



Washington Center Standard Operating Procedures

Revision Number	Date	Air Traffic Manager	Chief Instructor	Facilities Manager	Comments
2010.1.0	9/30/2010				
2010.1.1	11/15/10				Revised sqk codes
2011.1.0	6/28/11				Sector 14 to Area C. CTR freq changed. CTR combined at 32 Sqk codes revised

DRAFT - Mandatory Briefing Items (MBIs) on ZDC forum supersede these SOPs

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Washington Center (vZDC) Standard Operating Procedures

General Information

- 1) **Disclaimer:**

The information contained on all pages of this document 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 Washington ARTCC or any governing aviation body. All content contained herein is approved only for use on the VATSIM network.
- 2) **Purpose:**

This order has been prepared to standardize the duties and responsibilities of virtual Washington Center personnel. The contents of this order will clarify the practices to be adhered to by personnel in their daily operational assignments. The specific duties and responsibilities set forth herein are supplementary to the duties and responsibilities in letters of agreement, facility orders, notices, and supplements and/or amendments to these documents.
- 3) **Distribution:**
- 4) **Cancellation:**
- 5) **Effective Date: July 1, 2011**
- 6) **Responsibility:**

All personnel are required to be familiar with the provisions of this order which pertain to their operational responsibilities, and to exercise their best judgment when encountering situations not provided for herein.
- 7) **Recommendations for Procedural Changes:**

Personnel should submit recommended revisions/corrections to the Airspace and Procedures Manager.
- 8) **Food and Beverages in the Control Room:**
 - a) It is the expectation that all personnel will strive to keep the DSR control room a clean and pleasant place to work. Food consumption in the DSR control room shall be permitted; however, it is expected that all meals will normally be eaten outside the DSR control room.
 - b) Pouring of beverages shall not be allowed at any DSR console.

Handoff Procedures

Determine the Receiving Controller

The ID, frequency, and callsign for the next controller are specified in this SOP. Because ZDC and its neighbors may change the callsign (used to login to the network) from time to time, initiate handoff requests to the ID specified in this SOP and not necessarily the callsign. If you are not sure which controller to handoff to, ask somebody.

Handoff Requests

- 1) TRACONs within ZDC
 - a) Place all handoff requests at least 20nm and 5000ft prior to the aircraft leaving your sector to be sure that the TRACON is able to accept the aircraft.
- 2) Center sectors within ZDC
 - a) Place all handoff requests at least 15nm prior to the aircraft leaving your sector to be sure the receiving facility can accept the aircraft.
- 3) Neighboring Center sectors (ZBW, ZNY, ZOB, ZID, ZTL, ZJX)
 - a) Place all handoff requests at least 50nm prior to the aircraft leaving your sector to be sure the receiving facility can accept the aircraft.

Transfer of communication

The transfer of communication shall occur at least 5nm and 1000ft from the end of your sector. You must be sure that the aircraft has sufficient time to contact the next controller prior to leaving your airspace.

Simulation Rate

Unless coordinated with the next sector, all aircraft must be at 1X prior to the transfer of communication.

Prearranged Coordination

Transitioning Airspace Stratum

- 1) Climbing
 - a) Climb aircraft to the airspace ceiling (FL230 for Low Sectors). The receiving controller has control on contact for climbs only. The receiving controller must climb aircraft into their airspace prior to issuing any turns unless otherwise coordinated.
- 2) Descending
 - a) When low sectors are open, high sector controllers should descend aircraft no lower than 1000 feet above receiving controller's ceiling (FL240 for high sectors) unless otherwise coordinated. The receiving controller must descend aircraft into their airspace prior to issuing any turns unless otherwise coordinated.
 - b) When low and high sectors are combined, descend aircraft to the lowest altitude owned in 1000s of feet. The receiving controller has control on contact for descents only. The receiving controller must descend aircraft into their airspace prior to issuing any turns.

Airspace Sectorization

Low Traffic

When enroute traffic levels are low, one combined center sector will usually be sufficient. All center sectors will be combined at Gordonsville (32). The combined center shall assume control of all unopened TRACON sectors, tower and ground functions at controlled airfields, and uncovered clearance delivery services.

Frequency and Callsign Information

<u>Name</u>	<u>Callsign #</u>	<u>Callsign Name</u>	<u>Frequency</u>	<u>ID</u>
GORDONSVILLE	DC_32_CTR	DC_GVE_CTR	133.720	32

- a) The radio callsign is "Washington Center."
- b) Use DC_32_CTR as primary callsign and DC_GVE_CTR in relief.

Moderate Traffic

When enroute traffic levels are moderate and are predominately overflying ZDC TRACON airspace (i.e. non-ZDC related events), the center airspace can be divided into four areas: Areas A-D. These areas can accommodate traffic flow in a general direction though a large section of airspace that is too much for one controller to handle in addition to the rest of the center. The areas are designed for specific traffic flows (i.e.: Washington DC area departures to the southwest via J75) to remain with one area for a large segment of the flight through ZDC. The area will focus on organizing the traffic to flow through their airspace and to make the traffic manageable for the next controller. This process relieves congestion on the frequency of the center controller who is working the rest of ZDC.

The airspace of Areas A-D is from SFC – FL600. Low area sectors may only be opened with ATM/DATM/CIC approval. See Individual Sector section for recommended low area sector combinations to support specialized traffic flows.

Frequency and Callsign Information:

<u>Name</u>	<u>Callsign #</u>	<u>Callsign Name</u>	<u>Frequency</u>	<u>ID</u>	<u>Voice Room</u>
		<u>Area A</u>			
PINION	DC_04_CTR	DC_PIN_CTR	133.970	4	ZDC_04
		<u>Area B</u>			
WOODSTOWN	DC_19_CTR	DC_OOD_CTR	125.450	19	ZDC_19
		<u>Area C</u>			
GORDONSVILLE	DC_32_CTR	DC_GVE_CTR	133.720	32	ZDC_32
		<u>Area D</u>			
WILMINGTON	DC_35_CTR	DC_ILM_CTR	124.020	35	ZDC_35

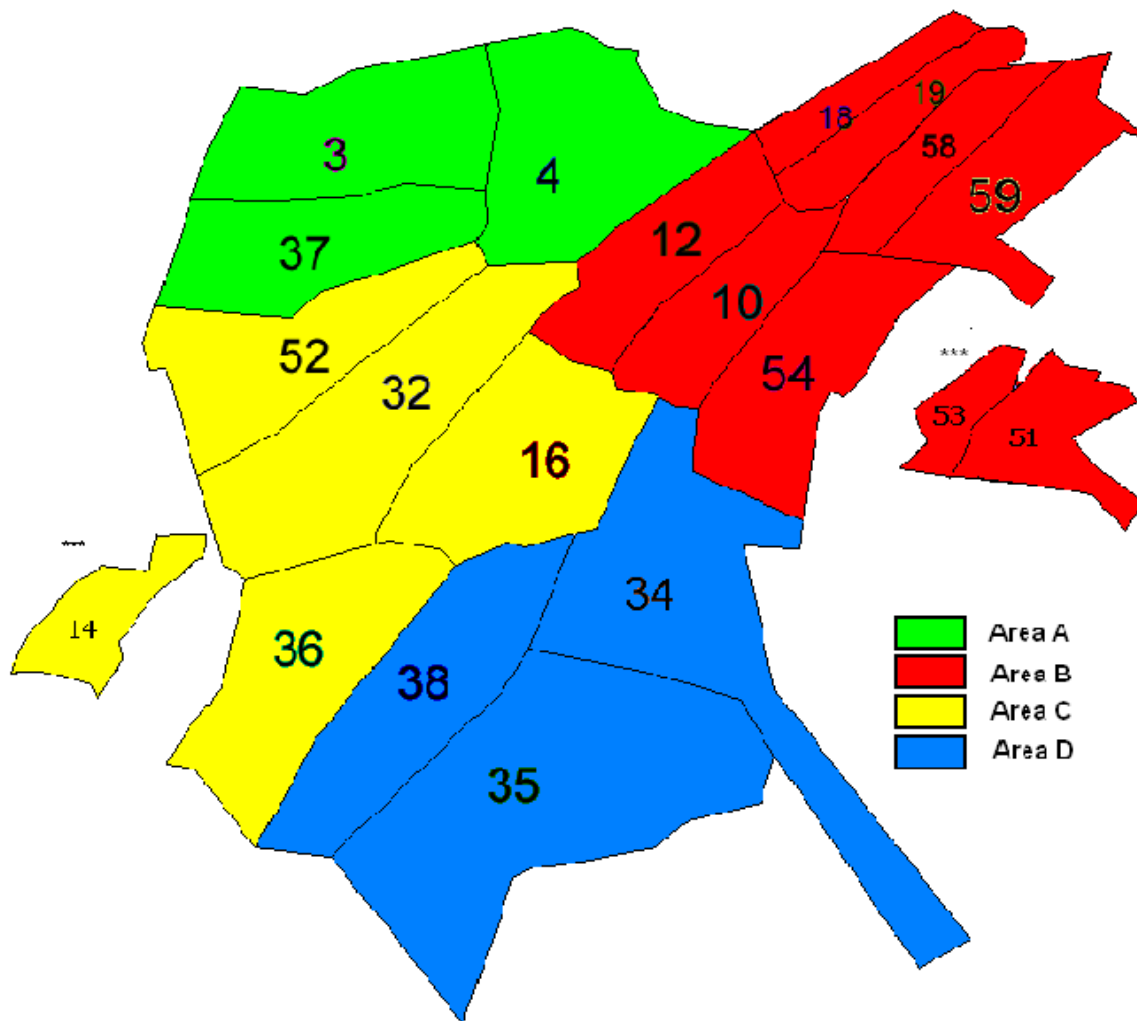
- a) The radio callsign for every sector is "Washington Center."
- b) The normal callsigns are the Callsign Numbers. Use Callsign Name for relief.
- c) Area C is the primary area and must be opened first. If multiple center areas are manned, Area C can be combined with other areas.

Combining Areas:

The areas can be combined as follows. Any other combination of center airspace must be approved by a ZDC senior staff member.

- 1) One (1) Controller: Recommended for everyday non-event VATSIM traffic.
 - a) Area A, Area B, Area C, and Area D, are combined at Area C.
- 2) Two (2) Controllers: Recommended for heavy flow to/from neighboring ARTCCs.
 - a) East-West split with Area A and Area C combined and Area B and D combined: Useful for heavy ZNY/ZBW – ZJX flow.
 - b) W/NW split with Area A split from Areas B, C, and D: Useful for heavy PCT – ZID/ZOB flow, heavy ZNY/ZID flow, or heavy CZYZ flow.
 - c) SW split with Area C split from Areas A, B, D: Useful for heavy PCT – ZTL flow.
 - d) S split with Area D split from Areas A, B, and C: Useful for heavy ZNY – ZTL flow or heavy ZJX – PCT flow.
 - e) NE split with Area B split from Areas A, C, and D: Useful for heavy PCT – ZNY flow.
- 3) Three (3) Controllers. Useful for heavy ZTL to ZNY/ZBW over flights
 - a) Areas B and C combined: Useful for heavy SW to NE overflights.
- 4) Four (4) Controllers: Useful for ZDC events.
 - a) Areas A, B, C, and D are uncombined

ZDC Four Area Sectorization



The sectors pictured above will serve as combined low and high altitude sectors with an airspace of SFC – FL600 excluding any airspace delegated to manned TRACON sectors. In the event that the ATM/DATM/CIC authorizes opening a specific low altitude sector, the applicable portion of Areas A-D from the SFC – FL230 will be delegated to the authorized low altitude sector. This does not apply to sectors 18, 19, the CYN shelf of Sector 58 and the CAMRN shelf of Sector 59 since ZNY owns the underlying airspace. Abide by the specific airspace diagrams for those sectors found starting on page 25 and current ZDC/ZNY LOA.

*** When Area B is opened, low altitude airspace within lateral confines of low sectors 51 and 53 are automatically delegated to sectors 51 and 53. When Area C is opened, low altitude airspace within lateral confines of low sector 14 is automatically delegated to sector 14.

Area A

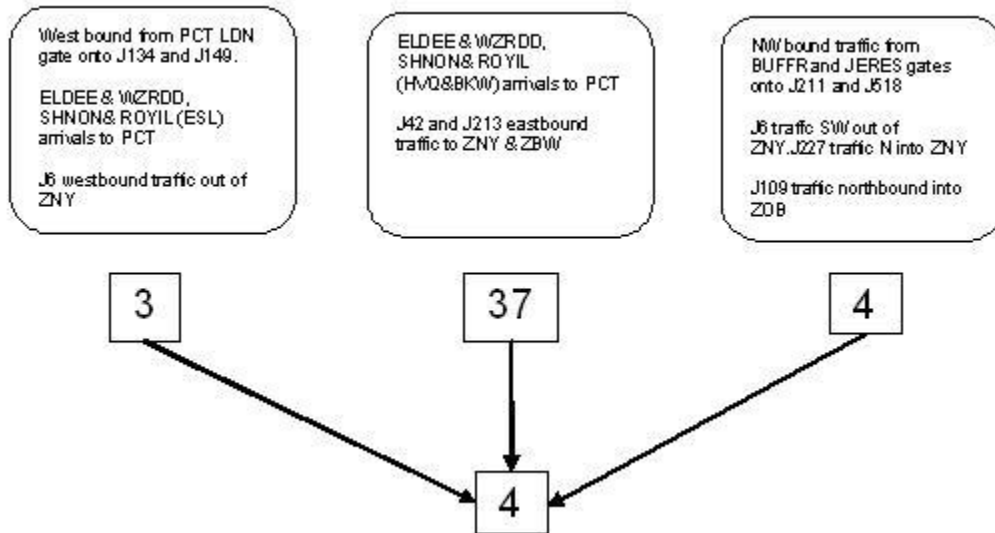
Summary: Area A is located in the western portion of ZDC and borders ZID, western ZNY, and ZOB. This area sees traffic from all directions with the majority of the traffic in altitude transition. Potomac-bound traffic on the ELDEE/WZRDD, EMI, SHNON/ROYIL arrivals are sequenced, descended to required altitude, and handed off to the Potomac TRACON. Westbound departures from Potomac TRACON are transitioned to en-route altitudes, sequenced with over flight traffic, and handed off to ZID and ZOB. This area also sequences Pittsburgh area arrivals. Over flight traffic to ZNY and ZBW is worked on J42 in an east/west flow and over flight traffic to Toronto is worked on J53 in a north/south flow.

Frequency and Callsign Information:

<u>Name</u>	<u>Callsign #</u>	<u>Callsign (Name)</u>	<u>Frequency</u>	<u>ID</u>	<u>Voice Room</u>	<u>Beacon</u>
MOOREFIELD	DC_03_CTR	DC_MOR_CTR	133.270	3	ZDC_03	3601-3637
PINION	DC_04_CTR	DC_PIN_CTR	133.970	4	ZDC_04	3601-3637
MARLINTON	DC_37_CTR	DC_MAR_CTR	133.020	37	ZDC_37	3601-3637

Assignment of Airspace:

- 1) The sectors above own all airspace from SFC – FL600 within Area A excluding any airspace delegated to manned TRACON sectors within area. In the event that the ATM/DATM/CIC authorizes opening low altitude sectors within area, the applicable portion of Area A from SFC – FL230 will be delegated to the authorized low altitude sectors.
- 2) Area A sectors are combined at Pinion (04). No additional sectors within area may be opened unless authorized by ATM/DATM/CIC.
- 3) Use Callsign # as primary callsign. Use Callsign Name in relief.



