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Automated Aircraft Reporting of Weather Information

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Participating MDCRs carriers desire an improved MDCRS program, with completed progress in the following areas:

- Increased number of participants
- Better data coverage
- Full compensation of data communication fees in exchange for open distribution of information
- Accommodation for turbulence reporting
- Flexibility to add new sensing capabilities
Water Vapor Progress

- UPS flying 25 aircraft with the WVVS-2 sensor
- SWA is flying 5 WVVS-2 aircraft now, and expects to have 2 additional equipped aircraft in early November.
- SWA has a firm commitment for an additional 42 WVVS reporting aircraft, with an option for an additional 18 as authorized by the NWS.
- Results have been very good with very little reported issues.
United and Delta already reporting EDR data.

SWA has 10 aircraft reporting EDR information.

Multiple challenges with EDR installation/integration at SWA which include:

- Cost considerations for ACMS production level EDR software
- Competing ACMS/CPU priorities
- Reporting data at the appropriate threshold
- Data familiarity among users
- Data integration into primary applications
- Operational integration and policy around EDR information
- Efficient/automated information communication to nearby aircraft
Automated Turbulence Reporting Needs

- Industry working group to help define thresholds, operational usage, airline implementation, and overall value/role of the information.
- Need further discussions on where EDR information relates to open data distribution communication cost compensation reimbursement.
- Data display and formats need to be refined.