



# FLT BRIEF



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## Newsletter - January 6th, 2010

### FltPlan.com's *Quick Info* Offers Free Tonne-Kilometre Data Calculator for EU Emissions Trading Scheme.

Aviation is now included in the European Union's Emissions Trading Scheme. January 1, 2010 marked both the start of the benchmarking year for operators applying for a free allocation in the EU and the start of the first emissions monitoring year.





If your plane's maximum take-off weight is 12,566 lbs. or more, and you're flying to or from any European Union airport, your CO2 emissions will need to be monitored -- regardless of where the operator is based. U.S. aircraft must comply.

If you are planning on flying to/from/within the European Union, you should read

[Frequently asked Questions about the implementation of the EU's Emissions Trading Scheme regarding aviation activities.](#)

The regulations may seem daunting, but you can count on FltPlan.com to make it easier.

The link on our **Quick Info** page will calculate your Tonne-Kilometre (TKM) data and help keep you in compliance.

European Union - Emission Trading Scheme - TONNE KILOMETRE DATA Calculator			
			
Payload (lbs.)*	Distance (nm)**	Tonne kilometers (TKM)***	
1200	2765	2839.05	

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## PIREPs (It's more than just reading them. The "PI" in PIREPs means you!)

PIREPs are a great tool for getting an idea of what's going on out there for your flight. FltPlan.com has an easy way of getting the PIREPs for a specific location, or for your route of flight; but we can only display what some thoughtful pilot has submitted.

A non-official check of several days of PIREPs shows that the majority of PIREPs come from airline pilots (usually submitted through their company) and pilots of piston aircraft (usually submitted to FSS).

Corporate Jet and TurboProp pilots do not seem to be well represented when scanning through the raw list of PIREPs.

Maybe you can help change this.

We'll break this article into three sections.

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### How to submit a PIREP.

It's about as easy as can be.

#### 1.) Figure out what frequency you need to use.

- a.) Below 17,500, call FSS Flight Watch (a.k.a. EFAS or Enroute Flight Advisory Service) on 122.0.
- b.) Above 18,000, call FSS (High Altitude) Flight Watch (found in the far right hand column of the FltPlan.com NavLog under the WX heading).
- c.) If FSS is unreachable, you can give a PIREP to ATC. Many times, however, this does not end up in the national database for current PIREPs.

#### 2.) Knowing the correct format is nice, but don't obsess.

a.) The A.I.M. states "*pilots should not be overly concerned with strict format or phraseology. The important thing is that the information is relayed so other pilots may benefit from your observation. If a portion of the report needs clarification, the ground station will request the information.*"

b.) The format is simple anyway.

**Location** relative to a VOR or airport

**Altitude** of your aircraft

**Type** of aircraft (use your aircraft type off of the NavLog, i.e. C650, H25B, CL60, P28A etc.)

**Time** of the weather observation (example: "five minutes ago" or "1655 Zulu")

**One or more** weather observations (example: "cloud tops 4,000," or "continuous light chop," or even "OAT 04 degrees")

3.) Give yourself kudos for helping your fellow aviators and their passengers, and maybe those same pilots will "pay it forward" on their next flight.

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**Finding PIREPs on FltPlan.com.**

Any time you request weather for a location or for a flight plan route, FltPlan.com will automatically give you any current PIREPs.

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**How to read PIREPs.**

If you have read "How to submit a PIREP" (above), you now know how to read them.

Sample PIREP

ORH (WORCESTER, MA) UA /OV ORH180007 /TM 0206 /FL030 /TP P28A /WX FV99SM /TA M04 /TB NEG /RM GOOD VFR

or with emphasis added

**ORH (WORCESTER, MA) UA /OV ORH180007 /TM 0206 /FL030 /TP P28A /WX FV99SM /TA M04 /TB NEG /RM GOOD VFR**

**ORH (WORCESTER, MA)** The general location of PIREP:

If known, FltPlan.com will insert at the beginning of the PIREP, the ID and the city and state of the identifier that is included in the PIREP.

**UA** - Type of PIREP

There are two types of PIREPs

a.) **UA** - A routine Pilot Report

b.) **UUA** - An Urgent Pilot Report

UUA include severe or extreme turbulence, severe icing or hail, LLWS (low level wind shear), and any other weather phenomena reported in the PIREP which is considered by the pilot as being hazardous, or potentially hazardous, to flight operations. It would be wise to give special attention to reading any **UUA** PIREPs.

