

Friends & Partners in Aviation Weather

Integration with Air Traffic Management Decision Tools

Presented to: FPAW
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Date: October 9, 2008



Federal Aviation
Administration



Weather Integration

- **Working definition:** the inclusion of weather information into an automated decision process or decision aid such that weather impacts have already been taken into account when the decision is made or recommended
- **Goal:** minimize the need for users to manually gauge weather impact on the operation and determine the optimum mitigation strategy
 - Today, mostly manual after viewing weather products
 - At NextGen IOC
 - Some weather will flow machine-to-machine with real DST integration
 - Most integration will still be manual with improved “glance value” weather
 - Data and displays will be provided to the cockpit for pilot decisions
 - By 2025, weather will be translated to impacts which are embedded in decision algorithms on the ground and in the cockpit



Why Integrate?



FAA System Operations Plans

- **The plan within TFM is to focus on the next 3 – 5 years by combining existing tools:**
 - Replace existing weather and forecast on TSD with CIWS, which will include a 2-hour convective forecast (2010 – 2011 timeframe)
 - Bring Route Availability Planning Tool (RAPT) capability into the TFM structure – no longer a stand alone product, but part of a suite of tools
 - Examine integration of CIWS information into TMA and other tools

System Operations Plans, cont.

- **The intention is to continue to use CIWS capabilities and it's technology, building on its framework for the future - CoSPA**



Conclusion

- **Evolutionary Process**

- System Operations will continue to build upon CIWS
- First step is to bring existing tools together
- Second step is to begin the true integration process
- Third is to continue the integration of future weather enhancements into decision support for the Next Gen era

