

*AOPA*

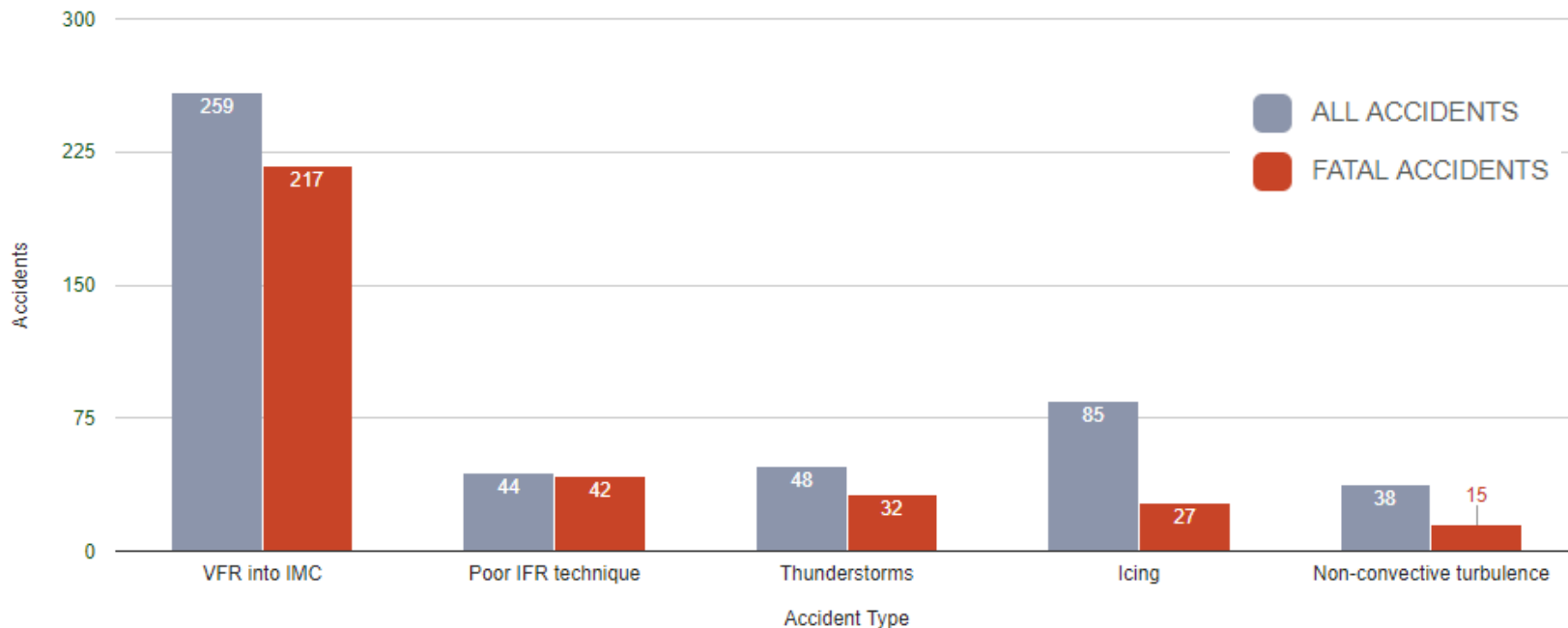
# **AOPA 2018 Weather Survey Highlights**

**Rune Duke**

**Senior Director, Airspace & Air Traffic Services  
Aircraft Owners & Pilots Association**

# AOPA Air Safety Institute Nall Report

## General Aviation Weather Accidents Last 10 Years

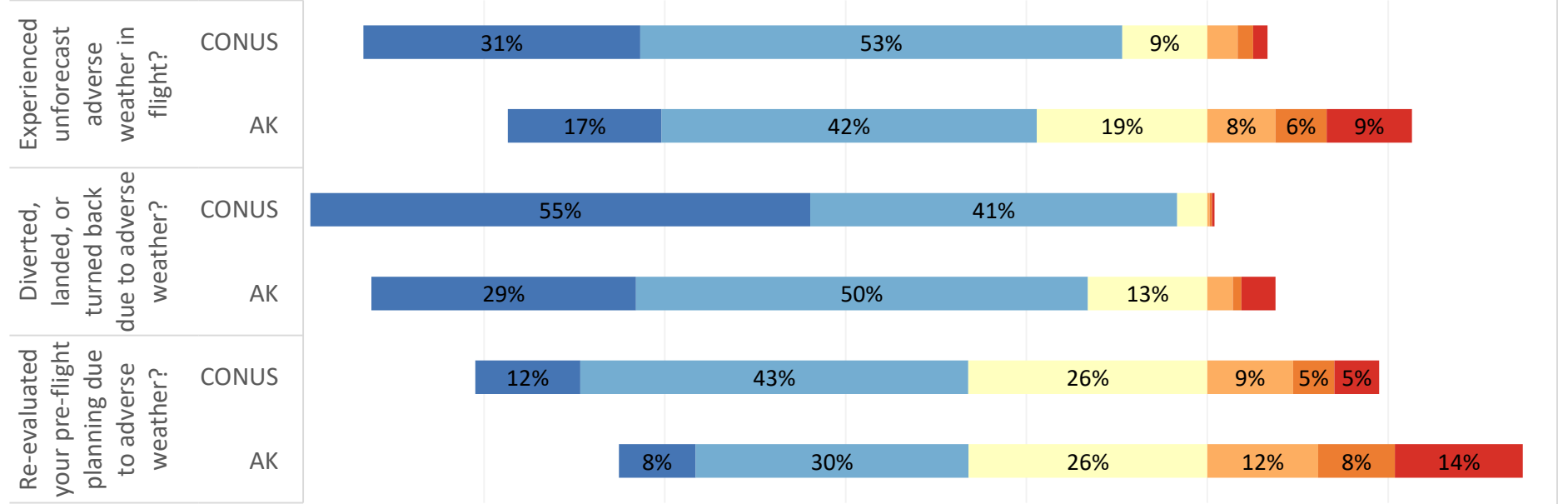


# Encounters with Unforecast Adverse Weather



CONUS vs. Alaska: In the past 12 months, how many times have you...

