

vATIS

Since ES v3.2.2 it is possible to have up to 4 simultaneous ATIS-connections, however in Sweden we use vATIS. vATIS offers the same number of ATIS connections, but also easier addition of RWYCC (Runway condition codes) and NOTAMs as free text.

To use vATIS you need to download the software itself, and import a profile, both of which are linked below.

vATIS

vATIS Sweden Profile

The profile is updated automatically when a new version is found.

Documentation and more information available on [the vATIS website](#).

<https://wx.awos.se/> and [VatIRIS](#) shows real life AWOS/ATIS for many airports in Sweden.

ATIS formatting

We use vATIS to simulate as closely as possible both voice ATIS and D-ATIS (datalink ATIS in text format). Therefore it is important to use the correct text format to ensure that both the ATIS text looks reasonable, using plain language or common abbreviations (*contractions* in vATIS terminology), and that audio output is sensible.

Always check that the ATIS output is reasonable, especially when using free text in the AIRPORT CONDITIONS or NOTAMS fields. vATIS may not recognise certain abbreviations. If this is the case use plain language instead. ATIS output can be checked by selecting "Get ATIS" for the relevant ATIS in the ES controller list. Audio output can be checked by using the sandbox feature in vATIS or by adding the relevant ATIS and listening to its frequency in AFV.

LVP:

When LVP is in force it can be added to the *AIRPORT CONDITIONS* window with `LVP` as free text, or activated by clicking on the AIRPORT CONDITIONS text above the text field, and selecting LVP in the list.

Adding free text in AIRPORT CONDITIONS and NOTAMS windows:

AIRPORT CONDITIONS window:

- The *AIRPORT CONDITIONS* window is used to add runway conditions (SCCs - see below) and other conditions such as Low Visibility Procedures.
- SCCs (surface condition codes) can be added as free text to the *AIRPORT CONDITIONS* window. In the real life AWOS, the text is manually entered as free text, which means there are some variations to the formatting and abbreviations used.

NOTAMS window:

- NOTAMs can be added as free text to the *NOTAMS* window:
 - e.g. `TWY Y3 CLSD` or `GLIDE PATH RWY 17 OUT OF SERVICE`
- The NOTAMS window is also used to add information such as:
 - Conditions on the movement area: `TWY AND APRON POOR`
 - `SINGLE RWY OPERATIONS`, `CDM IN USE` and similar information.

Text formatting:

- vATIS interprets certain phrases and abbreviations differently depending on context.
 - `Y3` will be read out as "why three" whereas `TWY Y3` will be read out as "taxiway Yankee three".
 - Runway designators will only be interpreted correctly if preceded by `RWY`, i.e. write `RWY 01L` instead of just `01L`.
- For runway conditions copied from real life AWOS or SNOWTAM, you may need to edit certain phrases or formatting. Examples:
 - Generic format, as used by most ATIS where a single runway is in use:
`SURFACE CONDITION CODE 3 3 3. DOWNGRADED. ISSUED AT 1944 RWY 100 PCT 3 MM WET SNOW. TWY AND APRON POOR`
 - The format used by ESSA AWOS (see below): `RWY 01L SCC 5 5 5. ISSUED AT 1800. RWY 100 PCT WET. CHEMICALLY TREATED.` Note that the contraction `SCC` is recognised by vATIS only at ESSA. For other ATIS stations, use plain text.

