Version 5.1.0.001

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Acknowledgements

Thanks to Microsoft and the dedicated crew at the ACES Game Studio division for their years of dedication that have given us all so much pleasure.

Special thanks go to my beta testers for their diligence, observations and wonderful suggestions that have led to IYP becoming such a complete package.

In no particular order, they are:

Mike Sabine, United States
Calvin Waterbury, United States
François Dumas, Netherlands
Jaap van Hees, Netherlands
Josh Forman, United States
Larry Mudge, Canada
Lars Peter Hammer, Denmark
Sérgio Quadros, Brazil
Numerous other IYP simmers who have made significant contributions.

I thank you all!

Of particular recognition...

François Dumas of the Netherlands is the owner of FSAddon and has been a huge supporter and champion of It's Your Plane since its inception. Thanks François.

Lars Peter Hammer of Denmark has risen to become the IYP Co-Developer. His primary focus has been the interfacing of IYP with new aircraft, plus his unrelenting, patient and professional support of customers. His help is immeasurable.

I cannot express enough thanks to **Helen Cooper** for her countless hours of proofreading this document and for editing the numerous Newsletters and Press Releases that have gone out over the past year. This incredible effort on her part has won Helen the distinctive title of: "The Proof Reader From Hell." In fact, she now signs her e-mails with: TPRFH…

Finally, thanks go to my wonderful wife, **Dianne** who put up with all of the hours I spent in the lab creating It's Your Plane and the countless hours writing this tome.

Software development can quickly give rise to anti-social behaviour… but Dianne kept poking her head in the door of the lab with tea in hand and our dog Lucy by her side.

Thank you Darling for your remarkable patience!

Conventions

Writing Style

For the most part, I am writing this document with the assumption that the reader has a layperson's knowledge of computers and simulators. Hence, there may be parts of this Users' Manual that some more computer savvy individuals may view as "too wordy." Let me apologize up front!

Special Type Styles

Quoted statements by the first officer and/or the Captain (you) will be displayed in italics like this:

> *"Captain… It's Your Plane. We're ready to go."*

Notes of interest are typically displayed in red.

NOTE: This is an IMPORTANT note.
File names, etc. like "aircraft.cfg" may be capitalized like this, "AIRCRAFT.CFG" for highlighting.

Graphics

The graphics contained herein are in most cases not shown at their original size; they are merely used as an aid to help you locate the area we are referencing.

Brand and Product Names

This manual utilizes various forms of emphasis to assist the user in understanding the varied commands, identifications, concepts, etc. In order to render this manual as concise as possible copyrighted/un-copyrighted brand and product names are not emphasized in the text with quotation marks (" "), bolding or italics, etc. Specifically, these are...

- FSUIPC (© Peter L. Dowson 2000)
- Radar Contact 4 (© JDT LLC 2005)
- Level-D (© 2004 Level-D Simulations)
- PMDG (© 2007 PMDG)
- Microsoft products (CLICKONCE®, DirectX® WINDOWS®, XP®, Vista®, Flight Simulator®, FS2002®, FS2004®, FSX®, Speech Engine SDK®)
- YouTube (© 2009 YouTube, LLC)
- AT&T Natural Voices (AT&T Natural Voices™)
- Cepstral (Cepstral™)
- Prepar3D® (Lockheed Martin)

Introduction

It's Your Plane (IYP) does a lot more than simply permitting you to "talk" to your flight simulator via the Microsoft Speech SDK. IYP works with FS2002, FS2004, FSX and Prepar3D (P3D) on XP and Vista with an ever-growing list of commonly flown aircraft!

IYP is far more than a "speech recognition" program that emulates "pressing keys" on the keyboard like other systems. Rather, IYP contains a whole host of built-in features like, ACARS (**A**ircraft **C**ommunications **A**ddressing and **R**eporting **S**ystem), PIREPS (**Pi**lot **Rep**ort**s**), a Flight Tracking System, a proprietary Multi-player System called "Come Fly With Me" and both Ground and In-Flight Announcements from the cockpit and cabin crew, etc.

You can ask your Co-pilot for Airport METAR (Aviation Routine Weather Report), Current Flight Data and much more. Your Co-pilot periodically tells passengers what they can see to the left and right of the aircraft, local temperatures, etc., via the unique IYP Flight Following channel.

You talk to your Co-pilot in a NATURAL WAY, using realistic phraseology that REAL PILOTS use.

IYP - The Best Flight Training Tool

Learn to Fly by The Book! IYP is an industry leader in flight training, with an interactive "live" co-pilot who can be asked to walk you through any or all the IYP checklists from Pre-flight to Shutdown. Whether you are a long time simmer or new to the flight simulation world, IYP is right for you! Visit our Website at...

http://www.itsyourplane.com/

To watch some of IYP's video presentations that assist pilots in learning to fly both GA (General Aviation) and Jetliners just click on the "Video" button. Here's a sample:

http://www.youtube.com/watch?v=c-dWoDM5CBE

In this video, you'll watch Michelle (my trusty Co-pilot) assisting me with the Takeoff and Climb Out checklist procedures, as we depart London's Gatwick en route to Amsterdam, Netherlands in our Boeing 737. You will also notice that I never once touch the keyboard. The entire process is controlled by simple voice commands!

Checklists

IYP contains BASIC CHECKLISTS needed to perform an entire flight; from boarding the passengers to closing down the aircraft's systems at the destination airport. You don't need to remember the checklist items. You don't even have to read them. Your Co-pilot does that for you! Michelle or Mike reads them aloud, asks you to perform certain actions and even does some of them for you.

During checklist call outs by your Co-pilot, the default delay is set to 10 seconds before he/she repeats the question. However, we have added a facility that allows you to alter the delay time before the Co-pilot repeats the checklist query:

"Make the nag delay 10 seconds"
"Make the nag delay 15 seconds"
"Make the nag delay 20 seconds"
"Make the nag delay 30 seconds"
"Make the nag delay 45 seconds"
"Make the nag delay 60 seconds"

This value is "remembered" on subsequent re-starts of the IYP application.

If you get stuck or cannot find a switch on the Control Panel, simply say, "*Please help me!*" We know how much you hate to read!

Flexible Usage

You can use ALL of the checklists, SOME of the checklists or NONE of the checklists. It's entirely up to you. IYP is fully flexible! Unlike other programmes that treat every flight with the same routines…

It's Your Plane presents itself differently on every flight!

Requirements

It's Your Plane works with the Microsoft Flight Simulators 2002, 2004 FSX and P3D.

The simulator does not have to be an English distribution.

IMPORTANT: Please ensure you have all of the simulator Service Packs installed.

Operating Systems:
If you're running an English version of Windows, the IYP software will run on almost any of the latest Windows operating systems. Namely: Windows XP Home 32 Bit, Windows XP Professional 32 Bit, Windows Vista 32 Bit, Windows Vista 64 Bit, Windows 7 and the new Windows 8 system, etc.

IMPORTANT NOTE: Windows XP 64 Bit operating systems do not support the SAPI 5.1 Speech Recognition engine and cannot be used with IYP.

Vista is Different From XP:
You'll need either the Ultimate or the Enterprise editions of Vista in order to install and use the English Language. Microsoft only permits the English language to be installed on the aforementioned operating systems.

Vista / Windows 7 Non-English, Non-Ultimate, Non-Enterprise Workaround:
We have some good news for users that have a Non-English version of Vista or Windows 7. We suggest that you take advantage of the Vistalizator from http://www.froggie.sk/.

ClickOnce Deployment

ClickOnce for Windows applications is a relatively new deployment technology offering self-updating Windows-based applications that can be installed and run with minimal user interaction.

ClickOnce overcomes three major issues inherent in deployment:

1. **Difficulties in updating applications.** With traditional Microsoft Windows Installer deployment, whenever an application is updated, the user is required to reinstall the entire application; with ClickOnce deployment, the updates are provided automatically. Only those portions of the application that have changed are downloaded, then the fully cached and updated application is installed at run time.

2. **Impact to the user's computer.** With Windows Installer deployment, applications often rely on shared components, with the potential for versioning conflicts; with ClickOnce deployment, each application is self-contained and cannot interfere with other applications.

3. **Security permissions.** Windows Installer deployment requires administrative permissions and allows only limited user installation; ClickOnce deployment allows non-administrative users to install and grants only those Code Access Security permissions necessary for the application.

In the past, these issues sometimes caused developers to decide to create Web applications rather than Windows-based applications, sacrificing the rich user interface and responsiveness of Windows Forms for ease of installation. With applications deployed using ClickOnce, we can utilize the best of both technologies.

IYP Versions

FREE 15-Day Trial Version

The It's Your Plane FREE Trial Version has basically all of the same features as the REGISTERED Versions with the following exceptions:

The FREE Trial Version only works with the default Cessna C172SP aircraft. This has been done to help people who are new to the Flight Simulation community, "get their feet wet." It is our hope that as they develop more and more skills through the use of the IYP Flight Training facilities, they will want to advance to more sophisticated aircraft. That's when they'll rob the piggy bank and buy a REGISTERED Version!

The FREE Trial Version does not support the Come Fly With Me system. This was done for purely technical reasons involving the Account–level requirements.

The FREE Trial Version can only be run in the ONLINE mode. This was done because the IYP servers have very sophisticated monitoring systems that analyze the usage of new customers and if a user appears to be experiencing a problem, the system automatically sends out an e-mail explaining how to either fix or avoid the problem.

Registered Standard Version

This REGISTERED Version can be operated in both the ONLINE and OFFLINE modes.

Registered Premium Version with Prepar3D

This REGISTERED Version can be operated in both the ONLINE and OFFLINE modes.

Registered Full Version With Tour Designer

This version operates in precisely the same manner and in ALL respects as the DOWNLOADABLE REGISTERED Version but includes the IYP Tour Designer.

Please note that if the system is running in the ONLINE mode and it is placed in an inactive state for an extended length of time, or if the system loses communications with our servers, it simply switches to the OFFLINE mode, instead of closing the application as it did in previous versions.

Registered External Cockpit Version (Project Magenta)

This version operates in precisely the same manner and in ALL respects as the DOWNLOADABLE REGISTERED Version but can be used to read back checklists, communicate with Radar Contact 4, etc., for users with hardware cockpits. It also contains customisable support for Project Magenta and other hardware interfaces.

IYP Customer Support

Pacific Feelings Media provides basically the same high-level customer support for the FREE Version as we do for REGISTERED Versions and is available to customers operating in the Online Mode.

NOTE: Registered users who Opt Out of the IYP Newsletters are restricted to operating IYP in the Offline mode. All server functions are disabled.

Web Pre-Installation

Go to the **It's Your Plane** Home page:

http://www.itsyourplane.com/

and click on:

IMPORTANT: It's Your Plane (IYP) is NOT a Plug-N-Play Application

It's Your Plane© is a very sophisticated software programme that utilises and exercises virtually every aspect of your computer, namely: video and audio hardware and drivers, simulators, speech recognition software, an FSUIPC interface between IYP and your simulator(s), the computer's Registry, a collection of application programming interfaces (APIs) for handling tasks related to multimedia called DirectX, third-party voice fonts, speech recognition voice training, etc.

Patience is required to set this programme up Properly!

After you carefully read all of the important information on the Installation page, you will notice an option to install **IYP** on an **XP** or **Vista/Windows 7/Windows 8** platform at the bottom of the page.

Please select your operating system.

We Require a Valid E-Mail Address

If this is the first time you have come to the It's Your Plane system, or your browser is not set up to retain "cookies", then you will be asked to enter a valid e-mail address in order for you to be able to download, install and execute the It's Your Plane programme.

Why do we need your E-Mail Address?

Monitoring Facilities

We need a valid e-mail address in order to communicate critically important information about IYP to you. In particular, during your early stages of use, you will invariably have some questions or possibly experience some set-up difficulties. The It's Your Plane servers are designed to systematically analyze new user errors and/or improper use, and if detected, will automatically send out an e-mail to you explaining how to quickly resolve the difficulty.

Regular Newsletters

In addition, we will also send you our regular Newsletters that are packed with loads of important and useful information about IYP and our industry.

Cookie Requirement

We Install a "Cookie"

Your e-mail address will be stored in a "cookie" on your computer that will associate you with our Web site. You MUST allow our Web site to set this "cookie" on your PC, otherwise you will not be able to download the It's Your Plane system. As long as this "cookie" remains on your computer, you will not be asked to go through this process again... you'll just skip on by!

We'll Send You a Temporary Access Code

Enter your E-Mail Address, confirm it by entering it one more time, kindly tell us how you first heard about IYP (*this helps us greatly in our marketing efforts*) and then press the SUBMIT button on the installation page. Our servers will send you an e-mail with a

5-Character Temporary Access Code

that will permit you to gain access to our download page. If you repeat this process, the system will send you ANOTHER TEMPORARY ACCESS CODE. Only the LAST one you receive can be used to gain access.

A VERY IMPORTANT NOTE: It is NOT NECESSARY for you to keep this TEMPORARY ACCESS CODE. It's ONLY USED ONCE!

If you experience problems installing the "cookie", please refer to the Help section of your browser.

XP Operating System

SAPI 5.1 SDK Required for XP Operating Systems

Web Set up

If you do not already have the FREE Microsoft SAPI 5.1 Speech Recognition and Text-To-Speech application on your PC and you are running on an XP Operating platform, then you can download and install it, by clicking here:

http://www.itsyourplane.com/exe/SpeechSDK51.exe

Please save this file in an easy-to-find folder (e.g., C:\SAPI) then UNZIP the file. Using your file Explorer (Right-click the Desktop [Start] Button > Left-click on [Explore]), locate the folder where you unzipped the files. Then, install the SDK by running the SETUP file.

CD Set up

If you do not already have the FREE Microsoft SAPI 5.1 Speech Recognition and Text-To-Speech application on your PC and you are running on an XP Operating platform, then you can install it, by clicking on the:

Setup.exe

file in the folder entitled:

SAPI-5.1 for XP ONLY - NOT for Vista or Win7

on the CD.

After Installing the Microsoft Speech Engine SDK

It is easy to find out whether or not you have the Microsoft Speech Engine properly installed on your PC. Simply open up your computer's control panel by left-clicking on the desktop **Start** button and selecting **Control Panel** from the menu. On the **Control Panel**, select **Sound**, **Speech** and **Audio Devices**.

NOTE: If you do not see this icon, then you do not have the Speech Recognition engine properly installed.

Speech

Double-click the Speech icon from your Control Panel and open up the Speech Properties dialog box.

NOTE: If you do not have a Speech Recognition tab in the Speech Properties window, then you do not have the Speech Recognition engine installed properly.

In the **Language** section on the **Speech Recognition** tab of the **Speech Properties** dialog box, you will see a drop-down box. Please ensure that you have selected: **Microsoft English Recognizer v5.1**.

Unless more than one person will be using the speech application, leave the **Default Profile** selected.

Set up the **Audio Input,** and then use the **Configure Microphone** option to set your levels.

EXTREMELY IMPORTANT: USE A HIGH-QUALITY MICROPHONE HEADSET.

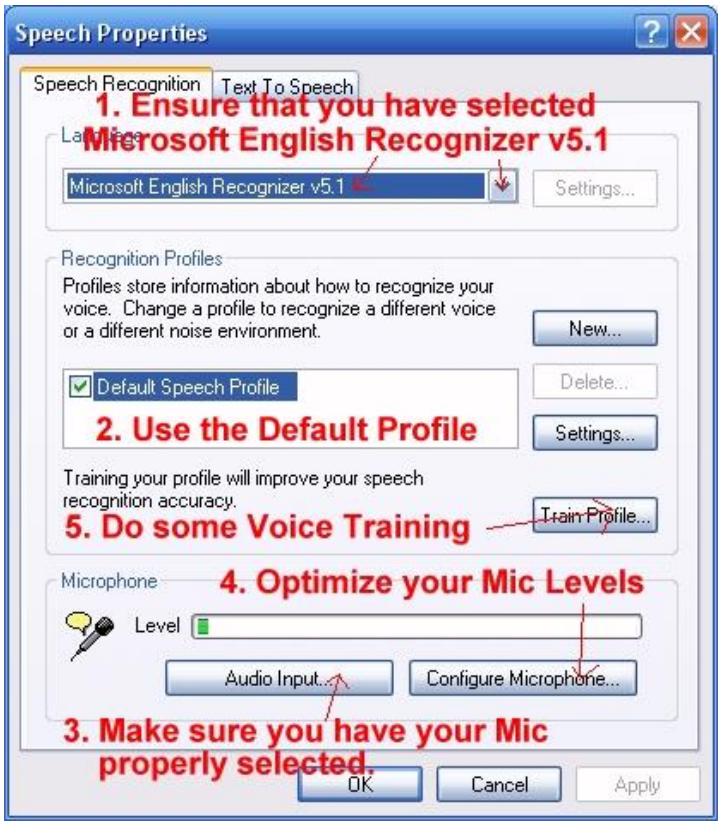
A high-quality microphone headset can dramatically improve the accuracy of speech recognition by your computer.

Voice Training

It is highly recommended that you do multiple training sessions. Click the **Train Profile** button and select a session for training (you can do more training at any time).

The more training sessions you perform, the better the system will operate!

Speech Recognition Summary



If you experience any problems, please go to our Support Forum.

Please proceed to the **DirectX** installation section.

Vista and Windows 7 Operating Systems

SAPI 5.3 comes preinstalled with Vista

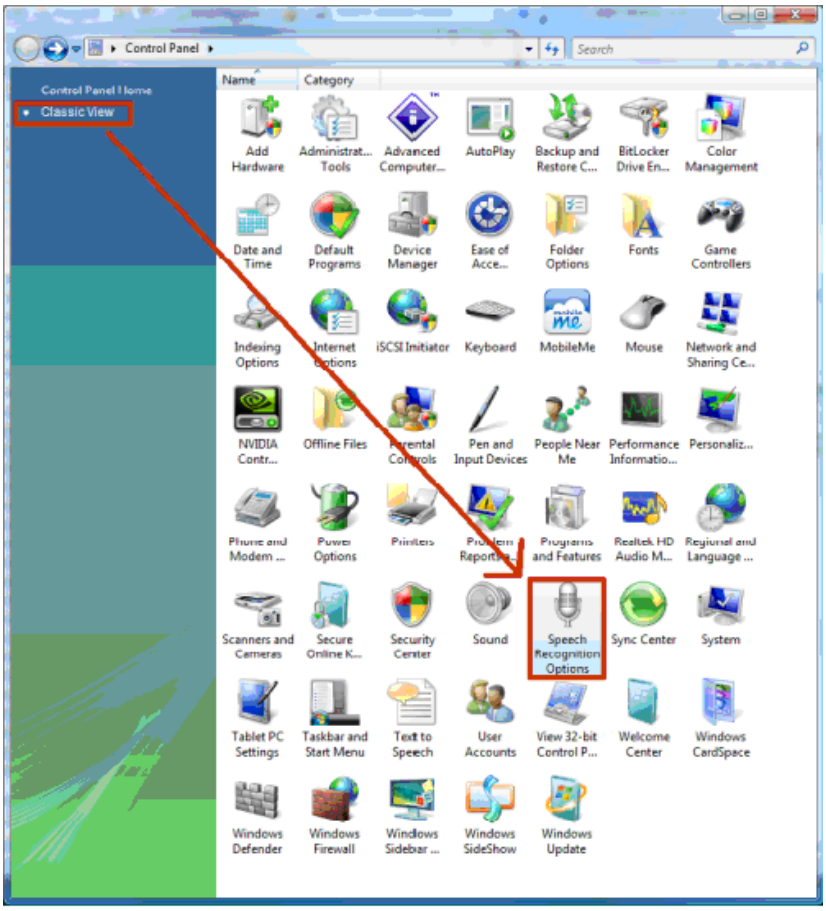
NOTE: If you are running on a Vista system or Windows 7 platform, do not install the SAPI 5.1 engine.

NOTE: You need to run the English language pack. If your version of Vista does not have this capability, please have a look at the Vista Non-English, Non-Ultimate, Non-Enterprise Workaround section of this manual.

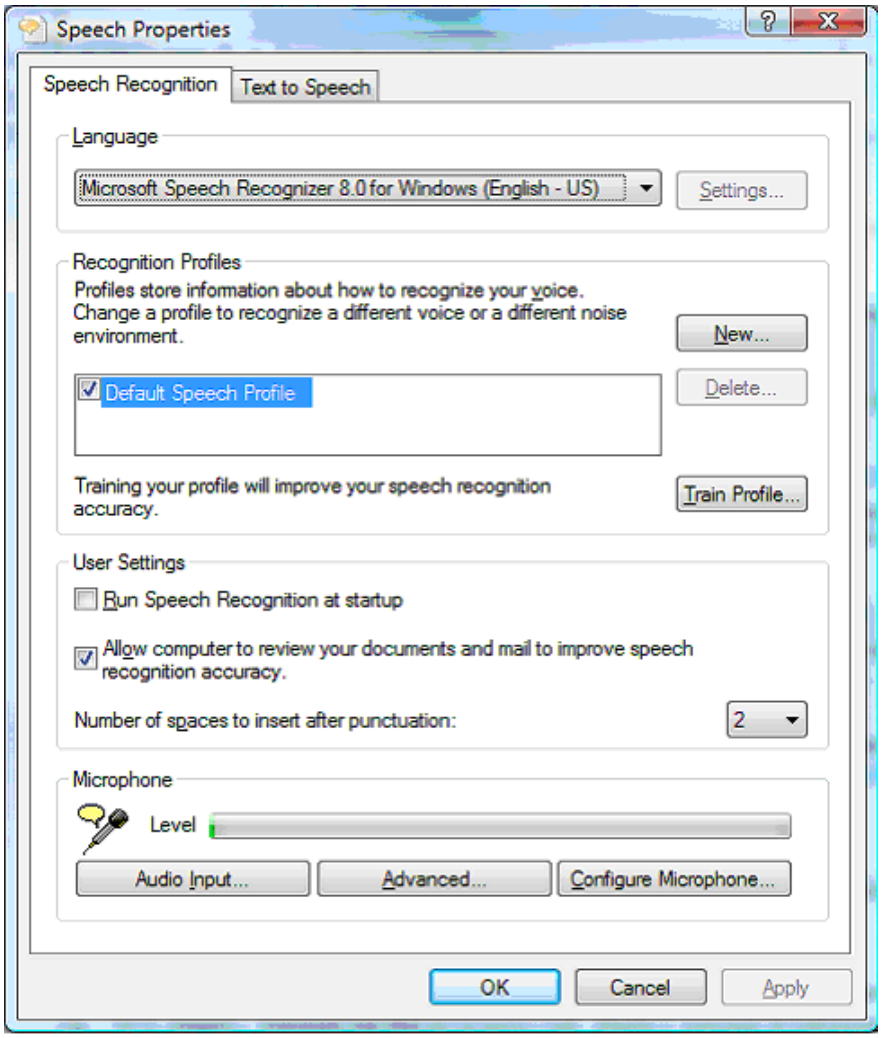
You will need the Language setting in the speech option to be set to

Microsoft Speech Recognizer 8.0 for Windows (English - US)

To set this, go to your Control Panel and choose Classic view. Then click on Speech Recognition Options:



This will bring up a window where you will need to select Advanced Speech Options in order to get to the Speech Properties.



In the Language section on the Speech Recognition tab of the Speech Properties dialog box you will see a drop-down box. Select:

Microsoft Speech Recognizer 8.0 for Windows (English - US)

Unless more than one person will be using the speech application, leave the Default Profile selected.

Set up the Audio Input, and then use the Configure Microphone option to set your input levels.

