

18th Weather Squadron

Integrity - Service - Excellence



QA / MEFVER Summary

Jan 2013

*SSgt Jonathan E. Camp
Airfield/Mission Services Element*



Overview

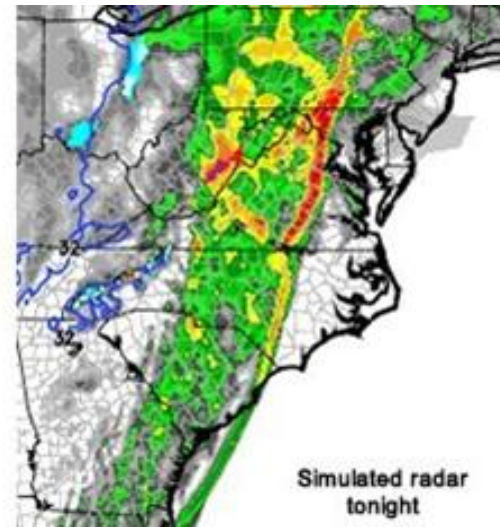
- Monthly Weather Summary
- MEFVER Stats
- MEFVER Summary
- QA Summary
- Process Improvement
- Customer Support Slides



Jan 2013 Weather Summary

January was an eventful month. The three most significant events of the month were as follows:

- Potential snowfall for the Fayetteville area on 18 Jan turned into a non-event as most frozen precip fell in the Raleigh area
- Freezing rain event on 25 Jan was very eventful and impacted missions
- Inactive cold frontal passage on 30 Jan produced heavy rain and wind gusts upwards of 45 knots throughout the region

