

Roundtable Notes: Snowfall in North Texas

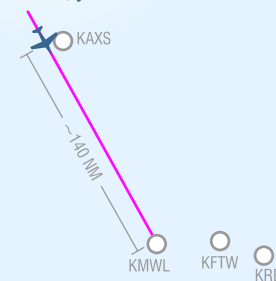
- Your focus when choosing to continue or divert should be on safety in the moment not future issues about launching again or ground transportation. (Mark and JP)
 - The pilot will have an excellent, real-time picture of the icing situation in a busy terminal environment like Houston. Arriving with an hour of fuel with broken clouds and having several landing options is fine. (Dave and Tom)
 - Getting directly across Houston will be difficult or impossible without getting vectored into low-fuel territory. (John)
 - Your experience with icing plays heavily into your willingness to risk exposure with potential icing in the future—either more tolerance or less. (John)
 - Landing at Altus takes the potential fuel issue completely out of the equation. (JP)
 - To plan enroute alternates, look at options (airports) left and right of the desired route as well as obstacles to landing at those airports. If the entire flight is above a layer you can't descend through, find an alternate (longer) route or plan to fly a different day. (Mark)
- "I remember a six-leg charter trip where I made one of the six destination airports. The other five were diversions." — John*
- The potential and severity of icing in the Forecast Icing Product is quite accurate in the short term future. But it's still a gamble with no icing protection. (JP)
 - Always plan a real-world, practical alternate for every flight. You never know what weird event could prevent you from landing at your chosen destination. (JP)
 - Datalink weather lets you monitor how weather conditions are changing as you fly. Use that all the way as you progress so you have more time to plan a better diversion—rather than rush to land. (Mark)
 - You can use an annotation tool to draw a line on your map and say if the bad weather gets to that line, you're landing. (John)
 - If you are worried about icing in an IMC descent, tell ATC you want to delay the descent as long as practical, and then descend as quickly as practical to an altitude below the ice. (Dave)

CHOICES BY EXPERT

Mark	4
Catherine	4
Tom	1
JP	4
Dave	1
John	4/2

CHOICE 1

Continue home to Mineral Wells (KMWL). There's a risk of icing on descent and approach, but with the broken skies and the option to maneuver between clouds, you should be OK.



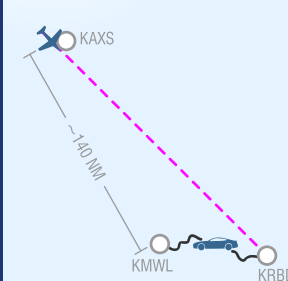
CHOICE 2

Divert slightly east to Fort Worth (KFTW). It's in the clear now, and the TAF says it should remain that way. Deal with the crosswind but land close to home.



CHOICE 3

Divert farther southeast to Dallas Executive (KRBD). It's clear and more likely to stay that way. Deal with the long drive across Dallas.



CHOICE 4

Descend down now to Altus (KAXS). You'll get on the ground without any ice, but you'll have a tougher time getting home.

