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Weather Reporting Systems Initiative

Appendix F

Weather Reporting Systems Initiative

A comprehensive system of weather reporting that covers the state of Florida is beneficial to pilots in making informed flight planning decisions when flying in Florida's airspace. In preparing the 2043 Florida Aviation System Plan (FASP), an inventory effort of weather reporting systems was conducted through a review of the Federal Aviation Administration's (FAA) Airport Data and Information Portal (ADIP) database and from a data collection effort through a survey of airports that comprise the FASP. This document summarizes the differences between these systems, presents the network of weather reporting coverage, and identifies gaps in coverage with suggested airport locations to improve coverage, all organized into the following sections:

- FAA-Certified and Non-Certified Emerging Technology Weather Reporting Systems.
- Network of Existing Florida Aviation System Weather Reporting Coverage.
- Gaps in Weather Reporting System Coverage and Suggested Enhancements.
- Conclusion.

FAA-Certified and Non-Certified Emerging Technology Weather Reporting Systems

Understanding the difference between FAA-certified and non-certified emerging technology weather reporting systems is important when evaluating how to improve the weather reporting capabilities of the Florida aviation system. FAA-certified system sources are the only ones that can be used for official flight planning purposes, especially in Instrument Flight Rules (IFR) conditions. Non-certified emerging technology weather observing systems are unable to be used to plan a flight but can be used to make preliminary decisions for that activity.

FAA-Certified Weather Reporting Systems

The accurate reporting and timely dissemination of weather conditions factors into flight planning and in-flight course corrections. It also factors into whether flights are conducted under Visual Flight Rules (VFR) or IFR. As such, the FAA certifies weather reporting equipment that can be used for flight planning. This certification includes maintenance procedures for equipment to ensure the accuracy and timeliness of reporting weather conditions. Certified equipment that can meet FAA standards[1] is listed on the FAA's Non-Federal Program website[2] presented in **Table 1**.

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[1] Federal Aviation Administration (FAA). 2017. Advisory Circular 150/5220-16E, *Automated Weather Observing Systems (AWOS) for Non-Federal Applications.*
[2] FAA. 2023. "Buying, Operating, & Maintaining AWOS."
https://www.faa.gov/airports/planning_capacity/non_federal/awos

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Table 1. Approved Weather Reporting Equipment for Airports

Manufacturer	Model
All Weather, Inc. (https://www.allweatherinc.com/)	AWOS 900*, AWOS 3000
Optical Scientific, Inc., formerly Belfort Instrument Company (https://www.opticalscientific.com/)	DigiWx (rebranded as OSI AWOS AV)
Mesotech International (https://mesotech.com/)	AWA
DBT Transportation Services LLC, formerly Vaisala, Inc. (https://dbttranserv.com/)	VC/VD, AW20*

Notes: *While system is still approved to operate in National Airspace System (NAS), it is no longer available for purchase as a new system.

Weather reporting systems are further categorized based on their instrumentation. **Table 2** lists the system definitions of weather observation systems based on their different combinations of instrumentation.

Table 2. Weather Observing System Definitions

System Definitions	Certified Data
ASOS	Wind speed, wind direction, wind gust, wind character, temperature, dew point, altimeter setting, visibility, present weather information including precipitation, cloud height, and cloud amount
AWOS A	Altimeter setting
AWOS A / V	Altimeter setting, visibility
AWOS I	Wind speed, wind direction, wind gust, variable wind direction, temperature, dew point, altimeter setting, and density altitude
AWOS II	Same as AWOS I plus visibility and variable visibility
AWOS III	Same as AWOS II plus precipitation accumulation, cloud height, and sky condition
AWOS III P	Same as AWOS III plus present weather identification
AWOS III T	Same as AWOS III plus thunderstorm/lightning reporting
AWOS III P/T	Same as AWOS III plus present weather identification and thunderstorm/lightning reporting
AWOS IV Z	Same as AWOS III P/T plus freezing rain detection
AWOS IV R	Same as AWOS III P/T plus runway surface condition
AWOS IV Z/R	Same as AWOS III P/T plus freezing rain detection and runway surface condition

Source: FAA Advisory Circular 150/5220-16, *Automated Weather Observing Systems (AWOS) For Non-Federal Applications*

As **Table 2** demonstrates, an Automated Weather Observing System (AWOS) is more modular than an Automated Surface Observing System (ASOS), providing some flexibility in terms of cost versus capability. The other major difference between AWOS and ASOS is the ownership and maintenance responsibility. Local sponsors, or in some cases, the FAA, are responsible for acquiring and maintaining AWOS while the National Weather Service and the Department of Defense own and upkeep ASOS sites.

Non-Certified Emerging Technology Weather Reporting Systems

Installation of ASOS or AWOS equipment can be costly, often in the range of $200,000, which is due to both the cost of the equipment and the supporting infrastructure needed to provide electricity, data communication landlines, and radio transmitting equipment. Emerging technology weather reporting systems, however, cost less to install and operate, giving airports without a certified ASOS or AWOS as well as other-non airport locations an opportunity to have weather reporting capabilities. Some of these systems offer internet-based equipment that can transmit weather information via wireless networks and very-high frequencies (VHF) that can eliminate the need for supporting landline infrastructure. These systems can also be equipped with solar panels, eliminating the need for supporting electrical utility infrastructure.

