

Why Have an Aviation Weather R \leftrightarrow O Testbed (or Why Have ART)?

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ART Vision

The trusted authority and leading innovator for the infusion of advanced aviation weather information.



How can ART become

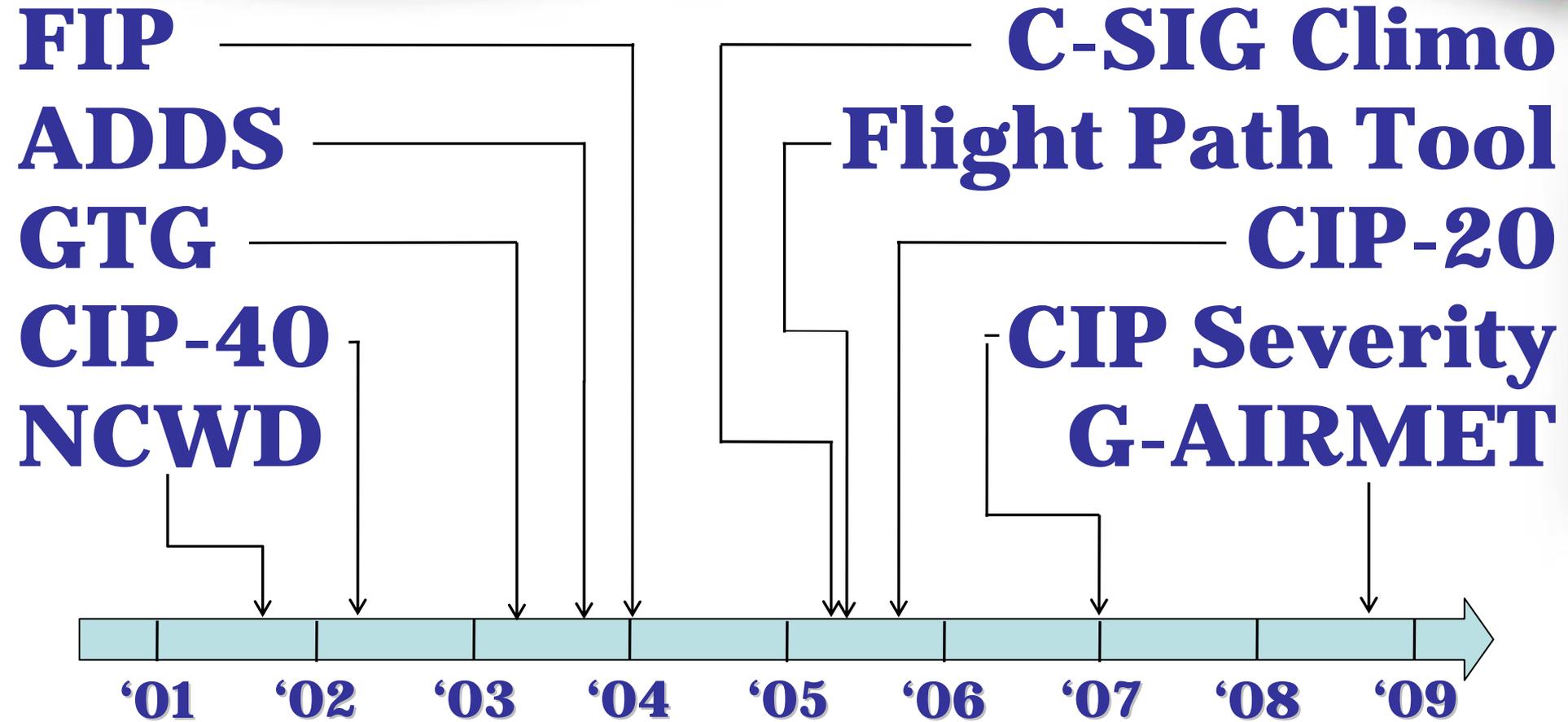
**the trusted authority and
leading innovator for aviation
weather information?**

**In part by “energizing”
the existing aviation
weather testbed.**

Today's ART

- **FAA's Aviation Weather Research Program (AWRP)**
- **Internal AWC development efforts**
- **Integration of NWS-wide Aviation Forecast and Display Development**

ART's Accomplishments



ART's Accomplishments

In the queue...

