

Friends/Partners in Aviation Weather
 Issues, Discussion, and Action Items
 Meeting December 13, 2001
 Document Rev. 0. January 24, 2002

What	Who	When
Segment One - Progress in Weather Observations		
<u>Issues: Progress on FPAW 2000 Industry Panel Requests</u>		
Issues: 7-00; 8-00. Complete.		
<p>Issue: 1-01; 3-00*: Weather camera. User needs in what locations? Alaska program status and experience?</p> <p><u>Discussion.</u> Use in Alaska is not at airports, but in mountain passes. For this purpose, FAA uses ASOS in the lower 48 states. FAA has not evaluated weather cams for lower 48 applications. AOPA would like to see an FAA evaluation for weather cams in remote areas, ASF has found that many weather accidents are in remote areas with high terrain.</p> <p><u>Action(s).</u> FAA will review Alaska experience with Webcams and report to user panel on applicability for use in the lower-48.</p>	Rick Heuwinkel	3/1/01
<p>Issues: 2-01; 5-00: ASOS failure reporting procedure. 6-00: ASOS "reportable system" letter signed?</p> <p><u>Discussion.</u> Reportable system policy letter expected to be approved 2Q02. This schedule is acceptable to user panel.</p> <p><u>Action(s).</u> Provide letter to FPAW for distribution to members when issued.</p>	Jo Ann Ford	6/1/02

<p><u>Issue:</u> 9-00: Entry of all PIREPs into system, change criteria for inclusion?</p> <p><u>Discussion.</u> SkySpotter instructions to FSS personnel require inserting into the NWS data base all PIREPs received, even if they confirm a forecast or are similar to previous PIREPs. However, it was noted that not all FSS personnel had been briefed on SkySpotter program yet, but they will be briefed. This assurance is acceptable to user panel.</p> <p><u>Action(s).</u></p> <p>None.</p>		
<p><u>Issue:</u> 3-01. ASOS snow depth sensor.</p> <p><u>Discussion.</u> When will the planned ASOS snow depth system be operational, and in the interim can we establish a requirement for ASOS augmenters to report on it? There is currently no funding to implement this plan, and no funding is planned. An interim solution can be evaluated. Note: NCAR is working on an automated detector for water content of snow/ice.</p> <p><u>Action(s).</u></p> <p>A. FAA will evaluate adding to duties of ASOS augmenters (for non-controllers only) the measurement of snow every hour when it is snowing.</p> <p>B. Report on the possibility to include in PPPI for ASOS the NCAR liquid water content snow gauge.</p>	<p>A. Marilyn Jackson-Brame</p> <p>B. Rick Heuwinkel</p>	<p>A. 3/1/02</p> <p>B. 3/1/02</p>
<p><u>Issue:</u> 4-01. ASOS lockdown.</p> <p><u>Discussion.</u> New software will be implemented in 02, and FAA will eliminate this problem by FPAW 02. The assurance is acceptable to user panel. (Subsequent to the meeting, a problem was encountered that is expected to delay the implementation completion to 1Q03.)</p> <p><u>Action(s).</u></p> <p>Report on status at FPAW 2002.</p>	<p>Jo Ann Ford</p>	<p>FPAW 2002</p>

*Note: Issues are numbered by “action item number” – “ year of initiation”; if the item spans more than one year, multiple numbers are listed. E.g., action item 5 from the 2000 FPAW meeting would be numbered “5-00”.

Segment Two – Progress in Data Assimilation and Modeling		
<p><u>Issue:</u> Progress on FPAW 2000 Industry Panel Requests</p> <p><u>Issue:</u> 13-00. Complete.</p>		
<p><u>Issue:</u> 5-01. Need for 6-hour convection forecast.</p> <p><u>Discussion.</u> Note, incorporation of NEXRAD info and other into model, and difficulties include interactions with existing storms. Major research issue over next decade. Board of atmospheric science will address this question over next few months. NAS Two day workshop in March re long range convection forecast (target 80%POC, 20@ FAR), how soon, cost, success? AWC would like to know what value in capacity can be obtained as a result of an X% incremental improvement in skill? What is operational requirement?</p> <p><u>Action(s).</u></p> <p>Report on results of NAS workshop and other determinations about 6 hour convection forecasts.</p>	Rick Heuwinkel	FPAW 2002

