Weather Technology

To reduce the risk of accidents due to weather related factors, pilots should rely upon accurate real-time weather reporting and learn about weather reporting technologies currently available.

Fly with ADS-B In

Through either a cockpit mounted display panel or mobile device (in airplane mode and connected to a wired, Wi-Fi, or Bluetooth transceiver), ADS-B In UAT (on 978 MHz) offers a whole new level of safety via situation awareness to GA pilots. It receives the flight information service-broadcast (FIS-B), which provides graphical weather based on ground-based weather radars. There are several weather services to view, and you should always be able to receive at least the regional radar picture. In addition, FIS-B provides notices to airmen (NOTAM), aviation routine weather reports (METAR), terminal aerodrome forecasts (TAF), special use airspace (SUA) status, airmen's meteorological information (AIRMET), significant meteorological information (SIGMET), and pilot report (PIREP) information direct to the cockpit.

Learn more about ADS-B at http://1.usa.gov/ZsqIOQ.

Download the Weather Guide

The General Aviation Pilot's Guide to Preflight Weather Planning, Weather Self-Briefings, and Weather Decision Making can be downloaded directly at http://1.usa.gov/1d77rcb.

Take the Free Course

Enroll in the FAASTeam's Aviation Weather Data: A Targeted Approach (ALC-322) online at http://1.usa.gov/19zOdRi.

Note the Cameras

Remote installation of weather cameras can help provide additional and real-time weather information to pilots. Check your local airport website for a live webcam feed.

CAUTIONS

- When you dial the standard 1-800-WX-BRIEF from a cell phone, it connects you to the Flight Service Station (FSS) associated with your cell phone's area code — not necessarily to the FSS nearest to your actual position. If using a cell phone outside your normal calling area, check the airport/facility directory to find the specific telephone number for the specific FSS.

- A datalink to the cockpit does not provide real-time information. Although weather and other navigation displays can give pilots an unprecedented quantity of high quality weather data, their use is safe and appropriate only for strategic decision making (attempting to avoid the hazard altogether). Datalink is not accurate enough or current enough to be safely used for tactical decision making (negotiating a path through a weather hazard area, such as a broken line of thunderstorms).

- Be aware that onboard weather equipment can inappropriately influence your decision to continue a flight. No matter how thin a line of storms appears to be, or how many holes you think you see on the display, it is not safe to fly through them.