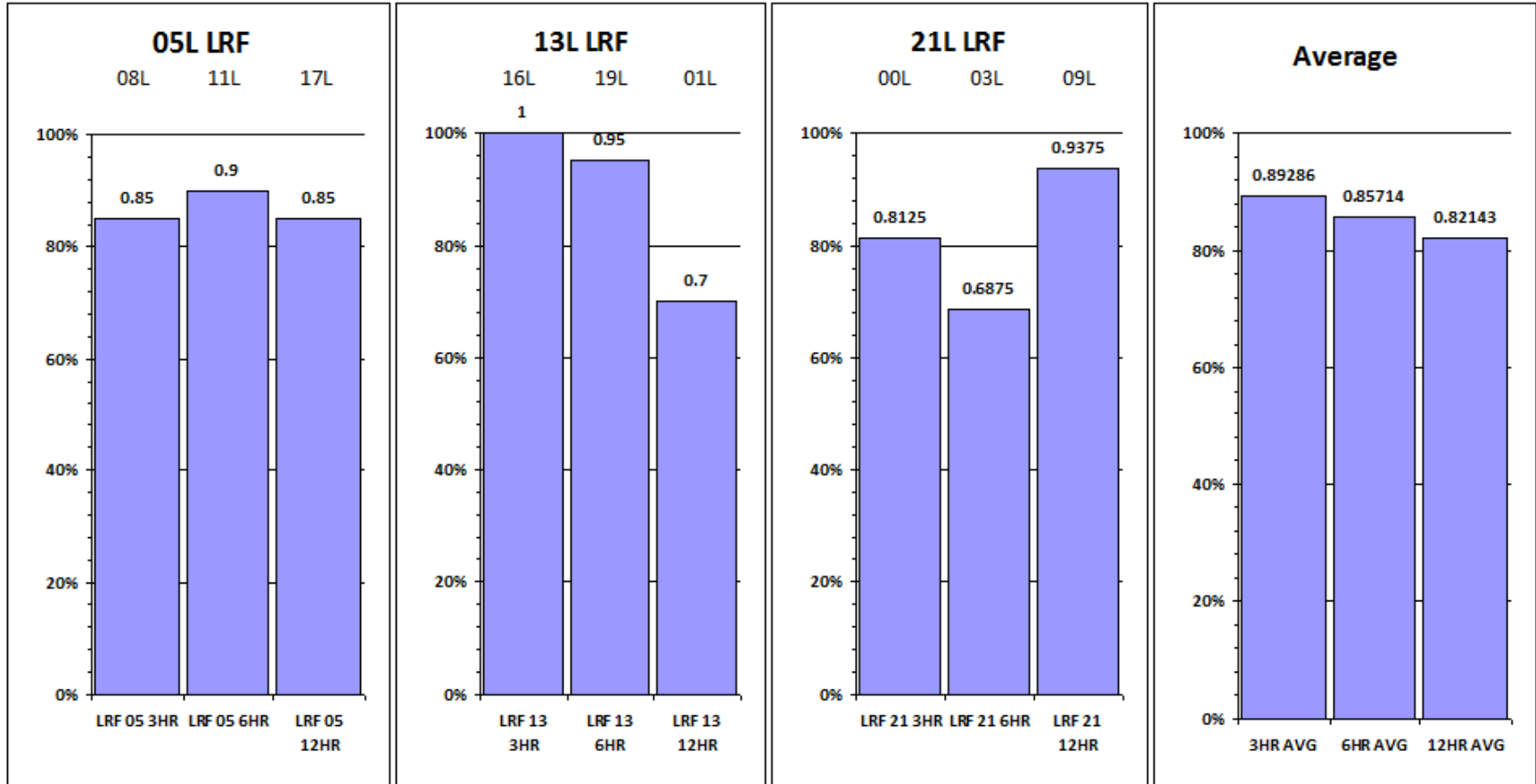




MEFVER Jan 2013

IFR vs VFR

CIG/VIS Forecast Hits for 02-Jan-13 To 30-Jan-13

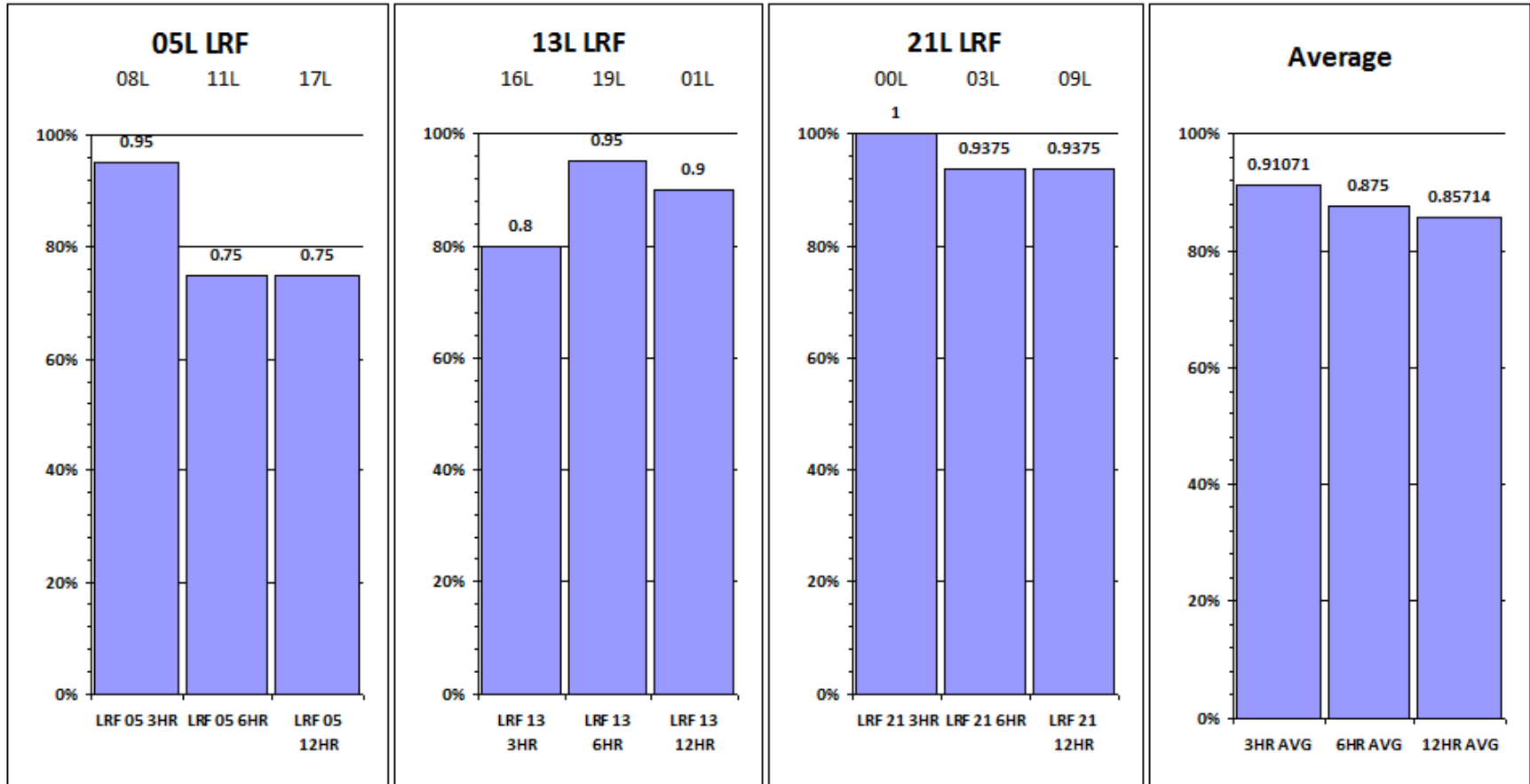


