

**FPAW – October 2010**  
*Automated Aircraft Reporting of  
Weather Information*

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# *Automated Aircraft Reporting of Weather Information*

- ◎ Participating MDCRS carriers desire an improved MDCRS program, with completed progress in the following areas:
  - > Increased number of participants
  - > Better data coverage
  - > Full compensation of data communication fees in exchange for open distribution of information
  - > Accommodation for turbulence reporting
  - > Flexibility to add new sensing capabilities



## *Water Vapor Progress*

- UPS flying 25 aircraft with the WVVS-2 sensor
- SWA is flying 5 WVVS-2 aircraft now, and expects to have 2 additional equipped aircraft in early November.
- SWA has a firm commitment for an additional 42 WVVS reporting aircraft, with an option for an additional 18 as authorized by the NWS.
- Results have been very good with very little reported issues.



# *Automated Turbulence Reporting*

- ◉ United and Delta already reporting EDR data.
- ◉ SWA has 10 aircraft reporting EDR information.
- ◉ Multiple challenges with EDR installation/integration at SWA which include:
  - > Cost considerations for ACMS production level EDR software
  - > Competing ACMS/CPU priorities
  - > Reporting data at the appropriate threshold
  - > Data familiarity among users
  - > Data integration into primary applications
  - > Operational integration and policy around EDR information
  - > Efficient/automated information communication to nearby aircraft



# *Automated Turbulence Reporting Needs*

- Industry working group to help define thresholds, operational usage, airline implementation, and overall value/role of the information.
- Need further discussions on where EDR information relates to open data distribution communication cost compensation reimbursement.
- Data display and formats need to be refined.