Non-certified emerging technology systems have also been used in many non-aviation applications such as weather condition reporting at schools, sports stadiums, beaches, bridge crossings, firefighting, industrial activities, and marine uses. Across the country, airports with FAA-certified AWOS or ASOS equipment have also installed non-certified systems as supplementary means of weather reporting. Fixed-Base Operators (FBOs), for example, have installed such systems as a supplementary means of weather information for their customers. Other aviation users such as pilot groups and flying clubs have also installed these systems to provide an alternate means of obtaining current weather conditions. The following provides a summary of five such systems that have been installed at airports in the United States and around the world as well as the weather reporting capabilities and features offered by each.

- **SayWeather** – SayWeather offers two weather reporting systems (Pro2 and PRO+) for airports that can transmit weather conditions on VHF bands such as universal communications frequencies (UNICOM) or common traffic advisory frequencies (CTAF) as well as to web-based resources. Based on the system purchased, these systems offer the ability to report wind speed, wind direction, temperature, dew point, barometric pressure, density altitude, runway surface condition, cloud ceiling height, sky condition, visibility, and weather conditions. Some airports in Florida already have SayWeather systems installed at their facilities.

- **WeatherSTEM** – WeatherSTEM's Protect Extreme system is designed for use at airports and is equipped with instrumentation to measure wind speed, wind direction, precipitation, weather conditions, temperature, barometric pressure, and humidity. Protect Extreme systems are rated for hurricane-force wind conditions and offer the option for the installation of equipment to report lightning conditions. The systems offer an option for a high-resolution camera to be installed that can broadcast live images of airfield conditions to web-based resources. In Florida, some airports already have WeatherSTEM systems.

- **Intellisense Systems** – Intellisense Systems offers the Micro Weather Station (MWS), with three models available based on type of instrumentation installed. MWS can report temperature, barometric pressure, humidity, wind speed, wind direction, precipitation, lightning, visibility, and cloud height. MWS units are compact, wireless, and can be repositioned easily. Information was not available regarding whether MWS units have been installed in Florida.

- **Earth Networks** – Earth Networks provides a weather station capable of measuring lightning, wind, temperature, and precipitation. Additional services include severe weather alerts and weather forecasting. In Florida, some airports already use Earth Networks systems.

- **Potomac Aviation Technology** – Potomac Aviation Technology offers MicroTower, a compact weather observing system that is equipped with instrumentation to measure wind speed, wind direction, visibility, barometric pressure, sky condition, temperature, and dew point. MicroTower systems have been installed in Florida.

Certifying Emerging Technology Weather Reporting Systems for Use

There is an option to certify emerging technology weather reporting systems as an official advisory source of weather information for flight planning use. The use of automated systems at airports not having an operational ASOS/AWOS is addressed in 47 Code of Federal Regulations (CFR) 87.219. An automated UNICOM may not provide weather information at an airport that has an operational, FAA-certified, automatic weather facility, unless the FAA has certified the UNICOM. If an automated UNICOM is used to provide weather information, then:

- Weather sensors must be placed to adequately represent the weather conditions at the airport(s) to be served;
- The weather information must be preceded by the word "advisory";
- The phrase "automated advisory" must be included when the weather information is gathered by real-time sensors or within the last minute; and,
- The time and date of the last update must be included when the weather information was not gathered within the last minute.

In addition, the installation of weather observing systems at airports must also include the filing of Form 7460-1 with the FAA for airspace obstruction evaluation. Assignment of a VHF channel to transmit weather information via radio is also needed as part of the acquisition and installation of equipment.

A challenge, however, for FAA certification for weather reporting equipment is cost. The process needed to prove the reliability, accuracy, and dependability of weather reporting instrumentation

that meets the standards defined in FAA Advisory Circular 150/5220-16 is comprehensive and costly. Likewise, the cost to develop, certify, and implement a robust equipment maintenance program needs to be considered when installing emerging technology systems and seeking FAA certification. Regardless, this process provides an option to seek FAA certification of emerging technology systems should it be desired to enhance weather reporting system coverage.

Network of Existing Florida Aviation System Weather Reporting Coverage

Airports that comprise the Florida aviation system are equipped with both certified and non-certified emerging technology equipment. The following section identifies the airports that are equipped with these two different categories of systems as well as those airports that do not have weather observing equipment. **Appendix A** presents a complete list of weather reporting systems found at airports in Florida.

Airports with FAA-Certified Weather Reporting Systems

Figure 1 identifies the locations of FAA-certified weather reporting systems in Florida. These certified systems are either AWOS or ASOS. As shown in the figure, FAA-certified weather reporting systems are generally found within the most populous areas of Florida where the busiest airports are located. In total, there are 87 FAA-certified AWOS and ASOS systems at airports in Florida, plus certified weather reporting at Elgin AFB/Destin-Ft Walton Beach (VPS) by Air Force meteorologists.

Airports with Non-FAA Certified Emerging Technology Weather Reporting Systems

Figure 2 identifies the airports in Florida that have an emerging technology weather reporting system as indicated from the FASP 2043 survey effort:

- Three airports only have an emerging technology weather reporting system and do not have an FAA-certified AWOS or ASOS:
    - Arcadia Municipal Airport (X06) in Arcadia.
    - George T. Lewis Airport (CDK) in Cedar Key.
    - Marion County Airport (X35) in Dunnellon.
- There are two airports that have both an FAA-certified AWOS or ASOS and an emerging technology system. Southwest Florida International Airport (RSW) has an Earth Networks weather system in addition to its ASOS, and Suwannee County Airport (24J) has a Weather STEM system in addition to its AWOS-3.
- There are 15 airports that do not have any kind of weather reporting system.
- There is one airport (Wauchula Municipal Airport – CHN) that presently does not have any kind of weather reporting system but is pursuing an AWOS.
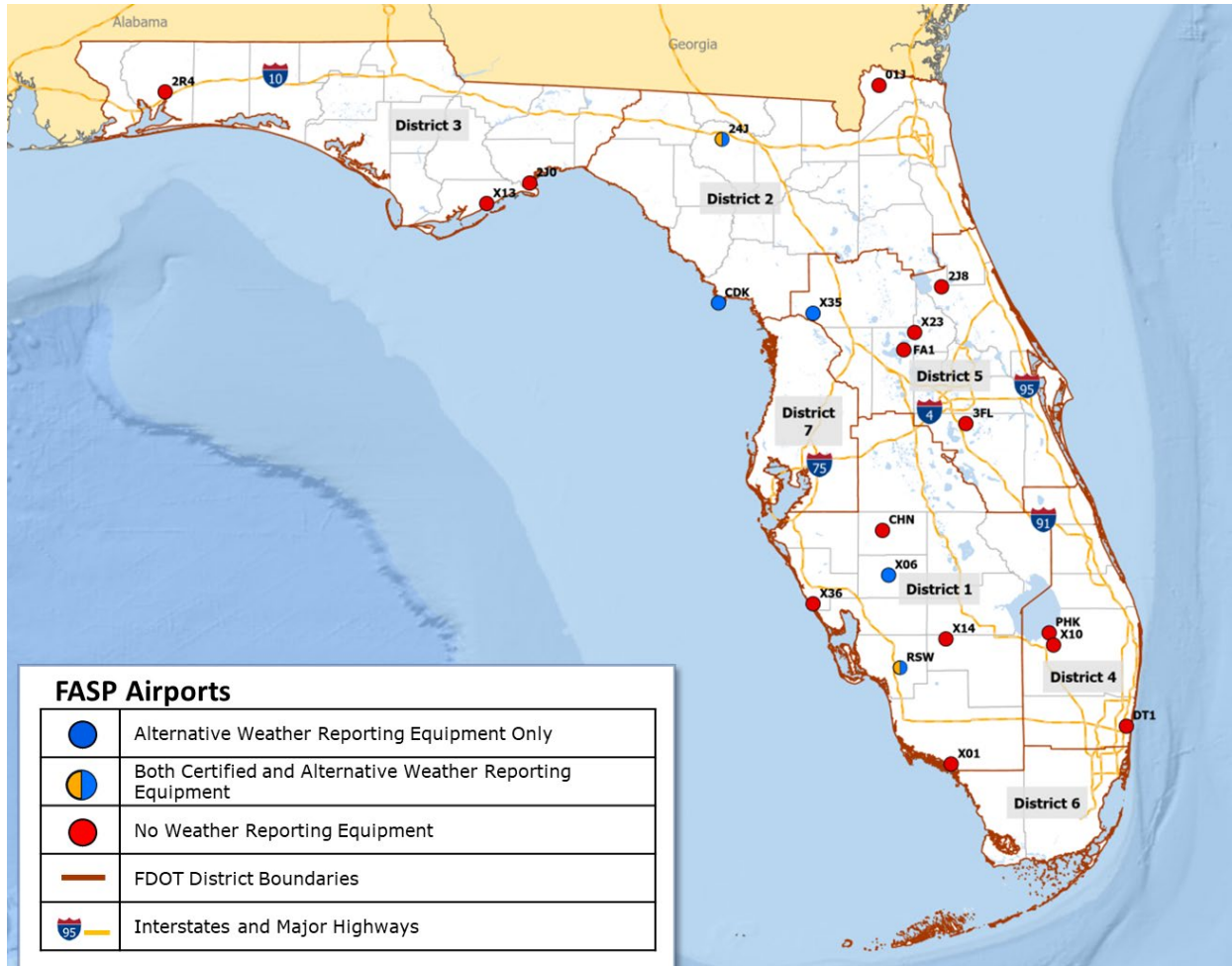
Figure 1. FAA-Certified Weather Reporting System Network
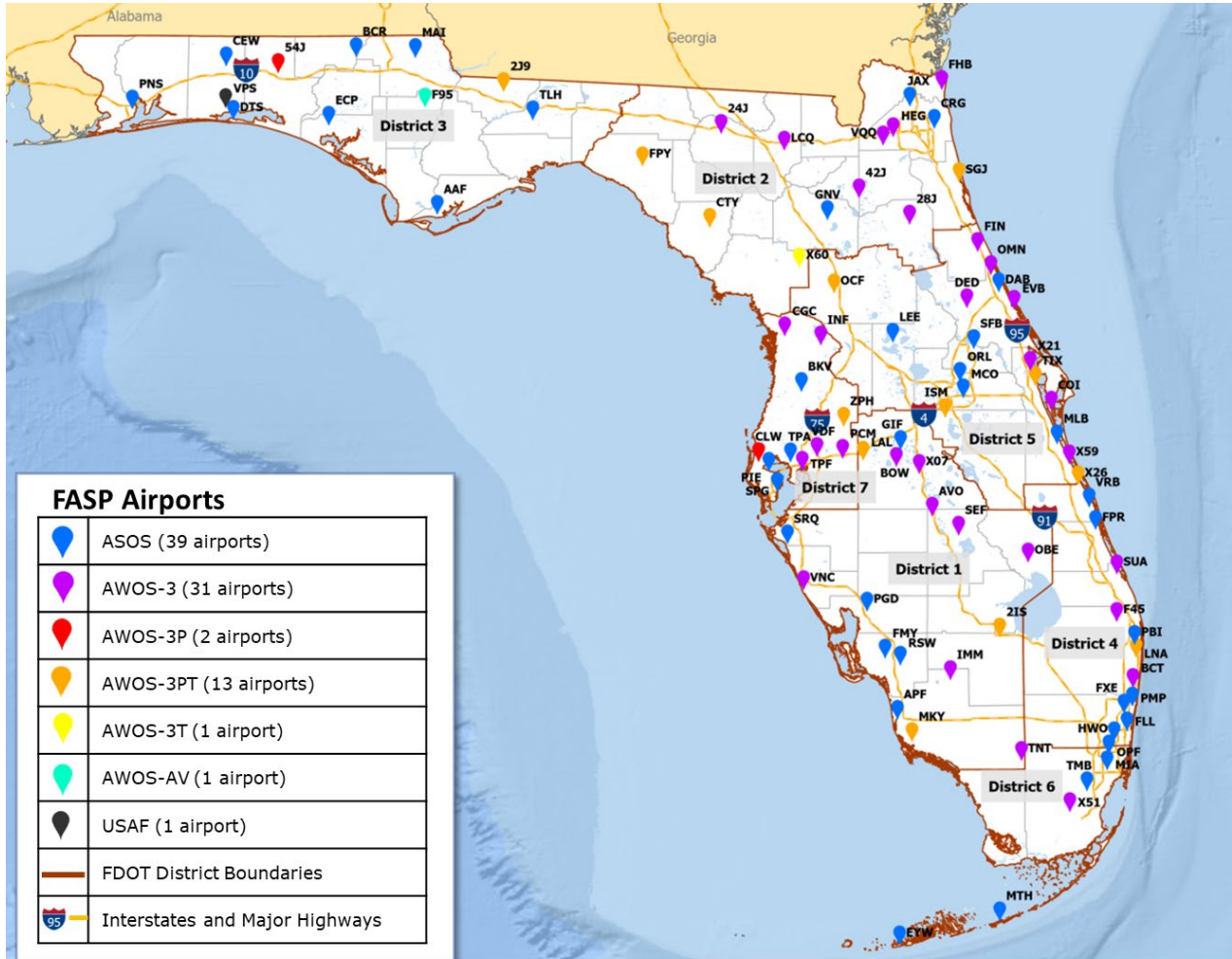
Note: Appendix A presents a complete list of systems found at each airport.

