



Study Results

The stated goal of the NTSB study was “to better understand the risk factors associated with accidents that occur in weather conditions characterized by IMC or poor visibility.” Among the Board’s findings and recommendation are the following:

FINDINGS

- Pilots who start flying earlier in life are at lower risk of being involved in a weather-related accident than those who start flying when they are older.
- Periodic training and evaluation may be necessary to ensure that pilots maintain weather-related knowledge and skills.
- Knowledge and practical test failures are both associated with a higher risk of a pilot being involved in a weather-related accident.
- A pilot can incorrectly answer all questions relating to weather on an airman knowledge test and still receive a passing score.
- General aviation pilots routinely consult alternative sources of aviation weather to obtain information not currently available from a standard briefing.

RECOMMENDATIONS

- For airplane pilots who do not receive recurrent instrument training, add a specific flight review requirement that includes demonstrating control and maneuvering of an airplane solely by reference to instruments, including recovery from unusual attitudes.
- Establish a minimum number of weather-related questions that must be answered correctly to pass an FAA written exam.
- Develop a means to identify pilots whose overall performance history indicates they are at future risk of accident involvement, and develop a program to reduce risk for those pilots.
- Determine optimal presentation methods and delivery systems for Flight Service briefings, including the possibility of supplementing or replacing portions of the standard briefing with graphical data.
- Revise guidance materials on pilot weather briefings to include use of Internet, satellite and other data sources.