ORDER

PCT SOP JRV
7110.65E

POTOMAC CONSOLIDATED TRACON JRV AREA STANDARD OPERATING PROCEDURES

ZDCARTCC
WASHINGTON DC

July 21, 2023

VIRTUAL WASHINGTON ARTCC
VATUSA

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VATUSA DIVISION – WASHINGTON ARTCC

ORDER
PCT SOP JRV 7110.65E

Effective Date:
July 21, 2023

SUBJ: PCT 7110.65E

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

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 JRV 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	--

Explanation of Changes

Direct questions through appropriate facility staff

a. Chapter 1. Positions

This change re-formats and specifies PCT sectors in all areas.

b. 2-1. Areas

This change updates wording for clarification.

c. 2-2. Consolidating Areas

This change updates wording for clarification.

d. 2-3. Callsigns

This change adds examples for clarification.

e. 2-4 (c). Consolidating Callsigns

This change removed the ability to split all areas by APP and DEP.

f. 3-2 (a). Arrivals

This change adds example phraseology for verifying aircraft were issued a descend via by another controller.

g. 3-2 (b). Arrivals

Changed “Altimeter of destination” to “local altimeter.”

h. 3-2 (c). Arrivals

This change provides clarity on the responsibilities of the JRV controller for IAD/DCA/ADW arrivals transitioning through the JRV area.

i. 3-2 (d). Arrivals

This change re-words paragraph to ensure clarity.

j. 4-1 (a). Airspace

Updated combined JRV area airspace.

k. Chapter 5. Receiving/Assigning Instructions

This change clarifies and re-formats the previous IFR departures, arrivals, and overflights tables and condenses tables.

l. Chapter 6. Satellite IFR Departures

This change updates the satellite field list, specifies which fields have control towers.

m. Chapter 7. STARS Scratchpad Entries

This change adds scratchpad entries for arrivals and departures.

n. Chapter 8. Intra-Facility Procedures

This change adds more detail to what JRV and surrounding facilities have to and don’t have to coordinate.

o. 9-1. JRV Area Sectors

This change visually depicts sectors splitting and combining. The changes in the sector consolidation are:

- TAPPA combines to FLTRK initially.
- CSIDW combines to FLTRK not TAPPA.

p. 10-1. CHOWE

This change adds a new airspace depiction as well as new table formatting.

q. 10-2. CHOAE

This change adds a new airspace depiction as well as new table formatting.

r. 10-3. FLTRK

This change adds a new airspace depiction as well as new table formatting.

s. 10-4. RICFR

This change adds a new airspace depiction as well as new table formatting.

t. 10-5. TAPPA

This change adds a new airspace depiction as well as new table formatting.

u. 10-6. CSIDW

This change adds a new airspace depiction as well as new table formatting.

Contents

Chapter 1. Positions

The following callsigns and frequencies shall be used when working positions at PCT TRACON's JRV 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
BWI_S_APP	**BWIFS**	**119.700**	**S**
BWI_N_APP	BWIFN	119.000	N
CHO_W_APP	CHOWE	132.850	2W
CHO_E_APP	**CHOEA**	**120.525**	**2E**
RIC_L_APP	**FLTRK**	**126.750**	**2L**
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
IAD_M_APP	**MULRR**	**126.100**	**3M**
IAD_R_APP	RCOLA	135.775	3R
DCA_J_APP	OJAAY	119.850	J
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 –

RIC_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 –

CHO_W_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 –

RIC_S_APP

RIC_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.
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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 Lindbergh seventeen zero niner, descending via the DUCKS five arrival, landing north, information Bravo."

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/IAD arrivals transitioning through the JRV area shall be given the local altimeter and landing direction their destination on initial contact with JRV. Items listed in 3-2 (b) will be issued by the first MTV/SHD controller.

PHRASEOLOGY –

"The Richmond 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 overshot or late turn-on to final.

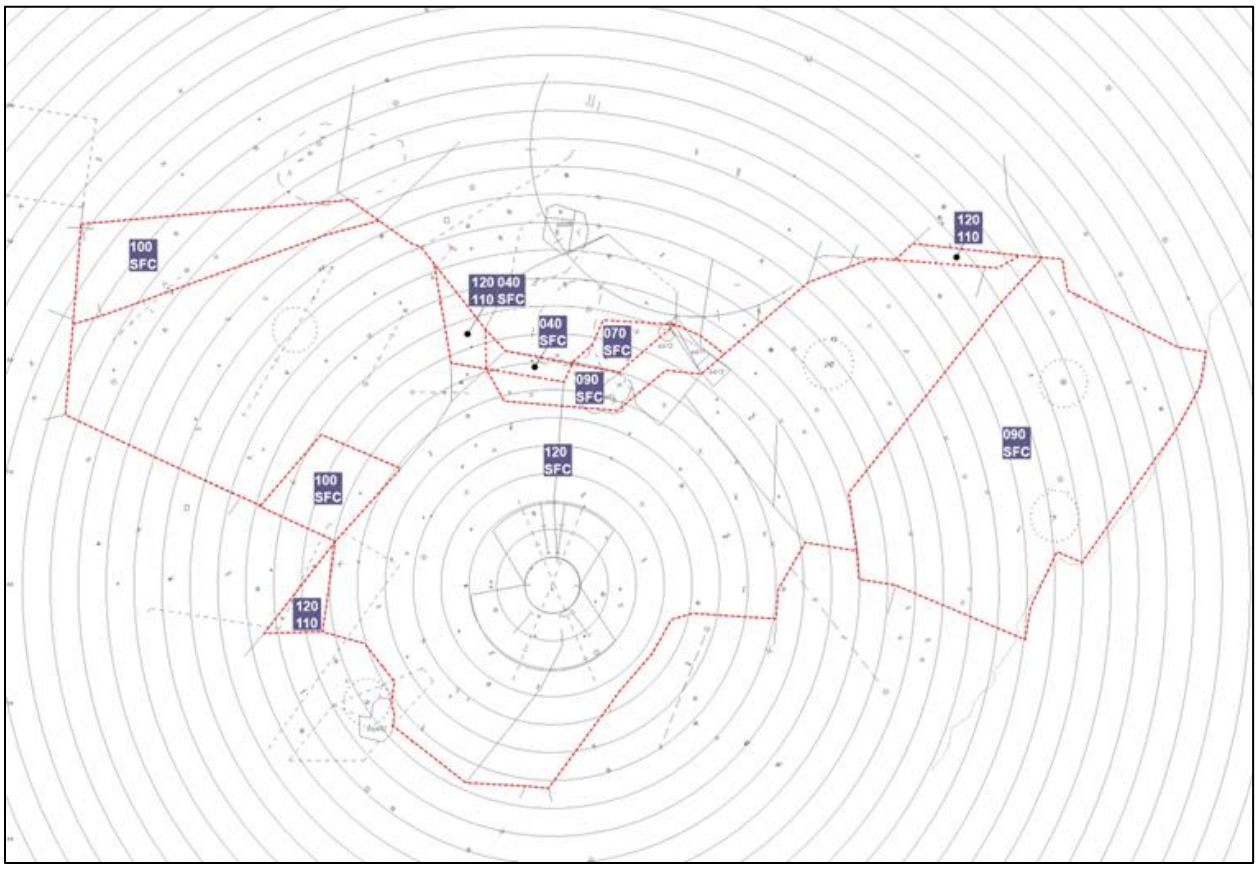
Chapter 4. Combined Airspace

4-1. Airspace

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

FIG 4-1-1

JRV Combined Airspace



Chapter 5. Receiving/Assigning Instructions

5-1. IFR Departures

a. Departures via the James River area must be assigned 12,000 feet, 10,000 feet, or a lower requested altitude. Aircraft departing the James River area to another Potomac-TRACON area (ex. RIC-DCA flights) must remain within PCT and be handed to the next area as coordinated.

b. Non-RNAV northeast departures in a north operation must be routed RIC V20 COLIN and south operation must be routed via the COLIN SID.

c. Prop/Turboprop aircraft departing RIC, destined for PHL and PHL Satellites, shall be restricted to AOB 11,000.