Aircraft Routing

Sector	Airport	Route	Props	Ops	Restriction
3	BWI	EMI STAR			Cross MUMSY/BUBBI at 15,000 ft
3	DCA	ELDEE/WZRDD STAR			Cross DRUZZ at 15,000 ft
3	DOV	ENO STAR			Cross MUMSY at 15,000 ft
3	IAD	SHNON/ROYIL STAR			Cross DRUZZ at 11,000 ft and 250kts
3	IAD	SHNON/ROYIL STAR	Y		Cross DRUZZ at 7,000/9,000 ft
3	ILG	ENO STAR			Cross MUMSY at 15,000 ft
3	RIC				Cross ZDC boundary at or below FL290
4	BWI	V268 KEMAR			Cross boundary at 5,000 ft
4	FDK	V501 MRB			Cross boundary at 6,000/8,000 ft
4	GAI	V501 MRB			Cross boundary at 6,000/8,000 ft
4	GSO	J75 GVE LYH HENBY STAR			Cross boundary at or below FL300
4	HSP	J48 MOL			Cross boundary at or below FL270
4	IAD	V501 MRB			Cross boundary at 6,000/8,000 ft
4	LWB	J48 MOL			Cross boundary at or below FL270
4	MDT	V377 HAR			Cross ZNY boundary at or below 15,000 ft
4	PIT	J518			Maximum altitude FL200
4	RDU	GVE SBV STAR			Cross boundary at r below FL300
37	ADW	ROYIL/SHNON STAR			Cross PUTTZ at FL270
37	ADW	CSN ADW RAVNN			Cross CSN at FL190
37	BWI	OTT/RAVNN STAR			Cross CSN at FL190
37	BWI	OTT/RAVNN STAR			Cross CSN 60 DME at FL280
37	DCA	WZRDD/ELDEE STAR			Cross PUTTZ at FL270
37	DCA	WZRDD/ELDEE STAR			Cross DOCCS at 15,000 ft
37	DCA	WZRDD/ELDEE STAR	Y		Cross DOCCS at 7,000/9,000 ft
37	DOV	CSN ENO STAR			Cross CSN at FL190
37	GSO	ROA HENBY STAR			Descend to FL240
37	IAD	ROYIL/SHNON STAR			Cross PUTTZ at FL240
37	IAD	ROYIL/SHNON STAR			Cross DOCCS at 11,000 ft and 250kts
37	IAD	ROYIL/SHNON STAR	Y		Cross DOCCS at 7,000/9,000 ft
37	MTN	OTT/RAVNN STAR			Cross CSN 60 DME at FL280
37	ORF	TERKS STAR			Cross 25 NW MOL at FL270
37	ORF	J42 MOL J24 FAK HCM			Cross DENNY at FL270
37	PIT	RICCS IHD NESTO STAR			Cross 35 miles S RICCS at FL240
37	RDU	ROA SBV STAR			Cross 30 NW of ROA at FL270
37	RIC	J24 FAK			Descend to FL240

Area B

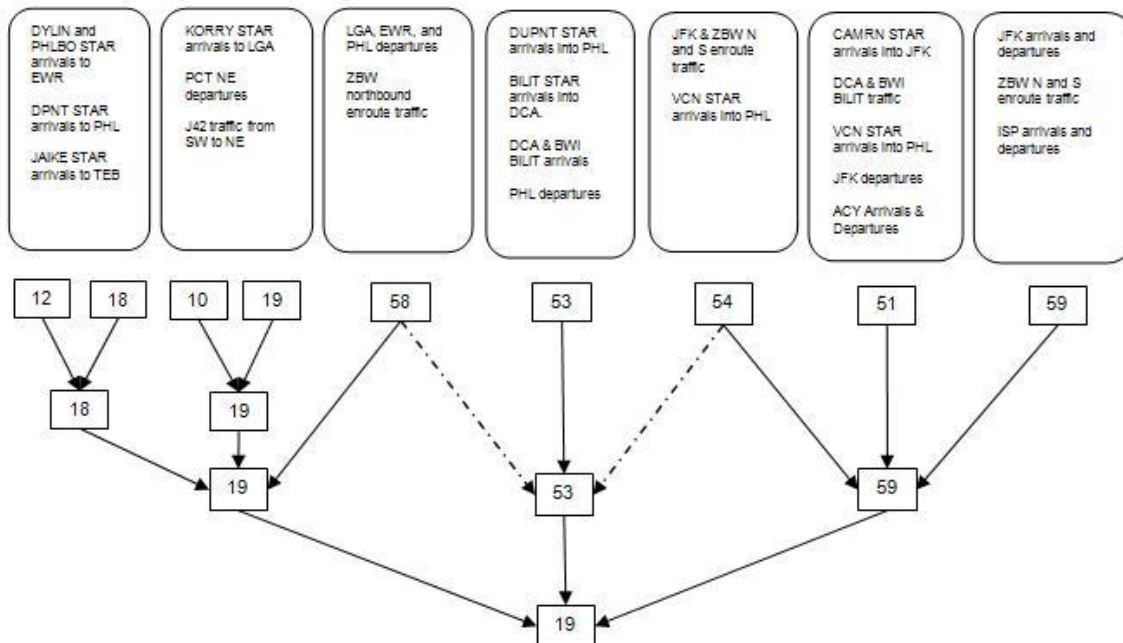
Summary: This area is responsible for sequencing and separating Newark and LaGuardia arrivals on their respective STARs with departure traffic from the Washington, DC area to the NE. This traffic is sequenced with high altitude traffic from the Southern US to the NE. Kennedy, Islip, and New England area arrivals transition through this airspace. Area 8 is very demanding on the radar team because of its location in the Northeast corridor and proximity to New York City. This area requires heavy coordination between its controllers, and surrounding sectors. If volume becomes heavy, ground stops or greater miles-in-trail (MIT) can be imposed on Washington, DC area airports.

Frequency and Callsign Information:

<u>Number</u>	<u>Name</u>	<u>Callsign #</u>	<u>Callsign (Name)</u>	<u>Frequency</u>	<u>ID</u>	<u>Voice Room</u>	<u>Beacon</u>
10	BAY	DC_10_CTR	DC_BAY_CTR	132.270	10	ZDC_10	3640-3677
12	BROOKE	DC_12_CTR	DC_BRV_CTR	126.870	12	ZDC_12	3640-3677
18	DUPONT	DC_18_CTR	DC_DQO_CTR	132.520	18	ZDC_18	3640-3677
19	WOODSTOWN	DC_19_CTR	DC_OOD_CTR	125.450	19	ZDC_19	3640-3677
39	SNOW HILL	DC_39_CTR	DC_SWL_CTR	121.370	39	ZDC_39	3640-3677
51	CASINO	DC_51_CTR	DC_CAS_CTR	127.700	51	ZDC_51	3640-3677
53	KENTON	DC_53_CTR	DC_ENO_CTR	132.050	53	ZDC_53	3640-3677
54	SALISBURY	DC_54_CTR	DC_SBY_CTR	120.970	54	ZDC_54	3640-3677
58	COYLE	DC_58_CTR	DC_CYN_CTR	121.020	58	ZDC_58	3640-3677
59	SEA ISLE	DC_59_CTR	DC_SIE_CTR	133.120	59	ZDC_59	3640-3677

Assignment of Airspace:

- 1) Area B owns all airspace from SFC – FL600 excluding any airspace delegated to manned TRACON sectors within Area. In the event that the ATM/DATM/CIC authorizes opening low altitude sectors within area, the applicable portion of Area B from SFC – FL230 will be delegated to the authorized low altitude sector.
- 2) Area B sectors are combined at Woodstown (19). No additional sectors within area may be opened unless authorized by ATM/DATM/CIC.
- 3) Use Callsign # as primary callsign. Use Callsign Name in relief.



Aircraft Routing

Sector	Type	Airport	Route	Props	Ops	Restriction
10	High	LGA	PXT KORRY STAR			RIDGY at or below FL270
12	High	ACY	J51/J42?j150 OTT SIE			OTT at FL240
12	High	EWR	DYLIN/PHLBO STAR			FUBRR at ar below FL270
12	High	PHL	J51/J42/J150 DUPNT STAR			OTT at FL240
12	High	WRI	J51/J42/J150 SIE STAR			OTT at FL240
17	Low	ACY	OTT SIE			Cross 35 E OTT at 15,000 ft
17	Low	PHL	DUPNT STAR			Cross JAYBO at 15,000 ft
17	Low	WRI	SIE STAR			Cross JAYBO at 15,000 ft
18	Low	EWR	DYLIN STAR			Descend via DYLIN arrival
18	Low	TEB	JAIKE STAR			Cross JAIKE at 13,000 ft
19	Low	BDL	J42 RBV			Cross ZNY boundary at FL270
19	Low	BOS	J42 RBV			Cross ZNY at FL370 or below
19	Low	LGA	KORRY STAR			Descend via KORRY arrival
19	Low	PVD	J42 RBV			Cross ZNY boundary at FL330 or below
51	Low	ACY	V44/V139 SIE			Cross SIE at 8,000 ft
51	Low	ADW	V308 OTT	Y		Cross ATR at or below 16,000 ft
51	Low	BWI	ENO V268 BAL	Y		Cross boundary at or below 10,000 ft
51	Low	BWI	V308 BILIT			Cross ATR at or below 16,000 ft
51	Low	BWI	BILIT STAR			Cross ATR at or below 16,000 ft
51	Low	DCA	V308 OTT	Y		Cross ATR at or below 16,000 ft
51	Low	DCA	V308 BILIT			Cross ATR at or below 16,000 ft
51	Low	DCA	BILIT STAR			Cross ATR at or below 16,000 ft
51	Low	DOV	SIE DOV			Cross boundary at 8,000 ft
51	Low	JFK	SIE V44 PANZE	Y		Cross boundary at 15,000 ft
51	Low	PHL	VCN STAR			Cross VCN at 8,000 ft
51	Low	WRI	SIE STAR			Cross SIE at 8,000 ft
53	Low	ACY	V44			Cross 20 W SIE at 9000 ft
53	Low	ACY	OTT SIE			Cross 20 W SIE at 9000 ft
53	Low	ACY	SIE STAR			Cross 20 W SIE at 9000 ft
53	Low	ADW	V308 OTT			Cross BILIT at 11,000 ft
53	Low	ADW	V308 OTT	Y		Cross BILIT at 8,000 ft
53	Low	BWI	ENO V268 BAL	Y		Cross 10 W ENO at 8,000 ft
53	Low	DCA	V308 BILIT			Cross BILIT at 14,000 ft
53	Low	DCA	BILIT STAR			Cross BILIT at 14,000 ft
53	Low	DCA	V308 OTT	Y		Cross BILIT at 8,000 ft
53	Low	MTN	ENO V268 BAL	Y		Cross 10 W ENO at 8,000 ft
53	Low	PHL	DUPONT STAR			Cross TERRI at 10,000 ft and 250 kts

Aircraft Routing (con't)

Sector	Type	Airport	Route	Props	Ops	Restriction
53	Low	WRI	V44			Cross 20 W SIE at 9000 ft
53	Low	WRI	OTT SIE			Cross 20 W SIE at 9000 ft
53	Low	WRI	SIE STAR			Cross 20 W SIE at 9000 ft
54	High	ACY	ORF J121 SIE			Descend to FL240
54	High	DOV	ORJ J209 SBY SMYRNA STAR			Descend to FL240
54	High	DOV	SBY V29 ENO	Y		Descend to FL240
54	High	ILG	ORF J209 SBY			Descend to FL240
54	High	JFK	SWL V139 SIE ACY V184 ZIGGI	Y		Descend to FL240
54	High	PHL	ORF J121 SWL VCN STAR			Descend to FL240
54	High	RIC	CCV HPW			Descend to FL240
54	High	WRI	ORF J121 SIE STAR			Descend to FL240
58	High	BDL	VILLS DPK DPK STAR			Cross 50 SW DPK at FL250
59	High	ISP	V139 DARDI CCC			Cross BRIGS at or below FL210
59	High	JFK	J121 SIE CAMRN STAR			Cross HOGGS at low est usable flight level
59	High	ORF	SWL CCV			Cross 60 NE SWL at or below FL260
59	High	RDU	J174/J121 SWL ARGAL STAR			Cross 60 NE SWL at or below FL320
59	High	RIC	SWL CCV HPW			Cross 60 NE SWL at or below FL260

Area C

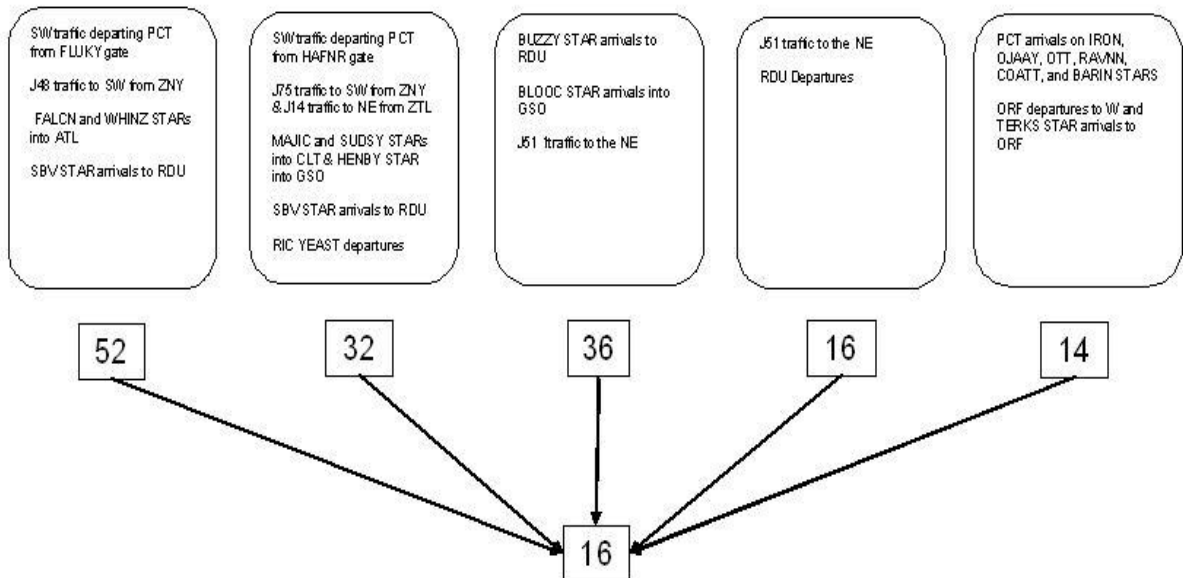
Summary: Area C is located to the Southwest of the Washington, DC Metropolitan area. In the higher altitudes, this area is responsible for sequencing Philadelphia, and New York (LaGuardia and Newark) area arrivals as well as over flights to New England. Potomac bound traffic on the OJAAY/IRONS, RAVNN/OTT, and BARIN/COATT arrivals are sequenced, descended to required altitude, and handed off to the Potomac TRACON. Atlanta and Charlotte arrivals are sequenced in this area. In the lower altitudes, this area services Greensboro, and Charlotte area arrivals and departures. This area also services RIC/ORF arrivals/departures from/to the West as well as RDU arrivals from the Northwest, Northeast, and Southwest.

Frequency and Callsign Information:

<u>Number</u>	<u>Name</u>	<u>Callsign #</u>	<u>Callsign (Name)</u>	<u>Frequency</u>	<u>ID</u>	<u>Voice Room</u>	<u>Beacon</u>
14	IRONS	DC_14_CTR	DC_IRS_CTR	132.950	14	ZDC_14	0501-0577
16	HOPEWELL	DC_16_CTR	DC_HPW_CTR	121.870	16	ZDC_16	0501-0577
32	GORDONSVILLE	DC_32_CTR	DC_GVE_CTR	133.720	32	ZDC_32	0501-0577
36	RALEIGH	DC_36_CTR	DC_RDU_CTR	118.920	36	ZDC_36	0501-0577
52	TECH	DC_52_CTR	DC_TEC_CTR	133.570	52	ZDC_52	0501-0577

Assignment of Airspace:

- 1) Area C owns all airspace from SFC – FL600 excluding any airspace delegated to manned TRACON sectors within Area. In the event that the ATM/DATM/CIC authorizes opening low altitude sectors within Area, the applicable portion of Area B from SFC – FL230 will be delegated to the applicable low altitude sectors.
- 2) Area C sectors are combined at Hopewell (16). No additional sectors within area may be opened unless authorized by ATM/DATM/CIC.
- 3) Use Callsign # as primary callsign. Use Callsign Name in relief.



Aircraft Routing

Sector	Airport	Route	Props	Ops	Restriction
14	ADW	RIC IRONS/OJAAY STAR			Cross OJAAY at 12,000 ft
14	BWI	RAVNN/OTT STAR			Cross SABBI at 15,000 ft
14	BWI	RAVNN/OTT STAR	Y		Cross SABBI at 13,000 ft
14	DCA	RIC IRONS/OJAAY STAR			Cross OJAAY at 10,000 ft
14	DCA	RIC IRONS/OJAAY STAR	Y		Cross EPICS at 10,000 ft
14	IAD	RIC/FAK BARIN/COATT STAR			Cross FALKO at 10,000 ft
14	LFI	J24			Cross HCM at 11,000 ft
14	NGU	J24			Cross TERKS at 14,000 ft
14	NTU	J24			Cross TERKS at 14,000 ft
14	ORF	J24			Cross TERKS at 14,000 ft
14	PHF	J24			Cross HCM at 11,000 ft
16	ADW	RIC IRONS/OJAAY STAR			Cross RIC at FL220
16	BWI	RIC RAVNN/OTT STAR			Cross RIC at FL230
16	DCA	RIC IRONS/OJAAY STAR			Cross RIC at FL220
16	DOV	RIC V16			Cross RIC FL230
16	IAD	FAK/RIC BARIN/COATT STAR			Cross FAK/RIC at FL220
16	ILG	RIC V16			Cross RIC FL230
32	CAE	GSO J75 CAE			ZTL boundary at or below FL300
32	CDN	GSO J75 CAE			ZTL boundary at or below FL300
32	CHO	Direct			Descend to lowest available altitude for direction of flight
32	CLT	LEAKS V143 GIZMO CLT	Y		Cross ZTL boundary at 6,000/12,000 ft
32	CLT	MAJIC STAR			Cross MAYOS at or below FL220
32	GSO	LYH HENBY STAR			Cross HENBY at 12,000 ft
32	GSO	LYH HENBY STAR	Y		Cross HENBY at 11,000 ft
32	GSP	J37 SPA			ZTL boundary at or below FL280
32	LYH	All			Cross LYH 30 DME at 10,000 ft
32	LYH	All			Cross LYH 30 DME at 10,000 ft
32	RDU	SBV STAR		Rwy 23	Cross ALDAN at 10,000 ft and 250 kts
32	RDU	SBV STAR		Rwy 5	Cross ALDAN at 12,000 ft
32	RDU	SBV STAR	Y	Rwy 23	Cross ALDAN at 8,000 ft
32	RDU	SBV STAR	Y	Rwy 5	Cross ALDAN at 10,000 ft
32	RIC	J14			Cross JAXSN at or below FL190
32	RIC	V20			Cross RIC 85 DME at or below FL190
32	RIC	Direct FAK RIC			20W of FAK at 9,000 ft
32	ROA	All			Cross ROA 30 DME at 11,000 ft
32	ROA	All			Cross ROA 30 DME at 11,000 ft
32	SHD	Direct			Descend to lowest available altitude for direction of flight
32	SPA	J37 SPA			ZTL boundary at or below FL280
36	BWI	J52 RIC RAVNN STAR			Cross 75 miles south of RIC at or below FL290

Aircraft Routing (con't)

