



AWOS Product Comparison

Features	All Weather	DigiWX	SuperUNICOM/ SuperAWOS
Patented 4 headed visibility sensor, for improved accuracy and reliability.	X		
Meets all applicable WMO/ICAO regulations	X		
FAA Certified (complete) plus FAA Preferred	X		
Over 200 FAA Fed systems installed	X		
More than 1700 airport systems installed world-wide	X		
AWOS Net – Airport weather data distribution over internet/LAN/WAN	X		
Nation wide installation and customer service representatives	X		
Convenient Remote Maintenance Monitoring	X		
Over 18 years of proven aviation weather reporting	X		
Meteorological Equipment Supplier to Nav Canada	X		
FAA certified for wind speed reporting (gusts and variable).	X		
FAA certified for wind direction reporting.	X		
FAA certified for temperature reporting.	X		
FAA certified for dew point reporting.	X		
FAA certified for humidity reporting.	X		
FAA certified for cloud height reporting.	X		
FAA certified for sky condition reporting.	X		
FAA certified for altimeter reporting.	X	X	X
FAA certified for present weather reporting.	X		
FAA certified for thunderstorm reporting.	X		
FAA certified for visibility reporting.	X	X	X
FAA certified for freezing rain reporting.	X		
Price of AWOS II (WindSpeed, Wind Gust, Wind Direction, Variable Wind Direction,Temp, Dew Point, Altimeter Setting, Density Altitude, Visibility, Variable Visibility, Precipitation, Day/Night)	\$	\$\$	\$\$\$



Key AWOS Facts

- An All Weather, Inc. (AWI) AWOS will continually broadcast on a dedicated VHF frequency. Always there when needed.
- Unicom based systems generates a density altitude value from non-certified temperature sensors. Density altitude may be in error, thus affecting take-off performance.
- Unicom based systems may not report weather when the Unicom frequency is busy exactly when the pilot needs it.
- Current Unicom based systems are “only” certified to automatically report Altimeter settings and visibility.
- Only the AWI AWOS is certified to automatically report winds, temperature, humidity and dew point. Unicom based systems use sensors that DO NOT meet FAA safety requirements and thus are not to be included in a certified broadcast to pilots.
- Reporting winds, according to the FAA, should come from sensors that are placed 30-33 feet above the ground for accurate wind measurement of winds that will affect the aircraft landing during the flaring phase. Unicom based systems have wind sensors placed too close to the ground which can generate readings not equal to that affecting the pilot.
- The AWI AWOS is FAA certified to report “all” weather elements needed by pilots.
- The AWI AWOS is the preferred manufacturer and supplier of AWOS systems to the FAA for federal systems.
- The AWI AWOS is the preferred method among pilots for obtaining airport weather.
- Why pay more for a system that doesn't provide complete FAA certification of crucial weather data at a time when every decision counts!

... more on not fully certified:

The Unicom based systems are only "FAA certified" to report visibility and altimeter setting. The other crucial weather elements such as wind speed, wind direction, temperature, humidity and dew point are not certified by the FAA for automated reporting. What this means is that the sensors used to generate these elements have not met the FAA's requirements. These requirements require the sensors to be accurate within certain ranges, to operate correctly within certain temperature ranges and to be maintained within a specified time frame to ensure the system is running correctly. Not being FAA certified can allow these uncertified weather elements to fall outside of acceptable and even accurate performance levels and thus potentially degrading pilot safety. Having inaccurate winds and temperature can drastically affect runway selection and density altitude calculations, which are key factors to aircraft performance during one of the most critical flight phases, take-off. These systems are not true AWOS II systems as the manufacturers may be suggesting. As a matter of fact, the FAA is coming down hard on them for saying that they are. An AWOS II as specified by the FAA includes certified winds, temperature and humidity which are not part of the Unicom based systems. These systems are not even upgradeable to include a ceilometer (cloud height sensor). Furthermore, the AWI AWOS III cost is less than that of the less than AWOS system proposed by Unicom based systems.

... more on congested Unicom:

During times of IFR conditions, pilots need weather when they need it. Single pilot IFR, as in most general aviation cases, is very hectic during the approach phase into an airport. If there are pilots using the airport under the cloud layer doing touch-n-goes and reporting position over Unicom, then this could delay the reporting of needed weather information to the IFR pilot during the approach because the frequency is in use by pilots reporting position. Since many airport Unicom frequencies are shared by neighboring airports, the Unicom frequency may be congested by pilots that are at a different airport and not actually at the airport of interest!

... is this weather for me?

Additionally, problems can exist with Unicom based systems where the frequencies overlap with other airports that are sharing that frequency. A weather broadcast for one airport may be confused with the actual and differing weather conditions at another airport. In California for example, weather patterns change dramatically between coastal, valley and foothill airports. Some confusion can occur if two or more weather reports are broadcast on the same frequency depicting very different weather scenarios.

Why put your pilots at risk? Ensure safety with a fully certified AWOS!



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