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What works well – best practices

What are the challenges – identified gaps

Potential solutions/actions
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Common Triggers

• Weather
• Equipment
• Extended Airborne Holding
• TFRs
• Lengthy EFCs
• Combination of Events
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Other Triggers

• Mishaps (pavement failure, blown tire, unavailable resources, etc.)
• Airport Throughput (deicing capability)
• VIP Movements
• Airspace Constraints (military activity)
• Terrorism/Security
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Other Triggers

• ATC Zero
• Limited Approach Procedures
• Un-forecasted Weather
• Passenger Medical Issues
• Aircraft Mechanical
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Tools

• NWS Dashboard Long Range Winter Forecast – broad range, any weather hazards

• FAA OPSNET
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Actions Required:

• Airlines AOC blast email to airports in their area of potential for diversions (ex. DAL)

• When ATC is aware of a diversion, advise the airport and TSA if an international flight

• Notification via social media such as Twitter, text messaging
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Actions Required:

• ATCSCC – schedule special planning telcons, activate the diversion recovery page (ex. When thunderstorms will pass over the airport)

• Identify a mechanism to track diversions such as Flight Explorer
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Actions Required:

• Review DEN actions during a diversion event – they often cancel the requirement for notification

• How do we get a common awareness of diversions from Airlines to ARTCCs, ATCSCC, etc? Could use the TCA page, email, diversion recovery page. We should be able to automate the process.
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Actions Required:

• Set up a trigger mechanism with parameters such as when 3 or more airplanes are diverting to an airport – an alert would be generated and disseminated. The ATCSCC could then open a hotline and send an advisory. Airport operators, airlines and FAA would then be aware. Use tools such as PASSUR OPSNET
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Actions Required:

• Identify how diversions can be avoided. For example, today ZBW advises N90 about possible diversion and N90 can take action to avoid the diversions.