
Ceiling and Visibility

National Scale

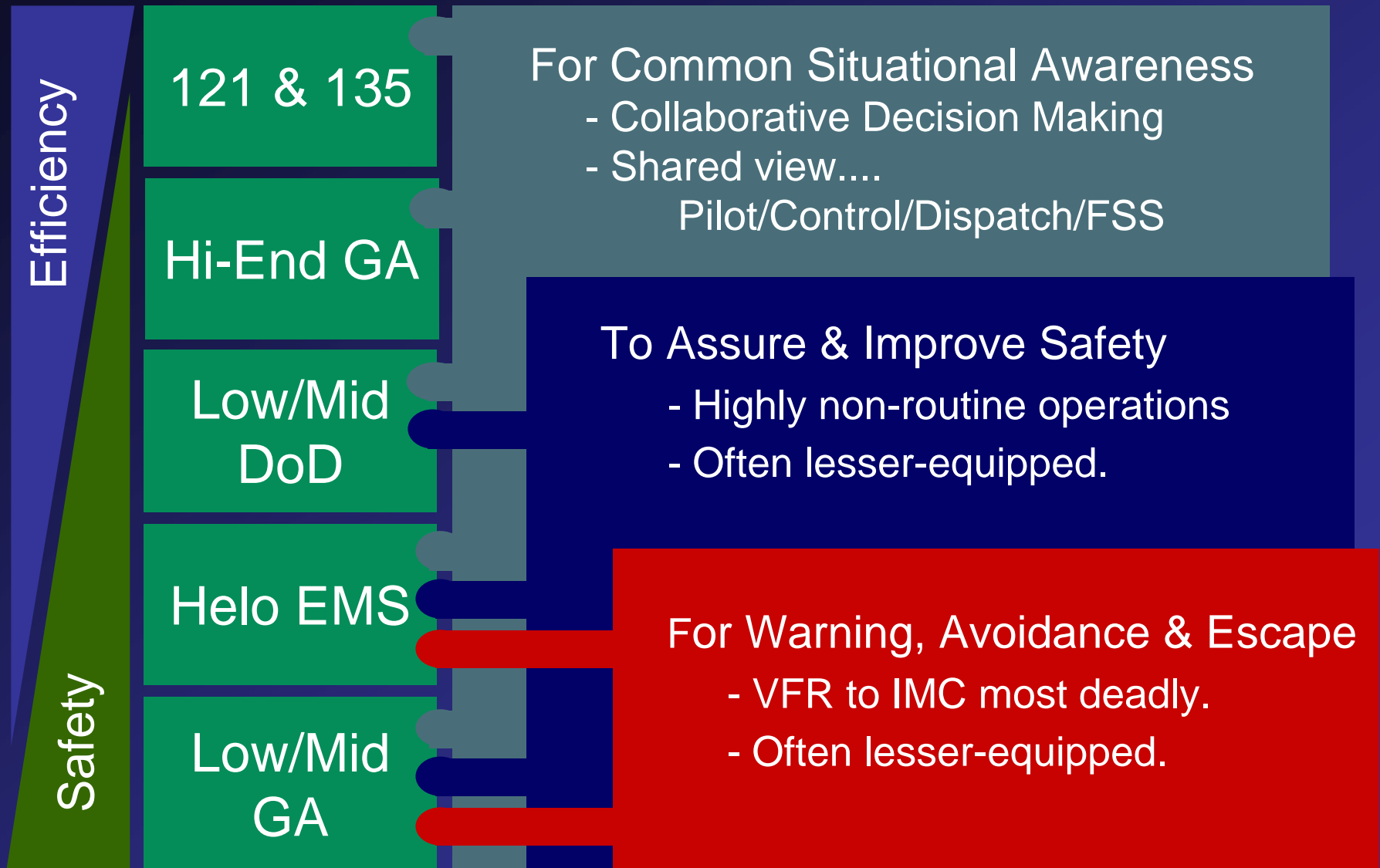
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Terminal Scale

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Why Address Ceiling & Visibility?