5-2. IFR Arrivals

a. IFR arrivals to the JRV 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 JRV Area

Area	A/C Type	Route	From	Altitude	Notes
JRV – RIC	All	DUCXS#	ZDC (36)	Descend via	Join by NEAVL/KELCE
		SPIDR#			Join by REDNG
		POWTN#			Join by HONTA
		Other		AOB 130	In trail with RNAV STAR if similar route
		SWL ARICE JAMIE	ORF	120	Control for descent
JRV – CHO	All	North of V375	ZDC (32)	130	
		South of V375		110	
		Q75 GVE	ZDC (32) or MTV-TYSON	130 or 110	ZDC may pointout to MTV-TYSON. If TYSON approves the pointout, ZDC may descend at discretion to 130 and handoff directly to CHOEA. If MTV-TYSON does not accept the pointout, ZDC must handoff to MTV-TYSON AOA FL220 and MTV-TYSON will descend to 110, clear direct GVE, and handoff to CHOEA.

b. IFR arrivals into other PCT areas transitioning through the JRV 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
SHD	All	COATT# (PN/TP)	ZDC (36) SHD-BARIN	130 80 (Jet) or 60 (Prop)	10nm S NABBS
		THHMP TRSTN#		130 40-100	@THHMP / Even alts
		LORAA TRSTN#			@JOHOF/ Even alts
		FAK V155 ROOKY CSN			@ROOKY/ Even alts
		WIGOL# (SWAP Only)		130 70	@JOANZ
MTV - ADW	Jet	THHMP VUDOO#	ZDC (36) MTV-KRANT	130 Descend via	@GOLOE
		CIBAC VUDOO#			@VIIPR
		Non-RNAV		130 80	
	Prop	THHMP VUDOO#		130 Descend via	@HANKC
		RIC V16 COLIN	ZDC (36) MTV-OJAAY	130 60	@RIC
MTV - DCA	Prop	IRONS#		130 80 (Jet) or 60 (Prop)	10nm S EPICS 130

5-3. IFR Overflights

a. Overflights (aircraft transitioning JRV 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	Altitude from/to	Notes
ORF	Prop	FAGED V33 STEIN	ZDC (19) ORF	130 50-110	
		FAK WAIKS			
DOV/ILG	All	MAULS/THHMP ARLFT#	ZDC (36) CHP-PALEO	130 ↓70	@GOFER
		TAPPA V16 ENO			

Chapter 6. Satellite IFR Departures

6-1. Departure Instructions

a. All satellite IFR departure climb out instructions shall be individually coordinated with the controller responsible for that airport.

b. All Airports other than RIC/CHO require an IFR release from JRV controller.

1) RIC/CHO has blanket releases as long as the aircraft is released in accordance with their respective ATCT SOPs.

c. The following airports are within the JRV area;

1) Primary
   - **Richmond (RIC)**
   - **Charlottesville (CHO)**
2) Satellite
   - AP Hill (APH)
   - Richmond Executive (FCI)
   - Middle Peninsula (FYJ)
   - Gordonsville (GVE)
   - Louisa County (LKU)
   - Hanover County (OFP)
   - Orange County (OMH)
   - Dinwiddie County (PTB)
   - **Patuxent NAS (NHK)**
   - Shenandoah Valley (SHD)
   - Fort Lee AHP (VA39)
   - Bridgewater (VBW)
   - Eagle's Nest (W13)
   - New Kent County (W96)
   - Tappahannock (XSA)
   - Ocean City (OBX)
   - Crisfield-Somerset (W41)
   - **Salisbury (SBY)**
   - **Wallops (WAL)**
   - Accomack County (MFV)
   - Tangier Island (TGI)

NOTE –

Airports in BOLD denote having an operating control tower.

Chapter 7. STARS Scratchpad Entries

7-1. Departures

a. JRV 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
RIC	COLIN#	CLN
	LUCYL#	LCY
	KALLI#	KAL
	READE#	RDE

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 16: R16

Chapter 8. Intra-Facility Procedures

8-1. Roanoke ATCT/TRACON (ROA) and JRV Area

a. Aircraft from ROA landing IAD, HEF, CJR, HWY or JYO may be cleared via CSN direct.
b. Aircraft from ROA landing FDK, DMW or GAI may be cleared via MRB V166 EMI direct.
c. All aircraft from ROA landing within JRV may be cleared via direct.
d. Aircraft from ROA landing BWI+ Sats shall be routed TAPPA PXT V93 GRACO.
e. Aircraft from JRV landing ROA + Sats may be cleared direct.

8-2. Norfolk ATCT/TRACON (ORF) and JRV Area

a. PCT shall coordinate with ORF prior to releasing an IFR departure from FYJ. PCT shall advise ORF when the departure traffic is clear of ORF airspace.
b. PCT and ORF shall coordinate prior to releasing a departure from MFV.
c. PCT and ORF shall coordinate with each other prior to clearing an aircraft for an instrument approach to TGI.
d. Aircraft from ORF to JRV will be delivered per TBL 8-2-1.
e. Aircraft from JRV to ORF will be delivered per TBL 8-2-2.

TBL 8-2-1

ORF to JRV

Destination	Route	To	Altitude	Notes
RIC+	JAMIE	TAPPA	120	Control for descent
RIC+	HPW	TAPPA	40-80	
DCA+	HCM ZUNAR OJAAY -or- HCM OJAAY V376 IRONS	TAPPA	40 or 80	
W00, CGS	HCM V33 WHINO	TAPPA	70	
ADW	THHMP VUDOO#	TAPPA	80-120	
ADW	HCM V33 WHINO	TAPPA	70 or 90	

TBL 8-2-2

JRV to ORF

Destination	Route	To	Altitude	Notes
ORF+	V286 STEIN	East Feeder	50-110	
ORF+	WAIKS	West Feeder	50-110	
ORF Sats	HCM	West Feeder	50, 60 or 100	
ORF Sats	Direct		30-70	

Chapter 9. Sector Consolidation

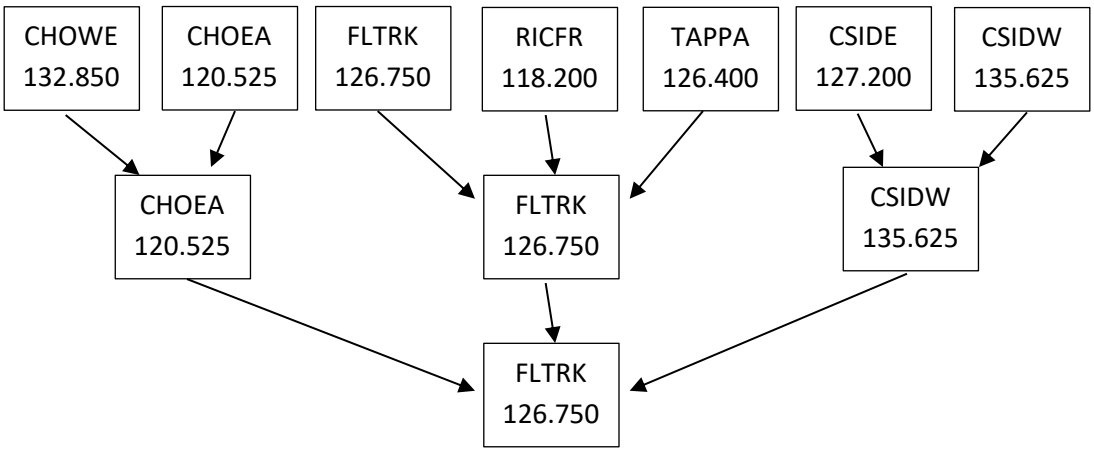
9-1. JRV Area Sectors

a. The combined SHD sector is FLTRK 126.750. TBL 9-1-1 depicts other combinations and splits.

b. The area is generally split into the three sub-areas (CHO, RIC and PXT) but can be adjusted and split differently as needed.

TBL 9-1-1

Sector Consolidation



Chapter 10. Sectors

10-1. CHOWE

a. Sector Identification – The STARS position symbol for CHOWE is “2W” and the assigned frequency is 132.850.

b. Delegated Airspace – CHOWE is delegated the airspace as depicted in FIG 10-1-1.

c. General:

1) Responsible for CHO sequencing and arrivals.
2) Releases from SHD, VBW, and W13.

TBL 10-1-1

To CHOWE From

Sector	Type	Dest/Route	Altitude	Heading/Information
CHOEA	All	Landing CHO	AOB 60	Vector/direct airport or FAC. CHOWE control for turns and descent.
		Enroute	AOB 120	On route.
		Landing SHD, VBW, W13		Vector/direct airport or FAC. CHOWE control for turns and descent.
SHD-BSTRO		CSN V140 req AOB 120	AOB 100	On route.
SHD-MANNE		Enroute and landing SHD, VBW, W13	80 or 100	On route or direct destination.
MTV-LURAY		Landing CHO, LKU, OMH, GVE, SHD	↓120	Direct or GVE direct.
		Enroute		On route.