■ Never   ■ 1 - 3 times   ■ 4 - 6 times   ■ 7 - 9 times   ■ 10 - 12 times   ■ 12 or more times

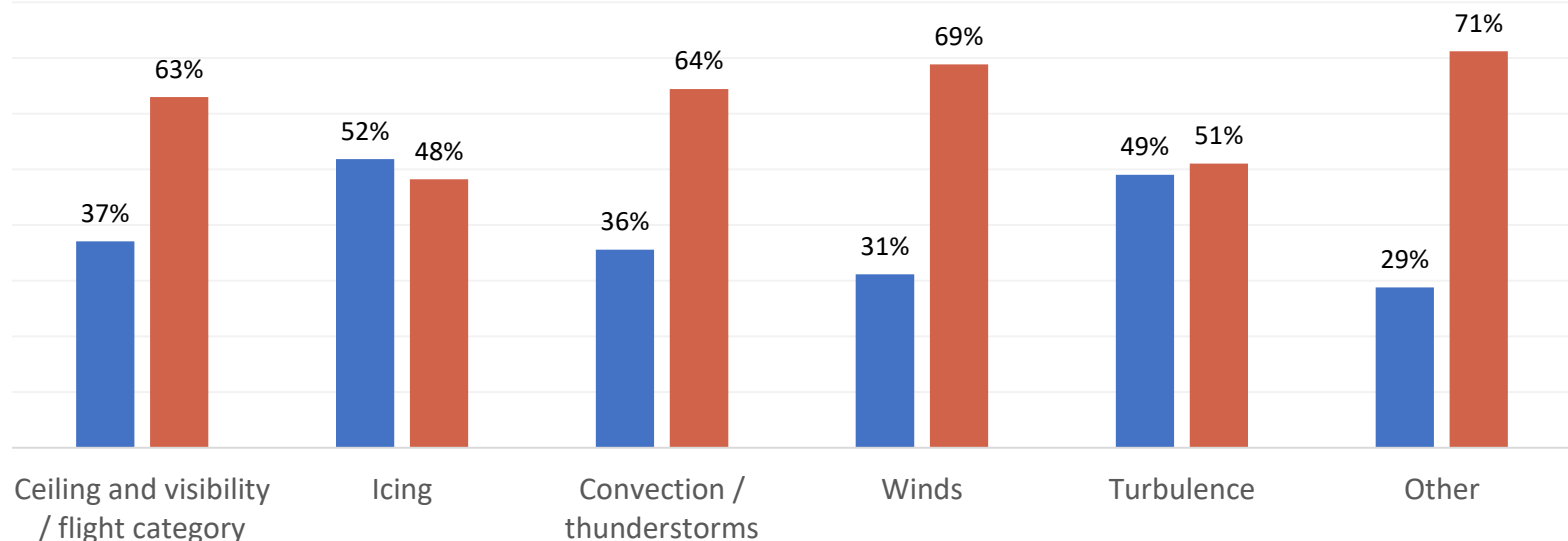


# AOPA 2018 Weather Survey: Weather Limitations

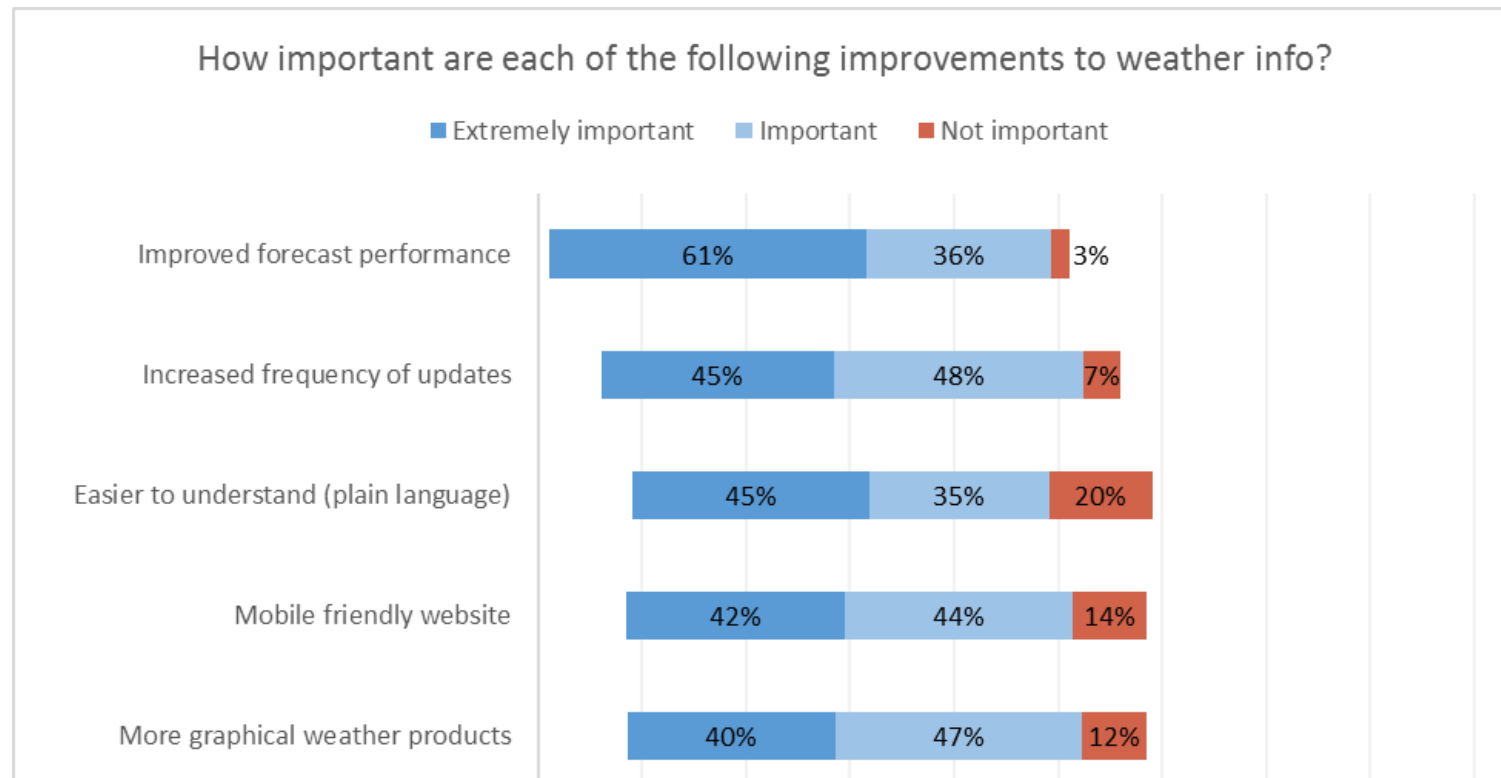


Are there limitations in the weather information that you have in the following categories?

