

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

ALASKAN REGION

AL 7110.8C

October 18, 1996

SUBJ: FLIGHT SERVICE STATION AUTOMATIC TERMINAL INFORMATION SERVICE (FSS ATIS)

1. PURPOSE. This revision incorporates phraseology for use with METAR/TAF weather formats and reflects current procedures for FSS-ATIS broadcasts at Alaskan Region flight service stations.

2. DISTRIBUTION. This order is distributed to the branch level in the Air Traffic Division and to Fairbanks AFSS, Kenai AFSS, Juneau AFSS, and Ketchikan FSS.

3. CANCELLATION. Order AL 7110.8B, Flight Service Station Automatic Terminal Information Service (FSS ATIS), dated November 10, 1994, is canceled.

4. EFFECTIVE DATE. This order is effective December 15, 1996.

5. BACKGROUND. ATIS is a terminal service originally developed for use at towers, and subsequently adapted for use at specific FSS locations. ATIS broadcasts provide pilots with necessary airport and local area information prior to arrival or departure on an assigned frequency other than the Local Control or Local Airport Advisory (LAA) frequency. This is intended to reduce frequency congestion on the Local Control and LAA frequency to facilitate traffic related communications. Since there are some minor differences between a tower ATIS and an FSS ATIS, the acronym FSS-ATIS is used to differentiate between the two.

6. RELATED PUBLICATIONS. National Orders 7110.10, Flight Services, 7110.65, Air Traffic Control, and 7210.3, Facility Operation and Administration.

7. PROCEDURES.

a. Begin each new broadcast with the phraseology "(Airport name) Airport Information (phonetic alphabet letter)."

b. Identify each broadcast by a phonetic alphabet letter at both the beginning and the end of the broadcast. Each letter of the alphabet shall be used sequentially, beginning with "Alfa" and ending with "ZULU" and repeated without regard to the beginning of a new day. Identify the first resumed broadcast message with "Alfa" in the event of a broadcast interruption of more than 6 hours.

c. Make a new recording when any of the following occur:

(1) Upon receipt of any new official weather regardless of whether there is or is not a change in values.

(2) When runway braking action reports are received that indicate runway braking is worse than that which is included in the current FSS-ATIS broadcast.

(3) When there is a change in any other pertinent data, such as runway change, new or canceled Notice to Airmen (NOTAM's) which affect the airport and/or surrounding area, Significant Meteorological Information (SIGMET's), Center Weather Advisory (CWA's), Pilot Reports (PIREP's), etc.

d. The recording shall be reviewed for completeness, accuracy, speech rate, and proper enunciation before being transmitted.

e. When required data must be omitted (due to rapidly changing conditions or some other circumstance), the broadcast shall state the facility to contact and frequency to use to obtain the missing data, if other than the stated frequency in the Frequency Advisory.

f. Broadcast, on all appropriate frequencies, the new FSS-ATIS phonetic alphabet identifier immediately after each new recording.

g. Ensure that pilots have received all pertinent information contained in the current FSS-ATIS broadcast. If a pilot does not state current FSS-ATIS information has been received, ask the pilot to confirm receipt of that information. Example: "Verify you have received information Alfa." If the pilot has not received the FSS-ATIS, and does not volunteer to obtain it, issue pertinent FSS-ATIS information by using LAA procedures.

h. Braking action reports shall be placed in the FSS-ATIS broadcast when received from pilots or airport management which include the terms "poor" or "nil," or whenever weather conditions are conducive to deteriorating or rapidly changing runway conditions. Include the type of aircraft or vehicle from which the report is received. The statement "Braking action advisories are in effect" may be used on the FSS-ATIS to replace individual reports; however, each aircraft then using the airport must be given the latest braking action report.

i. FSS-ATIS broadcasts may be reduced in hours of operation within specified time periods. During these periods, record and broadcast a brief statement that the FSS-ATIS is suspended for the specified time, and that pilots should contact the FSS for LAA. Example: "(Airport name) airport information broadcasts are suspended until (time), contact (facility name) radio on (frequency) for airport information."

j. Closing statement for part-time facilities. Example: "(Facility name) radio ceases operations and airport information broadcasts (if appropriate) from (local time) until (local time). The common traffic advisory frequency is (frequency). For additional information, contact (parent facility name) radio on (frequency). (Facility name) radio will resume operations at (time) local (if appropriate)."

k. In the event FSS-ATIS equipment fails, make an entry in the Daily Record of Facility Operations, FAA Form 7230-4, notify appropriate Airway Facilities Maintenance Control Center personnel, issue a NOTAM, and resume LAA.

