

# SEGMENT ONE NEAR TERM DEMONSTRATIONS

Integration of ground and  
cockpit weather into  
decision making

Presented to: Friends/Partners of Aviation Weather

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Federal Aviation  
Administration



# Integration of ground weather info into GA decision making

Access Code:  \*

Password:  \*

Aircraft ID:  \*

\* required field

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**IMPORTANT IFR FLIGHT PLAN NOTICE**

Effective June 29, the FAA is implementing a change at all US domestic ARTCCs (except Anchorage) that could affect how you file a flight plan if you use RNAV departure or arrival routing. Please review [this additional info](#).

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Internet 100%

start Microsoft PowerPoint ... Data Transformation ... Norton 3:29 PM



# Integration of ground weather info into GA decision making

The screenshot shows a Microsoft PowerPoint window titled "Microsoft PowerPoint - [FAA\_slide\_template\_bluecover\_whitebackground]". The active slide displays a screenshot of the "CSC DUATS on the Web" website. The website's address bar shows "http://www.duats.com/" and the search bar contains "Weather briefings - GA". The website content includes a "Welcome to CSC DUATS on the Web" heading, a "Registered Users" section with a login form (Access Code: Jeff Pilot, Password: masked), and a "New Users" section with a "New User Registration" button. The PowerPoint interface at the bottom shows "Slide 3 of 9" and a taskbar with the "start" button, "Microsoft PowerPoint ...", "CSC DUATS on the W...", "Norton", and "3:59 PM".



# Integration of ground weather info into GA decision making

The screenshot shows a Microsoft PowerPoint presentation titled "FAA\_slide\_template\_bluecover\_whitebackground". The active slide is titled "HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE (HIWAS)". The slide content is displayed within a Windows Internet Explorer browser window. The browser address bar shows the URL "https://www.faa.gov/ats/afss/newyork/HIWAS.htm". The slide content includes the following text:

**HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE (HIWAS)**

**Hazardous Inflight Weather Advisory Service (HIWAS) is a continuous recording broadcast over the Hampton (HTO) VORTAC (113.6 MHz) and the Kingston (IGN) VOR/DME (117.6 MHz). This recording is designed to provide both VFR and IFR aircraft a means to receive information on adverse weather conditions within a 150 NM radius of these NAVAIDs.**

**The HIWAS broadcast of Inflight weather advisories includes summarized AWW, SIGMETs, Convective SIGMETs, Center Weather Advisories (CWAs), AIRMETs, and Urgent Pilot Reports, and Radar Reports. The summary will include the identification of advisories, a general description of the area affected, and a brief description of the type of weather.**

