

Actions for WFO LWX/CWSU ZDC (from 13 Nov 2019 LWX Aviation Meeting, Dulles Airport, VA)	Status of Actions for WFO LWX/CWSU ZDC (as of 17 December 2020)
1. Scrub WFO LWX TAF locations, look into need for SHD, HGR, CBE & HEF TAF	<i>In progress.</i> - Existing 6 TAFs will remain in place. - Have received a formal request from Manassas, VA (HEF) operations manager to add at TAF for their airport. <i>Under review.</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, internal blog post, included in Sept. 2020 aviation drill.
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 have been encouraged to collaborate, especially during high impact weather.
5. Train WFO Staff on the TCF	Recently-released AWC TCF training module included as part of spring 2020 training and Sept. 2020 aviation drill.
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.”
7. Determine crosswind 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: https://www.weather.gov/zfw/crosswind_hub https://www.wrh.noaa.gov/zse/WindProfiles.php?cwsu=zse - Updated TAF generation software will have capabilities to program runways so wind shifts across runway will carry more weight to produce FM group
8. CWSU ZDC to work with personnel from NWS CWSU ZNY in developing a compression forecast for the Potomac TRACON	Increased situational awareness on compression events for the Towers/TRACON with the following product: https://www.weather.gov/zdc/PDWB_sites (winds aloft tab) and through “heads up” Further development/assessment is low priority at this time due to significantly reduced traffic

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: https://www.weather.gov/zdc/PDWB_sites
10. Provide training for WFO staff on SWAP	ZDC presentation to WFO staff on this topic was tabled due to pandemic limitations.
11. Provide outreach visit to HEF	Virtual meeting held in June 2020 with WFO, CWSU, and HEF staff. In-person visits pending due to pandemic.
12. Ensure forecasters are aware of runway configurations at the Big 3 DCA, IAD, & BWI, and the impact of crosswinds.	Reviewed with staff at December 2019 LWX station meeting.

Recommendations for ER Best Practices	Status of ER Items
1. Request for TAF consistency from WFO-to-WFO, especially in regard to thunderstorms and use of VCTS	Latest NWSI aviation TAF directive (10-813) will remove limitation on allowing TEMPO only in 1st 9 hrs. On the radar of senior NWS management.
2. Minimize use of VRB wind in TAFs, instead, consider using winds just above surface in light, variable flow	Addressed in updated NWS aviation TAF directive NWS 10-813. And presented to WFO/LWX staff at the December 2019 all-hands station meeting.
3. Stress collaboration among AWC, NAMs @ ATCSCC, CWSUs, and WFOs, particularly with thunderstorm forecasting (TCF)	This is addressed in the updated aviation/TAF directive (NWSI 10-813). TCF training video for WFOs is now available.
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.	See 1/ER Status Items.
5. Place aviation grids on all ER WFO websites	Aviation grids were originally going to be pushed to NDFD nationally on 30 Sept 2020, but timeline has slipped. Displaying these grids is held up due to a "lockdown" on "NIDS" graphical.weather.gov pages. Will be viewable on https://digital.mdl.nws.noaa.gov/.
6. Emphasize the importance of the 12Z TAFs for transcontinental commercial flights	This was mentioned in the WFO/LWX presentation to LWX staff at December 2019 station meeting.
7. Avoid specifying three types of freezing/frozen precipitation, unless confidence is very high and for the shortest time possible. Having this in the TAF causes major impact to deicing operations.	Language has been added to the updated version of NWSI 10-813 that addresses this.

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.	Presented to WFO/LWX staff at December 2019, all hands station meeting; included in Sept 2020 aviation drill.
9. Timing of snow start, end, and timing of maximum intensity is important in the weather group.	Presented to WFO/LWX staff at December 2019, all hands station meeting.
10. Produce updated ER WFO/CWSU Aviation Best Practices	Under review; NWS/ERHQ has lead on this.
11. Use TEMPO group for best timing of thunderstorms vs. use of VCTS	Using targeted TEMPO groups for thunderstorms was highlighted in Dec 2019 station meeting presentation and in July 2020 internal blog post. This will have to continue to be promoted as a “human enhancement” since our forecast database/TAF generation software usually will not provide this level of specificity.