

ERA23FA108

AIR TRAFFIC CONTROL

Group Chairman's Factual Report - Attachment 5
Facility-Event Logs and Records

SS KSARYCYX KRTLYAYX KXXQYFYX KZDCZRZX KXXRYFYX.
112355 KZDCZRZX
ALNOT ZDC
CALLSIGN:N43156
FACILITY:ZDC
DATE/TIME:2245Z
AIRCRAFT TYPE:PA32
DEPARTURE POINT:KOKV
SPEED:170
COLOR: UNKN
LAST KNOWN POSITION:CSN273060
LAST KNOWN ALTITUDE:042
ROUTE OF FLIGHT: KOKV..KEET
BEACON CODE:7075
IFR/VFR:VFR
SOB:UNKN
TIME OF LAST CONTACT: 2309Z
ADDITIONAL INFORMATION:NONE
CONTACT WATCHDESK [REDACTED]

ZDC ALNOT Checklist

Facility: ZDC

Date/Time: 1/11/2023; 2309

Callsign, Aircraft Type, Speed and Color: N43156; PA32; 170; unknown

Departure Point/Time: KOKV; 2245Z

Last Known Altitude: 4,200'

Route of Flight/Destination: KOKV ~~to~~ KEE

Last Known Position: CSN 273060

ATC/No known ATC: Flight Following

Beacon Code: 7075

Type of Flight Rules: VFR

Number of Persons on Board: unknown

Weather: _____

Lat/Long/Time/How determined: 3830N/7907W; ERAM

Loss of Radar/Communication/Time: Simultaneous @ 2309Z

ELT Received/By Who/Where: _____

Failure to Close Flight Plan: _____

Concerned Party Request: _____

ROC/QCG Notification: _____

OM/OMIC Initials: _____

Date/Time of Delivery to FD: _____

FDCS Initials: 

Date/Time ALNOT Issued: 2355Z 11/01

AIRCRAFT ACCIDENT/INCIDENT PRELIMINARY NOTICE

FROM (Office of origin): ZDC	TO:	DATE (UTC): 01/11/2023	TIME (UTC): 23:09
---------------------------------	-----	---------------------------	----------------------

CODE	(First words of text) AIRCRAFT ACCIDENT/INCIDENT PRELIMINARY NOTICE-Part 1
-------------	---

A	1. INFORMATION FROM:
----------	----------------------

B	1. REGISTRATION NO: N43156	2. MAKE AND MODEL: PIPER PA32 SARATOGA	3. OPERATOR OF AIRCRAFT: MANGHAM TRUCK & EQUIPMENT INC.
	4. TYPE OF ACTIVITY (Air taxi, instruction, pleasure, aerial appl., business, executive, sightseeing, etc.) IF KNOWN: UNKNOWN		
	5. BRIEF DESCRIPTION OF CIRCUMSTANCES SURROUNDING OCCURRENCE:		
	6. WEATHER DATA: KVBW 112255Z AUTO 19007KT 7SM BKN038 OVC050 04/01 A3011 RMK AO1 P0001 T00390005		
	7. AIRCRAFT DAMAGE: A ☐ DESTROYED B ☐ SUBSTANTIAL C ☐ MINOR D ☐ FIRE E ☐ NONE F ☒ UNKNOWN		

C	OCCUPANTS INDICATE INJURIES: FATAL, SERIOUS, MINOR, NONE		
	1. NAME AND ADDRESS OF PILOT/INJURY:	2. NAMES OF CREW/INJURIES:	3. NO. OF PASSENGERS/INJURIES:

D	1. LOCATION OF OCCURRENCE (Nearest city, town, and state) (Give route if overdue or missing): KOKV..KEET
----------	---

E	1. UTC DATE AND UTC TIME OF OCCURRENCE: 01/11/2023; 2309
----------	---

F	1. INFORMATION ON COVERAGE OF OCCURRENCE BY FAA, NTSB, OTHER:
----------	---

G	FAA AIR TRAFFIC SERVICES SUMMARY OF FLIGHT HANDLING		
	1A. LAST DEPARTURE POINT: KOKV	1B. UTC DATE AND UTC TIME: 01/11/2023; 2309	1C. INTENDED DESTINATION: KEET
	2. LAST RADIO CONTACT/POSITION AND/OR RADAR POSITION: 3830N/7909W		
	3. LAST ATC CONTROL CLEARANCE: MAINTAIN VFR		
	4. FLIGHT PLAN: A ☐ IFR B ☒ VFR C ☐ NONE D ☐ UNKNOWN		
	5. PILOT BRIEFING: A ☐ YES B ☐ NO C ☒ UNKNOWN		
	6. OTHER:		

RECEIVED AT: ZDC	DELIVERED TO:	TIME:
---------------------	---------------	-------

RECEIVED VIA: A ☒ IN PERSON B ☐ RADIO C ☐ TELEPHONE	RECEIVED BY (Signature and Title):
---	------------------------------------

NOTE: Part 2 A ☒ ON OTHER SIDE B ☐ ON SEPARATE FORM C ☐ NOT REQUIRED		
--	--	--

AIRCRAFT ACCIDENT/INCIDENT PRELIMINARY NOTICE

FROM (<i>Office of origin</i>): ZDC	TO: E-ROC	DATE (<i>UTC</i>): 01/11/2023	TIME (<i>UTC</i>): 2309
--	--------------	------------------------------------	------------------------------

CODE	(First words of text) AIRCRAFT ACCIDENT/INCIDENT PRELIMINARY NOTICE-Part 2
-------------	---

H	1. REGISTRATION NO: N43156	2. MAKE AND MODEL: PIPER PA32 SARATOGA	3. UTC DATE OF ACCIDENT/INCIDENT: 01/11/2023; 2309
----------	-------------------------------	---	---

I	STATUS OF POTENTIALLY INVOLVED AIRWAY FACILITIES (A.F.) (CHECK [✓] MARK STATUS AS INDICATED BY MONITOR OR REPORTED BY A.F. TECHNICIAN)									
	1. FACILITY TYPE:	2. LOCATION RUNWAY IDENTIFIER:	3. JUST PRIOR TO OCCURRENCE:		4. AT TIME OF OCCURRENCE:		5. FLIGHT INSPECTION:			
			A NORMAL	B ABNORMAL OR OUT OF SERVICE	A NORMAL	B ABNORMAL OR OUT OF SERVICE	CON- DUCTED		SATIS- FACTORY	
							A YES	B NO	C YES	D NO
6. REMARKS (<i>Explain briefly any entry above that is check marked as abnormal, or out of service</i>):										

J	STATUS REPORT RECEIVED FROM PILOTS OR OTHERS				
	List below any facilities reported by pilots or other persons as either operating normally, abnormally, or out of service just prior to, at the time of, or immediately following the time of the accident.				
	1. FACILITY TYPE:	2. LOCATION/ RUNWAY IDENTIFIER:	3. IDENTIFICATION NO. OF AIRCRAFT AND NAME OF PERSON FROM WHOM REPORT WAS RECEIVED:	4. STATUS REPORT (<i>Normal, abnormal, out of service, etc.</i>):	5. TIME OBSERVATION (<i>UTC</i>):
6. REMARKS (<i>Briefly describe the nature of any reported abnormally, reason for being out of service, etc.</i>):					

RECEIVED AT: ZDC	DELIVERED TO:	TIME:
---------------------	---------------	-------

RECEIVED VIA: A ☒ IN PERSON B ☐ RADIO C ☐ TELEPHONE	RECEIVED BY (<i>Signature and Title</i>):
--	---

NOTE: Part 1	
A ☒ ON OTHER SIDE	B ☐ ON SEPARATE FORM

Air Traffic Mandatory Occurrence Report

ZDC-M-2023/01/11-0005 - DRAFT

1. Reporting FAC ID			2. Date UTC (dd/mm/yyyy)							3. Time UTC				4. Significant Occurrence?	
Z	D	C	1	1	0	1	2	0	2	3	2	3	0	9	☒ Yes ☐ No
5. MOR reported by (select one): ☐ Controller providing services ☐ FLM ☐ CIC ☐ Aircraft Owner/Operator ☐ Internal Facility Review ☐ External Facility Referral ☐ Hotline (Describe in summary) ☐ Electronically Detected ☐ Other (Describe in summary)													6. Did equipment outage potentially contribute to this event? ☐ Unknown ☐ Yes ☒ No		
Training in progress? ☒ Yes ☐ No ☐ Unknown Nearest Airport: <u>CHO</u> Possible NMAC? ☐ Yes ☒ No Alert #: _____															
Terrain/Obstruction MORs															
C1. MOR type - VFR A/C in proximity to terrain/obstructions:															
C2. Aircraft information:															
Aircraft ID N43156		Aircraft Type/Suffix PA32		IFR/VFR ☐ IFR ☒ VFR		Facility communicating with A/C ZDC		Position communicating with A/C LINDEN - R				Frequency 133.55			
Heading		Altitude		Phase of Flight				Traffic Pattern Location				Evasive Action			
C3. Occurrence location: CSN273060 Describe where the occurrence occurred in relation to a navigational aid or fix (VOR, intersection, localizer, etc.)								C4. Required altitude: 				C5. Observed altitude: 4200 Only include observed altitude if provided by the reporting person			
METAR Observation															
KCHO 112253Z 0000KT 10SM -RA FEW043 BKN055 OVC090 07/01 A3015 RMK AO2 RAB53 SLP213 P0000 T00670006															
Pilot Deviation															
Was this a possible pilot deviation?															
☐ Yes ☒ No				Preliminary Number: _____						Phase of Flight: _____					
Airspace Class: _____				Aircraft #: _____				ORG Choices: _____				Office Number: _____			
Type of Deviation: _____								Control Surface: _____							
Was possible pilot deviation validated? ☐ Yes ☒ No								Military Pilot Deviation? ☐ Yes ☒ No							

Air Traffic Mandatory Occurrence Report

[ZDC-M-2023/01/11-0005 - DRAFT](#)

NMAC			
Was this a verified NMAC?			
☐ Yes ☐ No		NMAC Number: _____	
Apt/NAVAID:		Direction:	Distance:
Pilot of N43156			
Pilot Name:		Phone Number:	Certificate Number:
Address:			
Pilot of			
Pilot Name:		Phone Number:	Certificate Number:
Address:			
NMAC Description:			
Secondary Data			
MSAW/EMSAW activated?			
☐ Yes ☐ No			
Summary			
J1. Summary - provide a brief summary for all MORs in this section that will provide enough information for QA to understand what occurred. Include information about items that require additional information in the specific MOR you are reporting. At 2309z, N43156 was southwest bound descending through 042 VFR near position 3830N/7909W when the R05 controller had a simultaneous loss of radar and communications. The MIA in that area is 061. An ALNOT was issued and SAR is currently underway. As of 0339z, the aircraft has not yet been located.			

LOG SUMMARY FOR ZDC on 01 11 2023

TIME	POS	ENTRY	OI
0500	CWSU	position open. carried over [T1] Todd Baker [M1] Michael Mathews [S1] Shane Snyder	T1
0500	TMEC	position open. carried over [MY] Marcy Indyk	MY
1030	STMC	Mark Guzik (PG) On duty position STMC	
1039	TMEC	Marcy Indyk (MY) Off duty position TMEC	MY
1039	TMNC	Marcy Indyk (MY) On duty position TMNC	
1039	TMNC	WITHDRAWN: CLT Arivl SOUTH METERING, BEGIN SCHEDULING AT 1100Z 1200-0100, VOL:Volume ZTL:ZJX,ZID,ZDC,ZME, TBM: REQ - LNK: CLT	MY
1040	TMNC	METERING: 1100 1/11-0200 ATL 0200 - LNK: ATL - ESIS: TMNC	MY
1041	TMNC	METERING: 1200 1/11-0100 CLT 0100 - LNK: CLT - ESIS: TMNC,Bay1,Bay2,Bay3,Bay5	MY
1041	TMNC	ATL Arivl SCHEDULING 1100-0200, VOL:Compacted Demand ZTL:ZDC, TBM: APVD 1040/DCC:EAST/GD - LNK: ATL	MY
1048	TMNC	ATL Arivl SCHEDULING 1100-0200, TM Initiatives:Metering:VOL ZDC:ZNY, TBM: APVD 1045/DCC:EAST/GD - LNK: ATL	MY
1048	TMNC	CLT Arivl SCHEDULING 1200-0100, TM Initiatives:Metering:VOL ZDC:ZNY, TBM: APVD 1045/DCC:EAST/GD - LNK: CLT - ESIS: Bay1,Bay5	MY
1104	TMNC	DCA Arivl via ZDC15 15 Mit JETS 1315-1415, VOL:Compacted Demand, DCA PCT:ZDC, RSTN: - ESIS: TMNC,Bay6	MY
1106	TMNC	DCA Arivl via ZDC02 15 Mit JETS 1315-1415, VOL:Compacted Demand, DCA PCT:ZDC, RSTN: - ESIS: TMNC,Bay6	MY
1108	TMNC	DCA Arivl via ZDC14 15 Mit JETS 1315-1415, VOL:Compacted Demand, DCA PCT:ZDC, RSTN: - ESIS: TMNC,Bay2,Bay3	MY
1108	TMNC	BWI VMC ARR:33L/33R DEP:28/33R AAR(Strat/Dyn):36/36 ADR:36 (updated at 1051 by PCT)	MY
1108	TMNC	IAD VMC ARR:01L/01C/01R DEP:01R/30 AAR(Strat/Dyn):96/96 ADR:48 (updated at 1051 by PCT)	MY
1108	TMNC	DCA VMC ARR:01 DEP:01 AAR(Strat/Dyn):36/36 ADR:36 (updated at 1051 by PCT)	MY
1111	TMNC	DCA EnRte via BUCKO 20 Mit JETS, FEA -ZOB 1145-1630, VOL:Compacted Demand ZDC:ZOB, RSTN: APVD 1108/DCC:EAST/GD - ESIS: TMNC,Bay6	MY
1111	TMNC	DCA EnRte via AARNN 25 Mit JETS SINGLE STREAM, FEA -ZJXAREA2 1245-1330, VOL:Compacted Demand ZDC:ZJX, RSTN: APVD 1111/DCC:EAST/GD - ESIS: TMNC,Bay2	MY
1111	TMNC	EWR EnRte via FLO,TUBAS 20 Mit JETS AS ONE RTE, FEA -ZJXAREA2 1200-1300, VOL:Compacted Demand ZDC:ZJX, RSTN: APVD 1110/DCC:EAST/GD - LNK: EWR - ESIS: TMNC,Bay2	MY

