



WEATHER REPORTING IN THE NAS: CURRENT AND FUTURE NEEDS

PANEL 1, PRESENTATION 2

TOM GEORGE / AOPA

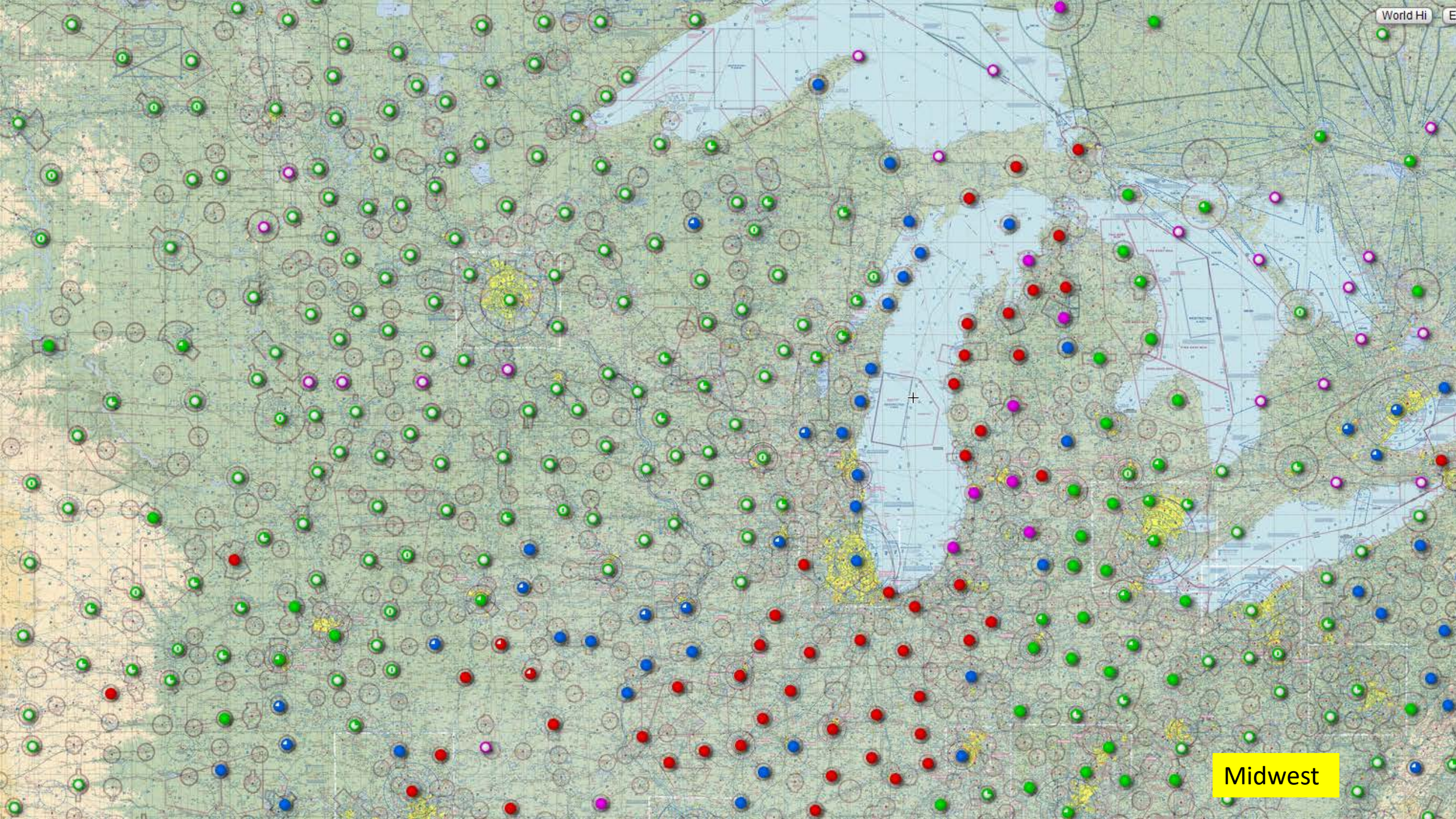
Operating with a lack of weather reporting

