

Flight Services

Explanation of Changes

Change 3

**Direct questions through appropriate facility/service center office staff
to the Office of Primary Interest (OPI)**

a. 2-1-1. TYPES OF BROADCASTS
2-1-3. REDUCING RECORDED
WEATHER INFORMATION SERVICES
2-3-1. GENERAL

This change documents that Telephone Information Briefing Services (TIBS) will only be provided by Alaska Flight Service Stations. This change cancels and incorporates N JO 7110.760, effective September 13, 2018.

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

This change advises NAS users of updates to FAA publications, reflecting a more accurate means of obtaining IFR route and procedures FDC NOTAM information.

c. 4-3-7. ATC CLEARANCES, ADVISORIES, OR REQUESTS

This change provides instruction to the Flight Data Communications Specialists at the ARTCCs on how to properly obtain and relay clearance requests.

d. 7-1-1. GENERAL
7-2-1. FLIGHT PLAN/CUSTOMS REQUIREMENTS
7-2-2. INBOUND AIRCRAFT: CUSTOMS REQUIREMENTS
7-2-3. INBOUND AIRCRAFT: ADIZ REQUIREMENTS
7-4-1. GENERAL
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7-5-1. GENERAL
7-5-2. INBOUNDS FROM MEXICO
7-5-3. OUTBOUNDS TO MEXICO

As a result of the changes cited above in the U.S. customs notifications procedures, Chapter 7 was modified to remove all references to ADCUS in remarks, provide guidance and a link to the CBP website on the APIS requirements for pilots to coordinate directly with CBP, and to update the sections on Canadian and Mexican trans-border flights.

e. 8-2-1. COMMUNICATIONS SEARCH
8-2-2. QALQ
8-3-1. INREQ
8-4-1. ALNOT

This change removes all references to Direct Users Access Terminal System (DUATS) II contract, including references to vendors CSRA and Lockheed Martin. This system has been terminated and is no longer available to the flying community.

f. 9-2-3. RESPONSIBILITY
9-2-5. SOLICITING PIREPS
9-2-14. PIREP FORMATTING

This change incorporates the ATO's Top 5 PIREP CAP recommendations, and FAA Order JO 7110.10 contains consistent guidance regarding the solicitation and dissemination of PIREPs. Specifically, it includes requirements for the solicitation of more detailed information regarding cloud ceilings and braking action reports.

g. 9-5-2. AVIATION SURFACE FORECAST/ AVIATION CLOUD FORECAST/ AREA FORECAST (FA) SCHEDULE

9-5-3. AVIATION SURFACE FORECAST AND AVIATION CLOUD FORECAST ISSUANCE TIMES

This change removes incorrect headers from Section 9-5-2 and TBL 9-5-2 and also removes the incorrect distribution information in Section 9-5-3. This change cancels and incorporates N JO 7110.759, effective September 5, 2018.

h. APPENDIX A. INSTRUCTIONS FOR THE COMPLETION OF THE FLIGHT PLAN FORM

This change removes the “Reserved for RCP” description for the P-Code and includes the P-Code equipment definitions. Additionally, this change adds guidance for the filing of Required Surveillance Performance (RSP) information in Item 18 of the flight plan. This is in conjunction with changes to the United States (U.S.), Aeronautical Information Man-

ual Table 5-1-4 and the U.S. Aeronautical Information Publication ENR 1.10 12.5.

i. EDITORIALS

Editorial changes include an update to DEN information in paragraph 5-2-13 as well as a reference correction in paragraph 4-1-1.

j. Entire Publication

Additional editorial/format changes were made where necessary. Revision bars were not used because of the insignificant nature of these changes.

BRIEFING GUIDE



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

Initiated By: AJR-0
Vice President, System Operations Services

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1. PARAGRAPH NUMBER AND TITLE:

2-1-1. TYPES OF BROADCASTS

2-1-3. REDUCING RECORDED WEATHER INFORMATION SERVICES

2-3-1. GENERAL

2. BACKGROUND: Flight Service has provided Telephone Information Briefings Service (TIBS) since the early 1980s. Telephone recordings were produced by Flight Service specialists working the Broadcast position in order to provide weather and aeronautical information that pilots could access without contacting a specialist. The recordings were tailored to fit the needs of an individual facility and its geographic location, and updated as necessary. When these broadcasts were originally conceived there was a large demand for briefings from a specialist and wait times could be extremely long.

At the time, when pilots had no other choice but to call Flight Service to obtain weather and NOTAMs for the route of flight, TIBS alleviated the workload of the specialists and helped to reduce wait times for pilots. However, with the advent of the internet and other technology, the demand for the services of a Flight Service specialist has dropped considerably. From over 3,000 specialists in more than 300 facilities during the early 1980s, staffing has decreased to fewer than 500 specialists in three facilities. Pilots no longer need to “call” a Flight Service specialist or listen to telephone recordings of route and area briefings containing aviation weather and aeronautical information to adhere to 14 CFR 91.103. Currently, in the contiguous United States, Hawaii, and Puerto Rico there are multiple sources providing pilots access to weather and aeronautical information. This information, presented in a graphical format, makes it easier to visualize activity along their proposed route of flight; at little to no cost. This change does not apply in Alaska due to terrain features, weather conditions, and accessibility limitations.

