

SWAP 2025 Briefing

PRESENTED BY:

George Meyer, ENTMS, DCC
John Shuler, NTMO, DCC



**Federal Aviation
Administration**

SWAP BRIEFING AGENDA



- FCA vs. Departure Route Strategy
- En Route Tactical Customer Advocate Best Practices
- Bedminster TFR and CAP Impacts
- Florida VIP TFR and CAP Impacts with Additional Airspace Closure Strategies
- Q&As



FCA vs. Departure Route Strategy



- En Route specialty will utilize FCA based routes whenever possible as it is naturally better at mitigating constraints at the area of concern without capturing traffic that will not be affected by the constraint based on time or location. This strategy also provides the stakeholders with options to file around the constraint in space and time based on their business model. For example, dispatchers can choose to depart slightly early, late, adjust cruise speed (enroute time), or file around.
- When a Flow Constrained Area re-route is published, stakeholders must be aware of the filters, location, and size in relation to nearby airways/fixes. With all these parameters in mind, the dispatcher can make an informed decision on what works best for company to take the route, or avoid the constrained area volume.



En Route Tactical Customer Advocate Best Practices

- ETCA Request Best Practices for EDCT Change Request
 - Always include an earliest requested P-Time
 - Always select the correct priority level
 - Always include a short reason
 - If possible, Include controlling program
 - If a Category 1 request include applicable constraint (ex: time out time)
- ETCA Best Practices for Route Request
 - For ZHU Gulf Requests always include ocean fix times
 - Always include a P-Time
 - Always Include full route in request (Do Not use “DCT” “.” or “–” in route requests)
 - Always include a short reason for the request



Federal Aviation
Administration

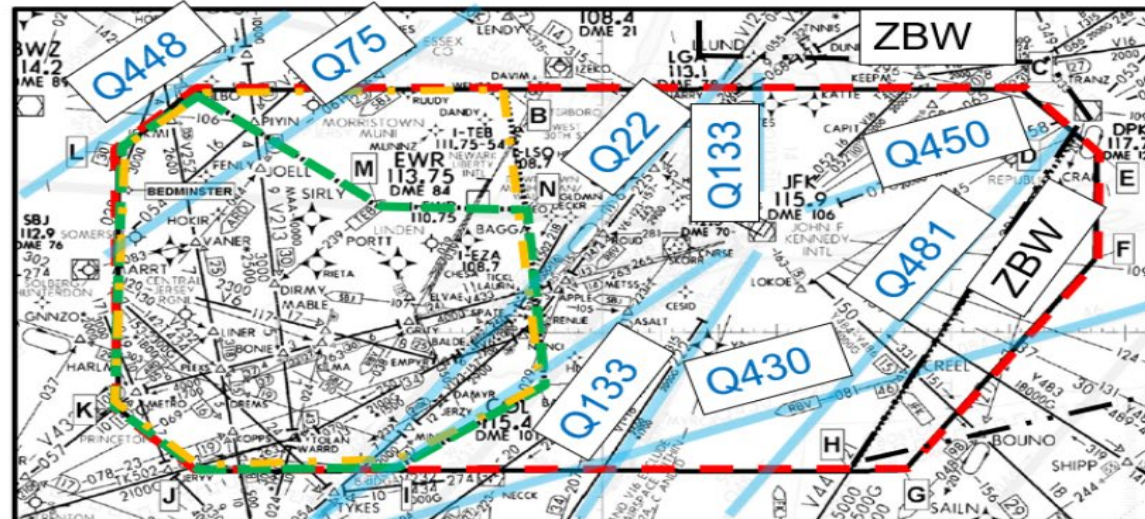
Bedminster TFR and CAP Impacts



- These routes are new for this term, and stakeholders can anticipate changes to these routes as facilities get more experience with the flows and conflict points.
- Stakeholders should consider that all of these are FCA based routes.
 - From PHL to ZEU for example, nothing would prohibit the users from filing over SIE B24 because they would stay south of the FCA the entire time. Also, they could file PTW CHLSE T449 and it would miss the FCA. While that route says SHLEP, they are only required to file that route if going through the FCA.

