



CENTER FOR ADVANCED AVIATION SYSTEM DEVELOPMENT (CAASD)

Weather Integration and Concepts of Integration (CONINT) through FY12

A Briefing for FPAW
August 8, 2012

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Weather Integration – Definition

“...inclusion of weather information into the logic of a decision process or a decision aid such that [the impacts of] weather constraints are taken into account when the [ATM] decision is made or recommended”

(ATM-Weather Integration Plan V2.0,
Executive Summary, September, 2010)

From.. the Idea – to Concept – to Plan –
to Research & Engineering –
to Reality into the
Operational Decision Processes

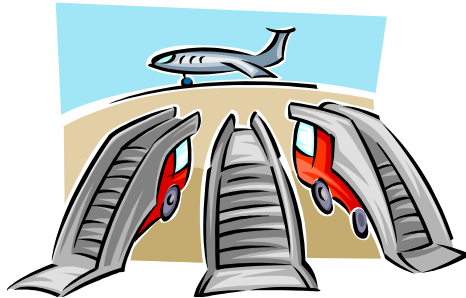


The Operational “Actors”*

Pilot
Dispatcher
Ramp Controller



GA Operators /
Flight Plan Service
Providers
AOC

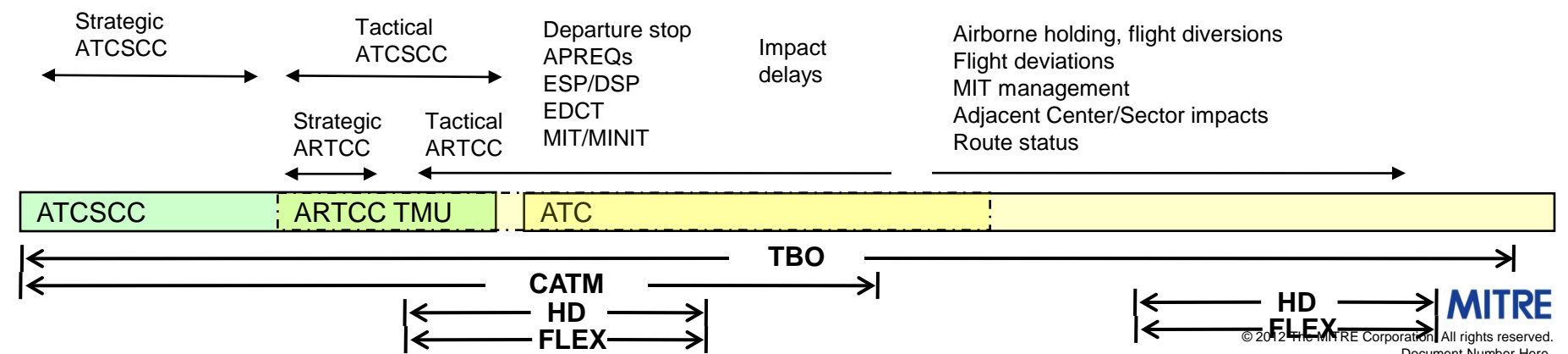
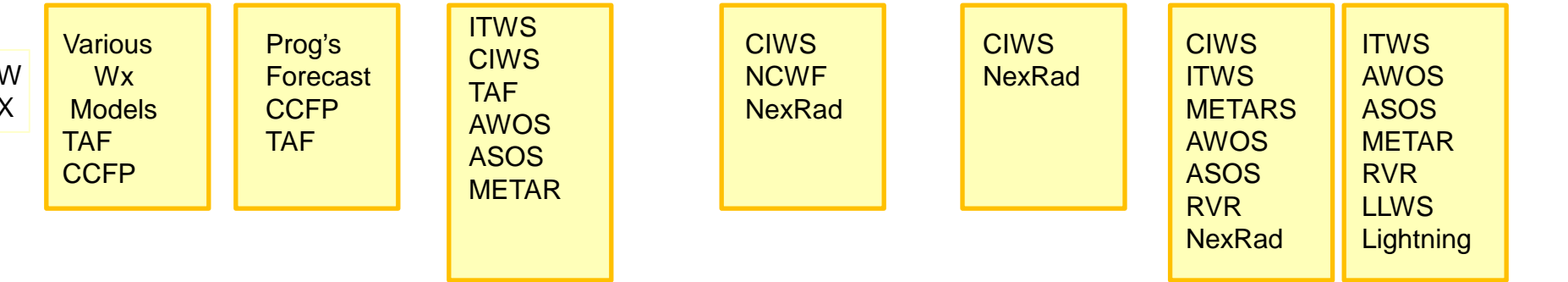
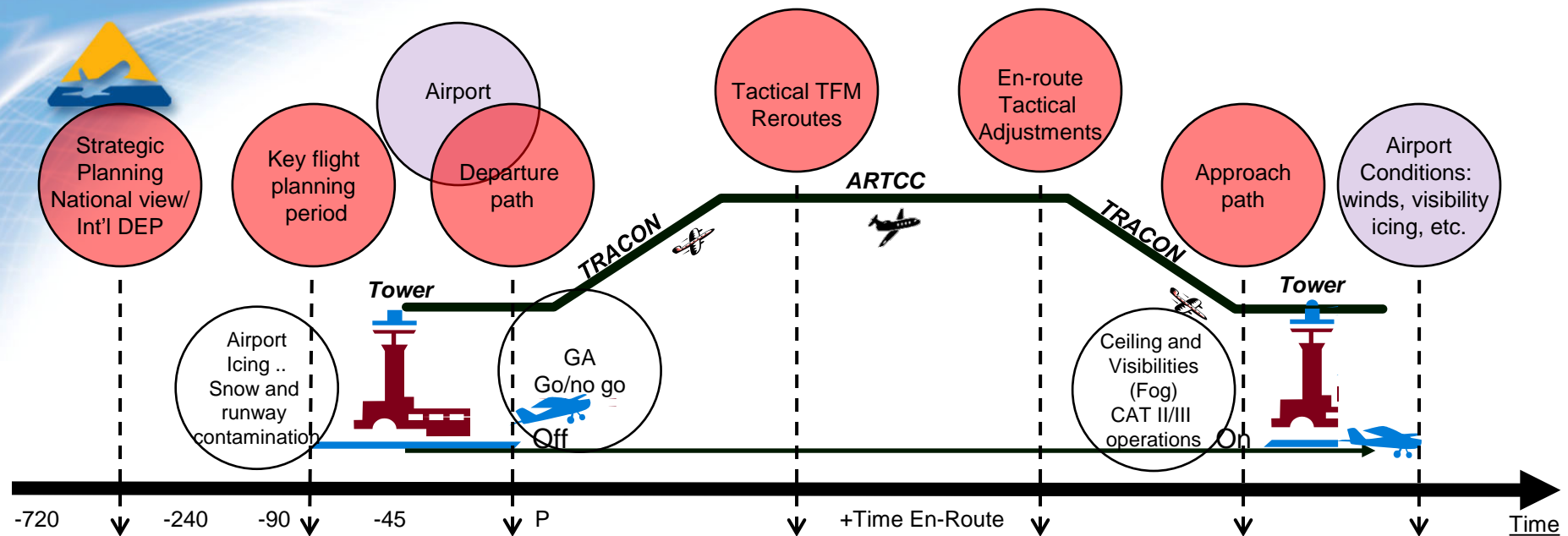


