

FAASTeam Topic of the Month

August 2023



Federal Aviation
Administration

Personal Minimums and Weather Cameras

Presented to: Safety Minded Aviators, Everywhere...

By: Stephen Bateman, CFI. AOPA Flying Clubs

Date: Tuesday August 15th, 2023

Produced by:

The National FAA Safety Team (FAASTeam)



Welcome

- **Steve Bateman, CFI, AOPA Flying Clubs, FAASTeam Lead Rep
Portland FSDO**
- **Your monthly 33-minute dose of aviation safety**
- **WINGS Credit: Yes...!**
- **Probably no time for questions, but please send me email:**
steve.bateman@aopa.org
Tel: 301 695 2356



So...

- **No recording...but even better...**
- **You can get the slides of this presentation for your own use!**
 - This and earlier ToM presentations are available...
 - Sign-up tonight!
 - August edition publishes 8/20/2023

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Home > Flying Clubs > Club Connector Newsletter

FLYING CLUB CONNECTOR NEWSLETTER

Your source for the latest news on flying clubs all over the country. AOPA's research has shown us that flying club leaders are hungry to learn more about the practical experiences of other clubs. So, we have created this monthly e-newsletter.

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ARTICLES BY TOPIC

NEWS FROM HQ	QUESTION OF THE MONTH	CLUB SPOTLIGHT
AIRCRAFT SPOTLIGHT	SAFETY	EVENT SPOTLIGHT

CLUB CONNECTOR ARTICLES

NARROW RESULTS ▾



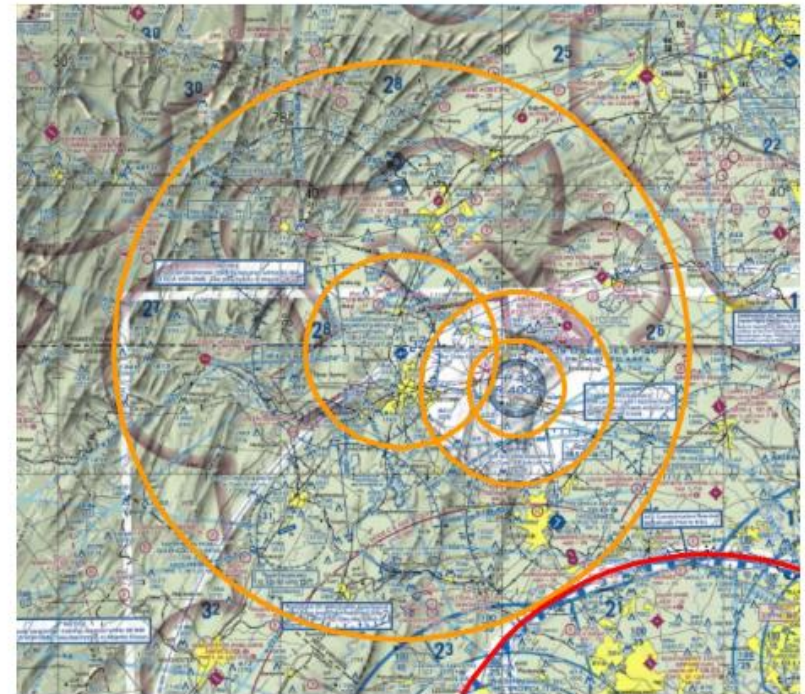
Check NOTAMS!



Probably not the flight following you had in mind...



VIP TFR OVER HAGERSTOWN/THURMONT, MD
BEGINNING SATURDAY, FEBRUARY 4, 2023



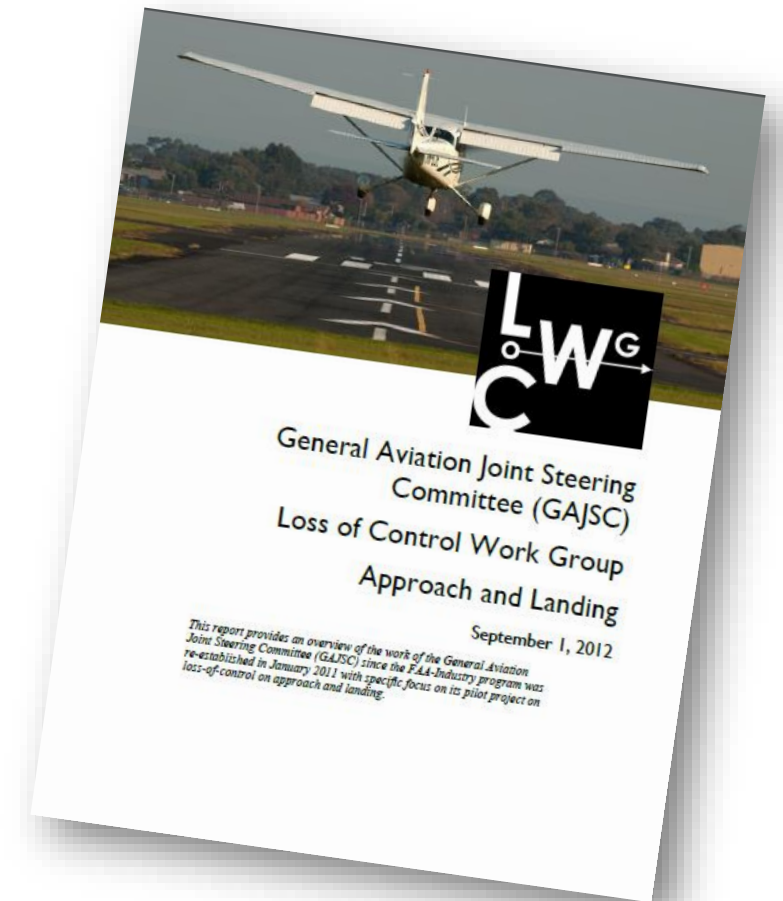
Click the image above to interact with the TFR in iFlightPlanner for AOPA



Federal Aviation
Administration

Overview

- Personal Minimums
- “Off Site” AWOS
- Weather Cameras
- 57 Seconds to Safer Flying
- **WINGSPRO** Briefing Summary



* General Aviation Joint Safety Committee



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ADM and Personal Minimums

- **ADM is critical to success**
 - and sometimes to survival
- **Personal minimums**
 - What conditions/circumstances do I require to fly within my capabilities?

IMC Pilot Wind Ceiling
VMC Day Night Pressure Visibility
Aircraft



Personal Minimums—The Point...

- **Your Personal Minimums are not, actually, yours...**
- **..and you should have multiple sets...**
- **The point of personal minimums:**
 - To fully review your current capabilities...*current*...not last month...
 - Not a one-and-done task, but changing, up, down and sideways, with experience, proficiency, the “mission”...
 - To make it easy to say “no-go” and “stop”
- **Actually...they are not “yours”...**
 - Consult, then agree, with loved ones, friends...this keeps you honest
 - Document and save



Developing Personal Minimums

- **Doing it...**
 - Self assessment is tough to do...we all like to think we are better
 - Hazardous Attitudes are a major source of blowing-off PMs
 - Review and understand Hazardous Attitudes *before* setting PMs
 - Work with friends: “Friends don’t let friends fly without PMs”
 - Work with your regular CFI...
 - You have a regular dentist, doctor, financial advisor...what about CFI?
 - Make this part of your regular *WINGS* flight activities and/or flight review (more later)
- **Documented**
 - Available on your knee board



Developing Personal Minimums

- **Doing it...**

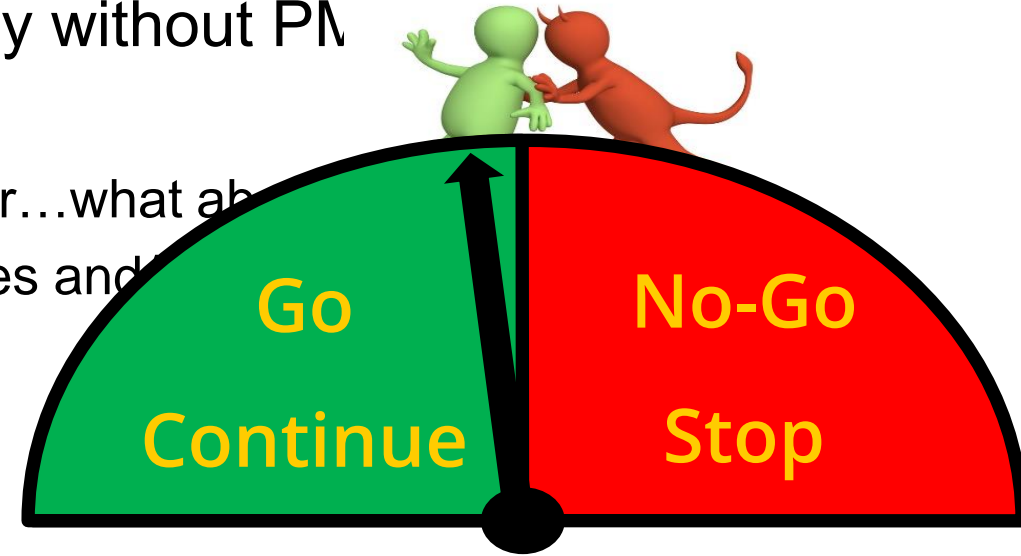
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 - Make this part of your regular *WINGS* flight activities and

- **Documented**

- Available on your knee board

- **Stick with it**

- Do not be swayed



Personal Minimums PAvE the Way to Safety

- **PMs are part of PAvE**
 - P = Pilot
 - v = Environment
- **Perhaps create several sets: Increasingly limiting**
 - Pattern work
 - Known, local routes (with plenty of alternatives)
 - Long cross-country flights
 - Especially those with different terrain, airports, airspace...



PAvE as a planning tool

- **Pilot:**
 - Current? (FR, medical, pax...)
 - Proficient (in type)
 - Proficient in *that* plane (systems, avionics, quirks...)
 - Up to it, *today*? (IM SAFE, IM AIR...)
 - Personal minimums
- **Aircraft:**
 - Legal for *this* flight (airworthy, inspections, squawks, habits...)
 - Systems (fuel management, make/model differences...)
- **Environment:**
 - WK-RAFT (91.103)
- **External pressures:**
 - The mission
 - The passengers
 - The expectations
 - The reality...
 - Not...Go/No-Go, but No-Go/Go



Environment

- **Easy to describe at takeoff**
 - What you see is what you've got
- **More difficult at destination**
 - WX reports and forecasts are handy
- **Even more difficult en-route**
 - Especially if there are no en-route reporting points
...or are there...?





Personal Minimums

Personal minimums refer to an individual pilot's set of procedures, rules, criteria, and guidelines for deciding whether and under what conditions to operate (or continue operating) in the National Airspace System. Personal minimums should be set so as to provide a solid safety buffer between the pilot skills and aircraft capability *required* for the specific flight you want to make, and the pilot skills and aircraft capability *available* to you through training, experience, currency, proficiency and, in the case of the airplane, performance characteristics.

What Should I Consider?

Step 1 – Review Weather Minimums. The regulations define weather flight conditions for visual flight rules (VFR) and instrument flight rules (IFR) in terms of specific values for ceiling and visibility. IFR means a ceiling less than 1,000 feet AGL and/or visibility less than three miles. Low IFR (LIFR) is a sub-category of IFR. VFR means a ceiling greater than 3,000 feet AGL and visibility greater than five miles. Marginal VFR (MVFR) is a sub-category of VFR.

Step 2 – Assess Your Experience and Comfort Level. Think through your recent flying experiences and make a note of the lowest weather conditions that you have comfortably experienced in VFR and, if applicable, IFR flying in the last six to twelve months. This exercise helps establish your personal "comfort level" for VFR, MVFR, IFR, and LIFR weather conditions.

Step 3 – Consider Other Conditions. It is also a good idea to have personal minimums for wind, turbulence, and operating conditions that involve things like high density altitude, challenging terrain, or short runways. Record the most challenging conditions you have comfortably experienced in the last six to twelve months. You can note these values for category and class, for specific make and model, or both.

