



National Information Circular

NIC 15/2014

Subject	Flight Information Service		
Valid from	11 April 2014	Valid to	11 July 2014
Units Affected	All units		
Authorised by	ATS Integrity Manager/CMAC3		
Background	<p>Flight Information Service (FIS) is an essential service provided by ATC to assist the safe and efficient conduct of flights. FIS components may come from any source and includes the provision of:</p> <ul style="list-style-type: none"> • pre-flight information • operational information including meteorological conditions and the existence of non-routine MET products, changes to the airways system, facilities, airspace etc, either reported or NOTAM • traffic and surveillance information • any other information likely to affect safety. <p>FIS components may contain operational information that will affect the operational requirements of a flight (such as the amount of holding fuel needed) or may compel a flight to divert to an alternate aerodrome. Early provision of information may assist pilots by increasing the number of options they have to ensure the safe completion of the flight.</p> <p>Recent reports from industry indicate that there may be some instances where information has not been disseminated sufficiently or in a timely fashion.</p> <p>Note: Where air traffic service units provide both flight information and air traffic control services, precedence is given to the provision of air traffic control over flight information, unless doing so would compromise safety.</p>		

For controller information	<p>FIS Dissemination</p> <p>Components of FIS must be provided to relevant pilots within one hour of the condition (two hours for SIGMET). The information must be passed as soon as practicable after receipt.</p> <p>This may involve addressing the message to the pilot through another unit.</p> <p>Hazard Alerts</p> <p>Prefix transmissions with HAZARD ALERT when a sudden change to a component of FIS has an immediate and detrimental effect on the safety of aircraft. Note that Hazard Alerts only apply to information that is not contained in a current MET product or NOTAM, i.e. an AMD TAF or SPECI is not a Hazard Alert. Reports, however, such as from a pilot or aerodrome operator, would be a Hazard Alert if the information is immediate and detrimental.</p> <p>SIGMET</p> <p>SIGMET is considered a non-routine product and is therefore subject to dissemination even if it is a continuation of a previous one. ATC must notify pilots of the existence (ie advise pilots that the SIGMET has been issued) by directed transmission and broadcast per MATS 9.1.3.2. Notification of the existence of non-routine MET products may include a summary of significant changes.</p> <p>Further reading:</p> <p>MATS Chapter 9.1</p> <p>AIP GEN 3.5 section 12. Aerodrome Weather and Forecast Decode</p> <p>AIP ENR 1.1 section 58. Alternate Aerodromes</p>
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