Data is percent (%) accurate hits



MEFVER Jan 2013 WINDS

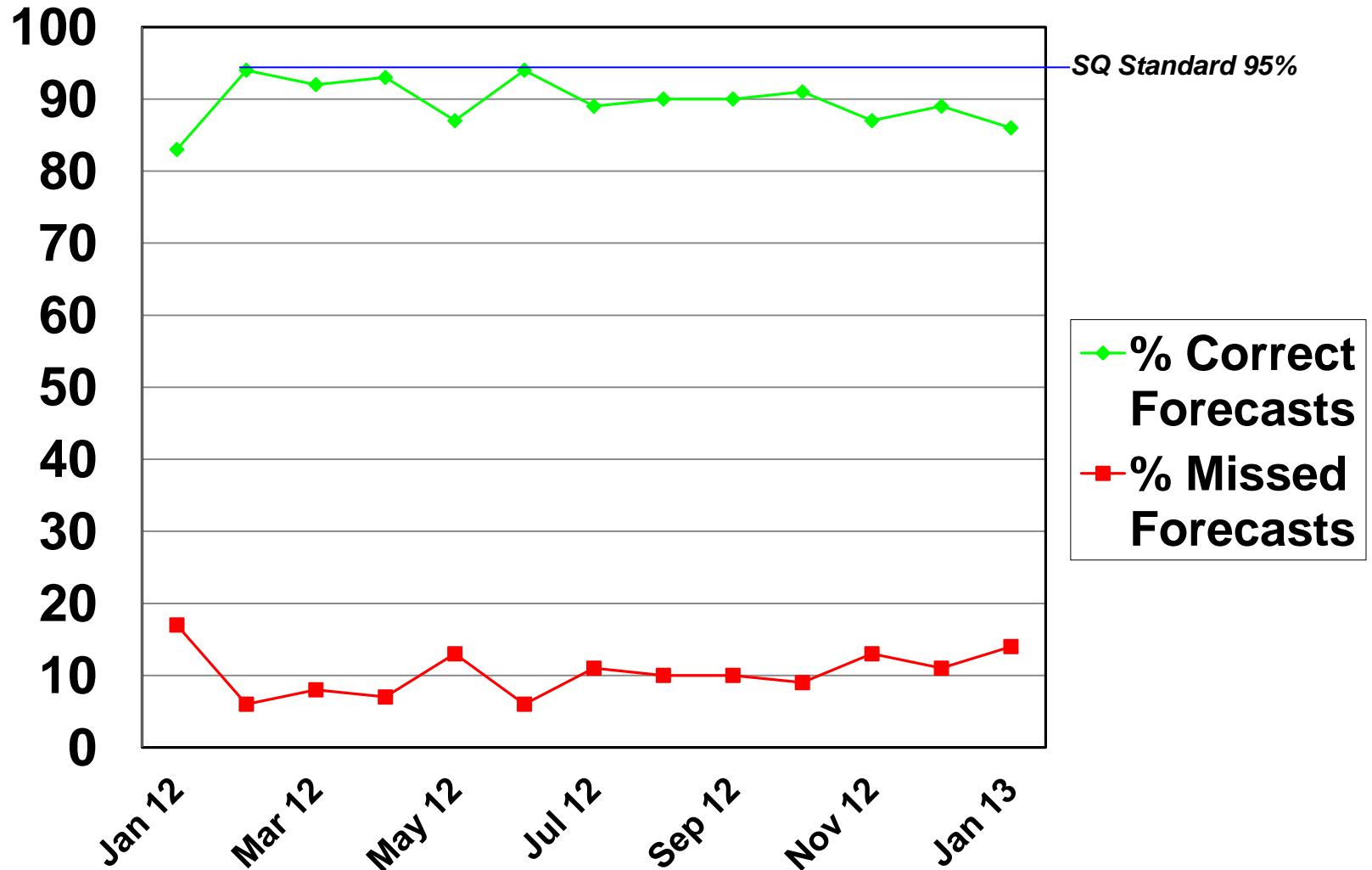
Wind Forecast Hits for 02-Jan-13 To 30-Jan-13



