CONTROLLER BULLETIN

ZDCARTCC
WASHINGTON DC

Bulletin: vZDC-IAD-B-20250707A
Applicability: All controllers providing IAD ATCT services
Effective: 7 July 2025
Expiration: 31 July 2026
Reference: vZDC IAD ATCT 7110.65I, paragraph 5-2-1
Contact: vZDC/ATM

Subject: Tower Assumed Radar Identification Procedures

This bulletin is reissued on 15 January 2026 to extend the expiration until 31 July 2026. No procedural changes were made in its reissuance.

PURPOSE: This bulletin provides procedural alignment with the Potomac TRACON SOP revision. This procedure ensures proper radar identification requirements are satisfied.

PROCEDURAL CHANGE: Prior to frequency change to departure, the IAD local controller must observe the departing aircraft acquire on the STARS TDW within one mile of departure end of runway. Once this acquisition occurs, and assuming correct acquisition, then the aircraft may be switched to departure. If acquisition does not occur, then the local controller must notify the PCT departure controller *before* frequency change to departure occurs that acquisition was not observed within 1 mile of departure end of runway.

BACKGROUND: Due to current voice and client limitations, there is no effective or consistent method to ensure a rolling call is made by the departure controller. This procedure ensures the departure method of radar identification may be applied by the departure controller at all towered PCT airports unless informed otherwise by the tower controller.

POTOMAC TRACON EXPECTATION: The controller providing departure control service for PCT airports with an operating control tower will operate under the assumption that track acquisition was observed within 1 mile of departure end of runway and upon aircraft check in will inform the aircraft "radar contact" unless coordination is received first from the tower. The PCT sector providing departure control service will utilize CRC's ".autotrack" function for airports they are providing departure control services for.