Source: FAA Surface Weather Observation Stations (ASOS/AWOS) website (https://www.faa.gov/air_traffic/weather/asos), 2023

Figure 2. Non-Certified Weather Reporting System Locations

Source: FASP 2043 airport survey, 2023; Mead & Hunt, Inc., 2023

Table 3 presents airports without a weather reporting system. The Wakulla County Airport in Panacea is the greatest distance away (25 miles) from the nearest airport with an FAA-certified weather reporting system (Tallahassee International), while Tavares Airport in Tavares is the closest airport (four miles) without a weather reporting system to an airport that has an FAA-certified weather reporting system (Leesburg International). The Downtown Fort Lauderdale Heliport, which does not have a weather reporting system, is three miles from the closest FAA-certified weather reporting system at the Fort Lauderdale/Hollywood International Airport. On average, FASP airports without a weather reporting system are 14 miles from the nearest airport with FAA-certified weather reporting system equipment.

Table 3. Airports Without Weather Reporting System

Identifier	Airport	City	Nearest FAA-Certified Weather Station	Distance (nautical miles)
X10	Belle Glade State Municipal	Belle Glade	2IS – Airglades	21 miles
X36	Buchan	Englewood	VNC - Venice Municipal	6 miles
X13	Carrabelle-Thompson	Carrabelle	AAF - Apalachicola Regional	18 miles
DT1	Downtown Fort Lauderdale	Fort Lauderdale	FLL - Fort Lauderdale/Hollywood Intl	3 miles
X01	Everglades Airpark	Everglades	MKY - Marco Island Executive	18 miles
01J	Hilliard Airpark	Hilliard	JAX - Jacksonville International	16 miles
X14	La Belle Municipal	La Belle	IMM - Immokalee Regional	18 miles
PHK	Palm Beach County Glades	Pahokee	2IS - Airglades	19 miles
2R4	Peter Prince Field	Milton	PNS - Pensacola International	14 miles
2J8	Pierson Municipal	Pierson	DED - Deland Municipal	14 miles
3FL	St Cloud	St Cloud	ISM - Kissimmee Gateway	8 miles
FA1	Tavares	Tavares	LEE - Leesburg International	4 miles
X23	Umatilla Municipal	Umatilla	LEE - Leesburg International	10 miles
2J0	Wakulla County	Panacea	TLH - Tallahassee International	25 miles
CHN	Wauchula Municipal	Wauchula	AVO – Avon Park Executive	19 miles

