

Metro Atlanta AMS Meeting – 10/12/2006
Delta

- From last meeting:
 - AMS/NWA local chapter
 - Officers have done some research over the past month
 - Have to vote → need quorum (50%) to vote
 - To start an NWA local chapter, need to have at least three national NWA members and send letter requesting to become a local chapter
 - Chip worked on the constitution
 - If we vote today, we will have new constitution next month (need another 50% to vote) – have to have two separate constitutions, one for AMS, one for NWA
 - Of 26 members, we have 15 present
 - 15 for, 0 against
 - *Dual chapter is approved*
 - Should we amend constitution?
 - Current bylaws require 50% of active membership to vote
 - Will we run into situations when we won't have a quorum for voting?
 - What about amending to 1/3 of active membership?
 - Or absentee ballots...some chapters allow e-mail voting?
 - We can discuss this more at the next meeting
- We now have 26 members (continue to get friends, coworkers, etc. to come!)
 - 5 new members tonight (not included in 26 count above)
- Treasurer's report: \$2,116.82
- What do we want to do with the extra money?
 - We used to have Cirrus publication costs, but now with the website, the newsletter may be redundant
 - We could just add a page or pages to the website:
 - Agency/organization "brag" section to garner interest in the site – need people to e-mail us with information
 - Member "spotlight" of the month
 - Rainfall data
 - Outreach, scholarships (increase the amount or number), research grants...
 - Any other ideas?
- Future meetings:
 - Next meeting at GA Tech November 9th
 - Judy Curry will talk about the GA Tech program
 - No December meeting
 - January meeting – will try to get into ATL tower
- Stephanie Klipfel and Jeff Hubright gave us a presentation on Delta Meteorology:
 - Began in 1960
 - 12 mets, two on shift 24/7...both surface and upper air shifts
 - Flight control is the main customer
 - Surface (TAFs, briefings):

- Winds important (i.e., west vs. east, do not want north or south winds due to runway orientation)
- Since 5th runway has open, arrival rate is 110/hr...can be up to 130/hr
- When shifting landing direction, airport needs that call as early as possible
 - Pilots accept 10kts before needing to shift
- Pilots need to keep visual on aircraft ahead
 - If visibility drops, ATC spaces planes out further (e.g., low clouds → arrival rate drops)
- Delta adds discussion to bottom of TAFs to give more information
- Extra fuel and alternate landing sites needed if ceilings < 1000ft and visibility < 2SM or thunder (VCTS can cause issues – there may have been “VCTS” yesterday and lots of thunder around...what will happen today?)
- 13 TAFs nationwide...otherwise defer to NWS
- Conduct daily briefings as well as week/weekend planning briefings
- Also conduct irregular ops planning (tropical activity/major snowstorms)
- Issue deicing outlooks (20-30 machines at ATL...cannot deice quickly)
- Upper air
 - Monitor PIREPs, volcanic activity
 - Suggest smooth flights, “random” flights if necessary
 - Produce turbulence charts (3x a day for the U.S.) – use GFS winds with UKMET as backup
 - Most traffic in eastern 1/3 of U.S.
 - Have to consider canceling international flights depending on amount of volcanic activity in certain regions
 - Supply radar/lightning data where available, satellite where not
- Delta meteorologists can allow pilots to disregard SIGMETs
 - i.e., small planes report severe turbulence, but it would be just light turbulence for large planes
- Dispatchers:
 - \$10-12K to divert a flight
 - For 5:30pm arrival from LAX, must start looking at data at 11:30am (i.e., 12Z TAFs)
 - Must consider weight restrictions, costs, economy, etc.
 - Aircraft have capability to receive text data, radio communications, etc.
 - Have WIDS on desktop – legally binding weather support system
 - Internet is backup
 - ITWS shows downburst products – great tool for airport
 - Dispatchers “touch” about 40 flights per shift, between hand-offs and actual flights they plan themselves
- After the presentations, Stephanie and Jeff gave us tours of the operations area