■ Yes ■ No



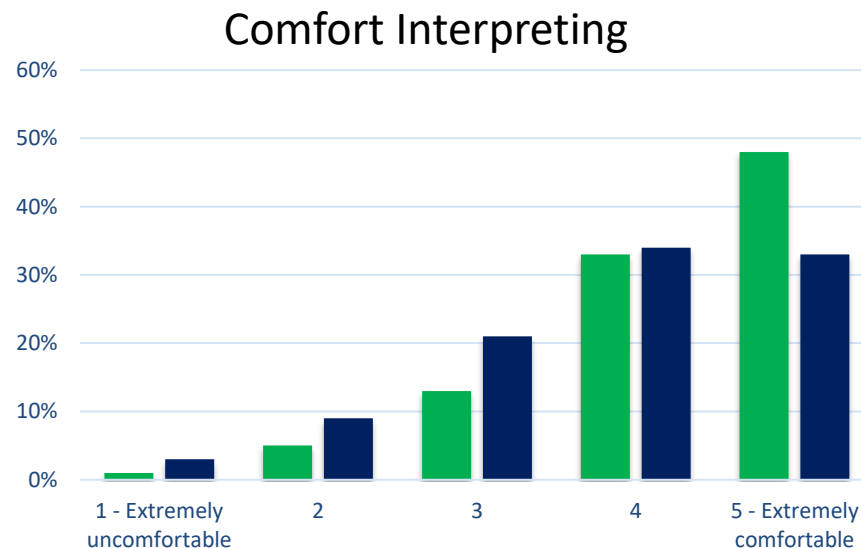
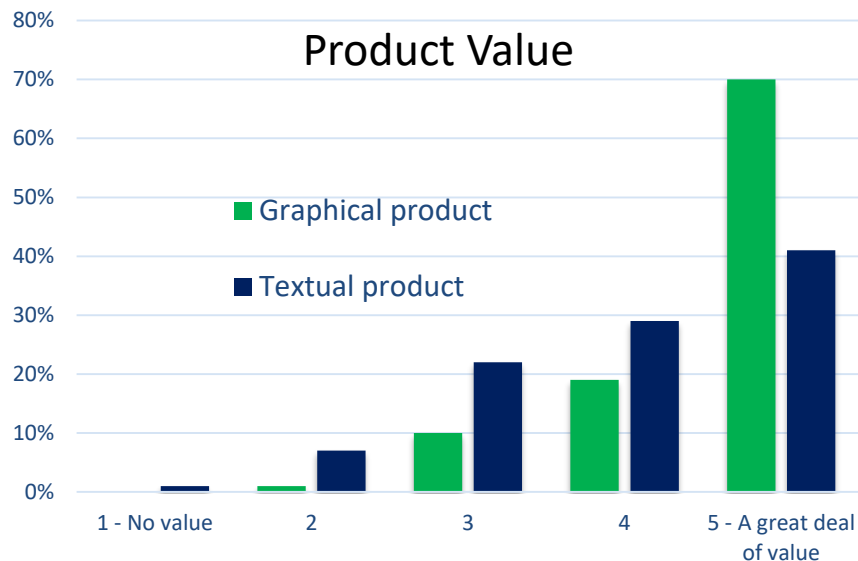
# General Aviation Top 5 Requested Improvements



# Comparing Graphical and Textual Products



- Pilots highly desire graphical products
- Similar comfort level with interpreting graphical product





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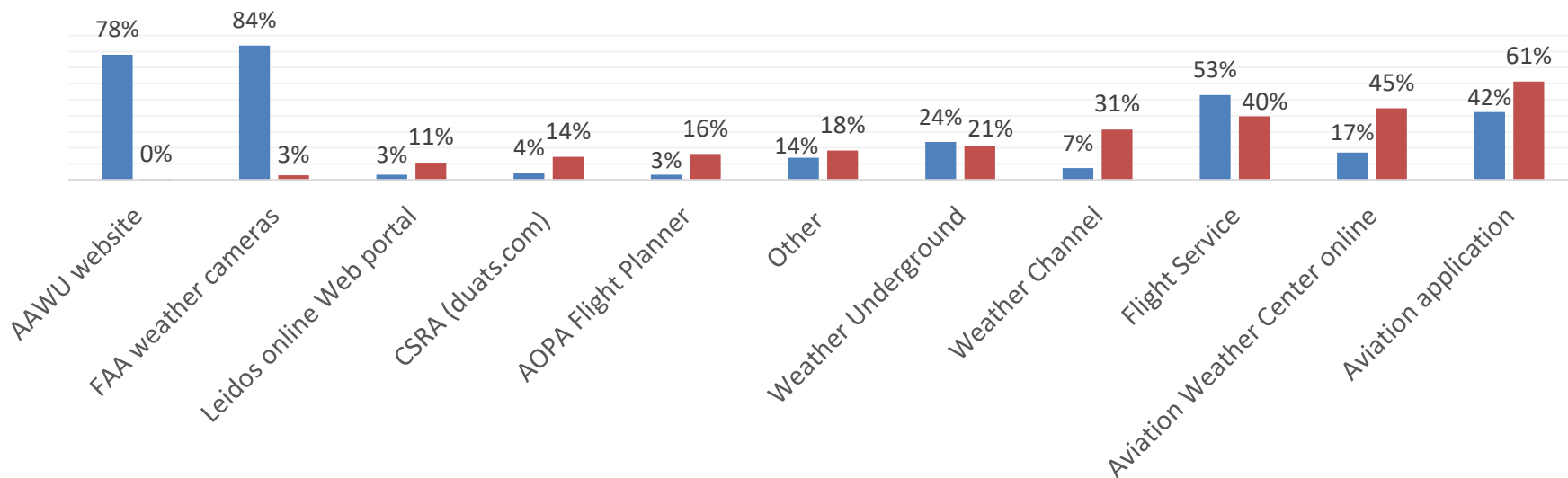
# Weather Sources

# Weather Source for Pre-flight Planning



What weather source(s) do you use for your initial weather briefing during pre-flight planning? (Select all)

