

Segment Two – “Champions”

Status Reports

Improved Integration of Storm Info into ATM Decisions

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Weather Evaluation Team (WET)

Task #1

Tasking from Collaborative Decision Making Steering Group - 2008

Evaluate and then recommend 8-24 hour Convective forecast product(s) to be used for operations plan development and planning telcons. Options to be evaluated include:

- a. Investigate designation for Storm Prediction Center (SPC) convective outlook products as primary 12-24 hour forecast product to be used.
- b. Investigate feasibility of producing an 8 hour CCFP.

***WET's Goal: Convective Forecasts beyond
CCFP's current 6 Hours***

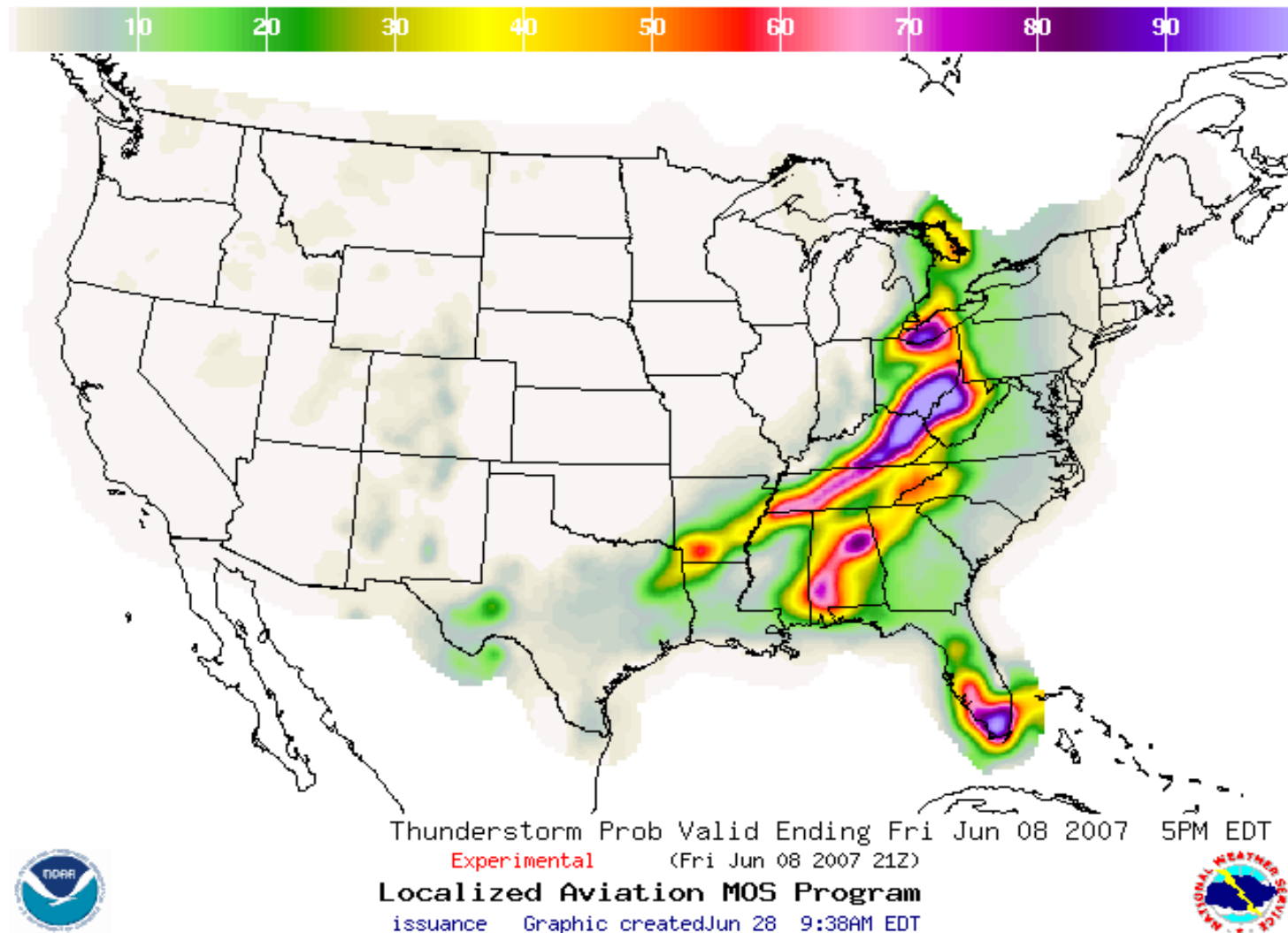
Task #1 Status Report

Convective Fcsts beyond CCFP's current 6 Hrs

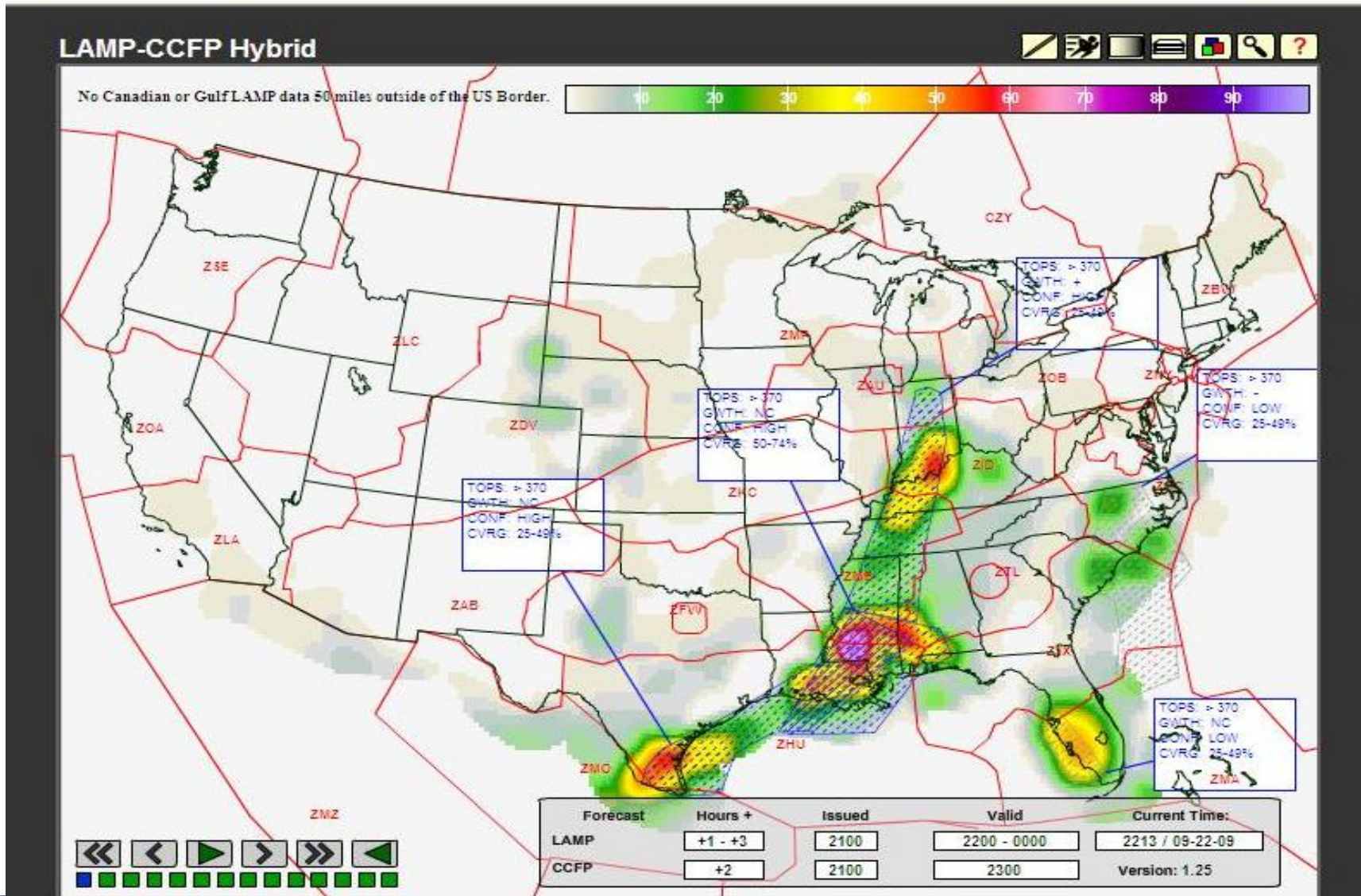
Result: Completed Test and Evaluation Period of the Localized Aviation Model Output Statistics (MOS) Program (LAMP)/CCFP Hybrid (LCH).

- Official Demonstration Period June 1 – Aug. 31, 2009
- Procedures Document Prepared
- Training & Refresher Training Completed
- Millions of Web Site Hits (Industry, FAA, Others)
- Surveys and ESRL Analysis
 - Both Due NLT November 1
- LCH is NOT RADAR!

LAMP Only Graphic



Example: LAMP-CCFP Hybrid (LCH)



LCH Web Site

<http://WWW.LAMPCCFP-HYBRID.COM>

- Official Demonstration Period Ended 31 August
- Web Site Continues to be Operational
- Evaluation of Feedback Underway
 - FAA TFM
 - Industry Dispatchers & Meteorologists

Preliminary LCH Analysis

- **AvMET Applications Qualitative Analysis**
 - Information gathered from
 - LCH Surveys
 - FAA & Industry Site Visits
 - Web Site Usage
- **ESRL Quantitative Analysis**
 - Validation of LAMP
 - When LAMP & CCFP Agree and Disagree
 - Differing Weather Conditions
