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# Washington Center SOP

Version E – Effective September 25, 2023

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## RECORD OF CHANGES

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Initial Publication – September 25, 2023 (Version E)

- Implement deeper sectorization, simplified from real-world sectors
- Overhaul SOP document to house information relevant to ZDC Combined operations, as well as a by-sector breakdown for event purposes
- Add various guidelines for data block formatting and automation

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# Chapter 1. General Overview

## 1-1. DOCUMENT DETAILS

### 1-1-1. PURPOSE OF THIS ORDER

This order describes the airspace structure, procedures, and relevant control-related policy for all controllers working an operational Washington Center position on the VATSIM network.

### 1-1-2. AUDIENCE

This order applies to all vZDC controllers and any non-assigned (i.e., visiting) controller receiving training from the vZDC Training Department to work any facility or airspace delegated to vZDC.

### 1-1-3. WHERE TO FIND THIS ORDER

This order is available on the vZDC web site at <https://www.vzdc.org/controllers/files> under the SOPs tab.

### 1-1-4. WHAT THIS ORDER CANCELS

This order cancels the Washington Center Standard Operating Procedures document (ZDC Order 7110.65V), dated as effective on May 13, 2019, as well as the “individual sectors” version of the ZDC SOP (ZDC Order 7110.65E), dated as effective on July 3, 2014. This document is now the sole document outlining standard policy and procedure for Washington Center.

### 1-1-5. EXPLANATION OF CHANGES

While previous versions of this document used a simplified sectorization (approximately dividing the center up by its operational areas), this latest version includes a significant expansion of the sectors available for use. It is our hope that the additional sectors will provide additional flexibility for events, such that the airspace can be configured to more evenly divide the workload among the controllers present. These sectors are derived from their real-world counterparts, but not all real-world sectors are present in this document, because many have been combined in this document for simplicity.

### 1-1-6. DENOTATION OF CHANGES

Changes are indicated via the use of the shading tool. The changed text is highlighted in grey to indicate a change. No indication is made where text was removed from the document. Grammatical revisions and other changes to improve readability without changes in policy will not be marked.

## 1-2. GENERAL INFORMATION & PROCEDURES

### 1-2-1. ALL POSITIONS & FREQUENCIES

<u>Sector #</u>	<u>Identifier</u>	<u>Name</u>	<u>Frequency</u>	<u>Primary Callsign</u>
05	LDN	Linden	133.55	DC_05_CTR
09	DIW	Dixon	118.82	DC_09_CTR
12	BRV	Brooke	126.87	DC_12_CTR
17	SWN	Swann	134.5	DC_17_CTR
19	OOD	Woodstown	125.45	DC_19_CTR
20	BKT	Blackstone	127.75	DC_20_CTR
<b>32</b>	<b>GVE</b>	<b>Gordonsville</b>	<b>133.72</b>	<b>DC_32_CTR</b>
36	RDU	Raleigh	118.92	DC_36_CTR
37	MAR	Marlinton	133.02	DC_37_CTR
51	CAS	Casino	127.7	DC_51_CTR
52	TEC	Tech	133.57	DC_52_CTR
54	SBY	Salisbury	120.97	DC_54_CTR
58	CYN	Coyle	121.02	DC_58_CTR
59	SIE	Sea Isle	133.12	DC_59_CTR
<b>Special Sectors &amp; Positions</b>				
99	---	TMU	---	ZDC_TMU

*Table 1-1 – All Washington Center Positions & Frequencies*

Note: All previous usage of geographical callsigns (like N, S, NE, etc) should be discontinued. Neighboring centers have been provided with maps depicting our sector boundaries, so we need only tell them how sectors are combined, in order for them to know where to direct their handoffs. Because of the added flexibility of the new sectors, using a “standardized” split, or generic callsigns like DC\_NE\_CTR will no longer work as well as it has in the past.

Note: There shall be no “high/low splits”. Each sector is structured in a very specific way for a very specific purpose, and to apply an arbitrary altitude split on top of this will create confusion and break the function of the new sectors.

## 1-2-2. DATA BLOCK FORMATTING

All controllers working ZDC control positions shall ensure all altitude, routing, and 4<sup>th</sup> line data are up to date at all times, and shall verify this prior to initiating a handoff to the next sector.

### 1-2-2-1. ALTITUDE ASSIGNMENT<sup>1</sup>

- a. Aircraft climbing to an intermediate altitude<sup>2</sup> shall display an interim altitude (QQ).
- b. Aircraft climbing to their final/cruise altitude shall display a hard altitude (QZ).
- c. Aircraft descending from their cruise altitude shall display a hard altitude (QZ).
- d. Aircraft issued a descend-via clearance shall have the last altitude within ZDC airspace entered as a hard altitude (QZ)<sup>3</sup>. For a quick reference, see Table 2-1 on page 13 below.

### 1-2-2-2. HEADING ASSIGNMENT<sup>4</sup>

- a. Hxxx – The aircraft is assigned heading xxx (i.e., H230 = Heading 230)
- b. xxY – The aircraft is assigned a heading xx degrees to the L/R of their previous track (i.e., 20R = 20 degrees right of course)

### 1-2-2-3. SPEED ASSIGNMENT<sup>5</sup>

- a. Sxxx – The aircraft is assigned a speed. A + or – may be added to the end to signify greater or less (i.e., S280+ = 280 knots or greater).
- b. Mxx – The aircraft is assigned a Mach number. A + or 0 may be added to the end to signify greater or less (i.e., M80+ = Mach 0.80 or greater)

### 1-2-2-4. WEATHER DEVIATIONS

“DL/xxxxx” or “DR/xxxxx” indicates the aircraft is cleared to deviate left or right of course and when able direct xxxxx to rejoin their assigned routing. For example, “DL/GZDLA” means the aircraft is deviating left of course, and will proceed direct to GDZLA when they are able, and rejoin their assigned routing there.

### 1-2-2-5. OTHER FOURTH LINE DATA ENTRIES

For additional use of the fourth line entry, intended to be used in lieu of verbal coordination which would otherwise be required, controllers shall use the standardized entries described in FAA JO 7110.65, Section 5-4-10.

<sup>1</sup> A hard altitude is assigned with F5 and an interim altitude is assigned with F8.

<sup>2</sup> Such as leveling off at an altitude for traffic during climb up to filed cruise altitude

<sup>3</sup> Note that the assigned altitude information does not pass to approach controls, and is only visible to center controllers (including neighboring ERAM facilities).

<sup>4</sup> A heading is entered with QS [heading] CID. You may specify either a three digit heading, or a 1-4 alphanumeric string for various potential purposes. Note that this is different from fourth line text, and in CRC, do pass to the next ERAM controller.

<sup>5</sup> A speed is entered with QS /[speed] CID. A 3-digit speed is presumed an indicated speed, while a 2-digit speed is presumed a mach number. Note that this is different from fourth line text, and in CRC, do pass to the next ERAM controller.

### 1–2–3. INITIATING HANDOFFS

As a general practice, many controllers recommend initiating a handoff to the next sector as soon as your work with that aircraft is done. Often times this is done an enormous distance from the boundary. For this reason, we recommend turning off the handoff sounds, and always waiting to accept a handoff until the aircraft are within a few minutes of your boundary.

A few restrictions to this to consider, however, include:

- a. Do not initiate a handoff to the next sector until you are talking to the aircraft.
- b. Do not initiate a handoff to the next sector until the aircraft is in your airspace, except for aircraft coming from an approach control<sup>6</sup>, or when executing a prescribed AIT procedure.

### 1–2–4. USE OF AUTOMATED POINT OUT FUNCTIONALITY

Automated point outs through CRC may be utilized throughout ZDC, including with neighboring centers, only under the following conditions:

- a. The transferring controller shall ensure assigned altitude and route data are accurate and up to date at the time the automated point out is initiated.
- b. The transferring controller shall not modify assigned altitude or route data while awaiting approval from the receiving controller.
- c. Approval of an automated point out only authorizes the transferring controller to execute on the current information<sup>7</sup> displayed in the data block.
- d. Any subsequent changes in altitude or routing after the initial point out is sent shall necessitate verbal coordination.

### 1–2–5. REDUCED SEPARATION ELIGIBILITY AREA (3NM)

Washington Center has widespread ADS-B coverage, and is now utilizing TBDM<sup>8</sup>, resulting in eligibility for reduced separation of 3nm within all ZDC (and child approach control) airspace, at and below FL230<sup>9</sup> for eligible aircraft. Consider wake turbulence requirements, which may necessitate greater separation. Review FAA JO 7110.65, Paragraph 5-5-4-f, Sections 1 and 2<sup>10</sup>.

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<sup>6</sup> Since STARS clients cannot see ERAM handoffs, the courtesy of waiting until the aircraft exits the previous sector for you to begin flashing the aircraft to the next sector is actually not necessary. So if an approach control hands you an aircraft, you could flash them to the next sector as soon as you like.

<sup>7</sup> This means you can only assign the altitude and route currently displayed. If an interim altitude is displayed, and you want to climb the aircraft to cruise, getting approval of an automated point out, where the interim altitude is displayed, does NOT constitute approval to climb the aircraft to cruise. Either preload the data block to display the desired altitude, or coordinate the point out verbally.

<sup>8</sup> Track-Based Display Mode

<sup>9</sup> Note that aircraft at FL230 are not eligible for 3nm separation from traffic at FL240. So 5nm must be applied to aircraft until both involved aircraft are at or below FL230 and become 3nm eligible.

<sup>10</sup> Note that these sections reference aircraft “operating directly behind or within 2500ft of the flight path”. So two aircraft operating side by side would be 3nm eligible, regardless of their weight class.



### **1-2-6. MAINTAINING ATISES**

Controllers should make an effort to make ATIS connections available for relevant airport(s) during their controller session. This is not strictly required, but highly encouraged for pilot awareness and quality of service.

### **1-2-7. DEPARTURES FROM UNCONTROLLED AIRPORTS**

When a departing IFR aircraft is released from an uncontrolled airport by ZDC, the following procedure is recommended to ensure situational awareness while the departure is pending:

- a. Enter a departure message to activate the aircraft's flight plan (DM)<sup>11</sup>.
- b. Start a track of that aircraft at the departure airport (QT)<sup>12</sup>.
- c. If applicable, enter the initial cleared altitude as an interim altitude (QQ).
- d. Note the clearance void time in the fourth line of the data block (QS).
- e. When the aircraft departs, the track should automatically acquire. Remember that you will still need to properly radar identify the aircraft through an ident (or other methods).

### **1-2-8. CLT SHELF: CLT DEPARTURES VIA KILNS/BARMY**

Northeastbound turbojet departures out of the CLT TRACON via the KILNS or BARMY departures will be handed off to ZDC climbing to FL230, or lower requested altitude, directly beneath the "CLT Shelf" (see Figure 1 on page 11 below). ZDC Sector 36 (Raleigh High) owns FL240-270 within the CLT shelf, allowing us to assign FL270 to provide these departures with a continuous climbout. See related AIT in Section 3-4-1 on page 46.

### **1-2-9. CLT PROP DEPARTURES VIA LILLS**

Prop departures out of the CLT TRACON will be delivered to ZDC climbing to FL190 (or lower requested altitude), and ZDC has control for climb at LAMDE.

### **1-2-10. RDU SHELF: RDU DEPARTURES VIA SHPRD**

Southwestbound turbojet departures out of the RDU TRACON via SHPRD will be handed off to ZTL climbing to FL230, or lower requested altitude, directly beneath the "RDU Shelf" (see Figure 1 on page 11 below). ZTL owns FL240-FL270 within the RDU shelf, allowing them to assign FL270 to provide these departures with a continuous climbout. See related AIT in Section 0 on page 46.

### **1-2-11. RDU PROP DEPARTURES VIA RDU#.GSO**

Prop departures out of the RDU TRACON routed over GSO shall be delivered to ZTL climbing to 16,000 (or lower requested altitude), and ZTL has control for climb and turns of up to 20 degrees.

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<sup>11</sup> This can be done using the FLID or CID.

<sup>12</sup> Either "QT Δ CID" or "QT //KABC CID", where "KABC" is the departure airport or fix.

**1-2-12. AUTOMATED INFORMATION TRANSFER (AIT)**

AIT is a specifically documented process of using automation in lieu of verbal coordination with another controller. The types of AIT used at ZDC are described below. Please note that approach controls are not eligible for any AIT procedures with a center facility.

**1-2-12-1. FLASHTHROUGH**

This is a process whereby Controller A initiates a handoff to Controller B, who accepts and may (or may not) immediately initiate a handoff to Controller C. Controller A may choose to switch the aircraft to Controller B, or they may retain communications until Controller C accepts the handoff, and then switch the aircraft directly to Controller C (bypassing Controller B). In ZDC, we have cases of this with RDU arrivals and CLT departures.

**1-2-12-2. ALTITUDE RELEASE**

This is a process whereby Controller A initiates a handoff to Controller B, who accepts and may (or may not) enter a new altitude assignment into the data block. Controller A may choose to assign the observed new altitude to the aircraft prior to switching them to Controller B, or they may switch them without assigning the new altitude. This may be combined with flashthrough AIT.

**1-2-13. NOTES ON INTERPRETING ROUTING / ALTITUDE TABLES**

Anywhere a table indicates an altitude of "LUFL", this means "Lowest Usable Flight Level".