Consider following a personal minimums checklist like the one shown here and on the next page.

Continued on Next Page

Produced by FAA Safety Briefing | Download at 1.usa.gov/SPANS

Step 4: Assemble and evaluate baseline personal minimums.

Baseline Personal Minimums				
Weather Condition	VFR	MVFR	IFR	LIFR
Ceiling	Day			
	Night			
Visibility	Day			
	Night			
Turbulence	SE	ME	Make/Model	
	Surface Wind Speed			
	Surface Wind Gust			
	Crosswind Component			
Performance	SE	ME	Make/Model	
	Shortest runway			
	Highest terrain			
	Highest density altitude			

Step 5: Adjust for specific conditions.

	If you are facing:	Adjust baseline personal minimums to:	
Pilot	Illness, medication, stress, or fatigue; lack of currency (e.g., haven't flown for several weeks)	A d d	At least 500 feet to ceiling
			At least ½ mile to visibility
Aircraft	An unfamiliar airplane, or an aircraft with unfamiliar avionics/ equipment!	S u b t r a c t	At least 500 ft to runway length
enVironment	Airports and airspace with different terrain or unfamiliar characteristics		At least 5 knots from winds
External Pressures	"Must meet" deadlines, passenger pressures, etc.		

4



Developing *Personal* Minimums

Think of personal minimums as the human factors equivalent of reserve fuel. Personal minimums should provide a solid safety buffer between:

- Skills required for the specific flight, and
- Skills available to you through your training, experience, currency, and proficiency.

Step 1 – Review Weather Minimums

Step 2 – Assess Weather Experience and Personal Comfort Level

Step 3 – Consider Winds and Performance

Step 4 – Assemble Baseline Values

Step 5 – Adjust for Specific Conditions

Step 6 – Stick to the Plan!

FOLD

March/April 2015 FAA Safety Briefing 31



www.FAASafety.gov

<https://www.faa.gov/sites/faa.gov/files/2022-01/Personal%20Minimums.pdf>

<https://www.faa.gov/sites/faa.gov/files/2022-01/Personal-Minimums.pdf>



More from the FAA on PMs



- <https://medium.com/faa/personal-weather-minimums-and-weather-cameras-e0be589fa172>



Introduction to Safety Risk Management

Civil aviation organizations, air carriers, and military aviation activities have embraced Safety Risk Management — a foundational component of all safety management systems. Single-pilot operations can also enjoy the benefits of safer, more efficient flying through the application of risk management processes.

Risk management is a formalized way of dealing with hazards. It is a logical process of evaluation where you weigh the potential costs of a risk against the potential benefits you might receive, if you allowed that risk to stand uncontrolled. In order to better understand risk management, the terms “hazard” and “risk” need to be understood.

A hazard is a present condition, event, object, or circumstance that could lead to or contribute to an unplanned or undesired event such as an accident. It is a source of danger. Examples of common aviation hazards include a nick in the propeller blade, improper refueling of an aircraft, pilot fatigue, and the use of unapproved hardware on the aircraft.

If pilots do not recognize a hazard and choose to continue, the involved risk is not managed.

Risk management is a three-step process that people use to:

- identify hazards,
- express how likely those hazards are to negatively impact their operations, and
- reduce the chances that those hazards will cause an accident.

Step 1: Hazard Identification

What conditions or circumstances could negatively affect your flight?

Step 2: Risk Assessment

How likely are the identified hazards to cause a problem and how severe will the consequences be if they do?

Step 3: Risk Mitigation

What can you do to reduce the risks to acceptable levels?

We need to constantly monitor the hazards and risks associated with our flight to make sure that the identified risks remain at an acceptable level.



Continued on Next Page

Flight Risk Assessment Tools (FRAT)

Because every flight has some level of risk, it is critical that pilots are able to differentiate, in advance, between a low-risk flight and a high-risk flight, and then establish a review process and develop risk mitigation strategies. A FRAT enables proactive hazard identification, it is easy to use, and can visually depict risk. It is an invaluable tool in helping pilots make better go/no-go decisions and should be a part of every flight.

Although designs can vary, FRATs generally ask a series of questions that help identify and quantify risk for a flight. The FAA Safety Team (FAASafetyTeam) currently offers a FRAT tool that follows the PAVE checklist, covering questions on the Pilot, Aircraft, enVironment, and External Pressures.



For example, you may be asked how much rest you've had, how much time you've had in the aircraft, and what the weather conditions are for your destination. Based on the answers you supply, a total risk score is calculated.

No FRAT can anticipate all the hazards that may impact a particular flight, but there are some common hazards that GA pilots encounter regularly.

The FAASafetyTeam's easy-to-use and GA-focused FRAT can get you started in effective safety risk management. The FRAT tool is currently available as an automated spreadsheet available at <https://go.usa.gov/xkhJK> or via an iOS app available on the App Store at <http://bit.ly/FAAST-FRAT>.



Resources

- ◆ Risk Management Safety Minute Video
<https://youtu.be/fSjN59ShMng>
- ◆ Risk Management Training Video
<https://youtu.be/luiOUZeCW0>
- ◆ FAA Risk Management Handbook
<http://bit.ly/rm-handbook>
- ◆ Flight Risk Assessment Tools (FRAT) Fact Sheet
<http://bit.ly/2hk3omM>
- ◆ January/February 2017 issue of FAA Safety Briefing
 - ⇒ “Risky Business: The What, How, and Why of Risk Management”
<https://adobe.ly/2iBEi3h>
 - ⇒ “Say Ahh ... A Pilot’s Guide to Self-Assessing Risk”
<https://adobe.ly/2ibKIHO>
 - ⇒ “Is My Aircraft Right for Flight? The Importance of Preflight Prep”
<https://adobe.ly/2iePJ4p>
 - ⇒ “The Wild (Not So Blue) Yonder: Mitigating Risk in the Flight Operating Environment”
<https://adobe.ly/2hus9AX>
 - ⇒ “Are We There Yet? How External Pressures Can Affect Your Flight”
<https://adobe.ly/2ioBgQs>



Flight Risk Assessment Tools

When implementing a Safety Management System (SMS), one of the most critical components to develop is a Flight Risk Assessment Tool (FRAT). Because every flight has some level of risk, it is critical that pilots are able to differentiate, in advance, between a low risk flight and a high risk flight, and then establish a review process and develop risk mitigation strategies. A FRAT enables proactive hazard identification, is easy to use, and can visually depict risk. It is an invaluable tool in helping pilots make better go/no-go decisions and should be a part of every flight.

Why Should I Use It?

"In the thick" is no time to try to mitigate a potentially hazardous outcome. When preparing for a flight or maintenance task, operators and maintenance technicians should take time to stop and think about the hazards involved.

Attempting this task "in our heads" usually does not take into account actual risk exposure. The mind tends to compartmentalize the individual hazards which, in turn, fails to appreciate their cumulative effects. We may also allow our personal desires to manipulate our risk assessment in order to meet personal goals. The best way to compensate for these inherent shortcomings is to take the task to paper.

Putting everything on "paper" allows us to establish our risk limits in an atmosphere free from the pressure of an impending flight or maintenance task. It also gives a perspective on the entire risk picture that we cannot get in our heads. More importantly, it sets the stage for managing risk through proactive risk mitigation strategies that are documented.

Although designs can vary, FRATs generally ask a series of questions that help identify and quantify risk for a flight. The FAA Safety Team's current FRAT tool (an automated spreadsheet available at go.usa.gov/xkhJK) follows the PAVE checklist, covering questions on the Pilot, Aircraft, enVironment, and External Pressures. For example, you may be asked how much rest you've had, how much time you've had in the aircraft, and what the weather conditions are for your destination. Based on the answers you supply, a total risk score is calculated.

The screenshot shows a 'RISK ASSESSMENT' form with several sections:

- SLEEP:** Questions about sleep duration and quality.
- HOW DO YOU FEEL?:** Questions about rest, fatigue, and alertness.
- WEATHER AT DESTINATION:** Questions about visibility, cloud ceilings, and wind.
- PLANNED:** Questions about flight preparation, weight and balance, and engine performance.
- SCORE BAR:** A visual scale from 0 (Not Complex Flight) to 20 (Area of Concern), with a 'TOTAL SCORE' field.

Example Risk Assessment Form

Continued on Next Page

What Do I Do With My Score?

The FAASTeam FRAT, like many other FRATs, produces a score that will fall within one of three risk categories: Green (low), yellow (medium), and red (high).



Green: Go fly!

With a clear in-the-green score, you might be tempted to blast off with unabated zeal. Not so fast. A FRAT is not meant to make your go/no-go decision for you. It is merely a tool to help you plan your flight and think through a more complete range of hazards and risks. When using a FRAT, it's a good idea to create numerical thresholds that trigger additional levels of scrutiny prior to a go/no-go decision for the flight. For example, a score that's on the high end of the green scale may still warrant further analysis. The pilot should discuss what the highest scoring risks are and attempt to mitigate those risks.



Yellow: Try to mitigate some of the higher scoring items.

If your score falls in the yellow, try to mitigate some of the higher scoring items. That might entail waiting for the weather to improve or switching to an aircraft you have more experience with. If the score is still in the yellow, bring in the opinion of a designated "contact" person such as a flight instructor or an FAASTeam Representative. They may be able to help think of ways to further mitigate some of the risks for your flight.



Red: No-Go.

If your score falls in the red zone, you should seriously consider cancelling the flight unless the risks involved can be safely mitigated. It's important to not allow the external pressures involved with carrying on with the flight (e.g., attending your son's graduation ceremony) interfere with your go/no-go decision. You (and

your passengers) may be disappointed, but it's always better to be wishing you were in the air than wishing you were on the ground!

FAAST FRAT

No FRAT can anticipate all the hazards that may impact a particular flight but there are some common hazards that GA pilots encounter regularly. The FAASTeam's easy-to-use and GA-focused FRAT can get you started in effective safety risk management. The FRAT is currently available as an automated spreadsheet that will run on MS Windows or Apple computer operating systems, but a new smartphone app version is in the works and should be released later in 2017.

Learn More

FAA InFO 07015 — Flight Risk Assessment Tool
<http://bit.ly/2hkKTOM>

FAA Advisory Circular, AC 120-92A,
SMS for Aviation Service Providers
<http://bit.ly/2gc1p2x>

Risk Management Handbook (FAA-H-8083-2)
Chapter 4-2
<http://go.usa.gov/JAJk>

"You Can Take it With You," FAA Safety Briefing,
July/August 2012, page 4
<http://go.usa.gov/JAuV>



FAAST FRAT

- Navigate to FAASafety.gov
- Click on Resources then click on Library









• https://www.faasafety.gov/gslac/ALC/lib_categoryview.aspx?categoryId=31

A screenshot of the FAA Safety Team website. The top navigation bar includes 'Home' and 'About the FAASTeam'. Below this is a search bar and a main menu with 'Resources' highlighted. A dropdown menu is open under 'Resources', with a red arrow pointing to the 'Library' option. Other options in the dropdown include 'About the FAASTeam', 'FAASafety Directory', 'FAQ', 'News', 'Notices', 'Online Resources', 'RSS Web Feeds', 'Search', 'Support', and 'Training Providers'. The main content area features sections for 'Featured Courses', 'Hot Topics' (including WINGS Pilot Proficiency Program), 'Upcoming Seminars', 'AMT Awards Program', 'WINGS AC 61-91J', 'Instructor Portal', and 'WINGS Achievements'.



