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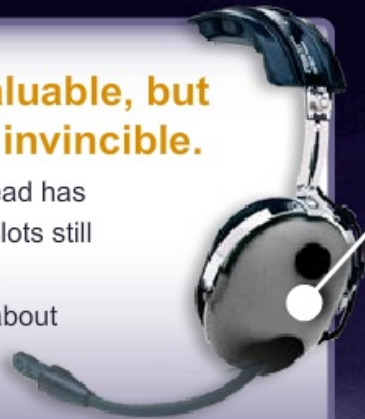


IFR INSIGHTS:

Cockpit Weather

Datalink can be invaluable, but it doesn't make you invincible.

Knowing what weather lies ahead has never been easier, but smart pilots still proceed with caution. Take this course to learn more about datalink weather and how to use it safely.



**ENABLE
SOUND**

for the best experience.

BEGIN COURSE >

Produced with the generous support of the Samuel Roberts Noble Foundation, Inc., and the Tom Davis Fund.



Take a break whenever you like; your progress is automatically saved!

Satisfactory completion of this course qualifies toward the [AOPA Accident Forgiveness](#) and [FAA WINGS](#) programs.

Note: This course is intended as a general, non-technical discussion of the safe in-flight use of datalink weather. Always be thoroughly familiar with the limitations of the equipment you're using, and always exercise extreme care around severe weather.

Active Incorporation of Training in the use of Weather Tools

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Did you know?

- **We have learned over the years that weather is one of the weakest areas for pilots**
- **You can take the private pilot exam and fail all of the weather questions and still pass**



What Works and What Doesn't ?

- **With new technology emerging every day, and an increased reliance on decision support tools in Next Gen operations it is critical that pilots have the tools to become well-versed in the technologies**
- **What we teach:**
 - Know before you go mentality is important- becoming competent and confident prior to flying with advanced equipment
 - Understanding limitations of your specific equipment, recognizing lag time and other restraints and plan accordingly
 - Never become overconfident



Interactive Learning



 **MAIN MENU**

Interactive Scenario 1: Upper Midwest Autumn

LOOK LEFT

LOOK RIGHT



OPEN DATALINK WEATHER



VIEW OAT



USE RADIO

Decision 1

- A** Continue on course through precipitation

- B** Ask ATC for deviations around precip ahead

- C** Land at Pittsburgh and wait

Time: 1930Z
Altitude: 8,000 msl

Learning From Others

ACCIDENT CASE STUDY:

TIME LAPSE

A cross-country flight comes to a tragic end after an encounter with severe weather. In this case study, we look at what went wrong.

Writer/Editor: Brian Peterson
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Lessons Learned

VFR Into IMC (02:40 / 02:55)

EXIT

Audio Transcript

Lessons Learned

00:15

Lessons Learned

- *It's better to be on the ground wishing you were flying than flying wishing you were on the ground.*
- *In-flight weather decisions almost always work better if made earlier, rather than later.*
- *An off-airport landing may cause slight airplane damage, but trying to continue VFR in bad weather is likely to cause death. Your choice.*



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