

Flight Services Explanation of Changes Change 1

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

**a. 2-3-2. AREA/ROUTE BRIEFING
PROCEDURES**

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

9-5-1. GENERAL

9-5-2. AREA FORECAST (FA)

SCHEDULE

9-5-3. DISTRIBUTION

This change retires the textual Area Forecast for the CONUS only and adds information about the new Static Graphical Forecast Images (Aviation Surface Forecast and Aviation Cloud Forecast).

**b. 10-1-9. SIMULTANEOUS APPROACH
AND RUNWAY EDGE LIGHT OPERATION**

Runway and approach lighting must be operated in accordance with the criteria contained in Paragraphs 10-1-4, Approach Lights, and 10-1-7, Runway Edge Lights. Runway edge lights are not required on a runway to which an approach is being made when the landing will be made on another runway. Therefore, this paragraph is being deleted.

c. 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:

2-3-2. AREA/ROUTE BRIEFING PROCEDURES

3-2-1. CONDUCT OF STANDARD BRIEFING

9-5-1. GENERAL

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

9-5-3. DISTRIBUTION

2. BACKGROUND: The Area Forecast for the CONUS has been retired. The Aviation Surface Forecast and the Aviation Cloud Forecast are called Static Graphical Forecast Images and are now supplied by the Aviation Weather Center (AWC) via NOAAPORT and Static URLs for en route forecast awareness.

3. CHANGE:**OLD****2-3-2. AREA/ROUTE BRIEFING PROCEDURES**

Title through f

g. En Route Forecast. Include forecast information from appropriate data; for example, area forecast (FA) synopsis, terminal aerodrome forecast (TAFs), and weather advisories.

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

Title through c4

5. En Route Forecast. Summarize forecast information that will affect the proposed flight; for example, area forecasts, TAFs, prognosis charts, weather advisories, etc. Provide the information in a logical order; for example, climb out, enroute, and descent.

OLD**Chapter 9. FAA Weather Services
Section 5. Area Forecast (FA)****9-5-1. GENERAL****NEW****2-3-2. AREA/ROUTE BRIEFING PROCEDURES**

No Change

g. En Route Forecast. Include forecast information from appropriate data; for example, area forecast (FA) synopsis **for Hawaii and Alaska only**, terminal aerodrome forecast (TAFs), and weather advisories.

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

No Change

5. En Route Forecast. Summarize forecast information that will affect the proposed flight; for example, area forecasts **for the Gulf of Mexico, Caribbean, Alaska, and Hawaii; Static Graphical Forecast Images for the CONUS**, TAFs, prognosis charts, weather advisories, etc. Provide the information in a logical order; for example, climb out, en route, and descent.

NEW**Chapter 9. FAA Weather Services
Section 5. Aviation Surface Forecast/Aviation Cloud Forecast/Area Forecast (FA)****9-5-1. GENERAL**

a. Area forecasts (FA) are available through the WMSCR and provide an overview of weather conditions which could impact aviation operations. FAs are issued by the Aviation Weather Center (AWC) in Kansas City, Missouri, the Alaska Aviation Weather Unit (AAWU) in Anchorage, Alaska, and the Weather Forecast Office (WFO) in Honolulu, Hawaii. The delineation of the areas is specified in the National Weather Service Instruction 10–811. Canadian and Mexican FAs are also available through WMSCR.

b. FAs consist of the following elements according to each geographical location in TBL 9–5–1.

Add

a. Area forecasts (FA) are available **for the Gulf of Mexico, Caribbean, Hawaii, and Alaska** through WMSCR and provide an overview of weather conditions which could impact aviation operations. FAs are issued by the Aviation Weather Center (AWC) in Kansas City, Missouri, the Alaska Aviation Weather Unit (AAWU) in Anchorage, Alaska, and the Weather Forecast Office (WFO) in Honolulu, Hawaii. The delineation of the areas is specified in the National Weather Service Instruction 10–811. Canadian and Mexican FAs are also available through WMSCR.

No Change

c. The Aviation Surface Forecast and Aviation Cloud Forecast are displayed as nine regional views and a CONUS view. These images are produced by the Aviation Weather Center and distributed by NOAAPORT and static URLs. See FIG 9–5–1, Graphical Forecast Images, for regional views.

OLD

TBL 9–5–1

	<u>Boston and Miami</u>	<u>Chicago and Fort Worth</u>	<u>San Francisco and Salt Lake City</u>	<u>Gulf of Mexico</u>	<u>Caribbean</u>	<u>Hawaii</u>	<u>Alaska</u>
Synopsis	<u>X</u>	<u>X</u>	<u>X</u>		X	X	X
<u>VFR Clouds and Weather</u>	<u>X</u>	<u>X</u>	<u>X</u>				
Clouds and Weather				X	X	X	X (Includes AIRMETs)
Icing and Freezing Level				X	X		X
Turbulence				X	X		X
<u>VFR Clouds and Weather includes clouds with bases higher than or equal to 1,000 feet.</u>							

NEW
TBL 9-5-1
Area Forecasts (FA)

	Gulf of Mexico	Caribbean	Hawaii	Alaska
Synopsis		X	X	X
Clouds and Weather	X	X	X	X (Includes AIRMETs)
Icing and Freezing Level	X	X		X
Turbulence	X	X		X

