

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7210.3V

CHANGE: 1

EFFECTIVE DATE: July 31, 2008

TRACKING #: 31- 13-4-6

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1. PARAGRAPH NUMBER AND TITLE:

13-4-6, AUTOMATIC FLIGHT INFORMATION SERVICE (AFIS)

2. BACKGROUND: The Alaska Flight Services Information Area is broadcasting flight information from 10 automatic recorder units that were installed at remote Flight Service Stations (1 more planned for a total of 11). The first 3 of these were commissioned in the 1980s to provide repetitive information to pilots at busy remote locations, and the next 7 were installed in 2005 and 2006 as a result of the success of the program at the initial 3 airports. The FSS recorded flight information program is similar to the terminal ATIS program, but there are significant differences. FSS recordings do not provide runway in use or approach in use information, but do emphasize weather and local NOTAM information. The proposed change to FAAO 7210.3, along with changes to the AIM, FAAO 7110.10, and FAAO 7930.2, will name the broadcast service and equipment, "Automatic Flight Information Service (AFIS)", and establish procedures for the use of AFIS in Alaska FSS locations.

3. EXPLANATION OF CHANGE: This change will establish the requirements for the provision of AFIS at FSSs in Alaska that are equipped to provide this service. A new paragraph 13-4-6, "Automatic Flight Information Service (Alaska FSS Only)" is created.

4. CHANGE:

OLD

Add

NEW

13-4-6. Automatic Flight Information Service (AFIS) - Alaska FSS Only.

Add

a. The Alaska FSS AFIS provides a continuous broadcast of recorded non-control information at airports in Alaska where an FSS provides local airport advisory service. The AFIS broadcast automates the repetitive transmission of essential but routine information such as weather, wind, altimeter, favored runway, breaking action, airport NOTAMs and other applicable information. The information is continuously broadcast over a discrete VHF radio frequency (usually the ASOS frequency). Pilots are urged to listen to the AFIS when arriving, departing and operating within the airport advisory area as it relieves frequency congestion on the local airport advisory frequency. The AFIS is not

- used in "Terminal Areas" and does not contain approach information.
- Add b. Before transmitting, the voice message shall be reviewed to ensure content is complete and accurate. Ensure the specialist's speech rate does not exceed 100 words per minute, the enunciation is of the highest quality, and each part of the message is easily understood.
- Add c. Keep messages as brief and as concise as practical.
- Add d. The ASOS shall not be allowed to broadcast weather concurrent with the AFIS.
- Add e. During hours of non-operation of the Alaska FSS AFIS, the ASOS broadcast capability shall allow the automated weather report to be broadcast on the ASOS frequency in the one-minute update mode and include the following information:
- Add 1. The FSS hours of operation or in the case of a seasonal FSS, a statement that the FSS is closed for the season.
- Add 2. The appropriate common traffic advisory frequency (CTAF).
- Add 3. The frequency for operating pilot-controlled lighting.
- Add 4. The AFSS and frequency for additional information.
- Add f. The AFSS air traffic manager that has responsibility for an FSS using AFIS equipment shall ensure that ATCS personnel assigned to duty in that FSS are in compliance with the AFIS requirements, they receive training to use AFIS equipment, and are familiar with required procedures.

13-4-6

Renumber 13-4-7.

No further changes to paragraph.

5. **INDEX CHANGES:** Automatic Flight Information Service (AFIS) - Alaska FSS Only.

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** None

8. **SAFETY RISK MANAGEMENT:** (Check appropriate box.)

- Proposed change meets full SMS requirements for safety risk assessment.
- (For organizations that have not fully implemented SMS), the proposed change is in accordance with FAAO 1100.161, Air Traffic Safety Oversight, Chapter 5, Paragraph 2 requirements.
- Proposed change is not safety related.

Comments:



John T. Staples
Director, Flight Services Program Operations

Date: 12/11/06