

users. FIG 7-1-1 provides conversion tables for the most used weather elements that will be encountered by pilots.

### 7-1-2. FAA Weather Services

**a.** The FAA provides the Flight Service program, which serves the weather needs of pilots through its flight service stations (FSS) (both government and contract via 1-800-WX-BRIEF) and via the Internet, through Leidos Flight Service.

**b.** The FAA maintains an extensive surface weather observing program. Airport observations (METAR and SPECI) in the U.S. are provided by automated observing systems. Various levels of human oversight of the METAR and SPECI reports and augmentation may be provided at select larger airports by either government or contract personnel qualified to report specified weather elements that cannot be detected by the automated observing system.

#### **c. Other Sources of Weather Information**

**1.** In Alaska, Telephone Information Briefing Service (TIBS) (FSS); Transcribed Weather Broadcast (TWEB) locations, and telephone access to the TWEB (TEL-TWEB) provide continuously updated recorded weather information for short or local flights. Separate paragraphs in this section give additional information regarding these services.

#### **REFERENCE-**

*AIM, Paragraph 7-1-8, Telephone Information Briefing Service (TIBS) (Alaska only)*

*AIM, Paragraph 7-1-9, Transcribed Weather Broadcast (TWEB) (Alaska Only)*

**2.** Weather and aeronautical information are also available from numerous private industry sources on an individual or contract pay basis. Information on how to obtain this service should be available from local pilot organizations.

**3.** Pilots can access Leidos Flight Services via the Internet. Pilots can receive preflight weather data and file domestic VFR and IFR flight plans. The following is the FAA contract vendor:

Leidos Flight Service

Internet Access: <http://www.1800wxbrief.com>

For customer service: 1-800-WXBRIEF

### 7-1-3. Use of Aviation Weather Products

**a.** Air carriers and operators certificated under the provisions of 14 CFR Part 119 are required to use the aeronautical weather information systems defined in the Operations Specifications issued to that certificate holder by the FAA. These systems may utilize basic FAA/National Weather Service (NWS) weather services, contractor- or operator-proprietary weather services and/or Enhanced Weather Information System (EWINS) when approved in the Operations Specifications. As an integral part of this system approval, the procedures for collecting, producing and disseminating aeronautical weather information, as well as the crew member and dispatcher training to support the use of system weather products, must be accepted or approved.

**b.** Operators not certificated under the provisions of 14 CFR Part 119 are encouraged to use FAA/NWS products through Flight Service Stations, Leidos Flight Service, and/or Flight Information Services-Broadcast (FIS-B).

**c.** The suite of available aviation weather product types is expanding, with the development of new sensor systems, algorithms and forecast models. The FAA and NWS, supported by various weather research laboratories and corporations under contract to the Government, develop and implement new aviation weather product types. The FAA's NextGen Aviation Weather Research Program (AWRP) facilitates collaboration between the NWS, the FAA, and various industry and research representatives. This collaboration ensures that user needs and technical readiness requirements are met before experimental products mature to operational application.

**d.** The AWRP manages the transfer of aviation weather R&D to operational use through technical review panels and conducting safety assessments to ensure that newly developed aviation weather products meet regulatory requirements and enhance safety.