

**Potomac Consolidated TRACON: Chesapeake Area (CHP)**

- 1) **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.
- 2) **Purpose:** This chapter establishes the standard operation procedures for the Chesapeake specialty and prescribes operation procedures unique to the Chesapeake area. Personnel assigned to the Chesapeake 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 in Potomac TRACON and Chesapeake area airspace.
- 3) **Scope of Responsibilities:** The Chesapeake area is responsible for arrivals and departures to Baltimore-Washington Airport (KBWI) and over flights in and out of Washington-National Airport (KDCA) and Washington-Dulles Airport (KIAD). The Chesapeake area also provides services to Martin-State (KMTN) and Annapolis (KANP) Airports.

4) **Mount Vernon Area Sectors / Positions:**

a) Arrival Sectors:

<b>Sector</b>	<b>Frequency</b>	<b>ARTS ID</b>	<b>ARTS TAG</b>	<b>Callsign</b>	<b>Relief Callsign</b>	<b>Voice Room</b>
BWIFN	119.000	1Q	Q	BWI_Q_APP	BWI_1Q_APP	PCT_1Q
BWIFS	119.700	1S	S	BWI_S_APP	BWI_1S_APP	PCT_1S
PALEO	133.750	1P	P	BWI_P_APP	BWI_1P_APP	PCT_1P
BELAY	125.520	1B	B	BWI_B_APP	BWI_1B_APP	PCT_1B

b) Departure Sectors:

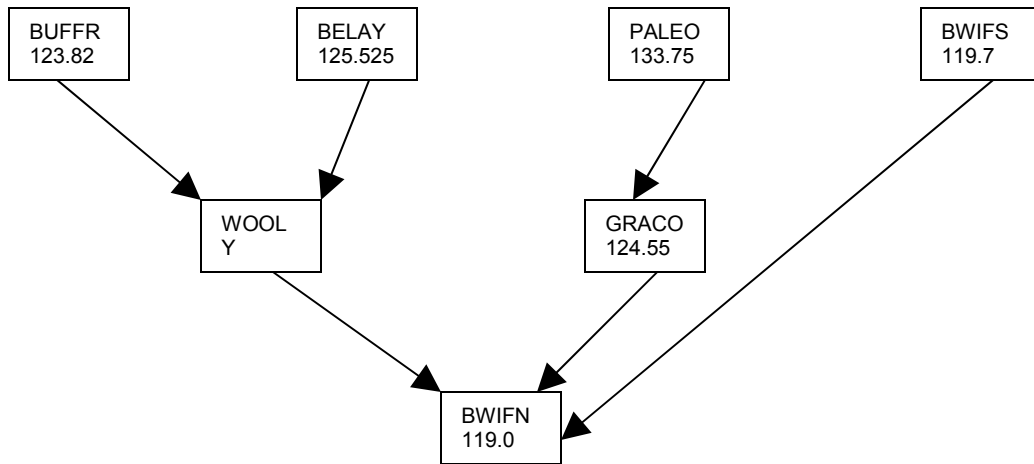
<b>Sector</b>	<b>Frequency</b>	<b>ARTS ID</b>	<b>ARTS TAG</b>	<b>Callsign</b>	<b>Relief Callsign</b>	<b>Voice Room</b>
WOOLY	128.700	1W	W	BWI_W_DEP	BWI_1W_DEP	PCT_1W
BUFFR	123.820	1H	H	BWI_H_DEP	BWI_1H_DEP	PCT_1H
GRACO	124.550	1G	G	BWI_G_DEP	BWI_1G_DEP	PCT_1G

5) **Order for Opening Sectors:**

- a) When operating at minimal staffing and only BWIFN and WOOLY are open, use the following callsigns:
  - i) BWIFN shall use BWI\_APP as the primary callsign and BWI\_Q\_APP in relief.
  - ii) WOOLY shall use BWI\_DEP as the primary callsign and BWI\_W\_DEP in relief.
- b) BWIFN is the primary arrival sector and WOOLY is the primary departure sector but both sectors handle arrivals and departures. The CHP airspace does not allow all of the departure sectors to be combined separately from the arrival sectors. Due to this setup, opening BWIFN and WOOLY will act like an East/West split instead of separate arrival and departure controllers. See the guidelines for opening WOOLY.

