Assessing General Aviation Pilots' Weather Knowledge and Self-Efficacy

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Assessing General Aviation Pilots' Weather Knowledge and Self-Efficacy

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The Problem...

- General Aviation accounts for a majority of weather related accidents
- Most GA weather-related accidents result in fatality
- NTSB Most Wanted List - loss of control
  - manage weather issues

GA Weather-Related Accident Rate
Contributing Factors to the Unchanging High General Aviation Weather-Related Accident Rate

- Research indicates numerous contributing factors to the General Aviation Weather Problem
  - Lack of Aviation Weather Knowledge & Skills
  - Poor Decision Making
  - Weather Technology & Product Usability
  - Limited Weather Training
  - Conflicting & Out-of-Date Pilot Resources
How to assess pilot weather knowledge?

- Current method is through FAA Knowledge Test Questions
  - Some questions are out of date and easy
  - Very few questions focused on interpretation of current products

- A multidisciplinary team of Human Factors Specialists, Meteorologists, & Pilots developed an Aviation Weather Knowledge Test

- 95 Questions
  1. Basic Weather Theory
  2. Product Interpretation
  3. Weather Sources
204 Pilots Participated

- Both ERAU Students and GA pilots at EAA Airventure
- Average Age: 22.5 years
- Part 61: 60 pilots & Part 141/142: 143 pilots

<table>
<thead>
<tr>
<th>Pilot Certificate and/or Rating</th>
<th>Number of Pilots (Total = 204)</th>
<th>Flight Hours (Median)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Student</strong></td>
<td>41</td>
<td>35 hours</td>
</tr>
<tr>
<td><strong>Private</strong></td>
<td>72</td>
<td>105 hours</td>
</tr>
<tr>
<td><strong>Private with Instrument</strong></td>
<td>50</td>
<td>172 hours</td>
</tr>
<tr>
<td><strong>Commercial</strong></td>
<td>41</td>
<td>260 hours</td>
</tr>
</tbody>
</table>
The Results!
Overall GA Weather Knowledge

- Scores increased with flight experience
- Statistically significant differences between
  - student vs private pilot groups
  - private vs commercial with instrument groups
- These trends were consistent
Basic Weather Theory, Product Interpretation, & Weather Product Sources

- Weather product sources was one of the highest scores
Impact of Flight Experience on Pilots’ Aviation Weather Knowledge

• Scores increased with more flight experience
Weather Hazard Product Interpretations

![Bar chart showing scores for various weather hazard products.](chart_image)

- **Weather RADAR**: 51%
- **AIRMET**: 51%
- **Satellite Data**: 54%
- **METAR & PIREP**: 54%
- **Convective SIGMET**: 64%
- **Surface Charts**: 71%
- **Upper Level Charts**: 77%
Pilot Performance on IMC and VFR Knowledge and Skills

- This includes Surface Charts, Satellite Data, & PIREPs involving IMC weather
Thunderstorm Knowledge and Skills

- Pilots scored low on thunderstorm principles and radar interpretation
GA Pilots’ Self-Efficacy

- Confidence level on weather topics
- Measured through a survey
- Positive correlation between knowledge scores and self-efficacy
Overall Summary

• General Aviation Pilots are weak in terms of weather knowledge
• Weakest Topics included
  ▫ Thunderstorms
  ▫ Radar interpretation
  ▫ AIRMETs
  ▫ ....and more
• The new automated weather products showed effectiveness through higher scores
Overall Summary

• The sample was 204 pilots – more participants will be needed to further verify the results
• More experience (flight hours) did relate to improved scores
• Weather self-efficacy was correlated positively with aviation weather knowledge.
Why the Knowledge Gap?

• Pilots can fail every weather question on FAA knowledge test and still achieve a passing score
• Lack of experience
  ▫ GA pilots avoid flying on thunderstorm days?
• Convective weather and radar interpretation can be complex
• Lack of understanding of weather from instructor passed on to students?
• More instructional tools and focus needed on weather topics for GA pilots
• Consolidate weather info and ACs into a “Weather Handbook”
Thank you