

Potomac Consolidated TRACON: Mount Vernon Area (MTV)

- 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 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 in Potomac TRACON and Mount Vernon area airspace.
- 3) **Scope of Responsibilities:** The Mount Vernon area is responsible for arrivals and departures to Washington-National Airport (KDCA) and over flights in and out Washington-Dulles Airport (KIAD) and Baltimore-Washington Airport (KBWI). The Mount Vernon area also provides services to Andrews Air Force Base (KADW).

4) Mount Vernon Area Sectors / Positions:

a) Arrival Sectors:

<u>Sector</u>	<u>Frequency</u>	<u>ARTS ID</u>	<u>ARTS TAG</u>	<u>Callsign</u>	<u>Relief Callsign</u>	<u>Voice Room</u>
DCAFR	124.700	4V	V	DCA_V_APP	DCA_4V_APP	PCT_4V
ENSUE	124.200	4N	N	DCA_N_APP	DCA_4N_APP	PCT_4N
DEALE	128.350	4D	D	DCA_D_APP	DCA_4D_APP	PCT_4D
ADWAR	119.300	4A	A	DCA_A_APP	DCA_4A_APP	PCT_4A
OJAAY	119.850	4J	J	DCA_J_APP	DCA_4J_APP	PCT_4J
LURAY	118.670	3L	L	DCA_L_APP	DCA_3L_APP	PCT_3L
ADWFR*	124.000	4R	R	DCA_R_APP	DCA_4R_APP	PCT_4R
GTOWN*	T.B.D	4U	U	DCA_U_APP	DCA_4U_APP	PCT_4U

*Reserved for future use.

b) Departure Sectors:

<u>Sector</u>	<u>Frequency</u>	<u>ARTS ID</u>	<u>ARTS TAG</u>	<u>Callsign</u>	<u>Relief Callsign</u>	<u>Voice Room</u>
KRANT	125.650	4K	K	DCA_K_DEP	DCA_4K_DEP	PCT_4K
DAILY	126.550	4L	L	DCA_L_DEP	DCA_4L_DEP	PCT_4L
TYSON	118.950	4Y	Y	DCA_Y_DEP	DCA_4Y_DEP	PCT_4Y
FLUKY	121.050	4F	F	DCA_F_DEP	DCA_4F_DEP	PCT_4F

5) Order for Opening Sectors:

- a) When operating at minimal staffing and only DCAFR and KRANT are open, use the following callsigns:
 - i) DCAFR shall use DCA_APP as the primary callsign and DCA_V_APP in relief.
 - ii) KRANT shall use DCA_DEP as the primary callsign and DCA_K_DEP in relief
- b) DCAFR, KRANT, and DCA tower controllers must be online prior to opening any additional sectors.
- c) Additional Arrival Sectors may be opened as needed, in the following order, without prior permission:
 - (1) ENSUE – ENSUE shall assume control of the OJAAY Sector, not DCAFR.
 - (2) OJAAY – ENSUE shall retain control of DEALE and ADWAR.

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d) Additional Departure Sectors may be opened as needed, in the following order, without prior permission:

- (1) TYSON

e) Miscellaneous Sectors

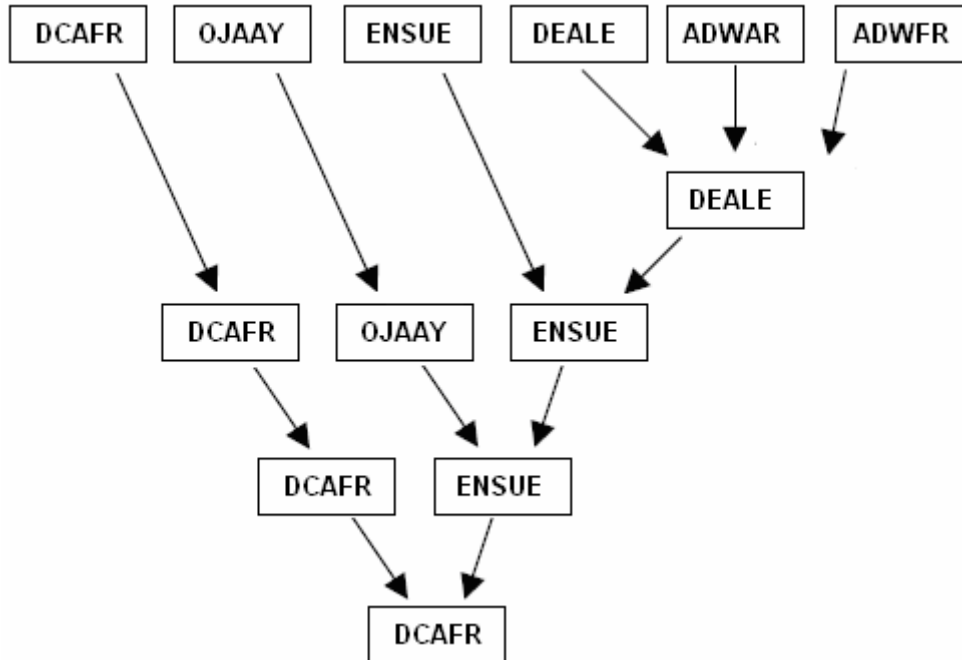
There is no order for opening these sectors, they may be opened as needed.

- (1) LURAY – Assumed by OJAAY until opened.
- (2) FLUKY – Assumed by TYSON until opened.
- (3) DAILY – Assumed by KRANT until opened.

6) Combining Positions:

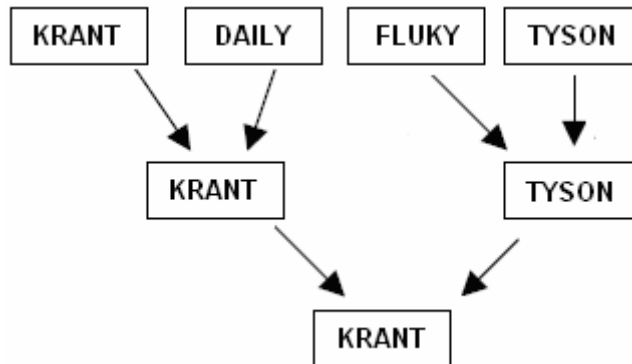
a) MTV area positions are normally combined as indicated in the following diagrams.

i) Arrival Sectors:



Note: LURAY is not pictured but is assumed by OJAAY

ii) Departure Sectors:



Radar Team Responsibilities

1) Coordination Procedures (Departure Positions):

- a) ADW Departures. TYSON shall:
 - i) Coordinate with DCAFR prior to releasing an ADW departure when DCA is in a north operation.
 - ii) Shall maintain 3,000 until crossing the DCA180 radial, and then climb to 5,000.
- b) TYSON shall coordinate with DCAFR prior to releasing any Runway 14 DAA departures 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/PALEO with DAILY.

2) Coordination Procedures (Approach Positions): ADWAR, ENSUE, or DCAFR shall coordinate Runway 22 arrivals with KRANT in accordance with the Abbreviated Coordination Procedures.

3) Noise Abatement:

- a) **DCA Departures:** Except for reasons of safety, do not permit or clear turbojet aircraft to turn off the river/radial until the aircraft has reached the following point, as appropriate:
 - i) **Northwest:** 10 DME
 - ii) **Northeast:** 5 DME
 - iii) **South:** 5 DME
- b) **DCA Arrivals:** Vector all turbojet aircraft, regardless of the approach in use, to intercept the final approach course as follows:
 - i) **North Operation:** No closer than 5 miles from the airport and at an altitude commensurate with the approach in use.
 - ii) **South Operation:** Intercept the final approach course, at or beyond 10 DME and at or above 3,000.

4) Andrews 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 and 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

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

a) STAR Information:

- i) For all RNAV STARs, or STARs that include downwind legs, enter the following information into the scratchpad as long as the aircraft is **still on the STAR**. Enter the assigned altitude in the temporary altitude field. Once the aircraft is vectored off of the STAR, use the information contained in paragraph b) of this section.

