

Weather Study – Attachment 3

Email correspondence with Leidos regarding N52TH Leidos preflight weather briefing

METEOROLOGY

WPR18FA088

Richards Michael

From: Oglesby, Mark T. [REDACTED]@[REDACTED]
Sent: Tuesday, February 20, 2018 10:20 AM
To: Richards Michael
Cc: [REDACTED]@[REDACTED]
Subject: FW: NTSB questions and answers for N52TH

Hi Mike,

Here are the answers (in red below) to the questions you're looking for.

Best regards,

Mark T. Oglesby | Leidos

Quality Assurance Staff | Civil

phone: [REDACTED]



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I believe this briefing was initiated at 1650 UTC on 11 February 2018. In the briefing history .doc, I do not see any information about available PIREPs at the time of the briefing. I am not sure if that's because there were none for the search criteria, or if that's just not a normal section in these reports. Honestly I can't remember.

During the briefing, with regard to PIREPs, the briefer stated "...nothing in the lower altitudes, in the system..."

We are aware of the following PIREP, which reported the event having occurred at 1640 UTC (on 11 Feb). Personally I would consider this applicable to his flight.

TSP UA /OV TSP180005 /TM 1640 /FL065 /TP PA18 /TB MOD /RM +/- 500FT UP AND DOWN
DRAFTS/NWBND=

Of course, that doesn't mean the PIREP was disseminated to WMSCR and available to the briefer at 1640 UTC, and I am following up with a different group at FAA to see if we can find out when this hit the system.

1 - Can you determine what PIREPs were available to this briefer within his briefing system at the time of the briefing? Or determine when this particular PIREP became available if it was after the briefing?

Yes. From the briefing history delivered to you. All PIREPs within 25 NM either side of the route of flight would have been displayed. In this case, there were no PIREPs within 25 miles either side of the route at the time of the briefing request. The PIREP 5 miles south of TSP you've referred to, is 42 miles north of the route, and therefore, not displayed. The TSP PIREP referred to above was transmitted at 16:52:48Z, approximately 2 minutes after the briefing was requested by the flight service specialist.

2 - Local NWS Weather Forecast Offices issue advisories (e.g., High Wind Advisories) that identify and forecast conditions that, while often are focused on the surface and are not "aviation" products, may provide valuable information to pilots for flight near the surface. Though the order does not note these products by name, FAA 7110.10Z section 3-2-1-c-5 (and

possibly section 3-2-1-c-6 when there is no TAF) seems to indicate such NWS advisories should be provided during a Standard Briefing when applicable. I have attached an example from 11 February.

Do briefers have access to these types of products at their briefing stations (I did not see them in the data provided or hear anything on the audio, actually the briefer said there wasn't anything too significant out there weather-wise)?

The only WFO warnings that are typically provided are thunderstorm and tornado warnings. The NWS WFOs generate numerous other public warnings and messages that are not designed to be delivered to the pilot directly. (Winter storm warnings, winter weather advisories, high wind warnings, flood warnings, etc.). The office that issues the attached advisory is the same one that issues the TAF for their local area. Strong winds would have been represented to the aviation community in that way. The advisories designed by the NWS to be delivered to the aviation community are AIRMETS, SIGMETS, Convective SIGMETS, Center Weather Advisories and Alert Weather Watches. In the case of N52TH, the advisories present at the time of the briefing request were AIRMET TANGO for turbulence and AIRMET TANGO for Low level wind shear which were provided to the pilot. The destination TAF was provided to N52TH, therefore, he received the aviation equivalent to the advisories you're referring to.

TAF AMD KVNY 111627Z 1116/1212 11005KT 5SM BR SKC WS015/06030KT
FM111800 02012KT P6SM SKC
FM120000 12006KT P6SM BKN200

3 - Aside from what is found in FAA 7110.10Z section 3-2-1-c, is there further guidance on how close to a proposed route of flight a PIREP would be considered applicable, and what would constitute "lower" or "higher" altitudes? Or is this completely at briefer discretion? I assume the latter but just want to check.