Data is percent (%) accurate hits

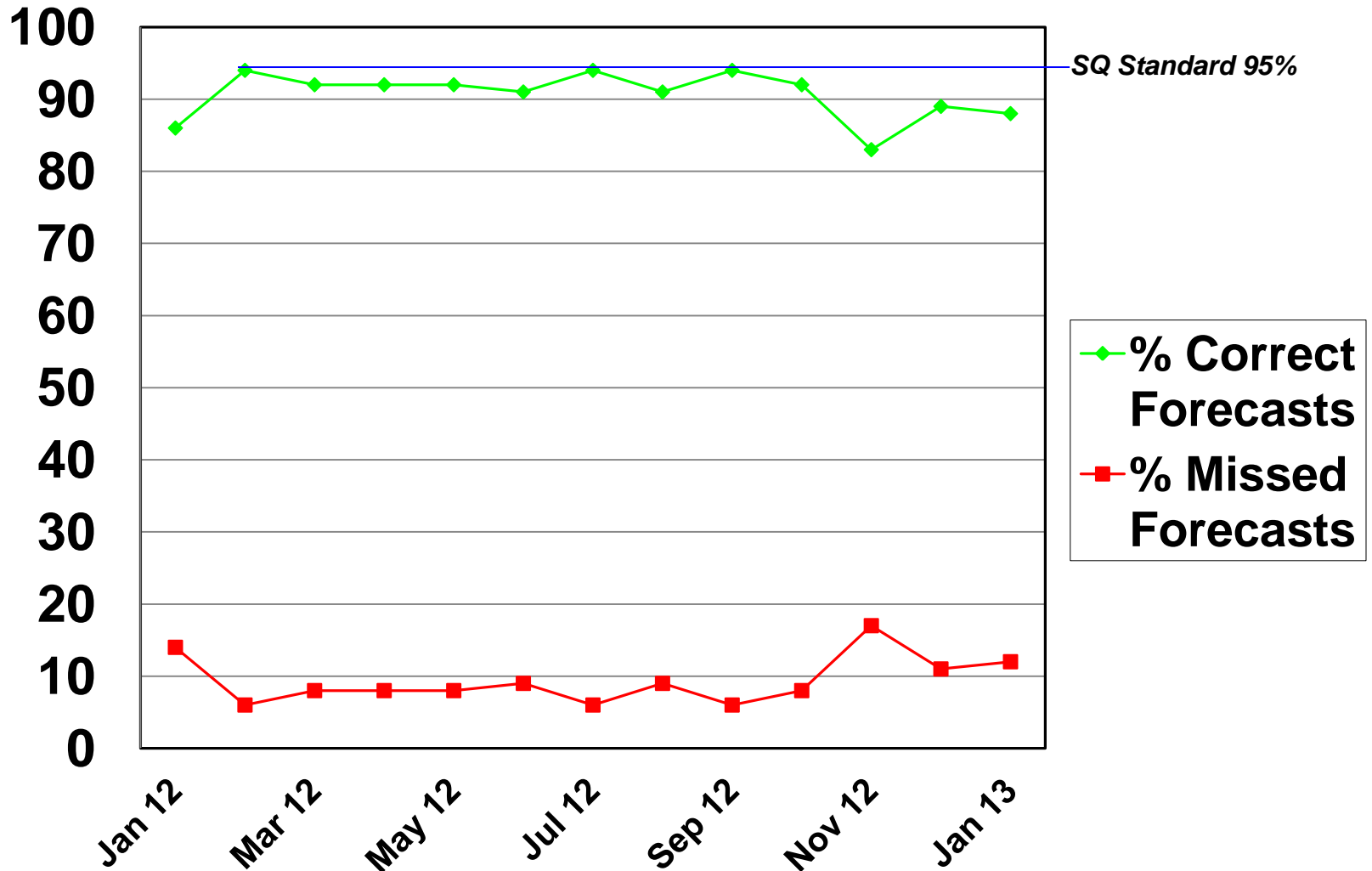


IFR vs. VFR MEFVER Trend



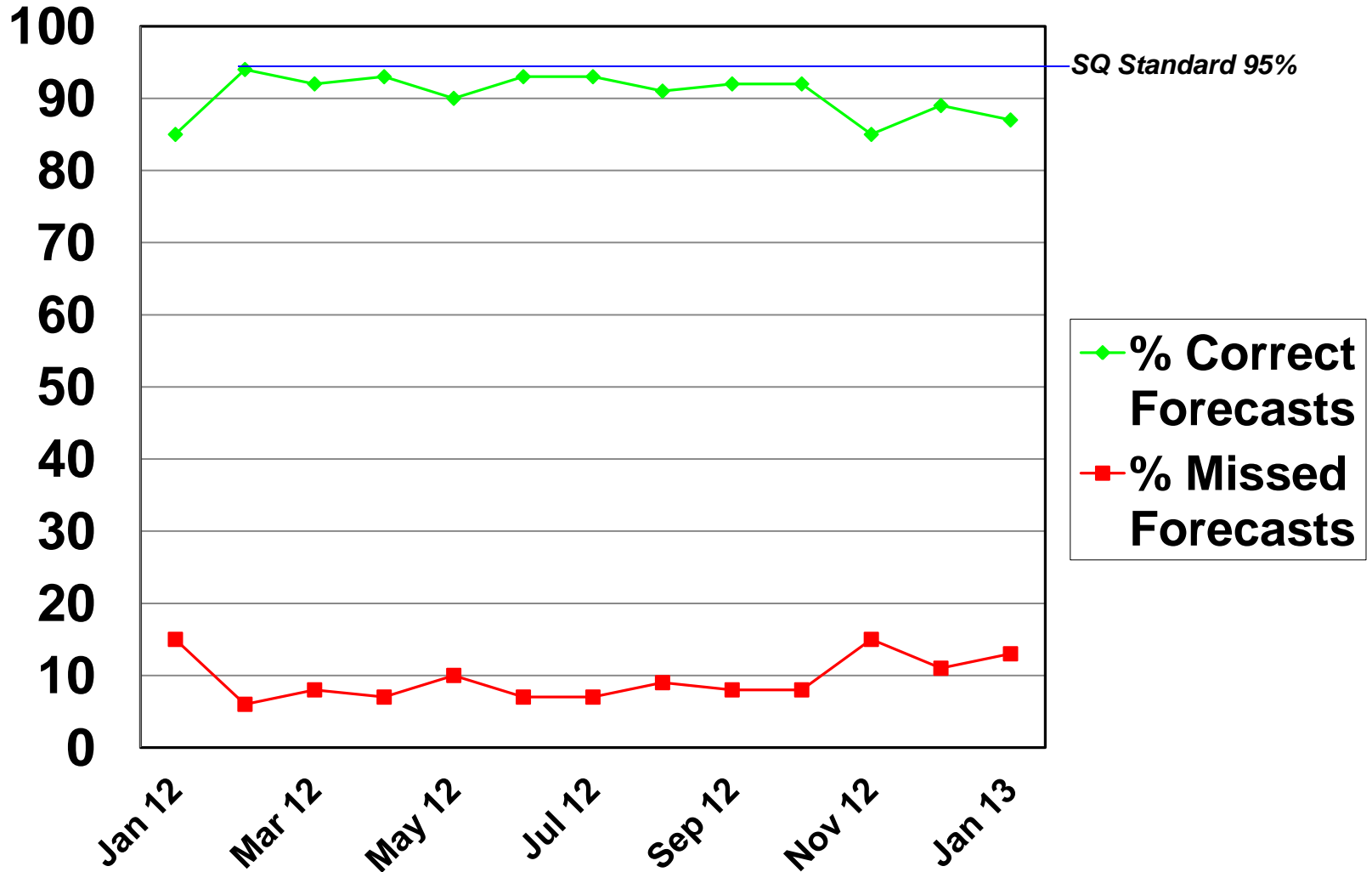


WINDS MEFVER Trend



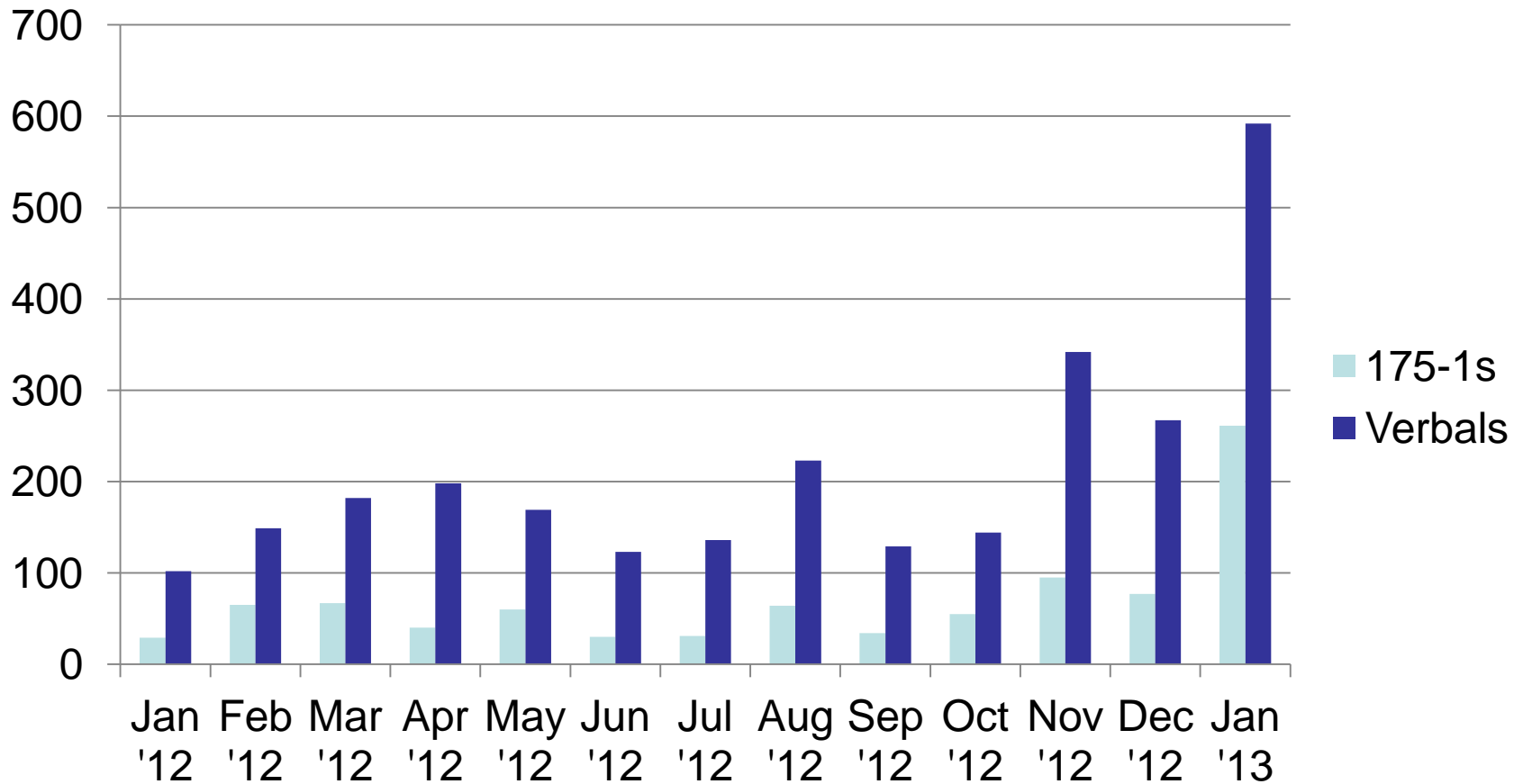


Overall MEFVER Trend





Flight Weather Briefings



Average 41 aircrew briefings per day in January



Jan MEFVER Summary

- When looking solely at MEFVER number, performance in the month of January decreased slightly from December's performance--I think it would be a mistake to ONLY take MEFVER into consideration though, because we produced 3 times the amount of 175-1s and 2 times the amount of verbals. We also had three significant forecast events in as many weeks. Overall, I think the forecasters performed excellently in January!
- One event where we could have performed better was the overrunning event of 14 Jan. This event came on the heels of the forecasters completing overrunning training, but we somehow forecast the ceilings to burn off by mid day despite the clear overrunning signature. A forecast review has been completed.



