DENVER ARTCC
vATIS BETA TUTORIAL

INSTALLING vATIS

-You can find the installer here
-This will give you access to the most current version of vATIS and important documentation.
-If you have the previous version of vATIS installed, it is recommended that you remove the program as it could cause issues concerning which vATIS is which. When searching for vATIS in the windows search bar this is the icon you are looking for.
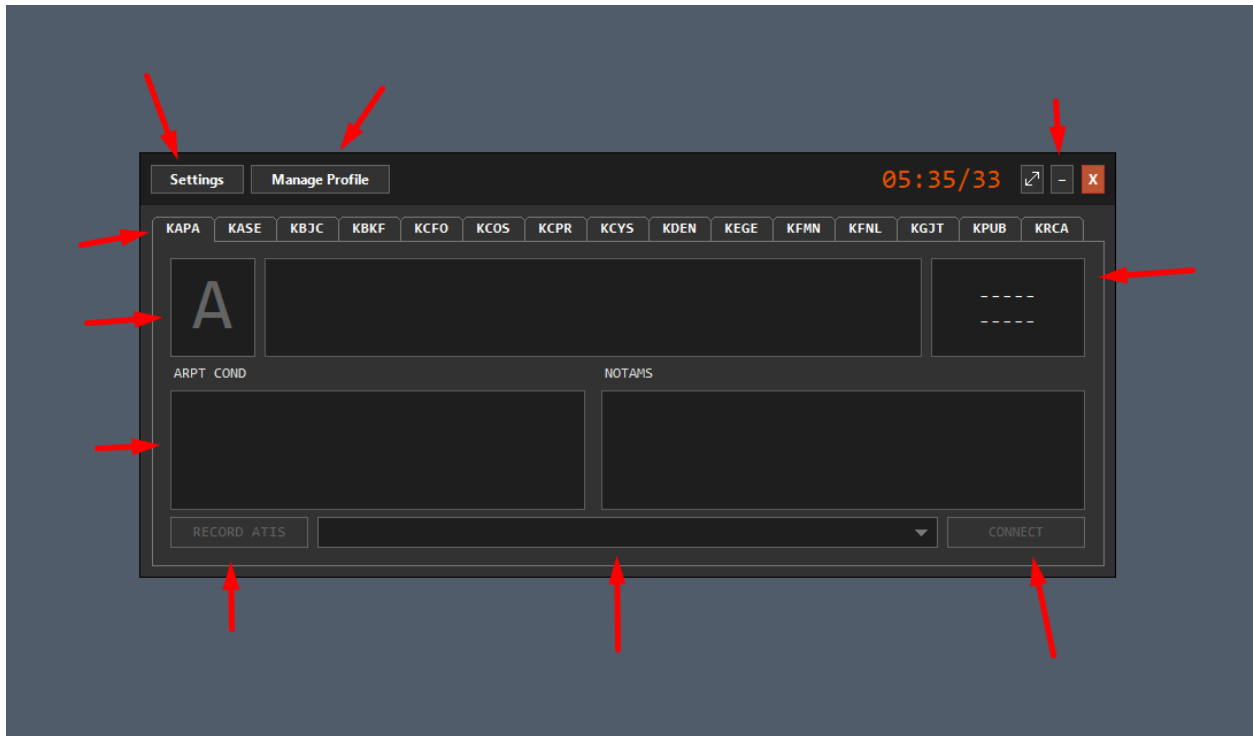

GETTING STARTED

-When first opening vATIS you are presented with a profile page similar to what is found on vStars and vERAM and works the same.
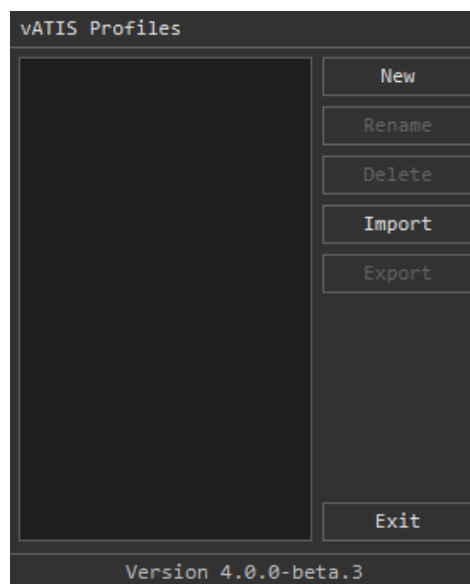
-Importing profiles is as easy as other programs and requires you to download the pre-configured profiles found on the ZDV website

UNDERSTANDING HOME

1. Settings - Settings are where you have to put in your credentials.
2. Manage Profile - Opening up this page for a regular user is usually not needed as typically it does not hold any value. This is more intended for FE use and general diagnostics.
3. Minimize/Expand - This button allows users to minimize the window into a smaller one which will show only the airports with current ATIS active and the current ATIS letter. Note: this does not keep it on top of all other windows like how AFV does.
4. Wind and Altimeter - This small window shows the current wind and altimeter for quick reference.
5. Connect - This button will connect the client to the network.
6. Flow Drop Down Menu - Selecting this drop down will show the possible selections of flows for your selected airport. This will automatically change the information displayed in the NOTAMS and APPT COND windows.
7. Record ATIS - When Controlling at an airport without a D-ATIS you can select this to record it.
8. APPT COND - Will show the current airport configuration based off of what is selected in the drop down menu. Includes current runways in use, approaches in use, and any other pertinent information that is not a NOTAM.
9. ATIS Letter - Will show the current ATIS letter. Can be left-clicked to change manually and right-clicked to go back letters.

10. Airport Select Tabs - Clicking on these tabs are like the tabs on your browser and let you quickly change between airports. When you have an active ATIS at an airport it will display the current letter next to the airport ICAO. You can only have 4 airports active at a time.

