Triggers
Florida

What works well – best practices
• Internal Airline communication
• ATC Safety is maintained

What are the challenges – identified gaps
• At what point to divert
• At what point to unload passengers if not a gas & go
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What are the challenges – identified gaps

- Timely and correct information. Breakdown in procedures between ATC and airport authorities
- Getting diversion aircraft airborne again.
- Communication between multiple entities
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What are the challenges – identified gaps

• Between airlines and airports (Both ways)

Potential Actions

• Have aircraft identify they are a diversion flight

• Better communications between all parties
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Potential Actions

• Have aircraft identify they are a diversion flight
• Better communications between all parties
• Automation fixes in TFMS to identify diversion flights to DCC and destination airports
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Potential Actions

• Develop relationships between airports and ATC either formally or informally

• Include airport authorities on telcons

• Include all concerned parties at the local level with development of diversion contingency plans (table top exercises) and checklists. Follow up with groups at the local level
Scope Florida

- North Florida
- Central Florida
- South Florida
- Caribbean
Scope
Florida

What are the Triggers

• Before
• During
• After Event

Triggers

• WX - Pop up in nature or frontal systems
Scope
Florida

Triggers

• Hurricanes – Usually not a diversion event because adequate preplanning has already occurred

• Equipment- Equipment or power outage/failure

• Construction
Scope
Florida

Triggers

• Special Interest flights- eg: Cubana flight diverting to a US airport with a medical emergency with unusual needs
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Triggers

• Weather Plus Flights-weather has caused a diversion but now there are other concerns with the flight such aircraft size or needs on board. (eg; Customs, equipment limitations (eg: lack of air stairs, etc.)
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Where are the gaps or disconnects?

• At what point to do aircraft divert (Common language or understanding between industry and FAA)

• At what point to unload passengers if not a gas & go
Where are the gaps or disconnects?

- Getting and receiving timely and correct information between airlines, airports, and FAA
- Communications are often misinterpreted between multiple entities involved
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Where are the gaps or disconnects?
• How to get diversion aircraft airborne again into the overhead stream without any additional undue delay
• Airports and airline needs and how they interact with each other and the FAA
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Potential Actions:

• Have aircraft identify they are a diversion flight

• Better communications between all parties

• Automation fixes in TFMS to identify diversion flights to DCC and destination airports
Triggers Florida

- Develop relationships between airports and ATC either formally or informally
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