### 1-3. GENERAL ZDC AIRSPACE DIAGRAMS

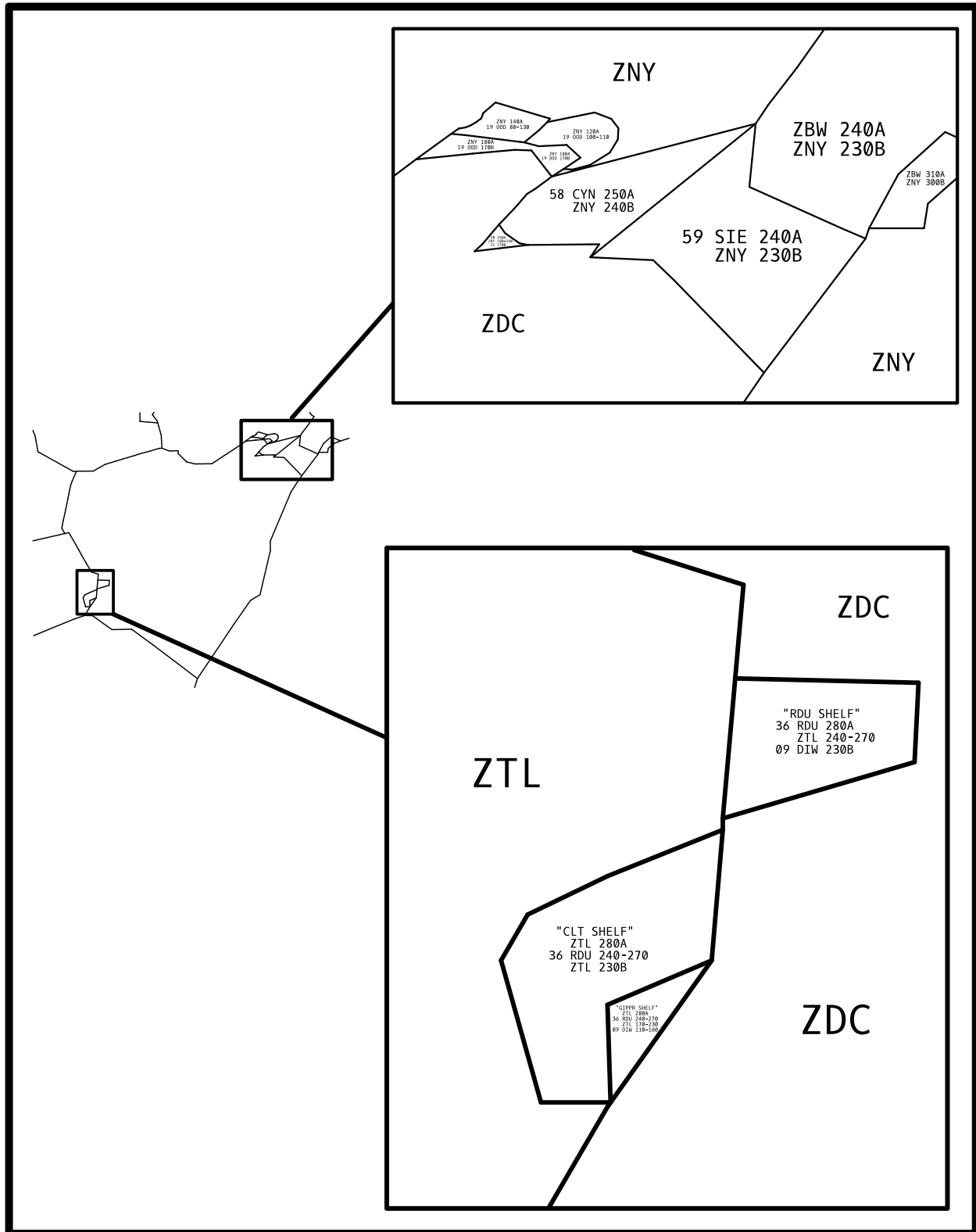


Figure 1 – Shelving with Adjacent ARTCCs

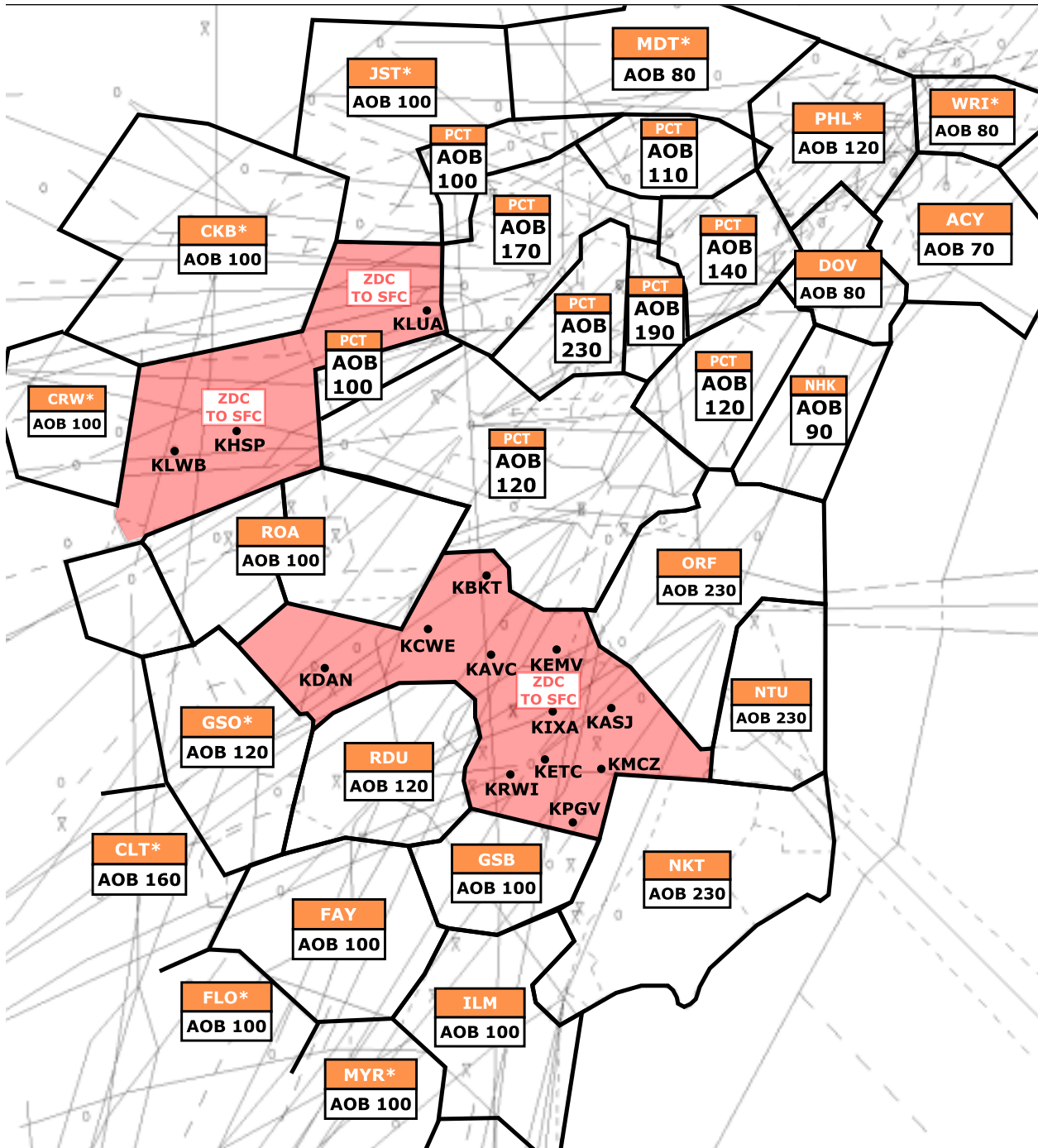


Figure 2 – Approach Control Airspace & Top-Down Service Areas

Note: The figure above shows the rough lateral boundaries of these TRACONs and their associated altitudes. Note that many shelves and boundaries are either simplified or not shown. Facilities with an asterisk (\*) are not controlled by ZDC.

## Chapter 2. ZDC Combined

### 2-1. ALL ZDC DESCEND-VIA BOTTOM ALTITUDES

FOR	ROUTING	ALT	JOIN BY FIX	HANDOFF
DCA	CAPSS#	130	BULII	E1J (OJAAY)
	NUMMY#	140	DRUZZ	E1L (LURAY)
	FRDMM#	140	WEWIL	
	TRUPS#	140	SUPRT	
BWI	ANTHM#	150	BUBBI	E1H (BUFFR)
	THHMP/HBUDA.RAVNN#	150	WALKN	E1J (OJAAY)
	HVQ/BKW.RAVNN#	190	DNKEY	
IAD	CAVLR#	130	BNTLY	E3B (BARIN)
	MGW.GIBBZ#	110	MOSLE	E3N (MANNE)
	HVQ/BKW.GIBBZ#	90	OTTTO	
RIC	POWTN#	110	HONTA	E2L (FLTRK)
	SPIDR#	130	REDNG	
RDU	ALDAN#	90	ALDAN	R1W (AR-W)
	DMSTR#	110	DMSTR	
	BLOGS#	110	BLOGS	R1E (AR-E)
	TAQLE#	90	SWETP	
DOV+	LUNDY.ARLFT#	150	BUBBI	E1H (BUFFR)
LGA	KORRY#	100	RBV	N1D (EMPYR)
EWR	PHLBO#	80	DYLIN	N4P (ARD)
CLT	CHSLY#	60	BURRZ	T29 (LEEON)

Table 2-1 – Descend-Via Bottom Altitudes

Note: ZDC may clear aircraft on these STARs no further than the fix listed in the “Join by Fix” column. As long as the aircraft is on the arrival by that fix, no coordination is required with the receiving controller.

## 2-2. INTER-TRACON HANDOFF CODES

FROM PCT	
DOV	Δ4
JST	Δ7
MDT	Δ6
NHK	Δ2
ORF	Δ1
PHL	Δ5
ROA	Δ3

FROM ACY	
DOV	Δ1
PHL	Δ2
WRI	Δ3

FROM DOV	
ACY	Δ2
NHK	Δ4
PCT	Δ1
PHL	Δ3

FROM FAY	
CLT	Δ6
FLO	Δ5
GSB	Δ2
GSO	Δ7
ILM	Δ3
MYR	Δ4
RDU	Δ1

FROM GSB	
FAY	Δ4
ILM	Δ3
NKT	Δ2
RDU	Δ1

FROM ILM	
FAY	Δ1
FLO	Δ4
GSB	Δ2
MYR	Δ5
NKT	Δ3

FROM NHK	
DOV	Δ2
ORF	Δ3
PCT	Δ1

FROM NKT	
GSB	Δ2
ILM	Δ1
NTU	Δ3

FROM NTU	
NKT	Δ2
ORF	Δ1

FROM ORF	
NHK	Δ2
NTU	Δ3
PCT	Δ1

FROM RDU	
FAY	Δ2
GSB	Δ1
GSO	Δ3

FROM ROA	
GSO	Δ2
PCT	Δ1

**2-3. ZDC EXIT RESTRICTIONS****ZNY (1 OF 2)**

FOR	ROUTING	FM	RESTRICTION	NOTES
KJFK (PCT)	PANZE V44 CAMRN	51	BDRY AOB 170	
JFK/FRG PN/TP (PCT)	PANZE V184 ZIGGI	51	BDRY AOB 150	
KFRG J	BRIGS Q439 SARDI CCC DPK	59	BRIGS AOB FL210	
KJFK	CAMRN4	59	HOGGS @ LUFL	
KHPN	BESSI CYN BOUNO4	19	BDRY (BESSI) @ FL230	
KHPN	SIE BOUNO4	59	BECKR @ FL240	
KHPN	BRIGS Q439 SARDI RICED RICED4	59	BRIGS AOB FL210	
MDT+	COURG SCAPE V377 HAR	05	DSDG TO 150	
ABE+	COURG SCAPE V377 HAR V162 DUMMR	05	DSDG TO 190	
BDL+	RBV Q419 DPK DPK3	19	AOB FL270	
BDL+	CONFR Q481 DPK DPK3	58	BDRY (ZIGGI) @ FL250	
BDL+	BRIGS Q493 SARDI DPK3	59	BRIGS AOB FL210	
PVD+	BRIGS Q439 SARDI T320 ORCHA JORDN JORDN2	59	BRIGS AOB FL210	
PVD+	RBV HTO JORDN2	19	BDRY AOB FL330	
KBOS	RBV Q419 JFK ROBUC3	19	BDRY AOB FL370	
KBOS	CONFR Q133 JFK ROBUC3	58	BDRY AOB FL370	
BOS N SATS	RBV Q419 DPK MAD HFD DREEM2	19	BDRY AOB FL310	
BOS N SATS	CONFR Q481 DPK MAD HFD DREEM2	58	BDRY AOB FL310	
BOS N SATS	BRIGS Q439 SARDI T320 GON ORW WOONS2	59	BRIGS AOB FL210	
BOS S SATS	BRIGS Q439 SARDI T320 GON ORW V16 WOONS	59	BRIGS AOB FL210	
ALB+	CONFR Q133 LLUND TRUDE V487 CANAN	58	AOB FL350	
ALB+	BRIGS V139 SARDI V91 BDR V487 CANAN	59	BRIGS AOB FL210	
ALB+	Q22 RBV LGA TRUDE V487 CANAN	19	AOB FL350	

Table 2-2 – ZDC to ZNY ARTCC Routing &amp; Altitude Requirements, Part 1 of 2

## ZNY (2 OF 2)

FOR	ROUTING	FM	RESTRICTION	NOTES
KHPN	SWL V139 RICED RICED4	59	BRIGS AOB FL210	
KHPN (PCT)	AGARD V44 SIE V139 RICED RICED4	59	BRIGS AOB FL210	
KISP	BRIGS Q439 SARDI CCC	59	BRIGS AOB FL210	
ISP N	BRIGS Q439 SARDI RICED KEYED	59	BRIGS AOB FL210	
ISP E	BRIGS Q439 SARDI T320 ORCHA	59	BRIGS AOB FL210	
SWF+	RBV Q419 DPK HUD4	19	AOB FL270	
SWF+ [250+]	CONFR Q481 DPK HUD4	58	ZIGGI @ FL250	
SWF+ [230-]	BRIGS Q439 SARDI RICED MAD BRISS PWL TRESA	59	BRIGS AOB FL210	
KSYR	J220/J227	05	AOB FL310	

*Table 2-3 – ZDC to ZNY ARTCC Routing & Altitude Requirements, Part 2 of 2*

## ZBW

FOR	ROUTING	FM	RESTRICTION	NOTES
KACK	ZJAAY Q167 RIFLE DEEPO1	59	AT ALTITUDE	
CAPE APs	ZJAAY Q167 RIFLE LIBBE FLAPE MVY	59	AT ALTITUDE	
PVD+	ZJAAY Q167 ORCHA JORDN JORDN2	59	TOPRR AOB FL370	
KBOS	ZJAAY Q167 RIFLE OOSHNS (UPON ZBW RQ ONLY)	59	BDRY AOB FL370	
BOS N SATS	KALDA Q97 CCC ORW DREEM2	59	AT ALTITUDE	
BOS S SATS	KALDA Q97 CCC ORW WOONS2	59	AT ALTITUDE	

*Table 2-4 – ZDC to ZBW ARTCC Routing & Altitude Requirements*

## ZID

FOR	ROUTING	FM	RESTRICTION	NOTES
KCVG	COLNS GAVNN6	05	AOB FL350	
CVG SATS	HNN BRUSH GAVNN CVG	05	AOB FL350	
KCMH	Q72 HACKS SCRLT SCRLT1	05	AOB FL320	
HTS+	(ANY)	05	AOB FL280	

