

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 07/09/2026	APWS Task ID: 8BE5359FD7DC48DFBEFEFB33255B6A25	APWS Project ID: 1C3F669BE40A4B7AAB6B66AB521240AB
Procedure: STAR TRUPS SIX (RNAV) WASHINGTON DC KDCA		Enroute: YES	Specialist: Donkor, Kweku		Agreement Number:
Airport ID: KDCA			Airport City: WASHINGTON		State: DC
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

**Procedure Comments:**

KMZ FILES:

KDCA\_TRUPS\_SIX\_ARRIVAL\_(RNAV)\_1: DAA AIRPORT.

KDCA\_TRUPS\_SIX\_ARRIVAL\_(RNAV)\_2: ADW AIRPORT.

KDCA\_TRUPS\_SIX\_ARRIVAL\_(RNAV)\_2: DCA AIRPORT.

CONTACT: CASIMIR TABAKA (AJV-A431) 405-954-7931.

Digitally signed by  
**TARA N MARTINELLI**  
Apr 24, 2026

03/11/2026



## FIPC DME/DME FORM

<b>PROCEDURE:</b> TRUPS (RNAV) SIX ARRIVAL		<b>AIRPORT NAME:</b> RONALD REAGAN WASHINGTON	<b>AIRPORT ID:</b> KDCA	<b>SPECIAL CONTROL NO:</b> YG-03-156-26
<b>FAC ID:</b> TRUPS6	<b>CITY:</b> WASHINGTON		<b>ST:</b> DC	<b>ORIG CHART DATE:</b> 07/09/2026
<b>DFL TYPE:</b> PROC/D	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.5	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> 8BE5359FD7DC48DFBEFEFB33255B6A25

### PREFLIGHT NOTES

<b>REVIEWER:</b>	<b>DATE:</b>
<b>COMMENTS:</b>	<b>CHECK ONE:</b> <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT
	<b>YES</b> <b>NO</b>
	<b>CPV COMPLETE?</b> <input checked="" type="checkbox"/> X

### PROCEDURE RESULTS

<b>INSPECTION DATE:</b> 04/22/2026	<b>CREW #:</b> VN504	<b>N #:</b> N80	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
<b>FLIGHT INSPECTOR SIGNATURE:</b> michael g campbell @ 04/23/2026 05:50		<b>PRINTED NAME:</b> CAMPBELL, MICHAEL GRANT		<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

**FLIGHT INSPECTOR REMARKS:**

<b>DME/DME STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> UNSAT	<b>SPECIALIST SIGNATURE:</b> david c-ctr cook @ 04/28/2026 06:54	<b>PRINTED NAME:</b> Dave Cook
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**SPECIALIST REMARKS:**  
Procedure sat for DME/DME/IRU

### IN-FLIGHT OBSTACLE REPORT

<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>
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<b>FAC ID:</b> TRUPS6	<b>CITY:</b> WASHINGTON		<b>ST:</b> DC	<b>ORIG CHART DATE:</b> 07/09/2026
<b>DFL TYPE:</b> PROC/D	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.5	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> 8BE5359FD7DC48DFBEFEFB33255B6A25

### PREFLIGHT NOTES

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<b>COMMENTS:</b>	<b>CHECK ONE:</b> <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT
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<b>INSPECTION DATE:</b> 04/22/2026	<b>CREW #:</b> VN504	<b>N #:</b> N80	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
<b>FLIGHT INSPECTOR SIGNATURE:</b> michael g campbell @ 04/23/2026 05:50		<b>PRINTED NAME:</b> CAMPBELL, MICHAEL GRANT		<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

**FLIGHT INSPECTOR REMARKS:**

<b>DME/DME STATUS:</b> <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT	<b>SPECIALIST SIGNATURE:</b>	<b>PRINTED NAME:</b>
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**SPECIALIST REMARKS:**

