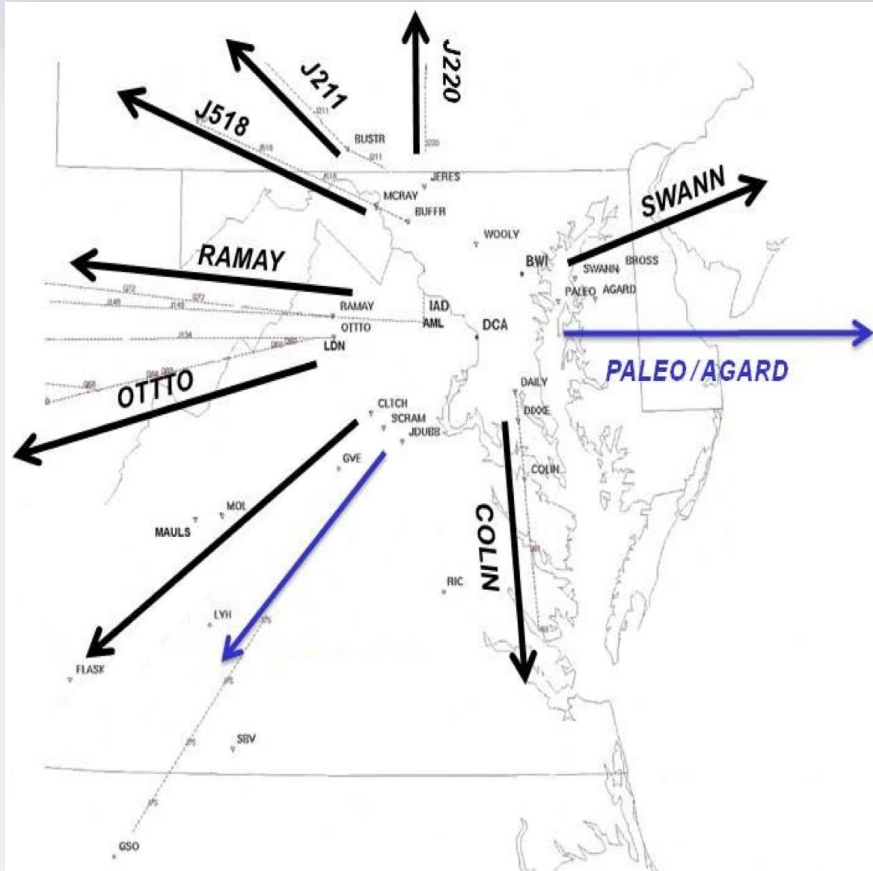


# ZDC FOCUS ITEMS

- EARLY OFFLOADS/REROUTES
- CAPPING AND TUNNELING
- DCA SURFACE
- IAD INTERNATIONAL DEPARTURES
- CAPACITY AVAILABLE IN ZDC09 [FL360-390] & ZDC30 [AOA FL400]

# ZDC FOCUS ITEMS

- EARLY OFFLOADS



ZDC NAS Monitor (Relative Time Range)

Functions Customize Help

Display Range: 2.25 hours  Show only if alerted in next 2.25 hours (Time Limit) Updated: 1311

Select Elements Show All Baselines Sort By: Area

<input type="checkbox"/>	A	04	21/21	13	15	24	20	17	12	10	14	13
<input type="checkbox"/>	A	10	14/14	8	11	11	12	9	9	12	8	9
<input type="checkbox"/>	A	12	16/16	11	5	8	8	9	11	11	14	11
<input type="checkbox"/>	A	17+	12/12	7	10	6	7	3	3	8	10	7
<input type="checkbox"/>	A	19+	17/17	16	17	16	15	16	13	14	16	21
<input type="checkbox"/>	A	16	17/17	12	7	10	14	9	8	14	11	12
<input type="checkbox"/>	A	20+	17/17	14	8	13	13	13	14	15	16	17
<input type="checkbox"/>	A	27	11/11	3	7	5	7	5	7	7	3	4
<input type="checkbox"/>	A	36	17/17	8	18	16	16	12	18	13	12	14
<input type="checkbox"/>	A	38	15/15	7	4	7	12	9	11	13	13	10
<input type="checkbox"/>	A	09+	22/22	19	23	24	20	23	21	16	22	27
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<input type="checkbox"/>	A	34+	18/18	15	18	24	26	20	12	17	18	27
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<input type="checkbox"/>	A	39	18/18	11	15	21	14	12	12	25	17	13
<input type="checkbox"/>	A	51+	14/14	11	8	6	4	5	6	6	4	5
<input type="checkbox"/>	A	54	18/18	9	11	21	21	14	11	19	26	17
<input type="checkbox"/>	A	58	14/14	8	17	15	13	11	19	15	14	13
<input type="checkbox"/>	A	59+	16/16	13	16	14	16	15	20	14	17	13
<input type="checkbox"/>	A	07	21/21	16	14	19	21	22	18	14	14	14
<input type="checkbox"/>	A	32+	17/17	12	19	14	13	14	12	11	9	14
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<input type="checkbox"/>	A	05+	12/12	12	11	9	12	13	14	10	8	12
<input type="checkbox"/>	A	15+	12/12	5	7	4	4	8	8	8	6	10
<input type="checkbox"/>	A	37	12/12	8	11	10	10	9	8	9	12	13
<input type="checkbox"/>	A	42	15/15	7	6	10	8	6	5	5	8	6
				1300	1315			1400	1415	1430	1445	1500