LOG SUMMARY FOR ZDC on 01 11 2023

1111	TMNC	DCA EnRte via BKW 20 Mit JETS SINGLE STREAM, FEA -ZID 1245-1345, VOL:Compacted Demand ZDC:ZID, RSTN: APVD 1110/DCC:EAST/GD - ESIS: TMNC,Bay6	MY
1114	TMNC	CLT Arivl NORTH METERING, BEGIN SCHEDULING AT 1100Z 1200-0100, VOL:Volume ZTL:ZJX,ZID,ZDC,ZME, TBM: APVD 1113/DCC:EAST/GD - LNK: CLT	MY
1114	TMNC	APREQ: CLT,ZTL to DCA via BARMY,KILNS, APREQ WITH ZDC ESP. THANKS 1130-0200, VOL:Compacted Demand ZDC:CLT,ZTL, APREQ: - LNK: CLT	MY
1114	TMNC	APREQ: CLT,ZTL to EWR via BARMY,KILNS, APREQ WITH ZDC ESP. THANKS 1130-0300, VOL:Compacted Demand ZDC:CLT,ZTL, APREQ: - LNK: EWR,CLT	MY
1114	TMNC	APREQ: CLT,ZTL to JFK via BARMY,KILNS, APREQ WITH ZDC ESP. THANKS 1130-0300, VOL:Compacted Demand ZDC:CLT,ZTL, APREQ: - LNK: JFK,CLT	MY
1114	TMNC	APREQ: CLT,ZTL to LGA via BARMY,KILNS, APREQ WITH ZDC ESP. THANKS 1130-0300, VOL:Compacted Demand ZDC:CLT,ZTL, APREQ: - LNK: LGA,CLT	MY
1121	TMNC	ORD Arivl via GEFPS,HACKS 15 Mit AS ONE, NO SHORTCUTS PAST GEFFS/HACKS 1230-1300, TM Initiatives:MIT:VOL ZID:ZDC, RSTN: APVD 1120/DCC:EAST/GD - ESIS: TMNC,Bay1,Bay2,Bay3,Bay5,Bay6	MY
1123	TMEC	Chris Devery (DV) On duty position TMEC	
1126	TMNC	ZTL FLIGHT PLAN DROP INTERVAL IS SET AT 4 HRS 1120-0559, VOL:Volume ZTL:ZDC,ZJX,ZHU,ZID,ZME,ATL,CLT, RSTN: APVD 1124/DCC:EAST/GD - LNK: ATL,CLT	MY
1145	TMNC	CANCELLED: DCA Arivl via ZDC02 15 Mit JETS 1315-1144, VOL:Compacted Demand, DCA PCT:ZDC, RSTN:	MY
1145	TMNC	CANCELLED: DCA Arivl via ZDC14 15 Mit JETS 1315-1144, VOL:Compacted Demand, DCA PCT:ZDC, RSTN:	MY
1145	TMNC	CANCELLED: DCA Arivl via ZDC15 15 Mit JETS 1315-1144, VOL:Compacted Demand, DCA PCT:ZDC, RSTN:	MY
1146	TMNC	CANCELLED: DCA EnRte via AARNN 25 Mit JETS SINGLE STREAM, FEA -ZJXAREA2 1245-1144, VOL:Compacted Demand ZDC:ZJX, RSTN: 1145/DCC:EAST/GD - ESIS: TMNC,Bay2	MY
1148	TMNC	CANCELLED: DCA EnRte via BKW 20 Mit JETS SINGLE STREAM, FEA -ZID 1245-1145, VOL:Compacted Demand ZDC:ZID, RSTN: 1147/DCC:EAST/GD - ESIS: TMNC,Bay6	MY
1148	TMNC	CANCELLED: DCA EnRte via BUCKO 20 Mit JETS, FEA -ZOB 1145-1144, VOL:Compacted Demand ZDC:ZOB, RSTN: 1147/DCC:EAST/GD - ESIS: TMNC,Bay6	MY
1148	TMNC	CANCELLED: ORD Arivl via GEFPS,HACKS 15 Mit AS ONE, NO SHORTCUTS PAST GEFPS/HACKS 1230-1146, TM Initiatives:MIT:VOL ZID:ZDC, RSTN: 1147/DCC:EAST/GD	MY
1214	TMNC	ZDC IS NOW IN 4 HOUR FLIGHT PLAN DROP TIMES DUE TO WEATHER	MY

LOG SUMMARY FOR ZDC on 01 11 2023

1120-0400, WX:Thunderstorms
ZDC:PCT,BWI,DCA,IAD, RSTN: - ESIS: TMNC

1214 TMNC ORD Arivl via GEFPS,HACKS 15 Mit AS ONE, NO SHORTCUTS PAST MY
GEFFS/HACKS
1345-1415, TM Initiatives:MIT:VOL
ZID:ZDC, RSTN: APVD 1214/DCC:EAST/GD - ESIS:

1237 TMEC TMNC,Bay2,Bay3,Bay5,Bay6
DCA EnRte via AARNN 25 Mit JETS SINGLE STREAM, FEA -ZJXAREA2 DV
1245-1330, VOL:Compacted Demand

1237 TMEC ZDC:ZJX, RSTN: APVD 1111/DCC:EAST/GD - ESIS: TMNC,Bay2
CLT Arivl NORTH METERING, BEGIN SCHEDULING AT 1100Z DV
1200-0100, VOL:Volume

1237 TMEC ZTL:ZJX,ZID,ZDC,ZME, TBM: APVD 1113/DCC:EAST/GD - LNK: CLT
ORD Arivl via GEFPS,HACKS 15 Mit AS ONE, NO SHORTCUTS PAST DV
GEFFS/HACKS

1230-1300, TM Initiatives:MIT:VOL
ZID:ZDC, RSTN: APVD 1120/DCC:EAST/GD

1237 TMEC ZTL FLIGHT PLAN DROP INTERVAL IS SET AT 4 HRS DV
1120-0559, VOL:Volume

1237 TMEC ZTL:ZDC,ZJX,ZHU,ZID,ZME,ATL,CLT, RSTN: APVD 1124/DCC:EAST/GD
- LNK: ATL,CLT

1237 TMEC CANCELLED: DCA Arivl via ZDC14 15 Mit JETS DV
1315-1144, VOL:Compacted Demand, DCA

1237 TMEC PCT:ZDC, RSTN:
CANCELLED: DCA Arivl via ZDC02 15 Mit JETS DV
1315-1144, VOL:Compacted Demand, DCA

1237 TMEC PCT:ZDC, RSTN:
CANCELLED: DCA Arivl via ZDC15 15 Mit JETS DV
1315-1144, VOL:Compacted Demand, DCA

1237 TMEC PCT:ZDC, RSTN:
CANCELLED: DCA EnRte via AARNN 25 Mit JETS SINGLE STREAM, DV
FEA -ZJXAREA2

1237 TMEC 1245-1144, VOL:Compacted Demand
ZDC:ZJX, RSTN: 1145/DCC:EAST/GD - ESIS: TMNC,Bay2

1237 TMEC DCA VMC ARR:01 DEP:01 AAR(Strat/Dyn):36/36 ADR:36 (updated DV
at 1051 by PCT)

1237 TMEC IAD VMC ARR:01L/01C/01R DEP:01R/30 AAR(Strat/Dyn):96/96 DV
ADR:48 (updated at 1051 by PCT)

1237 TMEC DCA Arivl via ZDC14 15 Mit JETS DV
1315-1415, VOL:Compacted Demand, DCA

1237 TMEC PCT:ZDC, RSTN:
DCA Arivl via ZDC02 15 Mit JETS DV
1315-1415, VOL:Compacted Demand, DCA

1237 TMEC PCT:ZDC, RSTN:
DCA Arivl via ZDC15 15 Mit JETS DV
1315-1415, VOL:Compacted Demand, DCA

1237 TMEC PCT:ZDC, RSTN:
DCA EnRte via BUCKO 20 Mit JETS, FEA -ZOB DV
1145-1630, VOL:Compacted Demand

1237 TMEC ZDC:ZOB, RSTN: APVD 1108/DCC:EAST/GD - ESIS: TMNC,Bay6
DCA EnRte via BKW 20 Mit JETS SINGLE STREAM, FEA -ZID DV
1245-1345, VOL:Compacted Demand

1237 TMEC ZDC:ZID, RSTN: APVD 1110/DCC:EAST/GD - ESIS: TMNC,Bay6
EWR EnRte via FLO,TUBAS 20 Mit JETS AS ONE RTE, FEA DV
-ZJXAREA2

1200-1300, VOL:Compacted Demand
ZDC:ZJX, RSTN: APVD 1110/DCC:EAST/GD - LNK: EWR - ESIS:

LOG SUMMARY FOR ZDC on 01 11 2023

		TMNC,Bay2	
1237	TMEC	CANCELLED: ORD Arivl via GEFPS,HACKS 15 Mit AS ONE, NO SHORTCUTS PAST GEFPS/HACKS 1230-1146, TM Initiatives:MIT:VOL ZID:ZDC, RSTN: 1147/DCC:EAST/GD	DV
1237	TMEC	CANCELLED: DCA EnRte via BKW 20 Mit JETS SINGLE STREAM, FEA -ZID 1245-1145, VOL:Compacted Demand ZDC:ZID, RSTN: 1147/DCC:EAST/GD - ESIS: TMNC,Bay6	DV
1237	TMEC	BWI VMC ARR:33L/33R DEP:28/33R AAR(Strat/Dyn):36/36 ADR:36 (updated at 1051 by PCT)	DV
1237	TMEC	WITHDRAWN: CLT Arivl SOUTH METERING, BEGIN SCHEDULING AT 1100Z 1200-0100, VOL:Volume ZTL:ZJX,ZID,ZDC,ZME, TBM: REQ - LNK: CLT	DV
1237	TMEC	ATL Arivl SCHEDULING 1100-0200, VOL:Compacted Demand ZTL:ZDC, TBM: APVD 1040/DCC:EAST/GD - LNK: ATL	DV
1237	TMEC	ATL Arivl SCHEDULING 1100-0200, TM Initiatives:Metering:VOL ZDC:ZNY, TBM: APVD 1045/DCC:EAST/GD - LNK: ATL	DV
1237	TMEC	CLT Arivl SCHEDULING 1200-0100, TM Initiatives:Metering:VOL ZDC:ZNY, TBM: APVD 1045/DCC:EAST/GD - LNK: CLT - ESIS: Bay1,Bay5	DV
1237	TMEC	CANCELLED: DCA EnRte via BUCKO 20 Mit JETS, FEA -ZOB 1145-1144, VOL:Compacted Demand ZDC:ZOB, RSTN: 1147/DCC:EAST/GD - ESIS: TMNC,Bay6	DV
1237	TMEC	ORD Arivl via GEFPS,HACKS 15 Mit AS ONE, NO SHORTCUTS PAST GEFPS/HACKS 1345-1415, TM Initiatives:MIT:VOL ZID:ZDC, RSTN: APVD 1214/DCC:EAST/GD	DV
1300	TMNC	Chris Devery (DV) On duty position TMNC	
1301	TMEC	Chris Devery (DV) Off duty position TMEC	DV
1306	TMNC	IAD D/D, +15/1244, +30/1259 EQ: NATIONAL OUTAGE Fwd by IAD/TMC/DS	DV
1307	STMC	Shift Summary: WX: VFR	XP

OUTAGES: CIWS

GDP: CLT (AAL AND SUBS ONLY) LGA (DAL AND SUBS ONLY),

GS: NATIONWIDE FOR NOTAM OUTAGE, DCA, LGA

MIT: SEE LOGS

HOLDING: LGA, DCA

SWAPs: NONE

SPECIAL OPs: NONE

NYFI: NONE

SYNOPSIS:

1327-NOTAM SYSTEM OUTAGE IMACTING ALL IFR MVMT EXCL MIL/GA/LAW ENFORCEMENT. AIRPORTS EXCL FROM GS ARE IAD/EWR/ATL.

LOG SUMMARY FOR ZDC on 01 11 2023

ATCSCC EXPECTS UPDATE BY 1400Z.
1345-TBFM SERVER ISSUE FOR BWI/DCA/RIC.
1400-NATIONWIDE GS CANCELLED.
1405-TBFM SERVER RESTORED FOR BWI/DCA/RIC.
1543-1ST TIER GS DCA, VOL AND RWY CHG.
1620-INTERNAL GS LGA 1700, VOL - LNK: EWR,LGA,ATL,CLT
1307 STMC Shift Summary: WX: WARM FRONT ADVANCES NORTH BRINGING NC
DETERIORATING CIGS/VIS

OUTAGES: CIWS

GDP: LGA

GS: DCA, LGA

MIT: SEE LOGS

HOLDING: DCA, LGA

SWAPs: TEXAS/ZME TO EWR/LGA

SPECIAL OPs: NONE

NYFI: NONE

SYNOPSIS:
1925-DCA HOLDING
1939-OUT OF HOLDING FOR DCA
2010-DCA HOLDING
2030-OUT OF HOLDING FOR DCA
0015-LGA HOLDING, INTERNAL GS
0020-COORDINATE OFFLOAD ROUTING FOR LGA OVER BDR
0047-OUT OF HOLDING LGA, CX GS

MINOR IMPACT TO TRAFFIC FLOW FROM AREAS OF ICING AND
TURBULENCE, OTHERWISE A ROUTINE SHIFT FOR TMU. - LNK:
EWR,LGA
1333 TMNC STOP ATL 11/1316Z-11/1500Z OTHER / OTHER DV
FAC=(2ndTier) ZAU ZTL ZDC ZNY ZHU ZJX ZFW ZOB ZBW ZMA ZKC
ZME ZID ZAB TOT/MAX/AVE DLY=2988,101,43.0 AAR=110
RMK:DAL&DAL SUBCARRIERS ONLY. AIRLINE REQUEST - RAMP
CONGESTION. ADVZY=35 ATL/ZTL 01/11/2023 - LNK: ATL - ESIS:
TMNC
1342 TMEC Charlotte Sonnthall-Yealdhall (SY) On duty position TMEC
1343 TMEC IAD D/D, +15/1244, +30/1259 EQ: NATIONAL OUTAGE Fwd by IAD/ SY
TMC/DS
1343 TMEC IAD D/D, +15/1244, +30/1259, +45/1313 EQ: NATIONAL OUTAGE: SY
NOTAMS Fwd by IAD/TMC/DS
1343 TMEC STOP ATL 11/1316Z-11/1500Z OTHER / OTHER SY
FAC=(2ndTier) ZAU ZTL ZDC ZNY ZHU ZJX ZFW ZOB ZBW ZMA ZKC
ZME ZID ZAB TOT/MAX/AVE DLY=2988,101,43.0 AAR=110
RMK:DAL&DAL SUBCARRIERS ONLY. AIRLINE REQUEST - RAMP
CONGESTION. ADVZY=35 ATL/ZTL 01/11/2023 - LNK: ATL
1344 TMNC IAD D/D, +15/1244, +30/1259, +45/1313 EQ: NATIONAL OUTAGE: DV
NOTAMS Fwd by IAD/TMC/DS
1352 TMNC STOP BOS 11/1338Z-11/1500Z OTHER / OTHER DV
FAC=(Manual) ZAU ZTL ZDC ZNY ZJX ZOB ZBW ZID ZMP CYHZ CYOW