CONNECTING

-When Connecting to the network on vATIS. You first need to ensure that you have all your credentials in the setting and a server selected. It is recommended that you have "AUTOMATIC" selected. This will automatically connect you to the closest VATSIM server that is available.
-Select the correct airport from the airport tab list at the top to connect to. Then, you have to select the correct configuration from the drop down menu at the bottom. This can be changed any time but take in consideration the current winds and follow the guidelines outlined in the facilities SOP. Once the proper configuration is selected you may now press the **CONNECT**[5] button.
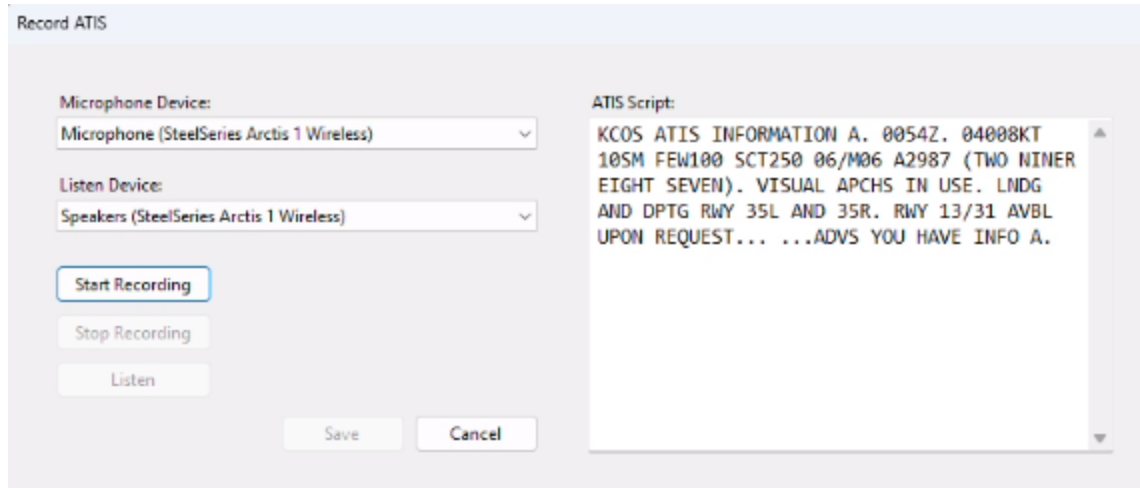-If all is done correctly you will be able to connect. If you receive an error saying "INVALID CALLSIGN" this could mean a couple of things but primarily make sure there is not another ATIS online. Otherwise consult a higher controller. Too you may get a unhandled exception error. Currently the most common reason for that is that a server is not selected in the settings. Otherwise consult a higher level controller.

RECORDING AN ATIS

-Recording an ATIS can be the most intimidating part of using vATIS but once you understand it, it becomes second nature just like other parts of controlling. There are generally two types of ATIS's, a D-ATIS, and a standard ATIS.

-A D-ATIS is an automatically read ATIS found at busy airports across the US. Within the ZDV artcc KDEN is the only airport with a D-ATIS. For this you can just connect and it will automatically start transmitting. Live real world D-ATIS's can be found here. Perks of having a D-ATIS is they do not have to be read and in the real world can be found on text forms. Otherwise at all the rest of the controlled airports within ZDV we must read and record the ATIS's with our voice.

-When controlling at any airport other then KDEN, once we get connected to the network we must record the ATIS. When you click record[7] it opens the window found below. From here you are then able to record your ATIS, listen to it, and then save it to then have it play for all pilots.

Record ATIS

Microphone Device:
Microphone (SteelSeries Arctis 1 Wireless)

Listen Device:
Speakers (SteelSeries Arctis 1 Wireless)

Start Recording
Stop Recording
Listen

Save   Cancel

ATIS Script:
KCOS ATIS INFORMATION A. 0054Z. 04008KT 10SM FEW100 SCT250 06/M06 A2987 (TWO NINER EIGHT SEVEN). VISUAL APCHS IN USE. LNDG AND DPTG RWY 35L AND 35R. RWY 13/31 AVBL UPON REQUEST... ...ADVS YOU HAVE INFO A.

READING AN ATIS

-To record an ATIS we must understand how to decipher and read one. An ATIS consists of three primary components. First, is the METAR. Arguably one of the most important parts this provides pilots with important information regarding the conditions of their departure or arrival. Second, is the airport conditions. This is more information but provides the pilots with the approaches in use and the current runways for their departure or arrival. This can also provide specific other information. Third, is the NOTAMS or Notice to Air Missions. The NOTAMS provide pilots on information ranging anywhere from runway/taxiway closures or possible obstacle or obstructions that might not always be denoted anywhere else.

-The sky conditions can be full of important information but can be difficult to decipher. The important and most common part is the clouds. There are 4 categories of clouds. FEW, which reads few. SCT, which reads scattered. BKN, which reads broken. OVC, which reads overcast. Too included in clouds is the ceiling which is the lowest broken or overcast layer in a ATIS. Next, if applicable, would be any weather phenomena in the area. These are abbreviated to typically two letter abbreviations. These abbreviations are sometimes, but not always, proceed with either a minus sign or a plus sign. A minus signifying weather of lower intensity. For example "-RA" stands for light rain. Where a plus signifies weather with higher intensity. For example "+SN" stands for heavy snow. All the possible abbreviations and information found in a METAR can be found in a document 7900.5E. Abbreviations are on page 123 - 129.

QUESTIONS

-METAR's and other parts of ATIS's can still be tricky and this document does not fully cover everything. Please contact the TA or any other member of training staff of any other questions related to either vATIS or ATIS's in general.