

DCA97MA017

ATTACHMENTS_K
(1 - 2)



U.S. Department of Transportation
Federal Aviation Administration

Memorandum

Subject: **INFORMATION:** NTSB Accident/Incident Investigation Support Request 97-010

Date: JAN 29 1997

From: Manager, Air Traffic Investigations, AAT-26

Reply to Attn. of:

To: Manager, Recommendation & Quality Assurance Division, AAI-200
ATTN: Theresa Payne, AAI-220

Attached is the information requested regarding the aircraft accident that occurred near Monroe, Michigan, involving Comair Flight 3272 on January 9. The detailed reason for why the HIWAS data was not being updated by the controllers is attached. This information should satisfy your request.

If you have any questions, please contact Cathy Welsh, AAT-26, [REDACTED]

[Handwritten signature]
Thomas M. Lintner

Attachment

OPTIONAL FORM 99 (7-93) 1-30-97

FAX TRANSMITTAL # of pages - 2

To	GREG SALOTTOLO	From	THERESA PAYNE
Dept./Agency	NTSB AS-30	Phone #	[REDACTED]
Fax #	314-	Fax #	[REDACTED]

NGN 7540-01-317-7300 5099-101 GENERAL SERVICES ADMINISTRATION

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U.S. Department
of Transportation
Federal Aviation
Administration

Memorandum

Lansing Automated Flight Service Station
Capital City Airport
3925 East Circle Drive
Lansing, Michigan 48906

Subject: **INFORMATION: HIWAS Position Investigation**

Date: January 23, 1997

From: Air Traffic Manager, Lansing AFSS

Reply to
Att. of:

To: Maureen Woods, Manager, Air Traffic Division, AGL-500

FAA Order 7110.10L, Chapter 2, Section 6 provides national procedures for Hazardous Inflight Weather Advisory Service (HIWAS).

Paragraph 2-6-2.b. states "update recordings shall be completed as soon as practicable, but not more than 15 minutes from the time of receipt of new hazardous weather information."

Paragraph 2-6-3. states: Record hazardous weather information occurring within the HIWAS broadcast area. The broadcast shall include the following elements: 2-6-3.b. states: Summary of Convective SIGMETs (WSTs), SIGMETs (WSs), AIRMETs (WAs), Urgent Pilot Reports (UJAs), Severe Weather Watch Alerts (AWWs), Center Weather Advisors (CWAs), and any other weather such as isolated thunderstorms that are rapidly developing and increasing in intensity, or low ceilings and visibility's that are becoming widespread which are considered significant and are not included in a current hazardous weather advisory.

Our investigation into recordings of HIWAS broadcasts, and analysis of event reconstruction (EVR) data on January 9, 1997, between 1545Z and 2145Z indicates there were occurrences when weather elements were issued that should have been incorporated into the HIWAS broadcast. We did not comply with agency requirements to update the HIWAS broadcasts in any of these instances.

We are addressing this as a performance issue with the individuals assigned HIWAS duties during this period. We have also initiated facility wide measures to ensure all operational employees are complying with the requirements of FAAO 7110.10L, Chapter 2, Section 6. Mandatory reviews of requirements have been completed and documented in training records.


Ronald E. Riley

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