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Cancelled 00-2EE

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# 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 90-22B, Automatic Terminal Information Service (ATIS), dated 30 January 1970, is canceled.
  3. BACKGROUND.
    - 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 routine information.
    - b. Recorded ATIS messages contain such information as ceiling, visibility, wind, altimeter setting, instrument approach, and runways in use, plus an identifying phonetic alphabet code letter.
    - 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. Messages are updated as necessary to keep the information current.
  4. PROCEDURES.
    - a. Pilots should listen to ATIS broadcasts whenever ATIS is in operation and should notify controllers that they have received the broadcast by repeating the alphabetical code word appended to the broadcast. Example: "INFORMATION FOXTROT RECEIVED."
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Initiated by: AT-320

- b. When the pilot acknowledges that he has received the ATIS broadcast, controllers will not issue the following if current information on these items is contained in the ATIS broadcast. (Note: Weather changes classified as special observations will be issued as soon as practicable and until they are included in an updated ATIS broadcast.)

(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.
- (g) Field conditions.

(2) To departing aircraft:

- (a) Runway in use.
- (b) Surface wind.
- (c) Altimeter setting.

- c. Controllers will issue pertinent information to pilots who do not acknowledge receipt of the ATIS broadcast or who acknowledge receipt of a broadcast which is not current.

5. CRITERIA. The following criteria govern origination and updating of ATIS messages:

a. General.

- (1) ATIS messages will be kept as brief and concise as practicable. 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.). The same alphabet code letter will not be repeated until all code letters in the alphabet have been used sequentially.

b. Message Content.

- (1) Airport identification.
- (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) NOTAMs and Airman Advisories affecting departure or arrival system.
- (9) Pertinent information unique to individual terminal area.
- (10) A statement requesting the pilot to inform the controller on initial contact of receipt of the message.
- (11) Identifying alphabetical code letter.

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 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. 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. INFORM THE CONTROLLER ON INITIAL CONTACT THAT YOU HAVE RECEIVED INFORMATION FOXTROT."

c. ATIS messages will be updated when:

- (1) A regular hourly weather report differs from the previous ATIS broadcast.
- (2) A special weather report is issued.
- (3) The type of instrument approach is changed.
- (4) Takeoff or landing runways are changed.
- (5) Other information in the previous ATIS broadcast is changed.

6. REFERENCE. The Airman's Information Manual (AIM) contains explanatory information on ATIS as well as a listing of locations currently providing ATIS, hours of operation, and frequencies of voice outlets.

7. MISCELLANEOUS.

- a. Pilots are urged to cooperate in the ATIS program since it relieves frequency congestion on approach control, ground control, and local control channels.
- b. This circular will not be reissued unless major changes are made to this program. Pilots should, however, be alert for minor changes in message content which may be made in the future. Any such minor changes will be reflected in AIM.



WILLIAM M. FLENER  
Director, Air Traffic Service, AT-1