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AVIATION WEATHER PROGRAMS/PROJECTS (TIER 3/4 BASELINE UPDATE)

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**Aviation Weather Programs/Projects
(Tier 3/4 Baseline Update)**

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FOREWORD

In April 2001 we published the Final Baseline Tier 3/4 Report that represented the first compilation of program/project-level data from agencies and industry partners. In that report we highlighted eighty-nine programs/projects along with matching them to the National Aviation Weather Initiatives. The intent was to see how the programs/projects aligned with the Initiatives and to assess where more effort might be needed.

Given the time since the original baseline report in 2001 and the number of new programs/projects that have come to our attention through continued liaison with the agencies, we have produced a Tier 3/4 Baseline Update. This update contains over one hundred forty programs/projects and represents a significant increase from the number in the original report. In conjunction with this update, the agencies were asked to comment on the National Aviation Weather Initiatives. There were no comments submitted that materially changed the Initiatives from those contained in the 2001 Baseline Report.

The aviation weather-related programs/projects contained in this update represent a considerable body of work focused on addressing those weather hazards most often cited as contributors to aviation accidents. There are very few areas represented by the Initiatives that are not being addressed. However, the continuing challenge is to ensure coordination between the various efforts so duplication is avoided and resources are focused on the highest priority weather hazards.

In 1999, following the recommendation of the White House Commission on Aviation Safety and Security for a 80 percent reduction in fatal aviation accidents within a decade, the *National Aviation Weather Initiatives* report set a goal of reducing weather-related fatal accidents by 80 percent. The recently released *National Aviation Weather Program Mid-Course Assessment* shows that this goal can be achieved if the accident trends based on 1996 to 2001 data are sustained. My office has recently obtained summary data for 2002 from the National Transportation Safety Board (NTSB). These preliminary data indicate that the accident rates for larger commercial carriers (Part 121 aviation) and general aviation (Part 91) continue on the promising trends identified in the *Mid-Course Assessment*. Particularly welcome news from the preliminary 2002 data is that the weather-related accident rates for smaller aircraft in revenue service (Part 135 aviation) also declined. My staff will continue to work with the NTSB staff to update the detailed analyses of trends by weather hazards with the 2002 data on weather factors cited in aviation accidents.

Samuel P. Williamson
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and Supporting Research

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