

**EXAMPLE–**

*“Information Sierra received.”*

e. When a pilot acknowledges receipt of the ATIS broadcast, controllers may omit those items contained in the broadcast if they are current. Rapidly changing conditions will be issued by ATC and the ATIS will contain words as follows:

**EXAMPLE–**

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

**NOTE–**

*The absence of a sky condition or ceiling and/or visibility on ATIS indicates a sky condition or ceiling of 5,000 feet or above and visibility of 5 miles or more. A remark may be made on the broadcast, “the weather is better than 5000 and 5,” or the existing weather may be broadcast.*

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

g. To serve frequency limited aircraft, FSSs are equipped to transmit on the omnirange frequency at most en route VORs used as ATIS voice outlets. Such communication interrupts the ATIS broadcast. Pilots of aircraft equipped to receive on other FSS frequencies are encouraged to do so in order that these override transmissions may be kept to an absolute minimum.

h. While it is a good operating practice for pilots to make use of the ATIS broadcast where it is available, some pilots use the phrase “have numbers” in communications with the control tower. Use of this phrase means that the pilot has received wind, runway, and altimeter information ONLY and the tower does not have to repeat this information. It does not indicate receipt of the ATIS broadcast and should never be used for this purpose.

#### **4–1–14. Automatic Flight Information Service (AFIS) – Alaska FSSs Only**

a. AFIS is the continuous broadcast of recorded non–control information at airports in Alaska where an FSS provides local airport advisory service. Its purpose is to improve FSS specialist efficiency by reducing frequency congestion on the local airport advisory frequency.

1. The AFIS broadcast will automate the repetitive transmission of essential but routine information (for example, weather, favored runway,

braking action, airport NOTAMs, etc.). The information is continuously broadcast over a discrete VHF radio frequency (usually the ASOS frequency).

2. Use of AFIS is not mandatory, but pilots who choose to utilize two–way radio communications with the FSS are urged to listen to AFIS, as it relieves frequency congestion on the local airport advisory frequency. AFIS broadcasts are updated upon receipt of any official hourly and special weather, and changes in other pertinent data.

3. When a pilot acknowledges receipt of the AFIS broadcast, FSS specialists may omit those items contained in the broadcast if they are current. When rapidly changing conditions exist, the latest ceiling, visibility, altimeter, wind or other conditions may be omitted from the AFIS and will be issued by the FSS specialist on the appropriate radio frequency.

**EXAMPLE–**

*“Kotzebue information ALPHA. One six five five zulu. Wind, two one zero at five; visibility two, fog; ceiling one hundred overcast; temperature minus one two, dew point minus one four; altimeter three one zero five. Altimeter in excess of three one zero zero, high pressure altimeter setting procedures are in effect. Favored runway two six. Weather in Kotzebue surface area is below V–F–R minima – an ATC clearance is required. Contact Kotzebue Radio on 123.6 for traffic advisories and advise intentions. Notice to Airmen, Hotham NDB out of service. Transcribed Weather Broadcast out of service. Advise on initial contact you have ALPHA.”*

**NOTE–**

*The absence of a sky condition or ceiling and/or visibility on Alaska FSS AFIS indicates a sky condition or ceiling of 5,000 feet or above and visibility of 5 miles or more. A remark may be made on the broadcast, “the weather is better than 5000 and 5.”*

b. Pilots should listen to Alaska FSSs AFIS broadcasts whenever Alaska FSSs AFIS is in operation.

**NOTE–**

*Some Alaska FSSs are open part time and/or seasonally.*

c. Pilots should notify controllers on initial contact that they have received the Alaska FSSs AFIS broadcast by repeating the phonetic alphabetic letter appended to the broadcast.

**EXAMPLE–**

*“Information Alpha received.”*

d. While it is a good operating practice for pilots to make use of the Alaska FSS AFIS broadcast where it is available, some pilots use the phrase “have