TO: Subscribers:
- Customers of NWS Aviation Observations in Alaska and the Pacific Region
- Other NWS Partners, Users, and Employees in Alaska Region (AR) and Pacific Region (PR)

FROM: William Bauman
Chief, Aviation and Space Weather Services Branch


NOTE: The following changes have no impact on NOAA Weather Wire Service subscribers.

NWS is working through a formal agreement with the Federal Aviation Administration (FAA) to transition Automated Surface Observing Systems (ASOS) augmentation and backup responsibilities in Alaska and Pacific Regions. Included in this transition is the discontinuation of any and all NWS backup of Service Level D airports. Per FAA regulations (FAA JO 7900.C), there is no requirement for augmentation and backup of ASOS at Service Level D locations.

The NWS Weather Service Offices in the Alaska Region and some offices in the Pacific Region currently augment and backup observations for ASOS units, per an FAA-NWS Memorandum of Understanding, dated September 2002. At the end of 2014, the FAA assumed general oversight of the aviation surface observation program and moved the entire CONUS aviation weather surface observing program under FAA policies. The remaining NWS locations that have yet to transition to FAA oversight are located in NWS Alaska and Pacific Regions. Once this transition is complete, all United States observing will fall under FAA policy and regulations.

The proposed timeline below may change slightly, but the NWS wants to ensure air carriers have advanced notice so they can
become familiar with the Non-Federal Weather Observation (NF-OBS) Program. The NF-OBS Program is a voluntary program for non-Federal entities to provide or augment weather observation services addressed in FAA Order JO 7900.5. Additionally, Order JO 7210.77 has been created to provide guidance for NF-OBS weather observing procedures and practices. Non-Federal entities, such as fixed-base operators, airports, state and local governments, and private businesses (NF-OBS Sponsors) provide the resources necessary to ensure the performance of this aviation service.

Follow the link below for the complete order (JO 7210.77) issued December 19, 2016.


Timeline of proposed changes and transition of services to the FAA:

January 30, 2017: NWS ceases any augmentation and back-up for Annette Alaska, which has no Service level.

March 1, 2017: NWS ceases augmentation at all Service Level D airports in NWS Alaska and Pacific Regions and FAA assumes responsibility during FAA facility operating hours at Barrow, Cold Bay, and McGrath). Those locations include:

Alaska: Barrow, Cold Bay, McGrath, St. Paul and Yakutat. Pacific: Hilo and Lihue, between the hours of 2200 to 2400 HST when they revert to Service Level D.

June 1, 2017: NWS cease augmentation at the following sites and FAA assumes responsibility during FAA facility operating hours:

Pacific Region: Hilo, Lihue, Guam, which are Service Level C sites.

Alaska: Service Level A: Bethel
Service Level B: King Salmon, Kodiak, Kotzebue, Nome
Below is a chart summarizing the changes in coverage as the FAA takes over the ASOS augmentation:

<table>
<thead>
<tr>
<th>Location</th>
<th>FAA Hours</th>
<th>NWS Hours</th>
<th>Gap (upon NWS closure)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bethel</td>
<td>1600-0000</td>
<td>0100-1700</td>
<td>0000-1600</td>
</tr>
<tr>
<td>King Salmon</td>
<td>1600-0000</td>
<td>0100-1700</td>
<td>0000-1600</td>
</tr>
<tr>
<td>Kodiak</td>
<td>N/A</td>
<td>0100-1700</td>
<td>0000-2359</td>
</tr>
<tr>
<td>Kotzebue</td>
<td>0700-2400</td>
<td>0000-0700</td>
<td>0000-0700</td>
</tr>
<tr>
<td>Nome</td>
<td>0700-2300</td>
<td>0000-0700</td>
<td>2300-0700</td>
</tr>
</tbody>
</table>

If you have comments or questions regarding this public information statement, please contact:

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