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From: Mark Zettlemoyer
Acting Chief, Aviation Services Branch


Effective November 1, 2014 at 0000 Coordinated Universal Time (UTC), the NWS Aviation Weather Center (AWC) in Kansas City, MO, will begin the issuance of the experimental Collaborative Decision Making (CDM) Convective Forecast Planning (CCFP) guidance. The experimental CCFP guidance will be produced from numerical model guidance and issued using the World Meteorological Organization (WMO) headers for the Collaborative Convective Forecast Product. The experimental CCFP guidance will be produced during the period of the year (November through February), when the Collaborative Convective Forecast Product is not available to objectively assess the Collaborative Convective Forecast Product guidance in supporting strategic National Airspace System (NAS) planning.

Currently, the Collaborative Convective Forecast Product is a forecast of expected convective weather valid 4-, 6-, and 8-hours after issuance time, produced through a collaborative process involving NWS meteorologists at the AWC, Center Weather Service Units, and airline industry meteorologists. It is issued every two hours. The Collaborative Convective Forecast Product exists as direct support to the strategic, system-wide planning of FAA Traffic Flow Management and is intended to reduce traffic flow disruptions that may be caused by convective weather. The current Collaborative Convective Forecast Product is available March 1 through October 31 each year, covering the conterminous 48 United States and adjacent coastal waters.
Effective November 1, 2014, the experimental CCFP guidance will be issued. The experimental CCFP guidance will be formatted like the current Collaborative Convective Forecast Product. Since the Collaborative Convective Forecast Product is not produced between November 1 and February 28, the experimental CCFP guidance will provide traffic flow managers with an experimental tool to focus NAS strategic planning for any convection during these months. The experimental CCFP guidance will not be collaborated amongst meteorologists. The AWC will automatically generate experimental planning guidance of expected convective weather valid at 2-, 4-, 6-, and 8-hours after issuance, issued every two hours, every day. The addition of this experimental guidance is being made at the request of the Federal Aviation Administration (FAA) in direct support to the strategic, system-wide planning between FAA Traffic Flow Management and the Airline Industry. It is intended to reduce traffic flow disruptions that may be caused by convective weather.

The experimental CCFP guidance will be issued following the current Collaborative Convective Forecast Product format, content, criteria, and availability (other than the additional months of issuance). The experimental CCFP guidance will be issued as four separate ASCII text files under distinct WMO headers.

Current Collaborative Convective Forecast Product and experimental CCFP WMO Headers:

FAUS27 KKCI - 2 Hour Forecast
FAUS28 KKCI - 4 Hour Forecast
FAUS29 KKCI - 6 Hour Forecast
FAUS30 KKCI - 8 Hour Forecast

The experimental CCFP guidance graphics will be rendered by the NWS and viewable at:

http://www.aviationweather.gov/ccfp

Additional information on CCFP can be found at:

http://www.aviationweather.gov/ccfp/help

The Product Description Document (PDD) can be found at:

https://products.weather.gov/PDD/eCCFP_PDD.pdf
Comments will be accepted through February 28, 2015 via the following electronic survey:


If you have any questions regarding the experimental CCFP guidance, please contact:

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National Service Change Notices are online at:

https://www.weather.gov/notification/archive

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