Subtitle: More surface observations needed

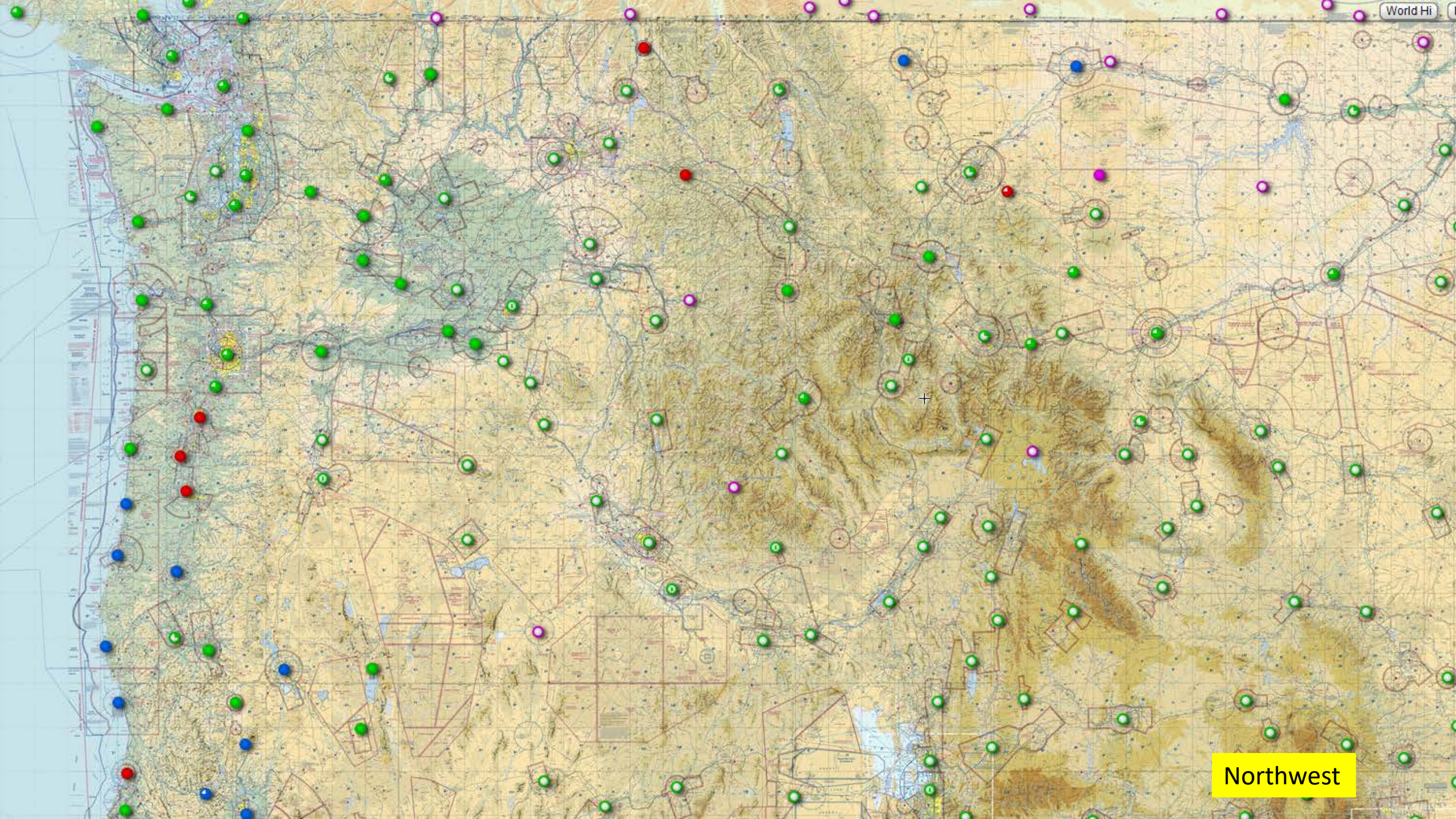
Friends and Partners in Aviation Weather
Spring 2020