KILMA Airspace

- **New altitudes:**
 - AAR= FL250-FL270
 - AP= FL200-240
 - TA = FL180-190



Federal Aviation
Administration

Bedminster TFR and CAP Impacts

PHL_TO_ZBW_CZU_ZEU

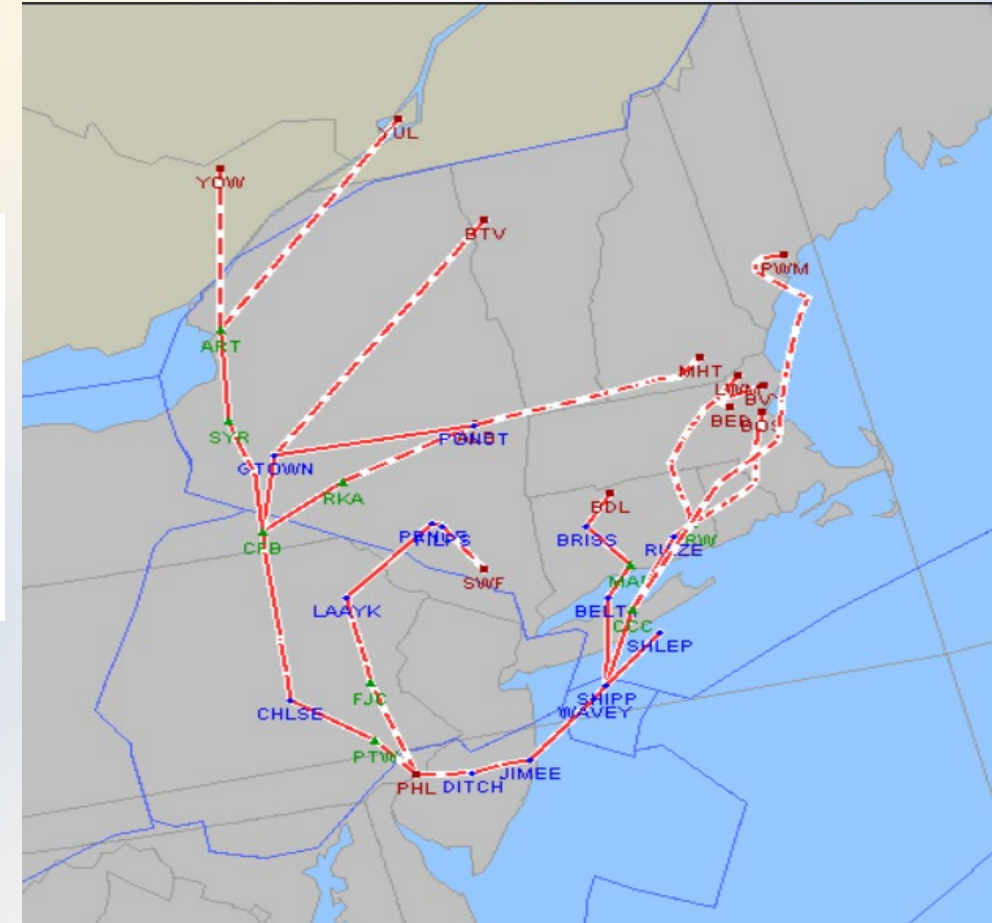


Impacted Area or Flow: NORTHERN NJ

Facilities Included: ZNY ZBW CZU

Instructions: THIS IS AN FCA BASED PLAYBOOK USED TO AVOID THE CAP FROM SUNRISE TO SUNSET.

