



Real World Test Cases

Sixteen scenarios. Sixteen kinds of trouble. What AirportGuard actually does — hour by hour.

- 1 · Winter weather into Boston — a nor'easter arrives during the monitoring period
- 2 · Summer thunderstorms out of Teterboro — the classic Northeast afternoon ATC meltdown
- 3 · Marine-layer fog at Monterey — the microclimate call, made five days before any TAF
- 4 · Ramp Guard at Dallas Love — lightning and hail while the airplane sits unattended
- 5 · Winter into St. Moritz — the Alpine test: TIMS declares the airport special before any weather exists
- 6 · A Sunday-morning bank at Las Vegas — the delay forecast, and the day the airplane breaks
- 7 · Two bad charts at Westchester — a Jeppesen alert, a glideslope NOTAM, and your real minima
- 8 · The diversion moment — London fog, and the alternate's number already on screen
- 9 · The 6 AM snow departure — holdover math done overnight
- 10 · The Denver GDP — a wheels-up time nobody had to go looking for
- 11 · The airplane closes its own monitors — a real Westchester Tuesday, 100 overcast and a mile
- 12 · The day-after closure — you land Monday; the only jet runway closes Tuesday morning
- 13 · London stops — a ground stop in a country that publishes none, from the news and the empty runway
- 14 · The Rome strike — an ATC strike seen 19 days out from a government register, confirmed by the NOTAM, and a holiday on the way home
- 15 · The Teterboro column — the forecast informed, the PIREPs confirmed, the SIGMET warned: one alert per condition
- 16 · The BIGGY gate — ATC Flash Traffic: the restriction on your gate, and the refile that avoids it, three hours before clearance would have told you

WHAT THE NUMBERS MEAN

Every alert TIMS sends carries a code — 117, 2016, 961. Each code is one of 196 professional monitoring rules, drawn from the aircraft's AFM, the company operations manual, the FARs, and thirty years of dispatch practice. The number tells you exactly which rule fired; the color tells you how loud it is: RED No Go · ORANGE Warning · YELLOW Caution · BLUE Info. Every code, trigger, and threshold is readable and tunable in the admin console — the full catalog ships in the AirportGuard Overview document.

All sixteen trips: Gulfstream G650ER operating under the Jet Aviation flight operations manual rule pack (the 900-series codes).

Scenarios are invented for training; every alert code, severity, and trigger shown is real and live in TIMS today.

No surprises.

CASE 1 · WINTER WEATHER

The nor'easter arrives on your flight day. *(Of course it does.)*

THE SETUP

AIRCRAFT	Gulfstream G650ER
RULE PACK	Jet Aviation FOM (900-series)
TRIP	KPBI → KBOS, landing Thu 2230Z (1730 lcl)
ARMED	Monday 2230Z — 72 hours out
WEATHER AT ARMING	Clear and cold. Nothing on the TAF.

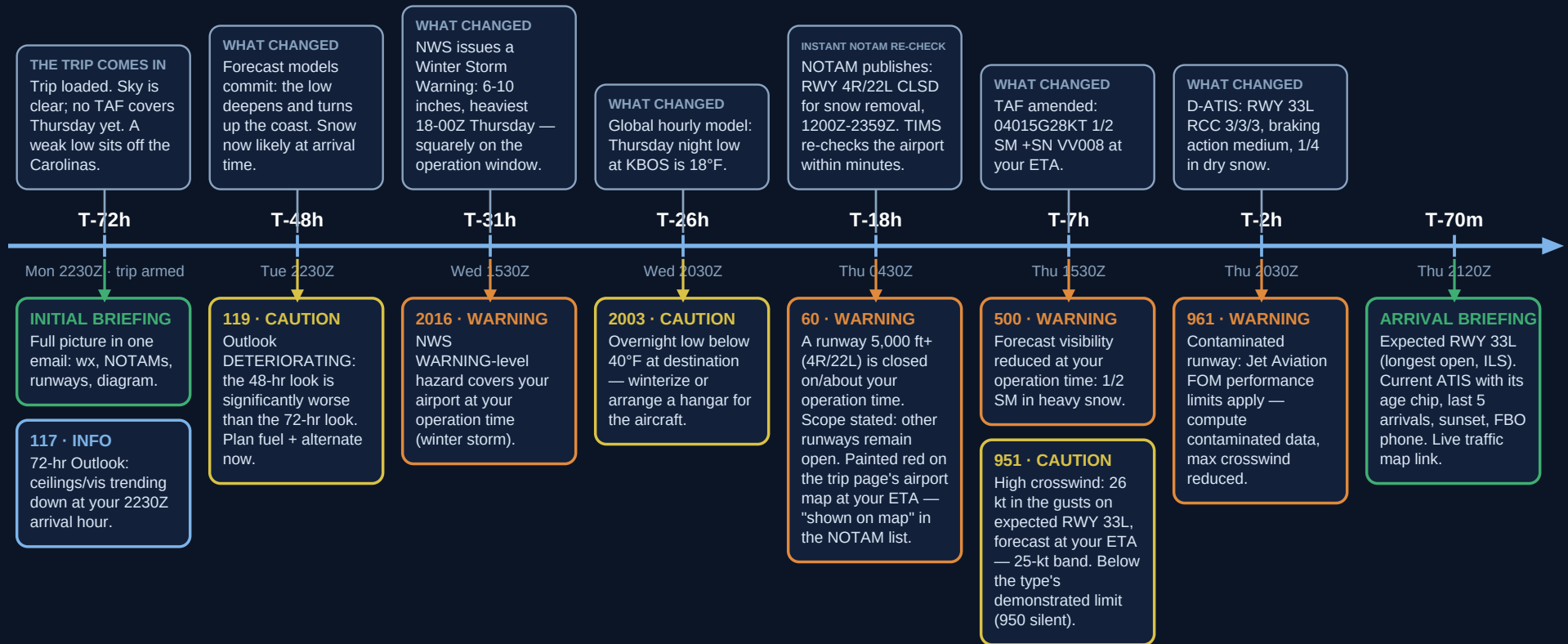
- Monday: the trip comes in, you check it over, and nothing is working against you yet — but the 72-hour Outlook (code 117) already shows a developing low off the Carolinas, ceilings and visibility trending down at the 2230Z arrival hour.
- Tuesday: the 48-hour Outlook re-check finds the models have committed — snow at arrival time. Because the 48-hour look is significantly WORSE than the 72-hour look, TIMS raises the deteriorating-trend Caution (119). The crew starts thinking fuel and alternates two full days out.
- Wednesday: the NWS issues a Winter Storm Warning covering the operation window (2016, Warning) — and the overnight-low check (2003) tells the crew to arrange a hangar in Boston before they've left Florida.
- Thursday: a snow-removal runway closure NOTAM publishes 18 hours out — TIMS re-checks the airport within minutes (the instant fresh-NOTAM trigger) and raises code 60; on the trip page's airport map 4R/22L is painted red at your ETA and the NOTAM carries the "shown on map" bubble. The amended TAF drops visibility to 1/2 SM in snow (500) and puts a 26-kt gust component across 33L — code 951 (Caution) says so, below the G650ER's own demonstrated limit so 950 stays quiet. The Major Weather Event Watch (2045), PROBABLE since Tuesday, now reads IN PROGRESS. Two hours out, the D-ATIS reports contaminated runway conditions — code 961 states the FOM performance limits that now apply.
- 70 minutes out, the Arrival Briefing names the expected runway (33L — longest open, ILS-served), the ATIS with its age chip beside the letter, the last aircraft that actually landed, and the FBO's phone number.

Payoff: fuel, alternate, hangar, and contaminated-runway numbers were all briefed before the airplane left Florida.

CASE 1 · WINTER WEATHER · KPBI → KBOS · G650ER · JET AVIATION FOM

NO GO WARNING CAUTION INFO BRIEF

Timeline — the storm vs. the system



Every alert above was earned by a change in the world — and every one arrived before the crew needed it.

CASE 2 · NORTHEAST THUNDERSTORMS

The 4 pm Teterboro special: storms + ATC delays.

