

AMS/NWA MEMPHIS CHAPTER 13 NOV 2018 MEETING MINUTES

1. The President welcomed and thanked everyone for attending.
2. Please pay dues if you have not already.
3. Treasurer's report was given.
4. Changes may be seen in the future on how chapter officers may be elected. This may transpire down to the local level as well. This is all due to changes with the NWA head chapter.
5. The upcoming AMS conference will be this January in Phoenix, Arizona. Please see the president Tom Salem if you need more information.
6. Huntsville, Alabama will host the next NWA conference next fall. Please see the president Tom Salem if you would like more information.
7. With the available funds in the savings account, we will attempt again next spring for a scholarship recipient.
8. Introduction to tonight's speaker, Samantha Wright, a new intern assigned to the NWS Memphis forecast office. Samantha's presentation title is "Weather Hazard Operations at Regional and Large Airports (A Meteorological and Policy Study for the Carolina Coastal Plain)" This is currently Samantha's thesis work for her Master's at Eastern Carolina. She listed four regional airports for her focus: Kingston, Pitt-Greenville, New Bern and Richland. These small regional airports on the Coastal Plain have only flights in and out to Charlotte, NC. She stated that larger airports have several more policies that dictate closings due to weather, whereas small airports may come down to a personal discretion that may not always hedge on the side of safety, which is her reason for this ongoing 10 year study. The weather phenomena that mainly affect closure include: fog, sleet, snow, heavy rain and thunderstorms. Samantha gave a great example of severe flooding of the runway at Pitt-Greenville from the adjacent Tar River, all due to Hurricane Matthew in 2014. Samantha showed that 70% of flight delays are from associated bad weather with 20% coming from logistics and 10% from technical problems. It was also noted that many small regional airports don't have meteorological staff or trained weather observers on site. They have to solely rely on automated weather equipment and distant forecasters. This limited information can leave airport managers with a big disadvantage to close or keep open their airports. Occasionally a TALPA (Take-off and Landing Performance Assessment) helps pilots decide on whether or not it is safe to land when the airport is open. Samantha is planning on gathering statistics from the Bureau of Transportation, weather data from the Storm Events Database and NOTAMS (Notice to Airman) reports from the National Centers of Environmental Control to track whether or not these four regional airports closed. In the end, she hopes the study will offer better decisional tools and more insight on available forecast products to aid airport management. After the presentation, a few questions were asked.
9. The president thanked everyone for attending and wished everyone Happy Holidays. The next meeting will likely be the third Tuesday in January 2019.

Approved,

Tom Salem, President