

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Air Traffic Organization Policy

N JO 7110.700

**Effective Date:**  
January 12, 2016

**Cancellation Date:**  
May 26, 2016

**SUBJ:** En Route Flight Advisory Service Realigned to Inflight Position

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- 1. Purpose of This Notice.** This notice amends FAA Order JO 7110.10, Flight Service, to realign En Route Flight Advisory Service to the Inflight position.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, and System Operations, including the managers of tactical operations and traffic management officers.
- 3. Where Can I Find This Notice?** The notice is available on the MyFAA employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/) and on the air traffic publications Web site at [http://www.faa.gov/air\\_traffic/publications](http://www.faa.gov/air_traffic/publications).
- 4. Procedures.** Delete all references to EFAS, En Route Flight Advisory Service and Flight Watch as follows:

## 1-3-2. DUTY PRIORITY

Title thru a.1. No change.

2. Inflight services are those provided to or affecting aircraft in flight or otherwise operating on the airport surface. This includes services to airborne aircraft, delivery of air traffic control (ATC) clearances, advisories or requests, issuance of military flight advisory messages, notices to airmen (NOTAM), search and rescue (SAR) communications searches, flight plan handling, transcribed or live broadcasts, weather observations, pilot weather reports (PIREP), pilot briefings and other Inflight services.

Rest of paragraph unchanged

## 2-3-2. AREA/ROUTE BRIEFING PROCEDURES

Title thru h. No change

i. Request for PIREPs. When weather conditions within the area or along the route meet requirements for soliciting PIREPs (paragraph 9-2-5), include a request in the recording.

*PHRASEOLOGY-*

*PILOT WEATHER REPORTS ARE REQUESTED. CONTACT FLIGHT SERVICE.*

Rest of paragraph unchanged

**2-4-3. CONTENT**

Title thru c. No change

d. Recommendation to contact Flight Service for additional details concerning hazardous weather.

*PHRASEOLOGY-*  
*CONTACT FLIGHT SERVICE FOR ADDITIONAL DETAILS.*

Rest of paragraph unchanged

**2-4-4. BROADCAST PROCEDURES**

Title thru a.1. No change

2. Make a HIWAS update announcement once on all communications/navigational aid (NAVAID) frequencies except on emergency and navigational frequencies already dedicated to continuous broadcast services.

*PHRASEOLOGY-*  
*ATTENTION ALL AIRCRAFT, HAZARDOUS WEATHER ADVISORY UPDATE FOR (geographical area) IS AVAILABLE ON HIWAS OR CONTACT FLIGHT SERVICE.*

b. In the event that a HIWAS broadcast area is out of service, make the following announcement on all communications/NAVAID frequencies except on emergency and navigational frequencies `already dedicated to continuous broadcast services:

*PHRASEOLOGY-*  
*ATTENTION ALL AIRCRAFT, HAZARDOUS WEATHER ADVISORY UPDATE IS AVAILABLE FROM FLIGHT SERVICE.*

Rest of paragraph unchanged

**3-2-1. CONDUCT OF STANDARD BRIEFING**

Title thru c.10 No change

11. *Request for PIREPs.* Include this element when in your judgment, a report of actual inflight conditions is beneficial or when conditions meet criteria for solicitation of PIREPs (paragraph 9-2-5). Advise the pilot to contact Flight Service to report en route conditions.

Delete Sub-paragraph 12. Renumber 13. as 12.

12. *Upon Request.* Provide any information requested by the pilot, including, but not limited to:

12. (a) and 12. (b) No change

(c) Information regarding such items as air traffic service and rules, customs/immigration procedures, air defense identification zone (ADIZ) rules, SAR, etc.

Rest of paragraph unchanged

**3-2-3. CONDUCT OF OUTLOOK BRIEFING**

a. Provide an outlook briefing when the proposed departure is 6 hours or more from the time of the briefing. Conduct the briefing in accordance with subparagraph 3-2-1c. Omit items in subparagraphs c2, c4, and c7 through c11, unless specifically requested by the pilot or deemed pertinent by the specialist.