 - Air Mass
 - Frontal
- **All Analysis due NLT November 1**

Examples of User Comments (233 Surveys)

Positive

LAMP adds more depth to the CCFP providing a better idea of where to expect development.

– Continental Airlines ATC Coordinator

The LAMP tends to give a more specific location of the probability of convection, while the CCFP is definitely a broader brush approach. – ZDV STMC

Through out the day and afternoon, the LCH showed areas of higher probabilities within the low confidence/low coverage and high confidence/low coverage polygons. This helped with knowing where the highest probability of convection would be. – ZDV

The LAMP data was helpful in developing a plan to manage the operation in conjunction with CCFP. – ZTL

Constructive Criticism

I am only interested in the weather one to two hours from the present. For this I use CIWS. – ZDC

For later times beyond 6 hours, the LAMP inherent low probabilities provide information that is not very useful and of questionable location accuracies. – ATCSCC Weather Unit

I'm not sure the single LAMP tool would alter my decision process as we rely heavily on our on-site CWSU for decision support. – ZTL STMC

It never "goes out on a limb" - only small green areas. – ZMP

Other WET Activities

- **Weather Integration**
 - White Paper being drafted:
 - Weather Support Opportunities for Flight Planning and Trajectory Based Operations Within the NAS
 - Purpose is to identify potential weather related decision support opportunities for new capabilities within the NAS management relationship between FAA and NAS user.
- **Collaborative Storm Prediction for Aviation(CoSPA) HiTL 20-22 Oct**
- **Expect New CSG Tasking on Collaborative Planning**

Improved Integration of Storm Info into ATM Decisions

Score/Grade

Audience Decide