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Decision Making

Weather Evaluation Team

- Steve Scheuble – FAA (FAA Co-Lead)
- Tim Matuszewski – United (Industry Co-Lead)
- John Kosak – NBAA (Industry back-up)
- Jeff McLaren – American
- Neal Husa – Alaska
- Kory Gempler – FedEx
- Jason Baker – FAA
- Eric Jennings – FAA
- Pat Murphy – FAA
- Randy Bass – FAA
- Eric Avila – NATCA
- Matt Wondinshin – ESRL GSD
- Matt Frinzak – MITRE
- John Huhn – MITRE
- Dave Beigler – NWS
- Kevin Stone – NWS
- Brandon Smith – NWS
- Jonathan Leffler – NWS
- Eric Proseus – FedEx
- Jeff Sarver – UPS
- Stephanie Klipfel – Delta
- Jadyne Seitz – FAA
- Amy Galvin
- Debra Blondin – NOAA
- Jesse Sparks – NWS
- Gilles Ratte' Met Services of Canada
- Eric Dupuis - NavCanada



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TASK 94 - SFO Collaborative Forecast

- Develop a Collaborative Forecast for SFO airport
- A collaborative forecast for SFO is neither feasible nor practical
 - Difficult to align forecaster schedules to allow for collaboration
 - A collaborative effort does not necessarily improve forecast accuracy
 - Forecast difference can be used to evaluate the risks associated with traffic management strategies
- WET recommends a daily call at 0550P/0850E to discuss SFO weather and traffic initiatives
 - The intent of the call will be to review forecasts and discuss the plan for the day
 - The call can be canceled on “blue sky” days



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TASK 94 - Recommendations

- WET recommends the use of two tools to support SFO weather forecasting and traffic management
 - Continue use of the SFO Marine Stratus Forecast System (SFO MSFS). Common platform for stakeholders
 - WET also recommends resuming the development of the GDP Parameters Selection Model (GPSM). This tool was developed by Mosaic ATM and uses information from the SFO MSFS to calculate delays for various GDP parameters allowing stakeholders to compare impacts of varying parameters



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What's Next?

WET recommends implementing the suggestions outlined above, closing Task 94, and assigning the following new tasks to the team:

- Monitor the status of the SFO MSFS
 - The Stratus forecast tool is very old with outdated equipment and software. Major components of the tool could fail at any moment
 - Many SME caution against using the current tool as they question data integrity
 - Funding is not available for repair or replacement
 - While FAA Weather and NWS consider options, WET would play the role of SME with assistance from SFIA, Mosaic ATM, and MIT-LL
- Work with Mosaic ATM to develop a study to evaluate the effectiveness of GPSM



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