TBL 10-1-2

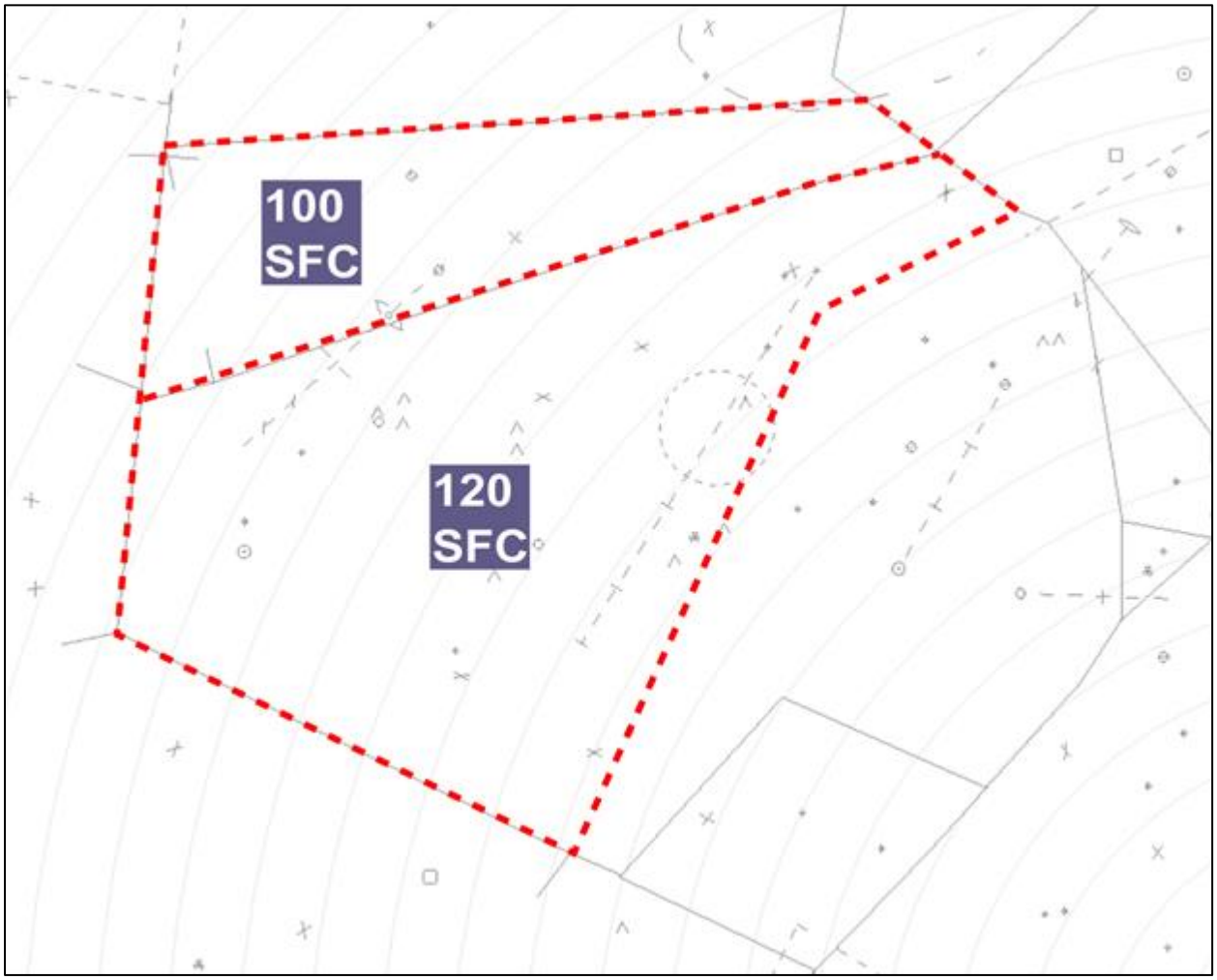
From CHOWE To

Sector	Type	Dest/Route	Altitude	Heading/Information
CHOEA	All	Landing LKU, OMH, GVE	↓70	Direct destination. CHOEA control for descent.
		Enroute	AOB 110	On route.
BSTRO		Landing HWY, CJR, EZF, RMN, NYG	50	Direct. BSTRO control on contact.
		Landing HEF, JYO	50 (70 JYO)	Direct CSN.
		Landing FDK, DMW, GAI, 2W2	AOB 70	MRV V166 EMI.
		Landing OKV, FRR, HGR, MRB	↓50, 70	Direct.
		Landing IAD	↓70	Direct CSN. BSTRO control for turns.
MANNE		Landing JYO, OKV, FRR, HGR, MRB	70, 90	Direct destination.
		Landing IAD	↓70, 90	Direct CSN.
		Landing HEF	↓50	

		Landing FDK, DMW, GAI, 2W2	70, 90	MRB V166 EMI.
		Enroute	All	On route.

FIG 10-1-1

CHOWE



10-2. CHOEA

a. Sector Identification – The STARS position symbol for CHOEA is “2E” and the assigned frequency is 120.525.

b. Delegated Airspace – CHOEA is delegated the airspace as depicted in FIG 10-2-1.

c. General:

1) Responsible for CHO sequencing and arrivals.
2) Releases from LKU, OMH, and GVE

TBL 10-2-1

To CHOEA From

Sector	Type	Dest/Route	Altitude	Heading/Information
CHOWE	All	Landing LKU, OMH, GVE	↓70	Direct destination. CHOEA control for descent.
		Enroute	AOB 110	On route.
FLTRK		All	AOB 120	
SHD-BSTRO		Enroute	AOB 100	
		Landing CHO and SATs		Direct airport.
MTV-FLUKY		Landing CHO, LKU, OMH, GVE, SHD	↓110	Direct or GVE Direct.
		Enroute	↓120	On route.

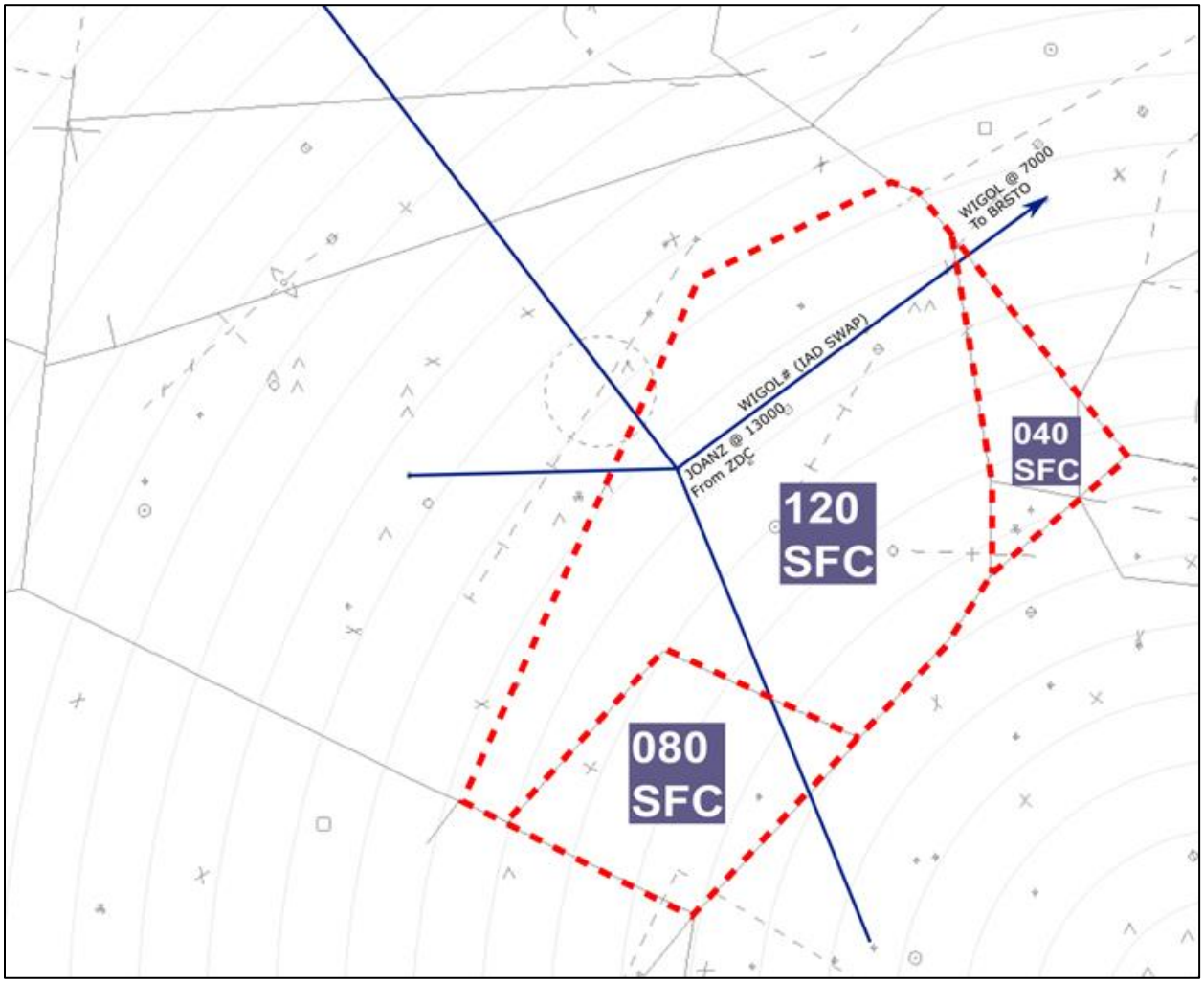
TBL 10-2-2

From CHOEA To

Sector	Type	Dest/Route	Altitude	Heading/Information
CHOWE	All	CHO arrivals.	AOB 60	Vector toward final.
		Landing SHD, VBW, W13	↓80	Vector/direct airport or FAC. CHOWE control for turns and descent.
		Enroute	AOB 120	On route.
FLTRK		All	AOB 110	On route.
SHD-BARIN		Landing EZF, RMN, NYG	40	Direct.
SHD-BSTRO	All	Landing IAD	↓70	CSN direct. BSTRO control for turns.
		Landing MTV area	50	RNAV – HIGPO direct Non-RNAV – BRV direct
		Landing HEF, JYO	50 (↓70 JYO)	CSN direct.
		Landing HWY, CJR	50	Direct. BSTRO control on contact.
		Landing FDK, DMW, GAI, 2W2	↓70	MTB V166 EMI.
		Landing OKV, FRR	↓50 or 70	Direct.
		Landing HGR, MRB	↓70	Direct or CSN direct.
	Jet	IAD via WIGOL#	↓70	WIGOL @70 on STAR.
	All	Enroute	60, 80, 100	CSN or west of CSN.