**6) Combining Positions:**

a) CHP area positions are normally combined as indicated in the following diagram.



**Radar Team Responsibilities**

**1) Position Responsibilities:**

- a) Coordinate with the impacted sectors and BWI Tower for arrivals requesting other than the advertised runway.
- b) Ensure the arrival information required by the LOA for traffic landing APG and MTN has been forwarded.
- c) BUFFR is exempt from the responsibility of ensuring BWI/Satellite arrivals have received approach information.

**2) BWI Runway Configurations:**

- a) West Operation:
  - i) Active runways shall be Runways 22, 28, 33L, and 33R.
    - (1) The primary jet arrival runway shall be Runway 33L
    - (2) The primary jet departure runway shall be Runway 28
    - (3) The primary arrival/departure runway for props shall be Runway 33R
- b) East Operation:
  - i) Active runways shall be 4, 10, 15L, and 15R.
    - (1) The primary jet arrival runway shall be Runway 10
    - (2) The primary jet departure runway shall be Runway 15R
    - (3) The primary arrival/departure runway for props shall be Runway 15L
- c) Other Operations:
  - i) Adverse wind, weather, and airfield conditions may dictate that any combination of runways be used.

Note: Runways 4/22 are special use runways and are normally closed. When opened, no noise abatement procedures apply to these runways.

**3) Satellite Departure Procedures** Unless otherwise coordinated, issue the following initial departure fix and altitude in conjunction with satellite clearances.

<b>Airport</b>	<b>Departure Procedures</b>	<b>Sector</b>
MTN	MTN issues clearances per LOA when the tower is open.	BWIFN
FDK	East Departures: Enter controlled airspace direct EMI then via cleared route. Maintain 3,000. West Departures: West departures enter controlled airspace direct MRB then via cleared route. Maintain 3,000. Coordinate with BELAY and SHDFD for release.	BELAY
GAI	Enter controlled airspace direct WOOLY or EMI then via cleared route. Maintain 3,000.	WOOLY
DMW	Enter controlled airspace direct EMI then via cleared route. Maintain 3,000.	BELAY
2W2	Enter controlled airspace direct EMI then via cleared route. Maintain 3,000.	BELAY
APG	Enter controlled airspace heading 270 for vectors. Maintain 3,000.	BELAY
ESN	Enter controlled airspace heading 350 then via cleared route. Maintain 2,000.	PALEO

- a) Pilots shall be instructed to expect filed or assigned final altitude ten (10) minutes after departure and to "Hold for Release" while the release is coordinated.
- b) Issue release times, clearance void times, and callback times as directed by controllers. Void times shall be no more than three (3) minutes after the release time. Callback times shall normally be ten (10) minutes after void time.

#### 4) Temporary Altitudes and Scratchpad

Note: Scratchpad and Temporary Altitude information is not required if all arrival sectors are combined together and all departure sectors are combined together.

##### a) Vectors and Altitudes:

- i) Vectors: Enter the assigned heading (“hxx”) into the scratchpad when aircraft are being vectored and handed off from one sector to another.
- ii) Altitudes:
  - (1) Arrivals: Enter the assigned altitude into the temporary altitude field when aircraft are being descended within the TRACON. Clear all altitudes once approach clearance is given.
  - (2) Departures: No temporary altitude information is needed when climbing aircraft per SOP. If climbs that are not per SOP are used, enter the information into the scratchpad.

- b) Runway and Approach Information: Controller providing initial service should enter the approach information below in the scratchpad upon assigning runway and approach.

