

# ZFW SWAP Routes

*Severe Weather Avoidance Plan Routings for ZFW and the D10*

## **Purpose:**

Safely routing aircraft around severe weather until they are high enough for avoidance.

## **Application:**

Controllers should use their best judgement on when to apply SWAP Routes. Ideally, SWAP routes would be used in every situation; however, on VATSIM, we must accommodate pilot's requests. Controllers should also be able to use common sense to connect the SWAP route to the pilot's filed route.

In the event that no re-route is required (i.e., the pilot is not on a recommended route) or able to be accepted (i.e., VATSIM happens), the pilot shall be cleared as filed and the controllers shall coordinate on his behalf.

## **Coordination:**

Center controllers – or during event an event, the CIC – shall inform neighboring ARTCCs that SWAP routes are in place for aircraft departing KDFW as well as any traffic flow items resulting from SWAP routes. During event level traffic, a TMU position is recommended if in-air re-routes for arrivals are put in place.

In-air re-routes will need to be given by surrounding ARTCCs. For this reason, I recommend against re-routing arriving aircraft and instead recommend allowing deviations for weather, shortcuts, and vectoring.

When SWAP Routes are in effect, departure gates will have higher than normal congestion. D10 and Local Controllers at both DFW and DAL should work with the TMU or CIC to ensure that traffic is flowing smoothly at the departure gates. In lieu of a TMU or CIC, FTW\_CTR or REG\_APP/DEP shall coordinate departure restrictions with local controllers in the D10.

## **Routes:**

(Note: I've done most of the hard work here, just figure out how to fit the re-route in with the original route. Most re-routes end at the edge of the ZFW ARTCC.)

## **Preferred Gates:**

(Note: Use best judgement when determining when to determine a gate "closed", I recommend using a variety of sources including real-world ATC as well as [Gate Forecast](#)

- When N gates are closed, re-route through ZERLO and PGLET
- When E gates are closed, re-route through DARTZ and AKUNA
- When S gates are closed, re-route through RBBIT and THHOR
- When W gates are closed, re-route through LOWGN and NEYLN

### Preferred Routings:

(Note: I've tried to give a couple different options, with the most practical being first, and the most weather-adverse last. If you aren't sure, throw it into SkyVector. Use your discretion. Obviously don't re-route someone through Mexico if you can avoid it. (If you think I'm kidding about that, just check some of the FAA re-routes.))

### North gates closed:

- Aircraft bound for ZKC and ZMP should expect:
  - ZACHH3 BSKAT TUL/LIT
  - HUDAD2 HUDAD PNH
- Aircraft bound for ZDV and ZLC should expect:
  - HRPER3 HULZE ABQ/TXO
  - HUDAD2 HUDAD PNH
  - NELYN5 ACT J50 ABI J17 PNH
  - NELYN5 SAT JCT BGS PNH

### East gates closed:

- Aircraft bound for ZME and beyond, ZJX, and ZMA should expect:
  - DARTZ7 TNV IAH LCH
  - AKUNA7 MLC RZC/FSM

### South gates closed:

- Aircraft bound for ZHU, Mexico, and Latin America should expect:
  - MRSSH2 ZALEA SWB
  - WSTEX2 CIKAN WUNIL SJT
  - WSTEX2 DOSXX SJT JCT
  - WSTEX2 DOSXX SJT LRD

### West gates closed:

- Aircraft bound for ZAB and beyond:
  - NEYLN5 SAT FST J86 ELP
  - LOWGN8 ADM J52 CRUSR J6 PNH

You should be able to see a common theme in that the re-routes generally end up a specific VOR regardless of where they start. Use this, along with your best judgement, to create a coherent flight plan for the pilot.

**Terms:**

SWAP: Severe Weather Avoidance Plan

D10: Dallas/Ft. Worth TRACON

TMU: Traffic Management Unit

CIC: Controller-in-Charge (Employed primarily during events)

**Revision Log:**

Revision: Added departure flow, terms, and revision log sections, pictures.

Date: 5/18/2018

Version: 1.1 - ND

Revision:

Date:

Version

Revision:

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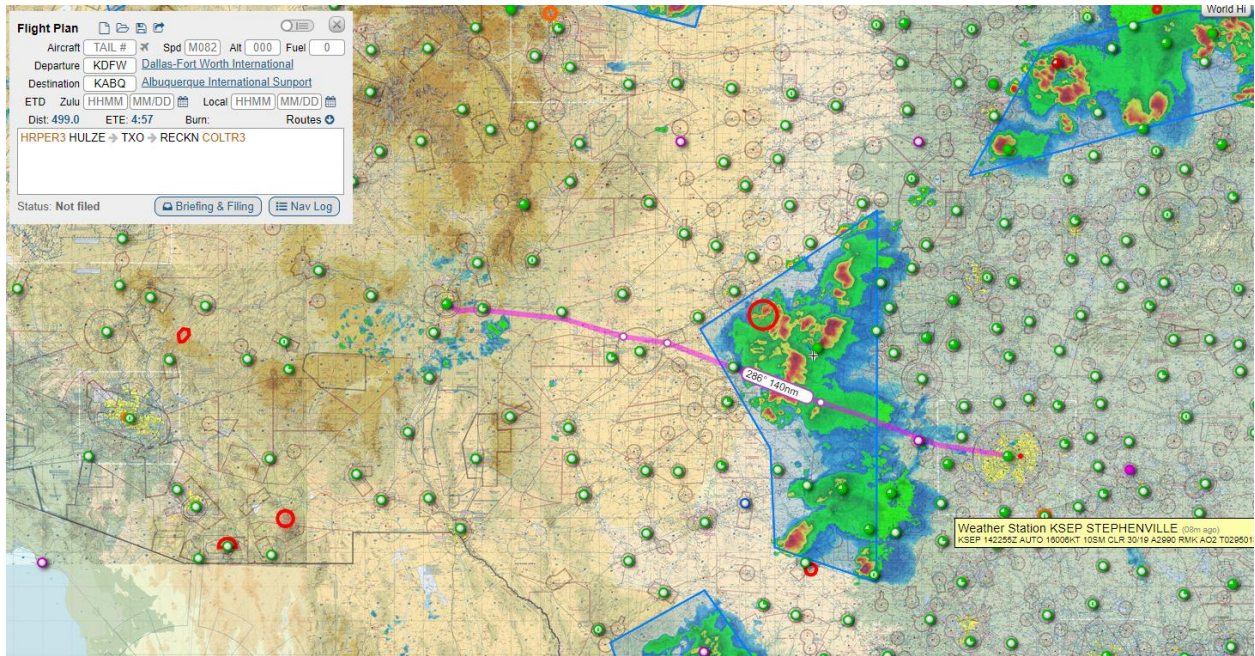
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Revision:

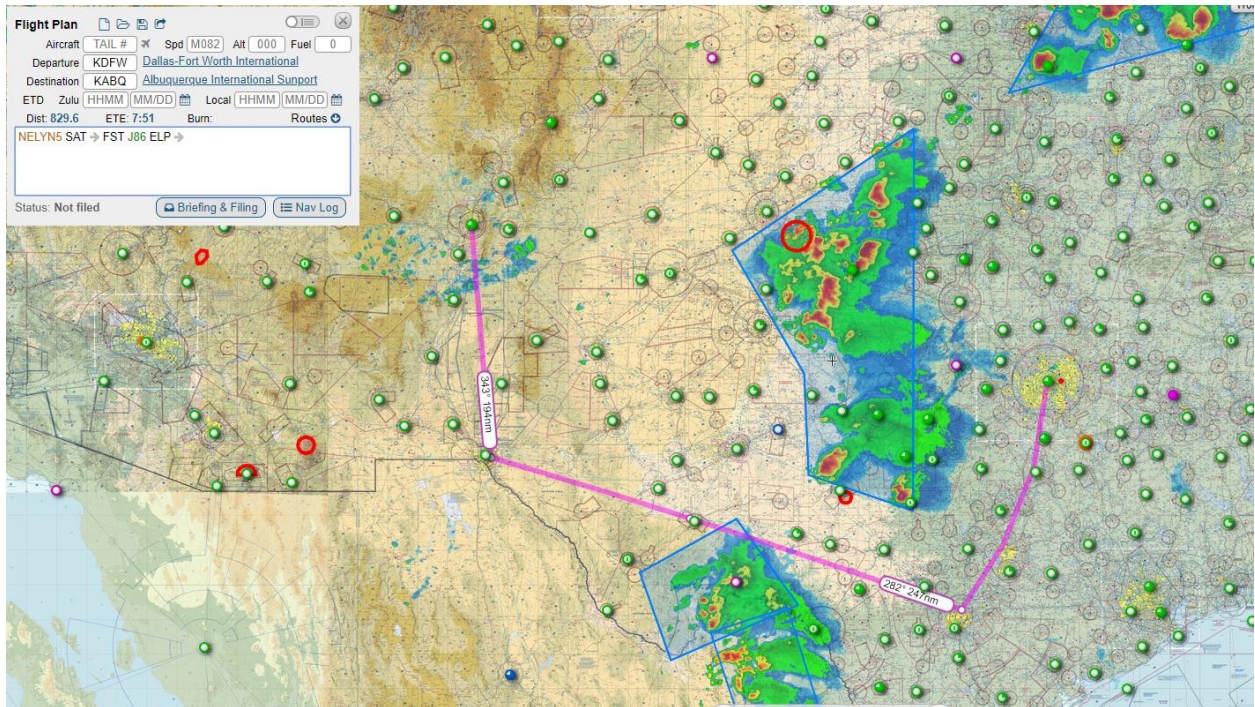
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### Example of SWAP Routes:



This is the standard (non-SWAP) routing for aircraft from KDFW to KABQ.



This route has been SWAP'd according to this document. It completely avoids the weather.