

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. 6/1/226: THIS IS A CORRECTED COPY OF THE FORMS APPROVED ON 4/24/26. 8260-17.2 TRUPS 6 RNAV STAR KADW RWY19L AND RWY19R, THE CODING DIRECTORY CHANGED FROM FLYOVER (FO) TO FLYBY ON THE TF LEG TO STAND. Digitally signed by TARA N MARTINELLI Apr 24, 2026 03/11/2026					



FIPC DME/DME FORM						
PROCEDURE: TRUPS (RNAV) SIX ARRIVAL			AIRPORT NAME: RONALD REAGAN WASHINGTON		AIRPORT ID: KDCA	SPECIAL CONTROL NO: YG-03-156-26
FAC ID: TRUPS6		CITY: WASHINGTON			ST: DC	ORIG CHART DATE: 07/09/2026
DFL TYPE: PROC/D	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:	PTS TASK ID: 8BE5359FD7DC48DFBEFEFB33255B6A25		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT	
					YES	NO
					CPV COMPLETE? ☒ X ☐	
PROCEDURE RESULTS						
INSPECTION DATE: 04/22/2026	CREW #: VN504	N #: N80	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: michael g campbell @ 04/23/2026 05:50			PRINTED NAME: CAMPBELL, MICHAEL GRANT			NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS:						
DME/DME STATUS: ☒ SAT ☐ UNSAT		SPECIALIST SIGNATURE: david c-ctr cook @ 04/28/2026 06:54			PRINTED NAME: Dave Cook	
SPECIALIST REMARKS: Procedure sat for DME/DME/IRU						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

FIPC DME/DME FORM						
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FLIGHT INSPECTOR SIGNATURE: michael g campbell @ 04/23/2026 05:50			PRINTED NAME: CAMPBELL, MICHAEL GRANT			NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS:						
DME/DME STATUS: ☐ SAT ☐ UNSAT		SPECIALIST SIGNATURE:			PRINTED NAME:	
SPECIALIST REMARKS:						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

WASHINGTON, DC

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.
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):
SJTR TRANSITION (SJTR.TRUPS6):

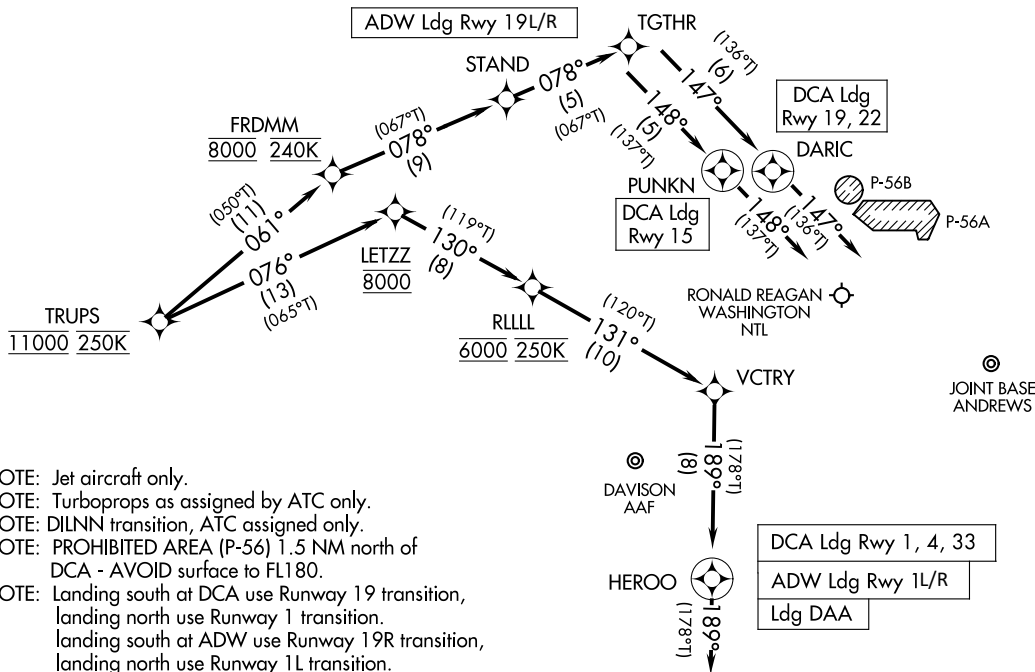
(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

WASHINGTON, DC

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.