- SNOWTAM format: `ESNN 02291436 16 5/5/5 100/100/100 NR/NR/NR WET/WET/WET`.
 - The "raw" SNOWTAM text in the example above would have to be formatted as free text to be properly interpreted by vATIS, like this: `SURFACE CONDITION CODE 5 5 5 RWY 100 PCT WET`
 - To indicate coverage of 25/50/75/100%, the formats `25PCT`/`50PCT`/`75PCT`/`100PCT` are accepted. Note that for example `50 PCT` will **not** work as vATIS interprets two numbers after the word RWY/runway as a runway number.
 - When a contamination depth is included, make sure there is a space before `MM` (i.e. make sure it says `1 MM`, not `1MM`). Note that for the most common reported contamination depth of 3 mm, the phrase `3MM` (without space before MM) has been added for convenience. For other depths, make sure to add a space before MM as described above.
- Use punctuation as needed where a pause is desired in the spoken output. When adding AIRPORT CONDITIONS or NOTAMS free text, always end the phrase with a period (.). This ensures that the spoken ATIS makes a brief pause before reading the next item.

When adding or pasting free text to the AIRPORT CONDITIONS or NOTAMS fields, **take care to remove colon symbols (:) or double spaces () where included**, as the remaining text after will be ignored if the symbol/double space is not removed.

Note: Text added in the AIRPORT CONDITIONS and NOTAMS fields will remain in place for that *preset* until it is edited or deleted (including after closing and re-opening vATIS). Pre-defined airport conditions (such as LVP) will also remain in place until deselected. **When setting up an ATIS, make sure that no old/irrelevant ATIS text is present.**

ESSA ATIS set up and formatting:

- AWOS for ESSA which shows real life runways in use as well as runway surface conditions is available at <https://wx.awos.se/?siteId=ESSA>.
- In vATIS, there are one or more *presets* for each runway combination. Some runway combinations have separate presets for IMC and VMC conditions (the phrase "additional spacing on final due to runways in use" is added to the IMC preset). **Take care to select the relevant preset!**
- Runway surface conditions can be added by pasting the info from AWOS. For the text to be displayed and read out correctly by vATIS, it needs to be in the

correct format:

- The "raw" text from AWOS might look like: `01R: SCC 5 5 5. ISSUED AT 18:57. RWY 100 PCT DRY SNOW 2MM. TWY P APN P.`
- This needs to be edited to the correct format for vATIS. Include `RWY` before the runway designator, remove any colons and make sure there are spaces and punctuation where needed. Some abbreviations may need to be changed into plain language. The above example when edited to suit vATIS should look like this: `RWY 01R SCC 5 5 5. ISSUED AT 1857. RWY 100PCT DRY SNOW 2 MM.` and be added in the *AIRPORT CONDITIONS* window. Taxiway and apron conditions should be edited as needed and added in the *NOTAMS* window: `TAXIWAYS POOR. APRONS POOR.`
- For DEP ATIS, include surface conditions for the departure runway only, as well as taxiway and apron conditions.
- For ARR ATIS, include surface conditions for the arrival runway only, as well as taxiway and apron conditions.
- AWOS lists the runway conditions based on the lowest runway designator, e.g. the conditions for RWY 01L/19R, 01R/19L and 08/26 will always be listed for RWY 01L, 01R and 08. In the ATIS, this needs to be adjusted to reflect the runway direction in use so you may need to manually change it to RWY 19R, 19L and 26.
- When independent parallel approaches are in use using the EoR concept, the following phrase should be added to *AIRPORT CONDITIONS* in the ARR ATIS, depending on runway in use. This is also selectable as a pre-defined phrase via the *AIRPORT CONDITIONS* window.
 - ARR 01R/DEP 01L: `INDEPENDENT PARALLEL APCH IN OPERATION. SECONDARY APCH RNP Y RWY 01L`
 - ARR 19L/DEP 19R `INDEPENDENT PARALLEL APCH IN OPERATION. SECONDARY APCH RNP Y OR RWY 19R`
- When CDM is in use, the phrase `CDM IN USE.` should be added to *NOTAMS* in the DEP ATIS. The phrase is selectable as a pre-defined phrase in the *NOTAMS* window.

In real life, the ATIS designator letter for DEP ATIS and ARR ATIS are usually different. This might be inconvenient on VATSIM as there is no practical way to display both ATIS letters in ES. Therefore it may be preferable to use the same letter for both DEP and ARR ATIS.

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