Sector	Airport	Route	Props	Ops	Restriction
36	CAE	All			Enter ZJX airspace at FL220 or below
36	CHS	All			Enter ZJX airspace at or below FL280
36	CLT	RDU MAJIC STAR			Enter ZTL airspace at 16,000 ft
36	CRE	All			Enter ZJX airspace at or below FL230 for 11,000
36	DCA	J52 RIC IRONS/OJAAY STAR			Cross 80 NM south of RIC at FL270
36	FAY	V54/V296			Enter ZDC airspace at 17,000 ft or below
36	FAY	All			Cross ZDC boundary at or below FL230 for 11,000 ft
36	FBG	All			Cross ZDC boundary at or below FL230 for 11,000 ft
36	FLO	All			Enter ZJX airspace at or below FL230 for 11,000
36	GSO	ARGAL			Cross GSO 30 DME at 13,000 ft
36	GSO	SDZ BLOCC STAR			Cross BLOCC at 12,000 ft
36	GSO	BLOCC STAR	Y		Cross BLOCC at 11,000 ft
36	IAD	J51 FAK BARIN/COATT STAR			Cross 80 NM south of FAK at FL270
36	IAD	RDU FAK BARIN STAR			Cross 80 NM south of FAK at FL270
36	LBT	All			Cross ZDC boundary at or below FL230 for 11,000 ft
36	MTN				Cross 75 miles south of RIC at or below FL290
36	MYR	All			Enter ZJX airspace at or below FL230 for 11,000
36	POB	From ZTL over SDZ			Enter ZDC airspace at 15,000 ft or below
36	POB	All			Cross ZDC boundary at or below FL230 for 11,000 ft
36	RDU	SDZ BUZZY STAR		Rwy 5	Cross BUZZY at 11,000 ft 250kts
36	RDU	SDZ BUZZY STAR		Rwy 23	Cross BUZZY at 11,000/12,000 ft
36	RDU	SPA SDZ BUZZY STAR	Y		Enter ZDC airspace at 13,000 ft or lower
36	RDU	CAE BUZZY STAR			Enter ZDC airspace at or below FL210
36	RIC	MANGE/MELIA RIC			Cross MANGE/MELIA at 10,000 ft and 250 kts or less
36	RIC	RDU LVL RIC			Cross RDU at FL240
36	TRI	All			Enter ZTL airspace at or below FL260
52	BLF	All			Cross ZDC/ZID boundary at or below 10,000 for 8,000 ft
52	BWI	V143	Y		Cross LURAY at 13,000 ft
52	DCA	V143	Y		Cross LURAY at 13,000 ft
52	GSO	ROA HENBY STAR			Cross HENBY at 12,000 ft
52	GSO	ROA HENBY STAR	Y		Cross HENBY at 11,000 ft
52	HKY	All			ZTL boundary at FL240
52	IAD	V143	Y		Cross LURAY at 13,000 ft
52	ILG	J147 CSN OTT V379 ENO			Cross CSN at FL190
52	LYH	All			Cross LYH 30 DME at 10,000 ft
52	MRB	V143			Cross LURAY at 13,000 ft
52	OKV	V143			Cross LURAY at 13,000 ft
52	ROA	All			Cross ROA 30 DME at 11,000 ft
52	ROA	All			Cross ROA 30 DME at 11,000 ft
52	SVH	All			ZTL boundary at FL240

Area D

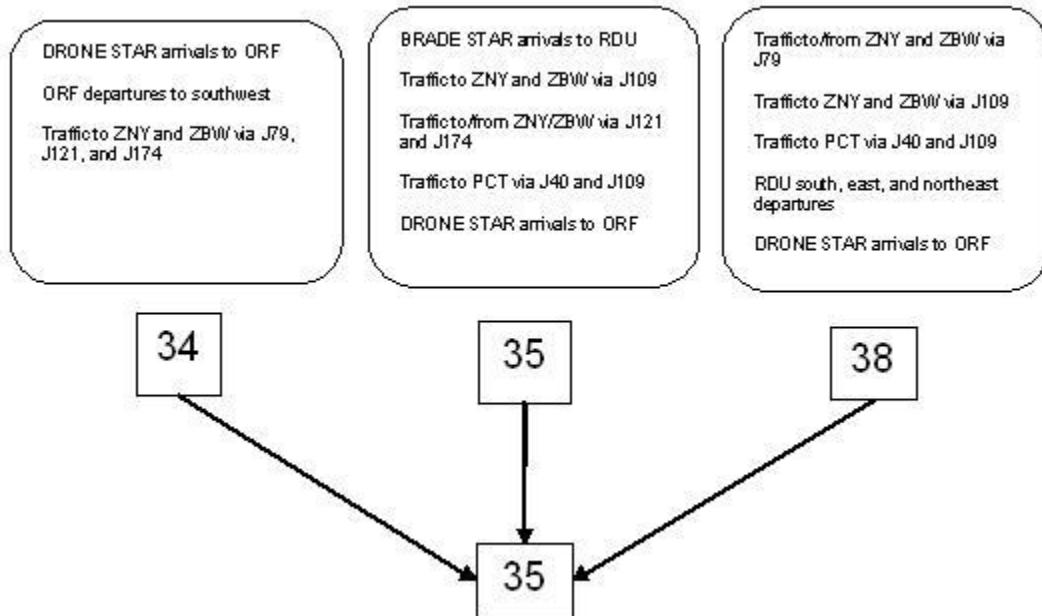
Summary: Area D is located in the southern portion of ZDC and borders KJX. This area services Raleigh-Durham, Fayetteville, Greensboro, and Wilmington area arrivals and departures. Norfolk and Raleigh departures are transitioned into the higher altitudes in this area. High altitude traffic flow is northbound and southbound connecting the east coast of Florida and the Caribbean with New York, Philadelphia, New England and the Potomac.

Frequency and Callsign Information:

Number	Name	Callsign #	Callsign (Name)	Frequency	ID	Voice Room	Beacon
34	NORFOLK	DC_34_CTR	DC_ORF_CTR	133.820	34	ZDC_34	7001-7037
35	WILMINGTON	DC_35_CTR	DC_ILM_CTR	124.020	35	ZDC_35	7001-7037
38	TAR RIVER	DC_38_CTR	DC_TYI_CTR	132.220	38	ZDC_38	7001-7037

Assignment of Airspace:

- 1) Area C owns all airspace from SFC – FL600 excluding any airspace delegated to manned TRACON sectors within Area. In the event that the ATM/DATM/CIC authorizes opening low altitude sectors within Area, the applicable portion of Area C from SFC – FL230 will be delegated to the low altitude sectors
- 2) Area C sectors are combined at Wilmington (35). No additional sectors may be opened unless authorized by ATM/DATM/CIC.
- 3) Use Callsign # as the primary callsign. Use Callsign Name in relief.



Aircraft Routing

Sector	Airport	Route	Props	Ops	Restriction
34	ACY	ORF J121 SIE			Cross 15 N ORF at or below FL290
34	CLT	FKN RDU MAJIC STAR			Cross FKN at or below FL260
34	DOV	ORF ENO STAR			Cross 15 N ORF at or below FL270
34	GSO	SBY J79 FKN V66 ARGAL			Cross NE of FKN at or below FL240
34	ILG	J209 SBY V29 ENO DQO			Cross 15 N ORF at or below FL270
34	ORF	DRONE STAR			Cross DRONE at 11,000 ft
34	ORF	DRONE STAR	Y		Cross DRONE at 9,000 ft
34	PHL	ORF J121 SWL VCN STAR			Cross 15 N ORF at or below FL290
34	RDU	TYI BRADE STAR			Cross 10 NE of TYI at or below 14,000 ft
34	RDU	ARGAL STAR		Rw y 23	Cross ARGAL at 10,000 ft
34	RDU	ARGAL STAR	Y	Rw y 23	Cross ARGAL at 8,000 ft
34	RDU	ARGAL STAR		Rw y 5	Cross ARGAL at 12,000 ft
34	RDU	ARGAL STAR	Y	Rw y 5	Cross ARGAL at 10,000 ft
34	SBY	ORF			Cross 15 N ORF at or below FL250
34	WRI	ORF J121 SIE STAR			Cross 15 N ORF at or below FL290
35	CHS	All			Enter ZJX airspace at or below FL280
35	CRE	All			Cross ZJX boundary at or below FL230 for 11,000 ft
35	GSB No TAC	ISO GSB			Descend to 11,000 feet
35	GSB No TAC	ISO GSB			Descend to 11,000 feet
35	GSB TACAN	EEGEL/TBOLT GSB			Cross EEGEL or TBOLT at 11,000
35	GSB TACAN	PHNTM or TBOLT			Cross PHNTM or TBOLT at 11,000 feet
35	ILM	All			Cross ZDC boundary at or below FL230 for 11,000 ft
35	MYR	All			Cross ZJX boundary at or below FL230 for 11,000 ft
35	OAJ	All			Cross ZDC boundary at or below FL230 for 11,000 ft
35	ORF	DRONE STAR			Cross BROZE at or below FL190
35	RDU	ILM BRADE STAR		Rw y 23	Cross BRADE at 11,000 ft/250kts
35	RDU	ILM BRADE STAR		Rw y 23	Cross BRADE at 11,000 ft/250kts
35	RDU	ILM BRADE STAR			Enter ZDC airspace at FL270
38	ADW	J40 RIC IRONS/OJAAY STAR			Cross 60 S of RIC at FL270
38	ADW	J165 RIC IRONS/OJAAY STAR			Cross 80 S of RIC FL270
38	BWI	J79 TYI J40 RIC OTT STAR			Cross 65 S of RIC at FL290
38	CAE	All			Cross ZJX boundary at or below FL220
38	CHS				Enter ZJX at or below FL280
38	DCA	J40 RIC IRONS/OJAAY STAR			Cross 60 S of RIC at FL270
38	DCA	J165 RIC IRONS/OJAAY STAR			Cross 80 S of RIC FL270
38	FBG	All			Cross ZDC boundary at or below FL230 for 11,000 ft
38	FLO	All			Cross ZJX boundary at or below FL230 for 11,000 ft
38	HEF	J109 FAK BARIN STAR			Cross 65 south of FAK at FL270
38	HEF	J165 J109 FAK BARIN			Cross NKKIE at FL270

Aircraft Routing (con't)

Sector	Airport	Route	Props	Ops	Restriction
38	IAD	J109 FAK BARIN STAR			Cross 65 south of FAK at FL270
38	IAD	J165 J109 FAK BARIN			Cross NKKIE at FL270
38	JYO	J109 FAK BARIN STAR			Cross 65 south of FAK at FL270
38	JYO	J165 J109 FAK BARIN			Cross NKKIE at FL270
38	LBT	All			Cross ZDC boundary at or below FL230 for 11,000 ft
38	POB	All			Cross ZDC boundary at or below FL230 for 11,000 ft
38	RDU	BRADE STAR			Cross BRADE at 11,000 ft/250kts

High Altitude Sector Diagrams

Diagrams below represent real world ZDC high altitude sectors. Non-event virtual ZDC traffic does not support opening low altitude sectors. As a result, the following sectors should be considered as combined low and high altitude sectors with airspace of SFC – FL600 with the exception of Sectors 18, 19, CYN shelf of Sector 58, and CAMRN shelf of Sector 59. In regard to those sectors, the underlying airspace is owned by ZNY and not ZDC; therefore, abide by the diagrams below for those sectors. In the event the opening of an underlying low altitude sector is authorized, the airspace restrictions depicted in the applicable overlying high altitude sector should be followed.