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.

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

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:

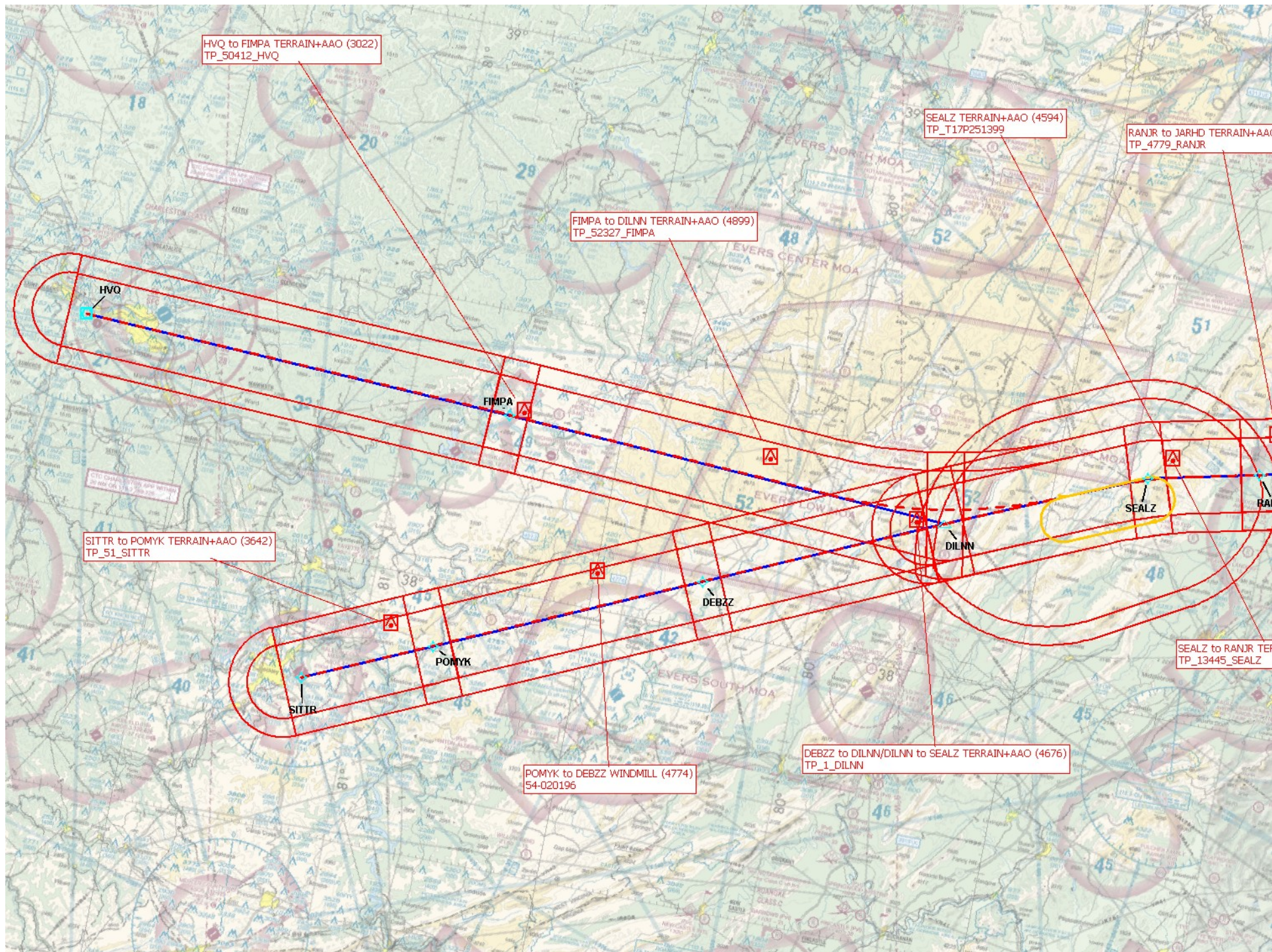
DATE

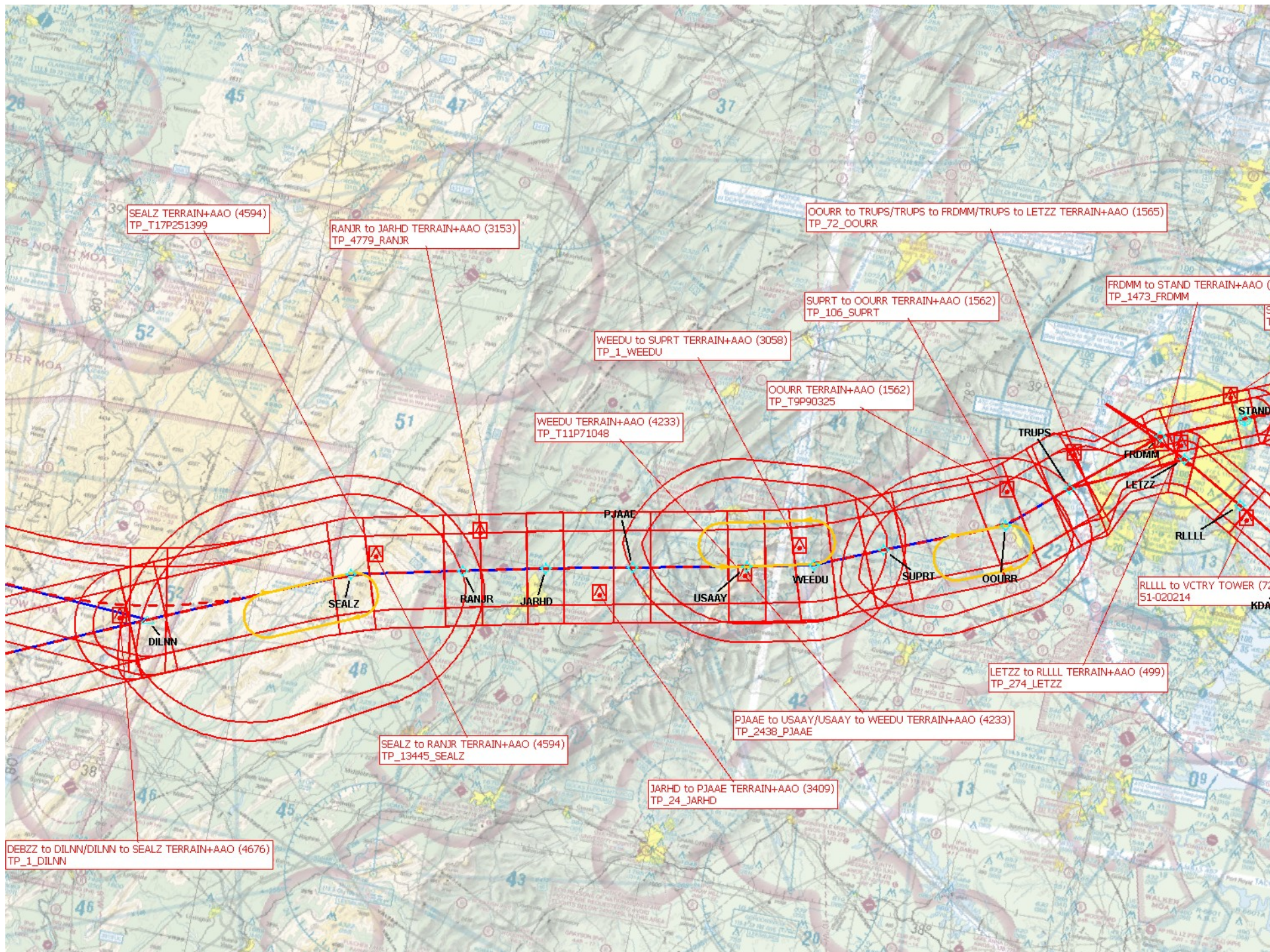