Segment Three – Progress in Product Generation		
<u>Issue:</u> Progress on FPAW 2000 Industry Panel Requests		
<u>Issues:</u> 12-00; 14-00; 16-00; 18-00. Complete.		
<p><u>Issue:</u> 6-01; 2-00 Possible termination of old products (such as TWEBs, or replacing 24-hour TAFs with 12 or 9-hour TAFs) to enable NWS to remain within budget constraints as new products are added.</p> <p><u>Discussion.</u> Current FARs and FAA policies establish certain requirements for weather information for certain operations. Industry needs a list of current products that are candidates for revision, consolidation or replacement with new products, which it will then evaluate. Multiple formats exist for similar information, 24 hr TAFs, TWIP, convective SIGMETs. Note: controllers interpretation of graphics present problems of workload and accuracy, that text SIGMETs currently handle well. Note: graphical products are provided by private sector firms, that may be tailored to specific users needs.</p> <p><u>Action(s).</u></p> <p>A. NWS create a document listing, providing a description, and stating a rationale for modifying or eliminating current products. This includes current products that are duplicative and may be consolidated into single new products, or those that may be replaced by new, superior products, or could be reformatted, or eliminated. NCAR will then distribute this document to the entire user panel.</p> <p>B. Industry and controllers on user panel will respond to these items in writing, then have a meeting with NWS and to discuss resolution.</p> <p>C. FAA and industry will determine which of any products proposed for modification or elimination are required by FAA regulations. FAA will meet with industry and NWS to determine how current weather requirements should be modified to enable these changes.</p>	A. Mark Andrews	A. 3/1/02
	B. Russ Gold, Heidi Williams	B. 3/1/02
	C. Hooper Harris, Rick Heuwinkel, User Panel members	C. 3/1/02
<p><u>Issue:</u> 7-01; 11-00, 15-00. Status of product quality indicators. TWIP false alerts.</p> <p><u>Discussion.</u> Four-fold increase in false alerts in TWIP wind shear warnings in 6 mos.</p> <p><u>Action(s).</u></p> <p>A. FAA meet with ATA Met committee to discuss way to proceed. TDWR program office and MITLL work with FAA on this.</p> <p>B. ATA consult with RAI regarding their use for TWIP at smaller airports without TDWR.</p>	A. John Staples, Dan Strawbridge	A. 3/1/02
	B. Russ Gold	B. 3/1/02

<p><u>Issue:</u> 17-00: Status of Thor and other automated convective 2 hr forecasts.</p> <p><u>Discussion.</u> There will be an NRC workshop in early 2002 on convection forecasting. FPAW participants will be involved in this workshop.</p> <p><u>Action(s).</u></p> <p>None.</p>		
<p><u>Issue:</u> 8-01. RVSM altitude busts.</p> <p><u>Discussion.</u> Potential for altitude busts when DRVSM is implemented due to mountain wave activity should be reviewed to determine if a significant issue.</p> <p><u>Action(s).</u></p> <p>Review of this problem and report back to FPAW 2002.</p>	Steve Brown	FPAW 02

<p>Segment Four – Progress in Ground-based Dissemination/Display</p>		
<p><u>Issue:</u> Progress on FPAW 2000 Industry Panel Requests</p> <p><u>Issue:</u> 1-00. Internet Policy status.</p> <p><u>Discussion.</u> Cleared GC; then expected out for a 30 day comment period, then final rule in Feb. 02. Acceptable to user panel.</p> <p><u>Action(s).</u></p> <p>None.</p>		
<p><u>Issue:</u> 9-01; 10-00, Status of Requirement for providing PIREPs to controllers?</p> <p><u>Discussion.</u> Air traffic has a need, and will provide it to the requirements organization. A joint resources council (JRC) meeting on the mission needs statement (MNS) is expected in march</p> <p><u>Action(s).</u></p> <p>Report on status of efforts to provide an automated process to enable controllers to input PIREPs at low workload and infrastructure.</p>	<p>Bill Peacock</p>	<p>2/1/02</p>

