

Friends/Partners in Aviation Weather – Vision Forum 2009

Segment Two Elephants In The Room

BGen. Al Kaehn, USAF, Ret.
Nicholas Stoer, FAA CFO, Ret.

Elephant Caveats

- Views expressed do not necessarily reflect those of the moderators.....but might
- Issues and concerns are not intended to be critical of all of the dedicated work thus far....
- Rather, we intend to foster discussion, solicit new ideas, provide information, and stimulate synergy for the good of NextGen weather integration.

Report Card on 2008 Elephants

- **B- E-1 Weather Architecture 6.0 doesn't mesh with NextGen**
 - Progress. Collaboration
- **C E-2 DOD Wx lessons learned not exploited by FAA, NOAA**
 - Some evidence of NNEW, 4D Cube discussions underway
- **D+ E-3 Lack of controller/user input to NextGen, NextGen Wx**
 - Strategic Planning Advisory Review Cadre (SPARC) holds promise
- **B+ E-4 Weather/ATM Integration on Back Burner**
 - Very good progress by teams led by David Pace
- **D+/C- E5 Management Uncertainties/Gaps**
 - Too early to tell if consolidating weather acquisition staff will work
 - Realignment of Aviation Weather Office under R&D perceived as a loss
 - FAA still lacks a single weather bellybutton/czar/czarina
- **B- E-6 NextGen focus on 2025 leaves 2012-2016 Gaps**
 - Overall thrust of FY 2009 changes taking hold
- **B- E-7 Executing Joint Agency Initiatives (Who's in Charge?)**
 - NextGen Executive Weather Panel (NEWP) has potential, is a model.
 - FAA/NASA/NOAA program collaboration, budget coordination needs work

E -1 Research to Operations (RTO)

- Wx research results are slow to find their way into to decision support systems – Why?
- Coordination of FAA, Mitre CAASD, NASA Wx-related R&D is weak
- System operators invent short term Wx solutions out of necessity
- Organize, strengthen and formalize collaboration among FAA/NASA Wx researchers, NOAA and NAS DST sponsors. Ditto with airline dispatchers.
- Expedite greater use of prototypes and demonstrations
- Obstacles:
 - Lack of ATO advanced ATC weather avoidance strategies, procedures and training (i.e. ATO Weather ConOps needs a LOT of work)
 - Extremely slow AVS approval of products for DSTs, Sirius/XM Weather
 - Poor integration of NOAA planners into NAS Architecture planning
- Wx/ATM Integration Task Force - making progress, build on it
- New RTO focal point in AWO

E-2 Weather Cube – Role for Industry?

- NextGen Network Enabled Weather (NNEW) Entering year three. When will the path and timetable to operations be clear?
- Will there be prototypes and field demonstrations? When? Where?
- What is the role of the NNEW test bed at the FAA Tech Center?
- When might FAA and/or NOAA contemplate an “Industry Day” to clarify the potential role for industry in bringing NNEW to fruition?
- What is the status of NOAA’s “4D Cube” and how does it interface with NNEW? How will NOAA and FAA coordinate what they are doing, and what they propose to ask industry to bid on, to avoid a world class mix-up as the alleged 2013 IOC date approaches?

E-3 FAA Weather Organization(s)

- Consolidation of weather acquisition offices. If the FPAW agenda holds, the COO will elaborate on the benefits of these changes.
- The Aviation Weather Office is moving (as of two days ago) under the FAA Office of Aviation Weather Research. Will it retain its identity as the AWO? How will its issues be carried forward to senior management?
- FAA's aviation weather activities are everywhere. Rarely, if ever, are they all considered together: weather-related work at MITRE CAASD, Command Center- sponsored DSTs, the Reduced Weather Impact program, NNEW, Traffic Flow Management Modernization, the role of weather in departure sequencing, continuous descent approaches, and the other NextGen solution sets. When might industry see an integrated story?
- Does FAA need a single executive level bellybutton to oversee weather?

E-4 Weather Strategies and Training

- We discussed Research to Operations.
- We discussed a couple of FAA weather organizations.
- How will the operating side of the FAA (including Flight Standards) arrive at NextGen weather avoidance strategies common to all facilities and domains, including prototype use of new concepts, training concepts, handbooks, letters of agreement, and so forth?
- In other words, the acquisition offices are consolidating, and the AWO has been making some headway, there is a NextGen weather coordinator, but the ATO executives and managers with actual facility experience and policy responsibility do not seem to have been organized to deal with weather strategically. Why not?
- What is the FAA's NextGen weather strategy and does everyone at FAA buy into that approach? Who should Randy Babbitt call when there is a aviation weather snafu?

E-5 Other Weather Elephants

Illustrative – Not for Discussion Today

- How well is NOAA plugged into NextGen and how does NextGen technology relate to the CWSU roles/functions, and vice versa?
- The role of controllers, first line supervisors and traffic flow management specialists in advancing weather requirements – will the Strategic Planning Advisory Review Cadre (SPARC) concept work?
- In lieu of FAA-purchased ‘boxes’ or systems, to what extent can or should some of the weather products and services needed in FAA facilities be acquired as services from the private sector?
- NOAA/NWS produces TAFs at 122 locations with varying quality control. NavCanada produces nearly the same number of TAFs from just two locations with better quality control? Why is that?
- Industry and FAA are concerned about lack of forecast consistency across TAFs, CCFP, AWC and WFOs. Causes excessive phone coordination and second guessing.