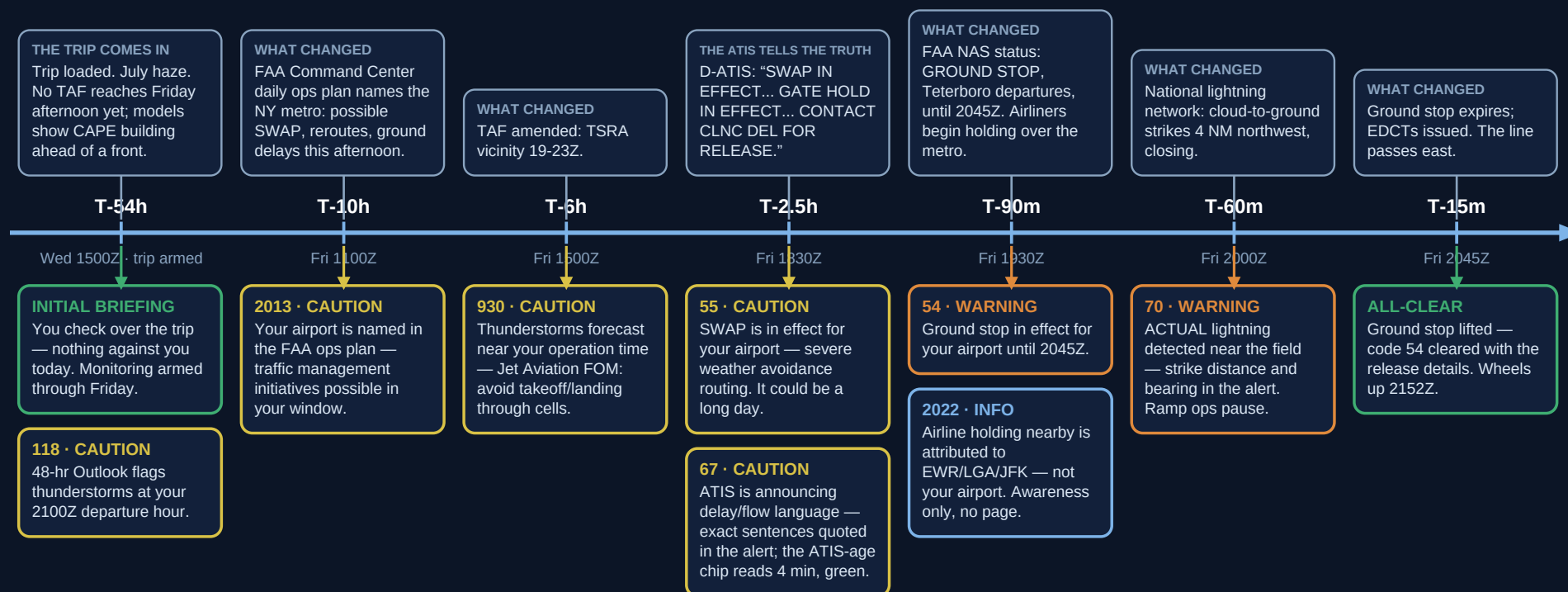
THE SETUP

AIRCRAFT	Gulfstream G650ER
RULE PACK	Jet Aviation FOM (900-series)
TRIP	KTEB → KPBI, departing Fri 2100Z (1700 lcl)
ARMED	Wednesday 1500Z — 54 hours out
WEATHER AT ARMING	July. Hazy, hot, humid. You know what's coming.

- Wednesday: the 48-hour Outlook (118, Caution) flags thunderstorms at the 2100Z departure hour — CAPE building, a pre-frontal line likely. Days before any TAF says a word.
- Friday morning: TIMS reads the FAA Command Center's daily operations plan and finds the New York metro named for possible SWAP routes and ground delays (2013). The afternoon is now officially suspect.
- Early afternoon: the TAF catches up — thunderstorms forecast at departure time (930): the Jet Aviation FOM says avoid takeoff and landing through storm cells. At 1830Z the ATIS starts speaking dispatcher: SWAP IN EFFECT, GATE HOLD, CALL FOR RELEASE. TIMS decodes it (55, 67) and quotes the exact sentences — the age chip beside the ATIS letter shows the broadcast is minutes old, and the new letter re-runs the TAF-gated checks on the spot.
- 1930Z: the FAA issues a ground stop for Teterboro departures (54, Warning). Meanwhile the live-traffic engine watches airliners stack up in holds over the metro — all attributed to EWR, LGA, and JFK arrivals, none to Teterboro — so that stays a quiet Info line (2022), not a false page.
- 2000Z: actual cloud-to-ground lightning is detected 4 NM from the field by the national lightning network (70) — ramp operations pause. At 2045Z the ground stop lifts with EDCTs; TIMS sends the all-clear. Wheels up 2152Z between the lines.

Payoff: passengers were moved up 40 minutes on Thursday — because Wednesday's Outlook already called the 4 pm wall.

Timeline — decoding the afternoon meltdown



Five independent delay layers — outlook, ops plan, TAF, ATIS language, live NAS status — each handed the watch to the next.

CASE 3 · MICROCLIMATE FOG

Monterey's marine layer — called five days out.

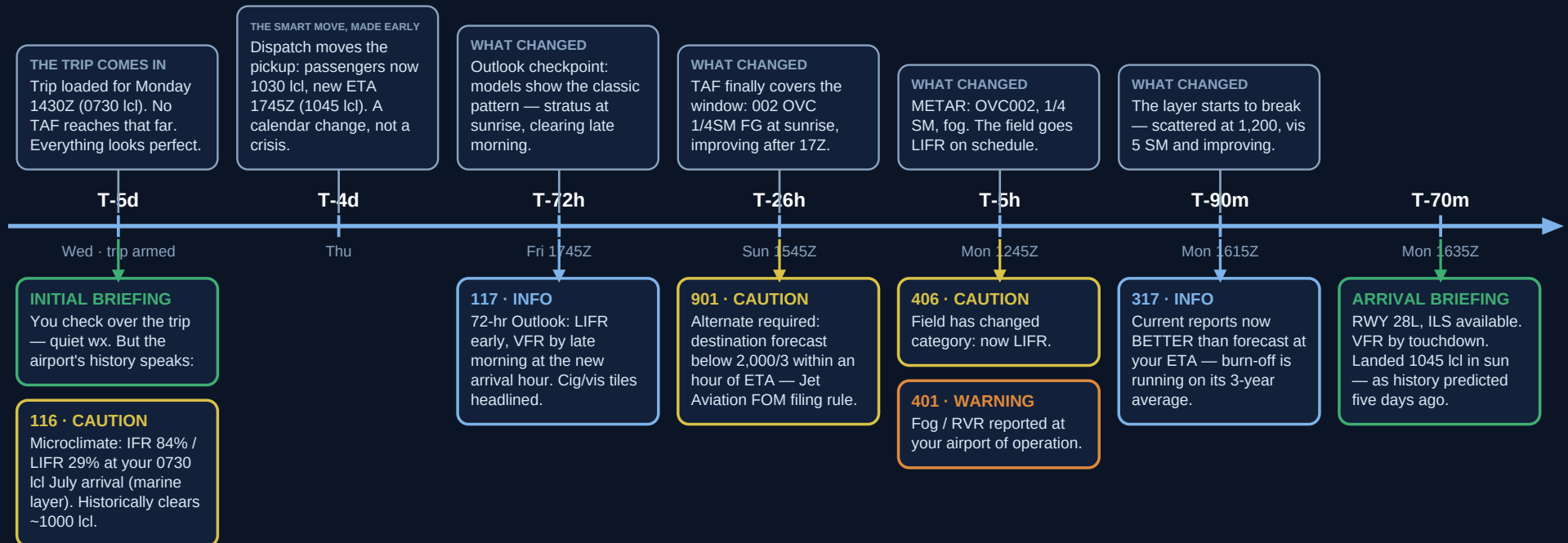
THE SETUP

AIRCRAFT	Gulfstream G650ER
RULE PACK	Jet Aviation FOM (900-series)
TRIP	KTEB → KMRY, landing Mon 1430Z (0730 lcl)
ARMED	Wednesday prior — 5 days out
WEATHER AT ARMING	July. Perfect VFR forecast everywhere. Or is it?

- Wednesday, five days out: no TAF exists yet — but the Microclimate Forecast System already knows this airport. Three years of measured history say KMRY is IFR 84% of the time at an 0730 local July arrival, LIFR 29% — marine layer stratus, historically burning off by 1000 local. TIMS raises the microclimate Caution (116) in the initial briefing.
- The dispatcher does the smart thing five days early: moves the passenger pickup from 0800 to 1030 local, ETA to 1745Z. No drama, no re-plan — just a calendar change while it was still cheap.
- Sunday: the TAF finally reaches the window and confirms what history predicted — 002 OVC 1/4 SM fog at sunrise. The FOM alternate rule fires (901) and the outlook confirms the classic burn-off pattern.
- Monday morning: the field goes LIFR on schedule (406), fog and RVR reported (401). At the NEW arrival time, none of it matters: the layer breaks at 1005 local, right on its three-year average, and TIMS notes current conditions now better than forecast (317).
- The airplane lands 1045 local in scattered clouds and sun. The crew that planned against the TAF alone would have been holding — or diverting to Salinas.

Payoff: the schedule moved five days out — before any forecast existed — because the airport's own history said so.

Timeline — history beats the forecast



A TAF can only see 24-30 hours. The airport's measured history saw this five days out — and it was right.

CASE 4 · RAMP GUARD

Lightning and hail — while everyone's at dinner.

THE SETUP

AIRCRAFT	Gulfstream G650ER — parked, unattended
PRODUCT	Ramp Guard (amber 2200-series codes)
WATCH	KDAL ramp, 4-day stay (up to 30 supported)
ARMED	Tuesday on arrival, one tap
WEATHER AT ARMING	Texas in May. Enough said.

- Tuesday: the crew drops the passengers, parks on the FBO ramp, and arms a Ramp Guard watch — tail, airport, dates. Ramp Guard is deliberately its own product: amber alerts, its own codes, so a guard alert can never be mistaken for trip monitoring. Its Major Weather Event Watch (2208) stays quiet all week — an afternoon cell is not a named event; that ladder (POSSIBLE → PROBABLE → IN PROGRESS) is for the nor'easter or the winter storm a week out.
- Thursday 2140Z: the NWS issues a Severe Thunderstorm Warning tracking toward Love Field — 60 mph gusts, quarter-size hail. Ramp Guard raises 2201 (Warning): damaging weather approaching, move the aircraft — sent 80 minutes before the first strike (the same call now covers advisory-tier and frost/freeze products). The crew calls the FBO from the restaurant; the airplane is towed inside.
- 2300Z: the national lightning detection network shows cloud-to-ground strikes inside the impact radius (2204, Warning) — then a strike ON the airport property itself: 2205, the No Go-tier CRITICAL alert — keep all personnel indoors, ramp is dangerous.
- 2320Z: the METAR confirms what the sensors saw — gusts to 54 kt and hail on the field (2203, Warning): check any exposed aircraft for damage.
- 0100Z: the cell is through. Ramp Guard's all-clear (2202) closes the loop: storm passed over the field — perform a thorough preflight before the next flight. The G650ER never felt a drop.