<p>Issue: 10-01; 19-00; 20-00. Include other airline PIREPs into data base (as UAL is doing).</p> <p><u>Discussion.</u> Easy for airline dispatcher to input PIREPS into system. UAL and NWA now providing them.</p> <p><u>Action(s).</u></p> <p>NWS to meet with ATA, establish a user group, to determine easy ways for airline dispatch to input PIREPs in to system.</p>	<p>Russ Gold and Jack May</p>	<p>3/1/02</p>
<p><u>Issue:</u> 11-01. Provide NCWF on WSI.</p> <p><u>Discussion.</u> FAA needs to work with NAATS and WSI to ensure proper training has been accomplished.</p> <p><u>Action(s).</u></p> <p>Meeting between ATP 300, NAATS, and WSI, report back to FPAW.</p>	<p>Willie Copeland</p>	<p>3/1/02</p>
<p><u>Issue:</u> 12-01. Operational dates for IIDA, NCWF at ATCSCC.</p> <p><u>Discussion.</u> There are several issues, including training, infrastructure, formats.</p> <p><u>Action(s).</u></p> <p>Report on timing of implementing NCWF and IIDA at ATCSCC.</p>	<p>Bill Peacock</p>	<p>3/1/02</p>

Segment Five – Progress in Cockpit-based Dissemination/Display		
<u>Issue:</u> Progress on FPAW 2000 Industry Panel Requests <u>Issues:</u> 21-00; 22-00. Complete.		
<u>Issue:</u> 13-01. Certification of the displays to what standard? <u>Discussion.</u> Use the IFR GPS model of authorizing its use as a replacement for DME and ADF, and otherwise as supplementary. For enhanced systems, compare the policy treatment of VFR GPS versus IFR GPS – supplementary use for VFR, and safer than methods previously used (e.g., pilotage). The issue will be providing defined relief from regulatory operational requirement, e.g., sole requirement for weather information, rather than as a supplemental system that provides a pure safety increase with no change from current operational requirements. <u>Action(s).</u> Report on status of guidance materials at FPAW 02.	Hooper Harris	FPAW 02

<p>Segment Six – Progress in Streamlining New Product Introduction</p>		
<p><u>Issue:</u> Progress on FPAW 2000 Industry Panel Requests</p> <p>Issues: 4-00; 23-00. Complete.</p>		
<p><u>Issue:</u> 14-01. FSS personnel need access to internet for various weather products.</p> <p><u>Discussion.</u> ISE/SUA program, implementation scheduled for fall 2002, but FAA has not yet determined the platform for weather source. Regarding access to ADDS, if Princeton FSS test is successful, FAA plans to use this technology and automation at FSS' s to provide Internet assess.</p> <p><u>Action(s).</u></p> <p>Report on FAA plan with dates to provide this capability.</p>	<p>Bill Peacock</p>	<p>3/1/02</p>
<p><u>Issue:</u> 15-01. Multiple graphics for the same phenomena.</p> <p><u>Discussion.</u> The issues involves whether NWS should produce a single refined product vs. multiple products. AOPA would like products that directly answer the question, “ can the flight be made safety”, less is better, keep it simple, enable pilot and aircraft capability information to be related to the forecast to determine the safety of the flight, and include information on the quality or skill of the forecast. But there is no single product yet that addresses all situations. FSS personnel are required to provide pilot with all available information. General and commercial aviation are very broad user communities – we need to be specific about which products are useful to these communities.</p> <p><u>Action(s).</u></p> <p>Establish work group on concept of operations or use for multiple products affecting the same operational decisions. See item 6-01 above on products that may be duplicative.</p>	<p>Mark Andrews, Rick Heuwinkel and Hooper Harris, and user panel members.</p>	<p>7/1/02</p>

<p><u>Closing remarks.</u></p> <p>ALPA: pilots want all these new products.</p> <p>NATCA: controllers want same wx info pilots get.</p> <p>ATA: can we make RVR info official?</p> <p>NAATS: accuracy is very important.</p> <p>FedEx: when will you publish TAF verification reports, ATA met committee, how about a 6 hr forecast every 3 hours, how about forecast criteria that relate to different airport minima.</p>		
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Changes from "Issues, Discussion and Action Items" as of 5:00 pm on December 13, 2001:

- ?? Because of delay in getting the Web Site running with this action items list, all items originally committed to on 2/1/02 have been moved back one month to 3/1/02 (Items 6-01 A; 7-01 A and B; 9-01; 12-01; 14-01.
- ?? Many items were clarified and turned into complete sentences.
- ?? FAA has indicated a slight delay in Item 4-01.
- ?? Hooper Harris has accepted an additional item 6-01 C.