

▶ Panel Discussion

Strengthening communication and collaboration between the aviation community and NWS weather forecasters

- John Wennes (FAA) John.H.Wennes@faa.gov
- Tina Stall (NWS Honolulu) tina.a.stall@noaa.gov
- Jeramie Lippman (AWC) jeramie.lippman@noaa.gov
- Sam Strobel (Hawaiian Air) samuelfstrobel@gmail.com

Discussion Question 1:

- ▶ PIREPs (pilot weather reports) relay near-real time weather data, can you explain the process of coding PIREPS, receiving them, and how it is disseminated to everyone?

Discussion Question 2:

- ▶ What is the relationship between SIGMETs/AIRMETs and PIREPS?
 - ▶ What do NWS aviation forecasters do if a PIREP confirms an aviation hazard that is not covered by a SIGMET/AIRMET?
 - ▶ Does a PIREP confirming a non-hazard within a current SIGMET/AIRMET area mean the aviation forecaster will cancel it early?
 - ▶ Are SIGMETs/AIRMETs issued without PIREPs? (i.e. model guidance, radar, satellite)

Discussion Question 3:

- ▶ How do posted SIGMETs issued by the NWS affect your operations?
 - ▶ Enroute Weather/International SIGMETs (WS)
 - ▶ Thunderstorm
 - ▶ Turbulence
 - ▶ Icing
 - ▶ Tropical Cyclone (WC)
 - ▶ Volcanic Ash (WV)
- ▶ Are AIRMETs impactful? (IFR, mtn obsc, turb, ice)

Discussion Question 4:

- ▶ What criteria or guidance do NWS aviation forecasters use when determining to issue a SIGMET for a particular area?
 - ▶ Enroute weather/convective/international SIGMETs (WS)
 - ▶ Thunderstorm
 - ▶ Turbulence
 - ▶ Icing
 - ▶ Tropical Cyclone (WC)
 - ▶ Volcanic Ash (WV)
- ▶ AIRMETs (IFR/mtn obsc, turb, ice)