

**ORDER**

PCT SOP CHP  
7110.65E CHG 1

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**POTOMAC CONSOLIDATED TRACON CHP AREA  
STANDARD OPERATING PROCEDURES**



August 12, 2023

**VIRTUAL WASHINGTON ARTCC  
VATUSA**

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**VIRTUAL AIR TRAFFIC SIMULATION NETWORK**  
VATUSA DIVISION – WASHINGTON ARTCC

**ORDER**  
**PCT SOP CHP**  
**7110.65E**  
**CHG 1**

Effective Date:  
August 12, 2023

**SUBJ:** PCT 7110.65E CHG 1

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This order provides direction and guidance for the day-to-day operations of the Potomac Consolidated TRACON and prescribes air traffic control procedures and phraseology. Controllers are required to be familiar with the provisions of these procedures.

This document is only to be used in a simulated environment. This document shall not be referenced or utilized in live operations in the National Airspace System (NAS). The Washington ARTCC, VATUSA, and VATSIM do not take any responsibility for uses of this order outside of the simulation environment.

John Bartlett  
Air Traffic Manager  
Washington ARTCC

**CHANGE**

**VIRTUAL AIR TRAFFIC SIMULATION NETWORK**  
VATUSA DIVISION – WASHINGTON ARTCC

**PCT SOP CHP**  
**7110.65E CHG 1**

**SUBJ:** PCT 7110.65E CHG 1

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1. **Purpose of This Change.** This Change transmits revised pages to PCT SOP 7110.65E
2. **Audience.** This change applies to all vZDC Controllers and anyone controlling in vZDC airspace.
3. **Where Can I Find This Change?** This change is available on the vZDC website at <https://vzdc.org/controllers/files>.
4. **Explanation of Policy Change.** See the Explanation of Changes attachment that has editorial corrections and changes submitted through normal procedures.
5. **Distribution.** This change is distributed via the vZDC website.

John Bartlett  
Air Traffic Manager  
Washington ARTCC

## RECORD OF CHANGES

Version	SUBJECT	AUTHORIZED BY	DATE ENTERED	DATE REMOVED
7110.65A	Addition of SHD midnight ops sector	RG	12.11.2012	07.15.2014
7110.65B	Updated Sectorization	RR	07.15.2014	08.25.2015
7110.65C	Updated airspace - SID/STAR changes	RR	08.28.2015	2.21.2017
7110.65D	- Added top-down section for each area - Updated crossing restrictions to/from ZDC - Updated formatting	RR	2.21.2017	7.21.2023
7110.65E	Major over-haul - Added independent CHP SOP - Remodeled FIGs and TBLs - Added examples and phraseology - Further detailed satellite field ops - Additional info for scratchpads - Added coordination information - Changed sector consolidation	JB	7.21.2023	8.12.2023
7110.65E CHG 1	- DCA CLIPR2 and SKILS4 changed to next version. Minor formatting changes as needed.	JB	8.12.2023	--

## **Explanation of Changes**

### **Direct questions through appropriate facility staff**

**a. 5-2. IFR Arrivals**

The CLIPR3 and SKILS5 STARs are now issued a “descend via” instruction by CHP. The change can be seen in TBL 5-2-2.

**b. 10-2. WOOLY**

Updated TBL 10-2-2 to reflect “descend via” for CLIPR3 and SKILS5 change.

**c. Entire Publication**

Additional editorial/format changes were made where necessary. Revision bars were not used because of the insignificant nature of these changes.

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## Chapter 1. Positions

The following callsigns and frequencies shall be used when working positions at PCT TRACON's CHP area.

Identifier	Position	Frequency	STARS Handoff
BWI_G_APP	GRACO	124.550	G
BWI_W_APP	WOOLY	128.700	W
BWI_B_APP	BELAY	125.525	B
BWI_H_APP	BUFFR	133.850	H
BWI_P_APP	PALEO	133.750	P
<b>BWI_S_APP</b>	<b>BWIFS</b>	<b>119.700</b>	<b>S</b>
BWI_N_APP	BWIFN	119.000	N
CHO_W_APP	CHOWE	132.850	2W
<b>CHO_E_APP</b>	<b>CHOEA</b>	<b>120.525</b>	<b>2E</b>
<b>RIC_L_APP</b>	<b>FLTRK</b>	<b>126.750</b>	<b>2L</b>
RIC_F_APP	RICFR	118.200	2F
RIC_P_APP	TAPPA	126.400	2P
RIC_E_APP	CSIDE	127.200	2X
RIC_W_APP	CSIDW	135.625	2M
IAD_A_APP	ASPER	125.050	3A
IAD_T_APP	TILLY	126.650	3T
IAD_B_APP	BARIN	128.525	3B
IAD_V_APP	BINNS	133.000	3V
IAD_O_APP	BRSTO	120.825	3O
IAD_X_APP	IADFE	125.800	3X
IAD_S_APP	IADFC	134.200	3S
IAD_U_APP	IADFW	135.775	3U
IAD_Z_APP	LUCKE	126.825	3Z
IAD_N_APP	MANNE	120.450	3N
<b>IAD_M_APP</b>	<b>MULRR</b>	<b>126.100</b>	<b>3M</b>
IAD_R_APP	RCOLA	135.775	3R
<b>DCA_J_APP</b>	<b>OJAAY</b>	<b>119.850</b>	<b>J</b>
DCA_E_APP	ENSUE	124.200	E
DCA_D_APP	DEALE	128.350	D
DCA_L_APP	LURAY	118.675	L
DCA_V_APP	DCAFR	124.700	V
DCA_F_APP	FLUKY	121.050	F
DCA_Y_APP	TYSON	118.950	Y
DCA_K_APP	KRANT	125.650	K
DCA_A_APP	ADWAR	128.000	A

**NOTE –**

Bold text denotes combined frequency and callsign.



## Chapter 2. Certification Requirements

### 2-1. Areas

- a. Potomac Consolidated TRACON is split into four areas.
  - 1) Chesapeake Area (CHP) - Primarily covers BWI, with MTN and others as satellites. Requires an additional certification to control.
  - 2) Shenandoah Area (SHD) – Primarily covers IAD, with FDK, HEF and others as satellites. Requires an additional certification to control.
  - 3) Mount Vernon Area (SHD) – Primarily covers DCA. Requires an additional certification to control.
  - 4) James River Area (JRV) – Primarily covers CHO and RIC with others as satellites. Considered a “minor area,” does NOT require an additional certification to control.

### 2-2. Consolidating Areas

- a. The Potomac training progression begins in either CHP or SHD. After both CHP and SHD ratings are obtained trainees move onto MTV. A controller on PCT is required to include the areas they are covering in their controller ATIS. The controller shall also broadcast their controlling areas in their “online” message in ATC Chat.
- b. The JRV area may be controlled by a Potomac controller at their discretion. The controller shall ensure continuous airspace, meaning they may NOT control only CHP and JRV, but may control SHD and JRV.

### 2-3. Callsigns

- a. When connecting to an area that a controller is certified for, they will use the callsign XXX\_APP/DEP, where XXX is the major airport for that area (BWI, CHO, DCA, RIC, IAD).

**EXAMPLE –**

*BWI\_APP*

- b. Individual sector callsigns should only be used during events or when the airspace is split. Note that the S (student), M (mentor) and I (instructor) callsigns are still permitted.

**EXAMPLE –**

*BWI\_G\_APP*

- c. If a controller is controlling a position for which they have a solo cert but not a full certification, they will add an “S” suffix to their callsign. If they are being monitored on an event position that already has an ‘S,’ they will add a second ‘S.’

**EXAMPLE –**

*BWI\_S\_APP*

*BWI\_SS\_APP*

## 2-4. Consolidating Callsigns

- a. PCT combined is required to control all areas (JRV, CHP, SHD, MTV) unless delegated to another online sector.
- b. PCT Combined is required to update their controller information to include the general areas they are working. A template example is shown below.

Potomac TRACON Combined - Providing service for KBWI, KCHO, KDCA, KIAD, KRIC and the surrounding airports.
--

- c. The primary area for PCT Combined is Mount Vernon (MTV); PCT Combined shall control no less than MTV area combined if the rest of PCT becomes split.
  - 1) If PCT Consolidated is online and another controller wishes to control a Potomac position, the controllers must split sectors by area. APP/DEP splits within one area are not authorized if they are covering multiple areas.

## Chapter 3. General

### 3-1. Departures

- a. Receipt of a departing aircraft's altitude is required to verify their altitude reporting transponder (Mode C) is functioning. If an aircraft does not check in with their altitude leaving, the controller should ask the pilot to confirm it.

#### **PHRASEOLOGY –**

*“SAY ALTITUDE LEAVING”*

- b. Issue departing aircraft a climb to the highest altitude as prescribed in the relevant chapter or their filed cruising altitude as soon as practical.

### 3-2. Arrivals

- a. If an aircraft is on “a descend via” arrival that is issued by Washington Center, the following must be confirmed on initial contact with Potomac TRACON.
  - 1) Current altitude leaving
  - 2) “Descending via,” the name of the procedure and the runway/direction.

#### **EXAMPLE –**

*“Potomac Approach southwest twelve eighty-four, descending via the ANTHM three arrival, landing west, information Juliet.”*

- b. On initial contact with Potomac TRACON, it is strongly recommended that all IFR arrivals be given the following. If the arrival does NOT check in with the current ATIS, it is required;
  - 1) Current ATIS letter.
  - 2) Local altimeter.
  - 3) Approach to expect.
- c. DCA/ADW arrivals transitioning through the CHP area via BAL or DEALE/BILIT shall be given the local altimeter and landing direction their destination on initial contact with CHP. Items listed in 3-2 (b) will be issued by the first MTV controller.

#### **PHRASEOLOGY –**

*“The Baltimore altimeter [altimeter], Washington landing [north/south].”*

- d. When vectoring to final, aircraft on opposing base legs must be assigned altitudes that ensure vertical separation exists unless other approved separation has already been applied. This ensures approved separation in the event of an overshoot or late turn-on to final.

