

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 05/16/2024	APWS Task ID: 13858994716A4A098A0F8D67AD0872AA	APWS Project ID: C8A3FC612D90423BACA36CE7005F18A4
Procedure: TRUPS RNAV FIVE STAR		Enroute: YES	Specialist: Copeland, Guy		Agreement Number:
Airport ID: KDCA			Airport City: WASHINGTON		State: DC
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments:</p> <p>CONTACT: ROBERT HAMILTON 405-954-4608</p> <p>WAIVER (1): RWY TRANSITIONS</p> <p>01/23/2024 THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 10/10/2023</p> <p>1. REMOVED NOTE MAINTAIN LAST ASSIGNED ALTITUDE UNTIL CLEARED TO "DESCEND VIA" THE TRUPS FIVE. ARTCC WILL ISSUE LANDING DIRECTION ASSIGNMENT (NORTH OR SOUTH) AND POTOMAC TRACON WILL ISSUE RUNWAY ASSIGNMENTS.</p> <p>2. ADDED NOTE LANDING SOUTH AT DCA USE RUNWAY 19 TRANSITION, LANDING NORTH USE RUNWAY 1 TRANSITION. LANDING SOUTH AT ADW USE RUNWAY 19R TRANSITION, LANDING NORTH USE RUNWAY 1L TRANSITION. EXPECT RUNWAY ASSIGNMENT FROM TRACON 10 MILES PRIOR TO TRUPS.</p> <p>03/12/2024 THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 1/25/2024</p> <p>1. CORRECTED ARRIVAL ROUTE DESCRIPTION FOR LANDING KADW RWY 19L/R FROM 059.58 TO 060.58 AND FROM 076.78 TO 077.78.</p> <div><div>QUALITY 41 CHECKED</div><div>01/24/2024 QUALITY 14 CHECKED</div></div>					

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<div>Procedure Comments: CONTACT: ROBERT HAMILTON 405-954-4608 WAIVER (1): RWY TRANSITIONS</div> <div><div>QUALITY 41 CHECKED</div><div>01/11/2024 QUALITY 14 CHECKED</div></div>					

FIPC BASIC FORM									
PROCEDURE: TRUPS RNAV FIVE STAR				AIRPORT NAME: RONALD REAGAN WASHINGTON		AIRPORT ID: KDCA		SPECIAL CONTROL NO: YG-01-109-24	
FAC ID: TRUPS5			CITY: WASHINGTON			ST: DC		ORIG CHART DATE: 05/16/2024	
DFL TYPE: PROC/B		THIRD PARTY: <input type="checkbox"/> YES		EST. TIME ON SITE: 1.0		REIMB. NUMBER: AC0721		PTS TASK ID: 13858994716A4A098A0F8D67AD0872AA	
PREFLIGHT NOTES									
REVIEWER:						DATE:			
COMMENTS:						CHECK ONE:			
						<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT			
								YES	NO
						CPV COMPLETE?			X
PROCEDURE RESULTS									
INSPECTION DATE: 01/19/2024		CREW #: VN324		N #:		INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: stephen bauer @ 01/19/2024 09:32				PRINTED NAME: BAUER, STEPHEN CHRISTOPHER				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
FLIGHT INSPECTOR REMARKS:									
IN-FLIGHT OBSTACLE REPORT									
OBSTRUCTION ID #:		COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:	

1. FLIGHT PROCEDURE IDENTIFICATION:

WASHINGTON DC
TRUPS (RNAV) ARRIVAL

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAA Order 8260.3E, paragraph 2-2-3. b. Runway Transitions may only be established for a single airport served by the STAR.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

The TRUPS Standard Terminal Arrival Route (STAR) serves RONALD REAGAN WASHINGTON INTL (KDCA), JOINT BASE ANDREWS (KADW) and DAVISON AAF (KDAA). The current procedure has Runway Transitions coded for KDCA and KADW.

A full amendment for the TRUPS (RNAV) STAR requires the removal of the Runway Transitions that serve KADW and the creation of a separate STAR. The current design allows flight crews to code the FMS for the appropriate airport and runway in use.