### IN-FLIGHT OBSTACLE REPORT

<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>
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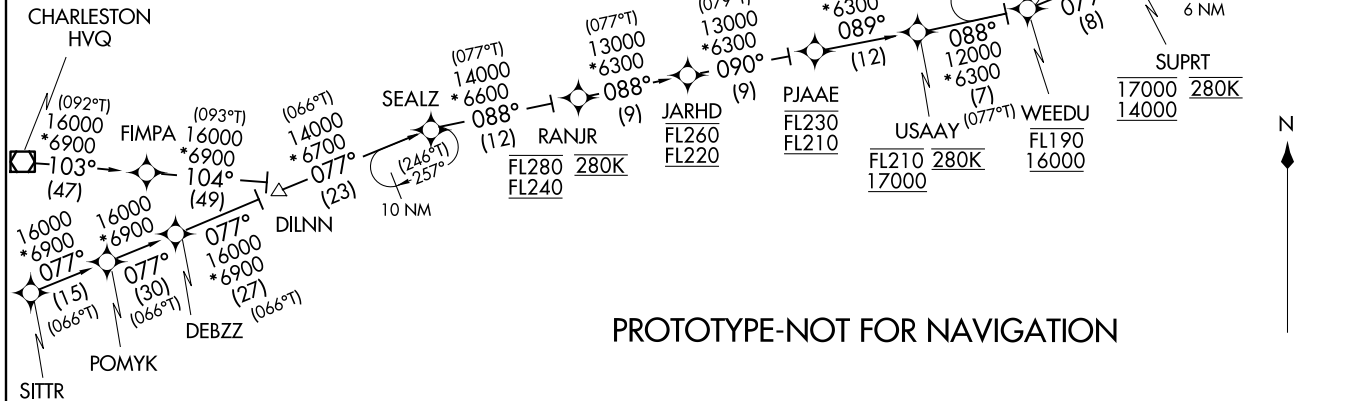
POTOMAC APP CON  
118.675 323.175  
DCA D-ATIS  
132.65  
ADW D-ATIS  
133.675 251.05  
DAA ATIS ★  
128.175

- NOTE: Jet aircraft only.
- NOTE: Turboprops as assigned by ATC only.
- NOTE: DILNN transition, ATC assigned only.
- NOTE: PROHIBITED AREA (P-56) 1.5 NM north of DCA - AVOID surface to FL180.
- NOTE: Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition.
- NOTE: Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition.
- Expect runway assignment from TRACON 10 miles prior to TRUPS.

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

See following page for arrival routes.

TRUPS  
11000 250K



PROTOTYPE-NOT FOR NAVIGATION

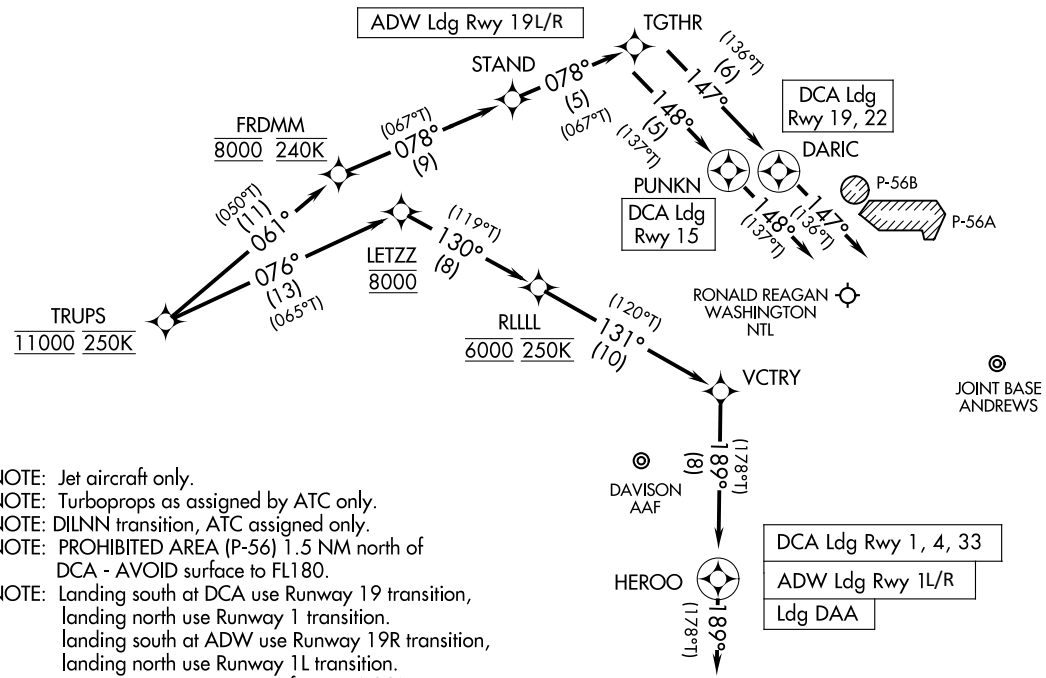
CHARLESTON TRANSITION (HVQ.TRUPS6):  
DILNN TRANSITION (DILNN.TRUPS6):  
SITTR TRANSITION (SITTR.TRUPS6):

