Snow SPECI Changes

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Currently, no requirement for SPECIs for snow
  - Start, stop, changes in intensity

Snow information useful in aircraft de-icing operations

Initial basis for snow SPECI requirement
  - Need to know snow start, stop, or increase in intensity
  - Need better definition of light, moderate, and heavy snow
    - Traditional definition uses only visibility
    - Time of day and temperature ignored

FAA now requires Snow SPECIs
  - Working to implement
First step is FAA’s Safety Risk Assessment

Snow SPECI reviewed by safety risk panel (Sep 2010)

- Report to be drafted by FAA
- Due in 2-3 months

Requires an ASOS algorithm and configuration change to implement

- Request for Change will trigger algorithm development
- Testing and review (OT&E)
- Implementation after final acceptance
Snow SPECI Algorithm

New snow intensity algorithm would include:

- Day/night component
- Temperature component
- Visibility
Background
# Intensity of Snow Based on Surface Visibility

<table>
<thead>
<tr>
<th>Intensity</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light</td>
<td>Surface visibility $&gt; \ 1/2$ mile</td>
</tr>
<tr>
<td>Moderate</td>
<td>Surface visibility $&gt; \ 1/4$ mile but $\leq 1/2$ mile</td>
</tr>
<tr>
<td>Heavy</td>
<td>Surface visibility $\leq 1/4$ mile</td>
</tr>
</tbody>
</table>
# New Snow Intensity Table

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Temp Degrees Celsius</th>
<th>Degrees Fahrenheit</th>
<th>Visibility (Statue Miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day</td>
<td>colder/equal to -1</td>
<td>colder/equal to 30</td>
<td>Light</td>
</tr>
<tr>
<td></td>
<td>warmer than -1</td>
<td>warmer than 30</td>
<td>Light</td>
</tr>
<tr>
<td>Night</td>
<td>colder/equal to -1</td>
<td>colder/equal to 30</td>
<td>Light</td>
</tr>
<tr>
<td></td>
<td>warmer than -1</td>
<td>warmer than 30</td>
<td>Light</td>
</tr>
</tbody>
</table>