3. CHANGE:

OLD	NEW
<p>2-1-1. TYPES OF BROADCASTS</p> <p>Weather and flight information must be broadcast/recorded by one or more of the following categories:</p> <ul style="list-style-type: none"> a. Transcribed Weather Broadcast (TWEB). (Alaska only.) b. Telephone Information Briefing Service (TIBS). c. Hazardous Inflight Weather Advisory Service (HIWAS). d. Automatic Flight Information Service (AFIS). (Alaska only.) 	<p>2-1-1. TYPES OF BROADCASTS</p> <p>No Change</p> <p>No Change</p> <ul style="list-style-type: none"> b. Telephone Information Briefing Service (TIBS). (<u>Alaska only.</u>) <p>No Change</p> <p>No Change</p>
OLD	NEW
<p>2-1-3. REDUCING RECORDED WEATHER INFORMATION SERVICES</p>	<p>2-1-3. REDUCING RECORDED WEATHER INFORMATION SERVICES</p>

Recorded weather information services (TWEB and TIBS) may be reduced during the hours of 1800–0600 local time only. Adjust full broadcast service times to coincide with daylight hours. When a broadcast period is reduced, record the time the broadcast will be resumed, and advise users to contact flight service for weather briefings and other services.

Recorded weather information services **in Alaska** (TWEB and TIBS) may be reduced during the hours of 1800–0600 local time only. Adjust full broadcast service times to coincide with daylight hours. When a broadcast period is reduced, record the time the broadcast will be resumed, and advise users to contact flight service for weather briefings and other services.

PHRASEOLOGY–

THE TIBS RECORDING IS SUSPENDED. REGULAR RECORDED WEATHER SERVICE WILL BE RESUMED AT (time) ZULU/ (time) LOCAL. FOR PILOT WEATHER BRIEFINGS AND OTHER SERVICES, CONTACT FLIGHT SERVICE (phone number or additional telephone instructions, as appropriate). THE TWEB RECORDING IS SUSPENDED. REGULAR RECORDED WEATHER SERVICE WILL BE RESUMED AT (time) ZULU/ (time) LOCAL. FOR PILOT WEATHER BRIEFING AND OTHER SERVICES CONTACT FLIGHT SERVICE (frequency or phone number, as appropriate)

No Change

OLD

2–3–1. GENERAL

Title through c

EXAMPLE–

- 11 Northeast Michigan
- 12 Southeast Michigan
- 13 Southwest Michigan
- 14 Northwest Michigan including the Upper Peninsula
- 19 Aviation Events

NEW

2–3–1. GENERAL

No Change

EXAMPLE–

- 11 Special Announcements
- 12 Route FAI to GAL
- 13 Route FAI to AKP
- 14 Route FAI to FYU
- 17 Current Weather – FAI–ANC
- 18 Current Weather –Interior AK.

1. PARAGRAPH NUMBER AND TITLE: 3–2–1. CONDUCT OF STANDARD BRIEFING

2. BACKGROUND: To modernize the NAS, meet the needs of our stakeholders, and provide accurate NOTAM information, the FAA is removing Part 1 of the Notices to Airmen Publication (NTAP). This part contains amendments to FDC NOTAMs that pertain to IFR routes and procedures. The NTAP currently contains many inaccurate and outdated FDC NOTAMs as the publication cycle is 28 days and many NOTAMs are cancelled mid–cycle. This conflict causes safety concerns for pilots. The most current and up–to–date information on NOTAMs is contained in the FAA’s official NOTAM Search website (<https://notams.aim.faa.gov/notamSearch/>) or through an approved Flight Service web portal. Pilots should obtain preflight IFR route and amendment FDC NOTAM information via the NOTAM Search website, an approved Flight Service web portal, or upon request by calling a Flight Service Station.

3. CHANGE:

OLD

3–2–1. CONDUCT OF STANDARD BRIEFING

NEW

3–2–1. CONDUCT OF STANDARD BRIEFING

Title through c8(a) NOTE

No Change

(b) Flight Data Center (FDC) NOTAMs not already carried in the Notices to Airmen publication.

Delete

(c) Combine this element with adverse conditions when it would be logical and advantageous to do so.

(b) Combine this element with adverse conditions when it would be logical and advantageous to do so.

c9 through c12(e)

No Change

Add

(f) FDC NOTAMs containing amendments to airways, airport, and facility IFR procedures and General Information.

Add

NOTE—
General FDC NOTAMs include Chart amendments, Special Security Instructions, and Special Advisory Notices.

Add

(g) Information contained in the Notices to Airmen Publication to include Part 95 Revisions, International NOTAMs and Graphic Notices.

1. PARAGRAPH NUMBER AND TITLE: 4–3–7. ATC CLEARANCES, ADVISORIES, OR REQUESTS

2. BACKGROUND: Flight Service relays telephone clearances to pilots at airports that lack direct radio communications with air traffic control (ATC). Flight Service also relays cancellations of Instrument Flight Rules (IFR) flight plans from pilots to ATC.

Except in Alaska, this change will discontinue Flight Service telephone relay of IFR clearances from all ATC facilities and reduce the number of IFR flight plan cancellations handled by Flight Service.

Clearance Relay Part 1 formalized a process already in place by publishing phone numbers of approach control facilities in the Chart Supplement US. The initiative included 30 approach controls covering 667 airports, providing pilots direct contact with the controlling facility to obtain clearances and cancel IFR flight plans. Clearance Relay Part 2 enables pilots to obtain an IFR clearance and/or cancel IFR flight plans via telephone by calling either:

1. The overlying Air Route Traffic Control Center (ARTCC) Flight Data Units (FDUs), which will then relay the clearance from the appropriate sector, specialty or control facility to the pilot,

Or

2. An approach control facility with clearance delivery phone numbers published in the Chart Supplement US.

Pilots may continue to request clearances via radio from ATC or Leidos Flight Service (formerly Lockheed Martin). The plan does not affect pilots requesting clearances from locations in Alaska.

Flight Service will continue to relay clearances to pilots via telephone until these phone numbers are published.