This procedure has been in use for more than eleven (11) years and has proven to be satisfactory to Industry and ATC without any design or operational issues. Under current criteria this design is not authorized.

To maintain the current level of safety, service, and continuity this procedure provides, a Waiver is requested to allow separate Runway Transitions to be developed and coded for multiple airports (KDCA/KADW) on the same procedure.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The TRUPS (RNAV) STAR has been in effect for more than eleven (11) years without any design or operational issues. Industry and other users are currently able to code the appropriate KADW Runway Transition in the aircraft FMS without any issues.

The runway transitions were designed and coded so traffic for KDCA and KADW could be routed on the same track. This allows for a more consistent and predictable feed to the respective airports in an already congested and complicated section of airspace which is in close proximity to restricted/special use airspace with national security concerns.

Utilizing the same procedure versus developing a separate STAR for KADW allows ATC to sequence aircraft more effectively instead of trying to blend two different flows. Currently when arrival sectors are saturated with traffic ATC will use TRUPS and/or FRDMM as reference points for issuing vectors to achieve additional spacing and provide for more effective sequencing to the respective airports (i.e., "depart TRUPS heading 070 or depart FRDMM heading 140). Additionally, this would require supplemental training and familiarization for ATC and aircrews.

RADAR is required for this procedure and controllers will intervene if an aircraft deviates from course. The Runway Transitions for each airport were evaluated separately using TARGETS Reference Software resulting in satisfactory outcomes for both airports.

TARGETS Reference Software evaluation was completed separately for each airport resulting in satisfactory outcomes for both. Coordination with American Airlines Principal Navigation Specialist revealed this type of coding was currently utilized (coding spreadsheet attached) and was satisfactory for Industry use.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

The TRUPS (RNAV) STAR is a legacy procedure in honor of the events that occurred on 9/11/2001. This procedure was coordinated in conjunction with the White House and FAA Public Affairs Office.

Creating a separate STAR for KADW would result in increased funding for the Agency and could create additional workload for the aircrews and ATC personnel.

A request to amend criteria to allow multiple Runway Transitions for secondary airports on a procedure will be submitted to MITRE for consideration. Once MITRE has completed their evaluation and an approval for this type of design has been established the procedure will be compliant.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

ESA PBN Co-Leads
WASHINGTON (ZDC) ARTCC
POTOMAC (PCT) TRACON
American Airlines, Delta Air Lines and United Airlines

7. SUBMITTED BY:

DATE

1/16/24

OFFICE IDENTIFICATION

AJV-A430

TITLE

IFP Team 3 Manager

SIGNATURE

Digitally signed by
BEV L BORDY
Jan 16, 2024

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE

ROUTING SYMBOL

SIGNATURE

American Airlines KADW Coding

Sequence	Path Terminator	Fix	Flyover	Course	Turn Direction	Altitude Description	Altitude 1	Altitude 2	Speed Limit Description	Speed Limit	Recommended Navaid	
BUCKO Enroute Transition												
10	IF	BUCKO				At	31000 ft					
20	TF	DRRON				Between	31000 ft	27000 ft				
30	TF	HONNR				Between	28000 ft	24000 ft	At	280 kt		
40	TF	BRVRY				Between	26000 ft	22000 ft				
50	TF	COURG				Between	23000 ft	20000 ft	At	280 kt		
60	TF	PLDGE				Between	17000 ft	15000 ft	At	280 kt		
70	TF	WEWIL				At or Above	14000 ft					
80	TF	NEVVR				At or Above	12000 ft					
90	TF	FORGT				At or Above	11000 ft		At	250 kt		
100	TF	SEPII				At or Above	10000 ft		At	250 kt		
110	TF	ALWYZ				At or Below	10000 ft					
RW01B Runway Transition												
10	IF	ALWYZ				At or Below	10000 ft					
20	TF	LETZZ				At	8000 ft					
30	TF	RLLLL				At	6000 ft		At	250 kt		
40	TF	VCTRY										
50	TF	HEROO	✓									
60	FM	HEROO		189.0° M							BAL	
RW19B Runway Transition												
10	IF	ALWYZ				At or Below	10000 ft					
20	TF	FRDMM				At	8000 ft		At	240 kt		
30	TF	STAND	✓									
40	FM	STAND		78.0° M							BAL	

