

Joint Interagency Weather Research Meeting Review

Meeting Summary

July 19, 2010



Opening – Mark Miller (NOAA)

The Research Day Opening briefing presented by Mark Miller is available on the Weather Working Group KSN Page by clicking [here](#).

Mark Miller opened Research Day by welcoming attendees and expressing appreciation to NASA and the FAA for working with NOAA to pull together research efforts and capabilities.

The meeting is to serve as a follow-up to the Joint Interagency Weather Research Coordination Meeting held in Boulder Colorado from March 22-24, 2010. The meeting was intended to provide an overview and/or status of ongoing gap analysis, right sizing, and research-to-operations programmatic efforts. Mark Andrews, Weather Working Group Government Chair (Joint Planning and Development Office) facilitated a discussion regarding research challenges of the Single Authoritative Source, Weather Translation, and Integration.

Overview of 3-Day Interagency Meetings – John Murray (NASA)

The Overview of 3-D interagency meetings briefing presented by John Murray is available on the Weather Working Group KSN Page by clicking [here](#).

The 2010 solicitation is indefinitely postponed with no commitment given in 2011.

John Murray provided a high level overview on the types of presentations and information briefed during the initial Joint Interagency Weather Research Coordination Meeting held in Boulder, Colorado. The presentations from the initial meeting are available on the NOAA Website and can be accessed by clicking [here](#).

Questions and Answers

Question: Was the topic of space weather being a threat GPS briefed?

Answer: Space Weather effects on GPS were a discussed including the latest developments coming out of Utah.

Current Status, RTO Coordination – Tom McPhail (FAA)

The Current Status, RTO Coordination briefing presented by Tom McPhail is available on the Weather Working Group KSN Page by clicking [here](#).

Questions and Answers

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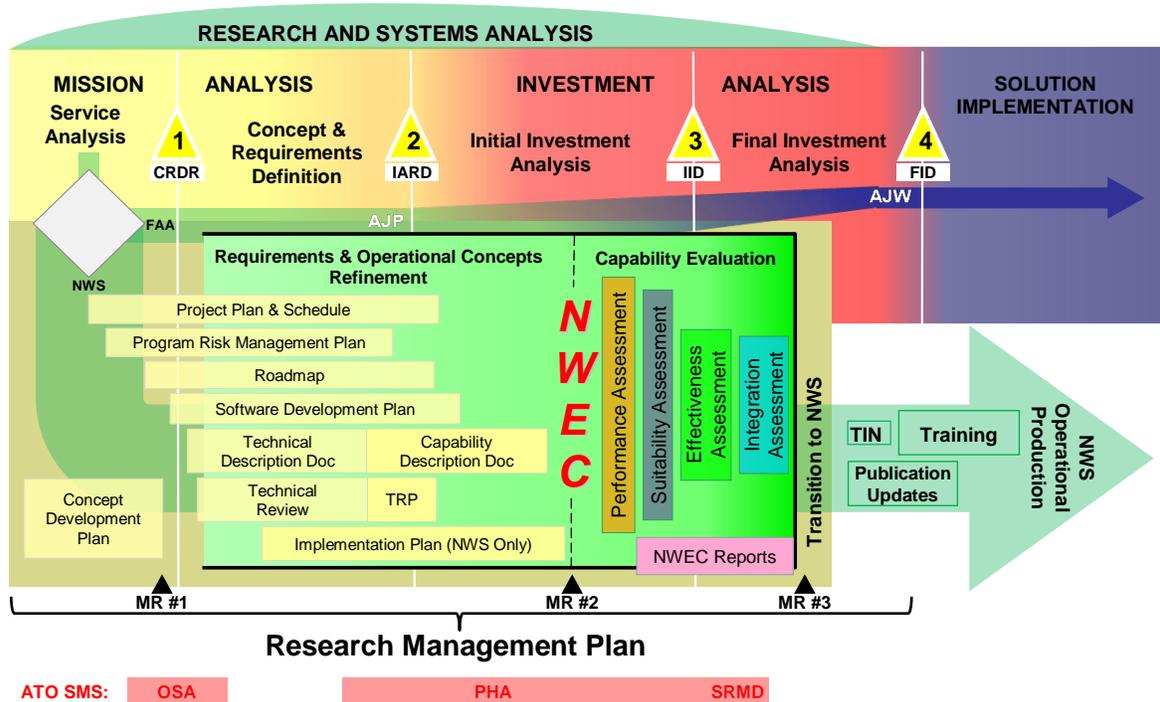
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Question: How is the FAA and NOAA involved throughout the process illustrated in slide 5. (see below)

Answer: The teams doing the processes on slide 5 have participants from both FAA and NOAA. Interagency participation is included throughout development from end to end.

