

# Resources and Capabilities New York/Boston

**What works well – best practices**

**What are the challenges – identified gaps**

**Potential solutions/actions**



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## What works well-best practices?

- **Tools – Local collaboration with Email, pagers, correct POC's, Flight Explorer/Flight Aware, IROPSnet (PASSUR) web based tool with chat provided it gets updated, open bridge line to share data, Diversion Recovery Page, use of Snow Committee**



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**What works well-best practices?**

- **Airport Diversion Plans - Diversion Recovery Page**
- **Planning for known events - telcons/conference calls**



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**Where are the gaps or disconnects?**

- **Industry and Air Traffic using different tools**
- **Flight Plan changes not always done, captured or disseminated**
- **Air Traffic/Tech Ops facility advisory and Tech Ops conference call not inclusive**



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Where are the gaps or disconnects?

- Pilots communicating diversion flights and lack of standard Air Traffic Phraseology
- Focus on smaller airports – IT resource limitations
- Airports do not own/operate all terminals
- Digital NOTAM- add diversion status



# Resources and Capabilities

## New York/Boston

### Actions Required:

- **Standardized Tool/Solution for industry partners to share the data**
- **Airport Facility Directory updates**
- **Focus on smaller airports**
- **Airport Status Tool software**
- **Identifying flights as “diversion”**



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## **Actions Required:**

- **Standardized Local Hotline**
- **Update/create airport diversion plans and disseminate to airlines**
- **Digital NOTAM - add diversion status**
- **Local airports communicate with one another about diversions coming their way**