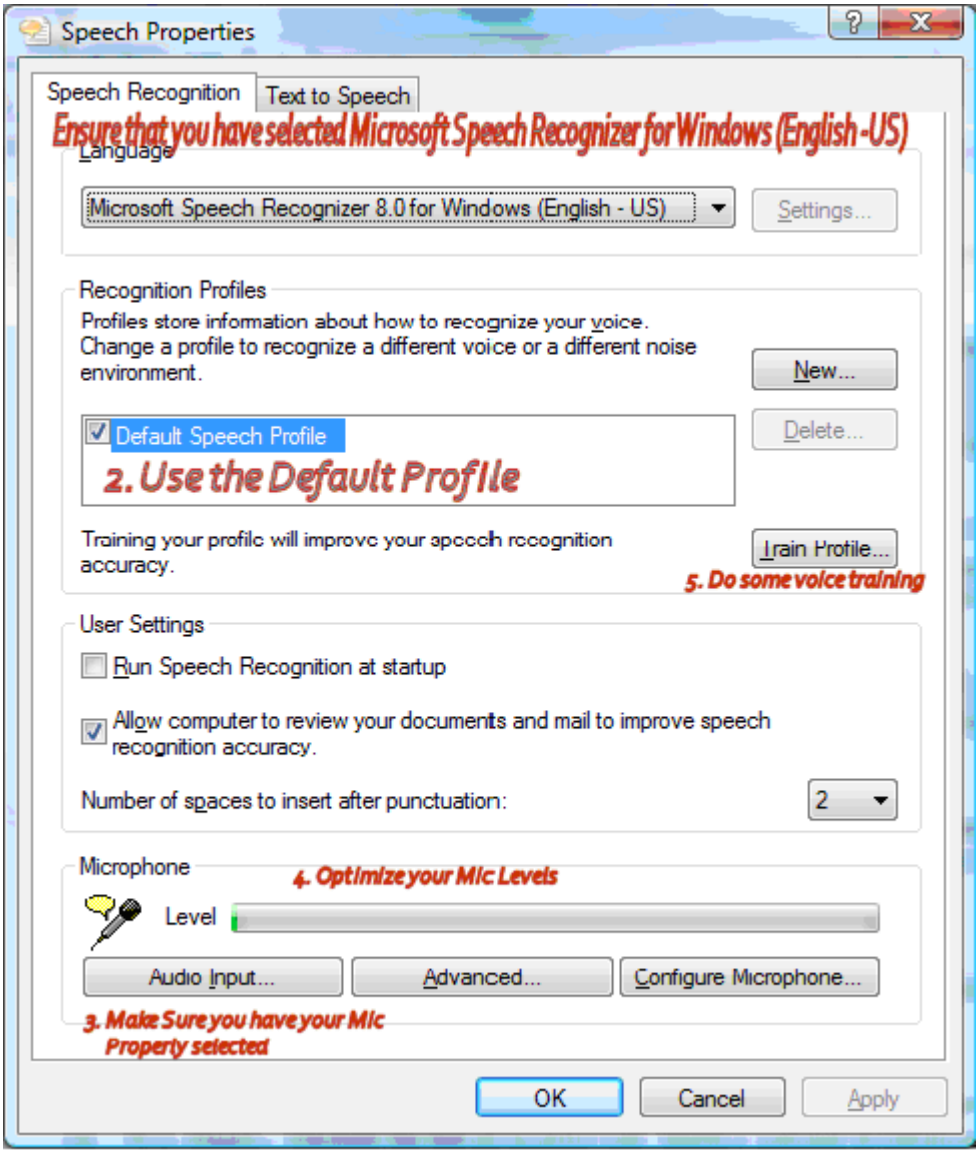
EXTREMELY IMPORTANT: USE A HIGH-QUALITY MICROPHONE HEADSET.

A high-quality microphone headset will dramatically improve the accuracy of speech recognition by your computer.

Voice Training

It is highly recommended that you do multiple training sessions. Click the "Train Profile" button and select a session for training (you can do more training at any time). The more training sessions you perform, the better the system will operate!

Speech Recognition Summary



If you experience any problems, please go to our Support Forum.

Important Considerations

Disable UAC (User Account Control)

The first time you run ITS YOUR PLANE you will need to register. This can only be done if you disable UAC. You can re-enable UAC after registration.

Vista:

Open your **Control Panel**, select Large or Small Icons, then select **User Accounts**. You will get a window with a menu called **Make changes to your user account**.

The last Item is entitled **Turn User Account Control on or off**. Click on the item and you will get a new window.

Ensure that the **UAC checkbox** is **unchecked** and click OK. If you want to enable UAC after registration, just recheck the UAC checkbox and click **OK**.

Window 7:

Open your **Control Panel**, select Large or Small Icons, then select **User Accounts**. Under the heading **Make changes to your user account**, you will see an link entitled: **Change User Account Control settings**. Click that link and a new panel will appear.

Move the slider to the bottom where it is called: **Never Notify**. Press **OK**. If you want to re-enable UAC after registration, just move the slider back to the desired setting, and then click **OK**.

Folder Security

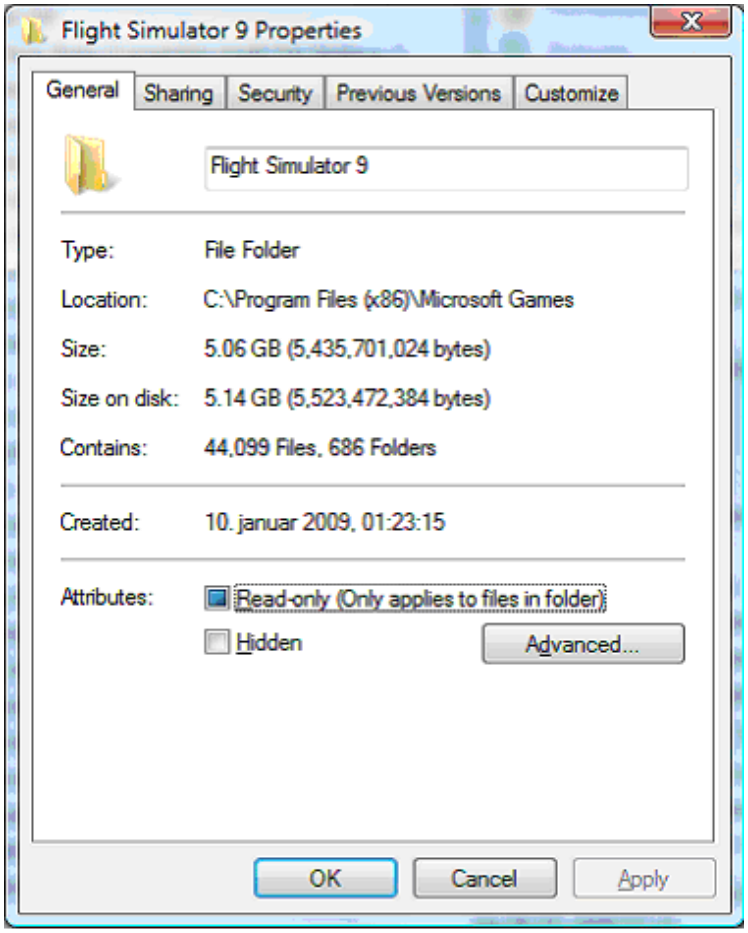
If your simulator is installed under:

C:\Program Files or
C:\Program Files (x86) (Vista 64).

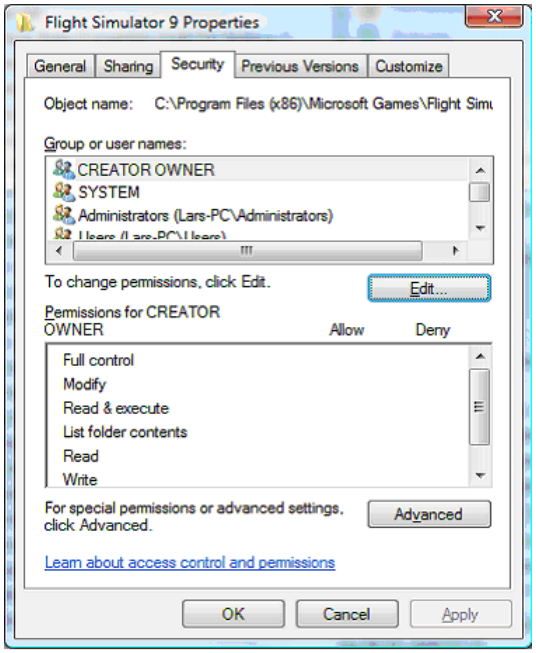
Please note that there have been some changes in folder security provisioning in Vista that are different from XP. Folders under

C:\Program Files

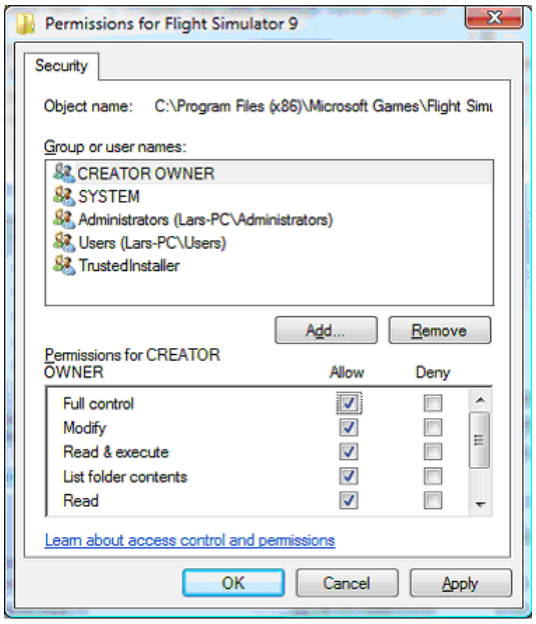
are WRITE PROTECTED by default. You may need to right-click on your simulator's ROOT FOLDER and select [Properties].



Click on the Security tab.



You need to provide "Full control" to ALL users. Click on [Edit] then click the "Full control" checkbox.



Click Apply. Do the same for ALL users.

This will ensure that you have the correct Users' Rights settings when installing new add-ons for your simulator.

If you experience any problems, please go to our Support Forum.

DirectX End-User Runtime Web Installer

Brief Description
The Microsoft DirectX End-User Runtime provides updates to Version 9 and previous versions of DirectX — the core Windows technology that drives high-speed multimedia and games on the PC.

Web Set up
The **Microsoft DirectX End-User Runtime** is available here:

http://www.microsoft.com/downloads/details.aspx?familyid=2da43d38-db71-4c1b-bc6a-9b6652cd92a3&displaylang=en

If you experience any problems, please go to our Support Forum.

CD Set up
The **Microsoft DirectX End-User Runtime** is located on the IYP Distribution CD under the folder:

DirectX Version 9.28.1886

You can install it by clicking on the file entitled:

directx_feb2010_redist.exe

If you experience any problems, please go to our Support Forum.

Installing FSUIPC for FS2002 and FS2004

Right-click on the desktop [Start] Button (bottom, left) and left-click on [Explore].

Then, left-click on:

[your drive name] (C:)

near the top, under My Computer.

Right-click anywhere in the RIGHT PANE and pass (hover) your mouse over: [New]

Then, slide your mouse over to select [Folder] and left-click the item.

This will create a folder called "New Folder" with the name highlighted permitting you to RENAME the folder.

Type in FSUIPC and press your ENTER key.

This will create a folder called: FSUIPC

This folder is now located at C:\FSUIPC

Then, click the link below:

http://www.schiratti.com/dowson.html

Scroll down to the area with the heading:

NEW FSUIPC.DLL replaces FS6IPC.DLL for use with FS98/FS2000/FS2002/FS2004

Click this link.

This will ask you to download a file called: FSUIPC.zip
Click [Save] to save this file to the folder previously created per above: C:\FSUIPC

Since this is a ZIP file, the operating system will likely ask you to UNZIP the contents of the file. UNZIP the file to the folder created above: C:\FSUIPC

After you've done that, right-click on [Start] (bottom, left) and once again, select

[Explore]

Navigate to the C:\FSUIPC folder.

Double click on the file entitled: **Install FSUIPC.exe**

NOTE: If the installation programme cannot find your simulator, use the file browser to select the root folder of your simulator.

The installation is now complete. To confirm that the installation was performed properly, run your FS2002 or FS2004 simulator and look for a menu item called:

Modules

If FSUIPC is listed, then the installation was successful.

If FSUIPC is not listed, then you have NOT properly installed the FSUIPC system.

For assistance, please go to our Support Forum.

Installing FSUIPC4 for FSX and Prepar3D

Right-click on the desktop [Start] Button (bottom, left) and left-click on [Explore].

Then, left-click on:

[your drive name] (C:)

near the top, under My Computer.

Right-click anywhere in the RIGHT PANE and pass your mouse over: [New]

Then, slide your mouse over to select [Folder] and Left-click the item.

This will create a folder called "New Folder" with the name highlighted permitting you to RENAME the folder.

Type in FSUIPC4 and press your ENTER key.

This will create a folder called: FSUIPC4

This folder is now located at C:\FSUIPC4

Then, click the link below:

http://www.schiratti.com/dowson.html

Look in the area with the heading:

NEW Full release of **FSUIPC 4**

Click this link.

This will ask you to download a file called: FSUIPC4.zip

Click [Save] to save this file to the folder previously created per above: C:\FSUIPC4

Since this is a ZIP file, the operating system will likely ask you to UNZIP the contents of the file. UNZIP the file to the folder created above: C:\FSUIPC4

After you've done that, right-click on [Start] (bottom, left) and once again, select

[Explore]

Navigate to the C:\FSUIPC4 folder.

Double-click the file called: Install FSUIPC4

After the installer runs, it will pop up a REGISTRATION page. (Click [Cancel] if you do not wish to register), otherwise, enter your FSUIPC4 registration information.

Finally, let's verify the installation:

Right-click on [Start] (bottom, left) and select [Explore].

Navigate to your simulator's ROOT FOLDER; likely:

C:\Program Files\Microsoft Games\Microsoft Flight Simulator X\

and verify that the FSUIPC4 file exists within the Modules folder, i.e.,

C:\Program Files\Microsoft Games\Microsoft Flight Simulator X\Modules\FSUIPC4

The installation is now complete. To confirm that the installation was performed properly, run your FSX and P3D simulators and look for a menu item called:

Addons

If FSUIPC is listed, then the installation was successfully executed.

IMPORTANT NOTE: We do not distribute Pete Dowson's FSUIPC for FS2002/ FS2004, or FSUIPC4 for FSX and P3D as part of the CD installation package. These programmes are updated quite frequently and should be downloaded directly from Pete Dowson's site per the links above.

If you experience any problems, please go to our Support Forum.

Web Installation of It's Your Plane

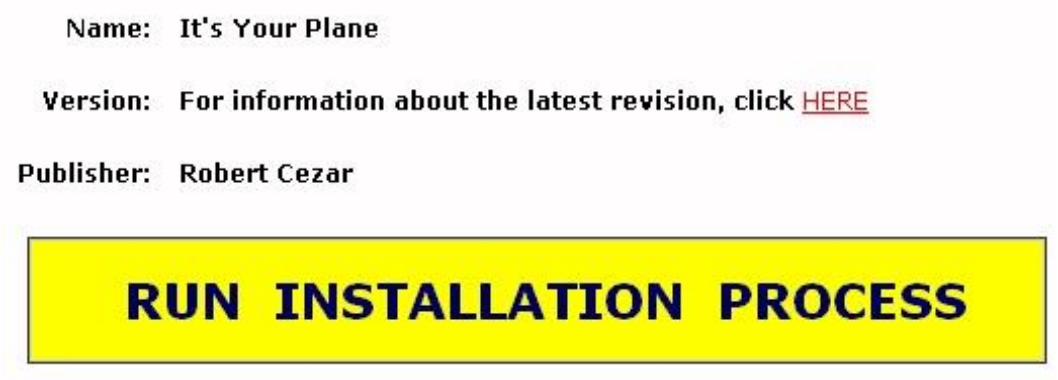
CAUTION: Please DO NOT INSTALL the It's Your Plane application until you have set up the Speech Recognition system, and have ensured that both the latest DirectX and Pete Dowson's FSUIPC or FSUIPC4 have been properly installed. Please follow the instructions for the XP or Vista/Windows 7 installation preparation as described above BEFORE installing IYP.

Without your simulator running, bring up your browser and go to the **It's Your Plane** Home page:

http://www.itsyourplane.com/

and click on:

Work your way down to the page displaying:



Click on the YELLOW button.

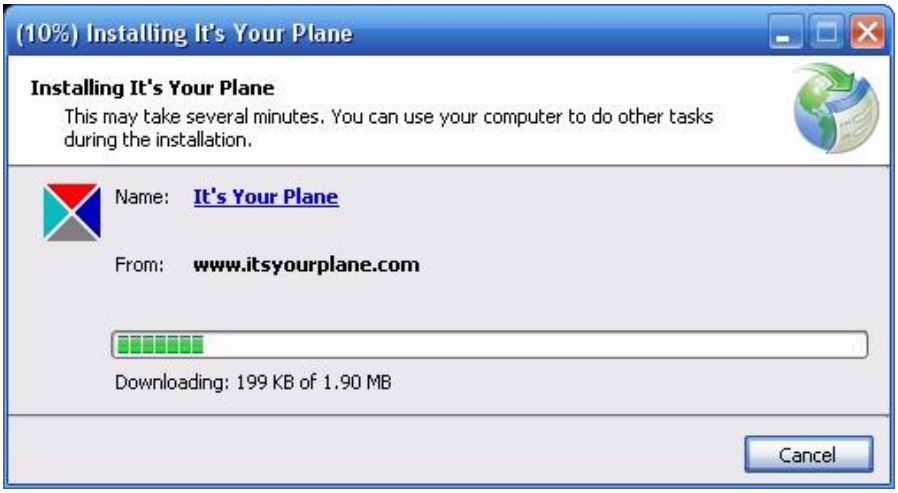
Please proceed to the **IYP Application Install** section.

IYP Application Install

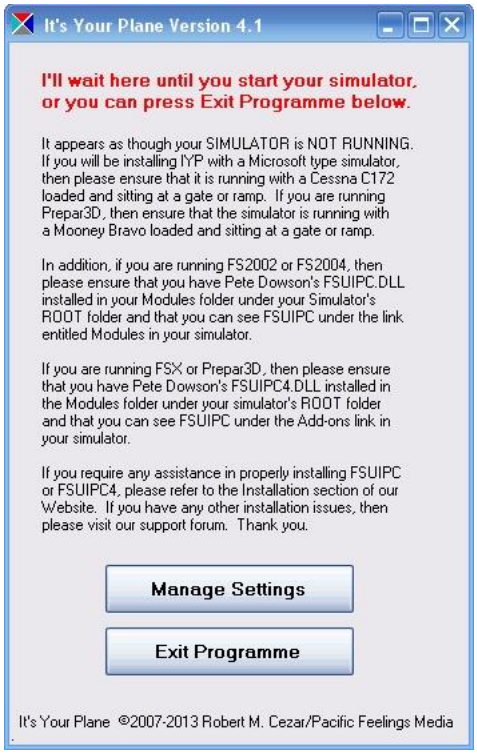
You will see a pop-up window that will look like this:

Click on the **Install** button.

The following window will appear:

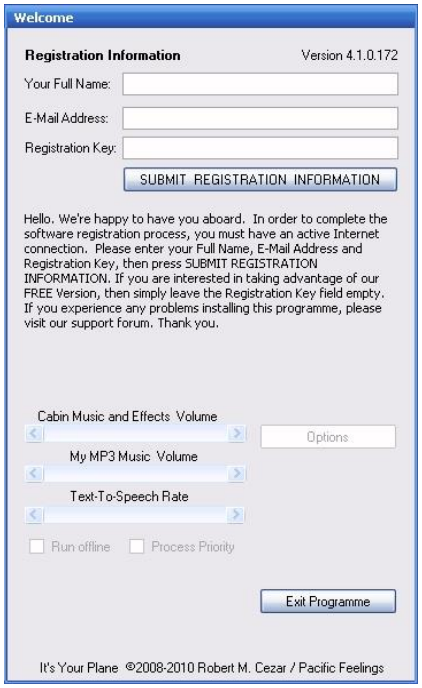


After the programme installs, the following screen will appear:



As can be seen on the page above, the system is waiting for you to launch your simulator, so go ahead and launch it. As soon as the IYP system sees that the simulator is running, the screen will change to display the following:

At this point, either select an existing flight where the aircraft is the default Microsoft Cessna C172 Skyhawk, or create a flight with the same aircraft. It really doesn't matter what the aircraft's state is set to, e.g., the engines can be running or not, lights on or not, etc. Also, you can park your Cessna Skyhawk at the airport of your choice. As soon as the simulator has finished loading the aircraft, ATC, scenery, etc., the above screen will disappear, and a new screen will appear that will look like this:



If your simulator is running in "windowed mode", then the above window will appear in front of your simulator to facilitate the entry of your information. If your simulator was running in the "full screen mode", then you will need to minimise it to get to the registration screen. At this point, Michelle (your trusty co-pilot) will begin to read aloud the text that is displayed on the above screen.

NOTE: If you do not hear Michelle reading the text, then Text-To-Speech is improperly set up in the Speech Properties window.

New User before Purchasing a REGISTRATION KEY:

If you are a **NEW** user installing the IYP **FREE** version **BEFORE** purchasing a **REGISTRATION KEY**, then...

Enter your **Full Name**, e.g., "Robert Cezar" and your **E-Mail Address.**
NOTE: Leave the **Registration Key** field **EMPTY**.

Press the **SUBMIT REGISTRATION INFORMATION** button.

Existing User with a REGISTRATION KEY:

Enter your **Full Name**, e.g., "Robert Cezar", your **E-Mail Address** and your **Registration Key**.

Next, press the **SUBMIT REGISTRATION INFORMATION** button.

Michelle will welcome you, then ask you to wait while she connects to the IYP servers to download and install some additional files: the airport database file, a few audio files, etc. During this process, the screen will change to the following:

After Michelle downloads the necessary files, she'll examine the system, any flight plan data, the aircraft, etc., tell you that the system has been initialised for a Cessna Skyhawk, then say, "*Extended Help is on. You can turn off Extended Help at any time by saying, Extended Help off.*" She'll then conclude the set up by saying…

"Captain… It's Your Plane, we're ready to go!"

Installing IYP Across a Network Using WideFS

1. Install FSUIPC on the computer hosting the simulator (if not already installed). If you require assistance, please click this link:
   http://forums.simflight.com/viewforum.php?f=54

2. Install WideFS on the computer hosting the simulator (if not already installed). If you require assistance, please click this link:
   http://forums.simflight.com/viewforum.php?f=54

3. Install Microsoft's Speech SDK on an XP Client computer (if not already installed). **NOTE: Not required for Vista**

4. Install Microsoft's DirectX End-User Runtime Web Installer on an XP Client computer (if not already installed).

5. Set up Private Network Sharing. There are three folders on the computer hosting the Microsoft Flight Simulator that MUST be shared on the Private Network:
   The ROOT FOLDER of your simulator, e.g.
   C:\Program Files\Microsoft Games\Flight Simulator 9\
   or
   C:\Program Files\Microsoft Games\Microsoft Flight Simulator X\
   or
   C:\Program Files (x86)\Lockheed Martin\Prepar3D\

   This path is REQUIRED so that the IYP application can obtain important information from the AIRCRAFT.CFG file, the folder where you save your flights.

   XP: FS9:
   C:\Documents and Settings\[USERNAME]\My Documents\Flight Simulator Files\

   XP: FSX:
   C:\Documents and Settings\[USERNAME]\My Documents\Flight Simulator X Files\

   XP: P3D:
   C:\Documents and Settings\[USERNAME]\My Documents\Prepar3d Files

   Vista: FS9:
   C:\Users\[USERNAME]\Documents\Flight Simulator Files\

   Vista: FSX:
   C:\Users\[USERNAME]\Documents\Flight Simulator X Files\

   Vista: P3D:
   C:\Users\[USERNAME]\Documents\ Prepar3d Files \

   NOTE: You will be asked to point to this folder during the installation process.

6. Launch WideClient and ensure it is connected to the Server.

If you experience any problems, please go to our Support Forum.

After Installation

After installing IYP, you will notice an entry in your Program Files area:

Program > Robert Cezar > It's Your Plane

This becomes the link you use to launch the IYP application. Even if you are running your application in the OFFLINE mode, clicking on this link will advise you of Software Upgrades if you have an active Internet connection. You can elect to download the updates or not.

Desktop Icon

The installation process will also automatically place this shortcut icon

on your desktop to facilitate the launching of IYP.

Uninstalling It's Your Plane

Use the Microsoft **Add or Remove Programs** facilities in the **Control Panel** to uninstall IYP. Please note that after removing the IYP programme there remains some residual folders and files that in no way adversely affect your computer. Nonetheless, if you wish to remove these proprietary support files as well, the following is a list of their names and locations. All of these files are relative to your simulator's **ROOT** folder, defined as either:

ROOT = C:\Program Files\Microsoft Games\Flight Simulator 9
ROOT = C:\Program Files\Microsoft Games\Microsoft Flight Simulator X

DELETE the following **FILES** in the **ROOT** folder:

[ROOT]\ItsYourPlaneACARS.xml
[ROOT]\ItsYourPlaneACARSUser.xml
[ROOT]\ItsYourPlaneAircraft.xml
[ROOT]\ItsYourPlaneChecklists.xml
[ROOT]\ItsYourPlaneSTT.xml
[ROOT]\ItsYourPlaneSTTtemp.xml
[ROOT]\ItsYourPlaneSubclass.xml
[ROOT]\ItsYourPlaneTTS.xml
[ROOT]\iyp_user_config.ini
[ROOT]\iypdb.zip
[ROOT]\IYPVoice.txt

DELETE the following **FOLDERS** in the **ROOT** folder and all of their contents:

[ROOT]\IYPDB
[ROOT]\IYPlogs
[ROOT]\IYPTours (only found if you flew one of the IYP Tours packages)

DELETE all of the **FILES** in the **Sound** folder under the **ROOT** folder that begin with the three letters:

iyp

For example:

[ROOT]\Sound**iyp**click.wav
[ROOT]\Sound**iyp**sboff.wav

etc.

Software Updates

IYP employs an **Auto-Update** process for software revisions, making it no longer necessary to go to the IYP website for updates. By simply clicking on:

Start > **All Programs** > **Robert Cezar** > **It's Your Plane**

or the Desktop Icon

You will be informed of software updates when and as they are published. You will continue to receive an e-mail notification from our servers that a new version is available. If you elect to SKIP an update, then you will be required to go to the IYP website to download and install subsequent updates.