# ZDC FOCUS ITEMS

- **EARLY OFFLOADS/REROUTES:**
  - If weather would impact a departure gate, for instance OTTTO / RAMAY then the departures would be rerouted via CDR out through another open departure gate, via CLTCH and Q178 depending on sector workload and destination.
  - If CLTCH and JDUBB would be impacted, reroutes via COLIN/SCOOB and OTTTO would be implemented.
  - In a more widespread weather constraint, a mass of thunderstorms across western ZDC stopping J220, J211, Q178, RAMAY OTTTO CLTCH AND JDUBB, might see an aircraft looking to go to Chicago depart almost opposite direction down to the SE over COLIN/SCOOB, crossing through Areas 2 and 3 before turning back to the NW.
  - However, on most days early offloads for DC METS comes via way of rerouting off one departure fix to the other (e.g. off SCOOB to JDUBB - inland) to allow for overhead volume (traffic via AR/Y routes) from ZNY & ZBW.

# ZDC FOCUS ITEMS

- **CAPPING & TUNNELING: *TEDC “GO-TO INITIATIVE”***
  - Used more frequently now because of the high volume of high-performance general aviation aircraft.

Removes volume from high altitude sectors, reduces complexity, and utilizes airspace within the low altitude sectors that are normally underutilized. It essentially creates more space in the high-altitude sectors to be used for flights sometimes captured by AFPs. Thus, increasing total airspace throughput, since both overflights and departures may flow simultaneously in lieu of stopping departures to favor the overflight traffic.

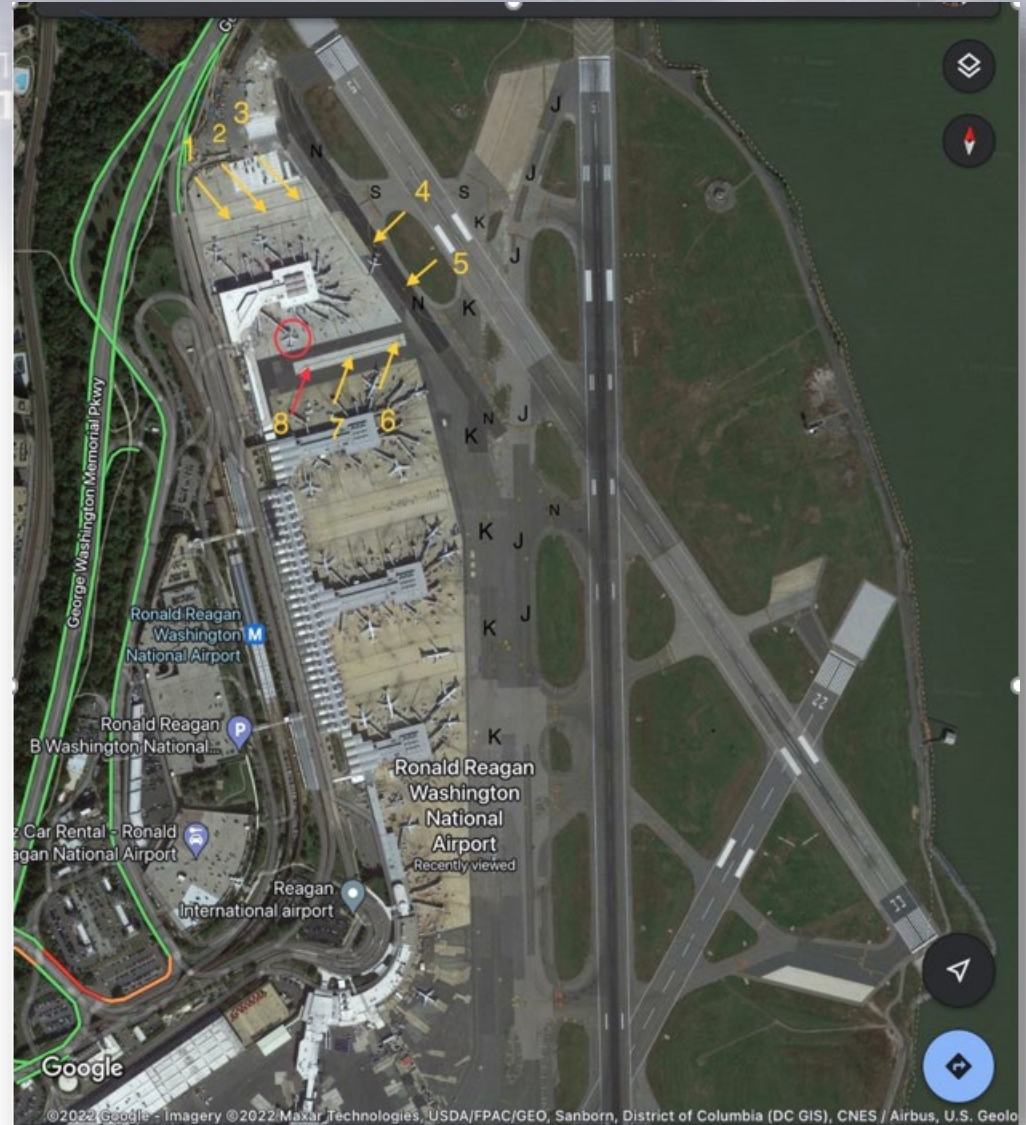
Capping is favorable to both the operations and the stakeholders as system impact is distributed. Delays are reduced, and fuel usage is minimized. Flows remain on preferential routes.

