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NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: October 28, 1977

Forwarded to:

Honorable Langhorne M. Bond
Administrator
Federal Aviation Administration
Washington, D.C. 20591

SAFETY RECOMMENDATION(S)

A-77-68

The National Transportation Safety Board has noted with concern your recent issuance of Amendment 121-134, Additional Weather Information, to the Federal Aviation Regulations. As you know, this amendment requires that domestic and flag air carriers adopt an approved system for obtaining forecasts and reports of adverse weather conditions that may affect safety of flight while en route and at each airport to be used. Prior to a flight, the aircraft dispatcher would be required to provide the pilot-in-command with all available weather reports and forecasts of weather conditions for each route to be flown and each airport to be used. During a flight, the aircraft dispatcher would be required to provide the pilot-in-command with any additional available information of meteorological conditions that might affect safety of flight.

Although the Safety Board agrees with the intent of the amendment to reduce the number of accidents resulting from adverse weather, we have serious reservations concerning certain aspects of the amended requirement.

Our investigations of several severe weather-related air carrier accidents in the terminal area indicate that the timely transmission of severe weather information by the company dispatcher to a flight in the terminal area is generally not feasible because he realistically cannot keep abreast of rapidly developing terminal area weather. The Safety Board is convinced of the need for the development and implementation of a system for controllers to relay severe thunderstorms and tornado bulletins to aircraft in the terminal area. We continue to believe that the responsibility for transmission of such information necessarily devolves to the controller and that the provisions of Amendment 121-134, as they apply to the terminal area, are unrealistic.

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Although the weather information relay problem may not be as critical for en route flights as it is for flights in the terminal area, the Safety Board's investigation and public hearing concerning the recent Southern Airways, Inc., DC-9-30 accident at New Hope, Georgia, revealed that there may be deficiencies in the relay of adverse weather information during the en route phase as well. However, the Safety Board believes that the problem is more urgent in the terminal area and that direct and immediate action is needed to improve the current terminal-area weather-dissemination system.

Therefore, the National Transportation Safety Board recommends that the Federal Aviation Administration:

> Formulate rules and procedures for the timely dissemination by air traffic controllers of all available severe weather information to inbound and outbound flightcrews in the terminal area. (Class II-Priority Followup) (A-77-68).

BAILEY, Acting Chairman, McADAMS, HOGUE, and HALEY, Members, concurred in the above recommendation.

Kay Bailey

By: Kay Bailey
Acting Chairman

Safety Recommendation Reiteration List

SR Number	Reiteration Number	Report Number	Report Date	Accident Description	Accident City	Accident State	Accident Date
A-77-068	1	AAR-80-15	12/9/1980	Air Wisconsin, Inc., Swearingen A-226 Metro, N650S	Valley	NE	6/12/1980