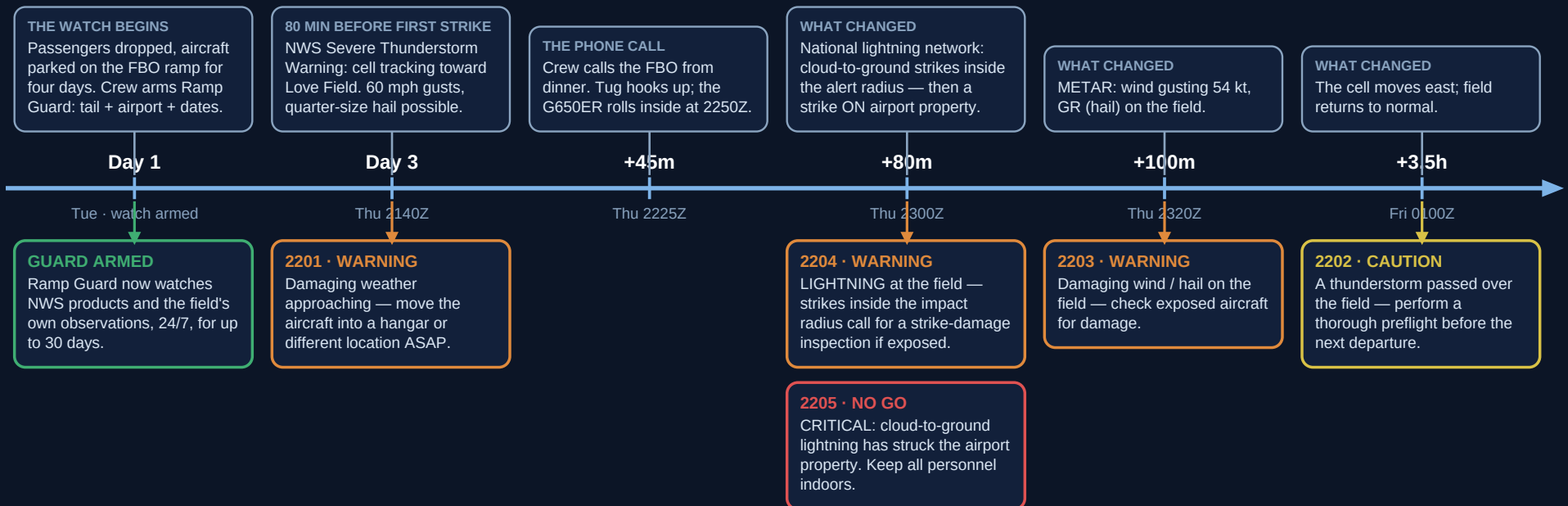
Payoff: an unattended \$70M airframe was in the hangar 45 minutes before the hail — one alert, one phone call.

CASE 4 · RAMP GUARD · G650ER PARKED AT KDAL · LIGHTNING + HAIL

ABOVE THE LINE: what changed in the world · BELOW: what TIMS sent, and when

■ NO GO ■ WARNING ■ CAUTION ■ BRIEF

Timeline — guarding the parked airplane



Warnings PREPARE (move it). Observations CONFIRM (inspect it). The airplane was inside before either mattered.

CASE 5 · EUROPEAN MOUNTAIN AIRPORT

St. Moritz: special before any weather exists. *(No ILS. No night. No exceptions.)*

THE SETUP

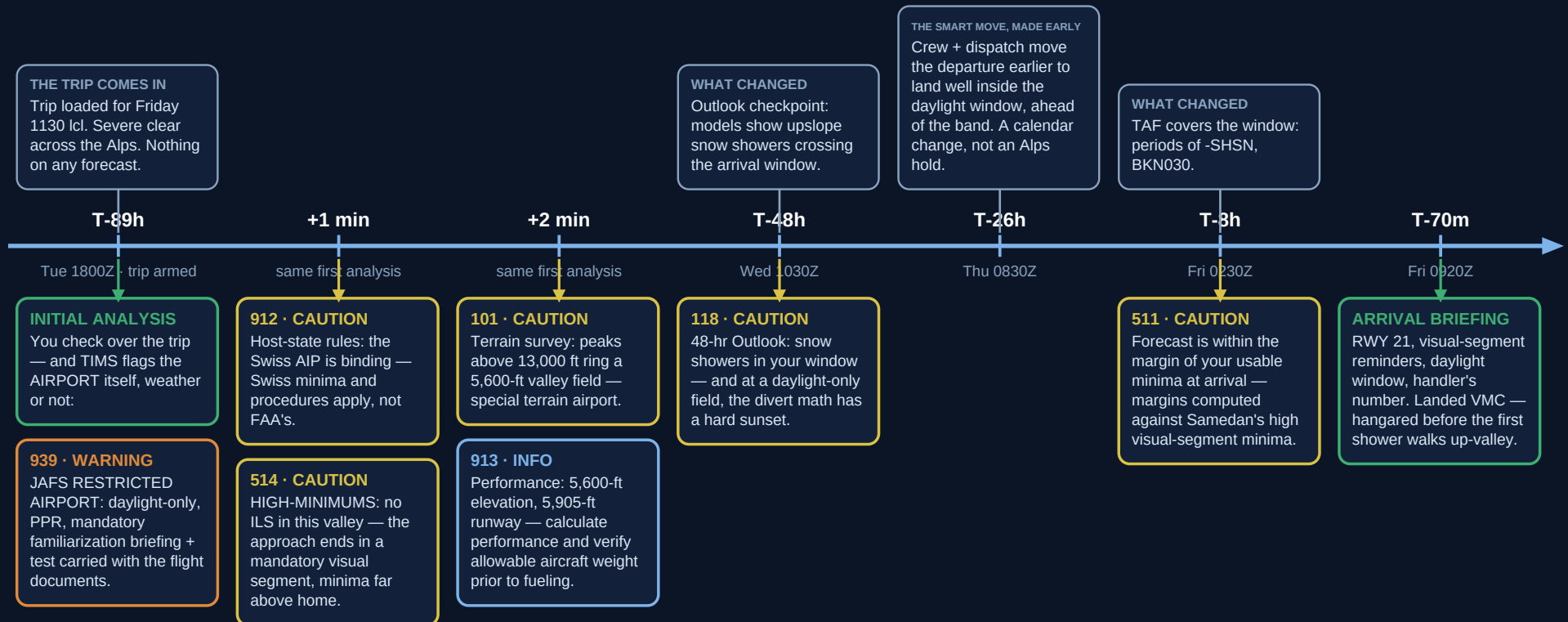
AIRCRAFT	Gulfstream G650ER
RULE PACK	Jet Aviation FOM (900-series)
TRIP	KTEB → LSZS St. Moritz, landing Fri 1030Z (1130 lcl)
ARMED	Tuesday 1800Z — almost four days out
WEATHER AT ARMING	Severe clear across the Alps. That's not the point.

- Tuesday: the trip comes in on a perfect Alpine day — and the very first analysis says this airport is different. No weather triggered these; the airport itself did. JAFS RESTRICTED AIRPORT (939): Samedan/Engadin sits on Jet Aviation's restricted-airport list — daylight-only, PPR, and a mandatory familiarization briefing with a test, confirmation carried with the flight documents. HOST-STATE RULES (912): the Swiss AIP is binding here — Swiss minima and procedures, not FAA's.
- Same first minute: HIGH-MINIMUMS (514): there is no ILS in this valley — the approach ends in a mandatory visual segment with minima far above anything at home. TERRAIN (101): the one-time survey measured peaks above 13,000 ft ringing a 5,600-ft valley field — Europe's second-highest jet airport. PERFORMANCE (913): thin air on a 5,905-ft runway — calculate performance and verify allowable aircraft weight prior to fueling.
- Thursday: the 48-hour Outlook (118) flags upslope snow showers crossing the arrival window — and at a daylight-only mountain field, the divert math has a hard sunset. Crew and dispatch move the departure earlier: a calendar change on Thursday instead of an Alps hold on Friday.
- Friday morning: the TAF confirms periods of light snow showers; the margin math against Samedan's high minima fires 511. The arrival briefing lands 70 minutes out: runway 21, the visual-segment reminders, the daylight window, and the handler's number. The airplane is on the ground and hangared before the first shower walks up the valley.

Why not Aspen for this story? Because TIMS won't let this airplane go there: arm the G650ER to KASE and code 937 answers at arming — wingspan 99.6 ft over Aspen's 95-ft limit, weight over its 100,000-lb cap. A red No Go before the first METAR is even read.

Payoff: six alerts before any weather existed — because TIMS treats the airport itself as the first hazard, in any country.

Timeline — the airport is the hazard



No weather triggered the first six alerts. The airport did — in someone else's country. TIMS knows the difference.

Las Vegas, Sunday morning — then the CAS message.

THE SETUP

AIRCRAFT	Gulfstream G650ER
RULE PACK	Jet Aviation FOM (900-series)
TRIP	KLAS → KTEB, departing Sun 1700Z (1000 lcl)
ARMED	Tuesday prior — 5 days out
WEATHER AT ARMING	CAVU forever. The problem isn't weather.

- Tuesday: the trip comes in and the weather picture is empty — but the delay-pattern layer isn't. TIMS samples what KLAS actually did at 1700Z on the last several Sundays: the 10 am departure bank ran a median 32-minute delay four Sundays straight. Code 69 (DELAY FORECAST) says so in the first analysis — plan fuel, expectations, and the passenger call accordingly. Days ahead, from measured traffic, not a guess.
- Sunday morning: the schedule data shows the bank forming — 14 airline departures in the half hour around your slot, twice KLAS's busy-hour norm, and the FAA is already reporting departure delays, so 2020 comes in at Caution rather than its usual Info. By 1430Z the observed-delay layer confirms it live: departures are running late and it's widespread (68). Everything TIMS predicted Tuesday is now happening on schedule.
- 1500Z: the day goes sideways for a different reason — an FCS Maintenance Required CAS message on start-up. The G650ER is AOG, and four passengers still have to be in New York tonight. One red button on the trip page — AIRCRAFT AOG — lists every airline movement out of KLAS from two hours before to one hour after the operation, airline departures first, in local time, with live delay status, and a Google Flights search prefilled with the route and date.
- The 1750Z nonstop has seats. Passengers rebooked by 1550Z — fifty minutes after the CAS message — and the delay intelligence even helped pick the flight: the 1720Z departure was already showing a 40-minute delay; the 1750Z was clean on the board.