FAAST FRAT

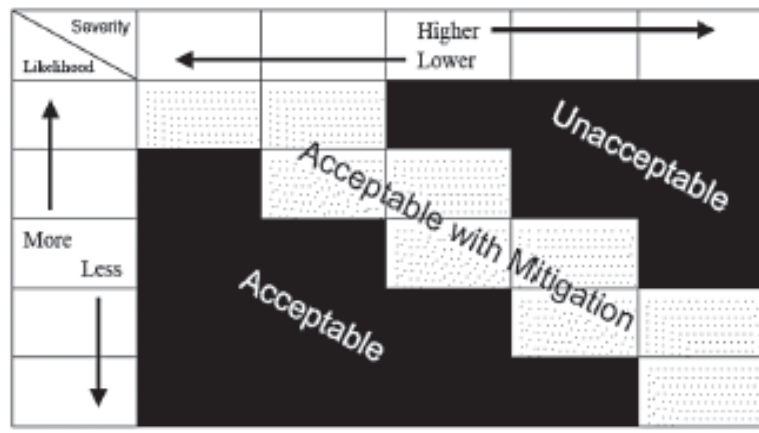
- Click on Flight Risk Assessment Tool
- Download appropriate FRAT for your computer.

	FAAST FRAT For MAC Viewing Options:  Normal
Description: FAA Safety Team Flight Risk Assessment Tool for MAC OS	
	FAAST FRAT For Windows Viewing Options:  Normal
Description: FAA Safety Team Flight Risk Assessment Tool for Windows OS	
	Introducing: FAAST FRAT Viewing Options:  Normal
Description: FAAST FRAT introduction document	



FAAST FRAT

- Flight Risk Assessment Tool
- FRAT usefulness depends on your attitude...
- Can't cover all possible flight hazards
- Useless if you cheat
- Safety Risk Management – 101
 - Recognize the severity of a risk FOR YOU and THIS FLIGHT

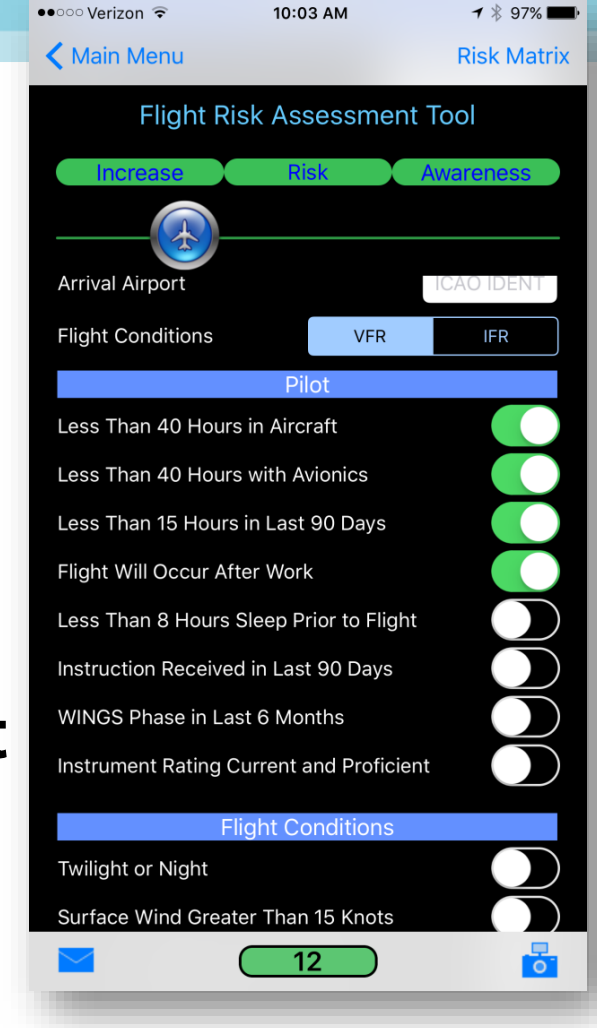


Pilot	Time in Type	Low	Moderate	High
VFR	<100	5 to 15	15 to 20	>20
VFR	>100	15 to 20	20 to 25	>25
IFR	<100	20 to 25	25 to 30	>30
IFR	>100	25 to 30	30 to 35	>35

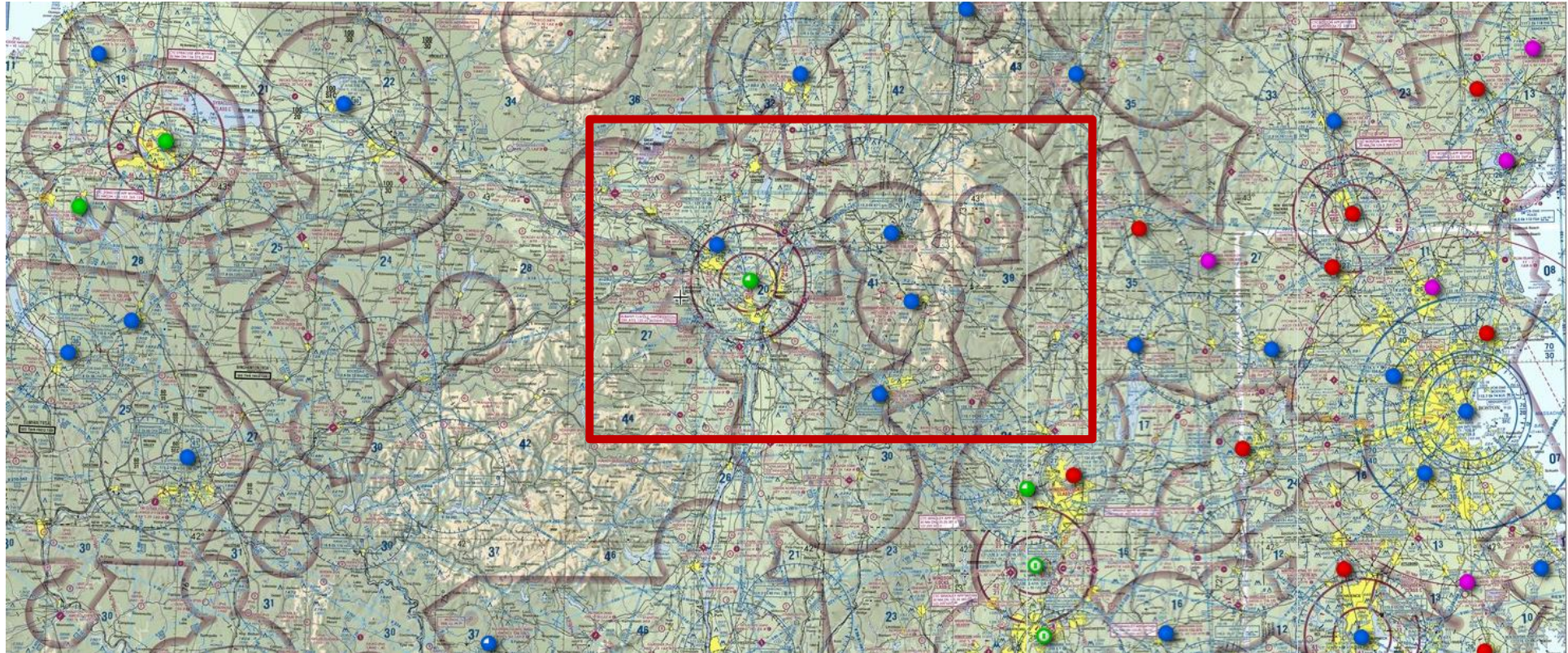


FRAT Apps

- **Available for mobile devices**
 - Search for FRAT in your mobile App store
 - They will NOT give you the answer
 - Use as a tool to gain awareness
- **Not so much the presented result but the thought behind your interpretation of the results**
- **Assess against your PMs**

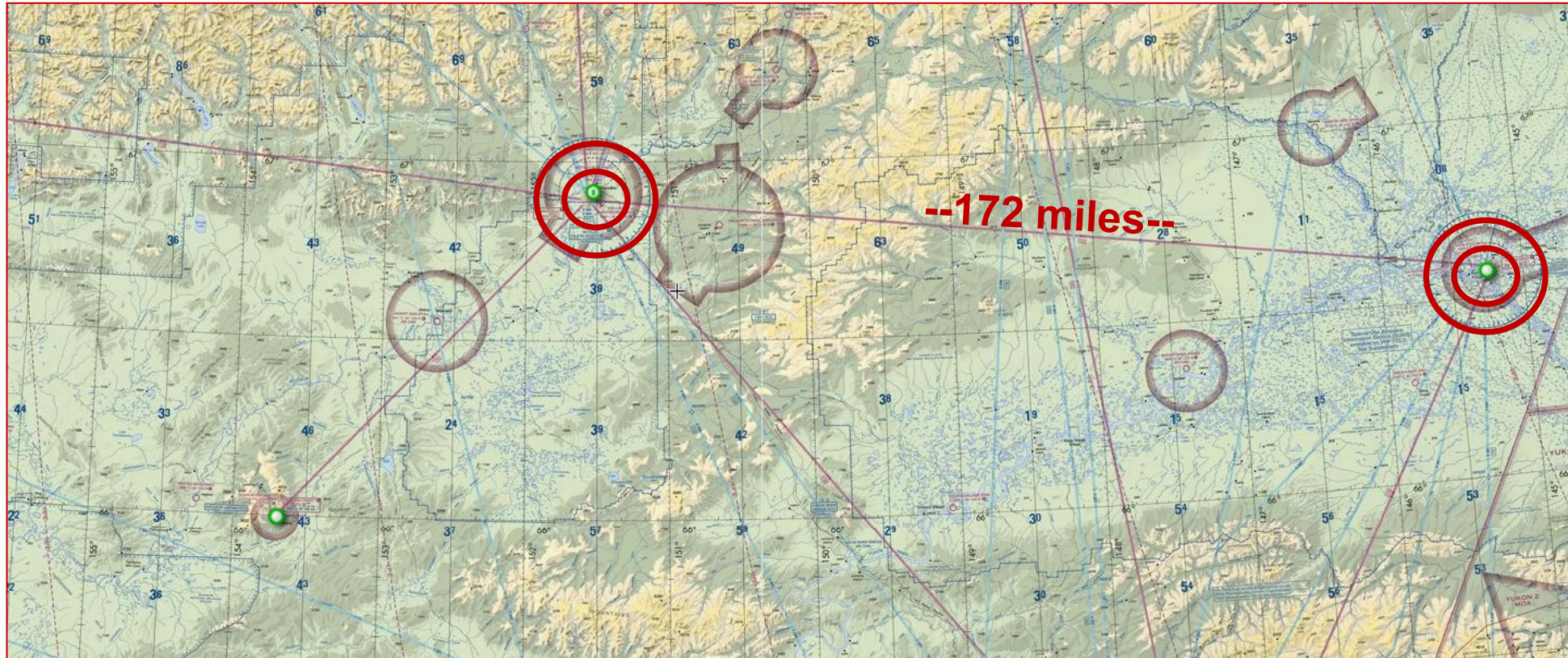


Lots of information available



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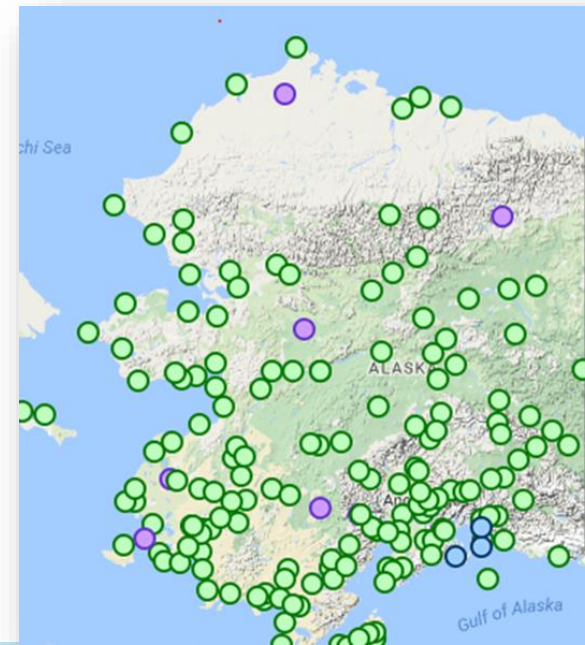
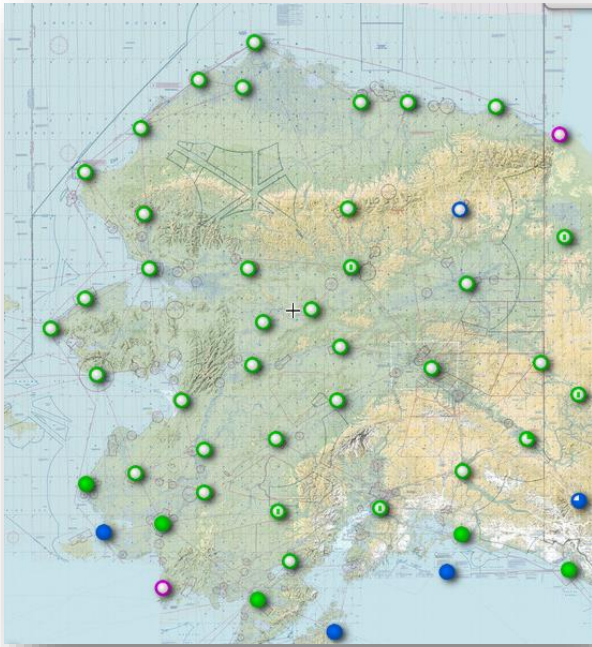
...until there isn't...