Jan MEFVER Summary

- Winter precipitation has become commonplace with cold frontal boundaries moving through the region every 1-2 weeks. Strong wind gusts are also a regular occurrence. Winter forecast skills must be maintained, but we also need to set our sites ahead to a challenging spring season.
- The forecaster of the month for January is SrA Patton. Although she is still in training, she showcased her superb forecasting skills during the squall event. Her performance was lauded by management and her peers. Great job!



Jan QA Summary

- **Flight Weather Briefings (DD 175-1/Verbal)**
 - 98% EFR on 175-1 and 100% EFR on Verbals.
- **18 WS LRF (Flimsy)**
 - 96% EFR
- **Weather Watches, Warnings, Advisories**
 - 36 issued WWAs
 - 21 of those were either observed issued by the ASE, or unverifiable
 - Of the remaining 15 issued by the 26 OWS, 9 were confirmed, making their hit rate **60%**
- **PIREPs**
 - **10 PIREPs transmitted locally/long-line. This is a marked increase over previous months. Pilots were motivated to send PIREPs due to the marginal to poor weather, and our forecasters responded properly by transmitting them to the world.**



Process Improvement

Although we had a very good month, there is always room for improvement. All forecasters will study the overrunning forecast review from the 14 January event; the main issue we had with that event was chasing models that weren't verifying well run to run, and relying on model solutions that did not make sense meteorologically. More emphasis needs to be placed on sound forecast reasoning over model forecasting.

The Fog Stability Index study continues. High ops tempo prevented us from filling out the form a few times in January, but the data we have will be helpful.



Customer Support Slides

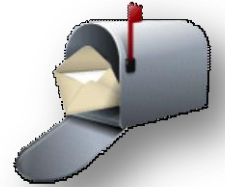


Integrity - Service - Excellence



How well are we forecasting mission impacting weather?

- Best measure of our performance is direct feedback from aircrews and other operators
 - Complete Flight Weather Briefing Feedback Form on our webpage or fax with all DD 175-1s
 - Call SAAF weather station Flight Chief at 396-7100
- Please provide mission specifics
 - Was weather forecast for your mission Go or No Go?
 - Was actual weather for your mission Go or No Go?
 - Was your mission altered or cancelled due to weather?
 - Was Delivery Method appropriate? Method/products meet mission needs?
- We'll take good and bad comments!





Objective Method

- In addition to direct feedback we employ an objective method to measure (verify) our forecast performance
 - We selected two key operational parameters:
 - Ceiling / Visibility < 1000 feet / 3 miles (*IFR*)
 - Winds > 13KT (Airborne Operations)
 - We measure the accuracy of each Fort Bragg Reservation Forecast (LRF) published on the SAAF web page
 - We use weather observations at KFBG, KHFF, KPOB (Pope AAF), and any PIREPs to verify each flimsy at the 3, 6 and 12-hour point from the original issuance time



Did the Forecast or Weather Impact the Mission?

- Did we forecast “GO” weather for your mission and weather was “GO”--mission completed
- Did we forecast “GO” weather for your mission and weather was “NO GO”--mission cancelled or changed due to un-forecast weather
- Did we forecast “NO GO” weather for your mission and weather was “GO”--mission cancelled or changed due to forecast (*lost opportunity or needless change*)
- Did we forecast “NO GO” weather for your mission and weather was “NO GO”--mission cancelled or changed due to forecast/weather (*if inserted early in planning process this situation can prevent wasted time and enhance overall planning process*)



Aircrew Feedback

- 1 Aircrew Briefing Form returned in January
 - We did not receive any aircrew feedback this month. Without feedback we cannot adapt our procedures to better support the flyers. WE'RE HERE FOR YOU!



QUESTIONS?

Please call the
NCOIC or CWSO
396-7100