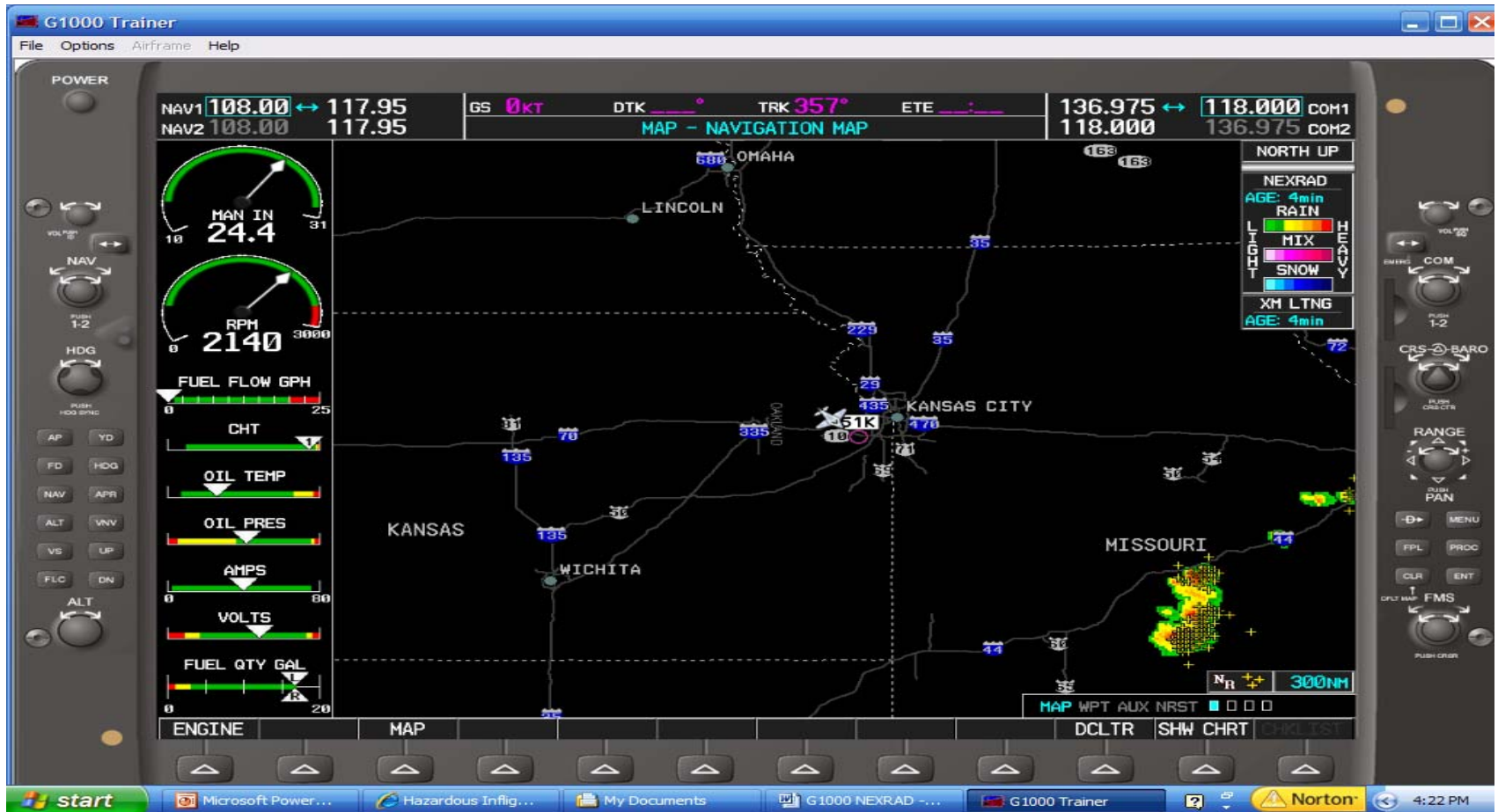
**When no advisories have been issued and any hazardous or potentially hazardous weather exists, the HIWAS broadcast will contain a brief description of the type of weather, source of the information, time, and a general description of the area affected.**

**If there are no pertinent weather advisories and no hazardous or potentially hazardous weather exists, an appropriate statement will be recorded. (See paragraph 7-1-9 in the Aeronautical Information Manual).**

