AFIS seminar - Survey

AFIS perspective
Background

- AFIS is a field with limited international standards.
- It is also a service found all over the world.....
- It would be interesting to find out more about national and international similarities and differences.
- Survey based a total of 94 responses.
Question #1

Geographic diversity – 89 responses

Norway - 20
Sweden - 13
Denmark - 12
Finland - 10
Hungary - 7
South Africa - 6
Greenland - 4
Greece - 5
UK - 3
Estonia - 3
Latvia - 2
Spain - 1
Czech republic - 1
Faroe Island - 1
France - 1
Question #2

My experience as an AFIS operator:

- 0 (Student)
- 1-5 years
- 5-15 years
- More than 15 years
Question #3

Have you had any refresher training or extra training in unusual situations and emergencies:

- No
- More than 10 years ago
- Between 3 and 10 years ago
- Not more than 3 years ago
Question #4

Traffic at my airport is generally:

- Domestic
- International
- Both
Average amount of traffic at my airport is around:

- Below 3000: 35%
- Between 3000 and 8000: 40%
- Between 8000 and 15000: 20%
- More than 15000: 15%
Question #6

Average distribution of traffic

- Scheduled traffic: 46%
- General aviation: 33%
- Commercial Non-scheduled: 17%
- Military traffic: 4%
Which language is normally used to communicate (Pilot-AFIS communication):

- English
- National
- Both
Question #8

I find it easy to get information concerning correct procedures and routines for AFIS (Answers in percent – 57 responses)

- Strongly disagree: 0
- Disagree: 14
- Neutral: 25
- Agree: 46
- Strongly agree: 15
- N/A: 0
Question # 9

Do you have an overall impression that the pilots know the routines and procedures for operating on AFIS airports

- Yes. They have a good understanding of the procedures for AFIS
- Some pilots are unaware of the routines and procedures for AFIS airports (Example: surprised that they only get flight information, and think they fly at a controlled airport)
- Most pilots have no understanding of AFIS routines and procedures
Question #10

Are there situations you generally feel you don’t get sufficient information from the pilot (More than one answer is possible)

- No, I usually get all relevant information I need.
- Start-up information
- Departure information
- Position reports
- Intentions
- Arrival information
- Others, please specify below
Question #11

What information do you normally provide to the pilot at start up for a departing flight.

EuroControl manual:
- RWY in use
- Wind
- QNH
- Temp (If turbine/jet)
- Visibility (if less than 10km / RVR when applicable)
- Correct time

Survey findings:
- Traffic information usually added at start-up
- Some mix-ups regarding sequence
- Some variations over the phrase; “RWY in use”/“Suggested RWY”/ Preferred RWY”
- ATC clearances/SSR codes when applicable
- Some approve start-up
Question #12

How is taxi information given to aircraft at your airport?

- If there is no other aircraft /vehicle on the runway:
  EuroControl Manual: No specific phrase – Traffic information only

Survey findings:

- “RWY FREE”
- “No traffic on runway” / “No reported traffic”
- “(Taxiway and) RWY XX available for taxi, line up RWY XX”
- “Clear to taxi for RWY xx”
- “Taxi own discretion”
- “Enter/line up RWY”
- Traffic information only
How is taxi information given to aircraft at your airport?

If there is another aircraft on short final:

EuroControl Manual: No specific phrase – Traffic information only

Survey findings:

- Traffic information only
- “Runway occupied”
- “Traffic is .... taxi at your discretion”
- “Taxi to holding …” / “Hold …”
Question #12

How is taxi information given to aircraft at your airport?

▷ If there is another aircraft backtracking on the runway after landing and it can vacate another taxiway:

EuroControl Manual: No specific phrase – Traffic information only

Survey findings:

- Traffic information only
- “RWY Available” / “Taxiway and RWY available for taxi and line up”
- “RWY free for taxi”
- “Traffic is .... taxi at your discretion”
- “Enter RWY, Standby” / “Line up and wait”
- “Clear to taxi after” .... + Traffic information
Question #13

What information do you normally provide to the pilot for an arriving flight.

EuroControl manual:  - Runway in use (Traffic circuit information in phraseology examples)

- VFR; Wind, QNH, other essential info.

- IFR; Full meteorological info

Survey findings;  - Traffic information usually early

- Some variations over the phrase; 
  “RWY in use”/“Suggested RWY”/ Preferred RWY

- Some give traffic circuit information
Question #14

What phrase is used to indicate to departing and arriving aircraft that the runway is suitable for takeoff or landing

EuroControl manual – “Runway (number) free (for departure)"

Survey findings:

- RWY free (for departure)
- RWY (number) free (for departure)
- No traffic on RWY
- Land/depart at your own discretion.
- RWY clear
Question #15

What phrase is used to indicate to departing and arriving aircraft that the runway is NOT suitable for takeoff or landing

EuroControl manual: RWY (number) occupied (or blocked) by...

Survey findings:  
- RWY occupied  
- RWY blocked  
- Traffic information  
- RWY not free  
- RWY not clear
Question #16

How would you generally rate the amount of traffic information you provide to the pilot

- Traffic information is normally given about all known traffic, regardless of relevance (Also traffic not essential to traffic concerned)

- Traffic information is normally given about all known traffic, but I usually don’t mention traffic that for instance is about to leave the frequency or traffic on short final unless it is essential for that flight.

- Traffic information is normally only given about essential traffic (Traffic that might be relevant to the traffic concerned)

- I usually don’t give traffic information.
When composing traffic information, how would you normally describe the position of the other aircraft

- In relation to the aircraft receiving information (example: “2 o’clock,”)
- In relation to geographical point or navaid (Example: “Overhead Ystad”)
- In a cardinal direction from the field (Example: North of the field”)
- 2 or more of the above. Depends on type of traffic. please specify below
- Other. Please specify below
Question #18

I am aware of procedures or common practices by AFIS or pilots that creates misunderstandings or possible threats
(Answers in percent – 57 responses)
Question #19

I feel the pilot generally has a good knowledge and understanding about the AFIS operators perspective when flying to and from AFIS airports
(Answers in percent – 57 responses)
Question #20

When handling traffic, how often are you in situations where standard phraseology is not used:

- All the time (Every flight)
- Most of the time
- Sometimes
- Never
AFIS phraseology is regulated and standardized in your country
(Answers in percent – 57 responses)
Other comments

- “Due to the lack of guidance on AFIS operations we have had to develop our own procedures”
- “Radar surveillance is highly appreciated.”
- “Another risk that also has to be managed is the low proficiency of student pilots. They are at times not able to develop the necessary resolution to the more complex traffic scenarios. In these cases the AFIS ATSO has to operate outside the basic rules of an AFIS environment and suggest a conflict resolution.”