



# General Aviation Weather Challenges

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# 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.



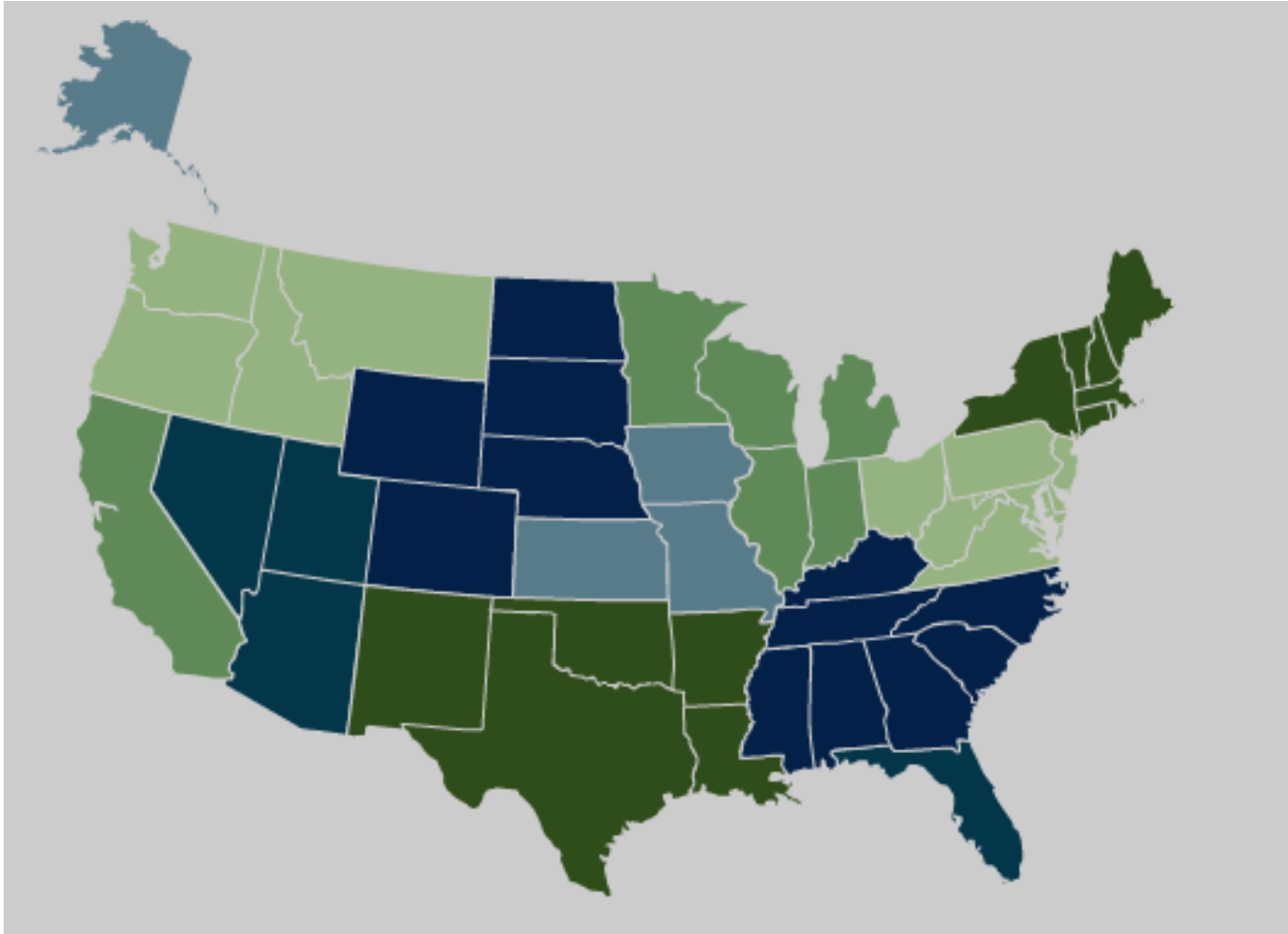
# PIREPS

- 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