8. RESPONSIBILITIES. It is the responsibility of each air traffic manager, at FSS locations authorized to operate an FSS-ATIS, to ensure that their facility is in compliance with the provisions of this order and that facility personnel are trained on FSS-ATIS equipment and procedures.

9 FSS-ATIS FORMAT AND CONTENT. Use the following format and include the following information in the FSS-ATIS broadcast as appropriate:

a. (Airport name) Airport Information.

b. Phonetic alphabet designator.

c. Special routing procedures in effect (when appropriate for the KTN area).

d. Time of the FSS-ATIS preparation (UTC) followed by the word "ZULU."

e. Weather information consisting of wind, visibility, present weather (obstructions to visibility), sky condition, temperature, dew point, altimeter setting, pertinent remarks included in the official weather observation. The ceiling/sky condition, visibility, and obstructions to vision may be omitted if the ceiling is above 5000 feet and the visibility is more than 5 miles. A remark may be made, "The weather is better than five thousand and five."

f. Favored runway and additional local information as required.

10/18/96

AL 7110.8C

- g. NOTAM's concerning local NAVAID's and field conditions pertinent to flight. Example: "Notice to Airmen, Dillingham V-O-R out of service."
- h. Runway braking action or friction reports when provided.
- i. Low Level Windshear (LLWS) advisory, including LLWS advisories contained in the terminal forecast and LLWS PIREP's (when reported by pilots, include in FSS-ATIS for at least 20 minutes following the report). Example: "Low level windshear is forecast."
- j. Any other advisories applicable to the area covered by the FSS-ATIS broadcast.
- k. Frequency Advisory. Example: "Contact (facility name) radio on (frequency) for traffic advisories."
- l. Instructions for the pilot to acknowledge receipt of the FSS-ATIS message on initial contact. Example: "Advise on initial contact you have Alfa."

(1) Example Broadcast #1: "Dillingham airport information Alfa, one six five five ZULU. Wind one three zero at eight. Visibility one five, ceiling four thousand overcast, temperature four, dew point three. Altimeter two niner niner zero. Favored runway one niner. Notice to Airmen, Dillingham V-O-R out of service. Contact Dillingham radio on 123.6 for traffic advisories. Advise on initial contact you have Alfa."

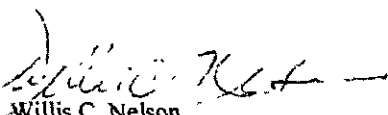
(2) Example Broadcast #2 (if weather is below VFR minima): "Dillingham airport information Alfa, one six five five ZULU. Wind, two one zero at eight. Visibility two, light rain, mist, ceiling four hundred overcast, temperature four, dew point three, altimeter two-niner-niner-zero. Weather in Dillingham surface area is below V-F-R minima. An ATC clearance is required. Advise intentions to Dillingham radio on 123.6. Notice to Airmen Dillingham V-O-R out of service. Advise on initial contact you have Alfa."

10. AUTHORIZATION.

a. Only FSS facilities specifically identified in writing by the Air Traffic Division are authorized to conduct FSS-ATIS broadcasts. The following FSS's are authorized to operate an FSS-ATIS:

- (1) Ketchikan FSS
- (2) Dillingham FSS
- (3) Deadhorse FSS
- (4) Talkeetna FSS

b. In accordance with airport advisory criteria, FSS-ATIS facilities shall take an airport advisory count for each acknowledged receipt of an FSS-ATIS broadcast for aircraft landing or departing from the airport on which the station is located. If an aircraft has acknowledged receipt of the FSS-ATIS, traffic advisories and additional information shall not be preceded by the phrase "(airport name) Airport Advisory."


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