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Washington National ATCT

Version 1.10 – April 1, 2017

Change Log

Version 1.00 – December 13, 2016

- Initial

Version 1.01 – January 19, 2017

- Added N90 altitude restrictions
- Typo corrections

Version 1.02 – February 14, 2017

- Added ORF altitude restrictions
- Added runway configuration table
- Added scratchpads from Potomac TRACON

Version 1.03 – March 25, 2017

- Gave ground control to cross runways 15/33 and 4/22
- Updated altitude restrictions

Version 1.10 – April 1, 2017

- Updated formatting
- Added detailed departure gate guide
- Added runway configuration chapter
- Removed “Scratchpads” section from Local Control – Information covered in runway configuration section
- Added section on CPDLC and PDC’s
- Added ATIS frequency
- Correction to ground crossing runways. Ground control is to give the aircraft to local control holding short of runways 4/22 and 15/33.

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Chapter 1. Positions

Identifier	Position	Frequency	VOX Channel	Notes
DCA_DEL	Clearance Delivery	128.25	DCA_4C	
DCA_GND	Ground Control	121.70	DCA_4G	
DCA_TWR	Local Control	119.10	DCA_4T	
DCA_U_TWR	Helicopter Control	135.35	DCA_4U	1
KDCA_ATIS	ATIS	132.65	KDCA_ATIS	

1. Helicopter control is rarely opened except for major events. In general, Local Control is responsible for Helicopter Control unless split.

Chapter 2. Runway Configurations

2-1. General

- a. Runway configurations are selected at the discretion of the Local controller, and the selection is based primarily on weather conditions. There are no limits on what configuration should be used; however, safety and operational efficiency must be considered when decided which runway(s) are used.
- b. Surface wind and approach minima shall be the primary considerations for runway selection.
- c. All configurations at DCA are listed by the direction of the flow. Multiple runways may be in use with either flow.

2-2. North Operation

- a. Runway 1 is the primary arrival and departure runway. All aircraft should utilize runway 1 unless requested and/or coordinated otherwise.
- b. Regional Jets (RJs) or smaller may arrive or depart runway 33.
- c. Regional Jets (RJs) or smaller may arrive, but not depart, runway 4.
- d. In VMC conditions, the primary approach is the Mount Vernon Visual (MTV) charted visual approach procedure. The entry "MTV" will be displayed in an aircraft's scratchpad on this approach.
- e. In IMC conditions, the primary approach is the ILS runway 1. The entry "ILS" will be displayed in an aircraft's scratchpad on this approach.

2-3. South Operation

- a. Runway 19 is the primary arrival and departure runway. All aircraft should utilize runway 19 unless requested and/or coordinated otherwise.
- b. Regional Jets (RJs) or smaller may arrive, but not depart, runway 15.
- c. Regional Jets (RJs) or smaller may depart, but not arrive, runway 22.
- d. In VMC conditions, the primary approach is the River Visual charted visual approach procedure. The entry "RIV" will be displayed in an aircraft's scratchpad on this approach.
- e. In IMC conditions, the primary approach is the LDA Z or RNAV Z runway 19. The entry "LDZ" or "RNZ" will be displayed in an aircraft's scratchpad on this approach.

Chapter 3. Clearance Delivery

3-1. IFR Departure Instructions

- a. Departure procedures:
 - 1) IFR RNAV-capable, Turbojet departures should be assigned an RNAV departure and transition consistent with their direction of flight. Non-RNAV Turbojets and Props should be assigned the National Seven (NATNL#) departure.
 - 2) Turbojets unable to fly the NATNL7 shall be assigned an initial heading of either 320 in a north operation or 185 (or runway heading) in a south operation.
 - 3) Non-turbojet departures shall not be issued an initial heading in the IFR clearance.
 - 4) All SID's should be entered into the aircraft's flight strip.
- b. The initial altitude for all IFR departures is 5000.
- c. Issue the appropriate departure frequency. (See below)
- d. Do not amend flight plan routes unless the pilot can accept and fly the new routing. Coordinate non-standard routings with the appropriate facilities.