FIG 10-2-1

CHOEA



10-3. FLTRK

a. Sector Identification – The STARS position symbol for FLTRK is “2L” and the assigned frequency is 126.750.

b. Delegated Airspace – FLTRK is delegated the airspace as depicted in FIG 10-3-1 and FIG 10-3-2.

c. General:

1) Intermediate feeder controller for RIC.
2) Responsible for PTB, VA39, OFP (north ops), FCI (south ops), and APH.
3) Primary feeder for SPIDR#, DUXCS#, and POWTN# to RIC, TRSTN# to SHD SAT’s, and prop/turboprop to IAD and SATs via COATT#.

TBL 10-3-1

To FLTRK From

Sector	Type	Dest/Route	Altitude	Heading/Information
TAPPA	All	All	AOB 120	On route or direct destination from SAT arrivals.
CHOEA			AOB 110	On route.
SHD-BARIN		CSN COATT, then east/southeast bound	50, 70	RNAV – On route Non-RNAV – Vector towards COATT (coordinate heading)
SHD-BSTRO		Landing RIC and all enroute	50, 70, 90 (90 req AOB 120)	Direct RIC or on route. FLTRK control for turns south of BRV.
		Landing RIC and all enroute beyond RIC.		Direct RIC or on route.

TBL 10-3-2

From FLTRK To

Sector	Type	Dest/Route	Altitude	Heading/Information
RICFR (north)	All	FAK/GVE landing RIC	↓40	Over feeder fixes or within 7 DME west of RIC.
		LVL NEAVL landing RIC	↓30	Over feeder fixes or within 15nm final.
RICFR (south)		Landing RIC from north	↓40	Within 10 DME west of RIC.
		FAK/LVL landing RIC		Within 8–12-mile base.
		Landing RIC from north	↓30	Direct
TAPPA		All	AOB 110	On route
CHOEA		All	AOB 120	
SHD-BARIN	Jet	Landing IAD	80	Direct OGATE/BNTLY for COATT#/CAVLR#. BARIN control for turns and descent.
	Prop		60	Direct OGATE for COATT#. BARIN control for turns and descent.
	All	Landing EZF, RMN, NYG, HEF	40	Direct or via BRV.
SHD-BSTRO	All	Landing MRB, HGR, OKV, FRR, JYO	60, 80, 100	RNAV – On TRSTN# Non-RNAV – CSN direct
		Landing FDK, GAI, DMW, 2W2		RNAV – on TRSTN# Non-RNAV – CSN MRB V166 EMI
		Landing HEF, CJR, HWY	↓60	RNAV – on TRSTN# Non-RNAV -Direct CSN/FLUKY via TRSTN gate.

FIG 10-3-1

FLTRK North

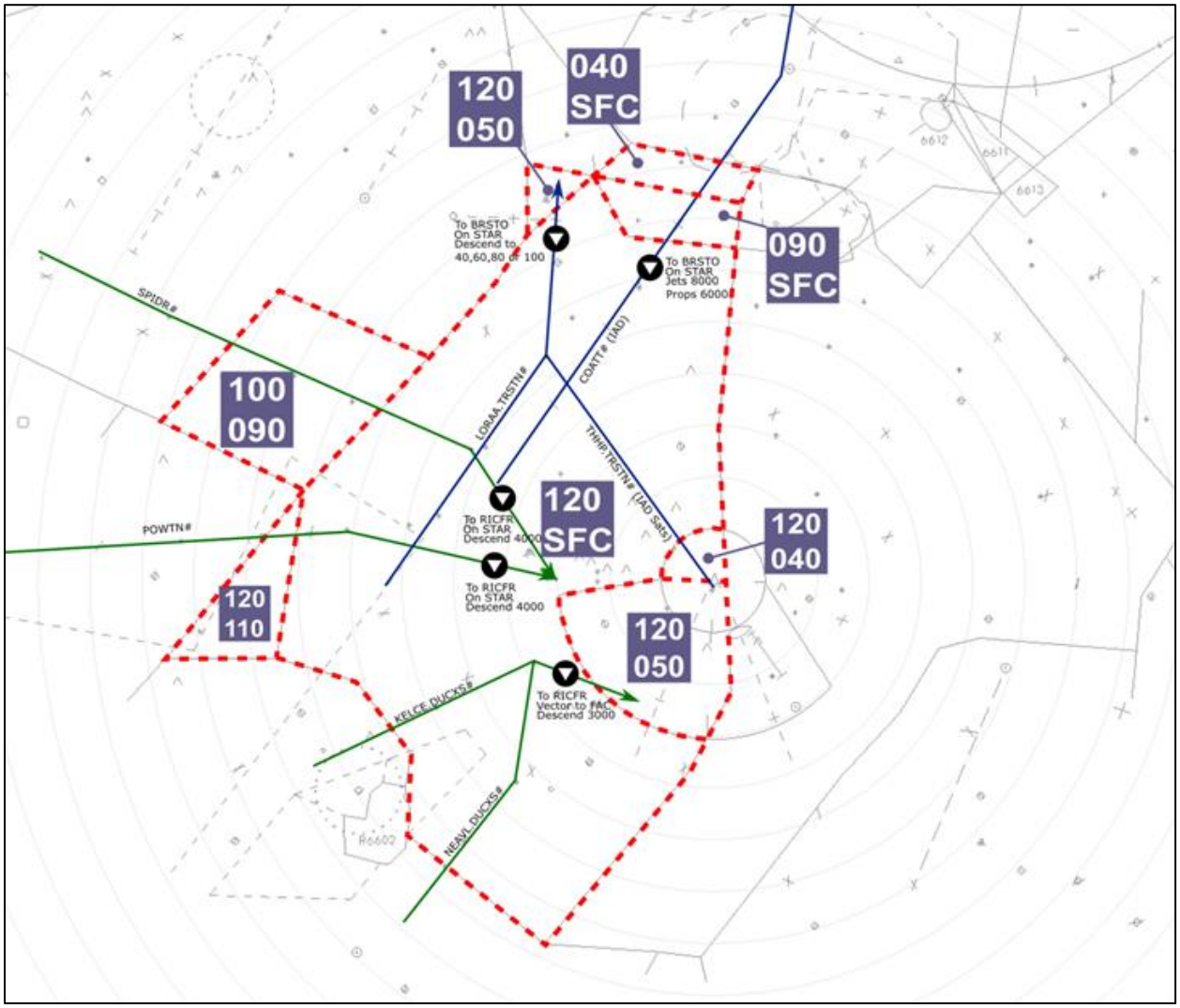
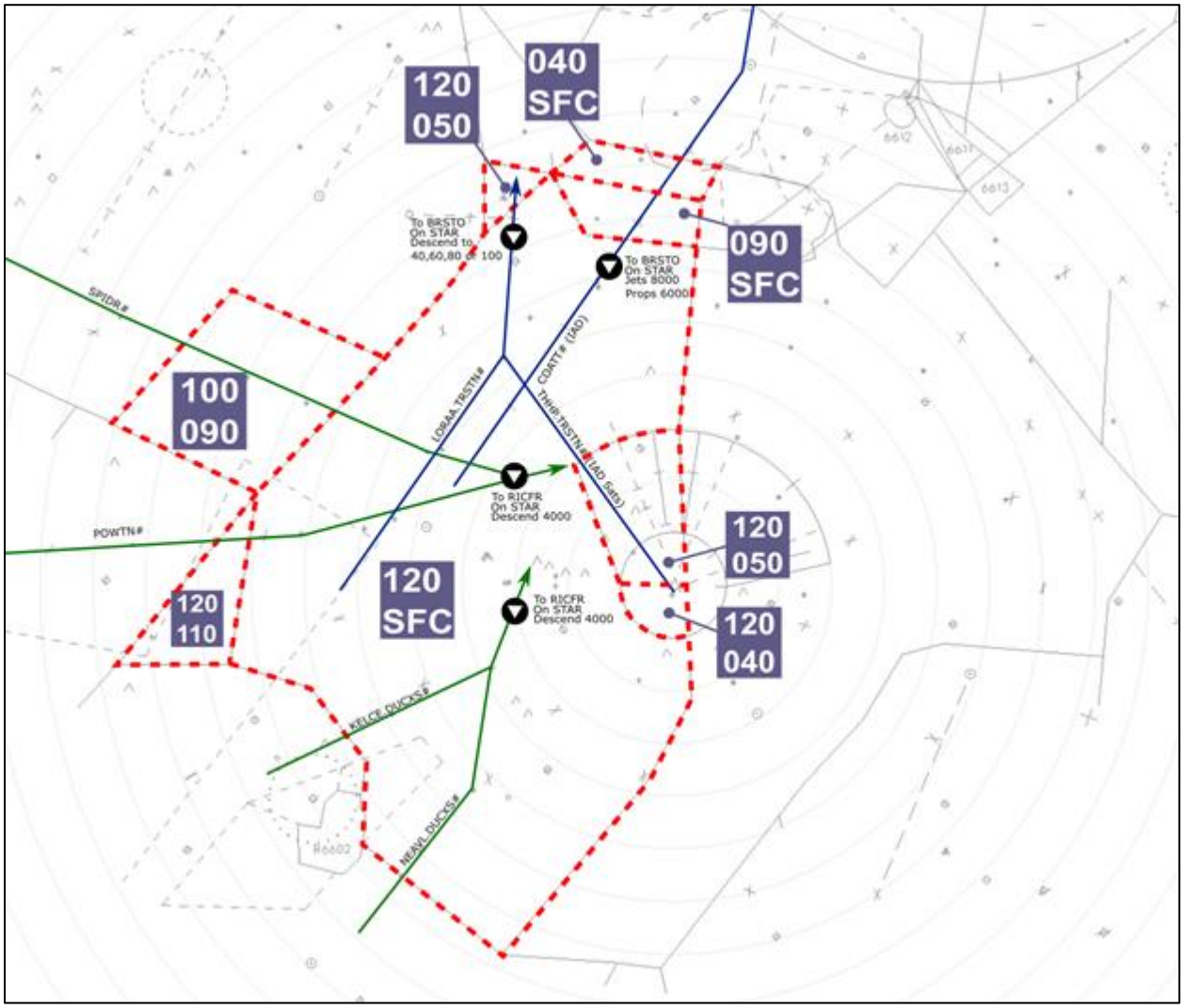


