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European Cockpit Association

# The weather information need for safe operations

EASA Workshop: Weather information provided to pilots

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ECA, 10 / 2015



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— Is there a common vision among the aviation community on what inflight weather information shall be provided to pilots to ensure flight safety and efficiency?

## YES !





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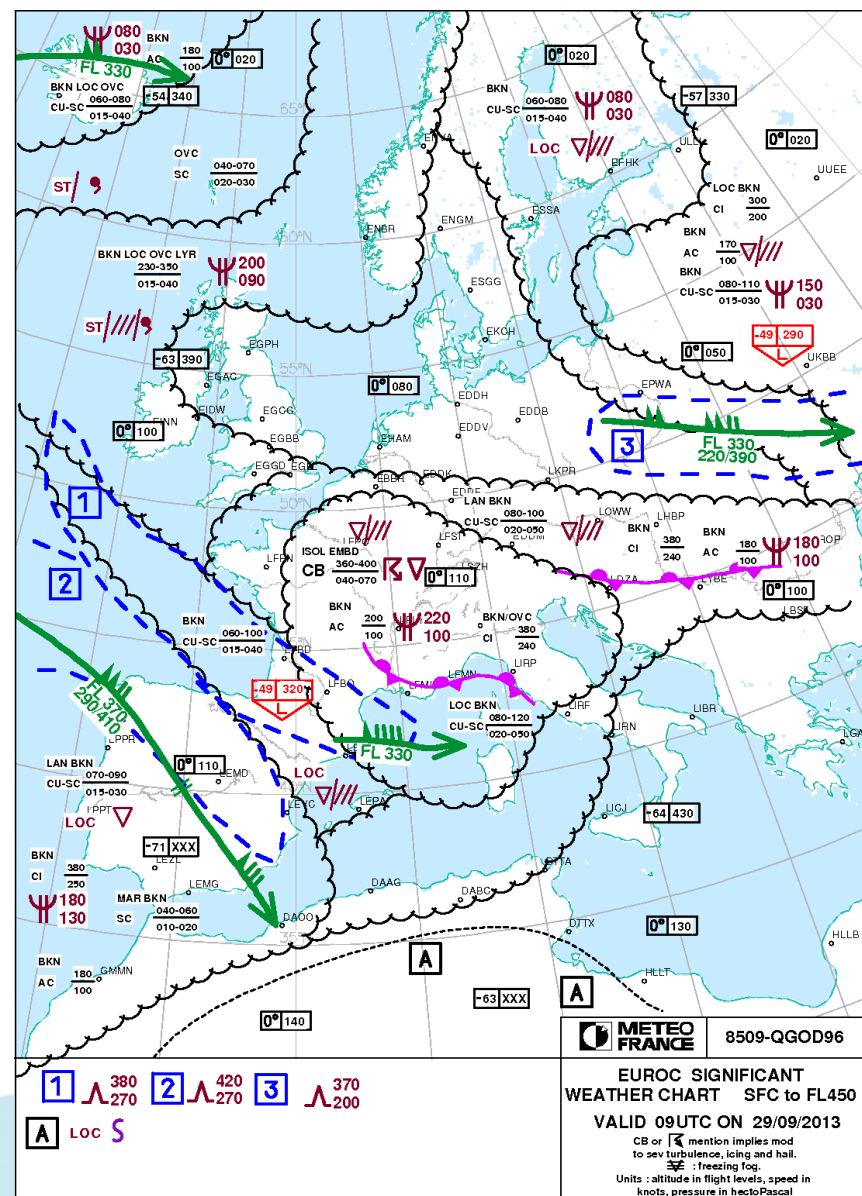
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## Detailed requirements

- »» Access to information has to be continuous, it has to be available on the ground and in the air.
- »» Information content has to be displayed in easy to grasp, graphical form, and should be the same in air- and ground systems
- »» Weather graphics shall make use of colour to highlight important phenomena
- »» Real-time advanced radar and satellite pictures with flight path added,
- »» continuously updated forecasts that have 3 hrs or less between forecast times,
- »» Pilot-selectable, specialised weather information for special situations, i.e. tropical systems, high winds, volcanic eruptions, winter weather, fog
- »» Playback capability for all information