3-2. Altitude Restrictions

- a. Aircraft departing DCA to the following airports must meet certain route and altitude requirements;
 1. **BWI, IAD or HEF** – National 7 (NATNL7) departure, radar vectors direct, maintain 4000
 2. **RIC** – 10000 (Prop), 12000 (Jet)
 3. **PHL** – 7000 (Prop), 11000 (Jet)
 4. **JFK** – 17000
 5. **EWR, TEB or LGA** – FL210
 6. **ORF** – 14000 (Jet), 10000 (Prop)

3-3. VFR Departure Instructions

- a. All VFR departures will receive a Class B Clearance. They will not receive departure instructions from Clearance, and will get them from Local instead.
- b. Altitude Assignment – At or below 2,500 until advised
- c. Departure Frequency – See 4-5. Departure Frequency

3-4. Departure Gates

- a. To standardize departure flows and ensure proper and expeditious routing of traffic, Potomac TRACON (PCT) uses departure exit gates for IRF Departures to destinations outside of PCT airspace. Every IFR aircraft leaving DCA must leave PCT airspace bound for one of these gates, unless coordinated otherwise.
- b. The following high altitude departure gates are used for aircraft filed above 10,000'. Prop or turboprop aircraft may be routed via a low altitude gate regardless of altitude.
 1. BUFFR [Intersection] – Aircraft going to the Northwest.
 2. CLTCH [Intersection] – Aircraft going to the Southwest, often to join J48. For aircraft unable to comply, PAUKI or CSN is acceptable.
 3. DAILY/COLIN [Intersection] – Aircraft going to the south or southeast. Typically they will join J61.
 4. JERES [Intersection] – Aircraft going to the North or Northwest, typically to join J211, J220/J227.
 5. JDUBB [Intersection] – Aircraft to the Southwest, typically those going to Florida. For aircraft unable to comply, HAFNR or GVE is acceptable.
 6. OTTTO [Intersection] – RNAV Aircraft going to the West. For aircraft unable to comply, LDN is acceptable, or vectors to join J134.
 7. PALEO/AGARD [Intersection] – Aircraft going to the Northeast. This is used for LGA, JFK and ISP arrivals.
 8. RAMAY [Intersection] – Aircraft going to the West. For aircraft unable to comply, vectors to join J134 is acceptable.
 9. SCRAM [Intersection] – Aircraft going to the Southwest. For aircraft unable to comply, FLUKY is acceptable.
 10. SWANN [Intersection] – Aircraft going to the Northeast via J42. This is used for BOS, BDL, EWR arrivals.
 11. WOOLY [Intersection] – Aircraft going to the Northeast. This gate is rarely used out of DCA. For aircraft unable to comply, EMI is acceptable.
- c. The following low altitude departure gates are used for aircraft filed at or below 10,000'.
 1. CSN [VOR] – Aircraft going to the West or Southwest.
 2. EMI [VOR] – Aircraft going to the North or Northeast
 3. GVE [VOR] – Aircraft going to the South or Southwest.
 4. PXT [VOR] – Aircraft going to the Southeast.
 5. MRB [VOR] – Aircraft going to the North or Northwest
- d. It is very important that departures routed to the northeast with a destination NORTH of New York be routed via SWANN..BROSS.J42.RBV

3-5. CPDLC and PDCs

- a. CPDLC and PDCs are authorized for use at KDCA with any IFR aircraft except general aviation aircraft who wouldn't be able to receive such messages.
- b. Aircraft who receive a PDC will call Clearance Delivery when ready for taxi with their assigned SID, ATIS code and location when ready to taxi. Once CD has verified these are correct, tell them to contact/monitor ground control.

3-6. Departure Frequency

Assign aircraft the appropriate departure frequency for their appropriate departure gate or direction of flight (if VFR).

- a. **NORTH/EAST** – KRANT (125.650)
- b. **SOUTH/WEST** – TYSON (119.850)

Chapter 4. Ground Control

4-1. General

- a. To reduce delays at the runway, sequence aircraft that have the same first fix or direction departure with other aircraft.
- b. The ramp and alleys are non-movement areas. GC cannot approve push backs or startups in this area. GC may only approve push backs or startups when the aircraft is pushing into the movement area.
- c. Taxiways must be kept clear for landing traffic to exit. All taxiway exits must be protected.

4-2. Standardized Taxi Routings

- a. In general, taxiway Kilo is used in the same direction as the main runway (and therefor used mostly for arrivals) and Juliet is used in the opposite direction as the main runway (and therefor used mostly for departures)
- b. These are only suggested uses of the taxiways, and Ground Control should use them however is best operationally.
- c. The transfer point of control (TCP) is the terminal side of the nearest active runways.
- d. All runways are considered active unless specifically advised otherwise. So, runway 1/19 departures must be held short of runways 4/22 and 15/33, and transferred to local control.