Efficiency

121 & 135

For Common Situational Awareness

- Collaborative Decision Making
- Shared view....

Pilot/Control/Dispatch/FSS

Hi-End GA

To Assure & Improve Safety

- Highly non-routine operations
- Often lesser-equipped.

Low/Mid
DoD

Helo EMS

For Warning, Avoidance & Escape

- VFR to IMC most deadly.
- Often lesser-equipped.

Low/Mid
GA

Safety

Two FAA C&V Teams

National-Scale Team



Photo Credit: AOPA Air Safety Foundation.

General Aviation - *Safety*

- 60-75 deaths/year.
- The GA Pilot:
 - Limited training – perhaps VFR only.
 - Limited experience in adverse weather.
 - Limited onboard equipment.
- GA pilot strategy: *Avoid the hazard.*
- Needs: *Hazard info in the cockpit.*

Terminal-Scale Team



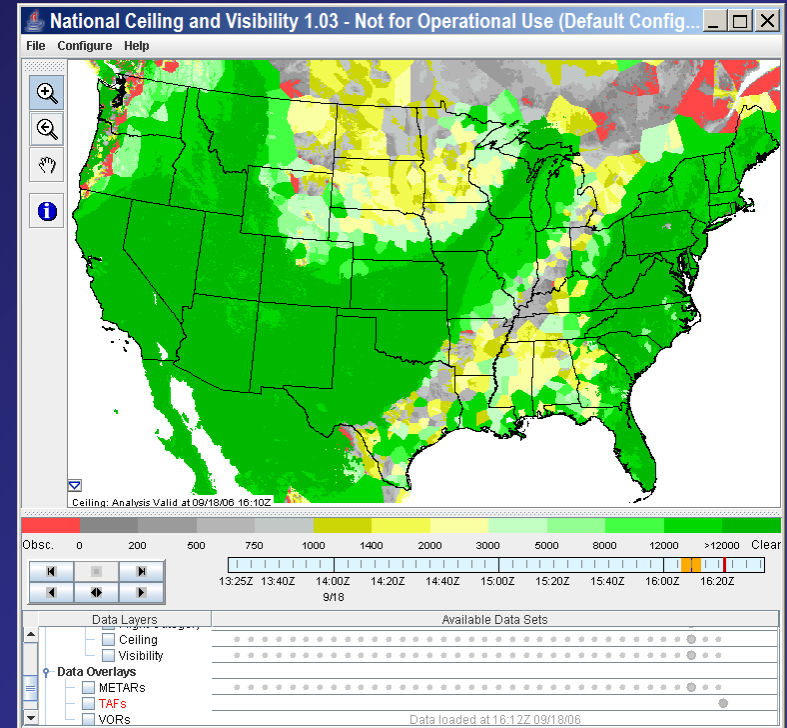
Commercial Aviation – *Traffic Efficiency*

- Approx 1/3 of Wx-related delays due to C&V.
- The Transport Pilot: Well-trained, well-equipped.
- Issue: *Landing visibility in the terminal area.*
- NAS strategies: *Informed pilot & dispatch, system-wide adjustment to flow chokepoints, precision landing.*

Status of FAA National-Scale Work

CONUS Diagnosis

Operational
decision due
May '07



Status of FAA National-Scale Work

	Diagnosis	Forecast
CONUS	Operational decision due May '07	R&D funding uncertain. Progress slowed.
Alaska	Work halted. Unfunded.	Work halted. Unfunded.

Status of Planned Milestones

	Diagnosis	Forecast
CONUS	Operational decision due May '07	Experimental Nov '07. - Unlikely -
Alaska	Experimental May '07. - Cancelled -	Test Nov '07. - Cancelled -

C&V Info in Flight Plan Tool

(a past issue)

Diagnosis

Forecast

CONUS

Helo EMS focus.

- Request area view.
- Exp ADDS this fall.
- Op'l ADDS summer.

Delayed or cancelled.

Alaska

Cancelled

Cancelled