# ZDC FOCUS ITEMS

- **CAPPING & TUNNELING: *TEDC "GO-TO INITIATIVE"***
  - The PCT Euro Tunnel for the DC Mets going overseas. These flights are tucked going north AOB FL230 via J220 as opposed to Q34 or J174. Often used when weather is developed in the Eastern portion of ZDC.
  - The PHLYER South 1/2 plays assist in keeping the volume out of ZDC Area 4 by capping PHL departures at 8,000ft or 6,000ft. These flights are destined for airports as far South as CLT/ILM. They are also a commonly used play during SWAP and high east coast volume days.
  - RAM/OTO departures with "LIMBO WEST" route playbooks are capped at 100 in lieu of typical climb to 170 - FL230 with climb clearances west of J109. (From this came LIMBO South, Southwest, **North and soon to be NW via ZOB**)
  - SCOOB/COLIN departures are often capped if they are landing MYR and North, either at FL220 if 35 is also alerted or FL340 if it is just for 09. SCOOBs are also routed via JDUBB to help mitigate volume, when this happens aircraft landing MCO and north are often capped at FL320 to maintain the volume at 07 at an acceptable level.

# ZDC FOCUS ITEMS

- **DCA SURFACE:**
  - Limited Ground constraint
    - Limited expansion area
  - Main Runway rehabilitation Project for the next 2-3 years
    - Work scheduled April 9, 2024
  - New North Terminal
    - Pushing back to Spots 4 & 5 block Taxiway N (approx. 6-8 mins), and as a result limiting the use of RWY 33
  - Change in Fleet mix
  - Complex airspace filled with numerous Special Events/VIP Movement
  - Paying attention to the ***THROUGHPUT is a must for DCA especially during SWAP***



# ZDC FOCUS ITEMS

- **DCA SURFACE:**
  - 2024 Construction Phasing Schedule

Ronald Reagan Washington National Airport 31-Oct-2023  
 Rehabilitate Runways 1-19 and 15-33 and Associated Taxiways

2024 CONSTRUCTION PHASING SCHEDULE					
PHASE***	Area	Activity	Duration	Dates	Runway Closure Hours
4	C	Runway 15-33 Base Course	36 DAYS	31 MAR 2024 - 5 MAY 2024	1-19: 0100-0530** 15-33: 2000-0600
5 & 6	A, B	Runway 1-19 Base / Surface / Shoulder (Excl. Intersection)	126 DAYS	6 MAY 2024 - 8 SEPT 2024	1-19: 2300-0600 15-33: NONE 4-22*: 2300-0600
5A	E	Runway 1-19 and 15-33 <b>(INTERSECTION PAVING)</b>	21 DAYS WITHIN PHASE 5	28 MAY 2024 - 17 JUNE 2024	1-19: 2300-0600 15-33: 0000 - 0530 (SUN TO FRI) 15-33: 2230 - 0530 (SAT) 4-22*: 2300-0600
5A	E	Runway 1-19 and 15-33 <b>(INTERSECTION GROOVING)</b>	14 DAYS WITHIN PHASE 5	18 JULY 2024 - 31 JULY 2024	1-19: 2300-0600 15-33: 0100-0530 4-22*: 2300-0600
7	C, D	Runway 15-33 Surface / Shoulder (Excl. Intersection)	45 DAYS	9 SEPT 2024 - 22 OCT 2024	1-19: 0100-0530** 15-33: 2000-0600 4-22*: 2000-0600
8	A, B, C, D, E	Punch List & Final Actions	22 DAYS	23 OCT 2024 - 13 NOV 2024	1-19: 0100-0530 15-33: 2000-0600 4-22*: 2000-0600
DEMOB	P	Demobilize and Remove Asphalt Plant	142 DAYS	14 NOV 2024 - 4 APR 2024	4-22: 24 HOURS

*\*Available for Runway 4 daytime departures only*  
*\*\*Closure 'As Needed' with DCA OPS Approval*

# ZDC FOCUS ITEMS

- **DCA SURFACE:**
  - Ground Delay program for DCA
    - Throughput is an issue during SWAP.
    - Arrivals get in ahead of the TSTMS. TSTMS shuts everything down ... How do we get departures out to prevent Gridlock?