■ AK ■ CONUS

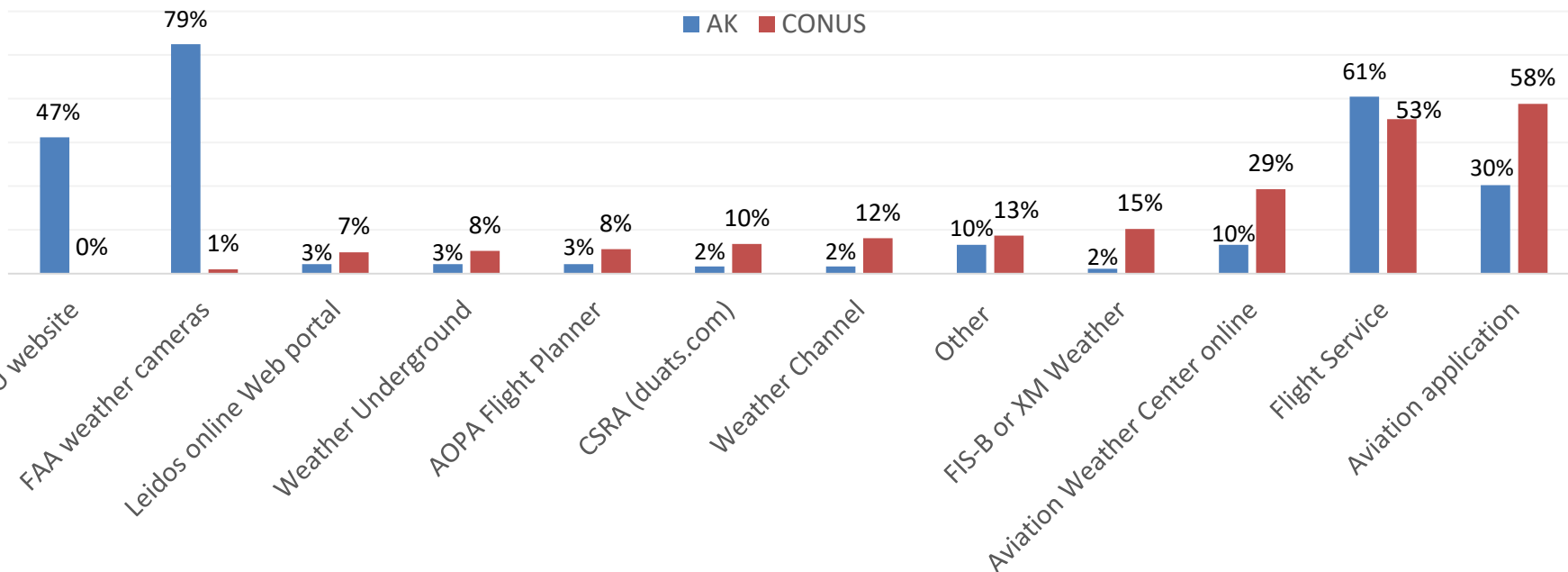




# Weather Source Immediately Prior to Flight



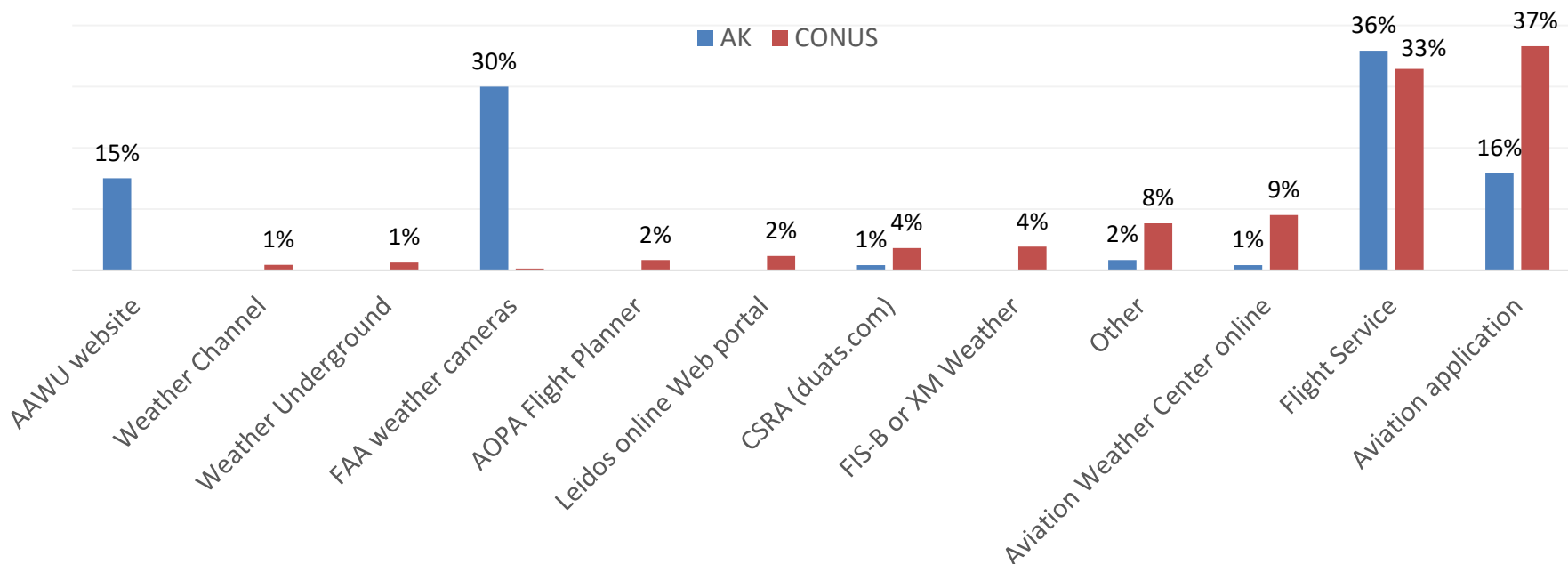
What weather source(s) do you use immediately prior to flight under challenging conditions? (Select all that apply)



# Primary Weather Source Prior to Flight



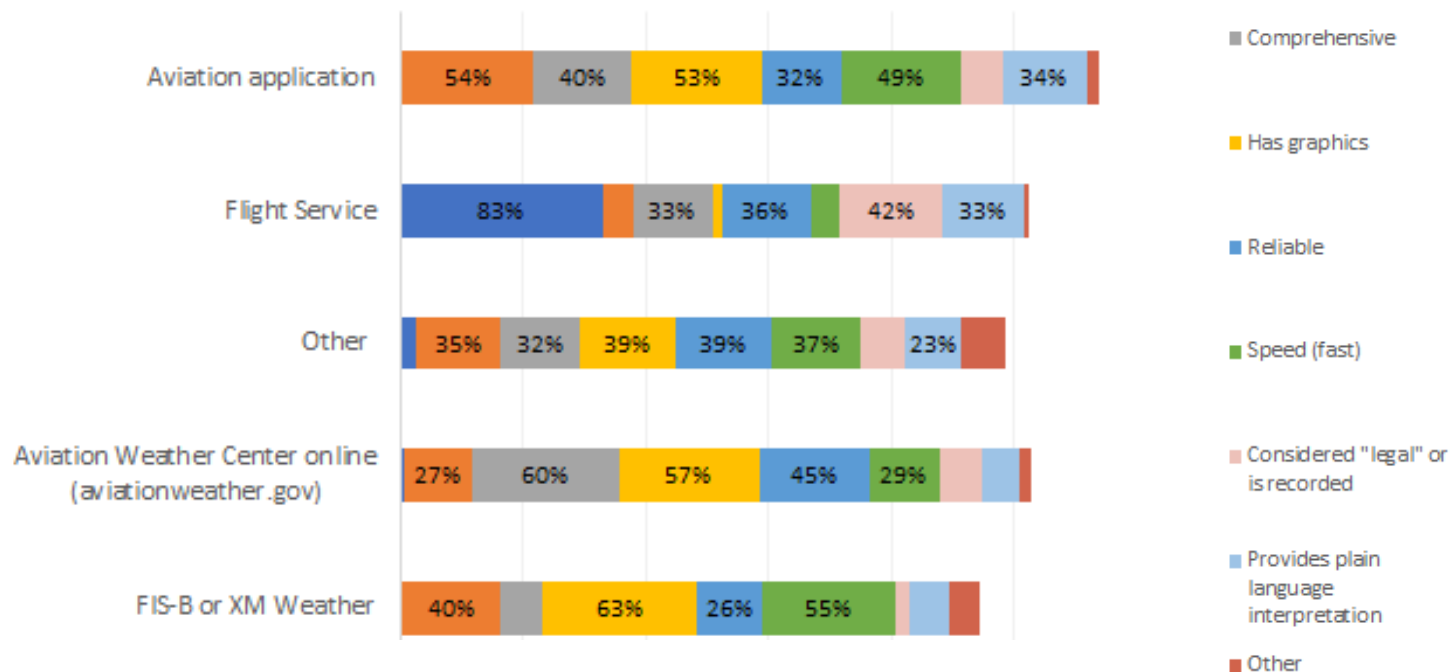
What is the primary source you use to check the weather immediately prior to flight under challenging conditions? (Select one)



