FAA Weather in the Cockpit Guidance and Policy

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AC 00-63A – Use of Cockpit Displays of Digital Weather and Operational Information

FSIMS 8900.1 Volume 3 Chapter 26 Section 5 – Use of Flight Information Services on the Flight Deck – Parts 91K, 121, and 135

AIM 7-1-11 FIS
This AC is applicable to all pilot users and describes:

- **Data Link Service Providers**
- **Category 1 data link vs. Category 2 data link**
- **Data link modes**
- **Data link service classifications**
- **Strategic vs. Tactical**
- **Aeronautical Information**
  - Baseline Synchronization Service
  - Aeronautical Update Service
- **FIS-B (Appendix)**
Pilot Actions – Pilot must understand the service provided and system particularities and limitations

- Latency
- Update cycles
- Indication of system failure
- Coverage areas/service volumes
- Content/format
- Data integrity
- Use of equipment/avionics display
- Overload of information
Use of AI and MET by Certificate Holders and Program Managers (91K, 121, 135)

- **Broadcast FIS**
  - Most broadcast FIS provided by commercial weather information providers (reformatted NWS information)
  - May be displayed on certified avionics or a portable device
  - Supports strategic decision making
  - Do not use as sole source of weather for making tactical in-flight decisions
Use of AI and MET by Certificate Holders and Program Managers (91K, 121, 135)

- **Contract/Demand via Internet Based Connectivity**
  - Records and Reports – applicable to CFR § 121
  - Security – Network security plan should exist for ensuring data confidentiality, integrity, and availability for cockpit access to the aircraft system
  - Restrictions on Use – Policies and procedures that restrict flight crew use of non-pertinent information accessed via the internet during all aircraft movement operations
Highlights of Guidance

Use of AI and MET by Certificate Holders and Program Managers (91K, 121, 135)

- An electronic flight bag (EFB) is an acceptable means to view MET and AI information in the cockpit
  - requires an Authorization for Use via FAA OpSpec A061
- Dispatch/Weather Brief Documents
- Digital/Electronic Dispatch
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- SMS – risk severity of no worse than a Minor
- Manuals – describe data link FIS equipment, procedures, and operational policies
- Crew Resource Management – address effective teamwork to using FIS information while in the cockpit
- MMEL/MEL – FIS MET MAY NOT mitigate MMEL/MEL restrictions related to the aircraft’s onboard weather radar
- Issues Unique to a Particular Operator
  - Particular regional international operations
  - Oceanic operations
  - Polar/Remote operations
What’s Next?

AC 00-63B – AVS NextGen work plan
goal: September 2015
• AFS-400 management directive –
  Update to support exclusive use of
  FAA FIS-B

What Else? I need your input!
• RTCA SC-206 input
• WSI IPAD User Forum input
• FPAW
• OEMS
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