



# ECA

European Cockpit Association

## Potential Challenges

EASA Workshop: Weather information provided to pilots

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ECA, 10 / 2015



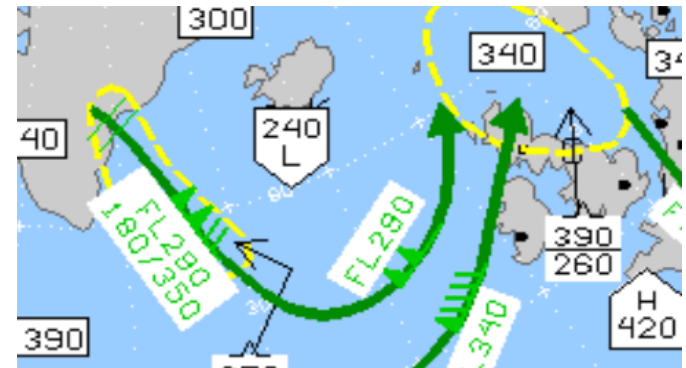
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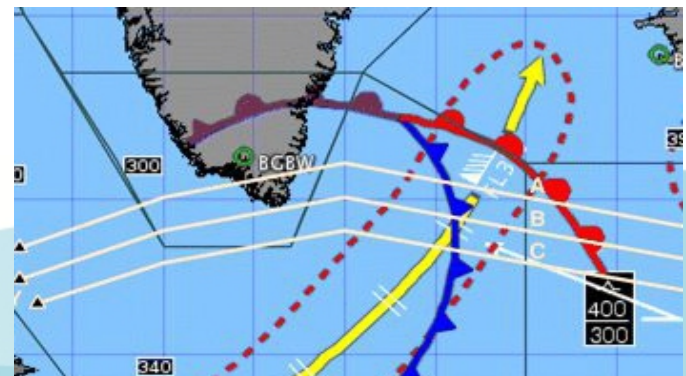
What prevents the technology available today from being deployed ?

ICAO-standardized weather in colour needs to be created still.

What Colour does a Jetstream have ?



or



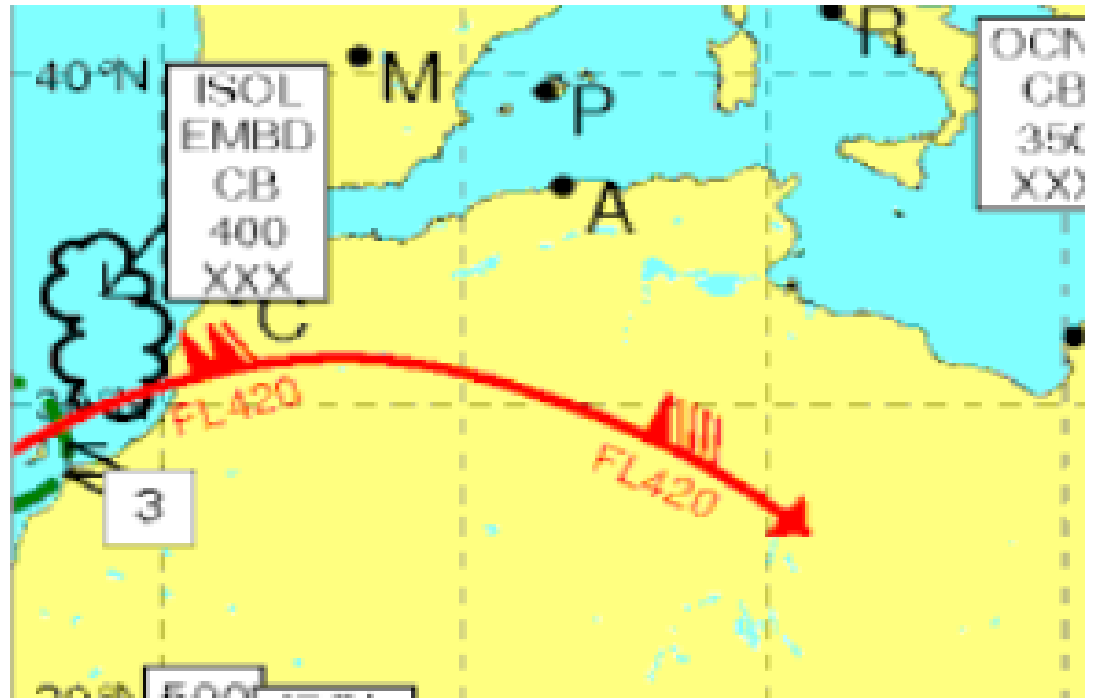


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What Colour does  
a Jetstream have ?

Jetstreams are RED !