Remarks: ACFT TO ZEU- AFTER SHLEP FILE VIA NATOTS ADVISORY



Bedminster TFR and CAP Impacts

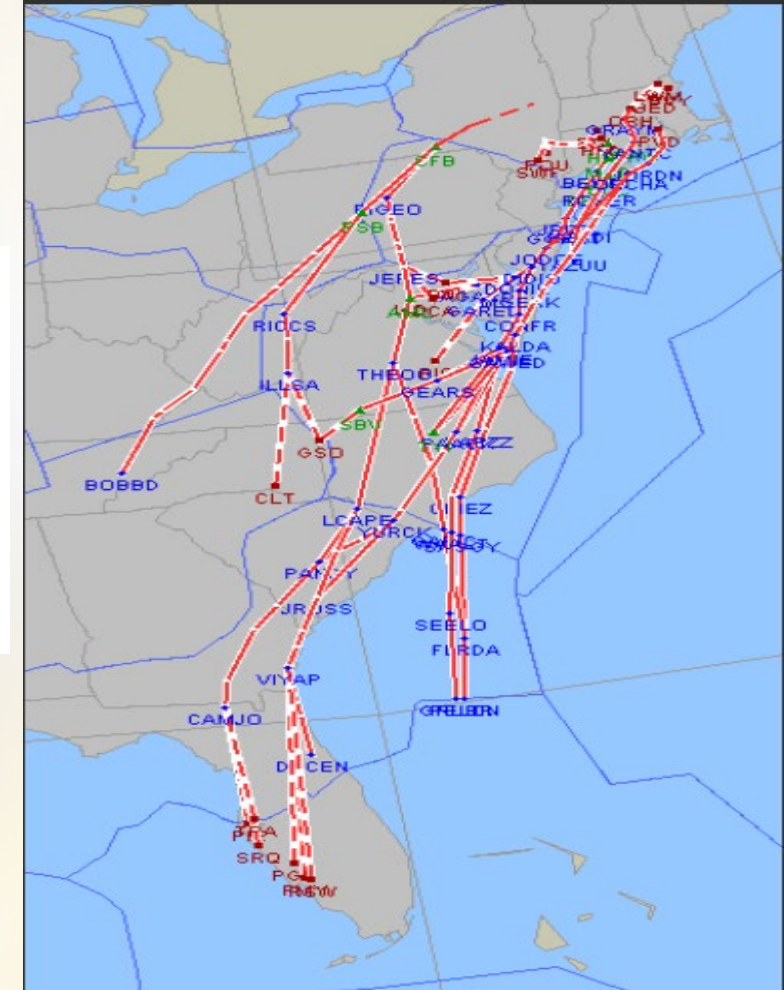
SOUTH_TO_ZBW



Impacted Area or Flow: NY NJ METRO AREA

Facilities Included: ZBW ZNY ZOB ZID ZDC ZTL ZJX ZMA

Instructions: THIS IS AN FCA BASED PLAYBOOK USED TO AVOID THE CAP FROM SUNRISE TO SUNSET.



Bedminster TFR and CAP Impacts

WEST_TO_ZBW



Impacted Area or Flow: ZNY ZDC

Facilities Included: ZBW ZOB ZID ZME ZFW ZHU ZKC ZMP ZLC ZDV ZAB ZLA ZOA ZSE CZV CZE

Instructions: THIS IS AN FCA BASED PLAYBOOK USED TO AVOID THE CAP FROM SUNRISE TO SUNSET.



