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# Air Traffic Bulletin

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A Communication from the  
Vice President, System Operations Services

## In this Issue:

*Pilot Request for New Weather Observation  
(Deicing Program)*

### Pilot Request for New Weather Observation (Deicing Program)

\*FRT When selecting a particular type of deicing/anti-icing fluid for holdover time calculations, a pilot usually bases his/her assessment on the current official weather observation. If the official reported meteorological precipitation intensity is grossly different from that which is occurring, a pilot may then act on his/her own assessment of precipitation intensity. Before a pilot makes his/her own precipitation intensity assessment, he/she shall request a new observation be taken. A pilot must not take action

based on his/her own precipitation assessment unless a new observation is not taken and reported, or the new reported precipitation intensity remains grossly different from that which is occurring.

Facilities where air traffic personnel provide backup/augmentation of automated weather observations, or take manual observations, shall provide a new observation when requested, using a weather augments or a contract weather observer, to validate an observation (see Order JO 7210.3V, section 9, paragraph 2-9-1). Ensuring that a pilot receives the latest and most accurate weather observations is vital to aviation safety. Notice N8900.22, FAA-Approved Deicing Program Updates, Winter 2007-2008, appendix A, paragraphs 5, subparagraphs a and b, provide further guidance on this matter.

*In this publication, the option(s) for which a briefing is required is indicated by an asterisk (\*) followed by one or more letter designators, i.e., \*T = Tower, combined tower/approach control, \*R = TRACON, \*E = ARTCC (En route), or \*F = AFSS/FSS. (reference FAA Order JO 7210.3, para. 2-2-9).*

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