

Segment Six – Hurdles to the Future Cultural/Labor Elephants User Panel Additions

E1 – FAA’s Wx Architecture 6.0 Doesn’t Mesh w/ or Support NextGen

- Unresolved Decisions re FAA’s Aviation Wx Provider & Fate of CWSU’s has Hindered Progress Toward “NowGen”, Let Alone NextGen.

E2 – DOD Joint METOC Lessons Learned Not Being Exploited by FAA & NOAA

E3 – Lack of Air Traffic Controller (and User) Involvement in NextGen and NextGen Weather

- Lack of Accountability & Motivation for User Involvement
 - Unclear or Unstated Expectations When Users do Become involved
 - Benefits of Involvement (short term & long term) not Tangible
 - Altruism Only Goes So Far
 - Users (Air Traffic & Operators) vs. Industry (Program Providers) Involvement not well defined
- FAA Management and Union (NATCA) Coordination Difficulties

E4 - Weather/ATM Integration Still on Back Burner?

- RAPT Not a Complete Success
 - User: Not Integrated into ATM’s existing tools, currently a standalone system
 - Producer: Not an Integration of more than one convection forecast

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E5 – Management Uncertainties/Gaps

- NWS/NOAA Aviation Wx Org. & Production of Aviation Wx Products Fractured
 - AWC = SIGMETs
 - CWSUs = CWA & MIS
 - Fcst Ofc = TAFs
- Nat'l Wx Service Management and Union (NWSEO) Coordination Difficulties
- What is the Single Authoritative Source (SAS)?
 - How Will Private Vendor/Operator Produced Model Output/Products be Incorporated?
- How will the Current Process be Maintained & Enhanced to Reconciled User Routing Decision Making with ATM Dictated Routings?

E6 - JPDO NextGen Focus on Long Term Has Left Huge Performance Gaps in 2012-2016 (i.e. The “NowGen” Gap)

- SWIM and “NowGen” Data Access
 - ITWS Data as a Prototype on SWIM Promising, but what is the prospect of a \$15K-\$30K cost for Industry Users to Access SWIM?