# We need colour.

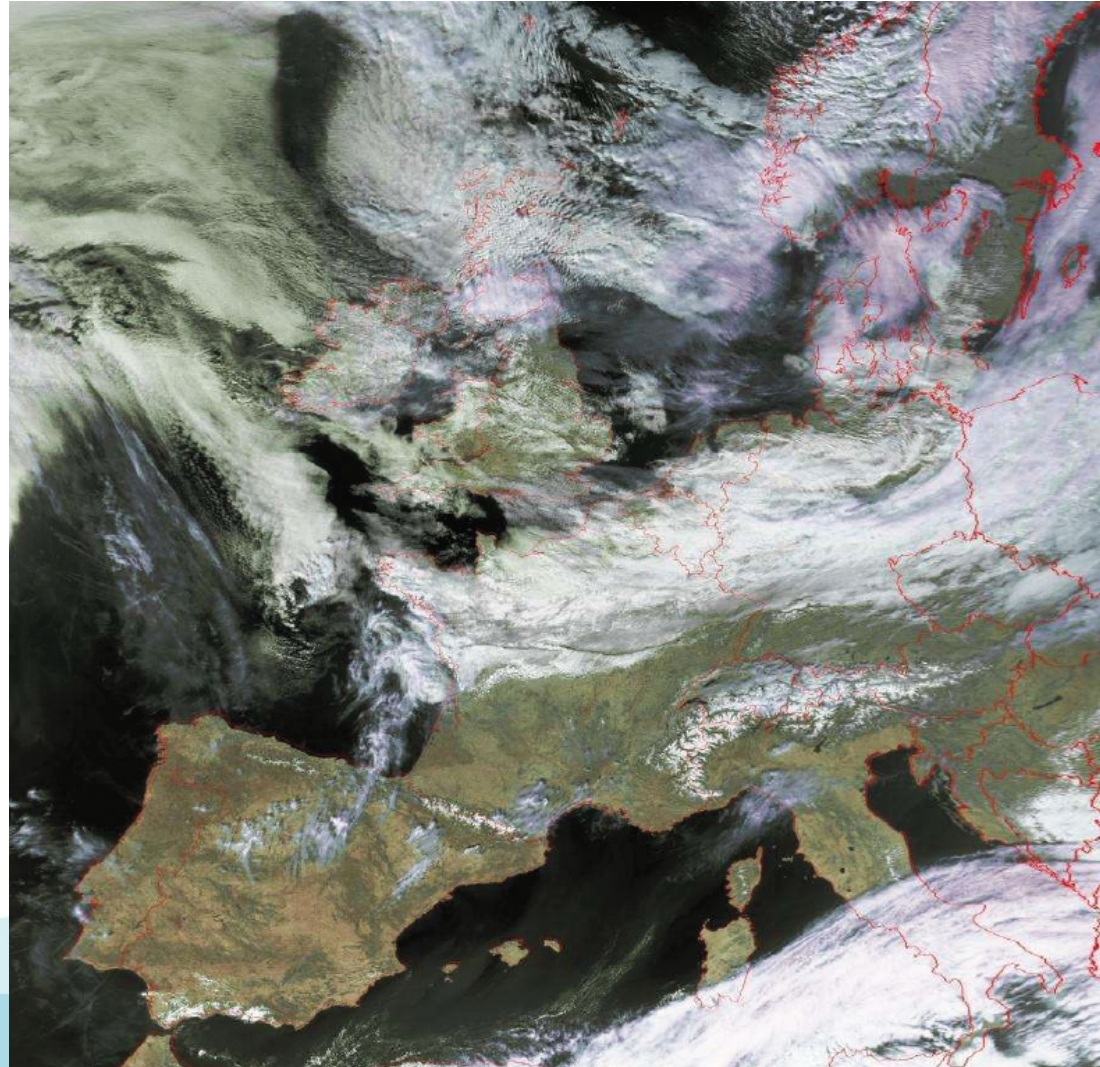




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We need  
high- quality  
satellite  
pictures.