*Table 2-5 – ZDC to ZID ARTCC Routing & Altitude Requirements*



**N90**

FOR	ROUTING	FM	RESTRICTION	NOTES
EWR	PHLBO4	19	D/V	
LGA	KORRY4	19	D/V	

Table 2-6 – ZDC to N90 Routing &amp; Altitude Requirements

**PHL**

FOR	ROUTING	FM	RESTRICTION	NOTES
KPHL	PAATS4	51	ESSSO @ 100/250	
KPHL	[BRIGS/DASHA] JIIMS4	51	IROKT @ 90	
KPHL	ZJAAY JIIMS4	51	HEKMN @ 90	
PHL N SAT JET	PAATS4	51	ESSSO @ 120 (NO SPD)	
PHL N SAT JET	JIIMS4	51	JIIMS @ 100 (NO SPD)	
PHL S SAT	PXT V16 ENO V29 DQO	DOVz	BDRY AOB 50	
PHL N SAT TP	ENO V29 DQO	51	BLARE @ 110	
PHL N SAT TP	SWL VCN9	ACYz	AOB 50	
PHL SATS PN	ENO V29 DQO	DOVz	BDRY AOB 50	
PHL SATS PN	SWL VCN9 (SWL V139 SIE VCN OOD)	ACYz	BDRY (NEWFIELD) AOB 50	
KPHL PN	SWL VCN9 (SWL V139 SIE VCN OOD)	ACYz	BDRY (NEWFIELD) AOB 50	
KPHL PN	LEEAH VCN	DOVz	BDRY (NEWFIELD) AOB 50	
PHL TP O/F	ENO V29 ETX	51	BLARE @ 110	
PHL PN O/F	ENO V29 ETX	51	ENO @ 90	
EWR SATS	JAIKE4	19	JAIKE @ 130	
EWR SATS	MAZIE3	CHP	120 (TP) / 50 (PN)	
EWR SATS TP	ENO V29 DQO FROSE V3 SBJ	51	BLARE @ 110	
EWR TP	BRAND1	CHP	110 (TP) 50 (PN)	
EWR TP	ENO V29 DQO V479 RUUTH	51	BLARE @ 110	
LGA TP	APPLE1	CHP	120 (TP) 50 (PN)	
LGA PN	ENO V29 DQO V479 RUUTH V123 PROUD	DOVz	BDRY @ 60	

Table 2-7 – ZDC to PHL TRACON Routing &amp; Altitude Requirements

## ACY / DOV

FOR	ROUTING	FM	RESTRICTION	NOTES
DOV+	ARLFT2	05	BUBBI @ 150	to CHP
ACY+	SIE	51	DSDG 80	
N90 PN O/F	LEEAH V1 HFD	ACY	DSDG 70	

Table 2-8 – ZDC to ACY TRACON / DOV RAPCON Routing & Altitude Requirements

## CLT

FOR	ROUTING	FM	RESTRICTION	NOTES
CLT+	LYH CHSLY5	32	D/V (to 060)	to ZTL
CLT+	[COUPN/NUUMN] CHSLY5	09	AOB FL220	to ZTL
CLT+	LYH MAJIC4	32	BDRY AOB FL220 @280 KTS	to ZTL
CLT+	LIB MAJIC4	09	BDRY AOB FL220 @280 KTS	to ZTL
CLT+ TP	GSO V143 GIZMO	09	BDRY AOB 130	to GSOz
CLT SATS JQF/RUQ/VUJ	LYH NASCR4	32	HENBY @ 120	to GSOz
CLT SATS JQF/RUQ/VUJ	[ARGAL/LIB] NASCR4	09	BDRY AOB 130	to GSOz
CLT SATS JQF/RUQ/VUJ	LIB MAJIC4	09	AOB FL200	to ZTL
CLT+	MLLET2	09	AOB FL220	ZJX
CLT+	FLO RASLN3	09	AOB FL220	ZJX

Table 2-9 – ZDC to CLT TRACON Routing & Altitude Requirements

## MDT/ABE

FOR	ROUTING	FM	RESTRICTION	NOTES
MDT+	COURG SCAPE V377 HAR	05	DSDG TO 150	to ZNY
ABE+	COURG SCAPE V377 HAR V162 DUMMR	05	DSDG TO 190	to ZNY

Table 2-10 – ZDC to MDT/ABE TRACON Routing & Altitude Requirements

## ORF

FOR	ROUTING	FM	RESTRICTION	NOTES
ORF+	DRONE2	09	DRONE @ 110	
ORF+	TERKS2	20	TERKS @ 140	
ORF+	ZJAAY CCV	54	BDRY (10 CCV) @ 100	
ORF+	TRPOD JAMIE CCV	54	JAMIE @ 100	
ORF+	FAGED V286 STEIN	12	STEIN AOB 130	
PHF/LFI/FAF	COLIN HCM	12	DSDG 130	

Table 2-11 – ZDC to ORF TRACON Routing & Altitude Requirements

## PCT

FOR	ROUTING	FM	RESTRICTION	NOTES
KDCA	CAPSS3	20	D/V	
KDCA	DEALE3	51	BILIT @ 110	
KDCA	FRDMM5	05	D/V	
KDCA	IRONS7	20	ZDC: PEGBY @ 130 MTV: OJAAY @ 100 (100/250K IN NORTH OPS)	
KDCA	NUMMY3*	05	D/V	
KDCA	TIKEE3	37	LLBEE @ 90	
KDCA	TRUPS4	37	D/V	
KBWI	ANTHM3	05	D/V	
KBWI	EMI5	05	J: BUBBI @ 150 P: BUBBI @ 090	
KBWI	MIIDY2	51	CHOPS @ 110/250K	
KBWI	[ZID] RAVNN6	37	D/V	
KBWI	[ZTL/ZJX] RAVNN6	20	D/V	
KIAD [N66]	ENO T358 OBWON T356 WOOLY MRB	51	ENO AOB 80	
KIAD	CAVLR4	20	D/V	
KIAD	COATT5	20	OGATE @ 130	
KIAD	[ZID] GIBBZ4	37	D/V	
KIAD	[ZOB] GIBBZ4	05	D/V	
KIAD	DOCCS3*	37	DOCCS @ 110/250K	
KIAD	WIGOL2	JRV	BETEE @ 70	
KADW	VUDOO2	JRV	GOLOE @ 130	
KADW	SPISY2	51	BILIT @ 110/250K	
IAD SATS KHEF/KJYO	TRSTN3	20	LORAA @ 190 (J) / 150 (P) JOHOF @ 130	
KRIC	POWTN5	32	D/V	
KRIC	SPIDR4	32	D/V	
KRIC	KELCE DUCXS4	20	KELCE @ 110	
KRIC	NEAVL DUCXS4	20	NEAVL @ 110	
KRIC	JAMIE	54	JAMIE @ 120	
KCHO	GVE	17	AOB FL220	
KCHO	(DIRECT)	37	DSDG 110 OR LOWER	

*Table 2-12 – ZDC to PCT TRACON Routing & Altitude Requirements*

## RDU

FOR	ROUTING	FM	RESTRICTION	NOTES
RDU+	TAQLE1	20	D/V	
RDU+	BLOGS3	09	D/V	
RDU+	MALNR4	09	D/V	
RDU+	BUZZY1	09	[NE] BUZZY @ 110/250kt [SW] BUZZY @ 110	
RDU+	ALDAN3	32	D/V	
RDU+	DMSTR1	09	D/V	

Table 2-13 – ZDC to RDU TRACON Routing & Altitude Requirements

## WRI

FOR	ROUTING	FM	RESTRICTION	NOTES
WRI+	WAALK2	ACYz	PANZE AOB 50	
WRI+	SIE ANABL V1 CYN	ACYz	AOB 50	

Table 2-14 – ZDC to WRI RAPCON Routing & Altitude Requirements

## NEARBY ZOB/ZID TRACONS

FOR	ROUTING	FM	RESTRICTION	NOTES
JST+	(DIRECT)	05	DSDG TO 070	
CKB+	(DIRECT)	05	DSDG TO 110	
CRW+	(DIRECT)	37	AOB FL230 DSDG 110	to ZID
PIT+	RICCS LEJOY DEMME5	05	AOB FL210 (J) AOB 210 DSDG TO 150 (P)	to ZOB
PIT+	RICCS IHD NESTO	05	AOB FL210 (J) AOB 210 DSDG TO 150 (P)	to ZOB

Table 2-15 – ZDC to JST/CKB/CRW TRACON Routing & Altitude Requirements

## ROA & NEARBY ZTL TRACONS

FOR	ROUTING	FM	RESTRICTION	NOTES
ROA+	(ANY)	52	DSDG 110	
KLYH	(ANY)	52	DSDG 110	
GSO+	HENBY3	32	HENBY @ 110	
GSO+	BLOCC2	09	BLOCC @ 110	
GSO+	(DIRECT FROM ARGAL/RDU AREA)	09	BDRY AOB 130	
TRI+	(ANY)	32/52	BDRY AOB FL260	to ZTL
AVL+	(ANY)	32/52	BDRY AOB FL340	to ZTL
GSP+	FUBLL JUNNR3	32	BDRY AOB FL280	to ZTL

Table 2-16 – ZDC to ROA/GSO/TRI/AVL TRACON Routing & Altitude Requirements

## SOUTHEASTERN ZDC & NEARBY ZJX TRACONS

FOR	ROUTING	FM	RESTRICTION	NOTES
FAY+	(ANY)	09	DSDG 110	
FLO+	(ANY)	09	AOB FL230 DSDG 110	to ZJX
SSC+	(ANY)	09	AOB FL220	to ZJX
CAE+	GVE Q75 GSO	32	AOB FL300	to ZTL
CAE+	(ANY EXCEPT VIA GSO)	09	AOB FL220	to ZJX
CHS+	MRPIT AMYLU3	36	AOB FL280	to ZJX
CHS+	RAPZZ AMYLU3	09	AOB FL280	to ZJX
ILM+	PAACK	09	DSDG 110	
MYR+	PAACK WYLMS	09	AOB FL230 DSDG 110	to ZJX
SAV/HXD+	MRPIT Q409 SESUE SOOOP	09	AOB FL340	to ZJX
GSB+	(ANY)	09	DSDG 110	
NKT+	(ANY)	09	DSDG 110	

*Table 2-17 – ZDC to FAY/FLO/SSC/CAE/CHS/ILM/MYR/SAV/GSB/NKT Routing & Altitude Requirements*

