

Airlines For America (A4A)  
Meteorology Work Group (Met WG)  
***Current Top Priority Items on Task List***

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)**

Time of Day	Temp.		Visibility in Statute Miles (Meters)								
	Degrees Celsius	Degrees Fahrenheit	≥ 2 1/2 (≥ 4000)	2 (3200)	1 3/4 (2800)	1 1/2 (2400)	1 1/4 (2000)	1 (1600)	3/4 (1200)	1/2 (800)	≤ 1/4 (≤ 400)
Day	colder/equal -1	colder/equal 30	Very Light	Very Light	Very Light	Light	Light	Light	Moderate	Moderate	Heavy
	warmer than -1	warmer than 30	Very Light	Light	Light	Light	Light	Moderate	Moderate	Heavy	Heavy
Night	colder/equal -1	colder/equal 30	Very Light	Light	Light	Moderate	Moderate	Moderate	Moderate	Heavy	Heavy
	warmer than -1	warmer than 30	Very Light	Light	Moderate	Moderate	Moderate	Moderate	Heavy	Heavy	Heavy

# ***Volcanic Ash Advocacy Goals***

**Not Compromise Safety. Reduce Confusion & Operational Disruptions.**

## **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.