Once published, Flight Service will provide pilots with either the name of the facility to contact or the correct phone number to obtain a clearance. In addition, Flight Service will continue to provide priority handling for MedEvac/Life Flights.

3. CHANGE:

OLD	NEW
<p>4-3-7. ATC CLEARANCES, ADVISORIES, OR REQUESTS</p> <p>a. Notify ATC via interphone of a pilot’s request for clearance and include the departure and destination airports and, if appropriate, departing runway and time in the request. Forward pilot requests to execute the Visual Climb Over Airport (VCOA) procedure to ATC. Relay, verbatim, ATC clearances, advisories, and requests received from the control facility. Give a time check to the nearest quarter minute when relaying a clearance that includes a release or void time.</p> <p>NOTE- For ATC clearances, "verbatim" means exact control instructions in the format stated in FAA Order JO 7110.65, Air Traffic Control, Chapter 4, Section 2, Clearances, and Section 3, Departure Procedures.</p> <p>PHRASEOLOGY- Aircraft on the ground:</p> <p>(Facility) RADIO, CLEARANCE REQUEST.</p> <p>After go-ahead from ATC,</p> <p>(Aircraft identification) DEPARTING (airport), RUNWAY (number if applicable) DESTINATION (fix or airport). (If applicable), CAN BE OFF AT (time).</p> <p>Aircraft airborne:</p> <p>(Facility) RADIO, CLEARANCE REQUEST.</p> <p>After go-ahead from ATC:</p> <p>(Aircraft identification), (position), (altitude), (route), AND (destination).</p>	<p>4-3-7. ATC CLEARANCES, ADVISORIES, OR REQUESTS</p> <p>No Change</p> <p>No Change</p> <p>PHRASEOLOGY- Aircraft on the ground:</p> <p><u>(ARTCC facility’s name) Center FLIGHT DATA, CLEARANCE REQUEST</u> <u>or</u></p> <p>(Facility) RADIO, CLEARANCE REQUEST.</p> <p>After go-ahead from ATC,</p> <p>(Aircraft identification) DEPARTING (airport), RUNWAY (number if applicable) DESTINATION (fix or airport). (If applicable), CAN BE OFF AT (time).</p> <p>Aircraft airborne:</p> <p>(Facility) RADIO, CLEARANCE REQUEST.</p> <p>After go-ahead from ATC:</p> <p>(Aircraft identification), (position), (altitude), (route), AND (destination).</p>

1. PARAGRAPH NUMBER AND TITLE:

7-1-1. GENERAL

7-2-1. FLIGHT PLAN/CUSTOMS REQUIREMENTS

7-2-2. INBOUND AIRCRAFT: CUSTOMS REQUIREMENTS

7-2-3. INBOUND AIRCRAFT: ADIZ REQUIREMENTS

7-4-1. GENERAL

7-4-2. INBOUNDS FROM CANADA

7-4-3. OUTBOUNDS TO CANADA

7-4-4. OUTBOUNDS TO CANADA DEPARTING FROM OUTSIDE FLIGHT PLAN AREA

7-5-1. GENERAL

7-5-2. INBOUNDS FROM MEXICO

7-5-3. OUTBOUNDS TO MEXICO

2. BACKGROUND: In 2008, U.S. customs notification requirements for private pilots changed substantially when U.S. Customs and Border Patrol (CBP) implemented regulations contained in 19 CFR 122. Of these changes, several are especially salient: One, private pilots must coordinate their passenger manifest directly with CBP to comply with Advance Passenger Information System (APIS) requirements a minimum of 24-hours in advance of their departure, Two, before, customs notification requirements only applied to flights inbound to the U.S.; APIS requirements now apply to both inbound and outbound flights; Three, pilots are now required to get a decal from CBP to fly inbound or outbound, the decal number is a required element in the APIS manifest; Four, the use of advise customs (ADCUS) in remarks conflicts with CBP requirements in 19 CFR 122 and is now obsolete. Five, APIS requirements apply to flights to and from Canada and Mexico. There are no longer alternative U.S. customs notification procedures for either country.

3. CHANGE:**OLD****NEW****7-1-1. GENERAL****7-1-1. GENERAL**

a. Title 14 of the U.S. Code of Federal Regulations (14 CFR) and the International Civil Aviation Organization (ICAO) require flight plans for all civil aircraft operation between the United States and foreign locations. Bureau of Customs and Border Protection requirements, international flight plan information, and ADIZ penetration requirements are listed in other publications; for example, the FAA International Flight Information Manual (IFIM), the Bureau of Customs and Border Protection Guide for Private Flyers, the Aeronautical Information Manual (AIM), Aeronautical Information Publication (AIP), 14 CFR Part 91, and 14 CFR Part 99. Landing Rights Airports (LRA) and Airports of Entry (AOE) are listed in the Chart Supplement U.S.

a. Title 19 of the U.S. Code of Federal Regulations (CFR), Part 122 contains Advance Passenger Information System (APIS) regulations, which require APIS manifests to be submitted to U.S. Customs and Border Protection (CBP) for all private aircraft arriving from or departing for a foreign port or place. APIS regulations also require that electronic notices of arrival and departure as well as electronic manifests relative to travelers (passengers and crew) be submitted to CBP within specific timeframes. For detailed information on the APIS regulations, see Advance Information on Private Aircraft Arriving and Departing the United States, 73 Fed. Reg. 68,295 (Nov. 18, 2008) (19 CFR 122.22). This publication, along with other resources, is available at <http://www.cbp.gov>. In addition, 14 CFR and the International Civil Aviation Organization (ICAO) require flight plans for all civil aircraft operation between the United States and foreign locations. International flight plan information and ADIZ penetration requirements are listed in other publications; for example, the Aeronautical Information Manual (AIM), the Aeronautical Information Publication (AIP), 14 CFR Part 91, and 14 CFR Part 99.

b through d

e. Use of FAA Form 7233-4 is mandatory for all IFR flights that will depart U.S. domestic airspace and enter international airspace. The filer is responsible for providing the information required in items 3 through 19.

