

# **FPAW**

## **Segment 3**

### **Progress in Convective Wx Info**

- 1. User Needs & Issues**
- 2. Panel Discussion**

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# ***Results of User Surveys***

## ***-Convective Weather-***

### **1. User Needs & Issues**

- Aircraft Obs Supporting Convection Fcsting
  - FAA& NWS Plans for Automated Aircraft Funding?
    - AUTOMET Business Plan status?
    - Status of TAMDAR data?
    - Airlines Reimbursed for Comms at more then 50%?

# ***Results of User Surveys***

## ***-Convective Weather-***

### ***1. User Needs & Issues***

- Coord. btwn FAA Flt Standards & AWRP
  - Convective Fcsts for Pilot
    - Approved for use in Cockpit
  - New &/or Consolidated Convective Wx Fcsts
    - Available to all Users

# ***Results of User Surveys***

## ***-Convective Weather-***

### ***1. User Needs & Issues***

- **Users' Perspectives Regarding CCFP**
  - Use Wx Risk Assessment, Not Traffic Impact Model
    - Jim Evan (MIT LL) & Mark Huberdeau (Mitre) proposed
  - CDM Wx Evaluation Team User Survey Results
    - Mark Phaneuf will describe further
- **Need for TRACON Area Product**
  - CDM Wx Evaluation Team User Survey Results
    - Mark Phaneuf will describe further

# ***Results of User Surveys***

## ***-Convective Weather-***

### **2. Panel Discussion**

- Aircraft Obs Supporting Convection Fcsting
  - Commercial Airline's contribution vs. benefits rcvd?
  - FAA & NWS vs. Private Industry's Role?
- CCFP
  - Is a New 8hr Fcst Needed?
- TRACON Area Product
  - A gap btwn CWIS/ITWS, TAFs & En Route products?
    - Operators decisions extend to 6-8hrs in future
    - FAA Air Traffic decisions extend 0-2hrs in future