

Conclusions and Recommendations

Group Discussion

Strategic Initiatives

- Concept of Operations - 2012
- Data Level Information Technology
- Aviation
 - FAA requirements
 - Disclaimers on automated or pilot use
 - Accuracy, timeliness & geography of the forecast
 - Decision Aids
 - PIREPS

Turbulence

- AC 120-88
- Predominant cause of passenger/crew injury – how to get them off feet & in seat?
- Tailored response to specific aircraft
- More specific data available in GTG
- Restricted distribution - GTG AWTT ASAP
- Deviation vs. Mitigation?
- Use and training?
- Funding for in-situ data
- Unified turbulence metric

Aircraft Weather Observations

- Who pays? Full cost reimbursement?
- Alternative business models?
- Available data evolving – tamdar, mdcrs
- In use – icing, turb, winds, forecasts
- Dense network required but which obs?
- Optimization of data collection
- Optimization of data sharing/distribution

Transition to Operations

- Business case and funding
- Product hurdles
 - Product adequacy, completeness, intuitiveness, training
 - Early Safety assessments
 - Time to develop, evaluate products
 - Distribution of FIP, CIP, GTG, ITWS, etc
 - Liability
 - Schedule, integration & consistency
 - REDAC study on transition barriers

Convective Weather

- Redefine CCFP hot spot requirements
 - Terminal hub forecast
- How would we use probabilistic data?
- How to best utilize the data and forecast we have?
- Balance POD and Bias with hi consistency
- Some delay unavoidable - metrics
- Collaboration vs. automated solution?
- FITL vs. FOTL
- Proliferation of products from multiple sources

Operational Limitations

- Weather minimums – tower visibility
- Database for wind alerts – Windshear prediction
- FAR 121.619 – alternate fuel requirement
 - Grant of exemption
- Icing hold over – Lisa taking the action
- Common information among all users
- Evolve regulations and procedures to new technology and capabilities
- ITWS MOA – whose signature needed? SWIM?