4-3. Runway Crossings

- a. Blanket runway crossings are NOT authorized at DCA.
- b. Ground control shall tell all aircraft to hold short runways 4/22 and 15/33 and then tell them to contact/monitor Local Control unless requested otherwise. Ground control MUST call Local Control to request the crossing to avoid conflicts with arrivals. Aircraft should not be allowed to sit on the runway in case LC clears an aircraft to land on that runway.

4-4. Runway Safety Area Limitations

- a. The safety areas, between Runways 1/19 and 4/22 on taxiway H and between Runways 1/19 and 15/33 on taxiway "MIKE", have aircraft length limitations.
 1. The usable distance for holding aircraft on taxiway H between Runways 1/19 and 4/22 is 137 feet.
 - i. The following aircraft are unable to clear both runways while holding between them on taxiway H: MD80, MD90, A321, B757, B737-800 and all larger aircraft.
 2. The usable distance for holding aircraft on taxiway M between Runways 1/19 and 15/33 is 71 feet.
 - i. All Air Carrier Aircraft operating at DCA are longer than 71 feet. The following aircraft are capable of clearing both runways while holding between them on taxiway M: C208, JS31, SF34, C500-C650 and smaller aircraft.

4-5. Hold Blocks and Run Up Areas

- a. When appropriate, instruct aircraft to taxi into the hold block, or remain on the taxiway, and contact/monitor the tower frequency. Provide the aircraft with sequencing information as appropriate. Hold blocks should only be used during events, and only when advised by TMU.
- b. The Runway 4 hold block is NOTAMed closed daily from 2200 – 0830 local for overnight aircraft parking. Block opening and closing times may be adjusted if necessary after coordination between the FLM/CIC and MWA.

4-6. Pushback Procedures

- a. Movement Areas.
 1. Approve pushbacks onto taxiways.
 2. Specify tail direction, if nonstandard.
- b. Non-Movement Areas.
 1. The following should only be used during events. Normally, aircraft pushing into the alleys or other non-movement areas should be told "advice ready to taxi."
 2. If ground metering is in effect, tell aircraft to advise ready to push. Ground may then provide pushback into the alleys.
 3. Provide traffic advisories into or out of non-movement areas.

NOTE: Information related to aircraft movement in non-movement areas is advisory in nature and does not imply control responsibility.

Chapter 5. Local Control

5-1. Airspace

- a. LC is delegated the airspace within the Washington Class B surface area at and below 1,500 feet and as shown in Appendix 1.
- b. LC also is delegated the airspace underlying the Washington Class B below 1,500 feet as shown in Appendix 2 when Helicopter Control is not split.

5-2. Line Up and Wait Procedures

- a. LUAW procedures are authorized at DCA. Such operations are generally viewed as necessary to maintain airport efficiency. Use LUAW when it is expected the aircraft will depart after conflicting traffic is clear of the runway/ intersection. Utilize good operating practices and memory aids as needed when using LUAW procedures.
- b. The landing clearance need not be withheld if traffic is holding in position.
- c. Departures may be held in position on Runway 15/33 or Runway 4 for excessive amounts of time if LC does not foresee a need to use the runway prior to the aircraft departing. This practice is encouraged if waiting for separation or a release from the departure controller.
- d. Line up and wait procedures are not authorized on runway 22.
- e. LUAW procedures are not authorized when the ceiling is below 800ft or visibility below 2nm.

5-3. Departure Headings

- a. CD shall assign initial headings to aircraft not capable of flying the NATNL7 departure. All RNAV departures and aircraft on the NATNL SID should be left on the departure unless something else has been coordinated.

Configuration	Runway	Initial Heading
North Operation	All	Jets & RJ's: Heading 320 or DCA328R. Must remain over river.
		Props to TYSON: Turn left heading 280.
		Props to KRANT: Turn right heading 090
South Operation	All	Jets & RJ's: Heading 190 or DCA185R. Must remain over the river.
		Props to KRANT: Turn left heading 150.
		Props to TYSON: Turn right heading 230. Maintain 3,000.