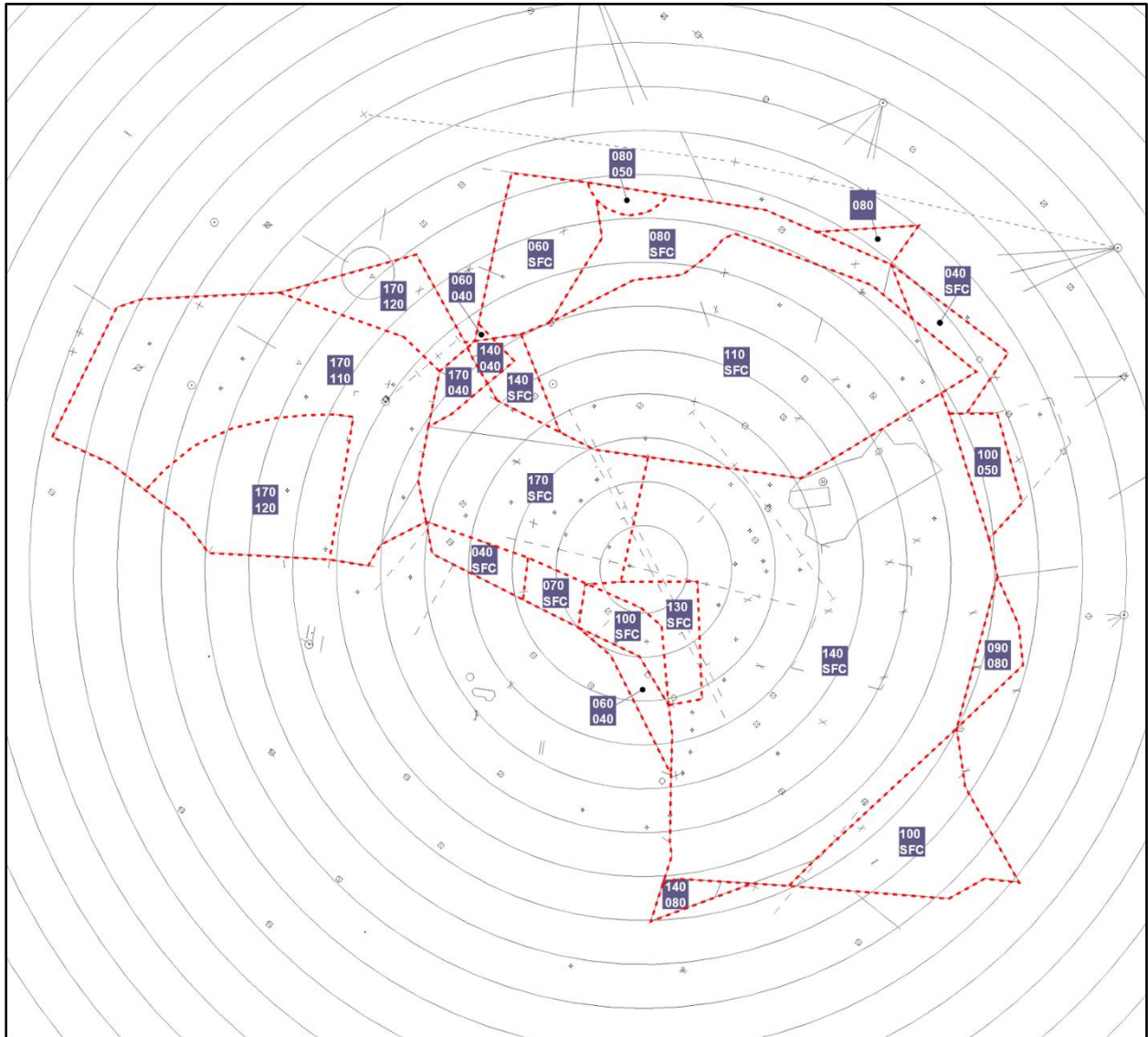
## Chapter 4. Combined Airspace

### 4-1. Airspace

- a. The Chesapeake area is delegated the airspace depicted in FIG 4-1-1

FIG 4-1-1

CHP Combined Airspace



## Chapter 5. Receiving/Assigning Instructions

### 5-1. IFR Departures

- a. Departures climbing through the CHP area must be issued altitudes according to the TBL 5-1-1 and handed to the appropriate sector. Appendix A contains a memory aid with a visual representation of these routes.
- b. BUFFR will receive MTV area non-RNAV jet departures via MCRAV, BUFFR or JERES on a vector towards JYO AOA 10,000 climbing 17,000. BUFFR will have control for turns once the aircraft is NW of the AML R-050.
- c. BUFFR will receive MTV area prop departures via MCRAV, BUFFR, JERES or MRB (J220/J227/J211/Q178) on a vector towards JYO AOA 10,000 climbing 12,000. BUFFR will have control for turns NW of the AML R-050.
- d. SHD departures via JERES, BUFFR, MCRAV or non-RNAV equivalent delivered on course climbing to 11,000. SHD departures via WOOLY# will be delivered direct RAZZA climbing to 11,000 (AOB 90 if TP, AOB 70 if PN).
- e. DOV departures via JERES, MCRAV, RAMAY, OTTTO, SCRAM, JDUBB and CLTCH (via the CANNY# SID or non-RNAV routing) will be delivered by DOV RAPCON cleared on course and at 6,000. CHP has control on contact for climbs to 7,000. Once within CHP airspace CHP must merge DOV departures with the TERPZ# stream and handoff as appropriate.

TBL 5-1-1  
IFR Departures

Area	A/C Type	Route	To	Altitude	Notes
CHP	Jet	CONLE#/COLIN/FIXET#	MTV-KRANT	140	CONLE#/FIXET# - "Climb via SID"
		Non-RNAV via DAILY/WHINO/COLIN			Vector through CONLE gate Between DCA R-108 and DCA R-124. ZDC Control for west turns on contact.
		TERPZ#. JERES/MCRAY or BUFFR	ZDC (01)	160	TERPZ# "Climb via SID"
		TERPZ#... -or- CLTCH/FLASK/MAULS/GLANC/ OTTTO	MTV-TYSON	170	TERPZ# "Climb via SID"
		Non-RNAV via LDN/AML/CSN/ FLUKY/HAFNR/PAUKI/GVE			Vector through TERPZ gate between EMI R 208 and R-220. MTV control for left turns on contact.
		PALEO	ZDC (19)	140	
		SWANN			
	WOOLY AGARD				
	Prop	BROSS	ZDC (19)	140	Or lower requested altitude. May be handed off 1000' below Turbojet departure if there is a conflict. If requested altitude is lower, may require handoff to other Potomac sector.
		GRACO			
		J211, J229, Q178			
		MRB, ELGEE, V8/V214 BRV, TOMAC, JST, HGR, AMISH, V501, V44	ZDC (01)	140	
		WOOLY AGARD	ZDC (19)	140	
		WOOLY BROSS			
	AML, LDN, RAMAY, OTTTO, HAFNR, GVE, FLUKY	MTV-TYSON		Vector through TERPZ gate between EMI R 208 and R-220. Control for left turns on contact. Areq props before handoff.	
DOV	Jet	CANNY# JERES/MCRAY	ZDC (01)	170	Non-RNAV cleared on course
		CANNY# RAMAY/OTTTO	MTV-TYSON	170	Non-RNAV on vector through TERPZ gate between EMI R 208 and R-220. Control for left turns on contact.
MTV/ADW	ALL	SWANN/PALEO	ZDC (19)	140	From MTV KRANT climbing to 9,000 and on course
MTV/SHD		BUFFR/JERES/MCRAY	ZDC (01)	170	
		WOOLY	ZDC (19)	140	

### 5-2. IFR Arrivals

- a. IFR arrivals to the CHP area will be handed off in accordance with TBL 5-2-1 unless coordinated otherwise. More detailed information can be found in Chapter 8: Intrafacility Procedures.

TBL 5-2-1

IFR Arrivals into CHP Area

Area	A/C Type	Route	From	Altitude	Notes
CHP	Jet	ANTHM#	ZDC (01)	Descend via	Join by BUBBI
		EMI#		150	BUBBI/MUMSY
		MIIDY# or V308 BILIT		110	CHOPS AND 250 kts
		RAVNN#	MTV-KRANT	Descend via	Alternative - RAVNN @60
		IZZEE/LRP.TRISH#	ZNY (A)	100	DRESS
		NUGGY.TRISH#		120	TROYZ
		BAINS.TRISH#	PHL	100	
		MXE	ZNY (A)	120	TROYZ or 40nm N BAL
		RAV/LRP		100	40 nm N BAL
		V378 BAL	PHL	100	Non-RNAV Jet
	Prop	EMI#	SHD-MULRR	50 or 70	
		MXE V378	ZNY (A)	110	
		V308 BILIT	ZDC (54)	80	
		LRP	ZNY (A)	90	
		HAR/PSB		90	
		MXE		110	TORYZ or 40nm N BAL
		V378 BAL	PHL	60, 80 (Tprop) 40 (prop)	
		Other	Multiple	TEC	
	All	On course or direct	DOV	30	

- b. IFR arrivals into other PCT areas transitioning through the CHP area will be handed off in accordance with TBL 5-2-2 unless coordinated otherwise. More detailed information can be found in Chapter 8: Intrafacility Procedures.

TBL 5-2-2  
IFR Arrivals into other PCT Area/s

Area	A/C Type	Route	From To	Alt. From To	Notes	
MTV	Jet	CLIPR#	ZNY (A)	120 Descend via	CLIPR or 20nm N BAL	
		SKILS#	MTV-OJAAY	120 Descend via	SKILS or 20nm N BAL	
		DEALE#	ZDC (54) MTV-OJAAY	110 Descend via	BILIT	
		SPISY#	ZDC (54)	110		
		V308 BILIT or CAPKO	MTV-ADWAR	40		
		BAL				
		MXE	ZNY (A)	120	CLIPR or 20nm N BAL	
		LRP/PSB	MTV-OJAAY	100	SKILS or 20nm N BAL	
		V378 BAL	PHL	100 100	Non-RNAV Jet	
	MXE.CLIPR# or CLIPR.CLIPR#	MTV-OJAAY	100 Descend via			
	Prop	V308 BILIT or CAPKO	Multiple MTV-OJAAY	80 60		
		T358.OBWON.T356.WOOLY.MRB	ZDC (01) MTV-KRANT	80 40		
		MXE	ZNY (A)	110	TROYZ or 40nm N BAL	
		LRP	MTV-OJAAY	10		
		HAR/PSB		90		
		V378 BAL	PHL MTV-OJAAY	60, 80 (Tprop), 40 (prop)		
	All	SPISY#	DOV MTV-ADWAR	60 40	May clear direct BILIT	
	SHD	All	V143.MRB	ZDC (01) SHD-MULRR	80 60 or 80	
				ZNY (A) SHD-MULRR	90 40, 60, or 80	AOB 90
Prop		V143 MRB or ROBRT AML	PHL SHD-MULRR	80		

**5-3. IFR Overflights**

- a. Overflights (aircraft transitioning CHP area but arriving outside of PCT) shall be handed off in accordance with TBL 5-3-1. More detailed information can be found in Chapter 8: Intrafacility Procedures.