FIG 10-3-2

FLTRK South



10-4. RICFR

a. Sector Identification – The STARS position symbol for RICFR is “2F” and the assigned frequency is 118.200.

b. Delegated Airspace – RICFR is delegated the airspace as depicted in FIG 10-4-1 and FIG 10-4-2.

c. General:

1) Final approach controller for RIC.
2) Responsible for FCI (north ops) and OFP (south ops).

TBL 10-4-1

To RICFR From (north)

Sector	Type	Dest/Route	Altitude	Heading/Information
FLTRK	All	FAK/GVE landing RIC	↓40	Over feeder fixes or within 7 DME west of RIC.

		LVL NEVAL landing RIC	↓30	Over feeder fixes or within 15nm final.
		Landing RIC from north	↓40	Within 10 DME west of RIC.
TAPPA		Landing RIC		Within 10-15nm base.
		FCI/OFP arrivals		Direct.
		Enroute over RIC	40	On route.

TBL 10-4-2

To RICFR From (south)

Sector	Type	Dest/Route	Altitude	Heading/Information
FLTRK	All	FAK/LVL/NEVAL Landing RIC	↓40	Over feeder fixes or within 7 DME west of RIC.
		Landing RIC from north	↓30	Direct.
TAPPA		Landing RIC	↓40	Within 10-15nm base.
		FCI/OFP arrivals.		Direct

TBL 10-4-3

From RICFR To

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

FIG 10-4-1

RICFR North

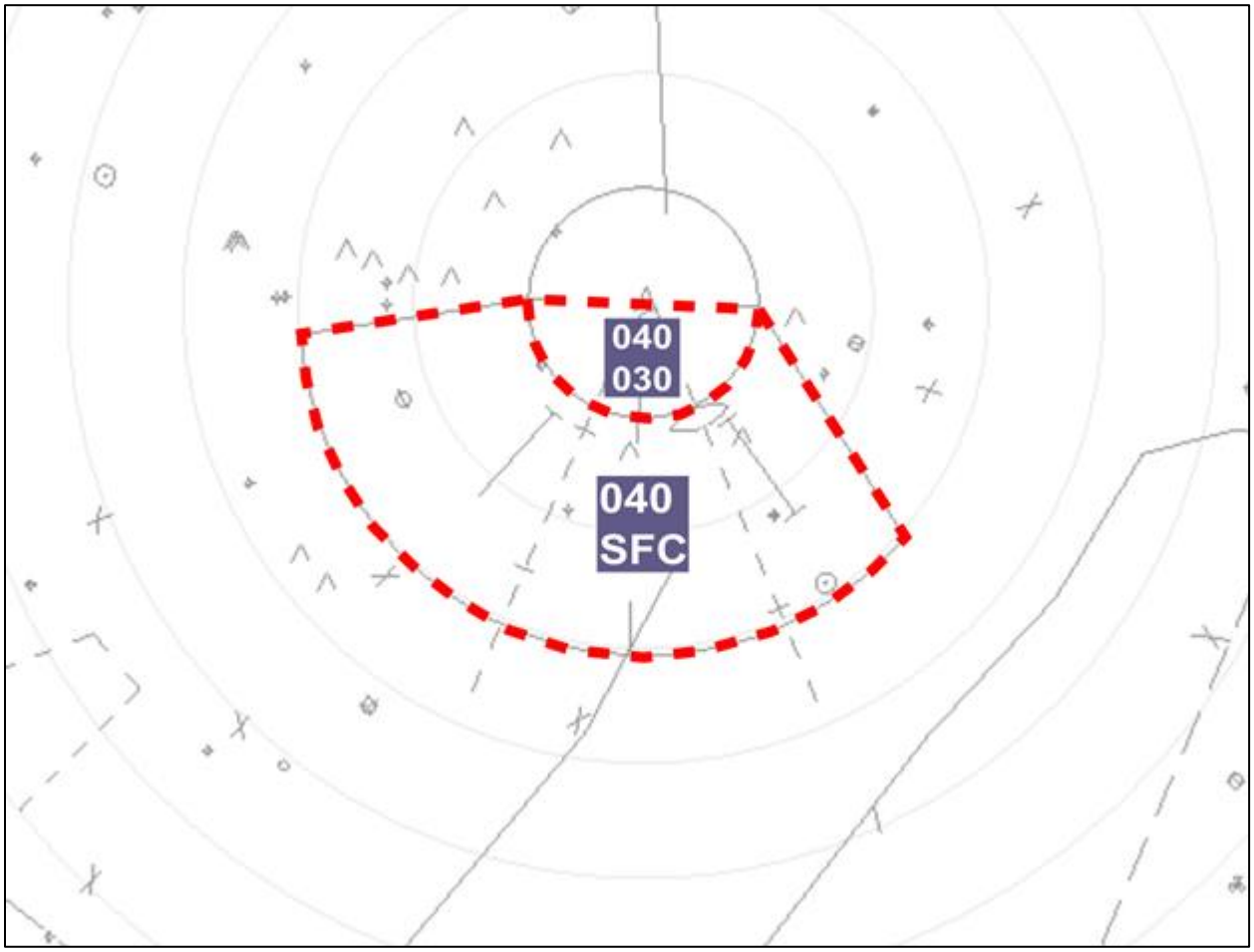
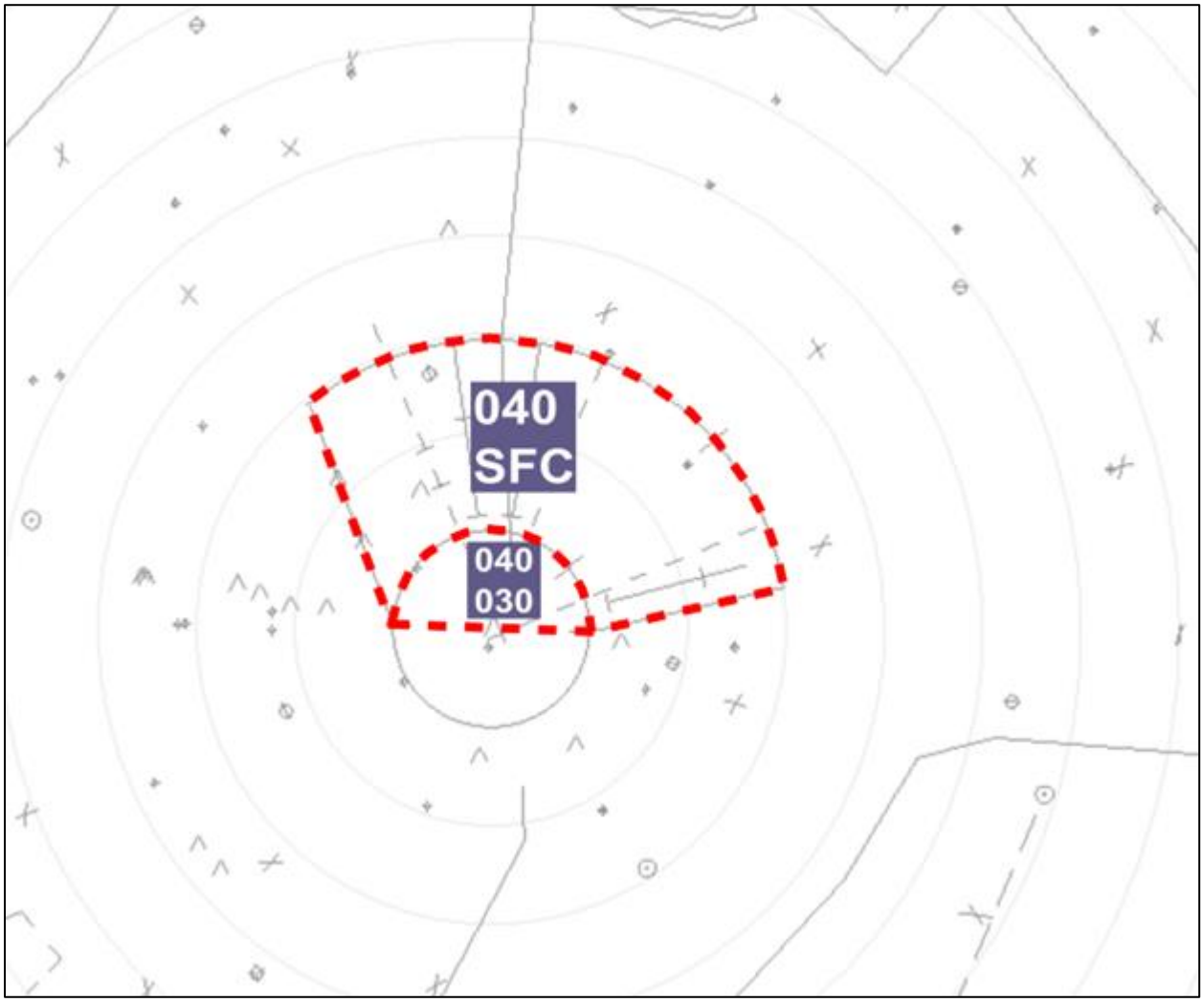


