

WTIC - VFR Not Recommended (VNR)



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Project Overview

- **VNR Overview**

- Issued in the judgement of the Flight Service Station (FSS) briefer when the sky conditions or visibilities are present or forecast, surface or aloft, that would make flight under VFR **doubtful**
- In addition to advising VNR, the briefer describes the conditions and affected locations (VNR statement)
- No formal process for issuance, but FSS briefer needs to demonstrate their ability to correctly use standard weather products (METARS, Satellite, Radar, PIREPs, AIRMET SIERRA, TAFs, Center Weather Advisories) to determine current and forecast areas of IFR conditions along proposed route of flight
- AOPA surveys showed value of VNR to pilots and that 68% believe it would be moderately to extremely useful for web briefings to provide it



FAA

Next**GEN**

Project Overview

- **Issues Related to VNR**

- VNR is issued based on Flight Service Station (FSS) specialist's subjective assessment with no defined process
- VNR is only available from voice services (FSS call)
 - As more pilots self brief, they lose this service
- Level of detail associated with statement justifying VNR issuance is subjective (i.e, VNR due to convective activity along your route)
- AOPA perceived VNR issuance as overly conservative and concerned this was reducing its utility

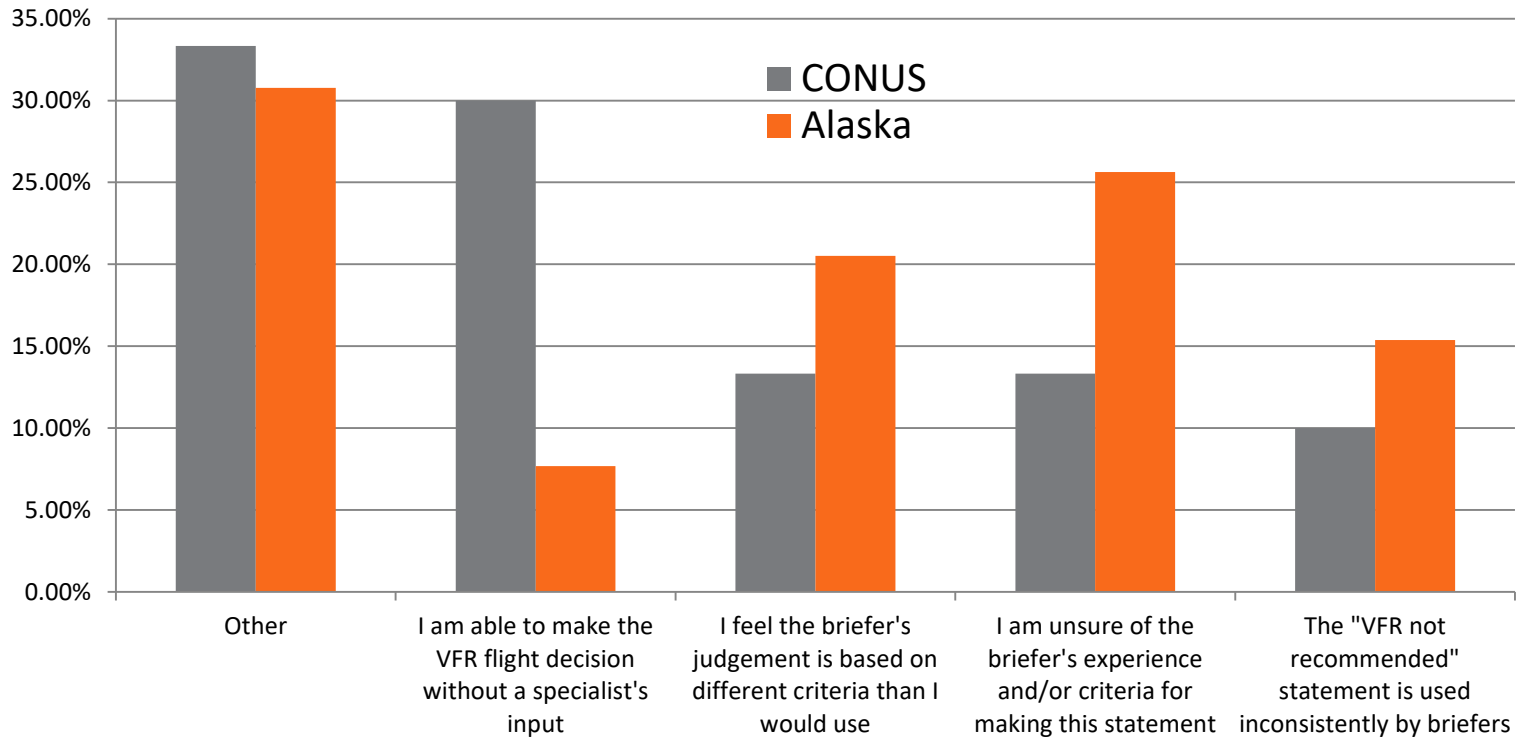


FAA



AOPA Survey Results

Why do you assign the weight that you do to the specialist's "VFR not recommended" caution? (Select all that apply)



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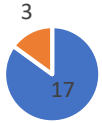
Project Objectives

- Compare pilot and FSS specialist VNR assessments of multiple adverse weather scenarios
- Identify products, processes, and thresholds used by FSS briefers to make VNR assessments to identify starting point to automate issuance
 - Make VNR a more objective recommendation
- Evaluate subjective inputs on rationales for VNR issuance to make recommendations to enhance associated VNR statement
- Identify differences in issuance criteria used by pilots and FSS briefers
 - Determine if FSS briefers are too conservative in issuing VNR
 - Assess pilot “risk” levels relative to VNR

VNR Results

FSS

Scenario 1



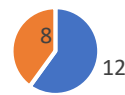