TBL 5-3-1  
IFR Overflights

Area	A/C Type	Route	From To	Alt. From To	Notes
DOV	All	LUNDY.ARLFT# or MRB/WOOLY/SWANN	ZDC (01) DOV	Descend via 50 or 70	Alternative – MRB @150 (jet) or MRB @110 (prop)
		MAULS/THHMP.ARLFT# or COLIN ENO	JRV-CSIDW DOV	70 50 or 70	Descending to
N90	Tprop	BRAND# or V378 MXE ARD V214 METRO	Multiple PHL	130 110 (Tprop) or 50 (prop)	EWR
	Tprop	MAZIE# or V-Airway Equivalent or V433 DQO V3 SBJ V419 or 378 MXE V3 SBJ		130 120 (Tprop) or 50 (prop)	EWR Sats
	All	APPLE# or V-Airway Equivalent		130 120	LGA
PHL	All	DQO		90 (Jet) 50 (Tprop) 40 (prop)	
	Prop	V433 DQO or ODESA OOD		50 (Tprop) 40 (prop)	
	Prop	Other		110 (Jet) 50 (prop)	
PHL N Sat	Jet	V433 DQO or ODESA OOD		90	
		V433 DQO or V419/V378 MXE		110	
PHL S Sat		V322 DQO		50	
PHL N Sat	Tprop	V433 DQO or V419/V378 MXE		50	
PHL S Sat	Prop	V322 DQO	50 (Tprop) 40 (prop)		

## Chapter 6. Satellite IFR Departures

### 6-1. Departure Instructions

- a. All satellite IFR departures must be cleared with the climb out instructions in the TBL 6-1-1. If an airport is not covered by this table, climb out instructions must be individually coordinated with the controller responsible for that airport.
- b. All Airports other than BWI require an IFR release from CHP controller.
  - 1) BWI has blanket releases as long as the aircraft is released in accordance with the BWI ATCT SOP.
- c. The following airports are within the CHP area;
  - 1) Primary
    - **Baltimore Washington International (BWI)**
  - 2) Satellite
 

<ul style="list-style-type: none"> <li>- Annapolis (ANP)</li> <li>- <b>Phillips AAF (APG)</b></li> <li>- Carrol County/Westminster (DMW)</li> <li>- Weide AAF/Edgewood (EDG)</li> <li>- <b>Martin State (MTN)</b></li> <li>- Ridgeley Airpark (RJD)</li> <li>- Suburban (W18)</li> <li>- Bay Bridge (W29)</li> <li>- Fallston (W42)</li> <li>- Essex Skypark (W48)</li> <li>- Davis (W50)</li> </ul>	<ul style="list-style-type: none"> <li>- <b>Easton (ESN)</b></li> <li>- Tipton (FME)</li> <li>- Montgomery County (GAI)</li> <li>- Reservoir (MD95)</li> <li>- Baublitz Commercial (9W8)</li> <li>- Harford County (0W3)</li> <li>- Hoby Wolf/Eldersburg (1W5)</li> <li>- Clearview (2W2)</li> <li>- Kentmorr Airpark (1W5)</li> <li>- Hanover (6W6)</li> </ul>
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**NOTE –**

*Airports in BOLD denote having an operating control tower.*

## TBL 6-1-1

## Satellite Departure Instructions

Airport	Climb Out Instruction
MTN	CONLE#/TERPZ# SID: Assign initial heading, vectors, maintain 3,000. West/North: Fly heading 290, maintain 3,000. South/East: Fly heading 190, maintain 2,000.
GAI	CONLE#/TERPZ# SID: Assign initial heading, vectors, maintain 3,000. Other: Direct EMI or WOOLY, maintain 3,000.
DMW	CONLE#/TERPZ# SID: Assign initial heading, vectors, maintain 3,000. Other: Direct EMI, maintain 3,000.
2W2	Direct EMI, maintain 3,000.
APG	Fly heading 300, maintain 3,000.
ESN	CONLE#/TERPZ# SID: Assign initial heading, vectors, maintain 2,000. Other: Fly heading 350, maintain 2,000.
ANP	Fly heading 120, maintain 2,000.
W29	Fly heading 120, maintain 2,000.
FME	Fly heading 130, maintain 2,000.
OW3	Fly heading 270, maintain 3,000.

## Chapter 7. STARS Scratchpad Entries

### 7-1. Departures

- a. CHP controllers shall utilize scratchpad entries in conjunction with TBL 7-1-1 for IFR departures.

TBL 7-1-1

STARS Scratchpad Entries for Departures

Airport	Via	Scratchpad
BWI	BROSS OOD	OOD
	CONLE#	AME
	CONLE# COLIN V33 FAGED V286 STEIN (landing ORF)	ORF
	FIXET# RAMAY	FRM
	FIXET# OTTTO	FOT
	FIXET# MAULS/FLASK	FCL
	FIXET# GLANC	FSC
	FIXET# RRSIN/MELTN	FJD
	TERPZ# FLASK/MAULS	TCL
	TERPZ# RRSIN/MELTN	TJD
	TERPZ# GLANC	TSC
	TERPZ# OTTTO	TOT
	TERPZ# RAMAY	TRM
	TERPZ# MCRAV	T18
	TERPZ# JERES	T11/T20
	SWANN	SWN
	PALEO	PAL
	PALEO DQO	DQO
	PALEO OOD	OOD
	PALEO SIE	SIE
	PXT	PXT
SBY	SBY	
All CHP/MTV/SHD non- RNAV/No-SID	BUTRZ	BTZ
	HAFNR	HAF
	FLUKY	FLU
	WHINO/COLIN/DAILY	COL
	Q178	T78
	J211/J220/J227	J11/J20/J27

## **7-2. Arrivals**

- a. All arrivals shall have the runway of landing placed into the Y scratchpad. If the runway is only two characters, use the formatting R##.

***EXAMPLE –***

RWY 10: R10

RWY 33L: 33L

## **Chapter 8. Intra-Facility Procedures**

### **8-1. New York ARTCC (ZNY) and CHP Area**

- a. The minimum separation of aircraft from ZNY to CHP along the same route is 10nm and/or increasing unless coordinated.
- b. ZNY may clear aircraft routed via BAL (except TRISH# arrivals) direct BAL without coordination.
- c. CHP has control for turns 30° left and right.

### **8-2. Dover RAPCON (DOV) and CHP Area**

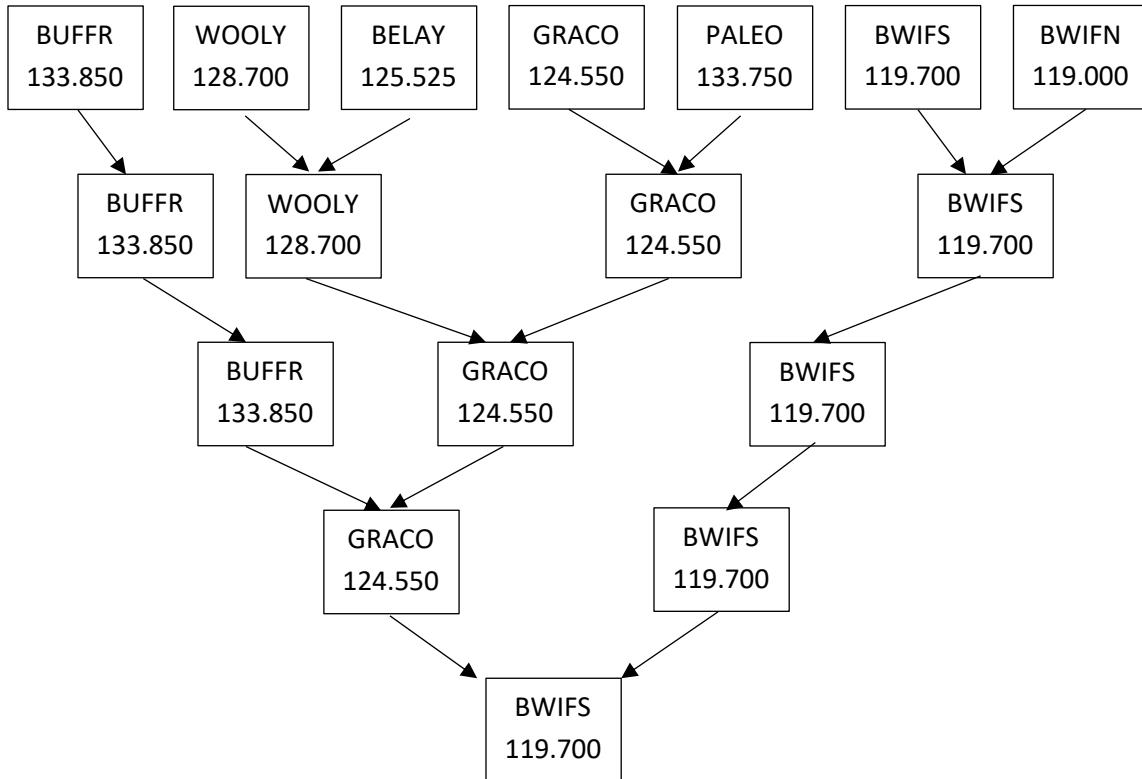
- a. Aircraft landing RJD require a point out between CHP and DOV to;
  - 1) Determine who is responsible for IFR cancellation.
  - 2) Protect for instrument approach flown and missed approach procedure.

## Chapter 9. Sector Consolidation

### 9-1. CHP Area Sectors

- a. The combined CHP sector is BWIFS on 119.7. A feeder/final split is GRACO on 124.55 and BWIFS on 119.7. TBL 9-1-1 depicts other combinations and splits.

TBL 9-1-1  
Sector Consolidation



## Chapter 10. Sectors

### 10-1. BUFFR

- a. Sector Identification – The STARS position symbol for BUFFR is “H” and the assigned frequency is 133.850.
- b. Delegated Airspace – BUFFR is delegated the airspace as depicted in FIG 10-1-1.
- c. General:
  - 1) BUFFR sequences Potomac departures destined to J220/J221/J227/Q178 via HORTO/BUFFR/JERES.
  - 2) They will have to sequence departures from all three areas and provide adequate in trail spacing.
  - 3) BUFFR also handles the ANTHM/EMI STARS into BWI and provides initial sequencing and instruction.
  - 4) BUFFR has control in SHD-ASPER’s airspace for turns to the left on contact and turns to the right leaving 8,000.
  - 5) BUFFR has control for turns toward their airspace for jets and props handed off by TYSON routed over J220/J227/J211/Q178 northwest of the AML R-050.

