

Section 322 Update

Presented to: Alaska Air Carriers Association

By: Brad Sipperley – FLM Fairbanks FSDO

Date: 01 March 2022



**Federal Aviation
Administration**

Overview

1. Section 322 Review
2. Provide a *brief* over view of the approval process for non-certified weather sources focusing on the Weather Camera approval processes
3. Issues to date
4. Change to Policy
5. Parking Lot Questions



Section 322

•**Section 322:** The Administrator **shall** permit an air carrier operating pursuant to part 135 of title 14, Code of Federal Regulations, to operate to a destination with a published approach, in a noncontiguous State under instrument flight rules and conduct an instrument approach without a destination Meteorological Aerodrome Report (METAR) **if a current Area Forecast, supplemented by noncertified local weather observations (such as weather cameras and human observations) is available, and an alternate airport that has a weather report is specified.** The operator **shall** have *approved* procedures for **departure** and **en route** weather evaluation.



Approval process

AC135.45

- **9 PROCEDURES FOR GAINING FAA APPROVAL.** FAA approval of procedures for the evaluation of en route and destination weather will be **contingent upon the quality of documented procedures, training, and validation** that demonstrates the procedures result in properly evaluated weather reports that both certified sources and noncertified observers provide.
- **9.1 Appropriate Documents.** **Each certificate holder should provide its Principal Operations Inspector (POI) with a copy of the certificate holder's procedures for use by noncertified weather observers and interpreters of weather camera images**, which the certificate holder will typically incorporate into its appropriate **manual**. **Each** certificate holder should also **provide a training program syllabus based on these documented methods for personnel who will observe the weather or interpret the weather camera images**



For Weather Cameras POIs must verify....

- 1. Camera Orientation
- 2. Operator established images
- 3. The interpreter can reasonably determine **cig**/vis
- 4. Lighting conditions/considerations
- 5. Description, demonstration, and documentation
- 6. Measure performance



FAA ID Airport	Runway Lowest Minimums	Camera Oriented toward approach Y/N	FAA Clear Day Image or Operator Established	Images provide Landmarks for CIG/VIS	Lighting conditions/ considerations	Limitations	Instructioners documented? Y/N	Interpreter demonstrated performing estimate Y/N	Document Location and A010 approved?
<u>6A8</u> <u>Allakaket</u>	RNAV 5 600-1 RNAV 23 500-1	NE(065) - Y SW(245) - Y N(345) SE(145)	FAA	NE - VIS <1SM Ridge - 1300' SW - VIS 1.5SM Ridge - 600' N - VIS 1.5SM Ridge - 550' SE - NONE	Annotated references not visible in low light/darkness	Daylight use only when references are clearly visible.			
WBQ Beaver	RNAV 5/23 600-1	NE(065) - Y SW(245) - Y N(345) SE(145)	FAA	NE - VIS <1SM Ridge - 1300" SW - VIS 1.5SM Ridge - 600'	Annotated references not visible in low light/darkness	Daylight use only when references are clearly visible.			
PACE Central	RNAV 8 1500- 1 1/2 RNAV 26 1600- 1 1/2	NE(064) - Y W(250) - Y SE(140) N(350)	FAA	NE - NONE W - NONE SE - NONE N - NONE	Annotated references not visible in low light/darkness	Clear day images Not usable with available visibility annotations. *CENA2 ???			
PEV Perryville	RNAV 2 1400 - 1 1/2	E(070) - N SE (155) - N SW(220) NW(335)	FAA	E - VIS <1 - 3.5SM Ridge(s) 200-2150 SE - VIS 1.5SM Peak - 1600 SW - VIS 1.5SM Peak - 1550 NW - VIS - 2SM	Annotated references not visible in low light/darkness	Daylight use only when references are clearly visible.			
PAEE <u>Eak</u>	RNAV 18 400-1 RNAV 36 600-1	SW(240) - N N(010) - Y E(105) NW(300)	FAA	N - VIS <1SM E - NONE SW - VIS <1SM NW - NONE	N - Light <1SM always on?	FAA images do not have sufficient visual references for CIG/VIS			



Issues

- **Manned observations/equipping/training not practical**
- **FAA Web Cam approvals**
 - **Lack of adequate annotations**
 - **Clear day images may be outdated**
 - **Daylight use only**
- **Providing En-route weather to the pilot**



Changes to Policy

- **Deviation for ceiling report requirement until removed from 8900 Guidance**
 - **Increase camera sites available by 65%.**
 - **Increase the potential for alternate sources of visibility information from cameras alone.**
 - **Increase Operators ability to gain approvals.**
 - **Decrease the time needed for POI approvals.**
 - **Potential to increase night visibility references**



Questions for the parking lot?