No Change

e. Use of FAA Form 7233-4 is mandatory for all IFR flights that will depart U.S. **controlled** airspace and enter international airspace. The filer is responsible for providing the information required in items 3 through 19.

OLD

7-2-1. FLIGHT PLAN/CUSTOMS REQUIREMENTS

Specific flight plan, Customs, and other requirements of individual countries are listed in the FAA International Flight Information Manual, IFIM.

NEW

7-2-1. FLIGHT PLAN/CUSTOMS REQUIREMENTS

Delete

Add

a. U.S. Customs and Border Protection (CBP) requirements for Advance Passenger Information System (APIS) authorizations are contained in 19 CFR 122 and apply to both inbound and outbound aircraft. Do not include ADCUS in flight plan remarks; pilots are required to coordinate directly with CBP.

Add

b. Flight plan and customs requirements for other countries are usually contained in that country's Aeronautical Information Publication (AIP).

OLD

NEW

7-2-2. INBOUND AIRCRAFT: CUSTOMS REQUIREMENTS

7-2-2. CUSTOMS REQUIREMENTS FOR INBOUND AND OUTBOUND AIRCRAFT

a. All aircraft entering U.S. airspace from a foreign port must provide at least 1 hour advance notice to the U.S. Customs and Border Protection (CBP) at the point of first intended landing.

Delete

b. Aircraft arriving from the following location must furnish a notice of intended arrival to CBP at the nearest designated airport to point of crossing for the first landing in the U.S.

Delete

1. Via the U.S./Mexican border or the Pacific Coast from a foreign location in the Western Hemisphere south of 33 degrees north latitude.

Delete

2. From the Gulf of Mexico or the Atlantic Coasts from a place in the Western Hemisphere south of 30 degrees north latitude from any place in Mexico.

Delete

3. From the U.S. Virgin Islands.

Delete

4. From Puerto Rico, which if from Puerto Rico, are conducting VFR flight.

Delete

c. This notice must be given at least 1 hour before crossing the U.S. coastline or border. The advance notice of arrival must include the following:

Delete

1. Aircraft registration number.

Delete

2. Name of aircraft commander.

Delete

3. Number of U.S. citizen passengers.

Delete

4. Number of alien passengers.

Delete

5. Place of last departure.

Delete

6. Estimated time and location of crossing U.S. border/coastline.

Delete

7. Estimated time of arrival.

Delete

8. Name of intended U.S. airport of first landing.

Delete

d. The pilot may make any required notification directly to the CBP through the Electronic Advance Passenger Information System (eAPIS) at: <https://eapis.cbp.dhs.gov/>. Alternate methods may include telephone, radio, or other means, or may be furnished through the FAA to the CBP.

Delete

REFERENCE-

U.S. Customs and Border Protection Guide for Private Flyers.

Delete

e. When Customs flight notification service is requested, as indicated by inclusion of ADCUS in remarks, deliver the complete message to the associated CBP office as soon as practical. Relay additional or amended information to the CBP in order to properly comply with requirements; for example, when actual arrival time varies from ETA by more than 15 minutes.

Delete

1. Provide the service only for those airports where availability is advertised in the AFD on flight notification messages. Pilots are responsible for making their own Customs arrangements for other airports.

Delete

2. Notify only the CBP office which, in turn, is responsible for notifying other inspection agencies concerned.

Delete

f. Prefiled Customs notification requests for flights returning to the U.S. must be delivered to the CBP office not earlier than 23 hours in advance.

Delete

g. When an airborne aircraft identifies an airport of first intended landing that is not one of the designated airports, advise the pilot that this airport is not a designated airport of first landing.

Delete

PHRASEOLOGY-

BE ADVISED THAT YOUR DESTINATION IS NOT A CUSTOMS AND BORDER PROTECTION DESIGNATED FIRST LANDING AIRPORT. WHAT ARE YOUR INTENTIONS?

Delete

NOTE-

If a pilot insists on landing at a non-designated airport, pass this information to nearest Customs and Border Protection office.

Delete

h. When a flight notification message containing ADCUS in remarks identifies a non-designated airport of first intended landing, notify the message originator to advise the pilot that the filed destination is not a designated airport.

Delete

PHRASEOLOGY-

ADVISE (aircraft identification) THAT THE FILED DESTINATION IS NOT A CUSTOMS AND BORDER PROTECTION DESIGNATED FIRST LANDING AIRPORT.

Delete

NOTE-

The FAA's role in this program is advisory only. Any appearance of action of enforcing compliance must be avoided. Any questions should be directed to the U.S. Customs and Border Protection.

Delete

i. Record the time of receipt of Customs requests. This time will constitute evidence of the pilot's intention to comply with CBP, Immigration, and Public Health requirements and will be made available upon request from these authorities.

Delete

Add

19 CFR Part 122 contains Advance Passenger Information System (APIS) regulations which require APIS manifests to be submitted to U.S. Customs and Border Protection (CBP) for all private aircraft arriving from or departing for a foreign port or place. APIS regulations also require that electronic notices of arrival and departure as well as electronic manifests relative to travelers (passengers and crew) be submitted to CBP within specific timeframes. For detailed information on the APIS regulations, see Advance Information on Private Aircraft Arriving and Departing the United States, 73 Fed. Reg. 68,295 (Nov. 18, 2008) (19 CFR 122.22). This publication, along with other resources, is available at <http://www.cbp.gov>.

