

Docket No. **SA-509**

Exhibit No. **3G**

**NATIONAL TRANSPORTATION SAFETY BOARD**

WASHINGTON, D.C.

**ADDENDUM**

**EXCERPTS FROM THE AIR TRAFFIC CONTROL HANDBOOK**  
**(FAA ORDER 7110.65)**

Pages 2-9-1 and 2-9-2

## Section 9. AUTOMATIC TERMINAL INFORMATION SERVICE PROCEDURES

### 2-140 APPLICATION

Use the ATIS, where available, to provide noncontrol airport and terminal area operational and meteorological information to aircraft.

a. Identify each message by a phonetic letter code word at both the beginning and the end of the message except where omissions are required because of special programs or equipment.

1. Each alphabet letter phonetic word shall be used sequentially, except as authorized in subparagraph 2-140a2, beginning with "Alfa," ending with "Zulu," and repeated without regard to the beginning of a new day. Identify the first resumed broadcast message with "Alfa" or the first assigned alphabet letter word in the event of a broadcast interruption of more than 12 hours.

2. Specific sequential portions of the alphabet may be assigned between facilities or an arrival and departure ATIS when designated by a Letter of Agreement or facility directive.

2-140a2 Reference.—FAA Order 7210.3, Automatic Terminal Information Service (ATIS), paragraph 12-40.

b. The ATIS recording shall be reviewed for completeness, accuracy, speech rate, and proper enunciation before being transmitted.

c. Arrival and departure messages, when broadcast separately, need only contain information appropriate for that operation.

### 2-141 OPERATING PROCEDURES

a. Make a new recording when any of the following occur:

1. Upon receipt of any new official weather regardless of whether there is or is not a change in values.

2. When runway braking action reports are received that indicate runway braking is worse than that which is included in the current ATIS broadcast.

3. When there is a change in any other pertinent data, such as runway change, instrument approach in use, new or canceled NOTAM's/PIREP's/HIWAS Update etc.

b. When a pilot acknowledges that he has received the ATIS broadcast, controllers may omit those items contained in the broadcasts if they are current. Rapidly changing conditions will be issued by ATC, and the ATIS will contain the following:

2-141b Example.—

"Latest ceiling/visibility/altimeter/wind/(other conditions) will be issued by approach control/tower."

c. Broadcast on all appropriate frequencies to advise aircraft of a change in the ATIS code/message.

d. Controllers shall ensure that pilots receive all operationally pertinent information contained in the ATIS broadcast. Ask the pilot to confirm receipt of the current ATIS information if the pilot does not initially state the appropriate ATIS code. Controllers shall ensure that changes to pertinent operational information is provided after the initial confirmation of ATIS information is established. Issue the current weather, runway in use, approach information, and pertinent NOTAM's to pilots who are unable to receive the ATIS.

2-141d Example.—

"Verify you have information ALPHA."

"Information BRAVO now current, visibility three miles."

"Information CHARLIE now current, Measured Ceiling 1500 Broken."

### 2-142 CONTENT

Include the following in ATIS broadcast as appropriate:

a. Time of weather sequence (UTC). Weather information consisting of ceiling, visibility, obstructions to vision, temperature, dew point, wind direction and velocity, altimeter, a density altitude advisory when appropriate, and other pertinent remarks included in the official weather observation. Wind direction, velocity, and altimeter shall be reported from certified direct reading instruments. Temperature and dew point should be reported from certified direct reading sensors when available. Always include weather observation remarks of lightening, cumulonimbus, and towering cumulus clouds.

b. The ceiling/sky condition, visibility, and obstructions to vision may be omitted if the ceiling is above 5,000 feet and the visibility is more than 5 miles.

2-142b Example.—

A remark may be made, "The weather is better than five thousand and five."

c. Instrument/visual approach/s in use. Specify landing runway/s unless the runway is that to which the instrument approach is made.

d. Departure runway/s (to be given only if different from landing runway/s or in the instance of a "departure only" ATIS).

e. NOTAM's and notification of PIREP's pertinent to operations in the terminal area. Inform pilots of where hazardous weather is occurring and how the information may be obtained.

f. Runway braking action or friction reports when provided. Include the time of the report and a word describing the cause of the runway friction problem.

**Phraseology:**

RUNWAY (number) MU (first value, second value, third value) AT (time), (cause).

**2--142f Example.---**

"RUNWAY TWO SEVEN, MU FORTY-TWO, FORTY-ONE, TWENTY-EIGHT AT ONE ZERO ONE EIGHT ZULU, ICE."

**2--142f Reference.---**Braking Action Advisories, paragraph 3--34.

g. Other optional information as local conditions dictate in coordination with ATC. This may include such items as VFR arrival frequencies, temporary airport conditions, SOIR operations being conducted, or other perishable items that may appear only for a matter of hours or a few days on the ATIS message.

h. Low level windshear (LLWS) when reported by pilots or is detected on a low level windshear alert system (LLWAS).

**2--142h Reference.---**Low Level Windshear Advisories, paragraph 3--8.

i. A statement which advises the pilot to readback instructions to hold short of a runway. The air traffic manager may elect to remove this requirement 60 days after implementation provided that removing the statement from the ATIS does not result in increased requests from aircraft for readback of hold short instructions.

j. Instructions for the pilot to acknowledge receipt of the ATIS message by informing the controller on initial contact.

**2--142j Example.---**

"Boston Tower information Delta. One four zero zero Zulu. Measured ceiling four thousand five hundred broken. Visibility one zero. Temperature three four. Dew point two eight. Wind two five zero at one zero. Altimeter three zero one zero. ILS-DME Runway Two Seven Approach in use. Departing Runway Two Two Right. HAZARDOUS WEATHER INFORMATION FOR (Geographical area) AVAILABLE ON HIWAS, FLIGHT WATCH OR FLIGHT SERVICE. Advise on initial contact you have Delta."

**2--143 thru 2--149 RESERVED**