

Weather Critical Operations

The Right Decisions in Any Weather

· a passion for precision · passion pour la précision · pasión por la precisión · passione per la precisione



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Airport Weather

Safe Landing

With regard to landing safety, pilots and technical airport management communicate via the so-called RCC (runway condition code). This RCC must be known over the entire length of the runway. Today's experience-based process can be supported by modern measurement technology. In this way, the exchanged information is clearly documented and traceable.

- > **MARWIS** does not record the conditions at a single point, but over the entire length of the runway
- > Built-in sensors measure the current runway conditions
- > Atmospheric sensors are used to permanently adjust the short-term forecast
- > Active built-in sensors determine the actual freezing temperature for each de-icing agent. This means that you remain on the safe side and can act in good time.
- > All measurement data are automatically transferred to the RCC messages (runway condition code)



"The ultimate secret is the friction on the runway," an experienced airport manager told us. With a combination of mobile and stationary sensors, the secret can be revealed.



It is ideal to record the conditions on the entire runway, in terms of both length and width. Mobile sensors such as MARWIS can do this by installing several sensors on a unit behind the measuring vehicle.



"I'm only interested in the weather inside my airport fence". The use of de-icing agents is expensive. For optimum proactive application, real-time data is required in conjunction with an accurate short-term prediction (Nowcast).



Most accidents occur during landing and takeoff. The main reason for this is critical weather.

Trust your experience in conjunction with state-of-the-art measuring technology.



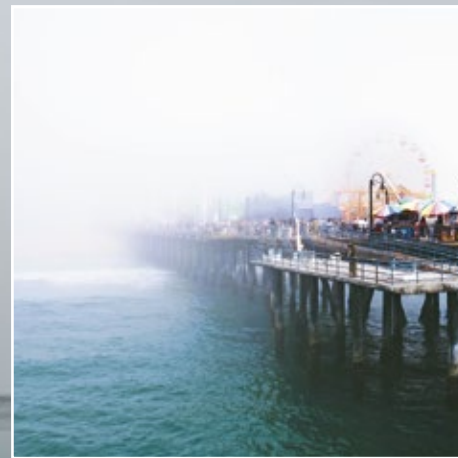
Visibility

VS2k/VS20k

- > Measuring range up to 20 km
- > Active defense against spiders
- > Contamination detection
- > Anodized housing



Saturated air, fine dust and sand cloud the atmosphere and lead to reduced visibility. Meteorological networks and airport applications require a large measuring range. If the VS20k returns the maximum measurement value, the visibility can be identified as clear.



Fog is caused by large temperature differences between day and night and is a micro-climatic event.



Verification in the field is carried out using a calibration disc. As a further control point, the zero point is checked ("in the dark").



The degree of contamination of the sensor is transmitted together with the measured values and serves to alert proactive maintenance.

In future, spiders will have to find another place for their webs.