Under the Hood (*bonnet for our UK friends*):
The way the Auto-Update actually works is this. When you run the IYP application as per above, the IYP application itself checks for updates AFTER the programme is loaded... or if you prefer, after you hear Michelle or Mike say, "*Captain - It's Your Plane... we're ready to go!*" In reality, we could have checked for updates BEFORE the IYP application is launched, but that might slow things down. So, if updates are found, then the NEXT time you launch the application you will be informed that an update is available, and a box will pop up indicating that you can INSTALL the update, or SKIP it. Why is this explanation important? Because if we suggest that you update to a newer software version, you will actually need to start IYP twice in order for the update offering to be recognised. I hope this is clear!

Getting Started

What To Do First

I dedicate these two suggestions to **ALL** of the new users of the **It's Your Plane** application (IYP).

Voice Training

PLEASE, PLEASE, PLEASE !!!

Train your Speech Recognition system. The default un-trained settings will only faithfully execute about 50-60 percent of your voice commands and this percentage can drop even further if your native language is not US English. This will cause you to become very frustrated and disappointed.

However, if you do 2 or 3 training sessions, the Speech Recognition performance percentage can jump to as high as 95%. By doing some voice training, you'll save yourself a lot of anxiety and have a lot more fun!

Quick Start Flights!

PLEASE, PLEASE, PLEASE !!!

Execute the very short **Quick Start Flights**.

http://www.itsyourplane.com/html/quick.asp

There are two flights that depart from and return to Seattle (KSEA). The first has YOU landing the aircraft; the second has Michelle ASSISTING YOU in landing the aircraft.

These two Quick Start flights are **SO VERY IMPORTANT** because in a matter of 15-20 minutes, you will become familiar with about 85% of the more important facets of the IYP application and you'll save yourself a ton of grief... trust me!

Control Panel

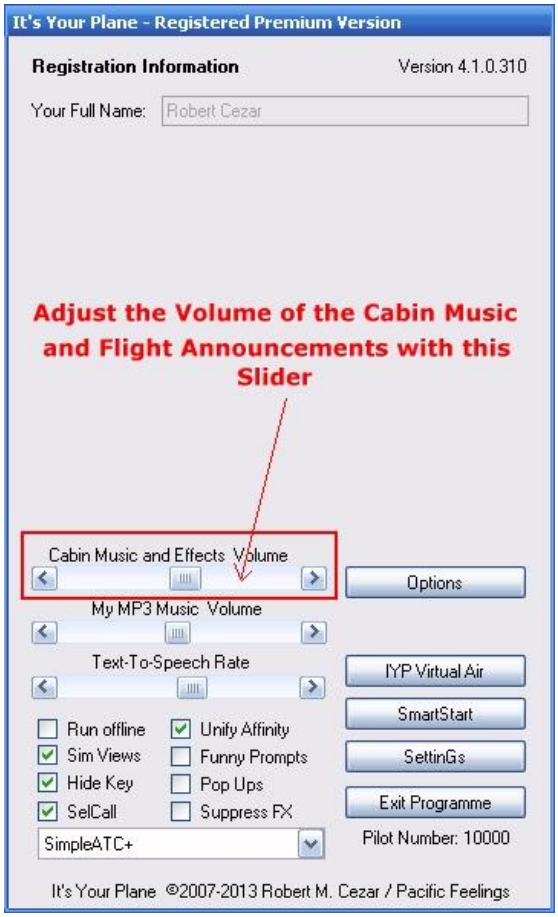
Adjusting Your Simulator's Sound Levels

Here's how I have my levels set for a proper balance. Yours may vary, of course. Please play around until all "feels just right".

The following pages show various Control Panel adjustment procedures for sighted and BVI pilots.

Adjusting Cabin Music and Announcements Levels

To adjust the sound volume levels of the cabin music and announcements, minimize your simulator, and on the IYP Control Panel, move the "Cabin Music and Effects Volume" slider arm left or right to suit your taste.



BVI Pilots

Our blind or visually impaired pilots can adjust both the Cabin Music and Effects, and the My MP3 Music volumes with voice commands as follows:

- Sound effects volume up
- Sound effects volume down
- Music volume up
- Music volume down

respectively.

Adjusting Your MyMusic© MP3 Sound Level

Flying those long flights can get boring after a while. You can install your own MP3 files that you can listen to during these times.

Under the **Sound** folder beneath the ROOT folder of your simulator, you will see a folder entitled:

[FS9, FSX or P3D]\Sound\MyMusic

Place your own MP3 music files in this folder.

To switch this music service on and off during flight, simply say, "*My music on*," or "*My music off*" respectively.

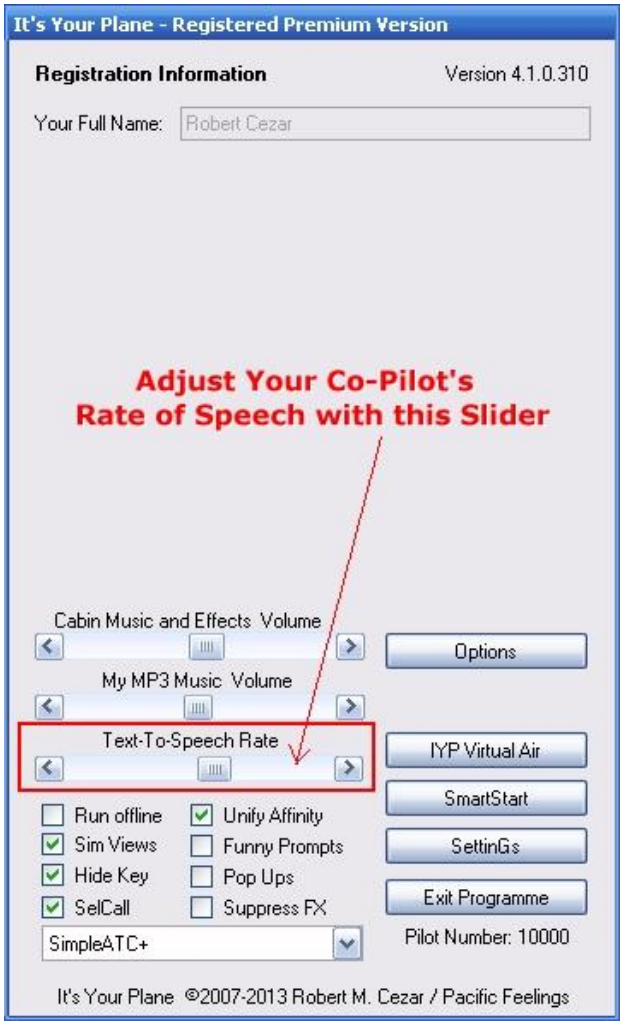
Use the **My MP3 Music Volume** slider to adjust the volume to suit your taste.

NOTE: The MP3 volume automatically lowers whenever you speak to your co-pilot. After a slight delay, the volume is restored.

Adjusting Your Co-pilot's Rate of Speech

You can adjust the speed at which your Co-pilot speaks to you. Simply minimize your simulator and on the IYP Control Panel, move the "Text To Speech Rate" slider arm left or right. In response to every adjustment, your Co-pilot will say…

"I will be speaking at this rate."



BVI Pilots

Our blind or visually impaired pilots can adjust their Co-pilot's rate of speech with voice commands as follows:

- Increase Speech Rate
- Decrease Speech Rate

Running Online

If you are in the ONLINE mode (*the Run Offline Checkbox UNCHECKED*), then any changes that have been made to the Checklists and/or XML Airport Database files will be automatically downloaded to your PC every time the application is run. New aircraft interfaces will also become operational. Also, since the delivery of IYP Version 4.1.0.113, if you are not running the most current software version, right after you hear, "*Captain… It's Your Plane… we're ready to go!*", you will hear Michelle/Mike say, "*Incidentally, software updates are available. Please visit our Web site to install the latest version. Thank you*". When you hear this announcement, please go to:

http://www.ItsYourPlane.com

Click on the INSTALL SYSTEM icon on the home page and reinstall the system. Typically this involves a very small update process, since the ClickOnce technology employed by IYP only sends "changes" to the software to your PC... NOT the entire programme.

NOTE: When you are running in the ONLINE mode, the IYP application "PINGS" (knocks on the door) of the IYP servers every minute, or so. If you are on the ground and you do not issue a voice command within a period of about 25 minutes or you are in the air and have placed your simulator in the PAUSE mode for a similar period of time, the IYP application on your PC will say, "*It looks like you've left me*" and in the FREE version, the application will close. In the case of the REGISTERED versions, the system will revert to the OFFLINE mode. This was deployed because a few users have left their aircraft in the PAUSE mode for days, needlessly sending out PINGS to our servers every minute!

Running Offline (Registered Versions Only)

When you start the IYP application in the OFFLINE mode, your trusty co-pilot, Mike or Michelle will say, "*You are in the offline mode. All server functions have been disabled*". In this mode, you never visit the IYP Website for any reason. There are a few things that you will not have in the OFFLINE mode. For example, your flight will not be seen on the IYP Tracker on the IYP website. Obviously, you will not be able to operate in the Come Fly With Me mode, weather delivery is suspended, etc.

If you require updates to the data files, then you can UNCHECK the Run Offline Checkbox (or simply say, "*Switch to the online mode*"), then say, "*Restart Cold and Dark*", and the new data files will be downloaded and installed. You can then go back OFFLINE by clicking the checkbox, or by saying, "*Switch to the offline mode*". It's that simple.

The Run Offline status is "remembered" when you next launch the IYP application.

Sim Views

Some users do not want the F9, F10, F11 and F12 keys to operate the "views" on their FSX or P3D simulator. Typically, when you say, "*Virtual cockpit view*," the IYP system effectively presses the F9 key. Similarly, when you say, "*Cockpit view*," the

IYP system presses the F10 key; "*Spot vie*w," the F11 key, etc. To enable these commands, place a CHECK in the Sim Views checkbox. To disable these commands, remove the CHECK, which will result in your Co-pilot saying, "*Sorry, this function has been disabled."*

Hide Key

If, for example, you wish to put an IYP video on YouTube, as a number of users have done, you certainly don't want to make your E-Mail address and Registration Key available to viewers of your video. To hide this information, place a checkmark in the Hide Key checkbox.

SelCal

IMPORTANT NOTE: You need to have the **TeamSpeak 2 Client** application installed on your PC and be flying in the **ONLINE** mode in order to take advantage of this incredible facility.

Visitors to the **Flight Tracker** of the IYP website can "signal" that they would like to speak with you by clicking on the unique 4-character SelCal (Select Call) code in your tracking information. By doing so, they send you an Instant Message indicating that they wish to speak with you. Your co-pilot will say, "*Someone would like to speak with you on IYP Central*".

If you wish to speak with them, simply say, "*Connect to IYP Central*" and the IYP programme will automatically launch the TeamSpeak application and connect you to IYP Central communications system.

Naturally, IYPers who are in flight can also use this facility to contact another pilot without having to invoke the Multiplayer mode. This means that you can continue flying your flight plan and converse with others... both on the ground, and in the air.

The IYP Central facility is ON by default with new installations and upgrades, but can be turned ON or OFF by saying "*Activate Selective Calling*" or "*Deactivate Selective Calling*".

Alternatively, the SelCal checkbox on the IYP Control Panel performs the same function as the voice commands shown above.

Unify Affinity

> Placing a checkmark in the Unify Affinity checkbox ensures that BOTH the simulator (FS9, or FSX) and the It's Your Plane application operate on CPU 0. Under most circumstances, unifying these processes on a single CPU dramatically increases the performance of the system by removing conflicts with the Speech Recognition system threads.
> NOTES: The results can be viewed in the Task Manager. This does NOT apply to P3D or WideFS installations.

Funny Prompts

Placing a checkmark in the Funny Prompts Checkbox will result in Michelle or Mike giving you some rather sardonic remarks when you make a mistake. Under NORMAL operation (not checked), if you say "*Landing Gear Up*" while you're on the tarmac, you'll hear an ERROR TONE. If you have the Funny Prompts turned on, you're apt to hear (randomly)…

"*You've got to be joking!*"
"*Are you crazy!*"
"*Give me a break!*"
"*Where did you get your pilots license?*"
"*Not a chance!*"
"*Now I've heard everything!*"
"*I thought you graduated from flight school.*"
"*You must be kidding!*" etc.

Pop-Ups

Since many of the third party panel switches are not directly related to the simulator per se, (e.g., No Smoking, Seat Belts, etc.), IYP needs a way to operate these switches. The only effective way of achieving this is to utilize a technological approach called, Subclassing.

In effect, what happens with Subclassing is that the IYP application actually "clicks" the switches on the particular panel when the user issues a voice command. By definition, the panel in question needs to have the "focus," meaning that the IYP programme needs to "open" the panel (bring it into view) so that the "click" can be perfected.

Programmatically bringing panels into "focus" can be a tad alarming if you're not expecting it! So, that's why I'm explaining its operation!

You say, "*Preflight Checklist*" and perhaps the Throttle Quadrant POPS-UP! Don't be alarmed; it's merely IYP obtaining "focus" on the window (panel) that it needs to operate.

For those who prefer the old way of doing things or perhaps these panels are positioned on another monitor you simply disable the Subclassing feature by removing the "check" in the Pop-Ups Checkbox on the IYP Control Panel.

Suppress FX

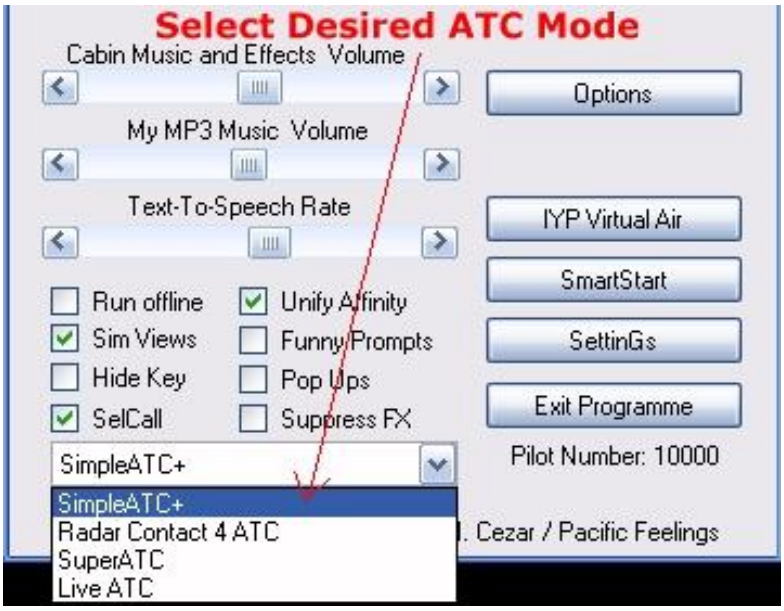
This facility is provided for those of you who would prefer to suppress ALL of the special effects, including cabin music, your co-pilot welcoming the passengers onboard, safety announcements, in-flight announcements, etc. It is accomplished by placing a checkmark in the Suppress FX checkbox, or by saying, `*Suppress sound effects*`. The facility can be reinstated by removing the checkmark, or by simply saying, `*Permit sound effects*`. This setting is `remembered` on system shut down and restarts.

Selecting Your ATC Mode

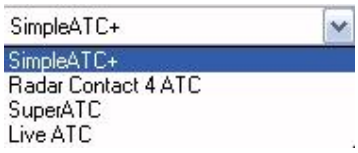
The It's Your Plane system currently offers four different ways to communicate with Air Traffic Control (ATC) – namely:

1. **SimpleATC+© (Standard Microsoft ATC)**
2. **Radar Contact 4© ATC**
3. **It's Your Plane SuperATC©**
4. **LiveATC (as of Version 4.1.0.187)**

NOTE: See the IYP-Flight-Deck-Doc for details on LiveATC.



NOTE: Upon initialisation, the system is (by default) operating in the **SimpleATC+** mode. Use the **ATC Dropdown** list to select your desired mode of ATC communications.



IMPORTANT NOTE: For detailed information about the set up and use of both Radar Contact 4 and SuperATC, please refer to their respective sections herein.

When you select **Radar Contact 4 ATC** or **SuperATC** for the first time, the programme will indicate that a local database needs to be created **BEFORE** these modes can be run. This is because both of these applications require additional airport information, e.g., ILS approach frequencies, new runways, etc. Please permit the system to do so. It will take a few minutes to complete the operation.

NOTE: For more information regarding **Local Database** construction and updating, please refer to the section entitled:

Creating and Updating Local Airport Database

Control Panel Buttons

Depending upon the version of It's Your Plane that you possess, there are additional buttons on the IYP Control Panel as follows:

Options Panel
The Options panel contains facilities to download and install existing IYP Tours, Create, Edit, and Delete your own Customized Voice Commands, set up the Microphone Switch, Create or Update your Local Airport Database, select a Voice Font for your Co-pilot, and add your Name and Rank.

Tour Designer
This facility is used to create your own IYP Tours and publish them on the IYP Web site if you so desire. For a detailed overview of the IYP Tours system, please refer to the section entitled **IYP Tours** contained herein.

Virtual Air
This facility enables IYP users to fly a variety of commercial aircraft to specific virtual airline schedules. Please refer to the section entitled **IYP-VA** contained herein.

SmartStart©
This remarkable facility allows you to simplify the launching of applications and programmes for your flight session, including the ability to launch FS2002, FS2004, FSX, Radar Contact 4, or P3D or any other programme you desire. Please refer to the section entitled **SmartStart** contained herein.

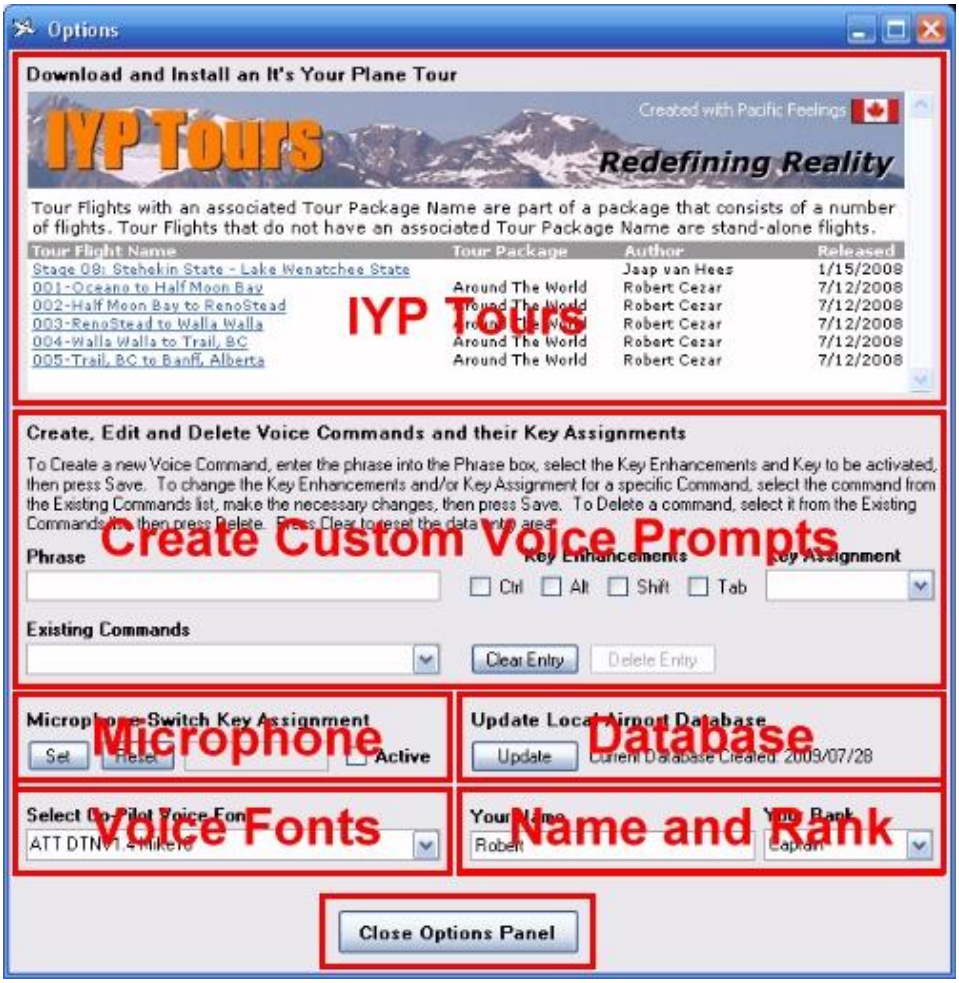
Settings
The panel permits you to view the disposition of all of your IYP feature settings in a convenient location. Please refer to the section entitled **Settings Panel** contained herein.

Exit Programme
You use this button to close the IYP application, or you can simply say, "*Goodbye Michelle, and thank you*", or "*Goodbye Mike, and thank you*".

Options Panel

Click on the Options button on the IYP Control Panel to access the Options Panel.

Here's the general layout of the Options Panel.



IYP Tours (in Options Panel)

This area of the Options Panel lets you download and install IYP Tours. For a detailed overview of the IYP Tours system, please refer to the section entitled **IYP Tours** contained herein.

Create Custom Voice Commands

You can create your own Voice Commands and cause the recognition of the spoken phrase to activate a Keyboard keystroke or key combination. This functionality has been implemented so that you can use your own unique voice commands to execute simulated keyboard keystrokes to extend the IYP application and/or control other add-ons.

Example: Interfacing the FS Add-On, FSDiscover!

For example, let's say that you have purchased and installed the flight simulator add-on, FSDiscover! and you wish to control 5 of its functions with voice commands, namely:

FSDiscover! (launch the program) Ctrl+Shift+N (example)
Show map (ON/OFF) Ctrl+Shift+F9
Geographic names (ON/OFF) Ctrl+Shift+F10
Points of interest (ON/OFF) Ctrl+Shift+F11
Airport names (ON/OFF) Ctrl+Shift+F12

Creating Voice Commands That Do Not Conflict

You need to ensure that whatever voice commands you create **DO NOT CONFLICT** with existing IYP voice commands. The easiest way to accomplish this is to speak a specific phrase and see if the IYP program detects it. For example, if you say, "g*eographic names*" a few times and the IYP application does not react in any way, then you can be pretty sure that this unique phrase can safely be used. Keep in mind, a lot depends on how much voice training you have done beforehand.

Implementing the Voice Commands

Using the example above, you would minimize your flight simulator so that you can see the IYP application panel and click on the "Options" button. You would enter the phrase "Geographic Names" into the Phrase text box, place checks in the checkboxes Ctrl and Shift, select the key F10 from the Key Assignment list, then press **Save**. You repeat the above sequence to add other commands. Once you have finished creating your voice commands, press **Close Options Panel**. This will cause the IYP program to do a Restart Cold and Dark and you are ready to test your new voice commands.

The phrase "*F S Navigator*" was available in early versions of It's Your Plane, to launch/hide the FSNavigator Add-On program in FS9 (2004). This phrase has been removed from the default IYP application. If you are using FS9 and have FSNavigator installed, you can still use this voice command by creating the voice command "*F S Navigator*" (or any other phrase you desire), leaving the Ctrl, Alt, Shift and Tab checkboxes unchecked, selecting F9 from the Key Assignment list and pressing **Save**, then press **Close Options Panel**.

Microphone Switch Key Assignment

You can assign a key as a Microphone Switch key, e.g., the CONTROL key (Ctrl). This is NOT a traditional Push-To-Talk (PTT) switch, because it only interacts between you and your Co-pilot. Meaning, it will NOT act as a PTT for other applications outside of IYP.

To assign a particular key to act as the Microphone Switch, simply press the 'Set' button. The system will ask you to press a key. Let's say you press the 'CONTROL' key. The name of the key will appear in the associated text box.

The feature is NOT active at this point. To activate the feature, simply place a check in the Active checkbox.

When you speak into the microphone, Michelle will NOT respond. Press and hold the CONTROL key (in our example) and she'll respond as usual. Release the key and she will not be able to hear you. This is especially useful while simming in noisy environments since it prevents Michelle from interpreting background noise/speech as commands.

If Michelle performs unusual or out of place actions it could be that ambient background sounds are being interpreted as your commands and she is responding. The best solution is to replace your headset with a high-quality set, but if that is not possible, the Microphone Switch feature should help, when used properly.

NOTE: To use a yoke button as a microphone switch, see page 164.

NOTE OF CAUTION: Do not use the CTRL key when using Radar Contact 4 ATC.

Creating and Updating Local Airport Database

A default IYP airport database is downloaded during the installation of the IYP application. From time to time, you will hear Michelle say,

"We must download the airport data file. This delay only happens during set up or system upgrades. I will inform you when we are done. Please wait."

Under a number of circumstances, a user may wish to add additional airport information: ILS approach frequencies, new runways, etc. In this case, the user can use the Update Local Airport Database feature to create a local database from their local data. Under these conditions, the default IYP airport database is not used; however, it will continue to be updated as normal, to provide backup for information that may be missing in the local database created.