<b>Runway</b>	<b>Scratchpad Entry</b>	
	<b>ILS Approach</b>	<b>Visual Approach</b>
10	i10	R10
15R	i5R	15R
15L	i5l	15L
28	i28	R28
33R	i3r	33R
33L	il3	33L

**BWI Noise Abatement:**

- 1) **Departure Headings:**
  - a) Departure controllers should comply with all noise abatement restrictions before changing the heading of a jet departure.
  
- 2) **Midnight Operation:** Between the hours of 2300 and 0700 local.
  - a) Tower shall issue "fly runway heading" to all departures.
  - b) TRACON should not turn prop departures before 1 mile from the departure end of the runway.
  - c) TRACON should not turn jet departures before 2 miles from the departure end of the runway.
  - d) When traffic and weather conditions permit, use Runway 10 for turbojet arrivals and Runway 28 for turbojet departures.
  - e) Jets filed over LDN, AML, GVE, MOL shall not be turned on course until they are at or above 10,000 feet.
  
- 3) **Vectors to Final**
  - a) Vector instrument approach arrivals to maintain at or above 3,000 feet as long as feasible.
  - b) Jet arrivals being vectored for a visual approach shall be instructed to maintain 3,000 feet or above until 10 DME from BAL.
  
- 4) **Preferred Noise Abatement Operation**
  - a) When the winds are 5 knots or less, simultaneous operations to intersecting runways are not being conducted, and weather conditions permit, BWI shall be in a west operation.
  
- 5) **DME Turns:** Jet departures should not be issued turns until reaching the following DME fixes:
  - a) Runway 10: 2 DME
  - b) Runway 15R making a right turn: 1 DME
  - c) Runway 15R making a left turn: 2 DME
  - d) Runway 28: 3 DME
  - e) Runway 33L: as soon as feasible
  - f) Runway 22: 2 DME
  
- 6) **Runway 4/22 Restrictions**
  - a) \*Closed to multi engine aircraft between 2200 and 0700 local.
  - b) \*Jet departures are prohibited
  - c) \*Runway 22 closed to jet arrivals
  - d) Practice approach are not authorized
  - e) Arrivals turning left to Runway 4 shall be established on final at least 3 miles from the threshold.
  - f) VOR/DME Runway 22 circling approaches are not authorized.

\*NOTE: a), b), and c) apply except in high wind, emergency situations, or when Runways 10/28 or 15R/33L are closed.
  
- 7) **Runway 15L/33R Restrictions**
  - a) Weather conditions permitting, between 2300 and 0500 local, aircraft using Runway 15L/33R shall depart Runway 15L and arrive Runway 33R.
  - b) Vector Runway 15L arrivals to be established on final no less than 2 miles from the runway threshold. If an arrival cleared for a visual approach appears to over-fly the Lindale/Brooklyn Park Middle School, instruct the traffic to remain clear of the middle school and the adjoining recreation area.

- c) Ensure Runway 33R departures avoid the Lindale/Brooklyn Park Middle School and adjoining recreation area by extending their departure at least 1 mile prior to starting a right turn.

**Sector: BWIFN****1) Responsibilities:**

- a) BWIFN is primarily responsible for arrivals to BWI Runway 15L/33R and 28, until it enters BWI Tower airspace.
- b) BWIFN provides arrival and departure services to Martin-State and Essex airports.
- c) Do not approve flights below 2,500 feet within the lateral confines of MTN "Class D" airspace where the base of the "Class B" is 2,500 feet or below or 2,000 feet where the base of the "Class B" is 1,500 feet.
- d) Advise all aircraft on the frequency of any changes to the MTN ATIS.

**2) Sector Identification:**

- a) Frequency: 119.000
- b) Callsign: BWI\_Q\_APP
- c) ARTS ID: 1Q

**3) Opening the Sector:**

- a) This is the primary arrival sector and must be opened first.