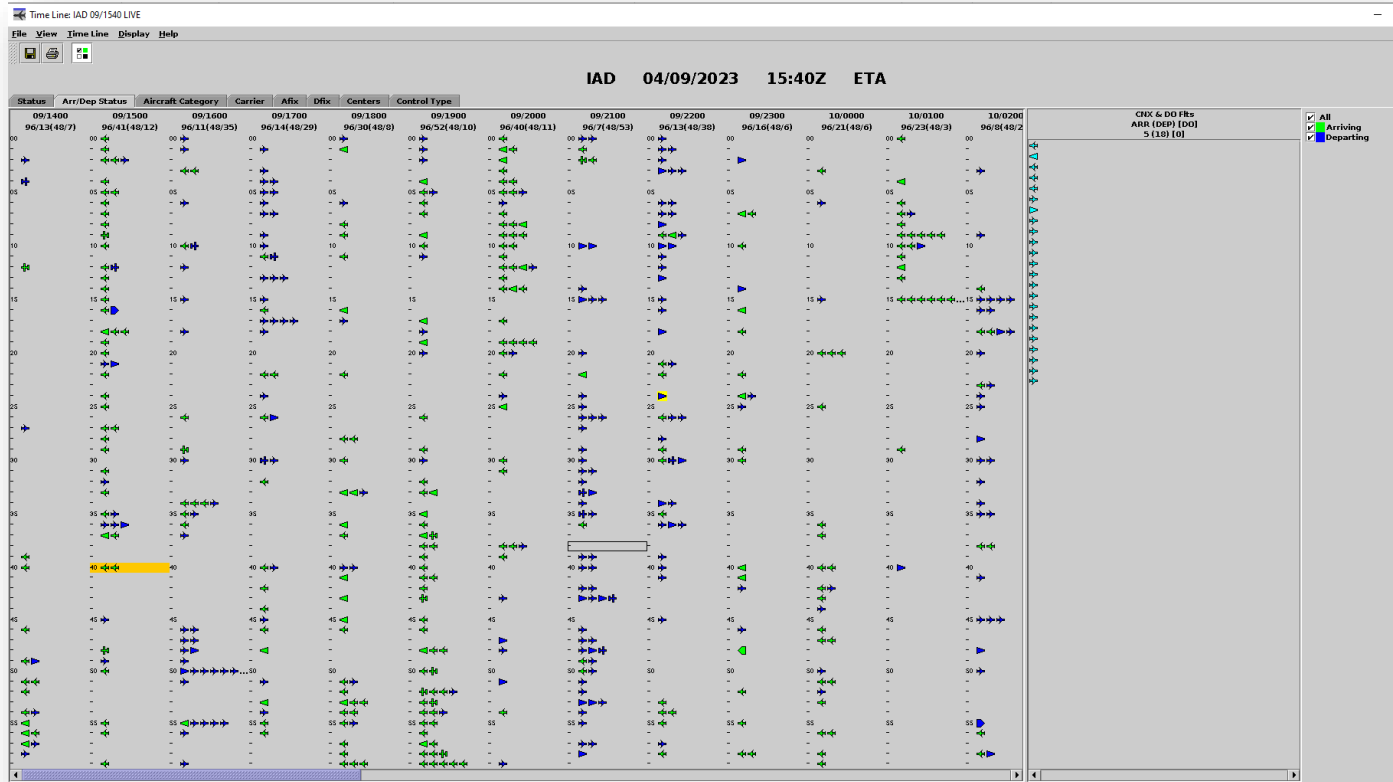


# ZDC FOCUS ITEMS

- **IAD INTERNATIONAL DEPARTURES (1700-1845L)**

- For ZDC/PCT/IAD a large concern during SWAP is not only how would the arrivals get after 1530L, but even more concerning is how do the weather constraints look as pertains to getting the International departures out. Use of

- J220 [ZBW NATS ESCAPE VIA HNK]: *Frequently stopped by ZNY*
- GOATR play via Q178 [DC METRO NATS ESCAPE] or ZBW NATS ESCAPE via SYR using J227
- B24 (ZEU ESCAPE)



# ZDC FOCUS ITEMS

- **CAPACITY AVAILABLE IN ZDC09 [FL360-390] & ZDC30 [AOA FL400]:**
  - Traffic AOA FL360. Saturation in Sectors ZDC 34 & 35 (AOB FL350) resulting in reroutes, increased MIT and departure delays
  - Increase usage/ZDC’s commitment to having the Sectors opened more. Still underutilization of high-altitude Sectors

*Ask to Industry: What city pairs would provide an increase of traffic AOA FL380 along the coast? ZDC09/ZDC30 are heavily underutilized*

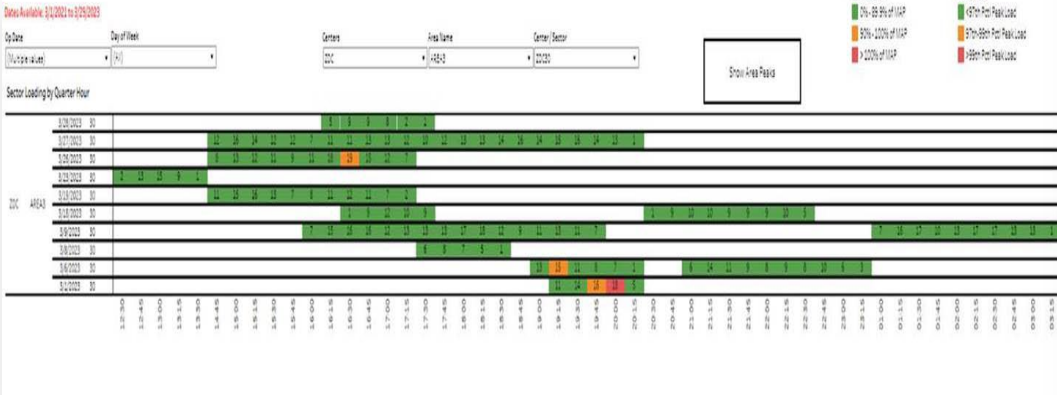
ZDC NAS Monitor (Relative Time Range)

