

Traffic Flow Management Weather Requirements Working Group (TRWG)

**Presented to:
Friends and Partners of Aviation
Weather Summer Meeting**

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**Federal Aviation
Administration**



TRWG

- Joint FAA and NWS group established in August 2010 to:
 - Baseline current NWS weather support capability in support of TFM
 - Develop firm requirements for near-term services to Next Generation Air Transportation System (NextGen) Middle Operating Capability (MOC)
 - Provide a plan to implement solutions to meet requirements beginning in October 2011
 - Deliver a Project Plan Roadmap by November 2010



Key Progress to Date

- FAA developed and provided near-term performance requirements/measures to be tracked by NWS for en-route and terminal domains
 - Airspace Flow Programs/En-route area (FCAs 5 and 8 to begin with)
 - Lead-time and timing error for onset and cessation of thunderstorms with tops greater than 30,000 feet and with probability greater than 50% of occurrence
 - Ground Delay/Ground stops for the 30 core airports
 - Lead-time and timing error for onset and cessation of
 - Marginal VFR and IFR conditions
 - Wind direction change of 30 degrees or more with speed GTE 12 knots
 - **Thunderstorms with a probability equal to or greater than 50% that are within 150nm (Diameter)**

Key Progress to Date

- **Requirement Example: Forecast Time of Onset of Thunderstorm in Flight Constrained Areas**
 - The NAS shall forecast the time of the onset of thunderstorms with a probability greater than or equal to 50 percent and with tops over 30,000 feet expected to intersect jet routes that cut across the Flight Constrained Areas (FCAs) for areas greater than 20 miles in diameter.
 - The NAS shall forecast the time of the onset of thunderstorms with a probability greater than or equal than 50 percent and with tops over 30,000 feet expected to intersect jet routes that cut across the Flight Constrained Areas for areas greater than 20 miles in diameter **with a lead-time of 4 hours with an accuracy of plus or minus 15 minutes.**
 - The NAS shall verify the forecast the time of the onset of thunderstorms with a probability greater than or equal to 50 percent in and with tops over 30,000 feet expected to intersect jet routes that cut across the Flight Constrained Areas for areas greater than 20 miles in diameter **with an accuracy greater than or equal to 90 percent.**