



## *SWAP and the Dispatcher*

*How the Center and the Dispatcher  
can help each other*

# *Reroute Process – normal day*

- Center gets flight strip 60 min before P time
- Tower gets strip 30-40 min before P time (depends on the tower)
- Ideally, any amendment is done by the Center before the tower receives their first strip.
- Amendments are done to pref route, route around WX or for fix balancing
- If amendment is entered less than 30 min before P time, Center advises Tower
- If a/c will depart more than 30 min before P time, Tower aprepqs w/ Center

## *Reroute Process – SWAP day*

- Route determined when Tower “moves” flight to TAXI status in DSP, or calls the Center if tower is not DSP equipped
- Flight is Cleared as Filed or Revised by Center
- Ideally, flight will depart within 30 minutes
- Not unusual to have multiple revisions due to dynamic nature of WX

# *Should I Refile?*



If the operator needs to refile a flight plan, the original flight plan must be removed first.

Some companies can cancel the original flight plan via the NNCC (National Network Control Center – formerly NADIN).

Other companies will need to call the Center's flight data department directly.

## *What about timing?*

Although a flight plan can be filed hours in advance, control personnel will not “get a strip” until 60 minutes before the P-time. So, cancelling a flight plan more than 60 minutes prior to P-time has no effect on control personnel.

Less than 60 minutes prior to P-time, coordination **must be accomplished** with control personnel before removing a flight plan. Flight data personnel will transfer the request to control personnel.

# *ATCSCC Route Advisories*

FYI – means that the routing in the Advisory is available for those that wish to use it to avoid possible delays on the normal routes.

RMD - means that the routing in the Advisory is **RECOMMENDED** to avoid delays on the normal routes.

RQD – means that the routing in the Advisory is **REQUIRED** due to constraints on the normal routes.

# *Flight Plan already filed when Advisory is issued?*

If more than 60 minutes prior to P-time, remove the original and refile.

If less than 60 minutes prior to P-time, coordinate with ATC to remove original and refile, or have flight crew request the desired alternate routing from the tower. The tower will then call the Center, and the Center will amend the routing.

Note: Tower or TRACON personnel will amend the routing if a SERMN or PHL YER route is requested.

If the Advisory is RQD, Center will reroute according to the Advisory automatically.

# ZNY “Escape Routes”

ZNY and the ATCSCC have coordinated numerous “escape routes” that are either low altitude (SERMN, PHLYER), involve tunneling (DUCT) or involve over-water routing (AZEZU)

These routes will be approved for use via a FYI or RMD Advisory from the ATCSCC. On rare occasions, these routes are RQD. Exceptions can be made for individual flights by contacting the TCA position at the ATCSCC or ZNY.

Use of the SERMN and DUCT routes has been very rare. Studies by MITRE has shown that delays would have been substantially reduced if these routes were utilized when available.



# *DUPLICATE FLIGHT PLANS*



Problems and Solutions

*Investigation has revealed that many operators file more than  
one flight plan for a proposed departure*

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# ***Reasons given for refileing of a flight plan***

- **Change in Requested Altitude, P Time, Equipment type or ETE**
- **Change in destination (GA flights)**
- **Change in Routing in response to ATCSCC Advisory or Updated Wx/Delay information**
- **Unsure if original flight plan was “accepted”**
- **Filed next day’s FP before today’s flight departed**
- **Different dispatchers each filed a FP for the flight**

# ***Interviews also revealed that the dispatcher:***

- **was under the impression that the filing of a new FP automatically canceled the old flight plan**
- **called the Flight Data office and requested that the original FP be removed after filing the duplicate**
- **cancelled the original flight plan via NNCC and the ARTCC system did not process the cancellation before the new FP was processed**
- **called the ARTCC and was told that no FP was on file, so dispatcher refiled and the operator's system sent the FP automatically after the call was made.**
- **forgot to have the original FP removed**

# *Same routing or different routing?*



- A large number of Duplicate Flight Plans have the same FP info, such as route of flight, A/C type, etc. Occasionally, however, the routes of flight and/or destinations are different.
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- **Problems occur when the a/c is Cleared as Filed by ATC, but there are 2 (or more) different routes that have been filed and ATC does not know which routing the a/c has.**

# *SAME FLIGHT – DIFFERENT ROUTES*



- 1653z DUPLICATION MESSAGE PROCESSED
- 497 COA37 B752/Q 3046 M083 KEWR P1729 350  
KEWR..DIXIE.V276.PREPI..OWENZ..LINND..AZEZU.L453.PAEPR.M201.BAHAA.AR  
15.HIBAC..APOLO..ORL..KMCO/0252
- 522 COA37 B752/Q 1130 479 KEWR P1729 360  
KEWR..BIGGY.J75.CAE.J51.SAV.J103.OMN.CWRLD2.KMCO/

## *When Duplicates Are Filed:*



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- Additional time is spent dealing with Clearance Delivery and receiving FRCs

# ***ALWAYS ENSURE THAT ORIGINAL FP IS REMOVED BEFORE REFILING BY CALLING THE ARTCC***

- **Change in Requested Altitude, P Time, Equipment type or ETE – CALL FLIGHT DATA AND GIVE CHANGES**
- **Change in Routing in response to ATCSCC Advisory or Updated Wx information – REMOVE ORIGINAL FP FIRST**
- **Change in destination - REMOVE ORIGINAL FP FIRST**
- **Unsure if original flight plan was “accepted” – CALL FLIGHT DATA AND GIVE CALL SIGN**
- **Filed next day’s FP before today’s flight departed – TRY TO WAIT UNTIL TODAY’S FLIGHT DEPARTS**
- **Different dispatchers each filed a FP for the flight – COORDINATE AND COMMUNICATE**



## *ZNY Phone #s*



- Flight Data – 631-468-1424/1425/1426
- Flight Data Supervisor – 631-468-1423
- STMC – 631-468-1080
- Ops Mgr – 631-468-5959
- Traffic Mgmt Office – 631-468-1015  
(administrative hours only)