# Chapter 3. Sector Breakdown

## 3-1. GENERAL SECTORIZATION DIAGRAMS

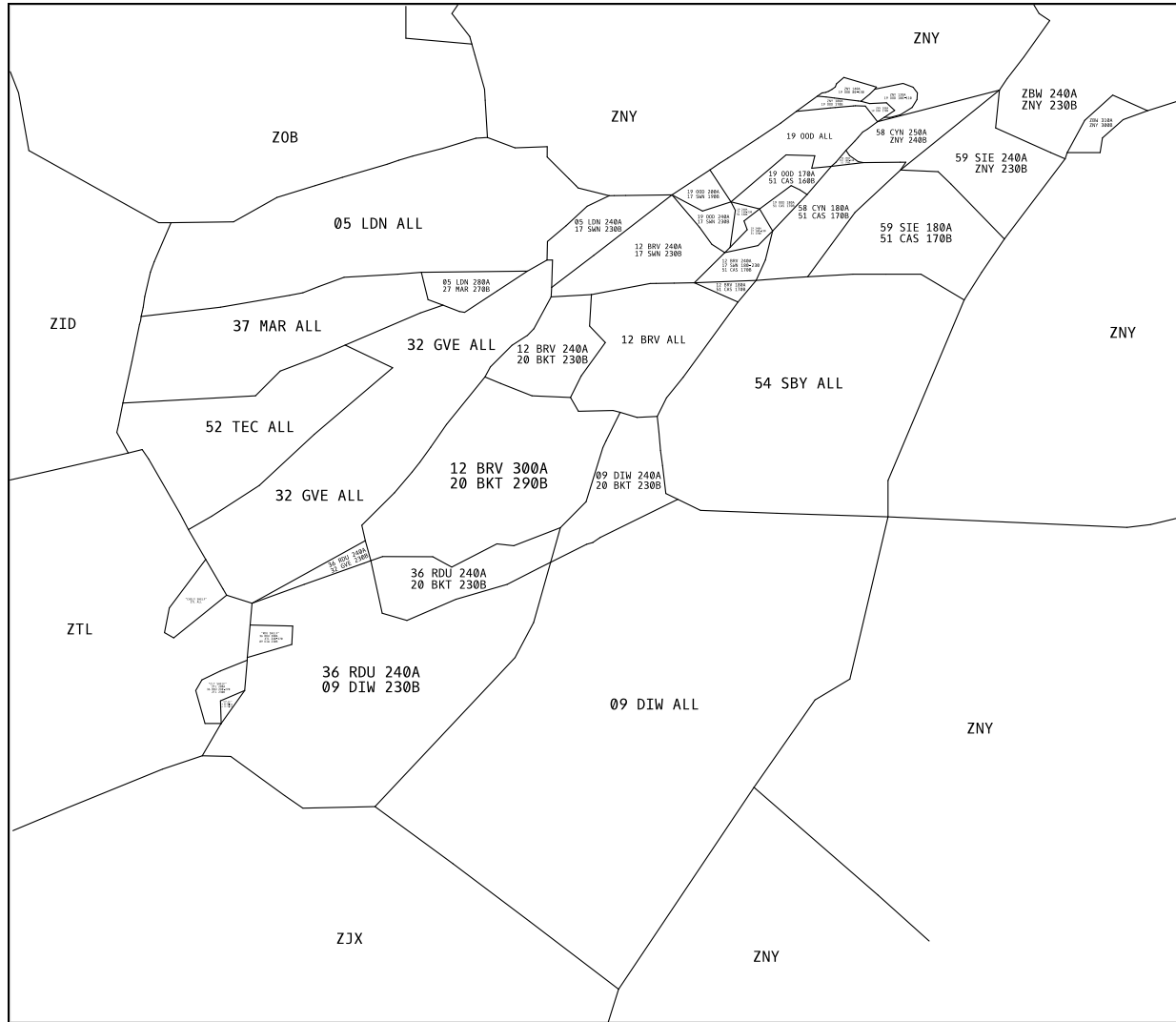


Figure 3 - All Washington Center Airspace

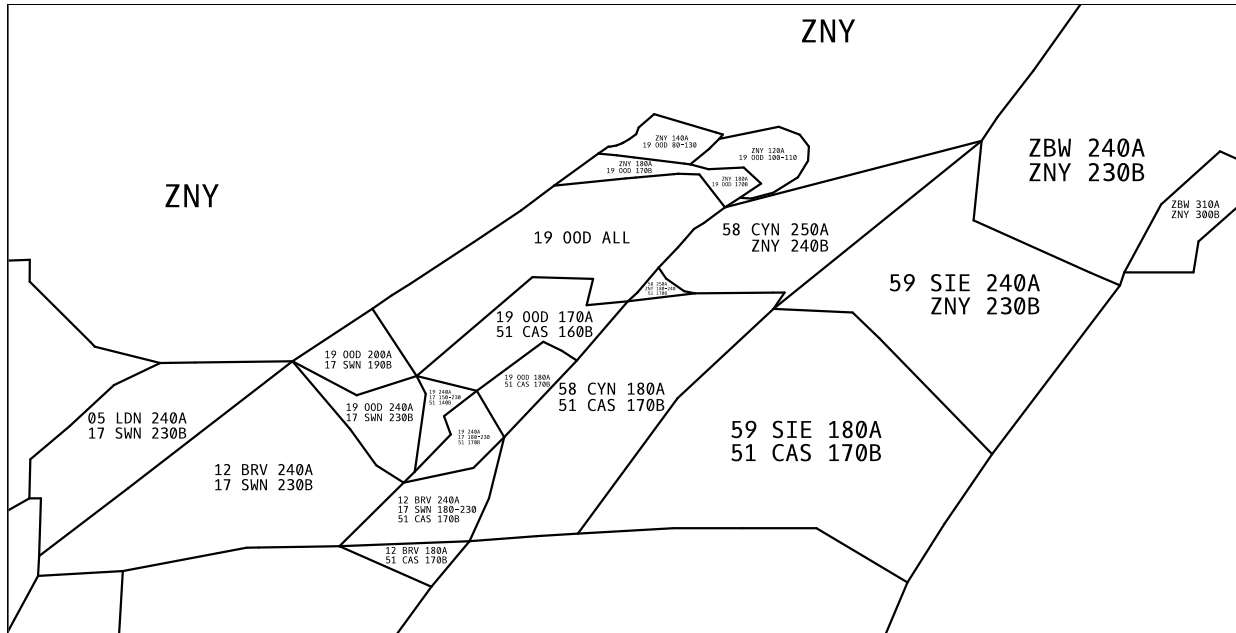


Figure 4 – Northeastern Washington Center Airspace

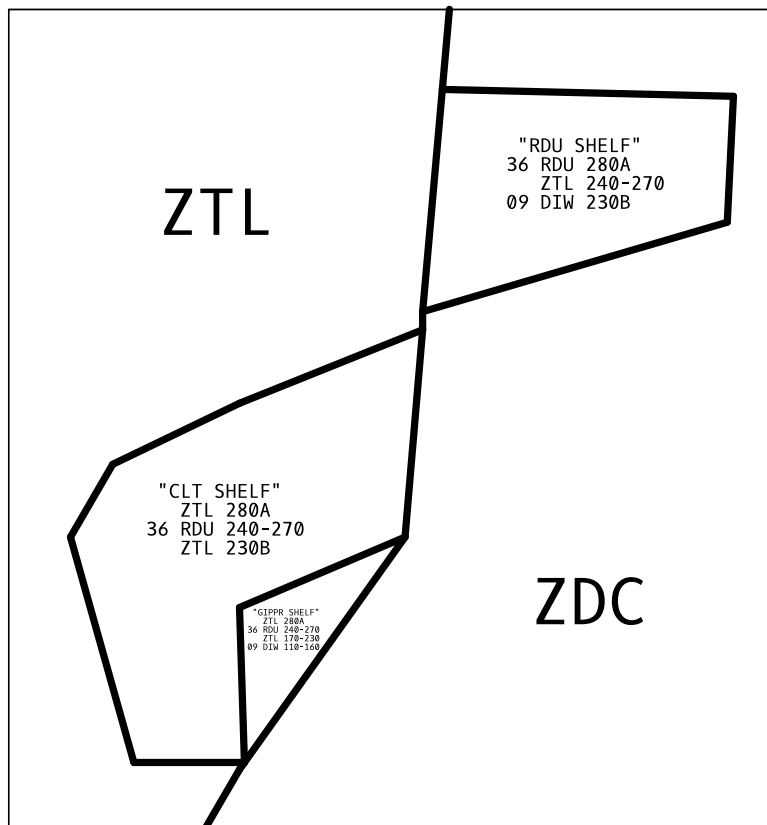


Figure 5 – Southeastern Shelving with ZTL

## **3-2. SECTORIZATION OVERVIEW & LIST**

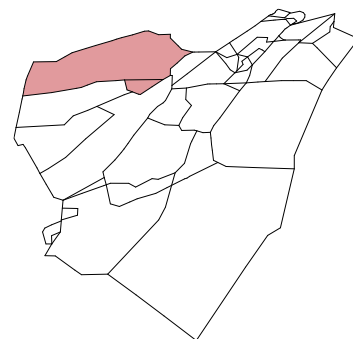
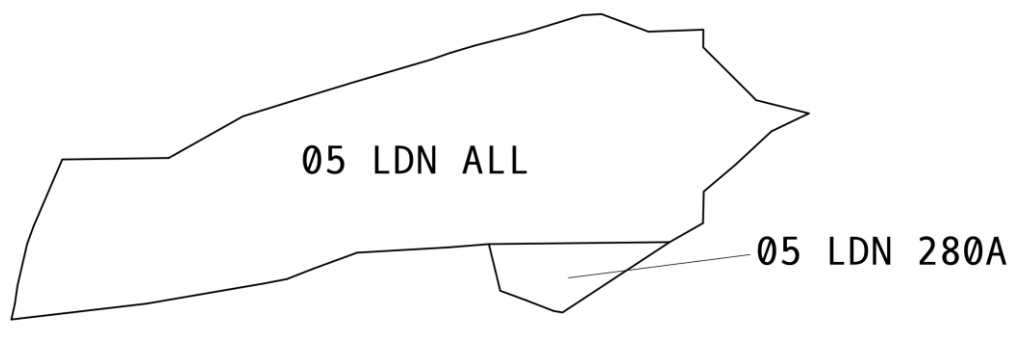
The pages which follow outline the specific structure of each individual sector within ZDC airspace, as well as the applicable routing and descent restrictions. These sectors have inherent shelving, which shall not be disturbed. Event splits will be based on various combinations of these sectors, but shall not include a global vertical split, since a purposeful vertical structure already exists.

If you are working ZDC combined, we recommend you refer primarily to the “ZDC Exit Restrictions”, which are listed in Chapter 2 (which begins on page 13). This will contain more general information needed when the airspace is not divided between multiple center controllers.

The last pages of this document show the full detail within each specific sector, including all applicable sector-to-sector restrictions, AIT info, etc.



## SECTOR 05 (LINDEN)



### Textual Description

Linden is a high-altitude sector which primarily works southwestbound overflight traffic originating from ZNY and the DC mets and multiple DC metro arrival and departures flows.

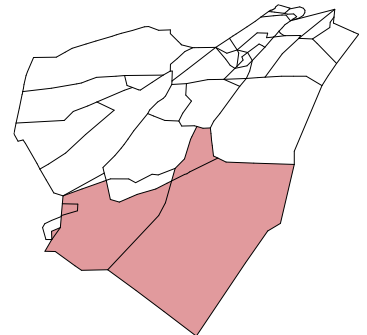
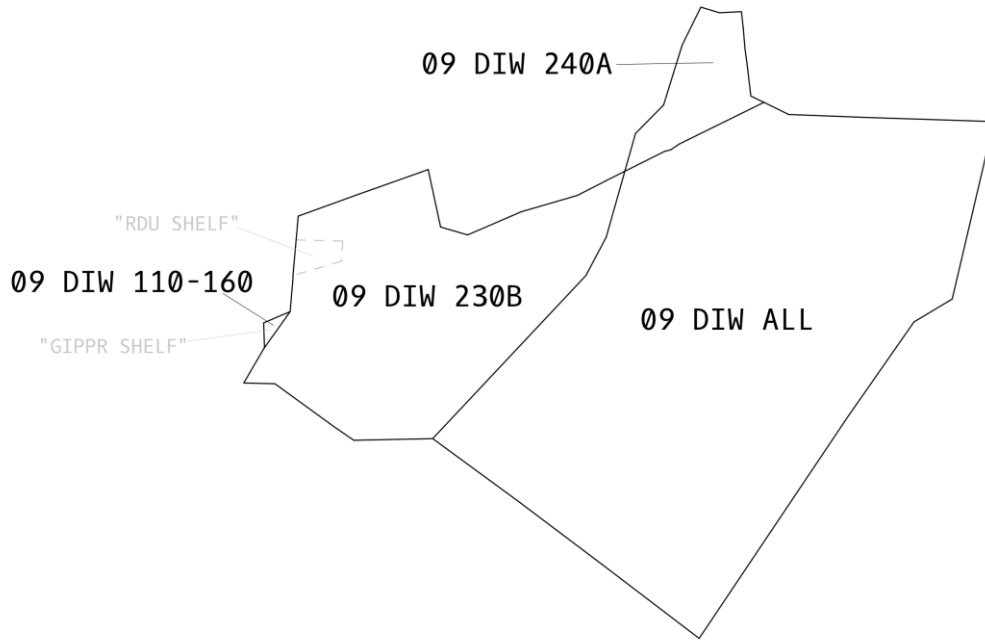
### Sector Details

Frequency	133.55
Callsign	DC_05_CTR

### Routes & Restrictions

FOR	ROUTING	RESTRICTION	To	NOTES
EWR SATS	GVE JAIKE4	BOOYA AOB FL370	12	
DOV+	LUNDY ARLFT2	BUBBI @ 150	CHP	
RDU+	MELTN ALDAN3	BDRY AOB FL320	32	
WRI+	GVE BUKYY WAALK2	BDRY AOB FL290	12	
KDCA	FRDMM5 / NUMMY3	D/V	MTV	
KDCA	ESL TIKEE3	BDRY AOB 150	37	
KBWI	ANTHM3	D/V	CHP	
KBWI	EMI5	J: BUBBI @ 150 P: BUBBI @ 090	CHP	
KIAD	GIBBZ4	D/V	SHD	
KIAD	ZUMBR WIGOL2	BDRY AOB FL270	37	
KRIC	MOL SPIDR4	BDRY AOB FL270	37	
KCHO	(DIRECT)	BDRY AOB FL190	37	
JST+	(DIRECT)	DSDG 070	JSTz	
CKB+	(DIRECT)	DSDG 110	CKBz	
PIT+	Q69 RICCS LEJOY DEMME5	AOB FL210 (J) AOB 210 DSDG 150 (P)	ZOB	
MDT+	COURG SCAPE V377 HAR	DSDG 150	ZNY	
ABE+	COURG SCAPE V377 HAR V162 DUMMR	DSDG 190	ZNY	
KSYR	J220/J227	AOB FL310	ZNY	
KCVG	COLNS GAVNN6	AOB FL350	ZID	
CVG SATS	HNN BRUSH GAVNN CVG	AOB FL350	ZID	
KCMH	Q72 HACKS SCRLT SCRLT1	AOB FL320	ZID	
HTS+	(ANY)	AOB FL280	ZID	

# SECTOR 09 (DIXON)



### Textual Description

Dixon is, by far, the largest single sector within vZDC. It encompasses essentially the entirety of Area 3 (Snowbird), plus additional low-altitude airspace within Area 2 (Metro South). On VATSIM, these areas tend to get very little traffic, so the sector was kept large to offset this.

### Sector Details

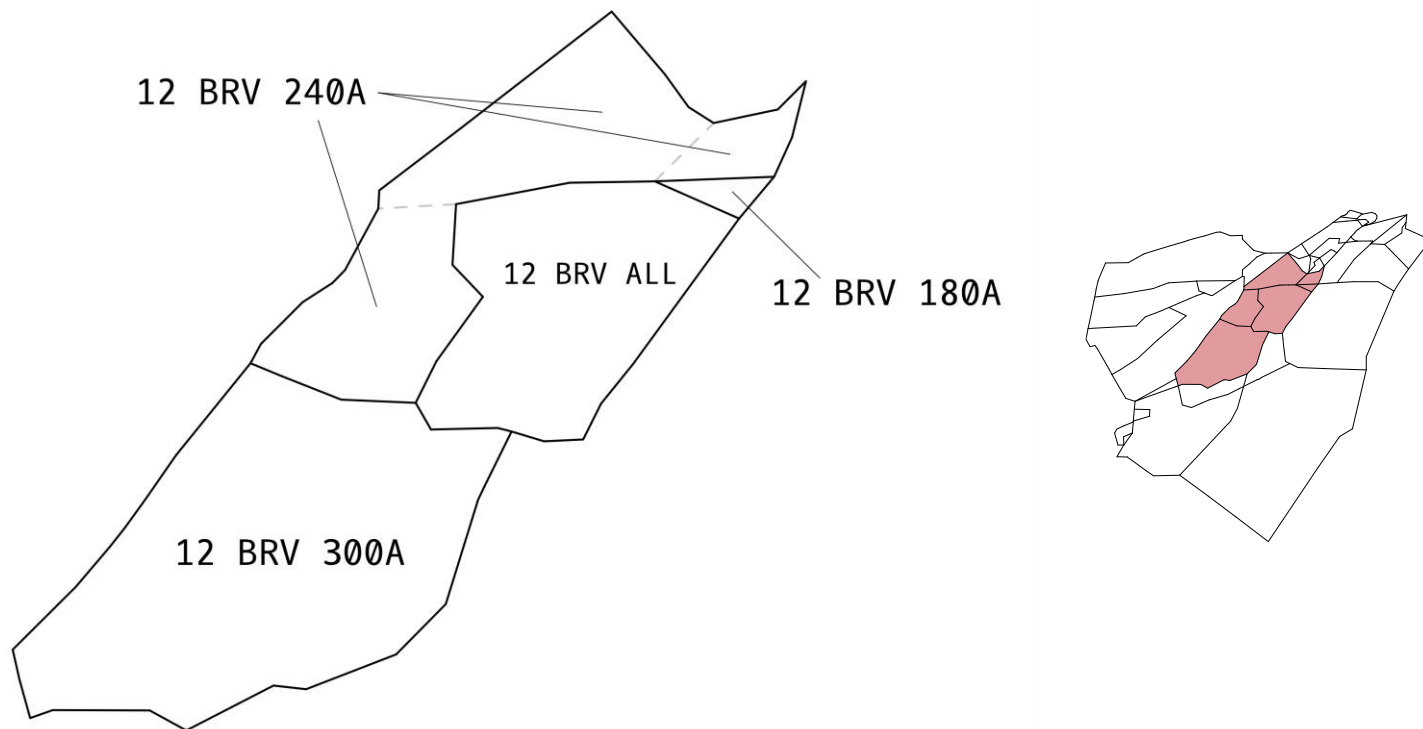
Frequency	118.82
Callsign	DC_09_CTR

### Routes & Restrictions

FOR	ROUTING	RESTRICTION	TO	NOTES
KPHL	ZJAAY JIIMS4	BDRY AOB FL290	54	
DOV+	SBY V29 ENO	BDRY AOB FL270	54	
DOV+	THHMP ARLFT2 / PXT V16 ENO	AOB FL290	20	
ACY+	SWL V139 SIE	BDRY AOB FL270	54	
RDU+	TAQLE1	AIT: 54--09-->20	20	
RDU+	BLOGS3 / MALNR4 / DMSTR1	D/V	RDUz	
RDU+	BUZZY1	[NE] BUZZY @ 110/250kt [SW] BUZZY @ 110	RDUz	
ORF+	DRONE2	DRONE @ 110	ORFz	
WRI+	ZJAAY WAALK2	BDRY AOB FL290	54	
KDCA	WAVES CAPSS3	BDRY AOB FL250	20	
KBWI	[HBUDA/THHMP] RAVNN6	BDRY AOB FL250	20	
KIAD	TRSSK CAVLR4	BDRY AOB FL250	20	
KIAD	RIC COATT5	AOB FL250	20	
IAD SATS KHEF/KJYO	LORAA TRSTN3	BDRY AOB FL250	20	
GSO+	CAE BLOCC2	BLOCC @ 110	GSOz	