- **GTG2**
- **FIP Severity (aka FIS)**
- **NCVA**
- **NCWF2**

ART's Current Initiatives

- **Global Grids**
- **GFA**
- **Short range ensembles**
- **BUFR SIGMETs**
- **KML-formatted aviation products**
- **CWA plotter**
- **.Aviation... parser**
- **NWS Mobile Aviation**
- **Terminal Information Board**
- **Space Weather impacts on aviation**

A Conceptual Model



What is success?

- **The project demonstrates measurable benefits**
- **Efficiency is increased**
- **The effort is sustainable**
- **It is compatible with existing resources**

What can ART do for NextGen?

- **Algorithms**
- **Production software**
- **Decision support tools**
- **Forecast and decision making processes**

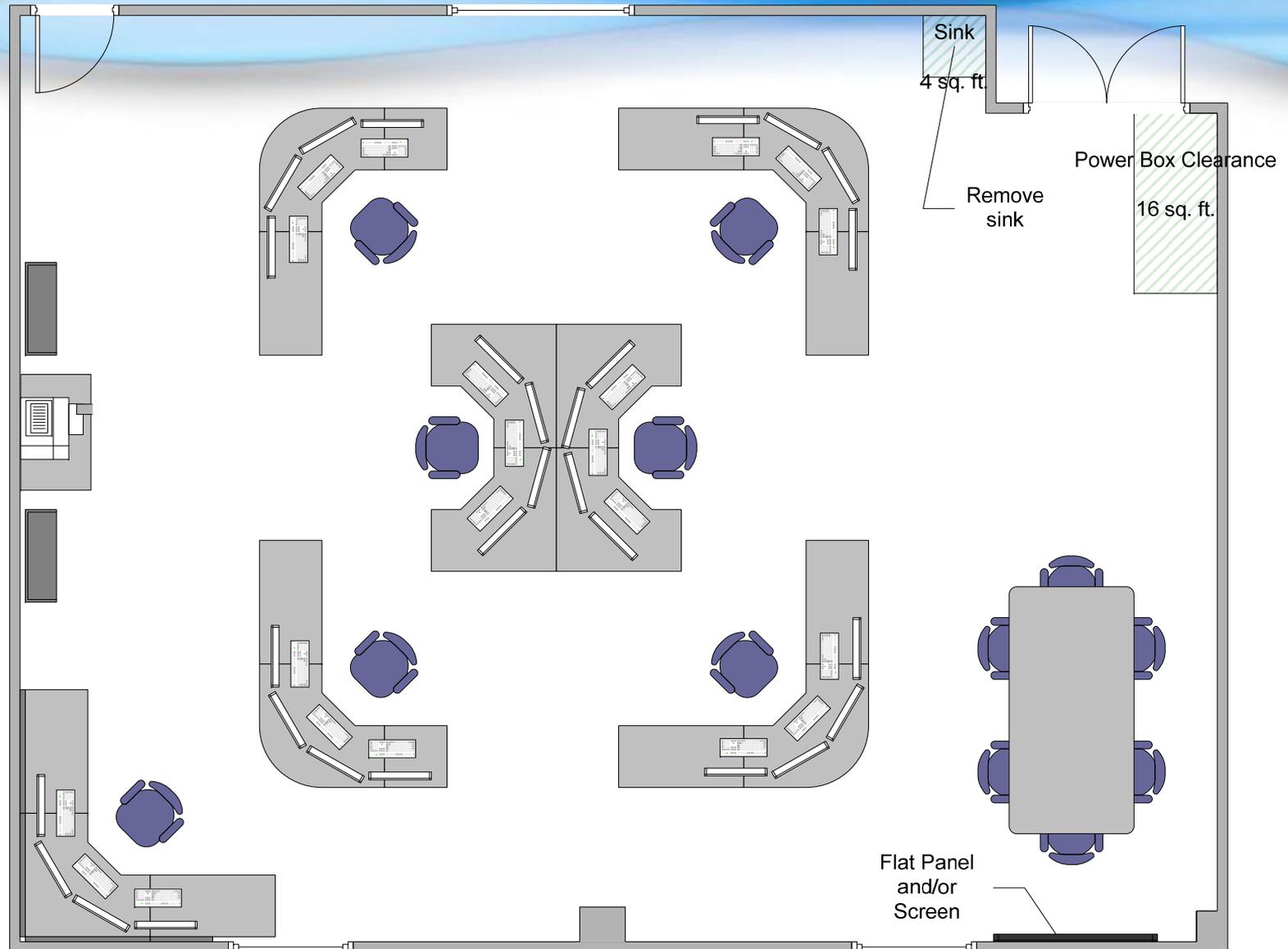
Why organize it here?