**4) Airspace:**

- a) [East Operations](#)
- b) [West Operations](#)

**5) Combining Positions:** This sector shall assume control for the following sectors when they are closed.

- a) BWIFS
- b) PALEO
- c) BELAY
- d) WOOLY
- e) BUFR
- f) GRACO

**6) Approach Type**

- a) BWIFN shall decide what type of approach is being used for runway 15L/33R and 28.
  - i) Visual approaches shall be used when the weather is VFR.

**7) West Operation Arrival Flow**

- a) Shall receive handoffs from SHILO at 4,000 on a vector towards MTN
- b) Shall receive handoffs from PALEO at 3,000 on a vector to enter BWIFN airspace.
- c) BWIFN has control for turns toward BWIFN airspace and descents.

**8) East Operation Arrival Flow**

- a) Shall receive handoffs from SHILO and WOOLY on a vector towards SLOAF at 4,000 and 3,000
- b) Shall receive handoffs from PALEO at 4,000 on a vector towards MTN.
- c) BWIFN has control for turns toward BWIFN airspace and descents.
- d) When BWI is in an "East Single Runway Operation," accept hand-offs on BWI arrivals from BELAY, SHILO, and PALEO. Sequence these arrivals on a north downwind and hand-off to BWIFS in a single flow at 4,000 feet.

**Sector: BWIFS****1) Responsibilities:**

- a) BWIFS is primarily responsible for arrival traffic to BWI Runways 10, 15R/33L, and 4 until it enters BWI Tower airspace,
- b) BWIFS provides arrival and departure services to FME and ANP airports

**2) Sector Identification:**

- a) Frequency: 119.700
- b) Callsign: BWI\_S\_APP
- c) ARTS ID: 1S

**3) Opening the Sector:**

- a) This sector may only be opened when authorized by the ZDC ATM, ZDC DATM, or PCT Operations Manager in Charge.

**4) Airspace:**

- a) [East Operations](#)
- b) [West Operations](#)

**5) Approach Type**

- a) BWIFS shall decide what type of approach is being used for runway 10 and 15R/33L.
  - i) Visual approaches shall be used when the weather is VFR.

**6) West Operation Arrival Flow**

- a) Shall receive handoffs from DEALE at 6,000 on the RAVNN-STAR and OTT-STAR
- b) Shall receive handoffs from PALEO at 4,000 on a vector towards ANP
- c) Shall receive handoffs from BELAY at 5,000 on a vector towards MTN in a single flow
- d) Shall receive handoffs from WOOLY at 2,000 on a vector towards FME

**7) East Operation Arrival Flow**

- a) Shall receive handoffs from DEALE at 6,000 on the RAVNN-STAR and OTT-STAR
- b) Shall receive handoffs from PALEO at 5,000 on a vector towards NAVEY
- c) Shall receive handoffs from BELAY at 5,000 on a vector toward SLOAF in a single flow. After the handoff descend to 4,000 into BWIFS airspace
- d) Shall receive handoffs from WOOLY at 3,000 on a vector towards BAL.
- e) SHILO shall handoff MTV Arrivals via EMI V265 KRANT at 4,000 on their route. Handoff to KRANT.

**Sector: PALEO****1) Responsibilities:**

- a) Provides initial service to BWI prop arrivals over ENO, PXT, and SBY.
- b) Provides initial service BWI/DCA/ADW arrivals over BILIT
- c) Provides departure/arrival services to ESN and W29.
- d) Provides service to over flight traffic on V44, V268, and V214 at 8,000 feet and below and V93, V308 at 10,000 feet and below.

**2) Sector Identification:**

- a) Frequency: 133.750
- b) Callsign: BWI\_P\_APP
- c) ARTS ID: 1P

**3) Airspace:**

- a) [East Operations](#)
- b) [West Operations](#)

**4) Opening the Sector:**

- a) This sector may only be opened when authorized by the ZDC ATM, ZDC DATM, or PCT Operations Manager in Charge.

**5) Approach Type**

- a) Approach type and runway information shall be given on initial contact with the arrival and placed in scratchpad. Coordinate with BWIFN and BWIFS to determine the type of approach in use.