Payoff: the delay wall was forecast five days out — and when the jet broke, Plan B was on screen in one tap.

Timeline — pattern, bank, and the red button



The same delay intelligence that predicted the bank on Tuesday picked the airline flight on Sunday.

Two bad charts — and your real numbers, twice.

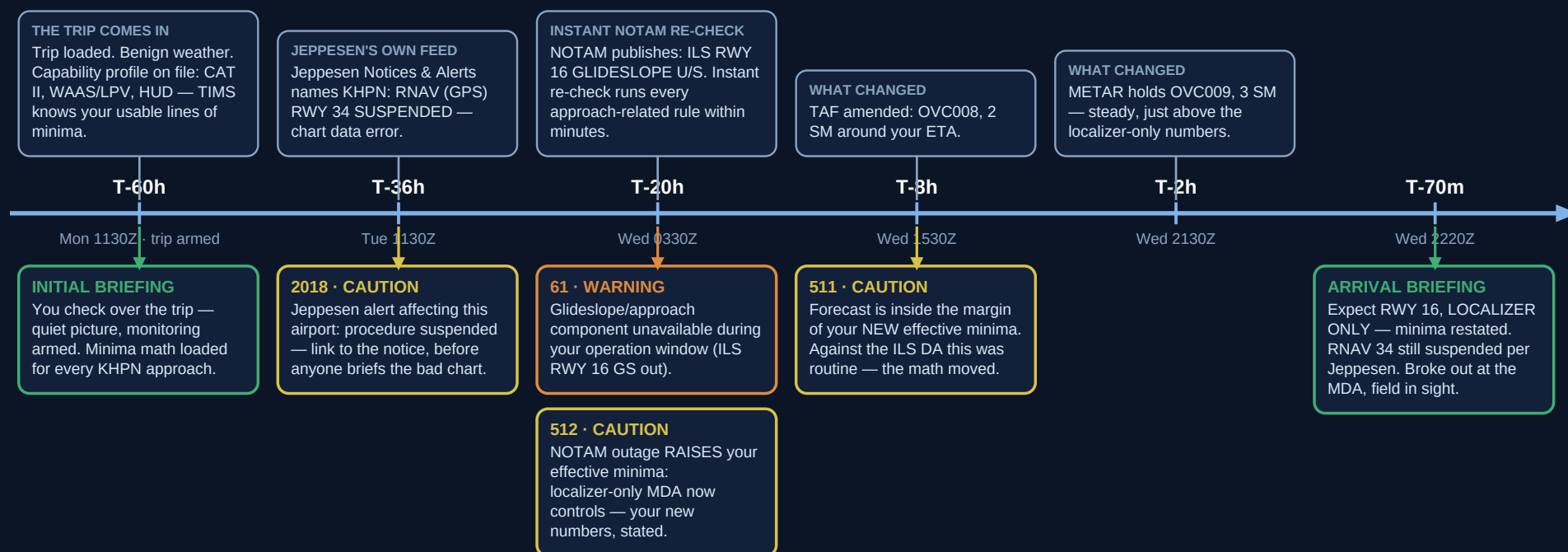
THE SETUP

AIRCRAFT	Gulfstream G650ER
RULE PACK	Jet Aviation FOM (900-series)
TRIP	KPBI → KHPN, landing Wed 2330Z (1830 lcl)
ARMED	Monday 1130Z — 60 hours out
WEATHER AT ARMING	Benign. The trouble is on paper this time.

- Monday: the trip comes in; the capability interview already on file (CAT II, WAAS/LPV, HUD) tells TIMS exactly which lines of minima belong to this airplane and crew.
- Tuesday: TIMS's watch on Jeppesen's own Notices & Alerts feed finds Westchester named — the RNAV (GPS) RWY 34 procedure is suspended for a chart data error. Code 2018 delivers the notice with a link before anyone briefs off the bad chart.
- Wednesday 0330Z: a NOTAM publishes — ILS RWY 16 glideslope unserviceable. The instant re-check raises 61 (approach component out) and then does the part most tools skip: 512 re-computes what the crew's numbers actually ARE now. With the glideslope out, the localizer-only MDA becomes the controlling minima — several hundred feet higher than the ILS DA everyone had in their head.
- Wednesday afternoon: the TAF trends down — OVC008 and 2 SM around the ETA. Against the original ILS DA that's routine; against the NEW localizer-only number it's inside the margin, and 511 says so. Same weather, different math — because the minima moved, not the clouds.
- The arrival briefing 70 minutes out states it plainly: expect RWY 16, localizer only, minima restated, RNAV 34 still suspended per Jeppesen. Weather holds just above the numbers; the airplane breaks out at the MDA with the field in sight.

Payoff: two chart problems from two different sources — and both times, TIMS re-computed the crew's real minima instead of just forwarding the notice.

Timeline — when the paperwork breaks



Most tools forward the NOTAM. TIMS re-computes what it does to YOUR minima — and tells you the new number.

CASE 8 · THE DIVERSION MOMENT

London fog — and the number already on screen.

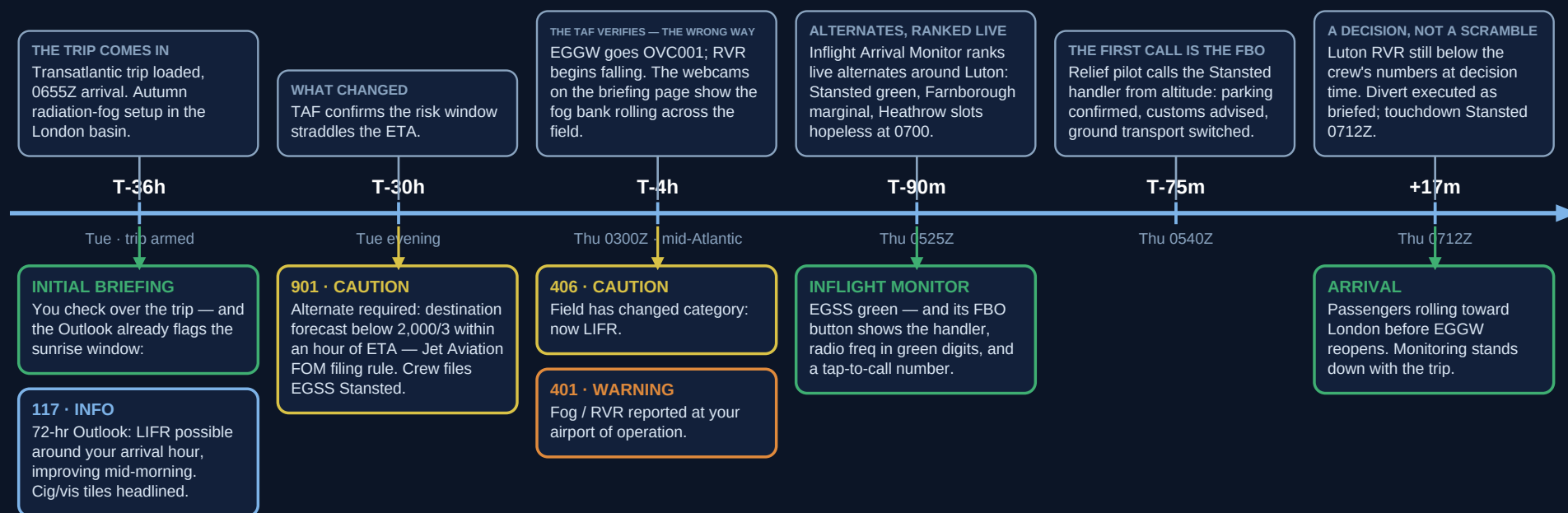
THE SETUP

AIRCRAFT	Gulfstream G650ER
RULE PACK	Jet Aviation FOM (900-series)
TRIP	KTEB → EGGW (Luton), landing Thu 0655Z (0755 lcl)
ARMED	Tuesday — 36 hours out
WEATHER AT ARMING	Classic autumn setup: clear night, light wind, dew point kissing the temp.

- Tuesday: the 72-hour Outlook headlines it — LIFR possible around sunrise, burning off mid-morning (117). The FOM alternate rule fires the same evening: forecast below 2,000/3 within an hour of ETA, alternate required (901). The crew files Stansted.
- Overnight on the crossing, the TAF verifies the wrong way: EGGW goes OVC001, RVR falling. TIMS pages the codes in order — LIFR category change (406), then fog/RVR at your airport of operation (401). On the briefing page, the live airport webcams show it plainly: gray milk where the ramp should be.
- The Inflight Arrival Monitor is already ranking live alternates around Luton — weather, runways, and this airplane's minimums considered. Stansted is green and holding VFR-on-top of the fog bank's edge.
- Every alternate row carries an FBO button. One tap on Stansted: the handler's name, the radio frequency in big green digits, the phone number tap-to-call. The relief pilot is on the phone over the North Atlantic — parking confirmed, customs advised, cars rebooked to Stansted — before the holding fuel conversation even starts.
- 0640Z: Luton RVR still below the crew's numbers; the divert is a decision, not a scramble. Touchdown Stansted 0712Z; passengers are in London by the time Luton opens.

Payoff: in a real diversion the first call is the FBO — and TIMS had the name, the frequency, and the number one tap away, at an airport in another country.