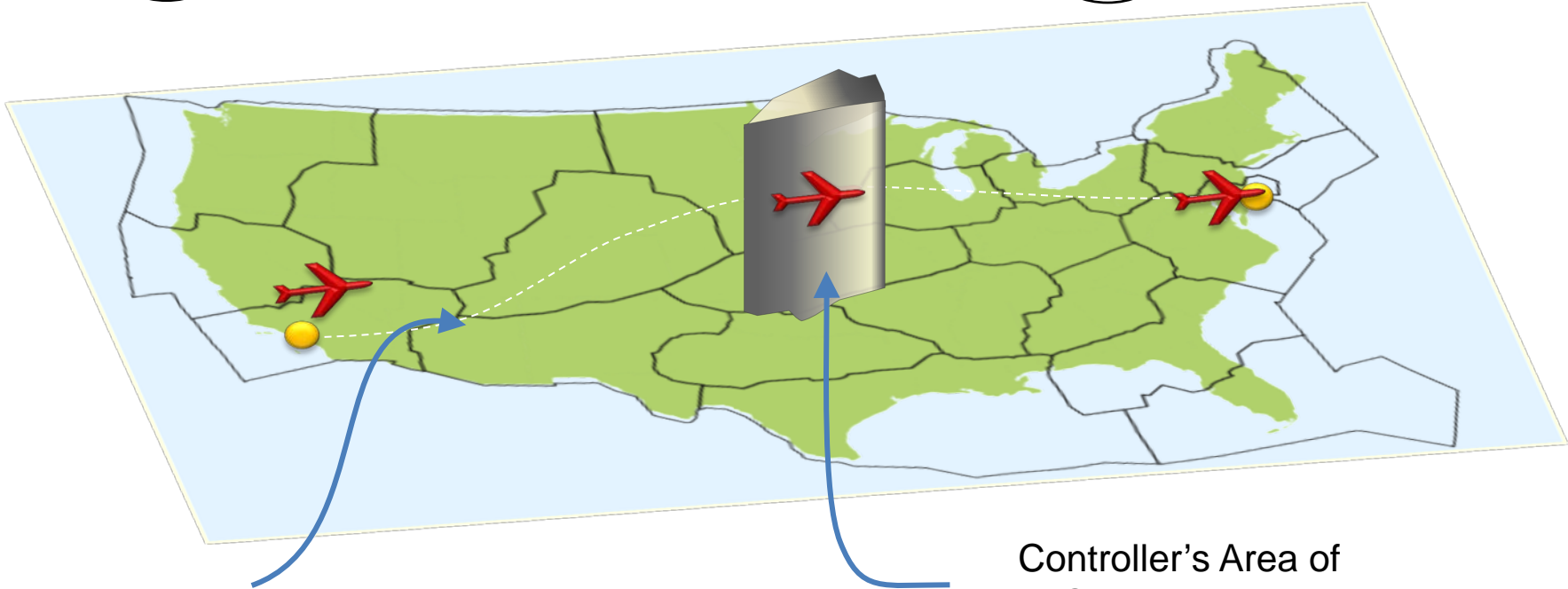
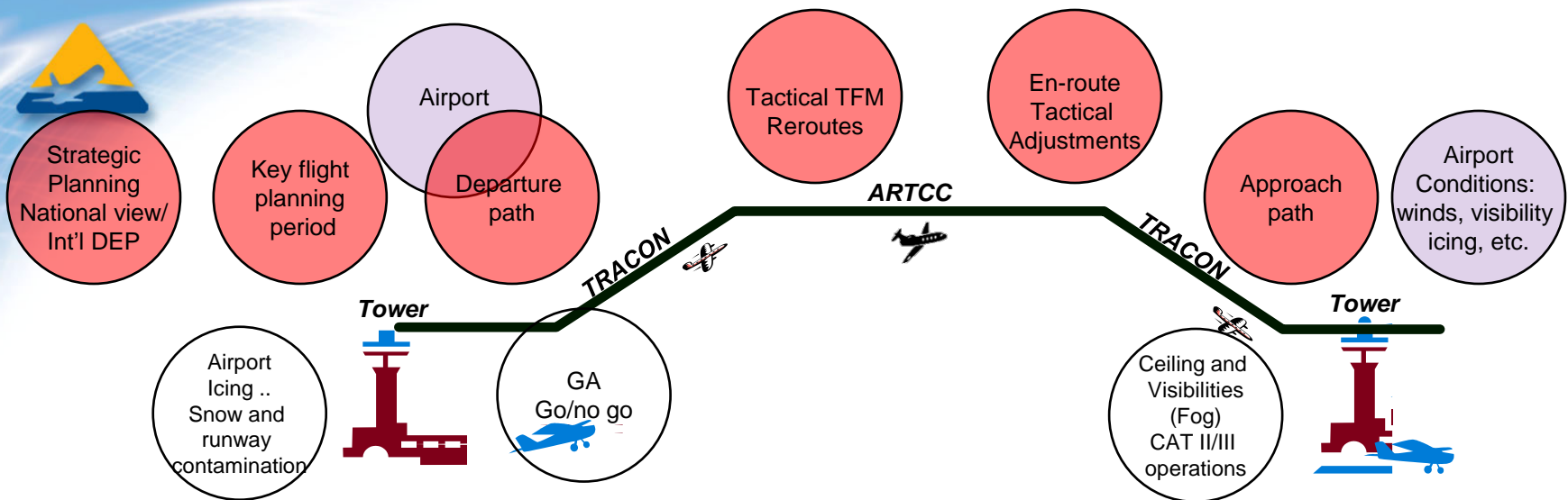
ATC