FIG 10-4-2
RICFR South



10-5. TAPPA

a. Sector Identification – The STARS position symbol for TAPPA is “2P” and the assigned frequency is 126.400.

b. Delegated Airspace – TAPPA is delegated the airspace as depicted in FIG 10-5-1 and FIG 10-5-2.

c. General:

1) Feeder sector for RIC arrivals.
2) Handle overflights to ADW, DOV, and ILG.
3) Responsible for W96, XSA, and FYJ.

TBL 10-5-1

To TAPPA From

Sector	Type	Dest/Route	Altitude	Heading/Information
FLTRK	All	All	AOB 110	On route or direct destination for SAT arrivals.
SHD-BARIN		BRV V286	70	On route. Control for tuns south of BRV
MTV-OJAAY		All		RNAV only: OJAAY ZUNAR
MTV-DCAFR (DCA N) or MTV-TYSON (DCA S)			50	
CSIDW			40 – 120	On route. Even alts

TBL 10-5-2

From TAPPA To

Sector	Type	Dest/Route	Altitude	Heading/Information
SHD-BARIN	All	V286 BRV landing SHD area	60	On route.
RICFR		Landing RIC	↓40	Within 10-15nm base.
		FCI/OFP arrivals		Direct.
RICFR (north)		Enroute over RIC	40	On route.
MTV-OJAAY	Prop	DCA	60	RNAV - ZUNAR OJAAY Non-RNAV - V286 GRUBY V376 IRONS
	All	DAA, W32, VKX, 2W5		
	Jet	DCA	80	IRONS# or OJAAY IRONS#.
DCAFR (DCA N) or TYSON (DCA S)	All	Landing DCA, DAA, W32, VKX, 2W5	40	RNAV - ZUNAR OJAAY Non-RNAV - HCM HCM345 OJAAY V376 IRONS
FLTRK		All	AOB 120	On route or direct destination for SATs.
CSIDW		All	50, 70, 90, 110	On route.
	RNAV	ADW/VUDOO#	Descend via	On STAR.
	Non-RNAV	ADW	90, 110	V16 COLIN or direct COLIN.

FIG 10-5-1

TAPPA North

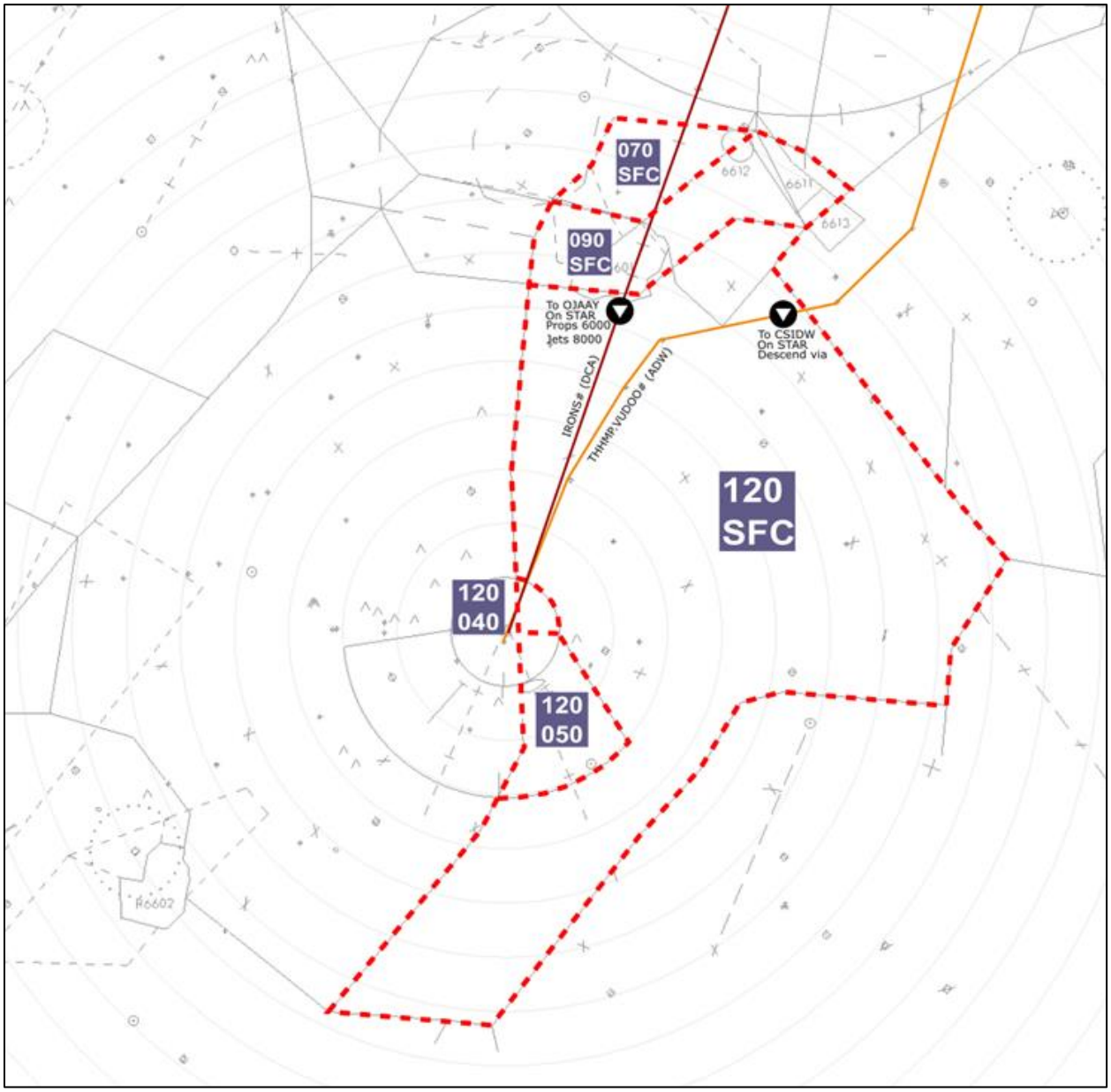
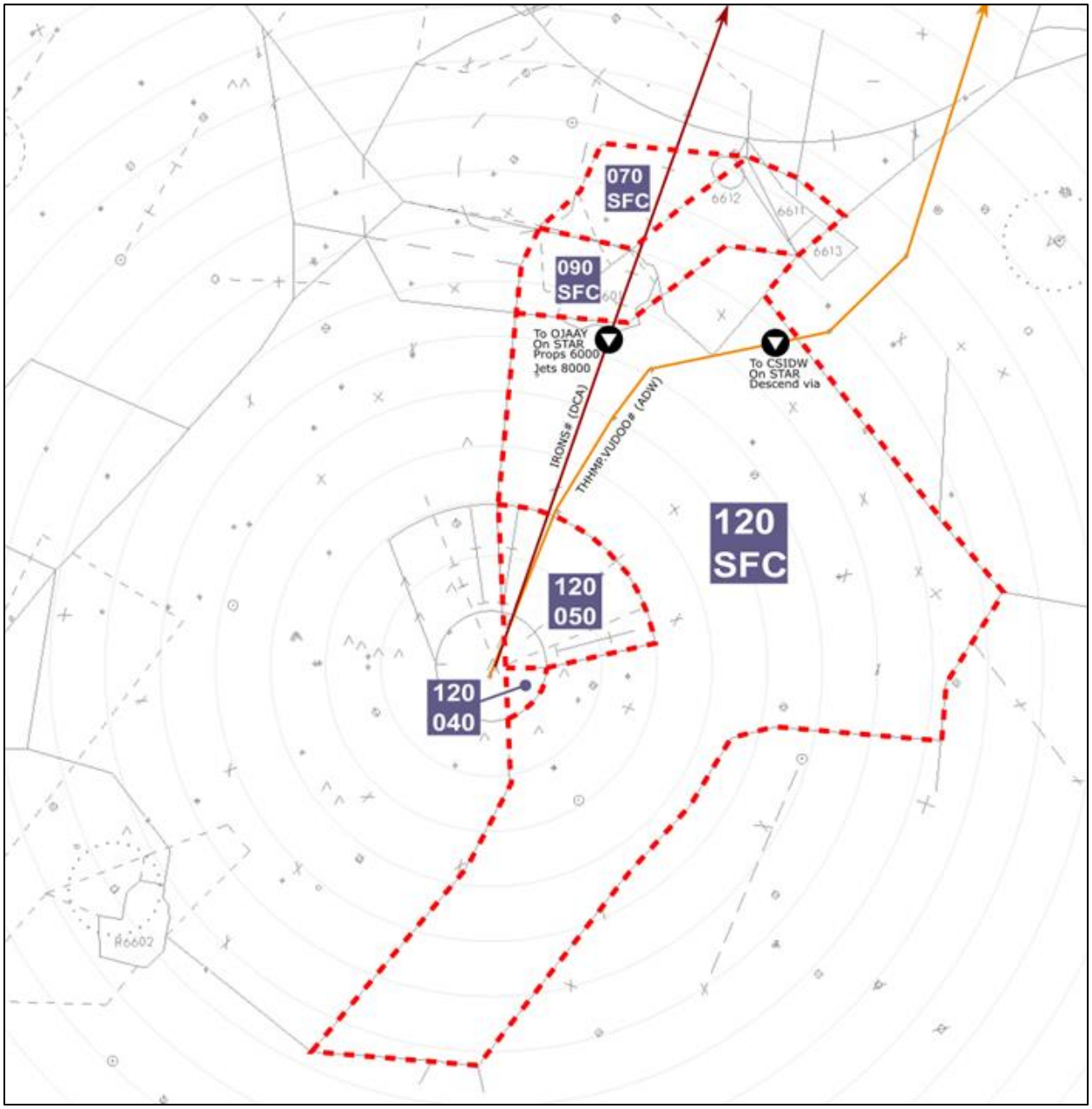


