Potomac Consolidated TRACON: James River Area (JRV)

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2) **Purpose:** This chapter establishes the standard operation procedures for the James River specialty and prescribes operation procedures unique to the James River Area. Personnel assigned to the James River 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 James River Area airspace.

3) **Scope of Responsibilities:** The James River area is responsible for arrivals, departures, and over flights in and out of the Potomac TRACON James River area airspace.

4) **James River Area Sectors / Positions:**

a) Arrival Sectors:

Sector	Frequency	ARTS ID	ARTS TAG	Callsign	Relief Callsign	Voice Room
FLTRK	134.700	2**L**	L	RIC_**L**_APP	RIC_2**L**_APP	PCT_2**L**
RICFR	118.200	2F	F	RIC_F_APP	RIC_2F_APP	PCT_2F
CHOEA*	120.520	2E	E	CHO_E_APP	CHO_2E_APP	PCT_2E
CHOWE	132.850	2W	W	CHO_W_APP	CHO_2W_APP	PCT_2W

* When combined with CHOWE the frequency becomes 132.85.

b) Departure Sectors:

Sector	Frequency	ARTS ID	ARTS TAG	Callsign	Relief Callsign	Voice Room
TAPPA	126.400	2P	P	RIC_DEP	RIC_P_DEP	PCT_2P

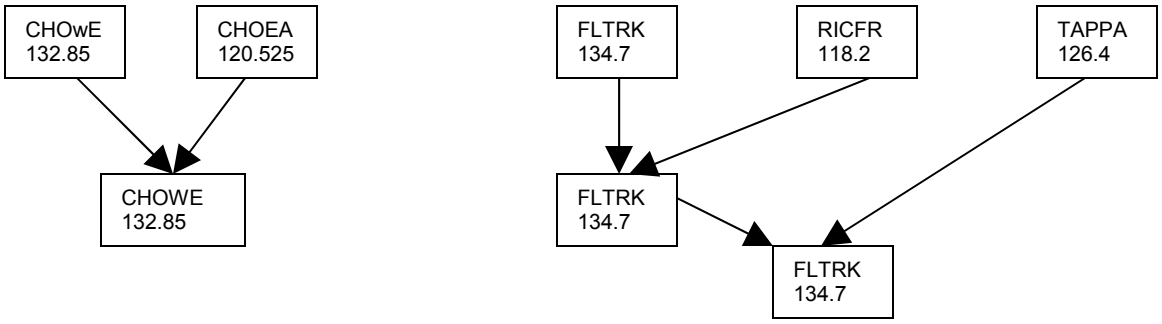
5) **Order for Opening Individual Sectors:**

a) When operating at minimal staffing and only FLTRK and/or CHOEA are open, use the following callsigns:
- **i)** FLTRK shall use RIC_APP as the primary callsign and RIC_R_APP in relief.
- **ii)** CHOEA shall use CHO_APP as the primary callsign and CHO_E_APP in relief

b) FLTRK is the primary sector for the James River Area and shall provide arrival and departure services to the entire James River Area. CHOEA may be opened in lieu of or in addition to FLTRK, see procedures for each sector for details. No other radar positions may be opened unless authorized by the ZDC ATM, ZDC DATM, or PCT Operations Manager in Charge.

6) Combining Positions:

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



Radar Team Responsibilities

1) **Sequencing Arrival Traffic:**

During periods when RICFR is combined, the sequence for arrivals at the Richmond International Airport is determined as follows:

a) During VFR conditions and when Richmond Tower has determined that simultaneous approaches may be conducted:
   i) North Operation: FLTRK has the sequencing responsibility for Runway 02 and TAPPA has sequencing responsibility for Runway 34.
   ii) South Operation: TAPPA has sequencing responsibility for Runway 25 and FLTRK has sequencing responsibility for Runway 20.
   iii) The feeder requiring the use of any other runway is responsible for coordinating this operation with the affected positions including Richmond Tower.

b) During IFR conditions or when Richmond Tower has determined that simultaneous approaches cannot be conducted:
   i) North Operation: TAPPA has the responsibility for determining the approach sequence.
   ii) South Operation: FLTRK has the responsibility for determining the approach sequence.

