

Segment Three - “Progress in Transition of Products to Operations”

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New Product Introduction

Issue: “Primary versus Supplemental”

- Would like to see the product’s role identified early in the process.
- If deemed “Supplemental” airlines would like to participate in discussions relating to anticipated usage in conjunction with other products, and assist with developing guidelines for use.
- If deemed “Supplemental”, with an intention to be transitioned to “Primary”, airlines would like to participate in discussions relating to this transition and identify appropriate timelines and any transition implications.

New Product Introduction

Issue: User Involvement during the “Operational Test Period”

- Formalize the process for User Testing activities
- Solicit “volunteers” from all affected user communities for participate in product testing efforts relating to:
 - » accuracy
 - » usage - how, when, product conflicts etc.
 - » assist with product verification efforts
- Solicit input from users relating to any additional needed training documentation or activities.

New Product Introduction

Issue: FIP/CIP/GTG Product Distribution

- NWS ADDS not QICP approved
 - FIP/CIP/GTG need to be ingest and processed via NOAAPort for operational use.
- What other options are available for display of these products?

Issue: ITWS Distribution





- Operational sites not currently available to airlines via FAA sources.
- What happens to the “prototype” sites when they become operational?
- What options are being discussed (if any) for ITWS data distribution.

New Product Introduction

Issue : Increase Airline input into AWTT process

- Many new players within airline meteorological community
- Travel to multiple meetings difficult
- AWTT process has been received favorably by airline community.
- To enhance greater airline involvement perhaps consider:
 - » dedicating one AWTT meeting per year to airline specific issues and products.
 - » Increased participation in airline telcons
 - » distribution of “quarterly” status summaries

Odds and Ends

-  SWA pleased to be newest participant in MDCRS
-  EDR vs. RMS-g
-  NWS TAF Impact Verification Study - SWA/NWS Southern Region
 - POD 89.1 vs. 42.1
 - FAR 22.0 vs. 77.3
-  NWS Web page “standardization”