**6) Mount Vernon Area Arrivals**

- a) Shall receive a handoff from ZDC prior to BILIT at 14,000.
- b) Descend BILIT-STAR arrivals to cross DEALE at 10,000 and 250 kts and handoff to ENSUE
- c) Descend V308 BILIT arrivals to 10,000 and 250 kts and handoff to ENSUE at the sector boundary

**7) West Operation Arrival Flow**

- a) Runway 28 and 33R:
  - i) Shall descend arrivals to 3,000 on a vector towards BWIFN airspace and handoff to BWIFN.
- b) Runway 33L:
  - i) Shall descend arrivals to 4,000 on a vector towards JANNS and handoff to BWIFS

**8) East Operation Arrival Flow**

- a) Runway 15L and 15R:
  - i) Shall descend arrivals to 4,000 on a vector towards MTN and handoff to BWIFN
- b) Runway 10 and 4:
  - i) Shall descend arrivals to 5,000 on a vector towards NAVEY and handoff to BWIFS

**9) Satellite Airports:**

- a) **ESN:** The standard departure instruction is "enter controlled airspace heading 350, maintain 2,000 feet."
- b) **W29:** Issue instructions on a case by case basis.

**Sector: BELAY****1) Responsibilities:**

- a) BELAY is responsible for CHP, MTV Area arrivals and over flights 9,000 feet or above. BWI departures routed over EMI, HAR, or LRP; and arrivals/departures at FDK, DMW, and 2W2.

**2) Sector Identification:**

- a) Frequency: 125.520
- b) Callsign: BWI\_B\_APP
- c) ARTS ID: 1B

**3) Opening the Sector:**

- a) This sector may only be opened when authorized by the ZDC ATM, ZDC DATM, or PCT Operations Manager in Charge.

**4) Airspace:**

- a) [East Operations](#)
- b) [West Operations](#)

**5) Combining Positions:** This sector shall not assume control for any other sector.**6) Approach Type**

- a) Approach type and runway information shall be given on initial contact with the arrival and entered into scratchpad. Coordinate with BWIFN and BWIFS to determine the type of approach in use.

**7) Mount Vernon Area Arrivals**

- a) Shall receive handoffs from ZNY in trail with CHP Traffic
  - i) Aircraft on the SKILS-STAR shall be instructed by ZNY to cross SKILS at 12,000.
  - ii) Aircraft on the CLIPR-STAR shall be instructed by ZNY to cross TRISH at 12,000.
  - iii) Aircraft not on a STAR shall be instructed by ZNY to maintain 12,000 at the sector boundary.
- b) **DCA North Operations**
  - i) BELAY shall instruct aircraft on the SKILS-STAR to "Fly the SKILS-STAR, Runway 1, Cross BAL at and maintain 10,000 and 250kts."
  - ii) BELAY shall instruct aircraft on the CLIPR-STAR to "Fly the CLIPR-STAR, Runway 1, Cross BAL at and maintain 10,000 and 250kts."
  - iii) BELAY shall instruct aircraft not on a STAR to "cross BAL at and maintain 10,000 and 250kts."
- c) **DCA South Operations**
  - i) BELAY shall instruct aircraft on the SKILS-STAR to "Fly the SKILS-STAR, Runway 19, Cross BAL at and maintain 10,000 and 250kts."
  - ii) BELAY shall instruct aircraft on the CLIPR-STAR to "Fly the CLIPR-STAR, Runway 19, Cross BAL at and maintain 10,000 and 250kts."
  - iii) BELAY shall instruct aircraft not on a STAR to "cross BAL at and maintain 10,000 and 250kts."
- d) **BWI West Operations**
  - i) MTV area arrivals via EMI V265 KRANT descend to 4,000 and handoff to WOOLY
  - ii) MTV area prop arrivals via BAL descend to 6,000 and handoff to GRACO
- e) **BWI East Operations**
  - i) MTV area arrivals via EMI V265 KRANT descend to 4,000 and handoff to BWIFS
  - ii) MTV area prop arrivals via BAL descend to 6,000 and handoff to WOOLY

