

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7110.10T
CHANGE: Basic
EFFECTIVE DATE: February 14, 2008 **TRACKING #:** 0B- 2-3-2
SPECIALIST/ROUTING: Alan Wilkes AJR-B12 x5-7764

1. PARAGRAPH NUMBER AND TITLE:

2-3-2, AREA/ROUTE BRIEFING PROCEDURES

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 into 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. Its attraction for the pilot is its accessibility, compared to the wait 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contained in FAAO 7110.10, Chapter 2, Section 3, in order to take advantage of automation capabilities, modernize out of date requirements and to discourage the practice of misusing TIBS as a substitute for a standard weather briefing.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

NEW

2-3-2. AREA/ROUTE BRIEFING PROCEDURES

2-3-2. AREA/ROUTE BRIEFING PROCEDURES

Title thru 1st Paragraph

No Change

a. Introduction. State the preparation time and

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the route and/or the area of coverage. The service area may be configured to meet the individual facility's needs; e.g., 50 NM radius, route oriented.

Add

PHRASEOLOGY-

THIS RECORDING PREPARED AT (time) LOCAL or (time) ZULU. BRIEFING SUMMARY FOR:

A (number of miles) NAUTICAL MILE RADIUS OF (location),

Add

or

THE ROUTE FROM (location) TO (location).

b. Adverse Conditions. Summarize WST, WS, WA, CWA, AWW, and any other available information that may adversely affect flight in the route/area.

PHRASEOLOGY-

WEATHER ADVISORIES ARE IN EFFECT FOR (adverse conditions) OVER (geographic area) (text).

c. VFR Not Recommended Statement. Include this recommendation when current or forecast conditions, surface or aloft, in your judgment would make flight under visual flight rules doubtful.

PHRASEOLOGY-

V-F-R FLIGHT NOT RECOMMENDED (location) DUE TO (conditions).

d.

e. Current Conditions. Summarize the current weather conditions over the route/area. Include PIREPs on conditions reported aloft and radar reports or a summary of observed radar echoes from local equipment. Specific departure/destination observations may be included.

NOTE-

When communicating weather information on the TIBS broadcast or telephone, specialists may announce cloud

the route and/or the area of coverage. The service area may be configured to meet the individual facility's needs; e.g., 50 NM radius, route oriented.

NOTE-

For the purpose of TIBS broadcasts, an area briefing may be a geographic location not defined by a nautical mile radius, for example, NORTHWEST NEBRASKA.

PHRASEOLOGY-

THIS RECORDING PREPARED AT (time) LOCAL or (time) ZULU. BRIEFING SUMMARY FOR:

A (number of miles) NAUTICAL MILE RADIUS OF (location),

or

(location not defined by nautical mile radius),

or

THE ROUTE FROM (location) TO (location).

b. Adverse Conditions. Include WST, WS, WA, CWA, AWW, UUA and any other available information that may adversely affect flight in the route/area.

PHRASEOLOGY-

WEATHER ADVISORIES ARE IN EFFECT FOR (adverse conditions) OVER (geographic area) (text).

c. VFR Not Recommended Statement. Include this recommendation when current or forecast conditions, surface or aloft, would make flight under visual flight rules doubtful.

PHRASEOLOGY-

V-F-R FLIGHT NOT RECOMMENDED (location) DUE TO (conditions).

No Change

e. Current Conditions. Include current weather conditions over the route/area and PIREPs on conditions reported aloft.

NOTE-

When communicating weather information on the TIBS broadcast or telephone, specialists may announce cloud

heights in either group form or in hundreds or thousands of feet, such as, seventeen thousand or one seven thousand.

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f.

No Change

g. En Route Forecast. Summarize from appropriate data; e.g., FAs, prognosis charts, weather advisories. Provide the information in a logical order; i.e., climb out, en route, and descent.

g. En Route Forecast. **Include forecast information from appropriate data; e.g., FA Synopsis, TAF's and weather advisories.**

h. Winds Aloft. Summarize winds aloft as forecast for the route/area as interpolated from forecast data for the local and/or the adjacent reporting locations for levels through 12,000 feet. The broadcast should include the levels from 3,000 to 12,000 feet, but shall always include at least two forecast levels above the surface.

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i. Request for PIREPs. When weather conditions within the area or along the route meet requirements for soliciting PIREPs (para 9-2-5), include a request in the recording.

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PHRASEOLOGY-
PILOT WEATHER REPORTS ARE REQUESTED.
CONTACT FLIGHT WATCH OR A FLIGHT SERVICE STATION.

PHRASEOLOGY-
PILOT WEATHER REPORTS ARE REQUESTED.
CONTACT FLIGHT WATCH OR FLIGHT SERVICE, AS APPROPRIATE.

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

Delete

j. thru k.

No Change

l. ALNOT Alert Announcement, if applicable.
(See subpara 2-2-2j, Phraseology.)

Delete

m.

Renumber as **l.**

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