<u>STAR</u>	<u>Scratchpad Entry</u>
BILIT	"bil"
CLIPR	"cpr"
ELDEE	"eld"
OJAAY	"oja"
SKILS	"skl"

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- ii) For Non-RNAV arrivals, STAR information shall not be entered into the scratchpad.
- b) 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.
- c) Runway and Approach Information: Enter the approach information below in the scratchpad for aircraft on downwind legs, base legs, or localizer intercept turns if the aircraft are either using 1) a runway other than the primary arrival runway, or 2) an 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	v4
	VOR/DME	Coordinate
15	Visual	v15
	VOR	Coordinate
19	LDA/DME	lda
	Roslyn LDA	roz
	River Visual	riv
	Visual	vis
	VOR/DME	vor
22	Visual	v22
33	Visual	v33

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 DEALE airspace at and below 10,000 with arrival aircraft via OJAAY intersection, provided those aircraft remain on or west of the DCA Runway 1 final approach course.
- c) The KRANT controller, in a south operation, is authorized 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 a verbal coordination is completed with DCAFR to release departures, aircraft departing ADW via a left turn to heading 270 up to and including 3,000.
 - (2) OJAAY airspace from 7,000 through 8,000.
 - (3) FLUKY airspace in the area north of the ZDC CASSANOVA/LINDEN sector boundary line from 12,000 through 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 CASSANOVA/LINDEN sector boundary line from 12,000 through 17,000.
- e) The DAILY 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 through 13,000
 - (2) FLUKY airspace from 11,000 to FL190
- f) The DAILY controller is authorized to penetrate WOOLY airspace with IAD (and satellite) SWANN, PALEO, and DAILY departures from 11,000 to 17,000.
- g) The DAILY controller is authorized to penetrate BUFFR airspace with IAD (and satellite) SWANN, PALEO, and DAILY departures from 11,000 to 17,000

Abbreviated Arrival Coordination

- 1) **Procedures:** These procedures are authorized for aircraft executing a Visual/VFR approach to DCA Runway 22 or for IFR arrivals to DCA Runway 19.
- 2) **Runway 22/Runway 19 Coordination:**
 - a) ADWAR, ENSUE, or DCAFR shall coordinate with KRANT for:
 - i) Runway 22 arrivals from over BAL VORTAC. Aircraft inbound over BAL VORTAC at 6,000, joining the BAL 258R, or vectored north of CGS, descending to 4,000. When west of CGS, descent out of 4,000 and turn southbound to follow the Anacostia River for approach to Runway 22.
 - ii) Runway 22 arrivals from V265. 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.
 - iii) Runway 22 arrivals via BILIT. Aircraft inbound from BILIT at 4,000, vectored north of ADW, south of CGS descending to 3,000. When west of CGS issue aircraft descent and a southbound turn to follow the Anacostia River for approach to Runway 22.
- 3) **Cross Feed Coordination:** The following procedures may be used between MTV arrival sectors for the purpose of cross feeding arrivals, as specified below.
 - a) **South Operations:**
 - i) **IRONS Arrivals:**
 - (1) OJAAY shall handoff DCA IRONS arrivals to ENSUE in the vicinity of JILES on a vector toward CGS and clear of P56, 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 OXONN at or descending to the altitude specified by the OJAAY controller.
 - (2) OJAAY has control for turns northbound.
 - b) **North Operations:**
 - i) **AML Arrivals:**
 - (1) OJAAY shall handoff 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 DCA BILIT arrivals to OJAAY on a 270 heading between DCA and OXONN at or descending to the altitude specified by the OJAAY controller.
 - (2) OJAAY has control for turns.