Note: Airports in process of obtaining a weather reporting system are highlighted in gray.
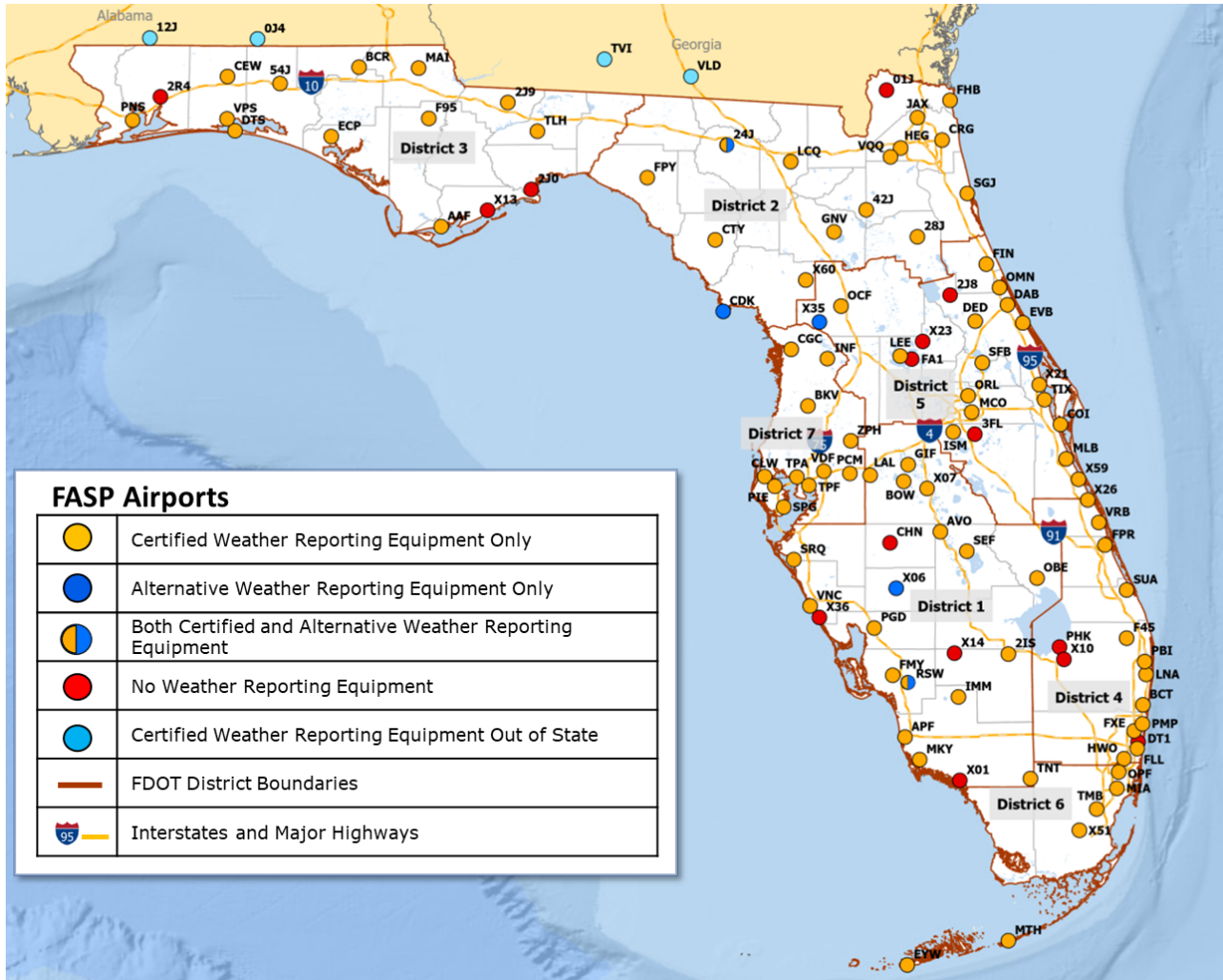
Source: FASP 2043 airport survey, 2023

Summary of Weather Reporting System Coverage

Figure 3 presents a summary of the weather reporting system coverage in Florida by airports that comprise the Florida aviation system. This includes airports that have FAA-certified and non-certified emerging technology weather reporting systems as well as airports that are absent of weather reporting equipment. As shown, Florida is well covered by these systems. Generally speaking, weather reporting equipment is prevalent at the busier airports across Florida.

Note the locations of four FAA-certified weather reporting systems just north of the Florida border in Alabama and Georgia that provide weather information for Florida's aviation system users. Two of these locations, Brewton Airport in Brewton, Alabama, and the Florala Municipal Airport in Covington, Alabama, are each located within three miles of the Florida border. In Georgia, the Thomasville Airport near Thomasville, Georgia, is within 16 miles of the Florida border, and the Valdosta Regional Airport near Valdosta, Georgia, is within 10 miles of the Florida border. While located outside of Florida, the presence of these systems is important as they provide a range of coverage for weather reporting conditions for Florida airports.

Figure 3. FASP Weather Reporting System Coverage

Source: FASP 2043 airport survey, 2023; Mead & Hunt, Inc., 2023

Gaps in Weather Reporting System Coverage and Suggested Enhancements

This section identifies gaps in weather reporting coverage and suggested airport locations to enhance coverage. Out of the 15 airports lacking automated weather reporting, eight are identified as recommended candidates for automated weather reporting equipment based on their distance from the nearest airport with weather reporting. In all cases, these airports are more than 15 miles from the closest airport with weather reporting. **Figure 4** highlights these gaps with red ovals around the airports recommended for automated weather reporting equipment.