TBL 10-1-1

To BUFFR From

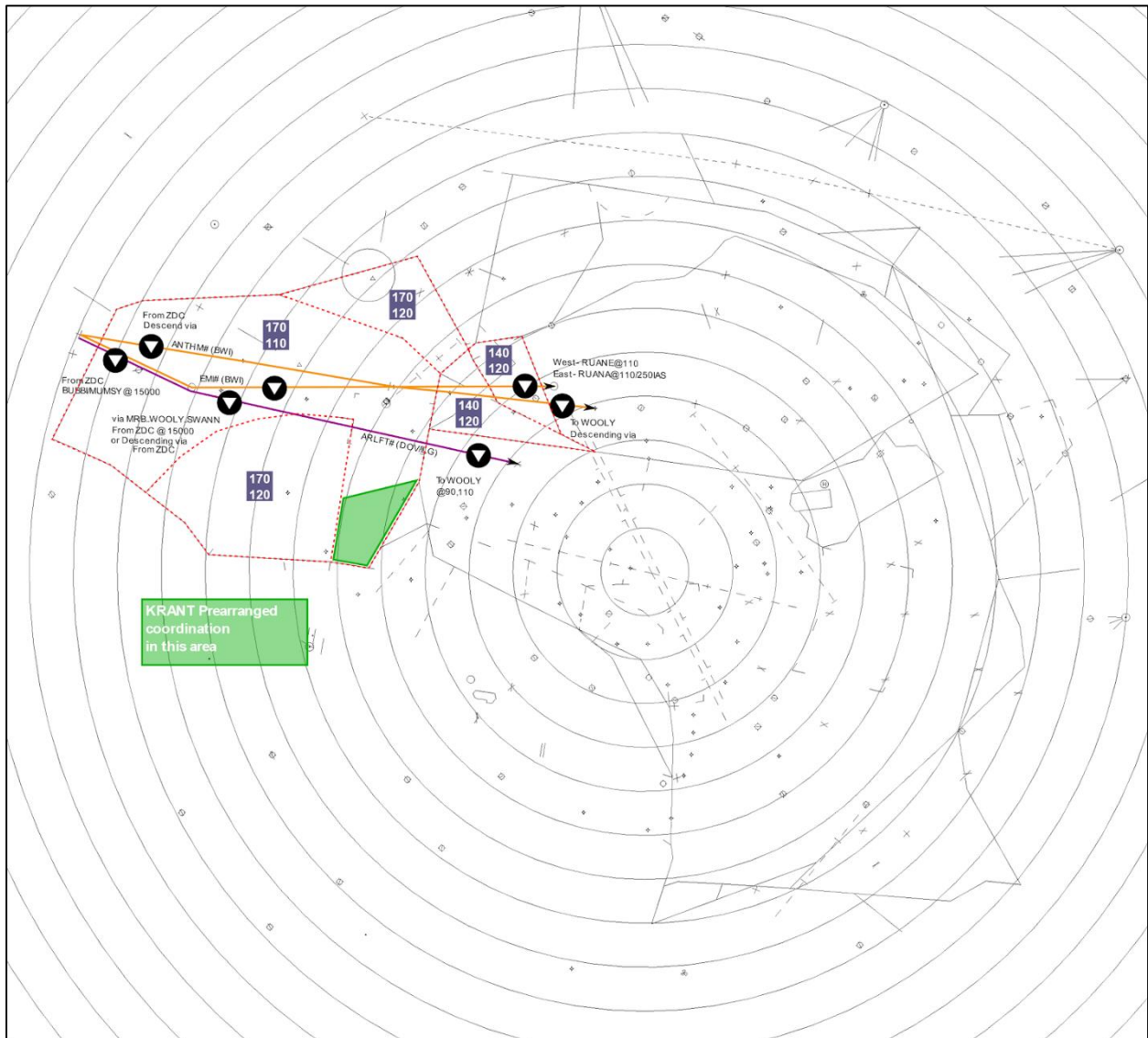
Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (01)	Jet	ANTHM#	Descend via	Join by BUBBI
		EMI#	150	@BUBBI/MUMSY
		DOV via ARLFT# or MRB	150	@BUBBI
MTV-TYSON	Jet	RNAV via HORTO#/LINCN#	AOA 110 ↑ to 170	On SID or direct HORTO. Control for turns NW of AML R050
		Non-RNAV via J220/J227/J211/Q178	AOA 110 ↑ to 170	Vector towards JYO. Control for turns NW of AML R050
	Prop	J220/J227/J211/Q178	AOA 110 ↑ to 120	
SHD-ASPER	ALL	MRB Req. 110-170	110	Direct MRB
	RNAV Jet	JERES# or MCRAY#	110	Direct IDORE/HAYGR to join SID
	Non-RNAV-Jet	Q178, J211, J220, J227 (BUFFR, MCRAY, JERES)	110	On a vector between MRB and FDK
BELAY	ALL	BUFFR/Q178	AOA 120 ↑ 160	TERPZ# - Climb via SID Other – On Q178 or direct BUFFR. Control for turns and climbs west of WOOLY intersection.
		JERES/J211/J220/J227		



TBL 10-1-2  
From BUFFR To

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (01)	All	MCRAJ, JERES, BUFFR, J211, J220, J227	170	On Course. Props may be handed of at 160 with coordination
BELAY	RNAV Jet	ANTHM#	Descend via	
	Non-RNAV Jet	EMI#	110	@RUANE. 250 kts when landing east.
	Jet	Landing DOV	110	

FIG 10-1-1  
BUFFR



**10-2. WOOLY**

- a. Sector Identification – The STARS position symbol for WOOLY is “W” and the assigned frequency is 128.700.
- b. Delegated Airspace – WOOLY is delegated the airspace as depicted in FIG 10-2-1 and FIG 10-2-2.
- c. General:
  - 1) WOOLY (WOOLY+BELAY) handles arrivals via the CLIPR/SKILS STARS to DCA and the TRISH STAR into BWI.
  - 2) Briefly handle ANTHM/EMI arrivals from BUFFR. Provide final sequencing and in-trail spacing before handing off to BWIFS.
  - 3) WOOLY also handles north and west BWI departures.

TBL 10-2-1  
To WOOLY From

Sector	Type	Dest/Route	Altitude	Heading/Information
ZNY (A)	Jet	IZZEE/LRP TRISH#	100	@DRESS
		NUGGY TRISH#	120	@TROYZ
		CLIPR#		@CLIPR or 20nm N BAL
	SKILS#	@SKILS or 20nm N BAL		
	Prop	MXE V378	110	
PHL	Jet	Landing DCA/BWI	AOB 100	
SHD-ASPER	RNAV Jet	WOOLY#	110	Direct RAZZA to join. WOOLY has control for turns and climb to 10000.
		HIICH#	110	On SID. WOOLY has control for turns and climb to 10000.
	All	WOOLY (non-RNAV)	AOB 110 (Jet) AOB 100 (Tprop) AOB 70 (Prop)	Vector to join radial. WOOLY has control for turns.
BUFFR	RNAV Jet	ANTHM#	Descend via	
	Non-RNAV Jet	EMI#	110	@Ruane. 250 kts when landing east.
	Jet	Landing DOV	110	
SHD-MULRR	Prop	EMI#	50 or 70	

TBL 10-2-2  
From WOOLY To

Sector	Type	Dest/Route	Altitude	Heading/Information
MTV-OJAAY	Jet	CLIPR#/SKILS#	Descend via	BAL @10,000/250kts
MTV-OJAAY CHPE	Prop	MTV via BAL	60	
BWIFS CHPE	All	From north, RWY 28, 33R	40	Vector towards FINNZ, control for turns and descent.
	RNAV Jet	ANTHM#/TRISH# to 33L	Descend via	
	Other	RWY 33L	50	Vector towards FINNZ in trail with ANTHM/TRISH.
	All	From south RWY 10	30	Vector towards BAL.
BWIFS CHPW	RNAV Jet	ANTHM#/TRISH# to 10	Descend via	
	Other	RWY 10	50 ↓40	Vector towards STARZ in trail with ANTHM/TRISH.
	All	From south, RWY 33L	20	Vector towards FME
BWIFS	All	From south, secondary RWYs 28, 33R, 15R, 15L	30	Vector towards SLOAF
BUFFR	All	BUFFR/Q178	AOA 120 ↑ 160	TERPZ# - Climb via SID Other – On Q178 or direct BUFFR. Control for turns and climbs west of WOOLY intersection.
		JERES/J211/J220/J227		TERPZ# - Climb via SID Other – Vector towards fix. Control for turns and climbs west of WOOLY intersection.
SHD-MULRR	All	SHD arrivals via WOOLY MRB or V143 MRB	80, 60, 40*	Control for left turns and descent. *40 ok for V143 only.
MTV-TYSON	Jet	TERPZ# RAMAY/OTTTO/SCRAM CLTCH/JDUBB	Climb via SID to 170	On SID TYSON control for left turns on contact.
		Non-RNAV via BUTRZ/POOCH/HAFNR	AOA 110 ↑ 170	Between EMI R208 and R220 TYSON control for left turns on contact.
	Prop	AML J149, LDN, RAMAY, OTTTO, HAFNR, GVE, FLUKY, MOL	AOA 150 ↑ 170 Req AOA 180	Between EMI R208 and R220 TYSON control for left turns on contact. Required APREQ.

MTV- KRANT CHP W	All	BWI dep landing MTV	40	Vectors towards BELTS. Control for turns west of BAL R-180 and south of BAL R-290.
		V265 landing MTV		On V265. Control for turns west of BAL R-180 and south of BAL R-290.
GRACO	All	Landing PHL, TEB, etc.	AOB 130	Can route direct SWANN
	Jet	Landing DOV	90, 110	Control for descent.