Timeline — the handler's number, one tap away



Behind the FBO button: a TIMS-built global handler database — 980+ airports and growing daily, hand-verified marquee entries.

CASE 9 · WINTER DEPARTURE

The 6 AM snow departure — holdover math done overnight.

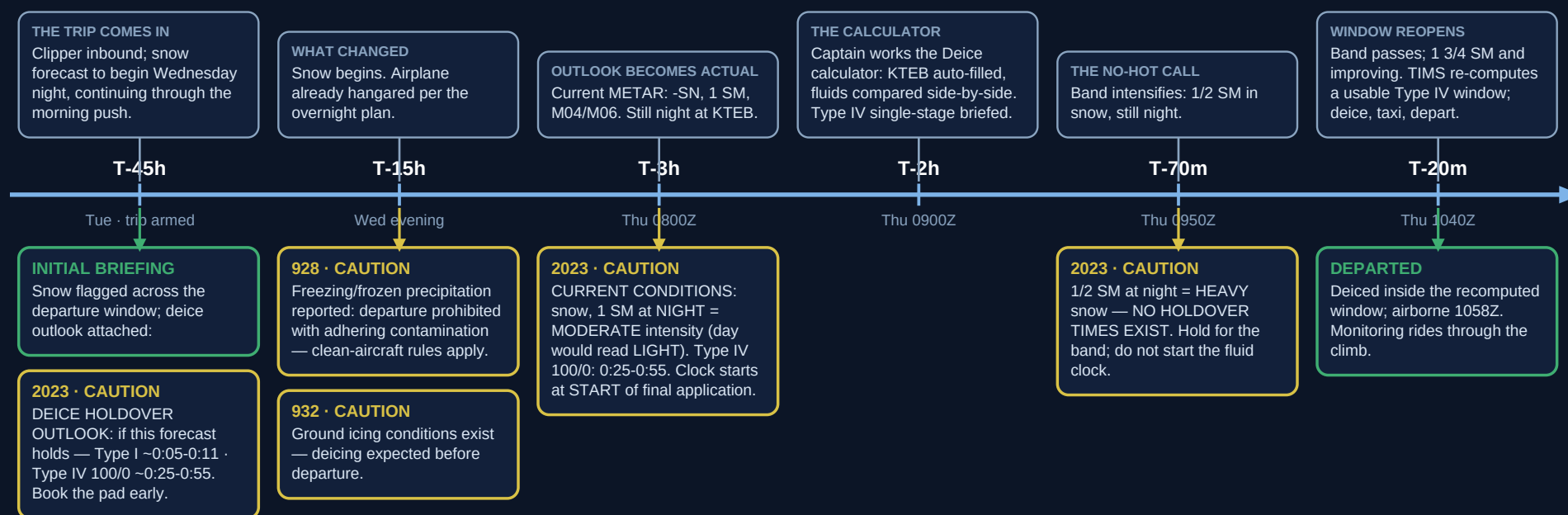
THE SETUP

AIRCRAFT	Gulfstream G650ER
RULE PACK	Jet Aviation FOM (900-series)
TRIP	KTEB → KPBI, departing Thu 1100Z (0600 lcl)
ARMED	Tuesday — 2 days out
WEATHER AT ARMING	Clipper on the way: snow beginning overnight Wednesday.

- Tuesday: the Outlook flags snow across the departure window. The deice outlook (2023) fires with it: "if this forecast holds — Type I roughly 0:05-0:11, Type IV 100/0 roughly 0:25-0:55." The crew books the first deice slot before dinner.
- Wednesday night: snow begins. The overnight-low check (2003) already had the airplane hangared; freezing precip (928) and ground-icing (932) codes brief the FOM rules.
- 0800Z, three hours out: 2023 switches to ACTUAL conditions — and applies the FAA's day/night visibility table. At 0800Z it is still NIGHT: the same 1 SM in snow that reads LIGHT by day is MODERATE by night, and the Type IV window shrinks accordingly. TIMS states both the number and why.
- The captain opens the Deice page, taps KTEB — live METAR auto-fills — and compares fluids: Type I is a 6-minute sprint; Type IV 100/0 buys 25 minutes at night-moderate intensity. They brief Type IV and a single-stage application.
- 0950Z: snow intensifies; visibility drops to 1/2 SM. TIMS re-fires: at night, 1/2 SM = HEAVY snow — NO holdover times exist. The crew holds at the FBO for twenty minutes, the band passes, visibility lifts, 2023 re-computes a usable window, and they deice and go.

Payoff: the holdover conversation happened Tuesday, the day/night trap was caught automatically — and when the answer was 'no holdover time exists,' TIMS said exactly that.

Timeline — holdover from forecast to pushback



FAA Holdover Time Guidelines, reloaded every season — day/night snow-intensity rules applied automatically from sun position.

A wheels-up time nobody had to go looking for.

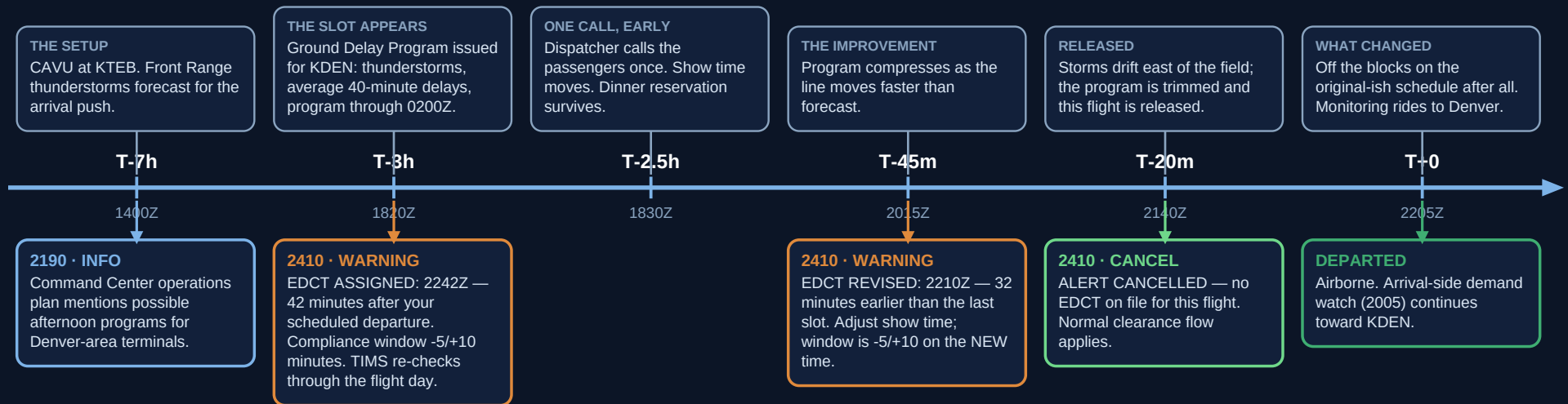
THE SETUP

AIRCRAFT	Gulfstream G600
RULE PACK	Jet Aviation FOM (900-series)
TRIP	KTEB → KDEN, departing 2100Z (5 PM lcl)
ARMED	The night before
WEATHER AT ARMING	CAVU at Teterboro. Afternoon thunderstorms forecast for the Front Range.

- 1430Z: Denver's arrival forecast sours; the Command Center's daily plan mentions a possible afternoon program (2190 briefed it at breakfast). TIMS is already checking the FAA's per-flight EDCT lookup for this tail — every few minutes once anything smells like flow control.
- 1820Z: the GDP is issued — and within minutes TIMS finds the slot: EDCT 2242Z, forty-two minutes after schedule. The Warning names the cause (thunderstorms, program through 0200Z, average 40-minute delays) and the -5/+10 compliance window.
- The passengers get one call, three hours early: wheels up at 2242, dinner reservation moved. No scramble, no engine-start surprise.
- 2015Z: the program compresses — TIMS re-fires: slot improved to 2210Z. The crew adjusts the show time forward and makes it comfortably.
- 2140Z: Denver's storms drift east of the field; the program is trimmed and this flight is released. A green ALERT CANCELLED closes the story: no EDCT — normal clearance flow.

Payoff: three passenger-schedule changes, every one of them known BEFORE the crew reached the airplane — because TIMS asked the FAA about this tail all afternoon so nobody else had to.

Timeline — a slot found, improved, and released



Per-flight EDCT lookup checked through the flight day — tail number as ATC callsign, domestic city pairs.

