



# AUTOMATIC TERMINAL INFORMATION SERVICE - ATIS

## 1. Introduction

Automatic Terminal Information Service, or ATIS, is a continuous broadcast of recorded aeronautical information in busier airports.

ATIS broadcasts contain essential information, such as weather information, active runways, available approaches, NOTAM, and any other information required by the pilots.

Pilots listen to ATIS broadcast information before contacting the local air traffic controller, in order to reduce the controllers' workload and to prepare their flight.

## 2. ATIS in real life

The ATIS at an airport is usually given by an automated or recorded voice on a specific VHF frequency or via the vocal channel of a radio-navigation beacon.

Whenever ATIS is provided, the preparation and dissemination of the ATIS message shall be the responsibility of the tower controller or the aerodrome flight information controller (AFIS).

The ATIS recording is updated at fixed intervals or when there is a significant change in the information.

This change is followed by advancing the alphabetic letter designation. The letter progresses down the alphabet with every update and starts at Alpha after a break in service of 12 hours or more.

Pilots shall indicate that he has "information" and the ATIS identification letter to let the controller know that the pilot is up to date with all current information.

Most airports in a certain country will often have the same ATIS format or layout with the same automated voice. In very complex airports, it is possible to have two ATIS frequencies, one for arrivals and one for departures.

ATIS transmissions can be received in a large zone (60NM maximum and 25000ft maximum) and ATIS is unique to each airfield.

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## 2.1. ATIS messages

ATIS messages containing both arrival and departure information shall contain the following elements of information in the order listed:

- name of aerodrome
- arrival and/or departure indicator
- contract type, if communication is via D-ATIS
- designator
- time of observation, if appropriate
- type of approach to be expected
- the runways in use
- significant runway surface conditions and, if appropriate, braking action
- holding delay, if appropriate
- transition level, if applicable
- surface wind direction and speed, including significant variations
- visibility and, when applicable RVR
- present weather
- cloud below 1 500 m (5 000 ft) or below the highest minimum sector altitude, whichever is greater;
- air temperature
- dew point temperature
- altimeter setting(s)
- any available information on significant meteorological phenomena
- wind shear
- information on recent weather of operational significance
- trend forecast
- specific ATIS instructions
- other essential operational information

## 2.2. Example of a real ATIS

This is an example of a real ATIS from Dulles airport.

DULLES INTERNATIONAL INFORMATION SIERRA.  
1300 ZULU  
WEATHER MEASURED CEILING THREE THOUSAND OVERCAST.  
VISIBILITY THREE, SMOKE.  
TEMPERATURE SIX EIGHT. DEWPOINT FOUR THREE.  
WIND THREE FIVE ZERO AT EIGHT.  
ALTIMETER TWO NINER NINER TWO.  
ILS RUNWAY ONE RIGHT APPROACH IN USE.  
LANDING RUNWAY ONE RIGHT AND LEFT, DEPARTURE RUNWAY THREE ZERO.  
ARMEL VOR OUT OF SERVICE.  
ADVISE YOU HAVE INFORMATION SIERRA.

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### 3. ATIS in IVAO

With the current network limitation, the IVAO network has adapted the ATIS information available for pilots:

- Each air traffic controller has his own ATIS
- ATIS is written in text mode by air traffic controller in a predefined form
- Pilot can only read ATIS information in text mode when tuning the ATC frequency or sending the appropriate command to the server with specific command
- ATIS contain the TeamSpeak server in the first line

Like in real life, pilots shall indicate that he has "information" and the ATIS identification letter to let the controller know that the pilot is up to date with all current information.

#### 3.1. ATIS of an area control center

In real life, an Area Control Centre controller does not establish ATIS.

In IVAO, the Area Control Centre controller has a small ATIS in order to ensure the system works.

Area Control Centre ATIS in IVAO has:

- Address of TeamSpeak server and channel name in the server
- Literal name of ATC position
- (optional) Regional transition altitude and flight level
- (optional) Additional remarks

Example:

```
LFMM_S_CTR > EU9.TS.IVAO.AERO/LFMM_S_CTR  
LFMM_S_CTR > MARSEILLE CONTROLE
```

There is no letter designation for an Area Control Centre ATIS.

Elements extracted from a typical ATIS:

- IVAO voice server = EU9.TS.IVAO.AERO
- Channel in the voice server = LFMM\_S\_CTR
- Literal Name of ATC position = MARSEILLE CONTROLE

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## 3.2. ATIS of approach, departure, tower, ground controllers

The controllers attached to an airfield set their ATIS with the data provided for this specific airfield.

The ATIS linked to an airfield in IVAO has:

- Address of the TeamSpeak server and Channel name in the server
- Literal name of ATC position, the letter designator information and the ATIS creation time
- Airfield METAR station or the closest METAR information if the airfield doesn't have a unique METAR
- Landing (ARR RWY) and take-off (DEP RWY) runways
- Transition altitude (TA) and level (TRL)
- (Optional) Additional remarks
- Confirmation message with the letter designator

Example:

```
LFMN_APP > EU1.TS.IVAO.AERO/LFMN_APP
LFMN_APP > NICE APPROACH INFORMATION HOTEL RECORDED AT 1618Z
LFMN_APP > LFMN 061600Z 24006KT 9999 FEW060 SCT100 12/06 Q1004 NOSIG
LFMN_APP > ARR RWY 04L / DEP RWY 04R / TRL FL60 / TA 5000FT
LFMN_APP > ILS 04L APPROACH IN USE
LFMN_APP > CONFIRM ATIS INFO HOTEL ON INITIAL CONTACT
```

Elements extracted from this typical ATIS:

- IVAO voice server = EU1.TS.IVAO.AERO
- Channel in the voice server = LFMN\_APP
- Literal Name of ATC position = NICE APPROACH
- Letter designator = HOTEL
- Time of ATIS creation = 1618Z
- METAR = LFMN 061600Z 24006KT 9999 FEW060 SCT100 12/06 Q1004 NOSIG
- Landing runway = 04L
- Take-off runway = 04R
- Transition level = FL60
- Transition altitude = 5000FT
- Additional remarks = > ILS 04L APPROACH IN USE

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