Additional Voice Fonts

The Microsoft SAPI 5.1 Text-To-Speech for XP comes with both a male and female default voice fonts - Microsoft Mike and Microsoft Mary. Early on in the development of It's Your Plane, we elected to use the default female voice font Mary and called her Michelle in the IYP application.

Purchasing New Voice Fonts

We have no affiliation of any kind with Nextup.com and there are many places where you can buy voice fonts; however, we have found their site to be very intuitive and easy to use. Go to their front page where you can test (listen to) a series of voice fonts: http://www.nextup.com/index.html

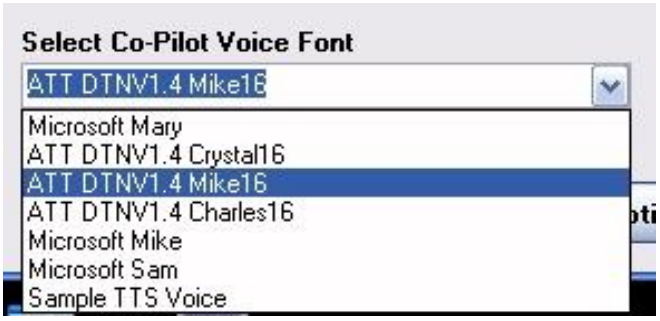
Let's assume that you purchase the AT&T Natural Voices and you want to use them with the It's Your Plane application. What I am setting forth herein, will work with FS9, FSX and P3D, and applies to both XP and Vista platforms.

NOTE: These AT&T voice fonts (and many others) are 32 Bit voice fonts and will NOT work on 64 Bit systems with SAPI 5.1 for XP or SAPI 5.3 in Vista.

After you purchase and install these new voice fonts on your PC by following the manufacturer's installation instructions, here's what you do!

Launch the IYP application with your simulator of choice and wait until you hear, "*Captain… It's Your Plane. We're ready to go.*" If the simulator is in the Full Screen mode, press [ALT + Enter] to return to the Windowed Mode. Then minimize your simulator to the task bar.

Open the Options Panel, or you can say, *"Open the Options Panel", and select your preferred Co-pilot voice font.*



After pressing the **Close Options Panel** button, or saying *"Close Options Panel",* the system will reinitialize with the new voice font.

> **NOTE:** Sometimes the sample rate will change from one voice font to another and the voice will sound fuzzy. Please click on the Exit Programme button on the IYP Control Panel and restart the IYP application.

Please keep in mind that all female voices are called Michelle and all male voices are called Mike by the IYP software. In other words, if you select the Cepstral voice font called Diane, she will still introduce herself as Michelle. If you select the AT&T voice font called Charles, he will still introduce himself as Mike. Below are a few MP3 samples of Voice Fonts:

Microsoft - Mary (the default voice of It's Your Plane on XP)
Microsoft - Mike
AT&T Natural Voice - Crystal
AT&T Natural Voice - Mike
Real Speak - Karen (Australian)

Your Name and Rank

You can enter your name (or nickname) into the Captain's Name text box. By doing so your Co-pilot Michelle or Mike will personally greet you as you climb into the cockpit. For example, you may hear…

"*Good morning Captain Robert*."

You can also change your rank. For example, if you change your rank to Wing Commander, you may hear…

"*Good afternoon Wing Commander Robert*."

IYP Tours – Complete Overview

Designing Tours

Let's suppose that you had created a number of flight plans as part of a journey. During the development process, you discovered that this collection of flights formed a very interesting and/or challenging scenario. Since there were many places of interest along the way, you decided that you'd like to share this wonderful experience with other simmers.

Before IYP Tours

In the past, as a tour designer, you would have packaged these flights in a specific order to build a Tour Package. You would then have published your work freely on the Web or for a price. Interested simmers would have downloaded the Tour Package, created the necessary folders, installed the requisite files in the right folders and printed out the tour documentation. The simmer would then have flown the described routes by following the instructions: looking for certain landmarks, turning the aircraft to new bearings at certain defined points, etc.; however, in many instances the simmer would miss a landmark or turn point, get way off course and, as a result, their experience would have been substantially reduced. In fact, many simmers simply gave up out of frustration because of their inability to fully understand the author's intentions.

Enter IYP Tours

The inclusion of IYP Tours Narrations to your Microsoft Flight Simulator flights adds an entirely new dimension for flight simmers. The IYP Tour Designer permits an author with ZERO technical knowledge to jump right in and create fun and riveting tour flights. Just pause the simulator, pick an event, type the narration, listen to the narration, and save it. Done!

NOTE: IYP Tours are NOT Missions!
It must be well understood, that an IYP Tour is **ABSOLUTELY NOT THE SAME** as a Microsoft FSX Mission. Rather, it is a way for tour authors to easily and effectively share their flight visions with others.

The IYP Tours will run on FS9 (FS2004), FSX and P3D.

Flying IYP Tours!

All current versions of It's Your Plane, including the FREE Edition, can execute and fly IYP Tours, and installing a Tour Flight is Surprisingly Easy!

Simply bring up your FS9 (FS2004), FSX or P3D simulator and load a pre-saved flight. Then, run the IYP application and wait for Michelle or Mike to say, "*Captain, It's Your Plane... we're ready to go!*"

Minimize your simulator and click on the Options button.

At the top of the Options window, you will see a browser window.

In this example, you will notice that there are two flights; both named:

Stage 08: Stehekin State - Lake Wenatchee State

Click on either Tour Flight Name link in the mini-browser window and a second page will appear with additional information. After reading the additional information about the flight, click the Download and Install button.

The Tour Flight will be immediately installed on your PC.

That's all there is to it, JUST ONE CLICK!

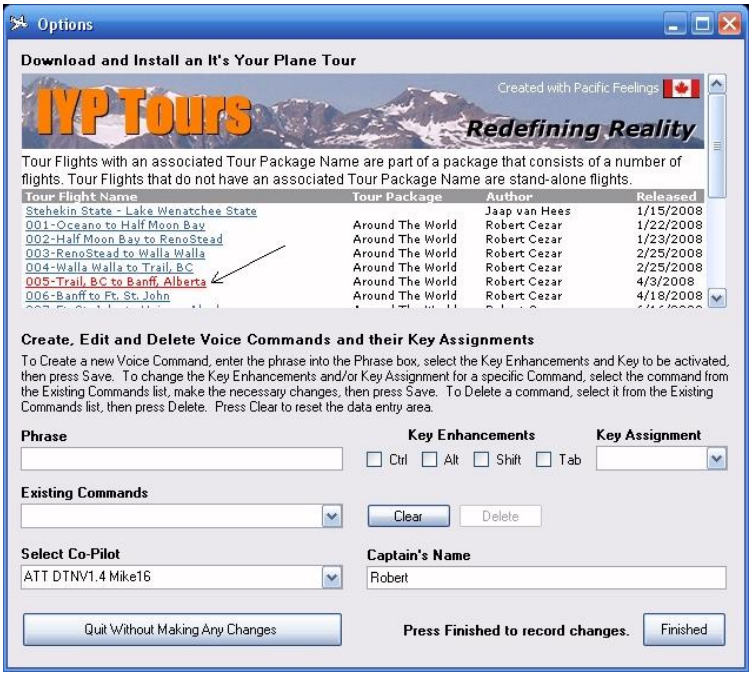
One More Note of Interest
There is a significant difference between the two entries displayed in the mini-browser.

The first is called a Stand-Alone Tour Flight; the second is a Tour Flight that is part of a Tour Package.

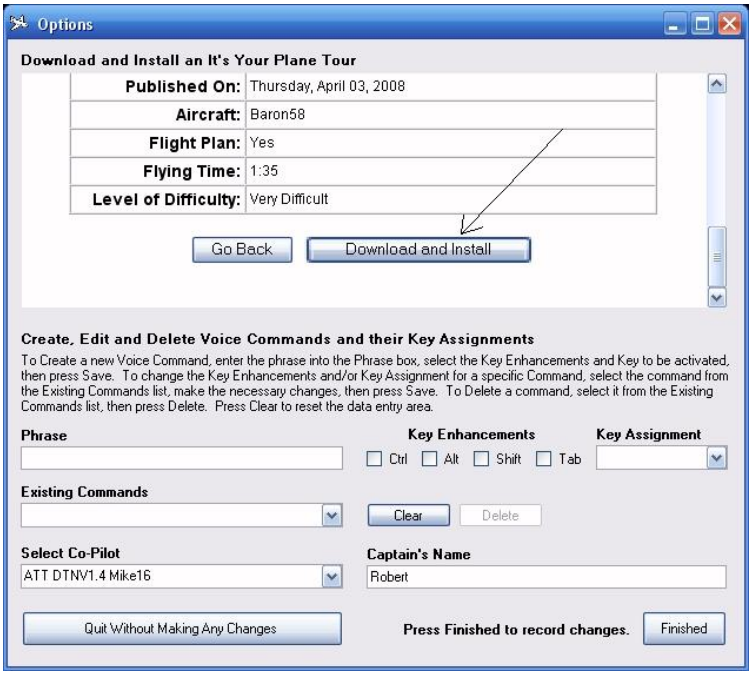
If the Tour Package Name Column is blank, then the flight is considered a Stand-Alone Tour Flight. By contrast, if under the Tour Package Name Column there's a package name, this means that the particular flight is part of a series of flights that comprise a complete Tour Package. For example, in fact, the Emma Field Tour III Package is comprised of 20 individual Tour Flights. The one listed above, is #8 in a series of flights: Starting at Stage 01 and going through to Stage 20.

Commercial Tour Packages

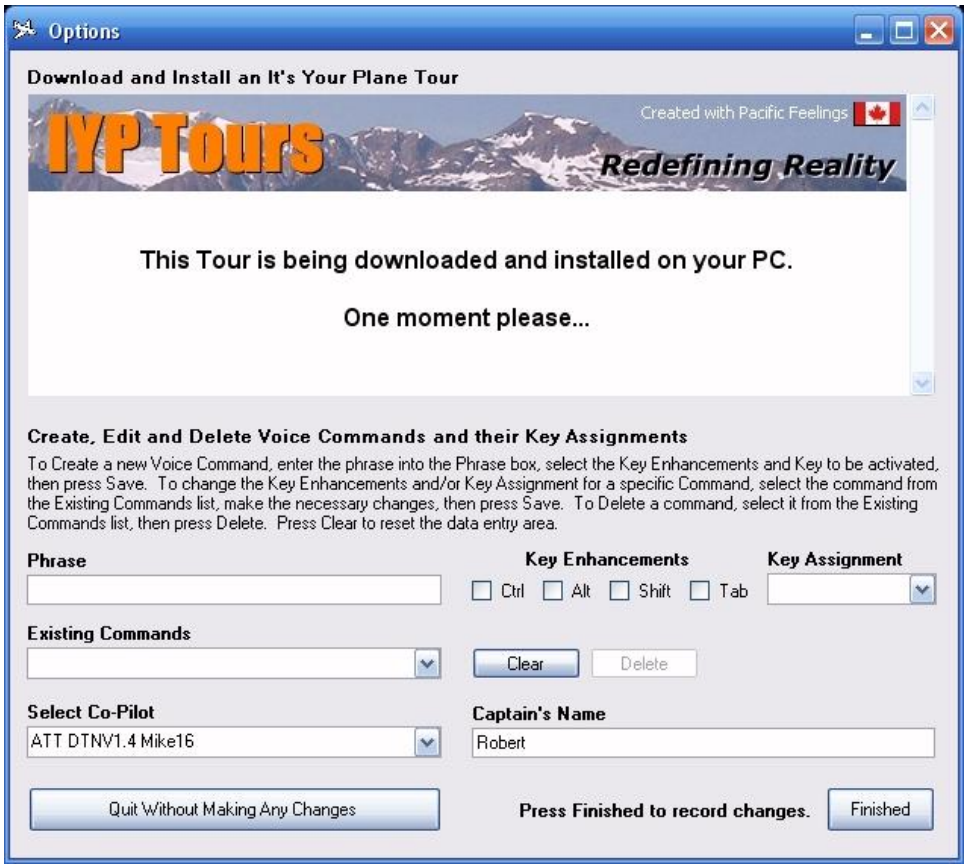
In some instances, to perk your interest, an author may permit you to download and install one (or more) Tour Flights that are part of a Tour Package, while other Tour Flights within the same Tour Package will require that you purchase a REGKEY in order to install the package. Select the Tour...



Read the Tour Information, then Download and Install...

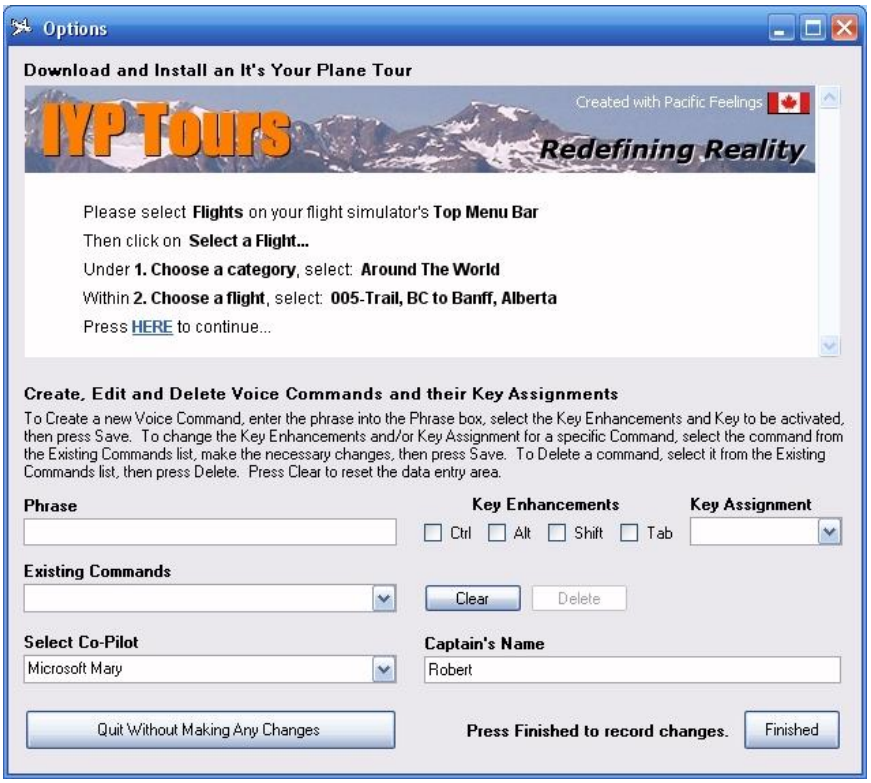


Downloading and Installation Screen...

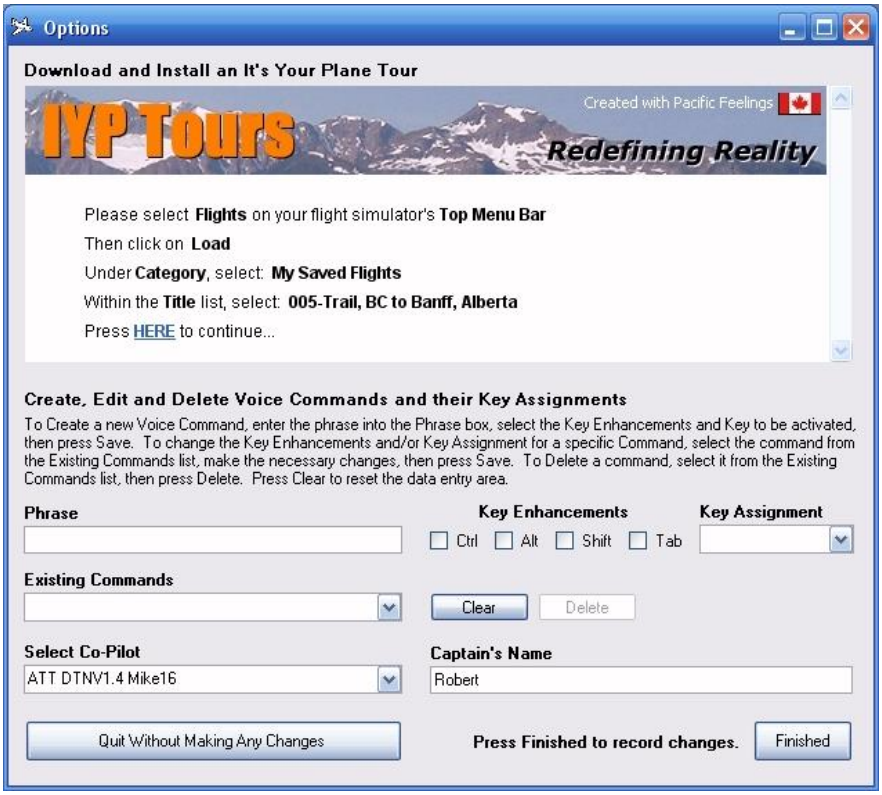


Pop-Up Instruction Window...

Typical FS9 (2004) Tour Package Screen...



Typical FSX Tour Package Screen...



The IYP Tour Designer Makes Things Much Easier!
There is little doubt that having a co-pilot (Michelle or Mike) "talking" to the pilot throughout the flight, makes it a far more fulfilling experience for simmers. Instead of reading a document while attempting to fly a specific route, the pilot "hears" the tour author's intentions and directions at precise points along the way.

For a complete overview of the IYP Tour Designer, please go here:

http://tours.itsyourplane.com/tourhelp.asp.

Share Your Experiences!
A number of users have already flown Tour Flights. Please take a few minutes to visit Michelle's Pilot Lounge:

http://www.itsyourplane.eu/forums/,

to read their experiences and share yours with others. If you are not already a member of our forums, it takes just a few seconds to join – Go to the IYP Home Page and click on the Forum Icon:

SmartStart©

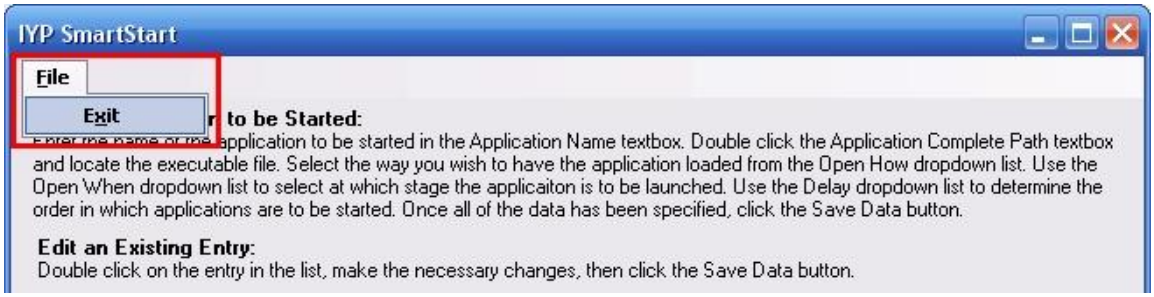
SmartStart can best be described as the IYP equivalent of everyone's computer Start Set Up, in which all the required programs and applications are programmed to load automatically each time the computer is turned on - except in this case, it's when you start It's Your Plane.

SmartStart permits users to have IYP launch other applications, such as simulator(s), Radar Contact 4, WideClient, SquawkBox, etc., and is a feature that is especially useful for our blind and visually impaired pilots.

SmartStart not only enables IYP users to select applications that automatically launch every time they jump into the pilot's seat, but it also allows them to select the order and the delay in which each is launched. Applications can be easily added or removed, and the order and delay in which they occur can be changed to suit the user's preferences.

SmartStart can be used to launch up to ten (10) applications.

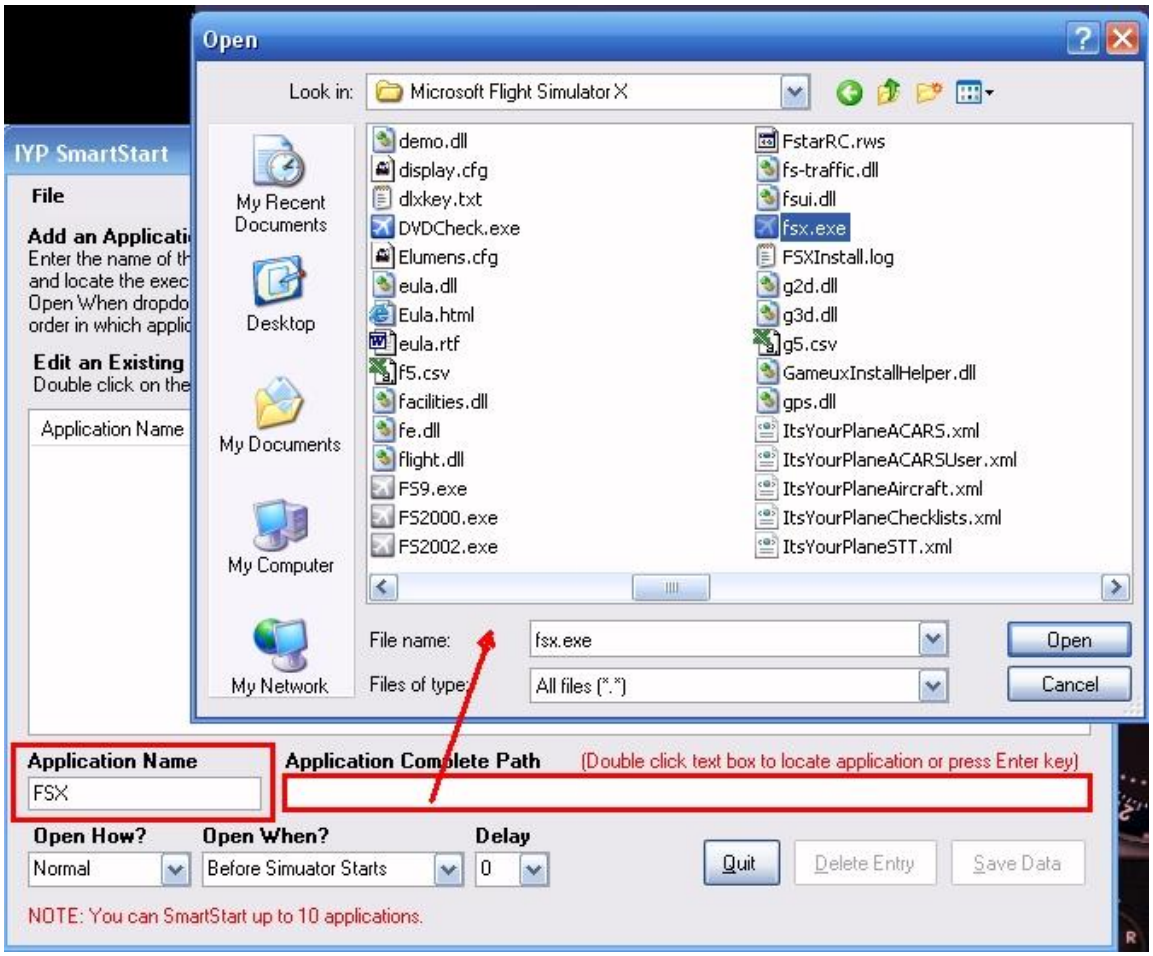
From the IYP main **Control** panel, select **SmartStart**. The IYP **SmartStart** window comes up with a menu item called **File** that becomes active when you press the **Alt** key, and from which you can subsequently **Exit** after you have finished setting up your **SmartStart** entries.



How to use SmartStart

Let's assume that you wish **IYP** to launch **FSX, (FS2004 or P3D)**, plus the **Radar Contact** 4 application.

Start by entering **FSX** in the **Application Name** textbox. This is a free-form description and can be any name you chose. Then, either **Double Click** the **Application Complete Path** textbox, or **Tab** over to the textbox and press the **Enter** key. A **File Explorer** will appear. Use the explorer to locate the executable file for **FSX** in your computer. Double click the file name to make the selection. The complete path will be displayed in the **Application Complete Path** textbox.



