

Progress with PIREPS

Friends and Partners in Aviation Weather
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Gaps in PIREP System

- Our members *value* PIREPs but, lack confidence in the system
- We are NOT seeing an increase in unsolicited PIREP submission

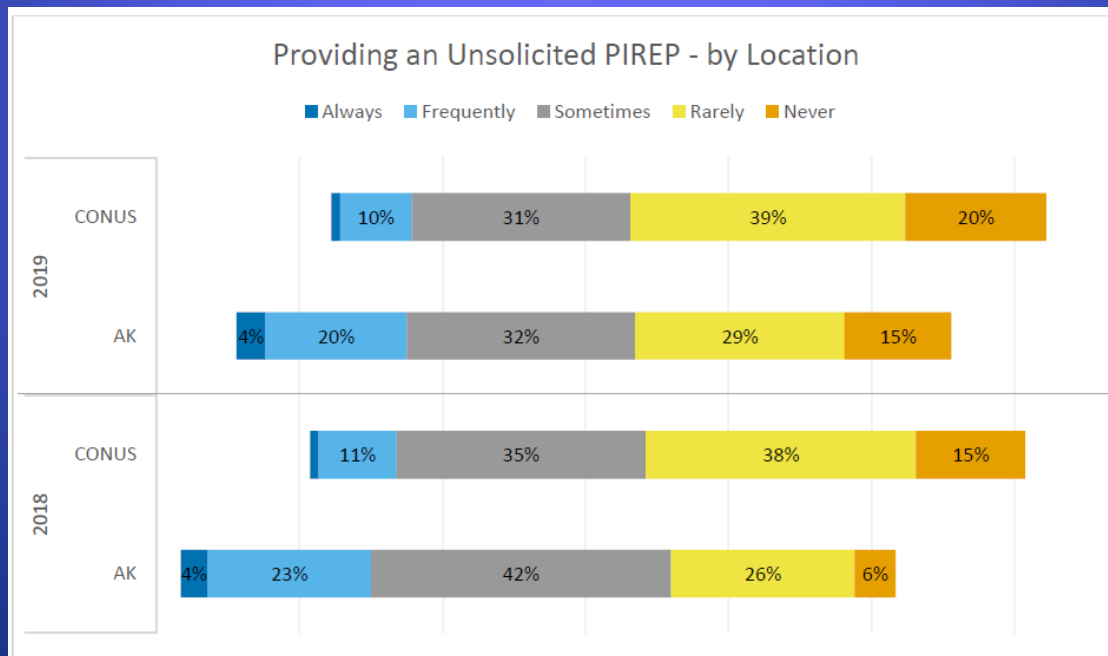


Figure 21. “How often do you usually provide an unsolicited PIREP?” broken down by location and year.

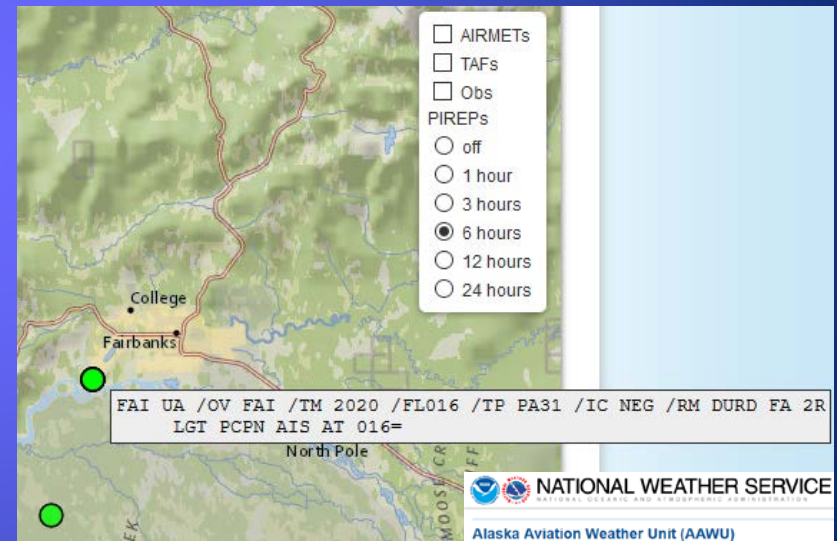
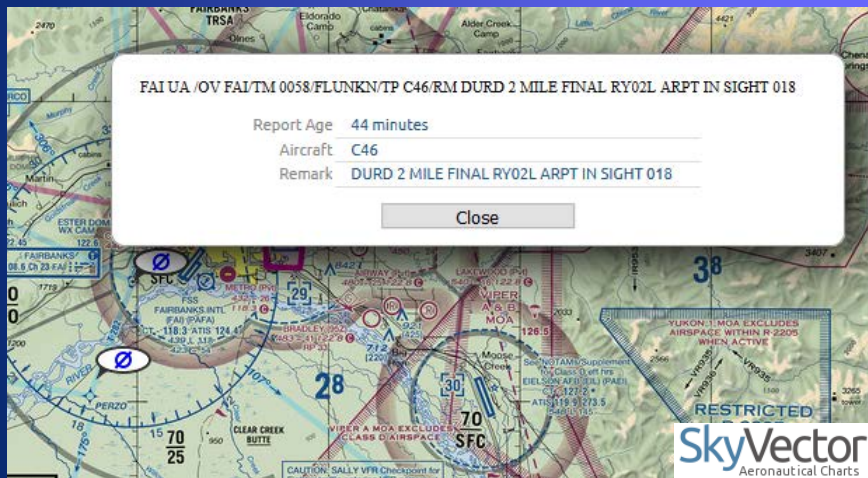
Efforts to improve