FIG 10-5-2

TAPPA South



10-6. CSIDW

a. Sector Identification – The STARS position symbol for CSIDW is “2M” and the assigned frequency is 135.625.

b. Delegated Airspace – CSIDW is delegated the airspace as depicted in FIG 10-6-1.

c. General:

1) Covers the majority of NHK.
2) Responsible for CGE, NHK, and 2W6 and overflights to ADW/PCT prop arrivals.

TBL 10-6-1

To CSIDW From

Sector	Type	Dest/Route	Altitude	Heading/Information
MTV-ADWAR	Prop	All	30	V33/V20.
		SBY		Direct SBY.
		CGW		Direct CGE.
MTV-DEALE	All	All req AOB 90	50	WHINO/BOOCK via V33/V20.
	Prop	SBY		Direct SBY.
	All	V33/V20/J61 – req AOA 100	100	On route or direct COLIN.
MTV-KRANT	Jet	CONLE# SID or WHINO CONIL V20 RIC landing RIC, and RIC SATs.	120	
	Prop	V33/V20/J61	100	
TAPPA	All	All	AOB 110	On route.
	RNAV	VUDOO#	Descend via	On STAR.
	Non-RNAV	ADW	90, 110	V16 COLIN or direct COLIN.
CHP-PALEO	All	All	40, 60, 80, 100	On airway or direct PXT.
		CSIDE SATs	50, 70	On route.
		NHK and SAT arrivals	40, 60	On airway or direct.
		CGE	30	Direct.
	Props	ESN arrivals via PXT	40, 60, 80, 100	Direct PXT.
GRACO	All	All	120	On airway or direct PXT.
CSIDE			40, 60, 80	On route or direct for SAT arrivals.

TBL 10-6-2

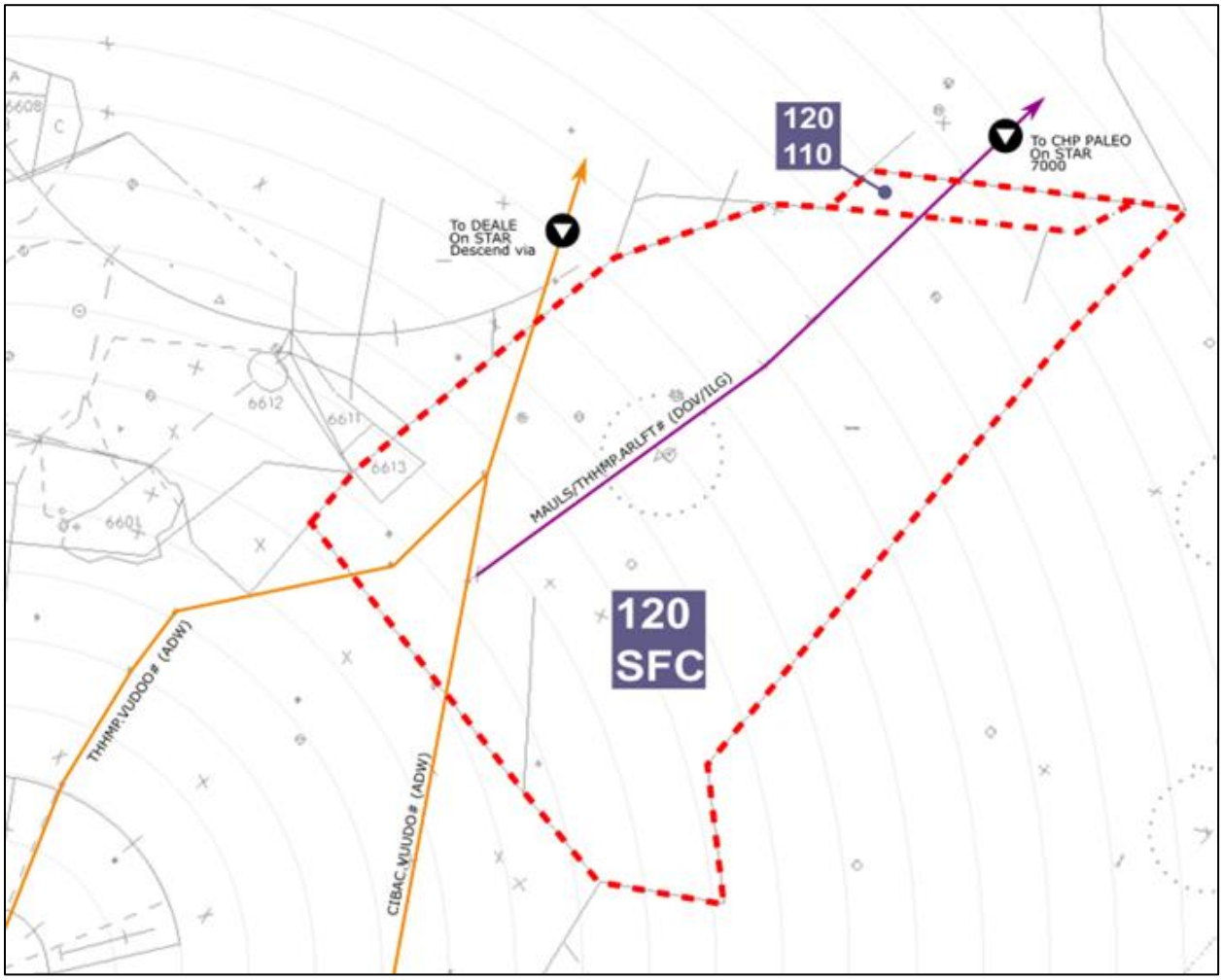
From CSIDW To

Sector	Type	Dest/Route	Altitude	Heading/Information
CHP-PALEO	All	ESN, ANP, W29	30, 50, 70	Direct
		BWI, MTN arrivals from CSIDE SATs	40, 60	GRACO direct
		BWI, MTN, FME	50, 70, 90	LOUIE direct
		Overflights via LRP, HAR		On T-route
		Westbound overflights		V93 BAL
		Northeast overflights		V16, V213, V157, V229 on route
		DOV, GED, 33N, RJD	30, 50, 70	On route
MTV-ADWAR		ADW	40	RNAV - WHINO PXT or SBY ARUYE direct Non-RNAV - Coordinate
		W00, CGS		RNAV – WHINO PXT CUKAT or SBY ARUYE CUKAT direct

				Non-RNAV – Coordinate
		W32, VKX, DAA, 2W5		RNAV – Direct destination Non-RNAV – Coordinate
MTV- DEALE		ADW via VUDOO#	RNAV - Descend via Non-RNAV - 80	RNAV – On STAR Non-RNAV – On a heading towards VUDOO. DEALE control for turns.
		W00, CGS	60	RNAV – WHINO ADW, PXT ADW, SBY ARUYE ADW Non-RNAV - Coordinate
		W32, VKX, DAA, 2W5		RNAV – Direct destination Non-RNAV – Coordinate

FIG 10-6-1

CSIDW



10-7. CSIDE

a. Sector Identification – The STARS position symbol for CSIDE is "2X" and the assigned frequency is 127.200.

b. Delegated Airspace – CSIDE is delegated the airspace as depicted in FIG 10-7-1.

c. General:

1) Responsible for OBX, W41, SBY, WAL, FMV, and N06.