CASE 11 · THE AIRPLANE CLOSES ITS OWN MONITORS

White Plains, 100 overcast and a mile — then wheels up. *(The story of one real Tuesday.)*

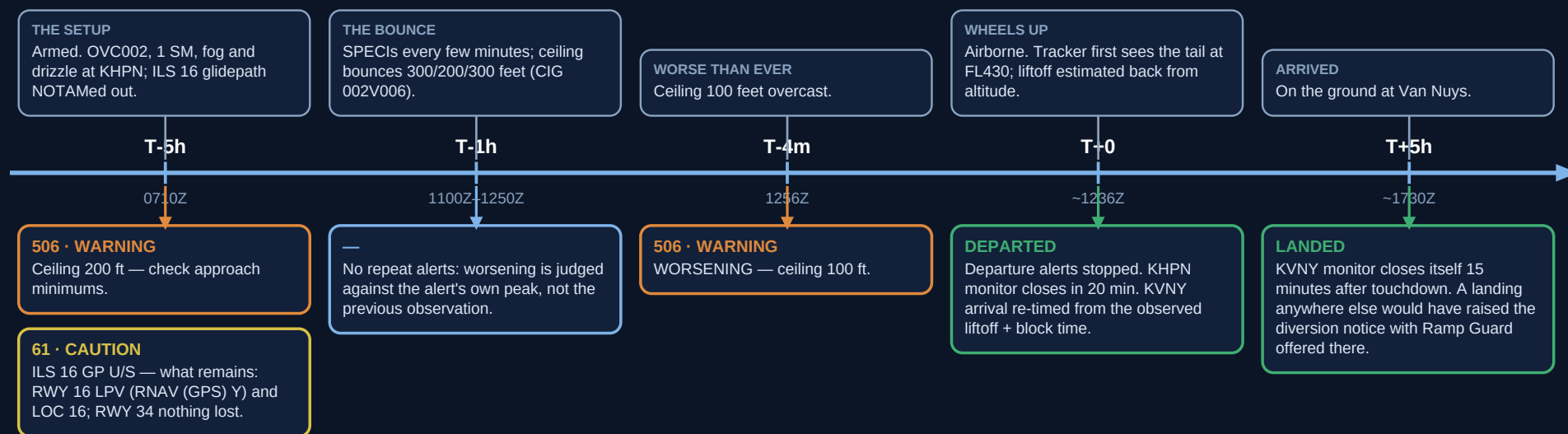
THE SETUP

AIRCRAFT	Gulfstream G650ER · N3788X (tail on the trip)
RULE PACK	Jet Aviation FOM (900-series)
TRIP	KHPN → KVNY, departing 1200Z (8 AM lcl)
ARMED	0710Z, over coffee
WEATHER AT ARMING	OVC002 and 1 SM in fog and drizzle at White Plains; ILS 16 glidepath out of service.

- 1107Z: the initial briefing lands with a Warning ceiling (506): 200 overcast. It also reads the approach NOTAMs the way a pilot does — glidepath out on the ILS 16, so the LOC 16 and the RNAV (GPS) Y 16 LPV remain; the LGA VOR outage in the 'except with GPS' note takes nothing from runway 34. Caution, not Warning.
- 1123Z–1250Z: SPECIs every few minutes as the ceiling bounces 300 / 200 / 300 (CIG 002V006). TIMS re-alerts exactly once — at 1256Z when it finally drops to 100 feet — because worsening means worse than it has ever been, not worse than the last observation.
- 1236Z (est.): wheels up. The tracker first catches the tail at FL430 with no climb-out event, so liftoff is estimated back from altitude; departure alerts stop, and the White Plains monitor closes itself twenty minutes later.
- The Van Nuys arrival is re-timed to the observed liftoff plus the flight-time model — every arrival check moves with the real departure, not the typed one.
- On the ground at VNY plus fifteen minutes: the arrival monitor closes on its own. Had the tail gone on the ground anywhere else, the crew's phone would have said 'landed at X, not KVNY' — with Ramp Guard offered there.

Payoff: one departure alert, one worsening alert, one arrival that closed itself — and not a single repeat email while the ceiling bounced. The airplane, not the clock, ran the monitors.

Timeline — what the airplane did, not what the clock said



Requires a tail on the trip matched to a tracked aircraft; the schedule-based close remains the backstop when ADS-B never sees the airplane.

CASE 12 · THE DAY-AFTER CLOSURE

You land Monday. The only jet runway closes Tuesday morning. *(Schedules slip a day. Everyone knows it.)*

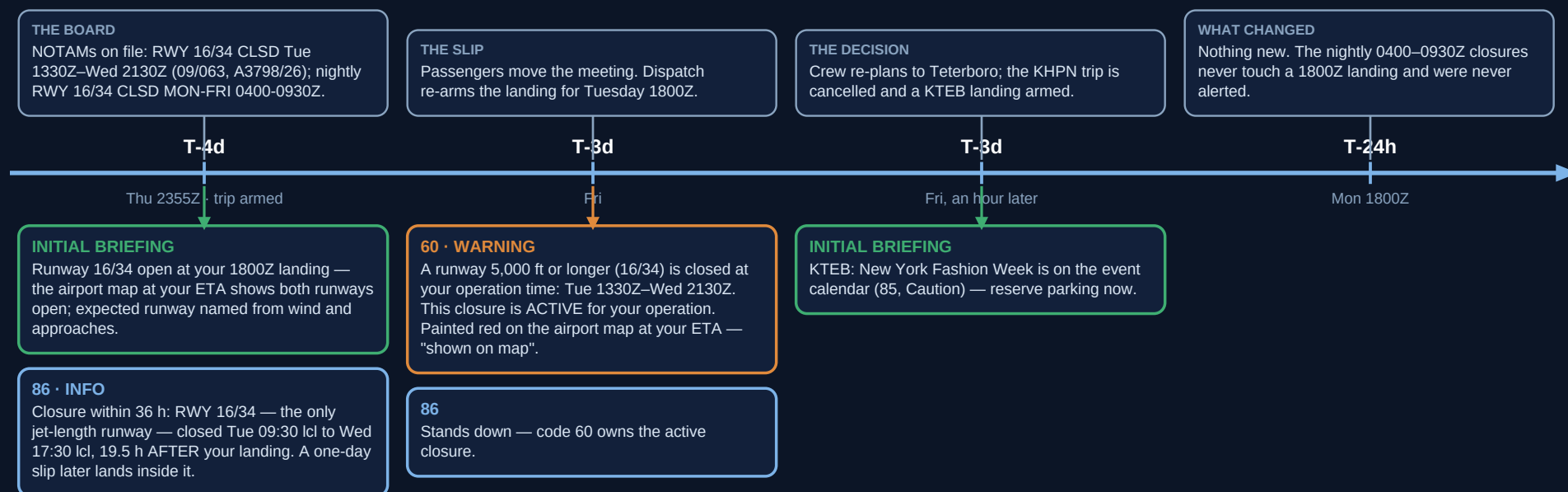
THE SETUP

AIRCRAFT	Gulfstream G650ER
RULE PACK	Jet Aviation FOM (900-series)
TRIP	KPBI → KHPN, landing Mon 1800Z (1400 lcl)
ARMED	Thursday — four days out
WEATHER AT ARMING	Fine. The NOTAM board is the story, not the sky.

- Westchester County has one jet-length runway, 16/34 (6,549 ft); 11/29 is 4,451 ft. A NOTAM closes 16/34 from Tuesday 0930 to Wednesday 1730 local — 32 hours of daytime work — and the nightly 0000–0530 local maintenance closures continue around it.
- Monday 1400 local is clear: code 60 (runway closed at your operation) correctly stays silent, and the trip page's airport map, switched to At your ETA, shows 16/34 open — the same NOTAMs read for that moment, the Tuesday closure and the nightly ones included. But TIMS scans 36 hours either side of the landing, honoring each NOTAM's own day-and-time schedule, and finds the closure that a one-day slip would land in.
- The initial briefing carries a blue Info (86): RWY 16/34 — the only jet-length runway here — closed Tue 0930 lcl (1330Z) to Wed 1730 lcl (2130Z), 19.5 hours after your landing; a one-day slip later (Tue 1400 lcl) lands inside it. NOTAM numbers attached. The routine nightly closures at other clock hours are not mentioned — they would only be noise.
- Friday the passengers move the trip to Tuesday. The moment the new time is armed, 86 falls silent and code 60 takes over as a Warning: the closure is now active at your operation — and the map says it in one glance: 16/34 painted red at the Tuesday ETA, 11/29 open, the NOTAM wearing its red "shown on map" bubble in the live NOTAM list. The crew books Teterboro instead, on Friday, not on Tuesday morning at 500 feet.

Payoff: the closure that was NOT at your arrival time — the one that catches crews after the schedule moves — was in the briefing four days out, with the exact hours, and on the map in red the moment it was.

Timeline — the runway you were clear of, until the schedule moved



Real NOTAMs from the week of 14 September 2026; suggested by a beta crew who were landing the day before the closure.

CASE 13 · LONDON STOPS

No NAS-status feed. No ATC advisory. Just the news — and the empty departure runway.

THE SETUP

AIRCRAFT	Gulfstream G650ER
RULE PACK	Jet Aviation FOM (900-series)
TRIP	EGLL → KHPN, departing 1600Z (1700 lcl)
ARMED	The day before
WEATHER AT ARMING	Scattered cloud, light winds. A perfectly ordinary Tuesday in London.

- 1150Z: a NATS technical failure stops departures at Heathrow, Gatwick, Southend and Jersey. Arrivals continue. Outside the United States there is no FAA-style status feed to read — before this feature, TIMS's first word was a screened-news Caution on the hourly pass, an hour later.
- 1157Z: the first halt-vocabulary story clears the news screener — “All departures stopped at Heathrow.” Code 2024 raises a Warning within the five-minute tick: a halt reported at your departure airport, four hours before your operation.
- 1240Z: ADS-B corroborates it. Heathrow had launched 14 aircraft in the previous 90 minutes; in the last 30 it has launched none. The alert re-fires as WORSENING with both witnesses named — the story and the drought.
- 1300Z: the trip is inside six hours with the halt still in force. TIMS escalates to No Go: with an international alternate to arrange, six hours is the honest deadline. Dispatch moves the passengers to a 2100Z departure from Farnborough.
- 1530Z: departures resume on the ADS-B picture (two in thirty minutes) and the newest halt story is more than 45 minutes old. ALERT CANCELLED — with the restart headline attached.

Payoff: a red alert for a ground stop at an airport in a country that publishes no ground stops — from the news and the field's own traffic, an hour before the NOTAM.

CASE 13 · LONDON STOPS · EGLL → KHPN · G650ER

ABOVE THE LINE: what changed in the world · BELOW: what TIMS sent, and when

■ NO GO ■ WARNING ■ CANCEL ■ BRIEF

Timeline — two witnesses to a halt nobody officially announced



Real event: 8 September 2026, London NATS failure. Non-US airports only; US fields already have the FAA status feed.

CASE 14 · THE ROME STRIKE

Proclaimed in July. On a government register in August. In your briefing in September — 19 days out.