Add

a. All aircraft entering U.S. airspace from a foreign port or departing U.S. airspace for a foreign port must provide at least 1 hour advance notice to the U.S. Customs and Border Protection (CBP) via the Electronic APIS (eAPIS).

Add

b. Pilots of aircraft inbound to the U.S. from a foreign port are required to notify CBP of any changes to their ETA which are 15 minutes or greater. Upon pilot request, relay changes in ETA to CBP.

OLD

7-2-3. INBOUND AIRCRAFT: ADIZ REQUIREMENTS

Title through b *NOTE*

NEW

7-2-3. ADIZ REQUIREMENTS FOR INBOUND AND OUTBOUND AIRCRAFT

No Change

c. Pilots of aircraft entering the United States through an ADIZ are required to comply with the provisions of 14 CFR Sections 99.17 and 99.19.

Add

d. Forward information on DVFR aircraft inbound to the U.S. to NORAD via Service B or by telephone. Forward the following information:

d1 through d9 EXAMPLE

NOTE-

1. See para 6-3-3, IFR Flight Plan Control Messages.
2. Further information on ADIZ requirements is contained in 14 CFR Part 99.

OLD

7-4-1. GENERAL

Except as indicated in this section, handle Transborder Canadian movement and control messages as described in Sections 1, 2, and 3. Do not include ADCUS in flight plan remarks because NAV CANADA no longer alerts Canadian Customs. CANPASS authorizations are the obligation of the pilot, at the number in subpara 7-4-3a.

OLD

7-4-2. INBOUNDS FROM CANADA

c. A person who operates a civil aircraft into an ADIZ must have a functioning two-way radio, and the pilot must maintain a continuous listening watch on the appropriate aeronautical facility's frequency.

d. Pilots of aircraft entering or departing the United States through an ADIZ, or operating within an ADIZ, are required to comply with the provisions of 14 CFR 99.

e. Forward information on DVFR aircraft inbound to the U.S. to NORAD via Service B or by telephone. Forward the following information:

No Change

NOTE-

See para 6-3-3, IFR Flight Plan Control Messages.

NEW

7-4-1. GENERAL

Except as indicated in this section, handle Transborder Canadian movement and control messages as described in Sections 1, 2, and 3. Do not include ADCUS in flight plan remarks **for flight plans to Canada** because NAV CANADA no longer alerts Canadian Customs. CANPASS authorizations are the obligation of the pilot, at the number in subpara 7-4-3a. **Do not include ADCUS in flight plan remarks for flights plans from Canada to the United States because U.S. flight service no longer alerts U.S. Customs and Border Patrol (CBP). U.S. Advance Passenger Information System (APIS) authorizations are the obligation of the pilot for flights departing and entering the U.S., as stated in 19 CFR 122. APIS resources for pilots are available at <http://www.cbp.gov>.**

NEW

7-4-2. INBOUNDS FROM CANADA

a. Do not accept VFR flight plans other than air filed flight plans for aircraft departing from Canada. Refer individuals to the appropriate NAVCANADA facility to file flight plans out of Canada. Do not accept round-robin flight plans to international locations, other than Canada.

No Change

b. The operational system should automatically format the required items of the flight notification message when activated. Deliver VFR and IFR ADCUS to the CBP. File IFR messages after delivery.

b. The operational system should automatically format the required items of the flight notification message when activated. **U.S. CBP authorizations for flights inbound to the U.S. from Canada are the obligation of the pilot and must be obtained via the APIS process. APIS resources for pilots are available at <http://www.cbp.gov>.**

OLD

NEW

7-4-3. OUTBOUNDS TO CANADA

7-4-3. OUTBOUNDS TO CANADA

a. When Customs notification service is requested advise the pilot to contact Canada’s Private Aircraft Program for Customs (CANPASS) at 888-226-7277 and include CANPASS in the remarks section of the flight plan. If the pilot informs that he/she has contacted CANPASS, place CANPASS in the remarks section of the flight plan. Process outbound flight plans in accordance with Chapter 6 and subparas 7-4-3d and e.

No Change

Add

NOTE-
U.S. CBP authorizations for flights outbound from the U.S. to Canada are the obligation of the pilot and must be obtained via the APIS process. APIS resources for pilots are available at <http://www.cbp.gov>.

OLD

NEW

7-4-4. OUTBOUNDS TO CANADA DEPARTING FROM OUTSIDE FLIGHT PLAN AREA

7-4-4. OUTBOUNDS TO CANADA DEPARTING FROM OUTSIDE FLIGHT PLAN AREA

Title through a6 EXAMPLE

No Change

Add

NOTE-
U.S. CBP authorizations for flights outbound from the U.S. to Canada are the obligation of the pilot and must be obtained via the APIS process. APIS resources for pilots are available at <http://www.cbp.gov>.

OLD

NEW

7-5-1. GENERAL

7-5-1. GENERAL

Except as outlined in this section, handle transborder Mexican movement and control messages as described in Sections 1, 2, and 3. IFR flight plans to Mexico require the ICAO flight plan form.

Add

a. Except as outlined in this section, handle transborder Mexican movement and control messages as described in Sections 1, 2, and 3. IFR flight plans to Mexico require the ICAO flight plan form.

b. Do not include ADCUS in flight plan remarks for flight plans to Mexico; Mexican Customs authorizations are the obligation of the pilot. Do not include ADCUS in flight plan remarks for flights plans from Mexico to the United States because U.S. flight service no longer alerts U.S Customs and Border Patrol (CBP). U.S. APIS authorizations are the obligation of the pilot for flights departing and entering the U.S., as stated in 19 CFR 122. APIS resources for pilots are available at <http://www.cbp.gov>.