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

POTOMAC APP CON  
118.675 323.175  
DCA D-ATIS  
132.65  
ADW D-ATIS  
133.675 251.05  
DAA ATIS ★  
128.175

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



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- NOTE: Expect runway assignment from TRACON 10 miles prior to TRUPS.

PROTOTYPE-NOT FOR NAVIGATION

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

LANDING ADW RUNWAY 1L/R: From TRUPS on track 076° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250K, then on track 131° to VCTRY, then on track 189° to HEROO, then on track 189°. Expect RADAR vectors to final approach course.

LANDING ADW RUNWAY 19L/R: From TRUPS on track 061° to cross FRDMM at 8000 and at 240K, then on track 078° to STAND. Expect RADAR vectors to final approach course.

LANDING DCA RUNWAY 1, 4, 33: From TRUPS on track 076° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250K, then on track 131° to VCTRY, then on track 189° to HEROO, then on track 189°. Expect RADAR vectors to final approach course.

LANDING DCA RUNWAY 15: From TRUPS on track 061° to cross FRDMM at 8000 and at 240K, then on track 078° to STAND, then on track 078° to TGTHR, then on track 148° to PUNKN, then on track 148°. Expect RADAR vectors to final approach course.

LANDING DCA RUNWAY 19, 22: From TRUPS on track 061° to cross FRDMM at 8000 and at 240K, then on track 078° to STAND, then on track 078° to TGTHR, then on track 147° to DARIC, then on track 147°. Expect RADAR vectors to final approach course.

LANDING DAA: From TRUPS on track 076° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250K, then on track 131° to VCTRY, then on track 189° to HEROO, then on track 189°. Expect RADAR vectors to final approach course.

PROTOTYPE-NOT FOR NAVIGATION

**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.

INFO ONLY

**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**            **OFFICE IDENTIFICATION**    **TITLE**  
1/16/24            AJV-A430                            IFP Team 3 Manager