Rest of paragraph unchanged

**4-1-1. INFLIGHT SERVICES**

a. Inflight services are those provided to or affecting aircraft inflight or otherwise operating on the airport surface. This includes services to airborne aircraft such as delivery of ATC clearances, advisories or requests, issuance of military flight advisory messages, NOTAM, SAR communications searches, flight plan handling, transcribed or live broadcast, weather observations, PIREPs, and pilot briefings.

b. Upon request, provide en route aircraft with timely and pertinent weather data tailored to a specific altitude and route using the most current available sources of aviation meteorological information. Tailor en route flight advisories to the phase of flight that begins after climb out and ends with descent to land. Current weather and terminal forecast at the airport of first intended landing and/or the alternate airport must be provided on request. When conditions dictate, provide information on weather for alternate routes and/or altitudes to assist the pilot in the avoidance of hazardous flight conditions.

Rest of paragraph unchanged

**4-2-6. AIRCRAFT CONTACTS**

a. Inflight contacts may be logged in the operational system, on flight progress strips, or on facility approved alternate forms.

Rest of paragraph unchanged

**4-3-5. ROUTINE RADIO CONTACTS**

Title thru a. No change

Delete sub-paragraph b. and phraseology

Sub-paragraph c. thru f. re-letter as b. thru e.

**Chapter 4. Inflight Services**

**Section 6. En Route Flight Advisory Service (EFAS)**

Delete entire Section 6.

**9-2-5. SOLICITING PIREPs**

Title thru b. No change

c. Inflight specialists must solicit sufficient PIREPs to remain aware of flight conditions.

d. To solicit PIREPs within a specific area, broadcast a request on NAVAIDs, transcribed broadcast facilities, or a selected communications frequency.

*PHRASEOLOGY-*

*PILOT WEATHER REPORTS ARE REQUESTED (location/area) CONTACT (name) RADIO ON (frequency) TO REPORT THESE CONDITIONS.*

Rest of paragraph unchanged

**11-1-4. MESSAGE INITIATION**

Title thru d.1. No change

Delete sub-paragraph 2. and Example

Rest of paragraph unchanged

**12-1-14. FACILITY IDENTIFICATION**

Title thru f.1. No change

Delete sub-paragraph f.2.

Sub-paragraph 3.and 4. renumber as 2. and 3.

Rest of paragraph unchanged

**13-1-3. GROUP CODES**

Title thru d. No change

e. Using a group code, the operational system automatically transmits all VFR flight plans to the Drug Enforcement Administration in addition to the destination at the time of activation.

*NOTE-*

*All filed flight plans as well as all logged inflight, preflight and contact briefings, are transmitted to the Air and Marine Operations Center (AMOC) using address KRIVYYYY. These transmissions are transparent.*

Rest of paragraph unchanged

**5. Distribution.** This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support, and System Operations, the Office of ATO Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

**6. Background.** The proposed change to realign the En Route Flight Advisory Service (EFAS), known as “Flight Watch” in air-to-ground communications, to the Inflight position is part of an effort by Flight Service to modernize and streamline service delivery in order to increase efficiencies and value for its stakeholders. When EFAS was introduced in 1972, EFAS specialists received advanced training in aviation weather which included translating data received from radar and satellite displays. At the time, only flight service stations providing EFAS services had access to these products. Currently, all CONUS flight service specialists have access to common weather displays, such as radar and satellite imagery, as well as other weather products which were previously available only to EFAS specialists. Today, a pilot contacting Flight Watch for updated weather information is not able to obtain NOTAM information or flight planning services and must contact Flight Service on a different frequency. With this new approach, a pilot can obtain all services that Flight Service has to offer with one call. The elimination of overlapping services will allow for a smarter, more strategic allocation of limited resources.

Original signed by Heather Hemdal

Heather Hemdal  
Director, Air Traffic Procedures  
Air Traffic Organization

December 10, 2015

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Date Signed