FIG 10-2-1

WOOLY East

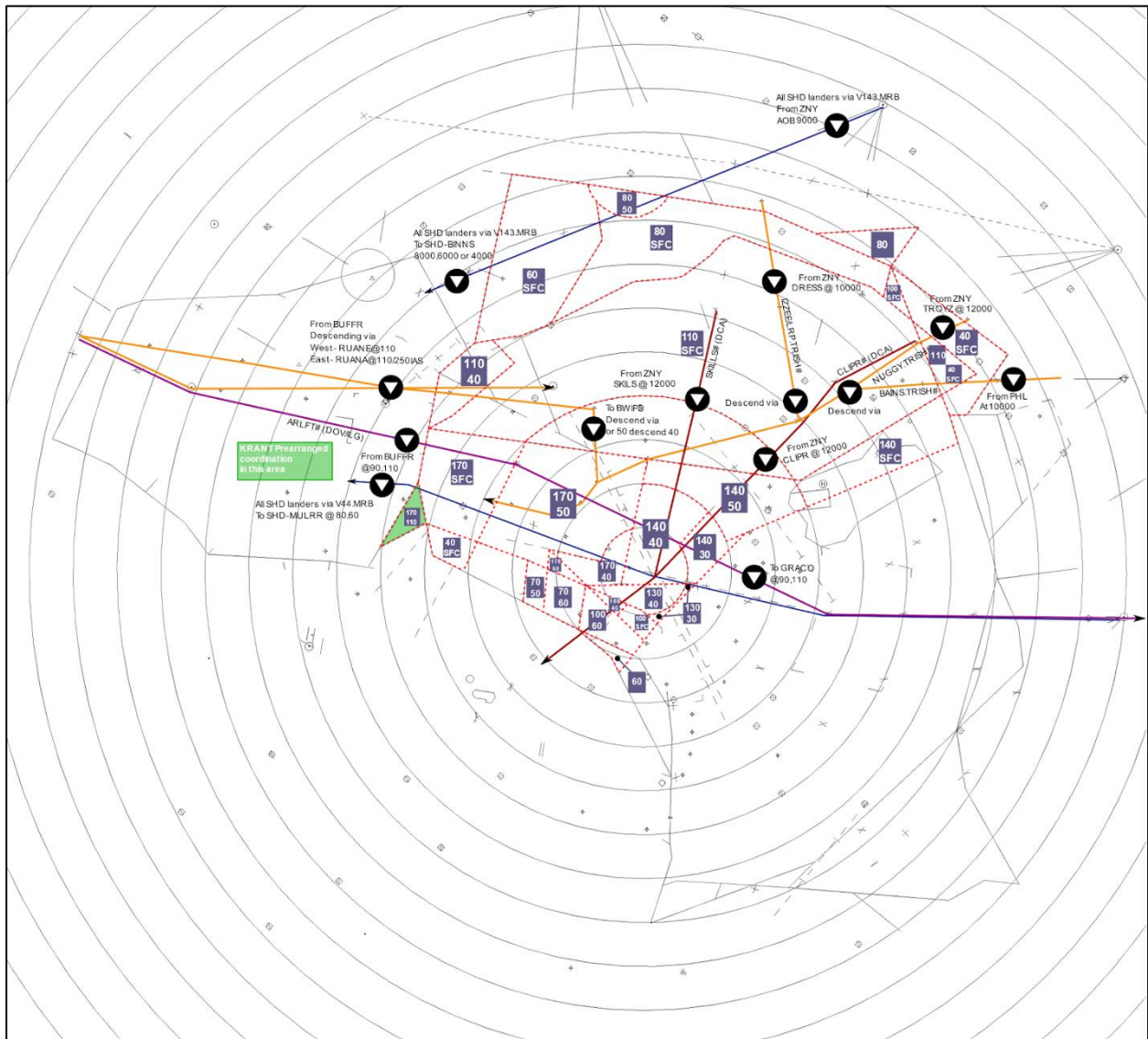
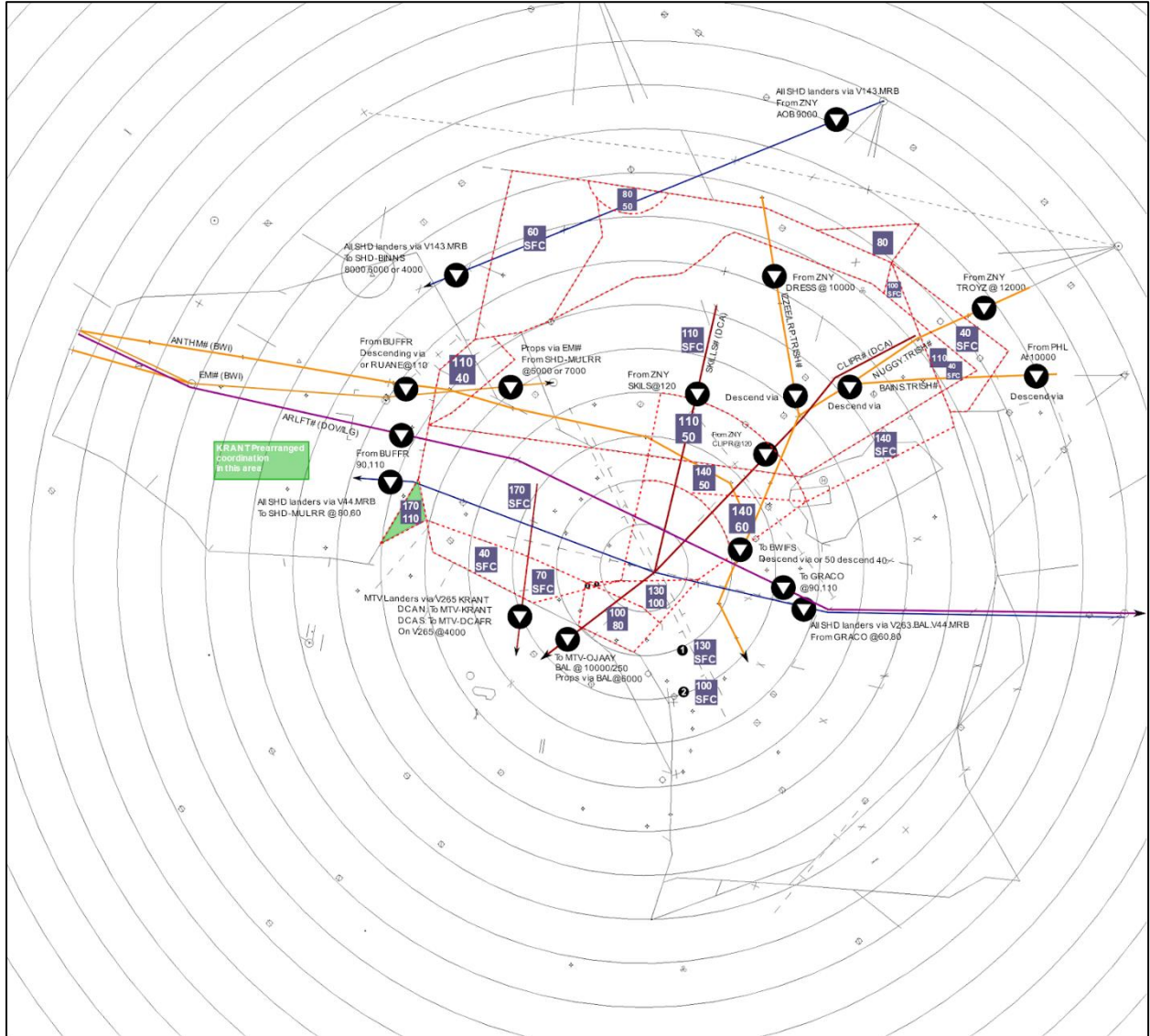


FIG 10-2-2  
WOOLY West



**10-3. GRACO**

- a. Sector Identification – The STARS position symbol for GRACO is “G” and the assigned frequency is 124.550.
- b. Delegated Airspace – GRACO is delegated the airspace as depicted in FIG 10-3-1 and FIG 10-3-2.
- c. General:
  - 1) GRACO (GRACO+PALEO) covers the eastern portion of CHP and is responsible for arrivals over BILIT (DEALE STAR to DCA and MIIDY STAR into BWI).
  - 2) GRACO is responsible for departures via SWANN, PALEO, and COLIN.
  - 3) GRACO provides some intermediate sequencing on arrivals to N90 satellites (such as TEB)

TBL 10-3-1

To GRACO From

Sector	Type	Dest/Route	Altitude	Heading/Information
ZDC (19)	Jet	MIIDY# or V308 BILIT	110/250 kts	@CHOPS
		DEALE#	110	@BILIT
		SPISY#		
		V308 BILIT CAPKO		
	Prop	CHP via V308 BILIT	80	
MTV via V308 BILIT CAPKO				
ZDC (19)	Tprop	EWR via BRAND# or V-Airway	130	@LOUIE
	Tprop	EWR Sat via MAZIE# or V-Airway		
	Prop	LGA via APPLE# or V-Airway		
BELAY CHP W	Prop	MTV arrival via BAL	60	On route, level at 6,000.
MTV-KRANT	Prop	Departure via PALEO/DOCTR/SWANN	AOA 60 ↑ 90	Climb 90 or lower requested.
	Jet	ADW departure via PALEO/DOCTR/SWANN	AOA 60 ↑ 110	
JRV-CSIDW	Jet	CHP arrivals	50, 70, 90	Direct LOUIE.
	Prop		50, 70	
	All	DOV via ARLFT#	↓70	
BELAY	All	Landing PHL, TEB, etc.	AOB 130	
	Jet	Landing DOV	90, 110	Control for descent.