Washington Center Sector 10- Bay

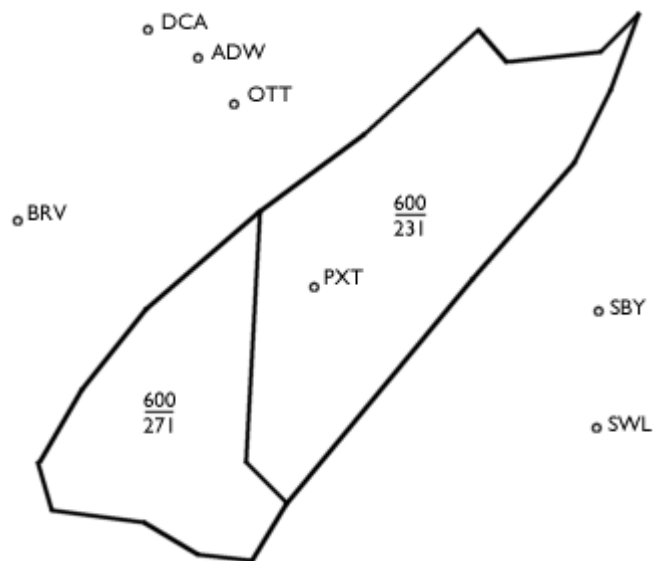
Frequency

- VHF - 132.27

Callsign

- DC_10_CTR
- DC_BAY_CTR

Airspace



Washington Center Sector 12- Brooke

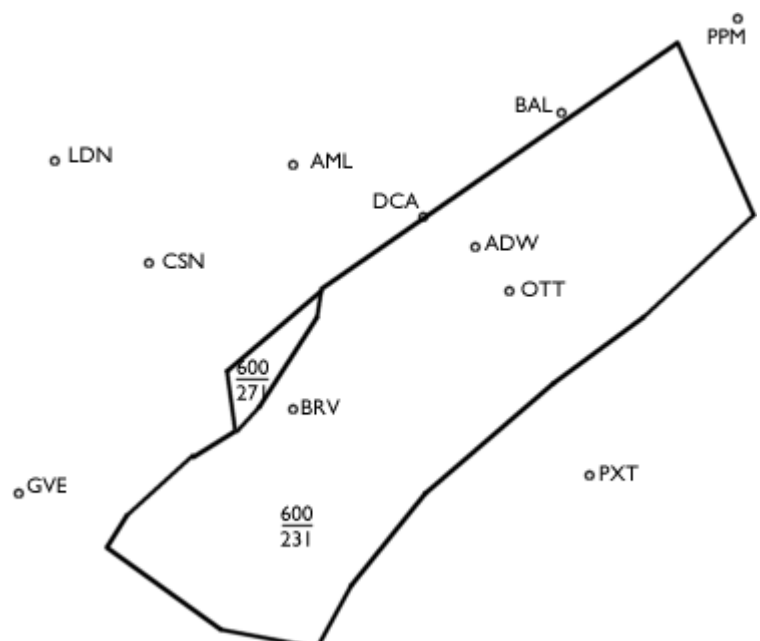
Frequency

- VHF – 126.87

Callsign

- DC_12_CTR
- DC_BRV_CTR

Airspace



Washington Center Sector 18- DuPont

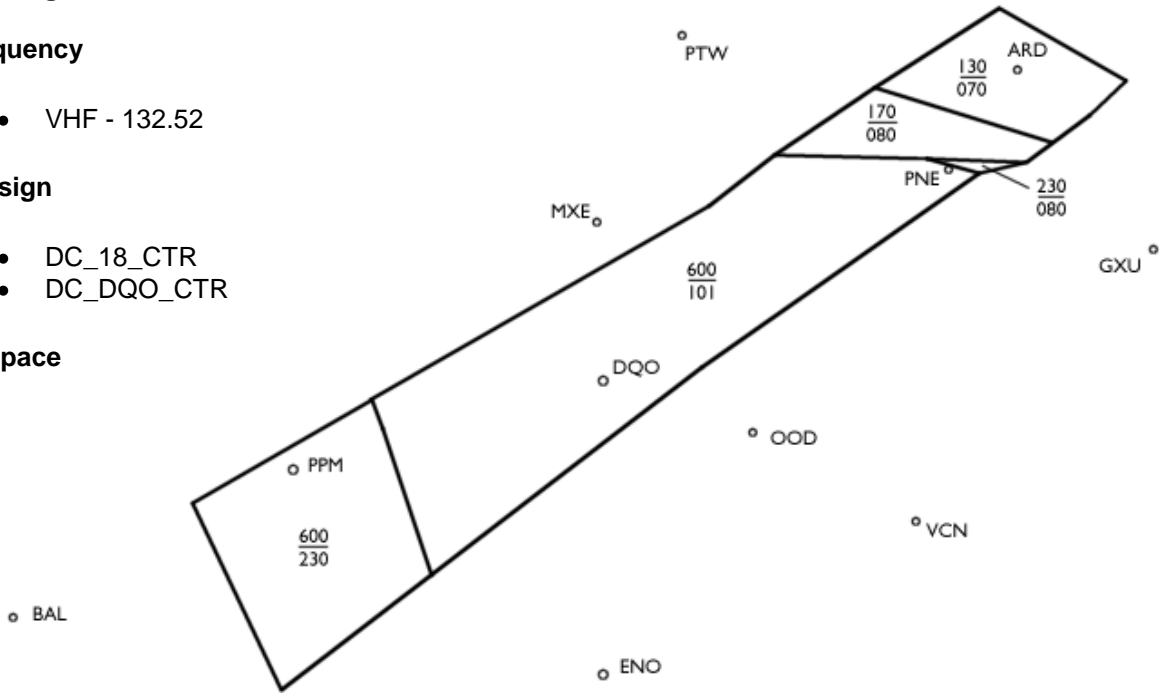
Frequency

- VHF - 132.52

Callsign

- DC_18_CTR
- DC_DQO_CTR

Airspace



Washington Center Sector 19- Woodstown

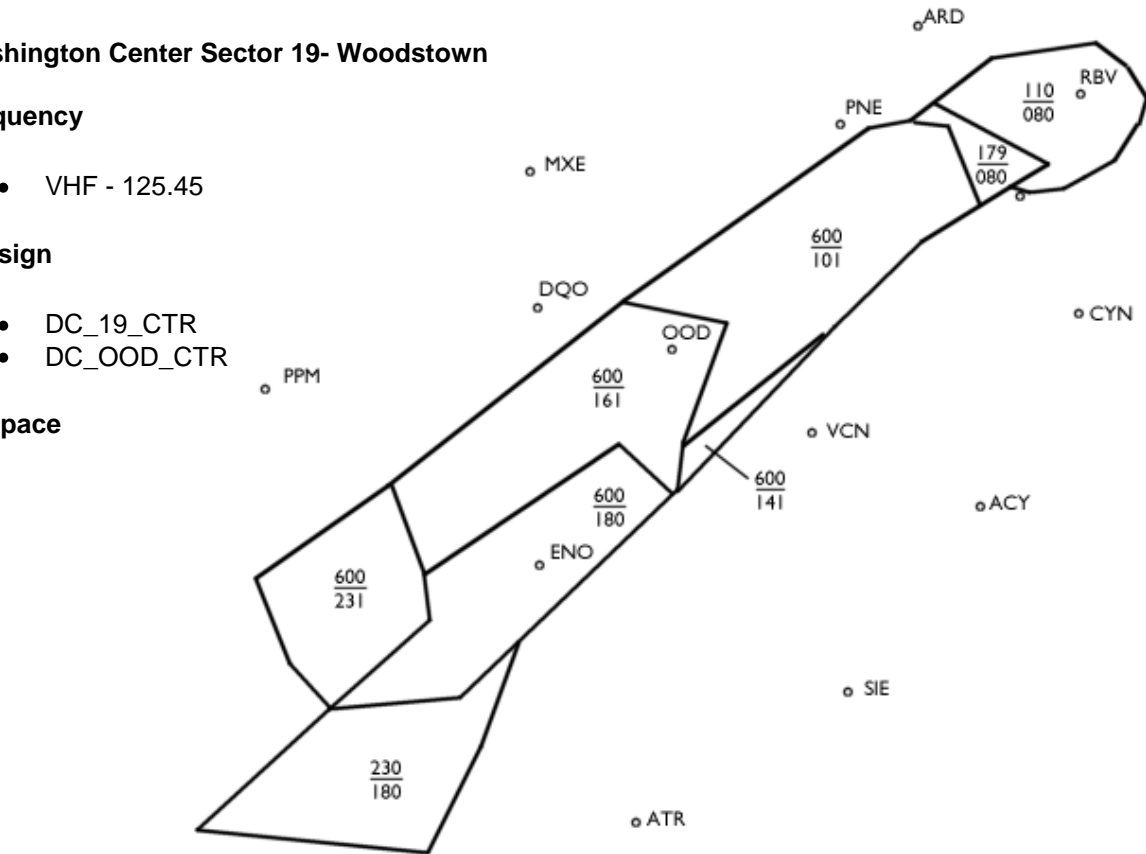
Frequency

- VHF - 125.45

Callsign

- DC_19_CTR
- DC_OOD_CTR

Airspace



Washington Center Sector 54- Salisbury

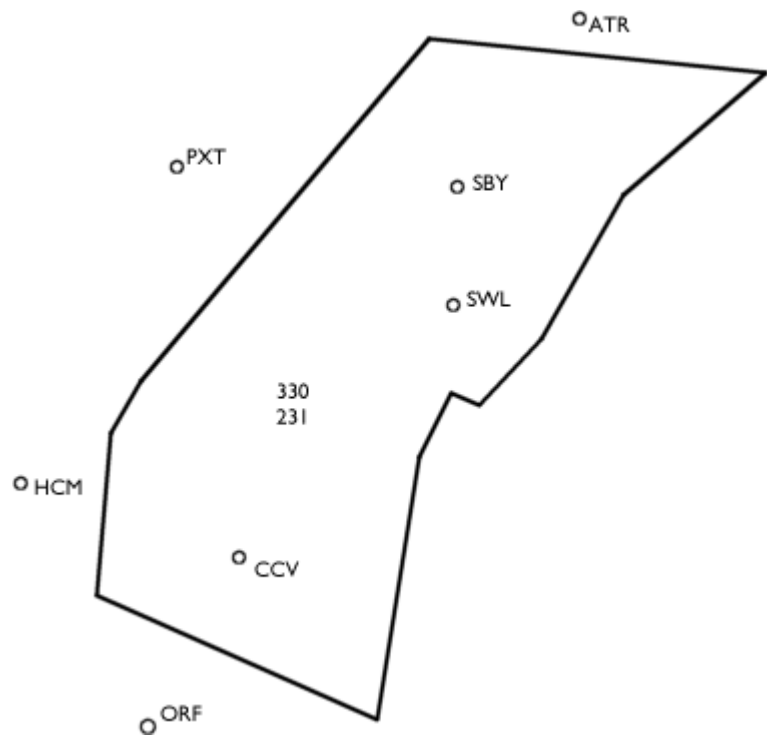
Frequency

- VHF – 120.97

Callsign

- DC_54_CTR
- DC_SBY_CTR

Airspace



Washington Center Sector 58- Coyle

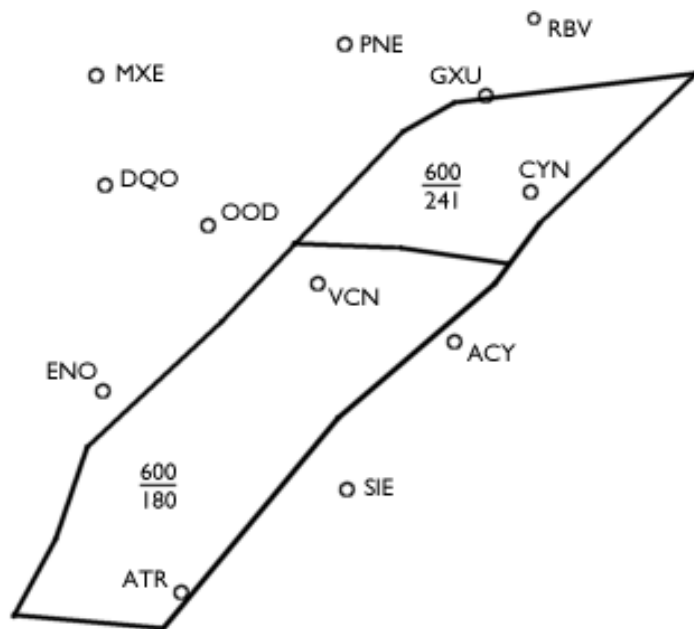
Frequency

- VHF - 121.02

Callsign

- DC_58_CTR
- DC_CYN_CTR

Airspace



Washington Center Sector 59- Sea Isle

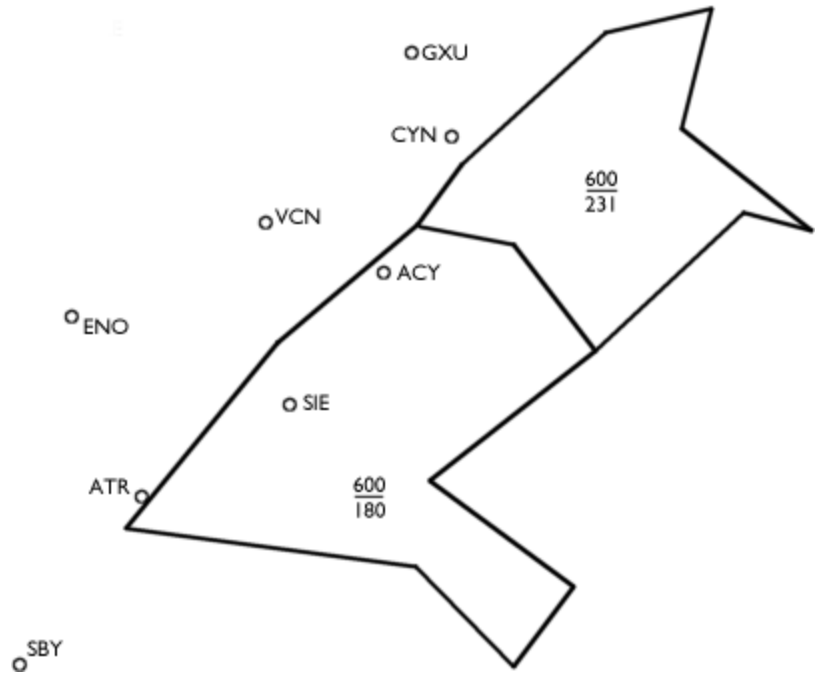
Frequency

- VHF - 133.12

Callsign

- DC_59_CTR
- DC_SIE_CTR

Airspace



Washington Center Sector 03- Moorefield

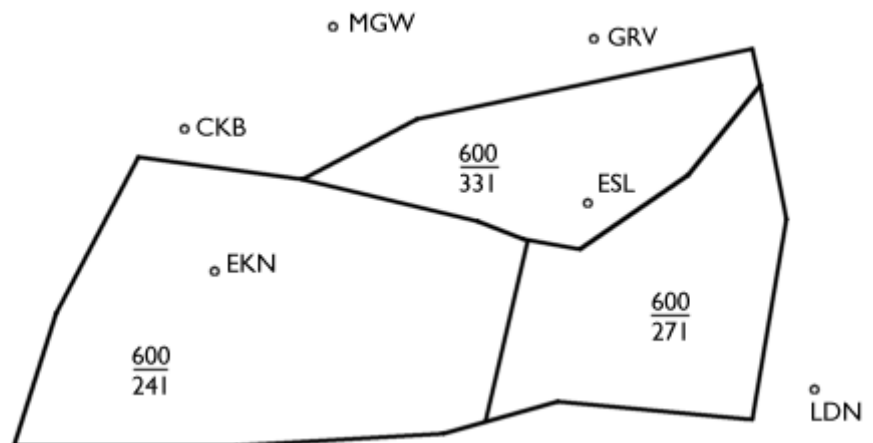
Frequency

- VHF - 133.27

Callsign

- DC_03_CTR
- DC_MOR_CTR

Airspace



Washington Center Sector 04- Pinion

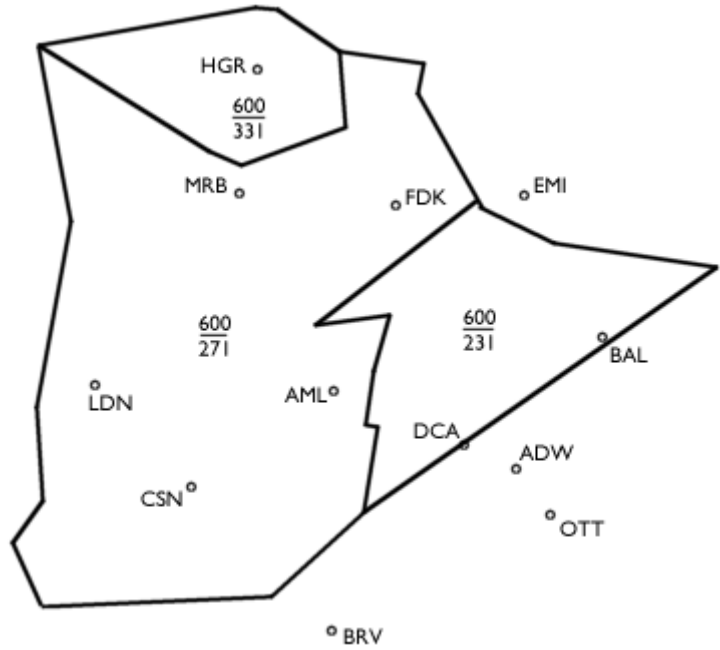
Frequency

- VHF - 133.97

Callsign

- DC_04_CTR
- DC_PIN_CTR

Airspace



