

4. VFR. Ceiling greater than 3,000 feet and visibility greater than 5 miles; includes sky clear.

b. The cause of LIFR, IFR, or MVFR is indicated by either ceiling or visibility restrictions or both. The contraction “CIG” and/or weather and obstruction to vision symbols are used. If winds or gusts of 25 knots or greater are forecast for the outlook period, the word “WIND” is also included for all categories including VFR.

EXAMPLE–

1. *LIFR CIG–low IFR due to low ceiling.*
2. *IFR FG–IFR due to visibility restricted by fog.*
3. *MVFR CIG HZ FU–marginal VFR due to both ceiling and visibility restricted by haze and smoke.*
4. *IFR CIG RA WIND–IFR due to both low ceiling and visibility restricted by rain; wind expected to be 25 knots or greater.*

7–1–8. Telephone Information Briefing Service (TIBS)

a. TIBS, provided by FSS, is a system of automated telephone recordings of meteorological and aeronautical information available throughout the United States. Based on the specific needs of each area, TIBS provides route and/or area briefings in addition to airspace procedures and special announcements concerning aviation interests that may be available. Depending on user demand, other items may be provided; for example, surface weather observations, terminal forecasts, wind and temperatures aloft forecasts, etc.

b. TIBS is not intended to be a substitute for specialist–provided preflight briefings from FSS. TIBS is recommended as a preliminary briefing and often will be valuable in helping you to make a “go” or “no go” decision.

c. Pilots are encouraged to utilize TIBS, which can be accessed by dialing the FSS toll–free telephone number, 1–800–WX–BRIEF (992–7433) or specific published TIBS telephone numbers in certain areas. Consult the “FSS Telephone Numbers” section of the Chart Supplement U.S. or the Chart Supplement Alaska or Pacific.

NOTE–

A touch–tone telephone is necessary to fully utilize TIBS.

7–1–9. Transcribed Weather Broadcast (TWEB) (Alaska Only)

Equipment is provided in Alaska by which meteorological and aeronautical data are recorded on tapes and broadcast continuously over selected L/MF and VOR facilities. Broadcasts are made from a series of individual tape recordings, and changes, as they occur, are transcribed onto the tapes. The information provided varies depending on the type equipment available. Generally, the broadcast contains a summary of adverse conditions, surface weather observations, pilot weather reports, and a density altitude statement (if applicable). At the discretion of the broadcast facility, recordings may also include a synopsis, winds aloft forecast, en route and terminal forecast data, and radar reports. At selected locations, telephone access to the TWEB has been provided (TEL–TWEB). Telephone numbers for this service are found in the Chart Supplement Alaska. These broadcasts are made available primarily for preflight and inflight planning, and as such, should not be considered as a substitute for specialist–provided preflight briefings.

7–1–10. Inflight Weather Broadcasts

a. Weather Advisory Broadcasts. ARTCCs broadcast a Severe Weather Forecast Alert (AWW), Convective SIGMET, SIGMET, or CWA alert once on all frequencies, except emergency, when any part of the area described is within 150 miles of the airspace under their jurisdiction. These broadcasts contain SIGMET or CWA (identification) and a brief description of the weather activity and general area affected.

EXAMPLE–

1. *Attention all aircraft, SIGMET Delta Three, from Myton to Tuba City to Milford, severe turbulence and severe clear icing below one zero thousand feet. Expected to continue beyond zero three zero zero zulu.*
2. *Attention all aircraft, convective SIGMET Two Seven Eastern. From the vicinity of Elmira to Phillipsburg. Scattered embedded thunderstorms moving east at one zero knots. A few intense level five cells, maximum tops four five zero.*
3. *Attention all aircraft, Kansas City Center weather advisory one zero three. Numerous reports of moderate to severe icing from eight to niner thousand feet in a three zero mile radius of St. Louis. Light or negative icing reported from four thousand to one two thousand feet remainder of Kansas City Center area.*