Functions Customize Help

Display Range: 2.25 hours (Time Limit) Show only if alerted in next 2.25 hours (Time Limit) Updated: 1925

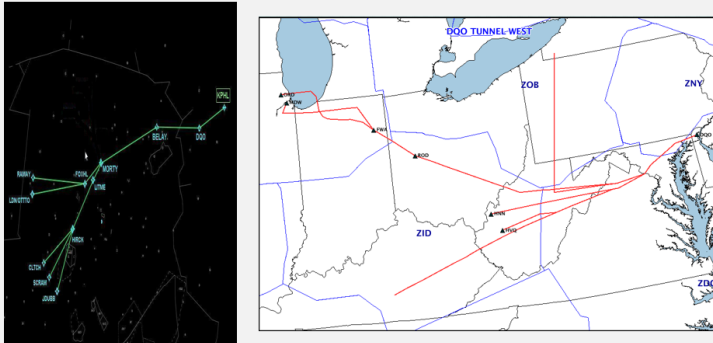
Select Elements Show All Baselines Sort By: Area

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▲ 04+	21/21	11	21	21	19	22	17	11	10	15		
▲ 12+	16/16	9	16	19	14	12	11	19	31	28		
▲ 17+	10/10	7	7	7	6	5	9	7	7	10		
▲ 19+	17/17	17	17	15	16	16	11	17	21	29		
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▲ (09)	17/17	10	12	12	14	14	20	15	8	10		
▲ 25+	13/13	9	12	13	8	7	6	7	10	7		
▲ (30)	16/16	15	13	16	19	21	18	15	6	8		
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▲ 35	19/19	12	20	18	10	19	23	32	32	15		
▲ 50+	20/20	15	12	15	17	18	16	11	10	9		
▲ 39	18/18	15	19	17	21	18	9	13	16	11		
▲ 51+	14/14	8	9	6	7	9	6	7	7	7		
▲ 54+	18/18	17	14	20	26	31	30	17	18	21		
▲ 58	14/14	11	13	13	14	12	10	14	17	14		
▲ 59+	16/16	14	18	18	16	25	14	15	12	16		
▲ 07	21/21	14	18	20	22	19	16	22	13	9		
▲ 22	13/13	12	12	5	4	5	6	7	8	7		
▲ 32+	17/17	11	11	13	13	12	21	18	17	14		
▲ 60+	14/14	6	7	7	10	7	8	7	6	7		
▲ 72	20/20	10	13	13	13	15	20	18	13	14		
▲ (03)	15/15	11	17	16	12	11	10	7	8	8		
▲ 05+	12/12	10	15	10	8	4	5	5	3	6		
▲ 15+	12/12	13	13	12	9	10	9	5	4	5		
▲ 29+	10/10	4	4	3	2	3	4	4	4	4		
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▲ 42+	16/16	15	25	26	21	18	15	11	14	14		
▲ (42)	15/15	6	10	11	9	10	7	4	8	8		
		1915	1930	1945	2000	2015	2030	2045	2100	2115		



# ZDC ESCAPE ROUTES

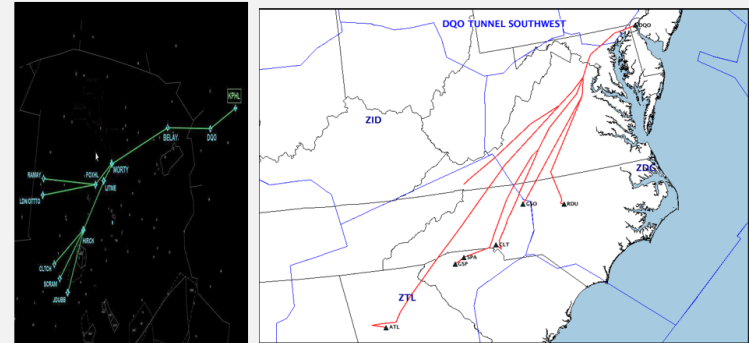
## PHL DQO TUNNEL WEST



- TMU agreement with PHL, PCT, and ZDC.
- Aircraft from PHL are sequenced with BWI TERPZ Departures. Will require mile-in-trail.
- Flight Crews must comply with Altitude Restrictions. Expect 100 until MORTY. Do not request higher than FL230 until RAMAY/OTTTO.
- CYYZ/KBUF/KROC arrivals can expect no higher than FL220.