Tom George
Alaska Regional Manager
Aircraft Owners and Pilots Association

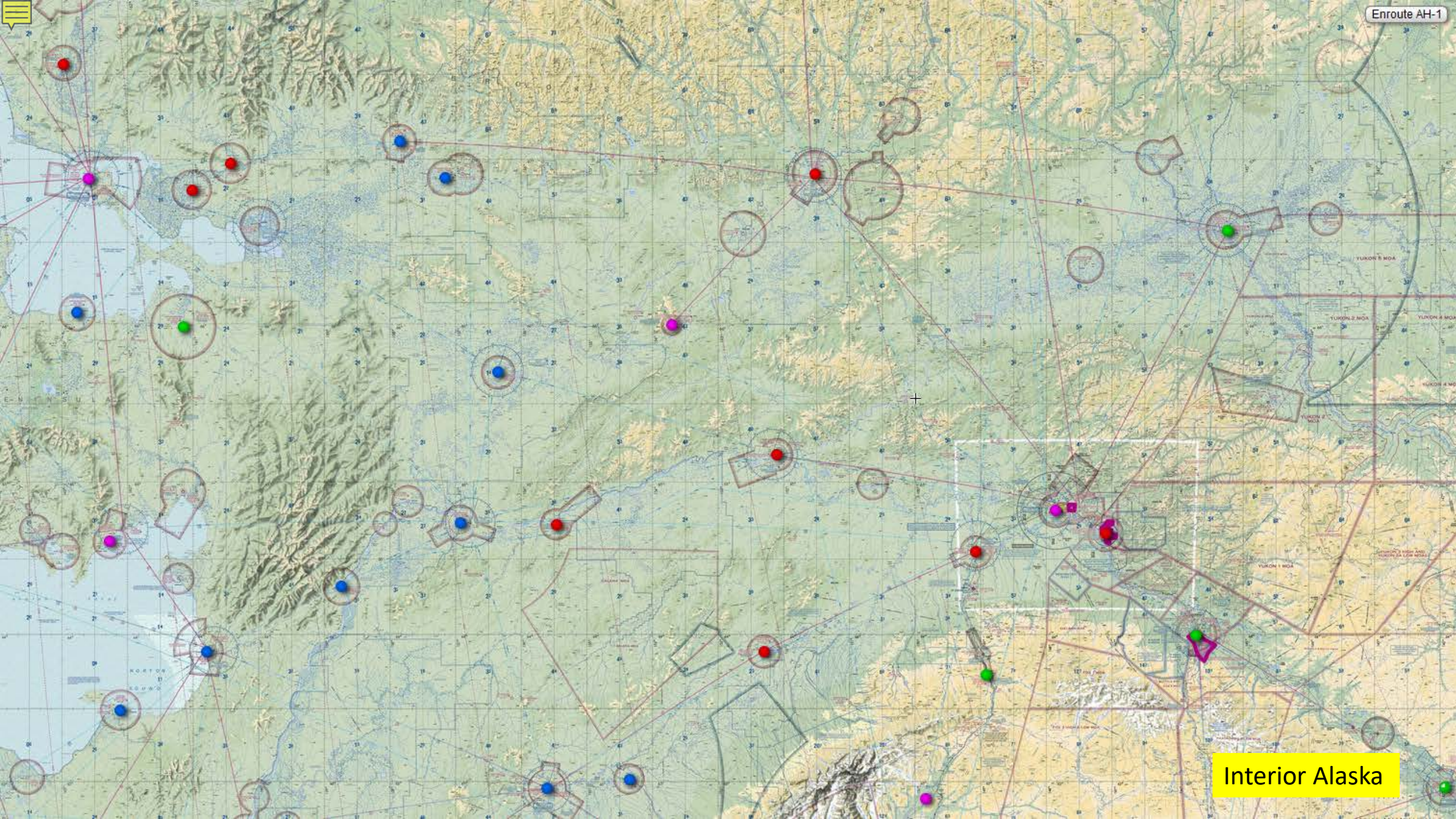




Midwest



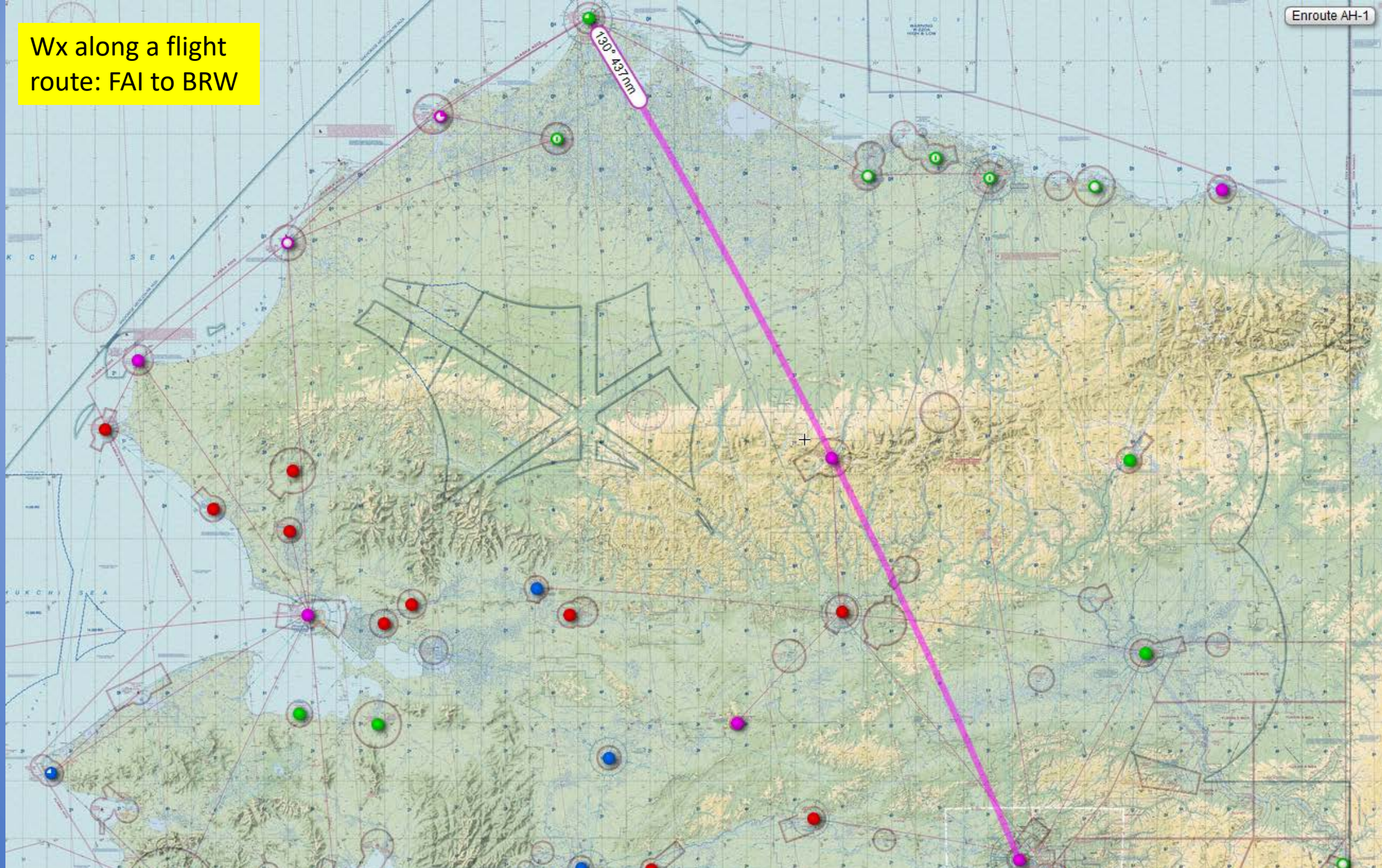
Northwest

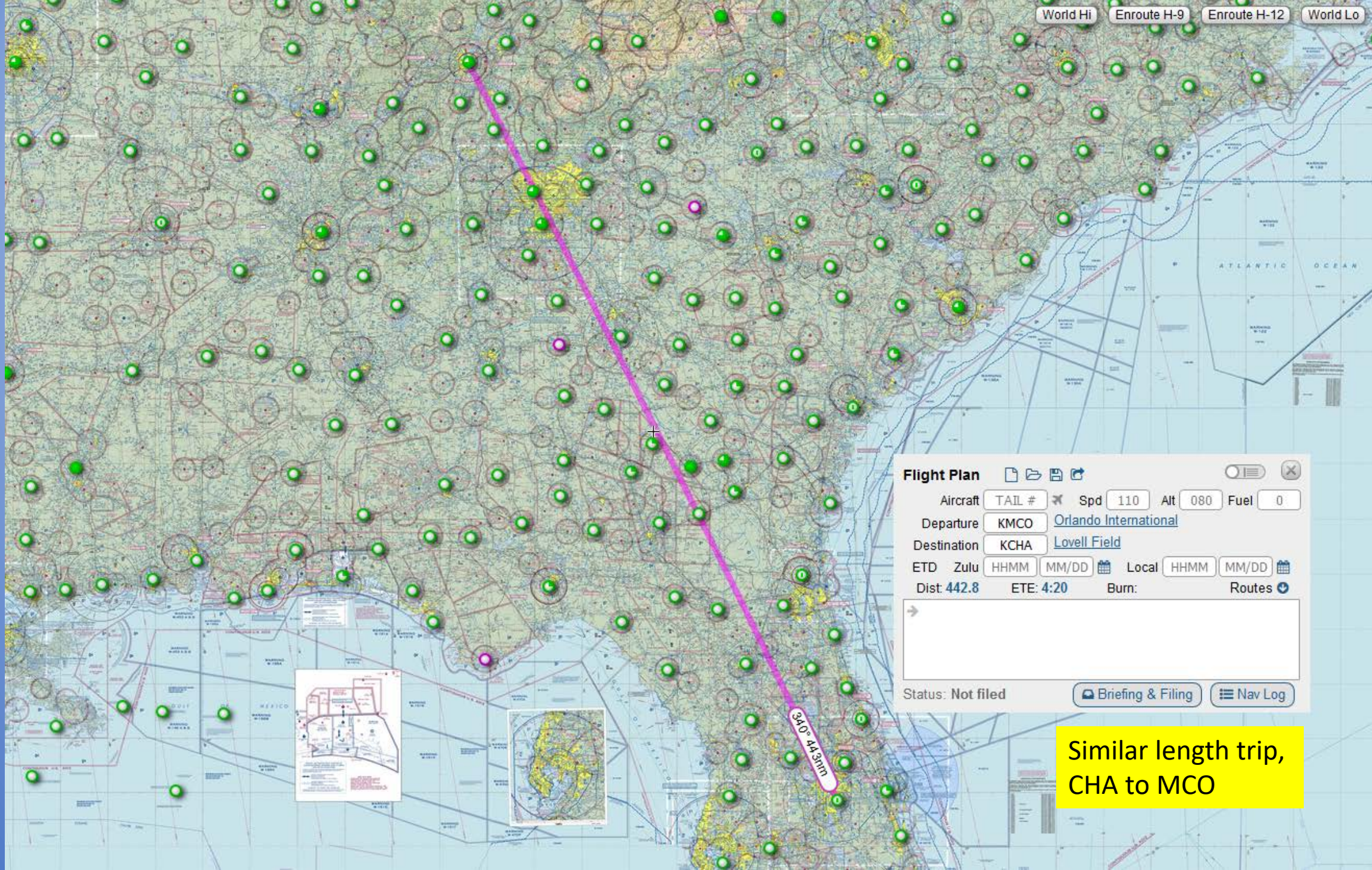


Interior Alaska

Wx along a flight
route: FAI to BRW

Enroute AH-1





World Hi Enroute H-9 Enroute H-12 World Lo

Flight Plan [Icons] [Close]

Aircraft ✈ Spd Alt Fuel

Departure [Orlando International](#)

Destination [Lovell Field](#)