- b. Issue VFR departures the correct instructions per the table below;

<u>Direction</u>	<u>Initial Departure Instructions</u>	<u>Altitude (or lower requested altitude)</u>
North/East - North Ops	"Fly heading 090"	2,500
South/West - North Ops	"Depart northwest over the river"	
South Ops	"Depart south over the river"	

5-4. Missed Approaches and Go Arouns

- a. The tower shall verbally inform the appropriate departure controller of a missed approach/go-around. Unless otherwise coordinated, issue the following instructions to missed approach/go-around aircraft for the corresponding runways:
 1. **North Operation;** turn left heading 320, climb and maintain 3,000. Aircraft south of the DCA VOR must be instructed to maintain 2,000 until over the airport to avoid a conflict with traffic in a climbing left turn off of ADW. Handoff to TYSON.
 2. **South Operation;** heading 185 (or runway heading if runway 19) and climb and maintain 3,000. Handoff to TYSON.
- b. After a missed approach or go around, all departure releases are suspended until released by TYSON.
- c. Tower may re-sequence props providing the Tower ensures separation between the go around and all other pertinent traffic and does not affect the sequence of other IFR arrivals sequenced by the TRACON.

5-5. Arrival Procedures

- a. Separation of IFR arrivals may be reduced to 2.5nm within 10nm of the runway on the final approach course, regardless of operation or runways in use, providing that wake turbulence is not a factor.

5-6. Runway Exiting Procedures

- a. Once aircraft are clear of the runway, they shall taxi across all other active runways prior to being handed off to GC. If the aircraft does not need to cross an active runway, they shall be handed off to GC as soon as they are clear of the runway. Runway 33 may be used as a high speed exit when using Runway 1 (aircraft must turn off of Runway 33 at either S or N). Runway 22 may be used as a high speed exit when using Runway 19.

5-7. Satellite Arrival and Departure Procedures

- a. All College Park (GCS) arrivals shall NOT be instructed to contact Washington tower, however TRACON must point out all aircraft to tower.

Chapter 6. Helicopter Control

6-1. Duties

Helicopter Control (HC) is responsible for working IFR/VFR helicopters into/out of/through the Washington Class Bravo airspace, either via random routing or via a helicopter route.