**SIGNATURE**

*Digitally signed by*  
**BEV L BORDY**  
Jan 16, 2024

**8. AFS ACTIONS:**

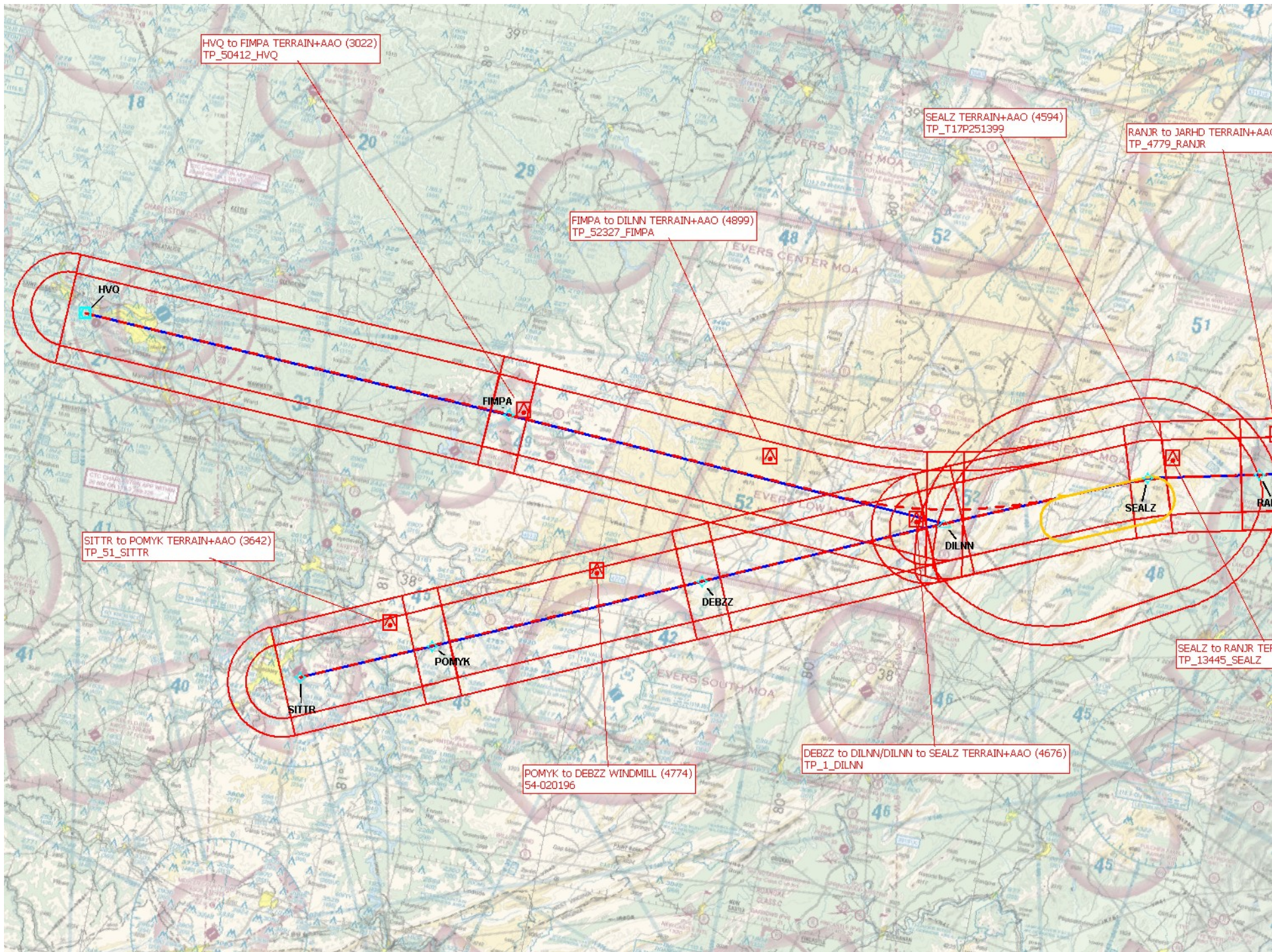
APPROVED     DISAPPROVED     NOT REQUIRED

**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
<b>BUCKO Enroute Transition</b>											
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				
<b>RW01B Runway Transition</b>											
10	IF	ALWYZ				At or Below	10000 ft				
20	TF	LEZZZ				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
<b>RW19B Runway Transition</b>											
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



