

Potomac Consolidated TRACON

- 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) **General:** This order provides direction and guidance for the day-to-day operation of the Potomac TRACON (PCT). All air traffic personnel shall familiarize themselves with the provisions of this order as they pertain to their responsibilities and area of specialization.

This is the first revision of these procedures. NOTAMs 08-01 and 08-02 have been cancelled. The new airspace shall go into effect and BUFFR and LURAY may now be opened. This revision will modify and add procedures that were found to be needed after the initial release. Refer to the NOTAMs section at the end of this document. A discussion forum will be set up to discuss these procedures. **Changes and cancellations are in red** and **additions are in blue**. The coloring applies throughout the individual area SOPs as well.

- 3) **Distribution:** This order is distributed to all PCT Air Traffic personnel.
- 4) **Abbreviations**
- a) Chesapeake Area (CHP)
 - b) James River Area (JRV)
 - c) Mount Vernon Area (MTV)
 - d) Shenandoah Area (SHD)

5) **Additional Required Procedures**

	<u>Name</u>	<u>Version</u>	<u>Date</u>
i)	Chesapeake Area SOP	7110.65C	5/8/2008
ii)	James River Area SOP	7110.65C	5/8/2008
iii)	Mount Vernon Area SOP	7110.65C	5/8/2008
iv)	Shenandoah Area SOP	7110.65C	5/8/2008
v)	ZDC and PCT LOA	Rev. 2	5/8/2008

All PCT personnel shall be familiar with the local procedures at the airports within their jurisdiction.

- 6) **Sectors** The following table shows which sectors belong to each area:

<u>Chesapeake Area</u>	<u>James River Area</u>	<u>Mount Vernon Area</u>	<u>Shenandoah Area</u>
BELAY	CHOEA	ADWAR	ASPER
BUFFR	CHOWE	ADWFR	BARIN
BWIFN	COATT	DAILY	BRSTO
BWIFS	FLTRK	DCAFR	IADFE
CHESY	RICFR	DEALE	IADFW
GRACO	TAPPA	ENSUE	LUCKE
PALEO		FLUKY	MANNE
SHILO		GTOWN	MULRR
WOOLY		KRANT	RCOLA
		LURAY	TILLY
		OJAAY	
		TYSON	

7) Combined Callsigns and Frequencies

- a) Use the following callsigns and frequencies when operating at minimal staffing with one controller covering all the arrival and/or departure sectors in each area. In some cases, the departure controllers may handle arrivals.

i) Arrival Sectors

<u>Area</u>	<u>Frequency</u>	<u>ARTS ID</u>	<u>ARTS TAG</u>	<u>Callsign</u>	<u>Relief Callsign</u>	<u>Voice Room</u>
CHP	119.000	1Q	Q	BWI_APP	BWI_Q_APP	PCT_1Q
JRV	134.700	2R	R	RIC_APP	RIC_R_APP	PCT_2R
MTV	124.700	4V	V	DCA_APP	DCA_V_APP	PCT_4V
SHD	120.450	3N	N	IAD_APP	IAD_N_APP	PCT_3N

ii) Departure Sectors

<u>Area</u>	<u>Frequency</u>	<u>ARTS ID</u>	<u>ARTS TAG</u>	<u>Callsign</u>	<u>Relief Callsign</u>	<u>Voice Room</u>
CHP	128.700	1W	W	BWI_DEP	BWI_W_DEP	PCT_1W
JRV	126.400	2P	P	RIC_DEP	RIC_P_DEP	PCT_2P
MTV	125.650	4K	K	DCA_DEP	DCA_K_DEP	PCT_4K
SHD	125.050	3A	A	IAD_DEP	IAD_A_DEP	PCT_3A

- b) Use the callsign specific to the sector if opening additional sectors after a combined controller is online. The combined controller should not log off to change their callsign. If a need arises to open additional sectors within an area, the controller with the combined callsign (i.e.: IAD_APP) may cover a single sector while another controller covers the remaining sectors in the area. The controller with the combined callsign should **not** log off to change the callsign; use the appropriate frequency for the position so that other controllers see the proper ID for the sector.