## PHL DQO TUNNEL SOUTHWEST

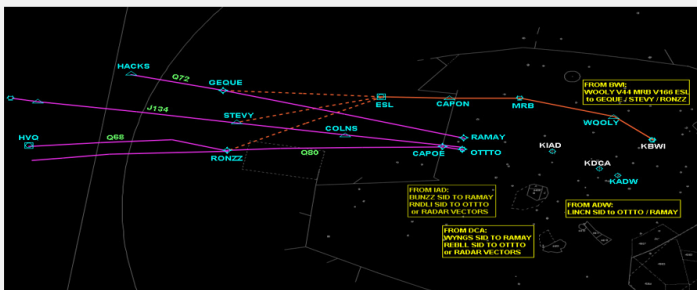


- TMU agreement with PHL, PCT, and ZDC.
- Aircraft from PHL are sequenced with BWI TERPZ Departures. Will require mile-in-trail.
- Flight Crews must comply with Altitude Restrictions. Expect 100 until MORTY. Do not request higher than FL230 until RRSIN/KERKK/WALCE.
- KRDU/KGSO arrivals can expect no higher than FL230.



## LIMBO WEST

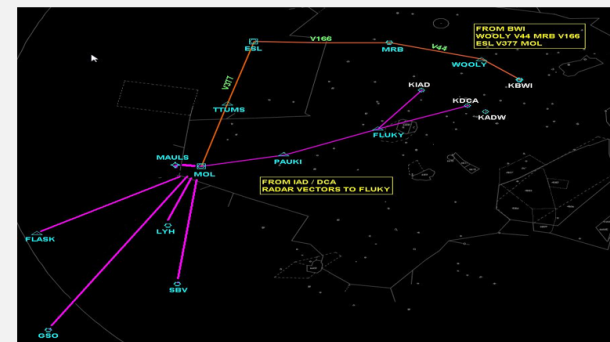
*(DC METRO ESCAPE ROUTES - Intended for traffic to destinations which normally file J134/Q68/Q72/Q80)*



ORIGIN	FILTERS	ROUTE	DEST	REMARKS
KDCA KIAD KADW		RAMAY GEQUE Q71 HACKS	UNKN	EXPECT 100 UNTIL GEQUE
KDCA KIAD KADW		OTTTO Q14 STEVY	UNKN	EXPECT 100 UNTIL STEVY
KDCA KIAD KADW		OTTTO CARBE RONZZ Q80 HWQ	UNKN	EXPECT 100 UNTIL RONZZ
KDCA KIAD KADW		OTTTO CARBE RONZZ Q80 FAREY BWG	UNKN	EXPECT 100 UNTIL RONZZ
KBWI		WOOLY V44 MRB V166 ESL GEQUE Q71 HACKS	UNKN	EXPECT 100 UNTIL ESL
KBWI		WOOLY V44 MRB V166 ESL RONZZ Q80 FAREY BWG	UNKN	EXPECT 100 UNTIL ESL
KBWI		WOOLY V44 MRB V166 ESL RONZZ Q80 HWQ	UNKN	EXPECT 100 UNTIL ESL
KBWI		WOOLY V44 MRB V166 ESL STEVY	UNKN	EXPECT 100 UNTIL ESL



## LIMBO SOUTHWEST



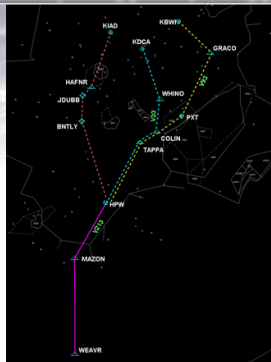
ORIGIN	FILTERS	ROUTE	DEST	REMARKS
KBWI		WOOLY V44 MRB V166 ESL V377 MOL	UNKN	EXPECT 100 UNTIL ESL. EXPECT 140 FROM TTUMS TO MOL
KDCA KIAD		FLUKY PAUKI MOL	UNKN	EXPECT 120 UNTIL MOL



# ZDC ESCAPE ROUTES

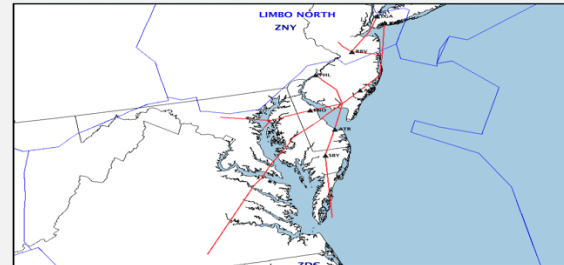
## LIMBO SOUTH

- Used when SCOOB is closed.
- HPW MAZON WEAVR TRANSITIONS TO ZDC SECTORS FOR CLIMB
- **FLIGHT CREWS MUST COMPLY WITH ALTITUDE RESTRICTIONS. DO NOT REQUEST HIGHER ALTITUDE UNTIL WEAVR.**



ORIGN	FILTERS	ROUTE	DEST	REMARKS
KBWI		GRACO V93 PXT TAPPA HOUKY TAQLE1	KRDU	EXPECT 120
KDCA		WHINO V33 COLIN TAPPA HOUKY TAQLE1	KRDU	EXPECT 120
KIAD		HAFNR IDUBB BNTLY HOUKY TAQLE1	KRDU	EXPECT 120
KBWI		GRACO V93 PXT V213 MAZON WEAVR	UNKN	EXPECT 120 UNTIL WEAVR
KDCA		WHINO V33 COLIN V213 MAZON WEAVR	UNKN	EXPECT 120 UNTIL WEAVR
KIAD		HAFNR IDUBB BNTLY HPW MAZON WEAVR	UNKN	EXPECT 120 UNTIL WEAVR