POTOMAC APP CON
118.675 323.175
DCA D-ATIS
132.65
KADW D-ATIS
133.675 251.05
*KDAA ATIS
128.175

NEW

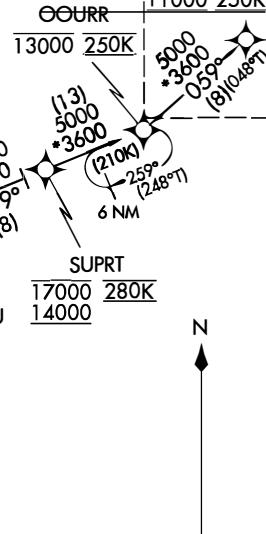
- NOTE: Jet aircraft only.
NOTE: Turboprops as assigned by ATC only.
NOTE: Prohibited area (P-56) 1.5 NM north of DCA-avoid-surface to FL180.
NOTE: Maintain last assigned altitude until cleared to "descend via" the TRUPS5.
ARTCC will issue landing assignment (north or south) and Potomac TRACON will issue runway assignments.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

See following page for arrival routes.

TRUPS

11000 250K



PROTOTYPE-NOT FOR NAVIGATION

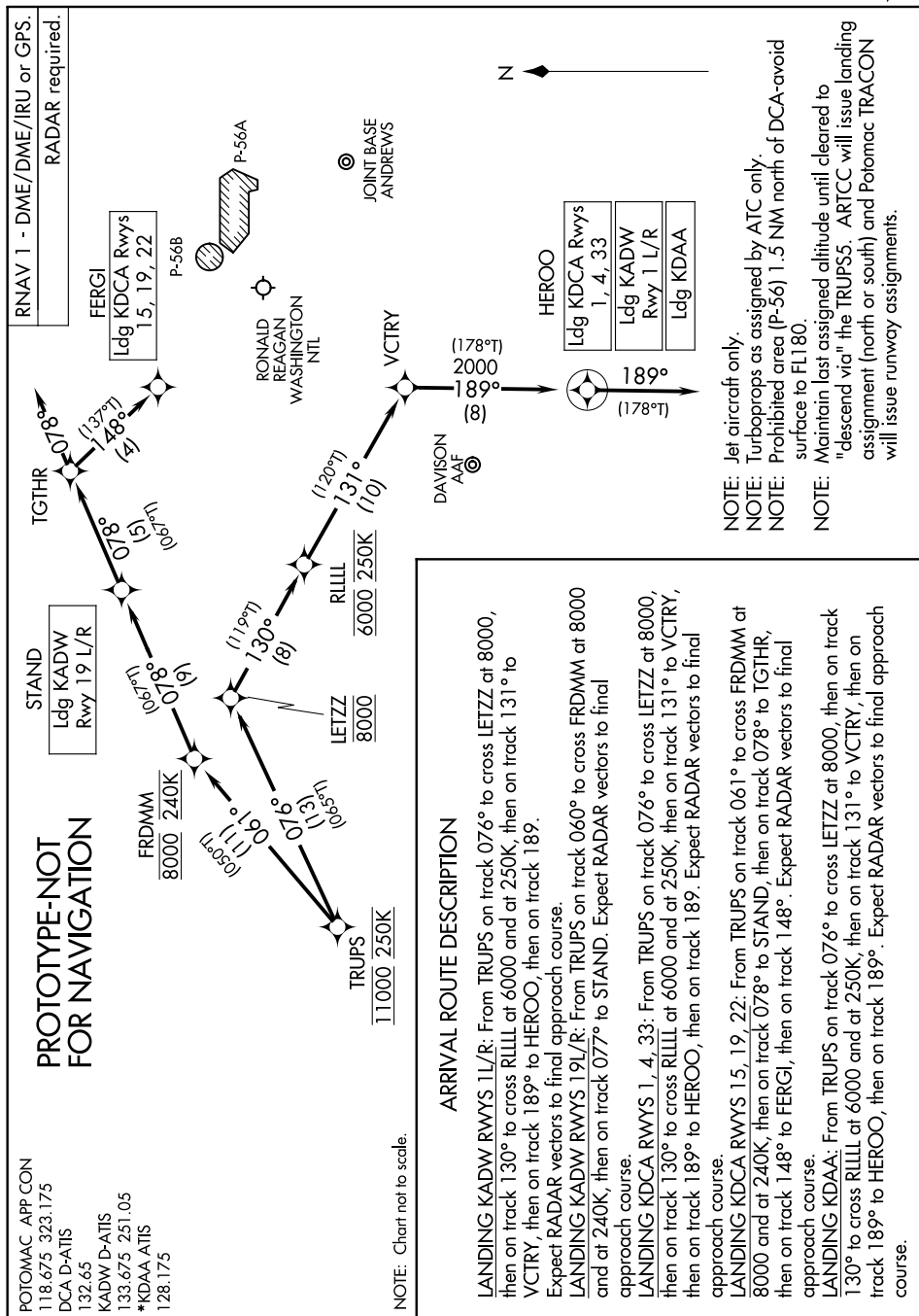
CHARLESTON TRANSITION (HVQ.TRUPS5):
SITTR TRANSITION (SITTR.TRUPS5):