8) Radio Communications

- a) All sectors shall use "Potomac Approach" or "Potomac Departure" as their radio name.
- i) If handling an arrival to the PCT, use "Potomac Approach" regardless of your position's network callsign.
 - ii) If handling a departure from PCT, use "Potomac Departure" regardless of your position's network callsign.
 - iii) If handling an overflight, use the radio name that corresponds to your network callsign.

9) Procedures for Opening PCT Sectors:

A specific facility is not required to be opened first. Follow the SOP for each sector to determine the order and methods for opening multiple arrival and/or departure sectors within the same area. The following procedures must be followed when opening a PCT sector:

a) Arrival Sectors:

- i) Coordinate with other PCT controllers to determine which sector(s) each controller is covering.
- ii) Coordinate with the tower(s) for airports that approach services are being provided for to determine the active runways and inform tower of the approach type in use.
- iii) If multiple arrival sectors are opened, somebody must coordinate with ZDC and ZNY to inform the controllers which arrivals should be handed off to each controller, even if specified in the LOA.
- iv) If the primary departure sector(s) for each area are not online, coordinate with the tower as to which sector is covering the departure sectors so the tower knows who to request releases from and so clearance delivery can provide the correct departure frequency in the clearance.

- v) Indicate in the ATIS which airports are being covered.
- b) Departure Sectors:
 - i) Coordinate with the tower to determine the active departure runways in use.
 - ii) If multiple departure sectors are online for the same area, coordinate with the tower to know which departure controller the tower should request releases from and to inform clearance delivery to provide the correct departure frequency in the clearance.
 - iii) Coordinate with other PCT controllers to determine which sectors each controller is covering.
 - iv) Coordinate with ZDC and ZNY if any departures are not per SOP/LOA.
 - v) Indicate in the ATIS which airports are being covered.

10) Covering Additional Sectors:

- a) Controllers must be certified through Approach (APP) in order to cover any additional areas of the PCT. See the [ZDC Qualifications Table](#).
- b) Controllers certified through Approach (APP) at the CHP, MTV and SHD Areas may cover the JRV Area while working their area, plus any additional areas, of the PCT.

11) BUFFR & LURAY: When the sectors are not manned, per the area SOPs, WOOLY shall control BUFFR and OJJAY shall control LURAY. Heavy traffic flow through the two sectors may require one or both of these sectors to be opened. If only one controller is available, BUFFR and LURAY may be combined into one position. DCAFR **and** BWIFN **and** MANNE **must** be opened to combine BUFFR with LURAY and the controller shall use the LURAY callsign, frequency, and relief callsign. BUFFR and LURAY **may not** be combined together with any other sector.

12) Terminal Procedures The most current revisions of the Terminal Procedures for the major airports.

- a) Baltimore-Washington International (KBWI)

Standard Terminal Arrival Procedures (STAR)

[NOTTINGHAM SIX](#)
[RAVNN TWO](#)
[WESTMINSTER FIVE](#)

Standard Instrument Departures (SID)

[PALEO THREE](#)
[SWANN THREE](#)
[TERPZ ONE](#) and [Narrative](#)

- b) Washington Dulles International (KIAD)

Standard Terminal Arrival Procedures (STAR)

[BARIN ONE](#)
[DELRO TWO](#)
[HYPER TWO](#)
[LEGGO TWO](#)
[PHILPSBURG TWO](#)
[PRTZL THREE](#)
[ROYIL TWO](#) and [Narrative](#)
[SELINGSGROVE THREE](#)
[SHNON TWO](#)

Standard Instrument Departures (SID)

[CAPITAL SIX](#) and [Narrative](#)

- c) Washington National (KDCA)

Standard Terminal Arrival Procedures (STAR)

[BILIT ONE](#)
[CLIPR ONE](#)
[ELDEE THREE](#) and [Narrative](#)
[IRONS FOUR](#)
[OJAAY ONE](#)

Standard Instrument Departures (SID)

None

For Flight Simulation use only.