# Primary Weather Source Prior to Flight



CONUS: Why is --- your preferred source?

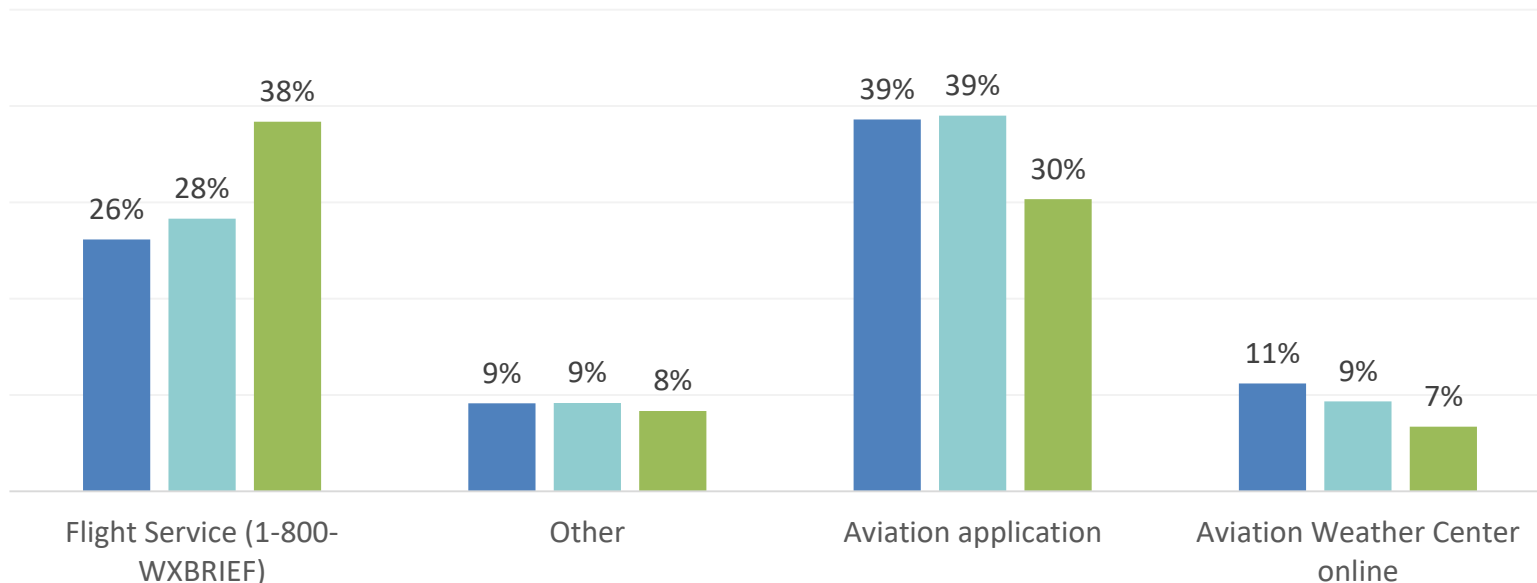


# Primary Weather Source Prior to Flight

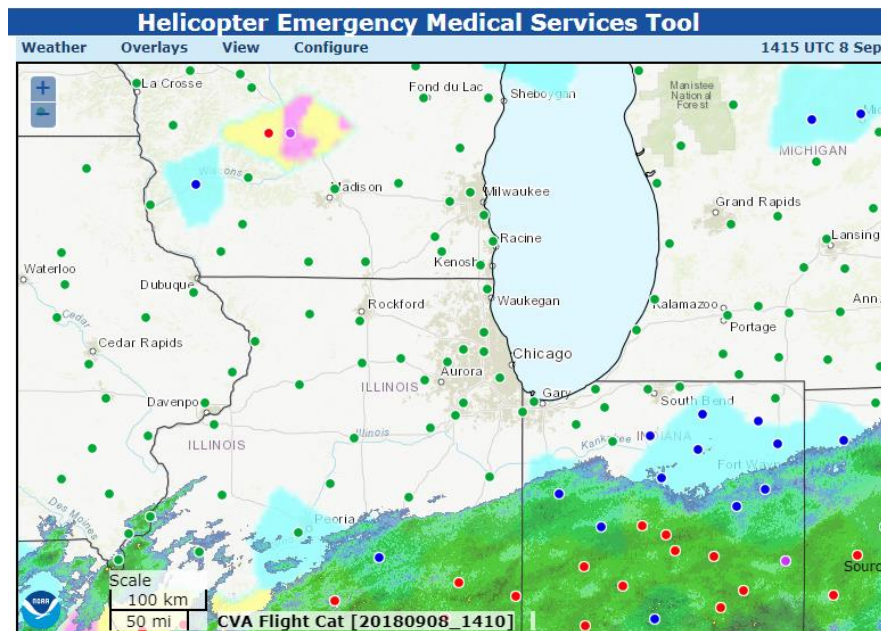


Primary source used immediately prior to flight, by age group

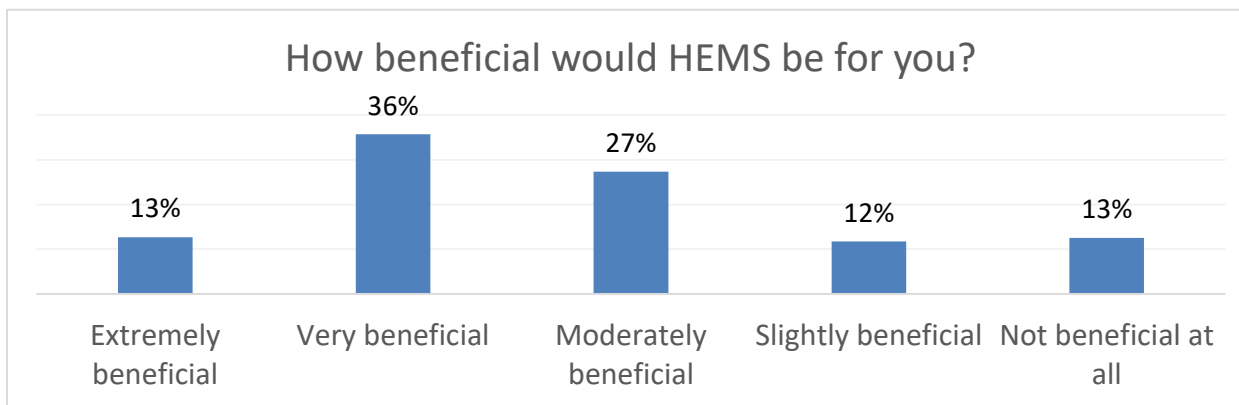
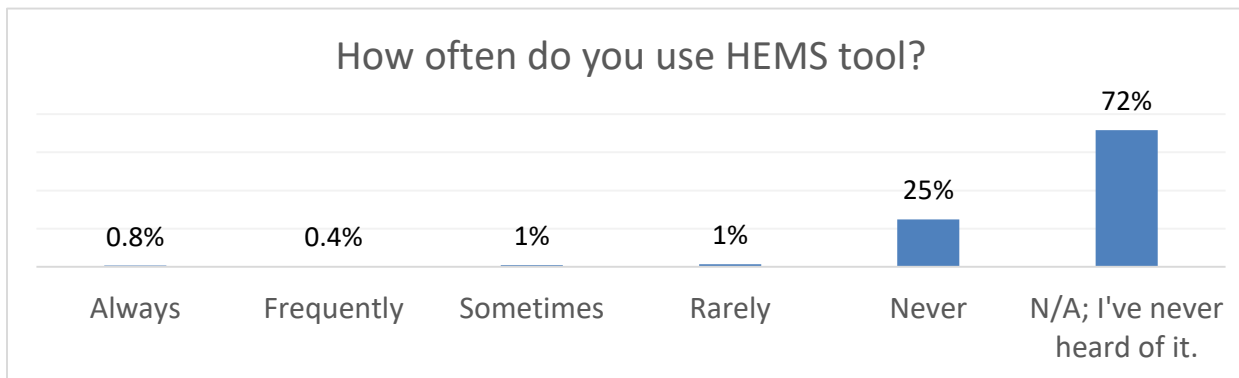
■ Under 45   ■ 45 - 64   ■ 65 and up



# HEMS Tool



# Use of HEMS Tool by General Aviation



Low Altitude Weather Graphical Overlay (LOW GO)



