

Debian Linux computer running the RAP algorithms. The anemometers and wind profilers transmit data to a central location at the airport, where final data analysis is performed. There is also a wind information system in Juneau running a set of RAP algorithms and sending the data to various remote locations in Juneau. Despite all this technology, in the end, it is up to the pilot to decide how to respond to the warnings. RAP hopes to have the prototype completed and handed over to the FAA by 2004. The FAA will then modify the system to fit its long-term needs. In the meantime, RAP **staffers** will continue to refine the prototype alert system and check it for accuracy. Until the warning system is up and running, people will be sure to remember to pull their seat belts tight on their next trip to Juneau. Bob sighs, "NCAR never seems to send me to a place where the weather is nice." Before the Juneau project, RAP built a similar warning system at Hong Kong's Chek Lap Kok Airport (above in an artists illustration), which is scheduled to be completed as shown in 2040. Without this warning system, called the Windshear and Turbulence