Figure 4. Gaps in Weather Reporting System Coverage
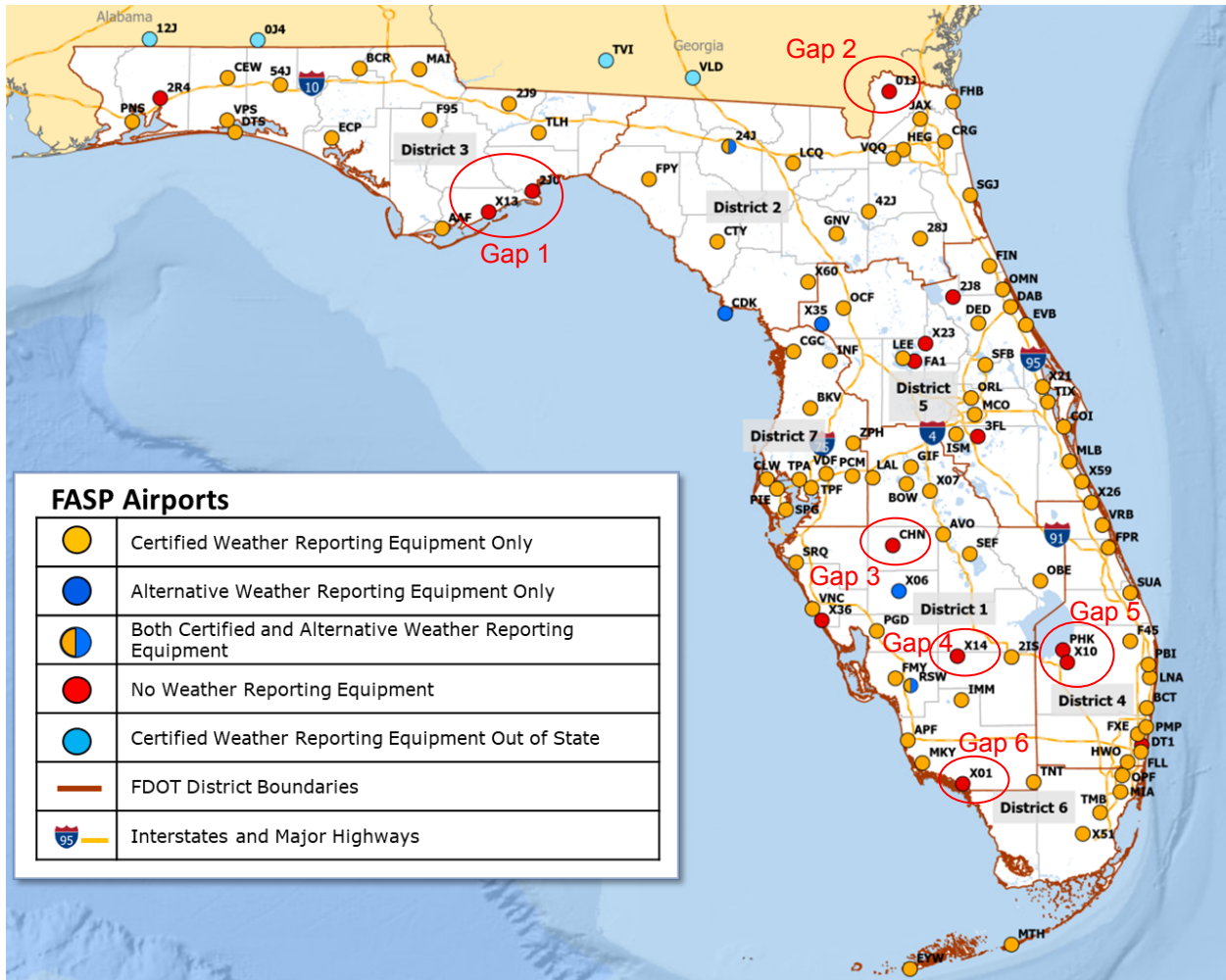
Source: FASP 2043 airport survey, 2023; Mead & Hunt, Inc., 2023

Details on each gap area follow.

- **Gap 1** – There are two airports without automated weather reporting equipment in Gap 1. Carrabelle-Thompson Airport (X13) is 18 nautical miles from Apalachicola Regional Airport, while Wakulla County Airport (2J0) is 25 miles from Tallahassee International Airport. Wakulla County is farther from a weather reporting site than any other airport recommended for automated weather reporting equipment. Neither of these airports have an instrument approach procedure.

- **Gap 2** – The airport in Gap 2 without automated weather reporting equipment is Hilliard Airpark (01J). It is 16 nautical miles from Jacksonville International, making it the airport closest to a weather reporting site in this list. Hilliard Airpark does not have an instrument approach procedure.

- **Gap 3** – Wauchula Municipal Airport (CHN) is 19 nautical miles from the nearest weather reporting station. Wauchula Municipal has instrument approach procedures, so automated weather reporting

would enhance the ability of pilots to make use of these procedures. Wauchula Municipal is in the process of obtaining an AWOS.

- **Gap 4** – There is one airport in Gap 4 without automated weather reporting equipment – La Belle Municipal Airport (X14). It is 18 nautical miles from the nearest weather reporting station. There are multiple instrument approach procedures to La Belle Municipal, so automated weather reporting equipment would increase the utility of these approaches.
- **Gap 5** – There are two airports without automated weather reporting equipment in Gap 5. Belle Glade State Municipal Airport (X10) is 21 nautical miles from a weather reporting site, while Palm Beach County Glades (PHK) is slightly closer, at only 19 nautical miles. The two airports are only five nautical miles apart, so automated weather reporting at either one of the two airports should be sufficient. While Belle Glade State Municipal Airport is slightly farther from weather reporting than Palm Beach County Glades, Palm Beach County Glades has an instrument approach procedure that would benefit from having on-airport weather reporting.
- **Gap 6** – Everglades Airpark (X01) is the only airport in Gap 6 lacking automated weather reporting equipment. It is 18 nautical miles from the nearest weather reporting station and does not have an instrument approach procedure.

The other airports and heliport are found no more than 14 nautical miles from the closest airport with automated weather reporting. Assisting these airports with installing automated weather reporting equipment may be a consideration in the future but should be a lower priority than the airports previously discussed.