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It started in Alaska in 1999...

- Remote (off-airport) weather stations—AWOS
- Cameras around mountain tops/ridges, passes, etc.
- Resulted in 85% reduction in weather-related accidents



Now nationwide and in-filing: <https://weathercams.faa.gov/>

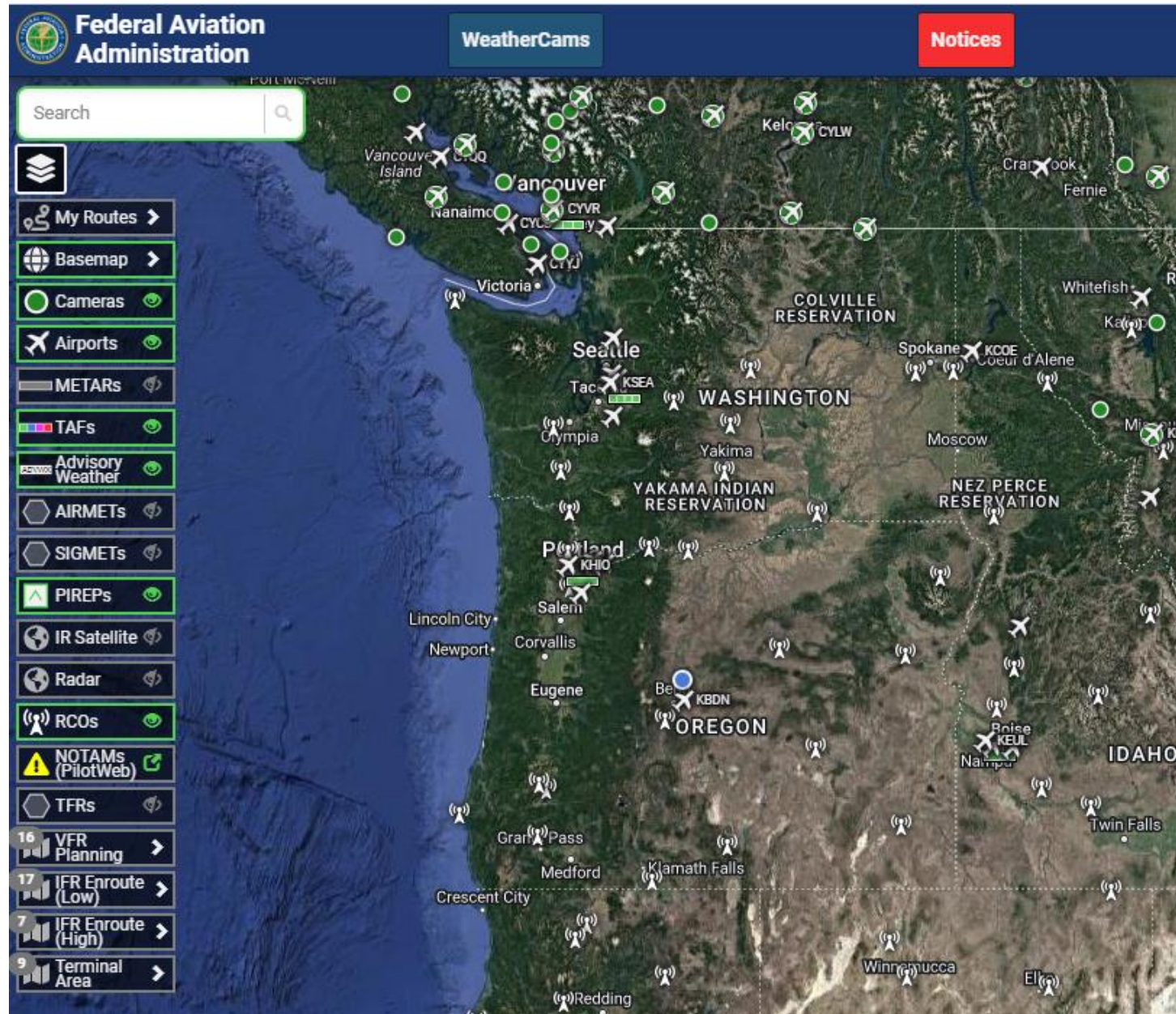
The screenshot displays the FAA WeatherCams website interface. At the top, the Federal Aviation Administration logo is on the left, followed by navigation buttons for "WeatherCams", "Notices", "UTC:18:03 Local:11:03", "Tutorials", and "Submit F". A search bar is located on the left side of the map area. The main content is a map of North America, including Alaska, Canada, and the United States, densely populated with green circular icons representing weather cameras. A green callout box on the map states "Data valid at 18:02:46z". On the left side of the map, there is a vertical sidebar menu with various weather-related options, each with a corresponding icon and a status indicator (a green checkmark or a greyed-out icon):

- My Routes >
- Basemap >
- Cameras (checked)
- Airports (checked)
- METARs (checked)
- TAFs (checked)
- Advisory Weather (checked)
- AIRMETs (checked)
- SIGMETs (checked)
- PIREPs (checked)
- IR Satellite (checked)
- Radar (checked)
- RCOs (checked)
- NOTAMs (PilotWeb) (checked)
- TFRs (checked)
- 53 VFR Planning >
- 48 IFR Enroute (Low) >
- 15 IFR Enroute (High) >
- 33 Terminal Area >

The map shows state and provincial boundaries and labels for major cities and regions. The "States" label is prominently displayed in the central US, and "Canada" is labeled in the northern part of the map. The "North Pacific Ocean" is labeled in the bottom left corner.

Lots of features and layers:

<https://weathercams.faa.gov/>

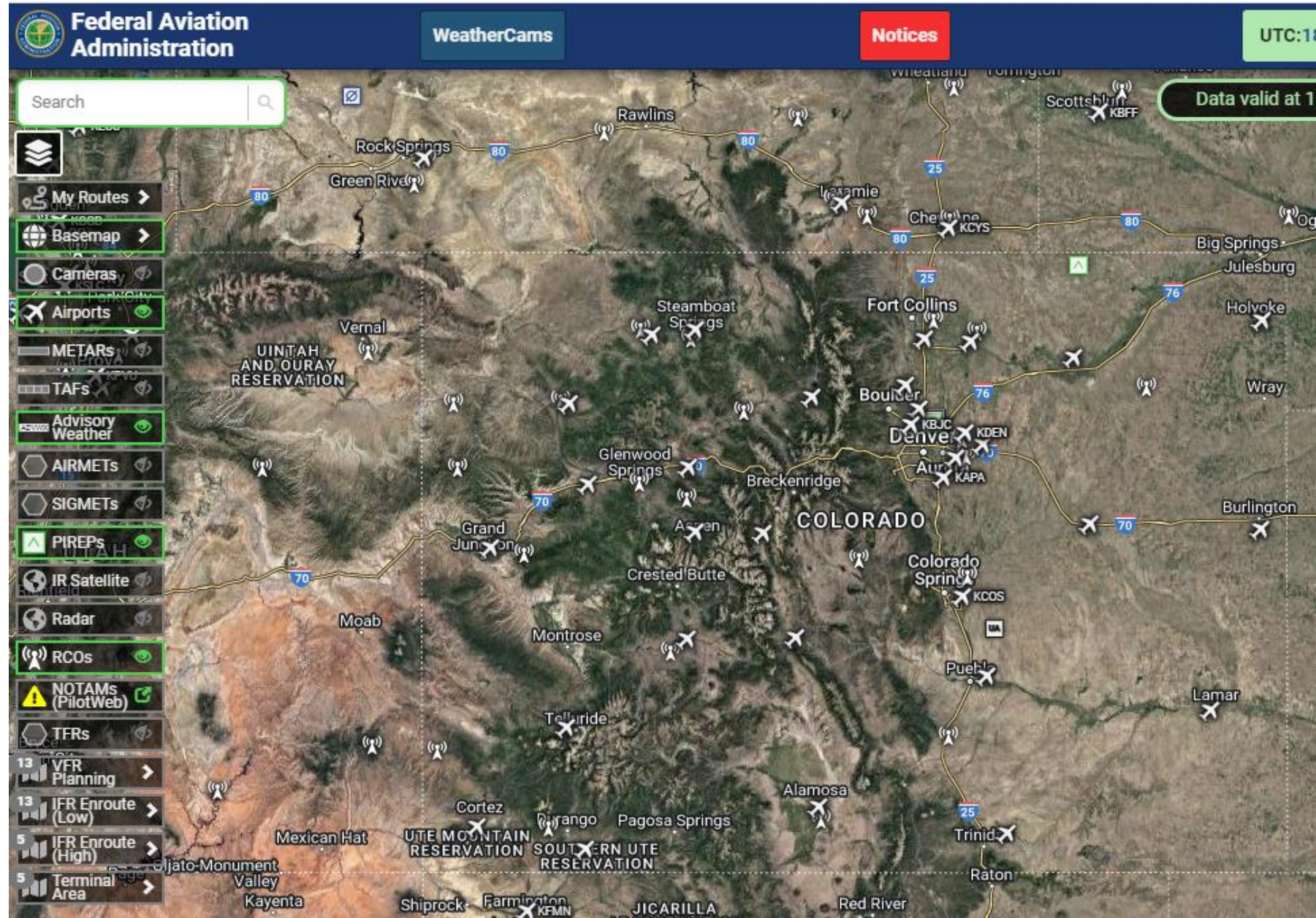


Lots of features and layers:

<https://weathercams.faa.gov/>

Colorado:

METAR, TAF and
WXCAM off

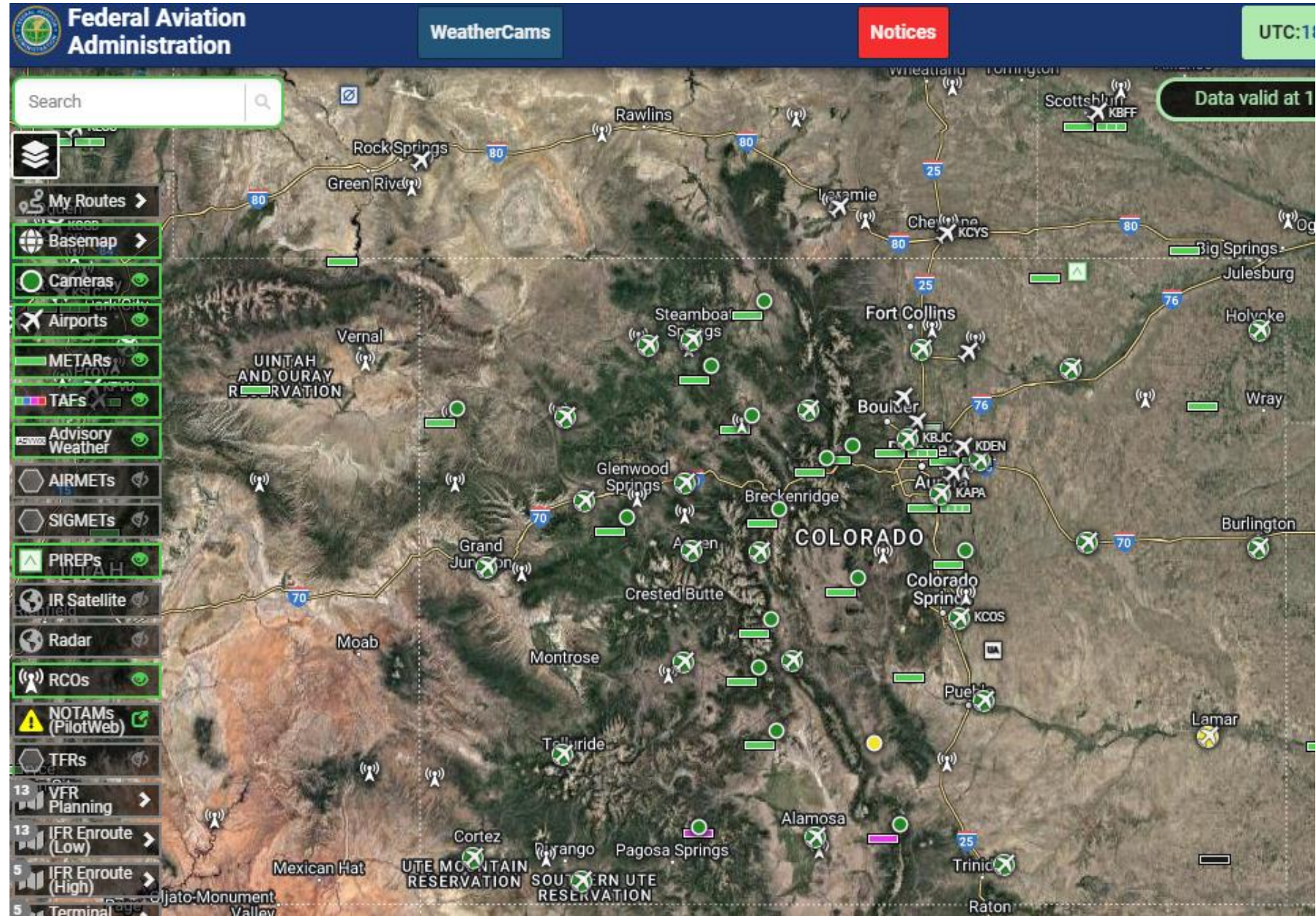


Lots of features and layers:

<https://weathercams.faa.gov/>

Colorado:

METAR, TAF and
WXCAM on



Airport with WXCAM

<https://weathercams.faa.gov/>

Federal Aviation Administration | WeatherCams | Notices | UTC:18:19 Local:11:19 | Tutorials | Submit Feedback

Search: []

My Routes | Basemap | Cameras | Airports | METARs | TAFs | Advisory Weather | AIRMETS | SIGMETs | PIREPs | IR Satellite | Radar | RCOs | NOTAMS (PilotWeb) | TFRs | VFR Planning | IFR Enroute (Low) | IFR Enroute (High) | Terminal Area

Data valid at 18:18:03z

Alexander (KANK) | UTC:18:19 Local:12:19 | Operated by: CDOT Aero

METAR KANK 141750Z AUTO 10010G16KT 10SM CLR A3058 RMK A01

Harriet Alexander Field (SW) | 18:10 08/14/23 (UTC) | 12:10 08/14/23 (MDT)

CLEARDAY VISUAL REFERENCE

Poncha Mountain 10,135' MSL 4.25 SM
Cleveland Mt 9620' MSL 4.5 SM
Site Elevation: 7450' MSL

Show Camera Loop

North (345°) | SouthEast (115°) | SouthWest (210°) | West (270°)

Weather Data | Weather Trends | PIREPs | Sectional | RCO | Airport Info | NOTAMS (PilotWeb)

More options, here

Mtn. Pass with WXCAM

<https://weathercams.faa.gov/>

The screenshot displays the FAA WeatherCams interface for Monarch Pass (MYP). At the top, the Federal Aviation Administration logo is on the left, and navigation links for WeatherCams, Notices, UTC:18:21 Local:11:21, Tutorials, and Submit Feedback are on the right. A search bar is located in the top left corner.

The main map shows the Monarch Pass region with various peaks and airports marked. A green circle highlights Monarch Pass, with several green arrows pointing to different camera views. A data box at the top center indicates "Data valid at 18:21:23z".

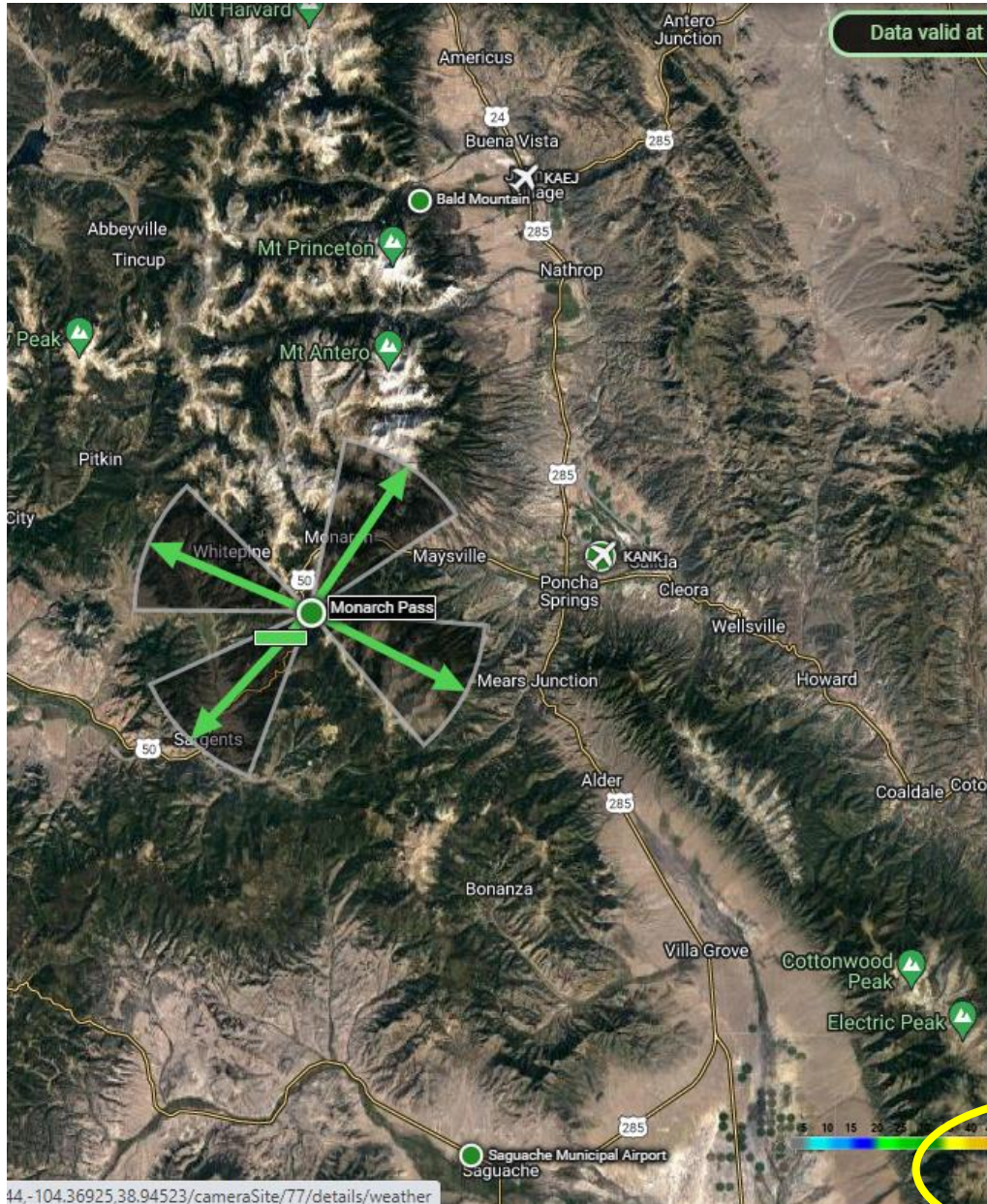
The right side of the interface features a detailed view for Monarch Pass (MYP). It shows the current time (UTC:18:21, Local:12:21) and the operator (CDOT Aero). Below this is a METAR report: METAR KMYP 141755Z AUTO 21010KT 10SM SCT044 SCT060 13/04 A3088 RMK A02. Two large camera feeds are shown: one of Monarch Pass (NE) and another labeled "CLEARDAY VISUAL REFERENCE" showing Mount Shavano (14,229' MSL, 9.5 SM) and Monarch Ridge North (11,844' MSL, 2.5 SM). The site elevation is noted as 11,918' MSL.

Below the main camera feeds is a "Show Camera Loop" section with four smaller camera views: NorthEast (34°), SouthEast (117°), SouthWest (223°), and NorthWest (293°). At the bottom, there are tabs for Weather Data, Weather Trends, PIREPs, Sectional, RCO, Site Info, and NOTAMs (PilotWeb).

More options, here

Pass with WXCAM

<https://weathercams.faa.gov/>



Monarch Pass (MYP) UTC:18:43 Local:12:43
Operated by: CDOT Aero

— METAR KMYP 141815Z AUTO 29007KT 200V360 10SM SCT042 SCT050 14/05 A3088 RMK AO2

METAR KMYP VFR

METAR Raw Text
KMYP 141815Z AUTO 29007KT 200V360 10SM SCT042 SCT050 14/05 A3088 RMK AO2

METAR Plain Text

- Observed: 2023-08-14 18:15z [28 minutes ago]
- Metar Type: SPECI
- Temperature: 14.0°C (57.2°F)
- Dew Point: 5.0°C (41.0°F)
- Pressure (altimeter): 30.88 inches Hg
- Winds: From WNW (290°) at 7 kts
- Visibility: 10 miles
- Ceiling: No ceiling
- Clouds: Scattered at 4200 ft AGL
Scattered at 5000 ft AGL
- Vertical Visibility: missing
- Weather: missing
- Remarks: AO2

[view complete METAR history on weather.gov](#)