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# Weather in the Cockpit

# WTIC Capabilities for General Aviation

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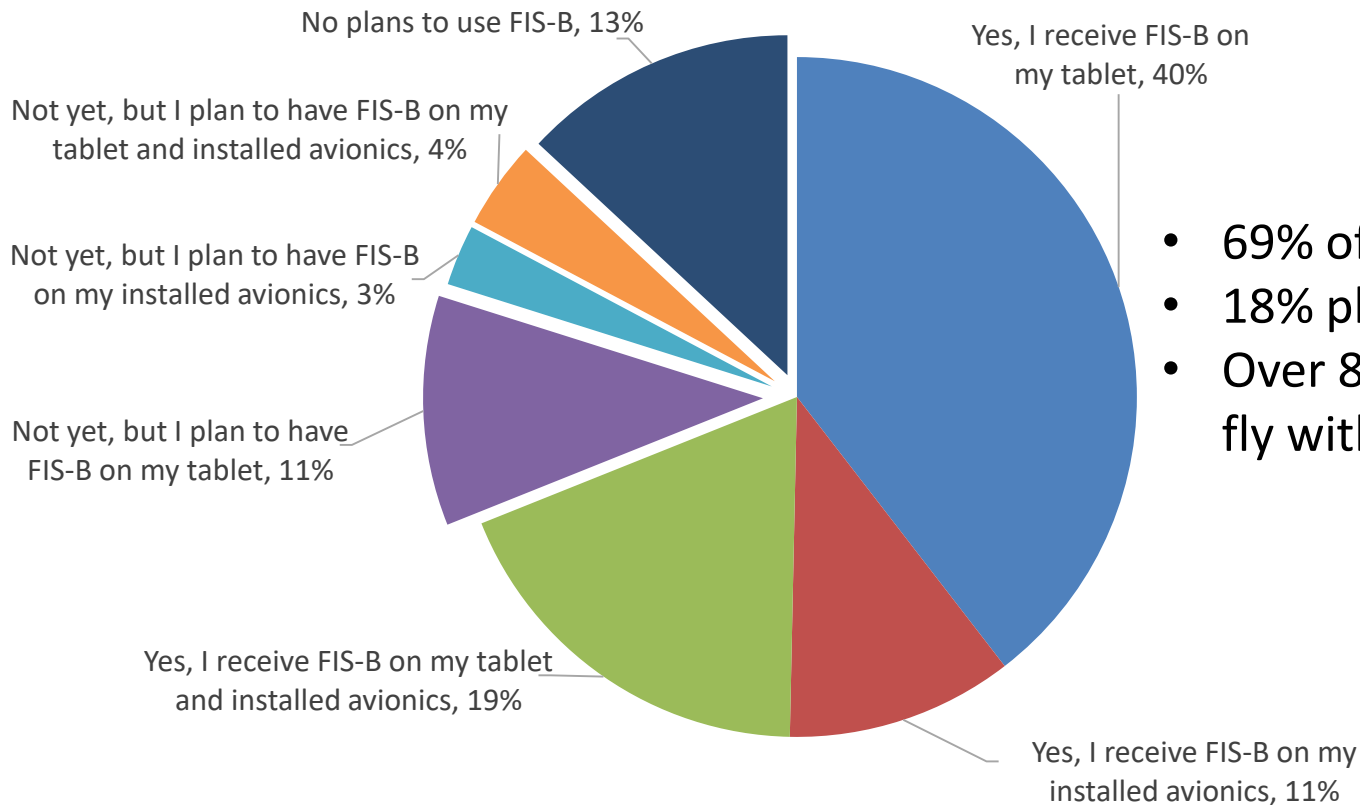


- Flight Information Service-Broadcast (FIS-B) is one of the key GA elements of ADS-B
- For aircraft that are ADS-B In equipped, FIS-B delivers NEXRAD radar images, AIRMETs, SIGMETs, PIREPs, and other weather reports directly to an EFB or cockpit multifunction display
- Other solutions available like SiriusXM Aviation





