

PIREP FORM

Pilot Weather Report

3-Letter SA identifier

1 _____

UA _____

Routine
Report

UUA _____

Urgent
Report

Location:

2 /OV

Time:

3 /TM

Altitude/Flight Level:

4 /FL

Aircraft Type:

5 /TP

Items 1 through 5 are mandatory for all PIREPs

Sky Condition:

6 /SK

Flight Visibility and Flight Weather:

7 /WX

Temperature (Celsius):

8 /TA

Wind:

9 /WV

Turbulence:

10 /TB

Icing:

11 /IC

Remarks:

12 /RM

1

Encoding Pilot Weather Reports (PIREP)

1
2
UA - Routine PIREP, UUA - Urgent PIREP
/OV - Location in reference to a VHF NAV AID or an airport, using the three or four letter identifier, If appropriate, encode the identifier, then three digits to define a radial and three digits to define the distance in nautical miles.

EXAMPLE-
/OV KSEA
/OV SEA107080
/OV KFMG233016/RM RNO 10SW

Route Segment. Two or more fixes to describe a route.

EXAMPLE-
/OV GEG-PDT
/OV IMB200010-LKV160025

3
4
/TM Time that the reported phenomenon occurred or was encountered. Report time in four digits UTC.

/FL Altitude/flight level. Enter the altitude in hundreds of feet (MSL) where the phenomenon was first encountered. If not known, UNKN. If the aircraft was climbing or descending, enter the appropriate contraction (DURC or DURD) in the remarks /RM. If the condition was encountered within a layer, enter the altitude range.

5
6
/TP Type aircraft. Enter the aircraft type. If not known, enter UNKN. Icing and turbulence reports shall always include the type aircraft.

/SK Sky Condition. Use authorized contractions for cloud cover. Enter the height of the base of a layer of clouds in hundreds of feet (MSL). Enter the top of a layer in hundreds of feet (MSL) preceded by the word "TOP". When more than one layer is reported, separate layers with a solidus (/). If reported as clear above the highest cloud layer, enter a space and "SKC" following the reported level. If pilot indicates they are in the clouds, enter IMC in the remarks.

EXAMPLE-
/SK OVC100-TOP110/SKC
/SK OVC015-TOP035/OVC230
/SK OVC-TOP085
/SK OVC065-TOPUNKN /RM IMC

7
/WX Flight visibility and flight weather. Flight visibility, if reported, will be the first entry. Enter as FV followed by a two-digit visibility value rounded down to the nearest whole statute mile and append SM (FV03SM). If visibility is reported as unrestricted, enter FV99SM. Use standard weather symbols. Intensity of precipitation (- for light, no qualifier for moderate, and + for heavy) shall be indicated. No intensity for blowing dust, lowing sand, or blowing snow.

EXAMPLE:
/WX FV01SM -R-TOP120/SKC /RM DURC

8
9
/TA Air Temperature. Report outside air using two digits in degrees Celsius. Prefix negative temperatures with an M.

/WV Wind direction and speed. . Encode using three digits to indicate wind direction (magnetic) and two or three digits to indicate reported wind speed.

10
/TB Turbulence. Report intensity using standard contractions. (LGT, MOD, SEV, EXTRM). Enter duration if reported by the pilot (intermittent, occasional, continuous). Enter type CAT or CHOP if reported. Enter altitude only if it differs from the value reported in /FL. When a layer of turbulence is reported, separate height values with a hyphen. If lower or upper limits are not defined, use BLO or ABV.

EXAMPLE:
/TB LGT 040
/TB MOD-SEV CAT 350
/TB MOD CAT ABV 290

H
/IC Icing. Report intensity first using contractions TRACE, LGT, MOD, or SEV. Enter the reported type as RIME, CLR, or MX. Enter the reported icing / altitude only if different from the value reported in the /FL. Use a hyphen to separate reported layers of icing. Use ABV or BLO when a layer is not defined. When icing is reported always report temperature in the /TA.

EXAMPLE:
/IC LGT-MOD MX 085
/IC MOD RIME BLO 095
/IC SEV CLR 035-062

12
/RM Remarks. Use this to report a phenomenon which is considered important but does not fit in any other TEI. This includes, but is not limited to, low level wind shear (LLWS) reports, thunderstorm lines, coverage and movement, size of hail (1/4" increments), lightning, etc. Report hazardous weather first. Wind shear +/- 10 Kts or more fluctuations in wind speed, within 2,000 ft of the surface, require an Urgent (UUA) pilot report.