Appendix A

Proposed RHWAC Concept of Operations Document Outline

Preface

1.0 Introduction

1.1 Information Identification

A high level description (e.g., Executive Summary) of the information described in greater detail in the ConOps document.

1.2 Information Overview

Provide a high-level overview of how the information will be used by aviation decision-makers.

1.3 References

List any documents used as references in writing the ConOps document.

2.0 Operational Need

2.1 User Need Identification

Identify the users (pilots, Flight Operations Centers, Air Traffic Controllers, Aerodrome Operators), describe the operational decisions they make related to weather (human or automated decisions), and define qualitatively and quantitatively the weather information needed to make those decisions in terms of content, reliability, timeliness, accessibility, procedures, and man-machine interface.

2.2 Current Capability Assessment

Describe qualitatively and quantitatively, currently available information (in terms of content, reliability, timeliness, accessibility, procedures, and man-machine interface) utilized by aviation decision-makers for operational decisions.

2.3 Anticipated Change Identification (Shortfall Analysis)

Identify and describe qualitatively and quantitatively the shortfalls in the current information relative to the needed information identified in the Users' Needs Analysis. Shortfalls include any deficiencies in reliability, timeliness, accessibility, procedures, or man-machine interface of the information.

3.0 Proposed Concept of the Regional Hazardous Weather Advisory System

3.1 Overview of the Concept

Describe the concept how the RHWAC and other stakeholders will fit into the existing and future en-route hazardous meteorological information services provision

3.2 Functional Requirements

Describe the functions (e.g. observation, forecast, etc.) of the RHWAC and other stakeholders in order to provide the en-route hazardous meteorological information required

3.3 Performance Requirements

Describe the performance requirements in order to perform the functions listed in section 3.2 above

4.0 Justification for Information to be Provided

4.1 Objectives and Scope

Describe the objective (e.g., safety, efficiency, etc.) and the scope (e.g., global, regional, Flight Information Region, etc.) of the information to be provided.

4.2 Potential Benefit of New or Modified Information

Describe the operational benefits (e.g., reduced pilot/controller workload, reduced cost, increased safety etc.) derived from use of the improved information.

4.3 Description of Change in Operational Decision Environment that Produces the Benefits

Describe changes in operational decision making environment in terms of procedures, standards, rendering and presentation (e.g., text to graphic, standalone versus integrated) and decision making mode (cognitive versus automated) that will be enabled by the information to be provided.

4.4 Assumptions and Constraints

Describe any assumptions (e.g., system upgrades) or constraints (e.g., continued use of legacy systems) that impact the implementation of the information to be provided.

4.5 Operational Policies and Constraints

Describe any policies required for the implementation and utilization of the information to be provided. Describe any constraints that may limit the utilization of the information to be provided.

5.0 Operational Scenarios

Describe how the information to be provided will be utilized by aviation decision-makers for different operational decisions (e.g., fuel loading during pre-flight planning, course deviation during en route operation, etc.). (Note: Depending on the information to be provided, a single gate-to-gate operational scenario may be sufficient to describe all the intended uses of the information to be provided.)

6.0 Impacts

6.1 Impact on Current Operations

Describe the effect of the information to be provided on current operations.

6.2 Organizational Changes Required

Describe any changes necessary in the various user organizations (e.g., airlines, air traffic control, air traffic management, etc.) necessary to implement the information to be provided.

Appendix A. Glossary and Acronyms

Define any key terms used in the ConOps document will not be commonly known to the readers. Provide a list that spells out any acronyms used in the ConOps document. (Note: All acronyms used in the ConOps document should be spelled out at the first use in the text of the document.)

Appendix X. TBD

Additional appendices may be added to the ConOps document to provide pertinent background or explanatory material. The use of additional appendices should be kept to a minimum.