

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7210.678

Effective Date:
June 3, 2008

Cancellation Date:
March 12, 2009

SUBJ: Alaska Automatic Flight Information Service (AFIS)

- 1. Purpose of This Notice.** This notice amends Federal Aviation Administration (FAAO) 7210.3V, Facility Operations and Administration, by adding Paragraph 13-4-6, Automatic Flight Information Service (AFIS).
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, and System Operations Services; and all associated air traffic control facilities.
- 3. Where Can I Find This Notice?** The notice is available on the MYFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/airports_airtraffic/air_traffic/publications.
- 4. Procedures.** Add Paragraph 13-4-6, Automatic Flight Information Service (AFIS) – Alaska FSSs Only, to read as follows.

13-4-6. AUTOMATIC FLIGHT INFORMATION SERVICE (AFIS) – ALASKA FSSs ONLY

- 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.
- 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.
- c. Keep messages as brief and as concise as practical.
- d. The ASOS shall not be allowed to broadcast weather concurrent with the AFIS.
- 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:

- (1) The FSS hours of operation or in the case of a seasonal FSS, a statement the FSS is closed for the season.
- (2) The appropriate common traffic advisory frequency (CTAF).
- (3) The frequency for operating pilot-controlled lighting.
- (4) The AFSS and frequency for additional information.

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.

Renumber paragraph 13-4-6, Transmission of Messages from Airport Inspectors, as paragraph 13-4-7.

6. Distribution. This notice is distributed to the following ATO service units: En Route and Oceanic, Terminal, Safety, and System Operations Services; all associated air traffic control facilities; the Alaska and CONUS Flight Service Information Area Groups; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

7. Background. The Alaska FSS AFIS provides advance non-control airport, meteorological, and pertinent NOTAM information to aircraft. The Alaska AFIS is similar to the terminal Automatic Terminal Information Service (ATIS), 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 Alaska Flight Service Information Area is broadcasting flight information from ten automatic recorder units that were installed at remote FSSs. The first three of these were commissioned in the 1980s to provide flight information to pilots at busy remote locations. The next seven were installed in 2005 and 2006 as a result of the success of the program at the initial three installations. One more unit is to be commissioned in the near future, bringing the total to eleven. This change names the broadcast service and equipment “Automatic Flight Information Service” and establishes formal procedures for the use of the AFIS in Alaska FSSs.



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Date Signed