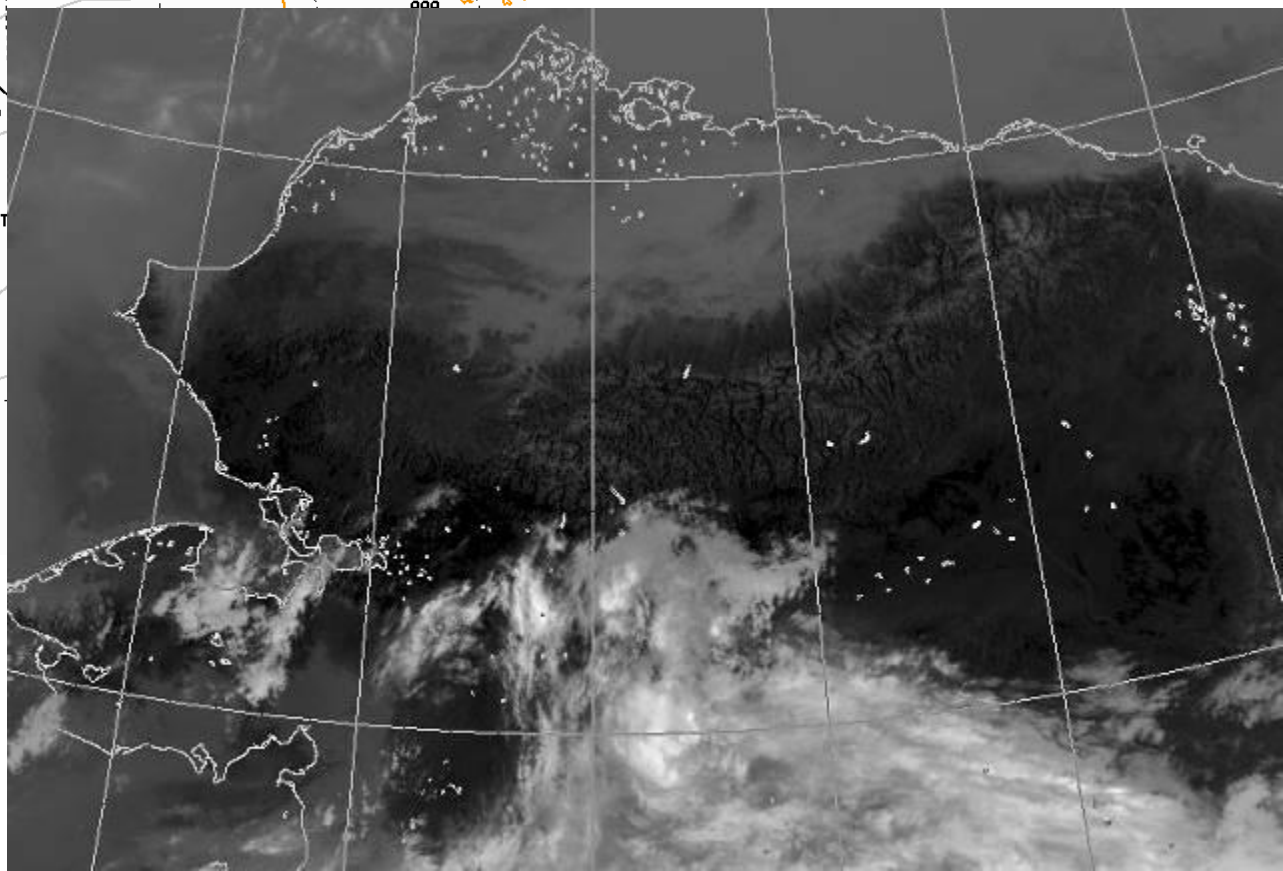
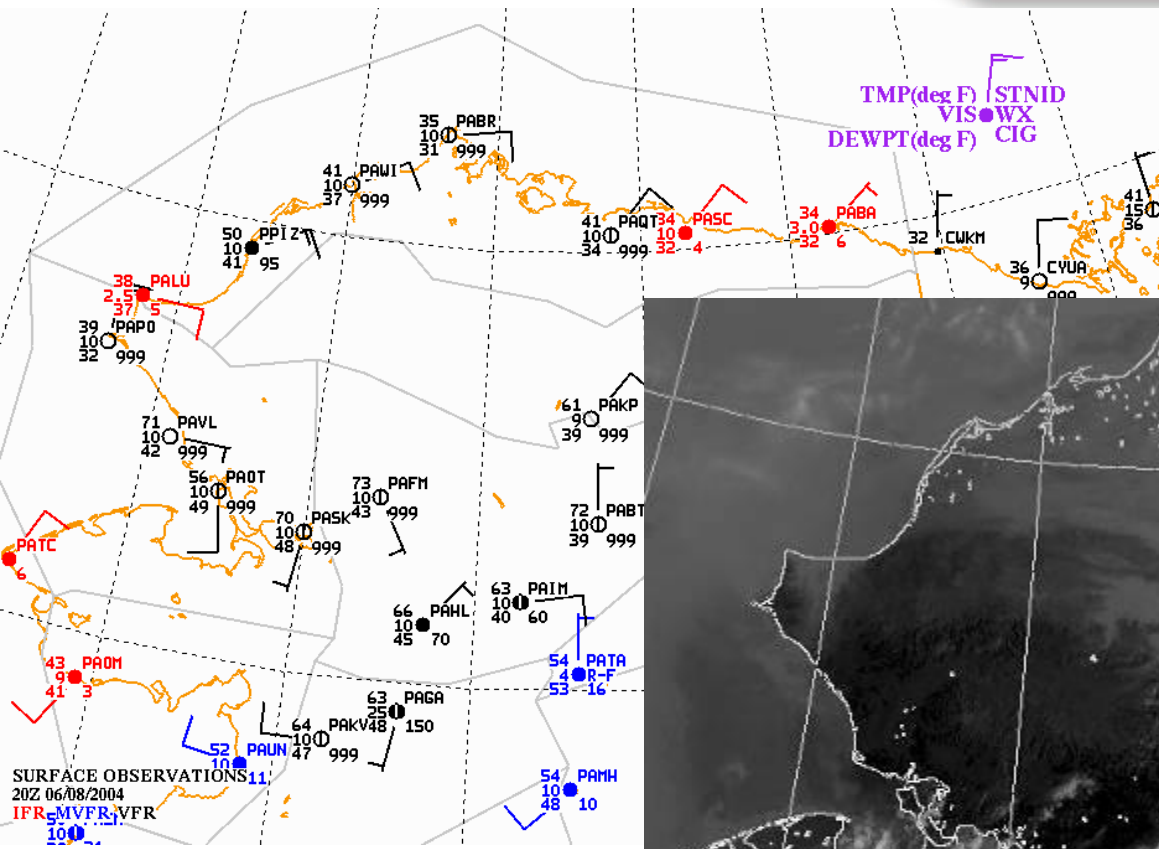
# Putting Alaska Into Perspective



