - a. Frequency: 121.05
 - b. Callsign: DCA_F_APP
 - c. ARTS ID: 4F
- 3) Opening the Sector
 - a. FLUKY may only be opened when departure traffic from all areas is heavy via FLUKY, HAFNR, GVE, and MOL. A controller covering ASPER, KRANT, and WOOLY must be online prior to opening this sector.
- 4) Departure Flow via the south gates
 - a. FLUKY shall receive handoffs from TILLY AOB 10,000 climbing to 10,000.
 - b. FLUKY shall receive handoffs from TYSON AOB 11,000 climbing to FL230.
 - c. FLUKY shall receive handoffs from WOOLY between EMI208R and EMI220R or on the TERPZ-SID AOA 11,000 climbing to 12,000.
 - d. Vector aircraft to join their route, climbing to FL230, and handoff to ZDC.
- 5) Departure Flow via AML J149 and LDN J134
 - a. FLUKY shall receive handoffs from WOOLY between EMI208R and EMI220R or on the TERPZ-SID AOA 11,000 climbing to 17,000. Vector to join filed route and handoff to LURAY or ZDC climbing to 17,000.