TRAFFIC INFORMATION

1. Introduction

Traffic information is information issued to advice pilots of known or observed traffic, which may be in such proximity to their position or intended route of flight to warrant their attention.

2. Radar traffic information

The radar traffic information is applicable in IVAO for the following positions:

- CTR – en-route controller
- APP – arrival or approach controller
- DEP – departure controller
- TWR – tower controller if your position can give air traffic control service

2.1. Source of information

Traffic information may be based on:

- Visual observation
- Observation of radar identified targets
- Reports from pilots or other ATS facilities.

In IVAO, we have 3 cases:

- Radar identified targets when using the IvAc radar screen (main information in IVAO)
- Visual observation when using IvAi and your flight simulator with a tower view
- Reports from pilots or other ATS facilities when any problems occur during a server crash. Information can be obtained via radio communication with pilots or coordination in text mode with other controllers.

2.2. Application

An ATC unit shall issue position information and traffic information, as necessary, to assist aircraft in establishing visual separation from other aircraft.
An ATC unit shall also issue traffic information on an aircraft's request.

An ATC unit shall provide traffic information to:

- VFR aircraft in Class C and D airspace
- VFR aircraft in Class E airspace if workload permits
- Radar-identified IFR aircraft if the targets appear likely to merge with another radar-observed target

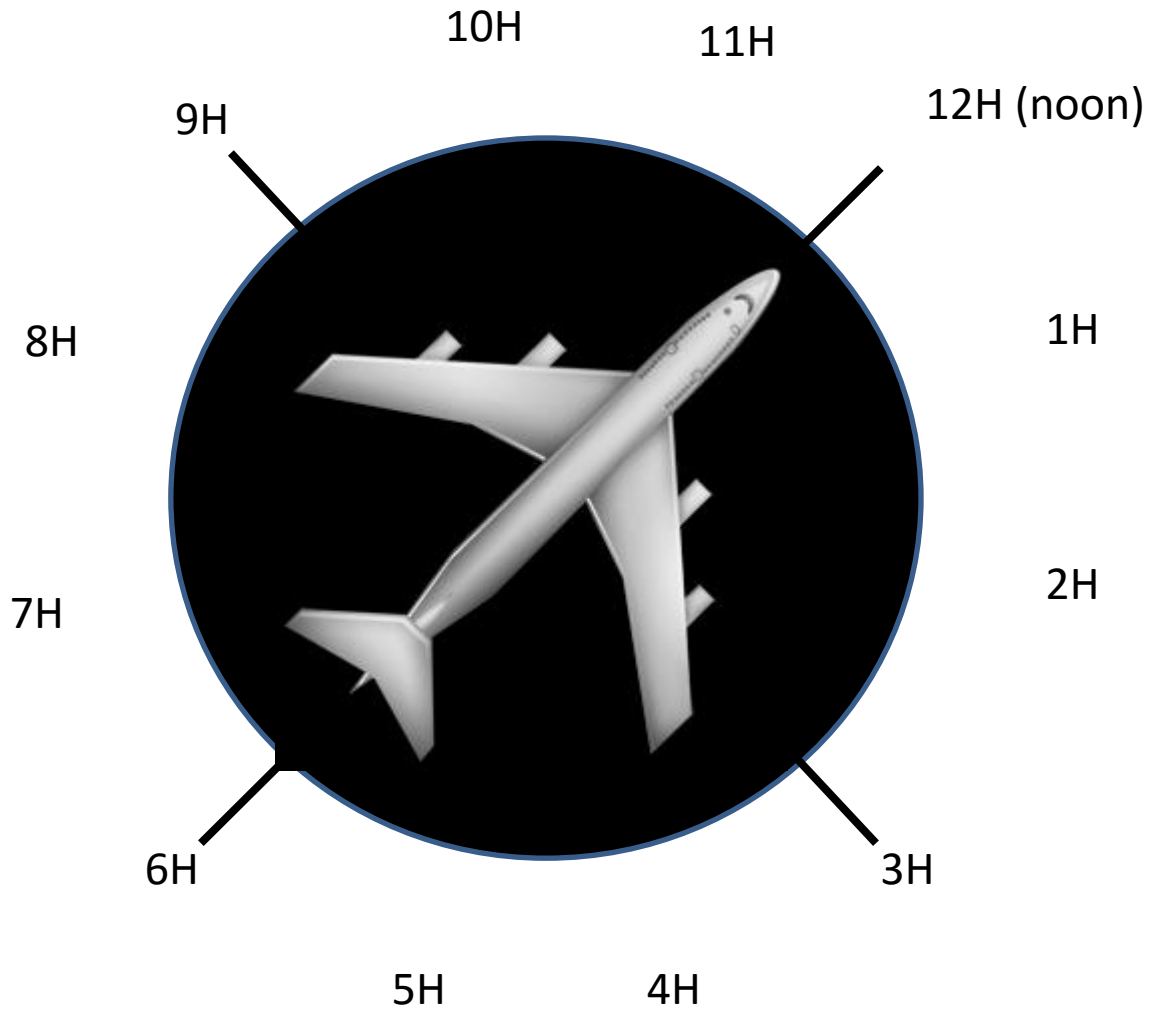
Provision of this service is mandatory unless precluded by higher priority duties. In Class E airspace, traffic information to VFR is provided on a workload permitting basis.

