AOPA

Cockpit Weather
General Aviation Perspective

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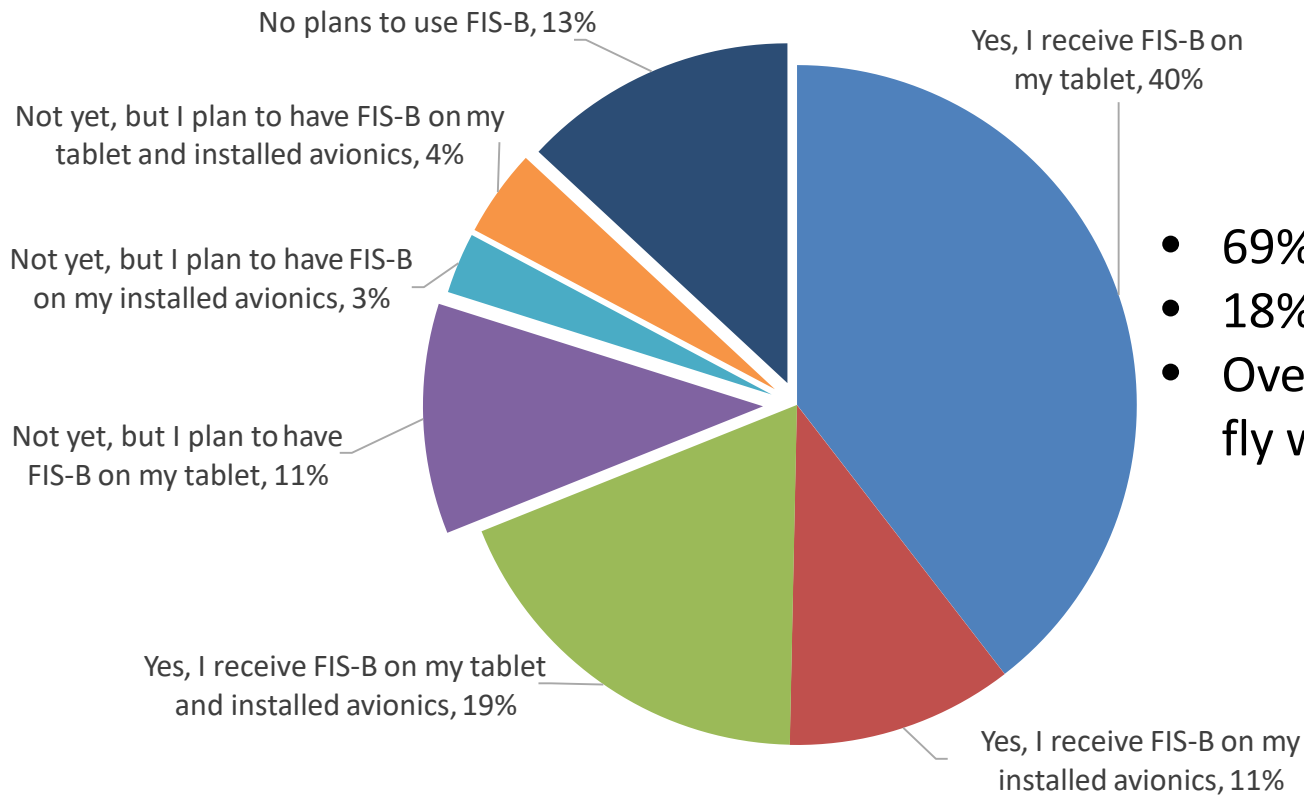**Aircraft Owners & Pilots Association**

WTIC Capabilities for General Aviation

- Flight Information Service-Broadcast (FIS-B) is one of the key GA elements of ADS-B

- For aircraft that are ADS-B In equipped, FIS-B delivers NEXRAD radar images, PIREP, METAR, TAF and winds aloft weather reports directly to an EFB or cockpit multifunction display

- Other solutions are available like XM WX Satellite Weather

FIS-B Utilization

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- No plans to use FIS-B, 13%
- Not yet, but I plan to have FIS-B on my tablet and installed avionics, 4%
- Not yet, but I plan to have FIS-B on my installed avionics, 3%
- Not yet, but I plan to have FIS-B on my tablet, 11%
- Yes, I receive FIS-B on my tablet and installed avionics, 19%
- Yes, I receive FIS-B on my installed avionics, 11%
- Yes, I receive FIS-B on my tablet, 40%

- 69% of respondents use FIS-B
- 18% plan to use FIS-B
- Over 80% of pilots routinely fly with an EFB

9/27/2017 AOPA Survey

Must Have: Integrate with Flight Service

- Pilots increasingly use an app to preflight brief
  - 95% of weather briefings are not conducted over the phone
  - Pilots can supplement their call with graphics emailed to them

- Future Flight Service Program must meet pilot needs
  - Ensure information is available via technology
  - Leverage the alert functions to tell pilots of changes preflight and inflight
  - Two-way communication/dialogue via system

- Weather products/websites should be mobile-friendly
  - Maximize the advantages of graphical interface
  - Consolidate weather resources (FAA has websites, so does AWC)

AOPA 2017 Weather Survey

Must Have: PIREP Submission Integration

- AOPA conducted PIREP survey in 2016 in support of NTSB's PIREP Special Investigation Report

- Better automation/technology would improve submittal rate
  - Integrate into apps/avionics
  - Include GPS provided position

- Simplify process/form for inflight transactions

AOPA 2016 Pilot Report Survey

AWC PIREP submission form

Must Have: Fill in the blank space

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- Insufficient number of surface observations leaves gaps for situational awareness when flight planning
  - Offer tools to allow a pilot to build a picture
  - GFA and HEMS tool

- Must do more on unintentional VFR flight into IMC
  - Make more WX observations available for no-go decisions
  - August 2017 joint letter from industry on AWOS/MAWS

- Weather websites focused on aviation should have an aeronautical design
  - Offer aeronautical chart layers – Improve user friendliness
  - Include human factors in design

Pilot Education

- Informed consumers – Aware of best practices
- Training requirements – Consider knowledge exam changes
- Utilizing technology to make smart decisions
- Know before you go mentality is important- becoming competent and confident prior to flying with advanced equipment
- Understanding limitations, lag time, and constraints of your specific equipment and plan accordingly
- Never become distracted by technology – Flying always comes first

AOPA

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Thank you!