

Friends & Partners in Aviation Weather

Progress in Strategic Convective Weather Information for ATM in Complex Airspace

Presented to: NBAA Convention / FPAW Forum

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Date: 11/11/2005



Federal Aviation
Administration



Agenda

- **Purpose & Focus**
- **Information Provider Panel**
 - System Operations Weather Programs
 - NOAA Aviation Weather Center
 - MITLL CIWS
 - NCAR, NCWF
 - Ensco, Met Modeling for Traffic Management
 - WSI



Purpose

- **Segment Four is focused on the strategic convective forecast information in the 2 to 6 hour timeframe for dealing with Traffic Flow Management (TFM) in complex airspace**



Systems Operations Programs

- **TFM Wx Programs 2005 Accomplishments**
 - Implemented the CCFP intuitive graphics
 - Instituted several ongoing efforts:
 - CCFP Concept of Use
 - CCFP Risk Management Analysis and Automation
 - Enhanced Echo Top information for ETMS
 - Reinstate the Weather Working Group with specific focus:
 - Re-define user requirements for the CCFP with the intent of improving granularity and accuracy
 - Consider/establish draft requirements for a terminal, TRACON, or 'hub' area forecast to allow better planning in terminal areas with major flows



Systems Operations Programs, Cont.

- **TFM Wx Programs 2006 Goals**

- CCFP

- Complete the Concept of Use document
- Complete the Risk Management Automation process
- Develop an annual program plan

- Develop requirements for a terminal, TRACON, or 'hub' area forecast

- Develop a Route Availability Planning Tool (RAPT) program plan

Conclusions

- **In the TFM environment, weather is only one component of the uncertainty; it's a very complex system**
- **How are we *using* this component, weather information?**
 - The wx information that is received is very state of the art, and some of the best possible information given the state of the science
 - Whatever we do with weather, it must be integrated
 - It cannot be treated as a separate component, or overlay

Question to ponder

- **If we had a perfectly accurate forecast, what would we do with it?**

