

Notes from Segment Discussion (Volunteer “Champions” Noted in RED)

Segment 1 Near-term Demonstrations(Ken Leonard)

Questions

John McCarthy – Enroute non-convective turbulence – what is business case?

UA \$6m/yr

Paul Fiduccia – Resolution in GA weather – how do you maximize usage?

Move FIP to GA displays

Ken Leonard - Research into Operations

1. CR means some programs not turned on – progress in next 12 months limited.
2. Demonstrations – enhance cooperation between operation & research community.
3. Need broad inputs from users for new requirements that are being developed.
4. Don't start from scratch on getting products into cockpit – lots of past work.
5. How can we assure that ground based and airborne weather decision making are integrated?
6. To make a difference with a new product, you have to work science, procedures, training, etc.

Jerry Wegiel - Raytheon – NNEW integration connected with Tom Ryan & Dave Pace interface standards in OGC NNEW.

Paul Fiduccia – Research to Operations

Segment 2 Status Reports (Kevin Johnston)

1. Ground de-icing is more attention needed or is current WG ok?
2. Weather in cockpit - needs to look at standards.
3. G-AIRMET – good progress, but need to work on GFA – no gain in resources, but want to add product.
4. Data from aircraft
 - a. Optional data collection density/scheme
 - b. Who will pay?
5. Weather in cockpit – system vs. individual aircraft optimization
 - a. Do a demo?
6. Need champion for LWE into FMH-1
7. Paul Fiduccia
 - a. Get something out into operations every year
 - b. Get convective forecast out (1 hr) to cockpit
 - c. Get icing out to cockpit
 - d. Get graphical Airmet to operations
 - e. Get rid of text FA
8. MDCRS cumbersome process
9. MDCRS data timing studies were done by NOAA GSD
10. Use NBAA member in MDCRS collection for small airports
11. Tackle text issue – Bob Maxson

Segment 3 Flight Operation Weather Impacts (Mary Cairns)

1. Research to operations needs to be faster, needs to be more frequent.
2. 0-3 hour C&V forecast needed soon – Eric Luggner
 - a. Planned for NNEW IOC
 - b. Very important from GA safety perspective
 - c. Is FIP ready to go operational next year?
3. State surface observation systems – how can they be included?
4. Alaska icing – where does it stand for ops?
5. Need help understanding benefits.

Segment 4 Storm Forecasting for Air Traffic (Ken Leonard)

1. Integration is the issue – Tom Fahey
2. What is the role of meteorologists in integration?
3. It is not about the weather, it's about the operation
4. Current system model is run till fail
5. John McCarthy: to what extent is human performance modeling being addressed? Or was the question, are humans watching the performance of weather models?
6. Spiral/interactive development is very beneficial
7. Need to work on role of human forecaster
8. Industry is concerned about fragmented multiple efforts on convective forecasting

Segment 5 Industry Access to Weather Information(Kevin Johnston)

Many things are moving along

1. Turb optimization is a concern
2. ITWS data access – on track Tom Ryan says ITWS will be in the NNEW
3. ADDS QICP – on track
4. Runway condition/contamination – needs working group. Roy Rasmussen suggests rolling this into Winter Weather Working Group.
5. ASOS 1 min – needs FAA requirements. *** Jim Block is industry champion, who should Jim talk to? Issue is wide band dissemination of 1 min ASOS. ***Roy Rasmussen volunteers to help.

Segment 6 Flight Operations Support Issues (Mary Cairns)

1. How do we keep track of benefits to evaluate effectiveness of programs?
2. Is keeping track of accident rates beneficial?
3. NTSB categorization is changing. Hard to compare stats year to year.
4. Standardization of weather (e.g. radar level) across different users (controllers, pilots, etc.)