

**AERONAUTICAL CHARTING MEETING**  
**Charting Group**  
**Meeting 24-01 – April 23-25, 2024**

**RECOMMENDATION DOCUMENT**

**FAA Control #24-01-387**

**Instructions:** Please fill out the information following with as much detail as possible. Answers to the questions in the benefits section are important as they will help to determine the usefulness of the proposed recommendation. If the answer to a benefits question is unknown, please enter “Unknown” for that question. If a benefits question is not applicable to the proposed recommendation, please enter “Not applicable” for that question.

**Subject:**

The FAA Weather Camera Program is recommending adding all of the United States based cameras to the VFR charts. Currently only Alaska based cameras are published on the VFR charts.

**Background/Discussion:**

Currently the Alaska based Weather Cameras are published on the VFR charts. The FAA Weather Camera Program originated in Alaska and only had cameras in Alaska for the first decade of the program. The FAA Weather Camera Program has received funding to expand and add new sites in the continental US. Over the last few years, the program has expanded with both 3<sup>rd</sup> party sites and FAA owned sites over many states across the rest of the country. The program is rapidly adding new sites and a mechanism is needed to keep the VFR charts current.

**Recommendations:**

The FAA Weather Camera Program recommends adding all US based cameras to the VFR charts. The weather cam program can send a current list of sites and lat/long before each chart update cycle, so the list of sites stays current.

An alternate option is, currently the Weather Camera Program has both FAA owned sites and 3<sup>rd</sup> party owned sites across the country. If the charting organization wanted a smaller subset of weather camera locations, we could deliver a list of FAA only sites for each update.

**Benefits:**

- 1) Would adoption of the recommendation prevent or reduce the likelihood of occurrence of accidents or incidents?

Yes, adding more annotations of where weather cameras are on the chart could add situational awareness on the location of weather cameras. If a site is on the route a pilot is using and they didn't know it was there, they may now utilize that camera view, potentially saving time/resources/lives by knowing the flight conditions before they fly.

- 2) Would adoption of the recommendation mitigate a known or potential safety hazard?

Making pilots aware of more existing weather camera could mitigate the safety risk of flying without knowing what the weather is at dangerous points in route of the flight.

- 3) Would adoption of the recommendation resolve a known or potential issue creating operator or Air Traffic Control system errors?

No, the weather camera program does not affect the Air Traffic Control system.

- 4) Would adoption of the recommendation increase operational or system efficiencies?

The weather camera program added efficiencies in that a pilot might not fly out and turn back because of poor weather if they know it poor before they fly and chose not to fly till the weather looks better.

- 5) Would any additional benefits be recognized by adoption of the recommendation?

Adding a reoccurring update from the weather cams program to the VFR charting would make the existing charts more accurate even if the choice is made to not include the rest of CONUS on the map.

**Comments:**

Reference: Weather camera website: [weathercams.faa.gov](http://weathercams.faa.gov)

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Please send completed form and any attachments to:  
[9-AMC-AVS-ACM-Info@faa.gov](mailto:9-AMC-AVS-ACM-Info@faa.gov)