

# WEATHER



Every phase of flight has the potential to be impacted by weather. Let's complete the picture together.

## BEST PRACTICES

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- Always get a current and complete weather briefing prior to departure.
- Advise controllers if your onboard weather equipment is not functioning properly or is out of service.
- Depending on the type of equipment, a controller's weather display could be in real-time or delayed up to three minutes.
- Pilot Reports (PIREPs) are vital pieces of information for controllers and other pilots. Provide regular PIREPs to contribute to everyone's safety of flight.
- Immediately report icing conditions. Be prepared to provide ATC with the type, intensity, and outside air temperature.
- If you feel uncomfortable with a clearance, advise ATC and request an alternate clearance.
- Remain a safe distance from convective weather.

## PIREPS

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- ATC places an emphasis on solicitation and timely dissemination of PIREPs. Timely dissemination of PIREPs helps pilots avoid significant weather.
- Exchanging weather and flight information with controllers will not only assist you, but other pilots as well.
- When giving an Icing PIREP, you will be asked for the outside air temperature in Celsius.
- Providing a PIREP to ATC will get the information to other pilots faster than giving a PIREP to FSS.



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## ICING

- Icing can occur during any time of year.
  - » **NOTE:** General rule of thumb – the standard lapse rate is 2 degrees Celsius per 1 thousand feet. If it is 20 degrees Celsius on the ground, it should be 0 degrees Celsius at 10,000 feet.
- Engine carburetor icing can happen year round. Don't forget to use carburetor heat when conditions exist that are favorable to carb icing.
- Notify ATC ASAP if you get any icing. Icing conditions can change rapidly. The sooner ATC knows of icing, the faster they can work to find areas that are clear of ice.
- Providing information to ATC about the type and intensity of the icing is important.

## XM SATELLITE AND ADS-B POTENTIAL LIMITATIONS

- Pilots receiving satellite or ADS-B weather might not have the most current information. Depending on upload speeds, position of the aircraft, or other factors, updates may be every twenty minutes. This can be dangerous since thunderstorms can build in a very short amount of time and move rapidly.
- Pilots may not know how old the latest image is. The time shown indicates when the image was uploaded, not when it was generated.
- Weather Radar displays precipitation, not cloud tops, bases, or areas of low visibility.
- Pilots should be proficient on how to properly show the weather on their display.

**When operating in the vicinity of weather, pilots should ask for flight following and updates on weather from ATC. Don't wait until it is too late!**