Previous METARs

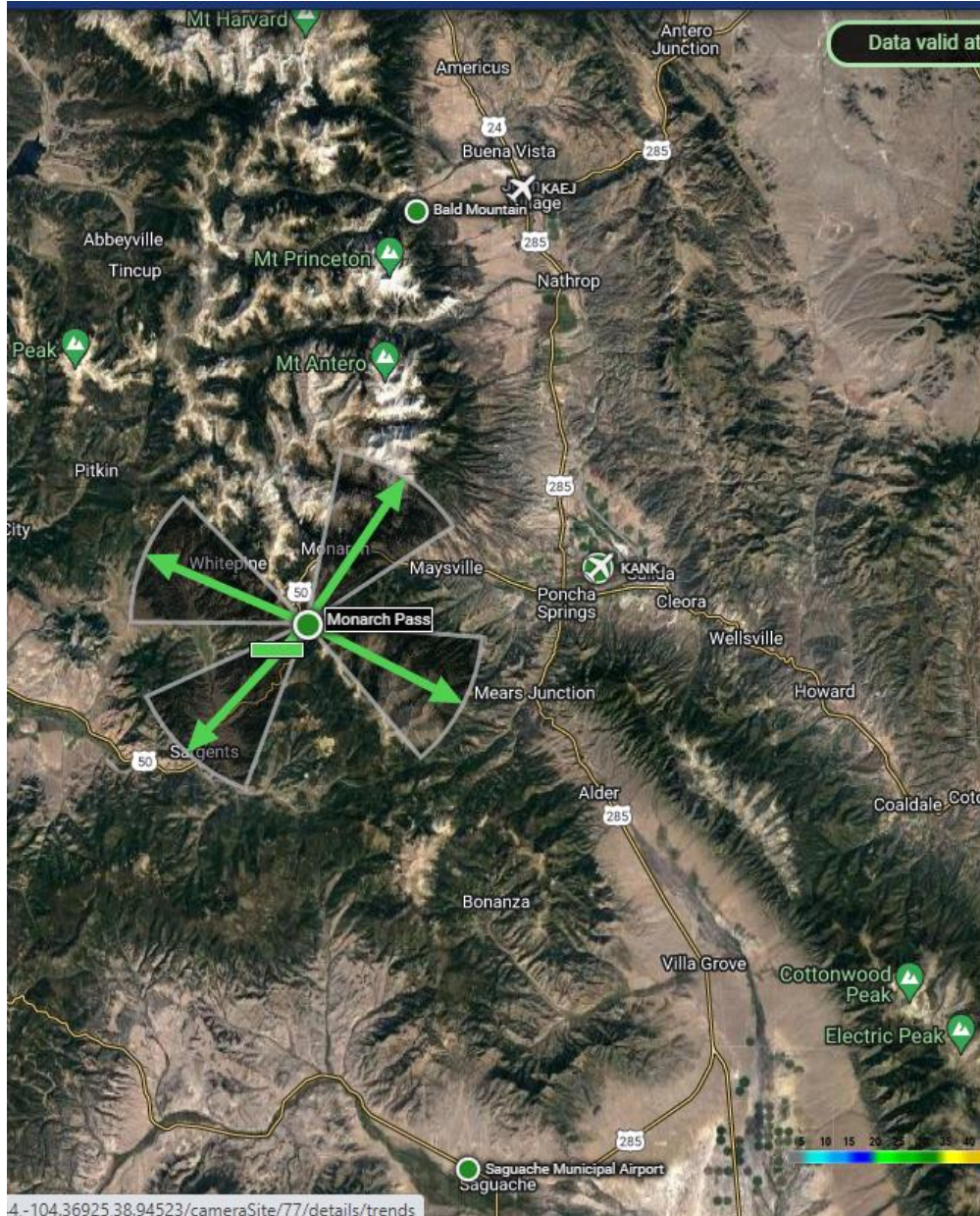
- KMYP 141755Z AUTO 21010KT 10SM SCT044 SCT060 13/04 A3088 RMK AO2
- KMYP 141735Z AUTO 00000KT 10SM CLR 13/04 A3089 RMK AO2
- KMYP 141715Z AUTO 25006KT 10SM CLR 13/03 A3089 RMK AO2
- KMYP 141655Z AUTO 22010G14KT 10SM CLR 12/02 A3088 RMK AO2
- KMYP 141635Z AUTO 25009KT 10SM CLR 12/03 A3089 RMK AO2
- KMYP 141615Z AUTO 24007KT 10SM CLR 11/05 A3088 RMK AO2

NorthEast (34°) SouthEast (117°) SouthWest (223°) NorthWest (293°)

Weather DataWeather TrendsPIREPsSectionalRCOSite InfoNOTAMS (PilotWeb)

Pass with WXCAM

<https://weathercams.faa.gov/>



Monarch Pass (MYP) UTC:18:45 Local:12:45
Operated by: CDOT Aero

METAR KMYM 141815Z AUTO 29007KT 200V360 10SM SCT042 SCT050 14/05 A3088 RMK AO2

METAR

Trend	Most Recent Observation
	Temperature 14.0°C (57.2°F)
	Dew Point 5.0°C (41.0°F)
	Pressure 30.88 inches Hg
	Wind Speed 7 knots
	Wind Direction 290 degrees

13:00z 14:00z 15:00z 16:00z 17:00z 18:00z 18:45z

360°
180°

Weather Data **Weather Trends** IREPs Sectional RCO Site Info NOTAMs (PilotWeb)

Also, RCOs

<https://weathercams.faa.gov/>

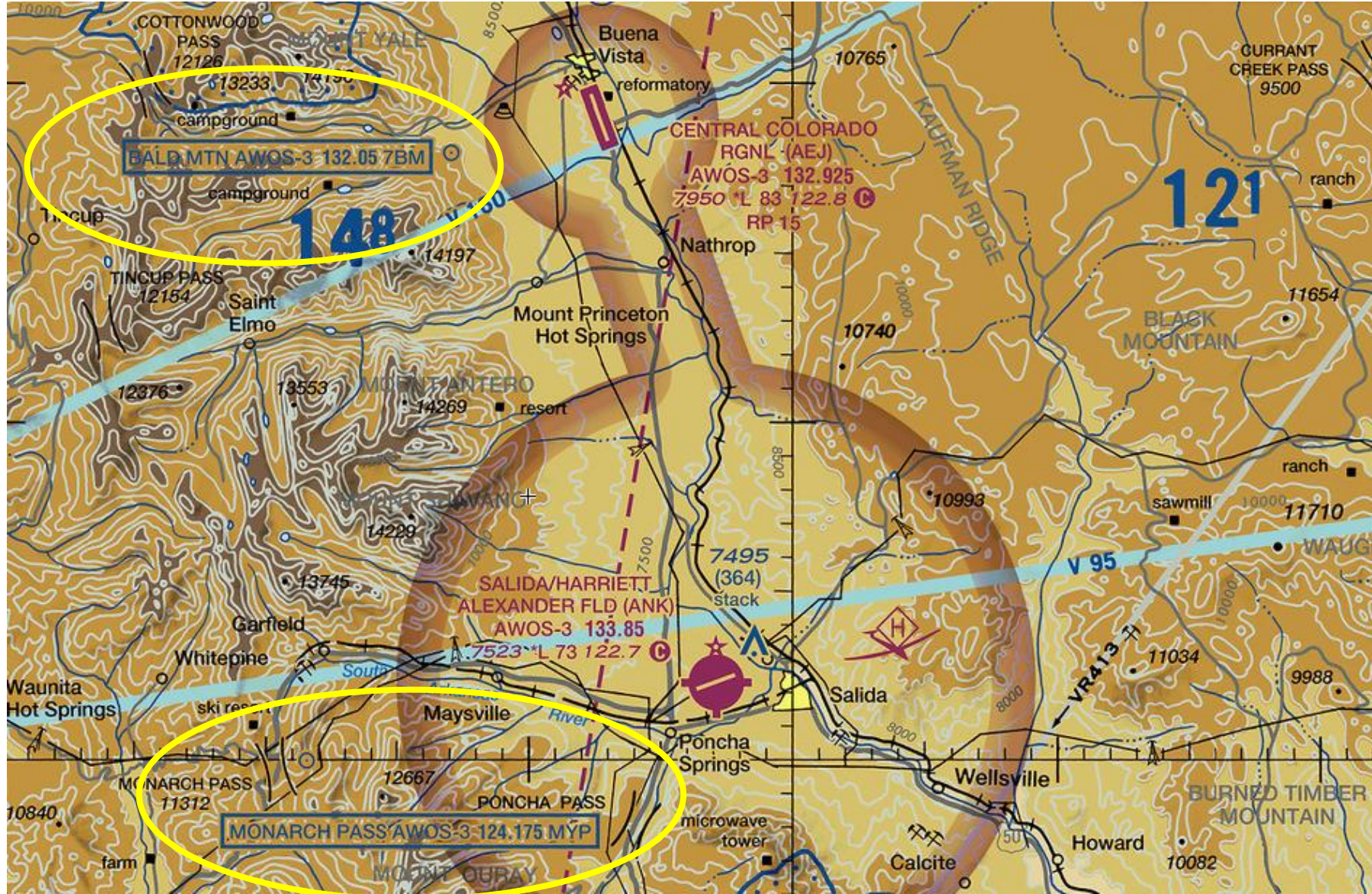
The screenshot displays a satellite map of the Colorado Springs area. A pop-up window for GUNNISON (GUC) is overlaid on the map. The pop-up includes the following information:

- GUNNISON (GUC)** (with a close button 'X')
- UTC:18:23 Local:12:23
- Remote Communications Outlet
- GUNNISON (GUC)**
- Frequencies:
 - 122.55

The map shows various locations including Crested Butte, Buena Vista, Tincup, St Elmo, Mt Antero, Nathrop, Guffey, Cripple Creek, Victor, Colorado Springs, Stratmoor, Ellicott, Yoder, Rush, Truckton, Almont, Pitkin, Ohio City, White, Parlin, Sarge, and derhorn. Airports shown include KAFJ, KCOS, KCOJ, and KFCS. A signal strength indicator for GUNNISON (RCO) is shown as a green bar with the text 'GUNNISON (RCO) : 122.55'.

Use remote AWOS along your route

May not have collocated WXCAM



Remote AWOS from Aeronautical Chart UG

RADIO AIDS TO NAVIGATION (Continued)

Automated Weather Broadcast Services

Automated Weather Observing System (AWOS) / Automated Surface Observing System (ASOS). VHF/UHF **A**

LF/MF **A**



awos 2/10 < >



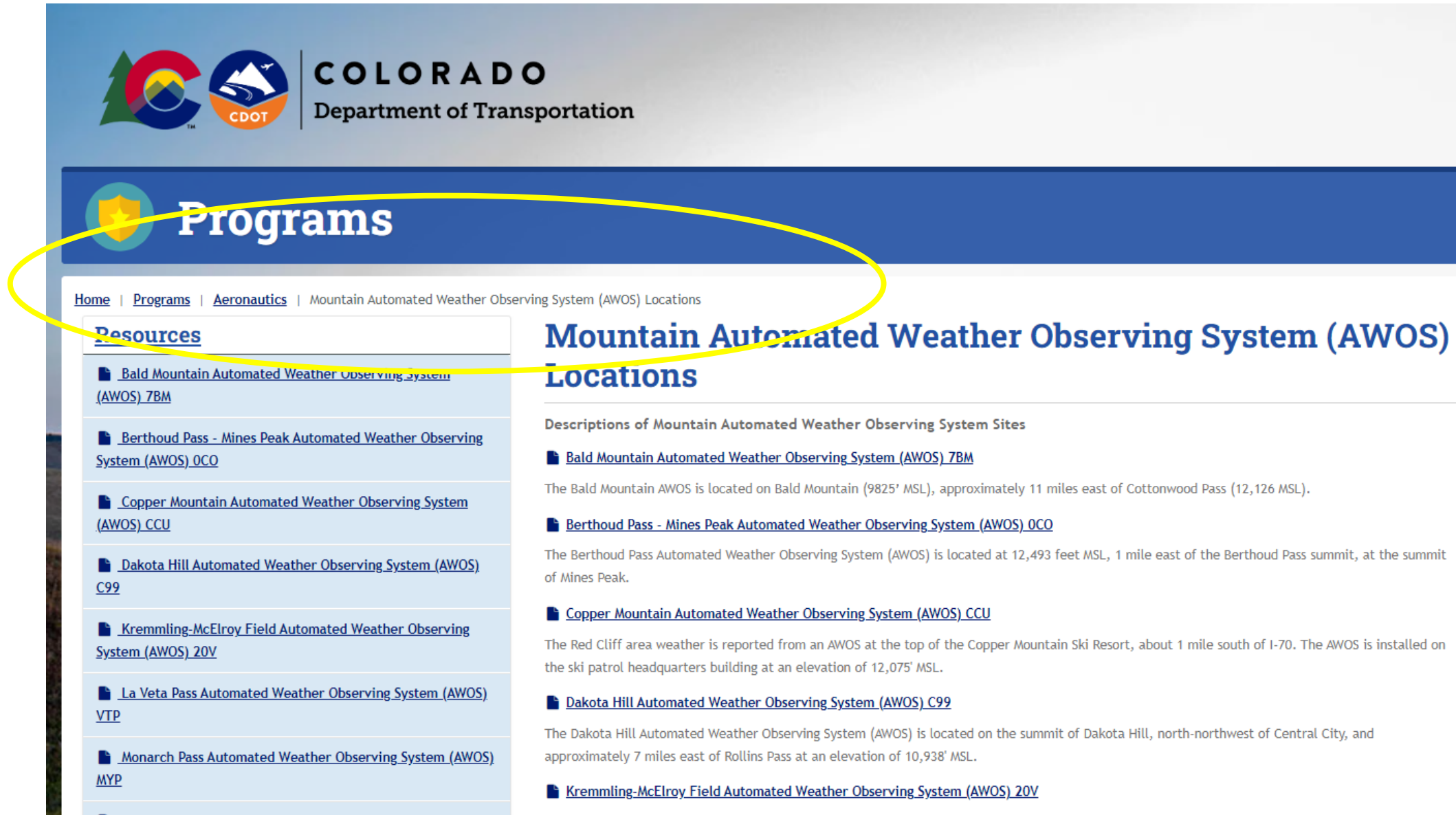
Monarch Pass AWOS



Federal Aviation Administration

Other sources of info:

<https://www.codot.gov/programs/aeronautics/mtnawos>



COLORADO
Department of Transportation

Programs

Home | **Programs** | Aeronautics | Mountain Automated Weather Observing System (AWOS) Locations

Resources

- [Bald Mountain Automated Weather Observing System \(AWOS\) 7BM](#)
- [Berthoud Pass - Mines Peak Automated Weather Observing System \(AWOS\) OCO](#)
- [Copper Mountain Automated Weather Observing System \(AWOS\) CCU](#)
- [Dakota Hill Automated Weather Observing System \(AWOS\) C99](#)
- [Kremmling-McElroy Field Automated Weather Observing System \(AWOS\) 20V](#)
- [La Veta Pass Automated Weather Observing System \(AWOS\) VTP](#)
- [Monarch Pass Automated Weather Observing System \(AWOS\) MYP](#)

Mountain Automated Weather Observing System (AWOS) Locations

Descriptions of Mountain Automated Weather Observing System Sites

- [Bald Mountain Automated Weather Observing System \(AWOS\) 7BM](#)**
The Bald Mountain AWOS is located on Bald Mountain (9825' MSL), approximately 11 miles east of Cottonwood Pass (12,126 MSL).
- [Berthoud Pass - Mines Peak Automated Weather Observing System \(AWOS\) OCO](#)**
The Berthoud Pass Automated Weather Observing System (AWOS) is located at 12,493 feet MSL, 1 mile east of the Berthoud Pass summit, at the summit of Mines Peak.
- [Copper Mountain Automated Weather Observing System \(AWOS\) CCU](#)**
The Red Cliff area weather is reported from an AWOS at the top of the Copper Mountain Ski Resort, about 1 mile south of I-70. The AWOS is installed on the ski patrol headquarters building at an elevation of 12,075' MSL.
- [Dakota Hill Automated Weather Observing System \(AWOS\) C99](#)**
The Dakota Hill Automated Weather Observing System (AWOS) is located on the summit of Dakota Hill, north-northwest of Central City, and approximately 7 miles east of Rollins Pass at an elevation of 10,938' MSL.
- [Kremmling-McElroy Field Automated Weather Observing System \(AWOS\) 20V](#)**

Monarch Pass

Monarch Pass Automated Weather Observing System (AWOS) MYP

The Monarch Pass Automated Weather Observing System (AWOS) is located at the top of Monarch Pass on the south side of Highway 50. The AWOS is located at an elevation of 12,030 ft. MSL. If you ride the sky tram from the souvenir stand parking lot, the AWOS is about 50 ft. from the top of the tram.

[<<Back to Main AWOS Page](#)

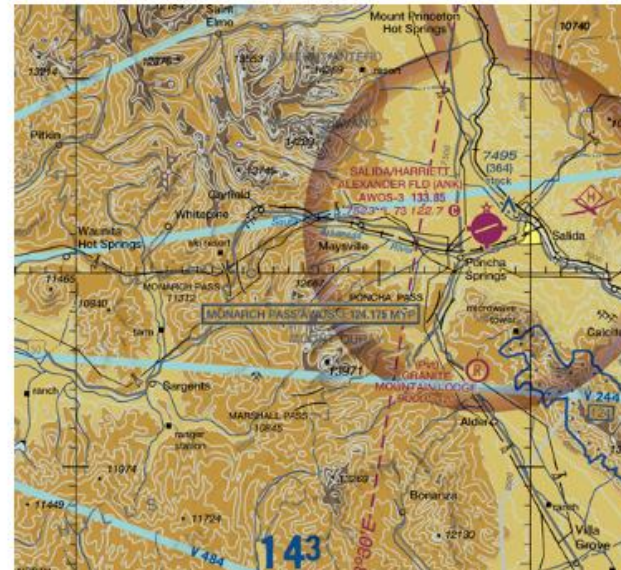
Latitude	Longitude	Frequency	Phone
N38° 29' 50"	W106° 19' 11"	124.175	719-539-4436

Current Weather Conditions at Monarch Pass

[FAA Weather Camera View](#)

<https://www.aviationweather.gov/metar/data?ids=KMYP&format=decoded&date=0&hours=0>

Sectional Chart



Airports may have webcams: Prineville S39




Federal Aviation
Administration

Locate AWOS

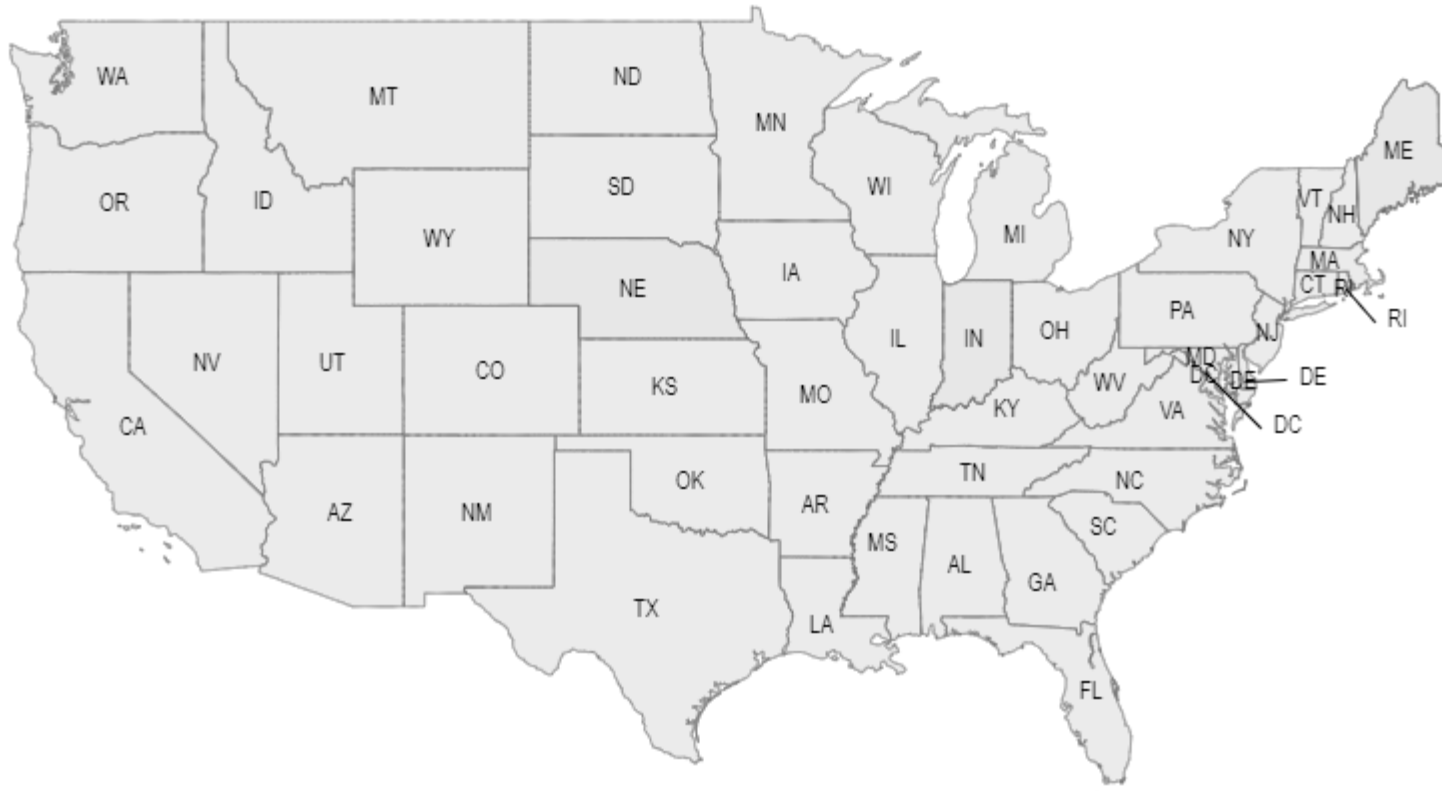
- https://www.faa.gov/air_traffic/weather/asos

Surface Weather Observation Stations (ASOS/AWOS)

Click a state or territory or select from the drop down to view weather observation station data for that area.

Select a State/Territory **or Enter a Weather Station Airport ID** 

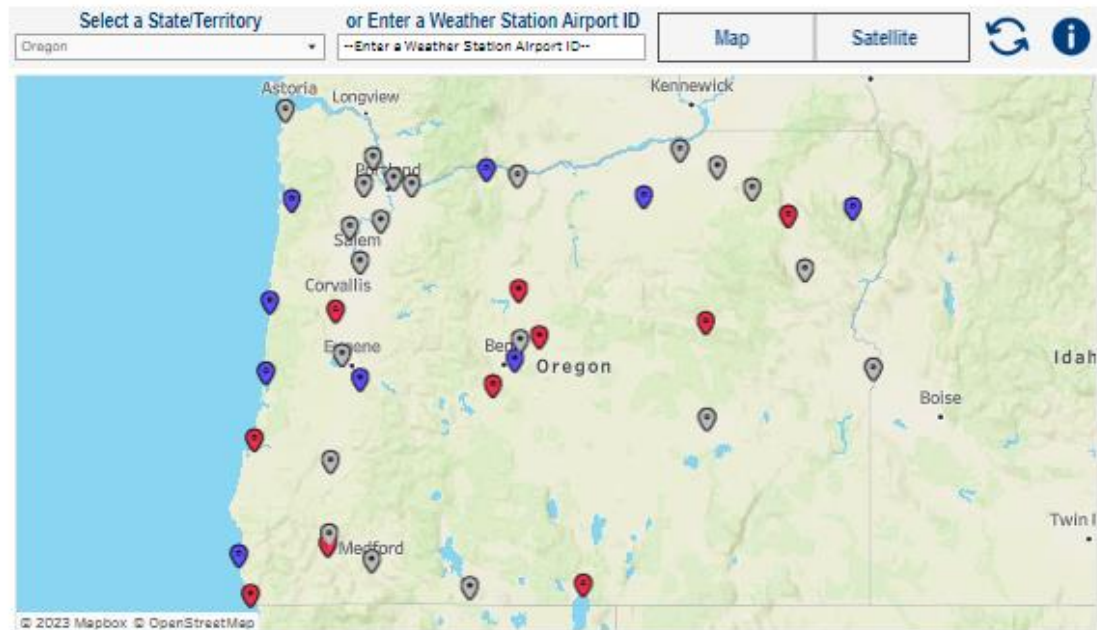
--Select a State/Territory-- --Enter a Weather Station Airport ID--



AWOS by State

Surface Weather Observation Stations (ASOS/AWOS)

Click a state or territory or select from the drop down to view weather observation station data for that area.



