

Flight Standards Roles and Responsibilities

Presented to: Friends and Partners in Aviation Weather

By: Gordy Rother AFS-220

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Federal Aviation
Administration



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Flight Standards Organization Overview

- General Aviation (GA) – AFS-800 Part 91
 - FAA Safety Team (FAAST)
 - Preflight Planning Guidance
- Air Carrier Operations – AFS-200 Parts 121/135
 - Scheduled
 - On-demand
- Technologies and Procedures – AFS-400
 - Guidance
 - Requirements
 - Technical Research



Overview of Aviation Regulations

- 14 CFR 91.103 Preflight Action
 - Each pilot in command shall, before beginning a flight, become familiar with **all available information** concerning that flight. This information **must include**
 - (a) For a flight under IFR or a flight not in the vicinity of an airport, **weather reports and forecasts**, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays of which the pilot in command has been advised by ATC

Overview of Aviation Regulations

- **121.101 Weather reporting facilities.**
 - a. Each certificate holder conducting domestic or flag operations must show that enough **weather reporting services** are available along each route **to ensure weather reports and forecasts necessary** for the operation.
 - b. Except as provided in [paragraph \(d\)](#) of this section, no certificate holder conducting domestic or flag operations may use any weather report to control flight unless -
 - 1) For operations within the 48 contiguous States and the District of Columbia, it was prepared by the U.S. National Weather Service or a source approved by the U.S. National Weather Service; or
 - 2) For operations conducted outside the 48 contiguous States and the District of Columbia, it was prepared by a source approved by the Administrator.

Overview of Aviation Regulations

- **135.213 Weather reports and forecasts.**
 - a. Whenever a person operating an aircraft under this part is required to use a weather report or forecast, that person shall use that of the **U.S. National Weather Service, a source approved by the U.S. National Weather Service, or a source approved by the Administrator.** However, for operations under VFR, the pilot in command may, if such a report is not available, use weather information based on that pilot's own observations or on those of other persons competent to supply appropriate observations.
 - b. For the purposes of [paragraph \(a\)](#) of this section, **weather observations made and furnished to pilots to conduct IFR operations at an airport must be taken at the airport where those IFR operations are conducted,** unless the Administrator issues operations specifications allowing the use of weather observations taken at a location not at the airport where the IFR operations are conducted.

Aviation Weather Coordination

- **New requirements for Aviation Weather Operations are sent to NWS through a working relationship with ANG-C6, the Aviation Meteorological Authority.**
- **Bi-weekly meetings between FAA Flight Standards, NextGen Weather, and Flight Services**
- **Monthly meetings between FAA and NWS**

Aviation Weather Future Guidance

- **FAA recognizes current “certified” weather systems are too costly to obtain and maintain. The gaps must be filled with an alternate source of weather information.**
 - Silver Standard
 - Less expensive systems and/or sources of weather information
 - Commercial Weather Information Provider (CWIP)
 - NWS products not currently used for aviation weather
- **Handbook development**
 - Six Advisory Circulars are being combined into a Handbook which will allow for more timely updates and easier access to guidance information.