Wrap up Session:

Community Priorities for Weather Improvement in a Budget Constrained Environment

Friends Partners Aviation Weather (FPAW)
Summer Meeting: 24 July 2013
Tom Fahey, Chair A4A Met WG
A4A Met WG – Top Priority Items

Active Industry Advocacy
• Deicing - Unnecessary Wx Related Complexity
• Volcanic Ash Avoidance - Unnecessary Confusion
• Automated a/c Wx Reports - Data Sharing

Ongoing Coordination
• Wx Related Air Traffic Management (ATM) Processes
  – Collaboration Decision Making (CDM) Weather Evaluation Team
• IATA Meteorology Task Force
  – Int’l Wx Issues

Standing By for more Info
• Contract Weather Observers – Pending Changes
Deicing Advocacy Goals

Not Compromise Safety. Reduce Complexity & Operational Disruptions.

- Remove requirement to program FAA Snowfall Intensity Table (FSIT) info into ASOS software
- Eliminate or Revise the need to use FSIT for Type 4 deice fluid
- Finalize Exemption from deicing when frost forms on B737’s w/ cold soaked fuel
- Simplify the method for identifying very light snow
- Complete Testing of Flaps/Slats extended during Deicing
- Allow Operators to use systems that calculate “Check Time” after deicing

### FAA Snowfall Intensity Table (FSIT)

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Temp.</th>
<th>Visibility in Statute Miles (Meters)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Degrees Celsius</td>
<td>Degrees Fahrenheit</td>
</tr>
<tr>
<td>Day</td>
<td>colder/equal -1</td>
<td>colder/equal 30</td>
</tr>
<tr>
<td></td>
<td>warmer than -1</td>
<td>warmer than 30</td>
</tr>
<tr>
<td>Night</td>
<td>colder/equal -1</td>
<td>colder/equal 30</td>
</tr>
<tr>
<td></td>
<td>warmer than -1</td>
<td>warmer than 30</td>
</tr>
</tbody>
</table>
**Volcanic Ash Advocacy Goals**


1. Re-Enforce Operator’s Responsibility & Authority
   
   Continue to emphasize the operator’s responsibility to avoid ash & ability to decide whether or not to operate in areas w/ potential volcanic ash.

2. Ash Concentration Charts are only ADVISORY

   These charts should not be used as a Single or Primary Source for Ash Cloud Avoidance Decisions.

3. Re-Enforce ANSP & Operator Coordination

   Discontinue ANSP issuance of Danger Areas &/or closing airspace unilaterally, especially after an eruption has taken place & ash has begun to disperse.

*ICAO Int’l Volcanic Ash Task Force Outcome Report dated 24 Jan13 supports all 3 of the above A4A Met WG Volcanic Ash Goals.*
Automated A/C Weather Reports
Develop Consensus on Sharing Data

Types of Programs & Wx Data
MDCRS (Winds & Temperatures): Contract in place btwn FAA & ARINC
WVSS (Water Vapor): Contracts in place btwn NOAA & ARINC & 2 Airlines
Turbulence (EDR & g loads): No Contracts or formal agreements in place

Airline Shared Interests
1. Airlines do not need to pay private vendors their own data.
2. Airlines currently pay some/all comm cost (MDCRS/WVSS)
3. Significant Safety info should be shared (e.g. SVR Turbc)

Work In Progress
1. An A4A consensus position is being prepared.
   Goal: Provide an A4A position to FAA & NOAA regarding Automated Turbulence Reports as well as All Automated Aircraft Wx Data.