NOTICE

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

N JO 7110.768

Effective Date:
January 8, 2020

Cancellation Date:
January 30, 2020

SUBJ: Hazardous Inflight Weather Advisory Service (HIWAS)

1. Purpose of this Notice. This notice provides guidance to FAA Order JO 7110.65Y, Air Traffic Control, Paragraph 2-6-6, Hazardous Inflight Weather Advisory Service (HIWAS), and Paragraph 2-9-3, Content.

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support, and System Operations; and all associated air traffic control facilities.

3. Where can I Find This Notice? This notice is available on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices/ and the air traffic publications website at http://www.faa.gov/air_traffic/publications.

4. Explanation of Policy Change. This change deletes commissioned HIWAS areas as this broadcast service is no longer provided by Flight Service.

5. Procedures/Action.

a. Amend FAA Order JO 7110.65Y by changing the following paragraphs to read as follows:

2−6−6. HAZARDOUS INFLIGHT WEATHER ADVISORY

Controllers must advise pilots of hazardous weather that may impact operations within 150 NM of their sector or area of jurisdiction. Hazardous weather information contained in the advisories includes Airmen's Meteorological Information (AIRMET), Significant Meteorological Information (SIGMET), Convective SIGMET (WST), Urgent Pilot Weather Reports (UUA), and Center Weather Advisories (CWA). Facilities must review alert messages to determine the geographical area and operational impact of hazardous weather information. Advisories are not required if aircraft on your frequency(s) will not be affected.

a. Controllers must broadcast a hazardous inflight weather advisory on all frequencies, except emergency frequency, upon receipt of hazardous weather information. Controllers are required to disseminate data based on the operational impact on the sector or area of control jurisdiction. Pilots requesting additional information must be directed to contact the nearest Flight Service.

NOTE−
The inclusion of the type and number of weather advisory responsible for the hazardous inflight weather advisory is optional.

PHRASEOLOGY
ATTENTION ALL AIRCRAFT. HAZARDOUS WEATHER INFORMATION (SIGMET, Convective SIGMET, AIRMET, Urgent Pilot Weather Report (UUA), or Center Weather Advisory (CWA), Number or Numbers) FOR (specific weather phenomenon) WITHIN (geographical area), AVAILABLE ON FLIGHT SERVICE FREQUENCIES.

b. Terminal facilities have the option to limit hazardous weather information broadcasts as follows: Tower cab and approach control facilities may opt to broadcast hazardous weather information alerts only when any part of the area described is within 50 NM of the airspace under their jurisdiction.

REFERENCE−
AIM, Chapter 7, Section 1, Meteorology, Para 7−1−5 through Para 7−1−9.

c. *EN ROUTE.* ERAM. Controllers must electronically acknowledge hazardous weather information messages after appropriate action has been taken.

NOTE−
EN ROUTE. While hazardous weather information is commonly distributed via the SIGMET View, it is possible to receive the information via the GI View.

2-9-3. CONTENT

Title through subparagraph p, No Change

EXAMPLE−
"Boston Tower Information Delta. One four zero zero Zulu. Wind two five zero at one zero. Visibility one zero. Ceiling four thousand five hundred broken. Temperature three four. Dew point two eight. Altimeter three zero one zero. ILS-DME Runway Two Seven Approach in use. Departing Runway Two Two Right. Hazardous Weather Information for (geographical area) available on Flight Service Frequencies. Advise on initial contact you have Delta."

b. Amend the Pilot/Controller Glossary by deleting the following terms and acronym:

- Hazardous Inflight Weather Advisory Service
- HIWAS
- HIWAS Area
- HIWAS Broadcast Area
- HIWAS Outlet Area

7. Distribution. This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, Technical Operations, and System Operations Services; ATO Safety; Mission Support Services; the Air Traffic Safety Oversight Service (AOV); the William J. Hughes Technical Center; the Mike Monroney Aeronautical Center; National Air Traffic Controllers Association (NATCA); Professional Airway Systems Specialists (PASS); National Association of Government Employees: (NAGE) and to interested aviation public.

8. Background. Hazardous Inflight Weather Advisory Service (HIWAS) is a legacy service that broadcasts hazardous weather advisories over a network of very high frequency omni-directional radio range (VOR) outlets across the continental United States (CONUS). Originally, a specialist created these broadcasts using a script. Today, the broadcast is made by a computer-based system using text to voice technology. Airborne pilots can access these recordings over select VOR outlets. Flight Information Service-Broadcast (FIS-B) replaces the current HIWAS broadcast with both a graphical and textual display of hazardous weather information right to the cockpit at lower altitudes and over a greater geographical area. For those pilots who have not yet adopted the latest technology, an advisory alert broadcast will still be made to advise these pilots that adverse weather conditions exist and to contact Flight Service for additional information if needed.

Maurice Hoffman
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Air Traffic Organization

8/29/19
Date Signed