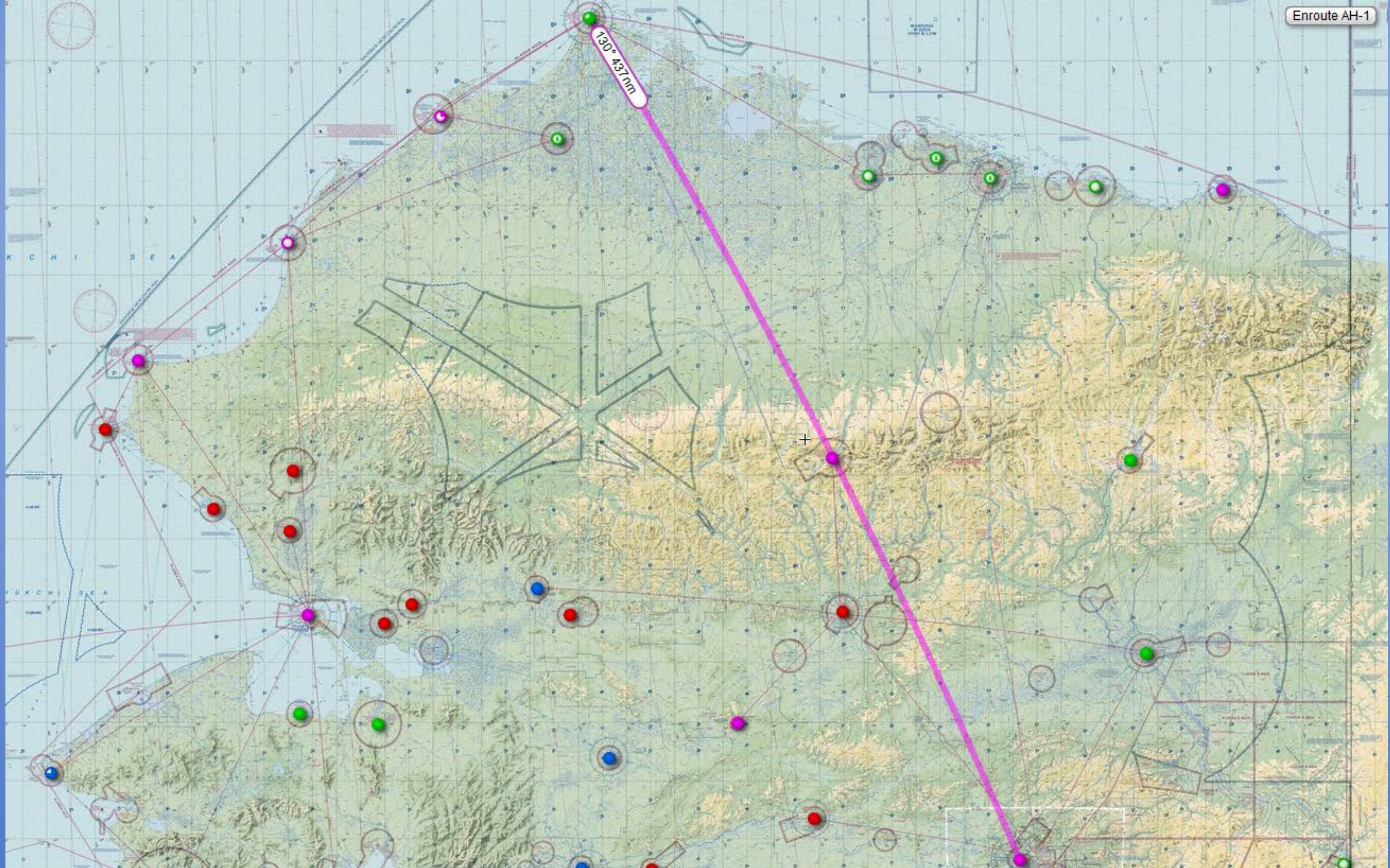
ETD Zulu [Calendar] Local [Calendar]

Dist: **442.8** ETE: **4:20** Burn: Routes [Dropdown]

→

Status: Not filed [Briefing & Filing] [Nav Log]

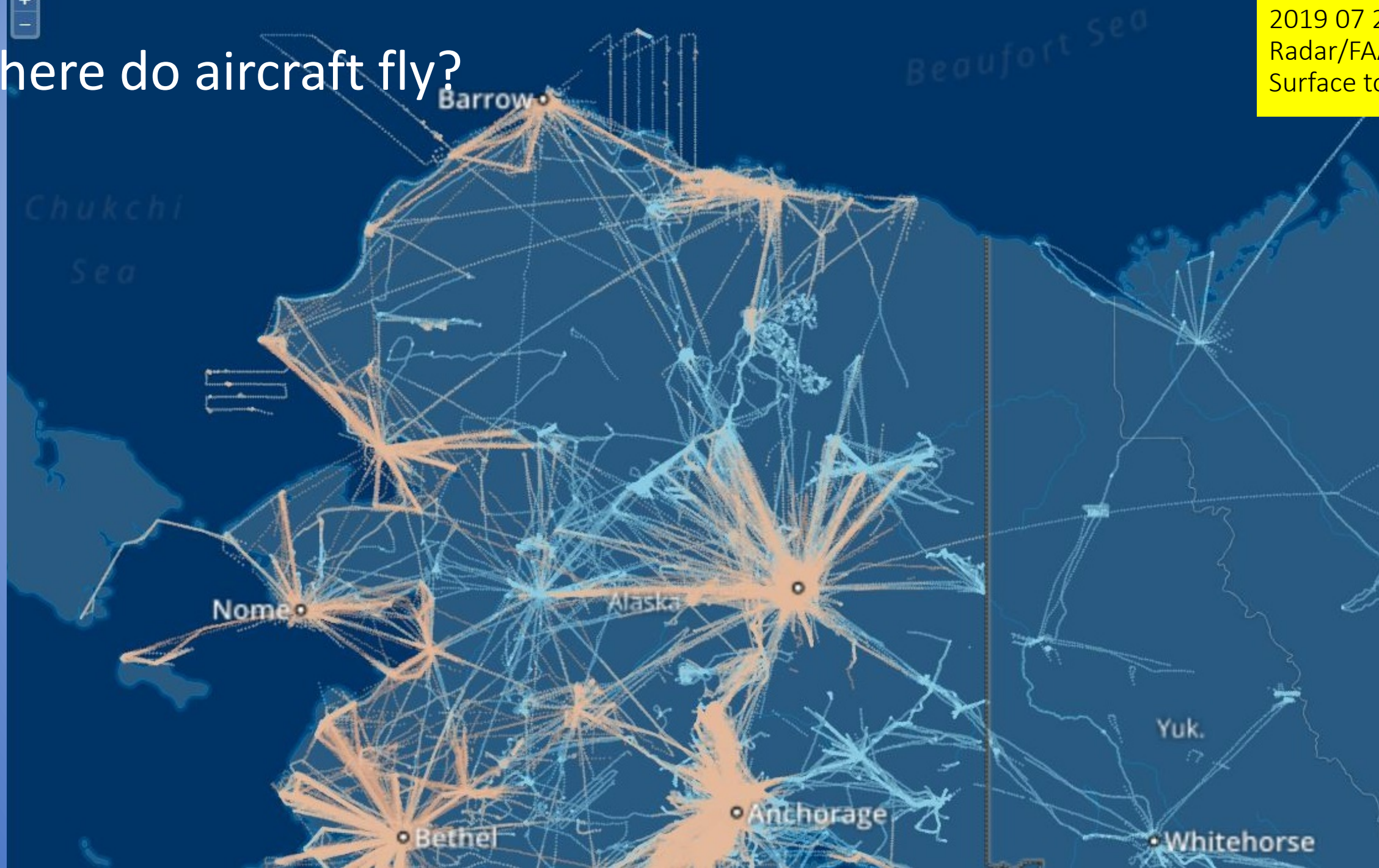
Similar length trip,
CHA to MCO





Where do aircraft fly?