OLD

7-5-2. INBOUNDS FROM MEXICO

a. Flight notification messages.

1. When received in the proper format, VFR flight notification messages are automatically acknowledged and suspended by the operational system. Deliver VFR and IFR ADCUS messages to CBP. Store IFR ADCUS messages in the history file, as appropriate.

2. Acknowledge receipt of a flight notification message as soon as practical by transmitting the letter R followed by the full ACID; e.g., R N711VR. Deliver VFR and IFR ADCUS messages to CBP. Suspend VFR flight notification messages until arrival or closure information is received. File IFR messages. Remove IFR inbounds from Mexico from the inbound list once ADCUS message is delivered to CBP.

OLD

7-5-3. OUTBOUNDS TO MEXICO

a. When customs notification service is requested for an airport-of-entry, include ADCUS, the number of persons on board, and the pilot's name in the remarks section of the flight plan.

a NOTE through a2 NOTE

NEW

7-5-2. INBOUNDS FROM MEXICO

No Change

1. When received in the proper format, VFR flight notification messages are automatically acknowledged and suspended by the operational system.

2. Acknowledge receipt of a flight notification message as soon as practical by transmitting the letter R followed by the full ACID; e.g., R N711VR. Suspend VFR flight notification messages until arrival or closure information is received. File IFR messages.

NEW

7-5-3. OUTBOUNDS TO MEXICO

a. Mexican customs notification is the obligation of the pilot. U.S. CBP authorizations for flights outbound from the U.S. to Mexico are also the obligation of the pilot and must be obtained via the APIS process. APIS resources for pilots are available at <http://www.cbp.gov>.

No Change

b. When a pilot files an IFR flight plan and customs notification service is requested for an airport-of-entry, include ADCUS and the information listed in subpara 7-5-3a. Transmit to the appropriate ARTCC.

Delete

NOTE-

Mexico requires notification of an inbound aircraft before its arrival. The inclusion of ADCUS in the remarks section of an IFR flight plan or flight notification message satisfies this requirement.

Delete

c. VFR Flight Plans.

1. Upon notification of departure of VFR flights, transmit a flight notification message. When Customs notification service is requested for an airport-of-entry include ADCUS and the information listed in subpara 7-5-3a. Address messages to the ICAO addressee for the appropriate destination location.

b. VFR Flight Plans.

1. Upon notification of departure of VFR flights, transmit a flight notification message. Address messages to the ICAO addressee for the appropriate destination location.

c2 through c3(g)

No Change

EXAMPLE-

*FF MMCUXMXO
DTG KSJTYFYX
VFR N1234S C182 SJT MMCU 1400 ADCUS
4ZUCHERMANN*

EXAMPLE-

*FF MMCUXMXO
DTG KSJTYFYX
VFR N1234S C182 SJT MMCU 1400
4ZUCHERMANN*

1. PARAGRAPH NUMBER AND TITLE:

- 8-2-1. COMMUNICATIONS SEARCH
- 8-2-2. QALQ
- 8-3-1. INREQ
- 8-4-1 ALNOT

2. BACKGROUND: Emerging technologies within communications, personal computing, and mobile devices provide the ability to deliver flight service capabilities more efficiently to stakeholders. The use of these technologies over more antiquated methods is reflected by user preference and demand, which shows a continuing decline in human-assisted services as users take advantage of automated and enhanced technologies which are available through the FAA and private sector. Therefore, effective May 16, 2018, Flight Service discontinued the Direct Users Access Terminal System (DUATS) II Program. Internet services, including access to weather and aeronautical information, flight plan filing and automated services will remain available at no charge to pilots at www.1800wxbrief.com.

3. CHANGE:

OLD

NEW

8-2-1. COMMUNICATION SEARCH

8-2-1. COMMUNICATION SEARCH

a. As soon as a VFR/DVFR aircraft (military or civil) becomes overdue, the destination tie-in facility/sector (including intermediate destination tie-in facilities for military aircraft) must initiate a communications search to locate the aircraft by checking the following:

No Change

1. Destination airport
2. Flight plan phone number, if available
3. BASOPS, if applicable
4. Customs, if applicable
5. ATC facilities as applicable
6. DUAT vendor, if applicable

1. Destination airport₂
2. Flight plan phone number, if available₂
3. BASOPS, if applicable₂
4. Customs, if applicable₂
5. ATC facilities as applicable₂

Delete

OLD

NEW

8-2-2. QALQ

8-2-2. QALQ

a. If the communications search does not locate the aircraft, and the flight plan is not held by the destination station, transmit a QALQ to the facility/sector that holds the flight plan.

No Change

Possible Flight Plan Originators:

No Change

KxxxYFYX . . Flight Service Station/Sector

No Change

KxxxYXYX . . Military BASOPS

No Change

KIADXCLX or KMIVXDTC . . DUAT Vendors

Delete

KAISXCLX . . AISR

No Change

NOTE-

QALQ is used to solicit information that is not accessible. If the flight plan information is already available to the destination tie-in facility/sector, QALQ is not required.

NOTE-

QALQ is used to solicit information that is not accessible. If the flight plan information is already available to the destination tie-in facility/sector, QALQ is not required.