The RTO Process



RTO Process Overview

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Federal Aviation Administration

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Status of Right Sizing Effort (FAA) – Victor Passetti (FAA)

The Status of Right Sizing Effort (FAA) briefing presented by Victor Passetti is available on the Weather Working Group KSN Page by clicking [here](#).

Questions and Answers

Question: Will OIP funding be used to procure a sensor study?

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Answer: A report has recently been distributed to stakeholders. No actions have been taken yet on how to procure.

Question: What is the reliability of volunteering data sources?

Answer: Right sizing is currently looking to see what information is available and how best to use.

Question: Will the Non Federal AWOS be patched in?

Answer: Efforts are currently underway for reaching out to non federal AWOS. Assessments are underway. Those interested in receiving additional information are encouraged to do a tour of the FAA Tech Center in Atlantic City, New Jersey.

Status Gap Analysis – Stewart Stepeny (FAA)

The Status Gap Analysis briefing presented by Stewart Stepeny is available on the Weather Working Group KSN Page by clicking [here](#).

Questions and Answers

Question: Is the date of 2013 for the Initial Operating Capability (IOC) still correct for both the FAA and NOAA?

Answer: In 2013 there will be a capability demonstrated. In 2015 there will be a full operational capability. The FAA and NOAA have different terminology for defining IOC.

Question: Where will future capability requirements be listed?

Answer: Capability Requirements will be listed in an appendix to the Concept Development Plan.

Challenges for Research Discussion – Mark Andrews (JPDO)

The Challenges for Research briefing presented by Mark Andrews is available on the Weather Working Group KSN Page by clicking [here](#).

Questions and Answers

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Comment: Why is there a need for consistent turbulence information when looking at thunderstorms. Thunderstorms always have turbulence and a lot of bad stuff involved with them.

Question: How are the various operators being involved in the human factors and cultural changes that will play a large part in what can be accomplished?

Answer: Events like the Friends and Partners of Aviation Weather (FPAW) Forum allow opportunities for operator involvement. Involvement of the operator community is essential to lead the development of getting a program in place that will support operator's needs.

Question: How is the success of NextGen measured? Are there metrics and cost benefits to show improvements over what we have today?

Answer: Metrics will be a research topic with including matrices for cultural needs and total system performance. Demonstrations will help illustration benefits and make operators feel more comfortable.

Question: Will early increments be more automated decision support?

Answer: Tom McPhail's team will be answering these types of questions. Development of the Science Roadmap is currently underway. The Science Roadmap is intended to be a JPDO Document and available online through the Joint Planning Environment (JPE). The Roadmap should help budget battles and sync individual efforts.

Question: Will the SAS be required to be the source for every user?

Answer: The SAS will be used for ATM Decision Tools and allow everyone to know what weather information the government is using to make decisions. There are no requirements for airlines, general aviation, dispatchers, etc to use the SAS.

Question: Billions were awarded in the recent SE 2020 Contracts. Will any of this money be awarded for research and aviation weather?

Answer: The process for receiving money from the SE 2020 is still trying to be understood. There are potential topics for research and aviation weather to be included. The contract is still fresh on the street, but on the weather community's radar as a mechanism for potential funding.

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Comment: Attendee would like there to be an opportunity to start with something simple to bring acceptance to construct. This would allow a beginning to the culture change needed.

Comment: Matt Tucker from NATCA commented there was success when the ITWIS Prototype was used with controllers at key locations. The controllers understood the metrics and had confidence in the accuracy level. When the production model went out, air traffic procedures were never involved. The prototype key sites used ITWIS more than the non-prototype facilities. Building confidence in the operators is essential for the cultural change to be accepted.

Closing – Darien Davis (NOAA)

Future Joint Interagency Weather Research Meetings will be held as part of the congressional mandate. The next joint meeting has yet to be scheduled.

End Meeting