

northwestbound from Roanoke, VA, between 8,000 and 10,000 feet at 1750 UTC.

can refer to the current version of AC 00-45, Aviation Weather Services.

- f. For more detailed information on PIREPS, users

TBL 7-1-7
PIREP Element Code Chart

	PIREP ELEMENT	PIREP CODE	CONTENTS
1.	3-letter station identifier	XXX	Nearest weather reporting location to the reported phenomenon
2.	Report type	UA or UUA	Routine or Urgent PIREP
3.	Location	/OV	In relation to a VOR
4.	Time	/TM	Coordinated Universal Time
5.	Altitude	/FL	Essential for turbulence and icing reports
6.	Type Aircraft	/TP	Essential for turbulence and icing reports
7.	Sky cover	/SK	Cloud height and coverage (sky clear, few, scattered, broken, or overcast)
8.	Weather	/WX	Flight visibility, precipitation, restrictions to visibility, etc.
9.	Temperature	/TA	Degrees Celsius
10.	Wind	/WV	Direction in degrees magnetic north and speed in knots
11.	Turbulence	/TB	See AIM paragraph 7-1-23
12.	Icing	/IC	See AIM paragraph 7-1-21
13.	Remarks	/RM	For reporting elements not included or to clarify previously reported items

7-1-21. PIREPs Relating to Airframe Icing

a. The effects of ice on aircraft are cumulative-thrust is reduced, drag increases, lift lessens, and weight increases. The results are an increase in stall speed and a deterioration of aircraft performance. In extreme cases, 2 to 3 inches of ice can form on the leading edge of the airfoil in less than 5 minutes. It takes but 1/2 inch of ice to reduce the lifting power of some aircraft by 50 percent and increases the frictional drag by an equal percentage.

b. A pilot can expect icing when flying in visible precipitation, such as rain or cloud droplets, and the temperature is between +02 and -10 degrees Celsius. When icing is detected, a pilot should do one of two things, particularly if the aircraft is not equipped with deicing equipment; get out of the area of precipitation; or go to an altitude where the temperature is above freezing. This “warmer” altitude may not always be a lower altitude. Proper preflight action includes obtaining information on the freezing level and the above freezing levels in precipitation areas. Report icing to ATC, and if operating IFR, request new routing or altitude if icing will be a hazard. Be sure to give the type of aircraft to

ATC when reporting icing. The following describes how to report icing conditions.

1. Trace. Ice becomes perceptible. Rate of accumulation slightly greater than sublimation. Deicing/anti-icing equipment is not utilized unless encountered for an extended period of time (over 1 hour).

2. Light. The rate of accumulation may create a problem if flight is prolonged in this environment (over 1 hour). Occasional use of deicing/anti-icing equipment removes/prevents accumulation. It does not present a problem if the deicing/anti-icing equipment is used.

3. Moderate. The rate of accumulation is such that even short encounters become potentially hazardous and use of deicing/anti-icing equipment or flight diversion is necessary.

4. Severe. The rate of accumulation is such that ice protection systems fail to remove the accumulation of ice, or ice accumulates in locations not normally prone to icing, such as areas aft of protected surfaces and any other areas identified by the