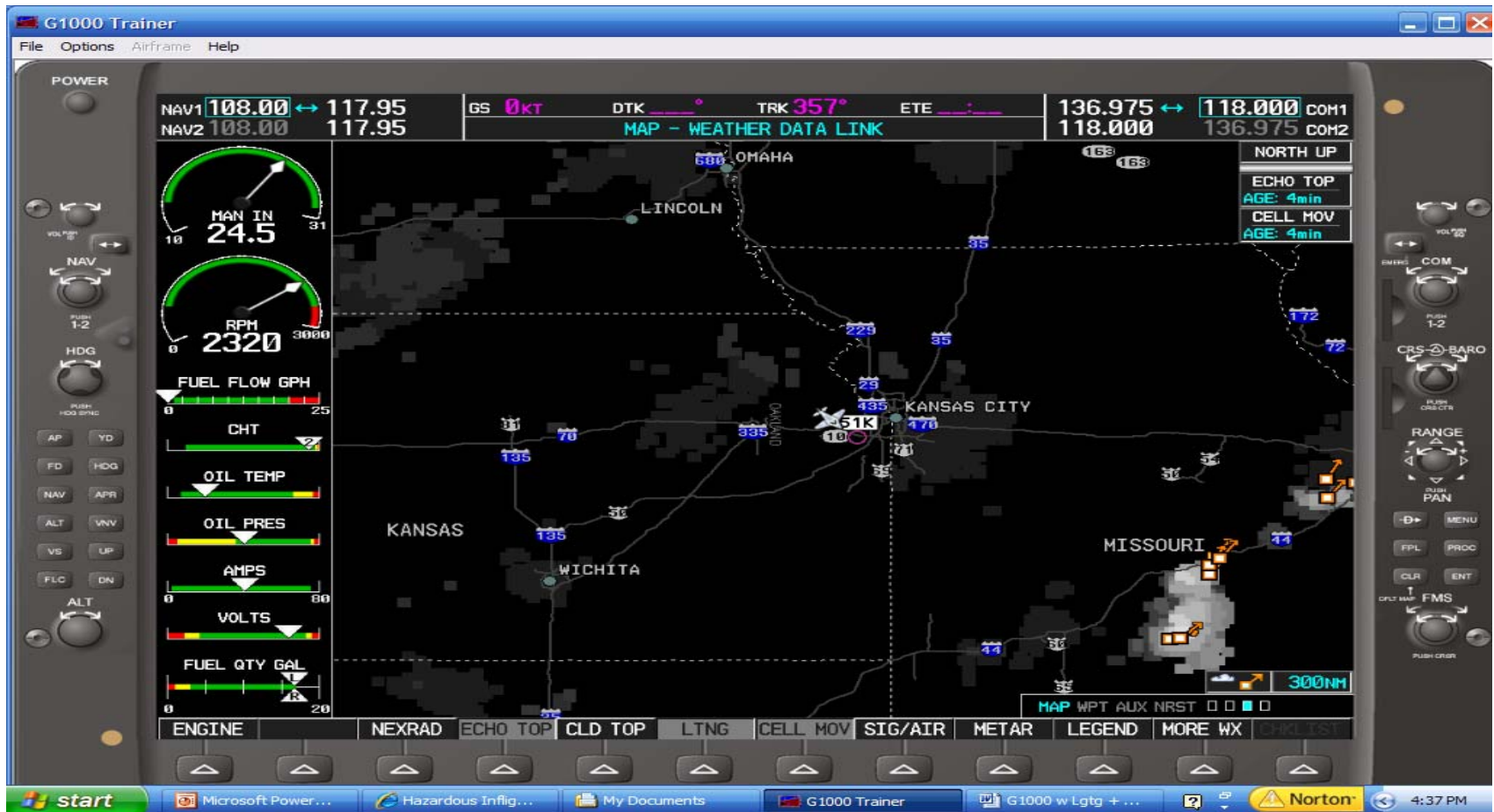
**If either HIWAS broadcast facility is out of service, weather information can be provided by the Inflight specialist until the HIWAS broadcast facilities are restored to service.**

The PowerPoint interface shows "Slide 4 of 9" and "1\_Custom Design". The Windows taskbar at the bottom shows the "start" button, "Microsoft PowerPoint ..." window, "Hazardous Inflight W..." window, and system tray icons including "Norton" and the time "4:06 PM".

# Integration of cockpit weather into GA decision making



# Integration of cockpit weather into GA decision making



# Integration of ground and cockpit weather into GA decision making

- **Good preflight planning is imperative**
- **The preflight briefing confirms planning**
- **The weather briefing sets up the in-flight needs**
- **Without Data Link - HIWAS & EFAS provide en route updates to guide decisions**
- **With Data Link and graphics, pictures are worth 1,000 words**

# Integration of ground and cockpit weather into GA decision making

- **Thank you**
- **Please hold questions till end of Near Term Demonstrations - Segment One**