Conclusion

Florida already has a robust system of FAA-certified and non-certified weather reporting systems at airports across the state. Out of Florida's 106 system airports, only 15 lack weather reporting capabilities. Some of these 15 airports are in areas where weather reporting system coverage could be enhanced. Airports identified for automated weather reporting system improvements were selected based on a minimum distance (15 nautical miles) from the nearest airport with automated weather reporting in an effort to best increase the geographic area with weather reporting available to pilots. Of course, the FDOT AO has the option to consider assisting airports under the 15 nautical mile threshold with obtaining automated weather reporting equipment, which would enhance weather coverage for pilots even further.

For those airports in Florida where a need for increased weather reporting system coverage has been identified, an option to improve coverage is to install non-certified emerging technology systems. Though these systems cannot be used for official flight planning purposes, they do benefit the users of Florida's aviation system by providing weather information useful for preliminary flight planning decisions. Airports with smaller budgets and those not receiving Airport Improvement Program (AIP) funds find the possibility of installing FAA-certified AWOS and ASOS systems at their facilities cost-prohibitive. Installation of emerging technology systems at these airports provide a source of weather reporting information, even if only for preliminary flight planning purposes. Should it be desired, the FDOT AO could undertake a process to certify these emerging technology systems as official sources of advisory weather information.

Even if only for preliminary flight planning purposes, non-certified emerging technology systems still have great value for the Florida aviation system to enhance weather reporting system coverage. Through these system enhancements, Florida can continue to provide timely and accurate weather information to the many users of its aviation system.

Attachment 1 – List of Weather Reporting Systems by Airport

ID	Airport Name	City	Certified WX Equip	Equip Type	Other WX Equip	Notes
Commercial Service Airports						
DAB	Daytona Beach Intl	Daytona Beach	Yes	ASOS	No	
VPS	Eglin AFB/Destin-Ft Walton Beach	Valparaiso/Destin - Ft Walton Beach	Yes	USAF	No	
FLL	Fort Lauderdale / Hollywood Intl	Fort Lauderdale	Yes	ASOS	No	
GNV	Gainesville Rgnl	Gainesville	Yes	ASOS	No	
JAX	Jacksonville Intl	Jacksonville	Yes	ASOS	No	
EYW	Key West Intl	Key West	Yes	ASOS	No	
MLB	Melbourne Orlando Intl	Melbourne	Yes	ASOS	No	
MIA	Miami Intl	Miami	Yes	ASOS	No	
ECP	Northwest Florida Beaches Intl	Panama City	Yes	ASOS	No	
MCO	Orlando Intl	Orlando	Yes	ASOS	No	
SFB	Orlando Sanford Intl	Orlando	Yes	ASOS	No	
PBI	Palm Beach Intl	West Palm Beach	Yes	ASOS	No	
PNS	Pensacola Intl	Pensacola	Yes	ASOS	No	
PGD	Punta Gorda	Punta Gorda	Yes	ASOS	No	
SRQ	Sarasota/Bradenton Intl	Sarasota/Bradenton	Yes	ASOS	No	
RSW	Southwest Florida Intl	Fort Myers	Yes	ASOS	Yes	Earth Networks
PIE	St Pete-Clearwater Intl	St Petersburg - Clearwater	Yes	ASOS	No	
TLH	Tallahassee Intl	Tallahassee	Yes	ASOS	No	
TPA	Tampa Intl	Tampa	Yes	ASOS	No	
General Aviation Airports						
2IS	Airglades	Clewiston	Yes	AWOS-3PT	No	
SPG	Albert Whitted	St Petersburg	Yes	ASOS	No	
AAF	Apalachicola Rgnl-Cleve Randolph Fld	Apalachicola	Yes	ASOS	No	
X06	Arcadia Muni	Arcadia	No	n/a	Yes	SayWeather
X21	Arthur Dunn Air Park	Titusville	Yes	AWOS-3	No	
AVO	Avon Park Exec	Avon Park	Yes	AWOS-3	No	AWOS in need of upgrade
BOW	Bartow Exec	Bartow	Yes	AWOS-3	No	
X10	Belle Glade State Muni	Belle Glade	No	n/a	No	
CEW	Bob Sikes	Crestview	Yes	ASOS	No	
BCT	Boca Raton	Boca Raton	Yes	AWOS-3	No	
BKV	Brooksville-Tampa Bay Rgnl	Brooksville	Yes	ASOS	No	