- 8) West Operation Arrival Flow**
- a) Shall receive handoffs via EMI-STAR from BUFFR prior to RUANE at 11,000
  - b) Runway 22, 28, and 33R:
    - i) Vector towards MTN, descend to 4,000 and handoff to BWIFN
  - c) Runway 33L:
    - i) Vector towards MTN, descend to 5,000 and handoff to BWIFS
- 9) East Operation Arrival Flow**
- a) Shall receive handoffs via EMI-STAR from BUFFR prior to RUANE at 11,000 and 250kts
  - b) Runway 15R and 15L:
    - i) Vector towards SLOAF, descend to 4,000 and handoff to BWIFN
  - c) Runway 10 and 4:
    - i) Vector towards SLOAF, descend to 4,000 and handoff to BWIFS
- 10) Departure Flow**
- a) Shall receive handoffs from WOOLY for northbound departures climbing to 9,000.
  - b) Vector departure on course and handoff to ZNY at 11,000
- 11) West Operation Departure Flow**
- a) Shall receive departures via HAR, LRP, HGR, and MXE via Runway Heading at 5,000
  - b) Climb to 8,000 and handoff to WOOLY
- 12) East Operation Departure Flow**
- a) Shall receive departures via HAR, LRP, HGR, and MXE via a vector towards ENSUE at 5,000
  - b) Climb to 8,000 and handoff to WOOLY
- 13) Satellite Airports:** Satellite airports and standard departure instructions are as follows:
- a) APG: Enter controlled airspace heading 270, maintain 3,000 feet.
  - b) EDG: No standard departure instructions.
  - c) DMW: Enter controlled airspace direct EMI, maintain 3,000 feet.
  - d) 2W2: Enter controlled airspace direct EMI, maintain 3,000 feet.
  - e) FDK Eastbound Departures: Enter controlled airspace direct EMI, climb and maintain 3,000 feet.
  - f) FDK Westbound Departures: Enter controlled airspace direct MRB, climb and maintain 3,000 feet on MULRR frequency (unless LUCKE is open).

**Sector: WOOLY****1) Responsibilities:**

- a) Provide initial departure services to BWI westbound departures
- b) Provides services to SHD and MTV area over flights at MTV Area arrivals.
- c) BUFFR shall advise WOOLY when holding commences at BUFFR.
- d) WOOLY shall coordinate with SHD for instrument approaches to GAI as follows:
  - i) VOR RWY 14: A verbal out automated handoff between areas constitutes coordination for SHD to protect the appropriate airspace. Aircraft that do not originate from SHD area shall be pointed out to SHD (IAD north operation – MULRR, IAD south operation – IADFE).
  - ii) RNAV (GPS) RWY 14 or NDB RWY 14: Coordinate verbally at all times.
- e) WOOLY shall assume control of aircraft entering their airspace except as noted in the Coordinated Handoff Procedures Table.
- f) The point of entry for VFR aircraft entering the SHD/CHP portion of Class B airspace will be northwest of GAI Airport and clear of MTV airspace.
  - i) SHD shall hand off aircraft to WOOLY on 128.700
  - ii) CHP shall hand off aircraft to SHD as follows:
    - (1) IAD North Operation:
      - (a) 6,500 and above to ASPER (125.050 – 3A)
      - (b) 6,000 and below to MULRR (126.100 – 3M)
    - (2) IAD South Operation:
      - (a) 5,500 and above to ASPER (125.050 – 3A)
      - (b) 5,000 and below to IADFE (125.800 – 3X)

**2) Sector Identification:**

- a) Frequency: 128.700
- b) Callsign: BWI\_W\_DEP
- c) ARTS ID: 1W

**3) Opening the Sector:**

- a) Although it is the primary departure sector, BWIFN and BWI Tower must be opened prior to opening WOOLY. No prior permission is required to open this sector if BWIFN and BWI Tower are open.