## LIMBO NORTH (last modified 11/30/23)



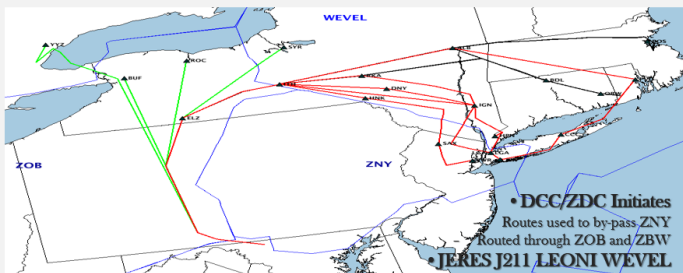
- FLIGHT CREWS MUST COMPLY WITH ALTITUDE RESTRICTIONS: ALL AIRCRAFT = 070.
- ATC SHALL NOT CLEAR AIRCRAFT TO A HIGHER ALTITUDE.
- Facilities Included: ZDC ZNY N90 PCT ACT DOV WRI

ORIGN	FILTERS	ROUTE	REMARKS
KBWI		SVANS FTH LEBAR	ALTITUDE +070
KDCA		DALGO V19 SWANN FTH LEBAR	ALTITUDE +070
KIAD		ROCKY BRANS FTH LEBAR	ALTITUDE +070
KORF		SCHOK SHV V1 LEBAR	ALTITUDE +070
EDSO		SOFTY TAPPA FTH LEBAR	ALTITUDE +070
KDC		COLN FTH LEBAR	ALTITUDE +070

DESTINATION	ROUTE	REMARKS
LEWR KMDI KTB	LEBAR ACT V14 PANDE ZDGG F41 RWY V24 METRO	ALTITUDE +070
ELGA	LEBAR ACT V14 PANDE ZDGG F41 RWY V23 PROCD	ALTITUDE +070
KFK	LEBAR ACT V14 PANDE ZDGG	ALTITUDE +070
NPI	LEBAR VCN	ALTITUDE +070

## ZDC WEVEL ROUTES



- DCC/ZDC Initiates
- Routes used to by-pass ZNY
- Routed through ZOB and ZBW
- JERES J211 LEONI WEVEL

ORIGN	FILTERS	ROUTE	DEST	REMARKS
KBWI KDCA KIAD		JERES J211 LEONI WEVEL ELZ VIEEW ITH HNK FLOSH	KEWR	AOB FL220
KBWI KDCA KIAD		JERES J211 LEONI WEVEL ELZ VIEEW ITH RKA HAARP	KLGA	AOB FL220
KBWI KDCA KIAD		JERES J211 LEONI WEVEL ELZ VIEEW ITH ALB PVD PARCH PARKS	KJFK	AOB FL220
KBWI KDCA KIAD		JERES J211 LEONI WEVEL ELZ VIEEW ITH ION ION1	KJFK	ALTERNATE ROUTE: AOB FL220
KBWI KDCA KIAD		JERES J211 LEONI WEVEL ELZ VIEEW MENOMS DNY VALRES	KIOPN	AOB FL220
KBWI KDCA KIAD		JERES J211 LEONI WEVEL ELZ VIEEW ITH PONTC PUNDE	KR05	AOB FL220
KBWI KDCA KIAD		JERES J211 LEONI WEVEL ELZ VIEEW ITH RKA SWEDE CANAN STELA	KBDL	AOB FL220
KBWI KDCA KIAD		JERES J211 LEONI WEVEL ELZ VIEEW ITH ALB WIPORS	KPYD	AOB FL220
KBWI KDCA KIAD		JERES J211 LEONI WEVEL ELZ VIEEW ITH	KALB	AOB FL220
KBWI KDCA KIAD		JERES J211 LEONI WEVEL ELZ	KSYR	AOB FL220
KBWI KDCA KIAD		JERES J211 LEONI BOP	KRFP	AOB FL220
KBWI KDCA KIAD		JERES J211 LEONI WEVEL ROC	KRDC	AOB FL220
KBWI KDCA KIAD		JERES J211 LEONI WOZEE LNNG1	CYZZ	AOB FL220

## DC METRO NATS ESCAPE VIA GOATR (DC METRO INT'L DEPTS.)

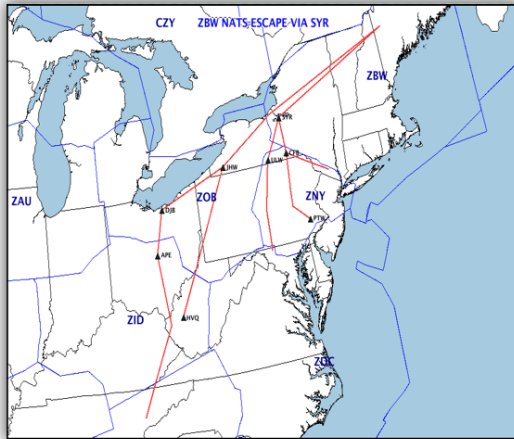


- Command Center and ZDC Initiates
  - Routes used to by-pass ZNY
  - Routed through ZOB and ZBW
- MCRAY Q178 LEJOY MAULL WAYLA GOATR

