



PIREPS FROM THE LINE

Education, Training, and Operations Panel

Captain Steve Jangelis

Aviation Safety Vice Chairman

Air Safety Organization

Air Line Pilots Association, International

NTSB PIREP/Weather Dissemination Forum

Washington, DC June 21-22, 2016

Agenda

- When Do Pilots Use PIREP Data
- What Do Pilots Do with PIREPs
- Accurate PIREPs Are Important

When Do Pilots Use PIREP Data

- During Takeoff and Climb Phase:
 - Windshear, Turbulence, Icing, Wildlife
- During Enroute Phase:
 - Turbulence, Precipitation
- During Approach and Landing Phase:
 - Windshear, Turbulence, Icing, Precipitation, Braking Action Reports, and Wildlife

What do Pilots do with PIREPs?

➤ We Consider the Source of the Data

- Location – What geographic location? What phase of flight?
- Type and Size of Plane – small GA aircraft, business jet, commercial jet (heavy?)
- Time of Report

➤ We Change Course or Profile, if Necessary

Accurate PIREPS Are Important

- Pilots need to be able to trust PIREP data, so it's critical for pilots when giving and receiving PIREP information that the data is accurate.
- For Example: Braking Action Reports
 - Different airplanes yield different braking abilities
 - ATC should transmit ALL braking actions less than good, if the runway has not been tended to by the airport
 - Airports should heed all PIREPS

Summary

- PIREP data helps pilots with detailed information for each phase of flight
- PIREPs need to be precise and accurate
- Which of these examples provide the best data to pilots?

“Braking is kinda bad here....”

OR

“Braking Medium at touchdown and Poor on runway at Taxiway Kilo 5
High Speed Turnoff”

Together we are making a difference

THANK YOU



Steve.Jangelis@alpa.org