**4) Airspace:**

- a) [East Operations](#)
- b) [West Operations](#)

**5) Combining Positions:** This sector shall assume control for the following sectors when they are closed.

- a) BUFFR
- b) WOOLY
- c) BELAY

**6) Approach Type**

- a) Approach type and runway information shall be given on initial contact with the arrival. Coordinate with BWIFN and BWIFS to determine the type of approach in use.

**7) Mount Vernon Area Arrivals**

- a) Jets: Shall receive handoffs from BELAY with the aircraft instructed to fly the appropriate transition of the STAR or direct BAL with instructions to cross BAL at 10,000. Handoff to ENSUE and transfer communications at least 5nm North of BAL
- b) Props: Shall receive a handoff from BELAY, descend to 6,000 and handoff to ENSUE. Transfer communications 5nm North of BAL.

**8) Departure Flow**

- a) Northbound Departures:
  - i) Climb to 10,000 heading 330 and handoff to BELAY
- b) BUFFR J518 Departure Gate
  - i) Vector on course
  - ii) Climb to 16,000 handoff to BUFFR at or above 12,000
- c) JERES J220/J227/J211 Departure Gate
  - i) TERPZ-SID: Vector to TERPZ to join the DP.
  - ii) On a heading between KROLL and RUANE
  - iii) Climb to 16,000 handoff to BUFFR at or above 12,000
- d) AML, LDN, FLUKY, HAFNR, GVE Departure Gates
  - i) TERPZ-SID: Vector to TERPZ to join the DP.
  - ii) No SID: Vector between EMI 208R and EMI 220R.
  - iii) Jets: Climb to 17,000 and handoff to FLUKY at or above 15,000
  - iv) Props: Climb to 17,000 and handoff to FLUKY at or above 15,000.
    - (1) If requested altitude is below 11,000, handoff to TYSON.

**9) BWI Arrival Flow**

- a) Runway 22, 28, 33R, 15R, and 15L
  - i) Vector towards SLOAF
  - ii) Handoff to BWIFN at 3,000
- b) Runway 33L
  - i) Vector towards FME
  - ii) Handoff to BWIFS at 2,000
- c) Runway 10
  - i) Vector towards BAL
  - ii) Handoff to BWIFS at 3,000

**Sector: BUFFR****1) Responsibilities:**

- a) Advise the ZDC Blue Ridge sector and LURAY when holding commences at BUBBI.
- b) Advise WOOLY when holding commences at BUFFR.
- c) BUFFR will accept traffic from ASPER climbing to 11,000 feet once handoff is complete. This traffic will be direct to a fix on their route in PCT airspace or on a radar vector to join the route within the lateral confines of ZDC Hagerstown airspace. Same route aircraft will be in-trail.  
Note: J518 is west of J211. J211 is west of J220/227. MRB aircraft are west of these jet routes.
- d) BUFFR shall accept traffic from MULRR requesting above 10,000 feet over AMISH, ELG, JST, MRB, THS, TON, V8, V44, V214, and V501 climbing to 10,000 feet. BUFFR shall have control for climb on initial contact and advise MULRR if there will be a delay in climbing the aircraft out of 10,000 feet.
- e) BUFFR shall have control for turns on aircraft entering their airspace from MTV at the west boundary of Area C (as defined in the MTV portion of the ZDC/PCT LOA).
- f) BUFFR shall have control for climb and turns on aircraft entering their airspace from west of WOOLY Intersection either direction towards the boundary.
- g) BUFFR has control in ASPER's airspace for turns up to 45 degrees left or right on aircraft that are handed off from ASPER provided that the aircraft are within the lateral confines of BUFFR's airspace.
- h) APPROACH INFORMATION: BUFFR is exempt from the responsibility of ensuring BWI/Satellite arrivals have received approach information. BELAY is responsible for issuing approach information for all applicable aircraft.