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What are the cost/safety  
benefit aspects ?

What are the cost / economic  
benefit aspects ?

Main benefits of colour:

- easier identification of  
weather features
- less mistakes
- much improved safety
- negligible cost-differential



**Do Not Use for Flight Documentation**



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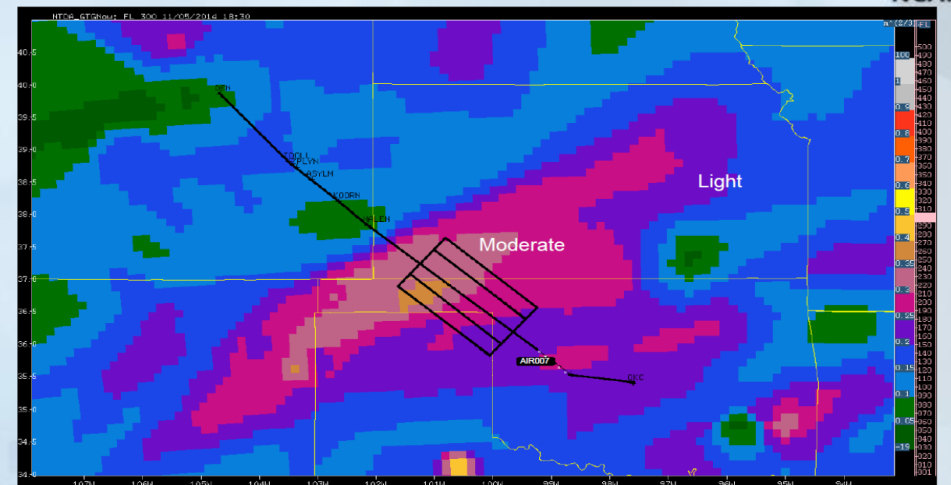
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Is there a need for standards or certification specification, guidance, safety promotion studies or other action ?

Definitely, as there are a multitude of rules and regulations in effect on the use of weather eFB in the cockpit in Europe.

One set of rules to enable weather in the cockpit !

CAT – NTDA-GTGNow – position 1



**ALERT: 05 Nov 2014 18:33:00Z AIR007 FL300 heading 312. Moderate Turbulence ahead**



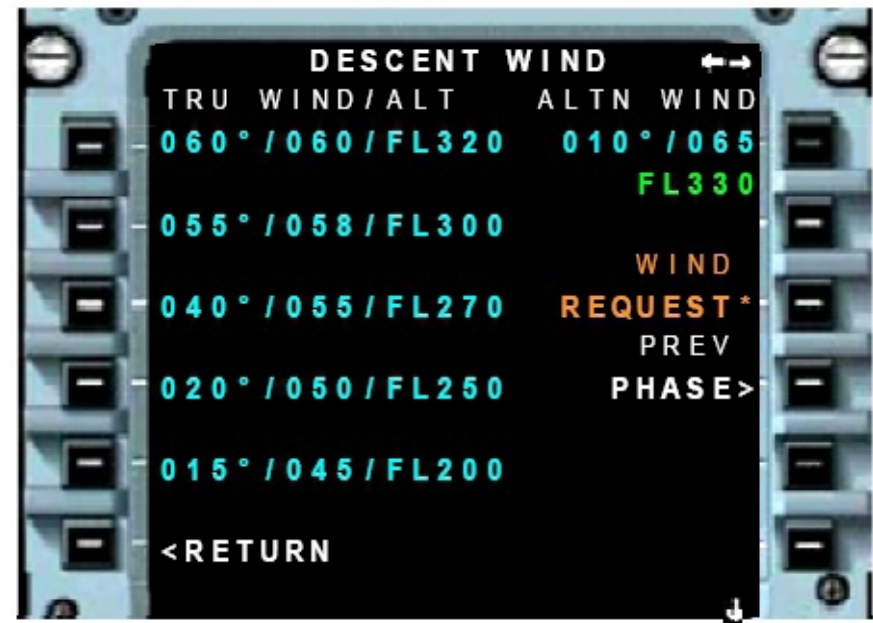
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Is there a need to further work  
on the subject to reach a  
common view ?

**ICAO GANP or SESAR  
deal with issues relevant  
for ATM: More wind-  
updates for the FMS !**

**That helps the FMS – not  
the situation awareness of  
the pilot.**



( Airbus )



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How can the Agency help ?

**EASA should work  
towards guidance on  
provision of improved WX  
information for the cockpit**

**.... in EASA material,**

**and harmonize rules in  
Europe.**

## PILOTS' VISION ON WEATHER

SESAR  
PROGRAMME

PROVISION OF  
WEATHER DATA  
AND CHARTS

