Ceiling and Visibility

National Scale
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NCAR

Terminal Scale
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MIT Lincoln Laboratory
Why Address Ceiling & Visibility?

For Common Situational Awareness
- Collaborative Decision Making
- Shared view....
  Pilot/Control/Dispatch/FSS

To Assure & Improve Safety
- Highly non-routine operations
- Often lesser-equipped.

For Warning, Avoidance & Escape
- VFR to IMC most deadly.
- Often lesser-equipped.

- Efficiency
  - 121 & 135
  - Hi-End GA
  - Low/Mid DoD
  - Helo EMS
  - Low/Mid GA

- Safety
Two FAA C&V Teams

**National-Scale Team**

**General Aviation - Safety**
- 60-75 deaths/year.
- The GA Pilot:
  - Limited training – perhaps VFR only.
  - Limited experience in adverse weather.
  - Limited onboard equipment.
- GA pilot strategy: *Avoid the hazard.*
- Needs: *Hazard info in the cockpit.*

**Terminal-Scale Team**

**Commercial Aviation – Traffic Efficiency**
- Approx 1/3 of Wx-related delays due to C&V.
- The Transport Pilot: Well-trained, well-equipped.
- Issue: *Landing visibility in the terminal area.*
Status of FAA National-Scale Work

CONUS Diagnosis

Operational decision due May ‘07
Status of FAA National-Scale Work

**CONUS**
- **Diagnosis**: Operational decision due May ‘07
- **Forecast**: R&D funding uncertain. Progress slowed.

**Alaska**
- **Diagnosis**: Work halted. Unfunded.
- **Forecast**: Work halted. Unfunded.
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<thead>
<tr>
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<th>Diagnosis</th>
<th>Forecast</th>
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<tr>
<td><strong>CONUS</strong></td>
<td>Operational decision due May ‘07</td>
<td>Experimental Nov ‘07. - Unlikely -</td>
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<tr>
<td><strong>Alaska</strong></td>
<td>Experimental May ‘07. - Cancelled</td>
<td>Test Nov ‘07. - Cancelled</td>
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C&V Info in Flight Plan Tool
(a past issue)

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<tr>
<td>CONUS</td>
<td>Helo EMS focus.</td>
<td>Delayed or cancelled.</td>
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<td>- Request area view.</td>
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<td>- Exp ADDS this fall.</td>
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<td>- Op’l ADDS summer.</td>
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<tr>
<td>Alaska</td>
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