GSO+	(DIRECT FROM ARGAL/RDU AREA)	FKN AOB FL240	20	
GSO+	(DIRECT FROM ARGAL/RDU AREA)	BDRY AOB 130	GSOz	
CLT+	[COUPN/NUUMN] CHSLY5	AOB FL220	ZTL	
CLT+	LIB MAJIC4	BDRY AOB FL220 @280 KTS	ZTL	
CLT+ TP	SBY FKN RDU GSO V143 GIZMO	FKN AOB FL240	20	
CLT+ TP	SBY FKN RDU GSO V143 GIZMO	BDRY AOB 130	GSOz	
CLT SATS JQF/RUQ/VUJ	SBY FKN [ARGAL/LIB] NASCR4	FKN AOB FL240	20	
CLT SATS JQF/RUQ/VUJ	SBY FKN [ARGAL/LIB] NASCR4	BDRY AOB 130	GSOz	
CLT SATS JQF/RUQ/VUJ	LIB MAJIC4	AOB FL200	ZTL	
CLT+	MLLET2 / RASLN3	AOB FL220	ZJX	
FAY+	(ANY)	DSDG 110	FAYz	
FLO+	(ANY)	AOB FL230 DSDG 110	ZJX	
SSC+	(ANY)	AOB FL220	ZJX	
CAE+	(ANY)	AOB FL220	ZJX	
CHS+	RAPZZ AMYLU3	AOB FL280	ZJX	
ILM+	PAACK	DSDG 110	ILMz	
MYR+	PAACK WYLMS	AOB FL230 DSDG 110	ZJX	
SAV/HXD+	MRPIT Q409 SESUE SOOOP	AOB FL340	ZJX	
GSB+	(ANY)	DSDG 110	GSBz	
NKT+	(ANY)	DSDG 110	NKTz	

## SECTOR 12 (BROOKE)



### Textual Description

Brooke is the core sequencing/spacing powerhouse sector for ZDC's New York flows (and PHL via PAATS). Brooke merges many flows and spaces arrival traffic for Swann (PHL), Dupont (EWR/TEB), and Woodstown (LGA/HPN/BOS/BED/BDL/SWF/etc, and overflights).

### Sector Details

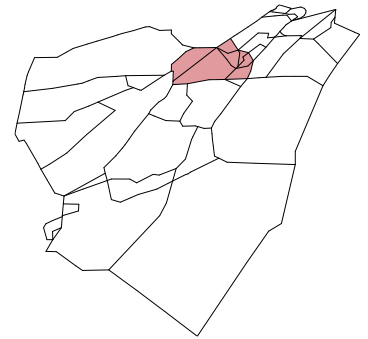
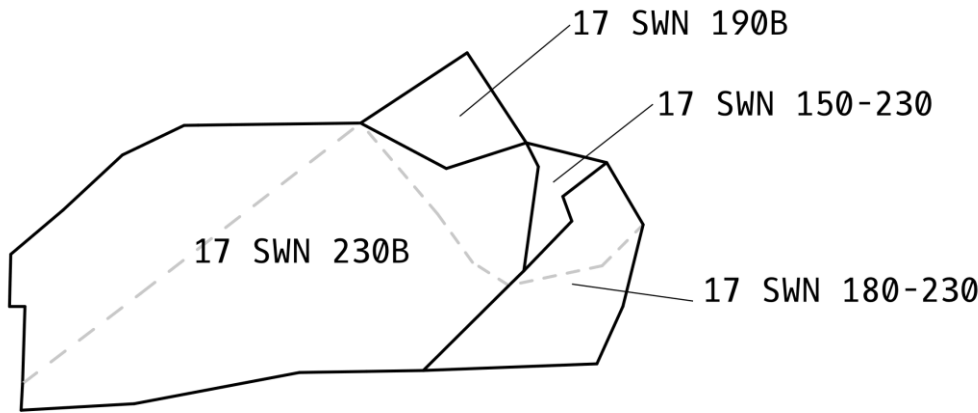
Frequency	126.87
Callsign	DC_12_CTR

### Routes & Restrictions

FOR	ROUTING	RESTRICTION	TO	NOTES
KPHL	HYTRA PAATS4	BDRY (PRNCZ) AOB 150	51	
KPHL	[GVE/BBDOL] PAATS4	BUKYY AOB FL240	17	
PHL N SAT JET	PAATS4	BUKYY AOB FL240	17	
PHL S SAT	PXT V16 ENO V29 DQO	BDRY (5 GARED) AOB 130	51	
PHL SATS PN	PXT V16 ENO V29 DQO	PXT/GOFER AOB 130	JRV	
KPHL PN	PXT V16 GARED LEEAH VCN	PXT AOB 130	JRV	
EWR SATS	JAIKE4	SWANN AOB FL240	19	
EWR SATS TP	SHLBK MAZIE3	LOUIE AOB 130	CHP	
EWR TP	SHLBK BRAND1	LOUIE AOB 130	CHP	
LGA TP	SHLBK APPLE1	LOUIE AOB 130	CHP	
DOV+	ARLFT2 / PXT V16 ENO	PXT/GOFER AOB 130	JRV	
ACY+	FAK OTT [JAYBO] SIE	OTT AOB FL240	17	
ACY+	PXT V16 GARED SIE	5 S GARED @ 130	51	

RDU+	NALES Q141 HOUKY TAQLE1	BDRY (20 HOUKY) AOB FL260	20	
ORF+	FAGED V286 STEIN	STEIN AOB 130	ORFz	
PHF/LFI/FAF	COLIN HCM	DSDG 130	ORFz	
WRI+	BUKYY WAALK2	BUKYY AOB FL240	17	
WRI+	HYTRA WAALK2	BDRY (5 GARED) AOB 130	51	
EWR	PHLBO4	FUBRR AOB FL270	19	
LGA	KORRY4	RIDGY AOB FL270	19	
KJFK (JRV)	RIC V16 GARED V229 PANZE V44 CAMRN	AOB 170	51	
KHPN	BEARI Q22 BESSI CYN BOUNO4	DANGR AOB FL290, ABV LGA	19	
KHPN	GVE Q127 ENO BESSI CYN BOUNO4	BDRY (GRACO) AOB FL290, ABV LGA	19	
KISP	SIE BRIGS Q439 SARDI CCC	AOB FL230	58	
ISP N	SIE BRIGS Q439 SARDI RICED KEYED	AOB FL230	58	
ISP E	SIE BRIGS Q439 SARDI T320 ORCHA	AOB FL230	58	

## SECTOR 17 (SWANN)



### Textual Description

One of the smallest sectors within vZDC, Swann works the heavy departure flows northeastbound out of the DC metro area, at low altitude. They must coordinate with Brooke/Dupont/Woodstown to get DC-NY traffic sequenced with overhead NY arrivals as quickly as possible. Add in a few PHLs via PAATS, and you may find that Swann can quickly become a very fast-paced and demanding sector.

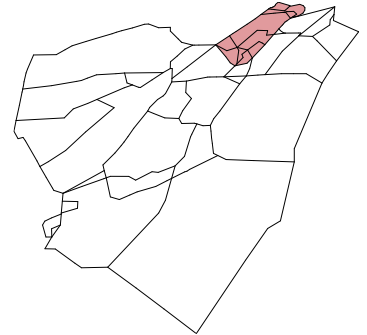
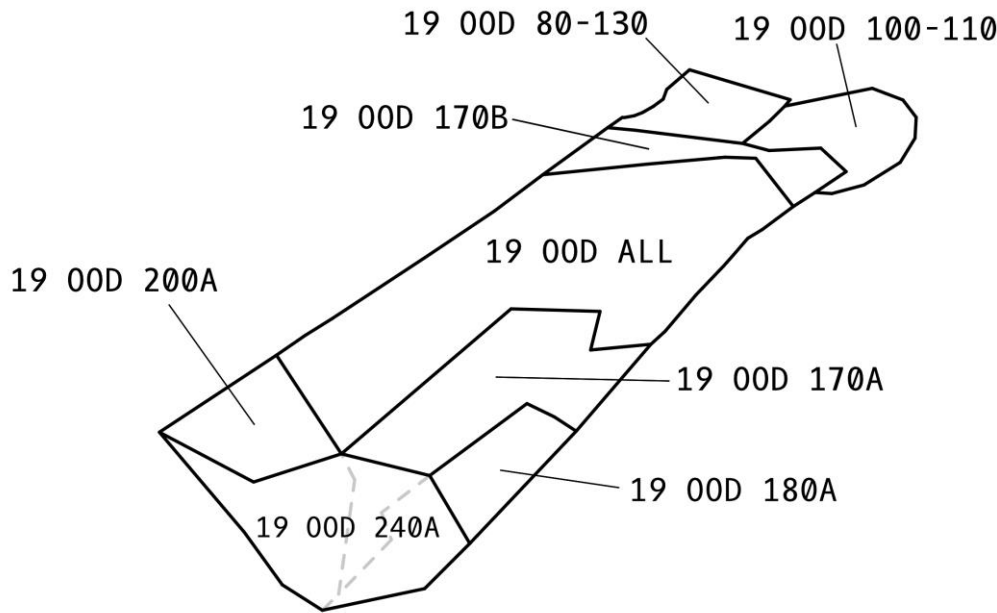
### Sector Details

Frequency                      134.5  
 Callsign                        DC\_17\_CTR

### Routes & Restrictions

FOR	ROUTING	RESTRICTION	TO	NOTES
KPHL	PAATS4	JAYBO AOB 150	51	
PHL N SAT JET	PAATS4	JAYBO AOB 170, ABV PHL/ACY	51	
PHL N SAT TP	PXT V16 ENO V29 DQO	BDRY (5 GARED) AOB 170, BLW PHL_N_JET, ABV PHL	51	
ACY+	FAK OTT [JAYBO] SIE	BDRY (JAYBO) AOB 150	51	
WRI+	WAALK2	JAYBO AOB 150	51	
KCHO	Q75 GVE	AOB FL220	MTV	
KJFK (PCT)	AGARD V44 DONIL V229 PANZE V44 CAMRN	BDRY AOB 170	51	
JFK/FRG PN/TP	AGARD DONIL V44 PANZE V184 ZIGGI	CAP AOB 170	51	
KHPN (PCT)	AGARD V44 SIE V139 RICED RICED4	CAP AOB FL230	58	

# SECTOR 19 (WOODSTOWN)



### Textual Description

Traffic in the Woodstown sector is very high volume, but it flows in an organized manner. Everything goes one direction, LGAs and HPNs descend in stacks, while DC metro departures climb on a parallel route. In perfect conditions, Woodstown can comfortably handle an enormous volume of traffic, but once they start needing to vector for LGA spacing, or get thrown in the hold, the degree of difficulty increases sharply. However, Woodstown is built to hold, and should be holding many, many LGAs before they consider shutting off Swann/Brooke.

