

TELEGRAPHIC MESSAGE

Federal Aviation Administration 800 Independence Avenue, SW Washington, DC 20591	PRECEDENCE: PRIORITY ACTION: PRIORITY	SECURITY CLASSIFICATION UNCLASSIFIED
ACCOUNTING CLASSIFICATION	DATE PREPARED: 27 February 2019	FILE:
FOR INFORMATION	CALL	
NAME LARRY BECK	PHONE NUMBER (202) 267-0862	TYPE OF MESSAGE _ SINGLE _ BOOK <u>X</u> MULTI ADDRESS

MESSAGE TO BE TRANSMITTED (Use double spacing and all capital letters)

TO: **KRWA NOUS2 280500**

GENOT RWA 19/06

N JO 7110.763

FF ALRGNS 1/500/530 AMC-1 AMA-500 ACT-1 ALATFO XVM

EFFECTIVE: 02/28/2019

SUBJECT: FAA ORDER JO 7110.65, 2-6-2, PIREP SOLICITATION AND DISSEMINATION

THE SUBJECT PARAGRAPH WAS CHANGED IN JO 7110.65X, CHANGE 3. THE PARAGRAPH SHALL READ AS PREVIOUSLY PUBLISHED IN JO 7110.65X, CHANGE 2, PROVIDED BELOW, AND WILL BE CORRECTED VIA ERRATA SHEET FORTHCOMING.

2-6-2. PIREP SOLICITATION AND DISSEMINATION

Emphasis must be placed on the solicitation and dissemination of PIREPs. Timely dissemination of PIREPs alerts pilots to significant weather reports. PIREPS also provide information required by ATC to provide for the safe and efficient use of airspace. This includes reports of strong frontal activity, squall lines, thunderstorms, light to severe icing, wind shear and turbulence (including clear air turbulence) of moderate or greater intensity, braking action, volcanic eruptions and volcanic ash clouds, detection of sulfur gases in the cabin, and other conditions pertinent to flight safety. Controllers must provide the information in sufficient detail to assist pilots in making decisions pertinent to flight safety.

Reference thru Subparagraph a. (No Change)

1. Ceilings at or below 5,000 feet. These PIREPs must include cloud base/top reports when feasible. When providing approach control services, ensure that at least one descent/climb-out PIREP, including cloud base(s), top(s), and other related phenomena, is obtained each hour.

Subparagraph 2. thru 6. (No Change)

7. Braking action reports.

8. Volcanic ash clouds.

9. Detection of sulfur gases (SO2 or H2S), associated with volcanic activity, in the cabin.

NOTE-

1. The smell of sulfur gases in the cockpit may indicate volcanic activity that has not yet been detected or reported and/or possible entry into an ash-bearing cloud. SO2 is identifiable as the sharp, acrid odor of a freshly struck match. H2S has the odor of rotten eggs.

2. Pilots may forward PIREPs regarding volcanic activity using the format described in the Volcanic Activity Reporting Form (VAR) as depicted in the AIM, Appendix 2.

Subparagraph b. thru d. (No Change)

1. Relay pertinent PIREP information to concerned aircraft in a timely manner.

NOTE—

Use the word gain and/or loss when describing to pilots the effects of wind shear on airspeed.

Example thru Reference (No Change)

2. *EN ROUTE.* Relay all operationally significant PIREPs to the facility weather coordinator.

3. *TERMINAL.* Relay all operationally significant PIREPs to:

(No further changes to paragraph)

**DIRECT QUESTIONS TO LARRY BECK, MANAGER TERMINAL STANDARDS
AND PROCEDURES, AT 202-267-0862.**

SIGNED BY SHARON KURYWCHAK

**SHARON KURYWCHAK
DIRECTOR (A), AIR TRAFFIC PROCEDURES, AJV-8**

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