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

No Change

OLD***TBL 9-5-2***

	<u>Boston and Miami (UTC)</u>	<u>Chicago and Fort Worth (UTC)</u>	<u>San Francisco and Salt Lake City (UTC)</u>	Gulf of Mexico (UTC)	Caribbean (UTC)	Hawaii (UTC)	Alaska (UTC)
1 st Issuance	<u>0845 DT</u> <u>0945 ST</u>	<u>0945 DT</u> <u>1045 ST</u>	<u>1045 DT</u> <u>1145 ST</u>	0130	0330	0430	0415 DT 0515 ST
2 nd Issuance	<u>1745 DT</u> <u>1845 ST</u>	<u>1845 DT</u> <u>1945 ST</u>	<u>1945 DT</u> <u>2045 DT</u>	1030	0930	0940	1215 DT 1315 ST
3 rd Issuance	<u>0045 DT</u> <u>0145 ST</u>	<u>0145 DT</u> <u>0245 ST</u>	<u>0245 DT</u> <u>0345 ST</u>	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****Aviation Surface Forecast/Aviation Cloud Forecast/Area Forecast (FA) Schedule**

	Gulf of Mexico (UTC)	Caribbean (UTC)	Hawaii (UTC)	Alaska (UTC)
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. DISTRIBUTION**

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

Add

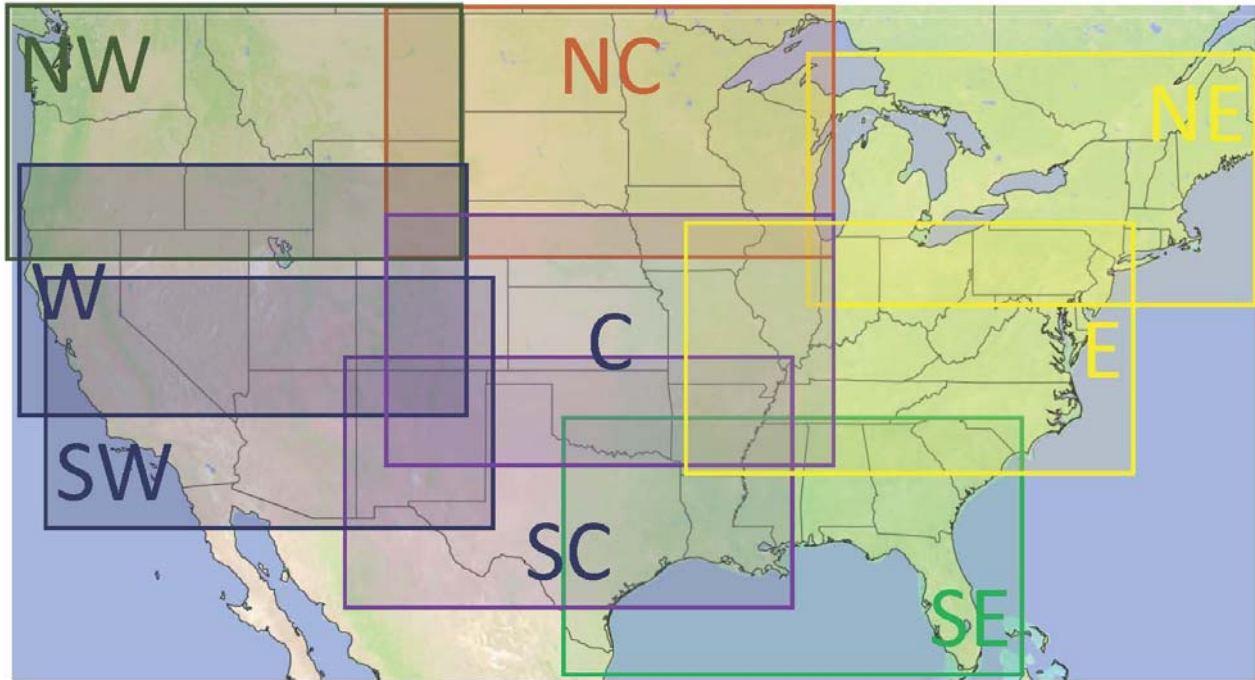
NEW**9-5-3. AVIATION SURFACE FORECAST AND AVIATION CLOUD FORECAST ISSUANCE TIMES**

No Change

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.

Add

FIG 9-5-1
Graphic Forecast Images



1. PARAGRAPH NUMBER AND TITLE: 10-1-9. SIMULTANEOUS APPROACH AND RUNWAY EDGE LIGHT OPERATION

2. BACKGROUND: Paragraph 10-1-9 requires controllers to turn on runway edge lights for the runway in use whenever the associated approach lights are on. There are occasions where the runway edge lights are not specifically required yet the approach lights must be on. The applicable setting(s) chart(s) provide the appropriate use and settings criterion.

3. CHANGE:

OLD	NEW
<u>10-1-9. SIMULTANEOUS APPROACH AND RUNWAY EDGE LIGHT OPERATION</u>	Delete
<u>Turn on the runway edge lights for the runway in use whenever the associated approach lights are on. If multiple runway light selection is not possible, you may leave the approach lights on and switch the runway lights to another runway to accommodate another aircraft.</u>	Delete
10-1-<u>10</u> through 10-1-<u>21</u>	Renumber 10-1- <u>9</u> through 10-1- <u>20</u> .

