



Federal Airways & Airspace®

May 7, 2020

Ref No. 20FAA010GN

Via FedEx and Electronic Mail

Assistant Administrator for Finance and Management, AFN-400
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Re: *Withdrawal of FOIA 2020-001531WS Reconsideration Request Submitted by Federal Airways & Airspace on 03/20/2020 to the AFN-400*

Dear Assistant Administrator for Finance and Management, AFN-400 for the Federal Aviation Administration:

On March 20th, I submitted to AFN-400 the attached request for information pursuant to the Freedom of Information Act. A copy of the request is attached.

I write to inform you that, notwithstanding the status of the FAA's response to the attached request or whether the FAA considers itself to have completed its response to the request, please consider this letter to be a formal withdrawal of the request. I consider the request to be fully and completely satisfied, and no further action is required or requested of the FAA in connection with the request.

If you have any questions about Federal Airways & Airspace's withdrawal of its appeal request for FOIA 2020-001531WS, please feel free to call me at 321-777-1266.

Respectfully,

**Ashley
Pittman-
Long**

Digitally signed by Ashley Pittman-Long
DN: cn=Ashley Pittman-Long,
o=Federal Airways and Airspace,
ou=Lead Airspace Specialist,
email=ashley.pittman@airspaceusa.com, c=US
Date: 2020.05.08 16:20:53 -04'00'

Ashley Pittman-Long
Lead Airspace Specialist
Federal Airways & Airspace, Inc.

CC: John Spiegel
Ken Campos

Ashley Pittman (FA&A)

From: Ashley Pittman (FA&A)
Sent: Friday, March 20, 2020 1:01 PM
To: FOIA-Appeals@faa.gov
Cc: Clyde Pittman (FA&A)
Subject: REQUEST RECONSIDERATION - FOIA Request 2020-001531WS

Good afternoon,

This is an appeal request of Freedom of Information Act (FOIA) Request 2020-001531WS. The locations of Low Level Wind Shear Advisory System (anemometers) in the Los Angeles, CA area with a focus on, but not limited to, those associated with Los Angeles International Airport (LAX) was requested under FOIA Request 2020-001531WS.

The response provided by Air Traffic Organization (ATO), Mission Support Services, Western Service Area was that the search revealed no records, documents, or files pertaining to the request. The response further specifies that "This determination is made when the records being sought are available on a public website. The information you are seeking can be found on the following website: <https://www.cfinebook.net/notebook/weather-and-atmosphere/low-level-wind-shear-and-microburst-detection-systems#low-level-wind-shear-alert-system>."

Review of this referenced website indicates that it provides some information on the Low-Level Wind Shear Alert System (LLWAS). The website provides information regarding:

- Data type collected from the sensors;
- When the LLWAS was fielded at 110 airports across the US;
- That 39 airports will be upgraded to the LLWAS-NE system;
- What additional information the new system can provide;
- That the new system allows for flexibility and capability to grow with the airport;
- The number of sensors that can be present in and around an airport (up to 32);
- That Doppler radar has proven effective in detecting microbursts and is being installed at major airports integrated with the LLWAS;
- That the wind sensors, mounted on poles sometimes as high as 150 feet, are (ideally) located 2,000 – 3,500', but not more than 5,000', from the centerline of the runway; and
- That LAX has an ASR-WSP Wind Shear System.

This cited website **DOES NOT** provide the requested coordinate locations of the Low Level Wind Shear Advisory System Anemometers in the Los Angeles, CA area and thus does not satisfy FOIA Request 2020-001531WS; the locations of these anemometers is **NOT** publically available on the cited website. At least four of the anemometer locations are known by the FAA as they are shown on the Airport Layout Plan (ALP) for LAX.

This is the **SECOND TIME** the FAA has attempted to suggest that this information is available on a public website. It was first suggested on November 22, 2019 that airnav.com or Wikipedia contained this information. Neither of these websites contains the coordinate locations of the wind shear anemometers associated with LAX.

Published in the abstract of Report No. FAA-RD-80-45, FAA-NA-80-1 The Low-Level Wind Shear Alert System (LLWSAS) for the National Aviation Facilities Experimental Center in May of 1980, "Heavy emphasis is placed on the proper siting of anemometry which was found to be the most important factor influencing high quality system performance".

We also provided additional information in reference to the wind shear anemometers to Tina Leal and Murphy M Ho Chee in response to “rescope” the request:

Advisory Circular 00-54 Pilot Wind shear Guide, published in 1988, states that LLWAS was installed at 110 airports in the US. FAA JO 7210.3BB, published earlier this year, provides direction and guidance for the day-to-day operation of facilities and offices under the administrative jurisdiction of the FAA's Air Traffic Organization. Section 10-3-3.a.1. states that "prior to operational use of LLWAS facilities, a letter to airmen must be published explaining, as a minimum, the location and designation of the remote sensors, the capabilities and limitations of the system, and the availability of current LLWAS remote sensor wind information if requested by the pilot. A new letter to airmen must be issued whenever changes to the above minimum criteria or system upgrade/modifications are made."

FAA JO 7210.3BB section 10-3-3.b. goes on to state that "when it is determined that a component or the whole LLWAS has failed, take the following action: If a component such as a remote sensor fails, notify Technical Operations (Tech Ops)."

Based on the information we found and sent to the FAA in an effort to “rescope” and understand the FOIA request, we also provided additional suggestions to obtain the anemometer locations from Tech Ops, Logistics (as the anemometers transmit), or the local group that would maintain the anemometer equipment for the airport (LAX). We worked with the FAA multiple times to “redefine the scope” of the request associated with FOIA Request 2020-001531WS. Based on the response given by the FAA, it seems to indicate that the FAA a) has no records of the locations of the wind shear anemometers and b) Tech Ops is not conducting analyses on the potential effects of structures on the wind shear anemometers during the obstruction evaluation (OE) process.

We find the FAA’s response of “no records, documents, or files” due to the information being available on a public website unacceptable and insufficient as the website provided **DOES NOT** provide the requested information. Therefore, it is the request of this appeal that the FAA provide the **ACTUAL LOCATION** (coordinates in Degrees-Minutes-Seconds) of all wind shear anemometers associated with Los Angeles International Airport (LAX).

Please let me know if I can provide any additional information on this appeal request.

Sincerely,

Ashley

Ashley Pittman-Long
Airspace Specialist
Federal Airways & Airspace
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