Friends & Partners in Aviation Weather

Progress in Strategic Convective Weather Information for ATM in Complex Airspace

Presented to: NBAA Convention / FPAW Forum

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Agenda

- **Purpose & Focus**
- **Information Provider Panel**
  - System Operations Weather Programs
  - NOAA Aviation Weather Center
  - MITLL CIWS
  - NCAR, NCWF
  - Ensco, Met Modeling for Traffic Management
  - WSI

Purpose

- **Segment Four is focused on the strategic convective forecast information in the 2 to 6 hour timeframe for dealing with Traffic Flow Management (TFM) in complex airspace**

Systems Operations Programs

- **TFM Wx Programs 2005 Accomplishments**
  - Implemented the CCFP intuitive graphics
  - Instituted several ongoing efforts:
    - CCFP Concept of Use
    - CCFP Risk Management Analysis and Automation
    - Enhanced Echo Top information for ETMS
  - Reinstate the Weather Working Group with specific focus:
    - Re-define user requirements for the CCFP with the intent of improving granularity and accuracy
    - Consider/establish draft requirements for a terminal, TRACON, or 'hub' area forecast to allow better planning in terminal areas with major flows

Systems Operations Programs, Cont.

- **TFM Wx Programs 2006 Goals**
  - CCFP
    - Complete the Concept of Use document
    - Complete the Risk Management Automation process
    - Develop an annual program plan
  - Develop requirements for a terminal, TRACON, or 'hub‘ area forecast
  - Develop a Route Availability Planning Tool (RAPT) program plan

Conclusions

- **In the TFM environment, weather is only one component of the uncertainty; it's a very complex system**
- **How are we *using* this component, weather information?**
  - The wx information that is received is very state of the art, and some of the best possible information given the state of the science
    - Whatever we do with weather, it must be integrated
    - It cannot be treated as a separate component, or overlay

Question to ponder

- **If we had a perfectly accurate forecast, what would we do with it?**