LOG SUMMARY FOR ZDC on 01 11 2023

		CYUL CYYZ CYTZ CYQB TOT/MAX/AVE DLY=713,78,51.0 AAR=38	
		RMK:AIRLINE REQUEST ADVZY=39 BOS/ZBW 01/11/2023 - ESIS: TMNC	
1352	TMNC	STOP LGA 11/1333Z-11/1500Z OTHER / OTHER	DV
		FAC=(Manual) ZAU ZTL ZDC ZNY ZJX ZOB ZBW ZID ZMP CYHZ CYOW	
		CYUL CYYZ CYTZ CYQB TOT/MAX/AVE DLY=1661,76,43.0 AAR=38	
		RMK:AIRLINE REQUEST ADVZY=38 LGA/ZNY 01/11/2023 - LNK: LGA -	
		ESIS: TMNC	
1353	TMNC	GDP (UDP) CLT FAC=(ALL) ZLA ZAU ZLC ZTL ZDC ZNY ZHU ZJX ZFW	DV
		ZOB ZDV ZOA ZSE ZBW ZMA ZKC ZME ZID ZAB ZMP EXCPT NONE	
		EVENT=11/1400Z-11/1859Z, CUMULATIVE=11/1400Z-11/1859Z	
		OTHER / OTHER MAX=150 AVG=43.0 AAR=40/40/50/60/60 PR=40/40/	
		50/60/60 PF=0 RMK: AAL AND AAL SUB-CARRIERS ONLY ADVZY=36	
		CLT/ZTL 01/11/2023 - ESIS: TMNC	
1408	TMEC	GDP (UDP) CLT FAC=(ALL) ZLA ZAU ZLC ZTL ZDC ZNY ZHU ZJX ZFW	SY
		ZOB ZDV ZOA ZSE ZBW ZMA ZKC ZME ZID ZAB ZMP EXCPT NONE	
		EVENT=11/1400Z-11/1859Z, CUMULATIVE=11/1400Z-11/1859Z	
		OTHER / OTHER MAX=150 AVG=43.0 AAR=40/40/50/60/60 PR=40/40/	
		50/60/60 PF=0 RMK: AAL AND AAL SUB-CARRIERS ONLY ADVZY=36	
		CLT/ZTL 01/11/2023 - LNK: CLT	
1408	TMEC	IAD Out of D/D at 1331, +15/1244, +30/1259, +45/1313, +60/	SY
		1330, -15/1331 EQ: NATIONAL OUTAGE: NOTAMS Fwd by IAD/TMC/DS	
1408	TMEC	STOP LGA 11/1333Z-11/1500Z OTHER / OTHER	SY
		FAC=(Manual) ZAU ZTL ZDC ZNY ZJX ZOB ZBW ZID ZMP CYHZ CYOW	
		CYUL CYYZ CYTZ CYQB TOT/MAX/AVE DLY=1661,76,43.0 AAR=38	
		RMK:AIRLINE REQUEST ADVZY=38 LGA/ZNY 01/11/2023 - LNK: LGA	
1408	TMEC	STOP BOS 11/1338Z-11/1500Z OTHER / OTHER	SY
		FAC=(Manual) ZAU ZTL ZDC ZNY ZJX ZOB ZBW ZID ZMP CYHZ CYOW	
		CYUL CYYZ CYTZ CYQB TOT/MAX/AVE DLY=713,78,51.0 AAR=38	
		RMK:AIRLINE REQUEST ADVZY=39 BOS/ZBW 01/11/2023	
1414	TMNC	ORD Arivl via GEFPS,HACKS 15 Mit AS ONE, NO SHORTCUTS PAST	DV
		GEFPS/HACKS	
		1440-1520, TM Initiatives:MIT:VOL	
		ZID:ZDC, RSTN: APVD 1414/DCC:EAST/GD - ESIS:	
		TMNC,Bay1,Bay2,Bay3,Bay5,Bay6	
1414	TMNC	WITHDRAWN: ORD Arivl via GEFPS,HACKS 15 Mit AS ONE, NO	DV
		SHORTCUTS PAST GEFPS/HACKS	
		1440-1530, TM Initiatives:MIT:VOL	
		ZID:ZDC, RSTN: REQ	
1414	TMNC	IAD Out of D/D at 1331, +15/1244, +30/1259, +45/1313, +60/	DV
		1330, -15/1331 EQ: NATIONAL OUTAGE: NOTAMS Fwd by IAD/TMC/DS	
1414	TMNC	DCA Arivl via ZDC15 15 Mit JETS	DV
		1530-1715, VOL:VOLUME, DCA	
		PCT:ZDC, RSTN: - ESIS: TMNC,Bay6	
1416	TMNC	DCA Arivl via ZDC02 15 Mit JETS	MY
		1530-1715, VOL:VOLUME, DCA	
		PCT:ZDC, RSTN: - ESIS: TMNC,Bay6	
1416	TMEC	DCA Arivl via ZDC02 15 Mit JETS	SY
		1530-1715, VOL:VOLUME, DCA	
		PCT:ZDC, RSTN:	
1416	TMEC	DCA Arivl via ZDC14 15 Mit JETS	SY
		1530-1715, VOL:VOLUME, DCA	
		PCT:ZDC, RSTN:	
1416	TMEC	DCA Arivl via ZDC15 15 Mit JETS	SY
		1530-1715, VOL:VOLUME, DCA	
		PCT:ZDC, RSTN:	
1416	TMEC	WITHDRAWN: ORD Arivl via GEFPS,HACKS 15 Mit AS ONE, NO	SY
		SHORTCUTS PAST GEFPS/HACKS	

LOG SUMMARY FOR ZDC on 01 11 2023

		1440-1530, TM Initiatives:MIT:VOL	
		ZID:ZDC, RSTN: REQ	
1416	TMEC	ORD Arivl via GEFES,HACKS 15 Mit AS ONE, NO SHORTCUTS PAST GEFES/HACKS	SY
		1440-1520, TM Initiatives:MIT:VOL	
		ZID:ZDC, RSTN: APVD 1414/DCC:EAST/GD	
1416	TMEC	DCA Arivl via ZDC53 20 Mit JETS	SY
		1530-1715, VOL:Volume, DCA	
		PCT:ZDC, RSTN:	
1417	TMNC	DCA Arivl via ZDC14 15 Mit JETS	MY
		1530-1715, VOL:VOLUME, DCA	
		PCT:ZDC, RSTN: - ESIS: TMNC,Bay2,Bay3	
1418	TMNC	DCA Arivl via ZDC53 20 Mit JETS	MY
		1530-1715, VOL:Volume, DCA	
		PCT:ZDC, RSTN: - ESIS: TMNC,Bay4	
1418	TMNC	DCA EnRte via BUCKO 20 Mit JETS, FEA -ZOB	MY
		1445-1630, VOL:Compacted Demand	
		ZDC:ZOB, RSTN: APVD 1418/DCC:EAST/OE - ESIS: TMNC,Bay6	
1419	TMNC	DCA EnRte via AARNN 25 Mit JETS SINGLE STREAM, FEA -ZJXAREA2	MY
		1545-1615, VOL:Compacted Demand	
		ZDC:ZJX, RSTN: APVD 1419/DCC:EAST/OE - ESIS: TMNC,Bay2	
1422	TMNC	DCA EnRte via BKW 20 Mit JETS SINGLE STREAM, FEA -ZID	MY
		1515-1630, VOL:Compacted Demand	
		ZDC:ZID, RSTN: APVD 1422/DCC:EAST/OE - ESIS: TMNC,Bay6	
1422	TMNC	EWR EnRte via FLO,TUBAS 25 Mit JETS AS ONE RTE, FEA	MY
		-ZJXAREA2	
		1515-1615, VOL:Compacted Demand	
		ZDC:ZJX, RSTN: APVD 1422/DCC:EAST/OE - LNK: EWR - ESIS:	
		TMNC,Bay2	
1422	TMNC	EWR EnRte via GARIC 25 Mit JETS SINGLE STREAM, FEA -ZJXAREA3	MY
		1515-1630, VOL:Compacted Demand	
		ZDC:ZJX, RSTN: APVD 1422/DCC:EAST/OE - LNK: EWR - ESIS:	
		TMNC,Bay3	
1422	TMNC	EWR EnRte via GARIC 25 Mit JETS SINGLE STREAM, FEA -ZJXAREA3	MY
		1830-1930, VOL:Compacted Demand	
		ZDC:ZJX, RSTN: APVD 1422/DCC:EAST/OE - LNK: EWR - ESIS:	
		TMNC,Bay3	
1422	TMEC	DCA EnRte via BUCKO 20 Mit JETS, FEA -ZOB	SY
		1445-1630, VOL:Compacted Demand	
		ZDC:ZOB, RSTN: APVD 1418/DCC:EAST/OE - ESIS: TMNC,Bay6	
1422	TMEC	DCA EnRte via AARNN 25 Mit JETS SINGLE STREAM, FEA -ZJXAREA2	SY
		1545-1615, VOL:Compacted Demand	
		ZDC:ZJX, RSTN: APVD 1419/DCC:EAST/OE - ESIS: TMNC,Bay2	
1422	TMEC	EWR EnRte via FLO,TUBAS 25 Mit JETS AS ONE RTE, FEA	SY
		-ZJXAREA2	
		1515-1615, VOL:Compacted Demand	
		ZDC:ZJX, RSTN: APVD 1422/DCC:EAST/OE - LNK: EWR - ESIS:	
		TMNC,Bay2	
1422	TMEC	DCA EnRte via BKW 20 Mit JETS SINGLE STREAM, FEA -ZID	SY
		1515-1630, VOL:Compacted Demand	
		ZDC:ZID, RSTN: APVD 1422/DCC:EAST/OE - ESIS: TMNC,Bay6	
1422	TMEC	EWR EnRte via GARIC 25 Mit JETS SINGLE STREAM, FEA -ZJXAREA3	SY
		1830-1930, VOL:Compacted Demand	
		ZDC:ZJX, RSTN: APVD 1422/DCC:EAST/OE - LNK: EWR - ESIS:	
		TMNC,Bay3	
1422	TMEC	EWR EnRte via GARIC 25 Mit JETS SINGLE STREAM, FEA -ZJXAREA3	SY
		1515-1630, VOL:Compacted Demand	

LOG SUMMARY FOR ZDC on 01 11 2023

ZDC:ZJX, RSTN: APVD 1422/DCC:EAST/OE - LNK: EWR - ESIS:
TMNC,Bay3

1425 TMNC ZTL FLIGHT PLAN DROP INTERVAL IS SET AT 3 HRS MY
1414-0530, VOL:Volume
ZTL:ZDC,ZJX,ZHU,ZID,ZME,ATL,CLT, RSTN: APVD 1423/DCC:EAST/KL
- LNK: ATL,CLT

1440 TMNC CANCELLED: ZTL FLIGHT PLAN DROP INTERVAL IS SET AT 3 HRS MY
1414-1428, VOL:Volume
ZTL:ZDC,ZJX,ZHU,ZID,ZME,ATL,CLT, RSTN: 1439/DCC:EAST/KL -
LNK: ATL,CLT

1441 TMNC BOS Arivl via JFK 15 Mit 15PR,10NC MY
1515-1715, VOL:Compacted Demand
ZNY:ZDC, RSTN: APVD 1440/DCC:EAST/OE - LNK: JFK - ESIS:
TMNC,Bay1,Bay2,Bay3,Bay4,Bay5

1448 TMEC ZTL FLIGHT PLAN DROP INTERVAL IS SET AT 3 HRS SY
1414-0530, VOL:Volume
ZTL:ZDC,ZJX,ZHU,ZID,ZME,ATL,CLT, RSTN: APVD 1423/DCC:EAST/KL
- LNK: ATL,CLT

1448 TMEC CANCELLED: ZTL FLIGHT PLAN DROP INTERVAL IS SET AT 3 HRS SY
1414-1428, VOL:Volume
ZTL:ZDC,ZJX,ZHU,ZID,ZME,ATL,CLT, RSTN: 1439/DCC:EAST/KL -
LNK: ATL,CLT

1448 TMEC BOS Arivl via JFK 15 Mit 15PR,10NC SY
1515-1715, VOL:Compacted Demand
ZNY:ZDC, RSTN: APVD 1440/DCC:EAST/OE - LNK: JFK

1448 TMEC CLT Arivl SOUTH METERING, BEGIN SCHEDULING AT 1100Z SY
1200-0100, VOL:Volume
ZTL:ZJX,ZID,ZDC,ZME, TBM: MOD/APVD 1447/DCC:EAST/KL - LNK:
CLT

1449 TMNC CLT Arivl SOUTH METERING, BEGIN SCHEDULING AT 1100Z MY
1200-0100, VOL:Volume
ZTL:ZJX,ZID,ZDC,ZME, TBM: MOD/APVD 1447/DCC:EAST/KL - LNK:
CLT

1453 TMNC REQ FDX9795 ROUTED ./TALLO.VANZE3.KMEM MY
1448-1510, VOL:Compacted Demand
ZID:ZDC, RSTN: APVD 1452/DCC:EAST/KL

1456 TMNC STOP CNX ATL 11/1450Z MY
ADVZY=47 ATL/ZTL 01/11/2023 - LNK: ATL

1456 TMNC MIA EnRte via YARS 10 Mit JETS RALT, ZJX Passback MY
1530-1700, VOL:Compacted Demand
ZJX:ZDC, RSTN: - ESIS: TMNC,Bay3,Bay4

1500 TMNC STOP CNX BOS 11/1453Z MY
RMK:RESUME NORMAL OPERATIONS AT BOS ADVZY=48 BOS/ZBW 01/11/
2023

1500 TMNC DIVERSIONS RELEASED FROM LGA GROUND STOP. PLEASE ADVISE MY
YOUR UNDERLYING FACILITIES.

RPA5755 ROC-LGA
RPA5610 BTV-LGA
DAL662 BNA-LGA
EDV4735 MKE-LGA
DAL2625 RSW-LGA
DAL1445 MCO-LGA
EDV5161 JAX-LGA
DAL1319 TPA-LGA
EDV5072 ROA-LGA
EDV4964 BHM-LGA