Sector: DCAFR

- 1) **Responsibilities:**
 - a) Provide final approach vectors for all runways at DCA.
- 2) **Sector Identification:**
 - a) Frequency: 124.700
 - b) Callsign: DCA_V_APP
 - c) ARTS ID: 4V
- 3) **Opening the Sector:**
 - a) This is the primary arrival sector and must be opened first.
- 4) **Airspace:**
 - a) [North Operations](#)
 - b) [South Operations](#)
- 5) **Combining Positions:** This sector shall assume control for the following sectors and their responsibilities when they are closed.
 - a) ENSUE
 - b) OJAAY
- 6) **Approach Type**
 - a) DCAFR shall decide what type of approach is being used for all runways.
 - i) Use the Mount Vernon Visual (Runway 1) or the River Visual (Runway 19) when the weather is VFR
- 7) **North Operation Arrival Flow**
 - a) 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) 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
- 8) **South Operation Arrival Flow**
 - a) Shall receive handoffs from ENSUE at 6,000
 - i) BILIT-STAR shall remain on the STAR
 - ii) BILIT-STAR, CLIPR-STAR, and SKILS-STAR arrivals shall remain on the STAR.
 - iii) BAL, BILIT vectored arrivals shall be vectored on a downwind heading 320-340
 - b) Shall receive handoffs from OJAAY at 6,000
 - i) ELDEE-STAR shall remain on the STAR 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 bypass the downwind
- 9) **Additional Responsibilities:**
 - a) North Operation:
 - i) W32
 - ii) 2W5

- iii) VKX
- iv) NDY per PCT/NYG LOA
- v) DAA arrivals per PCT/DAA LOA
- b) South Operation:
 - i) CGS arrivals
 - ii) When requested by CHP, block 3,000 feet and below and protect for the missed approach for GAI arrivals.

Sector: ENSUE

- 1) **Responsibilities:**
 - a) Provide sequencing of MTV arrivals from BAL, CLIPR-STAR, SKILS-STAR, BILIT, BILIT STAR and arrivals from the Northeast and East.
- 2) **Sector Identification:**
 - a) Frequency: 124.200
 - 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 DCAFR, shall assume control of the OJAAY sector.
 - c) DCA Tower must be opened prior to opening this sector.
- 4) **Airspace:**
 - a) [North Operations](#)
 - b) [South Operations](#)
- 5) **Combining Positions:** This sector shall assume control for the following sectors and their responsibilities when they are closed.
 - a) OJAAY
 - b) DEALE
 - c) ADWAR
- 6) **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.
- 7) **North Operation Arrival Flow**
 - a) BILIT-STAR Arrivals:
 - i) Shall be handed off from CHP-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) Shall be handed off from CHP-PALEO prior to DEALE at 10,000 on a 270/280 heading.
 - 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 CLIPR-STAR and 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) Shall be handed off from CHP at BAL at 10,000.
 - ii) These aircraft shall remain on the STAR and descend to 6,000 on 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 and at FELTY they shall be handed off to DCAFR
 - d) Arrivals via BAL and the Northeast:
 - i) Shall be handed off from CHP 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 on 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 on the downwind leg they shall be handed off to DCAFR.

8) South Operation Arrival Flow

- a) BILIT-STAR Arrivals:
 - i) Shall be handed off from CHP 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 the aircraft are on the downwind leg at MEGGS they shall be handed off to DCAFR at 6,000.
- b) Arrivals via BILIT and the East:
 - i) Shall be handed off from CHP 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 the aircraft are on the downwind leg at MEGGS they shall be handed off to DCAFR at 6,000.
- c) SKILS-STAR and CLIPR-STAR Arrivals:
 - i) Shall be handed off from CHP at BAL at 10,000.
 - ii) These aircraft shall remain on the STAR and descend to 6,000 on initial contact with ENSUE.
 - iii) Once aircraft are on the downwind leg and at MEGGS they shall be handed off to DCAFR
- d) Arrivals via BAL:
 - i) Shall be handed off from CHP at BAL at 10,000.
 - ii) These aircraft shall "Depart Baltimore direct Washington" or "Depart Baltimore heading 230" and descend to 6,000.
 - iii) Aircraft shall turn to the northwest on a 320-340 heading and be sequenced with the BILIT arrivals.
 - iv) Once established on the downwind, handoff to DCAFR at 6,000

Sector: OJAAY**1) Responsibilities:**

- a) 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) 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 AML055 radial and AML135 radial.
- c) Accept arrivals over OJAAY from ZDC at 10,000

2) Sector Identification:

- a) Frequency: 119.850
- b) Callsign: DCA_J_APP
- c) ARTS ID: 4J

3) Opening the Sector:

- a) This sector may be opened if arrival traffic via AML and/or OJAAY is heavy.
- b) DCAFR, not OJAAY, shall retain control of the ENSUE sector and all of its combined sectors.
- c) DCA Tower must be opened prior to opening this sector.

