

- This decision is based on more than the NEXRAD image. It's that image combined with the real-time radar picture from ATC, other airplanes, and LLWS alerts from the airport. (JP)
- Tropical systems usually bring bands of rain and low to moderate turbulence. The key is to steer clear of signs of convection. (JP)
- Maintaining an escape route is the most important thing, and staying east is the best place to do that. (Catherine)
- The pressure of coming through for the Mom gets tougher if we continue any approach—or get in and now she's expecting a ride out. Aborting this mission now is good ADM for both flights. (Mark)
- The airplane could be vulnerable on the ground if a nasty thunderstorm passes over the airport while waiting for a break to get out. (Dave)
- There's too much uncertainty to land at Birmingham now, but you could land at an airport just a bit east and wait for a window to make a quick hop to Birmingham or call the whole thing off. (John)
- It's essential on compassion missions to avoid exposing passengers to risk. (John)

"There are a lot of pilots that will see red and yellow and think 'That's a thunderstorm. That's severe weather.' That's not necessarily the case." —JP

- If the approach controller sees a reasonable path, that radar is far better than what's in the airplane. (Doug and JP)
- Sirius XM NEXRAD has better resolution and often shows lower storm intensity than ADS-B NEXRAD. (Doug and JP)
- A stormscope or strikefinder is super helpful for differentiating heavy precipitation versus a thunderstorm. (Doug)
- If this works it could be terrible for your future decision making because flying in this weather is fine ... until it isn't. (Mark)
- You're not just responsible for protecting this airplane in the air. You've got to protect it on the ground too. (Dave)
- A tropical storm, or the remnants of it, can be heavy rain but smooth air. (John and JP)
- Controllers know they only see precipitation, but not clouds or lightning. They tend to trust the pilot—especially if the pilot has onboard radar. (John)

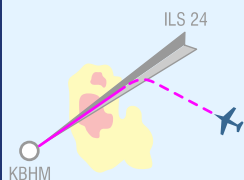
EXPERT CHOICES

- 1* Doug
- 1 4 Dave
- 2 Catherine
- 3 JP
- 4 Mark
- 4* John

* Choice with a caveat

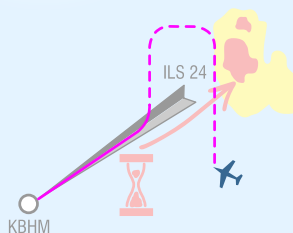
CHOICE 1

Continue on the vector for the ILS Rwy 24. The reports from aircraft ahead indicate it's fine.



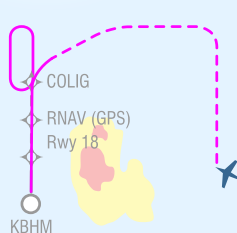
CHOICE 2

Request delay vectors north or east around the weather to join the ILS Rwy 24 after the cell passes.



CHOICE 3

Request vectors north around the weather to hold at COLIG and fly the RNAV (GPS) Rwy 18 after the cell passes.



CHOICE 4

Turn around and go home. Tell the mom you'll try again the next opportunity she has for time off.