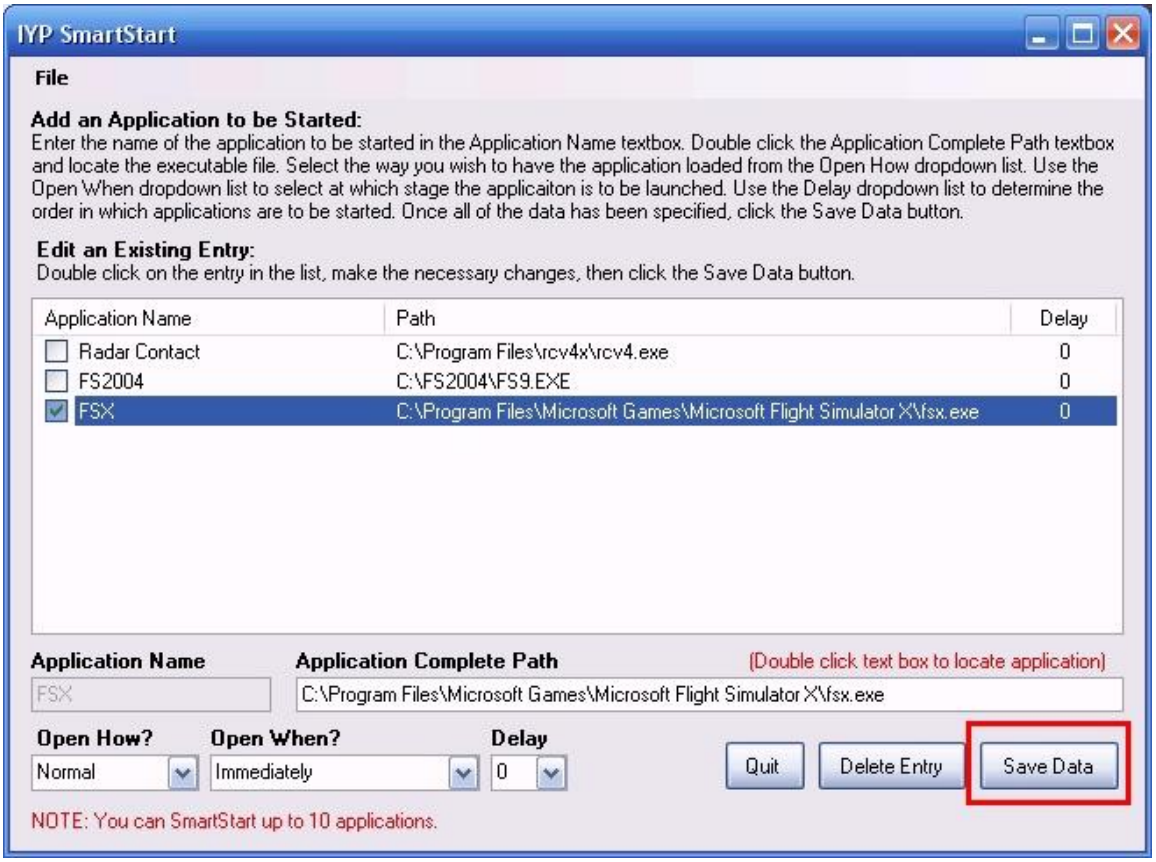
Next, use the **Open How** dropdown list to define **how** you want the application to be opened. In this case, let's say we want it to be opened in the **Normal** windows mode.

Now, use the **Open When** dropdown list to determine when **FSX** or **P3D** should be launched. In the case of a simulator, we obviously want it to start immediately.

Finally, use the **Delay** dropdown list to set the delay needed before the launch of any application from 0 to 60 seconds. Once again, in the case of a simulator, we obviously want it to start immediately, so we'll set the Delay to 0.

> **Example**: You may want FSX to be launched immediately (*as soon as IYP is launched*) and the Radar Contact 4 application to be launched after a delay of 8 seconds of the IYP/FSX system becoming fully operational; defined as hearing Michelle or Mike say, *"Captain - It's Your Plane... we're ready to go!"*

Once you have followed the above procedure for the application in question, click the **Save Data** button.



Each application you enter is listed in the upper list view of the **SmartStart** window.

Editing and Deleting an Existing Entry
You first highlight an entry by either double clicking on its **Application Nam**e, or by scrolling the list with the **UP** and **DOWN** arrows and then pressing the **SPACEBAR** on the selected item. The complete details appear in the textboxes below the list. You can press the **Delete Entry** button to remove it completely or make any necessary changes, and then click the **Save Data** button.

More SmartStart Information

If you routinely use FS2004, P3D and FSX, then you'll probably want to add all simulators into the SmartStart service as we have shown in the image above. Now what? Which simulator gets launched first? Actually, it's left up to you, because after you launch IYP, the following pop-up panel appears...

You select which aircraft you wish to launch.

Using SmartStart in a Network Environment

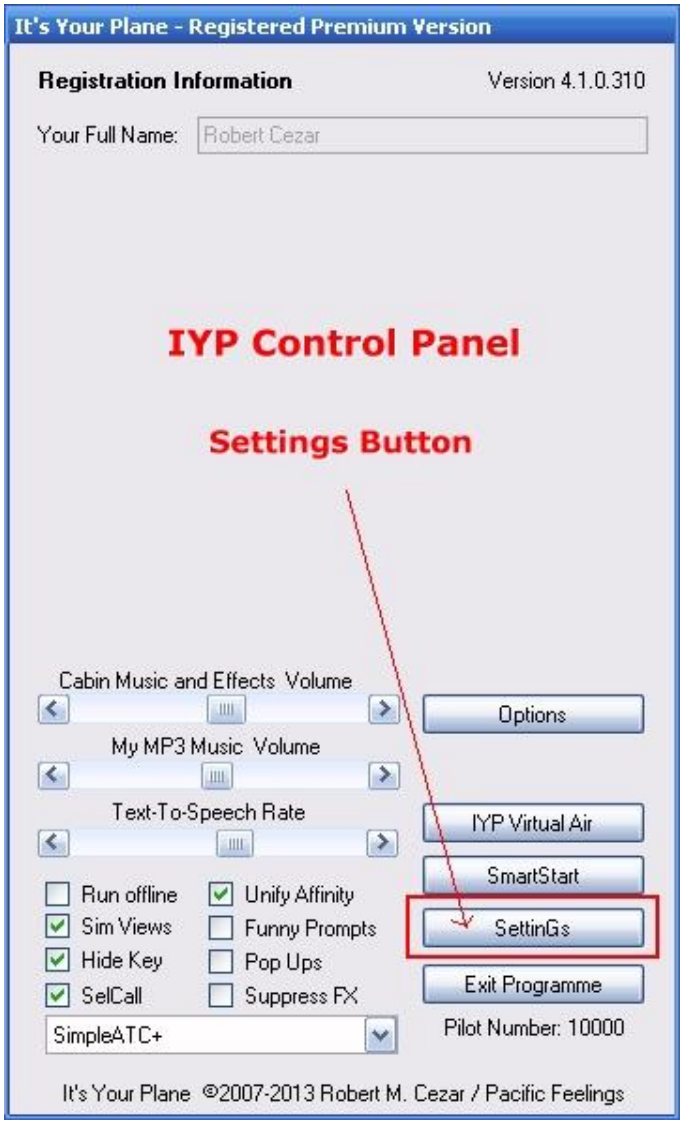
If you were set up in a Network environment, you'd likely have created an entry in SmartStart to have it auto-launch Pete Dowson's WideClient when IYP is launched. However, if you manually launch a simulator on the Client PC, SmartStart will side step the WideClient auto-launch procedure.

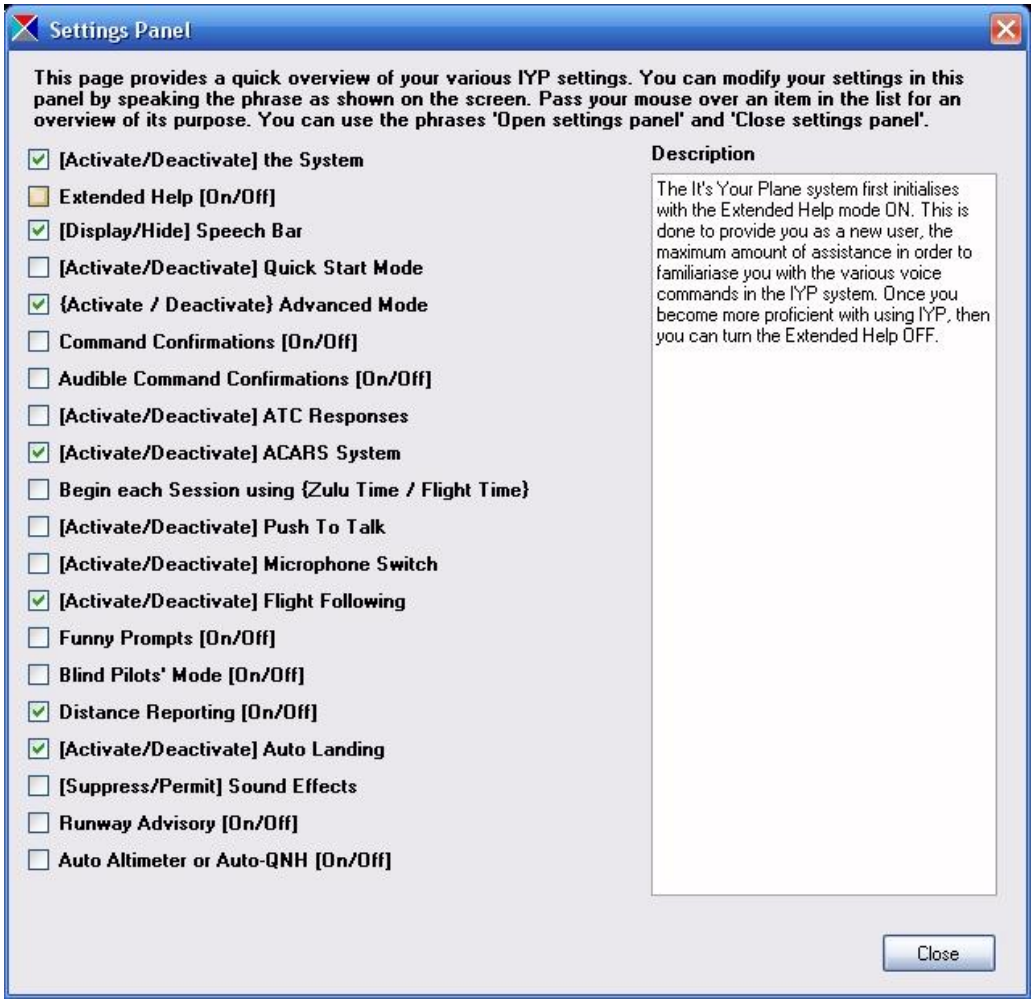
So, check out SmartStart... it's a very handy NEW IYP feature!

NOTE: If you ever have to do a complete reinstall of the IYP application, SmartStart "remembers" all of your SmartStart settings and reinstates them in the reinstalled IYP application.

Settings Panel

This Settings Panel provides a quick overview of your various IYP settings. You can modify your settings in this panel by speaking the phrase as shown on the screen and you can pass your mouse over an item in the list for an overview of its purpose. You can use the voice commands... "*Open Settings Panel*" and "*Close Settings Panel*" or click on the Settings button on the IYP Control Panel.





IMPORTANT NOTE:
As of version 4.1.0.191, the Settings Panel has new Manage Settings facility that is available for REGISTERED IYP USERS ONLY. This permits the management of the IYP system settings without the need to have the simulator running.

Controlling Aircraft with Voice Commands

Voice Control of Panels

We added a feature to assist our BVI pilots to more easily gain access to, and operate, the various IYP panels. As you can imagine, it's difficult for these members to immediately determine if a particular panel is in view or is being covered by the simulator, and which window has the focus.

Problematic

Resolving this problem was quite a technical challenge because Microsoft determined back in the Win98 days, that they did not want developers popping up windows on top of other programmes and stealing the focus. Meaning, it can be rather disconcerting when you're happily typing away in a word processor, and suddenly another window pops up on top of your work and you end up typing text into the pop-up window. Nonetheless, in this particular case, having the ability to minimise the simulator and, for example, pop up the Options panel and pass keyboard control to it, is a logical and desirable thing to do. So, after a lot of deliberation, the following is a list of voice commands to assist our BVI users in this regard.

- **View Control Panel**
- **Restore Simulator**
- **Open Options Panel**
- **Close Options Panel**
- **Open SmartStart Panel**
- **Close SmartStart Panel**
- **Open Settings Panel**
- **Close Settings Panel**

Paradoxically, as with many other features originally designed for our BVI members, as I began testing these new voice commands, I found them very helpful as a sighted person as well.

Built-In Interactive Help

Extended Help

When you first use IYP, the system is preset to Extended Help mode, which was especially designed for the new FREE users. Whenever you call for your First Officer (FO) (Michelle or Mike) to execute the Checklists, he or she will call for a checklist item like, "*Parking Brakes On*." If you do not respond in a timely manner the FO will ask again. If there's still no response from you the FO will automatically extend HELP.

Normal Help

You can switch from Extended Help, to Normal Help by saying, "*Extended Help OFF*." In this mode, whenever you call for your First Officer (FO) to execute the Checklists, he or she will call for a checklist item like, "*Landing Lights On*." If you do not respond in a timely manner the FO will ask again. If there's still no response from you the FO will say, "*Captain... Can you not hear me? If you need help, just say, 'Please help me.'* "

Checklist Help

There is an enormous amount of built-in audio help in the IYP application. Whenever your First Officer (Co-pilot) asks you to respond to a checklist item and you have forgotten how to deal with it, simply say, *"Please help me"* or *"I need help."*

In-Flight Help

When your First Officer asks...

> *"Do you want me to perform the take off and climb out checklists?"*

and you respond with...

> *"Yes please."*

He or she will then ask...

> *"Do you want me to assist you?"*

If you say, *"Yes please,"* or *"Affirmative,"* then your First Officer will help you with the takeoff and climb out phase by automatically pulling up the gear, retracting the flaps, switching on the auto-pilot, etc.

NOTE: First Officer assistance is only available in the Registered Versions

If you respond with, *"Negative,"* or *"No thanks,"* then you'll be flying on your own! However, your First Officer will still call out the V1, Rotate, V2 speeds during takeoff, he or she will operate the Seat Belt signs during the flight, call out the 1,000, 500, 400, 300, etc., on approaches, operate the GPWS and continue to provide other suggestions throughout the flights.

What Are The Window Names?

Did you know that you can ask Michelle for the window names by saying, *"What are the window names?"* She will read them out for you. You need to know these names in order to say, for example, *"Bring up the Radio Stack,"* or *"Get rid of the Throttle Quadrant," "Display the Overhead Panel,"* etc.

Another perfect segue to the next topic...

Window Names in Non-English Simulators!

> *"Bring up the Planche radio."* Huh?

The two phrases *"Bring up the [window name] "* and *"Get rid of the [window name] "* that are used to open and close windows will cause problems for those of you who are not running an English version of the Flight Simulator; except for GPS. Why? Because the It's Your Plane (IYP) system "reads" the PANEL.CFG file of the selected aircraft for the window names.

For example, in the English system, when flying a Cessna C172, the window names are: Main Panel, Radio Stack, GPS, Annunciator, Compass, and Mini Panel.

In a French system using the same example, the window names will be: Tableau de bord principal, Planche radio, GPS, Tableau de signalisation, Compas, Mini tableau de bord.

So, if a person using a French system says, *"Bring up the Annunciator,"* it will FAIL. If they say, *"Bring up the Tableau de signalisation,"* it MIGHT work... probably not! Therefore, since Michelle speaks English, those of you who possess non-English systems may wish to change the Window Names in the PANEL.CFG files of your favourite aircraft to use English names for the windows. It won't adversely affect the flight simulator.

Here's an example. In the PANEL.CFG file, change the following:

[Window Titles]
Window00=Tableau de bord principal
Window01=Planche radio
Window02=GPS
Window03=Tableau de signalisation
Window04=Compas
Window05=Mini tableau de bord

to this:

[Window Titles]
Window00=Main Panel
Window01=Radio Stack
Window02=GPS
Window03= Annunciator
Window04=Compass
Window05=Mini Panel

If you require assistance with any of the translations, ask other IYP simmers on the IYP support forum.

Operational Modes, Settings and Options

Restart Cold and Dark

Use the phrase *"**Restart cold and dark**"* to cause the IYP system to reset the system. Depending upon the particular aircraft, various switches and settings will be reset. In addition, the doors are automatically opened to welcome passengers and/or crew.

NOTE: The process is executed automatically if you change your aircraft or your flight plan.

Audible Command Confirmations

This feature was originally developed to reassure our Blind and Visually Impaired (BVI) pilots that the system is hearing their voice commands, but we have discovered that many sighted users are taking advantage of this feature, especially in noisy cockpit environments.

When this feature is active, it emits a distinctive audible click to indicate that a command has been properly accepted by the IYP system. When pilots hear the beep, they can be confident that the system has recognized their command and will react accordingly. This feature can be turned on or off by saying "*Audible command confirmations on*" and "*Audible command confirmations off*" respectively.

Command Confirmations

This facility permits you to have your co-pilot confirm their actions, or not. For example, the default setting has the command confirmation feature ON. Therefore, if you say, "*Taxi light on*", your co-pilot will flip the switch then confirm the operation by saying, "*The taxi lights are on*." With this feature deactivated, your co-pilot will simply flip the switch, and NOT confirm the operation. This feature can be activated and deactivated by saying, "*Command confirmations on*", and "*Command confirmations off*" respectively.

Quick Start Mode

A number of users asked to suppress start up phrases like:

> "*Hi, my name is Michelle. I will be flying alongside you today*. *Good evening Captain Robert. You are in the online mode. One moment please*"
>
> "*The system has been initialised for a Cessna Skyhawk*"
> "*Captain, It's Your Plane*. We're ready to go!"

You can use the Quick Start feature to suppress these greetings. Simply say, "*Activate Quick Start Mode.*" and you will now hear,

> *"Please wait."*
> "*The system has been initialised for a Cessna Skyhawk*."
> "*Captain, It's Your Plane*. We're ready to go!"

To deactivate the Quick Start feature, say, "*Deactivate Quick Start Mode*."

"Personally speaking, I prefer to listen to Michelle or Mike greeting me; however, "'One man's favourite aircraft is another man's lead balloon!'"

Advanced Mode

Irrespective of the above Help Level you've selected, if you say, "*Activate Advanced Mode*", the IYP system will not only minimize the Help, it will also virtually eliminate the First Officer stating the disposition of the aircraft's settings during the checklists. For example, during the performance of a checklist, if the checklist item to be tested is the Battery Master Switch, the First Officer will say, "*Battery Master Switch*" (the item being checked), then say, "*The battery Master Switch is ON*". In the Advanced Mode, the First Officer will say, "*Battery Master Switch*" (the item being checked), then, move to the next item WITHOUT detailing the switch setting. Naturally, these "dispositions" take time to work down the checklists.

Speech Bar

Did you know that in both FS9, P3D and FSX, you can drag the IYP Speech Bar (either UGLY RED on GREEN or WHITE on GREEN) up and down, to any place on the screen? I usually drag it to the bottom. You can show or hide the Speech Bar by saying, "*Display Speech Bar*" or "*Hide Speech Bar*" respectively.

ATC Responses
Acknowledging ATC instructions like..."*Climb and maintain Flight Level 250*," "*Turn right heading 085*," "*Descend and maintain 8000*," etc., involves two steps. Namely:

1. Executing the instruction
2. Echoing the confirmation to ATC

Let's say ATC instructed you to climb to flight level 250. The typical voice-only scenario goes like this. You say to Michelle:

"*Climb and maintain Flight Level 250*"... to execute the instruction. Michelle changes the Altitude on the auto-pilot, then confirms her action. Then, to acknowledge the ATC instruction, you say...

"*Select One*"

Activating ATC Responses:
There's a way to simplify the process of executing and responding to ATC instructions. You can say to Michelle...

"*Activate ATC Responses.*"

Michelle will respond with:

"*Aye, aye, Captain. I will handle some of the A T C responses for you*."

Then when you tell Michelle to climb and maintain Flight Level 250, she'll execute the instruction AND then send the acknowledgement to ATC, i.e. (press the 1 key)

IMPORTANT NOTE: If ATC is busy speaking to another aircraft, the above method can fail, and all you will hear is a squeal. So, if all else fails, hit the keys on the keyboard!

A NOTE OF CAUTION:
If you have activated ATC Responses, please ensure that the ATC window is CLOSED before executing voice commands that are NOT in response to an ATC instruction. For example, if the ATC window is displaying a Menu Item #1 to Cancel the IFR Flight Plan and you say…

"*Turn right heading zero eight five*," Michelle will execute the instruction then promptly emit a "1" to the ATC window to Cancel the Flight Plan! Not a nice thing to have happen.

So, if the ATC window is open, simply say, "*Toggle ATC*" to **CLOSE IT** before issuing a command.

Please play around with these options. Once you get the hang of it, it becomes a lot more fluid.

Deactivate ATC Responses:
Simply say to Michelle...

"*Deactivate ATC Responses."*

Session Time

You can configure the IYP system to start each session using either Zulu Time or Flight Time. When set to Zulu time, irrespective of the time that has been saved in the Flight Plan, the system will automatically reset the flight time to Zulu time for that particular day. When this option is set to Flight Time, the IYP system effectively does nothing to alter the existing Flight Time. You set this mode by saying:

"Begin each session using Zulu Time" or
"Begin each session using Flight Time"

Distance Reporting

To assist BVI pilots (and others) Distance Reporting call outs are made by the FO:

25 miles
22 miles
20 miles
18 miles
15 miles
12 miles
10 miles
8 miles
6 miles
4 miles
2 miles

This feature can be turned on and off by saying,

"Distance Reporting On" or
"Distance Reporting Off"

Auto-Landing

The Auto-Landing system was originally designed for our Blind and Visually Impaired (BVI) pilots to help them land aircraft on runways equipped with ILS approach facilities. A number of aircraft in the IYP hanger are so equipped. Please refer to the column entitled "AL" in the Supported Aircraft section of our Web site for a list of the aircraft that have Auto-Landing capabilities.

http://www.itsyourplane.com/html/aircraft.asp

When using the auto-landing system, the IYP flight control computer will continue to accept deviations from the localizer and manipulate the rudder, ailerons, and airspeed to maintain the aircraft on the Localizer and Glide Slope. For aircraft so equipped, upon landing, the spoilers will deploy automatically and the aircraft's auto-brake system will apply the brakes. Otherwise, differential braking is applied by the IYP flight control computer. Also if so equipped, reverse thrust will be applied to quickly decelerate the aircraft, and the anti-skid system will modulate brake pressure to keep all wheels turning. As the speed decreases, the rudder will lose effectiveness and you will need to control the direction of the aircraft using the yoke once the auto-pilot is disengaged.

NOTE: In the Blind Pilots Mode, the parking brakes are applied automatically and maintained till full-stop.

Sound Effects

Sound effects within the IYP system, such as Background Music, Cabin and Flight Crew Announcements, etc., can be suppress or permitted by saying respectively:

"Suppress Sound Effects" or
"Permit Sound Effects"

Voice Commands

Since the voice commands are constantly being changed, it makes no sense to include them in this manual; the Commands section becomes outdated almost before you've had time to print it.

Therefore, please go to the **It's Your Plane** web site at:

http://www.itsyourplane.com/html/commands.asp

and print out the commands from there.

Flying By The Book

Checklists

All the aircraft in the IYP system use the same basic checklists structure, namely:

Pre-Flight
Before Startup
Startup
Before Taxi
Taxi
Before Takeoff
Takeoff and Climb Out
Cruise
Descend
Approach and Landing
Taxi to the Gate/Ramp
Parking
Shutdown

However, there are exceptions to the above list. For example, the Parking Checklist is used by commercial aircraft in which the navigation lights, APU, cabin music, etc., remain active while passengers depart the aircraft, so that the crew can perform the next leg of the flight without shutting down. By contrast, most of the General Aviation (GA) aircraft do not perform a Parking checklist, since it's not needed. Likewise, amphibian aircraft have a much different checklist sequence, depending upon whether they are leaving from "terra firma" or water.

Checklists are created automatically by the IYP Checklist Generator on our servers.

Here's a sample checklist for a Cessna C172 Skyhawk aircraft.

Here's a sample checklist for a Boeing 737-800 aircraft.

You can print the checklists for your favourite aircraft and place them in a binder. Go to the IYP Front Page, and select the Checklist Icon on the right hand side:

Dynamic Checklists

The IYP checklists not only contain phrases that are spoken by the co-pilot, but also contain "interactive code" used by the co-pilot to assist you with the flight. For example, if you look at the checklist for the Cessna Skyhawk, you will see a simple statement in the Before Takeoff checklist that states:

"*Captain, I am checking the magnetos*."

This is an example of a checklist item that contains "interactive code", since the co-pilot actually performs a run-up test.

If you look at the Boeing 737-800 checklist, you will see an item that reads:

"Michelle automatically sets the flaps to 8 degrees when airspeed < 230 (if assisting)."

Here again, this is an example of a checklist item that contains "interactive code", since the co-pilot actually lowers the flaps based upon the criteria.

Takeoff and Climb Out

You've just completed the Before Takeoff checklist and you've received takeoff clearance from the Tower. Michelle asks, "*Captain, would you like me to execute the takeoff and climb out checklists and assist you with the takeoff?*" You respond with "*Affirmative*," or "*Yes please*."

Whether you are rumbling down the runway in a Boeing 747-400 jumbo-liner or putt-putting along in a Cessna C172, Michelle automatically calls out the proper V1, Rotate and V2 airspeeds. Once positive rate of climb is obtained, and without you saying a word, Michelle pulls up the landing gear on the 747 and retracts the flaps at the proper airspeeds. In the case of the 747-400, Michelle turns off the Takeoff/Go Around switch (TO/GA), turns on the Auto-Pilot, sets the heading, engages the Altitude Hold and performs many other functions, all at their proper time and altitude and in the correct sequence. In other words, she's showing you how it's done!

