NBAA PIREP Review

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NBAA PIREP Review

Who We Are

- National Business Aviation Association
  - 11000+ member companies
  - Strategic Focus Teams
  - Weather Subcommittee
  - Safety Committee
  - Schedulers and Dispatchers
  - Flight Attendants
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How We Educate & Inform

• Annual conventions & Regional Forums
  – Professional Development Courses
  – Education Sessions
• On-Demand Education
  – Live and recorded Webinars
• Business Aviation Insider
  – NBAA’s Official Member Publication
• NBAA Airmail
• Social Media
  – Facebook, Twitter, YouTube, iTunes, LinkedIn, Instagram
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Air Traffic Services

• Representatives at FAA Air Traffic Services System Command Center
  – Represent the interests of business aviation in the National Airspace System
  – Participate on planning calls.
    • PIREPs used and requested on regular basis.
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Reporting Concerns

• Assumption - that some Part 135, Part 91k or even Part 91 operators would be hesitant to issues PIREPs for fear of "closing a route" to following aircraft or fear of reprisal from the FAA for "operating illegally."
  – Is this correct?
  – Is there a way to remove this roadblock while maintaining the highest level of safety?
• Do operators understand the benefit of a "null" observation (no weather or weather not meeting forecast criteria)?
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Pilot Quote

• “I always find some comfort in reading a PIREP because I’m getting information from another pilot. PIREPs may be reinforcing something a forecast has already predicted, or more importantly, a PIREP may be providing information that was otherwise not known or available to me.”
Pilot Quote

• I have been a professional pilot for 37 years and it has never even occurred to me that my PIREP could be used against me or anyone else.
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Dispatcher Quote

- I speak from over 40 years of military and civilian experience. Back in the day and even today, something as simple but valuable as a ceiling top report is golden. Take it from a L.A. Basin helicopter briefer.
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Pilot Quote

- I am a Part 91 IFR pilot that operates a Seneca III equipped for known icing. I operate all flights IFR and use ForeFlight, onboard radar and FM weather for weather avoidance. Prior to departure I find it extremely helpful if there are pilot reports that give bases, tops of the overcast and reports of icing in the clouds…and at what level.
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Dispatcher & Forecaster Quote

- We place a high value on PIREPS as they are used to validate forecast accuracy and we can share the PIREPS with all our stakeholders.
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Pilot & Aviation Director Quote

• I would submit, the only way to collect the most accurate data is to insure that PIREP info falls under some type of safety umbrella and cannot be used in a punitive way against pilots that have reported the info.
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Pilot Quote

• On a separate note, as chair of the Bird Strike Working Group, we would like to see more use of PIREPS in identifying Bird/Wildlife hazards present so we can better mitigate the risk. The worthless ATIS caution "Birds in vicinity of airport" has created a boy who cried wolf mentality in pilots accurately assessing the risk. PIREPS are a more effective and efficient way to identify such often changing hazards.
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Pilot Quote

• During that time “long, long ago”, it was easy to raise a flight service specialist at a Flight Service Station (remember those???). I have personally had the experience that today, the Center Controller is often too busy to take a PIREP. The local TRACON Controllers are a lot more PIREP-friendly.
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Education Concerns

- All operators have immediate access to all submitted PIREPs.
- Is there a universal way to report turbulence regardless of aircraft weight in order to remove individual biases?
- Collection of information shared on frequency but not technically submitted as a PIREP.
- Helping operators understand benefits of the “NULL” observation.
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Going Forward

• Make it as easy as possible for operators to submit or retrieve PIREPs.

• Make it as easy as possible of ATC to request, log and disseminate PIREPs.

• Get PIREPs to the met community as quickly as possible so that they can use them to enhance accuracy of forecast products.
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Training and Education

- Coordinated across all the communities
  - Crews, schedulers & dispatchers, flight attendants
  - Tower, TRACON, En Route (All of Air Traffic Control)
  - CWSU, NWS, etc. (Meteorologists, Researchers)
  - Anyone who wants to submit, use or disseminate PIREPs.