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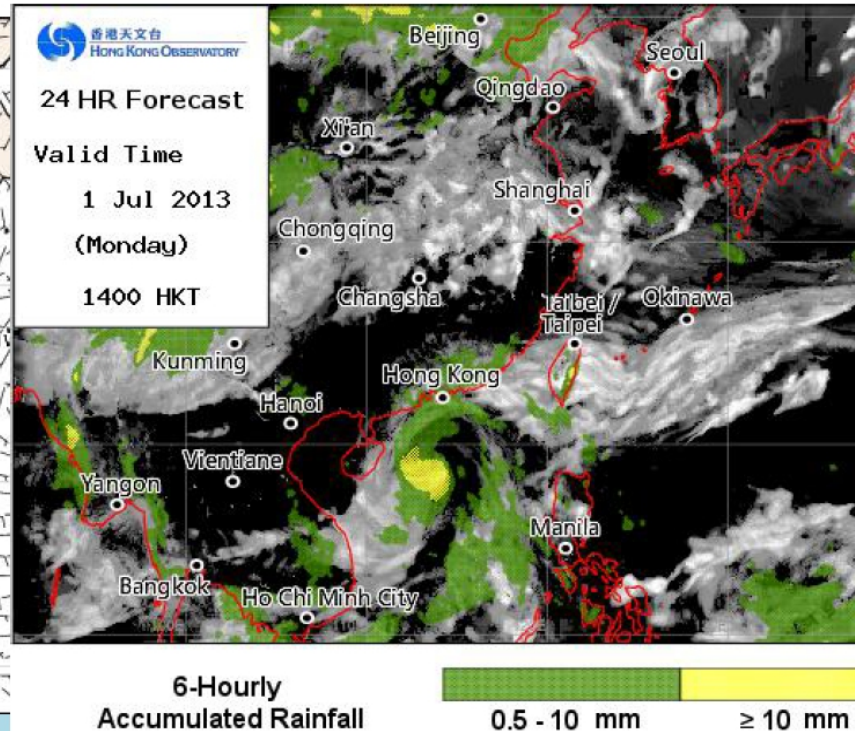
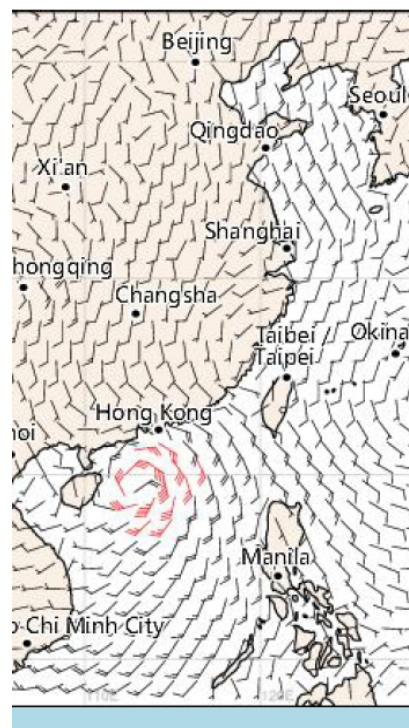
destination MMMX



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We need special information for special situations.





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Which geographical region should be covered? Is it mostly over Europe? Is it wider i.e. all areas where EU AOC holders are operating?

We need  
high-quality  
met info  
wherever  
we fly.





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Is there a need for actions to progress on the subject and reach a common understanding?

## Pilots and Safety Pilots have a common understanding.

## IATA Safety Report 2014

Recommendation:

- Support means to get weather information into the flight deck in real-time, filtered and in the appropriate layout which is easy to interpret;
- Support development of advanced technology for forecasting, and real time presentation of weather;
- Support promulgation of meteorological phenomena to aircrew;
- Support intelligent filtering systems so that flight crews get timely information that applies to their specific flight;
- Encourage development of technology that allows flight dispatch to gain situational awareness regarding hazardous WX phenomena prior flight along the planned route, adjust the route and assist air crews in decisions making (e.g. fuel uplift);
- Encourage development of technology that allows ATC to gain situational awareness regarding hazardous WX phenomena not only in the vicinity of airports but also along the route so to be able to assist air crew  
(.....)



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→ What could be the role/Distribution of the Agency in such a case?

## EASA could

- inform about improved weather
- eliminate obstacles
- consider rulemaking