

Experimental Palm Beach Tracon Approach and Departure Gates Forecast Product Description Document

Part I-Mission Connection

- a. Product Description- The experimental Palm Beach Tracon Approach and Departure Gates Forecast will complement the Collaborative Convection Forecast (CCFP) product by providing greater detail of convective occurrence and coverage when reflectivities are equal to or greater than 40 dbZ and tops equal to or greater than FL200. This graphic forecast product is a modification of the Tracon and Gate Forecast product used at the ZTL CWSU.
- b. Purpose- The Palm Beach Tracon Approach and Departure Gates Forecast will provide the Miami ARTCC Traffic Management Unit (TMU) and Palm Beach Tracon a graphical product for planning management of air traffic flow around significant convection. The graphic will provide easy to interpret color coded coverage of convective forecasts.
- c. Audience- The target audience for the graphics product includes primarily the Miami ARTCC TMU and Palm Beach Tracon. Other FAA supervisors and controllers will have access to the product through the CWSU Website.
- d. Presentation Format- Use of Power Point to create graphics which will be uploaded to the World Wide Web (WWW).
- e. Feedback Method- <http://www.weather.gov/survey/nws-survey.php?code=cwsu-pbtracon>

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Comment period will be for the first six months. Initially, expected to be from Oct. 1, 2008 to Mar. 31, 2009.

Part II- Technical Description

- a. **Format and Science Basis-** The Palm Beach Tracon Approach and Departure Gate Forecast Graphic will be issued twice daily. Then, updated as needed. Forecasts will be made of 2 hour intervals beginning at 14Z and ending at 00Z for the morning release and for the second release 2 hour intervals beginning at 22Z and ending at 06Z. The established ranges for convective coverage with reflectivities equal to or greater than 40 dbZ and tops equal to or greater than FL200 are color coded green (full traffic use) for less than 30 %, yellow (restricted traffic use) for 30-60 %, and red (unusable for traffic) for 60 % or greater. These ranges are from a meteorological viewpoint. Depending on traffic patterns and volume, actual gate usage will differ from the forecast. Guidance from the Storm Prediction Center and National Centers for Environmental Prediction which includes NAM, WRF, and RUC model data will be considered. Trends in satellite, lightning, and radar data will be considered in addition to the mesoscale analysis and the CCFP forecasts. Collaboration with the Melbourne and Miami WFO's will provide consistency in forecasts.

- b. **Product Availability-** The Palm Beach Tracon Approach and Departure Gate Forecast graphic will be available each morning around 9 AM local time and again around 5 PM local. Updates will be made as needed during the day and evening as significant changes in the forecast occurs.

Real-time access to the Palm Beach Tracon Approach and Departure Gate Forecast graphic is preliminarily expected to be through the WWW at:
<http://www.srh.noaa.gov/zma/PalmBeachGates.php>

- c. **Additional information-** (1) Graphic product was originally created by Chip West, MIC, ZTL CWSU. Modified by Matthew Rosencrans for use in the ZMA CWSU.
 - (2) Product is a man-machine mix.
 - (3) Internet Explorer used to display.
 - (4) No references.