# FIS-B Utilization



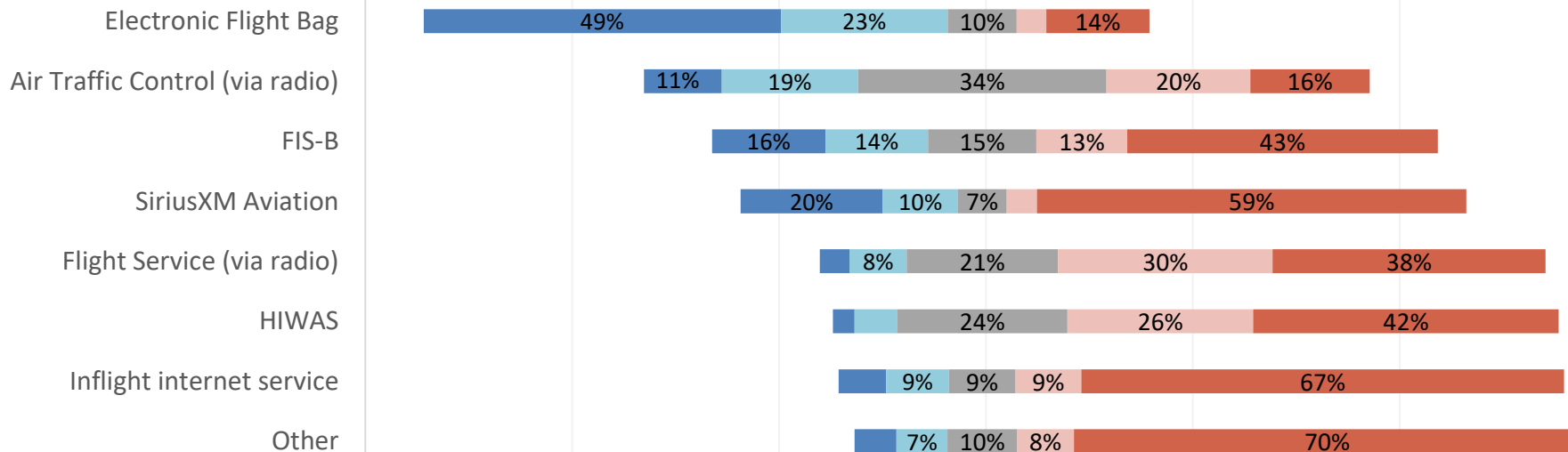
- 69% of respondents use FIS-B
- 18% plan to use FIS-B
- Over 80% of pilots routinely fly with an EFB

# Accessing Hazardous Weather



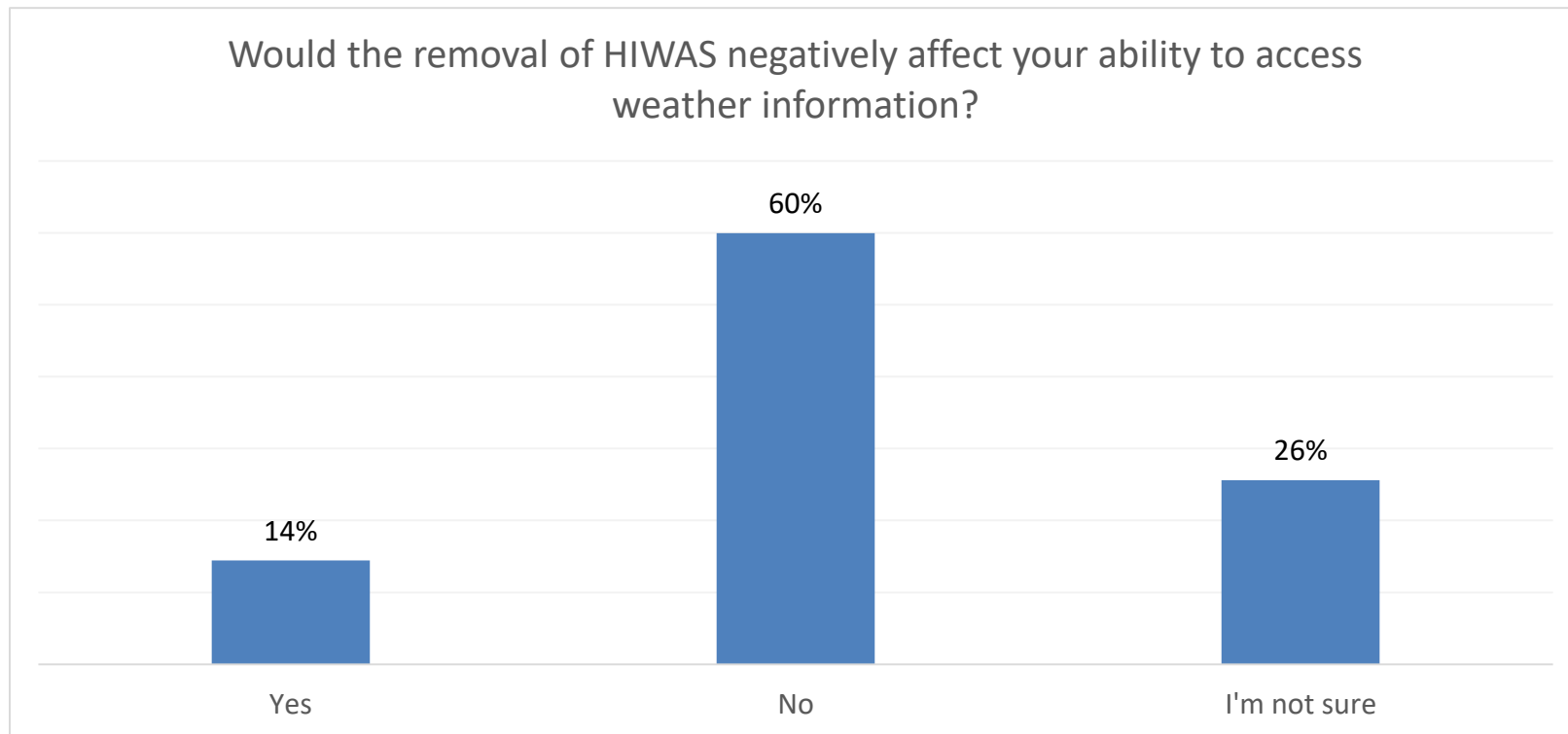
How frequently have you used each of the following sources to obtain hazardous weather advisories in flight in the last 12 months? (CONUS only)

