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PNSWSH

Public Information Statement PNS14 Amended  
National Weather Service Headquarters Washington DC  
1100 AM EST Mon Dec 12 2016

To:           Subscribers:  
              -NOAA Weather Wire Service  
              -Emergency Managers Weather Information Network  
              -NOAAPort  
              Other NWS partners and employees

From:         William Bauman  
              Chief, Aviation and Space Weather Services Branch

Subject:      Amended: To Extend the comment period for the  
              Experimental Wind Compression Decision Support  
              Graphic at the Fort Worth, TX, Center Weather Service  
              Unit (CWSU) (ZFW) and to begin accepting comments at  
              the New York, NY CWSU (ZNY) through May 2017

Amended to extend the comment period for the Experimental Wind  
Compression Decision Support Graphic at the Fort Worth, TX, CWSU  
(ZFW) and to begin accepting comments at the New York, NY CWSU  
(ZNY) through May 2017

The experimental Wind Compression Decision Support graphic will  
continue to be made available on the CWSU ZFW web portal to seek  
additional comments. In addition, CWSU ZNY will provide an  
experimental Wind Compression Decision Support graphic on its  
web page for comment and review.

Aircraft traffic compression occurs when aircraft Flying  
Standard Terminal Arrivals, following one behind the other, lose  
adequate horizontal separation from each other. The conditions  
that create this situation are usually a rapid change in wind  
direction and speed with respect to altitude and between the two  
aircraft. Traffic compression can occur when an aircraft, during  
descent, transitions from a tailwind, or a weak headwind, to a  
stronger headwind over a small change in altitude. This change  
could also occur with a heading change of the aircraft during  
its approach.

The experimental Wind Compression Decision Support Graphic users  
include personnel at the Air Traffic Control System Command  
Center, Federal Aviation Administration, Air Route Traffic  
Control Centers Traffic Management Unit, Terminal Radar Approach  
Control Facilities, airline dispatchers, flight service  
specialists, CWSU meteorologists, airlines and pilots.

This experimental product is posted at:

CWSU ZFW:

[http://www.weather.gov/images/zfw/rtimages/DFW\\_Compression.png](http://www.weather.gov/images/zfw/rtimages/DFW_Compression.png)

CWSU ZNY:

[http://www.weather.gov/zny/N90\\_COMPRESSION\\_TDA](http://www.weather.gov/zny/N90_COMPRESSION_TDA)

[http://www.weather.gov/zny/PHL\\_COMPRESSION\\_TDA](http://www.weather.gov/zny/PHL_COMPRESSION_TDA)

[http://www.weather.gov/zny/N90\\_COMPRESSION\\_OUTLOOK](http://www.weather.gov/zny/N90_COMPRESSION_OUTLOOK)

[http://www.weather.gov/zny/PHL\\_COMPRESSION\\_OUTLOOK](http://www.weather.gov/zny/PHL_COMPRESSION_OUTLOOK)

NWS is seeking comments through May 2017. These experimental graphics will be evaluated for expansion to other CWSUs. Your feedback is greatly appreciated. Please complete the survey at:

CWSU ZFW: <http://www.nws.noaa.gov/survey/nws-survey.php?code=WCDSG>

CWSU ZNY: <http://www.nws.noaa.gov/survey/nws-survey.php?code=WCDSPZNY>

For more information concerning the ZFW Experimental Compression Decision Support, please contact:

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For more information concerning the ZNY Experimental Compression Decision Support graphic, please contact:

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National Technical Implementation Notices are online at:

<http://www.nws.noaa.gov/om/notif.htm>

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