The FAA JO7220.4 Appendix A, 4 states:

- i. The horizontal limits of pertinent weather and aeronautical information and adverse conditions are normally considered to be 25 nautical miles either side of the proposed route.
- j. The vertical limits of pertinent weather information and adverse conditions are normally considered to be:
 - (1) The climb out and approach path.
 - (2) For flights below FL180; from the surface to 5000 feet above the proposed en route altitude.
 - (3) For flights at or above FL180; from 5000 feet above and below the proposed en route altitude.

4 - Given the questions here, we need to request a formal transcript of this audio.

Given the answers, are you still requesting a transcript of the audio be provided to you? Ordinarily transcripts are not done when FCFSS service provided is routine. We would need to request a transcript be done and released to you from the FAA Flight Service Program Office per FAA JO 8020.16B.

Sincerely,

John T. Alexander | Leidos

Quality Assurance Staff | Civil

phone:

@

| leidos.com/Civil



Richards Michael

From: Oglesby, Mark T. [REDACTED]@[REDACTED]
Sent: Tuesday, February 27, 2018 12:14 PM
To: Richards Michael
Cc: Alexander, John T.; Ferrell, Dustin M.
Subject: RE: Transcript N52TH

Mike, to answer your question "do briefers have access to these types of products at their briefing stations?"

It is possible for briefers to access the NWS web site and the public type advisories (these are not aviation products), however, the only WFO warnings that are provided to the briefer when requesting the briefing to be provided to pilots, and what appears to them in the briefing, is the thunderstorm and tornado warnings.

To address this question: does this mean a (larger) suite of WFO warnings are available to the briefer? The answer is no. Not for the purpose of briefing pilots.

Best regards,

Mark T. Oglesby | Leidos

Quality Assurance Staff | Civil

phone: [REDACTED]

@ [REDACTED]

| leidos.com/civil



From: Richards Michael [REDACTED]@[REDACTED]
Sent: Monday, February 26, 2018 4:22 PM
To: Oglesby, Mark T. [US-US: [REDACTED]]@[REDACTED]
Subject: EXTERNAL: Re: Transcript N52TH

He hasn't yet. Thanks again Mark.

From: Oglesby, Mark T. [REDACTED]@[REDACTED]
Sent: Monday, February 26, 2018 5:20:21 PM
To: Richards Michael
Subject: RE: Transcript N52TH

I thought John Alexander answered that. I will CC him on this response, he should be in the office tomorrow...

Mark T. Oglesby | Leidos

Quality Assurance Staff | Civil

phone: [REDACTED]

@ [REDACTED]

| leidos.com/civil



From: Richards Michael [REDACTED]@ [REDACTED]
Sent: Monday, February 26, 2018 4:15 PM
To: Oglesby, Mark T. [US-US] [REDACTED]@ [REDACTED]
Subject: EXTERNAL: RE: Transcript N52TH

Thank you very much Mark. We are still awaiting clarity on the following question, correct?

Mike

- To the question "Do briefers have access to these types of products at their briefing stations..." the answer began "The only WFO warnings that are typically provided are thunderstorm and tornado warnings..." Does this mean that the only WFO warning typically provided to briefers are thunderstorm and tornado warnings? Or does this mean a (larger) suite of WFO warnings are available to the briefer but thunderstorm and tornado warnings are the products typically provided to the pilot? Just wanted to make sure the briefer access aspect was clear.

From: Oglesby, Mark T. [REDACTED]@ [REDACTED]
Sent: Monday, February 26, 2018 5:13 PM
To: Richards Michael [REDACTED]@ [REDACTED]
Cc: Alexander, John T. [REDACTED]@ [REDACTED]
Subject: Transcript N52TH

Greetings Mike,

The PWB transcript for N52TH you requested is awaiting your download. Please follow the instructions below, the password should work unless you have changed it.

- Go to this web site: [REDACTED]
- In the username dialogue box enter: [REDACTED]
- In the password dialogue box, copy this: [REDACTED]
- Go to the download tab and download your document(s).

Save your download

If you have any questions, please call me at the number below.

Best regards,

Mark T. Oglesby | Leidos

Quality Assurance Staff | Civil

phone: [REDACTED]

[REDACTED]@ [REDACTED] | leidos.com/civil



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