2019 07 21
Radar/FAA ADS-B
Surface to 10k ft



Why do we want more reported weather?

NTSB reported Alaska accident rate, 2008-2017

- 2.35 times higher than CONUS for total accidents
- 1.34 times higher for fatal accidents

AOPA January 26, 2020 [webstory](#)

What do we rely on?

- Existing AWOS/ASOS
- Weather cameras
- PIREPs
- Experimental products



FAA Weather Cameras

- Complements AWOS/ASOS
- Valuable when stand-alone

<https://avcamsplus.faa.gov/>

The screenshot displays the FAA Weather Cameras interface. At the top, the Federal Aviation Administration logo is on the left, followed by navigation links: AVCamsPlus, Notices, UTC:05:48:40 Local:21:48:40, Pilots dial 1-800-WX-BRIEF (992-7433), App Info, and Submit Feedback. A search bar is located on the left side of the map. The map itself shows a satellite view of the PAOT area, with several airports marked: PAVL, PAWN, PAIK, PFNO, PASK, and PASH. A central point labeled PAOT has four green arrows pointing outwards, indicating the locations of the weather cameras. Below the map, there is a panel titled 'Wien Meml (PAOT)' with a close button (X). This panel contains four camera feeds showing different views: NorthEast (25°), East (100°), SouthEast (150°), and West (250°). Below the camera feeds, there are several data panels: Weather (with a green bar), TAF (with a green and blue bar), PIREPs, Sectional, Airport Info, and NOTAMS (PilotWeb). A legend button is located at the bottom right. The bottom of the screen shows a Google logo and a scale bar (10 mi).

Alaska Aviation Guidance Product

- NWS issues 39 Terminal Area Forecasts (TAF) for the entire state
- Experimental “Alaska Aviation Guidance” Product provides a TAF-like forecast for an additional 61 airports
 - 6-hour look ahead
 - VFR use only
 - Doesn’t include all TAF elements

Experimental Guidance issued 2240 UTC 22 Aug 2019
PAMD (MIDDLETON IS, AK) 201908222300-201908230500

Six Hour Forecast:

Forecast period: 2300 UTC 22 August 2019 to 0200 UTC 23 August 2019

Forecast type: FROM: standard forecast or significant change

Winds: from the ENE (70 degrees) at 29 MPH (25 knots; 12.9 m/s) gusting to 37 MPH (32 knots; 16.5 m/s)

Visibility: 4 sm (6 km)

Ceiling: 2500 feet AGL

Clouds: overcast cloud deck at 2500 feet AGL

Weather: -RA (light rain)

Forecast period: 0200 to 0400 UTC 23 August 2019

Forecast type: FROM: standard forecast or significant change

Winds: from the ENE (60 degrees) at 29 MPH (25 knots; 12.9 m/s) gusting to 37 MPH (32 knots; 16.5 m/s)

Visibility: 6 sm (10 km)

Ceiling: 2500 feet AGL

Clouds: overcast cloud deck at 2500 feet AGL

Weather: -RA (light rain)

Forecast period: 0400 to 0500 UTC 23 August 2019

Forecast type: FROM: standard forecast or significant change

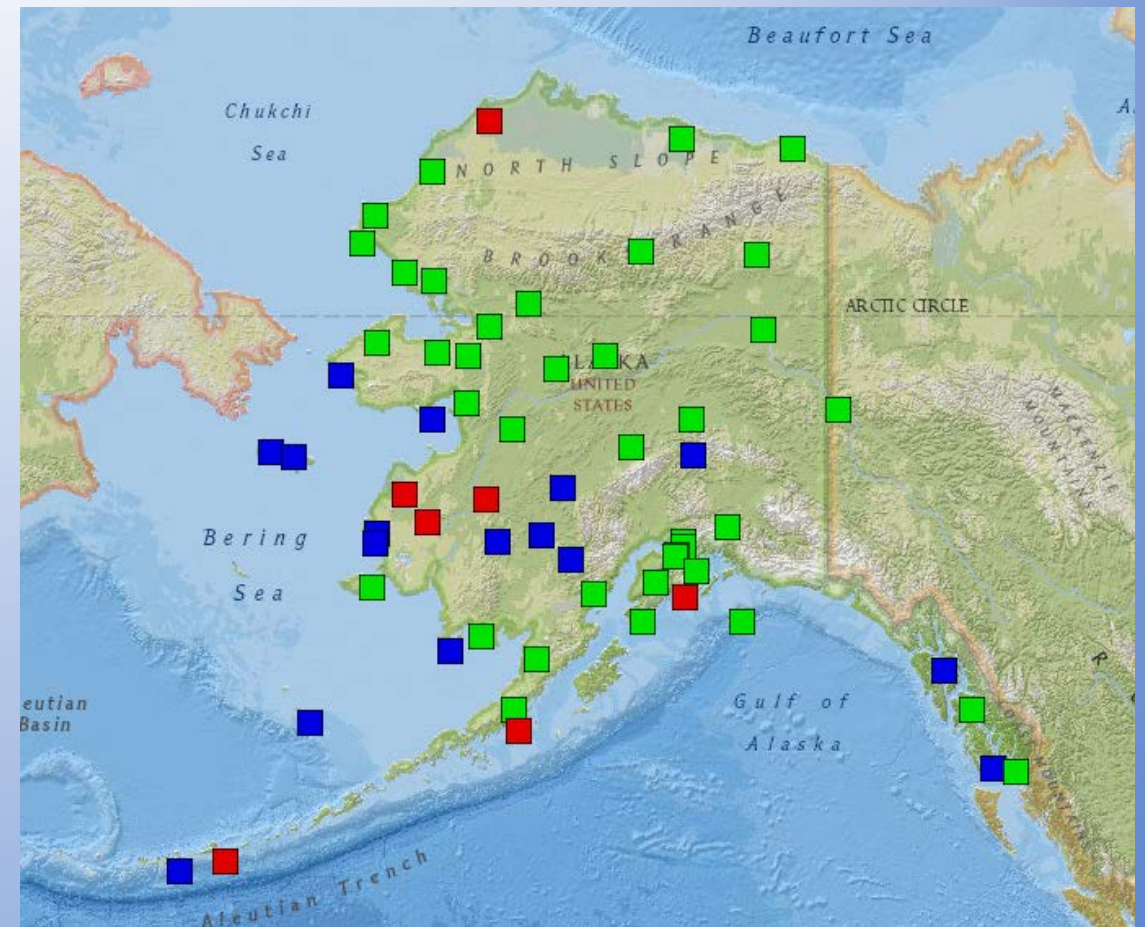
Winds: from the ENE (60 degrees) at 25 MPH (22 knots; 11.3 m/s) gusting to 33 MPH (29 knots; 14.9 m/s)