The body of the PIREP is broken down by Categories **OV** (Over), **TM** (Time), **FL** (Flight Level), **TP** (Type Aircraft), **SK** (Sky Conditions), **WX** (Weather), **TA** (Temp), **WV** (Winds), **TB** (Turbulence), **IC** (Icing), **RM** (Remarks).

**From the above sample:**

**OV OV ORH180007** Location reported by pilot. (This PIREP was reported over the ORH 180 degree radial at 7nm.)

**TM TM 0206** Time in Zulu (report was given at 0206).

**FL FL030** Altitude (Aircraft was at 3,000 feet).

**TP TP P28A** Type Aircraft (the aircraft giving the report was a P28A- Piper Cherokee).

**SK** Sky Conditions (not reported by pilot).

**WX WX FV99SM** Weather conditions (forward visibility is more than 99 statute miles)

**TA TA M04** Temperature (temp is -4 degrees Celsius).

**WV** Winds (not reported by pilot).

**TB TB NEG** Turbulence (negative turbulence reported).  
**IC** ICING (not reported by pilot).  
**RM RM GOOD VFR** REMARKS (GOOD VFR).

Some other actual PIREPs

JFK (NEW YORK, NY) UA /OV JFK180045/TM 0118/FL190/TP TBM7/IC LGT RIME 160-190  
PIH (POCATELLO, ID) UA /OV PIH/TM 0124/FL090/TP C208/SK BASES 054 TOPS 088/TA M06/IC  
TLH (TALLAHASSEE, FL) **UUA** /OV SZW /TM 2102 /FL080 /TP P28A /**TB** EXTRM

In the JFK PIREP, the pilot includes icing conditions (**IC**) of light rime between 16,000 and 19,000.

In the PIH PIREP, the pilot includes sky conditions (**SK**) of bases at 5,400 feet and tops at 8,800.

In the TLH PIREP, the UUA means it's an Urgent Pilot Report, and the pilot of a Piper Cherokee reported at 2102Z, extreme turbulence at 8,000 over the SZW VOR.

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Remember, FltPlan.com gives you the Flight Watch frequency, for each portion of your flight, in the far right hand column of your NavLog (under the **WX** heading).

One other note: Suppose you see **FLUNKN** in a Notam, and can't remember what this is an abbreviation for. Once again FltPlan.com makes this easy. Next to each notam section is a link for [LOOK-UP Abbreviations](#).

The next time you land, enjoy the satisfaction of reading one of the Notams that you submitted while enroute.

In addition, many pilots feel they only need to submit a PIREP if it's something really bad to report. Not true. A PIREP saying it's smooth, or giving the winds aloft, or stating that you are on top at a particular altitude can be a big help to other pilots.

If more pilots give PIREPs, we'll all look a little smarter to our passengers for knowing what the flight will be like. Make a difference. Submit a PIREP on your next flight.

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## Don't Let Weather Delays Surprise You: Check your EDCT info on FltPlan.com

Winter is here, with all the weather delays and airport closures that go with it. Don't forget that FltPlan.com's EDCT link is a free, easy way to find out if delays will affect your flight. EDCT stands for Expected Departure Clearance Time, and it is also known as a "wheels up time" or "Take-Off Time".

Look for the EDCT link on your Active Flight Plan List, or have any EDCTs sent directly to your cell phone. For more information on EDCTs, check out our article in **FltBrief August 2009 Vol.2.**

## Catch Us at the NBAA Schedulers and Dispatchers Conference

FltPlan.com is looking forward to the Schedulers and Dispatchers Conference in San Antonio, TX. We'll be there from January 25-28, 2010. Stop by and visit us at Booth 628. We'll be demonstrating all our products, including our eAPIS and Flight Tracking services. See you there!

## FltPlan.com's Top 30 Busiest Airports of 2009

As 2009 ends and a new decade begins, we thought it would be interesting to see which airports our users were flying in and out of the most. Below is a list of our top 30 busiest airports. You can follow us on Twitter to see each day's top 10 arrival airports and top 10 aircraft.

Top 30 Airports in 2009									
1. TEB	2. PDK	3. DAL	4. HOU	5. HPN	6. IAD	7. MDW	8. LAS	9. PBI	10. APA
11. BHM	12. FXE	13. SAT	14. SDL	15. VNY	16. AUS	17. BNA	18. SNA	19. ADS	20. RDU
21. PTK	22. LIT	23. PWK	24. FLL	25. SUS	26. BED	27. SLC	28. APF	29. MKC	30. BFI

## FltPlan.com On Twitter

Follow us on Twitter for up-to-date information on busiest airports, most used aircraft, and more. [www.twitter.com/FltPlan](http://www.twitter.com/FltPlan)

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