LOG SUMMARY FOR ZDC on 01 11 2023

EDV5507 CLT-LGA
RPA5672 MCI-LGA
DAL2656 ORD-LGA
EDV5169 MEM-LGA

		Thanks Fwd by DCC/TTCA/OL - LNK: LGA,CLT	
1503	TMNC	STOP MODIFIED: LGA 11/1450Z-11/1530Z OTHER / OTHER FAC=(2ndTier+CZY_AP) ZAU ZTL ZDC ZNY ZJX ZOB ZBW ZID ZMP CYHZ CYOW CYUL CYYZ CYTZ CYQB TOT/MAX/AVE DLY=2256,111,84.0 AAR=38 RMK:DAL MAINLINE AND SUBCARRIERS ONLY ADVZY=49 LGA/ ZNY 01/11/2023 - LNK: LGA	MY
1519	TMNC	BWI Dept via JDUBB,SCRAM 15 Mit JETS AS ONE, FEA -PCT FILTER JDUBB 1515-1630, VOL:Compacted Demand ZDC:PCT, RSTN: - ESIS: TMNC,Bay5	DV
1519	TMNC	DCA,IAD Dept via JDUBB,SCRAM 10 Mit JETS AS ONE ARPT, FEA -PCT FILTER JDUBB 1515-1630, VOL:Compacted Demand ZDC:PCT, RSTN: - ESIS: TMNC,Bay5	DV
1519	TMNC	EnRte via WAVEY 15 Mit JETS, FEA -EASTCST 1515-1700, VOL:Compacted Demand ZDC:ZNY, RSTN: APVD 1518/DCC:EAST/OE - ESIS: TMNC,Bay3,Bay4	DV
1519	TMNC	EnRte via WHITE 10 Mit JETS, FEA -EASTCST 1515-1700, VOL:Compacted Demand ZDC:ZNY, RSTN: - ESIS: TMNC,Bay3,Bay4	DV
1521	TMNC	BWI Dept via JDUBB,SCRAM 20 Mit JETS AS ONE, FEA -PCT FILTER JDUBB 1515-1630, VOL:Compacted Demand ZDC:PCT, RSTN: MOD - ESIS: TMNC,Bay5	DV
1521	TMNC	DCA,IAD Dept via JDUBB,SCRAM 15 Mit JETS AS ONE ARPT, FEA -PCT FILTER JDUBB 1515-1630, VOL:Compacted Demand ZDC:PCT, RSTN: MOD - ESIS: TMNC,Bay5	DV
1523	TMNC	WITHDRAWN: PHL,SATS Dept via OOD 20 Mit JETS AS ONE ARPT Excluding: B24, FEA -EASTCST 1522-1630, VOL:Compacted Demand ZDC:PHL, RSTN: - LNK: PHL	DV
1524	STMC	Lathaniel Peters (XP) On duty position STMC	
1525	TMNC	PHL,SATS Dept via OOD 20 Mit JETS AS ONE ARPT Excluding: B24 /ZDC LAND, FEA -EASTCST 1523-1630, VOL:Compacted Demand ZDC:PHL, RSTN: - LNK: PHL - ESIS: TMNC,Bay3,Bay4	DV
1526	TMNC	GDP (UDP) LGA FAC=(ALL+CZY_AP) ZLA ZAU ZLC ZTL ZDC ZNY ZHU ZJX ZFW ZOB ZDV ZOA ZSE ZBW ZMA ZKC ZME ZID ZAB ZMP CYHZ CYOW CYUL CYYZ CYTZ CYQB EXCPT NONE EVENT=11/1500Z-12/0159Z, CUMULATIVE=11/1500Z-12/0159Z EQUIPMENT / OUTAGE MAX=308 AVG=68.0 AAR=38 PR=13/12/12/15/18 /18/18/18/18/18/18 PF=0 RMK: DAL&DAL SUBS ONLY. GROUND STOP CANCELLED. ADVZY=50 LGA/ZNY 01/11/2023 - LNK: LGA - ESIS: TMNC	DV
1526	TMNC	EnRte via J174 25 Mit JETS PER STRAT, STRAT AOB FL350/AOA FL360 FEA -EASTCST 1524-1630, VOL:Compacted Demand ZDC:ZBW, RSTN: APVD 1525/DCC:EAST/OE - ESIS: TMNC,Bay3,Bay4	DV
1528	TMNC	Dept via SCOOB 20 Mit JETS PER ARPT Excluding: AOB FL220,	DV

LOG SUMMARY FOR ZDC on 01 11 2023

		FEA -PCT	
		1530-1700, VOL:Compacted Demand	
		ZDC:PCT, RSTN: - ESIS: TMNC,Bay1,Bay3	
1531	TMNC	REQUEST KRSW/KTPA AOB FL340 DUE TO VOLUME IN ZTL28	DV
		1600-1700, VOL:Volume	
		ZTL:ZDC, RSTN: APVD 1531/DCC:EAST/KL - ESIS:	
		TMNC,Bay2,Bay3,Bay5	
1532	TMNC	WITHDRAWN: JFK EnRte via J121,YARS 20 Mit JETS, FEA	DV
		-ZJXAREA3	
		1545-1700, VOL:Compacted Demand	
		ZDC:ZJX, RSTN: REQ - LNK: JFK	
1536	TMNC	Dept via SCOOB 25 Mit JETS PER ARPT Excluding: AOB FL220,	DV
		FEA -PCT	
		1530-1700, VOL:Compacted Demand	
		ZDC:PCT, RSTN: MOD - ESIS: TMNC,Bay1,Bay3	
1538	TMNC	EnRte via WAVEY 20 Mit JETS, FEA -EASTCST	DV
		1515-1700, VOL:Compacted Demand	
		ZDC:ZNY, RSTN: MOD/APVD 1537/DCC:EAST/CJ - ESIS:	
		TMNC,Bay3,Bay4	
1538	TMNC	EnRte via WHITE 15 Mit JETS, FEA -EASTCST	DV
		1515-1700, VOL:Compacted Demand	
		ZDC:ZNY, RSTN: MOD/APVD 1537/DCC:EAST/CJ - ESIS:	
		TMNC,Bay3,Bay4	
1538	TMNC	FFT1170/JIA5570/JIA9965 RERTE VIA:JROSS FLO RDU FAK	DV
		PAATS3.PHL	
		1530-1700, VOL:Volume	
		ZDC:ZJX, RSTN: APVD 1537/DCC:EAST/CJ FWD:TMNC Fwd by ZDC/	
		STMC/XP - LNK: PHL	
1538	TMNC	JFK EnRte via J121,YARS 20 Mit JETS PER ROUTE, FEA -ZJXAREA3	DV
		1545-1700, VOL:Compacted Demand	
		ZDC:ZJX, RSTN: APVD 1537/DCC:EAST/CJ - LNK: JFK - ESIS:	
		TMNC,Bay3	
1538	TMNC	LGA EnRte via SITTR 20 Mit JETS NO DIRECTS, FEA -ZID	DV
		1630-1730, VOL:Compacted Demand	
		ZDC:ZID, RSTN: APVD 1537/DCC:EAST/CJ - LNK: LGA - ESIS:	
		TMNC,Bay5,Bay6	
1538	TMNC	EWR Arivl via ARD 15 Mit	DV
		1630-1830, VOL:Compacted Demand	
		N90:ZDC, RSTN: APVD 1537/DCC:EAST/CJ - LNK: EWR - ESIS:	
		TMNC,Bay1,Bay2,Bay3,Bay4,Bay5,Bay6	
1539	TMNC	CANCELLED: MIA EnRte via YARS 10 Mit JETS RALT, ZJX Passback	DV
		1530-1538, VOL:Compacted Demand	
		ZJX:ZDC, RSTN:	
1539	TMNC	PBI EnRte 15 Mit Y_AR RTES	DV
		1615-1730, VOL:Volume	
		ZJX:ZDC, RSTN: APVD 1538/DCC:EAST/CJ - ESIS: TMNC,Bay3,Bay4	
1539	TMNC	FLL EnRte 15 Mit Y_AR RTES	DV
		1615-1730, VOL:Volume	
		ZJX:ZDC, RSTN: APVD 1538/DCC:EAST/CJ - ESIS: TMNC,Bay3,Bay4	
1540	TMNC	MIA EnRte 15 Mit Y_AR RTES	DV
		1615-1815, VOL:Volume	
		ZJX:ZDC, RSTN: APVD 1540/DCC:EAST/CJ - ESIS: TMNC,Bay3,Bay4	
1540	TMNC	TUCK CHO/RIC ARRIVALS AOB FL230	DV
		1545-1630, VOL:Compacted Demand	
		ZDC:ZOB, RSTN: APVD 1540/DCC:EAST/CJ - ESIS: TMNC,Bay6	
1552	TMNC	CANCELLED: BWI Dept via JDUBB,SCRAM 20 Mit JETS AS ONE, FEA	DV
		-PCT FILTER JDUBB	

LOG SUMMARY FOR ZDC on 01 11 2023

		1515-1551, VOL:Compacted Demand	
		ZDC:PCT, RSTN: - ESIS: TMNC,Bay5	
1552	TMNC	CANCELLED: DCA,IAD Dept via JDUBB,SCRAM 15 Mit JETS AS ONE ARPT, FEA -PCT FILTER JDUBB	DV
		1515-1551, VOL:Compacted Demand	
		ZDC:PCT, RSTN: - ESIS: TMNC,Bay5	
1600	TMNC	STOP DCA 11/1543Z-11/1700Z WEATHER / WIND	DV
		FAC=(1stTier) ZTL ZDC ZNY ZJX ZOB ZBW ZID TOT/MAX/AVE DLY=959,72,44.0 AAR=36 ADVZY=53 DCA/ZDC 01/11/2023 - ESIS: TMNC	
1600	TMNC	LGA Arivl via RBV 15 Mit	DV
		1700-2000, VOL:Arrival Demand	
		N90:ZDC, RSTN: APVD 1600/DCC:EAST/CJ - LNK: LGA - ESIS: TMNC,Bay1,Bay2,Bay3,Bay5,Bay6	
1600	TMNC	DCA VMC ARR:19 DEP:19 AAR(Strat/Dyn):32/32 ADR:32 (updated at 1553 by PCT)	DV
1609	TMNC	DCA Arivl via ZDC02 20 Mit JETS	MY
		1530-2100, VOL:Multi-taxi, DCA PCT:ZDC, RSTN: MOD	
1609	TMNC	DCA Arivl via ZDC15 20 Mit JETS	MY
		1530-2100, VOL:Multi-taxi, DCA PCT:ZDC, RSTN: MOD	
1610	TMNC	DCA Arivl via ZDC14 20 Mit JETS	MY
		1530-2100, VOL:Multi-taxi, DCA PCT:ZDC, RSTN: MOD	
1616	TMNC	DCA EnRte via BKW 25 Mit JETS SINGLE STREAM, FEA -ZID	MY
		1515-2100, VOL:Compacted Demand	
		ZDC:ZID, RSTN: MOD/APVD 1614/DCC:EAST/CJ - ESIS: TMNC,Bay6	
1616	TMNC	DCA EnRte via BUCKO 25 Mit JETS, FEA -ZOB	MY
		1445-2100, VOL:Compacted Demand	
		ZDC:ZOB, RSTN: MOD/APVD 1613/DCC:EAST/CJ - ESIS: TMNC,Bay6	
1616	TMNC	DCA VMC ARR:19 DEP:19 AAR(Strat/Dyn):32/30 ADJ:OTHER ADR:30 RMK:DCAT REQ. 4 MIT FINAL SPACING. (updated at 1608 by PCT) Fwd by PCT/TMU/MM	MY
1623	TMNC	STOP: ZDC to LGA	MY
		1623-1700, VOL:Compacted Demand	
		ZDC:ZDC, STOP: - LNK: LGA - ESIS: TMNC	
1628	TMEC	Lathaniel Peters (XP) On duty position TMEC	
1630	STMC	Lathaniel Peters (XP) Off duty position STMC	XP
1631	TMEC	Sharlotte Sonnthal-Yealdhall (SY) Off duty position TMEC	SY
1638	TMNC	GDP CNX CLT	MY
		11/1633Z ADVZY=60 CLT/ZTL 01/11/2023 - LNK: CLT	
1638	TMNC	EnRte via WAVEY 20 Mit JETS Excluding: ZDC LANDERS, FEA -EASTCST	MY
		1515-1700, VOL:Compacted Demand	
		ZDC:ZNY, RSTN: MOD/APVD 1635/DCC:EAST/OL - ESIS: TMNC,Bay3,Bay4	
1638	TMNC	EnRte via WHITE 15 Mit JETS Excluding: ZDC LANDERS, FEA -EASTCST	MY
		1515-1700, VOL:Compacted Demand	
		ZDC:ZNY, RSTN: MOD/APVD 1635/DCC:EAST/OL - ESIS: TMNC,Bay3,Bay4	
1648	TMNC	CANCELLED: REQUEST KRSW/KTPA AOB FL340 DUE TO VOLUME IN ZTL28	MY
		1600-1645, VOL:Volume	
		ZTL:ZDC, RSTN: 1648/DCC:EAST/OL	
1657	TMNC	STOP LGA 11/1643Z-11/1800Z VOLUME / VOLUME	MY

LOG SUMMARY FOR ZDC on 01 11 2023

FAC=(Manual) ZDC ZNY ZOB ZBW CYHZ CYOW CYUL CYYZ CYTZ CYQB
TOT/MAX/AVE DLY=2081,256,110.0 AAR=38 ADVZY=64 LGA/ZNY 01/11
/2023 - ESIS: TMNC

1701 TMNC LGA EnRte via Q60 25 Mit JETS, FEA -ZTL MY
2000-2030, VOL:Compacted Demand
ZDC:ZTL, RSTN: APVD 1701/DCC:EAST/CJ - LNK: LGA - ESIS:
TMNC,Bay2,Bay5

1701 TMNC EWR EnRte via FLO,TUBAS 25 Mit JETS AS ONE RTE, FEA MY
-ZJXAREA2
1830-1900, VOL:Compacted Demand
ZDC:ZJX, RSTN: APVD 1701/DCC:EAST/CJ - LNK: EWR - ESIS:
TMNC,Bay2

1702 TMNC JFK EnRte via J121,YARS 20 Mit JETS, FEA -ZJXAREA3 MY
1845-1930, VOL:Compacted Demand
ZDC:ZJX, RSTN: APVD 1701/DCC:EAST/CJ - LNK: JFK - ESIS:
TMNC,Bay3

1704 TMNC JFK EnRte via J121,YARS 20 Mit JETS PER ROUTE, FEA -ZJXAREA3 MY
1845-1930, VOL:Compacted Demand
ZDC:ZJX, RSTN: MOD/APVD 1704/DCC:EAST/CJ - LNK: JFK - ESIS:
TMNC,Bay3

1719 TMNC GDP (UDP) SFO FAC=(ALL+CZV_AP) ZLA ZAU ZLC ZTL ZDC ZNY ZHU DV
ZJX ZFW ZOB ZDV ZOA ZSE ZBW ZMA ZKC ZME ZID ZAB ZMP CYEG
CYVR CYYC EXCPT NONE
EVENT=11/1930Z-12/0729Z, CUMULATIVE=11/1930Z-12/0729Z
WEATHER / WIND MAX=227 AVG=57.0 AAR=28 PR=28 PF=0 RMK: ARR
19 / DEP 10. MED POP UP. TIME +45 ADVZY=66 SFO/ZOA 01/11/
2023 - ESIS: TMNC

1727 TMNC FLL EnRte 15 Mit Y_AR RTES DV
1615-1900, VOL:Volume
ZJX:ZDC, RSTN: MOD/APVD 1727/DCC:EAST/CJ

1727 TMNC MIA EnRte 15 Mit Y_AR RTES DV
1615-1900, VOL:Volume
ZJX:ZDC, RSTN: MOD/APVD 1727/DCC:EAST/CJ

1727 TMNC PBI EnRte 15 Mit Y_AR RTES DV
1615-1900, VOL:Volume
ZJX:ZDC, RSTN: MOD/APVD 1727/DCC:EAST/CJ

1741 TMNC The PERTI advanced planning team requests that you DV
participate in today's PERTI webinar due to possible TMIs/
constraints that may affect your facility tomorrow and will
be discussed on today's PERTI webinar at 1930z.
Please join by dialing 540.359.3208 and utilize the PIN that
you typically use to access any ATCSCC planning Telcon.
If you have any questions, call the ATCSCC PERTI office at
██████████ Fwd by DCC/PT/P2

1741 TMNC The PERTI advanced planning team requests that you DV
participate in today's PERTI webinar due to possible TMIs/
constraints that may affect your facility tomorrow and will
be discussed on today's PERTI webinar at 1930z.
Please join by dialing 540.359.3208 and utilize the PIN that
you typically use to access any ATCSCC planning Telcon.
If you have any questions, call the ATCSCC PERTI office at
██████████ Fwd by DCC/PT/P2