(CONTINUED ON FOLLOWING PAGE)

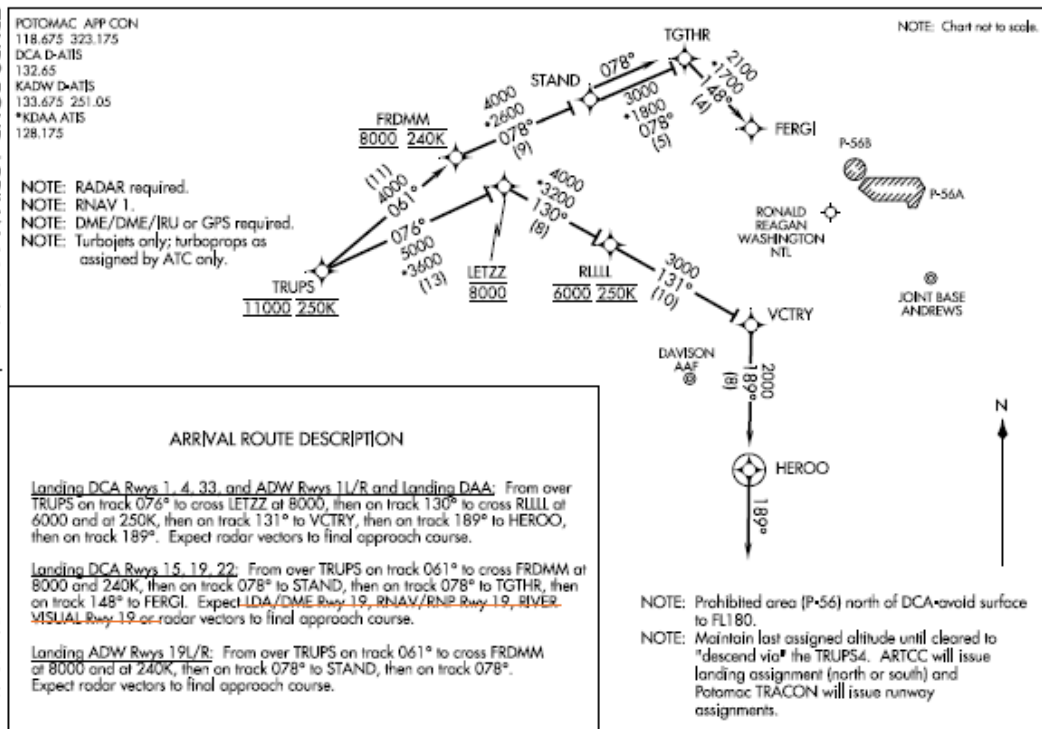
NOTE: Chart not to scale.