- AOPA is revising SkySpotter online program
 - Point out the multiple users of PIREPS
 - Review how to file
 - Encourage to file routinely, to capture other than just hazardous conditions



Barriers

- Not all PIREPs make it into the system
- Not input in a uniform fashion, so may not show up in all PIREP displays



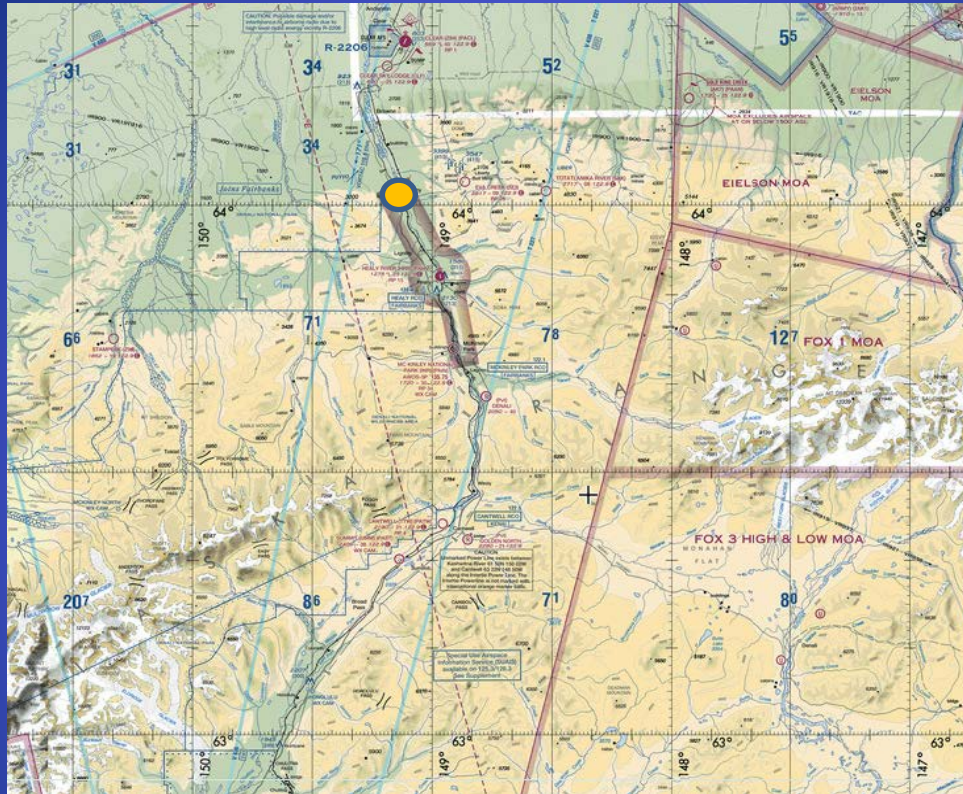
PIREP on the left was not displayed on the AAWU website, probably because information was entered in to REMARKS section, without other fields filled



Needs to improve system

- End-to-end review of PIREP system
 - Document technical issues
 - Why are some PIREPs failing to be captured in the database and not displayed for all users?
- Pilot training doesn't adequately cover PIREPs
 - Need to set the habits for student pilots
 - Test for PIREPs
- Encourage and incentivize PIREP training
 - FSS solicitation and Wings Credit
- Lack of automation & submission tools for ATC and FSS

