Turbulence Impact Mitigation Workshop 3
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Welcome and Logistics

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General Information

- **Badges and lanyards**
  - Worn and visible while in the building
  - Drop them off at the front desk when leaving the building, even if you plan to return
- **9-1-1**
  - Please do not call 9-1-1
  - MITRE Security will work all emergency events and facilitate coordination with external organizations
- **Emergency exits**
- **Bathrooms**
- **Sign-in and lunch payment**
- **Shout outs**
Internet Connectivity

- SSID = Outernet
- Password = respect mark brush fast
Business Aircraft Turbulence Survey

Fall 2018 | Turbulence Impact Mitigation Workshop 3

Presented by: NBAA Weather Subcommittee
Business Aircraft Turbulence Survey

Details

- Short Duration
  - Summer FPAW until Labor Day weekend to prep and distribute
  - Ran for just over 2 weeks

- Targeted specific participants
  - Pilots
  - Flight Attendants
  - Schedulers or Dispatchers
  - Department Managers
Business Aircraft Turbulence Survey

Details

- Outreach via
  - Targeted emails to NBAA membership
  - Social media (Facebook and Twitter)
Business Aircraft Turbulence Survey

1. When did the incident occur? (MM/DD/YYYY)

- We received reports from as far back as 1990.
Business Aircraft Turbulence Survey

2. What time of day did the incident occur?

- 33.3%, 33% (Early morning (0000 - 0600))
- 13.3%, 13% (Morning (0600 - 1200))
- 46.7%, 47% (Afternoon (1200-1800))
- 6.7%, 7% (Night (1800 - 0000))
Business Aircraft Turbulence Survey

3. Aircraft Position at Time of Incident

- **General Location**
  - Around the world, from southern California to the South China Sea

- **Direction of flight**

- **Altitude**
  - From 14000 MSL and 2000 AGL, to FL470
Business Aircraft Turbulence Survey

4. Which option best describes the aircraft?

- 20, 20%
- 26.7, 27%
- 33.3, 33%
- 13.3, 13%
- 6.7, 7%

- Turboprop
- Light Jet (10,000)
- Midsize Jet (20,000)
- Super Midsize Jet (45,000)
- Large Jet (> 80,000 MTOW)
Business Aircraft Turbulence Survey

5. What was the severity of the turbulence? (Based on FAA/AIM levels)

- **Severe**: 66.7, 67%
- **Moderate**: 20, 20%
- **Extreme**: 13.3, 13%

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NBAA
Business Aircraft Turbulence Survey

6. What were the weather conditions at the time of the incident?

- VFR
- IFR
- Clear Air
- Thunderstorms
Business Aircraft Turbulence Survey

7. (Please check all that apply) The turbulence resulted in a need for:

- All boxes checked
  - Appreciably Changed Altitude (86.7%)
  - Change in Mission Plans (6.7%)
    - Early Landing, Diversion, Emergency Declared
  - Significantly Changed Route of Flight (20%)
  - Medical Services Required (6.7%)
Business Aircraft Turbulence Survey

8. Number of cabin crewmember injuries?

- Zero?
  - How do we encourage crews to report these incidents?
Business Aircraft Turbulence Survey

9. Number of passenger injuries?

- One
  - How do we get owners/operators to report these incidents?