OLD

NEW

8-3-1. INREQ

8-3-1. INREQ

If the reply to the QALQ is negative or the aircraft has not been located within 30 minutes after it becomes overdue, whichever occurs first:

No Change

a. The destination tie-in facility/sector must transmit a numbered INREQ message addressed to:

No Change

1. Flight plan originator (if other than DUATS or AISR)

1. Flight plan originator (if other than AISR)₂

2. En route FSS as applicable

2. En route FSS as applicable₂

3. KSARYCYX (includes RCC₂ AISR, and DUAT vendors)

3. KSARYCYX (includes RCC **and** AISR)₂

4. En route ARTCCs as applicable

4. En route ARTCCs as applicable₂

5. BASOPS if destination or departure tie-in facility

5. BASOPS if destination or departure tie-in facility₂

6. Other addresses the specialist deems beneficial to the search.

No Change

OLD

NEW

8-4-1. ALNOT

8-4-1. ALNOT

No Change

a. If the replies to the INREQ are negative, or if the aircraft is not located within 1 hour after transmission of the INREQ, whichever occurs first, the destination station must transmit an ALNOT addressed to:

- 1. Flight Plan Originator (If other than DUATS or AISR)
- 2. KSARYCYX (Includes RCC, AISR and DUAT vendors).
- 3. KxxxYAYX (appropriate Regional Operations Center (ROC))
- 4. Add ARTCCs 50NM either side of route
- 5. BASOPS if destination or departure tie-in facility, or the home base of the aircraft
- 6. Other addresses deemed beneficial to the search by the specialist

- 1. Flight Plan Originator (If other than AISR).
- 2. KSARYCYX (Includes RCC and AISR).
- 3. KxxxYAYX (appropriate Regional Operations Center (ROC)).
- 4. Add ARTCCs 50NM either side of route.
- 5. BASOPS if destination or departure tie-in facility, or the home base of the aircraft.
- 6. Other addresses deemed beneficial to the search by the specialist.

1. PARAGRAPH NUMBER AND TITLE:

- 9-2-3. RESPONSIBILITY
- 9-2-5. SOLICITING PIREPS
- 9-2-14. PIREP FORMATTING

2. BACKGROUND: A National Transportation Safety Board Special Investigation Report recommended that the Federal Aviation Administration (FAA) revise FAA Order JO 7110.10 to ensure that the chapter relating to pilot weather reports (PIREPs) include improved and consistent guidance about PIREP coding, handling, solicitation, and dissemination. Additionally, the FAA included PIREPs in the ATO's Top 5 highest-risk safety issues. A Corrective Action Plan (CAP) was formulated to mitigate PIREP related concerns. These changes are a result of the CAP.

3. CHANGE:

OLD

NEW

9-2-3. RESPONSIBILITY

9-2-3. RESPONSIBILITY

FSS specialists must actively solicit PIREPs in conjunction with preflight and inflight communications with pilots and assure timely dissemination of the PIREP information. Each facility should make special efforts to obtain PIREPs on departure and arrival weather conditions at airports within their flight plan area.

a. FSS specialists must actively solicit PIREPs in conjunction with preflight and inflight communications with pilots and assure timely dissemination of the PIREP information.

Add

1. Timely dissemination of PIREPs alert pilots to significant weather reports and improves aviation forecasts.

Add

2. Changing weather conditions should dictate increased frequency of PIREP solicitation.

Add

3. PIREPs indicating good weather are valuable and pertinent to aviation weather forecasters and pilots. These include PIREPs indicating a lack of icing or turbulence, and should be disseminated in a timely fashion.

Add

b. Each facility should make special efforts to solicit PIREPs on departure and arrival weather conditions at airports within their flight plan area.

OLD

NEW

9-2-5. SOLICITING PIREPs

9-2-5. SOLICITING PIREPs

Title through a6

No Change

Add

7. Braking action reports less than good.

7. Volcanic eruption, ash clouds, and/or detection of sulfur gases: hydrogen sulfide (H₂S) or sulfur dioxide (SO₂) in the cabin.

8. Volcanic eruption, ash clouds, and/or detection of sulfur gases **in the cabin**: hydrogen sulfide (H₂S) or sulfur dioxide (SO₂).

(a) If only H₂S or SO₂ is reported, ask the pilot if volcanic ash clouds are in the vicinity.

(a) If only H₂S or SO₂ is reported **with no reported volcanic ash clouds**, ask the pilot if volcanic ash clouds are in the vicinity.

OLD

NEW

9-2-14. PIREP FORMAT

9-2-14. PIREP FORMAT

a thru d ***EXAMPLE***

No Change

e. /TP. Type aircraft. Enter aircraft type. f not known, enter UNKN. Icing and turbulence reports must always include the aircraft type.

e. /TP. Type aircraft. Enter aircraft type. **If** not known, enter UNKN. Icing and turbulence reports must always include the aircraft type. **Do not consolidate observations from numerous aircraft types into one PIREP.**

EXAMPLE-
/TP AEST
/TP C150
/TP P28R
/TP UNKN

No Change

1. PARAGRAPH NUMBER AND TITLE:

9-5-2. AVIATION SURFACE FORECAST/ AVIATION CLOUD FORECAST/ AREA FORECAST (FA) SCHEDULE

9-5-3. AVIATION SURFACE FORECAST AND AVIATION CLOUD FORECAST ISSUANCE TIMES

2. BACKGROUND: The Area Forecast for the CONUS has been retired. The Aviation Surface Forecast and the Aviation Cloud Forecast are static graphical forecast images and are supplied by the Aviation Weather Center (AWC) via NOAAPORT and Static URLs (available via the internet) for en route forecast awareness.

3. CHANGE:

OLD

**9-5-2. AVIATION SURFACE FORECAST/
AVIATION CLOUD FORECAST/ AREA
FORECAST (FA) SCHEDULE**

FAs are issued three times a day in the contiguous U.S., Alaska, and the Gulf of Mexico; and four times a day in Hawaii and the Caribbean. The issuance times are in TBL 9-5-2.

NEW

9-5-2. AREA FORECAST (FA) SCHEDULE

FAs are issued three times a day in Alaska and the Gulf of Mexico; and four times a day in Hawaii and the Caribbean. The issuance times are in TBL 9-5-2.