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 DCAFR to determine the type of approach in use.

6) North Operation Arrival Flow

- a) ELDEE-STAR Arrivals:
 - i) Shall be handed off 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 descended to 5,000 and handed off to DCAFR.
- b) WZRRD-STAR and Arrivals from the West:
 - i) Shall be handed off from LURAY near AML at 8,000 heading 100.
 - ii) These aircraft shall be vectored towards DCA on a 110-120 heading and descend to 6,000.
 - iii) Between DMALL and KASDY (on the ELDEE-STAR) 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) Shall be handed off 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 approach course and handed off to DCAFR once established on the 040 heading. DCAFR shall issue the approach clearance.
- d) Arrivals from the South:
 - i) Shall be handed off from ZDC near OJAAY at 10,000 and 250kts.

- ii) These aircraft shall descend to 6,000 on initial contact with OJAAY and be vectored towards IRONS.
- iii) Aircraft shall then be vectored to a 040 heading intercept the approach course and handed off to DCAFR.

7) South Operation Arrival Flow

- a) ELDEE-STAR Arrivals:
 - i) Shall be handed off from LURAY near ELDEE at 8,000
 - ii) OJAAY may request LURAY to have aircraft cross ELDEE at 210 knots.
 - iii) On initial contact, OJAAY shall instruct aircraft to maintain 5,000.
 - iv) These aircraft need to be sequenced with arrivals via OJAAY
 - v) Once they are sequenced and established on the downwind they shall be handed off to DCAFR.
- b) WZRRD-STAR Arrivals and Arrivals from the West:
 - i) Shall be handed off from LURAY near AML at 8,000 heading 100.
 - ii) OJAAY may request LURAY to have aircraft cross be at 210 knots at AML.
 - iii) These aircraft shall be vectored along the route of the ELDEE-STAR and descend to 6,000 on initial contact with OJAAY.
 - iv) Vector aircraft onto the downwind and handoff to DCAFR.
- c) OJAAY-STAR Arrivals:
 - i) Shall be handed off from ZDC prior to OJAAY at 10,000
 - ii) These aircraft shall descend to 6,000 on initial contact with OJAAY and remain on the STAR.
 - iii) Once the 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
- d) IRONS-STAR Arrivals:
 - i) Shall be handed off from ZDC prior to OJAAY at 10,000
 - ii) Descend aircraft to 6,000 on initial contact and vector them along the OJAAY-STAR from IRONS.
 - iii) Once the aircraft are clear of DCA departing traffic, they shall descend to 4,000
 - iv) Turn the aircraft to the Northwest near SAMMO on a 320-340 heading.
 - v) When established on a downwind leg, handoff to DCAFR.

Sector: LURAY**1) Responsibilities:**

- a) LURAY will accept traffic from TILLY climbing to 11,000 once the handoff is complete. This traffic will be direct to a fix or on a radar vector to join the route within PCT airspace. Same route aircraft will be in-trail. J149 is north of LDN J134
- b) Advise the ZDC Casanova when holding commences at DOCCS.
- c) Advise the BUFFR sector when holding commences at MANNE, at 11,000 or above. If holding becomes necessary between 8,000 and 10,000, also coordinate with the appropriate SHD departure and arrival sectors.
- d) Advise the BUFFR sector and the ZDC Blue Ridge sector when holding commences at DRUZZ
- e) LURAY shall have control for turns on aircraft entering their airspace from TYSON at the west boundary of Area B (as defined in the MTV portion of the ZDC/PCT LOA.)
- f) LURAY has control in TILLY's airspace for turns up to 45 degrees left or right on aircraft that are handed off from the TILLY sector provided that the aircraft are within the lateral confines of LURAY's airspace.
- g) Pre-arranged Coordination Procedures. TYSON is authorized to enter LURAY airspace north of AML with aircraft enroute to J220, J227, J211, and J518.
- h) 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. Handoff to ZDC Azalea.
- i) LURAY shall issue the Dulles Altimeter to all arriving aircraft.