Above 10,000 Feet:
As you climb through 10,000 feet, Michelle asks, "*Captain, we have climbed through ten thousand feet. Should I adjust the airspeed?*" You say, "*Yes please*" and Michelle sets the Airspeed to the appropriate airspeed (e.g., 300 knots). She always knows the correct airspeed for this part of the climb out, whatever the aircraft. She then automatically turns off the Landing Lights.

Above 13,000 Feet:
As the aircraft passes through 13,000 feet, Michelle calls for the Fasten Seat Belts sign to be turned off. This presupposes that, due to turbulence, she has not already instructed the passengers to remain in their seats with their Seat Belts securely fastened, in which case, Michelle automatically turns off the Seat Belts sign once the aircraft stabilizes.

Passing Through 18,000 Feet:
As the aircraft climbs through the Transition Level (18,000 feet), Michelle automatically resets the Altimeter to 29.92 (or 1013 Millibars) then asks if you would like her to maintain an optimized Airspeed through the climb and descent. You answer, "*Yes please*" or "*Affirmative*." Throughout the flight you'll notice the Mach speed changing periodically as Michelle works to maintain an airspeed of approximately 11 percent below the barber pole. She may automatically extend the spoilers to 25% or 50% and rapidly decrease the Mach speed if the aircraft experiences severe tail winds and/or Clear Air Turbulence (CAT). Once the proper airspeed is regained, Michelle automatically retracts the spoilers.

Cruise Checklist

Passenger Announcement:
Once the aircraft reaches its Cruising Flight Level, and assuming that you have already set the correct Top of Climb Altitude (Cruising Altitude), Michelle will inform the passengers that the aircraft has reached its planned cruising altitude, and give them the approximate flying time to the destination airport.

Checklist
Shortly thereafter, Michelle will recommend that you execute the short Cruise Checklist. She'll ask you to check the Flight and Engine Instruments, verify that the Fuel Quantity is correct and confirm that the Radios are properly set. On longer flights, Michelle repeats the Cruise Checklist every 20 minutes or so.

A couple of users asked for a way to restrict Mike or Michelle from repeating the question "*Would you like me to perform the Cruise Checklist?*" during long flights. Why? Because they likely went out for dinner and by the time they got back home, the co-pilot had practically lost his or her voice repeating the question over and over and over and over!!!

So, if you now respond with "*Negative*" or "*No thanks*" to the request, this function will not be offered again for the rest of the flight. If you decide that you want to arm this function again, simply say, "*Cruise checklist*" and when offered, respond with "*Yes please*," or "*Affirmative*." Keep in mind that once you say, "*Yes please*," the Cruise Checklist will be offered again in about 20-25 minutes. So, don't go out for dinner!

Turbulence and Fasten Seat Belts Warnings!:
If the aircraft experiences excessive turbulence, Michelle automatically turns on the Fasten Seat Belts sign and announces, "*Ladies and gentlemen, this is the first officer speaking. Please ensure that you are in your seats with your seat belts securely fastened, as we are expecting some turbulence up ahead. Thank you."* Once the aircraft has stabilized, Michelle turns off the Fasten Seat Belts sign and says, "*Ladies and gentlemen, this is the first officer. I have turned off the fasten seat belts sign and you are free to move about the cabin; however, while in your seats we suggest that you do as we do up front and keep your seat belts fastened at all times. Thank you."*

Descent Checklist

Descending to 10,000 Feet:
As the aircraft begins its descent, Michelle asks, "*Captain. Do you want me to go through the descent checklist?*" You respond by saying, "*Yes please*" and she calls out the checklist items.

Passenger Announcement:
The First Officer Michelle will inform the passengers that they are beginning their descent and provide them with both the weather conditions in the destination city, along with the expected arrival time.

NOTE: The above facility is suppressed on some aircraft (like the Level-D 767-300), since the aircraft have their own built in crew announcements.

Since Michelle has been asked to control the airspeed, you'll notice the Mach speed setting decreasing as the aircraft descends. When the aircraft drops below 20,000 feet, Michelle says, "*Captain, I will let you take care of the airspeed until we begin our approach towards final. Please switch the display from mach speed, to airspeed."* Michelle then says, "*Captain, don't forget to check the altimeter setting once we drop below the transition level."* On the way down to 10,000 feet, Michelle might say, "*I recommend an airspeed of 240 knots*."

Descending Below 10,000 Feet:
As the aircraft descends below 10,000 feet, typically Michelle calls for the Landing Lights, and for the Auto-Spoilers to be armed and asks you to set the Auto-Brakes to the desired position. She then asks you to verify the Course setting, ensure that the NAV/GPS switch is set on NAV, verify that the Fuel Quantity is correct and reminds you to turn on both the Fasten Seat Belts and No Smoking signs. With General Aviation aircraft, Michelle will go through a number of other checks.

Approach and Landing

In this section, let's assume that we are flying a 737-400. When nearing an airport with a jetliner, once the aircraft in on BASE, and your co-pilot announces "*22 miles… 11 o'clock*", or "*22 miles… 1 o'clock*", we highly recommend that you invoke the Approach and Landing Checklist by saying, "*Approach and Landing checklist*". If you are flying a GA aircraft and you are approximately 20 miles out, Michelle automatically asks "*Captain, do you want me to go through the approach and landing checklists and assist you with the landing?*" You respond with, "*Affirmative*." In both cases, your co-pilot then ensures that the avionics are on and that the radios are properly set; she makes sure that the NAV/GPS is set on NAV, etc.

Assuming that this is an ILS approach, Michelle reports when both the Localizer and the Glide Slope are alive. During the approach, Michelle automatically and systematically begins reducing the airspeed and extending the flaps to their proper settings. Once the aircraft intersects with the Localizer, she says, "*Switching to ILS Approach Mode*." Moments later, she'll say, "*Locked on the Localizer*" and the aircraft assumes the runway heading. She continues reducing the airspeed and extending the flaps until the Glide Slope is captured at which time she reports, "*We've captured the Glide Slope*." The aircraft begins its traverse down the Glide Slope towards the runway and at approximately 2,000 feet AGL Michelle lowers the landing gear. At approximately 1,800 feet AGL she sets the flaps to the most suitable landing position based upon the weight of the aircraft.

When flying a jetliner, Michelle asks you to ensure that the Parking Brakes are off and the Auto-Spoilers are set and armed if the aircraft is so equipped.

Dropping below 1,000 feet AGL, Michelle will call out the altitude, and then say, "*Auto-Landing facilities in effect*", if they have been previously activated.

Michelle calls out the aircraft's altitude on final descent: "*Five hundred*," "*Four hundred*," "*Three hundred*," "*Approaching Minimums*," etc. If the aircraft experiences wind shear, the Ground Proximity Warning System (GPWS) starts screaming, "*Wind shear, wind shear, wind shear*." If you turn off the Autopilot

during the descent and you drift above or below the Glide Slope, the GPWS yells, "*Glide Slope, Glide Slope, Glide Slope*."

At approximately 180 feel AGL (depending upon the aircraft), and providing the Auto-Landing system is not being used, Michelle will disengage the Auto-Pilot (if is it active) and say, "*Auto-Pilot Off*". At near ground level, if the Auto-Throttle is engaged and the Auto-Landing facilities are not active, Michelle turns it off and reports, "*Auto-Throttle Off*". In the case of GA aircraft, Michelle will say, "*Captain, I am no longer controlling the airspeed*" as she pulls back on the throttle(s).

As the aircraft touches down, the Spoilers extend automatically and Michelle turns on the Reverse Thrust. Once the aircraft's speed drops below approximately 70 knots, she turns off the Reverse Thrust, turns on the Cabin Music and reports that the Approach and Landing checklists have been completed. To add yet more realism to your flight, if you listen carefully, you can hear the passengers applauding your perfect landing!

Taxi to the Gate/Ramp

As the aircraft turns off the runway, your First Officer Michelle asks you if you would like her to run through the Taxi to the Gate or Ramp checklist. If you say, "*Yes please*," she (depending upon the type of aircraft), turns off the strobe lights, turns on the taxi lights, turns off the landing lights, informs you that the flaps and spoilers have been fully retracted and she resets the transponder to 1200. She asks you to confirm that the Pitot heater is off, the Transponder is set to standby, and that the elevator is trimmed to the takeoff position, and she will then ask you to turn on the APU if applicable. She may even suggest that you turn off the taxi lights as you approach the gate, so as not to blind the ground crew! She then reminds you that you can say "*Resume Checklists*" upon reaching the gate and she'll then run through the Parking Checklist.

Execute Going Around

You came in far too fast and you're not going to be able to capture the Glide Slope! If at any time during the approach something doesn't feel just right, you can say to Michelle, "*Execute Going Around*." She responds with, "*Captain. I will repeat the approach and landing checklist on the next approach."* She then pulls up the flaps, goes to full throttle, pulls up the landing gear if necessary and climbs to approximately 2,000 feet AGL at the proper airspeed. You then contact ATC and report that you are going around.

SimpleATC+ (Microsoft Standard ATC)

In this mode, saying either of the phrases, "*ATC*", "*Toggle ATC*", or "*Air Traffic Control*" opens and/or closes the Microsoft ATC communications window of the Microsoft simulator.

Using the New SimpleATC+ - Effective IYP Version 4.1.0.268

Overview:
SimpleATC+ has been designed for those IYP pilots who would prefer an easier ATC system rather than the much more complex SuperATC. SimpleATC+ has been dramatically enhanced over previous versions of IYP in order to make communicating with ATC far easier to use. No longer will you need to concern yourself as to whether or not the ATC menu is open or closed. You'll no longer need to figure out what keys to press - Michelle will do it for you!

Background:
SuperATC (see Section SuperATC) was designed to be an online instructor with the charge to "teach" IYP users the proper "techno-babble" used by pilots during the course of a flight. It was specifically designed to be EXTREMELY CRITICAL about the communication syntax used in every situation. That is to say, the order and expressions used when communicating with Traffic, Ground, Tower, Approach, Departure, Controllers, ATIS, etc., need to closely follow a tight set of rules, otherwise error messages occur. SuperATC was never designed as an application that could be mastered in a few minutes, a few hours, a few days, or even a few weeks! Rather, it's like going to college - it requires a LOT of studying and many hours of practice, with the end goal of having IYP users "understand" (not memorize) these communication rules.

SuperATC is Complex!
SuperATC is extremely complex, and it relies heavily on the accuracy of the Microsoft databases. Regrettably, there are literally hundreds of errors in these databases – especially in non-North American countries, and as such, SuperATC will simply not work properly in some remote and exotic places. This has led to frustration on the part of some users who prefer flying General Aviation type aircraft in places like the jungles of Africa!

EXTREMELY IMPORTANT UNDERSTANDING:

SimpleATC+ operates the built-in default Microsoft ATC system. It is **VERY IMPORTANT** to understand that in this mode, you are actually communicating with Michelle, who in turn communicates with the MS-ATC system.

In all cases you are issuing instructions to your Co-Pilot, who carries out the operations with ATC.

SimpleATC+©

EXTREMELY IMPORTANT NOTE:
You must have your simulator's option called:
Auto-Open ATC Window
set to **ACTIVE**.
To access this option in FS9, from the simulator's main menu, go to:
Options > **Settings** > **ATC**
To access this option in FSX or P3D, from the simulator's main menu, go to:
Options > **Settings** > **General**
Ensure that you have this option **CHECKED**. During flight operations, SimpleATC+ will automatically open and close the ATC Window as needed.
NOTE: Avoid manually pressing keys. Pressing keys to side-step the SimpleATC+ menu handling, can cause the system to become unsynchronised.
NOTE: You can substitute the word "***acknowledge***" with the word "***recognise***" throughout these instructions.
NOTE: You can manually change the state of the ATC window at any time by pressing the Scroll-Lock key (*exception below*).
NOTE: In the Blind Pilot mode, the ATC Window remains open at all times while in flight. This feature can be enabled and disabled.
See Voice Commands > Blind Pilots/Visually Impaired area for details.

IFR FLIGHT PLANS

Ensure Your Flight Plan is Loaded Properly
It is very important that you properly create, save and load a flight before setting off on your journey. For an overview of the requirements, please refer to the section entitled:

How to Properly Load a Flight Plan and a Flight

in the **IYP Flight Deck Doc** manual that can be downloaded from the **Resources** area of the IYP website:

http://www.utsyourplane.com/html/manuals.asp

Get Weather
Automatic Terminal Information Service (ATIS) is a continuous broadcast of recorded non-control information containing essential information such as weather reports, which runways are active, available approaches, and other information required by the pilots, such as important NOTAMs.

If you are at an airport with ATIS services or an automated weather facility, then during the checklist procedures, Michelle will ask you to...

"Get weather"

You can reply with either...

"Get local weather» or ***"Get A T I S"***

to get the information. After listening to the report, you can say either,

"We have the weather» or ***"I have the weather"***

and the checklist will proceed with Michelle asking you to set the altimeter.

NOTE: If you have previously activated the IYP "Auto-Altimeter" facility, you can simply respond with, ***"Confirmed"***, since by definition, the altimeter is properly set.

NOTE: If the departing airport does not have ATIS or an automated weather service, then Michelle will side step this checklist item and merely ask you to set the altimeter. If you have NOT activated the IYP "Auto-Altimeter" facility, then you can simply press the "B" key to set altimeter to the current Barometric pressure.

Departing from a Non-Towered Airport

Request IFR Clearance
During the checklist procedures, Michelle will call out, ***"Request IFR clearance"***.

You ask her to...

"Request IFR Clearance"

Michelle will activate the correct key presses and then send the IFR Clearance request to ATC. They will respond with directives, principally indicating the Climb Out Altitude and the Squawk Code. Please make a mental note of this information. Once ATC has completed the dialogue, you tell Michelle to acknowledge the instructions by saying to her...

"Acknowledge IFR clearance" or simply ***"Acknowledge"***

Michelle will read-back the confirmation to ATC, after which they will acknowledge the receipt. You then say to Michelle...

"We have IFR clearance" or simply ***"We have clearance"***

and the checklist continues.

NOTE: Pay far more attention to the climb out altitude than to the transponder Squawk Code. Why? Because, the Microsoft system automatically loads the Transponder Squawk Code for you. Thus, in response to Michelle's query,

"Transponder set?"

you can simply respond with,

"Affirmative"

In other words, there's really no need for you to say something like,

"Squawk 1234".

Michelle will then ask you to set the altitude. You will respond with whatever ATC had called for. For example, you might respond with...

"Make the altitude 8,000"

Announce Taxi Intentions

The next ATC related item that will be advanced in the checklist sequence, is a request by Michelle for you to Announce Taxi Intentions. She will say,

"Announce Taxi Intentions"

You simply echo the same phrase to perfect the request by instructing Michelle to,

"Announce Taxi Intentions"

Michelle will calculate the most suitable runway for takeoff based upon the prevailing winds, available runways lengths, etc. She will then activate the correct key presses and send your taxi intentions to the local traffic monitoring the radios.
Once Michelle has made the announcement, the checklist procedures continue.

NOTE: If the assigned runway is 7, then when Michelle asks,

"Heading indicator set to take off heading?"

simply multiply the Runway value by 10 to obtain the degrees. In this case Runway 7 results in 070. So, you respond with:

"Make the heading 0 7 0"

Announce Take Off Intentions

The next Microsoft ATC related item that will be advanced, happens during the Before Take Off checklist where Michelle will ask you to announce your Take Off Intentions. She will say...

"Announce Take Off Intentions"

Here again, you simply echo the same phrase to perfect the request by instructing Michelle to...

"Announce Take Off Intentions"

Michelle will determine the heading you will be going to after takeoff based upon the filed flight plan and make the corresponding announcement to the local traffic who are monitoring the radio frequency.

Once Michelle has made the announcement, the checklist procedures continue.

Departing from a Towered Airport

Request IFR Clearance
During the checklist procedures, Michelle will call out, "Request IFR clearance". You ask her to...

"Request IFR Clearance"

Michelle will activate the correct key presses and then send the IFR Clearance request to ATC. They will respond with directives, principally indicating the Climb Out Altitude and the Squawk Code. Please make a mental note of this information. Once ATC has completed the dialogue, you tell Michelle to acknowledge the instructions by saying to her...

"Acknowledge IFR clearance" or simply ***"Acknowledge"***

Michelle will read-back the confirmation to ATC, after which they will acknowledge the receipt. You then say to Michelle...

"We have IFR clearance" or simply ***"We have clearance"***

and the checklist continues.

NOTE: Pay far more attention to the climb out altitude than to the transponder Squawk Code. Why? Because, the Microsoft system automatically loads the Transponder Squawk Code for you. Thus, in response to Michelle's query,

"Transponder set?", you can simply respond with, ***"Affirmative"***

In other words, there's really no need for you to say something like, "Squawk 1234". Michelle will then ask you to set the altitude. You will respond with whatever ATC had called for. For example, you might respond with...

"Make the altitude 8,000"

Request Taxi Clearance

The next ATC related item that will be advanced, is a request by Michelle for you to obtain Taxi Clearance. She will say,

"Request taxi clearance"

You simply echo the same phrase to perfect the request by instructing Michelle to...

"Request taxi clearance"

Once again, Michelle will activate the correct key presses and send the Taxi request to ATC. They will respond with their directives, by principally indicating the Assigned Runway for Take Off and the Taxi Route.

NOTE: Our Blind and Visually Impaired (BVI) pilots need not concern themselves with the Taxi Route, since they'll be asking Michelle to automatically move them to the assigned runway.

Once ATC has completed their delivery, you tell Michelle to acknowledge the instructions by saying to her...

"Acknowledge taxi clearance", or simply ***"Acknowledge"***

She will do so. Once she's finished confirming the directives, and ATC confirms its receipt, you then say to Michelle...

"We have taxi clearance" or simply, ***"We have clearance"***

and the checklist procedures continue.

NOTE: If the assigned runway is, for example, 7, then when Michelle asks...

"Heading indicator set to take off heading?"

simply multiply the runway value by 10 to obtain the degrees. In this case runway 7 results in 070. So, you respond with:

"Make the heading 0 7 0"

Progressive Taxi Markings
You can also ask Michelle to turn progressive taxi markings on/off by saying to her...

"Progressive taxi on» or, ***"Progressive taxi off"***

respectively.

Request Take Off Clearance

The next Microsoft ATC related item that will be advanced, is a request by Michelle for you to obtain Take Off Clearance as part of the Before Take Off checklist. She will say...

"Request takeoff clearance"

Again, you simply echo the same phrase to perfect the request by instructing Michelle to...

"Request takeoff clearance"

Michelle will activate the correct key presses and send the take off clearance request to the Tower. They will respond with either a directive to hold due to other aircraft on the runway or on approach, instruct you to move into position and hold, or provide you with take off clearance.

If the Tower instructs you to hold position, simply ask Michelle to...

"Acknowledge"

If the Tower instructs you to move into position and hold, simply ask Michelle to...

"Taxi into position and hold"

Once ATC grants you take off clearance, you tell Michelle to acknowledge the instructions by saying to her...

"Acknowledge take off clearance", or simply ***"Acknowledge"***

She will do so. You then say...

"We have takeoff clearance"

and the checklist procedures continue.

NOTE: if you are required to hold for other aircraft, Michelle will continue to nag you with ***"Request takeoff clearance"***. You can temporarily button her up by saying, ***"Please wait"*** or ***"Wait a minute"***. Then, after you and Michelle receive take off clearance, you simply say to Michelle, ***"Please continue"***, and she'll become her natural nag!

En Route ATC Communications

After Departing from a Non-Towered Airport
After taking off from a non-towered airport, Michelle will automatically initiate ATC contact for you as you climb above 500 feet AGL (Above Ground Level), so please be patient. Typically, ATC will give you preliminary directions to the first waypoint as set forth in your flight plan. After receiving this instruction, say to Michelle,

"Acknowledge instruction", or simply, ***"Acknowledge"***

then tell Michelle to set the heading. She will confirm her actions and report the heading.

After Departing from a Towered Airport
After taking off from a towered airport, the Tower will hand you off to another Air Traffic Controller. You acknowledge the hand off by saying to Michelle,

"Acknowledge hand off", or simply ***"Acknowledge"***

You then can ask Michelle to, for example,

"Contact Vancouver Departure", ***"Contact next controller"***, or simply, ***"Contact controller"***

Michelle will change the Com 1 frequency, report its new frequency, then automatically contact the controller.

Typically ATC will give you preliminary directions to the first waypoint as set forth in your flight plan. After receiving this instruction, say to Michelle,

"Acknowledge instruction", or simply, ***"Acknowledge"***

Then tell Michelle to set the heading. She will confirm her actions and report the heading.

ATC En Route Directives and Communications

Setting a New Altitude
When ATC instructs you to climb and maintain a new altitude, have Michelle acknowledge the instruction by saying,

"Acknowledge instruction", or simply, ***"Acknowledge"***

Then tell Michelle to set the new altitude or flight level by saying, for example,

"Make the altitude one seven thousand", or
"Climb and maintain flight level 210"

Setting a New Heading
When ATC instructs you to turn to a new heading, have Michelle acknowledge the instruction by asking her to,

"Acknowledge instruction", or simply, ***"Acknowledge"***

Then tell Michelle to set the new heading by saying, for example,
"Make the heading one seven zero", or "Turn left heading one six five"

Proceed on Course
Whenever you hear ATC say the following key phrase as part of a directive...

..."***proceed on course***"...

say to Michelle,

"Resume G P S navigation"

This is a **VERY IMPORTANT** consideration, because by instructing Michelle to "resume G P S navigation", you are actually telling Michelle to do two things:

Change the NAV / GPS switch from NAV to GPS
Set the VOR switch ON and set HDG OFF

This will cause the aircraft to fly along the filed GPS route.

NOTE: You can ask Michelle to do these two actions independently by saying,

"Set NAV GPS on GPS"
"Set Heading VOR on VOR"

EXTREMELY IMPORTANT NOTE:
After you say to Michelle, ***"Resume G P S navigation"***, if ATC offers you ANY other

heading changes during your ascent, simply **ACKNOWLEGDE** and **IGNORE** them. Since you're already flying the GPS Route, you do not want to issue heading changes to Michelle, otherwise she will...

Change the NAV / GPS switch from GPS back to NAV
Set the VOR switch OFF and set HDG ON

and we don't want that. So, simply ask Michelle to acknowledge the ATC instruction by saying,

"Acknowledge instruction", or simply, ***"Acknowledge"***

Traffic in the Area
If ATC states that you have traffic in your area, and asks you to report that you have the traffic in sight, simply say,

"Traffic in sight", or ***"We have the traffic"***

Hand Off to Next Controller
At some point during the flight, your Air Traffic Controller will hand you off to another controller by saying something like...

"Pacifica 123. Contact Boston Center on 123.25."

Acknowledge the hand off by asking Michelle to,

"Acknowledge hand off", or simply, ***"Acknowledge"***

then say to Michelle...

"Contact Boston Center", ***"Contact next controller"***, or simply ***"Contact controller"***

Michelle will change the Com 1 frequency, report its frequency and make contact.

Leaving the GPS Route for an ILS Approach
When ATC says, for example,

"Turn left heading 2 7 0. Expect vectors ILS approach runway 26"

this is an **IMPORTANT** directive. The key phrase here is

... ***"expect vectors"***....

Ask Michelle to...

"Acknowledge assigned approach", or simply, ***"Acknowledge"***

After the ATC acknowledgement has been made, say to Michelle, for example,

"Turn left heading 2 7 0"

IMPORTANT NOTE: Once you instruct Michelle to turn to a specific heading, she

again performs two actions. Namely, she will...

Change the NAV / GPS switch from GPS to NAV
Set the VOR switch OFF and set HDG ON

This means that you are no longer flying on the GPS route. Rather, ATC will now guide you all of the way to the destination airport by providing you with periodic heading and altitude changes.

IMPORTANT NOTE: On many aircraft instrument panels, the aforementioned "NAV" switch is called "HDG". In other words, NAV and HDG are synonymous.

Setting the ILS Approach Frequency
If ATC has vectored you to an ILS approach, for example Runway 26, then say to Michelle,

"Load the ILS Approach Frequency for Runway 26"

She will confirm the action by saying, for example,

"Navigation 1 set to ILS approach frequency of 111.95 for runway 26"

immediately followed by, for example,

"I have set the Course to 2 6 2"

IMPORTANT NOTE: You may occasionally hear Michelle report...

"The chosen runway does not have an I L S approach. However, Navigation 1 is set to the back course frequency of 111.95 for runway 26."

REFERENCE: Please refer to the section entitled:

Making an ILS Back Course Approach

on PAGE 22 of the IYP Flight Deck Doc manual located in the Resource Centre.

EXTREMELY IMPORTANT NOTE FOR OUR BLIND AND VISUALLY IMPAIRED PILOTS

Since glide slope information is not provided on a back course approach, please do not attempt to conduct a back course approach. Rather, ask Michelle to perform a Visual Approach once ATC has turned you onto BASE. Thank you.

Leaving the GPS Route for a Visual Approach
When ATC says, for example,

"Turn left heading 2 7 0. Expect vectors visual approach runway 26"

this is an **IMPORTANT** directive. The key phrase here is

... ***"expect vectors"***....