2) Special Use Airspace:

a) Restricted Areas
   i) R6601 - Fort A. P. Hill – Surface to 5,000 MSL (PCT)
   ii) R6602A – Fort Pickett – Surface up to but not including 4,000 MSL (ZDC)
   iii) R6602B – Fort Pickett – 4,000 MSL up to but not including 11,000 MSL (ZDC)
   iv) R6602C – Fort Pickett – 11,000 MSL up to but not including FL180 (ZDC)

b) Military Operations Area
   i) HILL MOA – Surface to 3,000 MSL (PCT, delegated to Quantico during their hours of operations)
   ii) PICKETT 1 MOA – Available sunrise to sunset from 500 to 6,000 MSL (ZDC)
   iii) PICKETT 2 MOA - Available sunrise to sunset from 500 to 10,000 MSL (ZDC)
   iv) PICKETT 3 MOA - Available sunrise to sunset from 4,000 to 10,000 MSL (ZDC)
   v) Farmville MOA – Available sunrise to 1430Z and 2100-2200Z, Monday through Friday from 300 AGL to 5,000 MSL (ZDC)
   vi) DEMO 1 MOA – 500 to 5,000 MSL (PCT)
   vii) DEMO 2 MOA – 10,000 to 15,000 MSL (PCT)

c) **Controlled Firing Area. A.P. HILL Controlled Firing Area (CFA)** – Same geographical boundaries as R6601, surface to 11,000 MSL

Sector: FLTRK

1) **Responsibilities:**
   - **a)** Provide arrival radar services within area of jurisdiction.
   - **b)** Provide class C Services.
   - **c)** Be responsible for IFR releases from PTB, VA39, OFP, APH and FCI airports.
   - **d)** Assume duties of positions combined with FLTRK.
   - **e)** FLTRK may delegate the FCI shelf to RICFR as needed.
   - **f)** FLTRK may delegate the OFP shelf to RICFR as needed.
   - **g)** When RICFR is combined with FLTRK, RICFR Area A and responsibilities are delegated to TAPPA.
   - **h)** When RICFR is combined with FLTRK, RICFR Area A and responsibilities are delegated to TAPPA.

2) **Sector Identification:**
   - **a)** Frequency: 134.700
   - **b)** Callsign: RIC_L_APP
   - **c)** ARTS ID: 2L

3) **Opening the Sector:**
   - **a)** This is the primary sector for the James River area and must be opened prior to RICFR and TAPPA.
   - **b)** CHOEA may be opened in lieu of FLTRK, and CHOEA shall assume the responsibilities of FLTRK and all combined sectors.

4) **Airspace:**
   - **a)** North Operations
   - **b)** South Operations

5) **Combining Positions:** This sector shall assume control for the following sectors when they are closed.
   - **a)** RICFR
   - **b)** TAPPA
   - **c)** CHOEA – Assumes responsibilities of CHOWE when opened.
   - **d)** CHOWE

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

7) **Arrival Flow**
   - **a)** Shall receive handoffs from ZDC via LVL**,** FAK, GVE at 5,000, 7,000, and 9,000
   - **b) RIC North Operations**
     - **i)** FAK/GVE arrivals landing RIC descend to 4000 and handoff to RICFR 7 DME west of RIC
     - **ii)** LVL arrivals landing RIC descend to 3000 and handoff to RICFR in vicinity of 15 mile final.
     - **iii)** Arrivals landing RIC from the north descend to 4000 and handoff to RICFR in vicinity of 10 DME west of RIC.
   - **c) RIC South Operations**
     - **i)** FAK/GVE arrivals landing RIC descend to 4000 vector onto base leg and hand off to RICFR

ii) GVE and arrivals landing RIC from the north descend to 3000, vector direct RIC, and handoff to RICFR at 4000.

8) Departure Flow

a) Vector YEAST-SID departures onto the DP, climb to 9,000 and handoff to ZDC.

b) Vector other departures to join their route, climb to 9,000 and handoff to ZDC.

9) SHD/JRV Coordination and Procedures:

a) FDK and GAI are CHP area airports authorized through SHD Area airspace.

b) JRV shall release 9,000 feet to SHD within that portion of the BRV HPASA that is within JRV airspace whenever SHD advises that holding is necessary. SHD shall release 9,000 feet back to JRV when holding is terminated and the airspace is vacated.

c) JRV shall have control direct RIC south of BRV.

d) SHD shall have control for turns toward the destination airport and for descent of arrival traffic within the confines of the BRV HPASA. SHD assumes responsibility to coordinate with adjacent facilities/sectors as necessary.

