

# NOTICE

**U.S. DEPARTMENT OF TRANSPORTATION**  
**FEDERAL AVIATION ADMINISTRATION**  
Air Traffic Organization Policy

**N JO 7210.895**

**Effective Date:**  
May 23, 2016

**Cancellation Date:**  
October 31, 2016

**SUBJ:** Operational Demonstration of the Collaborative Aviation Weather Statement (CAWS)

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**1. Purpose of This Notice.** This Notice establishes policy and responsibilities for conducting the Operational Demonstration of the Collaborative Aviation Weather Statement (CAWS). The procedures contained in this notice supplements existing guidance in Paragraph 17-20-4, Procedures, of Federal Aviation Administration (FAA) Order 7210.3, Facility Operation and Administration.

**2. Audience.** This notice applies to all Air Traffic Organization (ATO) personnel and anyone using ATO directives.

**3. Where Can I Find This Notice?** This notice is available on the MyFAA employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/) and on the air traffic publications Web site at [http://www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/).

**4. Explanation of Policy Change.** This Operational Demonstration provides specific directions to facilities as to duties and responsibilities.

**5. Policy.** During this Operational Demonstration a CAWS will take precedence over Collaborative Convective Forecast Product (CCFP) for the geographic area defined by the CAWS.

**6. Responsibilities.**

a. The Air Traffic Control System Command Center (ATCSCC) must:

1. Ensure that when a CAWS is issued FAA facilities are notified.

2. Ensure that the Collaborative Convective Forecast Product (CCFP) and CAWS are used in development of the Operations Plan (OP).

b. The Air Route Traffic Control Center (ARTCC) Traffic Management Officer (TMO) or their designee must ensure that the information derived from CCFP and/or CAWS is considered when participating in the development of the OP.

c. The ATCSCC may terminate this Operational Demonstration prior to the cancellation date.

**7. Distribution.** This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support, and System Operations; the Office of ATO Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

**8. Background.** Since 1999, government and industry meteorologists have produced the scheduled CCFP. It has been the primary weather product used by the ATCSCC Planning Team and industry stakeholders in developing the Operations Plan. Since the inception of the CCFP, there has been significant improvement in the automation of convective weather forecasts. In November of 2014, the CCFP became automated. Given this evolution of the CCFP, the CAWS was introduced as the new human-in-the-loop convective forecast, collaborated between government and industry meteorologists. The goal of the CAWS is to provide finer resolution convective forecast information, at an optimal lead time, to positively affect Traffic Flow Management (TFM) decision making.

Original signed by Maurice Hoffman for

Heather Hemdal  
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Mission Support Services

4/29/2016

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Date Signed