

<b>Actions for WFO LWX/CWSU ZDC (from 13 Nov 2019 LWX Aviation Meeting, Dulles Airport, VA)</b>	<b>Status of Actions for WFO LWX/CWSU ZDC (as of 06 March 2020)</b>
1. Scrub WFO LWX TAF locations, look into need for SHD, HGR, CBE & HEF TAF	<i>In progress.</i> Communicating with tower managers at both MTN and MRB about use of the TAF  Have received a formal request from Manassas, VA (HEF) tower manager to add at TAF for their airport. <i>Under review by NWS ERHQ.</i>
2. Emphasize to forecasters that core customers are reading the aviation portion of the AFD	Presented this at December 2019 WFO/LWX all-hands station meeting.
3. Send key WFO aviation staff for SWA HQ Dallas & SWA BWI	TBD
4. Determine methods to further collaboration between CWSU ZDC - WFO LWX	<i>In progress.</i> Staff at both ZDC and LWX are encouraged to discuss collaboration.
5. Train WFO Staff on the TCF	CWSU/ZDC invited to discuss this at WFO/LWX's Spring convection workshop (end of March 2020)
6. Determine if there are conference calls for BWI and DCA, similar to the 1330 LT IAD Conference Call. If so, offer WFO support to them.	Based on our discussion with tower personnel at BWI and DCA, the answer to both was "no." Fulfilling FAA request to provide weather support to the D-day WW2 event this spring.
7. Determine cross wind criteria for the three major airports DCA, IAD, & BWI	IAD: 25 kt sustained BWI: 15-20 kt sustained lead to single runway ops, but don't have specific crosswind threshold ( <i>and it varies among aircraft and/or airlines</i> ). DCA: Have tailwind threshold and low cig thresholds but not crosswind CWSU/ZDC provided the following links for obtaining crosswind information at OEP airports: <a href="https://www.weather.gov/zfw/crosswind_hub">https://www.weather.gov/zfw/crosswind_hub</a> <a href="https://www.wrh.noaa.gov/zse/WindProfiles.php?cwsu=zse">https://www.wrh.noaa.gov/zse/WindProfiles.php?cwsu=zse</a>
8. CWSU ZDC to work with personnel from NWS CWSU ZNY in developing a compression forecast for the Potomac TRACON	<i>In progress.</i> ZDC does provide "heads up" to Potomac TRACON on whether compression is expected.
9. Determine what towers in CWSU ZDC area can be included in the pre-duty weather briefing, and the degree of customization	Completed. See link: <a href="https://www.weather.gov/zdc/PDWB_sites">https://www.weather.gov/zdc/PDWB_sites</a>
10. Provide training for WFO staff on SWAP	CWSU/ZDC will participate in WFO/LWX spring/convective workshop and present on this topic.

11. Provide outreach visit to HEF	<i>In progress. Scheduling meeting for later this spring.</i>
12. Ensure forecasters are aware of runway configurations at the Big 3 DCA, IAD, & BWI, and the impact of crosswinds.	<b>Reviewed with staff at December 2019 LWX station meeting.</b>

<b>Recommendations for ER Best Practices</b>	<b>Status of ER Items (as of 06 March 2020)</b>
1. Request for TAF consistency from WFO-to-WFO, especially in regard to thunderstorms and use of VCTS	<b>Latest NWSI draft aviation TAF directive (10-813) will remove limitation on allowing TEMPO only in 1st 9 hrs. (Draft under review; comments in 28 Feb 2020)</b>
2. Minimize use of VRB wind in TAFs, instead, consider using winds just above surface in light, variable flow	<b>Addressed in NWS draft aviation TAF directive NWS 10-813. And presented to WFO/LWX staff at the December 2019 all-hands station meeting.</b>
3. Stress collaboration among AWC, NAMs @ ATCSCC, CWSUs, and WFOs, particularly with thunderstorm forecasting (TCF)	<b>This is addressed in the draft aviation/TAF directive (NWSI 10-813; currently under review by NWSHQ). TCF training video for WFOs is now available.</b>
4. If there is a chance of thunderstorms during the valid TAF period (especially in the 0-9 hour period), there needs to be a method to reference that chance in the TAF.	<b>See 1/ER Status Items.</b>
5. Place aviation grids on all ER WFO websites	<b>Under review.</b>
6. Emphasize the importance of the 12Z TAFs for transcontinental commercial flights	<b>This was mentioned in the WFO/LWX presentation to LWX staff at December 2019 station meeting.</b>
7. Avoid specifying three types of freezing/frozen precipitation, unless confidence is very high and for the shortest time possible. Having in this in the TAF causes major impact to deicing operations.	<b>Language has been added to the draft version of NWSI 10-813 (under review) that addresses this.</b>
8. Minimize long stretches of heavy snow/high winds in the TAF, unless confidence is very high. Attempt to isolate the time with the heaviest snowfall/high winds.	<b>Presented to WFO/LWX staff at December 2019, all hands station meeting.</b>
9. Timing of snow start, end, and timing of maximum intensity is important in the weather group.	<b>Presented to WFO/LWX staff at December 2019, all hands station meeting.</b>
10. Produce updated ER WFO/CWSU Aviation Best Practices	<b>Under review; NWS/ERHQ has lead on this.</b>
11. Use TEMPO group for best timing of thunderstorms vs. use of VCTS	<b>Under review by WFO/LWX aviation program leaders for upcoming convective season.</b>