You need not provide traffic information when traffic is:

- Known to be separated by more than the appropriate vertical separation minimum
- Established in a holding pattern by more than the appropriate vertical separation minimum

2.3. Relative position

Any air traffic controller can use the relative position of the traffic in terms of the 12-hour clock in relation to the aircraft.



Example:
TRAFFIC 11 O'CLOCK, 10 MILES, SOUTHBOUND, B737, FLIGHT LEVEL 230.

2.4. Elements to transmit and phraseology

If issuing radar-observed traffic information to an aircraft that is radar identified, include the following items:

- the **position** of the traffic in terms of the 12-hour clock in relation to the aircraft
- the **direction** in which the traffic is proceeding
- the **aircraft type** if known, or the relative speed
- the **altitude** if known. The altitude may be described as (number of feet) above or below.

Example:
TRAFFIC 11 O'CLOCK, 10 MILES, SOUTHBOUND, B737, FLIGHT LEVEL 230.
TRAFFIC 1 O'CLOCK, 5 MILES, WESTBOUND, SLOW MOVING, TYPE AND ALTITUDE UNKNOWN.
TRAFFIC 2 O'CLOCK, 3 MILES, FROM LEFT TO RIGHT, CESSNA 172, 2500 FEET
TRAFFIC 3 O'CLOCK, 1MILES, ON DOWNWIND RUNWAY 03, PIPER PA32, 500 FEET ABOVE

If issuing radar-observed traffic information to an aircraft that is not radar-identified, include the following items:

- the **position** of the traffic in relation to a fix;
- the **direction** in which the traffic is proceeding;
- the aircraft **type** if known, or the relative speed; and
- the **altitude**, if known. The altitude may be described as (number of feet) above or below.

Example:
TRAFFIC, 15 MILES WEST OF SYDNEY VOR, EASTBOUND, TYPE UNKNOWN, SLOW MOVING, FIVE THOUSAND FIVE HUNDRED.

Altitude data, even when not validated, may help the receiving pilot to locate the traffic

You may use other elements to provide altitude information, by stating:

- the altitude readout value;
- the word "unverified" following the altitude, if you have not validated the readout.
- the word "climbing" or "descending", if applicable.

Example:
TRAFFIC, 12 O'OCLOCK, ALTITUDE FIVE THOUSAND SEVEN HUNDRED UNVERIFIED, TYPE UNKNOWN, CLIMBING.

An ATC unit shall inform a radar identified aircraft when the traffic is no longer of concern if:

- The aircraft states that it does not see the traffic that was issued and
- You are not providing radar separation.

Example:
CLEAR OF PREVIOUS TRAFFIC.
CLEAR OF PREVIOUS TRAFFIC AT 3 O'CLOCK.