1741 TMNC STOP MODIFIED: LGA 11/1717Z-11/1830Z VOLUME / VOLUME DV
FAC=(ALL+CZY_AP) ZLA ZAU ZLC ZTL ZDC ZNY ZHU ZJX ZFW ZOB ZDV
ZOA ZSE ZBW ZMA ZKC ZME ZID ZAB ZMP CYHZ CYOW CYUL CYYZ
CYTZ CYQB TOT/MAX/AVE DLY=4587,286,88.0 AAR=38 ADVZY=68 LGA/
ZNY 01/11/2023 - LNK: LGA

LOG SUMMARY FOR ZDC on 01 11 2023

1752	TMNC	BWI VMC ARR:10/15L DEP:15L/15R AAR(Strat/Dyn):36/36 ADR:36 (updated at 1751 by PCT)	DV
1757	TMNC	FLL EnRte 15 Mit Y_AR RTES 1615-2000, VOL:Volume ZJX:ZDC, RSTN: MOD/APVD 1756/DCC:EAST/GD	DV
1759	TMNC	EWR Arivl via ARD 15 Mit 1630-0200, VOL:Compacted Demand N90:ZDC, RSTN: MOD/APVD 1759/DCC:EAST/GD - LNK: EWR	DV
1759	TMNC	PBI EnRte 15 Mit Y_AR RTES 1615-1945, VOL:Volume ZJX:ZDC, RSTN: MOD/APVD 1759/DCC:EAST/GD	DV
1806	TMNC	GDP Revision (UDP) LGA FAC=(ALL+CZY_AP) ZLA ZAU ZLC ZTL ZDC ZNY ZHU ZJX ZFW ZOB ZDV ZOA ZSE ZBW ZMA ZKC ZME ZID ZAB ZMP CYHZ CYOW CYUL CYYZ CYTZ CYQB EXCPT NONE EVENT=11/1753Z-12/0359Z, CUMULATIVE=11/1500Z-12/0359Z VOLUME / VOLUME MAX=300 AVG=67.0 AAR=38 PR=38 PF=0 RMK: GROUND STOP CANCELLED; GROUND DELAY PROGRAM NOW INCLUDES ALL FLIGHTS ADVZY=71 LGA/ZNY 01/11/2023 - LNK: LGA - ESIS: TMNC	DV
1806	TMNC	IAD LVMC ARR:19L/19C DEP:19L/30 AAR(Strat/Dyn):68/68 ADR:48 (updated at 1804 by PCT) Fwd by PCT/TMU/MM	DV
1808	TMNC	IAD Arivl via ZDC02 15 Mit JETS 2010-2110, WX:Low Ceilings PCT:ZDC, RSTN: - ESIS: TMNC,Bay6	DV
1808	TMNC	IAD Arivl via ZDC14 10 Mit JETS 2010-2110, WX:Low Ceilings PCT:ZDC, RSTN: - ESIS: TMNC,Bay2,Bay3	DV
1808	TMNC	IAD Arivl via ZDC15 15 Mit JETS 2010-2110, WX:Low Ceilings PCT:ZDC, RSTN: - ESIS: TMNC,Bay6	DV
1810	TMNC	NO MRB OVERFLIGHTS AOB 100. T287 IS APPROVED IF ABLE. Excluding: PCT SATELLITE ARRIVALS 2000-2115, OTHER:COMPLEXITY PCT:ZDC, RSTN: - ESIS: TMNC,Bay2,Bay3,Bay1,Bay4,Bay5,Bay6	DV
1812	TMNC	IAD EnRte via HVQ 20 Mit AOB 330 SINGLE STREAM, ZDC Passback 1945-2110, WX:Low Ceilings ZDC:ZID, RSTN: APVD 1811/DCC:EAST/GD - ESIS: Bay6, TMNC	DV
1812	TMNC	IAD EnRte via MGW 20 Mit JETS, ZDC Passback 1945-2100, WX:Low Ceilings ZDC:ZOB, RSTN: APVD 1811/DCC:EAST/GD - ESIS: Bay6, TMNC	DV
1815	TMNC	DCA Arivl via ZDC02 20 Mit JETS 1530-2300, VOL:Multi-taxi, DCA PCT:ZDC, RSTN: MOD	DV
1817	TMNC	DCA Arivl via ZDC14 20 Mit JETS 1530-2300, VOL:Multi-taxi, DCA PCT:ZDC, RSTN: MOD	DV
1817	TMNC	DCA Arivl via ZDC15 20 Mit JETS 1530-2300, VOL:Multi-taxi, DCA PCT:ZDC, RSTN: MOD	DV
1824	TMNC	DCA EnRte via BUCKO 25 Mit JETS, FEA -ZOB 1445-2300, VOL:Compacted Demand ZDC:ZOB, RSTN: MOD/APVD 1823/DCC:EAST/OL - ESIS: TMNC,Bay6	DV
1824	TMNC	IAD EnRte via FLO,TUBAS 20 Mit JETS, ZDC Passback 1945-2045, WX:Low Ceilings ZDC:ZJX, RSTN: APVD 1823/DCC:EAST/OL - ESIS: TMNC,Bay2	DV
1824	TMNC	Dana McFarland (FZ) On duty position TMNC	
1840	TMNC	DCA EnRte via BKW 25 Mit JETS SINGLE STREAM, FEA -ZID 1515-2300, VOL:Compacted Demand	FZ

LOG SUMMARY FOR ZDC on 01 11 2023

1840	TMNC	ZDC:ZID, RSTN: MOD/APVD 1840/DCC:EAST/OL - ESIS: TMNC, Bay6 TUCK CHO/NGU/ORF/RIC ARRIVALS AOB FL230 1930-2200, VOL:ZDC37	FZ
1844	TMNC	ZDC:ZID, RSTN: APVD 1840/DCC:EAST/OL - ESIS: TMNC, Bay6 PBI EnRte 15 Mit Y_AR RTES 1615-2300, VOL:Volume	FZ
1846	TMNC	ZJX:ZDC, RSTN: MOD/APVD 1843/DCC:EAST/OL FLl EnRte 10 Mit Y_AR RTES 1615-2300, VOL:Volume	FZ
1849	TMEC	ZJX:ZDC, RSTN: MOD Lathaniel Peters (SY) Off duty position TMEC Combine to Position STMC	SY
1849	TMNC	Sharlotte Sonnthal-Yealdhall (SY) On duty position TMNC	
1850	TMNC	EnRte via WHITE 10 Mit JETS Excluding: ZDC LANDERS, FEA -EASTCST 1900-2000, VOL:Compacted Demand	FZ
1851	STMC	ZDC:ZNY, RSTN: - ESIS: TMNC, Bay3, Bay4 Position TMEC combined here.	
1851	TMEC	Christina Brock (DQ) On duty position TMEC	
1851	STMC	Combined Position TMEC Decombined.	DQ
1851	TMEC	DCA VMC ARR:19 DEP:19 AAR(Strat/Dyn):32/32 ADR:32 (updated at 1553 by PCT)	DQ
1851	TMEC	DCA VMC ARR:19 DEP:19 AAR(Strat/Dyn):32/30 ADJ:OTHER ADR:30 RMK:DCAT REQ. 4 MIT FINAL SPACING. (updated at 1608 by PCT) Fwd by PCT/TMU/MM	DQ
1851	TMEC	LGA Arivl via RBV 15 Mit 1700-2000, VOL:Arrival Demand	DQ
1851	TMEC	N90:ZDC, RSTN: APVD 1600/DCC:EAST/CJ - LNK: LGA DCA Arivl via ZDC02 20 Mit JETS 1530-2100, VOL:Multi-taxi, DCA	DQ
1851	TMEC	PCT:ZDC, RSTN: MOD DCA Arivl via ZDC15 20 Mit JETS 1530-2100, VOL:Multi-taxi, DCA	DQ
1851	TMEC	PCT:ZDC, RSTN: MOD DCA Arivl via ZDC14 20 Mit JETS 1530-2100, VOL:Multi-taxi, DCA	DQ
1851	TMEC	PCT:ZDC, RSTN: MOD DCA EnRte via BUCKO 25 Mit JETS, FEA -ZOB 1445-2100, VOL:Compacted Demand	DQ
1851	TMEC	ZDC:ZOB, RSTN: MOD/APVD 1613/DCC:EAST/CJ - ESIS: TMNC, Bay6 DCA EnRte via BKW 25 Mit JETS SINGLE STREAM, FEA -ZID 1515-2100, VOL:Compacted Demand	DQ
1851	TMEC	ZDC:ZID, RSTN: MOD/APVD 1614/DCC:EAST/CJ - ESIS: TMNC, Bay6 JFK EnRte via J121, YARS 20 Mit JETS, FEA -ZJXAREA3 1845-1930, VOL:Compacted Demand	DQ
1851	TMEC	ZDC:ZJX, RSTN: APVD 1701/DCC:EAST/CJ - LNK: JFK - ESIS: TMNC, Bay3 LGA EnRte via Q60 25 Mit JETS, FEA -ZTL 2000-2030, VOL:Compacted Demand	DQ
1851	TMEC	ZDC:ZTL, RSTN: APVD 1701/DCC:EAST/CJ - LNK: LGA - ESIS: TMNC, Bay2, Bay5 GDP (UDP) SFO FAC=(ALL+CZV_AP) ZLA ZAU ZLC ZTL ZDC ZNY ZHU ZJX ZFW ZOB ZDV ZOA ZSE ZBW ZMA ZKC ZME ZID ZAB ZMP CYEG CYVR CYYC EXCPT NONE EVENT=11/1930Z-12/0729Z, CUMULATIVE=11/1930Z-12/0729Z WEATHER / WIND MAX=227 AVG=57.0 AAR=28 PR=28 PF=0 RMK: ARR 19 / DEP 10. MED POP UP. TIME +45 ADVZY=66 SFO/ZOA 01/11/	DQ

LOG SUMMARY FOR ZDC on 01 11 2023

2023

1851	TMEC	The PERTI advanced planning team requests that you participate in today's PERTI webinar due to possible TMIs/ constraints that may affect your facility tomorrow and will be discussed on today's PERTI webinar at 1930z. Please join by dialing 540.359.3208 and utilize the PIN that you typically use to access any ATCSCC planning Telcon. If you have any questions, call the ATCSCC PERTI office at 540.422.4344. Fwd by DCC/PT/P2	DQ
1851	TMEC	BWI VMC ARR:10/15L DEP:15L/15R AAR(Strat/Dyn):36/36 ADR:36 (updated at 1751 by PCT)	DQ
1851	TMEC	EWR EnRte via FLO,TUBAS 25 Mit JETS AS ONE RTE, FEA -ZJXAREA2 1830-1900, VOL:Compacted Demand ZDC:ZJX, RSTN: APVD 1701/DCC:EAST/CJ - LNK: EWR - ESIS: TMNC,Bay2	DQ
1851	TMEC	MIA EnRte 15 Mit Y_AR RTES 1615-1900, VOL:Volume ZJX:ZDC, RSTN: MOD/APVD 1727/DCC:EAST/CJ	DQ
1851	TMEC	EWR Arivl via ARD 15 Mit 1630-0200, VOL:Compacted Demand N90:ZDC, RSTN: MOD/APVD 1759/DCC:EAST/GD - LNK: EWR	DQ
1851	TMEC	PBI EnRte 15 Mit Y_AR RTES 1615-1945, VOL:Volume ZJX:ZDC, RSTN: MOD/APVD 1759/DCC:EAST/GD	DQ
1851	TMEC	GDP Revision (UDP) LGA FAC=(ALL+CZY_AP) ZLA ZAU ZLC ZTL ZDC ZNY ZHU ZJX ZFW ZOB ZDV ZOA ZSE ZBW ZMA ZKC ZME ZID ZAB ZMP CYHZ CYOW CYUL CYYZ CYTZ CYQB EXCPT NONE EVENT=11/1753Z-12/0359Z, CUMULATIVE=11/1500Z-12/0359Z VOLUME / VOLUME MAX=300 AVG=67.0 AAR=38 PR=38 PF=0 RMK: GROUND STOP CANCELLED; GROUND DELAY PROGRAM NOW INCLUDES ALL FLIGHTS ADVZY=71 LGA/ZNY 01/11/2023 - LNK: LGA	DQ
1851	TMEC	IAD LVMC ARR:19L/19C DEP:19L/30 AAR(Strat/Dyn):68/68 ADR:48 (updated at 1804 by PCT) Fwd by PCT/TMU/MM	DQ
1851	TMEC	IAD Arivl via ZDC14 10 Mit JETS 2010-2110, WX:Low Ceilings PCT:ZDC, RSTN:	DQ
1851	TMEC	IAD Arivl via ZDC02 15 Mit JETS 2010-2110, WX:Low Ceilings PCT:ZDC, RSTN:	DQ
1851	TMEC	IAD Arivl via ZDC15 15 Mit JETS 2010-2110, WX:Low Ceilings PCT:ZDC, RSTN:	DQ
1851	TMEC	IAD EnRte via HVQ 20 Mit AOB 330 SINGLE STREAM, ZDC Passback 1945-2110, WX:Low Ceilings ZDC:ZID, RSTN: APVD 1811/DCC:EAST/GD - ESIS: Bay6,TMNC	DQ
1851	TMEC	DCA Arivl via ZDC15 20 Mit JETS 1530-2300, VOL:Multi-taxi, DCA PCT:ZDC, RSTN: MOD	DQ
1851	TMEC	DCA Arivl via ZDC02 20 Mit JETS 1530-2300, VOL:Multi-taxi, DCA PCT:ZDC, RSTN: MOD	DQ
1851	TMEC	DCA Arivl via ZDC14 20 Mit JETS 1530-2300, VOL:Multi-taxi, DCA PCT:ZDC, RSTN: MOD	DQ
1851	TMEC	DCA EnRte via BKW 25 Mit JETS SINGLE STREAM, FEA -ZID 1515-2300, VOL:Compacted Demand	DQ

