

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



Triggers Florida

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**



Scope Florida

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.)**



Triggers Florida

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**



Triggers Florida

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**



Triggers Florida

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:

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- **Better communications between all parties**
- **Automation fixes in TFMS to identify diversion flights to DCC and destination airports**



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- **Develop relationships between airports and ATC either formally or informally**
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