Aviation-Lightning: Potential Points of Discussion

- Enroute vs. Terminal applications
  - **Enroute**
    - Convective initiation (convective identification)
    - Overshooting tops/enhanced-V (convective intensity and turbulence)
    - Cloud type ?
    - Volcano ??
  - **Terminal operations**
    - Severe/high-impact weather forecasting and situational awareness
    - Lightning threat forecasting
- Remote (oceanic) vs. CONUS enroute applications
  - Lightning ("GLM proxy") data availability vs.
  - Demonstration of strength of lightning in (radar) data-void regions
- What is **"GLM lightning proxy"** in this context?
  - **Observations (Direct):** What kind (VHF, LF, VLF)? Coverage? Resolution? CG vs. total? Detection efficiency and location accuracy? True proxy or just " lightning flashes"? Validation?
  - **Model (Indirect):** What kind (cloud resolving or not)? Statistical vs. physical approach connecting model kinematic/microphysical fields to flash rate (flash rate from where)? Domain (coverage)? Validation? True proxy or just "flashes"? Cost/benefit?
- Climate vs. Nowcasting applications