

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7110.10T

CHANGE: Basic

EFFECTIVE DATE: February 14, 2008 **TRACKING #:** 0B- 2-3-3

SPECIALIST/ROUTING: Alan Wilkes AJR-B12 x5-7764

1. PARAGRAPH NUMBER AND TITLE:

2-3-3, MONITORING

2. BACKGROUND: The ability to record messages and make them available to the pilot community via the telephone was a step forward in the provision of information to pilots, but building TIBS recordings has been a labor-intensive process for an AFSS specialist. The process often results in late recordings and variable quality due to human interpretive differences. Moreover, it results in the loss of a highly trained professional from his/her primary responsibility of pilot weather briefing. The further automation of repetitive tasks like TIBS is not only more cost-effective, but highly desirable from a standardization and quality assurance perspective. The automation of this process is contingent upon the ability to convert weather products from text to voice format, a process readily available with today's technology. Three basic types of TIBS recordings are made today, Area/Route briefings, Airspace Procedures and Special Announcements. Airspace Procedures and Special Announcements will continue to be manually produced. The purpose of TIBS is to provide a preview of weather conditions. However, accessibility is the biggest attraction for (or to) the pilot, compared to waiting on the telephone for a certified briefer.

3. EXPLANATION OF CHANGE: The requirement for summarizing weather for TIBS broadcasts will be discontinued. Lockheed Martin proposes to modify the current TIBS procedures contained in FAAO 7110.10, Chapter 2, Section 3, in order to take advantage of automation capabilities, modernize out of date requirements, and to discourage the practice of misusing TIBS as a substitute for a standard weather briefing. Recording accuracy would be assured by continuous software data sampling, on the multiple data feeds into the FS21 system. If unexpected data (garbled or missing text, etc.) appears, the National Weather Service (NWS), the FS21 Data Center Supervisor, the Recording Correction Specialist (RCS), and the National Operations Center (NOC) would be alerted. The RCS will perform manual intervention of the TIBS data stream, through access to the TIBS creation process. Consultation with NWS, as necessary, would provide corrected data. Redundancy, (DCA and FTW Data Centers and Richland, WA and Madison, AL NOC's), and failure alarms on the TIBS servers ensures the availability of the TIBS product. In addition to continuous data sampling, the recorded product will be monitored by quality assurance once each shift, to ensure the clarity and accuracy of the broadcast. This change cancels and incorporates N JO 7110.466, Automation of Telephone Information Briefing Service (TIBS) and Hazardous Inflight Weather Advisory Service (HIWAS) Broadcasts, effective April 27, 2007.

4. CHANGE:

OLD

2-3-3. MONITORING

Meteorological recordings shall be monitored immediately after recording and as necessary to insure accuracy of data. Nonmeteorological

NEW

2-3-3. MONITORING

a. Manually prepared meteorological recordings shall be monitored immediately after recording and as necessary to insure accuracy of

recordings shall be monitored and checked for quality and accuracy immediately after recording and once each shift. After each recording, the TIBS shall be checked for availability by calling 1-800-WX-BRIEF or a locally designated phone number. Subsequent checks may be accomplished using local monitoring.

data. **Non-meteorological** recordings shall be monitored and checked for quality and accuracy immediately after recording and once each shift. After each recording, the TIBS shall be checked for availability by calling 1-800-WX-BRIEF or a locally designated phone number. Subsequent checks may be accomplished using local monitoring.

Add

b. Automated TIBS products shall be monitored once each shift to ensure clarity and accuracy.

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7110.466, Automation of Telephone Information Briefing Service (TIBS) and Hazardous Inflight Weather Advisory Service (HIWAS) Broadcasts, effective April 27, 2007.


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: 2/13/07