Conclusions and Recommendations

Group Discussion
Strategic Initiatives

- Concept of Operations - 2012
- Data Level Information Technology
- Aviation
  - FAA requirements
  - Disclaimers on automated or pilot use
  - Accuracy, timeliness & geography of the forecast
  - Decision Aids
  - PIREPS
Turbulence

- AC 120-88
- Predominant cause of passenger/crew injury – how to get them off feet & in seat?
- Tailored response to specific aircraft
- More specific data available in GTG
- Restricted distribution - GTG AWTT ASAP
- Deviation vs. Mitigation?
- Use and training?
- Funding for in-situ data
- Unified turbulence metric
Aircraft Weather Observations

• Who pays? Full cost reimbursement?
• Alternative business models?
• Available data evolving – tamdar, mdcrs
• In use – icing, turb, winds, forecasts
• Dense network required but which obs?
• Optimization of data collection
• Optimization of data sharing/distribution
Transition to Operations

• Business case and funding
• Product hurdles
  – Product adequacy, completeness, intuitiveness, training
  – Early Safety assessments
  – Time to develop, evaluate products
  – Distribution of FIP, CIP, GTG, ITWS, etc
  – Liability
  – Schedule, integration & consistency
  – REDAC study on transition barriers
Convective Weather

- Redefine CCFP hot spot requirements
  - Terminal hub forecast
- How would we use probabilistic data?
- How to best utilize the data and forecast we have?
- Balance POD and Bias with high consistency
- Some delay unavoidable - metrics
- Collaboration vs. automated solution?
- FITL vs. FOTL
- Proliferation of products from multiple sources
Operational Limitations

- Weather minimums – tower visibility
- Database for wind alerts – Windshear prediction
- FAR 121.619 – alternate fuel requirement
  - Grant of exemption
- Icing hold over – Lisa taking the action
- Common information among all users
- Evolve regulations and procedures to new technology and capabilities
- ITWS MOA – whose signature needed? SWIM?