TBL 10-7-1

To CSIDE From

Sector	Type	Dest/Route	Altitude	Heading/Information
CSIDW	All	All	AOB 90	On route or direct destination for SAT arrivals

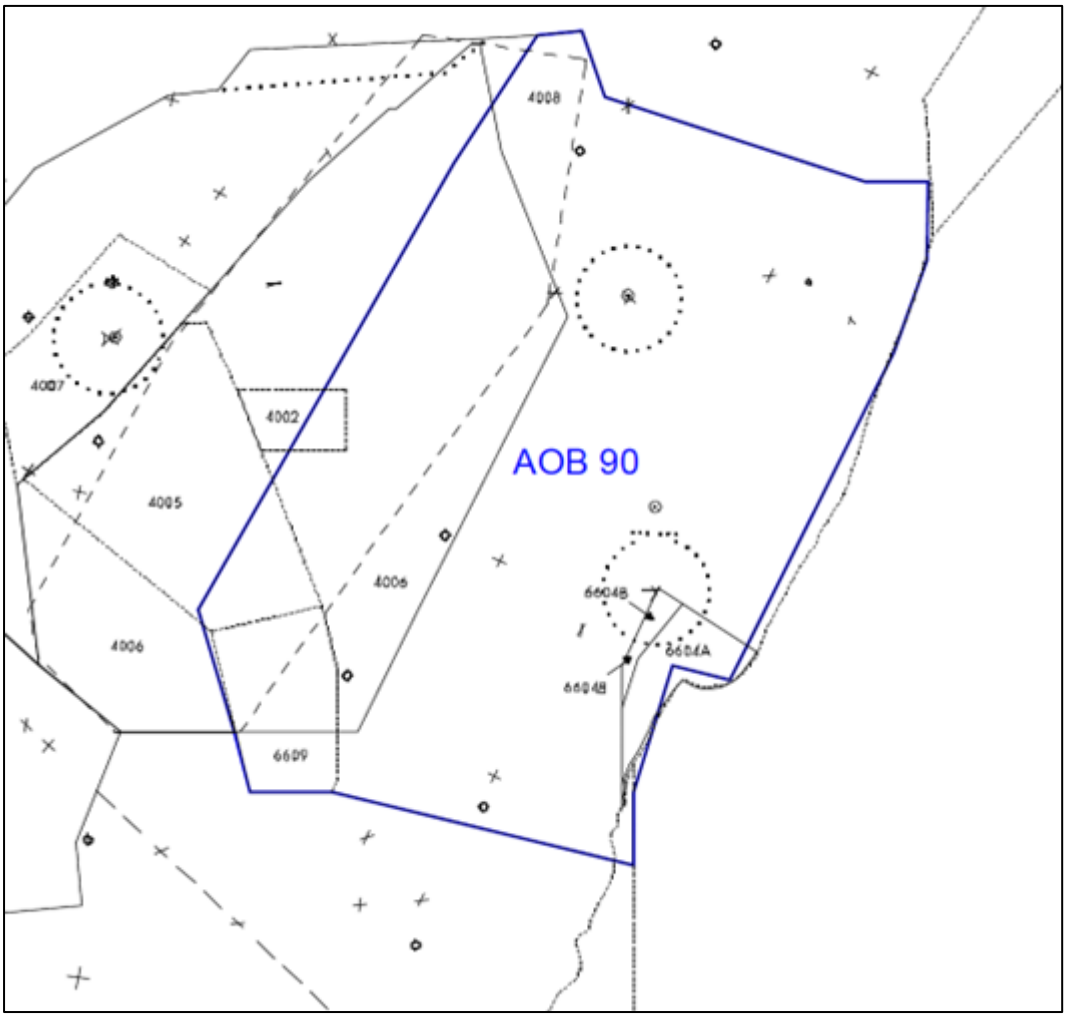
TBL 10-7-2

From CSIDE To

Sector	Type	Dest/Route	Altitude	Heading/Information
CSIDW	All	All	40, 60, 80	On route or direct destination for SAT arrivals

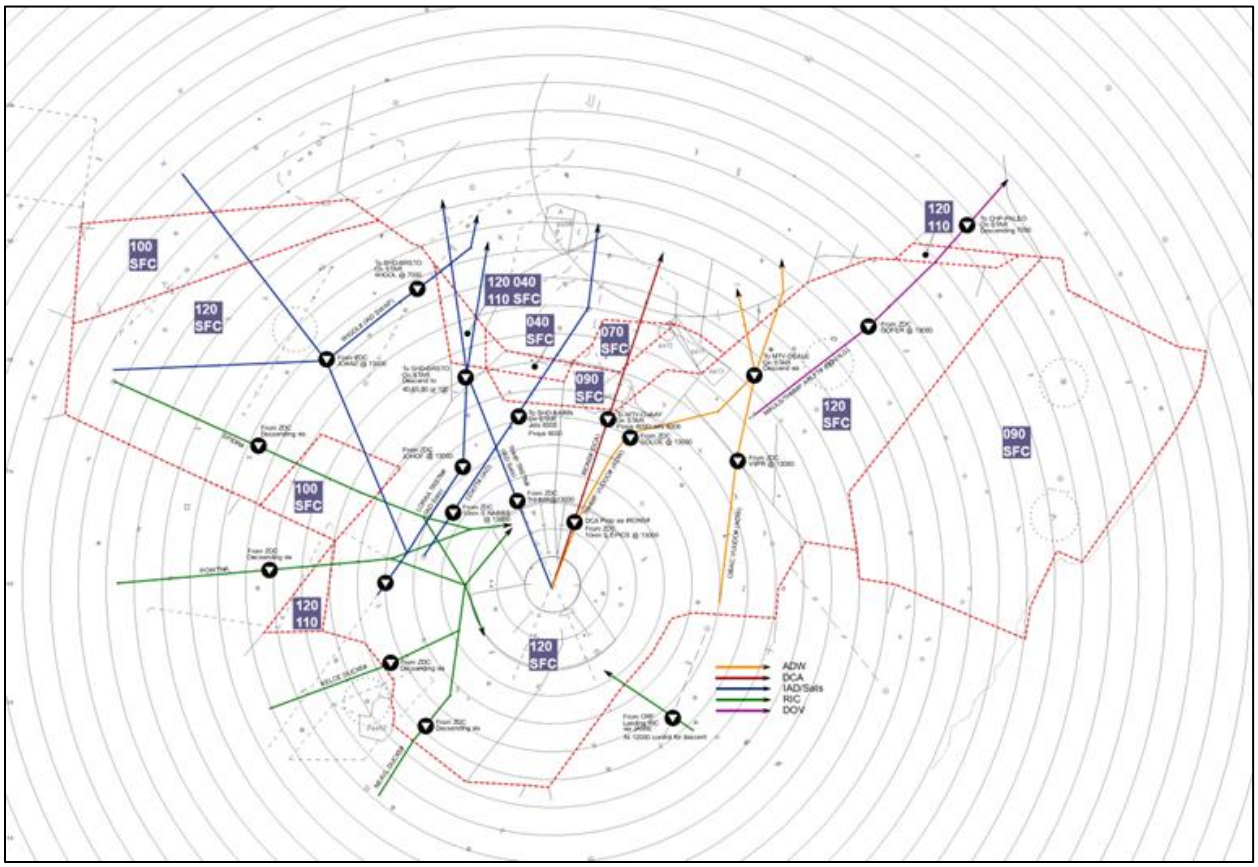
FIG 10-7-1

CSIDE



Appendix A. General Flows

A-1. General Flow



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
R4002 - Patuxent	JRV	Surface to FL290	3nm
R4005 – Patuxent		Surface to FL24,999	3nm
R4006 – Patuxent		3,500 to FL250	3nm
R4007 - Patuxent		Surface to 4,999	3nm
R6601A – Fort A.P. Hill		Surface to 4,999	3nm
R6601B – Fort A.P. Hill		4,500 to 7,499	3nm
R6601C – Fort A.P. Hill		7,500 to 9,000	3nm
R6602A – Fort Pickett		Surface to 3,999	3nm
R6602B – Fort Pickett		4,000 up to 10,999	3nm
R6602C – Fort Pickett		11,000 up to 17,999	3nm
R6604 A & B – Wallops		Surface to Unlimited	3nm
R6609 – Patuxent		Surface to FL200	3nm
R6611 A & B - Dahlgren		Surface to FL600	Boundary
R6612 - Dahlgren		Surface to 7,000	Boundary
R6613 A & B - Dahlgren		Surface to FL600	Boundary
W386		Surface to Unlimited	3nm