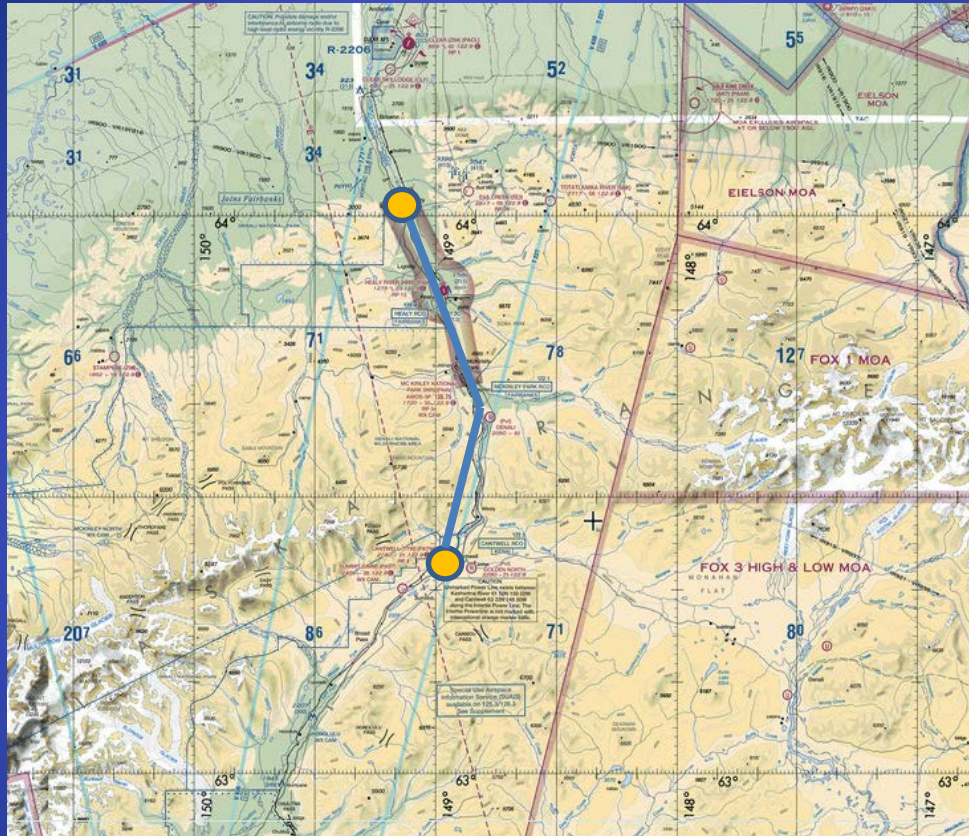
Route Reports



HRR UA//OV HRR 32010 /TM 2105 /FL045 /TP C185 /SK OVC
055 /TB OCS LGT WX/ FV20+

Report only provides information for that point

Route Reports



HRR UA/ /OV HRR 320010 **AK06 TTW** /TM 2105 /FL045 /TP C185
/SK OVC 055 /TB OCS LGT WX/ FV20+

Making it a *route report* conveys that these conditions were encountered through the mountain pass. Would like to see these displayed graphically.



Continued Improvements

- Increase emphasis on PIREPS during flight training
 - Educate on broader uses of PIREPs
 - Practice PIREP filing during training
- Prototype two-way texting of PIREPS, as first step toward automated filing
- Prototype method to graphically display where PIREPS are needed

Thank You!





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Back up slides

AOPA PIREP Survey

- From 2016 national PIREP survey
 - 83% identified PIREPS as extremely or very important

1. How important do you consider PIREPs to be to aviation safety across the National Airspace System?

| # | Answer | Bar | Response | % |
|---|----------------------|---|----------|-----|
| 1 | Extremely important |  | 288 | 41% |
| 2 | Very important |  | 297 | 42% |
| 3 | Moderately important |  | 95 | 14% |
| 4 | Slightly important |  | 22 | 3% |
| 5 | Not important at all | | 1 | 0% |
| | Total | | 703 | |

83%

Initial Training

- Most pilots learned about PIREPs from a combination of ground school and inflight training

| 3. Where did you learn about Pilot Reports (PIREPs)? | | | | |
|--|--------------------|-----|----------|-----|
| # | Answer | Bar | Response | % |
| 1 | Ground School | | 221 | 32% |
| 2 | In-Flight Training | | 48 | 7% |
| 3 | Both | | 387 | 55% |
| 4 | Neither | | 43 | 6% |
| Total | | | 699 | |

- 71% said the emphasis on PIREPs during initial training was “little” to “none”

| 4. How much emphasis was placed on PIREPs during your initial flight training? | | | | |
|--|-------------------|-----|----------|-----|
| # | Answer | Bar | Response | % |
| 1 | None | | 108 | 15% |
| 2 | A little | | 392 | 56% |
| 3 | A moderate amount | | 172 | 25% |
| 4 | A lot | | 29 | 4% |
| Total | | | 701 | |

71%