LOG SUMMARY FOR ZDC on 01 11 2023

1851	TMEC	ZDC:ZID, RSTN: MOD/APVD 1840/DCC:EAST/OL - ESIS: TMNC, Bay6 TUCK CHO/NGU/ORF/RIC ARRIVALS AOB FL230 1930-2200, VOL:ZDC37	DQ
1851	TMEC	ZDC:ZID, RSTN: APVD 1840/DCC:EAST/OL - ESIS: TMNC, Bay6 FLL EnRte 10 Mit Y_AR RTES 1615-2300, VOL:Volume ZJX:ZDC, RSTN: MOD	DQ
1908	TMNC	WITHDRAWN: LGA EnRte via ILM 25 Mit JETS SINGLE STREAM, FEA -ZJXAREA3 2100-2200, TM Initiatives:MIT:VOL ZDC:ZJX, RSTN: REQ - LNK: LGA	SY
1908	TMNC	ZDC14 HOLDING DCA ARRIVALS DUE TO VOL. Fwd by PCT/TMU/DW	SY
1908	TMNC	LGA EnRte via Q60 25 Mit JETS, FEA -ZTL 2130-2215, TM Initiatives:MIT:VOL ZDC:ZTL, RSTN: APVD 1902/DCC:EAST/JO - LNK: LGA - ESIS: TMNC, Bay2, Bay5	SY
1908	TMNC	DCA EnRte via Q56 25 Mit JETS Excluding: CLT, FEA -ZTL 2100-2145, TM Initiatives:MIT:VOL ZDC:ZTL, RSTN: APVD 1902/DCC:EAST/JO - LNK: CLT - ESIS: TMNC, Bay2	SY
1908	TMNC	EWR EnRte via FLO, TUBAS 25 Mit JETS AS ONE RTE, FEA -ZJXAREA2 2045-2145, TM Initiatives:MIT:VOL ZDC:ZJX, RSTN: APVD 1906/DCC:EAST/JO - LNK: EWR - ESIS: TMNC, Bay2	SY
1908	TMNC	EWR EnRte via Q22 25 Mit JETS, FEA -ZTL 2100-2145, TM Initiatives:MIT:VOL ZDC:ZTL, RSTN: APVD 1901/DCC:EAST/JO - LNK: EWR - ESIS: TMNC, Bay1, Bay2, Bay5	SY
1910	TMNC	LGA Arivl via RBV 15 Mit 1700-0200, VOL:Arrival Demand N90:ZDC, RSTN: MOD/APVD 1909/DCC:EAST/JO - LNK: LGA	SY
1910	TMEC	ZDC14 HOLDING DCA ARRIVALS DUE TO VOL. Fwd by PCT/TMU/DW	DQ
1910	TMEC	EWR EnRte via Q22 25 Mit JETS, FEA -ZTL 2100-2145, TM Initiatives:MIT:VOL ZDC:ZTL, RSTN: APVD 1901/DCC:EAST/JO - LNK: EWR - ESIS: TMNC, Bay1, Bay2, Bay5	DQ
1910	TMEC	DCA EnRte via Q56 25 Mit JETS Excluding: CLT, FEA -ZTL 2100-2145, TM Initiatives:MIT:VOL ZDC:ZTL, RSTN: APVD 1902/DCC:EAST/JO - LNK: CLT - ESIS: TMNC, Bay2	DQ
1910	TMEC	LGA EnRte via Q60 25 Mit JETS, FEA -ZTL 2130-2215, TM Initiatives:MIT:VOL ZDC:ZTL, RSTN: APVD 1902/DCC:EAST/JO - LNK: LGA - ESIS: TMNC, Bay2, Bay5	DQ
1910	TMEC	EWR EnRte via FLO, TUBAS 25 Mit JETS AS ONE RTE, FEA -ZJXAREA2 2045-2145, TM Initiatives:MIT:VOL ZDC:ZJX, RSTN: APVD 1906/DCC:EAST/JO - LNK: EWR - ESIS: TMNC, Bay2	DQ
1910	TMEC	LGA Arivl via RBV 15 Mit 1700-0200, VOL:Arrival Demand N90:ZDC, RSTN: MOD/APVD 1909/DCC:EAST/JO - LNK: LGA	DQ
1912	TMEC	ZDC14 OUT OF HOLDING FOR DCA. Fwd by PCT/TMU/DW	DQ
1912	TMNC	ZDC14 OUT OF HOLDING FOR DCA. Fwd by PCT/TMU/DW	SY
1912	TMNC	JFK EnRte via J121, ARS, Y 25 Mit JETS, FEA -ZJXAREA3 2145-2245, VOL:Volume	SY

LOG SUMMARY FOR ZDC on 01 11 2023

		ZDC:ZJX, RSTN: APVD 1912/DCC:EAST/JO - LNK: JFK - ESIS: TMNC,Bay3	
1913	TMNC	LGA EnRte via ILM 20 Mit JETS SINGLE STREAM, FEA -ZJXAREA3 2100-2200, TM Initiatives:MIT:VOL	SY
		ZDC:ZJX, RSTN: APVD 1912/DCC:EAST/JO - LNK: LGA - ESIS: TMNC,Bay3	
1914	TMNC	Elijah Thompson (BP) On duty position TMNC	
1917	TMEC	JFK EnRte via J121,ARS,Y 25 Mit JETS, FEA -ZJXAREA3 2145-2245, VOL:Volume	DQ
		ZDC:ZJX, RSTN: APVD 1912/DCC:EAST/JO - LNK: JFK - ESIS: TMNC,Bay3	
1917	TMEC	LGA EnRte via ILM 20 Mit JETS SINGLE STREAM, FEA -ZJXAREA3 2100-2200, TM Initiatives:MIT:VOL	DQ
		ZDC:ZJX, RSTN: APVD 1912/DCC:EAST/JO - LNK: LGA - ESIS: TMNC,Bay3	
1933	TMNC	EnRte via WHITE 10 Mit JETS Excluding: ZDC LANDERS, FEA -EASTCST 1900-2100, VOL:Compacted Demand	BP
		ZDC:ZNY, RSTN: MOD - ESIS: TMNC,Bay3,Bay4	
1948	TMNC	Jeffrey Koenigseker (TD) On duty position TMNC	
1952	TMNC	BOS Arivl via JFK 20 Mit 20PR OR 15NC, ZNY Passback RWY 4R AAR 38 2030-2200, VOL:Volume	TD
		ZNY:ZDC, RSTN: APVD 1951/DCC:EAST/JO - LNK: JFK - ESIS: TMNC,Bay1,Bay2,Bay3,Bay4	
1956	TMEC	BOS Arivl via JFK 20 Mit 20PR OR 15NC, ZNY Passback RWY 4R AAR 38 2030-2200, VOL:Volume	DQ
		ZNY:ZDC, RSTN: APVD 1951/DCC:EAST/JO - LNK: JFK	
1957	TMNC	EWR EnRte via SITTR 25 Mit JETS NO DIRECTS, FEA -ZID 2200-2245, VOL:Compacted Demand	TD
		ZDC:ZID, RSTN: APVD 1956/DCC:EAST/KV - LNK: EWR - ESIS: TMNC,Bay5,Bay6	
2000	TMNC	ZDC32 alerted RED 2021 - 2022 NO ACTION TAKNE ON ONE MINUTE ALERT. SECTORS BELOW THE BASELINE IF SPLIT, the position was Combined and the area was notified FWD:STMC - ESIS: Bay5	TD
2000	TMNC	ZDC32 alerted RED 2025 - 2026 NO ACTION TAKNE ON ONE MINUTE ALERT. SECTORS BELOW THE BASELINE IF SPLIT, the position was Combined and the area was notified FWD:STMC - ESIS: Bay5	TD
2000	TMNC	ZDC32 alerted RED 2032 - 2033 TUCK FROM ZID. ONLY A ONE MINUTE ALERT AND ONLY ONE A/C ABOVE THE BASELINE, the position was Split and the area was notified FWD:STMC - ESIS: Bay5,Bay6	TD
2000	TMNC	ZDC32 alerted RED 2036 - 2037 TUCK FROM ZID. ONLY A ONE MINUTE ALERT AND ONLY ONE A/C ABOVE THE BASELINE, the position was Split and the area was notified FWD:STMC - ESIS: Bay5,Bay6	TD
2001	TMNC	CANCELLED: LGA EnRte via Q60 25 Mit JETS, FEA -ZTL 2130-1959, TM Initiatives:MIT:VOL	TD
		ZDC:ZTL, RSTN: 2001/DCC:EAST/KV - LNK: LGA - ESIS: TMNC,Bay2,Bay5	
2001	TMNC	LGA EnRte via Q60 25 Mit JETS, FEA -ZTL 2015-2200, VOL:Compacted Demand	TD
		ZDC:ZTL, RSTN: MOD/APVD 2001/DCC:EAST/KV - LNK: LGA - ESIS: TMNC,Bay2,Bay5	
2005	TMEC	EWR EnRte via SITTR 25 Mit JETS NO DIRECTS, FEA -ZID 2200-2245, VOL:Compacted Demand	DQ

LOG SUMMARY FOR ZDC on 01 11 2023

		ZDC:ZID, RSTN: APVD 1956/DCC:EAST/KV - LNK: EWR - ESIS: TMNC,Bay5,Bay6	
2005	TMEC	CANCELLED: LGA EnRte via Q60 25 Mit JETS, FEA -ZTL 2130-1959, TM Initiatives:MIT:VOL ZDC:ZTL, RSTN: 2001/DCC:EAST/KV - LNK: LGA - ESIS: TMNC,Bay2,Bay5	DQ
2005	TMEC	LGA EnRte via Q60 25 Mit JETS, FEA -ZTL 2015-2200, VOL:Compacted Demand ZDC:ZTL, RSTN: MOD/APVD 2001/DCC:EAST/KV - LNK: LGA - ESIS: TMNC,Bay2,Bay5	DQ
2009	TMNC	ZDC14 HOLDING DCA ARRIVALS DUE TO VOLUME. EXPECT 15-30 MIN DELAYS. Fwd by PCT/TMU/KS	TD
2024	TMNC	ZDC42 alerted RED 2040 - 2041 NO ACTION TAKEN ON COMBINED SECTORS BEOW THE BASELINE IF SPLIT. ONLY A ONE MINUTE ALERT, the position was Combined and the area was notified FWD:STMC - ESIS: Bay6	TD
2025	TMNC	APREQ: CLT,ZTL to BOS via BARMY,KILNS, APREQ WITH ZDC ESP. THANKS 2030-2200, VOL:Compacted Demand ZDC:CLT,ZTL, APREQ: - LNK: CLT	TD
2032	TMEC	ZDC14 HOLDING DCA ARRIVALS DUE TO VOLUME. EXPECT 15-30 MIN DELAYS. Fwd by PCT/TMU/KS	DQ
2032	TMEC	PBI EnRte 20 Mit Y_AR RTES 1615-2300, VOL:Volume ZJX:ZDC, RSTN: MOD/APVD 2030/DCC:EAST/KV	DQ
2032	TMEC	FLL EnRte 10 Mit Y_AR RTES, FEA: FLL_WATER 1615-0015, VOL:Volume ZJX:ZDC, RSTN: MOD	DQ
2033	TMNC	FLL EnRte 10 Mit Y_AR RTES, FEA: FLL_WATER 1615-0015, VOL:Volume ZJX:ZDC, RSTN: MOD	TD
2033	TMNC	PBI EnRte 20 Mit Y_AR RTES 1615-2300, VOL:Volume ZJX:ZDC, RSTN: MOD/APVD 2030/DCC:EAST/KV	TD
2041	TMEC	ORF Out of D/D at 2122, +30/2053, +0/2122 TM Initiatives:MIT:VOL DEPT TO EWR FWD: DCC - LNK: EWR	DQ
2046	TMNC	CANCELLED: EnRte via WHITE 10 Mit JETS Excluding: ZDC LANDERS, FEA -EASTCST 1900-2039, VOL:Compacted Demand ZDC:ZNY, RSTN: - ESIS: TMNC,Bay3,Bay4	BP
2046	TMNC	ZDC14 OUT OF HOLDING FOR DCA Fwd by PCT/TMU/SE	BP
2049	TMNC	DCA EnRte via INLAND 25 Mit JETS SINGLE STREAM, FEA -ZJXAREA2 2200-2300, TM Initiatives:MIT:VOL ZDC:ZJX, RSTN: APVD 2047/DCC:EAST/KV - ESIS: TMNC,Bay2	BP
2053	TMEC	DCA EnRte via INLAND 25 Mit JETS SINGLE STREAM, FEA -ZJXAREA2 2200-2300, TM Initiatives:MIT:VOL ZDC:ZJX, RSTN: APVD 2047/DCC:EAST/KV - ESIS: TMNC,Bay2	DQ
2053	TMEC	ZDC14 OUT OF HOLDING FOR DCA Fwd by PCT/TMU/SE	DQ
2102	STMC	Lathaniel Peters (XP) On duty position STMC	
2107	TMNC	JFK EnRte via J121,ARS,Y 25 Mit JETS, FEA -ZJXAREA3 2145-0100, VOL:Volume ZDC:ZJX, RSTN: MOD/APVD 2106/DCC:EAST/CJ - LNK: JFK - ESIS: TMNC,Bay3	BP
2110	TMEC	JFK EnRte via J121,ARS,Y 25 Mit JETS, FEA -ZJXAREA3 2145-0100, VOL:Volume	DQ

LOG SUMMARY FOR ZDC on 01 11 2023

		ZDC:ZJX, RSTN: MOD/APVD 2106/DCC:EAST/CJ - LNK: JFK - ESIS: TMNC,Bay3	
2111	TMNC	BWI Dept via GARIC 20 Mit JETS SINGLE STREAM, FEA -ZJXAREA3 2300-2345, VOL:Volume	BP
		ZDC:ZJX, RSTN: APVD 2111/DCC:EAST/CJ - ESIS: TMNC,Bay3	
2116	TMEC	BWI Dept via GARIC 20 Mit JETS SINGLE STREAM, FEA -ZJXAREA3 2300-2345, VOL:Volume	DQ
		ZDC:ZJX, RSTN: APVD 2111/DCC:EAST/CJ - ESIS: TMNC,Bay3	
2125	TMNC	DCA Arivl via ZDC02 20 Mit JETS 1530-0015, VOL:Multi-taxi, DCA PCT:ZDC, RSTN: MOD	BP
2125	TMNC	DCA Arivl via ZDC14 20 Mit JETS 1530-0015, VOL:Multi-taxi, DCA PCT:ZDC, RSTN: MOD	BP
2125	TMNC	DCA Arivl via ZDC15 20 Mit JETS 1530-0015, VOL:Multi-taxi, DCA PCT:ZDC, RSTN: MOD	BP
2129	TMNC	DCA EnRte via BUCKO 25 Mit JETS, FEA -ZOB 1445-2345, VOL:Compacted Demand	BP
		ZDC:ZOB, RSTN: MOD/APVD 2129/DCC:EAST/CJ - ESIS: TMNC,Bay6	
2131	TMNC	DCA EnRte via BKW 25 Mit JETS SINGLE STREAM, FEA -ZID 1515-2345, VOL:Compacted Demand	BP
		ZDC:ZID, RSTN: MOD/APVD 2130/DCC:EAST/CJ - ESIS: TMNC,Bay6	
2141	CWSU	WX: AIRMETS to TMU	S1
2150	TMNC	ZDC16 alerted RED 2211 - 2212 ONLY A ONE MINUTE ALERT., the position was Split and the area was notified FWD:STMC - ESIS: Bay2	TD
2153	TMNC	ZDC12 alerted RED 2220 - 2231 NO ACTION TAKEN ON COMBINED SECTORS NEAR OR BELOW THE BASELINE IF SPLIT, the position was Combined and the area was notified FWD:STMC - ESIS: Bay1	TD
2154	TMNC	ZDC19 alerted RED 2238 - 2240 NO ACTION TAKEN FOR TWO MINUTE ALERT, the position was Combined and the area was notified FWD:STMC - ESIS: Bay1	TD
2155	TMNC	BOS Arivl via JFK 20 Mit 20PR OR 15NC, ZNY Passback RWY 4R AAR 38 2030-0000, VOL:Volume	TD
		ZNY:ZDC, RSTN: MOD/APVD 2155/DCC:EAST/CJ - LNK: JFK	
2210	TMNC	EWR EnRte via FLO,TUBAS 25 Mit JETS AS ONE RTE, FEA -ZJXAREA2 0000-0145, VOL:Compacted Demand	TD
		ZDC:ZJX, RSTN: APVD 2208/DCC:EAST/KV - LNK: EWR - ESIS: TMNC,Bay2	
2210	TMNC	ZDC37 alerted RED 2232 - 2234 NO ACTION TAKEN FOR A TWO MINUTE ALERT, the position was Split and the area was notified FWD:STMC - ESIS: Bay6	TD
2218	TMNC	EWR EnRte via GARIC 25 Mit JETS SINGLE STREAM, FEA -ZJXAREA3 2330-0000, VOL:Compacted Demand	TD
		ZDC:ZJX, RSTN: APVD 2212/DCC:EAST/KV - LNK: EWR - ESIS: TMNC,Bay3	
2218	TMNC	JFK Arivl via CAMRN 15 Mit, ZNY Passback 2230-0200, VOL:Compacted Demand	TD
		ZNY:ZDC, RSTN: APVD 2212/DCC:EAST/KV - LNK: JFK - ESIS: TMNC,Bay2,Bay3,Bay4	
2228	TMEC	DCA Arivl via ZDC02 20 Mit JETS 1530-0015, VOL:Multi-taxi, DCA PCT:ZDC, RSTN: MOD	DQ
2228	TMEC	DCA Arivl via ZDC15 20 Mit JETS	DQ