Ask Michelle to...

"Acknowledge assigned approach", or simply, ***"Acknowledge"***

After the ATC acknowledgement has been made, say to Michelle, for example,

"Turn left heading 2 7 0"

IMPORTANT NOTE Once you instruct Michelle to turn to a specific heading, she again performs two actions. Namely, she will...

Change the NAV / GPS switch from GPS to NAV
Set the VOR switch OFF and set HDG ON

This means that you are no longer flying on the GPS route. Rather, ATC will now guide you all of the way to the destination airport by providing you with periodic heading and altitude changes.

IMPORTANT NOTE: On many aircraft instrument panels, the aforementioned "NAV" switch is called "HDG". In other words, NAV and HDG are synonymous.

TIP:
So that you do not forget the assigned runway, say to Michelle...

"Set the Course to 270"

If the assigned runway is 26L (left) or 26R (right), I set the course to either 269 or 271 respectively as a reminder.

Starting Your Descent
When ATC instructs that you start your descent, you acknowledge the instruction by once again saying to Michelle,

"Acknowledge instruction", or simply, ***"Acknowledge"***

Then tell Michelle to descend to the new altitude or flight level by saying, for example,

"Descend and maintain flight level 210", or, ***"Descend and maintain four thousand"***

NOTE: After starting your descent, as a reminder, Michelle will likely say...

"Captain, this might be a good time to do the descent checklist."

IMPORTANT NOTE:
After issuing a command to Michelle to start the descent, it is **CRITICALLY IMPORTANT** that you **IMMEDIATELY** execute the descent checklist by saying,

"Descent checklist"

If you fail to execute the descent checklist in a timely manner, Michelle will be unable to control the rate and speed of the descent. Given that Michelle is still controlling your airspeed, she will determine the optimum rate of descent based upon your distance to the destination airport given your current ground speed.

Landing at a Non-Towered Airport

Performing an ILS Approach at a Non-Towered Airport

"A great landing is always preceded by a good approach" - Robert Cezar

As you approach the destination airport, you need to decide (well in advance), who will be landing the aircraft.

There are only two ways to perform a landing:

You can land the airplane
You can ask Michelle to perform the landing (if aircraft supported)

More on this subject matter below...

On BASE
As you approach the destination airport, it is important that you understand when your aircraft is established on BASE. The term BASE is used to define when the aircraft is approximately 90 degrees off of the assigned runway bearing.

For example, let's say we've been assigned to ILS runway 18 with a course bearing of 182. Therefore, if we are making a left downwind approach, we will add 90 degrees to 180 and calculate a BASE bearing of approximately 270 degrees – plus or minus 5 degrees.

IMPORTANT UNDERSTANDING: In aviation, **EVERYTHING** direction wise is said to be relative to the pilot's perspective sitting in the cockpit. Ergo, left downwind simply means all your turns will be to the left. In other words, you are actually flying down the right side of the runway while flying left downwind.

Alternatively, if we were making a right downwind approach, we'd be looking for a heading of 180 degrees less 90 degrees, or approximately 090 degrees – plus or minus 5 degrees when on BASE.

Once on BASE, we're anxiously awaiting instructions from ATC to turn us to a bearing of approximately 30 degrees off of the destination runway, because this is our queue to execute the Approach Checklist. This is also the most hectic time in the cockpit. Thank goodness we have Michelle!

Turning Towards Final Approach
When ATC says, for example,

"Mooney Tango Mike Bravo, you are 14 miles Northeast
Turn left heading 210
Climb and maintain 3,600

Cleared ILS runway 18 approach
Maintain 3,600 until established on the Localizer
Switch to Advisory on 122.9"

you say to Michelle,

"Acknowledge Approach Clearance", or simply, ***"Acknowledge"***

and Michelle will deliver the acknowledgement to ATC. After the ATC acknowledgement has been made, say to Michelle, for example,

"Turn left heading 210"

This turns the aircraft towards Final, approximately 30 degrees off of the runway bearing (180+30=210 degrees), so that the aircraft can intersect the Localizer.

EXTREMELY IMPORTANT NOTE:
I cannot stress enough how very important it is that you **IMMEDIATELY** execute the Approach checklist at this time by saying to Michelle,

"Approach checklist"

Do not concern yourself with expeditiously contacting the Local Traffic at this time-critical juncture. First get the Approach Checklist underway - **AS SOON AS POSSIBLE**.

If you will be doing the landing...

When Michelle asks you as part of the Approach checklist whether or not you want her to assist you, answer with...

"Negative» or, ***"No thanks"***

Michelle will run through the checklist procedures, but it will be up to you to operate the flaps, set the speeds and fly the aircraft down to the runway.

If Michelle will be helping you land the aircraft...

When Michelle asks you as part of the Approach checklist whether or not you want her to assist you, answer with...

"Affirmative", or, ***"Yes please"***

There are two ways in which Michelle can assist you:

You can handle the touch down
Michelle can handle the complete landing procedures (if aircraft supported)

If you want Michelle to handle the complete landing procedures, you can say...

"I'd like you to handle the landing"

IMPORTANT NOTE: The above condition is "remembered" from flight to flight,

session to session. Meaning that, even after you terminate the IYP application, this state is "remembered". Thus, the next time you ask Michelle to assist you with a landing, it remains understood that she will be handling the complete landing procedures. If you want to handle the touch down procedures, then say the phrase...

"I'll handle the landing"

and this too is "remembered" from flight to flight, session to session.

Contact Local Traffic
After you answer the remaining approach checklist set up questions, you can then contact the local traffic by saying to Michelle,

"Contact local traffic"

Michelle will change the Com 1 frequency and report its frequency. You can then say to Michelle, for example,

"Announce position"

Get Local Weather (if available)
After contacting the local traffic, you can get the local weather by asking Michelle to,

"Get local weather"

After you have finished listening to the report, you say,

"I have the weather"

and she will automatically switch back to the local traffic frequency.

On Final Approach (with Michelle assisting or performing the landing)

When Michelle detects the Localizer, she'll say,

"The localizer's alive"

When she detects the Glideslope, she'll say,

"The glideslope's alive"

Then, as you approach the runway, she'll say,

"Switching to ILS approach mode"

As Michelle actually establishes a lock on the Localizer, she'll say,

"Locked on the localizer. Heading preset to runway heading"

At this point you can say to Michelle,

"Announce on final" or, ***"Announce on final approach"***

and she will make the appropriate announcement to the local traffic.

NOTE: The reason Michelle presets the heading to that of the runway bearing is preparatory in nature. In the event a Go Around is required, and you say,

"Execute going around"

the aircraft will be flying the runway heading as it climbs out. (*see Going Around below*)

Capturing the Glideslope
When making an ILS approach, at some point the auto-pilot will capture the glideslope and the aircraft will begin its descent down the glideslope towards the runway.

If Michelle is assisting you with the landing, then as you approach touch down, she will release control of the speed and turn off the auto-pilot so that you can gently put the "puppy" down on the centre line.

If Michelle is performing the entire landing procedures, then she'll pass control of the aircraft back to you after she brings the aircraft to a stop on the runway, and proclaims...

"Captain - It's Your Plane"

Going Around
If for any reason you need to abort the landing, then **BEFORE** she calls out ***"Approaching Minimums"***, say to Michelle...

"Execute going around"

She will apply going around thrust, pull up the gear (if so equipped), gradually retract the flaps in steps, begin to climb on the runway heading, and contact ATC to declare a missed approach. ATC will then provide you with directions to conduct another landing.

NOTE: On some aircraft, your will be required to pull the flaps up completely.

After Landing

After you leave the runway, wait a few seconds then ask Michelle to...

"Announce clear of the runway"

NOTE FOR BLIND PILOTS:
After landing, Michelle will bring the aircraft to a complete stop. She'll then say...

"Captain, I will be exiting the runway shortly so that we can contact ground operations"

Shortly thereafter, Michelle will move the aircraft off the runway and say,

"Captain, we are clear of the runway."

At this point, a BVI pilot can say,

"Michelle, let's taxi to general aviation parking"

Michelle will respond with something like...

"Captain, we'll be taxiing to parking spot 7. Would you like me to run down the Taxi to the Gate or Ramp checklist?"

Performing a Visual Approach at a Non-Towered Airport

"A great landing is always preceded by a good approach" - Robert Cezar

As you approach the destination airport, Michelle will indicate that unless you plan on having her perform a Visual Approach, you should turn off the auto-pilot.

There are only two ways to perform a landing:

You can land the airplane
You can ask Michelle to perform the landing (if aircraft supported)

More on this subject matter below...

Typically, as you approach the destination airport, ATC will turn you to a heading of approximately 30 degrees off of the runway bearing as you make your way towards final approach. For example, if the assigned runway is Runway 15 (approx. 150 degrees), ATC will vector you to approximately 180 or 120 degrees, depending upon whether you are making a left-based or right based approach respectively. This is your queue to execute the Approach checklist. Ideally, you want to have the aircraft slowed down to approach speed, BEFORE turning onto final approach. Failure by you and Michelle to conduct the Approach checklist, will likely result a poor or failed landing.

If you will land the airplane...
When you execute the approach checklist by saying to Michelle, "Approach Checklist", she will confirm then ask, "Do you want me to assist you?" answer with...

"Negative» or, ***"No thanks"***

Michelle will still run through the checklist procedures, but it will be up to you to operate the flaps, set the speeds and fly the aircraft down to the runway.

If Michelle will be landing the aircraft...
When Michelle asks you as part of the Approach checklist whether or not you want her to assist you, answer with...

"Affirmative", or, ***"Yes please"***

There are two ways in which Michelle can assist you:

You can handle the touch down
Michelle can handle the complete landing procedures (if aircraft supported)

If you want Michelle to handle the complete landing procedures, you can say...

"I'd like you to handle the landing"

IMPORTANT NOTE: The above condition is "remembered" from flight to flight, session to session. Meaning that, even after you terminate the IYP application, this state is "remembered". Thus, the next time you ask Michelle to assist you with a subsequent landing, it remains understood that she will be handling the complete landing procedures. If you want to handle the touch down procedures, then say the phrase...

"I'll handle the landing"

and this too is "remembered" from flight to flight, session to session.

Have the Runway in Sight
Shortly thereafter, ATC will vector you towards final approach, provide you with their final directives that may include a new heading, a lower altitude, or both. As part of their directive, they will ask that you... ***"Report runway in sight"***.

You would say, using our example...

"Acknowledge instruction", or simply, ***"Acknowledge"***

Then, you would ask Michelle to set the heading by saying, for example...

"Turn right heading 150"

She will confirm her actions and report the heading. You then ask Michelle to...

"Report runway in sight"

Michelle will report that she has the runway in sight.

ATC will then provide you with the final criteria to make your final approach, which may involve a further descent, an updated heading, or both, then instruct you to ***"Switch to Advisory"*** on a given frequency so that you can advise the local traffic in the area of your intentions.

If you have elected to have Michelle conduct the landing, simply say, for example,

"Prepare to make a Visual Approach on Runway 15"

She will respond with something like,

"Roger. I am turning the aircraft towards the Approach Entry Point. I have set the course to 152"

Contact Local Traffic
Now that you have successfully started the Approach checklist procedures, have received your final directives from ATC, and you're either in the process of landing the aircraft yourself or have asked Michelle to perform the visual approach, you can now ask Michelle to...

"Contact Local Traffic"

Michelle will change Com1 to the advisory frequency, and after she reports the frequency change to you, you are free to ask her to...

"Announce Position"

As you turn onto Final Approach, you can ask her to...

"Announce On Final Approach» or simply, ***"Announce On Final"***

Going Around
If for any reason you need to abort the landing, then BEFORE she calls out ***"Approaching Minimums"***, say to Michelle...

"Execute Going Around"

She will apply Going Around thrust, pull up the gear (if so equipped), gradually retract the flaps step-by-step, begin to climb on the runway heading, and contact ATC to declare a missed approach. ATC will then provide you with directions to perfect another landing.

NOTE: On some aircraft, your will be required to pull the flaps up completely.

After Landing

After you leave the runway, wait a few seconds then ask Michelle to...

"Announce clear of the runway"

NOTE: At this point, Blind and Visually Impaired (BVI) pilots can say,

"Michelle, let's taxi to general aviation parking"

Michelle will respond with something like...

"Captain, we'll be taxiing to parking spot 7. Would you like me to run down the Taxi to the Gate or Ramp checklist?"

Landing at a Towered Airport

Performing an ILS Approach at a Towered Airport

"A great landing is always preceded by a good approach" - Robert Cezar

As you approach the destination airport, you need to decide well in advance who will be landing the aircraft.

There are only two ways to perform the landing:

You can land the airplane
You can ask Michelle to perform the landing

More on this subject matter below...

On Base
As you approach the destination airport, it is important that you understand when your aircraft is established on Base. The term Base is defined as, when the aircraft is approximately 90 degrees off of the assigned runway. In this example, we've been assigned to ILS runway 29. Therefore, since we are making a left downwind approach, we will add 90 degrees to 290 and calculate a Base heading of approximately 020 degrees – plus or minus 5 degrees. Alternatively, if we were making a right downwind approach, we'd be looking for a heading of 290 degrees less 90 degrees, or approximately 200 degrees – plus or minus 5 degrees when on Base.

Once on Base, we're anxiously awaiting instructions from ATC to turn us to a bearing of approximately 30 degrees off of the destination runway, because this is our queue to execute the Approach Checklist. This is also the most hectic time in the cockpit. Thank goodness we have Michelle!

Turning Towards Final Approach
When ATC says, for example,

"Pacifica 723, you are 24 miles Northeast. Turn left heading 265. Descend and maintain 3,000. Cleared ILS runway 24 Left approach. Maintain 3,000 until established on the Localizer. Contact Toronto Tower on 118.7."

you say to Michelle,

"Acknowledge Approach Clearance", or simply, ***"Acknowledge"***

and Michelle will deliver the acknowledgement to ATC. After the ATC acknowledgement has been made, say to Michelle, for example,

"Turn left heading 265"

This turns the aircraft towards Final, approximately 30 degrees off of the runway heading, so that the aircraft can intersect the Localizer.

EXTREMELY IMPORTANT NOTE:
I cannot stress enough how very important it is that you **IMMEDIATELY** execute the Approach checklist when Michelle says...

"Captain, this might be a good time to do the approach and landing checklists"

by saying to Michelle,

"Approach checklist"

Do not concern yourself with expeditiously contacting the Tower at this time-critical juncture. First get the Approach Checklist underway - **AS SOON AS POSSIBLE**.

If you will be doing the landing...
When Michelle asks you as part of the Approach checklist whether or not you want her to assist you, answer with...

"Negative» or, ***"No thanks"***

Michelle will still run through the checklist procedures, but it will be up to you to operate the flaps, set the speeds, switch the auto-pilot to the Approach mode, and fly the aircraft down to the runway.

If Michelle will be landing the aircraft...
When Michelle asks you as part of the Approach checklist whether or not you want her to assist you, answer with...

"Affirmative", or, ***"Yes please"***

There are two ways in which Michelle can assist you:

You can handle the touch down
Michelle can handle the complete landing procedures (if aircraft supported)

If you want Michelle to handle the complete landing procedures, you can say...

"I'd like you to handle the landing"

IMPORTANT NOTE: The above condition is "remembered" from flight to flight, session to session. Meaning that, even after you terminate the IYP application, this state is "remembered". Thus, the next time you ask Michelle to assist you with a subsequent landing, it remains understood that she will be handling the complete landing procedures. If you want to handle the touch down procedures, then say the phrase...

"I'll handle the landing"

and this too is "remembered" from flight to flight, session to session.

Contact Tower
After you answer the first few set up questions for the approach checklist, and Michelle takes over the approach procedures, then you can ask Michelle to...

"Contact Toronto Tower» or simply, ***"Contact Tower"***

The Tower will say something like,

"Pacifica 723. Toronto Tower. Continue runway 24 Left. Altimeter 2998".

In response, you say to Michelle...

"Acknowledge Pattern Entry Instructions", or simply, ***"Acknowledge"***

Get local weather
After contacting the Tower, you can get the local weather by asking Michelle to...

"Get local weather"

After you have finished listening to the report, you say...

"I have the weather"

and she will automatically switch back to the Tower frequency.

Final Approach
At approximately 2,000 feet AGL, the Tower will say something like,

"Pacifica 723. Cleared to land runway 2 4 Left."

You respond by saying to Michelle...

"Acknowledge Landing Clearance", or simply, ***"Acknowledge"***

After Landing
After you make your way off of the runway, the Tower controller will instruct you to contact Ground operations. In response, you ask Michelle to...

"Acknowledge Ground hand off", or ***"Acknowledge"***

Then you ask Michelle to...

"Contact Ground"

She will do so and report the frequency change.

Commercial Passenger Aircraft
If you are flying a commercial passenger aircraft like a Boeing 737, then you ask Michelle to...

"Request taxi to the gate"

Ground will provide you with the gate assignment and the taxiing route. You ask Michelle to acknowledge the directive by saying,

"Acknowledge taxi clearance", or, simply ***"Acknowledge"***

Non-Commercial Aircraft
If you are flying a non-commercial aircraft like a Learjet or a small General Aviation (GA) aircraft, then you ask Michelle to...

"Request taxi to general aviation parking» or, ***"Request taxi to parking"***

Ground will provide you with the parking spot and the taxiing route. You ask Michelle to acknowledge the directive by saying,

"Acknowledge taxi clearance", or, simply ***"Acknowledge"***

Performing a Visual Approach at a Towered Airport

"A great landing is always preceded by a good approach" - Robert Cezar

As you approach the destination airport, Michelle will indicate that unless you intend on having her land the aircraft, you should turn off the auto-pilot.

There are only two ways to perform the landing:

You can land the airplane
You can ask Michelle to perform the landing (if aircraft supported)

Typically, as you approach the destination airport, ATC will turn you to a heading of approximately 30 degrees off of the runway bearing as you make your way towards final approach. For example, if the assigned runway is Runway 15 (approx. 150 degrees), ATC will vector you to either 120 or 180 degrees, depending upon whether we are making a left-based or right based approach respectively. This is your queue to execute the Approach checklist. Ideally, you want to have the aircraft slowed down to approach speed, **BEFORE** turning onto final approach. Failure by you and Michelle to conduct the Approach checklist, will likely result a poor or failed landing.

If you will land the airplane...
When you execute the approach checklist by saying to Michelle,

"Approach Checklist",

she will confirm then ask,

"Do you want me to assist you?"

answer with...

"Negative» or, ***"No thanks"***

Michelle will still run through the checklist procedures, but it will be up to you to operate the flaps, set the speeds and fly the aircraft down to the runway.

If Michelle will be landing the aircraft...
When Michelle asks you as part of the Approach checklist whether or not you want

her to assist you, answer with...

"Affirmative", or, ***"Yes please"***

There are two ways in which Michelle can assist you:

You can handle the touch down
Michelle can handle the complete landing procedures (if aircraft supported)

If you want Michelle to handle the complete landing procedures, you can say...

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If you want to handle the touch down procedures, then say the phrase...

"I'll handle the landing"

and this too is "remembered" from flight to flight, session to session.

Have the Runway in Sight
Shortly thereafter, ATC will vector you towards final approach, provide you with their final directives that may include a new heading, a lower altitude, or both. As part of their directive, they will ask that you...

"Report runway in sight"

You would say, using our example...

"Acknowledge instruction", or simply, ***"Acknowledge"***

Then, you would ask Michelle to set the heading by saying, for example...

"Turn right heading 150"

She will confirm her actions and report the heading. You then ask Michelle to...

"Report runway in sight"

Michelle will report that she has the runway in sight.

ATC will then provide you with the final criteria to make your final approach, which may involve a further descent, an updated heading, or both, then instruct you to Contact the Tower on a given frequency.

If you have elected to have Michelle conduct the landing, simply say, for example,

"Prepare to make a Visual Approach on Runway 15"

She will respond with something like,

"Roger. I am turning the aircraft towards the Approach Entry Point. I have set the course to 152"

Contact Tower
After you answer the first few set up questions for the approach checklist, and Michelle takes over the approach procedures, then you can ask Michelle to...

"Contact Toronto Tower" or simply, ***"Contact Tower"***

The Tower will say something like...

"Pacifica 723. Toronto Tower. Continue runway 15. Altimeter 2998".

In response, you say to Michelle...

"Acknowledge Pattern Entry Instructions", or simply, ***"Acknowledge"***

Get local weather
After contacting the Tower, you can get the local weather by asking Michelle to...

"Get local weather"

After you have finished listening to the report, you say...

"I have the weather"

and she will automatically switch back to the Tower frequency.

Final Approach
At approximately 2,000 feet AGL, the Tower will say something like,

"Pacifica 723. Cleared to land runway 2 4 Left."

You respond by saying to Michelle...

"Acknowledge Landing Clearance", or simply, ***"Acknowledge"***

After Landing
After you make your way off of the runway, the Tower controller will instruct you to contact Ground operations. In response, you ask Michelle to...

"Acknowledge hand-off"

Then you ask Michelle to...

"Contact Ground"

She will do so and report the frequency change.

Commercial Passenger Aircraft
If you are flying a commercial passenger aircraft like a Boeing 737, then you ask Michelle to...

"Request taxi to the gate"

Ground will provide you with the gate assignment and the taxiing route. You ask Michelle to acknowledge the directive by saying,

"Acknowledge taxi clearance", or, simply ***"Acknowledge"***

Non-Commercial Aircraft
If you are flying a non-commercial aircraft like a Learjet or a small General Aviation (GA) aircraft, then you ask Michelle to...

"Request taxi to general aviation parking» or, ***"Request taxi to parking"***

Ground will provide you with the parking spot and the taxiing route. You ask Michelle to acknowledge the directive by saying,

"Acknowledge taxi clearance", or, simply ***"Acknowledge"***

SimpleATC+ Command Set

IMPORTANT NOTES:
You can substitute the word ***"Acknowledge"*** with the word ***"Recognise"*** throughout these instructions.

You can use the phrase ***"Try again"*** to repeat an ATC acknowledgement in the event of a radio communication collision with other aircraft.

"Acknowledge"
"Acknowledge approach clearance"
"Acknowledge assigned approach"
"Acknowledge hand-off"
"Acknowledge instruction"
"Acknowledge IFR clearance"
"Acknowledge landing clearance"
"Acknowledge take off clearance"
"Acknowledge taxi clearance"
"Announce take off intentions"
"Announce taxi intentions"
"Contact controller"
"Contact Ground"
"Contact local traffic"
"Contact next controller"
"Contact Tower"
"Execute going around"
"Get A T I S"

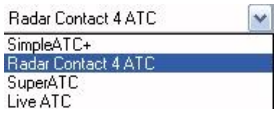
"Get A T I S" (pronounced "get eight is")
"Get local weather"
"I have the weather"
"Load the ILS approach frequency for runway XX"
"Progressive taxi off"
"Progressive taxi on"
"Request full stop landing"
"Request taxi to general aviation parking"
"Request taxi to parking"
"Taxi into position and hold"
"We have the weather"

Radar Contact 4 ATC

Many simmers prefer to use facilities like Radar Contact 4 instead of the default Microsoft ATC system built into the simulators.

Launching Radar Contact 4 for the First Time

You will note that upon initialisation, the IYP system is (by default) operating in the **SimpleATC+** mode. Minimise your simulator to expose the IYP Control Panel. Then using the ATC Dropdown list on the Control Panel...

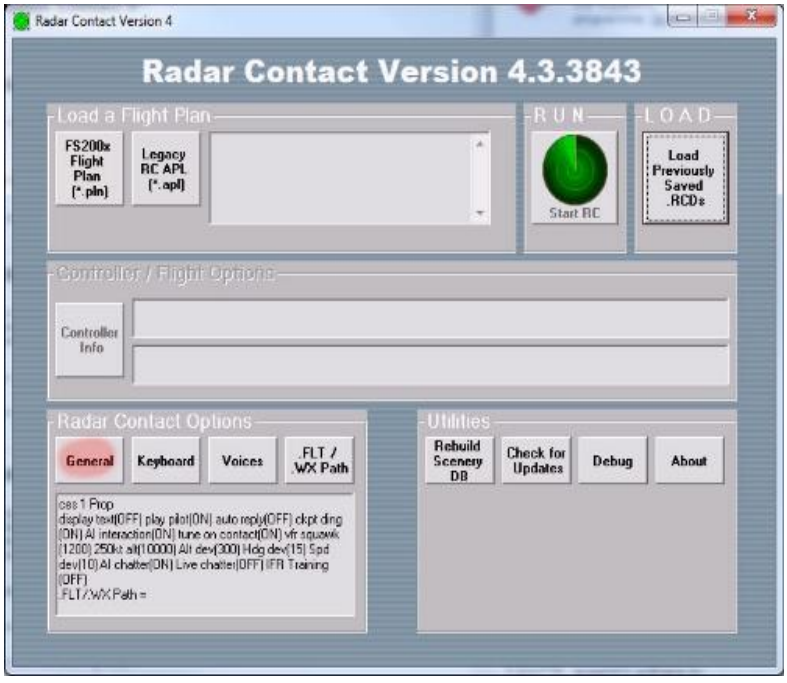


select the **Radar Contact 4** mode of operation.

