Segment Two – “Champions’” Status Reports

Improved Integration of Storm Info into ATM Decisions

Tom Fahey, Delta Airlines, Inc.

Friends/Partners Aviation Weather, Orlando, FL

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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!
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