10) Additional Airport Responsibilities:

a) PTB
b) VA39
c) FCI
d) OFP
e) APH

Sector: RICFR

1) **Responsibilities:**
   - **a)** Provide radar services within area of jurisdiction.
   - **b)** Provide Class C Services
   - **c)** Establish arrivals in approach sequence to the Richmond Airport and transfer control to Richmond Tower in order of approach sequence.
   - **d)** Whether in a north of south operation, when RICFR is combined with FLTRK, respective area A and responsibilities are delegated to TAPPA.
   - **e)** If RICFR is opened and Richmond Tower is closed, RICFR will assume the responsibilities of Richmond Tower.

2) **Sector Identification:**
   - **a)** Frequency: 118.200
   - **b)** Callsign: RIC_F_APP
   - **c)** ARTS ID: 2F

3) **Airspace:**
   - **a)** North Operations
   - **b)** South 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)** RICFR shall decide what type of approach is being used.
     - **i)** Visual approaches shall be used when the weather is VFR.

Sector: TAPPA

1) **Responsibilities:**
   - **a)** Provide radar services within area of jurisdiction.
   - **b)** Provide Class C services.
   - **c)** Be responsible for IFR releases from W96, XSA and FYJ airports.
   - **d)** When RICFR is combined with FLTRK, RICFR Area A and responsibilities are delegated to TAPPA.

2) **Sector Identification:**
   - **a)** Frequency: 126.400
   - **b)** Callsign: RIC_DEP
   - **c)** ARTS ID: 2P

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)** North Operations
   - **b)** South Operations

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

6) **Arrival Flow**
   - **a)** Shall receive handoffs from ZDC via TAPPA and HPW at 10,000
   - **b)** Vector arrivals onto a downwind or base leg and handoff to RICFR at 4,000

7) **Departure Flow**
   - **a)** Vector COLIN-SID departures onto the DP, climb to 9,000 and handoff to ZDC.
   - **b)** DCA and ADW arrivals climb to 8000 (all other MTV arrivals 6000) vector to join V376 and handoff to OJAAY.
   - **c)** Vector other departures to join their route, climb to 9,000 and handoff to ZDC.

Sector: CHOEA

1) **Responsibilities:**
   - **a)** Provide radar services within area of jurisdiction.
   - **b)** Provide arrival and departure services for Charlottesville Airport.
   - **c)** Establish arrivals in approach sequence to Charlottesville Airport, and transfer control to Charlottesville Tower in order of approach sequence.
   - **d)** Be responsible for IFR releases from CHO, LKU, OMH, and GVE airports.
   - **e)** CHOEA shall have control direct RIC south of BRV.

2) **Sector Identification:**
   - **a)** Frequency: 120.520
     When combined with CHOWE, the primary frequency shall be 132.85
   - **b)** Callsign: CHO_E_APP
   - **c)** ARTS ID: 2E

3) **Opening the Sector:**
   - **a)** This sector may be opened in lieu of FLTRK and shall assume the responsibilities of FLTRK and all combined sectors.
   - **b)**

4) **Airspace:**
   - **a)** North and South Operations

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

6) **Approach Type**
   - **a)** CHOEA shall decide what type of approach is being used.
     - **i)** Visual approaches shall be used when the weather is VFR.

7) **Arrival Flow**
   - **a)** Shall receive handoffs from ZDC at 9,000
   - **b)** Shall receive handoffs from CHOWE descending to 7,000

8) **Departure Flow**
   - **a)** Vector departures to join their route.
   - **b)** Climb to 9,000 and handoff to ZDC or climb to 6,000 and handoff to CHOWE

9) **SHD/JRV Coordination and Procedures:**
   - **a)** FDK and GAI are CHP area airports authorized through SHD area airspace.
   - **b)** JRV shall have control for turns thirty degrees either side of track south of FLUKY and shall ensure these aircraft remain clear of DEMO MOA airspace.

Sector: CHOWE

1) **Responsibilities:**
   a) Provide radar services within area of jurisdiction.
   b) Be responsible for IFR releases from SHD, VBW, and W13 airports.

2) **Sector Identification:**
   a) Frequency: 132.850
   b) Callsign: CHO_W_APP
   c) ARTS ID: 2W

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) North and South Operations

5) **Approach Type**
   a) Approach type and runway information shall be given on initial contact with the arrival. Coordinate with CHOEA to determine the type of approach in use.

6) **Arrival Flow**
   a) Shall receive handoffs from ZDC at 9,000
   b) Vector CHO arrivals direct to destination, descending to 7,000, and handoff to CHOEA

7) **Departure Flow**
   a) Vector other departures to join their route, climb to 9,000 and handoff to ZDC.