LOG SUMMARY FOR ZDC on 01 11 2023

		1530-0015, VOL:Multi-taxi, DCA PCT:ZDC, RSTN: MOD	
2228	TMEC	DCA Arivl via ZDC14 20 Mit JETS	DQ
		1530-0015, VOL:Multi-taxi, DCA PCT:ZDC, RSTN: MOD	
2228	TMEC	DCA EnRte via BUCKO 25 Mit JETS, FEA -ZOB	DQ
		1445-2345, VOL:Compacted Demand	
2228	TMEC	DCA EnRte via BKW 25 Mit JETS SINGLE STREAM, FEA -ZID	DQ
		1515-2345, VOL:Compacted Demand	
2228	TMEC	BOS Arivl via JFK 20 Mit 20PR OR 15NC, ZNY Passback RWY 4R AAR 38	DQ
		2030-0000, VOL:Volume	
2228	TMEC	ZNY:ZDC, RSTN: MOD/APVD 2155/DCC:EAST/CJ - LNK: JFK JFK Arivl via CAMRN 15 Mit, ZNY Passback	DQ
		2230-0200, VOL:Compacted Demand	
2228	TMEC	ZNY:ZDC, RSTN: APVD 2212/DCC:EAST/KV - LNK: JFK EWR EnRte via FLO,TUBAS 25 Mit JETS AS ONE RTE, FEA -ZJXAREA2	DQ
		0000-0145, VOL:Compacted Demand	
2228	TMEC	ZDC:ZJX, RSTN: APVD 2208/DCC:EAST/KV - LNK: EWR - ESIS: TMNC,Bay2	DQ
		EWR EnRte via GARIC 25 Mit JETS SINGLE STREAM, FEA -ZJXAREA3	
		2330-0000, VOL:Compacted Demand	
		ZDC:ZJX, RSTN: APVD 2212/DCC:EAST/KV - LNK: EWR - ESIS: TMNC,Bay3	
2253	TMNC	LGA EnRte via FLO,TUBAS 25 Mit JETS AS ONE RTE, FEA -ZJXAREA2	BP
		0115-0200, TM Initiatives:MIT:VOL	
		ZDC:ZJX, RSTN: APVD 2253/DCC:EAST/KV - LNK: LGA - ESIS: TMNC,Bay2	
2257	TMEC	LGA EnRte via FLO,TUBAS 25 Mit JETS AS ONE RTE, FEA -ZJXAREA2	DQ
		0115-0200, TM Initiatives:MIT:VOL	
		ZDC:ZJX, RSTN: APVD 2253/DCC:EAST/KV - LNK: LGA - ESIS: TMNC,Bay2	
2257	TMEC	WITHDRAWN: FLL EnRte 10 Mit Y_AR RTES, FEA: FLL_WATER	DQ
		1615-0115, VOL:Volume	
		ZJX:ZDC, RSTN:	
2257	TMNC	WITHDRAWN: FLL EnRte 10 Mit Y_AR RTES, FEA: FLL_WATER	BP
		1615-0115, VOL:Volume	
		ZJX:ZDC, RSTN:	
2257	TMEC	FLL EnRte 15 Mit Y_AR RTES, FEA: FLL_WATER	DQ
		1615-0115, VOL:Volume	
		ZJX:ZDC, RSTN: MOD/APVD 2257/DCC:EAST/KV	
2257	TMNC	FLL EnRte 15 Mit Y_AR RTES, FEA: FLL_WATER	BP
		1615-0115, VOL:Volume	
		ZJX:ZDC, RSTN: MOD/APVD 2257/DCC:EAST/KV	
2257	CWSU	WX: Nick (STMC) came over to ask why aircraft may be deviating along Q75, with another area manager wondering about J48 deviations. I told them TOPS are only in the 20s and no echoes of concern so not really sure. Icing? If so, no reports of concern.	S1
2312	CWSU	WX: CWA for MOD turb til 12/0015Z. Half a dozen large aircraft reported MOD turb between FL200 and 380 eastern WV to cntrl VA. Chatted AWC about it...they are also not sure	S1

LOG SUMMARY FOR ZDC on 01 11 2023

		why that level of turb exists.	
2319	TMNC	FLL EnRte 15 Mit Y_AR RTES, FEA: FLL_WATER 2302-0115, VOL:Compacted Demand ZJX:ZDC, RSTN: APVD 2319/DCC:EAST/BY	BP
2319	TMNC	BOS Arivl via JFK 20 Mit 20PR OR 15NC, ZNY Passback RWY 4R AAR 38 2030-0130, VOL:Volume ZNY:ZDC, RSTN: MOD/APVD 2318/DCC:EAST/BY - LNK: JFK	BP
2323	TMEC	FLL EnRte 15 Mit Y_AR RTES, FEA: FLL_WATER 2302-0115, VOL:Compacted Demand ZJX:ZDC, RSTN: APVD 2319/DCC:EAST/BY	DQ
2323	TMEC	BOS Arivl via JFK 20 Mit 20PR OR 15NC, ZNY Passback RWY 4R AAR 38 2030-0130, VOL:Volume ZNY:ZDC, RSTN: MOD/APVD 2318/DCC:EAST/BY - LNK: JFK	DQ
2350	TMNC	JFK EnRte via Q64 25 Mit JETS, FEA -ZTL 0115-0200, VOL:Compacted Demand ZDC:ZTL, RSTN: APVD 2349/DCC:EAST/BY - LNK: JFK - ESIS: TMNC,Bay2	TD
2353	TMNC	DCA Arivl via ZDC15 15 Mit JETS 0200-0245, VOL:VOLUME, DCA PCT:ZDC, RSTN: - ESIS: TMNC,Bay6	TD
2354	TMNC	DCA Arivl via ZDC02 15 Mit JETS 0200-0245, VOL:VOLUME, DCA PCT:ZDC, RSTN: - ESIS: TMNC,Bay6	TD
2355	TMNC	WITHDRAWN: DCA EnRte via BKW 20 Mit JETS, ZDC Passback 0130-0230, VOL:VOLUME, DCA ZDC:ZID, RSTN: REQ	TD
2356	TMNC	DCA Arivl via ZDC14 15 Mit JETS 0200-0245, VOL:VOLUME, DCA PCT:ZDC, RSTN: - ESIS: TMNC,Bay2	TD
0006	TMNC	DCA Arivl via ZDC14 20 Mit JETS 0200-0245, VOL:VOLUME, DCA PCT:ZDC, RSTN: MOD	TD
0006	TMNC	DCA EnRte via BKW 20 Mit SINGLE STREAM, ZDC Passback 0130-0230, VOL:VOLUME, DCA ZDC:ZID, RSTN: APVD 0000/DCC:EAST/BY - ESIS: Bay6, TMNC	TD
0006	TMNC	DCA EnRte via BUCKO 20 Mit JETS, ZDC Passback 0145-0245, VOL:VOLUME, DCA ZDC:ZOB, RSTN: APVD 0000/DCC:EAST/BY - ESIS: Bay6, TMNC	TD
0009	TMNC	FLL EnRte 15 Mit Y_AR RTES, FEA: FLL_WATER 2302-0200, VOL:Compacted Demand ZJX:ZDC, RSTN: MOD/APVD 0007/DCC:EAST/BY - ESIS: TMNC,Bay3,Bay4	TD
0011	TMNC	0145-0245 POSSIBLE INTERMITTENT HOLDING FOR DCA ARRIVALS DUE TO VOLUME. AIRBORNE HOLDING IS NOT ANTICIPATED TO EXCEED 15 MINUTES. PROBABILITY: MOD Fwd by PCT/TMU/SE - ESIS: TMNC,Bay2,Bay6	TD
0019	TMEC	0145-0245 POSSIBLE INTERMITTENT HOLDING FOR DCA ARRIVALS DUE TO VOLUME. AIRBORNE HOLDING IS NOT ANTICIPATED TO EXCEED 15 MINUTES. PROBABILITY: MOD Fwd by PCT/TMU/SE	DQ
0019	TMEC	JFK EnRte via Q64 25 Mit JETS, FEA -ZTL 0115-0200, VOL:Compacted Demand ZDC:ZTL, RSTN: APVD 2349/DCC:EAST/BY - LNK: JFK - ESIS: TMNC,Bay2	DQ
0019	TMEC	DCA Arivl via ZDC02 15 Mit JETS 0200-0245, VOL:VOLUME, DCA	DQ

LOG SUMMARY FOR ZDC on 01 11 2023

		PCT:ZDC, RSTN:	
0019	TMEC	DCA Arivl via ZDC14 15 Mit JETS 0200-0245, VOL:VOLUME, DCA PCT:ZDC, RSTN:	DQ
0019	TMEC	DCA Arivl via ZDC15 15 Mit JETS 0200-0245, VOL:VOLUME, DCA PCT:ZDC, RSTN:	DQ
0019	TMEC	DCA EnRte via BKW 20 Mit SINGLE STREAM, ZDC Passback 0130-0230, VOL:VOLUME, DCA ZDC:ZID, RSTN: APVD 0000/DCC:EAST/BY - ESIS: Bay6, TMNC	DQ
0019	TMEC	DCA EnRte via BUCKO 20 Mit JETS, ZDC Passback 0145-0245, VOL:VOLUME, DCA ZDC:ZOB, RSTN: APVD 0000/DCC:EAST/BY - ESIS: Bay6, TMNC	DQ
0019	TMEC	DCA Arivl via ZDC14 20 Mit JETS 0200-0245, VOL:VOLUME, DCA PCT:ZDC, RSTN: MOD	DQ
0019	TMEC	FLL EnRte 15 Mit Y_AR RTES, FEA: FLL_WATER 2302-0200, VOL:Compacted Demand ZJX:ZDC, RSTN: MOD/APVD 0007/DCC:EAST/BY	DQ
0019	TMEC	ZDC Entered Holding to LGA at 0015 TM Initiatives:MIT:VOL FWD: DCC - LNK: LGA	DQ
0020	TMNC	ZDC Entered Holding to LGA at 0015 TM Initiatives:MIT:VOL FWD: DCC - LNK: LGA	BP
0020	TMNC	STOP: ZDC to LGA JETS 0020-0100, VOL:Volume ZDC:ZDC, STOP: - LNK: LGA - ESIS: TMNC	BP
0024	TMEC	ZDC Entered Holding to LGA at 0015, A/D +15/0030 TM Initiatives:MIT:VOL FWD: DCC - LNK: LGA	DQ
0029	TMEC	ZDC Out of Holding to LGA at 0041, Entered Holding to LGA at 0015, A/D +15/0030 TM Initiatives:MIT:VOL FWD: DCC - LNK: LGA	DQ
0030	TMNC	ZDC Entered Holding to LGA at 0015, A/D +15/0030 TM Initiatives:MIT:VOL FWD: DCC - LNK: LGA	BP
0041	TMNC	ZDC Out of Holding to LGA at 0041, Entered Holding to LGA at 0015, A/D +15/0030 TM Initiatives:MIT:VOL FWD: DCC - LNK: LGA	BP
0043	TMNC	CANCELLED: STOP: ZDC to LGA JETS 0020-0043, VOL:Volume ZDC:ZDC, STOP: - LNK: LGA - ESIS: TMNC	BP
0049	TMNC	DCA Arivl via ZDC15 20 Mit JETS 0200-0245, VOL:Compacted Demand, DCA PCT:ZDC, RSTN: MOD	BP
0055	TMNC	DCA EnRte via BUCKO 25 Mit JETS, ZDC Passback 0145-0245, VOL:VOLUME, DCA ZDC:ZOB, RSTN: MOD/APVD 0055/DCC:EAST/KV - ESIS: Bay6, TMNC	BP
0055	TMNC	JFK Arivl via CAMRN 15 Mit, ZNY Passback 2230-0330, VOL:Compacted Demand ZNY:ZDC, RSTN: MOD/APVD 0055/DCC:EAST/KV - LNK: JFK	BP
0055	TMNC	LGA Arivl via RBV 15 Mit 1700-0300, VOL:Arrival Demand N90:ZDC, RSTN: MOD/APVD 0055/DCC:EAST/KV - LNK: LGA	BP
0100	TMEC	LGA Arivl via RBV 15 Mit 1700-0300, VOL:Arrival Demand N90:ZDC, RSTN: MOD/APVD 0055/DCC:EAST/KV - LNK: LGA	DQ
0100	TMEC	DCA Arivl via ZDC15 20 Mit JETS 0200-0245, VOL:Compacted Demand, DCA PCT:ZDC, RSTN: MOD	DQ