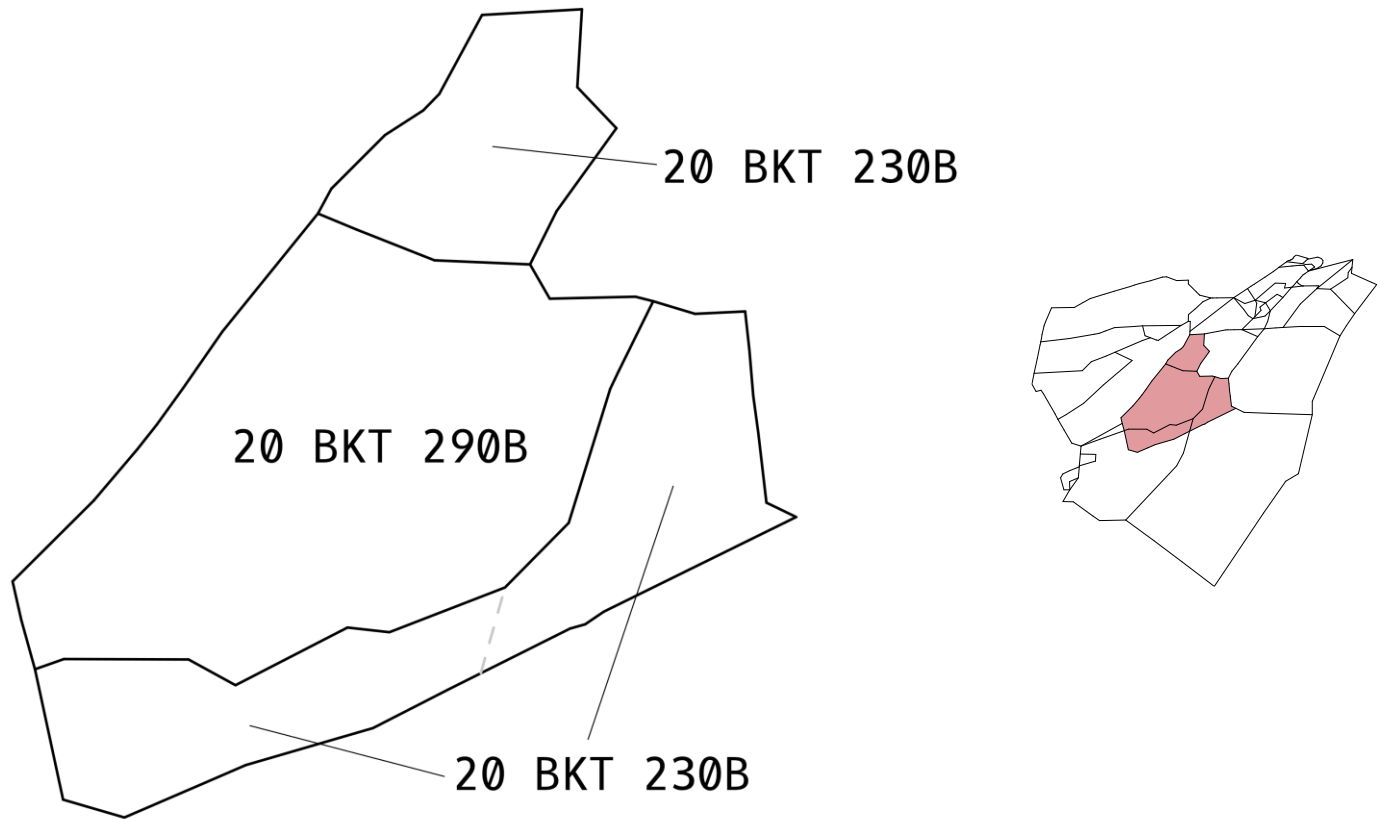
### Sector Details

Frequency 125.45  
 Callsign DC\_19\_CTR

### Routes & Restrictions

FOR	ROUTING	RESTRICTION	TO	NOTES
EWR SATS	JAIKE4	JAIKE @ 130	PHLz	
ACY+	DQO ENO SIE	BDRY AOB 150	51	
EWR	PHLBO4	D/V	N90	
LGA	KORRY4	D/V	N90	
KHPN	BESSI CYN BOUNO4	BDRY (BESSI) @ FL230	ZNY	
BDL+	RBV Q419 DPK DPK3	AOB FL270	ZNY	
PVD+	Q22 RBV HTO JORDN2	BDRY AOB FL330	ZNY	
KBOS	RBV Q419 JFK ROBUC3	BDRY AOB FL370	ZNY	
BOS N SATS	RBV Q419 DPK MAD HFD DREEM2	BDRY AOB FL310	ZNY	
ALB+	Q22 RBV LGA TRUDE V487 CANAN	AOB FL350	ZNY	
SWF+	RBV Q419 DPK HUD4	AOB FL270	ZNY	

## SECTOR 20 (BLACKSTONE)



### Textual Description

Blackstone is a low-altitude sector which works arrivals into the DC mets from the south (IAD via CAVLR, DCA via CAPSS, BWI via RAVNN), as well as to Raleigh (via TAQLE), Norfolk (via TERKS), and Richmond (via DUCXS), plus northbound Raleigh departures (via OXFRD/BEXGO). Blackstone is sheltered from overflights and NY/PHL traffic, which will all remain up top in Brooke.

### Sector Details

Frequency	127.75
Callsign	DC_20_CTR

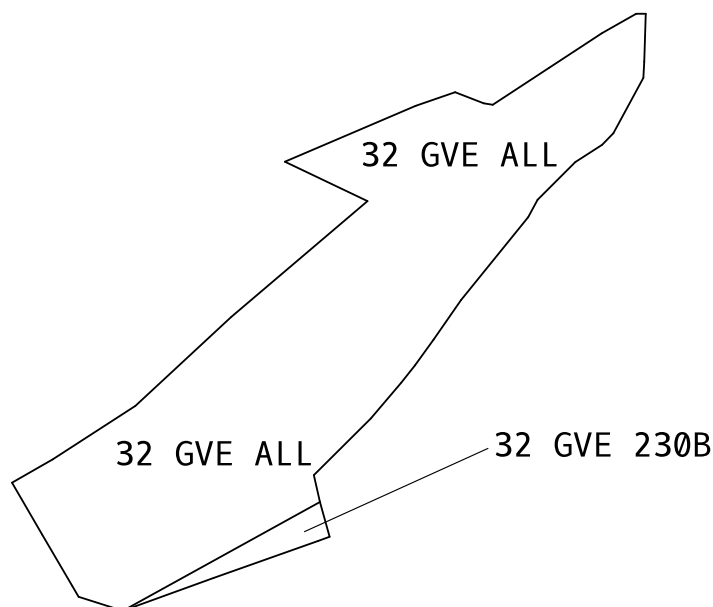
### Routes & Restrictions

FOR	ROUTING	RESTRICTION	To	NOTES
PHL S SAT	PXT V16 ENO V29 DQO	AOB FL210	12	
PHL SATS PN	PXT V16 ENO V29 DQO	AOB FL210	12	
EWR SATS TP	SHLBK MAZIE3	AOB FL210	12	
DOV+	MAULS ARLFT2	AOB FL210	12	
DOV+ [A2]	THHMP ARLFT2 / PXT V16 ENO	AOB FL210	12	
DOV+ [A3]	THHMP ARLFT2 / PXT V16 ENO	AOB FL210	12	
ACY+	PXT V16 GARED SIE	AOB FL210	12	
RDU+	TAQLE1	D/V	RDUz	



ORF+	TERKS2	TERKS @ 140	ORFz	
WRI+	HYTRA WAALK2	AOB FL210	12	
KDCA	CAPSS3	D/V	MTV	
KDCA	IRONS7	PEGBY @ 130	MTV	
KBWI	RAVNN6	D/V	MTV	
KIAD	CAVLR4	D/V	SHD	
KIAD	COATT5	OGATE @ 130	SHD	
KIAD	DORRN WIGOL2	05 BDRY AOB LUFL	32	
KADW	VUDOO2	GOLOE @ 130	JRV	
IAD SATS KHEF/KJYO	TRSTN3	JOHOF @ 130	JRV	
KRIC	KELCE DUCXS4	KELCE @ 110	JRV	
KRIC	NEAVL DUCXS4	NEAVL @ 110	JRV	
GSO+	(DIRECT FROM ARGAL/RDU AREA)	AOB FL200	09	
CLT+ TP	SBY FKN RDU GSO V143 GIZMO	AOB FL200	09	
CLT SATS JQF/RUQ/VUJ	SBY FKN [ARGAL/LIB] NASCR4	AOB FL200	09	

## SECTOR 32 (GORDONSVILLE)



### Textual Description

Gordonsville works arrivals to CLT via CHSLY, RDU via ALDAN, and a good amount of overflight traffic southwestbound via Q75, and northeastbound via Q22/Q60.

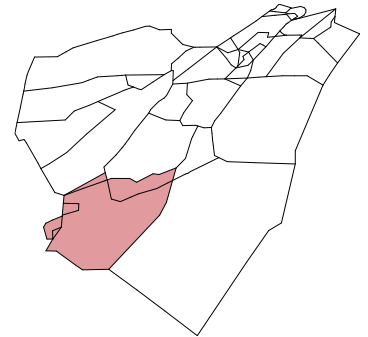
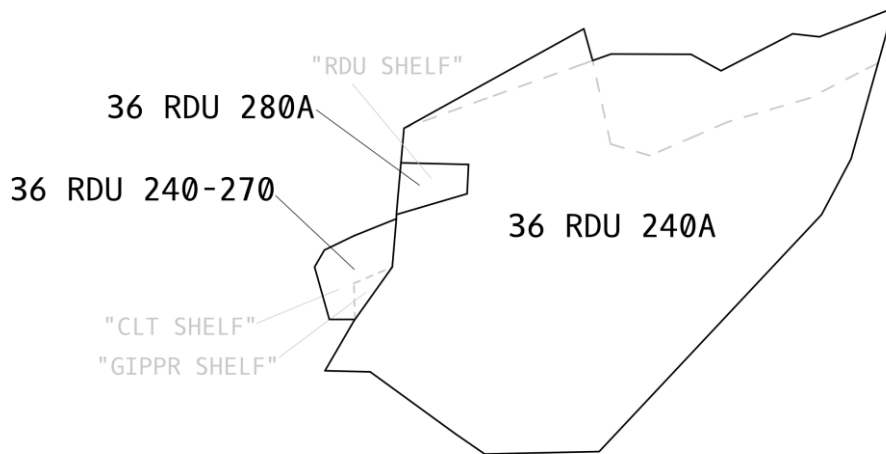
### Sector Details

Frequency 133.72  
Callsign DC\_32\_CTR

### Routes & Restrictions

FOR	ROUTING	RESTRICTION	To	NOTES
KPHL	GVE PAATS4	BDRY AOB FL290	12	
DOV+	MAULS ARLFT2	STPBY AOB FL230	20	
RDU+	ALDAN3	D/V	RDUz	
ORF+	TERKS2	BDRY AOB FL210	20	
KIAD	DORRN CAVLR4 / FAK COATT5	BDRY AOB FL270	20	
KIAD	WIGOL2	JOANZ @ 130	JRV	
IAD SATS KHEF/KJYO	[ZTL] LORAA TRSTN3	BDRY (LOOEY) AOB FL290	20	
KRIC	LYH POWTN5 / MOL SPIDR4	D/V	JRV	
KRIC	Q60 JAXSN KELCE DUCXS4	BDRY (LOOEY) AOB FL230	20	
GSO+	HENBY3	HENBY @ 110	GSOz	
GSP+	FUBLL JUNNR3	BDRY AOB FL280	ZTL	
CLT+	LYH CHSLY5	D/V (to 060)	ZTL	
CLT+	LYH MAJIC4	BDRY AOB FL220 @280 KTS	ZTL	
CLT SATS JQF/RUQ/VUJ	GVE LYH NASCR4	HENBY @ 120	GSOz	
CAE+	GVE Q75 GSO	AOB FL300	ZTL	

# SECTOR 36 (RALEIGH)



### Textual Description

As Brooke does for Dupont/Woodstown, Raleigh High is the powerhouse sequencing sector for DC met arrivals, which they feed to Blackstone for fine-tuning. Raleigh High also has to contend with CLT departures (via KILNS/BARMY), and significant, crossing overflight traffic northeastbound from ZTL/ZJX, and southbound Florida traffic.

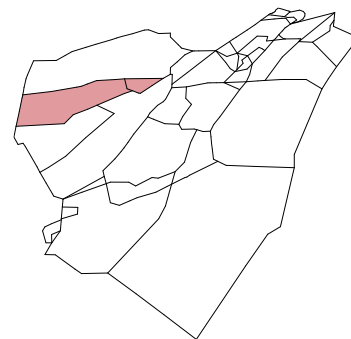
### Sector Details

Frequency	118.92
Callsign	DC_36_CTR

### Routes & Restrictions

FOR	ROUTING	RESTRICTION	To	NOTES
PHL S SAT	PXT V16 ENO V29 DQO	AOB FL290	20	
EWR SATS TP	SHLBK MAZIE3	AOB FL290	20	
DOV+	THHMP ARLFT2 / PXT V16 ENO	AOB FL290	20	
ACY+	PXT V16 GARED SIE	AOB FL290	20	
ORF+	RDU DRONE2, Q54 NUTZE DRONE DRONE2	TYI/NUTZE AOB FL240	09	
WRI+	HYTRA WAALK2	AOB FL290	20	
KDCA	WAVES CAPSS3 / IRONS7	BDRY AOB FL290	20	
KBWI	[HBUDA/THHMP] RAVNN6	BDRY AOB FL290	20	
KIAD	DORRN CAVLR4 / FAK COATT5 / DORRN WIGOL2	BDRY AOB FL290	20	
KADW	VUDOO2	BDRY AOB FL290	20	
KRIC	NEAVL DUCXS4	BDRY AOB FL240	20	
CLT+	[COUPN/NUUMN] CHSLY5	PELTS AOB FL240	09	
CLT+	LIB MAJIC4	ABEAM RDU AOB FL240	09	
CLT SATS JQF/RUQ/VUJ	LIB MAJIC4	ABEAM RDU AOB FL240	09	
FAY+	(ANY)	DSDG 240	09	
SSC+	(ANY)	DSDG 240	09	
CAE+	(ANY EXCEPT VIA GSO)	DSDG 240	09	
CHS+	MRPIT AMYLU3	AOB FL280	ZJX	

## SECTOR 37 (MARLINTON)



### Textual Description

Sister to the Blue Ridge sector, Marlinton's dominant flow is arrivals to the DC mets from the west. Specifically, they will work IAD (via GIBBZ from ZID), DCA (via TRUPS), BWI (via RAVNN), and relatively minimal overflight traffic.

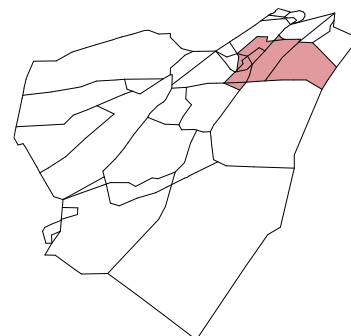
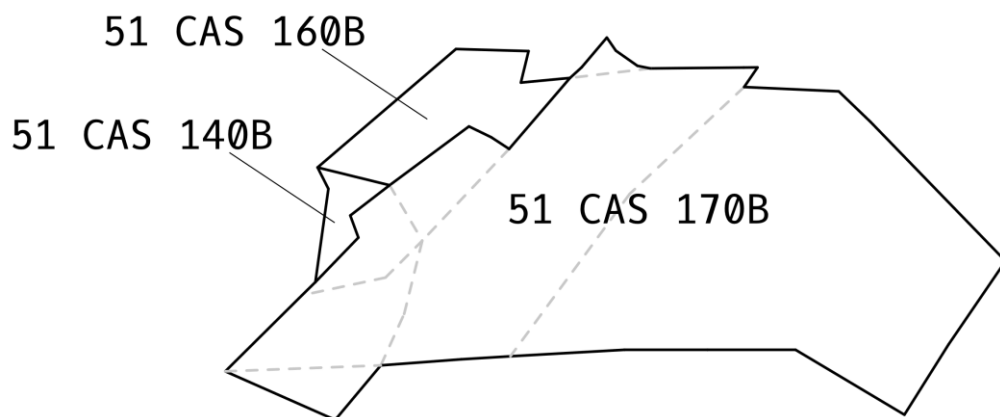
### Sector Details

Frequency	133.02
Callsign	DC_37_CTR

### Routes & Restrictions

FOR	ROUTING	RESTRICTION	To	NOTES
ORF+	TERKS2	BDRY AOB FL270	52	
KDCA	TIKEE3	LLBEE @ 90	SHD	
KDCA	TRUPS4	D/V	MTV	
KBWI	RAVNN6	D/V	MTV	
KIAD	GIBBZ4	D/V	SHD	
KIAD	DOCCS3*	DOCCS @ 110/250K	SHD	
KIAD	ZUMBR WIGOL2	BDRY AOB FL190	32	
KRIC	[ZID] MOL SPIDR4 ----- [ZOB] MOL SPIDR4	BDRY AOB FL210	52	
KCHO	(DIRECT)	DSDG 110 OR LOWER	JRV	
JST+	(DIRECT)	BDRY AOB FL210	05	
CKB+	(DIRECT)	BDRY AOB LUFL	05	
CRW+	(DIRECT)	AOB FL230 DSDG 110	ZID	
PIT+	Q69 RICCS LEJOY DEMME5 (IHD NESTO)	BDRY AOB FL240	05	
GSO+	ROA HENBY3	BDRY AOB FL260	52	
MDT+	COURG SCAPE V377 HAR	BDRY AOB FL330	05	
ABE+	COURG SCAPE V377 HAR V162 DUMMR	BDRY AOB FL330	05	

# SECTOR 51 (CASINO)



### Textual Description

Casino works arrivals to PHL (via PAATS/JIIMS), southbound departures out of PHL (via OOD), arrivals to IAD (T358), DCA (DEALE), ADW (SPISY), and BWI (MIIDY), as well as their low-altitude departures, and all DC-JFK traffic. Casino is very unique in the way all of these strong flows interact with smaller flows to/from ACY/DOV/WRI, with everything crossing each other at perpendicular angles, cramped in very close quarters. And it's almost like a mini approach control in the way three transitions of the JIIMS arrival are to be vectored at the last minute into a single flow.