Bedminster TFR and CAP Impacts

ZBW_CZU_TO_ZDC

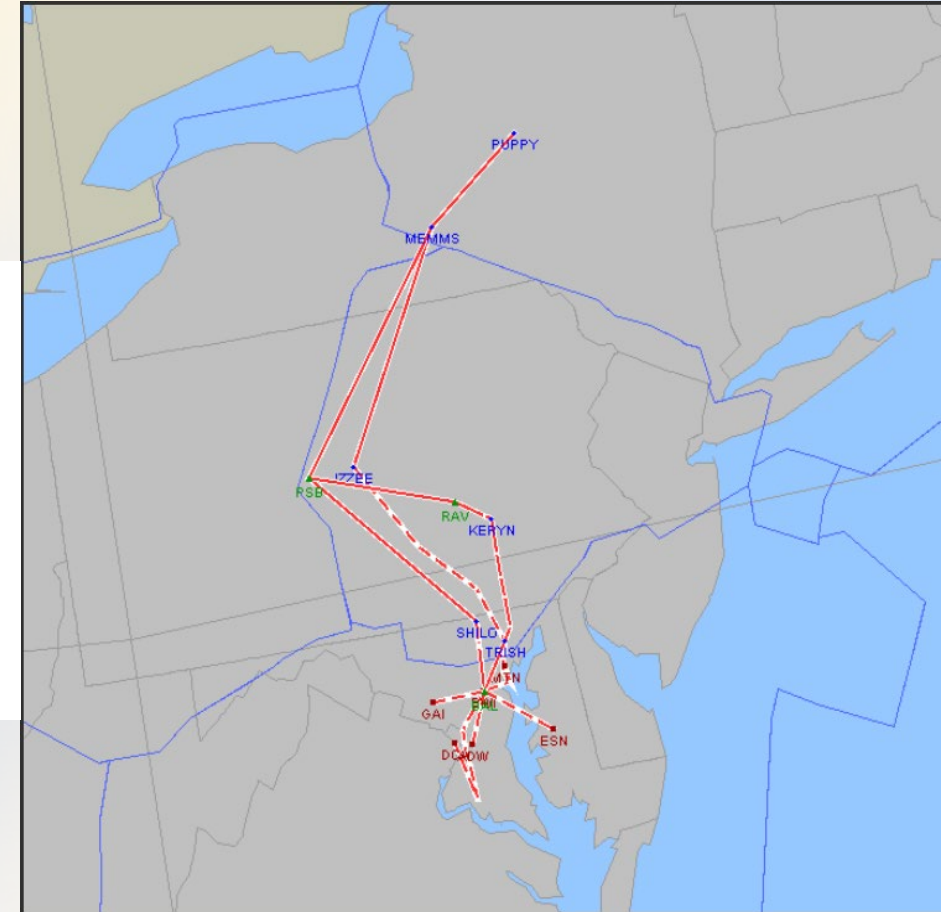


Impacted Area or Flow: ZNY ZDC

Facilities Included: ZBW ZNY ZDC ZOB CZU

Instructions: THIS IS AN FCA BASED PLAYBOOK USED TO AVOID THE CAP FROM SUNRISE TO SUNSET.

Remarks: AIRCRAFT LANDING KDCA AND KADW CAN EXPECT PUPPY WP AT FL280. AIRCRAFT LANDING KBWI KMTN KGAI AND KESN CAN EXPECT PUPPY WP AT FL260



