

During approach and landing, brief for possible windshear, monitor power, pitch attitude, airspeed and vertical velocity.

PREFLIGHT WEATHER PLANNING

Consider all weather information pertinent to the route. Weather information should consist of at least the following when available:

- Metars
- Pireps
- Area Forecast
- Winds Aloft
- FSS Briefing
- Village Agent Observation

Keep current on enroute weather developments through regular use of the following sources of weather information:

- Flight Service Station,
- Enroute Flight Advisory Service,
- Transcribed Weather Broadcasts,
- Scheduled Weather Broadcasts,
- Inflight Weather Advisories (Sigmets and Airmets),
- Pilot Weather Reports,
- Air Route Traffic Control,

Utilize onboard radar, if applicable, at all times during operations in the vicinity of hazardous weather. In utilizing weather radar for thunderstorm avoid-

ance, the following guidelines will be employed:

- If temperature at cruise altitude is 0 degrees Centigrade or above, avoid all echoes indicating sharp and shear returns by at least 5 nm. If the echo is irregular, indicating the presence of hail or tornadoes, avoid by at least 10 nm.
- When operating above FL230, avoid all echoes by 20 nm.
- Utilize the above distances when over flying a thunderstorm, unless the altitude difference is greater than 2,000 feet.
- The following radar returns indicate the presence of hail, tornadoes or extreme turbulence and should be avoided in all instances:
 - Hook-shaped echoes,
 - U-shaped echoes,
 - Scalloped echoes,
 - Narrow extensions of the primary echo.

WEATHER REPORTS AND FORECASTS

FAR 135.213

Weather reports and forecasts that we use to conduct flight operations should come from one of the following sources: (refer to *Operations Specification A010*)

DOMESTIC

- U.S. National Weather Service, including contracted agencies,

12-4 WEATHER

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- A source approved by the U.S. National Weather Service, or
- A source approved by the FAA, such as the Flight Service Stations,
- SAWRS, LAWRS, AWOS, ASOS
- Jeppesen WX

INTERNATIONAL:

- Any active meteorological office of a foreign state that subscribes to the standards and practices of ICAO conventions. These will be located in the ICAO Regional Air Navigation Plans MET tables or the AIPS of individual states.
- The equivalent national weather service of the country of operation that is used for commercial IFR operations.

VFR OPERATIONS

For VFR operations, if regular reporting is not available, use weather information based on personal observations or on those of other persons competent to supply appropriate observations. If using pilot weather reporting, the reporting pilot must hold at least a commercial rating.

SITE LOCATION

FAR 135.213(b)

Weather observations made and furnished to pilots to conduct IFR operations at an airport should be observed at the airport where IFR operations are to be conducted. There are many cases where the FSS may pass along weather that is not reported from the

airport site, but this to be used only for VFR operations.

If in doubt about the validity of the site location, ask the FSS or check with the Chief Pilot far enough in advance to be able to make a determination of the suitability of the weather report. It may be that another operator, such as commuter, does have *Operations Specifications* that allow off-site reports under certain conditions. The fact that they may be operating legally would not mean that we could.

NOTE: The FAA has pursued vigorously incidents of pilots using improper weather reporting facilities or relying on their own observations to make a departure or arrival.

FINO

The term FINO is put on the end of a weather report to indicate that there is no longer anyone available to make a special observation or to observe that the weather has changed since the last scheduled report. Thus, a report with FINO in it cannot be used for IFR operations as it no longer meets the criteria of "current weather" and you no longer know what the weather conditions may actually be.

IFR: TAKEOFF LIMITATIONS

FAR 135.217

Do not depart under IFR from an airport where weather conditions are at or above takeoff minimums but are below authorized IFR landing minimums unless there is an alternate airport within 1 hour's flying time (at normal cruising speed, in still air) of the airport of departure.