Ground Controller
Local Controller
Clearance Delivery
En-route Controller
FLM
TMC's



**not limited*



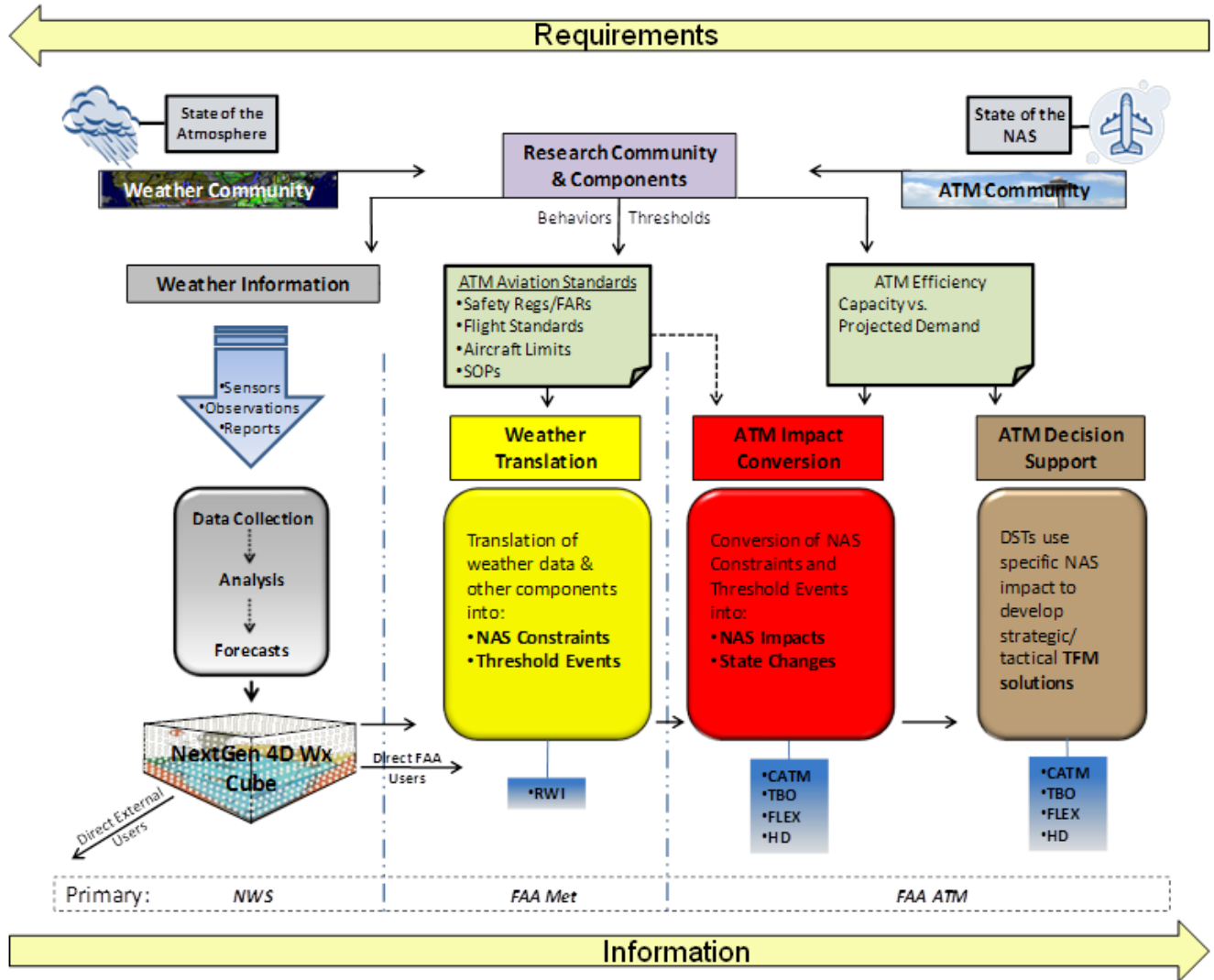
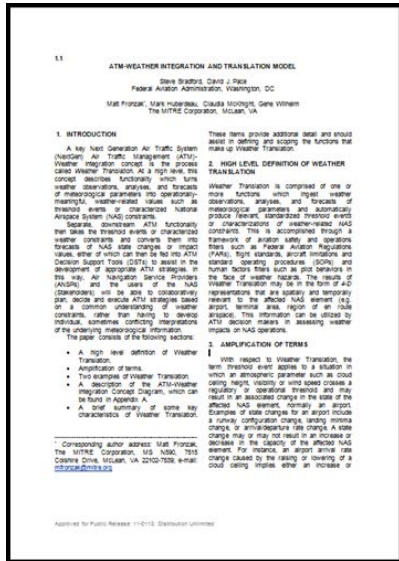


