General Aviation Weather Challenges

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October 11, 2011
Overview

– Over forecasting of VFR Not Recommended and Icing
– PIREPS into the system
  • Getting Pireps on actual conditions is not the problem.
  • Getting it into the system and getting it disseminated and the forecast updated IS the problem.
– Alaska Differences, Challenges and Benefits
VNR and Icing Over forecasted

• Both continue to be over forecasted and our understanding is:
  – AWC could provide more accurate forecasting BUT…..
  – There is a fear from the agencies of liability (lawsuits) or a failure to warn pilots.
Observations during site visits to SEA and BOS ARTCCs yielded:

- There was no shortage of controllers who had an intimate knowledge of the weather in their sectors.
- However, they tended not to share the information and didn’t seem to understand the importance of disseminating it into the NWS network.
- Furthermore, there was no easy way for them to do so. Last we checked, they would transcribe it onto a scrap of paper and whoever was working the CWSU position would come by each station once each hour and collect the slips of paper and enter the PIREPs manually, *if they had time!*

Perhaps this is NOT an efficient way of doing business?
Putting Alaska Into Perspective
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Infrastructure: NexRad

COMPOSITE ALASKAN NEXRAD COVERAGE DELIVERIES AS OF AUGUST 20, 1996

- Equipment delivery date of 8-21-96 or later
- Areas not covered below 10,000 ft above site level

0 100 Nautical miles (nmi)
0 185 Kilometers (km)
Variable conditions
Winds aloft forecast grid:
Lower 48 states  =  30 km
Alaska          =  90 km
FAA Weather Camera Program

This page was generated at 22:46 UTC. (ADT = UTC - 8) (AST = UTC - 9)

Eagle

Latest NorthWest Camera Image

Clear Day Image (NorthWest)

East Cam

NorthWest Cam

EastLoop...

NorthWestLoop...
Growing number of sites