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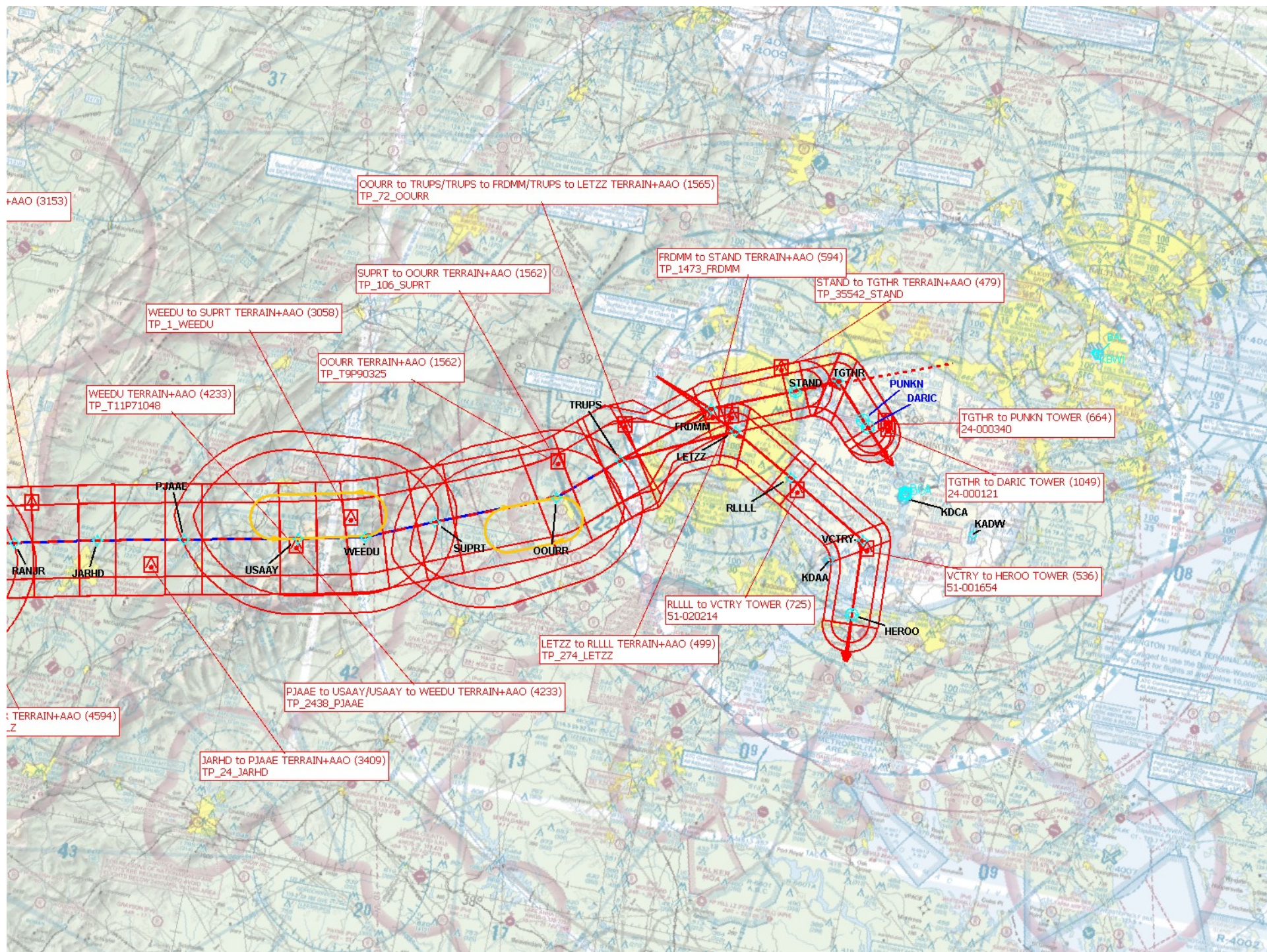
SIGNATURE