2) Sector Identification:

- a) Frequency: 118.670
- b) Callsign: DCA_L_APP
- c) ARTS ID: 3L

3) Opening the Sector:

- a) Arrivals: This sector may be opened if arrival traffic via the ELDEE-STAR, WZRRD-STAR, and the west is heavy. Also the old FINKS-STAR and BUCKO-STAR.
- b) Departures: This sector may be opened if departure traffic from all areas via AML and LDN is heavy.
- c) A controller at DCAFR and a controller at/or covering ASPER and WOOLY must be online prior to opening this sector.

4) Airspace:

- a) [North & South Operations](#)

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) ELDEE-STAR Arrivals:
 - i) Shall be handed off from ZDC prior to DOCCS/DRUZZ at 15,000
 - ii) On initial contact, instruct aircraft to "Descend via ELDEE-STAR arrival, Runway 1" and what runway and approach type to expect.
 - iii) Provide the Dulles altimeter
 - iv) Handoff to OJAAY at DARIC
- b) WZRRD-STAR Arrivals:
 - i) Shall be handed off 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) South Operation Arrival Flow:

- a) ELDEE-STAR Arrivals:
 - i) Shall be handed off from ZDC prior to DOCCS/DRUZZ at 15,000
 - ii) On initial contact, instruct aircraft to "Descend via ELDEE-STAR arrival, Runway 19" and what runway and approach type to expect.
 - iii) Provide the Dulles altimeter
 - iv) Handoff to OJAAY at DARIC
 - v) OJAAY may request aircraft cross ELDEE at 210 knots.
- b) WZRRD-STAR Arrivals:
 - i) Shall be handed off 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 LURAY.

8) Departure Flow:

- a) Receive handoffs from TILLE 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 handoff to ZDC.

Sector: DEALE**1) Responsibilities:**

- a) 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 OTT 071R.
- b) Sequence ILG and DOV arrivals on the OTT and RAVNN STARs. Deale shall make a point out to DAILY.

2) Sector Identification:

- a) Frequency: 128.350
- b) Callsign: DCA_D_APP
- c) ARTS ID: 4D

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) Arrival Flow

- a) RAVNN-STAR Arrivals to KBWI and KMTN:
 - i) Instruct arrivals on the all transitions to "Descend via the RAVNN[x] arrival."
 - ii) Handoff to BWIFS at DEALE at 6,000.
- b) OTT-STAR Arrivals to KBWI and KMTN:
 - i) FAK and RIC Transitions:
 - (1) Cross OTT at or below 9,000
 - (2) Cross DEALE at 6,000
 - (3) Handoff to DEALE at 6,000
 - ii) CSN Transition:
 - (1) Cross SACCO at 16,000
 - (2) Cross OTT at or below 9,000
 - (3) Cross DEALE at 6,000
 - (4) Handoff to DEALE
- c) KILG and KDOV Arrivals on RAVNN-STAR or OTT-STAR
 - i) Descend to 11,000 and handoff to GRACO.

Sector: ADWAR**1) Responsibilities:**

- a) Provide arrival services to ADW.

2) Sector Identification:

- a) Frequency: 119.300
- b) Callsign: DCA_A_APP
- c) ARTS ID: 4A

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) ADWAR is responsible for determining the approach type in use at KADW.
- b) ADWAR may clear aircraft for visual approaches provide the aircraft is north of the ADW 090 degree/270 degree radials in a south operation and south of the ADW 090 degree/270 degree radials in a north operation. Aircraft outside this area require manual coordination prior to being cleared for a Visual Approach.

Sector: ADWFR

1) Responsibilities:

- a) The ADWFR sector is reserved for future use. However, the position may be used operationally as a spare for operations at KADW.

2) Sector Identification:

- a) Frequency: 124.000
- b) Callsign: DCA_R_APP
- c) ARTS ID: 4R

3) Airspace:

- a) To be determined.

GTOWN

4) Responsibilities:

- a) The GTOWN sector is reserved for future use. However, the position may be used operationally as a spare.

5) Sector Identification:

- a) Frequency: T.B.D
- b) Callsign: DCA_U_APP
- c) ARTS ID: 4U

6) Airspace:

- a) To be determined.

