



## **Agenda**

### **FPAW 2017 Fall Meeting**

**Las Vegas Convention Center – N101/102**

#### **October 11**

**1:00 Kickoff (Bruce Carmichael - NCAR, John Kosak - NBAA, Heidi Williams - NBAA, Steve Brown - NBAA)**

**1:15 – 1:30 FPAW History Review from Our Historian (Warren Qualley – Southwest Airlines)**

**1:30 – 5:00 Weather from Aircraft into the System (Steve Darr – Dynamic Aerospace Inc., Tim Ryan – Association of HydroMeteorological Equipment Industry, Steve Weygandt – NOAA, Katya Vashchankova – IATA, Rocky Stone – United Airlines, Matthias Steiner – NCAR, Tim Miner – APA, Kevin Johnston – FAA, John Kosak - NBAA, Warren Qualley – Southwest Airlines, Matt Fronzak – MITRE/CAASD, Steve Abelman – American Airlines, Joe Burns – Sensurion)**

There will be presentations on the history and future of Aircraft-based Observations (ABO), on their criticality to forecast performance, on planned efforts to collect and disseminate turbulence information in near-real time, on innovative EDR determination and collection using EFB, a panel discussing the pros and cons of mandating ABO, and a demonstration of UAS data integration with IBM Watson. ABO supports better forecasts, which lead to safer and more efficient use of airspace. The audience will be encouraged to ask questions and discuss the information presented. *(The afternoon will include a 25-minute break.)*

#### **October 12**

**8:00 – 9:45 Cockpit Weather: Existing Capabilities vs. Future “Must Haves” (Gary Pokodner – FAA, John McCarthy – Retired, Rune Duke – AOPA, John Uczekaj – Aspen Avionics, Jason Herman – Latitude 33 Aviation, Mark Phaneuf – ALPA, Steve Jangelis – ALPA, Matt Taylor – The Weather Company, Brent Northcutt - Honeywell)**

This session will focus on the availability and utility of vendor supplied meteorological information in the cockpit. The session will begin with a short description of capabilities currently available. The session will continue with discussion of requirements from the viewpoint of pilots. A discussion of the advantages of real-time weather for pilots vs. current practices will close out the session, which will include time for audience participation.

**9:45 – 10:15 Break**



**10:15 – 12:00 NextGen Weather User Forum (Alfred Moosakhanian – FAA, Ernie Dash - AvMet, John McCarthy – Retired, Tim Lewis – NASA, Rocky Stone – United Airlines, Matt Tucker – NATCA, Joe Miceli – ADF, John Schwoyer – ADF, Warren Qualley – Southwest Airlines, Deborah Sutor – Association of Flight Attendants, Mark Phaneuf – ALPA, Rune Duke - AOPA)**

This session will review developments in the NextGen Weather Program and application of NextGen weather information to flight operations, to include commercial and corporate aviation, dispatch and air traffic control, as well as cabin management safety from a flight attendant's perspective. The session will include a panel discussion that will highlight unmet needs as well as recent developments. Panel participants will include representatives from the corporate and commercial aviation industry, flight attendant unions, airline dispatch and air traffic control.

**12:00 – 1:15 Lunch**

**1:15 – 2:15 TFM Convective Forecast Discussion (Kevin Johnston - FAA, Kevin Stone - NWS)**

This session will introduce operators to the new Traffic Flow Management (TFM) Convective Forecast product, also known as the TCF. Users will learn the history of the product and how it's collaborative "human-over-the-loop" production process now produces a high confidence product for operators to use when making traffic management decisions. Operators will be able to ask questions of the aviation and weather professionals who produce the product.

**2:15 – 2:30 Break**

**2:30 – 3:30 Area Forecast (FA) Transition to Graphical Area Forecast (GFA) (Kevin Johnston – FAA, Kevin Stone – NWS)**

This will be a discussion of where we are in the transition from the old text based Area Forecast (FA) to the new Graphical Area Forecast (GFA). This is an important discussion as the Legacy CONUS FA will be retired in the fall. This is an opportunity for operators to learn more about the new GFA and let the Aviation Weather Center know if there are improvements that could be made to the product as we move forward. This will include a demonstration of the new product, including new static images for easier upload to cockpit weather sources.

**3:30 – 3:45 Break**

**3:45 – 5:00 TALPA and RCAM Status Update (Joshua Paurus - MSP Airport, Tom Lahovski – FAA, Matt Grenoble – Waukesha county Airport)**

Last fall the FAA implemented the new Takeoff and Landing Performance Assessment (TALPA) procedures and the use of the Runway Condition Assessment Matrix (RCAM) process for reporting the condition of runways during winter weather operations. This meant significant changes to flight crews, dispatchers and airport operators. This interactive session will discuss the successes and challenges of the first year of the new system, and look at future modifications being considered by the FAA.