Dispatcher's/Pilot's Interest:
Gate to Gate

Controller's Area of Specialization



Weather Integration Concept Paper and Diagram (“Ketchup/Mustard Chart”) FY10





Levels of ATM-Weather Integration

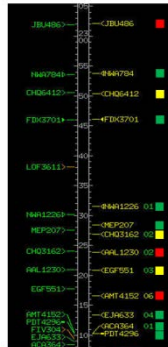
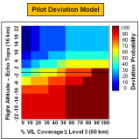
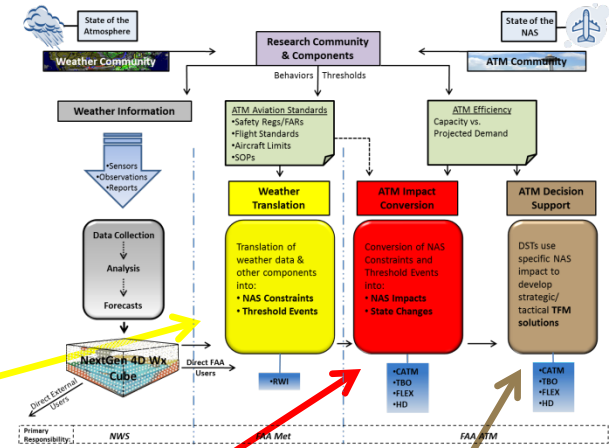
Level Zero – No integration

Level One – “On-the-Glass”

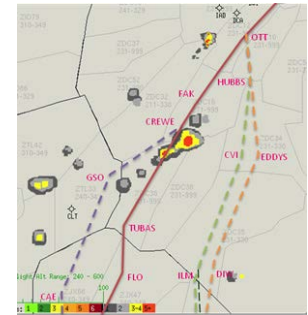
Level Two – Translation

Level Three – Impact

Level Four – Automation Alternatives



Key: No delay up to 2 minute delay 2+ minute delay





Make Weather Integration Real

Concepts of Integration (CONINTs) of Weather into both TBFM and Surface Systems (Coordination drafts)