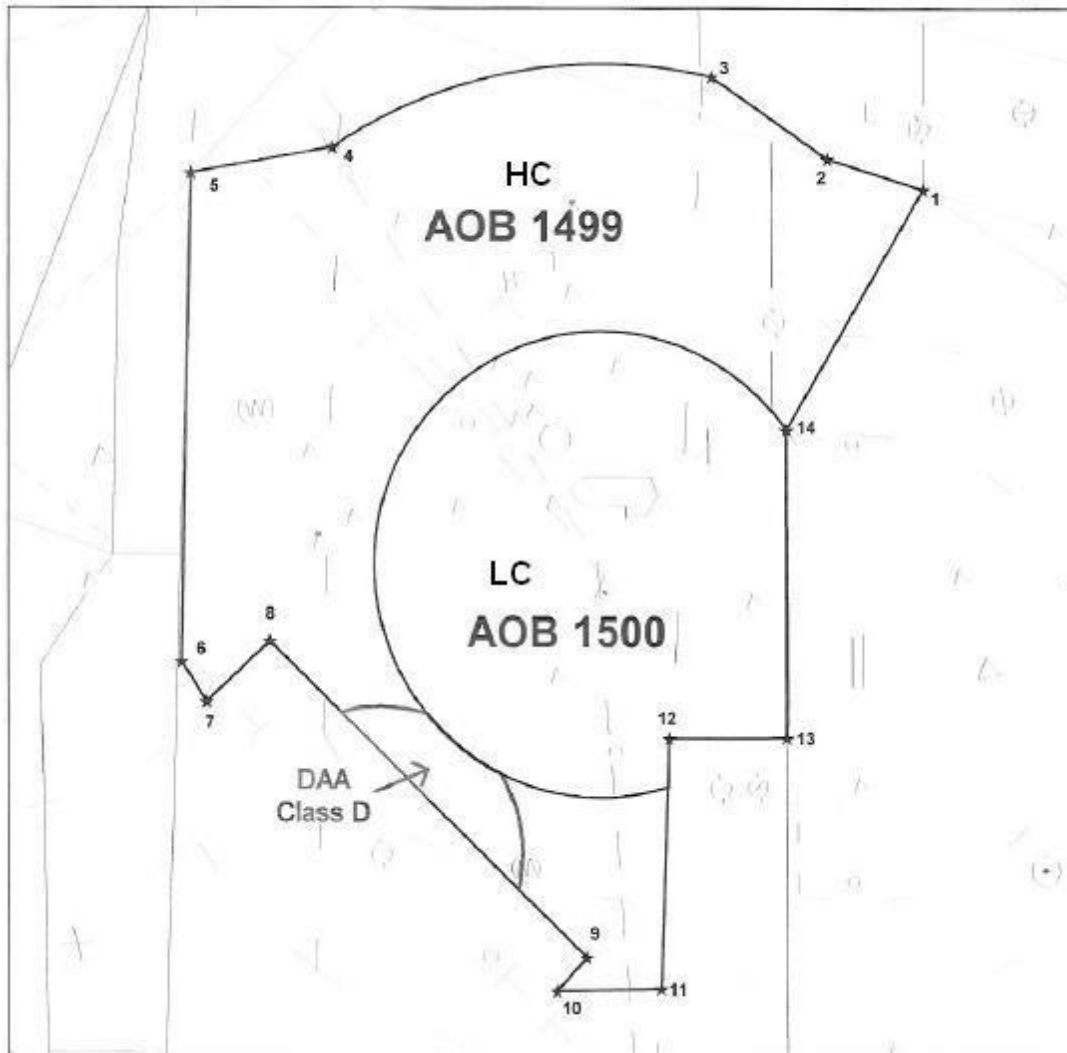
6-2. General

- a. Coordinate IFR departure routes other than the standard noise abatement routes with the appropriate sectors.
- b. Clear VFR aircraft on routes or into zones as depicted on the Baltimore-Washington Helicopter Route Chart using appropriate Class B procedures.
- c. Authorize a frequency change when the pilot reports/you observe the aircraft/helicopter clear of the Bravo airspace. If the aircraft wants flight following, handoff to the correct radar sector.
- d. HC is delegated the airspace underneath the Washington Class B airspace below 1,500 MSL as depicted in Appendix 1.
- e. The West of HC airspace borders IAD ATCT, and the Northeast of HC airspace borders BWI ATCT. Aircraft on heli routes should be handed off directly.

6-3. Arrival and Departure Procedures

- a. Helicopter operations are authorized on all movement areas.
- b. Helicopters arriving or departing an area on the airport must be coordinated with GC and LC as appropriate before authorizing the operation.
- c. It may be necessary to handoff arriving helicopters to LC for landing clearance. Reference Appendix 1 for airspace delegation.

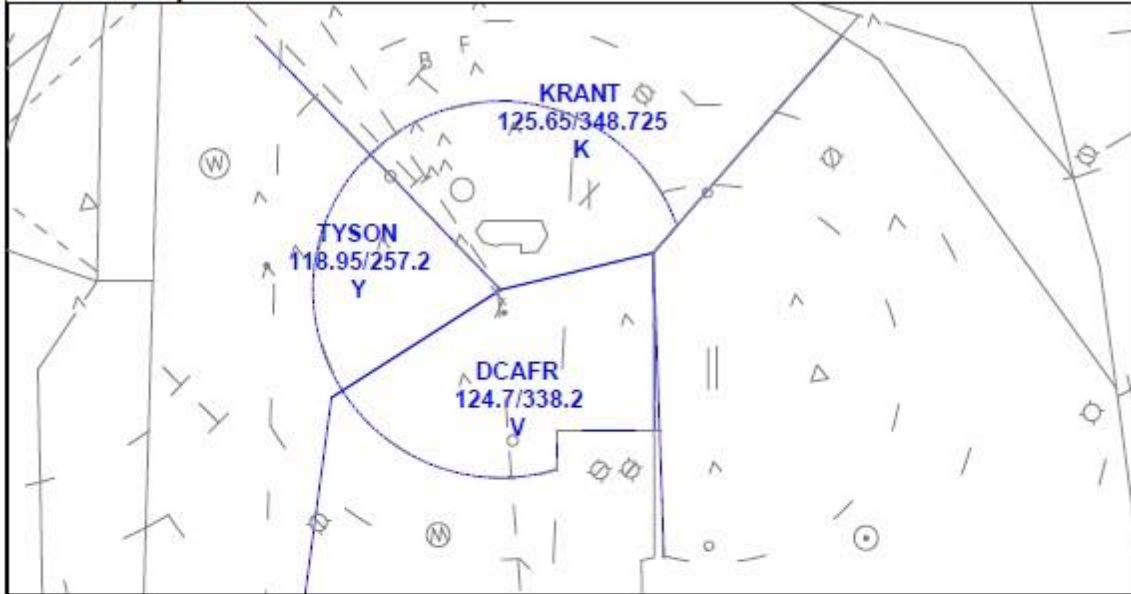
Appendix 1. DCA ATCT Airspace



Note: When DAA Tower is closed, HC shall assume control of the portion of the Davidson Class D inside of HC airspace.

Appendix 2. PCT Sectorization

DCA North Operation



DCA South Operation