Washington Center Sector 32- Gordonsville

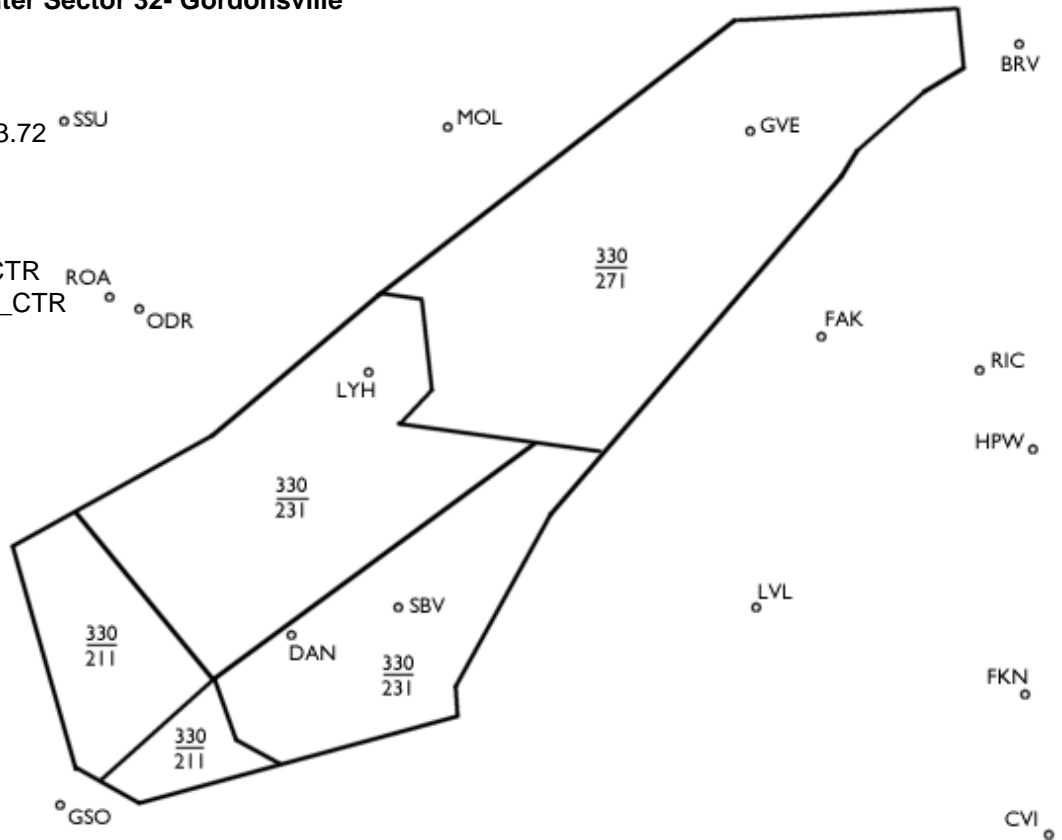
Frequency

- VHF - 133.72 ^{SSU}

Callsign

- DC_32_CTR ^{ROA}
- DC_GVE_CTR ^{ODR}

Airspace



Washington Center Sector 37- Marlinton

Frequency

- VHF - 133.02

Callsign

- DC_37_CTR
- DC_MAR_CTR

Airspace



Washington Center Sector 52- Tech

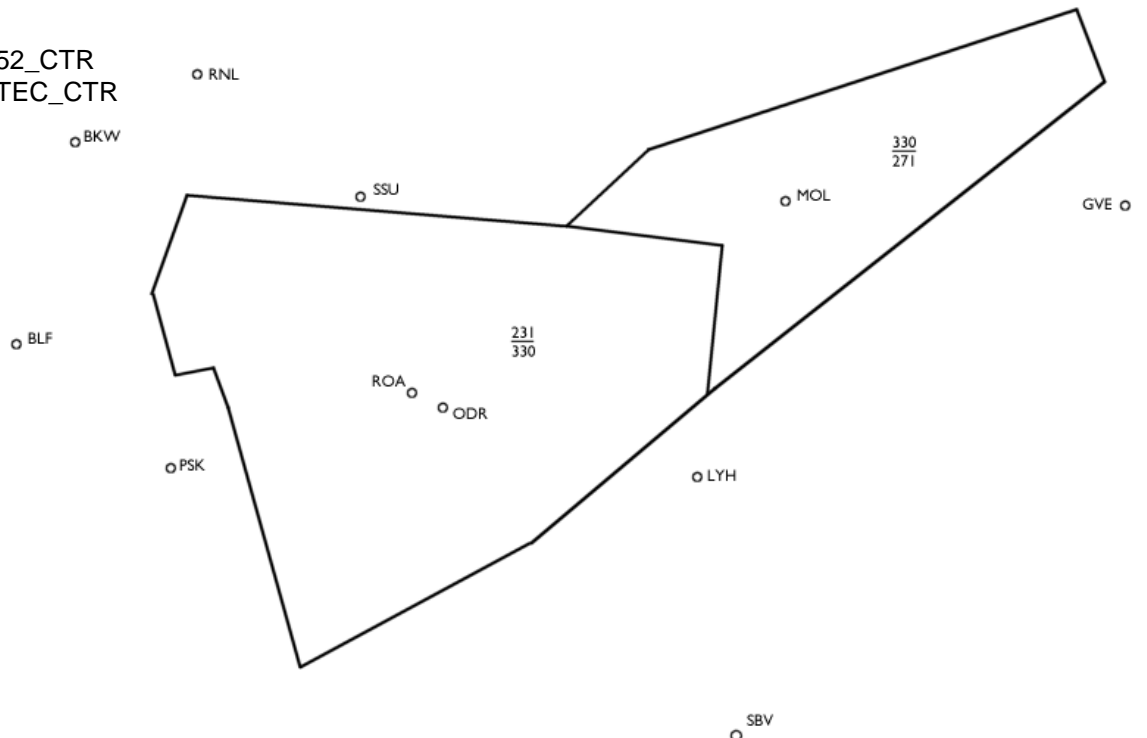
Frequency

- VHF - 133.57

Callsign

- DC_52_CTR
- DC_TEC_CTR

Airspace



Washington Center Sector 34- Norfolk

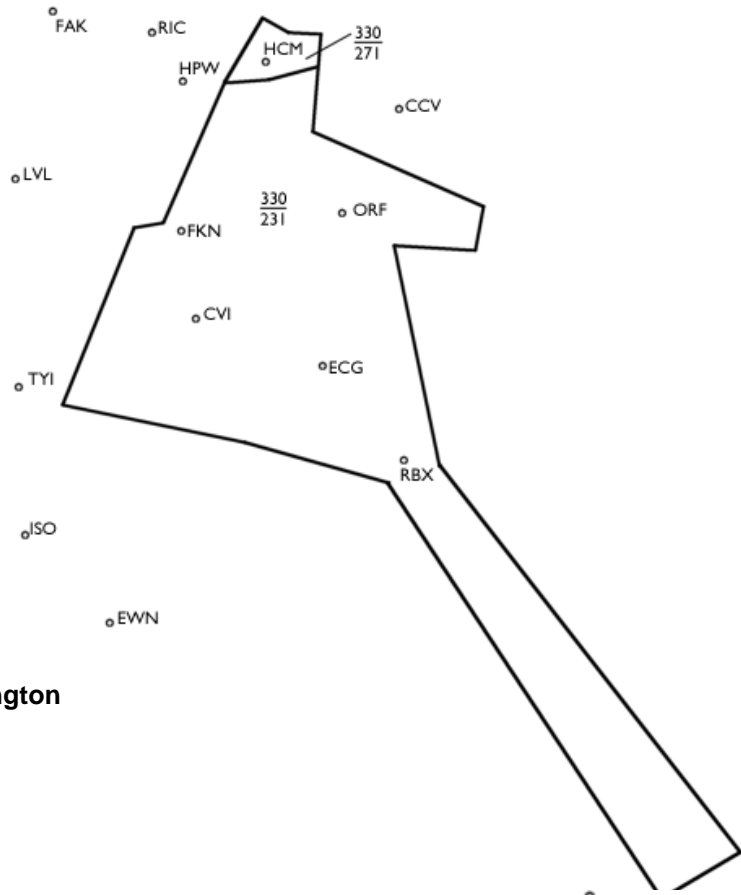
Frequency

- VHF - 133.82

Callsign

- DC_34_CTR
- DC_ORF_CTR

Airspace



Washington Center Sector 35- Wilmington

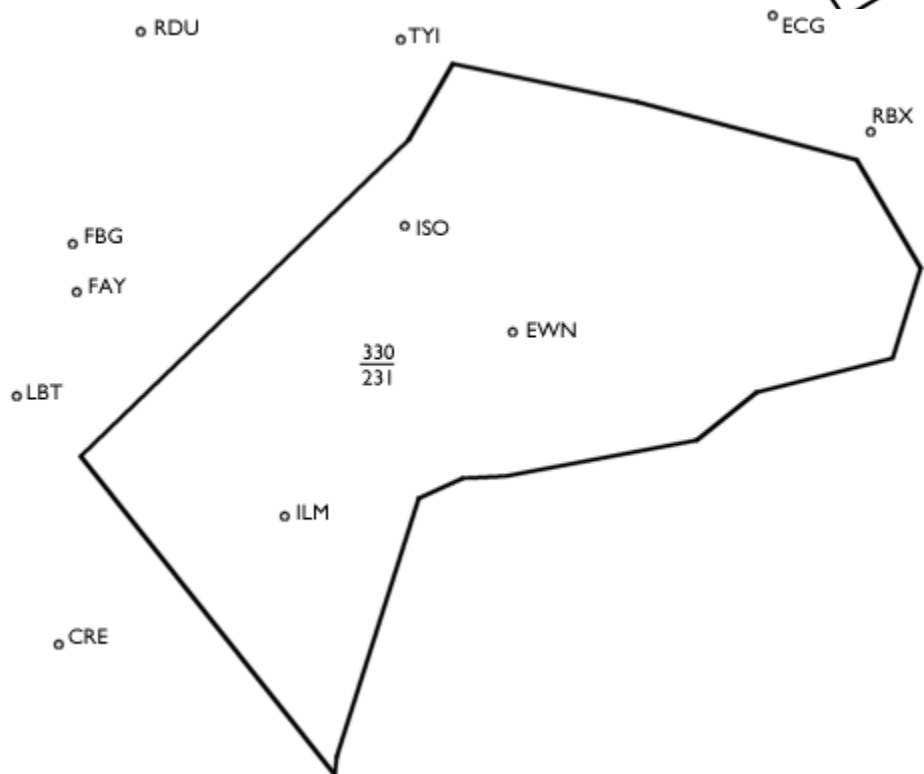
Frequency

- VHF - 124.02

Callsign

- DC_35_CTR
- DC_ILM_CTR

Airspace



Washington Center Sector 16- Hopewell

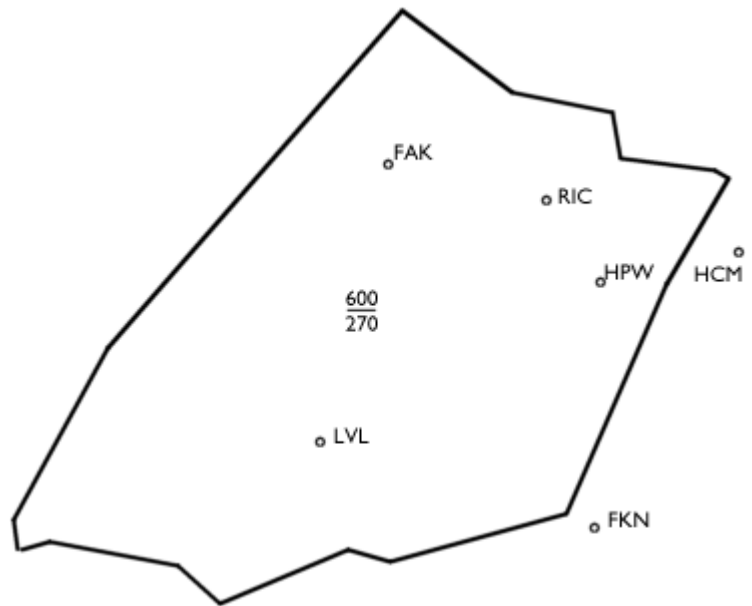
Frequency

- VHF – 121.87

Callsign

- DC_16_CTR
- DC_HPW_CTR

Airspace



Washington Center Sector 36- Raleigh

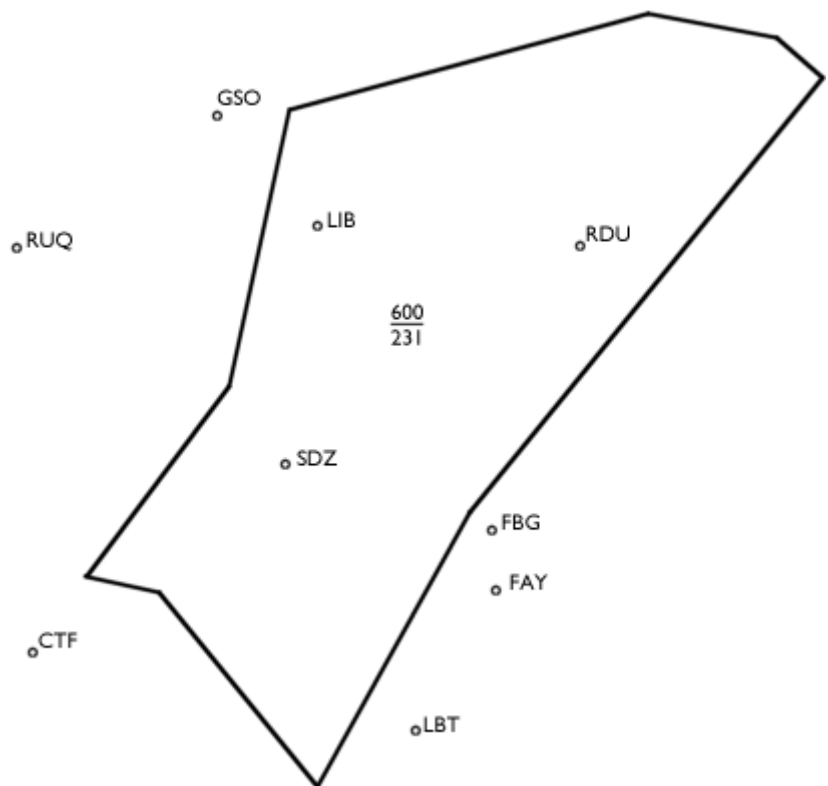
Frequency

- VHF - 118.92

Callsign

- DC_36_CTR
- DC_RDU_CTR

Airspace



Washington Center Sector 38- Tar River

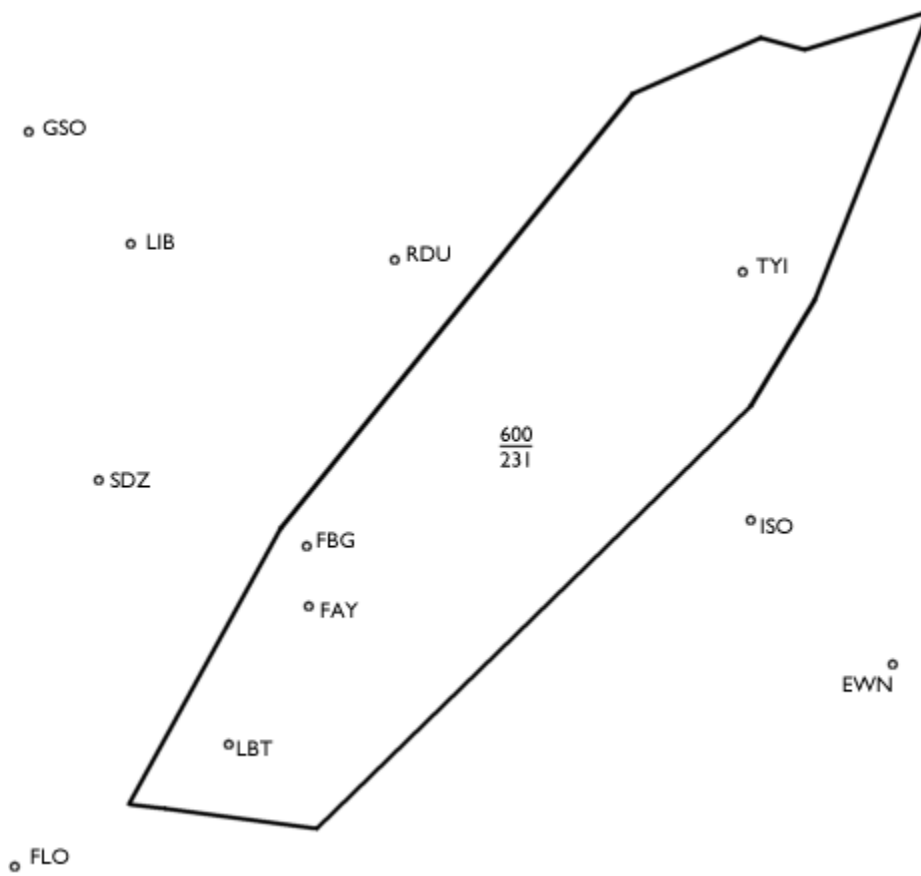
Frequency

- VHF - 132.22

Callsign

- DC_38_CTR
- DC_TYI_CTR

Airspace



Low Sector Information

The following sectors are not to be opened unless authorized by the ATM/DATM/CIC. If opened, the airspace restrictions depicted in diagrams below should be followed.

