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Special Update II - New Routing Requirements for DC Metroplex

DC Pilot's Perspective



As you may recall, effective March 5th, 8 new STARs (Standard Terminal Arrivals) will go into effect, and one existing STAR and one existing SID (Standard Instrument Departure) will be updated, resulting in 37 of the eventual 57 procedures changes being effective in the Washington airspace.

FAA is working to address a few minor issues on their end and with industry. Overall things are working remarkably well.

To aid the continuing evaluation and implementation of the procedures placed into effect on March 5th, the FAA requests operators to file the following routings for turbojet aircraft until further notice:

- Aircraft arriving KBWI from over TYI, RDU, ILM, GSO, J14, and J79 to file for the RAVNN4 THHMP Transition (THHMP.RAVNN4). A NOTAM has been published showing the HBUDA Transition as ATC ASSIGNED ONLY.
- Aircraft arriving KBWI from over HVQ and BKW to file the RAVNN4 (HVQ.RAVNN4 or BKW.RAVNN4). Please remember all Part 91, 101, 103, 105, 125, 133, 135, and 137 flight operations are prohibited on the HVQ/BKW Transitions.

- Aircraft arriving KDCA from over LAFLN to file for the BILIT1 RNAV STAR (LAFLN.BILIT1). A NOTAM has been issued on the DEALE1 RNAV STAR has "NOT AUTHORIZED".
- Additionally, with the OJAAY ONE RNAV STAR for aircraft arriving KDCA and BARIN ONE RNAV STAR for aircraft arriving KIAD having a NOTAM stating "NOT AUTHORIZED", so aircraft should file the CAPSS ONE RNAV STAR for KDCA and CAVLR ONE RNAV STAR for KIAD

Please be aware that published speeds on a STAR that you have been issued are still mandatory whether or not you receive a "descend via" clearance unless ATC has specifically relieved you from the published speed restriction.

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About GWBAA

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