

Actions for WFO LWX/CWSU ZDC	Recommendations for ER Best Practices	Considerations for NWS AFS Aviation & Space Services Branch
1. Scrub WFO LWX TAF locations, look into need for SHD, HGR, CBE & HEF TAF	1. Request for TAF consistency from WFO-to-WFO, especially in regard to thunderstorms and use of VCTS	1. Consideration for push notifications/data feed for impactful aviation events
2. Emphasize to forecasters that core customers are reading the aviation portion of the AFD	2. Minimize use of VRB wind in TAFs, instead, consider using winds just above surface in light, variable flow	2. Provide TCF forecasts in digital form for use in GFE. Currently, TCFs in red-book graphic format are available in D2D, but not in GFE. <i>Providing TCF forecasts in GFE would greatly promote thunderstorm consistency among WFOs, AWC, NAMs, and CWSUs</i>
3. Send key WFO aviation staff for SWA HQ Dallas & SWA BWI	3. Stress collaboration among AWC, NAMs @ ATCSCC, CWSUs, and WFOs, particularly with thunderstorm forecasting (TCF)	3. Relook at use of PROB30, TEMPO, and VCTS. Bottom line, if there's a chance of thunder, it needs to be in the TAF, no matter the time frame. Current NWSI 10-813 does not allow PROB30 in the 0-9 hour TAF period.
4. Determine methods to further collaboration between CWSU ZDC and WFO LWX	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.	4. Consider a remarks section in TAFs.
5. Train WFO Staff on the TCF	5. Place aviation grids on all ER WFO websites for consistency	5. Consider different criteria for TCF for the northeast NAS.
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.	6. Emphasize the importance of the 12Z TAFs for transcontinental commercial flights	6. Consider a one-stop-shop website for consolidation of all NWS Aviation Services so airlines don't have to visit numerous individual webpages.
7. Determine cross wind criteria for the three major airports DCA, IAD, & BWI	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.	7. Request for NWS-wide CWSU webpage consistency
8. CWSU ZDC to work with Kirt Squires at CWSU ZNY in developing a compression forecast for the Potomac TRACON	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.	
9. Determine what towers in CWSU ZDC area can be included in the pre-duty weather briefing, and the degree of customization	9. Timing of snow start, end, and timing of maximum intensity is important in the weather group.	
10. Provide training for WFO staff on SWAP	10. Produce an updated ER WFO/CWSU Aviation Best Practices	
11. Provide outreach visit to HEF	11. Use TEMPO group for best timing of thunderstorms vs. use of VCTS	
12. Ensure forecasters are aware of runway configurations at the Big 3 DCA, IAD, & BWI, and the impact of crosswinds.		