Washington Center Sector 17- Swann

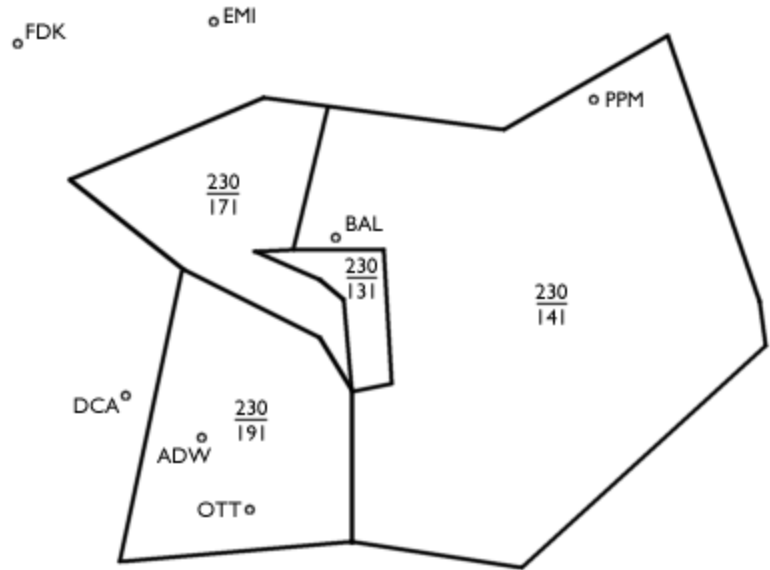
Frequency

- VHF - 134.50

Callsign

- DC_17_CTR
- DC_SWN_CTR

Airspace



Washington Center Sector 51- Casino

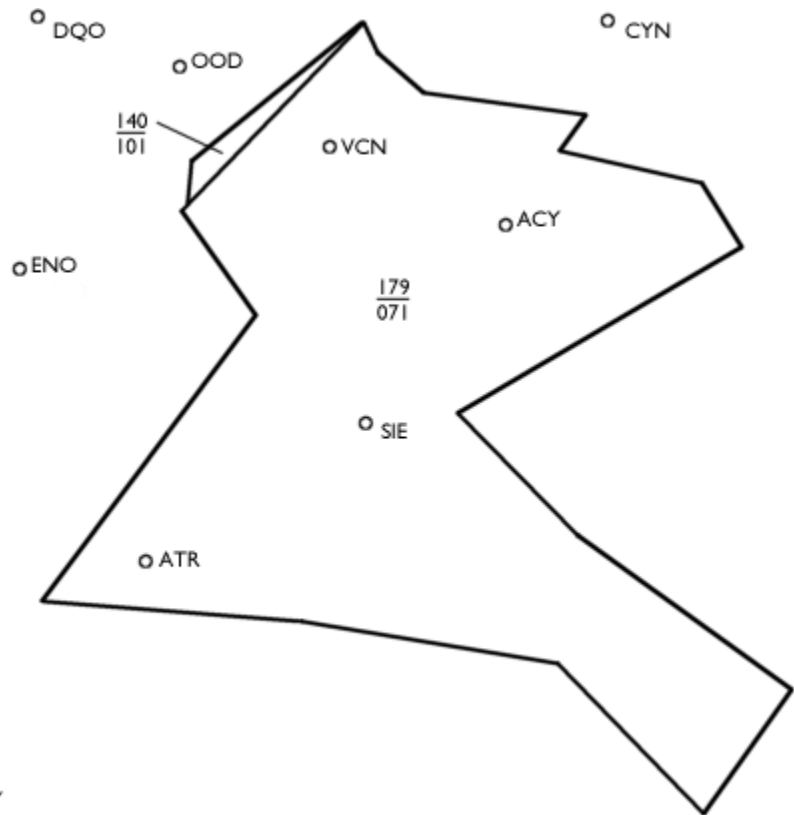
Frequency

- VHF - 127.70

Callsign

- DC_51_CTR
- DC_CAS_CTR

Airspace



Washington Center Sector 53- Kenton

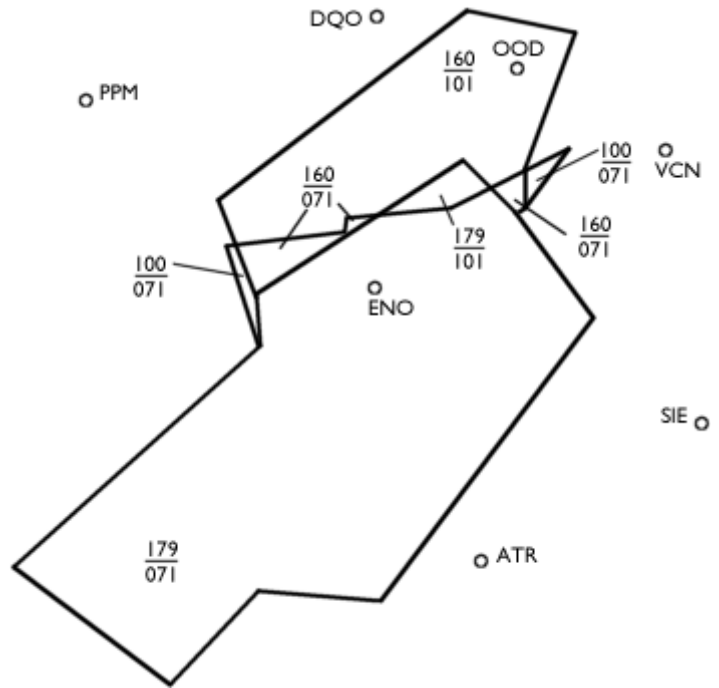
Frequency

- VHF - 132.05

Callsign

- DC_53_CTR
- DC_ENO_CTR

Airspace



Washington Center Sector 01 - Elkins

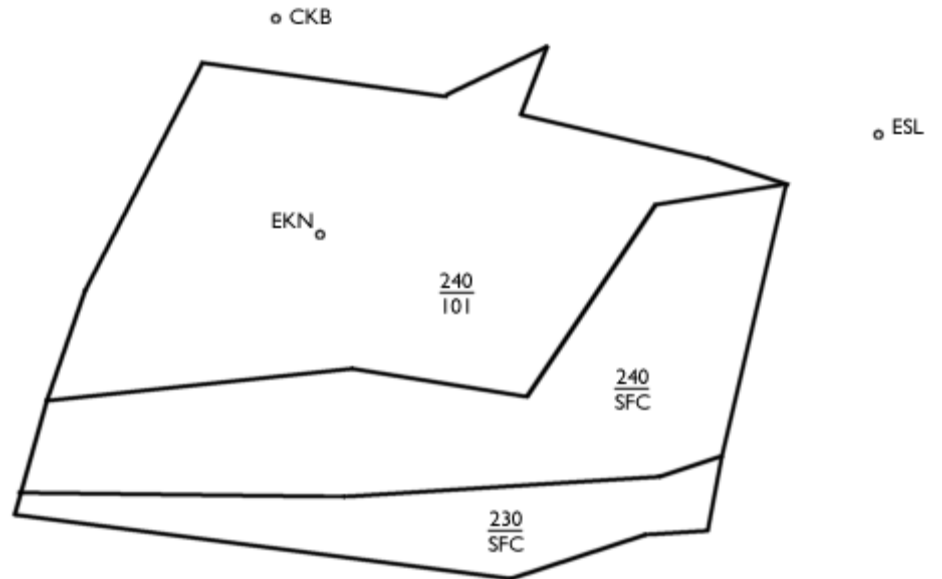
Frequency

- VHF - 128.60

Callsign

- DC_01_CTR
- DC_EKN_CTR

Airspace



Washington Center Sector 02 - Casanova

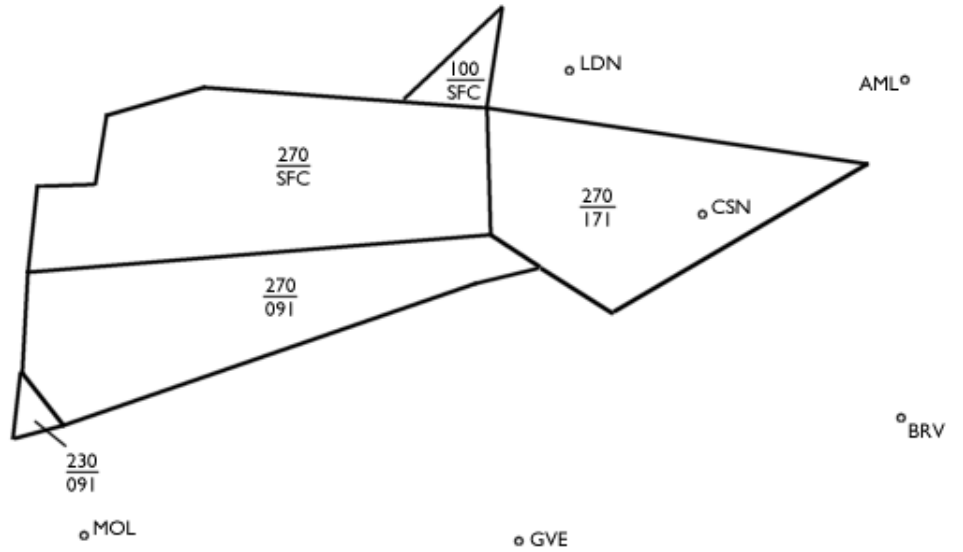
Frequency

- VHF - 133.20

Callsign

- DC_02_CTR
- DC_CSN_CTR

Airspace



Washington Center Sector 05 - Linden

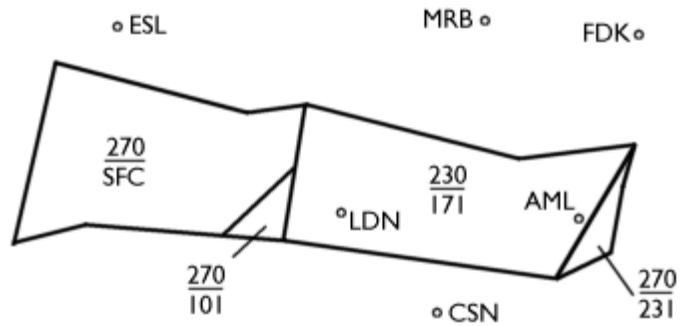
Frequency

- VHF - 133.55

Callsign

- DC_05_CTR
- DC_LDN_CTR

Airspace



Washington Center Sector 06 - Hagerstown

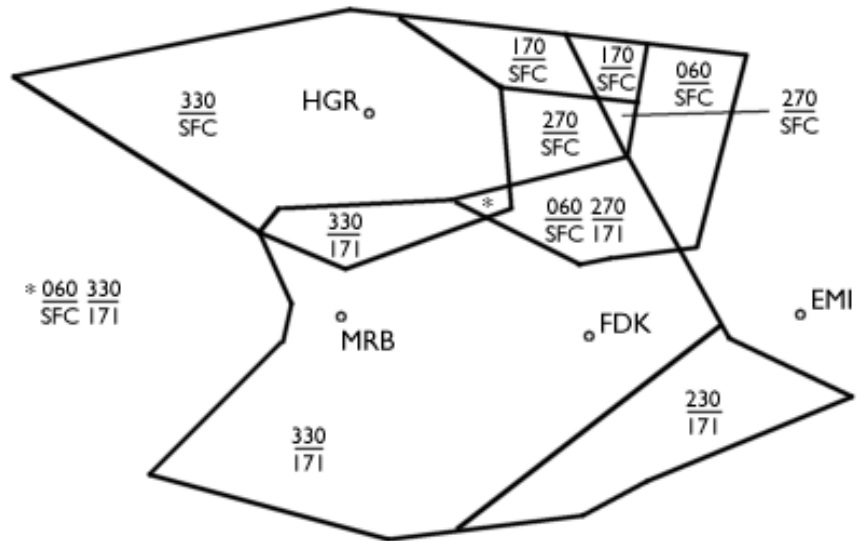
Frequency

- VHF - 134.15

Callsign

- DC_06_CTR
- DC_HGR_CTR

Airspace



Washington Center Sector 15- Blue Ridge

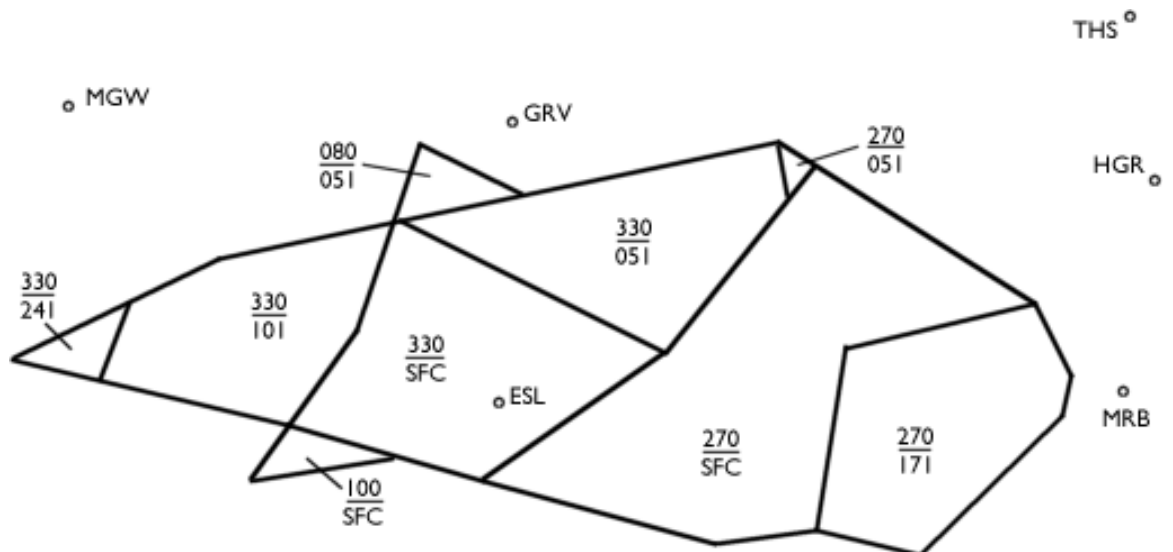
Frequency

- VHF - 133.650

Callsign

- DC_15_CTR
- DC_BLR_CTR

Airspace



Washington Center Sector 29- Hot Springs

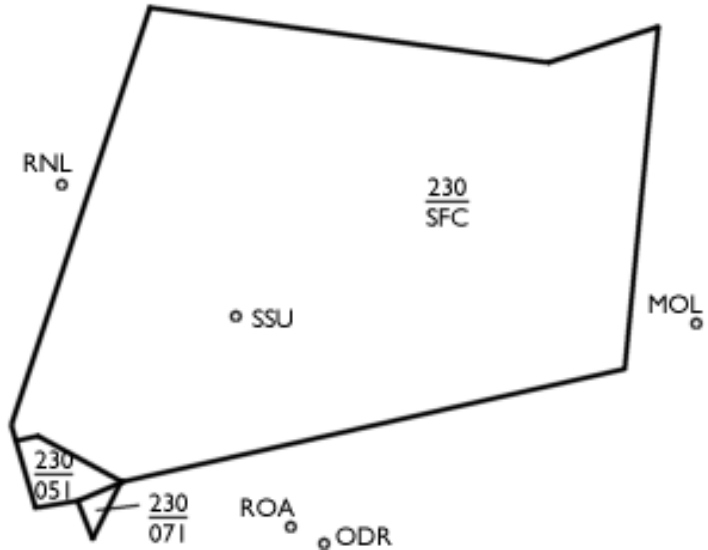
Frequency

- VHF - 134.40

Callsign

- DC_29_CTR
- DC_HSP_CTR

Airspace



Washington Center Sector 30- Valley

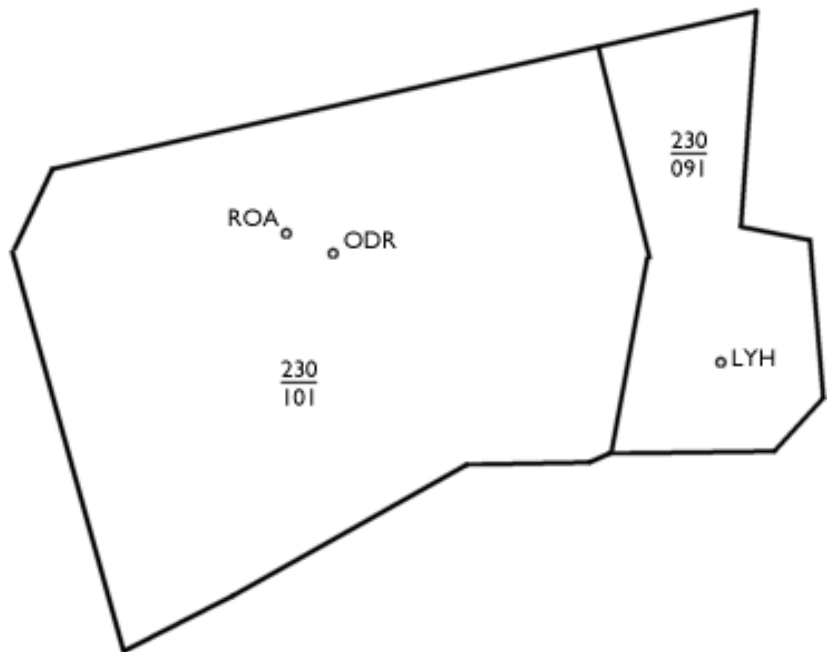
Frequency

- VHF - 127.92

Callsign

- DC_30_CTR
- DC_VAL_CTR

Airspace



Washington Center Sector 31- Azalea

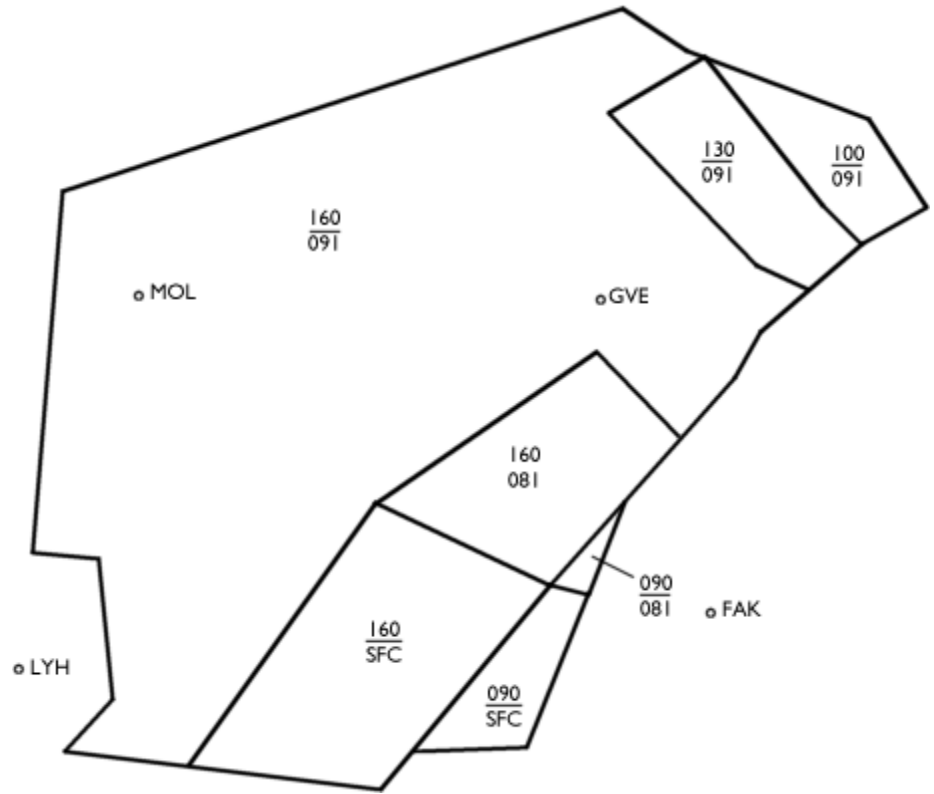
Frequency

- VHF - 135.40

Callsign

- DC_31_CTR
- DC_AZA_CTR

Airspace



Washington Center Sector 60- Montebello

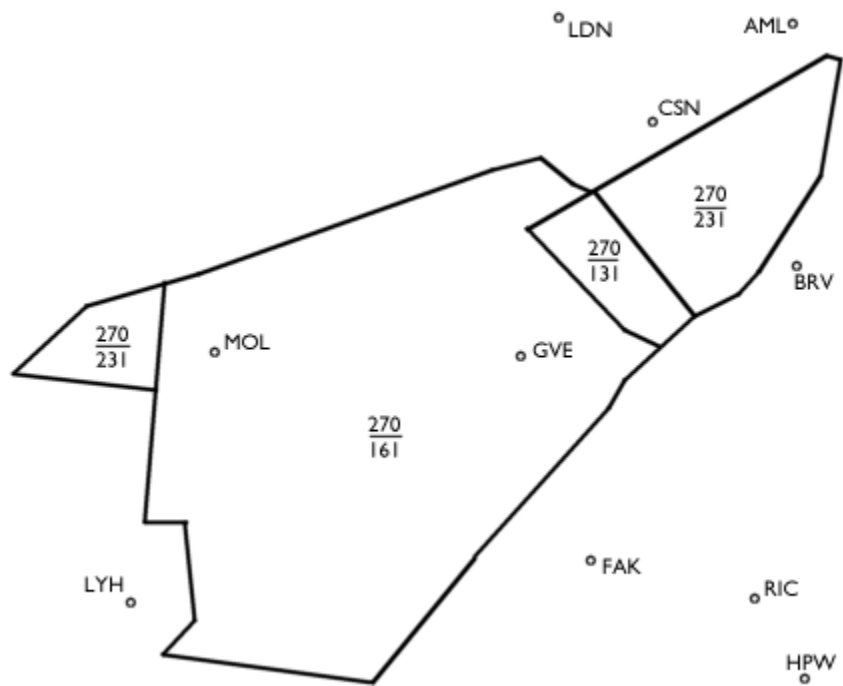
Frequency

- VHF - 121.67

Callsign

- DC_60_CTR
- DC_MOL_CTR

Airspace



Washington Center Sector 26- Sampson

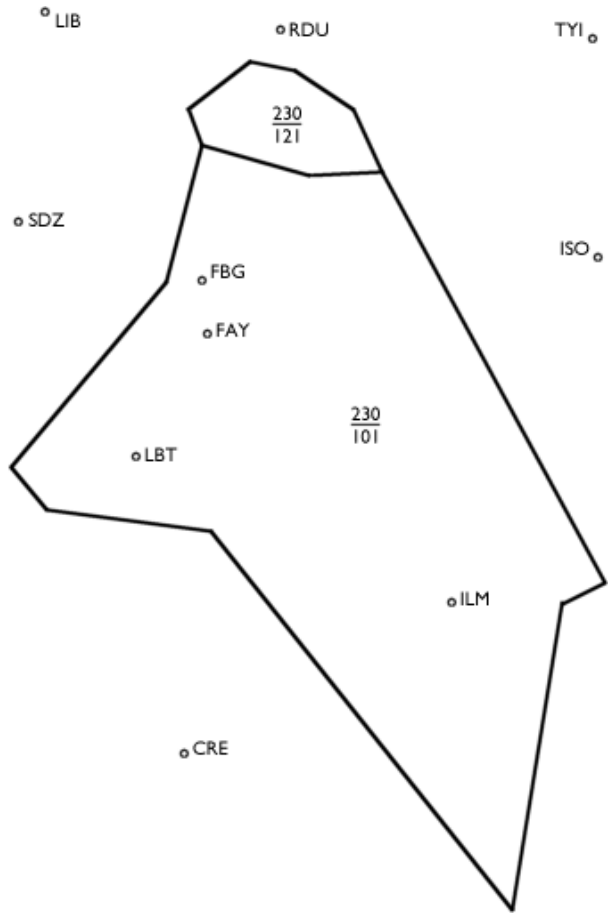
Frequency

- VHF – 135.30

Callsign

- DC_26_CTR
- DC_SAM_CTR

Airspace



Washington Center Sector 27- Liberty

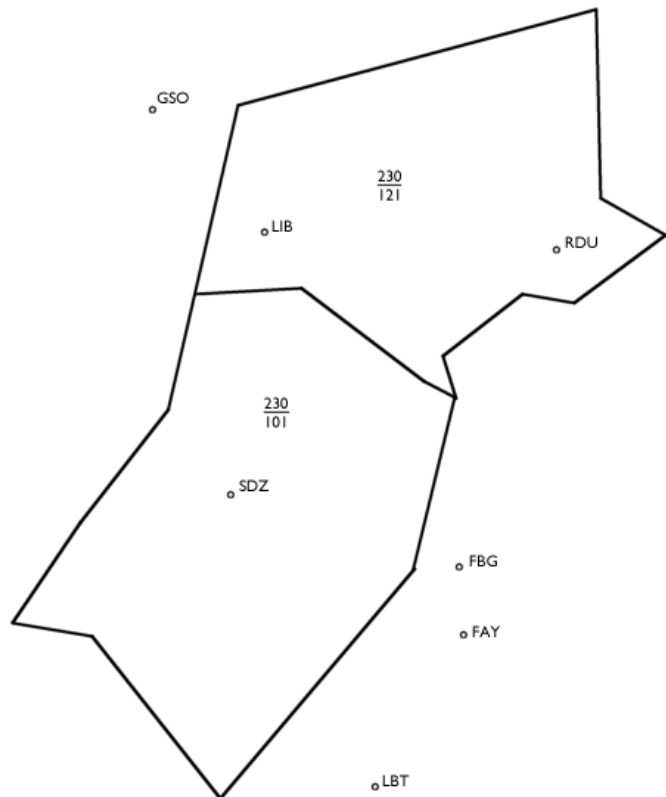
Frequency

- VHF - 135.20

Callsign

- DC_27_CTR
- DC_LIB_CTR

Airspace



Washington Center Sector 24- Cofield

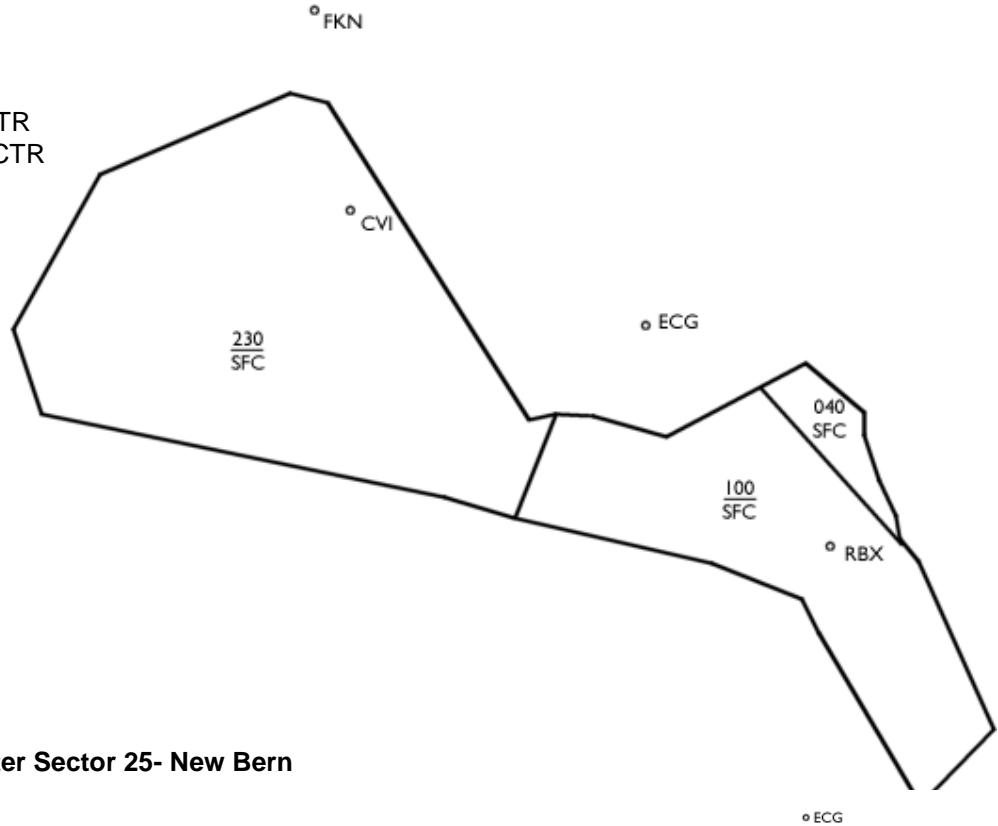
Frequency

- VHF - 123.85

Callsign

- DC_24_CTR
- DC_CVI_CTR

Airspace



Washington Center Sector 25- New Bern

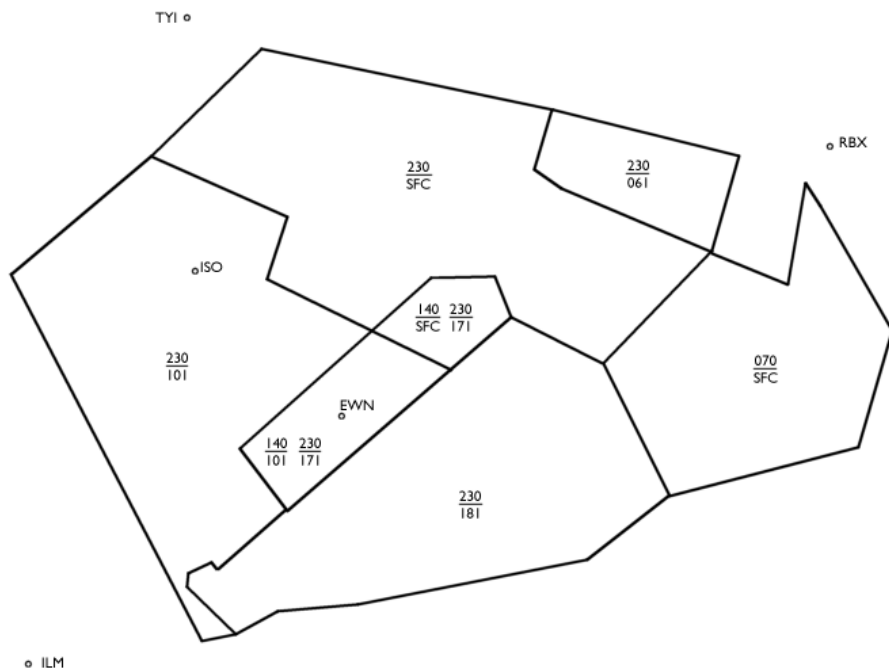
Frequency

- VHF - 135.50

Callsign

- DC_25_CTR
- DC_EWN_CTR

Airspace



Washington Center Sector 33- Franklin

