Flight Service
Reduction of Remote Communications Outlets Infrastructure
Frequently Asked Questions

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What are FAA’s goals for Flight Service?
The FAA has three primary goals:

- Expand the use of existing and developing technologies for functions that support FAA’s critical safety mission
- Redesign processes to optimize service delivery
- Eliminate redundancies and underutilized activities

Why is the FAA reducing RCO coverage?
The RCO infrastructure we have today has been in place for over 30 years and consists of over 1,200 outlets throughout the continental United States, Hawaii, and Puerto Rico. As shown in the following graphic, usage has decreased substantially over time:

**CONUS Inflight Contacts Calendar Years 1993 - 2016**

![Diagram showing the decrease in inflight contacts from 1993 to 2016]

Flight Service is realigning the RCO network to match the demand for services.
How will I know which frequencies will be decommissioned and which ones will be retained?
You can see the list of frequencies that are going to be retained and removed on our website. All
frequency changes will be reflected in the appropriate Chart Supplements, Sectionals, En route Charts,
etc. In addition, NOTAMs will be issued as needed.

Will the universal frequency 122.2 be cut?
Flight Service has 198 RCOs that currently use the 122.2 frequency. The RCO reduction effort has
identified nine (9) locations where this frequency is to be decommissioned.

In addition, 81 RCOs previously dedicated to the En Route Flight Advisory Service (EFAS) will be returned
to service on 122.2 or other suitable Flight Service frequency, providing greater coverage than what was
previously available.

As part of this reduction, a portion of the Flight Service frequencies will be retuned to more commonly
used frequencies such as 122.2, 122.3, 122.4, 122.5 and 122.6 for consistency and ease of use.

What kind of geographic coverage can I expect?
Our goal is to retain a minimum of 90% of the current RCO coverage at 1,000 feet AGL. Graphical
representations of RCO coverage areas at different altitudes are available on our website.

What is the timeframe for removal of the frequencies?
The removal of the frequencies is scheduled to begin in the fall of 2017 and be completed by the end of
2019.

What, if anything, is happening to Hazardous Inflight Weather Advisory Service (HIWAS)?
No changes are happening to the HIWAS coverage at this time.

What is the VOR Minimum Operational Network (MON) program and how will it affect me?
Navigation in the NAS is moving towards a satellite-based system; however, a need exists for a back-up
navigation system in case of GPS outages. The VOR MON is a separate agency initiative to retain
sufficient VOR coverage to enable pilots to continue operations in the event it becomes necessary.

Flight Service has a number of transmitters and receivers that are tied to VORs, which may be affected.
As VORs are decommissioned, the voice capability, if available, will also be decommissioned. The FAA
will look at individual locations and make a determination as to whether or not to retain the voice
capability. If it is determined that a need exists, a separate RCO will be installed to replace the VOR
voice.

Does Flight Service participate at national aviation events?
Yes, Flight Service attends key aviation events in the CONUS. These are great opportunities to speak
with Flight Service staff in person to ask questions while learning more about recently implemented and
proposed changes. In addition, you can obtain relevant literature (to include flyers, informational
business cards and postcards) at the booth from our staff. Flight Service plans to attend AOPA Fly-Ins, as
well as the NBAA and Heli-Expo conventions to interact with the flying public.

How else does Flight Service communicate updates to pilots?
Flight Service publishes timely articles and announcements on a regular basis in the FAA Safety Briefing,
and FAAST Blast messages. Flight Service also communicates and collaborates with user groups such as
AOPA, EAA, NASAO, NBAA, and HAI on proposed changes.
Are you listening to pilots’ feedback as you make changes to Flight Service?
Yes, both individual pilots and aviation organizations representing the pilot community are engaged in the process.

Pilots have the opportunity to share feedback with Flight Service by speaking with Flight Service staff at aviation events such as AOPA Fly-Ins, and by submitting comments via the Flight Service comment forms.

Aviation organizations participate on the Safety Risk Management panels and have the opportunity to participate in recurring user group meetings. For example, Flight Service continues to convene user group meetings that include representatives from AOPA, EAA, NASAO, NBAA, HAI and numerous internal FAA organizations to brainstorm and identify alternatives for providing future flight services.

To provide your input on the changes FAA is considering:
- Contact your user group(s)
- Send comments, questions and suggestions directly to Flight Service via our website www.faa.gov/go/flightservice by selecting the Contact Us link and then the Contact the FAA concerning future Flight Service changes to complete a comment form.