### Sector Details

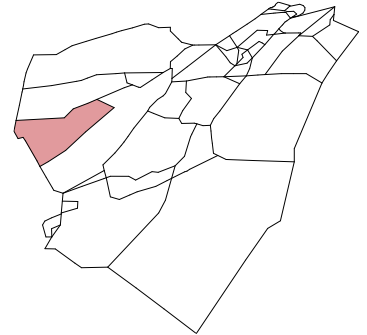
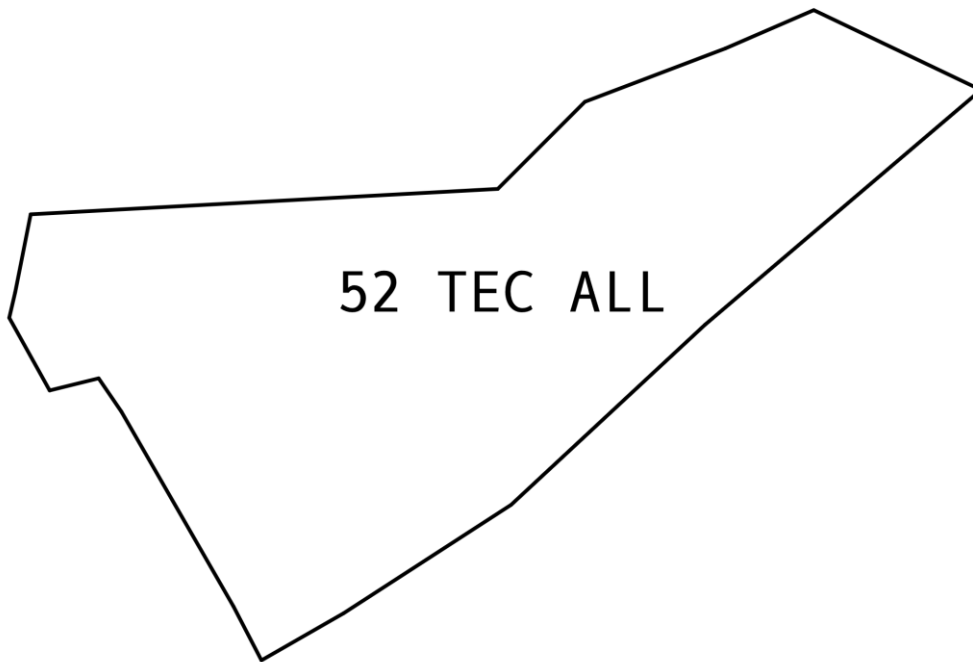
Frequency 127.7  
 Callsign DC\_51\_CTR

### Routes & Restrictions

FOR	ROUTING	RESTRICTION	TO	NOTES
KPHL	PAATS4	ESSSO @ 100/250	PHLz	
KPHL	BRIGS JIIMS4	IROKT @ 90	PHLz	
KPHL	[DASHA/ZJAAY] JIIMS4	HEKMN @ 90	PHLz	
PHL N SAT JET	PAATS4	ESSSO @ 120 (NO SPD)	PHLz	
PHL N SAT JET	JIIMS4	JIIMS @ 100 (NO SPD)	PHLz	
PHL S SAT	PXT V16 ENO V29 DQO	DSDG 80	DOVz	
PHL N SAT TP	PXT V16 ENO V29 DQO	BLARE @ 110	PHLz	
PHL N SAT TP	SWL VCN9	SIE AOB 80	ACYz	
PHL SATS PN	SWL VCN9 (SWL V139 SIE VCN OOD)	SIE AOB 80	ACYz	
KPHL PN	SWL VCN9 (SWL V139 SIE VCN OOD)	SIE AOB 80	ACYz	
PHL TP O/F	ENO V29 ETX	BLARE @ 110	PHLz	
PHL PN O/F	ENO V29 ETX	ENO @ 90	PHLz	
DOV+	(ANY)	DSDG 80	DOVz	
EWR SATS TP	SBY V29 DQO FROSE V3 SBJ	BLARE @ 110	PHLz	

EWR TP	SBY V29 DQO V479 RUJTH	BLARE @ 110	PHLz	
LGA PN	SBY V29 DQO V479 RUJTH V123 PROUD	DSDG 80	DOVz	
ACY+	(ANY)	DSDG 80	ACYz	
ACY+	SIE	SIE AOB 80	ACYz	
N90 PN O/F	LEEAH V1 HFD	DSDG 80	ACY	
WRI+	WAALK2	WAALK AOB 80	ACYz	
WRI+	ZJAAY WAALK2	WAALK @ 80	ACYz	
WRI+	SIE ANABL V1 CYN	SIE @ 80	ACYz	
KDCA	DEALE3	BILIT @ 110	CHP	
KBWI	MIIDY2	CHOPS @ 110/250K	CHP	
KIAD	ENO T358 OBWON T356 WOOLY MRB	ENO AOB 80	CHP	
KADW	LAFLN SPISY2	BILIT @ 110/250K	CHP	
KJFK	PANZE V44 CAMRN	BDRY AOB 170	ZNY	
JFK/FRG PN/TP	PANZE V184 ZIGGI	BDRY AOB 150	ZNY	
SWF+	BRIGS T320 SARDI RICED MAD BRISS PWL TRESA	BRIGS AOB 170	ZNY	

# SECTOR 52 (TECH)



### Textual Description

Tech's primary workload comes from the ATL arrivals via OZZZI, plus various overflights exchanged with ZTL/ZID.

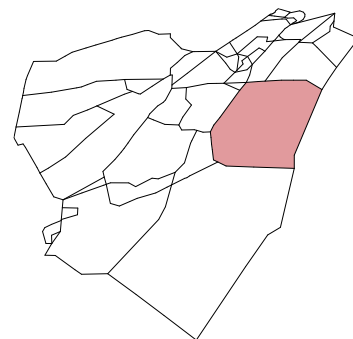
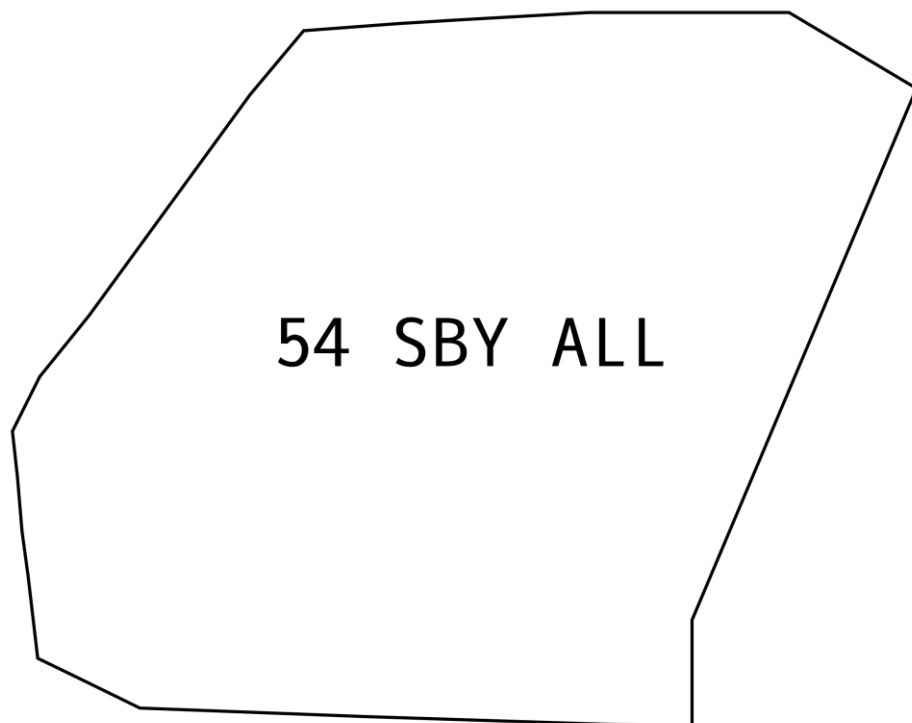
### Sector Details

Frequency 133.57  
 Callsign DC\_52\_CTR

### Routes & Restrictions

FOR	ROUTING	RESTRICTION	TO	NOTES
DOV+	MAULS ARLFT2	BDRY AOB FL310	32	
RDU+	[KPASS / TIVAE] ALDAN3	BDRY AOB FL250	32	
ORF+	TERKS2	BDRY AOB FL270	32	
KIAD	BKW CCHIP WIGOL2	BDRY (JUDGG) @ 130	32	
KRIC	LYH POWTN5	BDRY AOB FL250	32	
KRIC	MOL SPIDR4	BDRY AOB FL210	32	
ROA+	(ANY)	DSDG 110	ROAz	
KLYH	(ANY)	DSDG 110	ROAz	
GSO+	ROA HENBY3	HENBY @ 110	32	

## SECTOR 54 (SALISBURY)



### Textual Description

Salisbury sequences and spaces JFK/HPN/FRG/ISP/BOS/BED/BDL/etc for Coyle and Sea Isle, mixes southbound PHL/WRI/ACY departures into the NY/BOS southbound flow, and descends PHL/ACY/ORF/RIC traffic.

### Sector Details

Frequency	120.97
Callsign	DC_54_CTR

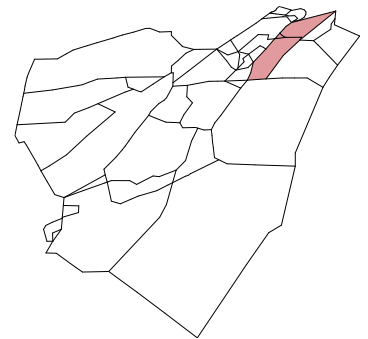
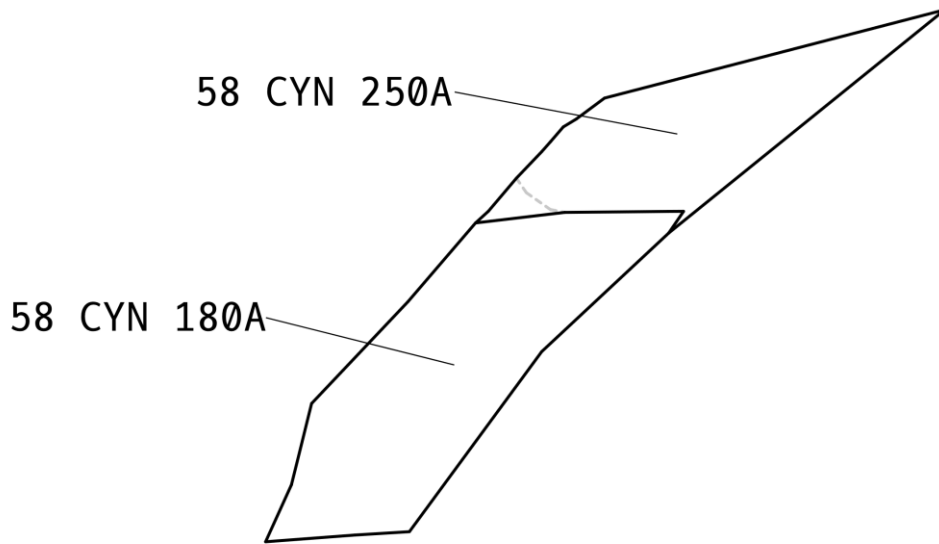
### Routes & Restrictions

FOR	ROUTING	RESTRICTION	To	NOTES
KPHL	ZJAAY JIIMS4	RADDS AOB 150, BLW PHL-N	51	
PHL N SAT JET	ZJAAY JIIMS4	RADDS AOB 150, ABV PHL	51	
PHL N SAT TP	SWL VCN9	RADDS AOB 110	51	
PHL SATS PN	SWL VCN9 (SWL V139 SIE VCN OOD)	RADDS AOB 110	51	
KPHL PN	SWL VCN9 (SWL V139 SIE VCN OOD)	RADDS AOB 110	51	
PHL TP O/F	ENO V29 ETX	BDRY (5 LAFLN) AOB 150	51	
PHL PN O/F	ENO V29 ETX	BDRY (5 LAFLN) AOB 110	51	
DOV+	SBY V29 ENO	BDRY (5 LAFLN) AOB 110	51	
EWR SATS TP	SBY V29 DQO FROSE V3 SBJ	EZIZI AOB 150	51	
EWR TP	SBY V29 DQO V479 RUUTH	EZIZI AOB 150	51	
LGA PN	SBY V29 DQO V479 RUUTH V123 PROUD	BDRY AOB 110	51	



