Friends & Partners in Aviation Weather

Progress in Strategic Convective Weather Information for ATM in Complex Airspace

Presented to: NBAA Convention / FPAW Forum
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Agenda

• Purpose & Focus
• Information Provider Panel
  – System Operations Weather Programs
  – NOAA Aviation Weather Center
  – MITLL CIWS
  – NCAR, NCWF
  – Ensco, Met Modeling for Traffic Management
  – WSI
Purpose

• Segment Four is focused on the strategic convective forecast information in the 2 to 6 hour timeframe for dealing with Traffic Flow Management (TFM) in complex airspace
Systems Operations Programs

• **TFM Wx Programs 2005 Accomplishments**
  – Implemented the CCFP intuitive graphics
  – Instituted several ongoing efforts:
    • CCFP Concept of Use
    • CCFP Risk Management Analysis and Automation
    • Enhanced Echo Top information for ETMS
  – Reinstate the Weather Working Group with specific focus:
    • Re-define user requirements for the CCFP with the intent of improving granularity and accuracy
    • Consider/establish draft requirements for a terminal, TRACON, or 'hub' area forecast to allow better planning in terminal areas with major flows
Systems Operations Programs, Cont.

- **TFM Wx Programs 2006 Goals**
  - CCFP
    - Complete the Concept of Use document
    - Complete the Risk Management Automation process
    - Develop an annual program plan
  - Develop requirements for a terminal, TRACON, or 'hub' area forecast
  - Develop a Route Availability Planning Tool (RAPT) program plan
Conclusions

• In the TFM environment, weather is only one component of the uncertainty; it’s a very complex system

• How are we using this component, weather information?
  – The wx information that is received is very state of the art, and some of the best possible information given the state of the science
    • Whatever we do with weather, it must be integrated
    • It cannot be treated as a separate component, or overlay
Question to ponder

• If we had a perfectly accurate forecast, what would we do with it?