

# National Business Aviation Association Meeting



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**Kansas City, Missouri**

Supporting the Nation's Commerce with Information for Safe, Efficient, and Environmentally Sound Transportation



# Status on the Graphical Turbulence Guidance – 2 Implementation

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- Aviation Weather Center task is to support AWRP products running at AWC in pre-D4 status and after D4 status.
- **GTG-2 / InSitu Turbulence Implementation**
  - Product 'technically' ready for D4 operational implementation
  - Planned operational implementation: Winter 2008
- **Important remaining tasks include:**
  - Completion of FAA Operational Suitability Evaluation (OSE)
  - 'D4' transition approval
  - Final NWSHQ approval
  - Final operational stability testing

# Status on the Graphical Turbulence Guidance – 2 Implementation (cont'd)

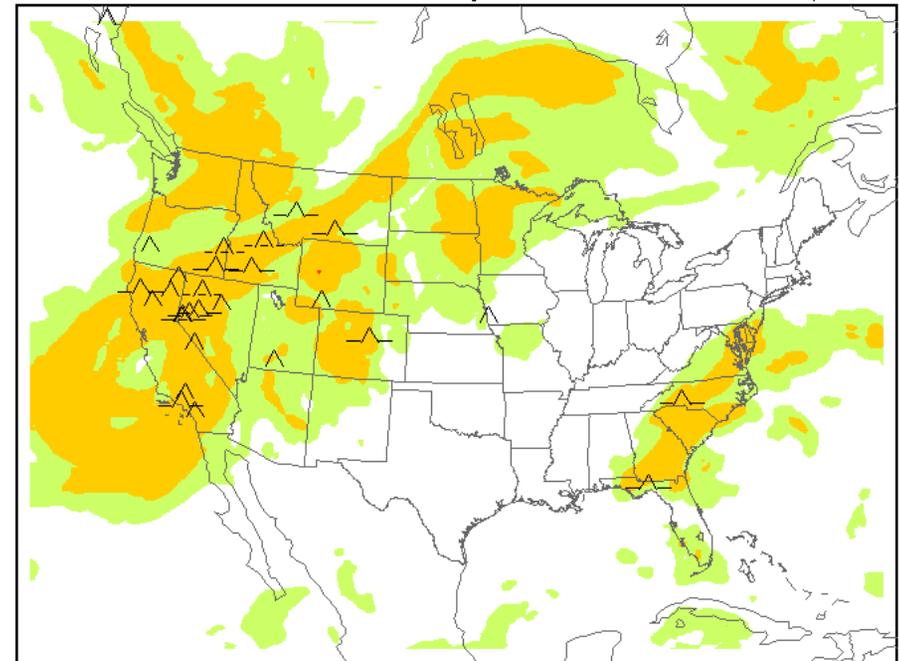


- Data currently available on Experimental ADDS
- Includes data from FL100-FL200 (FL200-FL450 already available)
- Utilizes real-time In-Situ turbulence data
- Better quality to control to prevent over forecasting of moderate to severe turbulence

The GTG is an automatically-generated turbulence forecast product that supplements AIRMETs and SIGMETs by identifying areas of turbulence. The GTG is not a substitute for turbulence information contained in AIRMETs and SIGMETs. It is authorized for operational use by meteorologists and dispatchers.

## Maximum turbulence intensity (10000 ft. MSL to FL450)

Analysis valid 1500 UTC Thu 20 Sep 2007



The NOAA logo is a blue puzzle piece with the letters "NOAA" in white. It is part of a larger graphic of several interlocking puzzle pieces in shades of blue and white.

# Status on the Graphical Turbulence Guidance – 2 Implementation (cont'd)

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- **Will be available to end users in GRIB format via:**
  - **NOAAPort (WMO header list available from AWC)**
  - **FTP from the NWS Telecommunications Gateway**
- **Will be available in graphical form on Operational ADDS:**
  - **Operational ADDS (<http://adds.aviationweather.gov/turbulence>)**
- **GRIB format allows end users to integrate GTG-2 into a multitude of systems**
- **Future products will be output in GRIB-2 format**



# AWC Web PIREP Interface

- Password protected and secure web interface allowing airline dispatchers to share PIREPs with the entire aviation community (since April 2003)
- Account for nearly 10% of all PIREPs
- Majority of the reports we receive include turbulence information
- Contact the AWC if you are interested in acquiring account access

The image shows a screenshot of the AWC Web PIREP interface. On the left, a map of the United States is displayed with several PIREP reports overlaid. The reports are as follows:

- PIREP 15:29Z 05/18/05  
TUL UA /OV TUL/TM 1529/FL340/TP B738/SK CLEAR/TA M50/MW 282024KT/  
TB LT CHOP/IC NONE/RM AWC-WEBDAL
- PIREP 15:36Z 05/18/05  
TUL UA /OV TUL/TM 1536/FL340/TP B752/SK CLEAR/TA M50/MW 275032KT/  
TB SMOOTH/IC NONE/RM AWC-WEBDAL

On the right, a screenshot of the 'PIREP Entry Form' is shown. The form includes fields for 'Identifier', 'Location', 'Time', 'Altitude/Flight Level', and 'Report Type'. The 'Location' field is populated with 'TUL'. The 'Time' field is set to 'Current Time'. The 'Altitude/Flight Level' field is set to '4 digits UTC (ex: 0111, 2333)'. The 'Report Type' field is set to '4 characters max. If unknown, use UNKN (ex: C210, P1, UNKN)'. The form also includes a 'Location Lookup' section with fields for 'Lat', 'Long', 'Elev', and 'APRT'. The 'APRT' field is set to 'TUL'. The form is titled 'PIREP Entry Form' and includes a 'Submit' button.

## Top Participants:

- (1) Alaska Airlines
- (2) Southwest Airlines
- (3) Delta Airlines
- (4) Continental Airlines
- (5) CWSUs