- **Cadre of aviation weather experts with experience from TAFs to en-route**
- **World-class information technology**
- **Proven and successful R↔O capability**
- **Well-developed testbed model**
- **Successful partnerships**

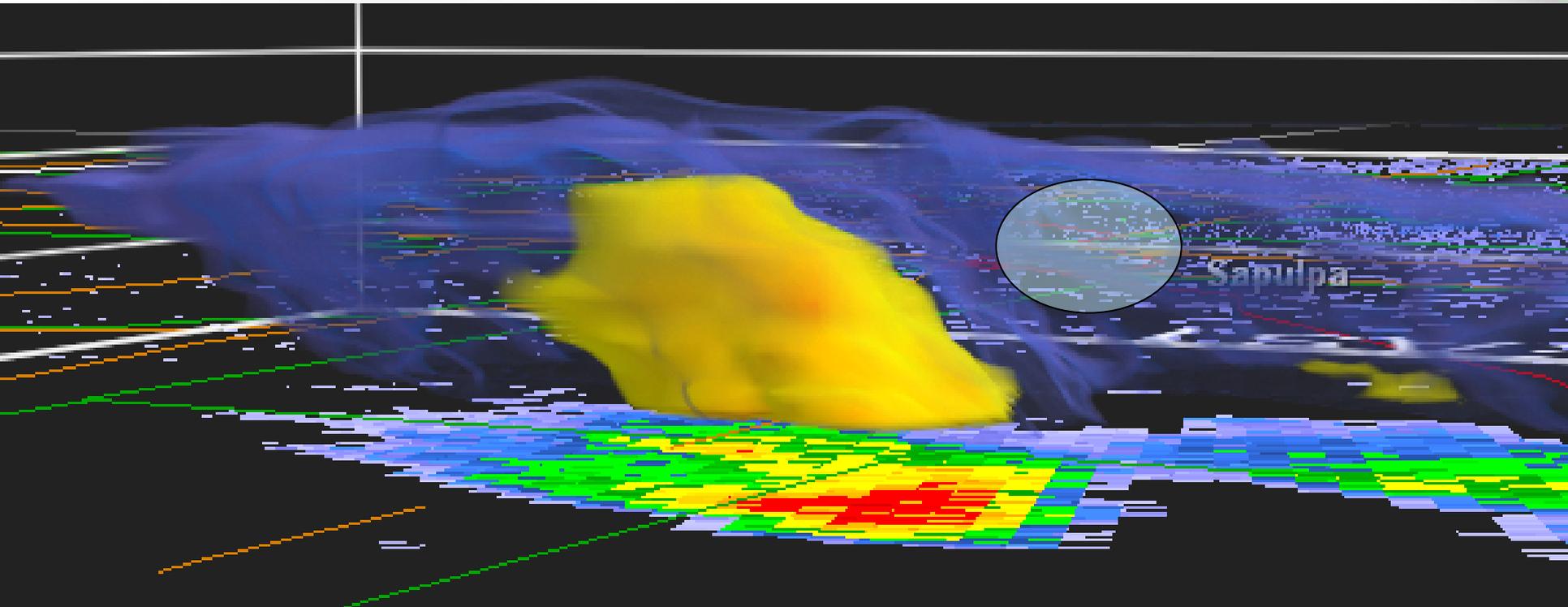
Why organize it here?

- **True operational environment**
- **Proven evaluation capability**
- **ZKC, CRH, NWSTC, and WFOs EAX and TOP are within 50 miles**
- **Space for ART NextGen**

Why organize it here?



An example



An example