Sector: KRANT

- 1) **Responsibilities:**
 - a) Provide initial departure services to exit gates SWANN, PALEO, DAILY, EMI, and WOOLY.
- 2) **Sector Identification:**
 - a) Frequency: 125.650
 - b) Callsign: DCA_K_DEP
 - c) ARTS ID: 4K
- 3) **Opening the Sector:**
 - a) This is the primary departure sector and must be opened first.
- 4) **Airspace:**
 - a) [North Operations](#)
 - b) [South Operations](#)
- 5) **Combining Positions:** This sector shall assume control for the following sectors and their responsibilities when they are closed.
 - a) DAILY
 - b) TYSON
- 6) **North Operation Departure Flow**
 - a) **SWANN, PALEO Departure Gates**
 - i) Vector departures to the north and around P-56 to join their route
 - ii) Jets: Climb departures to 14,000
 - (1) Handoff to DAILY at or above 10,000 if plane will reach 14,000 prior to crossing the MTV/CHP lateral boundary.
 - (2) Handoff to GRACO at the sector boundary if the plane will not reach 14,000 prior to crossing the MTV/CHP lateral boundary.
 - iii) Props: Handoff to GRACO at or above 6,000 climbing to 11,000.
 - b) **DAILY Departure Gates**
 - i) Vector departures to the north and around P-56 to join their route
 - ii) Climb departures to 11,000
 - iii) Handoff to DAILY climbing to 11,000
 - c) **EMI Departure Gates**
 - i) Vector departures to the north and around P-56 to direct to EMI. Aircraft shall be vectored on or west of V265.
 - ii) Climb departures to 5,000 and handoff to WOOLY
- 7) **South Operation Departure Flow**
 - a) **SWANN, PALEO Departure Gates**
 - i) Vector departures to join their route
 - ii) Jets: Climb departures to 14,000
 - (1) Handoff to DAILY at or above 10,000 if plane will reach 14,000 prior to crossing the MTV/CHP lateral boundary.
 - (2) Handoff to GRACO at the sector boundary if the plane will not reach 14,000 prior to crossing the MTV/CHP lateral boundary.
 - iii) Props: Handoff to GRACO at or above 6,000 climbing to 11,000.
 - b) **DAILY Departure Gates**
 - i) Vector departures to join their route
 - ii) Climb departures to 11,000 and handoff to DAILY
 - c) **EMI Departure Gates**

- i) Vector departures to the north and around P-56 to direct to EMI. Aircraft shall be vectored on or west of V265.
 - ii) Climb departures to 5,000 and handoff to WOOLY
- 8) Additional Responsibilities:**
- a) North Operation:
 - i) CGS
 - b) South Operation:
 - i) W32
 - ii) VKX
 - iii) CGS departures
 - iv) When requested by CHP, block 3,000 feet and below and protect for the missed approach for GAI arrivals.

Sector: DAILY**1) Responsibilities:**

- a) Accept MTV departures to SWANN and PALEO direct to the departure fix at 11,000 climbing to 14,000.
- b) Accept MTV departures to DAILY direct to the departure fix at 11,000.
- c) Accept SHD departures to SWANN, PALEO, and DAILY on a vector through the CHARLIE gate parallel to the MTV/CHP boundary line level at 10,000.
- d) Accept CHP departures to DAILY via a vector between the ENO 251R and ENO 244R towards DAILY intersection. The aircraft shall be at or above 11,000 feet climbing to 14,000. DAILY has control for westbound turns when traffic is 10 miles southeast of BWI.

2) Sector Identification:

- a) Frequency: 126.5500
- b) Callsign: DCA_L_DEP
- c) ARTS ID: 4L

3) Opening the Sector:

- a) This sector may be opened when departure traffic from all areas is heavy via SWANN, PALEO, and DAILY.
- b) A controller at/or covering ASPER, KRANT, and WOOLY must be online prior to opening this sector.