ID	Airport Name	City	Certified WX Equip	Equip Type	Other WX Equip	Notes
X36	Buchan	Englewood	No	n/a	No	
F95	Calhoun County	Blountstown	Yes	AWOS-AV	No	
X13	Carrabelle-Thompson	Carrabelle	No	n/a	No	
VQQ	Cecil	Jacksonville	Yes	AWOS-3	No	
CLW	Clearwater Air Park	Clearwater	Yes	AWOS-3P	No	
CTY	Cross City	Cross City	Yes	AWOS-3PT	No	
CGC	Crystal River-Capt Tom Davis Fld	Crystal River	Yes	AWOS-3	No	
TNT	Dade-Collier Training And Transition	Miami	Yes	AWOS-3	No	
54J	Defuniak Springs	Defuniak Springs	Yes	AWOS-3P	No	
DED	Deland Muni-Sidney H Taylor Fld	Deland	Yes	AWOS-3	No	
DTS	Destin Exec	Destin	Yes	ASOS	No	
DT1	Downtown Fort Lauderdale	Fort Lauderdale	No	n/a	No	
X01	Everglades Airpark	Everglades	No	n/a	No	
ORL	Exec	Orlando	Yes	ASOS	No	
FHB	Fernandina Beach Muni	Fernandina Beach	Yes	AWOS-3	No	
FIN	Flagler Exec	Palm Coast	Yes	AWOS-3	No	Backup weather system to be installed in near future
FXE	Fort Lauderdale Exec	Fort Lauderdale	Yes	ASOS	No	
CDK	George T Lewis	Cedar Key	No	n/a	Yes	MicroTower
HEG	Herlong Recreational	Jacksonville	Yes	AWOS-3	No	
01J	Hilliard Airpark	Hilliard	No	n/a	No	
IMM	Immokalee Rgnl	Immokalee	Yes	AWOS-3	No	
INF	Inverness	Inverness	Yes	AWOS-3	No	
CRG	Jacksonville Exec At Craig	Jacksonville	Yes	ASOS	No	
42J	Keystone Heights	Keystone Heights	Yes	AWOS-3	No	
ISM	Kissimmee Gateway	Orlando	Yes	AWOS-3PT	No	
X14	La Belle Muni	La Belle	No	n/a	No	
LCQ	Lake City Gateway	Lake City	Yes	AWOS-3	No	
X07	Lake Wales Muni	Lake Wales	Yes	AWOS-3	No	
LAL	Lakeland Linder Intl	Lakeland	Yes	AWOS-3PT	No	
LEE	Leesburg Intl	Leesburg	Yes	ASOS	No	
MKY	Marco Island Exec	Marco Island	Yes	AWOS-3PT	No	
MAI	Marianna Muni	Marianna	Yes	ASOS	No	
X35	Marion County	Dunnellon	No	n/a	Yes	SayWeather
COI	Merritt Island	Merritt Island	Yes	AWOS-3	No	

ID	Airport Name	City	Certified WX Equip	Equip Type	Other WX Equip	Notes
TMB	Miami Exec	Miami	Yes	ASOS	No	
X51	Miami Homestead General Aviation	Homestead	Yes	AWOS-3	No	
OPF	Miami-Opa Locka Exec	Miami	Yes	ASOS	No	
APF	Naples Muni	Naples	Yes	ASOS	No	
EVB	New Smyrna Beach Muni	New Smyrna Beach	Yes	AWOS-3	No	
F45	North Palm Beach County General Aviation	West Palm Beach	Yes	AWOS-3	No	
HWO	North Perry	Hollywood	Yes	ASOS	No	
SGJ	Northeast Florida Rgnl	St Augustine	Yes	AWOS-3PT	No	
OCF	Ocala Intl-Jim Taylor Fld	Ocala	Yes	AWOS-3PT	No	
OBE	Okeechobee County	Okeechobee	Yes	AWOS-3	No	
OMN	Ormond Beach Muni	Ormond Beach	Yes	AWOS-3	No	
FMY	Page Fld	Fort Myers	Yes	ASOS	No	
28J	Palatka Muni - Lt Kay Larkin Fld	Palatka	Yes	AWOS-3	No	
PHK	Palm Beach County Glades	Pahokee	No	n/a	No	
LNA	Palm Beach County Park	West Palm Beach	Yes	AWOS-3PT	No	
FPY	Perry-Foley	Perry	Yes	AWOS-3PT	No	
TPF	Peter O Knight	Tampa	Yes	AWOS-3	No	
2R4	Peter Prince Fld	Milton	No	n/a	No	
2J8	Pierson Muni	Pierson	No	n/a	No	
PCM	Plant City	Plant City	Yes	AWOS-3	No	
PMP	Pompano Beach Airpark	Pompano Beach	Yes	ASOS	No	
2J9	Quincy Muni	Quincy	Yes	AWOS-3PT	No	
X26	Sebastian Muni	Sebastian	Yes	AWOS-3PT	No	
SEF	Sebring Rgnl	Sebring	Yes	AWOS-3	No	
TIX	Space Coast Rgnl	Titusville	Yes	AWOS-3PT	No	
3FL	St Cloud	St Cloud	No	n/a	No	
24J	Suwannee County	Live Oak	Yes	AWOS-3	Yes	WeatherSTEM
VDF	Tampa Exec	Tampa	Yes	AWOS-3	No	
FA1	Tavares	Tavares	No	n/a	No	
MTH	The Florida Keys Marathon Intl	Marathon	Yes	ASOS	No	
FPR	Treasure Coast Intl	Fort Pierce	Yes	ASOS	No	
BCR	Tri-County	Bonifay	Yes	ASOS	No	

ID	Airport Name	City	Certified WX Equip	Equip Type	Other WX Equip	Notes
X23	Umatilla Muni	Umatilla	No	n/a	No	
X59	Valkaria	Valkaria	Yes	AWOS-3	No	
VNC	Venice Muni	Venice	Yes	AWOS-3	No	
VRB	Vero Beach Rgnl	Vero Beach	Yes	ASOS	No	
2J0	Wakulla County	Panacea	No	n/a	No	
CHN	Wauchula Muni	Wauchula	No	n/a	No	AWOS scheduled to be installed in near future
X60	Williston Muni	Williston	Yes	AWOS-3T	No	
GIF	Winter Haven Rgnl	Winter Haven	Yes	ASOS	No	
SUA	Witham Fld	Stuart	Yes	AWOS-3	No	
ZPH	Zephyrhills Muni	Zephyrhills	Yes	AWOS-3PT	No	

Note: Buchan Airport (X36) did not provide a survey response, so their data was estimated.

Source: FAA ADIP and FASP 2043 airport survey