

File

Cancelled See 22B AC NO: 90-22A HQ-650

DATE: 10/9/68



ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS)

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1. PURPOSE. This circular provides updated information concerning the operation of Automatic Terminal Information Service (ATIS).
 2. CANCELLATION. Advisory Circular 90-22, Automatic Terminal Information Service (ATIS), dated February 17, 1965, is canceled.
 3. EFFECTIVE DATE. This circular is effective November 15, 1968.
 4. BACKGROUND.
 - a. Before inauguration of ATIS, terminal controllers were required to transmit routine noncontrol weather and airport information to each arriving and departing aircraft contacted unless the pilot indicated he had received the information from another source. These messages frequently became so complex and lengthy that the meaning and value of subsequent control instructions were sometimes seriously impaired. The requirement to exchange this information between the controller and pilot resulted in critical radio frequency channel congestion at high activity terminal locations.
 - b. In recent years use of the ATIS recorded broadcast as a means of issuing noncontrol information in the terminal area has been proved to be highly successful. It has provided relief to the problems of frequency congestion, afforded the controller more time for solving traffic problems, permitted the pilot to obtain the information at times when cockpit duties are less pressing, and given the pilot the opportunity to listen to as many repeats of the broadcast as he desires.
 - c. Recent field facility testing has now shown that the benefits accruing from the use of ATIS can be further enhanced by modifying the basic operational procedure. Whereas in the past it has been
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Initiated by: AT-320

necessary for the pilot to inform the controller each time he has received the recorded ATIS information, under the new procedures the controller will consider that the pilot has received it unless he indicates otherwise.

5. DESCRIPTION.

- a. ATIS is the continuous broadcast of recorded noncontrol information in high activity terminal areas. Its purpose is to improve controller effectiveness and to relieve frequency congestion by automating the repetitive transmission of essential, but routine, information.
- b. Recorded ATIS messages contain an identifying phonetic alphabetic code letter and such routine information as ceiling, visibility, wind, altimeter setting, instrument approach, and runways in use.
- c. Messages are automatically broadcast on the voice channel of a TVOR/VOR/VORTAC located on or near the airport or on a discrete VHF control tower frequency. The messages are updated as necessary to keep the information current.
- d. Controllers will consider that pilots have listened to the ATIS broadcast and received all the information it contains unless the pilot makes a specific request.
- e. Unless specifically requested by the pilot, controllers will not issue the following if current information on these items is contained in the ATIS broadcast. (Note: Ceiling, visibility, and altimeter setting will not be omitted when the reported ceiling is 500 feet or below or the visibility is one mile or less.)
 - (1) To arriving aircraft:
 - (a) Specific traffic pattern information.
 - (b) Type of instrument approach to be expected.
 - (c) Runway in use.
 - (d) Surface wind.
 - (e) Ceiling and visibility.
 - (f) Altimeter setting.
 - (2) To departing aircraft:
 - (a) Runway in use.
 - (b) Surface wind.

(c) Altimeter setting.

6. CRITERIA. Federal Aviation Administration personnel will be guided by the following criteria in originating and updating ATIS messages:

a. General.

- (1) Every effort will be made to keep ATIS messages as brief and concise as practicable. Since notices to airmen (NOTAMS) can undesirably increase the length of the message, only those which affect the departure and arrival system will be included. Normally, an ATIS message will not exceed 30 seconds.
- (2) Each ATIS message will be identified by a specific phonetic alphabet code letter. Subsequent updated messages will be assigned succeeding alphabet code letters (BRAVO, CHARLIE, etc.); thus, the same alphabet code letter will not be used again until all code letters in the alphabet have been used sequentially.

b. Recorded Message Content and Sequence of Information.

- (1) Airport identification and message identifying phonetic alphabet code letter.
- (2) Weather information (ceiling, sky condition, visibility, wind direction and velocity, and pertinent remarks).
- (3) Altimeter setting (optional).
- (4) Temperature (optional).
- (5) Instrument approach in use.
- (6) Landing runway/s.
- (7) Takeoff runway/s.
- (8) Pertinent NOTAMS and Airman Advisories.
- (9) Pertinent information unique to individual terminal area.

Note: Time checks and RVR information will not be included in ATIS messages, but will be issued to pilots in accordance with current practices. Also, whenever the ceiling or visibility is below the highest circling minimum published for the airport and frequently changing weather conditions exist, the broadcast may contain the statement: "CEILING AND VISIBILITY WILL BE ISSUED BY APPROACH CONTROL" instead of the ceiling and visibility elements.

Example:

"THIS IS WASHINGTON NATIONAL AIRPORT INFORMATION DELTA. CEILING MEASURED TWO THOUSAND, OVERCAST, VISIBILITY SIX, SMOKE. WIND ONE SIX ZERO DEGREES AT FIVE. ALTIMETER TWO NINER NINER TWO. VOR RUNWAY ONE FIVE APPROACH IN USE. LANDING RUNWAY ONE EIGHT. DEPARTURES ON RUNWAY ONE FIVE. NOTAM, GEORGETOWN RADIO BEACON OUT OF SERVICE UNTIL FURTHER NOTICE."

c. Updating ATIS Messages.

- (1) A new recording will be made when there is a:
 - (a) Regular hourly weather report issued that differs from the previous ATIS broadcast.
 - (b) Special weather report issued.
 - (c) Change in the type of instrument approach.
 - (d) Change in takeoff or landing runways.
 - (e) Change in other information of the previous ATIS broadcast.
- (2) As soon as practicable after each new recording is made, the control facility will make a one-time announcement on appropriate control frequencies.

Example:

"ATTENTION. WASHINGTON NATIONAL AIRPORT ATIS INFORMATION HAS BEEN CHANGED TO INFORMATION ECHO."

7. IMPLEMENTATION. A listing of locations currently providing ATIS, hours of operation, and frequencies of voice outlets is contained in the Airman's Information Manual.
8. PILOT PARTICIPATION. The success and effectiveness of ATIS is largely dependent upon cooperation and participation of airspace users. Pilots are urged to cooperate in the ATIS program since it relieves frequency congestion on approach control, ground control, and local control channels. Industry groups are similarly requested to publicize the revised procedures outlined in this circular.

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