Always Frequently Sometimes Rarely Never



# Discontinuance of HIWAS

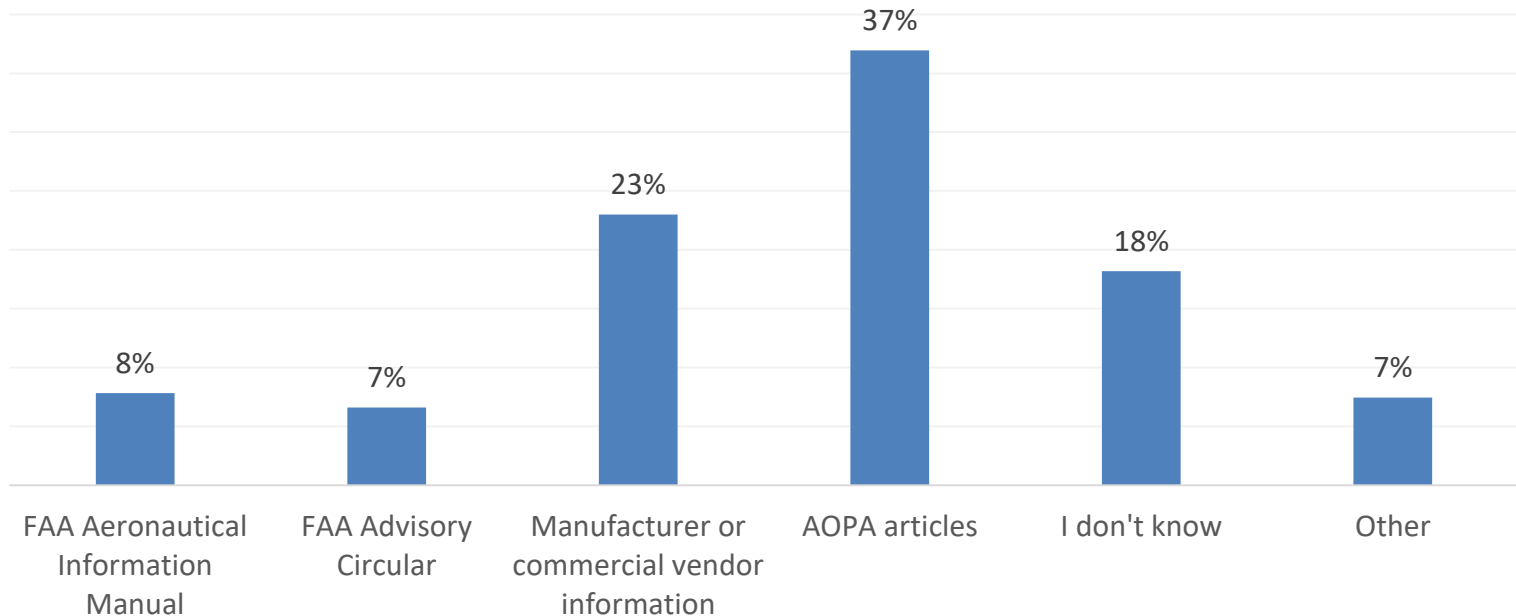
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# FIS-B Knowledge



What is your primary source of information on how the FAA FIS-B service works, and its limitations?

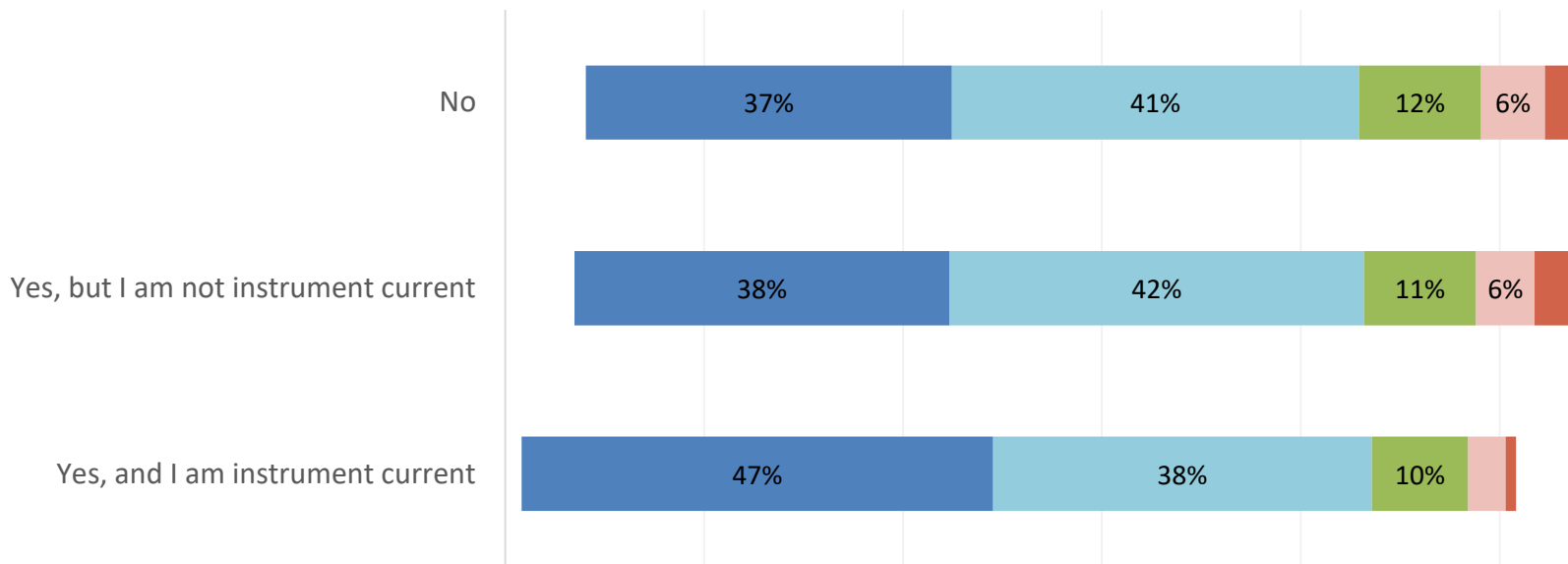


# Comfort with Automated TAF



Likelihood of using a completely automated TAF, by instrument rating

■ Extremely likely   ■ Somewhat likely   ■ Neither likely nor unlikely   ■ Somewhat unlikely   ■ Extremely unlikely



# AOPA Weather Advocacy

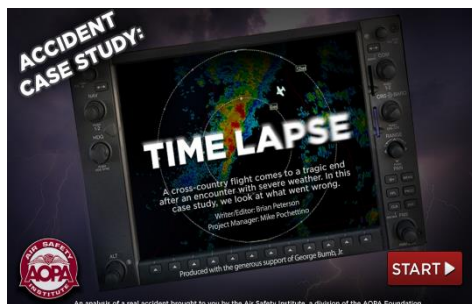
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- Future Flight Service Program
  - Ensuring availability of briefers
  - Future of “VFR not recommended”
- Increasing awareness of FIS-B benefits
- Increasing PIREP submissions
- Improving access to surface weather observations
- Informing decision makers – Pilot surveys

# Pilot Education

- Informed consumers – Aware of best practices
- Training requirements – Knowledge exam changes
- Utilizing technology to make smart decisions
- Know before you go mentality
- 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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[AOPA 2016 Pilot Report Survey](#)

[AOPA 2017 Weather Survey](#)

[AOPA 2018 Weather Survey](#)

Thank you!