OLD

TBL 9-5-2

Aviation Surface Forecast/Aviation Cloud Forecast/Area Forecast (FA) Schedule

	Gulf of Mexico (UTC)	Caribbean (UTC)	Hawaii (UTC)	Alaska
1 st Issuance	0130	0330	0430	0415 DT 0515 ST
2 nd Issuance	1030	0930	0940	1215 DT 1315 ST
3 rd Issuance	1830	1530	1540	2015 DT 2115 ST
4 th Issuance		2130	2140	
Note: DT – Daylight Time, ST – Standard Time, UTC – Coordinated Universal Time				

NEW

TBL 9-5-2

Area Forecast (FA) Schedule

	Gulf of Mexico (UTC)	Caribbean (UTC)	Hawaii (UTC)	Alaska
1 st Issuance	0130	0330	0430	0415 DT 0515 ST
2 nd Issuance	1030	0930	0940	1215 DT 1315 ST
3 rd Issuance	1830	1530	1540	2015 DT 2115 ST
4 th Issuance		2130	2140	
Note: DT – Daylight Time, ST – Standard Time, UTC – Coordinated Universal Time				

OLD

**9-5-3. AVIATION SURFACE FORECAST
AND AVIATION CLOUD FORECAST
ISSUANCE TIMES**

NEW

**9-5-3. AVIATION SURFACE FORECAST
AND AVIATION CLOUD FORECAST
ISSUANCE TIMES**

Distribution of FAs is made by WMSCR in accordance with a predetermined list for each circuit based upon intra-circuit coordinated requirements.

Delete

a. The Aviation Surface Forecast and Aviation Cloud Forecast are issued 8 times a day and are composed of 6 snapshots that are valid for up to 18 hours. The images are based on forecast model run times of 00Z, 03Z, 06Z, 09Z, 12Z, 15Z, 18Z, and 21Z. The actual issuance time will be 1–2 hours after each model run. The delays are due to latency.

The Aviation Surface Forecast and Aviation Cloud Forecast are issued 8 times a day and are composed of 6 snapshots that are valid for up to 18 hours. The images are based on forecast model run times of 00Z, 03Z, 06Z, 09Z, 12Z, 15Z, 18Z, and 21Z. The actual issuance time will be 1–2 hours after each model run. The delays are due to latency.

1. PARAGRAPH NUMBER AND TITLE: APPENDIX A. ICAO FLIGHT PLANS

2. BACKGROUND: To fulfill international agreements, and in accordance with International Civil Aviation Organization Annex 6, Annex 11, and Document 4444, the FAA implemented Performance Based Communication and Surveillance (PBCS) requirements and monitoring on March 29, 2018. To support this change, aircraft must file their equipment capabilities using ICAO aircraft communication, navigation, and approach equipment qualifiers. Most of these equipment qualifiers are already in use. However, the qualifiers to describe an aircraft’s Required Communication Performance (RCP), also known as P-Codes, were not previously in use. Aircraft are required to file P-Codes in their flight plan in order to be eligible for reduced separation standards in the oceanic portions of their flights. This information has been included in the AIM and AIP.

3. CHANGE:

OLD

Appendix A. ICAO FLIGHT PLANS
Title through 2.2 ITEM 10

O VOR P1–P9 Reserved for RCP

Add

Add

Add

Add

NEW

Appendix A. ICAO FLIGHT PLANS
 No Change

O VOR

P1 **CPDLC RCP 400 (See Note 7)**

P2 **CPDLC RCP 240 (See Note 7)**

P3 **SATVOICE RCP 400 (See Note 7)**

P4–P9 **Reserved for RCP**

Any alphanumeric characters not indicated above are reserved.

No Change

NOTE-

1. If the letter S is used, standard equipment is considered to be VHF RTF, VOR, and ILS, unless another combination is prescribed by the appropriate ATS authority.

2. If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.

3. See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROP Standard – DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

4. If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance based navigation to a specific route segment, route or area is contained in the Performance-Based Navigation Manual (Doc 9613).

5. If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/, NAV/ and/or DAT/, as appropriate.

6. Information on navigation capability is provided to ATC for clearance and routing purposes.

NOTE-

1. If the letter S is used, standard equipment is considered to be VHF RTF, VOR, and ILS, unless another combination is prescribed by the appropriate ATS authority.

2. If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.

3. See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROP Standard – DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

4. If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance based navigation to a specific route segment, route or area is contained in the Performance-Based Navigation Manual (Doc 9613).

5. If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/, NAV/ and/or DAT/, as appropriate.

6. Information on navigation capability is provided to ATC for clearance and routing purposes.

7. Guidance material on the application of performance-based communication, which prescribes RCP to an air traffic service in a specific area, is contained in the Performance-based Communication and Surveillance (PBCS) Manual (Doc 9869).

Surveillance equipment and capabilities through ITEM 18 DAT/

Add

Add

Add

Add

No Change

SUR/ When Required Surveillance Performance (RSP) Capability has been filed in SUR/, this can be conveyed by inserting the character “Z” in Item 10 and “SUR/” in field 18 followed by the appropriate RSP performance per the following:

For RSP 180 – flight plan RSP180

For RSP 400 – flight plan RSP400

EXAMPLE-
SUR/ RSP180

SUR/ RSP400

SUR/ RSP180 RSP400

SUR/ Include surveillance applications or capabilities not specified in Item 10(b). If ADS-B capability filed in Item 10 is compliant with RTCA DO-260B, include the item “260B” in SUR/. If ADS-B capability filed in Item 10 is compliant with RTCA DO-282B, include the item “282B” in SUR/.

No Change

EXAMPLE-

1. SUR/260B
2. SUR/260B 282B

No Change