NextGen Weather WMO AVRDP August 20<sup>th</sup>, 2019 South Africa

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### **Digital Weather Support** for Machine to Machine and the humans that live with it

- Trajectory Based Operations foundation of NextGen
  - Gridded Data GRIB2 and NetCDF
    - Winds, temps, RH, Geopotential Height, Turbulence, Icing and Cb
  - IWXXM OPMET and geo-located objects
- Managing Air Space
  - Turbulence, Icing and Cb information
- Integrated Decision Support Services
  - Dashboards
  - Risk Matrices
  - Briefings



New WAFS 06hr prob Of Cb Tops Exceeding 30,000 ft.

## **Expressions of Uncertainty**

- Probabilities Must be reliable to be useful
- Percentage of Normal identification of outlier forecasts
- Confidence Factors Automated or manual?
- Risk Matrices Combines likelihood and impact to help decision makers

## **Deterministic Precip Forecast**



## **Ensemble Based Uncertainty**



## Probability of Threshold Exceedance











## A Conceptual Ceiling Risk Example

![](_page_8_Figure_1.jpeg)

![](_page_8_Figure_2.jpeg)

![](_page_8_Figure_3.jpeg)

# **Cost/Loss De-Icing Example**

#### Cost/Loss Ratio ( $\alpha$ )

- The **cost** of the preventative measure and the **loss** averted
- The optimum threshold for a user to minimize cost occurs anytime forecast P > cost/loss ratio

For example,

Cost to proactively de-ice = \$50K

Cost to reactively de-ice = \$1M

Cost/Loss ( $\alpha$ ) = 0.05

Thus, ideally any forecast > 5% calls for taking action.

![](_page_9_Picture_9.jpeg)

### EXAMPLE: LARGE VALUE INCREASE POSSIBLE FOR ENSEMBLE SYSTEM PARTICULARLY AS COST/LOSS DECREASES

NCAR

![](_page_10_Figure_1.jpeg)

Maximum value follows  $P_T = \alpha$ 

Value decreases as  $P_T$  deviates from  $\alpha$  , rapidly in some cases.

Maximum overall value occurs when  $P_T = \alpha = \bar{o}$ 

As  $\alpha$  gets smaller, more precision is required to take advantage of ensemble.

# **Reliability (Cb example)**

![](_page_11_Figure_1.jpeg)

12 March 2019

AWC

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### Resolution vs Reliability/Calibration

![](_page_12_Picture_1.jpeg)

<u>Calibration</u> is required for good decision-making.

<u>Resolution</u> is fundamental to accuracy.

The best probabilistic forecasts are calibrated with the highest possible resolution.

Example: A deterministic forecast (0 or 100% chance) that is perfectly accurate all the time. Upper limit of resolution => no uncertainty.

Example: Climatological event occurrence (say we forecast 15% all the time). Calibrated, but lower limit of resolution => much uncertainty.

### **Potential Benefits from Multi-model Ensemble**

24-hour forecast in comparison to CMORPH 2mm APCP 6hr - UB correction

![](_page_13_Figure_2.jpeg)

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# **Supporting Humans**

#### **Impacts TAF Board**

Potentia	act None	None Slight Moderate High				Valid at: 0600 UTC 20 Aug 2019								
Time	OBS	20/06Z	20/07Z	20/08Z	20/09Z	20/10Z	20/11Z	20/122	20/13Z	20/14Z	20/15Z	20/16Z	20/17Z	20/18Z>>
@TOPE														
KBOS														
KCLE														
KLGA						WSpd	WSpd	WSpd	WSpd	WSpd	WSpd	WSpd	WSpd	WSpd
KEWR														
KJFK														
KPIT														WX
KPHL				[VIS]	[VIS]	[VIS]	[VIS]							
KBWI														WX
KIAD													L	WX
KDCA								I	ID: KCLT Date: 20/18Z					WX
KCLT									WX VI	s cig w	/Dir WSp	od WGst		[WX]
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KMIA											[WX]	[WX]	[WX]	[WX]

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## Supporting Humans w/Probabilistic Cb for Terminals

#### https://testbed.aviationweather.gov/trafficflowmgmt/gate/site?id=KATL

![](_page_15_Figure_2.jpeg)

### **Integrated application to ATM**

![](_page_16_Picture_1.jpeg)

3-5-hrs-turb prob. fcst at FL350

2-4-hrs turb prob. fcst at FL350

![](_page_16_Figure_4.jpeg)

# **Rare, Poorly Observed Events**

- Turbulence and Icing
- Cannot guarantee reliability or resolution
- What to do, besides ask airlines for more observations?
- Maybe relate the forecast to normal values.
  - Example: This forecast is higher than 95% of forecasts for this location and time
  - Example: 50% of the ensemble members exceed their 98% value

#### Use a time/space "neighborhood" for the event?

Example: There is a 30% probability of turbulence exceeding 0.2 EDR for this 30 minute section of flight path