[SKILS ONE](#) and [Narrative](#)
[WZRRD TWO](#) and [Narrative](#)

d) Richmond International (KRIC)

Standard Terminal Arrival Procedures (STAR)

None

Standard Instrument Departures (SID)

[COLIN FOUR](#)
[YEAST ONE](#) and [Narrative](#)

13) **Satellite Airports by Area:**

a) **Chesapeake Area**

Primary Airport: BWI – Baltimore-Washington International			
9W8	BAUBLITZ COMMERCIAL	3W3	KENTMORR AIRPARK
W29	BAY BRIDGE	ANP	ANNAPOLIS
2W2	CLEARVIEW	MTN	MARTIN STATE
W50	DAVIS	APG	PHILLIPS AAF/ABERDEEN
ESN	EASTON	W18	SUBURBAN/LAUREL
W48	ESSEX SKYPARK	EDG	WEIDE AAF/EDGEWOOD
W42	FALLSTON	DMW	CARROL COUNTY/WESTMINSTER
FDK	FREDERICK	GAI	MONTOMERY CO./GAITERSBURG
6W6	HANOVER	1N0	RIDGELEY AIRPARK
0W3	HARFORD COUNTY	1W5	HOBY WOLF/ELDERSBURG
FME	TIPTON	0W3	HARFORD CO.
MD24	HAYSFIELD	MD43	MOUNTAIN ROAD (PVT)
MD95	RESERVOIR		

b) **James River Area**

Primary Airport: RIC – Richmond International			
CHO	CHARLOTTESVILLE	SHD	SHENANDOAH VALLEY
FCI	CHESTERFIELD COUNTY	VA39	FORT LEE AHP
GVE	GORDONSVILLE	W79	TAPPAHANNOCK
OPF	ASHLAND/HANOVER COUNTY	W96	NEW KENT COUNTY
OMH	ORANGE COUNTY	FYJ	WEST POINT
PTB	PETERSBURG		

c) **Mount Vernon Area**

Primary Airport: DCA – Ronald Reagan/Washington National			
ADW	ANDREWS AFB	W00	FREEWAY
NSF	ANDREWS AFB (NAVY USE)	W32	WASHINGTON EXEC/HYDE FIELD
CGS	COLLEGE PARK	VKX	POTOMAC AIRFIELD
NDY	NAVY DAHLGREN	2W5	MARYLAND/INDIANHEAD
DAA	DAVISON AAF		

d) Shenandoah Area

Primary Airport: IAD – Washington Dulles International			
CJR	CULPEPER	EZF	SHANNON/FREDERICKSBURG
FRR	FRONT ROYAL/WARREN CO.	NYG	TURNER FIELD/QUANTICO
JYO	LEESBURG	OKV	WINCHESTER
HEF	MANASSAS	MRB	MARTINSBURG
2VG2	UPPERVILLE	RMN	STAFFORD
W66	WARRENTON/FAUQUIER	2VA9	AIRLIE

NOTAMS**PCT 08-01: CANCELLED**

~~**Airspace:** Individual sectors may not be used in any area until further notice. Use only the combined positions. Airspace shall continue to be divided between the arrival and departure controllers as normal. The controllers must coordinate with each other to keep the airplanes separated until the individual airspace has been officially defined.~~

PCT 08-02: CANCELLED

~~**Delegating LURAY and BUFFER:** LURAY and BUFFER shall be delegated to the Shenandoah Area (SHD) until further notice. SHD arrival and departure sectors shall point out their intentions to each other when controlling aircraft in these sectors.~~

PCT 08-03: New STARs to IAD and DCA

With the introduction of the new arrival procedures to IAD and DCA, all pilots may not have the most current charts or even be able to fly the correct routing. Changing the routing will cause unnecessary frequency congestion and controllers are encouraged not change any routing once the aircraft is in the TRACON. Instead, use vectors along the correct route. If time permits, politely inform the pilot of the new STARs and the proper routing.