■ VFR NOT Recommended ■ VFR

Scenario 2



■ VFR NOT Recommended ■ VFR

Scenario 3



■ VFR NOT Recommended ■ VFR

Scenario 4



■ VFR NOT Recommended ■ VFR

FSS

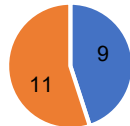
PILOTS

Scenario 1



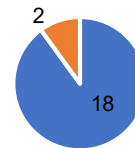
■ VFR NOT Recommended ■ VFR

Scenario 2



■ VFR NOT Recommended ■ VFR

Scenario 3



■ VFR NOT Recommended ■ VFR

Scenario 4



■ VFR NOT Recommended ■ VFR

PILOTS

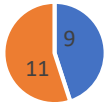


VNR Results

FSS

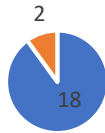
FSS

Scenario 5



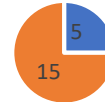
■ VFR NOT Recommended ■ VFR

Scenario 6



■ VFR NOT Recommended ■ VFR

Scenario 7



■ VFR NOT Recommended ■ VFR

Scenario 8

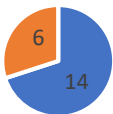


■ VFR NOT Recommended ■ VFR

PILOTS

PILOTS

Scenario 5



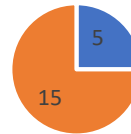
■ VFR NOT Recommended ■ VFR

Scenario 6



■ VFR NOT Recommended ■ VFR

Scenario 7



■ VFR NOT Recommended ■ VFR

Scenario 8



■ VFR NOT Recommended
■ VFR



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Results (near final)

- Pilots were a little more conservative in assessing the scenarios as VNR
 - One FSS briefer put VNR every time
 - No correlation between FSS briefer experience and their decisions
- Scenarios with mountainous terrain had the least consistent responses and lowest consensus
- Products looked at, number of products looked at, and the number of times a product was checked varied widely
- Subjective explanations (VNR statement) varied widely
 - Pilot variation anticipated since pilots do not issue VNR
- “Contingent VFR” used periodically by FSS briefers



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Potential Next Steps

- Need to develop a process for FSS briefers before we can make recommendations for automating for issuance on self-briefings
- Need to decide whether pilots or FSS briefers should be more conservative
- Use of “contingent” VFR **may** identify benefit to adding a tiered or rated VNR issuance (ie, VNR and marginal VNR)
- Additional training and guidance may help,
 - VNR is not a GO/NO-GO decision, but a recommendation
 - Understand recommendation is a risk level
 - Develop enhanced guideline for VNR issuance statement
 - Any process developed for FSS briefers make available to pilots