As we understand it, LMFS is in direct contact with ATC facilities regarding PIREPs. FAA order 7110.65 (section 2-6-3) indicates that terminal facilities will relay "operationally significant" PIREPs to the FSS facility serving the appropriate area...and that the FSS is responsible for long line dissemination of these PIREPs. Further, we understand from at least one CWSU that their ARTCC relays PIREPs to FSS.

- To what extent does the FAA relay PIREPs to LMFS? Does every FAA facility (towers, TRACONs, ARTCCs) in the NAS relay PIREPs they receive to LMFS? When PIREPs are relayed, does this occur in a standardized and routine way across the relaying facilities?

The FAA relays PIRPEs to LMFS under criteria defined in FAAO 7110.65. LMFS does not know if every FAA facility relays the PIREPs they receive. That is a question for ATC. Generally LMFS will receive PIREPs via interphone lines.

- When the FAA does relay PIREPs to LMFS, how is this accomplished (e.g., phone, email or other FAA-initiated electronic method, mutual access to the same computer system)?

PIREPs are relayed to LMFS via interphone line communications.

- When the FAA does relay PIREPs to LMFS, are these PIREPs that require LMFS action for dissemination to the public? Or can these be provided simply as a "heads up" for your enhanced situational awareness, and they have already been disseminated to the public? Is the answer different depending on what type of FAA facility is relaying the PIREP?

When LMFS receives a PIREP from an FAA facility it is transmitted and disseminated to the public. There is no difference depending on what type of FAA facility is relaying the PIREP.

- When the FAA does relay PIREPs to LMFS, are these usually UUAs, UAs, or both? Is there a difference in the method or priority by which UUAs and UAs are relayed?

The PIREPs are both UUAs and UAs. LMFS does not know if ATC has a difference in the method or priority when relaying PIREPs.

- When the FAA does relay PIREPs to LMFS that must be disseminated by LMFS, how would you categorize the general latency in the process (i.e., time between time of report and time of relay by the FAA)? We understand this could vary widely across different facilities, and are looking for a general assessment.

There is no way for LMFS to know if there is a time difference between the time the PIREP is reported to ATC and relayed to LMFS.

- When the FAA does relay PIREPs to LMFS that must be disseminated by LMFS, what are the specific steps a specialist will take to ensure that a PIREP is disseminated to the general public? Is the process or urgency different for UUAs and UAs?

When a specialist receives a PIREP from the FAA they enter the information into the LMFS operational system PIRPEP mask. The information is transmitted via SVC B to the NAS. The only difference for a UUA vs. UA is the coding of the PIREP and timing requirements for transmission. UAs are to be processed by specialists within five minutes, UUAs within three minutes.

- Is LMFS ever in direct contact with CWSUs regarding PIREPs (going to or coming from)? If so, what does CWSU/LMFS communication on PIREPs look like and why does/would this occur?

No.

Flight Watch services include the collection of PIREPs from aircraft while en route.

- Once a PIREP is received from an aircraft via Flight Watch, what are the specific steps a specialist will take to ensure that that PIREP is disseminated to the general public? Is this process, or is the dissemination priority, different for UUAs and UAs?

When a specialist receives a PIREP from a pilot they enter the information into the LMFS operational system PIRPEP mask. The information is transmitted via SVC B to the NAS. The only difference for a UUA vs. UA is the coding and timing requirements for transmission. UAs are to be processed within five minutes, UUAs within three minutes

- During the course of conversation, pilots may casually speak of weather conditions encountered in-flight (e.g. smooth conditions, light head-wind, etc…) and do not report these conditions with any sense of importance or urgency and/or do not indicate they wish to issue a "pilot report." What are the criteria LMFS specialists will use to determine whether information provided from an en route aircraft would require a formal PIREP?

FAA JO7110.10 gives specific criteria for PIREP content. If partial information is provided specialists are required to query the pilot for the additional information needed to complete the PIREP.

Other items

- What requirements do LMFS have to disseminate PIREPs to the general public? What documents define these requirements and/or lay out the complete role of LMFS in the entire PIREP collection, handling and dissemination process NAS-wide?

FAA JO7110.10, Chapter 9 defines PIREP requirements.

- Does LMFS ever disseminate PIREPs received via Flight Watch or by the FAA directly to FAA facilities?

No.

- If not answered above, what is the process (including computer system or specific websites) used by LMFS specialists to disseminate PIREPs to the general public or to the FAA?

The information is entered into the LMFS operational system PIREP mask and transmitted via SVC B to the NAS.

- The FAA uses the phrase "operationally significant" when discussing requirements for PIREP relay. Do you have a definition for an "operationally significant" PIREP? Do you know who would make that determination at an FAA facility prior to determining any relay requirements?

Operationally significant and relay requirements are defined for LMFS in FAA JO7110.10, Chapter 9 and in FAAO 7110.65 for ATC facilities.