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Collaborative
Decision Making

Collaborative Aviation Weather Statement (CAWS) Changes

Weather Evaluation Team

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Agenda

- Background and 2015 Expectations
- Initial Feedback
- Mid-course changes



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Background: Evolving the CCFP Concept

Collaboration

- Focus resources on highest potential traffic impact
- Reconcile multiple, often conflicting forecasts

Science

- Leverage advancements in weather forecasting including state-of-the-art computer modeling

Timing

- Accelerate delivery of high-confidence forecast information to support timely ATM decisions

NextGen Concepts

- Single Authoritative Source (SAS)
- Human Over The Loop of automated forecasts (HOTL)

Probabilistic Forecasts

- Multiple scenarios = fewer “surprise” disruptions
- **Operational Bridging:** strategic → tactical



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2015 Expectations: Feedback & Evaluation

- 2015 is an assessment period and will be a learning experience for all
- Evaluation of CAWS will take place over summer to refine requirements
- Input is needed to improve operational value:
 - Timing (initiation and cessation)
 - Identification of impactful events (missed events, prioritization)
 - Usability (format, language)
- Some adjustments by mid-season are possible
- Feedback
 - NTML end of shift summary
 - Customer shift comments
 - Summer assessment online survey
 - *CDM community is key – SPEAK UP!*
- Summer Assessment
 - Field observations & interviews
 - 6-8 events
 - ATCSCC, AWC forecasters, AOCs



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Initial Feedback

- CAWS available only on Web...we knew this would be a challenge
- Auto CCFP integrated on TSD but sometimes not the forecast to use
 - “Jumps around”—lacks “trending” that human generated CCFP provided
- Lead times and resolution of CAWS need improvement
- Key Terminology needs to be standardized
- Collaboration: many chat room participants...but not much industry input
- Need QA/QC and development of metrics
- CAWS Graphic sometimes complex/hard to understand
- Need for a scheduled CAWS?



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Mid-Course Recommendations

- Stop current weather depiction (blue lines)
- Stop use of coverage terms
- Standardize references to auto-CCFP
- Use arrows only for movement
- Use lines depiction only when meeting medium coverage plus high confidence
- Darker ARTCC boundaries on graphic
- Lead times should strive for 4 hours from issue time



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Changes Coming July 30

- Current weather no longer depicted (no blue polygon)
- Line will be depicted on the graphic when length of line is at least 100 NM and at least 40 NM wide with greater than 75% coverage
- Coverage terms (scattered, isolated, numerous) no longer used; however description terms such as developing, increasing, diminishing will be used
- Arrow lines will only be used to depict movement
- Average lead time goal of 4 hours prior to impact
- When an existing CAWS is valid and thunderstorms are expected to continue beyond expiration time, another CAWS will be issued 2 hours prior to expiration



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Changes Coming July 30

- When referencing CCFP performance descriptions to be used:
 - Tops too high
 - Tops too low
 - Timing too early
 - Timing too late
 - Current weather no longer depicted (no blue polygon)
 - Coverage too sparse
 - Coverage does not meet CCFP criteria
 - Location adjustment
 - Confidence too low
 - Confidence too high
 - CCFP depiction accurate



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