

# REPUBLIK ÖSTERREICH

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**REPUBLIC OF AUSTRIA**

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## **ATIS and VOLMET Datalink Service – OPERATIONAL**

### **1. Introduction**

- 1.1 Air/ground datalink application for the provision of the *Automatic Terminal Information Service (ATIS)* and *Meteorological Information for Aircraft in Flight (VOLMET)* is available within the *Flight Information Region WIEN (FIR WIEN)*.
- 1.2 Technical trials on the below ATIS and VOLMET datalink services, also known as Digital-ATIS (D-ATIS) and Digital-VOLMET (D-VOLMET) had been successfully conducted by Austro Control GmbH.
- 1.3 The **OPERATIONAL** status shall mean the following:
  - Usage under airline's responsibility and
  - Follow ATS special procedures, sometimes
- 1.4 The ATIS and VOLMET systems installed at the international airports of WIEN/Schwechat, INNSBRUCK, KLAGENFURT, SALZBURG, LINZ and GRAZ have been equipped with datalink capability and dedicated digital communication links have been set up with the SITA and the ARINC to enable airlines to access the following services via ACARS datalink:

- Arrival ATIS Vienna	<i>WIEN SCHWECHAT ARRIVAL INFORMATION</i>
- Departure ATIS Vienna	<i>WIEN SCHWECHAT DEPARTURE INFORMATION</i>
- International VOLMET from Vienna	<i>VOLMET WIEN AUSTRIA</i>
- National VOLMET East from Vienna	<i>NATIONAL VOLMET WIEN AUSTRIA</i>
- ATIS Innsbruck	<i>INNSBRUCK INFORMATION</i>
- National VOLMET West from Innsbruck	<i>NATIONAL VOLMET INNSBRUCK AUSTRIA</i>
- ATIS Klagenfurt	<i>KLAGENFURT INFORMATION</i>
- National VOLMET South from Klagenfurt	<i>NATIONAL VOLMET KLAGENFURT AUSTRIA</i>
- ATIS Salzburg	<i>SALZBURG INFORMATION</i>
- ATIS Linz	<i>LINZ INFORMATION</i>
- ATIS Graz	<i>GRAZ INFORMATION</i>

- 1.5 D-ATIS and D-VOLMET are operating in parallel with the existing ATIS and VOLMET voice broadcasts available through VHF.

### **2. The Service**

- 2.1 With the D-ATIS and D-VOLMET services the ATIS and VOLMET broadcast messages can be shown and printed out inside the cockpit to reduce pilot's workload of manually processing the voice broadcast information.
- 2.2 The D-ATIS and D-VOLMET services provided will comply with the Airlines Electronics Engineering Committee (AEEC) Specifications 622 and 623.

### 3. Airborne Equipment Requirements

- 3.1 Aircraft equipped with ACARS meeting AEEC Specifications 622 and 623 and with connectivity to the SITA or ARINC A/G network can request and obtain the D-ATIS and D-VOLMET messages.
- 3.2 There is an inter-networking arrangement between SITA and ARINC to exchange the D-ATIS and D-VOLMET messages from one network to the other. Airlines should check with their datalink service provider(s) in case of further detail required.

### 4. Indicators and Identification

#### 4.1 Indicators:

- A - Arrival ATIS (ARR ATIS)
- D - Departure ATIS (DEP ATIS)
- C - Contract Arrival ATIS (ARR ATIS), i.e.: automated updates within 30 minutes after request
- E - VOLMET (ENROUTE)

Note: Requests with 623 indicator A or D as well for all airports except LOWW with single runway will be answered with a combined arrival/departure ATIS information.

#### 4.2 Identification:

Country	Airport/Service	ICAO Code	IATA Code	623 indication	Format	OPS	D-ATIS Gateway Access	Notes
Austria	Wien Schwechat	LOWW	VIE	A, D, C		2002		
	Innsbruck	LOWI	INN	A, C		2002		
	Salzburg	LOWS	SBG	A, C		2006		
	Klagenfurt	LOWK	KLU	A, C		2002		No RGS at KLU however one ARINC-RGS since OCT 2003 at INN and one ARINC-RGS since MARCH 2006 at SBG available !
	Linz	LOWL	LNZ	A, C		2006		
	Graz	LOWG	GRZ	A, C		2006		
	International VOMET WIEN	LOWW	VIE	E	<b>622 and 623</b>	2002	AVBL 6 SEP 2001	For the airport KLU only SATCOM access is guaranteed, even if VHF ACARS may work during the arrival.
	National VOLMET EAST	LOWM	----	E		2002		
National VOLMET WEST	LOWI	INN	E		2002			
National VOLMET SOUTH	LOWK	KLU	E		2002			

- 4.3 SITA does not operate VHF Radio Ground Stations in INN, SBG and KLU, however operates a RGS at VIE, LNZ and GRZ. ARINC does not operate in KLU, LNZ and GRZ however operates a RGS at VIE, INN and SBG. Therefore availability of the D-ATIS at KLU via VHF ACARS may depend on the aircraft altitude when requesting the information. Especially on the ground this D-ATIS may be available only via satellite communication.

**5. REPORTING FAILURE**

- 5.1 Pilots of suitably equipped aircraft that cannot establish communication with the D-ATIS/D-VOLMET services within the FIR WIEN are requested to inform the SITA or ARINC provider. In case of system failure, contact the appropriate SITA or ARINC Helpdesk or your Customer Support Account Team.

E N D