Visibility: 6 or more sm (10+ km)

Ceiling: 5000 feet AGL

Clouds: broken clouds at 5000 feet AGL

Weather: -RA (light rain)

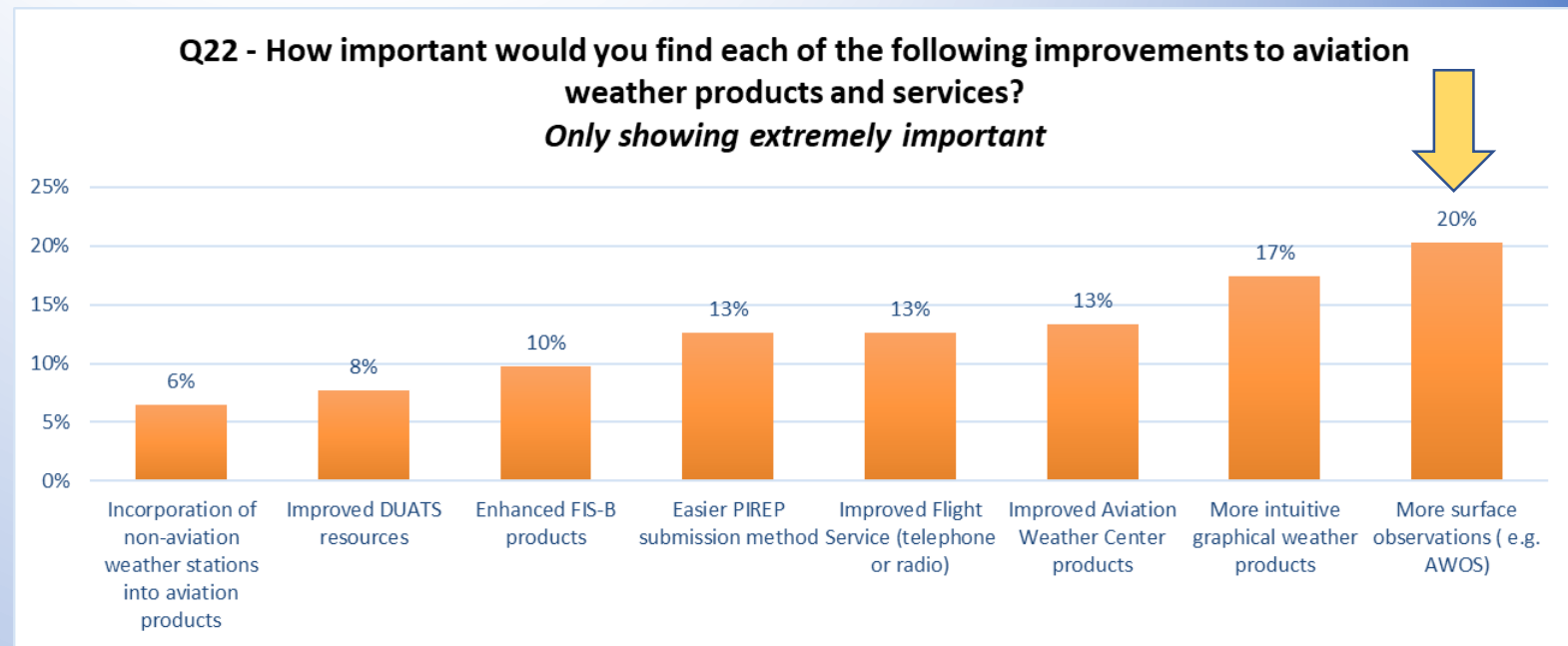


<https://www.weather.gov/arh/aag>

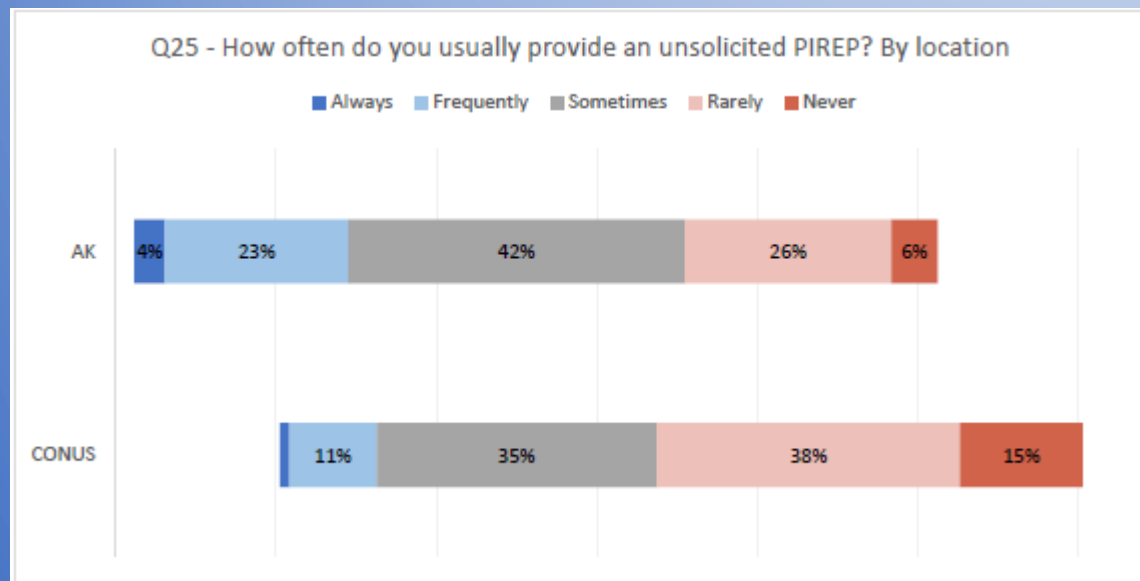
Includes FAQ file and link to an online survey

User Feedback

Pilots want more surface observations



From AOPA's 2017 Weather Survey, nation wide pilots rated the need for more surface observations at the top of the list

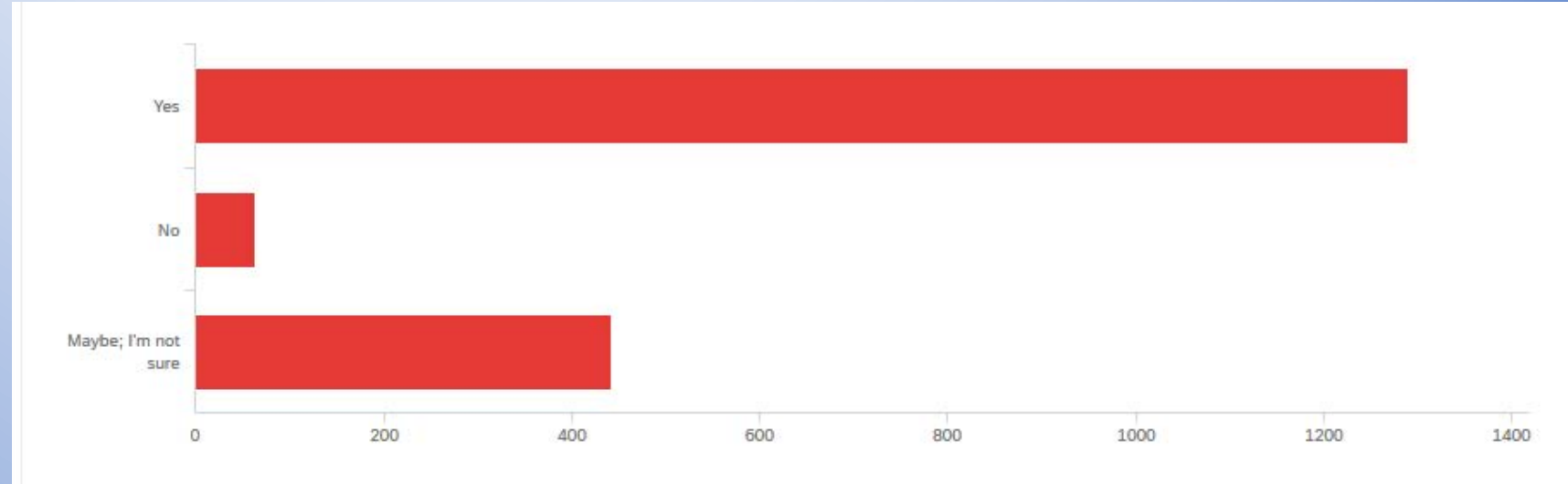


- 2018 survey found Alaska pilots are more likely to file Pilot Reports than pilots operating in the CONUS

Current weather survey underway:

Preliminary results
(survey still open):

- Pilots overwhelmingly would use uncertified weather
- Ceiling, visibility and wind are the top three elements they desire



Question: *If an uncertified weather observation was available at an airport you fly to that currently does not have an AWOS or ASOS, would you use this advisory information?*

Appreciate the progress...

2017

- Industry letter sent to FAA calling for making more surface observations available to pilots
 - Certified (less than AWOS III)
 - Uncertified-called for VFR standard

Today

- Pleased with FAA plans to develop VFR Weather Concept & 2020 test with Weather Camera Program
- Support development of a Con Ops, and plans for data distribution
- Willing to help test and solicit feedback





Thank You!

tom.george@aopa.org
301-695-2092