ASOS AWOS-3 AWOS-3PT

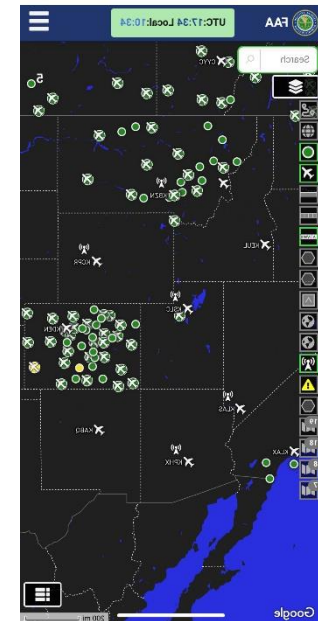
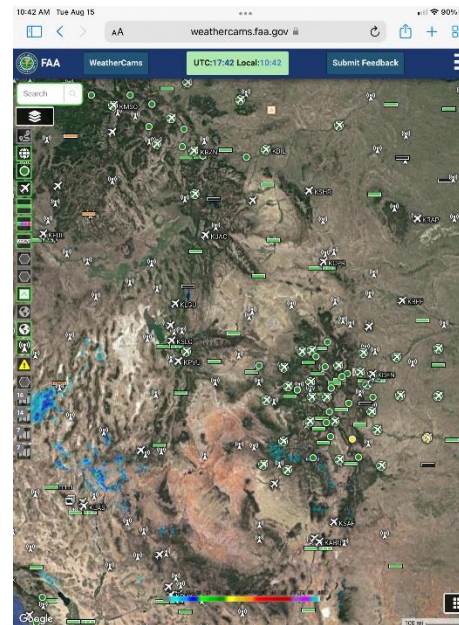
ID	Location	County	State	Frequency	Phone	Type
K358	Greys Pass	Josephine	Oregon	120	(541) 956-3392	AWOS-3PT
K4S1	Gold Beach	Curry	Oregon	118.15	(541) 247-2518	AWOS-3
K4S2	Hood River - Ken Jemstedt	Hood River	Oregon	134.375	(541) 386-2386	AWOS-3
K8S2	Florence	Lane	Oregon	119.225	(541) 997-8664	AWOS-3
K9S9	Lexington	Morrow	Oregon	134.475	(541) 989-8557	AWOS-3
K77S	Creswell - Hobby	Lane	Oregon	119.275	(541) 896-2349	AWOS-3
K4ST	Astoria - Astoria Regional Airport	Clatsop	Oregon	135.375	(503) 861-1371	ASOS
KBND	Bend	Deschutes	Oregon	134.425	(541) 382-1477	AWOS-3
KBKE	Baker - Baker City Municipal Airport	Baker	Oregon	134.275	(541) 523-5412	ASOS
KBNO	Burns - Burns Municipal Airport	Hamee	Oregon	135.575	(541) 573-1382	ASOS
KBOK	Brookings	Curry	Oregon	132.025	(541) 412-8682	AWOS-3PT
KCVO	Corvallis	Benton	Oregon	135.775	(541) 754-0081	AWOS-3PT
KDLS	Dallesport - The Dalles - Columbia Gor.	Klickitat	Oregon	135.175	(509) 767-1726	ASOS
KEUG	Eugene - Mahlon Sweet Field Airport	Lane	Oregon	ATIS 125.225	(541) 461-3114	ASOS
KGCD	Ogilvie	Grant	Oregon	118.375	(541) 575-1122	AWOS-3PT
KHID	Hillsboro - Portland-Hillsboro Airport	Washington	Oregon	ATIS 127.65	(503) 615-4314	ASOS
KHRI	Hermiston - Hermiston Municipal Airport	Umatilla	Oregon	135.225	(541) 567-8580	ASOS

https://www.faa.gov/air_traffic/weather/asos

FAA Weather Camera Program Improvements

- **Web App Modernization**
 - Smart website - not an “App”
- **Provides Integrated aviation data portal**
 - Weather, airport, and flight data
 - Enables flight planning/decision making
 - Reduced visual clutter and ease of use
- **User-centered, data-driven design**
 - Pilot SME interviews and BETA testing
 - Documented functional design requirements
 - Integrated aviation human factors provided by FAA’s Civil Aviation Medical Institute (CAMI)
- **Airports, flying clubs, etc., can link to FAA WXcams**

<https://weathercams.faa.gov/>



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Use of Weather Information, in 57 Seconds



- https://www.youtube.com/watch?v=o4_3u3BH87s&list=PL5vHkqHi51DQdF_PXKQT7uJUPd4UzIxNS



From August *WINGSPRO* Webinar

- **FAASTeam Reps can get reimbursed to use Redbird Sims**
 - Speak with your local *WINGSPRO*
- **Simpler “syllabi” coming to faasafety.gov**
 - Syllabi based on “any FAA approved training material”
 - New numbering scheme
- **Request/give credit using EZ WINGS**
 - Get/give credit for every training flight
- **Potential changes coming to *WINGS* phases:**
 - One level (no more basic, advanced, master)
 - Points rather than credits
 - 300 knowledge points, 200 flight points
 - Within 2 years
- **IMHO: I think this dilutes the value of *WINGS* and makes it too much like a flight review. *WINGS* should be better**



Login FAA *WINGS*

Request Credit

Validate Requested Credit

Give Credit

My Activity History



Pilot Proficiency Program



Federal Aviation
Administration

Summary:

- **Develop sets of personal minimums ahead of time**
- **Work with a CFI to develop meaningful PMs for you**
 - *WINGS* flight activities
 - Flight review
- **Look your family in the eye and pledge to always follow PMs**
- **PAvE before every leg, not just every flight**
- **Use all tools to help with weather analysis and compare to PMs**
 - ADDS, Flight Service, EFB, GFA...and more...
 - Add weather cameras and remote AWOS to your planning repertoire




WINGS—Proficiency and Peace of Mind


- Fly regularly with your CFI
- Document in *WINGS*
- Proficient Pilots are:
 - Confident
 - Capable
 - Safe
- *WINGS* will keep you on top of your game
- Cheaper insurance, stay alive to enjoy it!




Homework-1


- **Read up about Personal Minimums**
 - Do a search
 - FAA resources
 - AOPA and ASI resources
- **Book some ground time with a CFI and create some PMs**
- **Explain them to your family**


 **Aircraft Owners and Pilots Association**
<https://www.aopa.org> > do-the-right-thing > personal-... >
Personal Minimums
We each bring a unique mix of experience, knowledge, skill, and proficiency to the cockpit, and operations that are perfectly safe for one pilot may be ...
[Safety Spotlight: Do The...](#) · [Why A Contract?](#) · [Evaluate The Flight...](#)

 **FAA Safety (.gov)**
<https://www.faasafety.gov> > courses > content >
Personal Minimums Checklist.pdf
Give yourself permission to choose higher minimums than those specified in the regulations, aircraft flight manuals, or other rules. Use this checklist just as ...

<https://www.faasafety.gov> > documents > Oct >
Getting the Maximum from Personal Minimums
You should establish your own personal minimums for fly- ing, and you must have the discipline to stick to them—no matter how much you want to make the trip.”.

 **FLYING Magazine**
<https://www.flyingmag.com> > ... > Weather >
Personal Weather Minimums: Identify Yours
Aug 4, 2022 — Most pilots have heard a common safety rule: Stay clear of any storm by at least 20 nm. If storms fall in a line, passing through that line then ...
[Unsafe And Pave](#) · [Proficiency And Currency](#) · [Unfamiliar Terrain](#)

 **Sarah Nilsson**
<https://www.sarahnilsson.org> > app > download >
Personal Minimums Checklist and Recommendations
FAA requirement: Instrument approach minimums. ASI recommends: • Precision approach: 400 feet and one mile. • Non-precision approach: Lowest minimums applicable ...
2 pages

 **Angel Flight West**
<https://www.angelflightwest.org> > personal-minimums >
Personal Minimums
Personal minimums and experience go hand in hand. Pilots keep track of their “hours” and like to mention their total – like, “Oh, yeah, I’ve got 3000, or 15,000 ...
[Questions?](#) · [Subscribe To Get Our Best...](#) · [More Safety Articles](#)



Homework-2

- **New Human Factors Course—Ten Modules**
- **Log into faasafety.gov, go to activities-> courses-> all available courses**
 - Then scroll to find these ALC codes—one per module:
 - 730, 731, 732, 826, 827, 828, 829, 830
 - Here is a handy QR code to get you to modules 1 and 2:



Homework-3: 57 Seconds to Safer Flying








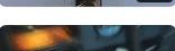


57 Seconds to Safer Flying

Federal Aviation Administration
31 videos 168,388 views Last updated on Jul 14, 2023

Play all Shuffle

"57 Seconds to Safer Flying" is an instructional video series designed to provide brief and informative overviews of many critical safety subjects such as a pilot's fitness to fly or aeronautical decision-making. Produced by the FAA Safety Team (FAASTeam), you'll find that each episode syncs with the FAASTeam's #FlySafe topic of the month. #FlySafe topics help mitigate the most common causes of general aviation accidents and follow the safety enhancements developed by the General Aviation Joint Safety Committee (GAJSC).

- 1  Flying the Aircraft First During Go-arounds in 57 S
Federal Aviation Administration • 7.6K views • 1 month ago
- 2  Flying Proficiency in 57 Seconds
Federal Aviation Administration • 5.9K views • 4 months ago
- 3  4 Rules of Thumb for Safer Takeoffs in 57 Second
Federal Aviation Administration • 6.5K views • 7 months ago
- 4  Plan Continuation Bias in 57 Seconds
Federal Aviation Administration • 5.1K views • 8 months ago
- 5  Conditions AMEs Can Issue in 57 Seconds
Federal Aviation Administration • 2.6K views • 9 months ago
- 6  Steps to Avoid a Gear-up Landing in 57 Seconds
Federal Aviation Administration • 5.6K views • 1 year ago
- 7  Managing Component Failures in 57 Seconds
Federal Aviation Administration • 4.9K views • 1 year ago
-  The Startle Response in 57 Seconds

https://www.youtube.com/playlist?list=PL5vHkqHi51DQdF_PXKQT7uJUPd4UzIxNS



Federal Aviation Administration

Homework-4: ASI: VFR into IMC



Every year, pilots continue to fly inadvertently from visual flight conditions into instrument flight conditions, otherwise known as VFR into IMC, and the results are often fatal. In fact, VFR into IMC is the worst weather-related cause of accidents each year with a fatality rate of 86 percent in non-commercial fixed-wing aircraft. And it's not only VFR pilots who get trapped; about one-third of these accidents involve instrument-rated pilots.

To address this persistent problem, the AOPA Air Safety Institute created a new campaign for 2022 called VFR into IMC, Avoidance and Escape to promote aviation safety. This campaign is based on the AOPA Air Safety Institute's research, analysis, education, and outreach.

FEATURED:



Hazardous Attitudes

VIDEO | Accident Case Study

Follow the flight that four minutes after departure encounters instrument meteorological conditions—weather air traffic control had warned the pilot about. Learn how hazardous attitudes can betray pilots who don't heed warnings.

[WATCH THE VIDEO >](#)



VFR into IMC Expectations vs Reality

NEWS ARTICLE | July 8, 2022

In our world of General Aviation, we constantly reinforce the lessons of unfortunate incidents that happened to other pilots – and none more than those gleaned by continued VFR flight into IMC.

[READ THE ARTICLE >](#)



VFR into IMC

PUBLICATION | Safety Spotlight

Go beyond the textbook in this new VFR into IMC safety spotlight with insightful research and recommendations on general aviation's most fatal weather-related accident category.

[VIEW IT NOW >](#)

Delve into these ASI programs to help you understand how best to protect yourself against VFR into IMC flight.

ONLINE COURSE: VFR INTO IMC	FLIGHT TRAINING: VFR INTO IMC SYLLABI	VIDEO: 178 SECONDS TO LIVE	VIDEO: FLYING BLIND
WEBINAR: WEATHER FLYING VFR INTO IMC AVOIDANCE	ACCIDENT CASE STUDY: CROSS-COUNTRY	ACCIDENT CASE STUDY: IN TOO DEEP	ACCIDENT CASE STUDY: BLIND OVER BAKERSFIELD

<https://www.aopa.org/training-and-safety/air-safety-institute/vfr-into-imc-avoidance-and-escape>



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Homework-5: SLAP

After every flight, SLAP yourself:

S: How were my skills today?

L: What did I *learn* today?

A: How was my *ADM* today?

P: How was my *planning* today?



Thank you for attending

- You are vital members of our GA safety community.

