RTMA

FAA weather reporting

Presented to: FPAW

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Overview

 RTMA, What is it and why was it developed

RTMA, Future possibilities

RTMA = Real Time Mesoscale Analysis (slide 1 of 2) Why was RTMA developed?

- RTMA was developed by the NOAA/NCEP to provide a real time analysis (point in space) of weather information from 2.5Km resolution in the CONUS and 6Km in Alaska, hourly temperature is one of many products RTMA produces that can fill that a void in the event automated systems fail
- Air carriers operating under 14 CFR 121 Domestic rules are required to have a current temperature for departures and arrivals for aircraft performance calculations. For the U.S. the NWS is the approved weather source. (CFR's 121.101, .119, .601, .687 and .695)

RTMA, (slide 2 of 4)

Clarification of long standing FAA policy and legal interpretations was updated in the Aviation Safety Inspector Handbook, 8900.1 Volume 3, Chapter 26. Section 2 guidance contains the required elements of a surface weather report

- Those elements are:
 - Station ID
 - Date and Time
 - Ambient Temperature
 - Wind Direction and Speed
 - Altimeter Setting
 - Visibility, and Ceiling if required for the IAP



RTMA, (slide 3 of 4)

- Air carriers wanted creative procedures approved to allow operations when temperature was "missing"
- In an effort to solve this problem, the FAA and NWS partnered to use RTMA Data and provide the information via the internet to operators and GA community
- http://www.nco.ncep.noaa.gov/pmb/products/rtma/



RTMA, (slide 4 of 4)

- RTMA is produced for 540 part 139 airports in the US and territories.
- Air Carriers are required to develop procedures for its use, to include archiving RTMA data to meet the record keeping requirements.

RTMA Future

- NWS & FAA are looking at expanding the use of RTMA data for other required elements of the weather reports
- No specific timeline has been set for the release of this product

Questions

