

DEDICATED TO HELPING BUSINESS ACHIEVE ITS HIGHEST GOALS.



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 issue 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. “

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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.