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	







TRUPS FIVE ARRIVAL (RNAV) Transition Routes
(TRUPS, TRUPS5) 16MAY24

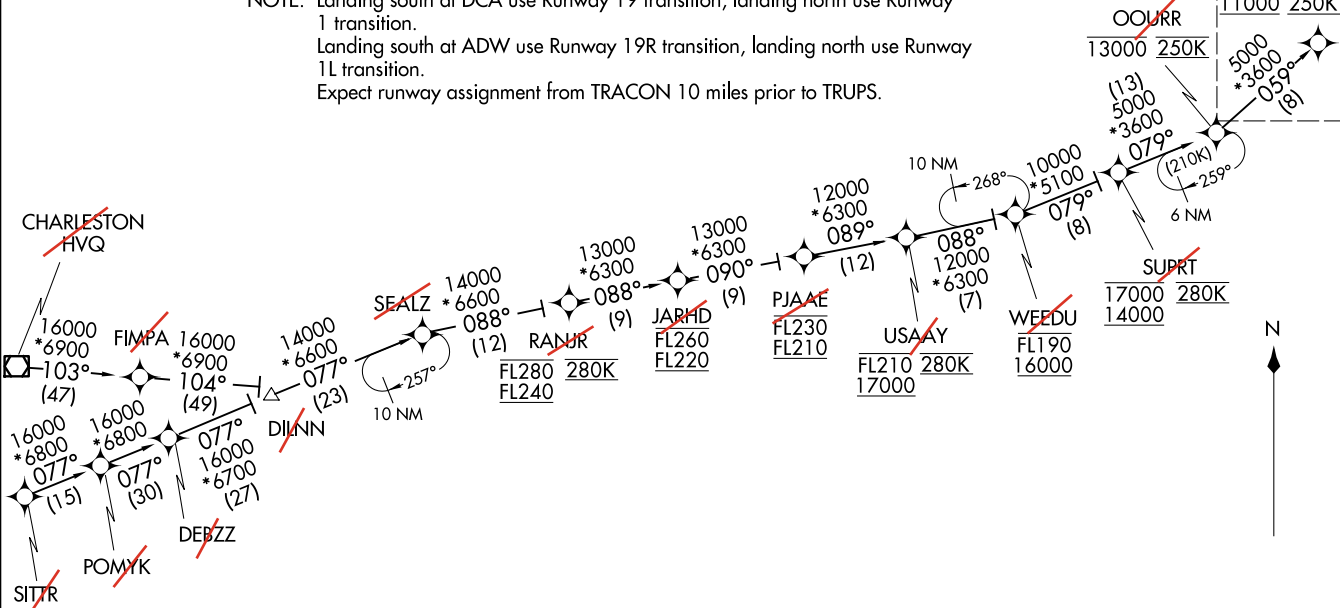
POTOMAC APP CON
118.675 323.175
DCA D-ATIS
132.65
ADW D-ATIS
133.675 251.05
DAA ATIS ★
128.175

OLD

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NOTE: Turboprops as assigned by ATC only.
NOTE: PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
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.

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

See following page for arrival routes.
TRUPS
11000 250K



CHARLESTON TRANSITION (HVQ, TRUPS5):
SITR TRANSITION (SITR, TRUPS5):

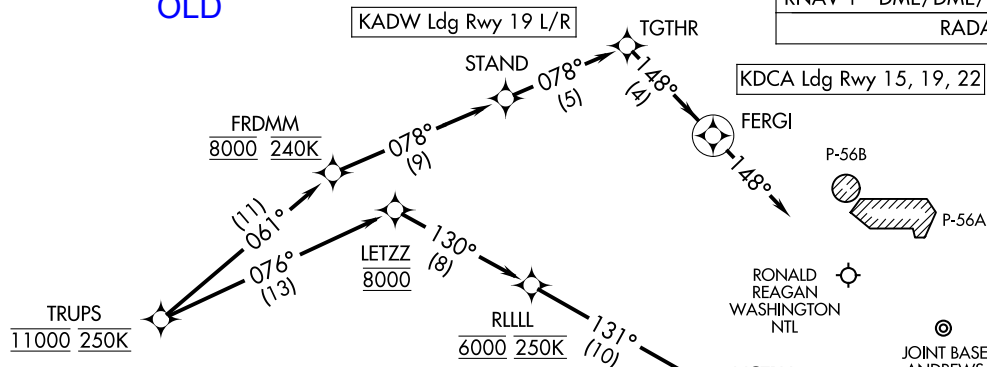
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NOTE: Chart not to scale.

TRUPS FIVE ARRIVAL (RNAV) Transition Routes
AL-443 (FAA)
WASHINGTON, DC

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

OLD



NOTE: Chart not to scale.

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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 TGTNR, 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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