

ture; service environment; product lifecycles; modes of operation; and indications of system failure.

**NOTE—**

*The NOTAM–D and NOTAM–FDC products broadcast via FIS–B are limited to those issued or effective within the past 30 days. Except for TFRs, NOTAMs older than 30 days are not provided. The pilot in command is responsible for reviewing all necessary information prior to flight.*

**4.** FIS–B products are updated and transmitted at specific intervals based primarily on product issuance criteria. Update intervals are defined as the rate at which the product data is available from the source for transmission. Transmission intervals are defined as the amount of time within which a new or updated product transmission must be completed and/or the rate or repetition interval at which the product is rebroadcast. Update and transmission intervals for each product are provided in TBL 7–1–1.

**5.** Where applicable, FIS–B products include a look-ahead range expressed in nautical miles (NM) for three service domains: Airport Surface; Terminal Airspace; and En Route/Gulf of Mexico (GOMEX). TBL 7–1–2 provides service domain availability and look-ahead ranging for each FIS–B product.

**6.** Prior to using this capability, users should familiarize themselves with the operation of FIS–B avionics by referencing the applicable User’s Guides. Guidance concerning the interpretation of information displayed should be obtained from the appropriate avionics manufacturer.

**7.** FIS–B malfunctions not attributed to aircraft system failures or covered by active NOTAM should be reported by radio or telephone to the nearest FSS facility, or by sending an email to the ADS–B help desk at [adsb@faa.gov](mailto:adsb@faa.gov). Reports should include:

- (a) Condition observed;
- (b) Date and time of observation;

- (c) Altitude and location of observation;
- (d) Type and call sign of the aircraft; and
- (e) Type and software version of avionics system.

**f. Non–FAA FIS Systems.** Several commercial vendors also provide customers with FIS data over both the aeronautical spectrum and on other frequencies using a variety of data link protocols. In some cases, the vendors provide only the communications system that carries customer messages, such as the Aircraft Communications Addressing and Reporting System (ACARS) used by many air carrier and other operators.

**1.** Operators using non–FAA FIS data for inflight weather and other operational information should ensure that the products used conform to FAA/NWS standards. Specifically, aviation weather and NAS status information should meet the following criteria:

(a) The products should be either FAA/NWS “accepted” aviation weather reports or products, or based on FAA/NWS accepted aviation weather reports or products. If products are used which do not meet this criteria, they should be so identified. The operator must determine the applicability of such products to their particular flight operations.

(b) In the case of a weather product which is the result of the application of a process which alters the form, function or content of the base FAA/NWS accepted weather product(s), that process, and any limitations to the application of the resultant product, should be described in the vendor’s user guidance material. An example would be a NEXRAD radar composite/mosaic map, which has been modified by changing the scaling resolution. The methodology of assigning reflectivity values to the resultant image components should be described in the vendor’s guidance material to ensure that the user can accurately interpret the displayed data.