TRUPS FIVE ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC



TRUPS FOUR ARRIVAL (RNAV) Arrival Routes
(TRUPS, TRUPS4) 29MAR18

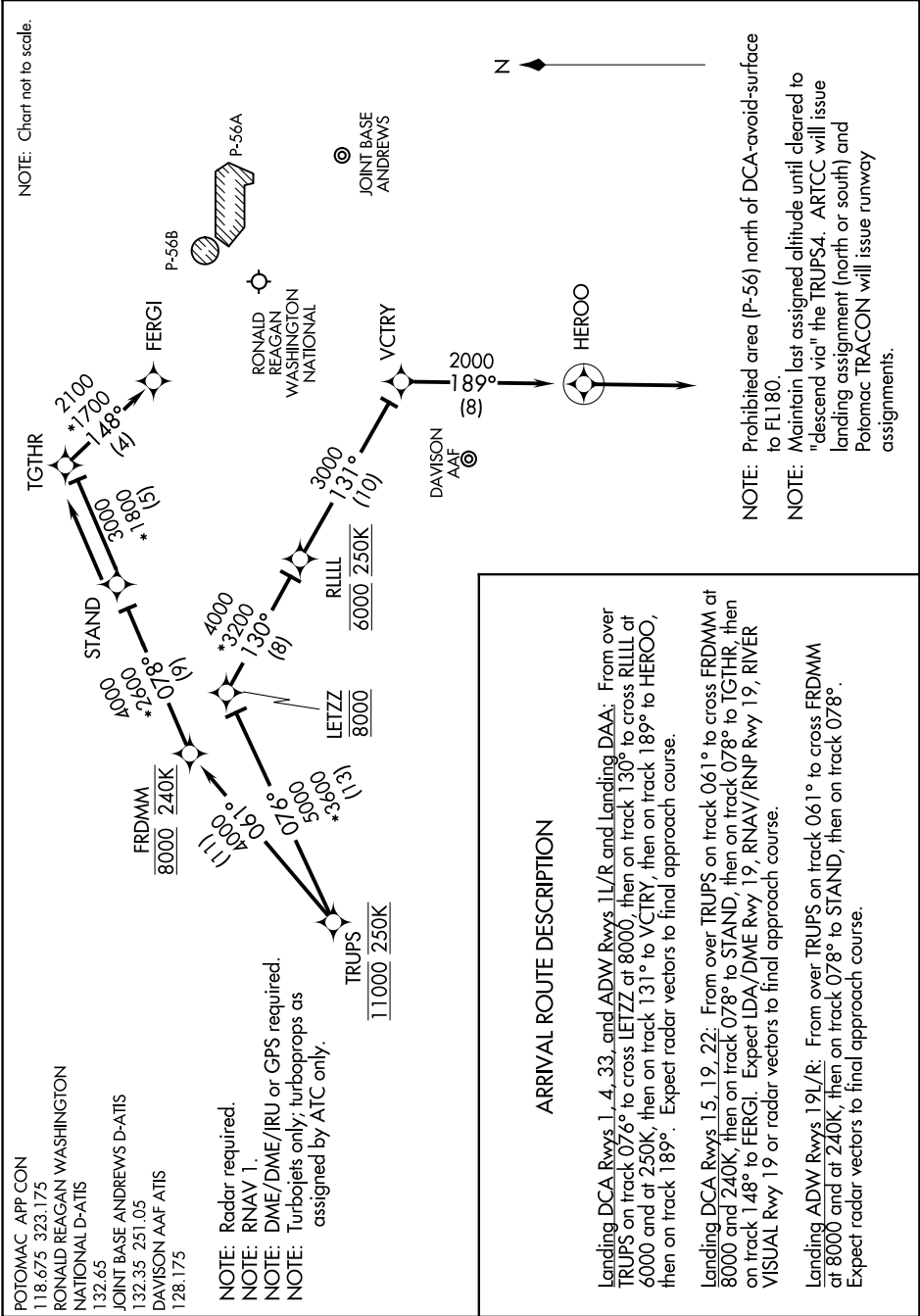


(TRUPS, TRUPS4) 21224
TRUPS FOUR ARRIVAL (RNAV) Arrival Routes
A4-413 (FAA)