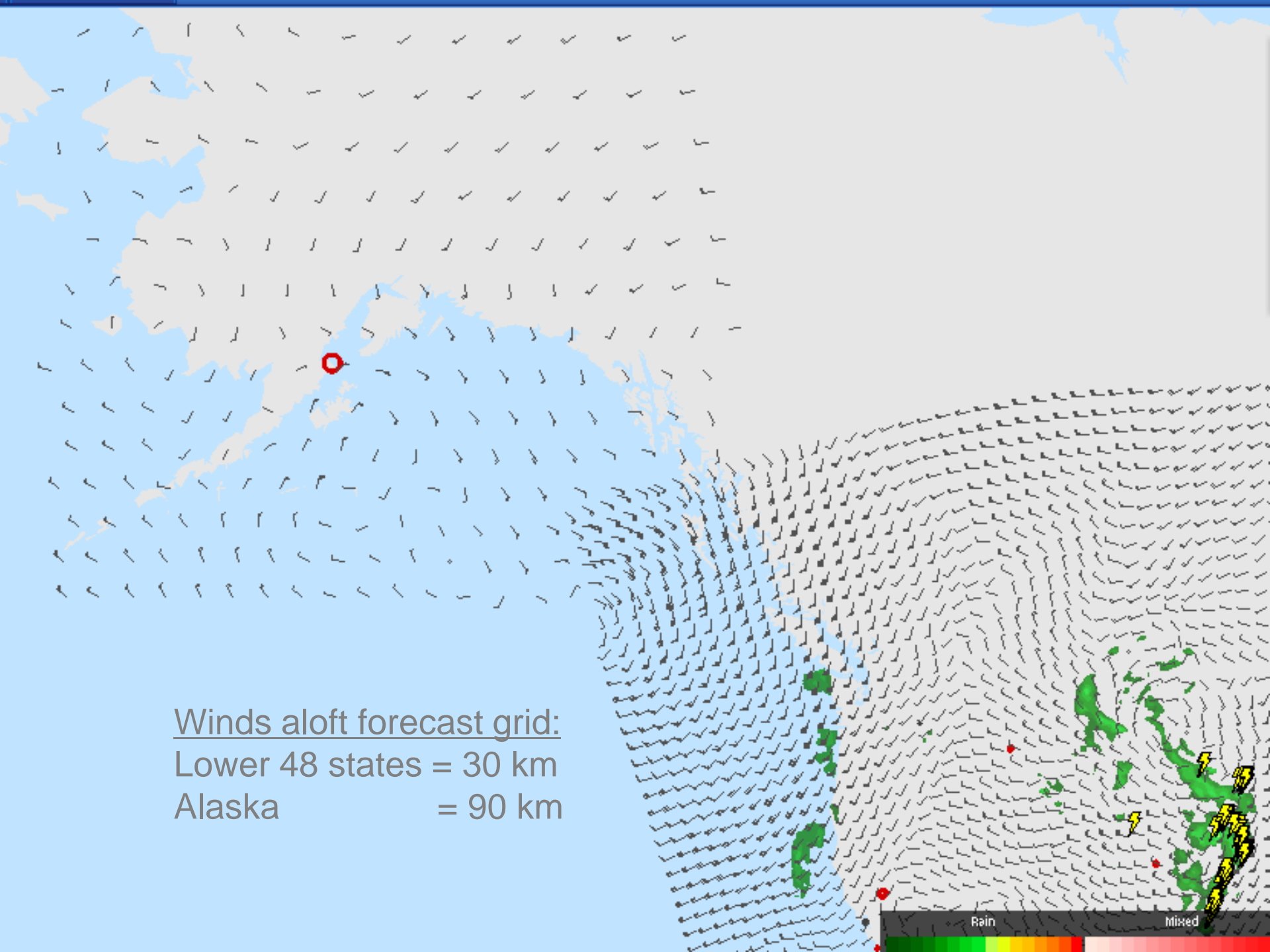




# Variable conditions







Winds aloft forecast grid:  
Lower 48 states = 30 km  
Alaska = 90 km

# FAA Weather Camera Program

[Northwest Section](#)

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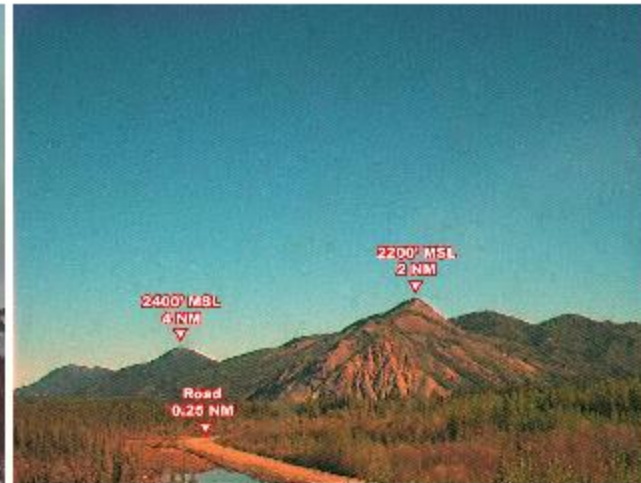
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## Eagle

Latest NorthWest Camera Image

Clear Day Image (NorthWest)



East Cam



NorthWest Cam

[East Loop...](#)

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# Growing number of sites