TBL 10-3-2  
From GRACO to

Sector	Type	Dest/Route	Altitude	Heading/Information
BWIFS CHP W	RNAV Jet	MIIDY#	Descend via	Control for turns and descent on contact.
	Prop + non RNAV Jet	RWY 33L	50	Direct JANNS or vector towards JANNS.
	All	RWYs 33R, 28	30	Vector towards FAC. Control for turns and descent on contact.
BWIFS CHP E	RNAV Jet	MIIDY#	Descend via	Control for turns and descent on contact.
	Prop + non RNAV Jet	RWY 10	50	Direct NAVAY or vector towards NAVAY.
	All	RWYs 15L, 15R	40	Vector towards MTN. Control for turns and descent on contact.
MTV-KRANT	Jets	CONLE# or FIXET#	AOA 110 ↑ 140	On SID or direct CONLE Control for west turns on contact.
		WHINO/COLIN		Vector between DCA R-108 and DCA R-124 then direct WHINO. Control for West turns on contact.
	Props	Landing DCA + SATs BILIT CAPKO or V308 BILIT	40	
	All	ADW via SPISY#	40	On STAR.
MTV-OJAAY CHP W	Prop	MTV via BAL	60	
	Jet	DEALE# or BILIT DEALE	100	On STAR/route.
DOV	All	Landing DOV/ILG	50, 70	
PHL	All	V433 DQO or ODESA OOD	90 (Jet) 50 (Tprop) 40 (Prop)	
PHL N SATs	All	V433 DQO or V419/V378 MXE	110 (Jet) 50 (Tprop + prop)	
PHL S SATs	All	V322 DQO	50 (Jet + Tprop) 40 (Prop)	
LGA	Tprop	APPLE#	120	

EWR	Tprop + Prop	BRAND# (Tprop) or V378 MXE ARD V214 METRO	110 (Tprop) 50 (Prop)	
EWR SATs	Tprop + Prop	MAZIE# (Tprop) or V433 DQO V3 SBJ V419 or V378 MXE V3 SBJ	120 (Tprop) 50 (Prop)	
DOV	All	ODESA OOD V312 CYN		

FIG 10-3-1  
GRACO East

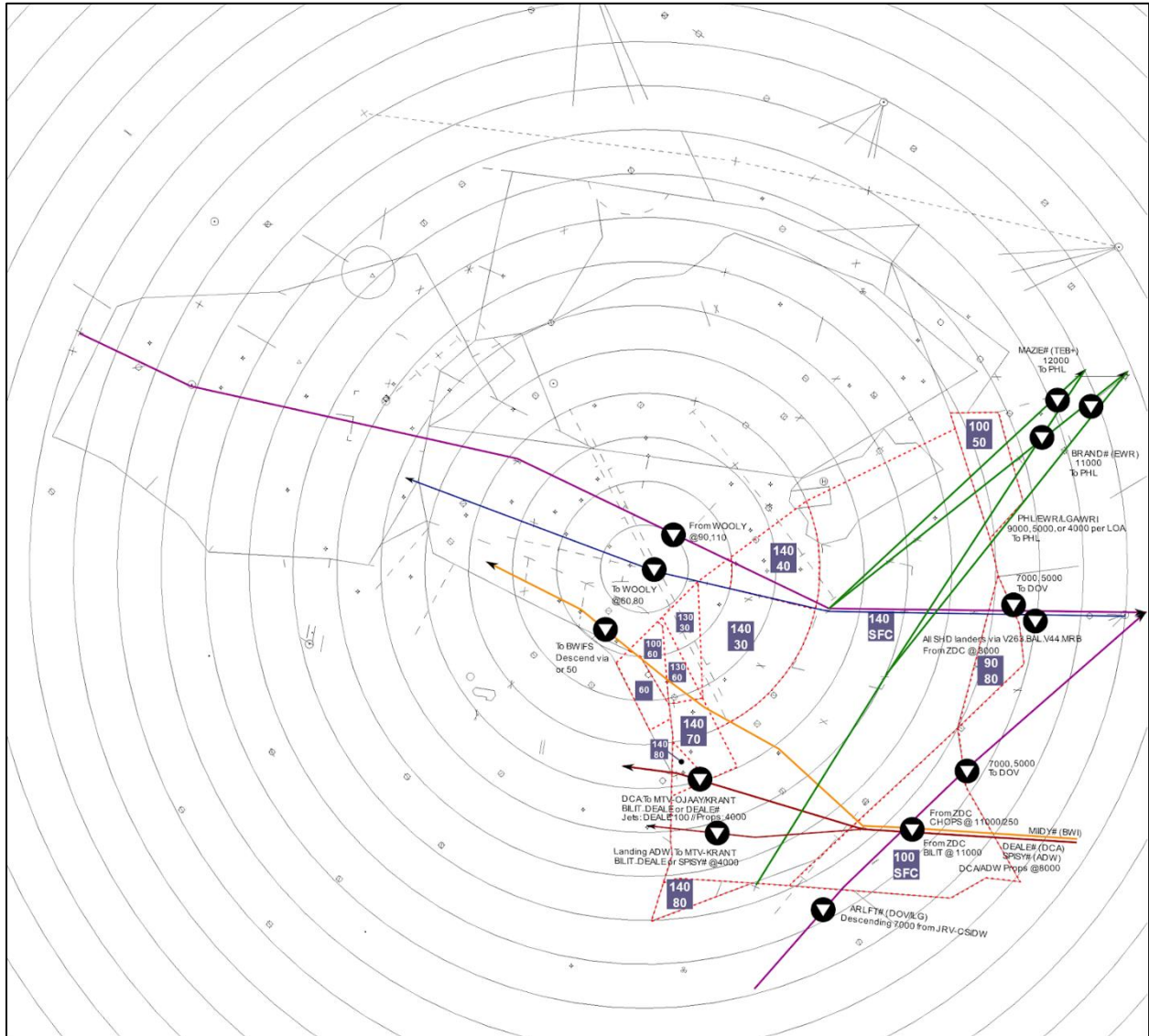
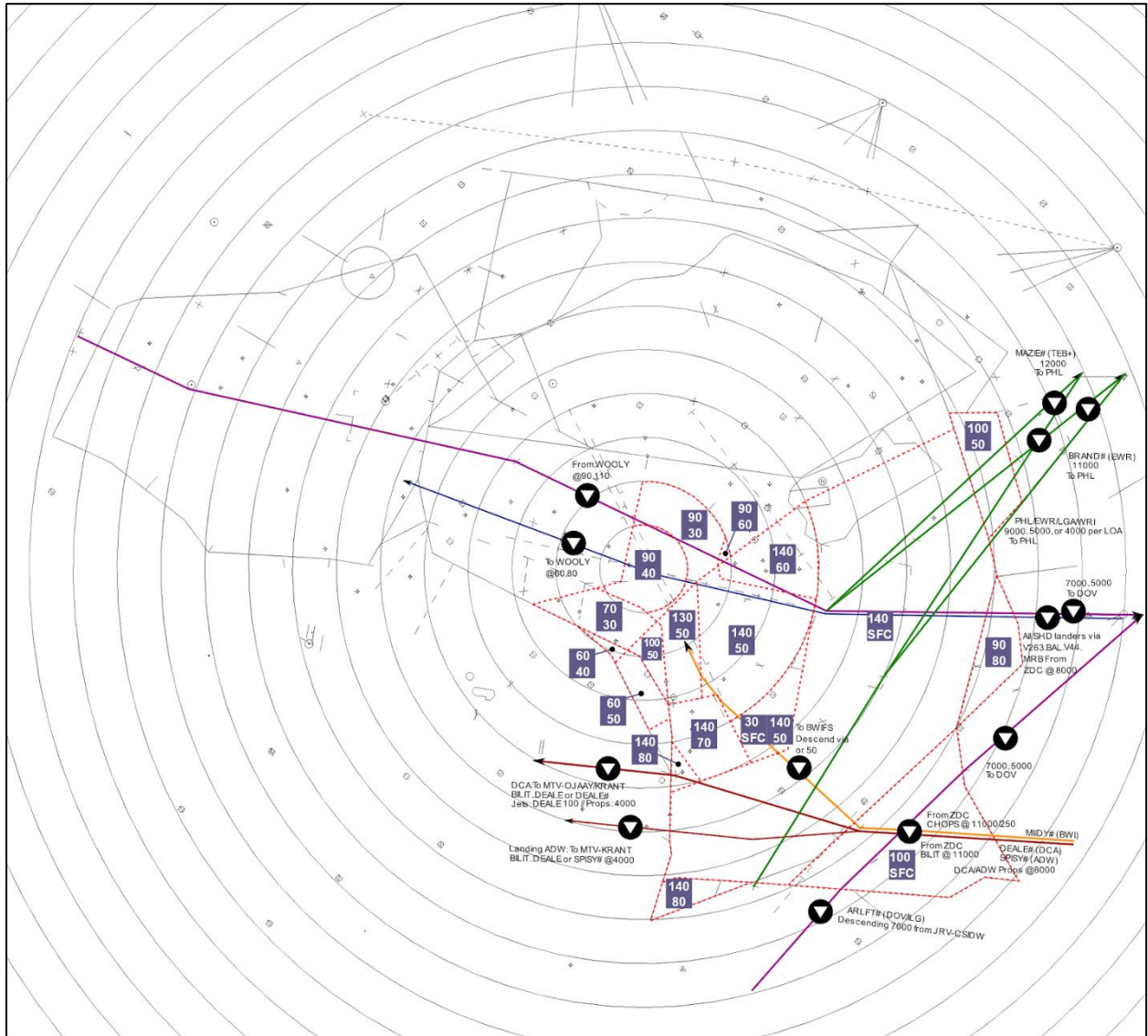




FIG 10-3-1  
GRACO West



**10-4. BWIFS**

- a. Sector Identification – The STARS position symbol for BWIFS is “S” and the assigned frequency is 119.700.
- b. Delegated Airspace – BWIFS is delegated the airspace as depicted in FIG 10-4-1 and FIG 10-4-2.
- c. General:
  - 1) BWIFS (BWIFS+BWIFN) is the combined final approach position.
  - 2) BWIFS receives direct handoffs of RAVNN STAR arrivals from MTV (DEALE) as well as all other BWI and some satellite arrivals from other CHP sectors.
  - 3) All handoffs should go to BWI LC.