HVQ to FIMPA TERRAIN+AAO (3022)  
TP\_50412\_HVQ

SEALZ TERRAIN+AAO (4594)  
TP\_T17P251399

RANJR to JARHD TERRAIN+AAO  
TP\_4779\_RANJR

FIMPA to DILNN TERRAIN+AAO (4899)  
TP\_52327\_FIMPA

SITTR to POMYK TERRAIN+AAO (3642)  
TP\_51\_SITTR

SEALZ to RANJR TER  
TP\_13445\_SEALZ

POMYK to DEBZZ WINDMILL (4774)  
54-020196

DEBZZ to DILNN/DILNN to SEALZ TERRAIN+AAO (4676)  
TP\_1\_DILNN

HVQ

FIMPA

SITTR

POMYK

DEBZZ

DILNN

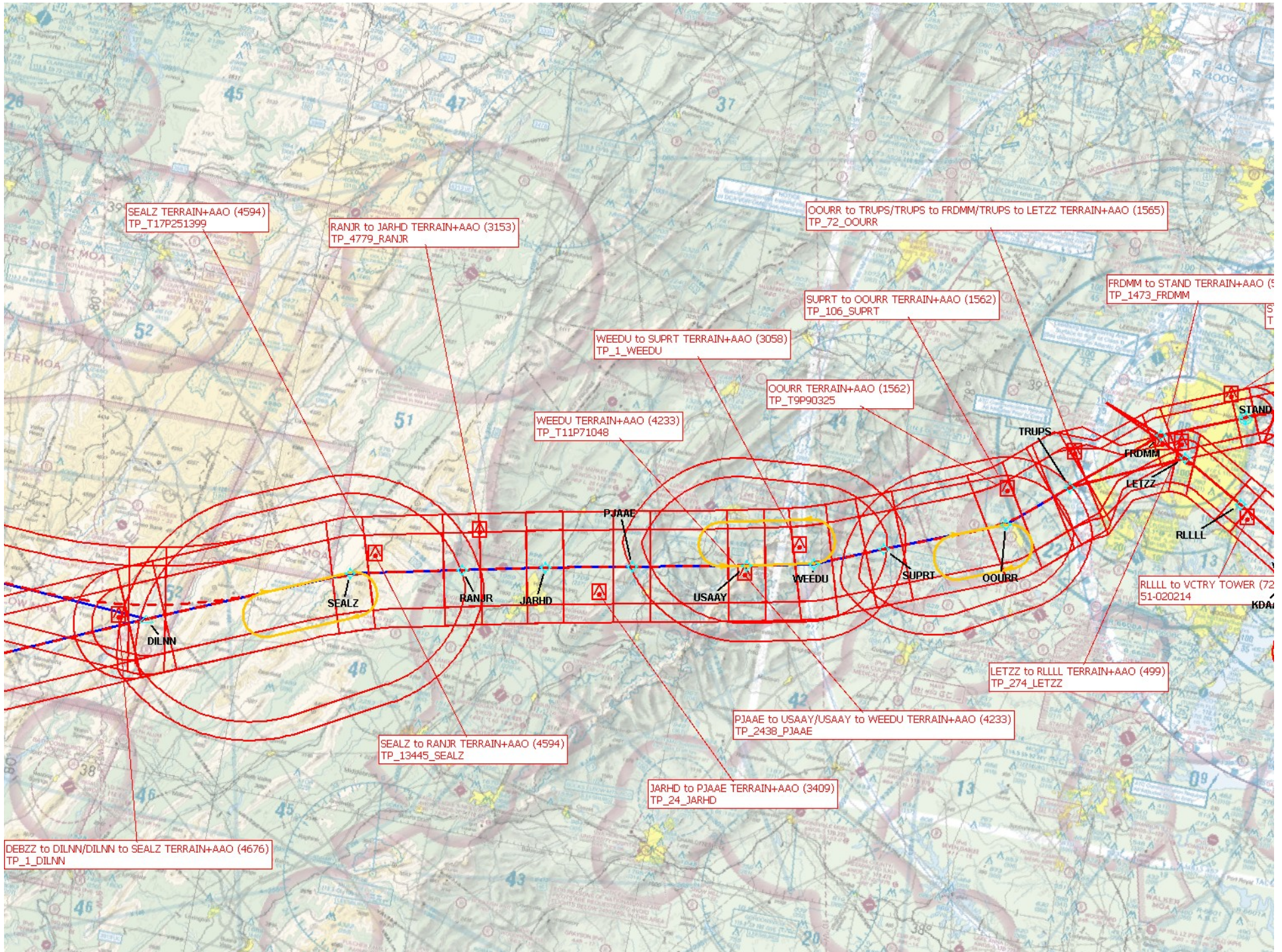
SEALZ

RAI

EVERS NORTH MOA

EVERS CENTER MOA

EVERS SOUTH MOA





OLD

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

See following page for arrival routes.  
TRUPS  
11000 250K

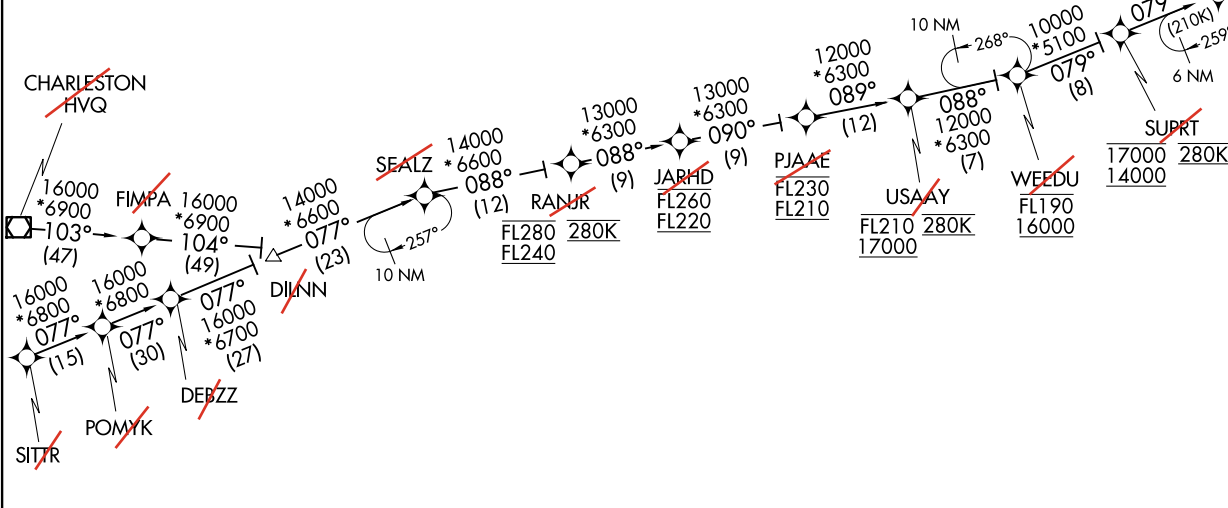
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- Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition.
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POTOMAC APP CON  
118.675 323.175  
DCA D-ATIS  
132.65  
ADW D-ATIS  
133.675 251.05  
DAA ATIS ★  
128.175

TRUPS, TRUPS5) 16MAY24

TRUPS FIVE ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC



TRUPS, TRUPS5) 25051

AL-443 (FAA)

TRUPS FIVE ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC

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

