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Public Information Statement, Comment Request
National Weather Service Headquarters Washington DC
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From: Cynthia Abelman
         Chief, Aviation Services Branch

Subject: Soliciting Comments on the Experimental Aviation
         Summer Weather Dashboard June 26, 2013, to
         October 31, 2013

NWS is soliciting comments on the Experimental Summer Weather
Dashboard from June 26, 2013 and October 31, 2013.

The Experimental Aviation Summer Weather Dashboard depicts the
potential of convective weather impact to the Core 30 airport
minus Honolulu. The web display, updated four times per day,
shows the potential impact to each airspace through a matrix of
color coded boxes that depict nominal (green), slight (yellow),
moderate (orange), and high (red) likelihood of occurrence out
through the Day 2 forecast. The probabilistic information is
calculated using the Short-Range Ensemble Forecast (SREF)
numerical weather prediction system.

The ASWD was developed to support the FAA Traffic Control System
Command Center's effort to improve long range strategic summer
weather planning by providing guidance on weather impacts at
major airports.

The Experimental Aviation Summer Weather Dashboard is only
available at:

  http://testbed.aviationweather.gov/summerdashboard/

The dashboard renders the likelihood of weather occurring around
airports, approaches, ARTCCs, and airways (referred to as areas
of interest (AOI) at hourly forecast intervals for the first 15
hours of the SREF forecast, and 3-hour intervals for an
additional 36 hours. The calibrated probability of thunder is
used to determine the probability assigned to each area of
interest for each forecast period. Additionally, a forecast of
convective cloud tops is also shown for each AOI and forecast
interval.

Probabilities for airports are calculated by sampling the SREF forecast within a specified distance from the terminal. For airways and approaches, the forecast is determined by using values within a specified distance from the center line of the airway or standard approach. The likelihood for each ARTCC is a summary measure of the airway segments that fall within that ARTCC. The scientific algorithm that produces the likelihood (nominal, slight, moderate or high) uses probabilistic information derived from the SREF along with empirically created thresholds for each weather phenomenon depicted.

Submit comments via our brief online form:

http://www.nws.noaa.gov/survey/nws-survey.php?code=ASWD

For questions about this experimental forecast, please contact:

Michael Pat Murphy
Warning Coordination Meteorologist
Aviation Weather Center
Kansas City, MO 64153
Phone: 816-584-72048
Email: michael.pat.murphy@noaa.gov

NWS Technical Implementation Notices are online at:

   http://www.nws.noaa.gov/om/notif.htm

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