

TRACON APPROACH and DEPARTURE GATE FORECAST PRODUCT (Southern Region)

Part I-Mission Connection

- a. Product Description- TRACON Approach and Departure Gate Forecasts will complement the Collaborative Convection Forecast (CCFP) product by providing greater detail of convective occurrence and coverage of significant reflectivities and echo tops as determined collaboratively between the CWSU MIC, the Air Route Traffic Control Center's (ARTCC) Traffic Management Unit (TMU) and the impacted Terminal Radar Approach Control (TRACON). Variations in the presentation and depiction are authorized based on the needs and requirements of the specific ARTCC TMU and TRACON. A multi-media briefing may accompany the TRACON Approach and Departure Gate Forecast product.
- b. Purpose- TRACON Approach and Departure Gate Forecasts will provide a TMU and TRACON a graphical product for planning air traffic flow safely and efficiently around significant convection. The graphic will provide easy to interpret color coded coverage of convective forecasts. A multi-media briefing may accompany the TRACON Approach and Departure Gate Forecast product.
- c. Audience- The target audience for this graphical product includes the ARTCC TMU and TRACON served by the CWSU issuing the product. Other FAA supervisors and controllers will have access to the product through the CWSU website.
- d. Presentation Format- Use of Power Point or other graphical creation software will be used and then uploaded to the World Wide Web (www).
- e. For questions about this product:

Point of Contact:

NWS - Southern Region Headquarters
Attn: RAM, Paul Witsaman
819 Taylor Street
Room 10A05C
Fort Worth, TX 76179

Phone: 817.978.1100 x116

Email: Paul.Witsaman@noaa.gov

Part II- Technical Description

- a. Format and Science Basis- Note: product issuance times, update requirements and established ranges for color-coding significant radar reflectivities may be adjusted to meet specific TRACON requirements.

Generally, the TRACON Approach and Departure Gate Forecast Graphic will be issued twice daily and updated as needed. Forecasts will be made at 1 or 2 hour intervals beginning at 14Z and ending at 00Z for the morning release and for the second release with forecasts at 1 or 2 hour intervals beginning at 22Z and ending at 06Z. Forecast intervals and specific beginning and ending times may vary by site location as determined by user needs.

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 greater than 60%. These ranges are from a meteorological viewpoint. Depending on traffic patterns and volume, actual gate usage will differ from the forecast. Criteria settings for dBz levels and echo top heights may vary by site location as determined by user needs.

Guidance from the Storm Prediction Center (SPC) and National Center for Environmental Prediction (NCEP) 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 is recommended with the the WFO that provides the TAF for the impacted TRACON to provide consistency in forecasts.

- b. Product Availability- The TRACON Approach and Departure Gate Forecast graphic will be available each morning and afternoon. Specific times will vary based on local needs and requests. Updates will be made as needed during the day and evening as significant changes in the forecast occurs.

The sites currently producing the TRACON graphic can be found at:

<http://www.srh.noaa.gov/srh/cwwd/msd/sram/aviation.htm>

As additional Southern Region sites begin to produce the TRACON product they will be added to the above website.

- c. Additional information-
 - (1) Similar graphic products have been implemented at several CWSUs around the country.
 - (2) Product is a man-machine mix.
 - (3) Internet Explorer used to display.
 - (4) No references.
 - (5) The following examples are for the Palm Beach, FL TRACON