WASHINGTON, DC

NE-3, 05 OCT 2023 to 02 NOV 2023

NE-3, 29 MAR 2018 to 26 APR 2018



NE-3, 29 MAR 2018 to 26 APR 2018

POTOMAC APP CON
118.675 323.175
RONALD REAGAN WA
NATIONAL D-ATIS
132.65
JOINT BASE ANDREWS
132.35 251.05
DAVISON AAF ATIS
128.175

NOTE: Radar required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

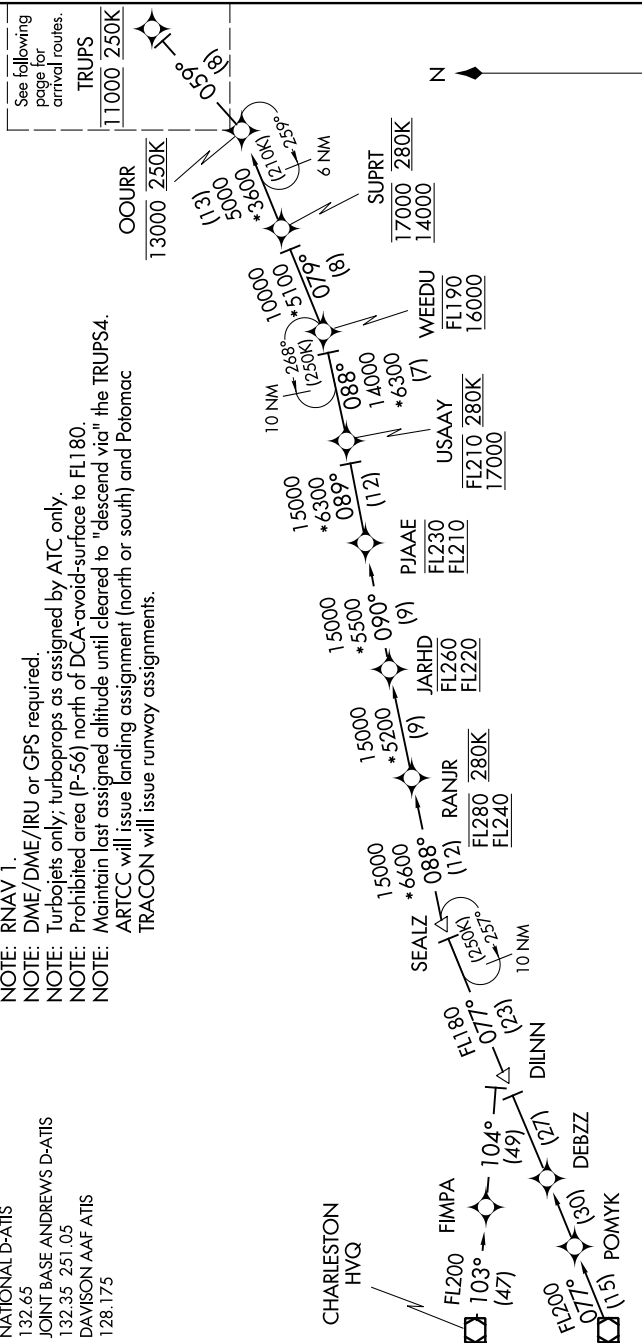
NOTE: Turbojets only; turboprops as assigned by ATC only.

NOTE: Prohibited area (P-56) north of DCA-avoid-surface to FL180.

NOTE: Maintain last assigned altitude until cleared to "descend via" the TRUPSA4.

ARTCC will issue landing assignment (north or south) and Potomac

TRACON will issue runway assignments.



(CONTINUED ON FOLLOWING PAGE)

BECKLEY TRANSITION (BKW.TRUPS4):

CHARLESTON TRANSITION (HVQ, TRUPS4):

NOTE: Chart not to scale.