3. Non-radar traffic information

The non-radar traffic information is applicable for the IVAO following position:

- TWR – tower controller if your position cannot give air traffic control service (ex: AFIS)
- FSS – Flight service station

3.1. Source of information

Non-radar traffic information shares the same source as radar traffic information.

Traffic information may be based on:

- Visual observation
- Observation of all radar targets
- Reports from pilots or other ATS facilities.

A non-radar controller can have a radar feedback but radar identification shall not be possible. He can use the radar information in order to provide traffic information.

In IVAO, we have 3 cases:

- Radar targets when using the IvAc radar screen (main information in IVAO)
- Visual observation when using IvAi and your flight simulator with a tower view
- Reports from pilots or other ATS facilities when any problems occur during a server crash. Information can be obtained via radio communication with pilots or coordination in text mode with other controllers.

3.2. Application

An ATC unit shall issue position information and traffic information, as necessary, to assist aircraft in establishing visual separation from other aircraft.
An ATC unit shall also issue traffic information on an aircraft's request.

An ATC unit shall provide traffic information to:

- VFR aircraft in Class C and D airspace
- VFR aircraft in Class E airspace if workload permits
- IFR aircrafts (if any)

Include the following items in non-radar traffic information:

- Position of aircraft.
- Direction of flight.
- Type of aircraft.
- Altitude.
- ETA for the reporting point nearest the point at which the aircraft will pass, overtake, or approach, if appropriate

Example:
TRAFFIC 15 MILES EAST OF YORKTON NORTHWESTBOUND CESSNA 180, FOUR THOUSAND FIVE HUNDRED FEET, ESTIMATING YORKTON 1205Z
TRAFFIC 20 MILES EAST OF KILLALOE, A WESTBOUND KING AIR, EIGHT THOUSAND FEET, ESTIMATED KILLALOE AT 2115.

The altitude may be described as (number of feet) above or below.

Provide safety alerts and relevant traffic information as appropriate and do not issue control instructions that would contradict a pilot's RA instructions when an aircraft under your control jurisdiction informs you that it is responding to an ACAS/TCAS or GPWS/TAWS Resolution Advisory (RA).

4. Traffic information on ground

The ground traffic information is applicable for the IVAO following position:

- GND – ground controller

4.1. Source of information

Traffic information may be based on:

- Visual observation
- Observation of all radar targets
- Reports from pilots or other ATS facilities.

A ground controller can have a radar feedback but radar identification shall not be possible. He can use the radar information in order to provide traffic information.

In IVAO, we have 3 cases:

- Radar targets when using the IvAc radar screen (main information in IVAO)
- Visual observation when using IvAi and your flight simulator with a tower view
- Reports from pilots or other ATS facilities when any problems occur during a server crash. Information can be obtained via radio communication with pilots or coordination in text mode with other controllers.

4.2. Application

An ATC unit shall issue position information and traffic information, as necessary, to assist aircraft in establishing ground separation from other aircraft.
An ATC unit shall also issue traffic information on an aircraft's request.

An ATC unit shall provide traffic information to:

- all aircraft
- all vehicles on airport area shared with aircraft (ex: follow me car in IVAO).

Traffic information can include the following items in ground traffic information:

- Position of aircraft.
- Direction of taxi or pushback
- Aircraft action.
- Type of aircraft.

Example:
TRAFFIC BOEING 737, ON TAXIWAY ALPHA, FROM RIGHT TO LEFT, TAXIING TO HOLDING POINT RUNWAY 29 VIA BRAVO
TRAFFIC ON YOUR RIGHT, CESSNA 208, MAINTAINING TAXIWAY CHARLIE ONE

The ground traffic information is usually given with an instruction like "taxi", "maintain position" or "give way".

Example:
AEA333, MAINTAIN POSITION, TRAFFIC BOEING 737, ON TAXIWAY ALPHA, FROM RIGHT TO LEFT, TAXIING TO HOLDING POINT RUNWAY 29 VIA BRAVO