ORIGN	FILTERS	ROUTE	DEST	REMARKS
KIAD	FIX TOPPS FIX EBONY FIX ALLEX	MCRAY Q178 LEJOY MAULL WAYLA GOATR	ZEU	
KIAD	FIX MILS FIX TAFFY FIX QUBIS	MCRAY Q178 LEJOY MAULL WAYLA GOATR RANGY	ZEU	
KBWI	FIX TOPPS FIX EBONY FIX ALLEX	MCRAY Q178 LEJOY MAULL WAYLA GOATR	ZEU	
KBWI	FIX MILS FIX TAFFY FIX QUBIS	MCRAY Q178 LEJOY MAULL WAYLA GOATR RANGY	ZEU	
KADW	FIX TOPPS FIX EBONY FIX ALLEX	MCRAY Q178 LEJOY MAULL WAYLA GOATR	ZEU	
KADW	FIX MILS FIX TAFFY FIX QUBIS	MCRAY Q178 LEJOY MAULL WAYLA GOATR RANGY	ZEU	

# ZDC ESCAPE ROUTES

## ZBW NATS ESCAPE via SYR – J227 Escape

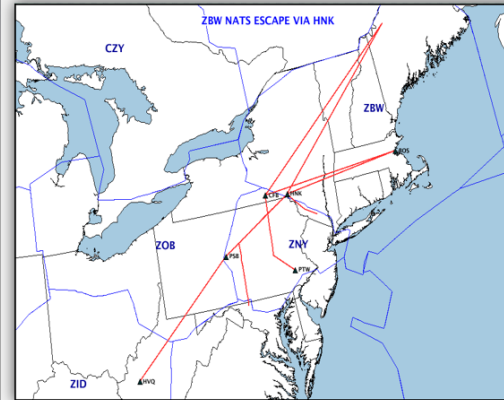


- Command Center and ZDC/PCT Initiates
  - Routes used to by-pass SWANN/PALEO/AGARD
  - Routed through ZNY
- Commonly used for International departures
  - JERES J227 ULW SYR RANGY
  - JERES J227 ULW SYR



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## ZBW NATS ESCAPE via HNK – J220 Escape

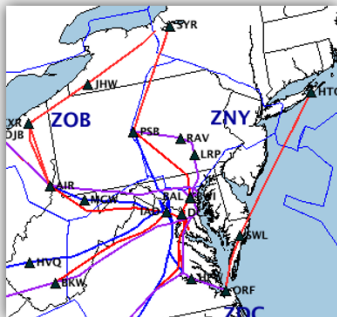


- Command Center and ZDC/PCT Initiates
  - Routes used to by-pass SWANN/PALEO/AGARD
  - Routed through ZNY
- Commonly used for International departures
  - JERES J220 BIGEO J49 HNK
  - JERES J220 BIGEO J49 HNK BOS



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## DC NORTH/DC NORTH 2 (DC METRO Arrivals from CZY/ZBW)



Command Center and ZDC Initiates  
Routes used to by-pass ZNY  
Routed through ZOB and ZBW

GONZZ Q29 JHW CXR AIR... (from the NW via ZOB)  
...AIR KEMAN ANTHM3 KBWI  
...AIR J84 BUCKO FRDMM5 KDCA  
...AIR J162 MGW GIBBZ5 KIAD

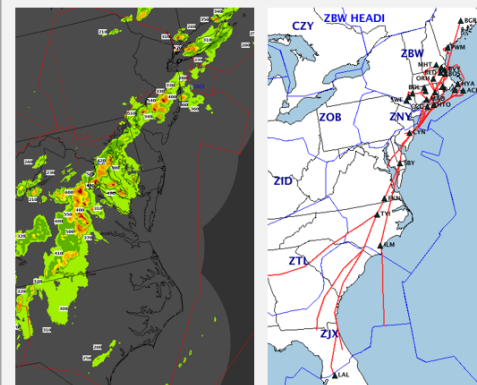
TOPRR Q167 ZJAAY... (from the East via ZDC)  
...ZJAAY ORF GEARS THHMP RAVNN6 KBWI  
...ZJAAY ORF GEARS WAVES CAPSS3 KDCA  
...ZJAAY ORF GEARS TRSSK CAVLRS5 KIAD



Federal Aviation Administration

## ZBW HEADI

(Impacted Area/Flow: TRAFFIC TO ZBW FROM THE SOUTH THROUGH ZNY)



Command Center and ZDC Initiates  
• Routes used to by-pass ZNY  
• ZDC Internals & Overflights destined for ZBW

### ROUTE

- KALDA Q97 HEADI
- DUCEN Q87 JROSS YURCK Q97 HEADI (from ZIX/ZMA)
- TYI Q64 SAWED Q97 HEADI (from ZTL)



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