THE SETUP

AIRCRAFT	Gulfstream G650ER
RULE PACK	Jet Aviation FOM (900-series)
TRIP	KHPN → LIRF, landing 30 Sep 1400Z (1600 lcl); on to EDDM 3 Oct
ARMED	11 September — 19 days out
WHAT NOBODY TOLD YOU	ENAV and Techno Sky controllers strike 30 Sep 13:00–17:00 local. Your arrival is inside it.

- 11 Sep, arming: the strike detector already holds the event — proclaimed 21 July by UILT-UIL, listed on Italy's Ministry of Transport strike register with local entries for Rome, Bologna, Bari and Linate, eight sources in all. Status ANNOUNCED. Code 2030 puts a blue Info line in the initial briefing: who, 13:00–17:00 local, nationwide, and the advice — plan the day before, hold an alternate outside Italy.
- 23 Sep, T-7 days: the same event, now inside a week. 2030 re-alerts as a Caution with the ENAC guaranteed-flight rules quoted: protected bands 07–10 and 18–21, exemptions for state and humanitarian flights only — a corporate jet is not exempt. Dispatch moves the landing to 1030Z (1230 lcl), before the window opens.
- 27 Sep, ENAC publishes the guaranteed-flight list; 29 Sep, ENAV's NOTAM appears: ACC and ATS units, 1100–1500Z, zero rate for arrivals and departures. Code 2031 reads it straight from the airport's NOTAM file — a Warning with the text quoted — and 2030 climbs to CONFIRMED. The moved 1030Z arrival is outside both; the alert says so.
- 3 Oct, the onward leg: EDDM landing on German Unity Day. Code 87 had it in the briefing on 11 September — a blue Info line: national public holiday, offices and catering kitchens closed, order now — and reminded the crew at 72 hours. The catering was ordered on the 30th; the handler confirmed holiday staffing.
- If the unions had lifted the strike on the 28th — as SNCTA did in France a year earlier — a cancellation word from a source of the same standing would have moved the event to CANCELLED and sent a green all-clear. Rumours from aggregator sites never reach the crew at all.

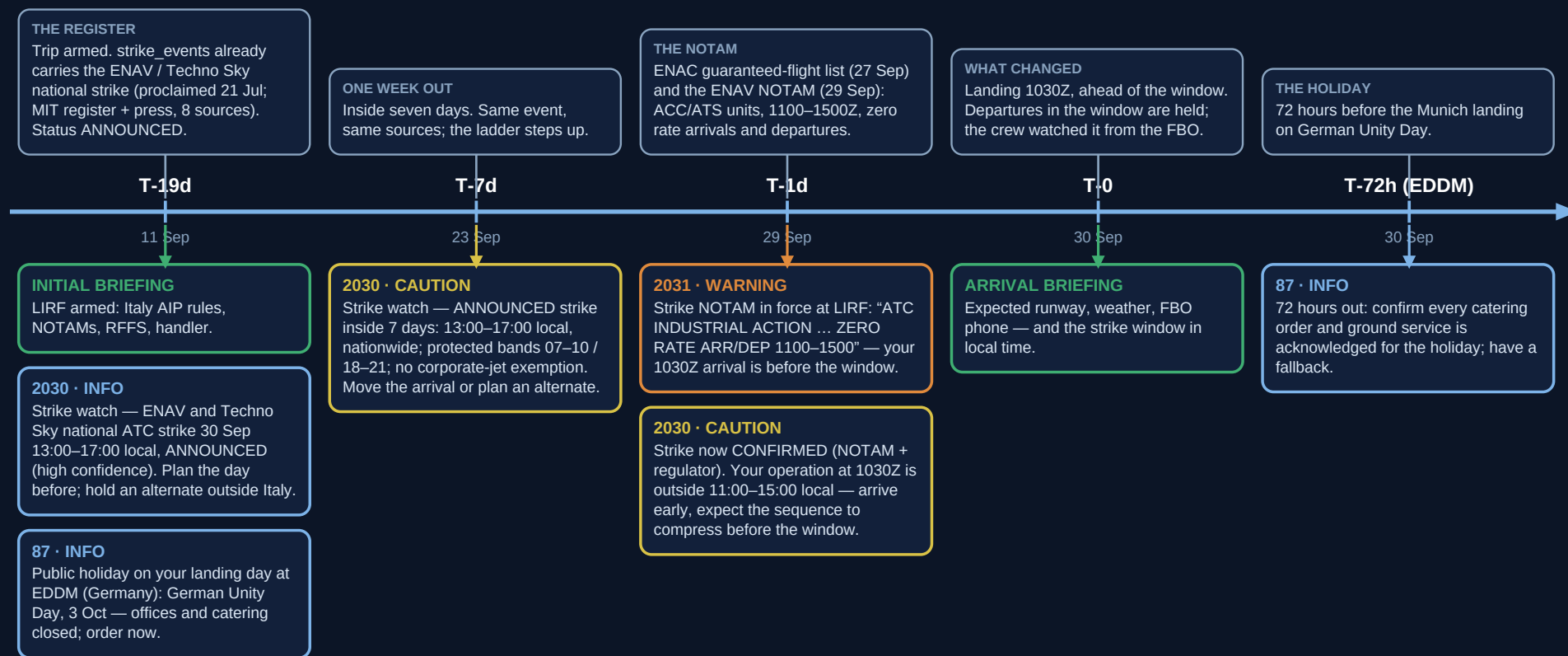
Payoff: an ATC strike in the briefing 19 days before the NOTAM existed — and the landing moved a week early, on a Caution, not a No Go.

CASE 14 · THE ROME STRIKE · KHPN → LIRF → EDDM · G650ER

ABOVE THE LINE: what changed in the world · BELOW: what TIMS sent, and when

WARNING CAUTION INFO BRIEF

Timeline — from the union's proclamation to the NOTAM, and the holiday after



Real event: ENAV / Techno Sky national strike, 30 September 2026 (MIT Osservatorio scioperi, proclaimed 21 July). The NOTAM wording is illustrative; the ladder and dates are as TIMS runs them.

CASE 15 · THE TETERBORO COLUMN

The grid informed, the PIREPs confirmed, the SIGMET warned — one Warning, not four.

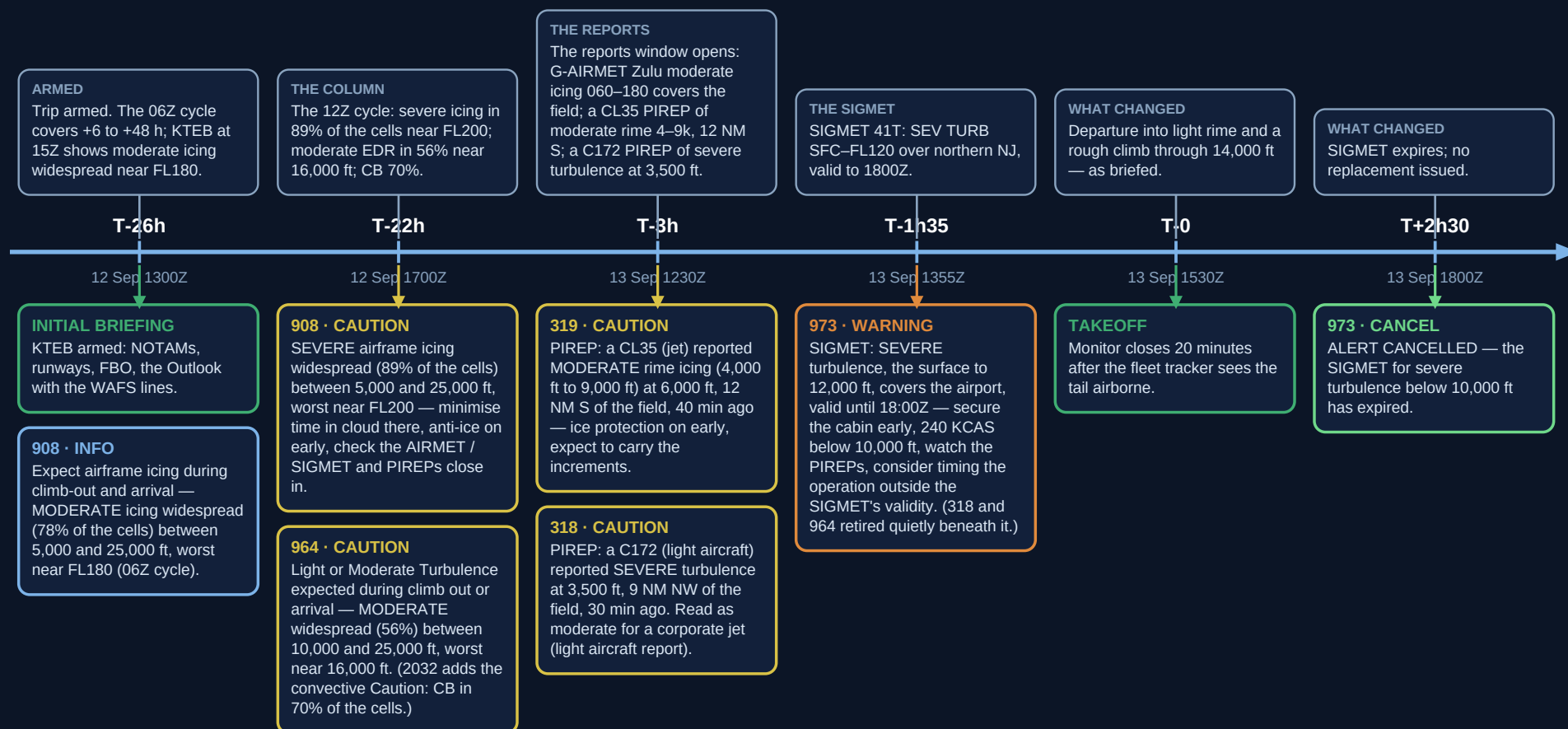
THE SETUP

AIRCRAFT	Gulfstream G600
RULE PACK	Jet Aviation FOM (900-series)
TRIP	KTEB takeoff 13 Sep 1530Z (1130 lcl), return landing 2300Z
ARMED	12 September 1300Z — 26 hours out
THE GRID SAID	WAFS 12Z cycle: severe icing widespread 5,000–25,000 ft over Teterboro at 15Z; moderate turbulence widespread near 16,000 ft.