4) Airspace:

- a) [North Operations](#)
- b) [South Operations](#)

5) Departure Flow

- a) SWANN, PALEO, DAILY Departure Gates from ASPER:
 - i) Shall receive a handoff from ASPER at the Charlie Gate at 10,000 heading 100 over KGAI.
 - ii) Vector aircraft to join their route.
 - iii) Climb to FL190 (SWANN & DAILY) or 17,000 (PALEO) and handoff to ZDC.
- b) SWANN and PALEO Departures from KRANT:
 - i) Shall receive a handoff from KRANT on course climbing to 14,000.
 - ii) Climb to FL190 (SWANN) or 17,000 (PALEO) and handoff to ZDC.
- c) DAILY Departures from KRANT:
 - i) Shall receive a handoff from KRANT direct to DAILY climbing to 11,000
 - ii) Climb to FL190 and handoff to ZDC

Sector: TYSON**1) Responsibilities:**

- a) Provide initial departures services to exit gates AML, LDN, GVE, FLUKY, HAFNR, BUFFR, MRB, and JERES.

2) Sector Identification:

- a) Frequency: 118.95
- b) Callsign: DCA_Y_DEP
- c) ARTS ID: 4Y

3) Opening the Sector:

- a) This sector may be opened if departure traffic via AML, LDN, MRB, BUFFR, JERES, FLUKY, and HAFNR is heavy.

4) Airspace:

- a) [North Operations](#)
- b) [South Operations](#)

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

- a) FLUKY

6) 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 at or above 10,000.
 - iii) KDCA Departures shall be below KIAD departures to SWANN, PALEO, DAILY
- b) LDN J134, AML J149 Departure Gates:
 - i) Vector aircraft to join their route.
 - ii) Climb to 17,000 and handoff to LURAY at or above 11,000.
 - iii) Departures shall be above or north of ELDEE-STAR and WZRRD-STAR arrivals
- c) FLUKY, HAFNR, GVE Departure Gates:
 - i) Vector aircraft to join their route.
 - ii) Climb to FL230 and handoff to FLUKY at or below 11,000.

7) South Operation Departure Flow

- a) MRB, BUFFR, JERES Departure Gates:
 - i) Vector departures west towards BRV below arrivals between IRONS and SAMMO.
 - ii) Climb to 17,000 and vector on a heading to enter BUFFR airspace.
 - iii) Handoff to BUFFR at or above 10,000 climbing to 17,000.
 - iv) If aircraft reach 10,000 prior to BUFFR airspace, a point out or handoff to FLUKY may be required.
- b) LDN J134, AML J149 Departure Gates:
 - i) Vector departures west towards BRV below arrivals between IRONS and SAMMO.
 - ii) Vector aircraft to join their route and climb to 17,000.
 - iii) Handoff to LURAY at or above 11,000 climbing to 17,000
- c) FLUKY HAFNR, GVE Departure Gates:
 - i) Vector aircraft to join the route.
 - ii) Climb to FL230 and handoff to FLUKY at or below 11,000.

Sector: FLUKY**1) Responsibilities:**

- a) MTV area departures via FLUKY, HAFNR, GVE and MOL.
- b) SHD area departures via FLUKY, HAFNR, GVE and MOL.
- c) CHP area departures via AML, LDN, GVE, and MOL

2) Sector Identification:

- a) Frequency: 121.050
- b) Callsign: DCA_F_DEP
- c) ARTS ID: 4F

3) Opening the Sector:

- a) This sector may be opened if departure traffic from all areas is heavy via FLUKY, HAFNR, GVE, and MOL.
- b) A controller at/or covering ASPER, KRANT, and WOOLY must be online prior to opening this sector.

4) Airspace:

- a) [North Operations](#)
- b) [South Operations](#)

5) Departure Flow via FLUKY, HAFNR, GVE

- a) Receive handoffs from TILLY at or below 10,000 climbing to 10,000
- b) Receive handoffs from TYSON at or below 11,000 climbing to FL230.
 - i) FLUKY may request these aircraft only be cleared to 11,000
- c) Receive handoffs from WOOLY between EMI208R and EMI220R or on the TERPZ-SID at or above 11,000 climbing to 12,000. FLUKY has control for climb on contact
- d) Vector aircraft to join their route, climb to FL230 and handoff to ZDC.

6) Departure Flow via AML J149 and LDN 134

- a) Receive handoffs from WOOLY between EMI208R and EMI220R or on the TERPZ-SID at or above 11,000 climbing to 17,000. Vector to join filed route and handoff to LURAY or ZDC climbing to 17,000.