

# Musings about Wx Integration

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# It has been there for a while!

- Flight planning systems
  - Upper wind and temp forecasts used in calculations for decades
    - business rules of airline determine whether to use flight plan with fastest time, lowest fuel cost, lowest overall cost, etc.
  - Turbulence forecasts which dynamically change flight routings (other hazards, icing, tstms, VA could be added)

# And lots of work is going on

- Government programs- a few examples
  - GDP prediction based on SFO Marine Stratus project
  - RAPT (Route Avoidance Planning Tool)
  - CACR (Collaborative Airspace Congestion Resolution)
  - Other FAA programs which will have wx info integrated into them (e.g. ERAM)

# Questions

- How/who can help determine benefits to move forward with weather integration?
- What is the plan to ensure that all necessary groups are involved (traffic managers, controllers, pilots, dispatchers, AOC/FOC personnel)
  - What about human factors, training, regulations, standards, integration of displays at FAA and airline/GA facilities?
- How will we answer the question: “Where did you hide my weather graphics?!”
- How will business rules of airlines/GA operators and those of the FAA be adjudicated? (Hint: CDM)
- Did we talk about the huge culture change this will bring?