

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7110.10T

CHANGE: Basic

EFFECTIVE DATE: February 14, 2008 **TRACKING #:** 0B- 2-4-3

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

1. PARAGRAPH NUMBER AND TITLE:

2-4-3, CONTENT

2. BACKGROUND: The purpose of the HIWAS service is to alert pilots to hazardous weather along their routes of flight. Automation of the HIWAS recordings and processes is a critical piece of Lockheed-Martin (LM) FS21 Flight Service Station concept, both operationally and financially. Recent National Weather Service (NWS) message formats and the improvement of text-to-voice software have made it possible to create HIWAS broadcasts with computers at central locations and disseminate them via remote communication outlets, nationwide. Lockheed Martin's automation of the HIWAS product will use an electronic map/database to locate and distribute weather advisories and state-of-the-art, text-to-voice software to convert NWS reports to voice for broadcast. The FS21 system will produce a site-specific, customized broadcast for each HIWAS outlet or group of outlets.

3. EXPLANATION OF CHANGE: The requirements for HIWAS will change to no longer mandate summarization. Also the requirement to include weather considered significant but not already contained in a current hazardous weather advisory will be dropped. HIWAS will include a verbatim text- to-voice announcement of all current hazardous weather advisories. When two or more advisories are effective during the same time-frame, on the same outlet or group of outlets, the software will precede the text of each advisory with a summary list of effective advisories, allowing the pilot to listen to the full advisory text on the broadcast, or to contact Flight Watch or Flight Service, as appropriate, for an update. Also, the NOTE in paragraph d to "delete all reference to Flight Watch when not available..." will be deleted with the addition of the "as appropriate" remark in the closing statement. 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

NEW

2-4-3. CONTENT

2-4-3. CONTENT

Title thru a. *NOTE-*

No Change

b. Summary of WSTs, WSs, WAs, UuAs, AWWs, CWAs, and any other weather such as isolated thunderstorms that are rapidly developing and increasing in intensity, or low ceilings and visibilities that are becoming widespread which are considered significant and are not included in a current hazardous weather advisory.

b. **Statement of hazardous weather, including** WSTs, WSs, WAs, UuAs, AWWs, and CWAs.

c.

No Change

d. Recommendation to contact AFSS/FSS/
FLIGHT WATCH for additional details concerning
hazardous weather.

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FLIGHT WATCH for additional details
concerning hazardous weather.

PHRASEOLOGY-
*CONTACT FLIGHT WATCH OR FLIGHT SERVICE
FOR ADDITIONAL DETAILS.*

PHRASEOLOGY-
*CONTACT FLIGHT WATCH OR FLIGHT SERVICE,
AS APPROPRIATE, FOR ADDITIONAL DETAILS.*

NOTE-
*Delete all reference to FLIGHT WATCH when not
available at time of broadcast.*

Delete

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.

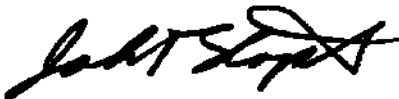
8. **SAFETY RISK MANAGEMENT:** (Check appropriate box.)

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