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THE BRIEF

FAA - ARTCC
Center Weather Service Unit
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Special points of interest:

- Premier Issue
- Southwest Aviation Weather Safety Workshop
- CCFP Resumes
- AIRMET / SIGMET Review

Premier Issue 'The Brief'

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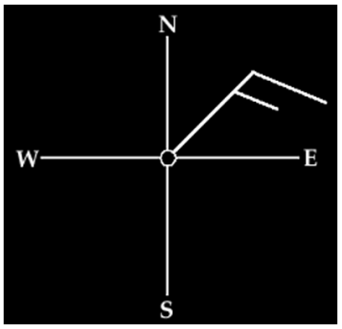
Welcome to the premier issue of *The Brief*.

The goal of this publication is to enhance CWSU-ARTCC dialogue and feedback . Through your responses and input, we believe this forum will aid communication, and also enhance the quality of our products and services. As a quarterly publication, *The Brief* will focus on seasonal weather impacts and address changes in our operations, and/or technology affecting ZAB operations, specifically from a weather perspective.

This issue contains details about the Southwest Aviation Weather Safety Workshop recently held in Phoenix, a rundown of the Convective Collaborative Forecast Product (CCFP), and a review of the NWS Aviation Weather Center's AIRMET and SIGMET products..

Regarding the workshop, if you were unable to attend, but feel such conferences are a benefit to ZAB, please let us know so that we may coordinate future events based on local scheduling. Any suggestions regarding topics for *The Brief* are also welcome. We look forward to hearing from you; thanks in advance for your help! —Matt.



Southwest Aviation Weather Safety (SAWS) Workshop a success!

The SAWS Workshop, a joint organizational effort between the ZAB CWSU and NWS Weather Forecast Offices in Albuquerque and Phoenix, was held at the Salt River Project in Phoenix, AZ, on April 10-11, 2007.

The goal of the workshop was to bring together the aviation and weather forecasting communities of the Southwest to promote aviation safety awareness and efficiency.

The **Aviator Workshop**, hosted on April 10th, 2007, qualified for the FAA Pilot Proficiency Award Program (WINGS accreditation). Approximately 85 customers and partners attended the aviator workshop, and considerable positive feedback was received on presentations given by NWS forecasters, FAA FSDO, Embry-Riddle, Lockheed Martin, and others.

A social dinner was held in association with the SAWS Workshop on the evening of the 10th at the Radisson Phoenix Airport Hotel, and included a rousing presentation by Dr. Randy Cerveny, professor of Climatology at Arizona State University. Dr. Cerveny discussed topics from his latest book, *Freaks of the Storm: From Flying Cows to Stealing Thunder, the World's Strangest True Weather Stories.*

Approximately 60 NAS customers and partners attended the **Meteorology Workshop**, on April 11th. Presentations from Southwest and Mesa Airlines, NWS offices, NWS regional and national HQ, and the PHX ATCT covered NAS needs, as well as some in-depth aviation meteorology topics for forecasters. Presentations will be made available online by mid-May--stop by the CWSU for details.

Collaborative Convective Forecast Product (CCFP) Resumes

The CCFP season runs from March 1st through October 31st. This venue allows government and private industry aviation forecasters the opportunity to review and discuss convective trends and forecasts across the contiguous United States, coastal waters of the Pacific, Atlantic Oceans and the Gulf of Mexico. The Canadian portion of the CCFP begins in June.

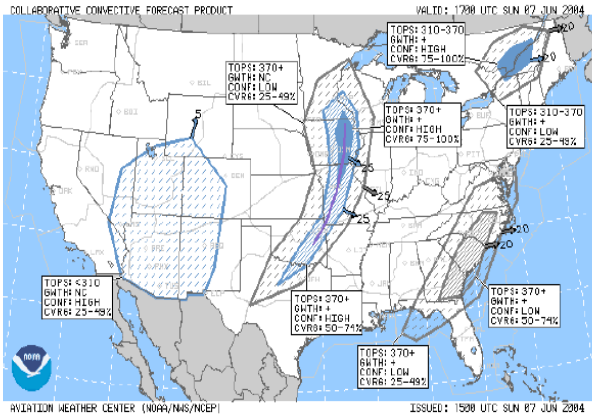
The three basic elements of the CCFP are (1) Collaboration, (2) Forecast and (3) Application as follows:

(1) Each CCFP is produced by the Aviation Weather Center (AWC) after collaboration with Meteorological Service of Canada, Center Weather Service Units and meteorological offices of airlines and service providers.

(2) The final CCFP is posted on the TSD, CCSD, and AWC's web site at: http://aviationweather.gov/products/ccfp/

(3) The CCFP is used in planning teleconferences as the primary convective forecast product for short-term (6 hours) strategy.

For more information, including a quick reference guide, please go to the AWC's CCFP help page: http://aviationweather.gov/products/ccfp/info/



Screen Capture, CCFP 12Z Sun 07 June 2004. Source: http://aviationweather.gov/products/ccfp/docs/pdd-ccfp.pdf

CCFP Article sources were taken from the AWC CCFP Quick Reference Guide

Weather Review - AIRMETS and SIGMETS

An **AIRMET** (**AIR**man's **MET**eorological Information) advises of weather potentially hazardous to all aircraft but that does not meet SIGMET criteria. They are issued for the following reasons:

- Instrument Flight Rules (IFR) or Mountain Obscuration:
-- Ceilings < 1000 feet and/or visibility < 3 miles affecting over 50% of an area at one time.
-- Extensive mountain obscuration

- Turbulence
-- Moderate Turbulence
-- Sustained surface winds of ≥ 30 knots

- Icing
--Moderate icing
--Freezing levels

A **SIGMET** (**SIG**nificant **MET**eorological Information) advises of weather, other than convective weather, that is potentially hazardous to all aircraft. They are issued for the following reasons:

-- Icing—Severe

-- **Turbulence**—Severe or Extreme
--Dust storms and sandstorms lowering visibilities < 3 miles
-- Volcanic Ash

A **CONVECTIVE SIGMET** is issued in the conterminous U.S. for the following criteria:

- **Thunderstorms that produce:**

-- surface winds ≥ 50kts
-- hail at the SFC ≥ 3/4 inches in diameter
-- tornadoes
-- embedded cells
-- a significant line or cluster
-- any area of at least 3000 square miles that experiences ≥ heavy precipitation of at least 40% coverage

There are three AIRMET designations; correctly match the designation with the description:

A. Sierra B. Tango C. Zulu

1. ____. describes moderate turbulence, sustained surface winds of 30 knots or greater, and/or non convective low-level wind shear.

2. ____. describes IFR conditions and/or extensive mountain obscurations.

3. ____. Zulu describes moderate icing and provides freezing level heights.

* Answers below:

For more information on AIRMETs/SIGMETs please go to:

Chapter 7, Aeronautical Information Manual (AIM) at http://www.faa.gov/airports_airtraffic/air_traffic/publications/atpubs/aim/Chap7/aim0701.html

Or

The Aviation Weather Center (AWC) website at http://adds.aviationweather.gov/airmets/

Quiz Answers:

1. B (Tango), 2. A (Sierra), 3. C (Zulu)