**2) Sector Identification:**

- a) Frequency: 123.820
- b) Callsign: BWI\_H\_DEP
- c) ARTS ID: 1H

**3) Opening the Sector:**

- a) This sector may be opened if departure traffic via MRB, BUFFR, and JERES from CHP, MTV, and SHD Areas is heavy. Prior permission is required from the ZDC ATM, ZDC DATM, or PCT Operations Manager in Charge.
- b) This sector is combined at WOOLY

**4) Airspace:**

- a) [East and West Operations](#)

**5) Approach Type**

- a) Approach type and runway information shall be given on initial contact with the arrival. Coordinate with BWIFN and BWIFS to determine the type of approach in use.

**6) BWI Arrival Flow**

- a) Shall receive handoffs from ZDC prior to MUMSY at 15,000 via EMI-STAR
- b) Cross RUANE at 11,000 (250kts when in East Operation) and handoff to BELAY

**7) BWI Departure Flow**

- a) JERES J220/J227/J211 Departure Gate
  - i) Shall receive handoffs from WOOLY at or above 12,000 climbing to 16,000 on a heading between KROLL and RUANE.
  - ii) Climb to 17,000, vector on route (if needed) and handoff to ZDC
- b) BUFRR J518 Departure Gate
  - i) Shall receive handoffs from WOOLY at or above 12,000 climbing to 16,000 on route
  - ii) Climb to 17,000 and handoff to ZDC

**8) Mount Vernon Area Departure Flow**

- a) JERES J220/J227/J211, BUFRR J518, and MRB Departure Gates
  - i) Shall receive handoffs from TYSON at or above 10,000 climbing to 17,000 (jets) or 12,000 (props) on a heading to enter BUFRR airspace.
  - ii) Vector on course, climb to 17,000 and handoff to ZDC

**9) Shenandoah Area Departure Flow**

- a) MRB Departure Gate
  - i) Shall receive handoffs from ASPER on course climbing to 11,000
  - ii) Climb to 17,000 and handoff to ZDC
- b) JERES J220/J227/J211 and BUFRR J518 Departure Gates
  - i) Shall receive handoffs from ASPER on a vector to join or on their route climbing to 11,000
  - ii) Climb to 17,000 and handoff to ZDC

**Sector: GRACO**

- 1) **Responsibilities:**
  - a) GRACO provide initial departure services to all BWI departures and PCT over flights over SWANN, PALEO, DAILY, SBY, and PXT.
- 2) **Sector Identification:**
  - a) Frequency: 124.550
  - b) Callsign: BWI\_G\_DEP
  - c) ARTS ID: 1G
- 3) **Opening the Sector:**
  - a) This sector may only be opened when authorized by the ZDC ATM, ZDC DATM, or PCT Operations Manager in Charge.
- 4) **Airspace:**
  - a) [East Operations](#)
  - b) [West Operations](#)
- 5) **Combining Positions:** This sector shall assume control for the following sectors when they are closed.
  - a) PALEO
- 6) **Approach Type**
  - a) Approach type and runway information shall be given on initial contact with the arrival and entered into scratchpad. Coordinate with BWIFN and BWIFS to determine the type of approach in use.
- 7) **Mount Vernon Area Departure Flow**
  - a) SWANN and PALEO Departure Gates
    - i) Shall receive handoffs from KRANT on a vector to join their route or direct to the departure fix at or above 6,000 climbing to 11,000 (jets) or 7,000 (props)
    - ii) Climb to 14,000 and handoff to ZDC
- 8) **Departure Flow**
  - a) SWANN and PALEO Departure Gates
    - i) Vector departures on course, climb to 14,000 and handoff to ZDC
  - b) DAILY Departure Gate
    - i) Vector departures direct DAILY on a heading to join the airway South of OTT.
    - ii) Climb to 14,000 and handoff to DAILY at or above 11,000