ACY+	SWL V139 SIE	RADDS AOB 110	51	
N90 PN O/F	LEEAH V1 HFD	BDRY AOB 110	51	
RDU+	[TRPOD / ZJAAY] TAQLE1	BOGPE AOB FL240	09	
ORF+	CCV	BDRY (10 CCV) @ 100	ORFz	
WRI+	ZJAAY WAALK2 / SIE ANABL V1 CYN	RADDS AOB 110	51	
KRIC	JAMIE	JAMIE @ 120	ORFz	
GSO+	SBY FKN RDU	AOB FL300	09	
CLT+ TP	SBY FKN RDU GSO V143 GIZMO	AOB FL300	09	
CLT SATS JQF/RUQ/VUJ	SBY FKN [ARGAL/LIB] NASCR4	AOB FL300	09	
JFK/FRG PN/TP [S]	SWL V139 SIE V44 PANZE V184 ZIGGI	BDRY AOB 170	51	
KFRG J	KALDA Q97 DLAAY RADDS Q439 SARDI CCC DPK	BDRY AOB FL370	59	
KJFK	KALDA Q97 DLAAY RADDS SIE CAMRN4	RADDS AOB FL350	59	
KHPN	KALDA Q97 DLAAY RADDS SIE BUONO4	RADDS AOB FL370, ABV JFK/BRIGS	59	
KHPN	KALDA Q97 DLAAY RADDS Q439 SARDI RICED RICED4	RADDS AOB FL370, ABV JFK	59	
BDL+	KALDA Q97 DLAAY RADDS Q439 SARDI DPK3	RADDS AOB FL370	59	
PVD+	KALDA Q97 DLAAY RADDS Q439 SARDI T320 ORCHA JORDN JORDN2	RADDS AOB FL370	59	
BOS N SATS	KALDA Q97 DLAAY RADDS Q445 BRIGS Q439 SARDI T320 GON ORW WOONS2	RADDS AOB FL370	59	
BOS S SATS	KALDA Q97 DLAAY RADDS Q439 SARDI T320 GON ORW V16 WOONS	RADDS AOB FL370	59	
ALB+	JAMIE CONFR Q133 LLUND TRUDE V487 CANAN	(AT ALTITUDE)	58	
ALB+	SWL V139 SARDI V91 BDR V487 CANAN	RADDS AOB FL370, ABV JFK, BLW HPN	59	
KISP	KALDA Q97 DLAAY RADDS Q445 BRIGS Q439 SARDI CCC	RADDS AOB FL370, ABV JFK, BLW HPN	59	
ISP N	KALDA Q97 DLAAY RADDS Q445 BRIGS Q439 SARDI RICED KEYED	RADDS AOB FL370, ABV JFK, BLW HPN	59	
ISP E	KALDA Q97 DLAAY RADDS Q445 BRIGS Q439 SARDI T320 ORCHA	RADDS AOB FL370, ABV JFK, BLW HPN	59	
SWF+ [250+]	JAMIE CONFR Q481 DPK HUD4	(AT ALTITUDE)	58	
SWF+ [190-230]	KALDA Q97 DLAAY RADDS Q439 SARDI RICED MAD BRISS PWL TRESA	BDRY AOB FL230	59	
SWF+ [170-]	SWL V139 BRIGS T320 SARDI RICED MAD BRISS PWL TRESA	BDRY AOB 170	51	

# SECTOR 58 (COYLE)



### Textual Description

Coyle’s dominant flow is of southbound departures out of the NY metros via WHITE, into which PHL departures (via OOD) climb to join at the bottom of the sector. Traffic also flows north, against the WHITE departures, bound for BOS/BED/BDL/SWF/ALB, many of which must descend through the climbing WHITE departures. It is worth noting that, in a BOS event, Coyle needs to be aware of BOS traffic going through Woodstown, because they converge over JFK, and ZNY will likely need them spaced as one.

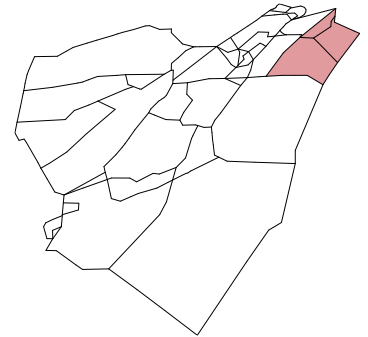
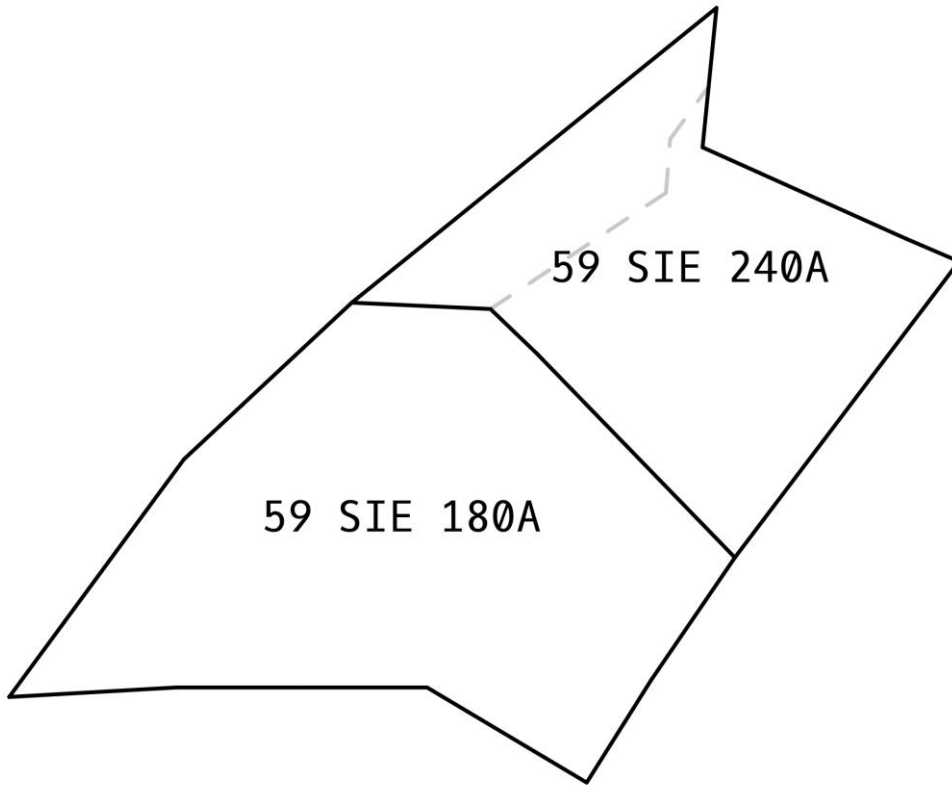
### Sector Details

Frequency	121.02
Callsign	DC_58_CTR

### Routes & Restrictions

FOR	ROUTING	RESTRICTION	TO	NOTES
KHPN (PCT)	AGARD V44 SIE V139 RICED RICED4	BDRY AOB FL230	59	
RDU+	TRPOD TAQLE1	BDRY AOB FL320	54	
RDU+	VILLS NALES Q141 HOUKY TAQLE1	NALES AOB FL260	12	
ORF+	TRPOD JAMIE CCV	BDRY AOB FL220	54	
KRIC	SBY V1 JAMIE	BDRY AOB FL260	54	
BDL+	JAMIE CONFR Q481 DPK DPK3	ZIGGI @ FL250	ZNY	
KBOS	JAMIE CONFR Q133 JFK ROBUC3	BDRY AOB FL370	ZNY	
BOS N SATS	JAMIE CONFR Q481 DPK MAD HFD DREEM2	BDRY AOB FL310	ZNY	
ALB+	JAMIE CONFR Q133 LLUND TRUDE V487 CANAN	AOB FL350	ZNY	
KISP	SIE BRIGS Q439 SARDI CCC	BDRY AOB FL230	59	
ISP N	SIE BRIGS Q439 SARDI RICED KEYED	BDRY AOB FL230	59	
ISP E	SIE BRIGS Q439 SARDI T320 ORCHA	BDRY AOB FL230	59	
SWF+ [250+]	JAMIE CONFR Q481 DPK HUD4	ZIGGI @ FL250	ZNY	

## SECTOR 59 (SEA ISLE)



### Textual Description

Sea Isle receives northbound traffic destined for the NY metro area (JFK/HPN/FRG/ISP/etc), routed over SIE, stacked from Salisbury, in a very specific manner. Sea Isle will step aircraft down within these stacks in order to make the necessary restrictions at the ZNY boundary. The descent profiles in some cases are extremely steep, so timely descent clearances are critical, especially in strong winter tailwinds. Traffic at the east end of the sector also flows north/south head-on via a single airway, with many needing to descend (for the DC mets) and climb (from NY via WAVEY) through all of the overflights.

### Sector Details

Frequency	133.12
Callsign	DC_59_CTR

### Routes & Restrictions

FOR	ROUTING	RESTRICTION	To	NOTES
RDU+	ZJAAY TAQLE1	BDRY AOB FL320	54	
ORF+	ZJAAY CCV	BDRY AOB FL240	54	
KDCA	ZIZZI KNUKK ATR LAFLN DEALE3	ZIZZI @ LUFL	51	
KBWI	ZIZZI KNUKK ATR LAFLN MIIDY2	ZIZZI @ LUFL	51	
KADW	Q167 ZIZZI KNUKK ATR LAFLN SPISY2	ZIZZI @ LUFL	51	
KIAD	ZIZZI ENO T358 OBWON T356 WOOLY MRB	ZIZZI @ LUFL	51	
KRIC	ZJAAY ARICE JAMIE	BDRY AOB FL260	54	
KFRG J	BRIGS Q439 SARDI CCC DPK	BRIGS AOB FL210	ZNY	

KJFK	SIE CAMRN4	HOGGS @ LUFL	ZNY	
KHPN	SIE BUONO4	BECKR @ FL240	ZNY	
KHPN	BRIGS Q439 SARDI RICED RICED4	BRIGS AOB FL210	ZNY	
KHPN (PCT)	BRIGS Q439 RICED RICED4	BRIGS AOB FL210	ZNY	
BDL+	BRIGS Q439 SARDI DPK3	BRIGS AOB FL210	ZNY	
PVD+	BRIGS Q439 SARDI T320 ORCHA JORDN JORDN2	BRIGS AOB FL210	ZNY	
BOS N SATS	BRIGS Q439 SARDI T320 GON ORW WOONS2	BRIGS AOB FL210	ZNY	
BOS S SATS	BRIGS Q439 SARDI T320 GON ORW V16 WOONS	BRIGS AOB FL210	ZNY	
ALB+	BRIGS T320 SARDI V91 BDR V487 CANAN	BRIGS AOB FL210	ZNY	
KISP	BRIGS Q439 SARDI CCC	BRIGS AOB FL210	ZNY	
ISP N	BRIGS Q439 SARDI RICED KEYED	BRIGS AOB FL210	ZNY	
ISP E	BRIGS Q439 SARDI T320 ORCHA	BRIGS AOB FL210	ZNY	
SWF+ [190-230]	BRIGS Q439 SARDI RICED MAD BRISS PWL TRESA	BRIGS AOB FL210	ZNY	
KGON	BRIGS Q439 SARDI T320 ORCHA MONDI	FL240 - FL310	ZBW	
KACK	RIFLE DEEPO1	AT ALTITUDE	ZBW	
CAPE APs	RIFLE LIBBE FLAPE MVY	AT ALTITUDE	ZBW	
PVD+	ORCHA JORDN JORDN2	TOPRR AOB FL370	ZBW	
KBOS	RIFLE OOSH5 (UPON ZBW RQ ONLY)	BDRY AOB FL370	ZBW	
BOS N SATS	CCC ORW DREEM2	AT ALTITUDE	ZBW	
BOS S SATS	CCC ORW WOONS2	AT ALTITUDE	ZBW	

### **3-3. INTRAFACILITY AIT PROCEDURES**

#### **3-3-1. RALEIGH ARRIVALS FROM SECTOR 54**

A flashthrough AIT has been established for Raleigh arrivals on the TAQLE STAR from Sector 54 only.

When a handoff is initiated from Sector 54 to Sector 09, upon accepting the handoff, Sector 09 may immediately initiate a handoff to Sector 20.

Sector 54 may transfer communications to Sector 09, or may elect to wait until Sector 20 accepts the handoff, and transfer communications directly to 20.

However, if Sector 09 does not promptly flash the aircraft through, Sector 51 shall promptly transfer communications to Sector 09.

#### **3-3-2. EASTBOUND VIA HCM TO SECTOR 54**

A flashthrough AIT has been established for traffic routed eastbound through Sector 09, in the immediate vicinity of HCM, which will subsequently enter Sector 54.

When a handoff is initiated from Sector 12 or 20, to Sector 09, upon accepting the handoff Sector 09 may immediately initiate a handoff to Sector 54.

Sector 12/20 may transfer communications to Sector 09, or may elect to wait until Sector 54 accepts the handoff, and transfer communications directly to Sector 54.

However, if Sector 09 does not promptly flash the aircraft through, Sector 12/20 shall promptly transfer communications to Sector 09.

#### **3-3-3. SOUTHBOUND DEPARTURES FROM SECTOR 51**

A dual AIT has been established for southbound departures from Sector 51.

When a handoff is initiated from Sector 51 to either Sector 58 or 59, upon accepting the handoff, they may release a higher altitude to Sector 51 by entering it in the data block. Sector 51 may (but is not required to) issue a climb to the specified altitude.

Further, Sector 58 or 59 may subsequently also initiate a handoff to Sector 54. Sector 51 may either switch the aircraft to 58/59, or wait until Sector 54 accepts the handoff, and then transfer communications directly to 54.

Note: If Sector 51 elects to utilize the flashthrough AIT, they must also utilize the altitude release AIT. Either climb the aircraft to the displayed altitude, or transfer communications to 58/59, as appropriate.

## **3-4. INTERFACILITY AIT PROCEDURES**

### **3-4-1. CLT DEPARTURES VIA KILNS/BARMY**

A flashthrough AIT has been established with Atlanta Center for Charlotte departures via KILNS/BARMY, through the Charlotte Shelf. ZTL shall climb the aircraft to FL230, and initiate a handoff to Sector 09.

Upon accepting the handoff, Sector 09 may immediately initiate a handoff to Sector 36.

ZTL may transfer communications directly to Sector 09, or may elect to wait until Sector 36 accepts the handoff, and transfer communications directly to 36.

However, if Sector 09 does not promptly flash the aircraft through, ZTL shall promptly switch the aircraft to Sector 09.

### **3-4-2. RDU DEPARTURES VIA SHPRD**

A flashthrough AIT has been established with Atlanta Center for Raleigh departures via SHPRD, through the Raleigh Shelf.

Sector 09 shall climb the aircraft to FL230, and initiate a handoff to T29. Upon accepting the handoff, T29 may immediately initiate a handoff to T33.

Sector 09 may transfer communications to T29, or may elect to wait until T33 accepts the handoff, and transfer communications directly to T33.

However, if T29 does not promptly flash the aircraft through, Sector 09 shall promptly transfer communications to T29.