LOG SUMMARY FOR ZDC on 01 11 2023

0100	TMEC	DCA EnRte via BUCKO 25 Mit JETS, ZDC Passback 0145-0245, VOL:VOLUME, DCA ZDC:ZOB, RSTN: MOD/APVD 0055/DCC:EAST/KV - ESIS: Bay6, TMNC	DQ
0100	TMEC	JFK Arivl via CAMRN 15 Mit, ZNY Passback 2230-0330, VOL:Compacted Demand ZNY:ZDC, RSTN: MOD/APVD 0055/DCC:EAST/KV - LNK: JFK	DQ
0113	TMNC	REQ FDX1217(BWI), FDX1204(IAD), FDX1224(RIC), AND FDX1249(RDU) VIA	BP
		GQO..TALLO.VANZE3.KMEM	
		THANKS 0230-0430, VOL:Volume ZME:ZDC, SVR WX RSTN: APVD 0112/DCC:SVRWX/YA	
0116	TMEC	REQ FDX1217(BWI), FDX1204(IAD), FDX1224(RIC), AND FDX1249(RDU) VIA	DQ
		GQO..TALLO.VANZE3.KMEM	
		THANKS 0230-0430, VOL:Volume ZME:ZDC, SVR WX RSTN: APVD 0112/DCC:SVRWX/YA	
0120	TMNC	JFK Arivl via CAMRN 15 Mit, ZNY Passback 1030-1215, VOL:Compacted Demand ZNY:ZDC, RSTN: APVD 0120/DCC:EAST/KV - LNK: JFK - ESIS: TMNC, Bay1, Bay2, Bay3, Bay4, Bay5, Bay6	BP
0126	TMEC	JFK Arivl via CAMRN 15 Mit, ZNY Passback 1030-1215, VOL:Compacted Demand ZNY:ZDC, RSTN: APVD 0120/DCC:EAST/KV - LNK: JFK	DQ
0129	CWSU	WX: Possible plane down in Rockingham County, VA. No more info at this time.	S1
0131	TMEC	DCA LVMC ARR:19 DEP:19 AAR(Strat/Dyn):30/30 ADR:30 (updated at 0126 by PCT)	DQ
0131	TMNC	DCA LVMC ARR:19 DEP:19 AAR(Strat/Dyn):30/30 ADR:30 (updated at 0126 by PCT)	BP
0211	TMEC	GDP CNX LGA 12/0159Z ADVZY=3 LGA/ZNY 01/12/2023 - LNK: LGA	DQ
0211	TMNC	GDP CNX LGA 12/0159Z ADVZY=3 LGA/ZNY 01/12/2023 - LNK: LGA	TD
0215	TMEC	Christina Brock (DQ) Off duty position TMEC Combine to Position STMC	DQ
0216	STMC	Position TMEC combined here.	
0237	STMC	Lathaniel Peters (XP) Off duty position STMC	XP
0237	STMC	Nick Cohen (NC) On duty position STMC	
0300	STMC	Mark Guzik (PG) Off duty position STMC	PG
0300	STMC	Nick Cohen (NC) Off duty position STMC	NC
0314	TMNC	Marcy Indyk (MY) Off duty position TMNC	MY
0314	TMNC	Chris Devery (DV) Off duty position TMNC	DV
0314	TMNC	Dana McFarland (FZ) Off duty position TMNC	FZ
0314	TMNC	Sharlotte Sonnthall-Yealdhall (SY) Off duty position TMNC	SY
0314	TMNC	Elijah Thompkins (BP) Off duty position TMNC	BP
0314	TMNC	Jeffrey Koenigseker (TD) Off duty position TMNC	TD
0459	CWSU	Close of business.	T1
0459	STMC	Close of business.	PG

Covered Event Review

ZDC-C-2023/01/11-0001

A1. FAC ID			A2. Date UTC (mm/dd/yyyy)							A3. Start Time UTC				A4. Emd Time UTC				A5. Position	
Z	D	C	0	1	1	1	2	0	2	3	2	2	5	0	2	3	5	5	LINDEN - R
A6. Aircraft #1										A7. Aircraft #2									
Aircraft ID			Aircraft Type/Suffix			IFR/VFR				Aircraft ID			Aircraft Type/Suffix			IFR/VFR			
N43156			PA32			VFR													
Individual Performance																			
2. Employee #1																			
Employee										Position				ATSAP Filed					
Calhoun-Greenwood, Dashanda (CG)										SupFD				No					
Explanation The Flight Data (FD) Supervisor was the only FD specialist working at the time of N43156's accident. When the FD Supervisor received the ALNOT checklist from the Operations Manager at 2344Z, the FD Supervisor immediately attempted to access Aeronautical Information System Replacement (AISR) to submit the Alert Notice (ALNOT) information. However, the system takes an exceedingly long time to load and timed out. This is a regular occurrence for AISR and has been reported by the FD Supervisor on multiple occasions, according to an interview with the FD Supervisor. The ALNOT was issued via AISR at 2355Z.																			
2. Employee #2																			
Employee										Position				ATSAP Filed					
Hoffman, Joseph L (LL)										LINDEN - R				Yes					
Explanation OJT was in progress. R5 received a day shift pre-duty weather briefing at 1633Z (1133L). It included a slight chance of OCNL MOD icing to FL190 for western ZDC in the morning and afternoon, and no significant precipitation. R5 received a light rime icing PIREP during the position relief briefing that was 76 miles SW of N43156's last known position at 110-120. R5 did not disseminate this PIREP to N43156 as it was not in the vicinity of its projected route of flight. R5 received no PIREPs for icing or unsafe conditions on N43156's route of flight. R5 solicited a PIREP for cloud tops, not in the vicinity of N43156's route of flight, during the observed timeframe. In the time observed, only one aircraft (EJA535) was near the general flight path and altitude of N43156. EJA535 crossed approx. 4,500 ft. above the projected flight path of N43156, 20-25 minutes before N43156 was expected at this position. EJA535 did not report adverse conditions. Per interviews, the radar team is aware of how to access PIREPs on the operational floor and routinely disseminates applicable PIREPs to affected aircraft. According to interviews, R5 did not observe any precipitation on N43156's route of flight. ERAM playback shows one cell of moderate precipitation less than 5 miles in diameter along N43156's route that was not issued to N43156. At 2303Z, N43156 informed R5 that it would descend to 055. R5 instructed N43156 to maintain VFR. R5 never issued an assigned altitude. R5 immediately informed the pilot when radar contact was lost and instructed him to reset his transponder to no response. Without hesitation, R5 used multiple methods of communication to reach N43156, including changing transmitters, transmitting on guard, and relaying through aircraft and adjacent facilities. According to interviews, the supervisor was notified 1-3 min. after the loss of communications and radar.																			

Covered Event Review

ZDC-C-2023/01/11-0001

Individual Performance (continued)		
2. Employee #3		
Employee Mccleve, Jarad D (MC)	Position OPERATIONS MANAGER	ATSAP Filed NR
Explanation No training was in progress at the Operations Manager (OM) position. According to the Facility Log (FAA Form 7230-4), the OM conducted the Operational Stand-Up Briefing with Area 6 at 2041Z. The OM confirms that the Area 6 OS received the evening weather briefing during the Operational Stand-Up. It included a slight chance of the following: OCNL MOD TURB, OCNL MOD icing to FL190 in northern ZDC, and LLWS possible in western ZDC along the mountains. The OM was aware of forecasted turbulence and icing for Area 6 and the need to solicit PIREPs. Through an interview, the OM stated that all ZDC PIREPs are available via two ERID locations at the OM position. Additionally, the OM stated that although the ERIDs are monitored at times, and direct monitoring and frequency monitoring is sometimes conducted to ensure PIREPs are being solicited and disseminated, this was not accomplished by the OM on 1/11/2023. The OM maintained awareness of weather/trends via discussions with the STMC, the TSD/TFMS display with 4-6 hour trends, and the CWSU monitor directly in front of the OM position. The OM reports receiving the notification of the loss of communication and radar with N43156 at 2319Z. The OM understands that it is the responsibility of the OM to initiate an ALNOT by filling out a local ALNOT checklist form and submitting it to Flight Data for issuance. According to audio recordings and interviews with the Flight Data Supervisor, the ALNOT checklist form was submitted to Flight Data at 2344Z. The OM stated that the form had been started immediately, however, a mechanical emergency with another aircraft, a security matter with the DEN, a NORDO, and confusion regarding the last known latitude/longitude also occurred around the same time and the initiation of the ALNOT was delayed. According to occurrence reports, a mechanical emergency occurred at 2114Z. The OM stated there are no defined priority of duties for the OM position. The ALNOT was issued by Flight Data at 2355Z.		
2. Employee #4		
Employee Scanio, James C (JS)	Position AREA 6 - FLM	ATSAP Filed No
Explanation OJT was in progress. The OS was notified 1-3 minutes after the loss of communications and radar occurred for N43156. Within 3 minutes of this notification, the OS instructed the OS-In Training (OS-IT) to report the situation to the Operations Manager (OM). The OS requested multiple intra-facility sectors to attempt contact with N43156 and made several attempts to contact the owners of N43156, without response. The OS instructed controllers to solicit ELT reports; no positive reports were received. The OS also reached out to a local airport, W99, to request that the airport manager check on the ramp for N43156. The OS kept the OM apprised of all steps taken to reach the aircraft. The OS received a weather briefing during the Operational Stand-Up at 2041Z. Through interviews, the OS stated this information is routinely relayed to the affected controllers working in the area following the briefing and was relayed on 1/11/2023. The OS reported only receiving PIREPs for icing in Sectors 15/6 (northern sectors) and 1/29 (mountainous sectors). The OS did not receive any PIREPs for N43156's route of flight. The OS recalls precipitation being displayed in several areas of R5's scope. Additionally, the OS recalls the R5 controller issuing weather to many aircraft, which was verified via FALCON playback. However, the OS does not recall if N43156 was one of those aircraft. The OS does not recall precipitation being displayed on N43156's route of flight. According to interviews, at the time the OS was notified of the loss of communications and radar, no precipitation was being displayed in the vicinity of the aircraft's route of flight. The OS regularly monitors PIREPs in ERIDs during severe weather events.		
Training		
1. Were any training issues identified? ☐ Yes ☒ No		
Weather		
1. What were the prevailing weather conditions? ☐ IFR ☒ VFR ☐ Other		

Covered Event Review
ZDC-C-2023/01/11-0001

Weather (continued)
2. Was any pertinent precipitation depicted on the radar? ☒ Yes ☐ No If yes, explain One cell of moderate precipitation, measuring less than 5NM in diameter, was observed along N34156's route of flight using ERAM playback.
3. Did LLWAS alert? ☐ Yes ☐ No ☒ N/A
4. Were weather phenomena a factor? ☐ Yes ☒ No
5. Were any SIGMETs or PIREPs in effect? ☒ Yes ☐ No If yes, explain At 2139Z, the HSP controller informed the LDN controller during a position relief briefing that the controller had just received a PIREP from N8171G (SR22) for light rime icing at 110-120 during the aircraft's descent. The location of the PIREP was approximately 76 miles southwest of N34156's last known position and 1.5 hours prior. Historical PIREP data shows that a PIREP had been submitted at 2222Z for the SHD224013 (approximately 30NM south of N34156's route of flight) at 060 for light rime icing by an SR22. This report was not received by, nor entered by, ZDC controllers, and therefore, was not available to ZDC controllers despite it being in close proximity to ZDC airspace.
Airspace/Airport
1. Were any airspace/airport issues identified? ☐ Yes ☒ No
Procedures
1. Were any procedural issues identified? ☐ Yes ☒ No
Directives
1. Were any directive issues identified? ☐ Yes ☒ No
Equipment
1. Were any equipment issues identified? ☒ Yes ☐ No
2. Was all communications equipment functioning properly? ☒ Yes ☐ No
3. Was all airborne radar equipment functioning properly? ☒ Yes ☐ No ☐ N/A

Covered Event Review
ZDC-C-2023/01/11-0001

Equipment (continued)	
4.	Was all surface detection radar equipment functioning properly? ☐ Yes ☐ No ☒ N/A
5.	Was all approach NAVAID equipment functioning properly? ☐ Yes ☐ No ☒ N/A
6.	Was all airport lighting equipment functioning properly? ☐ Yes ☐ No ☒ N/A
7.	Was all operational automation radar equipment functioning properly? (i.e. HOST, STARS, ARTS, ASDE, etc.) ☒ Yes ☐ No ☐ N/A
8.	Was all operational automation radar equipment configured correctly? (i.e. airspace combination, ASDE configuration, etc.) ☒ Yes ☐ No ☐ N/A
9.	Was all inoperative equipment properly coordinated as out of service across ATO organizations? (i.e. En-Route, Terminal, Sys Ops, Tech Ops, etc.) ☒ Yes ☐ No ☐ N/A
10.	Was all inoperative equipment properly NoTAMed as out of service? ☒ Yes ☐ No ☐ N/A
11.	Were any potential systemic equipment issues identified? ☒ Yes ☐ No If Yes, explain Through an interview with the ERAM/Technology SME, we were informed of reports starting in June of 2022, that ZDC has documented (AIMs tickets, helpdesk tickets, and communication with the program office) reliability issues with NEXRAD weather radar. The Flight Data Supervisor informed us of issues with AISR. Repeatedly, the system times out while attempting to input information, including ALNOTs.
Resource Management	
1.	Were any resource management issues identified? ☐ Yes ☒ No

Covered Event Review

ZDC-C-2023/01/11-0001

Additional Comments	
At 2249Z, N43156, a VFR aircraft at 065, checked on to Washington Center Linden Sector (05) frequency. OJTI was in progress at R-5. The R-5 radar team issued N43156 the local altimeter. N43156 continued to traverse ZDC airspace at 065 until 2303Z, at which time he informed the radar team that he would descend to 055. The radar team acknowledged and instructed N43156 to maintain VFR, which was repeated back to R-5. N43156 descended to and maintained 055 until 2308Z, at which time he began a further descent. At 2310Z, N43156 displayed an altitude of 042 and radar contact was lost. The radar team informed the pilot that radar contact was lost and instructed him to reset his transponder, which was not responded to. The radar team then used multiple methods of communication to attempt to reach N43156, including changing transmitters, transmitting on the emergency frequency, and relaying through aircraft and adjacent facilities. None of which were successful. According to interviews, the area supervisor was notified 1-3 minutes after the loss of communications and radar. The operations manager was informed of the situation by the area supervisor approximately 3 minutes later. ALNOT was issued at 2355Z. According to METAR reports along N43156 route of flight, conditions were VFR. Pre-duty weather briefings forecasted a slight chance of occasional moderate icing in western ZDC airspace. One cell of moderate precipitation measuring less than 5 miles in diameter was present on N43156 route of flight. No pertinent PIREPs were available to the radar team at the time of the accident. One potentially pertinent PIREP was reported at 2222Z, but because it was not reported to or entered by ZDC and occurred outside of ZDC airspace, it was not available to ZDC controllers on the operational floor.	
QC Comments	
Failure to solicit and issue PIREPS. Failure to enter ALNOT within the prescribed timeframe. Corrective Action Plan will be collaborated on with the union. Through an interview with the ERAM/Technology SME, we were informed of reports starting in June of 2022, that ZDC has documented (AIMS tickets, helpdesk tickets, and communication with the program office) reliability issues with NEXRAD weather radar. At 2249Z, N43156, a VFR aircraft at 065, checked on to Washington Center Linden Sector (05) frequency. OJTI was in progress at R-5. The R-5 radar team issued N43156 the local altimeter. N43156 continued to traverse ZDC airspace at 065 until 2303Z, at which time he informed the radar team that he would descend to 055. The radar team acknowledged and instructed N43156 to maintain VFR, which was repeated back to R-5. N43156 descended to and maintained 055 until 2308Z, at which time he began a further descent. At 2310Z, N43156 displayed an altitude of 042 and radar contact was lost. The radar team informed the pilot that radar contact was lost and instructed him to reset his transponder, which was not responded to. The radar team then used multiple methods of communication to attempt to reach N43156, including changing transmitters, transmitting on the emergency frequency, and relaying through aircraft and adjacent facilities. None of which were successful. According to interviews, the area supervisor was notified 1-3 minutes after the loss of communications and radar. The operations manager was informed of the situation by the area supervisor approximately 3 minutes later. ALNOT was issued at 2355Z. According to METAR reports along N43156 route of flight, conditions were VFR. Pre-duty weather briefings forecasted a slight chance of occasional moderate icing in western ZDC airspace. One cell of moderate precipitation measuring less than 5 miles in diameter was present on N43156 route of flight. No pertinent PIREPs were available to the radar team at the time of the accident. One potentially pertinent PIREP was reported at 2222Z, but because it was not reported to or entered by ZDC and occurred outside of ZDC airspace, it was not available to ZDC controllers on the operational floor. The Flight Data Supervisor informed us of issues with AISR. Repeatedly, the system times out while attempting to input information, including ALNOTs. Follow up activities are scheduled with the ERT January 24-26th	
Review Team	