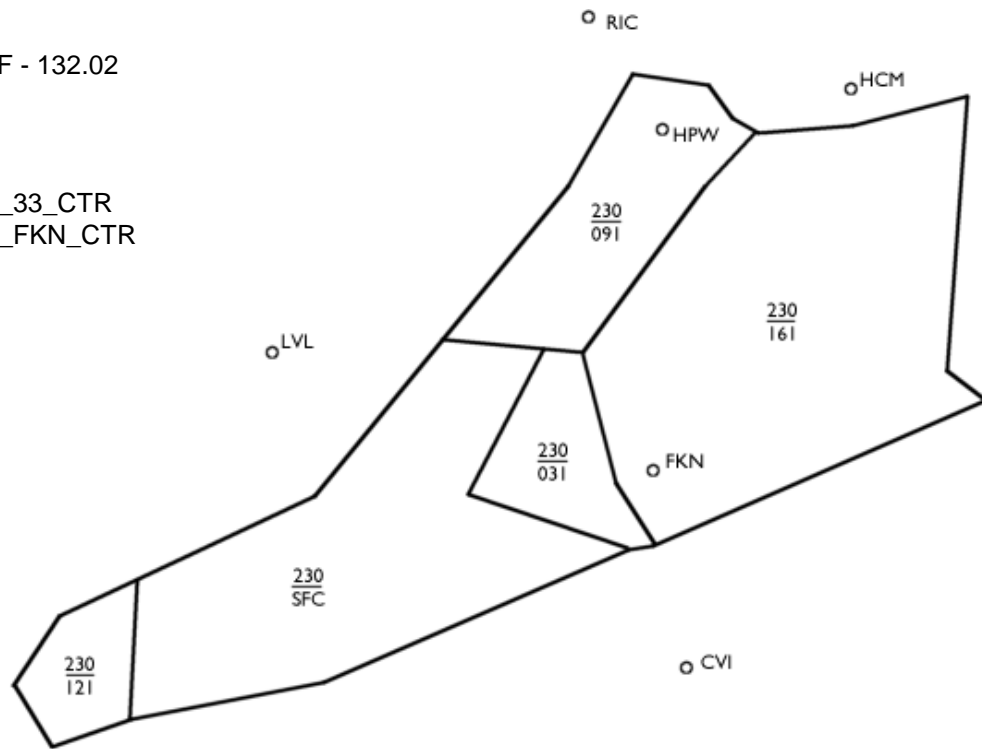
Frequency

- VHF - 132.02

Callsign

- DC_33_CTR
- DC_FKN_CTR

Airspace



Washington Center Sector 20- Blackstone

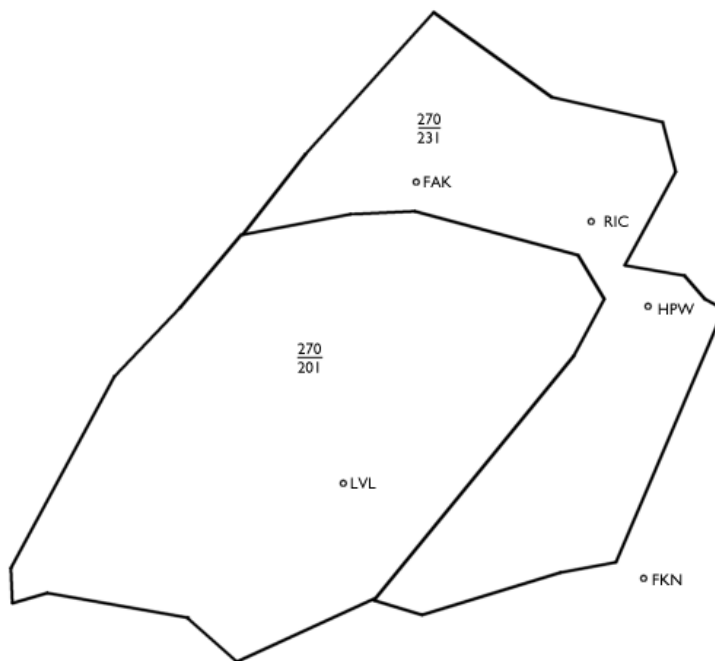
Frequency

- VHF - 127.75

Callsign

- DC_20_CTR
- DC_BKT_CTR

Airspace



Washington Center Sector 21- Dominion

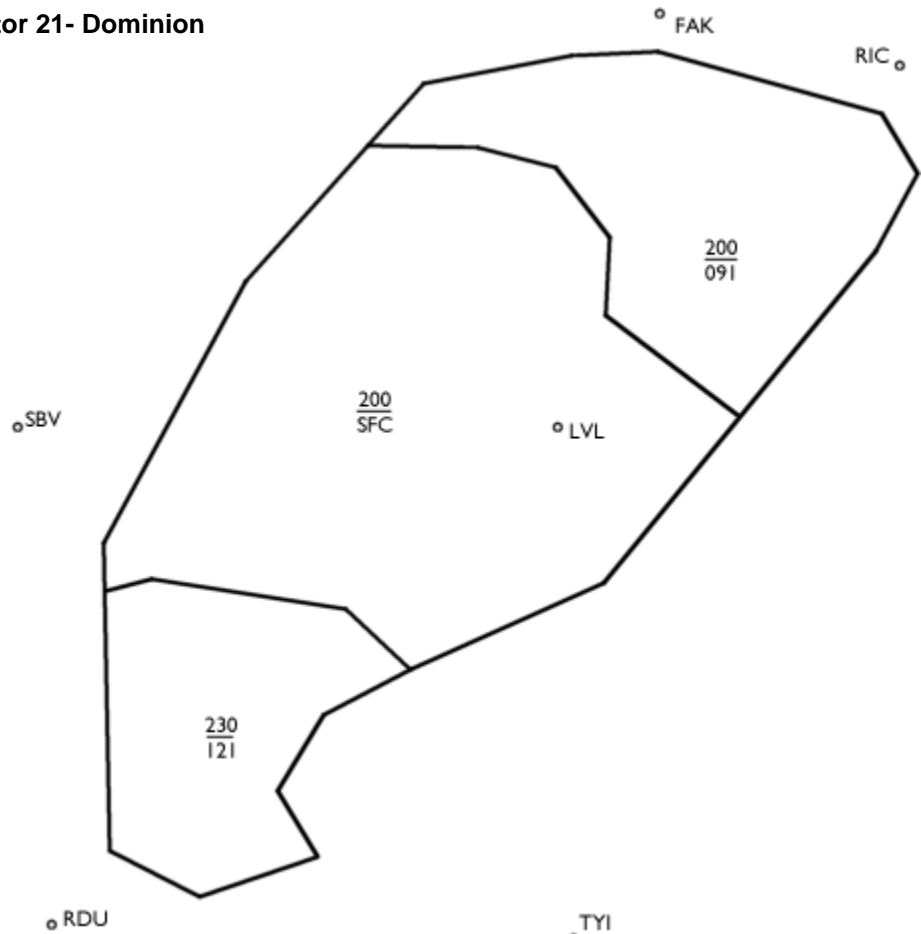
Frequency

- VHF - 118.75

Callsign

- DC_21_CTR
- DC_DOM_CTR

Airspace



Washington Center Sector 22- South Boston

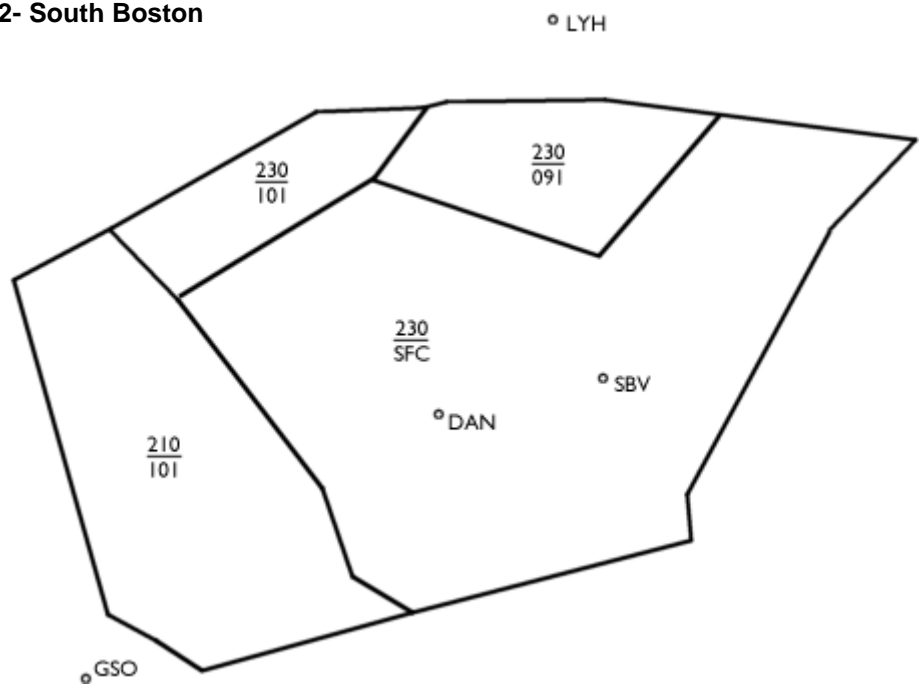
Frequency

- VHF - 124.05

Callsign

- DC_22_CTR
- DC_SBV_CTR

Airspace



Washington Center Sector 28- Rocky Mount

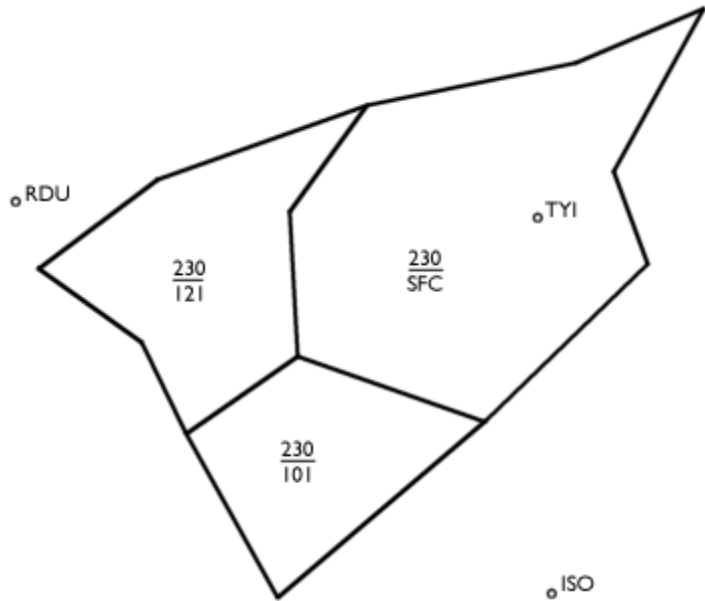
Frequency

- VHF – 118.47

Callsign

- DC_28_CTR
- DC_RMT_CTR

Airspace



Washington Center Sector 11- Calvert

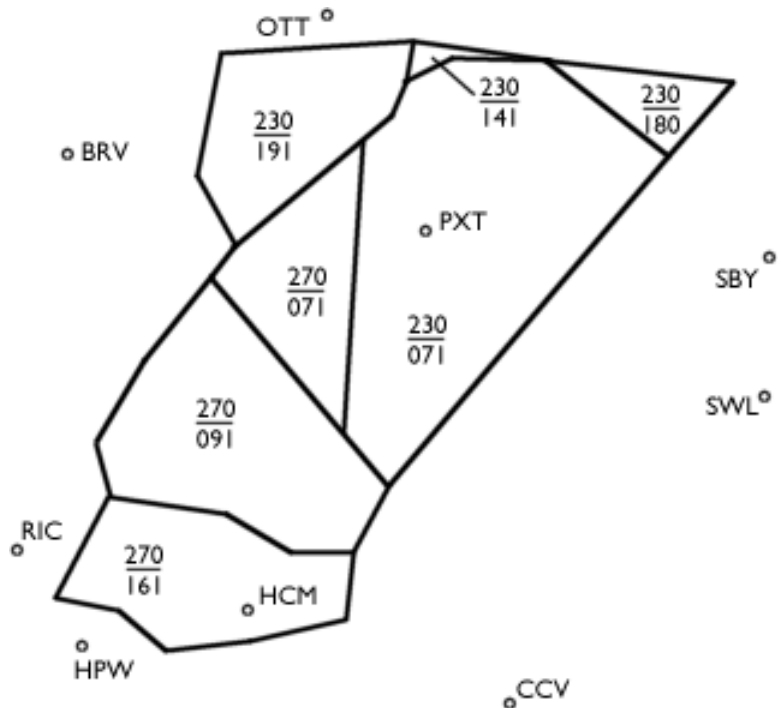
Frequency

- VHF - 133.90

Callsign

- DC_11_CTR
- DC_CAL_CTR

Airspace



Washington Center Sector 14- Irons

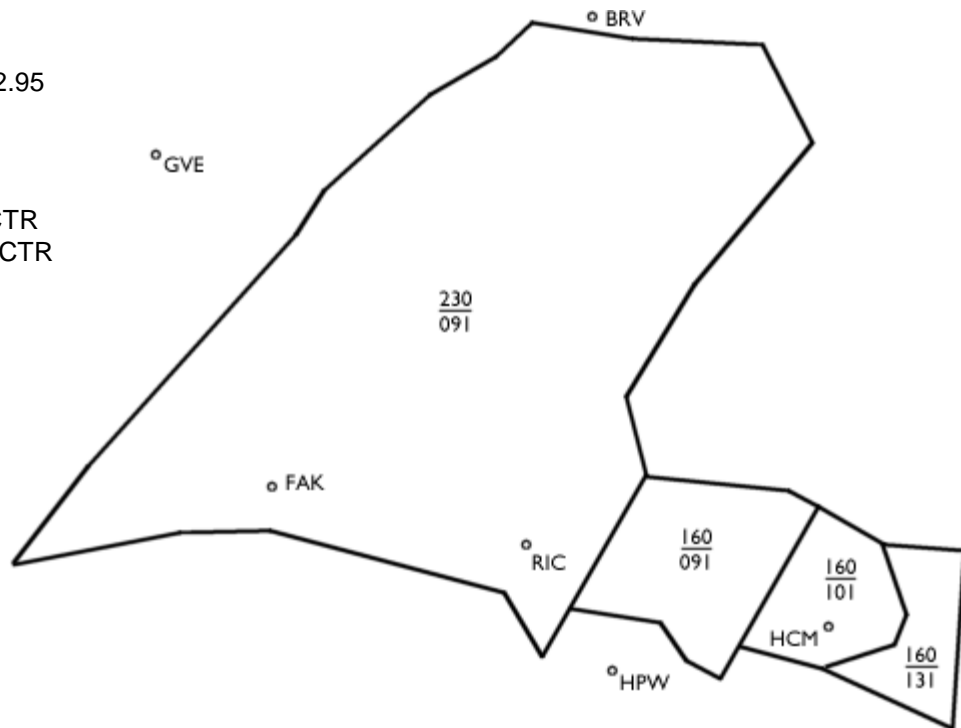
Frequency

- VHF - 132.95

Callsign

- DC_14_CTR
- DC_IRS_CTR

Airspace



Washington Center Sector 23- Cape Charles

Frequency

- VHF - 132.55

Callsign

- DC_23_CTR
- DC_CCV_CTR

Airspace



Super High Sector Information

The following sectors should not be opened unless authorized by the ATM/DATM/CIC.

Washington Center Sector 09- Dixon

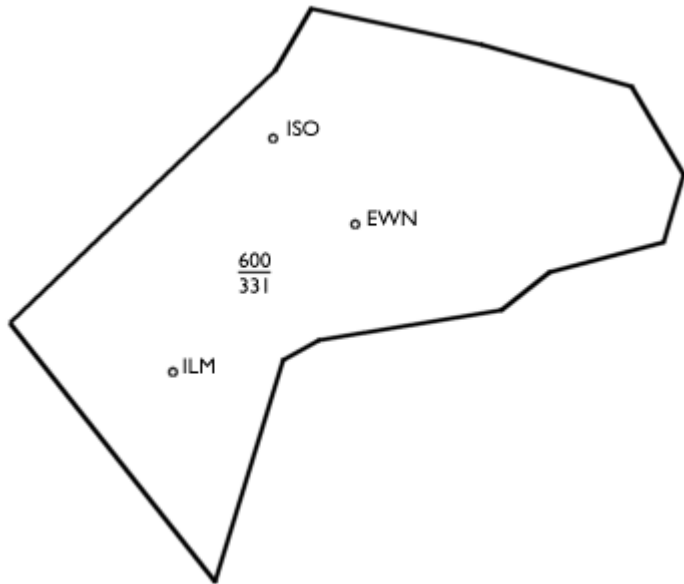
Frequency

- VHF - 118.82

Callsign

- DC_09_CTR
- DC_DIW_CTR

Airspace



Washington Center Sector 50- Yorktown

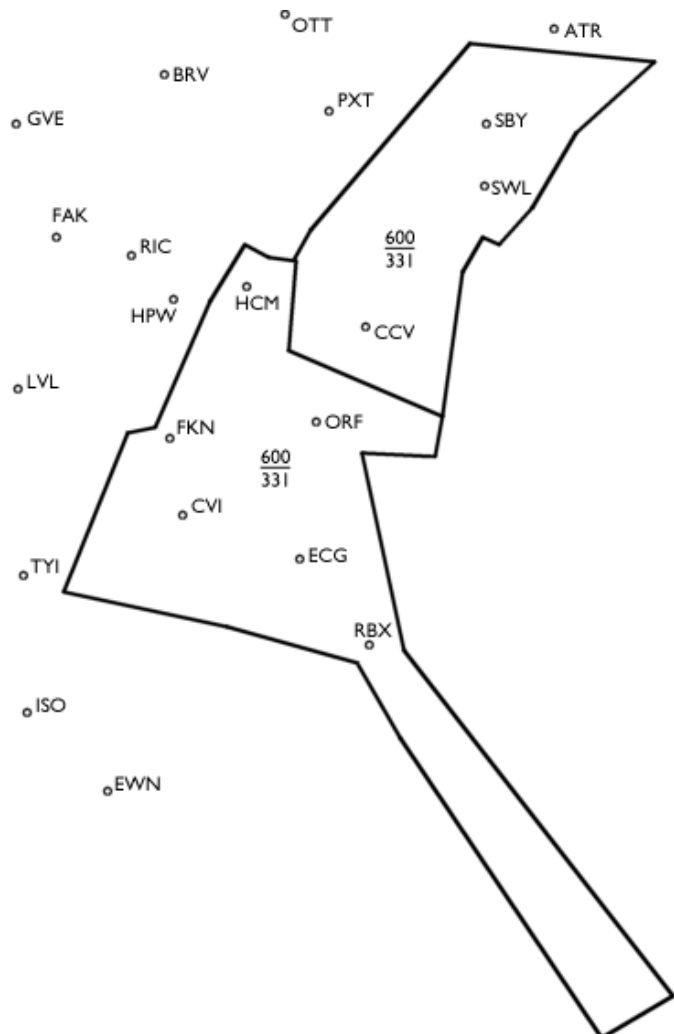
Frequency

- VHF - 127.425

Callsign

- DC_50_CTR
- DC_YKT_CTR

Airspace



Washington Center Sector 72- Shenandoah

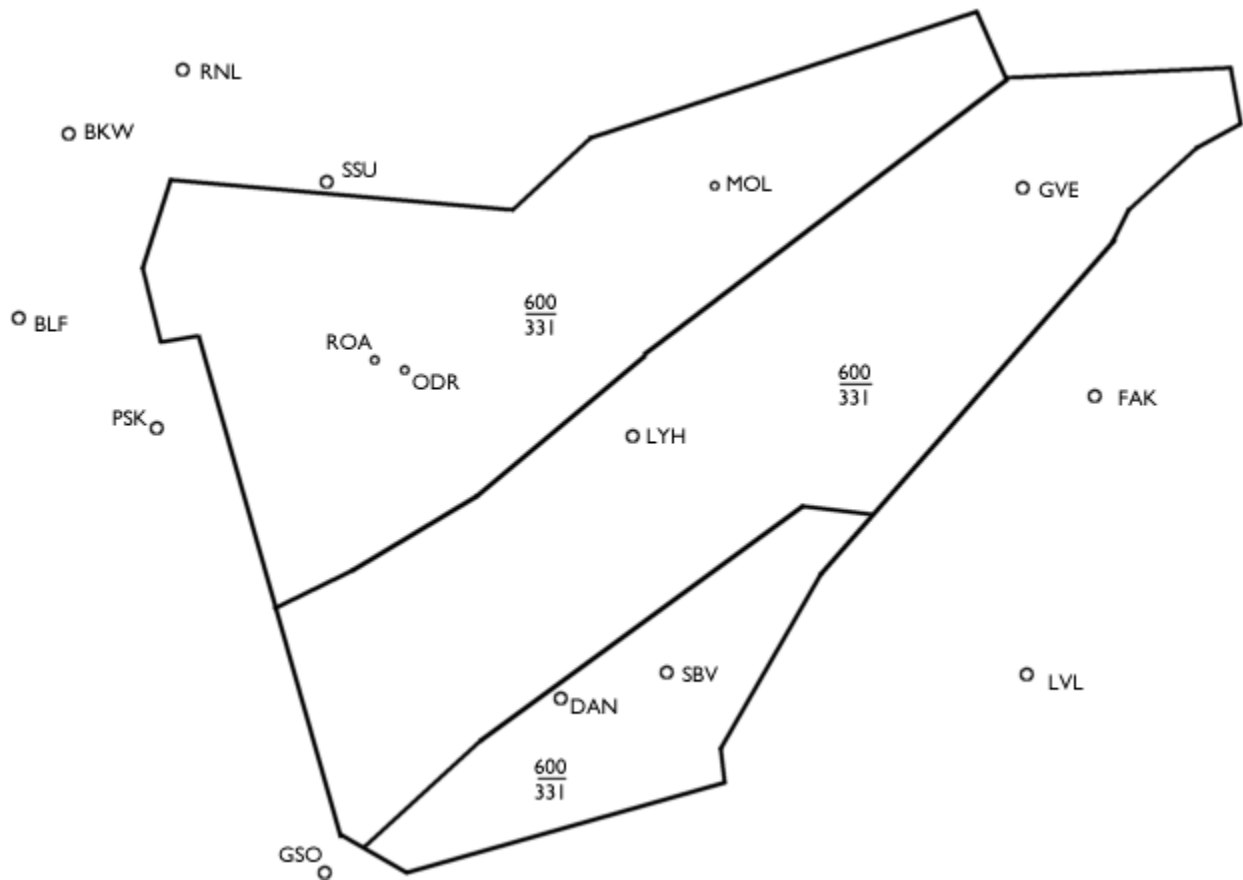
Frequency

- VHF – 134.62

Callsign

- DC_72_CTR
- DC_SHD_CTR

Airspace



ZDC CTR Sector List

<u>Number</u>	<u>Name</u>	<u>Callsign #</u>	<u>Callsign (Name)</u>	<u>Frequency</u>	<u>ID</u>	<u>Voice Room</u>	<u>Beacon</u>	<u>Type</u>
1	ELKINS	DC_01_CTR	DC_EKN_CTR	128.600	1	ZDC_01	7040-7077	Low
2	CASANOVA	DC_02_CTR	DC_CSN_CTR	133.200	2	ZDC_02	7040-7077	Low
3	MOOREFIELD	DC_03_CTR	DC_MOR_CTR	133.270	3	ZDC_03	3601-3637	High
4	PINION	DC_04_CTR	DC_PIN_CTR	133.970	4	ZDC_04	3601-3637	High
5	LINDEN	DC_05_CTR	DC_LDN_CTR	133.550	5	ZDC_05	7040-7077	Low
6	HAGERSTOWN	DC_06_CTR	DC_HGR_CTR	134.150	6	ZDC_06	7040-7077	Low
9	DIXON	DC_09_CTR	DC_DIW_CTR	118.820	9	ZDC_09	7040-7077	Super High
10	BAY	DC_10_CTR	DC_BAY_CTR	132.270	10	ZDC_10	3640-3677	High
11	CALVERT	DC_11_CTR	DC_CAL_CTR	133.900	11	ZDC_11	7040-7077	Low
12	BROOKE	DC_12_CTR	DC_BRV_CTR	126.870	12	ZDC_12	3640-3677	High
