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of Transportation**
**Federal Aviation
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InFO

Information for Operators

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http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

Subject: Flight Information Systems – Broadcast (FIS-B) Notice to Airmen (NOTAM) Guidance and Policy Updates

Purpose: This InFO serves to inform pilots of updates to FIS-B NOTAMs, including NOTAM D's, NOTAM-FDC's (including temporary flight restrictions (TFR), and Public Law Security NOTAMs) guidance and policy¹.

Background: In an effort to provide better guidance to users, updates to Advisory Circular (AC) 00-63, Use of Flight Deck Displays of Digital Weather and Aeronautical Information, the Aeronautical Information Manual, and the Aeronautical Information Publication are currently being worked. The updates to the guidance and policy documents will inform users of the 30-day limitation on NOTAMS via FIS-B; that is, after 30 days, the NOTAM, although still active, will be removed from the FIS-B feed.

Discussion: Flight Information Systems – Broadcast over universal access transceiver (UAT) data-link service provides aeronautical information (AI) to the flight deck for aircraft operating in the U.S. National Airspace System (NAS). These products are broadcast over the Automatic Dependent Surveillance – Broadcast (ADS-B) UAT link so pilots have timely information of regional weather and NAS status/changes that might affect flights.

It is critical that pilots understand the strengths and limitations of the various information communication systems. For instance, although FIS-B meteorological information and AI products serve to provide strategic in-flight flight deck information which can be used to enhance a preflight briefing, FIS-B AI products do not include all NOTAMs. FIS-B NOTAM information is limited to the preceding 30 days. As a result, FIS-B AI may not include all NOTAMs that a preflight briefing includes. The pilot in command (PIC) is responsible for reviewing all necessary information prior to flight. Therefore, AI information obtained solely via FIS-B should not be regarded as a thorough preflight briefing.

FIS-B information may be used by the pilot for the safe conduct of flight and aircraft movement. However, FIS-B does not replace a thorough preflight briefing that may be from one, or several, AI sources. Pilots will still have access to internet-based services including weather and aeronautical information, flight plan filing, and automated services at the flight service website. Title 14 of the Code of Federal Regulations (14 CFR) Part 91 § 91.103 requires the PIC to be familiar with all available information concerning that flight. A pilot should be particularly alert and understand the limitations and quality

¹ General information on NOTAMs may be found at https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/alaskan/alaska/fai/notam/ntm_overview/

assurance issues associated with individual products. This includes graphical representation of next generation weather radar (NEXRAD) imagery and NOTAMs/TFRs.

Recommended Action: Pilots should familiarize themselves with the information contained in this InFO, AC 00-63, and make sure that they check NOTAMS from additional sources and not solely from the FIS-B option.

Contact: Questions or comments regarding this InFO should be directed to the Flight Technologies and Procedures Division's Future Flight Technologies Branch at (202) 267-8790.