

1-4 Weather, Lost Procedures, Diversion

- *Jeppesen Ch.6, Ch.7 Weather*
- *PHAK Ch.10, Ch.11 Weather, 14-27 Lost & Diversion*

Various means of obtaining weather information

1. Start by getting the big picture of the general, overall weather pattern 3 to 4 days before the flight - Local news weather, weather channel, internet WX sites

2. Day of the flight get a more route specific briefing

- * Flight Service Station (FSS)
- * Direct User Access Terminal System (DUATS)
- * National Weather Service (NWS)
- * Private sources (Jeppesen, weatherTAP)

3. En Route

- * Flight Service Station (FSS)
- * En Route Flight Advisory Service (EFAS) - 122.0
- * Hazardous In-Flight Weather Advisory Service (HIWAS)
- * Transcribed Weather Broadcast (TWEB)

METAR - Scheduled hourly, routine weather observation for an airport
* SPECI is a special, unscheduled updated METAR

TAF - Scheduled four times daily and each good for 24 hour period

AIRMET

- * Advisories of sig. weather but with lower intensities than SIGMETs
- * Weather that is hazardous to mainly light aircraft (VFR Private Pilots)
- * AIRMETs are issued every 6 hours and good for 6 hours

1. Moderate icing
2. Moderate turbulence
3. Sustained surface winds of 30 knots or more
4. Ceiling less than 1000 feet and/or visibility less than 3 miles affecting over 50 percent of the area
5. Excessive mountain obscuration

MATERIALS: VFR Sectional Chart, AFD, Plotter, E6B, Calculator, POH, FAR/AIM, Handouts, Printed weather

SIGMET

- * Advises of non-convective weather that is hazardous to all aircraft
- * A SIGMET is valid for up to four hours
- * SIGMETs are issued for the following:

1. Severe icing not associated with thunderstorms
2. Severe turbulence (CAT) not associated with TS's
3. Dust-storms, sand storms, or volcanic ash lowering surface or in-flight visibility to below three miles
4. Volcanic eruption

LOST PROCEDURES

Climb, look (outside, chart, water towers, signs), listen
Nav aids (VOR, DME, ADF, GPS, etc)
Radar vectors, DF steer
121.5 and 7700 if emergency (fuel, weather, etc.)
Conserve fuel, reduce power if possible

DIVERSION

Good planning allows for possible diversions near route
Use shortcuts and rule-of-thumb if possible
Plot not necessary, maybe use paper to "show" course
Determine approximate
Then start over good point if possible
Turn immediately if emergency
Note time, and find heading and ground speed
Find arrival time at diversion, and fuel used
Always fly the airplane first (in the direction of the diversion)
Conserve fuel, reduce power if possible