Add	***NOTE–*** ***Routine PIREPs indicating a lack of forecasted weather conditions, for example, a lack of icing or turbulence, are also valuable to aviation weather forecasters and pilots. This is especially true when adverse conditions are expected or forecasted but do not develop or no longer exist.***
REFERENCE through **a**	No Change
1. Ceilings at or below 5,000 feet. These PIREPs must include cloud bases, tops and sky conditions when available. Additionally, when providing approach control services, ensure that at least one descent/climb–out PIREP is obtained each hour.	**1.** Ceilings at or below 5,000 feet. These PIREPs must include cloud bases, tops and **cloud coverage** when available. Additionally, when providing approach control services, ensure that at least one descent/climb–out PIREP **and other related phenomena** is obtained each hour.
a2 through ***NOTE2***	No Change
Add	***REFERENCE–*** ***FAA Order JO 7110.10, Para 9–2–5, Soliciting PIREPs***
b and **c**	No Change
d. Disseminate PIREPs as follows:	No Change
1. Relay PIREP information to concerned aircraft in a timely manner.	1. Relay **pertinent** PIREP information to concerned aircraft in a timely manner.
NOTE– *Use the word gain and/or loss when describing to pilots the effects of wind shear on airspeed. The word "chop" may be used by pilots in lieu of the term "turbulence" in pilot communications with ATC. Chop is a type of turbulence.*	***NOTE–*** *Use the word gain and/or loss when describing to pilots the effects of wind shear on airspeed.*
EXAMPLE and ***REFERENCE***	No Change
2. *EN ROUTE.* Relay all PIREPs to the facility weather coordinator and to all aircraft in sector(s) below and adjacent to the report.	**2.** *EN ROUTE.* Relay all **operationally significant** PIREPs to the facility weather coordinator.
Add	***REFERENCE–*** ***FAA Order JO 7210.3, Para 6–3–1, HANDLING OF SIGMETs, CWAs, AND PIREPs.***
3. *TERMINAL.* Relay all PIREPs to:	**3.** *TERMINAL.* Relay all **operationally significant** PIREPs to:

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1. PARAGRAPH NUMBER AND TITLE: 4–7–12. APPLICATION

2. BACKGROUND: Over the years, a number of interpretation requests have been submitted regarding the correct application of the En Route portion of paragraph 4–7–12. Specifically, when does an "en route descent" begin and does airborne notification from a pilot satisfy air traffic control's requirement to "inform" the pilot of abnormal operation of approach and landing aids at a destination airport? A workgroup was convened in August 2017 to identify issues with the wording and the proposed changes to the paragraph to clarify air traffic application and responsibilities.

3. CHANGE:

OLD	NEW
4–7–12. APPLICATION	**4–7–12. APPLICATION**
a. *EN ROUTE.* Before issuing an approach clearance or en route descent, and subsequently as changes occur, inform an aircraft of any abnormal operation of approach and landing aids and of destination airport conditions that you know of which might restrict an approach or landing.	**a.** *EN ROUTE.* Before issuing an approach clearance, and subsequently as changes occur, inform an aircraft of any abnormal operation of approach and landing aids and of destination airport conditions that you know of which might restrict an approach or landing. **This information may be omitted if it is contained in the ATIS broadcast and the pilot states that he/she has received the appropriate ATIS code.**
NOTE–	***NOTE–***
1. *Airport conditions information, in the provision of en route approach control service, does not include information pertaining to cold temperature compensation or the airport surface environment other than the landing area(s) or obstruction information for aircraft that will be cleared for an instrument approach. Accordingly, D NOTAMs that contain the keywords TAXIWAY (TWY), RAMP, APRON, or SERVICE (SVC) are not required to be issued. Additionally, Obstruction NOTAMs (OBST) are not required to be issued if an aircraft will be cleared for an instrument approach.*	***1.*** *Airport conditions information, in the provision of en route approach control service, does not include* ***the following:***
Add	***a. The airport surface environment other than the landing area(s) (e.g. TAXIWAY, APRON or SERVICE keyword NOTAMs).***
Add	***b. Obstruction information (e.g. OBST NOTAMs) for aircraft that will be cleared for an instrument approach.***
Add	***c. Information pertaining to cold temperature compensation.***

2. *When advised of special use airspace (SUA) or military training route (MTR) activation, appropriate action is taken to separate nonparticipating IFR aircraft from those activities when required, and/or to issue applicable advisories as warranted. When meeting this requirement, there is no requirement for controllers to additionally issue the associated D NOTAM activating that SUA or MTR to the pilot. Accordingly, D NOTAMs for SUA that contain the accountability codes SUAE, SUAC, and SUAW are not required to be issued.*	No Change
Add	***3. Although a pilot may have obtained NOTAM information during pre-flight briefings, airport conditions may have changed in flight. Therefore a pilot stating, or a controller asking, if they "have the NOTAMS" does not relieve the controller of the responsibility of issuing airport conditions that might restrict an approach or landing. Additionally, controller instructions to contact FSS to obtain the NOTAMs does not relieve the controller of their responsibilities specified in this paragraph.***