TBL 10-4-1  
To BWIFS From

Sector	Type	Dest/Route	Altitude	Heading/Information
GRACO	RNAV Jet	MIIDY#	Descend via or 50	
	Prop + non RNAV Jet	RWY 33L or RWY 10	40	
	All	RWYs 33R, 28 or RWYs 15L, 15R	30	
BELAY	All	From north, RWY 28, 33R	40	
	RNAV Jet	ANTHM#/TRISH# to 33L or 10	Descend via or 50	
	All	RWY 33L or RWY 10	40	
	All	From south RWY 10 or RWY 33L	30	
	All	From south, secondary RWYs 28, 33R, 15R, 15L	30	
MTV-DEALE	Jets	RAVNN#	60	@RAVNN

TBL 10-4-2  
From BWIFS To

Sector	Type	Dest/Route	Altitude	Heading/Information
BWI ATCT	All	On final	AOB 40	Cleared for approach

FIG 10-4-1  
BWIFS East

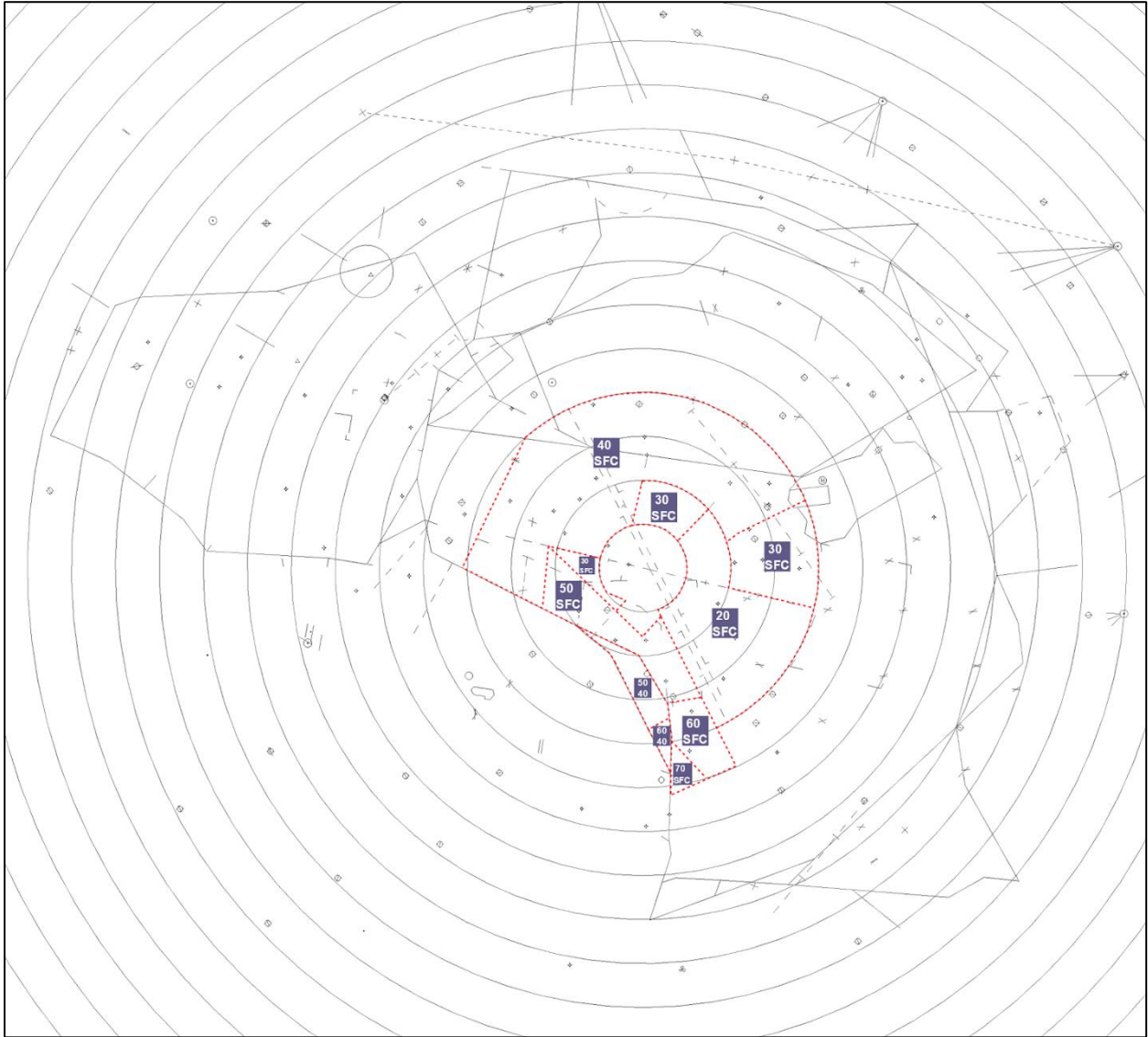
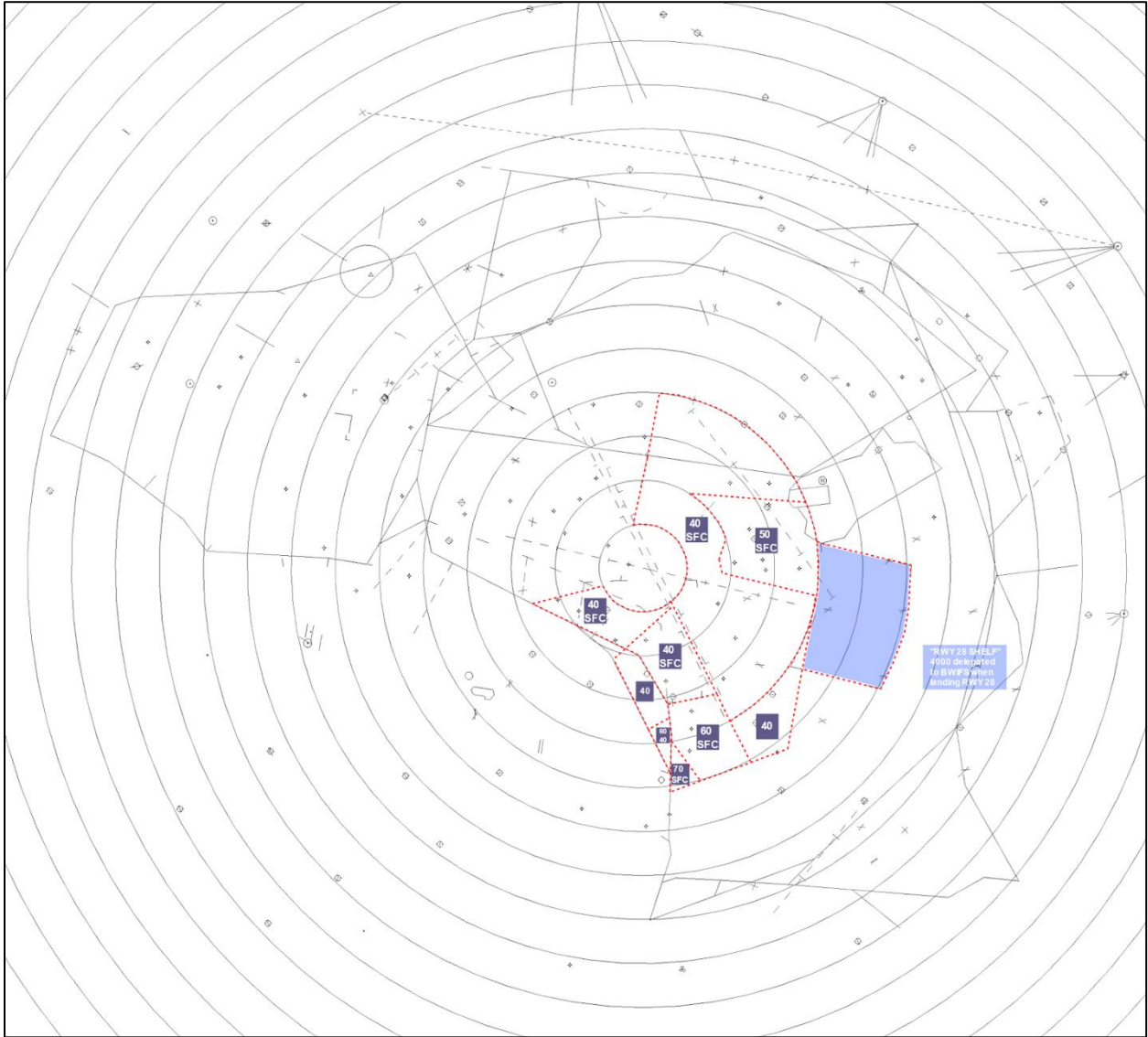


FIG 10-4-2  
BWIFS West



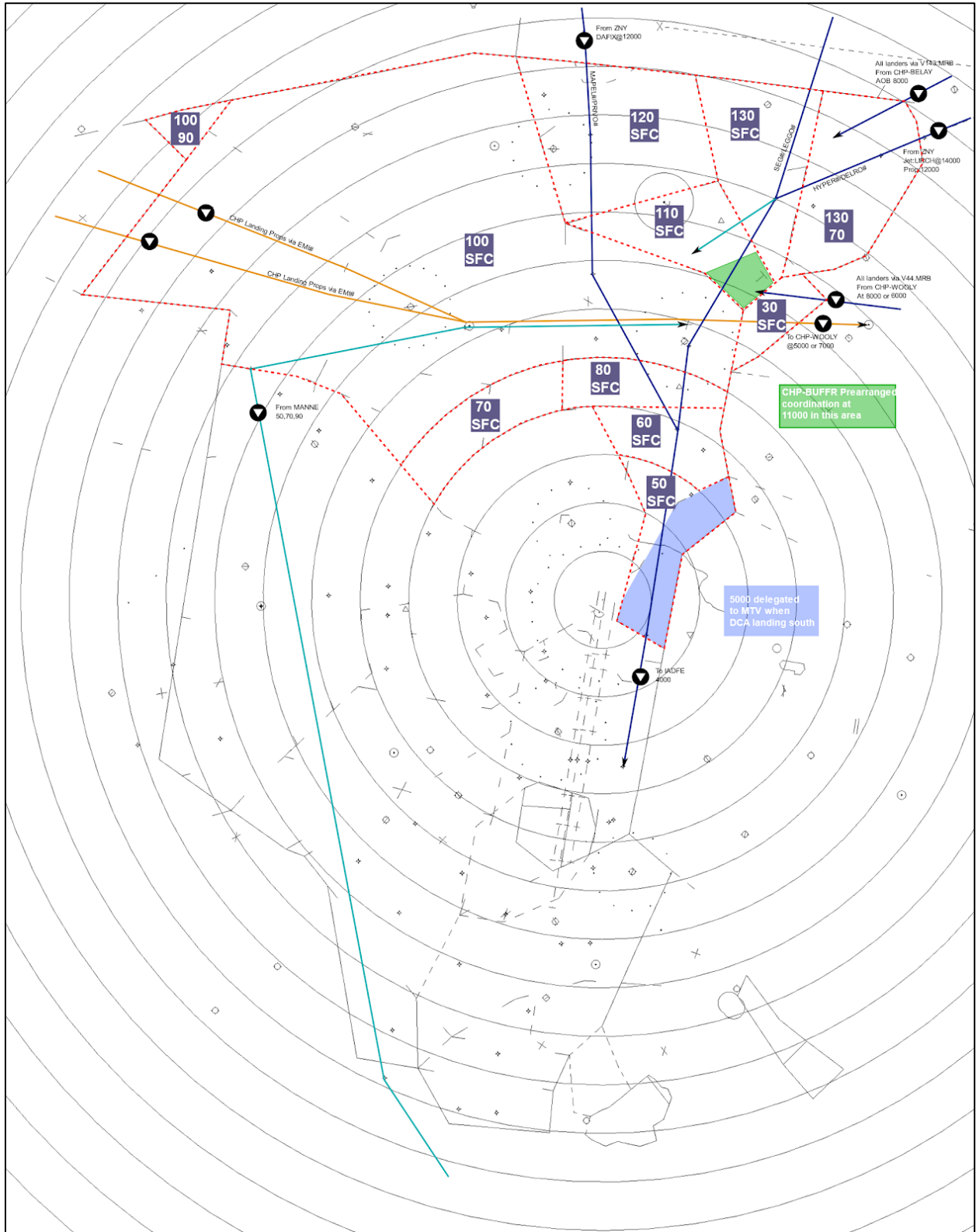
## Chapter 11. Prearranged Coordination Procedures (PAC-P)