14	IRONS	DC_14_CTR	DC_IRS_CTR	132.950	14	ZDC_14	0501-0577	Low
15	BLUE RIDGE	DC_15_CTR	DC_BLR_CTR	133.650	15	ZDC_15	7040-7077	Low
16	HOPEWELL	DC_16_CTR	DC_HPW_CTR	121.870	16	ZDC_16	0501-0577	High
17	SWANN	DC_17_CTR	DC_SWN_CTR	134.500	17	ZDC_17	7040-7077	Low
18	DUPONT	DC_18_CTR	DC_DQO_CTR	132.520	18	ZDC_18	3640-3677	High
19	WOODSTOWN	DC_19_CTR	DC_OOD_CTR	125.450	19	ZDC_19	3640-3677	High
20	BLACKSTONE	DC_20_CTR	DC_BKT_CTR	127.750	20	ZDC_20	7040-7077	Low
21	DOMINION	DC_21_CTR	DC_DOM_CTR	118.750	21	ZDC_21	7040-7077	Low
22	SOUTH BOSTON	DC_22_CTR	DC_SBV_CTR	124.050	22	ZDC_22	7040-7077	Low
23	CAPE CHARLES	DC_23_CTR	DC_CCV_CTR	132.550	23	ZDC_23	7040-7077	Low
24	COFIELD	DC_24_CTR	DC_CVI_CTR	123.850	24	ZDC_24	7040-7077	Low
25	NEW BERN	DC_25_CTR	DC_EWN_CTR	135.500	25	ZDC_25	7040-7077	Low
26	SAMPSON	DC_26_CTR	DC_SAM_CTR	135.300	26	ZDC_26	7040-7077	Low
27	LIBERTY	DC_27_CTR	DC_LIB_CTR	135.200	27	ZDC_27	7040-7077	Low
28	ROCKY MOUNT	DC_28_CTR	DC_RMT_CTR	118.470	28	ZDC_28	7040-7077	Low
29	HOT SPRINGS	DC_29_CTR	DC_HSP_CTR	134.400	29	ZDC_29	7040-7077	Low
30	VALLEY	DC_30_CTR	DC_VAL_CTR	127.920	30	ZDC_30	7040-7077	Low
31	AZALEA	DC_31_CTR	DC_AZA_CTR	135.400	31	ZDC_31	7040-7077	Low
32	GORDONSVILLE	DC_32_CTR	DC_GVE_CTR	133.720	32	ZDC_32	0501-0577	High
33	FRANKLIN	DC_33_CTR	DC_FKN_CTR	132.020	33	ZDC_33	7040-7077	Low
34	NORFOLK	DC_34_CTR	DC_ORF_CTR	133.820	34	ZDC_34	7001-7037	High
35	WILMINGTON	DC_35_CTR	DC_ILM_CTR	124.020	35	ZDC_35	7001-7037	High
36	RALEIGH	DC_36_CTR	DC_RDU_CTR	118.920	36	ZDC_36	0501-0577	High
37	MARLINTON	DC_37_CTR	DC_MAR_CTR	133.020	37	ZDC_37	3601-3637	High
38	TAR RIVER	DC_38_CTR	DC_TYI_CTR	132.220	38	ZDC_38	7001-7037	High

ZDC CTR Sector List (con't)

Number	Name	Callsign #	Callsign (Name)	Frequency	ID	Voice Room	Beacon	Type
39	SNOW HILL	DC_39_CTR	DC_SWL_CTR	121.370	39	ZDC_39	7040-7077	Super High
42	BRYCE	DC_42_CTR	DC_BRY_CTR	118.020	42	ZDC_42	7040-7077	Super High
50	YORKTOWN	DC_50_CTR	DC_YKT_CTR	127.420	50	ZDC_50	7040-7077	Super High
51	CASINO	DC_51_CTR	DC_CAS_CTR	127.700	51	ZDC_51	3640-3677	Low
52	TECH	DC_52_CTR	DC_TEC_CTR	133.570	52	ZDC_52	0501-0577	High
53	KENTON	DC_53_CTR	DC_ENO_CTR	132.050	53	ZDC_53	3640-3677	Low
54	SALISBURY	DC_54_CTR	DC_SBY_CTR	120.970	54	ZDC_54	3640-3677	High
58	COYLE	DC_58_CTR	DC_CYN_CTR	121.020	58	ZDC_58	3640-3677	High
59	SEA ISLE	DC_59_CTR	DC_SIE_CTR	133.120	59	ZDC_59	3640-3677	High
60	MONTEBELLO	DC_60_CTR	DC_MOL_CTR	121.670	60	ZDC_60	7040-7077	Low
72	SHENANDOAH	DC_72_CTR	DC_SHD_CTR	134.620	72	ZDC_72	7040-7077	Super High