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TRUPS FIVE ARRIVAL (RNAV) Arrival Routes  
(TRUPS: TRUPS5) 16MAY24

TRUPS FIVE ARRIVAL (RNAV) Arrival Routes  
(TRUPS: TRUPS5) 24137

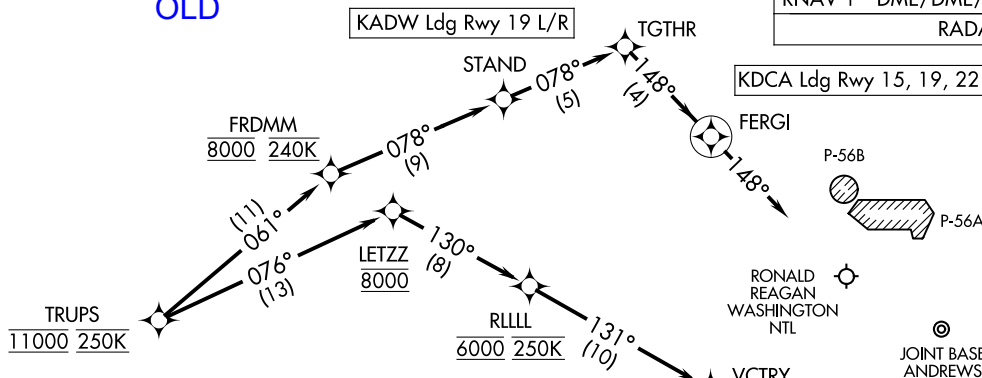
AL-443 (FAA)

WASHINGTON, DC

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ADW D-ATIS  
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DAA ATIS ★  
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OLD

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**LANDING DCA RUNWAY 1, 4, 33:** From TRUPS on track 076° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250K, then on track 131° to VCTRY, then on track 189° to HEROO, then on track 189°. Expect RADAR vectors to final approach course.

**LANDING DCA RUNWAY 15, 19, 22:** From TRUPS on track 061° to cross FRDMM at 8000 and at 240K, then on track 078° to STAND, then on track 078° to TGTHR, then on track 148° to FERG1, then on track 148°. Expect RADAR vectors to final approach course.

**LANDING DAA:** From TRUPS on track 076° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250K, then on track 131° to VCTRY, then on track 189° to HEROO, then on track 189°. Expect RADAR vectors to final approach course.

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WASHINGTON, DC