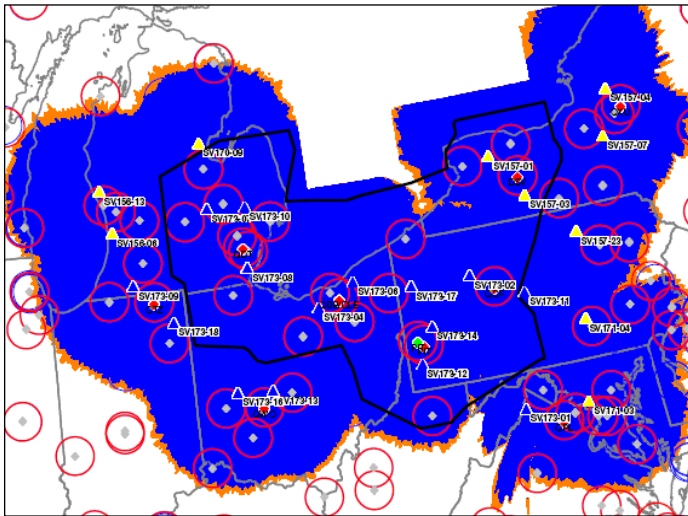
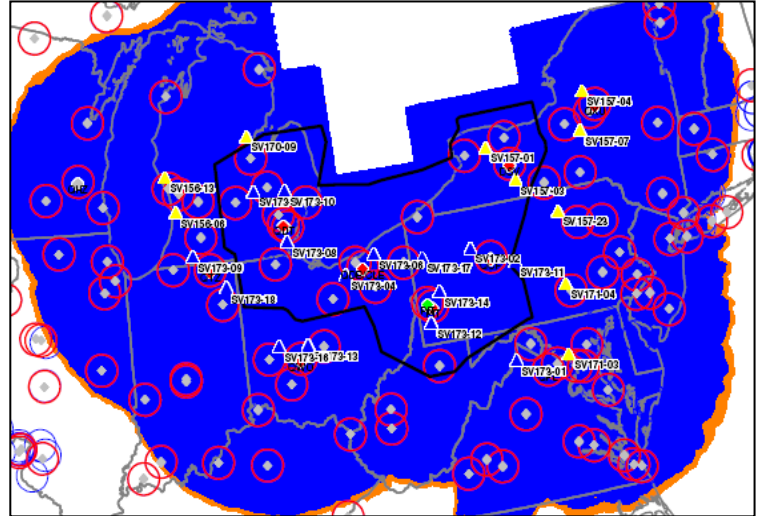


Attention All Pilots Flying in the Ohio Area

New Traffic and Flight Information Services Are Available Now



Coverage depicted at 3,000 FT



Coverage depicted at 18,000 FT

Pilots who fly in the Cleveland, Ohio (ZOB) area can now receive free traffic and weather information in the cockpit. To receive these services, aircraft must be equipped with an Automatic Dependent Surveillance - Broadcast (ADS-B) transmitter/receiver or transceiver and a cockpit display of traffic information (CDTI).

The new services include:

Flight Information Service - Broadcast (FIS-B), which provides pilots and flight crews with a cockpit display of aviation weather and aeronautical information via Universal Access Transceiver (UAT) equipment on 978 MHz.

- **Be advised, the following FIS-B weather products are for information and strategic purposes only and do not meet the safety and regulatory requirements of official weather products for fuel or flight planning:**
 - Aviation Routine Weather Reports (METARs).
 - Special Aviation Reports (SPECIs).
 - Terminal Area Forecasts (TAFs) and their amendments.
 - NEXRAD (regional and CONUS) precipitation maps.
 - Notice to Airmen (NOTAM) Distant and Flight Data Center.
 - Airmen's Meteorological Conditions (AIRMET).
 - Significant Meteorological Conditions (SIGMET) and Convective SIGMET.
 - Status of Special Use Airspace (SUA).
 - Temporary Flight Restrictions (TFRs).
 - Winds and Temperatures Aloft.
 - Pilot Reports (PIREPS).
 - TIS-B service status.

Traffic Information Service - Broadcast (TIS-B), which enhances a pilot's visual acquisition of other traffic on 978 UAT and 1090 MHz Extended Squitter (1090 ES).

- **Be advised, TIS-B is only an advisory service. Pilots must continue to exercise vigilance by looking out the window to "see and avoid" other aircraft, in accordance with Title 14 of the Code of Federal Regulations Section 91.113b. Pilots should not allow themselves to become reliant on the cockpit display of TIS-B information.**

The following table lists which type of data link is required to receive TIS-B and FIS-B services:

If the aircraft is equipped with the following data link...	Then the pilot can receive the following services...
978 MHz Universal Access Transceiver (UAT)	TIS-B and FIS-B
1090 MHz Extended Squitter (1090 ES)	TIS-B

Users of TIS-B and FIS-B can help the Federal Aviation Administration (FAA) correct malfunctions and enhance the service by reporting instances of undesirable system performance. The FAA urges users to report the following information:

1. Time of observation.
2. Location.
3. Type and identity of the aircraft.
4. Description of the condition observed.
5. Type of avionics system and software version used.

You can report issues by contacting the nearest Flight Service Station (FSS) facility or obtaining FAA Form 8470-5, Safety Improvement Report, from FSSs, Flight Standards District Offices, or general aviation fixed-based operators.

The FAA will publish an advisory circular with additional details about coverage, requirements, limitations, transmission intervals, ADS-B broadcast services, and other information in the future.

For more information about the FAA's ADS-B program, visit www.adsb.gov.

Questions?	Contact the FAA Flight Standards ADS-B Office at 9-AWA-AVS-ADS-Programs-AFS@faa.gov . Contact the FAA Aircraft Certification ADS-B Office at 9-AWA-AVS-ADS-Programs-AIR@faa.gov .
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