Bedminster TFR and CAP Impacts

GA_TO_EWR_AND_SATS

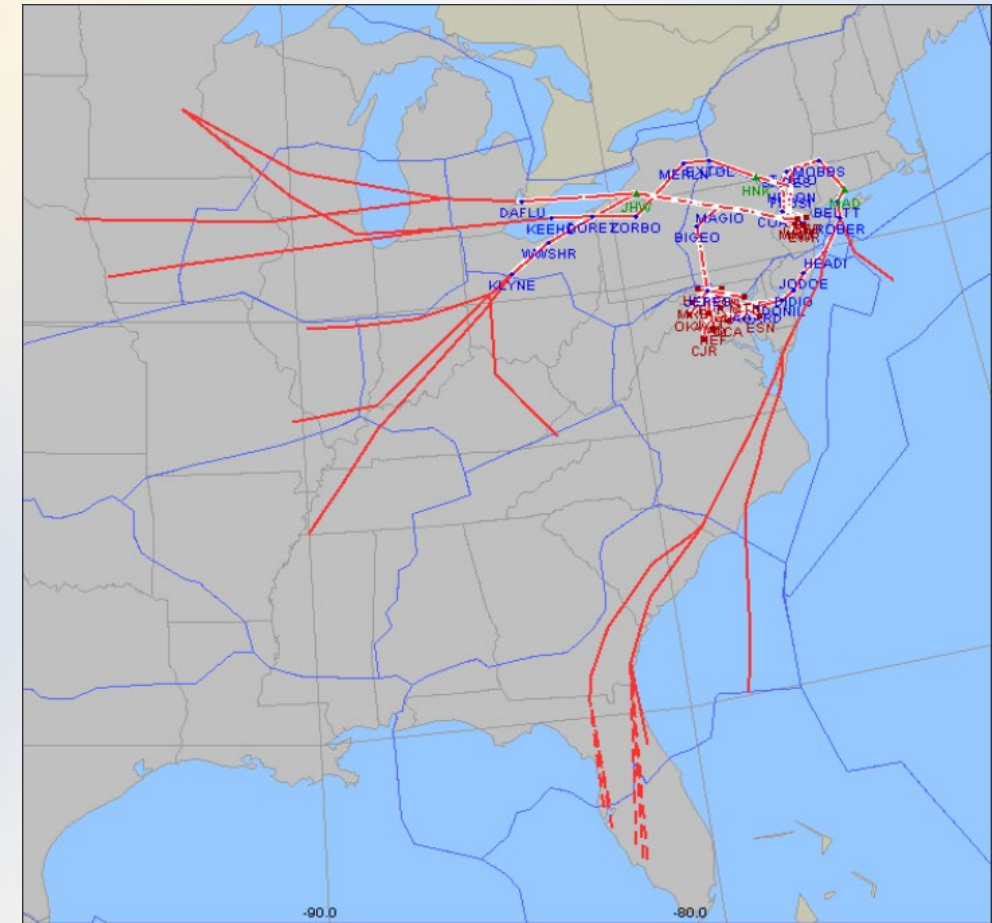


Impacted Area or Flow: NORTHERN NEW JERSEY

Facilities Included: ZSE ZLC ZDV ZMP ZOA ZLA ZAB ZKC ZAU ZOB ZID ZME ZHU ZFW ZJX ZMA ZDC ZNY ZTL ZBW

Instructions: THIS IS AN FCA BASED ROUTE AND IS USED TO AVOID THE TFR

Remarks: THESE ROUTES ARE FOR GA AIRCRAFT ONLY



Bedminster TFR and CAP Impacts

TFMS Messaging ADVZY for GA Aircraft



DEPARTURE ROUTES FOR GA TRAFFIC:

From:

HPN/LGA/DXR... Shall be routed via NEWEL/WHITE/COATE/NEION/GAYEL

EWR and EWR SATS... Shall be routed via WHITE/COATE/NEION/GAYEL

EWR and EWR SATS to DC METS... Shall be routed via SERMN SOUTH routes

FRG/ISP... Shall be routed via COATE/NEION/GAYEL or BEADS EMJAY Q167 (excluding arrivals to DCA/BWI)

Upon activation of the TFR/CAP, the Command Center will call and advise the following facilities: ZNY, ZBW, ZDC, ZOB, WRI, ACY, DOV, PCT, PVD, N90, AVP, ABE, BGM, PHL, Y90, PVD and MDT.

KEWR RWY CHG NOTIFICATION- EWR ATCT must notify the ATCSCC NOM of any RWY change at KEWR. The ATCSCC must notify ZNY, ZBW, ZDC, ZOB, WRI, N90, AVP, BGM, MDT, ABE, Y90, and PVD.

.....
TOWER ENROUTE CLEARANCE (TEC) ROUTES: ALL TEC routes via SBJ (V3), FJC (V6 & V162), ETX (V30/T430), BUSKY, SAX V249 SBJ @ 8,000', BWZ @ 4,000' and SBJ Overflights are NOT AUTHORIZED. N90 to issue NTML message to towers.

Aircraft will be rerouted by the towers via: SAX COATE V188 LVZ (Destination) ALT 080/090/100 or via V1/V16/T224/T303/T315.
.....



Bedminster TFR and CAP Impacts

ARRIVAL ROUTES FOR GENERAL AVIATION TRAFFIC TO EWR:

IF EWR IS LANDING RWY 22 ACFT SHALL BE ROUTED:

Via WRI: ARD MAZIE BOPLY LIZZI PENNS STW (LANDING-
EWR/TEB/MMU/CDW/FWN/12N/1N7/NO5/NO7)

Via ACY: DIXIE BORKE ARD MAZIE BOPLY LIZZI PENNS STW (LANDING-
EWR/TEB/CDW/MMU/FWN/12N/1N7/NO5/NO7)

Via ZBW: NORMAL ROUTES

Via ZOB: EXTOL HNK FLOSI4

Via ZNY [-PHL]: HNK FLOSI4

From PHL:

JETS- PTW CHSLE T449 MEGSS LACIE HNK FLOSI4

TURBOPROPS [TEC]- PTW V29 LVZ HUGIE HNK V167 WEARD V489 COATE

Bedminster TFR and CAP Impacts

TFMS Messaging ADVZY for GA Aircraft



IF EWR IS LANDING RWY04 ACFT SHALL BE ROUTED:

Via ZBW: LAAYK BEERS MAZIE BANKK METRO JETS AOB 160/ PROPS AOB110

Via ZOB: SCAAM HYATT BEERS MAZIE BANKK METRO (AOB 170)

Via ZNY (TEC): NORTH OF J584: LAAYK BEERS MAZIE BANKK METRO

SOUTH OF J584: BEERS MAZIE BANKK METRO

From PHL: NORMAL ROUTES



Bedminster TFR and CAP Impacts

TFMS Messaging ADVZY for GA Aircraft



IF EWR IS LANDING RWY04 ACFT SHALL BE ROUTED:

Via ZBW: LAAYK BEERS MAZIE BANKK METRO JETS AOB 160/ PROPS AOB110

Via ZOB: SCAAM HYATT BEERS MAZIE BANKK METRO (AOB 170)

Via ZNY (TEC): NORTH OF J584: LAAYK BEERS MAZIE BANKK METRO

SOUTH OF J584: BEERS MAZIE BANKK METRO

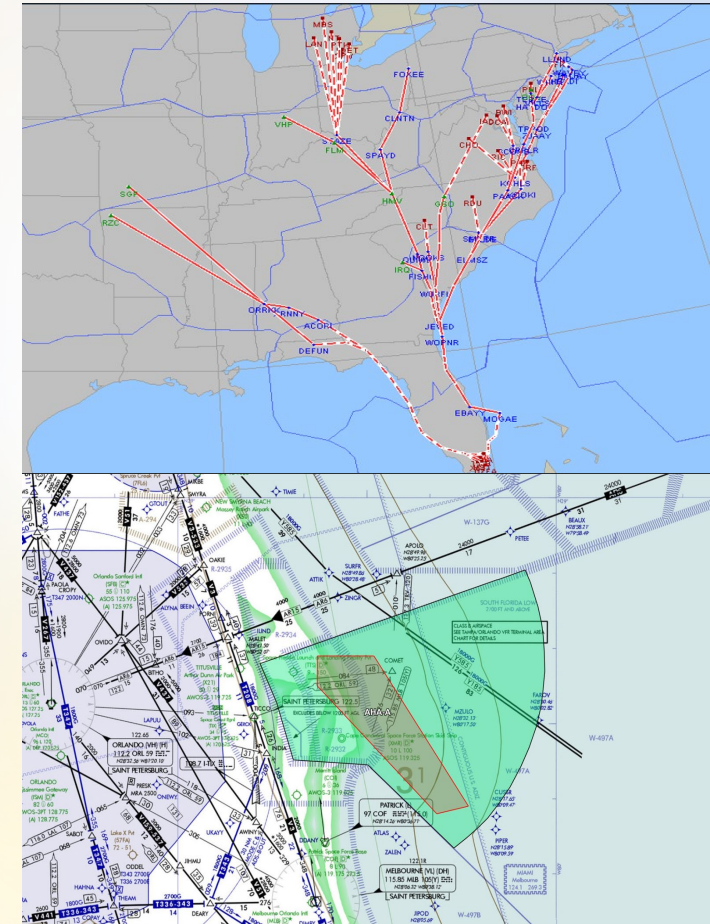
From PHL: NORMAL ROUTES



Florida VIP TFR and CAP Impacts with Additional Airspace Closure Strategies



- When there is an airspace closure due to military, thunderstorms, or rocket launch, or a reduction in throughput due to equipment, staffing, etc., The En Route team will examine the affected markets and ADHOC routes as needed.
- Generally, in the case of West Palm Beach TFR/CAP and east coast rocket launches, stakeholders can anticipate ADHOC routes to involve taking South Florida traffic to the west coast of Florida.



Federal Aviation
Administration

QUESTIONS

