NOTE: Text that should be deleted is displayed with a line through it. New text is shown with a blue background.

If you see any additional content on your knowledge test not represented in our materials or this update, please share this information with Gleim so we can continue to provide the most complete knowledge test preparation experience possible. You can submit feedback at www.gleim.com/AviationQuestions. Thank you in advance for your help!

The changes in this update reflect current Flight Service Program revisions, including the discontinuance of Flight Watch.

Part III/Study Unit 1: The Aviation Weather Service Program

Page 216, Subunit 1.6, 3.d.1)k).

   i) ATC delays -- information about any known ATC delays and/or flow control advisories that may affect your flight.
   j) Request for PIREPs, if appropriate.
   k) EFAS -- information about the availability of Flight Watch for weather updates.
   l) Any other information you may request, e.g., military training routes, etc.

Pages 218-219, Subunit 1.7, 4.d. through 5.

   d. Once the HIWAS broadcast is updated, an announcement will be made on all communications and navigational aid (NAVAID) frequencies (except emergency) and the En Route Flight Advisory Service (EFAS).
   e. In the event that a HIWAS outlet is out of service, an announcement will be made on all communications and NAVAID frequencies except emergency and EFAS.
   f. The HIWAS broadcast will include the following:

      1) A statement of introduction, including the appropriate area(s) and a recording time
      2) A summary of inflight aviation advisories, CWAs, AWWs, and any other weather not included in a current hazardous weather advisory
      3) A request for PIREPs, if applicable
      4) A recommendation to contact an FSS or Flight Watch for additional details concerning hazardous weather
5. The **En Route Flight Advisory Service (EFAS)**, or Flight Watch, is a weather service from selected FSSs on a common frequency (122.0 MHZ) below flight level (FL) 180 and on-assigned discrete frequencies to aircraft at FL 180 and above. **In-flight Weather Briefings.** A Flight Service Station (FSS) may be contacted in flight using the universal frequency of 122.2 MHz or the frequencies listed on aeronautical charts and the *Airport/Facility Directory* for the purposes listed below. To use these services, call the local FSS by its locality name and “radio.” For example, “(Gainesville) Radio, this is . . .”

   a. The purpose of EFAS is to provide en route aircraft with **Receiving** timely and meaningful weather information tailored to the type of flight intended, route of flight, and altitude.

      1) Flight Watch is **not** used for routine inflight services, such as flight plan filing and position reporting. For these services, contact the nearest FSS on a published-discrete frequency.

   b. Additionally, Flight Watch is a focal point for rapid receipt and dissemination of pilot reports. **Opening and closing flight plans, position reporting, and disseminating pilot reports**

   c. To use this service, call **FLIGHT WATCH**. Receiving updates on NOTAMs and Temporary Flight Restrictions (TFRs)

      4) **EXAMPLE:** “(Oakland) Flight Watch, this is . . .”

   d. EFAS is normally available throughout the contiguous U.S. and Puerto Rico from 6 a.m. to 10 p.m., local time.

**Part III/Study Unit 5: Radar Weather Reports (SD/ROB)**

Page 255, Subunit 5.4, 5.

5. **SDs/ROBs** will help you to plan ahead to avoid thunderstorm areas. Once airborne, however, you must depend on contact with Flight Watch Service (which has the capability to view current radar images), airborne radar, or visual sighting to evade individual storms.

**Part III/Study Unit 14: Radar Summary Charts**

Page 318, Subunit 14.8, 4.a. and b.

4. Remember that the radar summary chart is for preflight planning only and should be updated by current WSR-88D images.

   a. Once airborne, you must avoid individual storms by inflight observations by using either visual detection, airborne radar, or by requesting radar echo information from an FSS Flight Watch.

   b. FSS Flight Watch has access to current WSR-88D imagery.
Appendix C – Automated Flight Service Stations

Page 507, Flight Service Stations (FSSs), 2.b.5).

b. Inflight services are those provided to or affecting aircraft in flight or operating on the airport surface.

1) NAVAID monitoring and restoration
2) Local Airport Advisories (LAA)
3) Delivery of ATC clearances, advisories, or requests
4) Issuance of military flight advisory messages
5) En Route Flight Advisory Service (EFAS) or Flight Watch
6) Issuance of NOTAMs
7) Transcribed or live weather broadcasts
8) Weather observations
9) PIREPs
10) Radio pilot briefings

Page 509, Inflight Services, 5.

5. The En Route Flight Advisory Service (EFAS), or Flight Watch, FSSs provides en route aircraft with timely and pertinent weather data tailored to a specific altitude and route using the most current available information.

a. Briefings are intended to apply to the en route phase of flight (i.e., between climbout and descent to land).

b. When conditions dictate, information is provided on weather for alternate routes and/or altitudes.

c. EFAS FSSs may not be used for inflight services, i.e., flight plan filing, position reporting, or full route (preflight) briefing.

d. PIREPs are solicited from pilots who contact Flight Watch Service.

Page 511, Search and Rescue (SAR) Operations, 3.

3. If the aircraft has not been located within 30 min. after it becomes overdue, an Information Request (INREQ) is sent to all FSSs, Flight Watch stations, and ARTCCs along the route, as well as the Rescue Coordination Center (RCC).

Page 515, Using the AFSS, 2.b.

b. To obtain current weather along your route of flight or to file a PIREP, contact Flight Watch Service (i.e., EFAS) on 122.02 MHz below FL 180 and as published at and above FL 180 or on the assigned discrete FSS frequency.

Page 516, Visiting the AFSS, 3.c.

e. At a separate station will be the specialist who provides the En Route Flight Advisory Service (EFAS) for aircraft on route.
Kavouras Weather Graphics

1. A company in Minneapolis called Kavouras is the FAA’s contractor to provide weather graphics to AFSSs. It provides both hardware and software.

2) North American surface.
   a) The North American Surface Analysis depicts isobars, high and low pressure centers, and fronts. Individual station data and station models are not shown. The analysis depicts synoptic features — those of fairly large scale. The placement of frontal features is determined by the Kavouras meteorologist using computer-generated surface plots that are hand analyzed every 2 to 3 hr. Before any features are placed, they are compared to the previous 3-hourly position and also to recent trends noticed over the last 12 hr.

3) Winds/temperatures aloft (FB winds).
   a) Forecast winds aloft are generated twice daily by the National Weather Service in Suitland, Maryland. Forecasts are available for 12-, 24-, 36-, and 48-hr. time periods. At this time, only the 12-hr. chart (actually the 9- to 18-hr. forecast) is displayed since it is the most pertinent and often the most accurate. These data are reproduced without any changes by Kavouras, Inc. Wind data are displayed using the conventional wind barb format in yellow. Forecast temperatures are shown in degrees Celsius and colored black.

   c. GOES Menu (GOES Satellite Imagery)
      1) GOES (Geostationary Operational Environmental Satellite) imagery is available to AFSSs every half hour. Kavouras receives the data directly from the satellite via its communications facility in Minneapolis. The transmission schedule is dictated partly by NOAA and partly by Kavouras.

Index: The following terms were removed from the index.

EFAS .................................................. 219
En Route Flight Advisory Service (EFAS) .... 219
Flight Watch ......................................... 219