### 11-1. CHP PAC-P

- a. The following prearranged coordination may be applied by sectors with “Prearranged Coordination” boxes drawn on their respective airspace delegations, in accordance with the procedures below. Coordination is considered to have been affected under the following conditions. CHP controllers whose airspace is designated for prearranged coordination purposes must:
  - 1) Start a track on all radar identified primary targets under their control.
  - 2) Point out non-tracked aircraft to the appropriate authorized controller.
  - 3) Have the option to suspend this procedure at any time.
- b. CHP controllers authorized to penetrate another sector’s airspace must:
  - 1) Ensure separation from all targets operating within the designated airspace.
  - 2) Not penetrate designated airspace within 5nm miles of a converging target
- c. The following sectors may penetrate airspace in accordance with the PAC-P (within the airspace as depicted on the respective sector’s airspace delegation):
  - 1) KRANT is authorized to penetrate BUFFR’s airspace with IAD (and sat) SWANN, PALEO/DOCTR and WHINO/BOOCK departures from 11000 to 17000.
  - 2) KRANT is authorized to penetrate WOOLY’s airspace with IAD (and sat) SWANN, PALEO/DOCTR and WHINO/BOOCK departures from 11000 to 17000.
  - 3) BUFFR is authorized to penetrate MULRR airspace with aircraft established on the Westminster (EMI) STAR at 11000.
- d. Prearranged coordination airspace is depicted in the individual sector diagrams, except as shown in FIG 11-1-1.

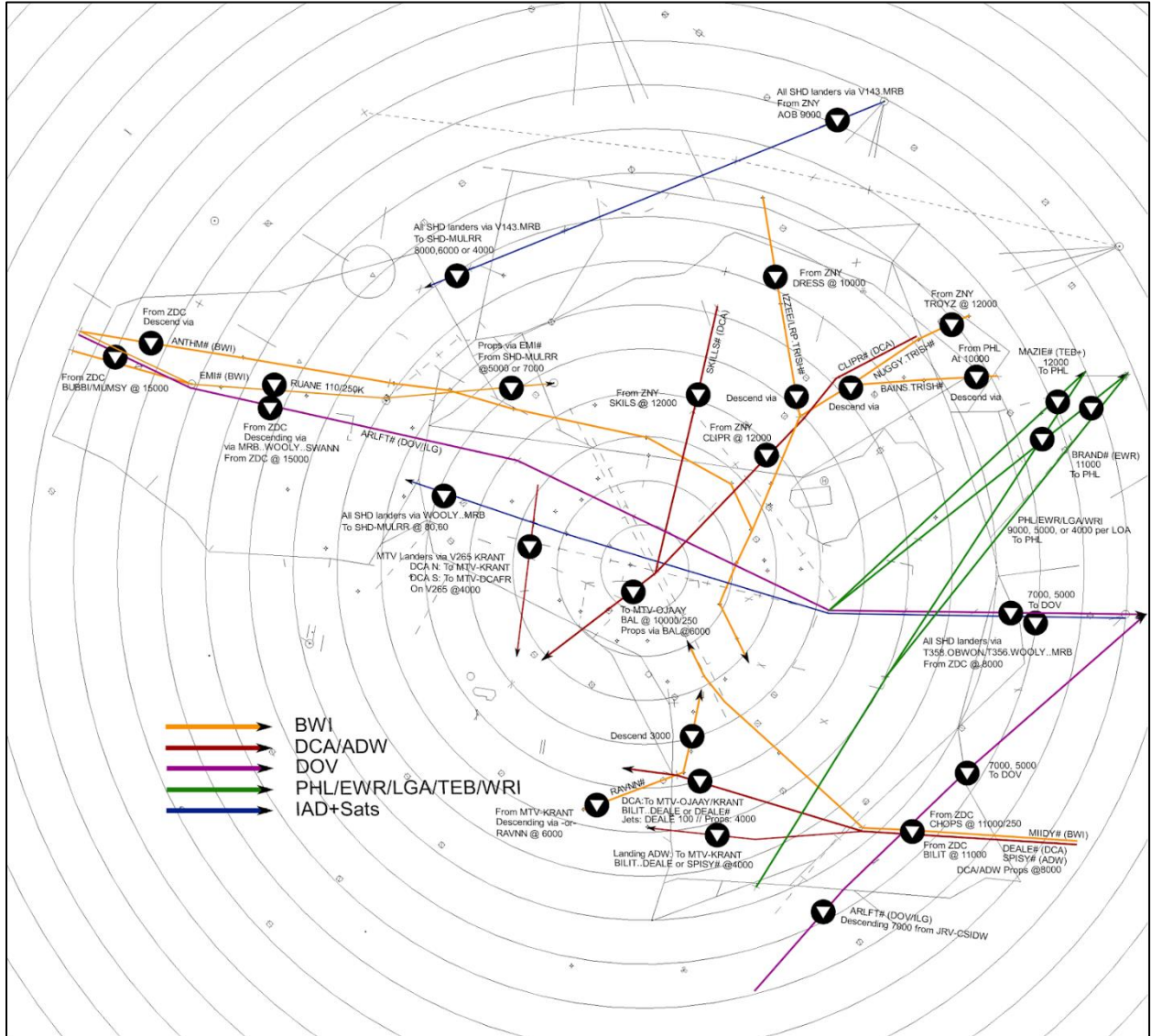
FIG 11-1-1

Prearranged coordination not shown on individual sector diagrams.



# Appendix A. General Flows

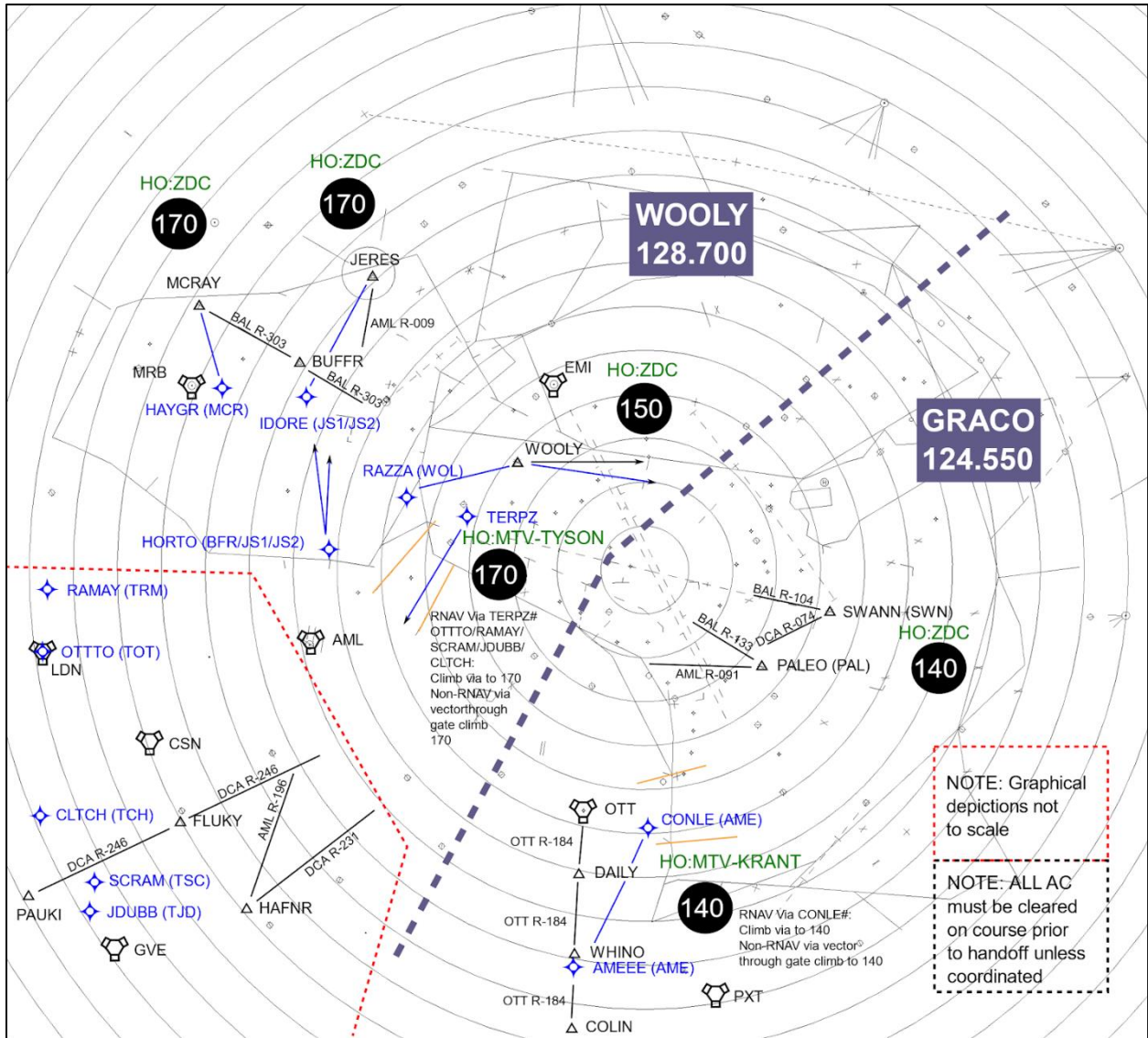
## A-1. Arrivals West Flow







### A-3. Departure Aid



## Appendix B. Special Use Airspace

The following special use airspace is contained within Chesapeake area. Provide radar separation of 3 miles from special use airspace except when Prohibited/Restricted/Warning areas are established for security reasons (ex. P-56).

Name	Area	Altitude	Separation
R4001 A - APG	CHP	Surface to Unlimited	Boundary
R4001 B – APG	CHP	Surface to Unlimited	Boundary
R4001 C – APG	CHP	Surface to 10,000 MSL	Boundary