- 12 Sep 1700Z, the 12Z WAFS cycle lands. The sampler reads the ± 15 NM box around KTEB for every forecast hour and, for the climb-out / arrival band, records how WIDESPREAD each class is — the share of the nine cells at light, moderate and severe. At 15Z on the 13th: severe icing in 89% of the cells near FL200; moderate EDR in 56% near 16,000 ft; cumulonimbus in 70%.
- The next engine pass: code 908 — 'Expect airframe icing during climb-out and arrival': SEVERE widespread, a Caution, no more — TIMS has no No Go for forecast icing, because severe icing above 5,000 ft is isolated and rare and no crew cancels over a model's cell. Code 964 — 'Light or Moderate Turbulence expected during climb out or arrival': MODERATE widespread, a Caution, the ceiling for any turbulence forecast. Code 2032 puts the convective Caution on the departure; the Outlook narrative carries the same three lines so nothing argues.
- 13 Sep 1230Z, three hours out: the SIGMET / AIRMET / PIREP window opens. A G-AIRMET Zulu for moderate icing 6,000–18,000 ft covers the field — 908 adds it as an Info line. A Challenger 350 reports moderate rime icing 4,000–9,000 ft, 12 NM south, 40 minutes old — code 319, a Caution, in plain English. A Cessna 172 reports severe turbulence at 3,500 ft — code 318 reads it as moderate for a corporate jet and says so: a Caution.
- 13 Sep 1355Z: Kansas City issues a SIGMET for severe turbulence SFC–FL120 over northern New Jersey, valid to 1800Z. Code 973 fires the round's only WARNING: the area, the levels, the validity, the raw text, the penetration speeds — and the option to move the slot outside the validity. It quietly retires the PIREP Caution and the forecast Caution beneath it: one alert per condition.
- The crew departs at 1530Z into light rime and a rough climb through 14,000 ft, exactly as briefed. At 1800Z the SIGMET expires; 973 posts its all-clear. Nobody was told not to fly; everybody knew what the airplane would fly through.

Payoff: three sources, one voice — the grid informed, the reports confirmed, the SIGMET warned — and not one alert the crew did not need.

Timeline — a forecast, two reports, one SIGMET



Real data: the WAFS 12Z cycle of 12 Sep 2026 re-sampled with the widespread test (wifs_hazards). The AIRMET, PIREPs and SIGMET are illustrative; the ladders, wording and supersession are as TIMS runs them since v6.0.

CASE 16 · THE BIGGY GATE

The restriction on your gate — and the refile that avoids it — three hours before clearance would have said a word.

THE SETUP

AIRCRAFT	Gulfstream G650ER · N1777M
RULE PACK	Jet Aviation FOM (900-series) + ATC Flash Traffic (2400-series)
TRIP	KTEB takeoff Fri 2100Z (1700 lcl) → KCLT, passengers at the FBO 1630
ARMED	Monday — five days out; route not filed until the afternoon of the flight
THE FEED SAID	PHL restriction: 7 MINIT en route on BIGGY, 1745–2200Z, weather — thunderstorms, passed back to TEB tower.

- Monday's briefing has nothing on ATC beyond the delay-pattern layer: Teterboro ran 30–45-minute departure delays at 5 pm on three of the last four Fridays. Friday 1500Z the Flash Traffic window opens, six hours out. No route is filed, so TIMS works out the gate the way a dispatcher would — the published route TEB→CLT is BIGGY Q75 GVE AIROW CHSLY9, and BIGGY is on the New York TRACON's west-gate list. Gate: BIGGY, inferred.
- 1740Z, three hours twenty out: Philadelphia issues 7 minutes in trail, en route, on BIGGY, 1745–2200Z, weather — thunderstorms, passed back to Teterboro tower. Seven MINUTES is a 49-mile gap at en-route speed, a Warning on the ladder — but the gate is inferred, so TIMS caps it at Caution and says so: PROBABLE · 2411 '7 minutes (~49 NM) in trail on BIGGY (W gate) — TEB departures, weather — Thunderstorms. Passed back to TEB — expect "call for release".' Then the line the crew needs: 'WHITE, DIXIE are clean toward CLT — refiling via WHITE avoids this.' Clearance would have said 'call for release' at 2000Z. The crew knows at 1740Z.
- 1815Z: dispatch files ELVAE COL WHITE Q409 ... The filed plan comes back on the same feed within minutes — departure fix WHITE — and TIMS re-grades against the real gate: BIGGY is no longer yours, the thread posts LIFTED, quietly, only to the people who had been told.
- 2000Z, one hour out: New York issues 15 miles in trail on WHITE for the same weather. Known gate now, graded straight: PROBABLE · Caution '15 miles in trail on WHITE (S gate)', and the refile answer again — 'DIXIE is clean toward CLT — refiling via DIXIE avoids this (also restricted: BIGGY (MINIT 7)).' Fifteen miles is a few minutes at the hold-short, not a program; the crew keeps WHITE and briefs the passengers on a ten-minute wait.
- 2109Z the tracker sees N1777M airborne: every departure-side Flash line closes silently. Forty minutes later Atlanta Center starts time-based metering into Charlotte — arrival side, so it goes to everyone aboard and on the ground: 2412 'Time-based metering into CLT' — Info. A couple of vectors on the CHSLY arrival, as expected.

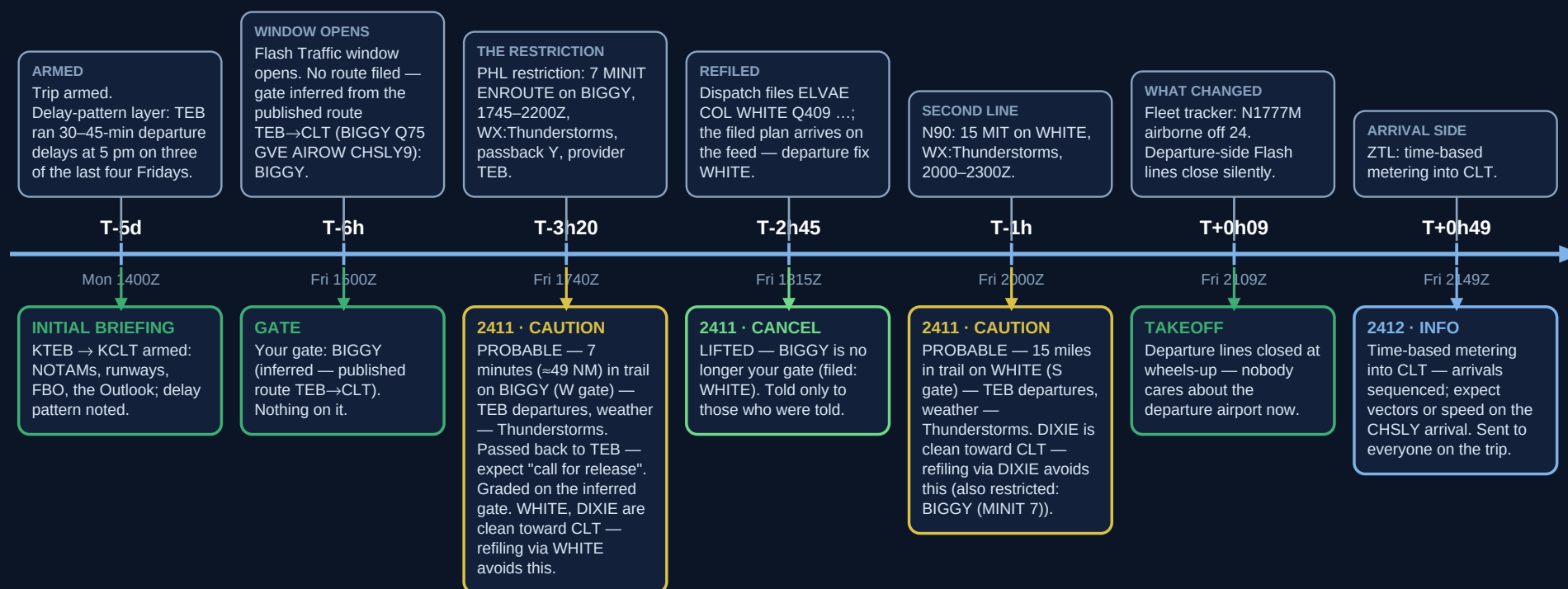
Payoff: the FAA's own feed, read every two minutes and turned into the crew's next move — gate named, refile answered, ladder word on every line — hours before clearance would have said anything.

CASE 16 · THE BIGGY GATE · KTEB → KCLT · G650ER

ABOVE THE LINE: what changed in the world · BELOW: what TIMS sent, and when

WARNING CAUTION INFO CANCEL BRIEF

Timeline — a restriction, a refile, a second restriction, an arrival flow



Real feed message: PHL 7 MINIT ENROUTE BIGGY, WX:Thunderstorms, passback Y, provider TEB. Trip and second restriction illustrative; grading and wording as TIMS runs them (wave 1, 20 Sep 2026).

Sixteen stories. One rule.

No surprises.

Every code shown is live in TIMS today — 183 of them, drawn from the FOM, the AFM, the FARs, and thirty years of dispatch.

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