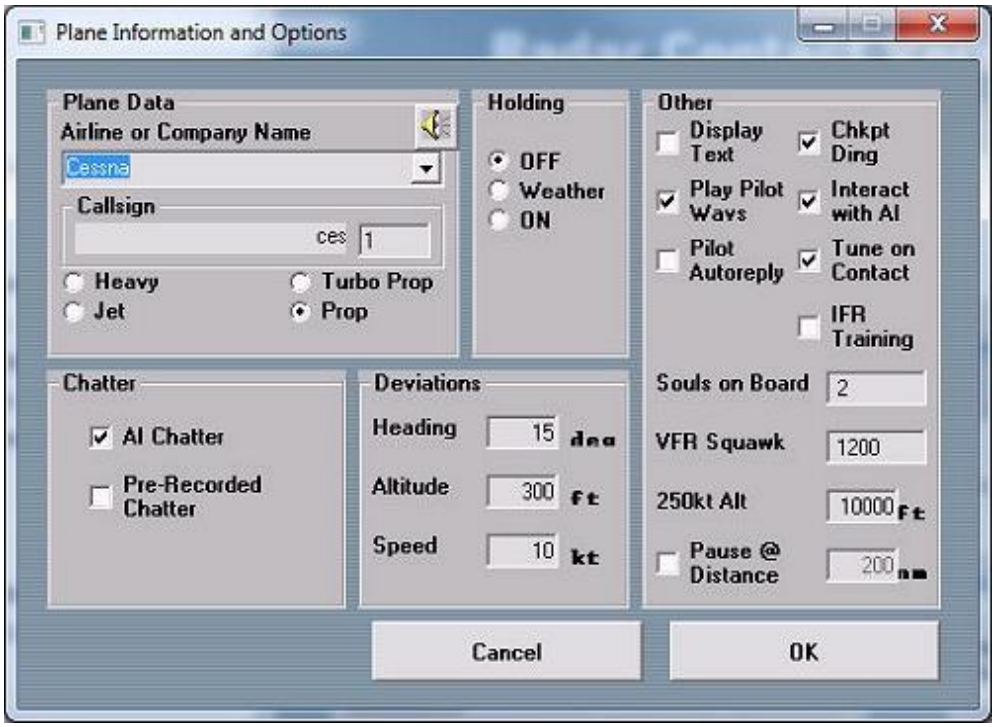
When you make your selection for the first time, the programme will indicate that a local database needs to be created BEFORE the Radar Contact 4 programme can be run, because the application requires additional airport information... e.g., ILS approach frequencies, new runways, etc. Please permit the system to do so. It will take a few minutes to complete the operation.

Setting Up Radar Contact 4

In order to make Radar Contact 4 work with IYP, there are a few steps that need to be set up first. On the main screen of RC4 press the "General" button.



You should now be presented with another screen that will give you several options.



Since in this tutorial we will be flying the Cessna 172, we've chosen the Cessna Call sign and told RC4 that it's a prop. We've also ticked AI Chatter to hear the correct chatter from AI.

NOTE: the above is not mandatory

Holding is set to OFF in order to keep the tutorial simple. If you know your way around RC4, feel free to turn it on.

Deviations are set to the default.

We've opted to turn on "Play Pilot Wavs" as it's nice to hear how your spoken command affects RC4 – but if you feel confident you can turn it off.

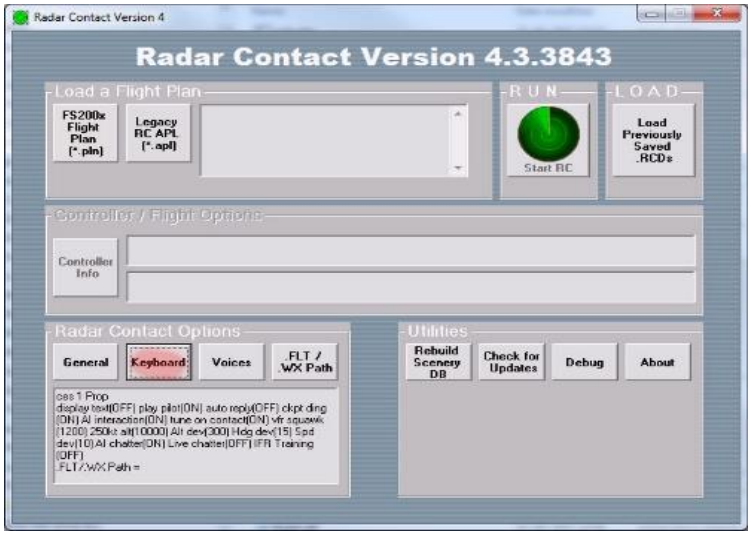
Keep Auto Replay OFF if you'd like to acknowledge ATC yourself.

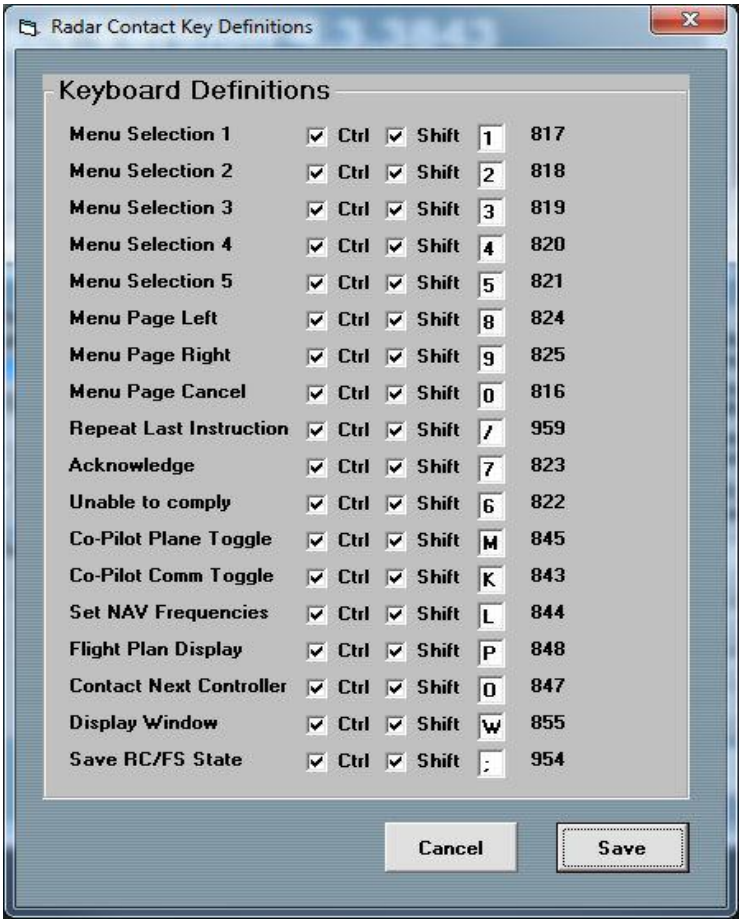
Chkpy Ding is ON so you can meet the appropriate conditions when crossing a waypoint, but it's not necessary for this tutorial.

Interact with AI – If you use a lot of third party AI, then you may like this feature.

The rest is just default values. Click OK and you'll revert to the Main Menu. Now we need to set the keyboard key assignments in order to have IYP Voice Commands handle the RC4 switching for you.

Press the "Keyboard" button.





Ensure that all the boxes are ticked per the image above then press **Save**. Restart your flight simulator, and **Radar Contact 4** is ready for use.

IMPORTANT NOTE:
Please refer to the **Flight Deck Doc** for Alternate settings.

IMPORTANT NOTE:
Remember to turn off the voices in your flight simulator – otherwise you will have the Microsoft ATC system interfering with RC4. Simply go into "sound" on the right side of the settings menu and set voice to 0. Then go into "general" and uncheck "**Show ATC Text**".

Specifying the Origination Airport

There's really no need to specify the origination airport, because the software automatically recognises the airport where the aircraft is located before departure. However, there is nothing that precludes you from specifying the origination airport before departure.

For example, if you are departing from Abbotsford airport (CYXX), you will simply say...

"Make the origination airport Charlie Yankee X-Ray X-Ray"

Specifying the Destination Airport

Since we are flying IFR, typically Michelle will already know what the destination airport will be. However, it never hurts to confirm this fact. In this example, let's say you've filed an IFR flight plan that will have you departing Abbotsford (CYCW) British Columbia, Canada and landing at Seattle International (KSEA) in Washington, USA. You will simply say...

"Make the Destination airport Kilo Sierra Echo Alpha"

List of Radar Contact 4 Voice Commands

Emits Keys CTRL+SHIFT+0
Select zero
Main menu

Emits Keys CTRL+SHIFT+1
Select one
Acknowledge and contact
Affirm
Clearance delivery, ready to copy
Choose landing mode
Contact approach
Contact clearance delivery
Contact control
Contact delivery
Contact departure
Contact (the) destination tower
Contact ground

Contact next control
Contact tower
Delivery ready to copy
Direct to waypoint
Next control
Monitor tower
Ready for departure
Request taxi
Request vectored approach
Tune to the tower

Emits Keys CTRL+SHIFT+2
Select two
Abort take off
Declare rejected takeoff
Declare aborted takeoff
Flight critique
Get ATIS
Get local ATIS information
Get weather briefing
Going missed
Missed approach
Reject take off
Request departure runway
Request push and start
Request runway
Request runway for departure
Request to leave frequency for weather
Request visual approach
Request weather

Emits Keys CTRL+SHIFT+3
Select three
Contact ground for clearance
End radar contact
Get clearance
Ground ready to copy
Notam on course
Request P D descent
Request return to airport

Emits Keys CTRL+SHIFT+4
Select four
Clearance by F F S
Declare emergency
Request higher
Request I A P approach
Wind check

Emits Keys CTRL+SHIFT+5
Select five
Clearance en route
Clearance in air

Contact ground for push and start
Field in sight
Request landing runway
Request lower
Request runway for landing

Emits Keys CTRL+SHIFT+6
Select six
Unable to comply

Emits Keys CTRL+SHIFT+7
Select seven
Acknowledge
Acknowledge hand off
Acknowledge I F R clearance
Cleared for take off
Cleared to land
Cleared to {WAYPOINT} as filed
Copy {FLIGHTNUMBER} (e.g. "Copy 1123")
Copy {AIRLINEATC} {FLIGHTNUMBER} (e.g. "Copy Speedbird 1123")
Expect vectors runway {RUNWAY}
Line up and wait
Position and hold
Read back clearance
Ready to copy
Taxi into position and hold
Taxi to the ramp
Taxi to and hold short of
Traffic in sight

NOTE: To get {AIRLINEATC} and {FLIGHTNUMBER} ask, "*What is our call sign?*"
NOTE: The {AIRLINEATC} and {FLIGHTNUMBER} information is derived from the simulator's aircraft data... NOT from Radar Contact 4. In Project Magenta installations, the information is pulled from the External Cockpit panel settings.

Emits Keys CTRL+SHIFT+8
Select eight
Previous menu

Emits Keys CTRL+SHIFT+9
Select nine
Select niner
Next menu

Emits CTRL+SHIFT+O (letter o - not zero)
Over to next controller

Emits CTRL+SHIFT+P
Display flight plan

Emits CTRL+SHIFT+/
Please repeat instruction
Repeat instruction

Repeat last instruction
Emits CTRL+SHIFT+;
Save radar contact

Emits CTRL+SHIFT+L
Set nav frequencies

Emits CTRL+SHIFT+K
Hand back communications
Take over communications

Emits CTRL+SHIFT+M
Hand back plane
Take over plane

Activate ATC Responses with Radar Contact 4

If you say the phrase...

"Activate ATC Responses"

the following operations will become effective:

Once in flight, when instructed by ATC to change to a different controller, you simply say to Michelle,

"Going to {FREQUENCY}"

She'll acknowledge your instruction, send the acknowledgement to the current controller, change Com 1 to the assigned frequency, and then contact the new controller.

For example, if you are instructed to contact Seattle on 125.1, then you simply say...

"Going to 125.1"

and Michelle will take care of the rest.

When ATC provides you with an Altimeter Check, simply instruct Michelle to set the Altimeter, and she will send the Acknowledgement to the controller as well. For example, you can simply say...

"Altimeter 2991» or "Altimeter 1013" (as in Millibars)

and Michelle will set the altimeter, then send the confirmation to ATC.

When instructed by ATC to change your airspeed, you say to Michelle, (for example)...

"Airspeed 250"

and Michelle will take care of sending the Acknowledgement to ATC as well.

When instructed by ATC to make a heading alteration, you simply say to Michelle, (for example)...

"Turn right heading 345"

and Michelle will once again take care of sending the Acknowledgement to ATC.

Likewise, when instructed by ATC to perfect an altitude change, you say to Michelle, (for example)...

"Climb and maintain 8,000"
"Climb and maintain Flight Level 250"
"Descend and maintain Flight Level 070"
"Descend and maintain 6,000"

and Michelle will take care of sending the Acknowledgement to ATC.

Okay... you've made a problematic approach! You're about 800' AGL and it's NOT looking good! That's when you say...

"Execute going around"

Michelle will set the airspeed to the 'going around airspeed' for the particular aircraft, pull up the gear (assuming they're retractable), retract the flaps to their up and trim position, disconnect all of the ILS approach stuff (if active), then arbitrarily set the Altitude to climb to an altitude of 2,000' above the runway elevation. Then, she'll contact ATC to announce that you're...

"Going Missed"

To turn this feature OFF, say,

"Deactivate ATC Responses"

NOTE: The ATC Acknowledgement mode of operation is "remembered" between start-ups. Whenever this feature is in use, your Co-pilot will say...

"ATC Acknowledgement is active."

when you start IYP.

SuperATC

Why Did We Develop SuperATC?

Typically you use the keyboard to select menu items in the Microsoft ATC Window. Alternatively, when flying with It's Your Plane (IYP), you can say, "*Select 1*", "*Select 2*", etc., and Michelle pushes the associated menu items for you. But this is NOT what happens in a "real" cockpit. Hence, the sense of "Virtual Reality" is greatly diminished by the rudimentary Microsoft ATC Window selection methodology.

What SuperATC is…

SuperATC raises the level of performance that permits you to speak "typical" traffic calls to the internal Microsoft ATC system. The IYP code "listens" and "parses" the phraseology, and presses the appropriate menu selections within the Microsoft ATC system.

What SuperATC is NOT…

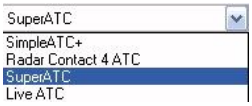
SuperATC is NOT a full-blown ATC system like the sophisticated Radar Contact 4 system. It still faces the limitations of the built-in Microsoft ATC system: a single Transition Level of 18,000 feet, does not permit SID and STAR departure and approaches, doesn't address Holding Patterns, etc.

Learning ATC Chatter

SuperATC offers an entrance-level ATC mode that serves to introduce newcomers to the world of aircraft communications and accepted protocols. Obviously, a computer programme like IYP cannot take into account all of the chatter that would take place in the real world… like telling your friend in the Tower that you'll see him at the ballgame next Saturday!

Launching SuperATC for the First Time

You will note that upon initialisation, the IYP system is (by default) operating in the **SimpleATC+** mode. Minimise your simulator to expose the IYP Control Panel. Then using the ATC Dropdown list on the Control Panel...



select the **SuperATC** mode of operation.

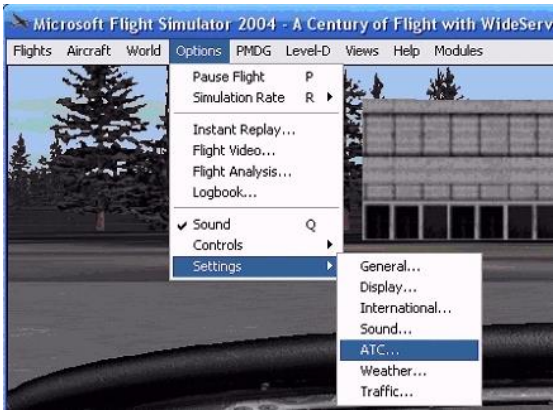
When you make your selection for the first time, the programme will indicate that a local database needs to be created BEFORE the SuperATC programme can be run, because the application requires additional airport information. e.g. ILS approach frequencies, new runways, etc. Please permit the system to do so. It will take a few minutes to complete the operation.

Set-up Parameters

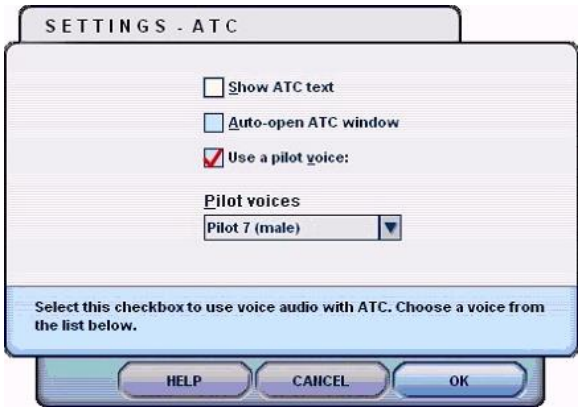
Under normal operating SuperATC conditions, you will turn off the Captain's spoken words to ATC. In other words, YOU are the Captain, and when YOU speak, the only

thing you will expect to hear is a response FROM the Microsoft ATC system. To set up the normal SuperATC operating environment, you do the following:

For FS2004 (FS9):
Select Options > Settings > ATC from the simulator's main menu bar:

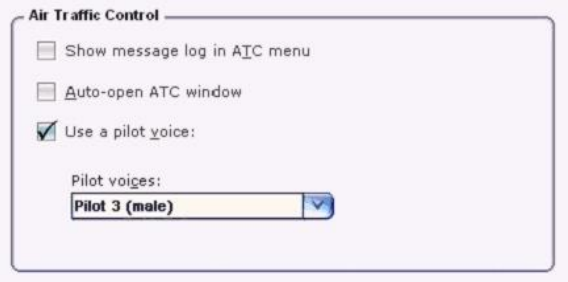


Then UNCHECK the "Use a pilot voice" checkbox.



For FSX and P3D:
Select Options > Settings > General from the simulator's main menu bar:

Then UNCHECK the "Use a pilot voice" checkbox.



Getting Familiar with SuperATC

It is highly recommended that you leave the aforementioned "Use a pilot voice" checkbox CHECKED while you are beginning to familiarize yourself with the operation of the SuperATC system. This will serve as a confirmation that what you said was understood and accepted by the IYP system. In other words, you as the Captain of the aircraft speak a given phrase, and the built in Microsoft ATC system will (in effect) "echo" your voice command. Once you feel comfortable with the use of the SuperATC system, and you no longer need to look up expected phrases, you can UNCHECK the "Use a pilot voice" checkbox.

Important General Considerations

Manually Opening and Closing the ATC Window:
You can open and close the ATC window by saying the phrases...

"ATC"
"Toggle ATC"
"Air Traffic Control "

Automatic Opening and Closing of the ATC Window:
Typically, the IYP application will open and close the ATC window automatically depending upon the point in the programme being executed, and how you have the ATC window optioned. However, some users prefer to leave the ATC window open at all times because it may reside on a secondary monitor. To accomplish this, minimise your simulator, and on the IYP Control Panel, UNCHECK the checkbox entitled:

Pop Ups

Keep in mind that the ATC window will then do whatever it normally does in terms of appearing and disappearing pursuant to the way in which you have the system set up. In other words, with the Pop Up un-checked, the IYP application will not be operating the ATC window.

Do Not Concatenate Phrases:
It is very important to keep in mind that each of the voice commands that you issue must be spoken as complete sentences or phrases. To illustrate this point, let's use the following description:

As you approach the airport, ATC will say something like this...

"Cessna 6 Charlie Mike"

"You are 15 miles west"
"Turn left heading 115."
"Descend and maintain 2,500"
"Cleared ILS Runway 7 approach"
"Maintain 2,500 until established on the Localizer"
"Contact Abbotsford Tower on 119.4"

You acknowledge the instructions by saying,

"Turn right heading 115"
"Descend and maintain 2,500"
"Cleared ILS Runway 7 approach"
"Maintain 2,500 until established on the Localizer"
"Tower on 119.4"
"Cessna 6 Charlie Mike"

DO NOT SAY...

"Turn right heading 115 Descend and maintain 2,500"

as a single phrase. In other words, wait until you see the phrase *"Turn right heading 115"* appear in the Speech Bar, then say, *"Descend and maintain 2,500"*, etc. This takes some getting used to, but once mastered, you're finally able to talk to ATC.

Not Enough Time to Complete a Response:
You'll find that in some cases (as in the example used above), you do not have enough time to complete the entire response, before the Microsoft ATC system begins nagging you. This is especially the case where the read-back is lengthy. Don't worry about it... just keep pressing ahead and add the phrases.

However, if you have made an error and the Microsoft ATC system continues to nag you (especially on an IFR flight) they may CANCEL YOUR FLIGHT PLAN. This is NOT good!

To avoid this, just say (for example):

"Abbotsford Tower"
"Please repeat instructions for Cessna 6 Charlie Mike"
or...
"Abbotsford Tower"
"Please repeat instructions for Pacifica 1123"

This will cause the Microsoft ATC system to repeat the instruction, thus avoiding a timeout.

IFR Flight Plan Cancelled:
If you're flying IFR, and because you failed to respond in a timely manner to the Microsoft ATC, they may CANCEL YOUR FLIGHT PLAN and put you in the VFR mode.

"Now what?"

Say to Michelle...

"Switch to VFR Flight Plan"

She will begin to assist you as normal in the VFR mode. You can even say...

"Switch to No Flight Plan"

in which case you'll be back into the Free-Flight mode.

What is My Call Sign?

You can ask your Co-pilot for the aircraft's Call Sign by simply asking,

"What is my call sign?", or
"What is our call sign?"

The IYP system pulls the aircraft's registration information from the aircraft itself. If it is a General Aviation (non-commercial) aircraft, then it will likely have a Tail Number like:

N176CM

In this case, the system automatically constructs Full Registration and Short Form Registration phrases that get included into the speech recognition files as follows:

Full Registration:
"Cessna November One Seven Six Charlie Mike"
"November One Seven Six Charlie Mike"

Short Form Registration:
"Cessna Six Charlie Mike"
"Six Charlie Mike"

If you are flying a commercial aircraft (e.g. a Pacifica 737-800) with a Flight Number declared (e.g. 1123), then the system automatically constructs a couple of phrases that get included into the speech recognition files as follows:

"Pacifica 1123"
"1123"

If you are flying a HEAVY commercial aircraft (e.g. a Pacifica 747-400) with a Flight Number declared (e.g. 1123), then the system automatically constructs a couple of phrases that get included into the speech recognition files as follows:

"Pacifica 1123 Heavy"
"1123 Heavy"

SuperATC Voice Commands

Get weather for {ICAO}
Make the origination airport {ICAO}
Set the origination airport to {ICAO}
Make the destination airport {ICAO}
Set the destination airport to {ICAO}
Prepare to transition airspace of {ICAO}
Prepare to transition airspace for {ICAO}
Divert to airport {ICAO}
Diverting to airport {ICAO}
Reset runway assignment
Remain in pattern
Remaining in pattern
Using the option
Departing straight out
Departing pattern to north
Departure to the north
Departing pattern to south
Departure to the south
Departing pattern to east
Departure to the east
Departing pattern to west
Departure to the west
IFR to {ICAO}
IFR clearance to {ICAO}
Ready to copy
Cleared to
Fly runway heading
Climb and maintain {ALTITUDE}
Departure on {COMM}
Departure's on {COMM}
Departure is on {COMM}
Clearance void {WILDCARD} minutes from now
Request flight following
Request transition through the Bravo airspace
Request transition through the Charlie airspace
Request transition through the Delta airspace
Cancel flight following
Full stop
Touch and go
Clear of runway
Cleared of runway
Is clear of runway
Get local weather
Switch to weather
Switch to automated weather
Switch to A T I S
Switch to ground
Switch to local traffic
Tune to local traffic
Switch to tower
Switch to destination tower

Reconnect with the tower
Clear of the {ICAO} airspace
Is clear of the {ICAO} airspace
Request taxi touch and go with {PHONETIC}
Request taxi for take-off touch and go with {PHONETIC}
Request taxi to remain in pattern with {PHONETIC}
Request taxi for take off to remain in pattern with {PHONETIC}
With {PHONETIC} request taxi touch and go
With {PHONETIC} request taxi for take-off touch and go
With {PHONETIC} request taxi to remain in pattern
With {PHONETIC} request taxi for take off to remain in pattern
Request taxi for straight out departure with {PHONETIC}
Request taxi using the option with {PHONETIC}
With {PHONETIC} request taxi for straight out departure
With {PHONETIC} request taxi using the option
Request taxi departure to the north with {PHONETIC}
Request taxi north departure with {PHONETIC}
With {PHONETIC} request taxi departure to the north
With {PHONETIC} request taxi north departure
Request taxi departure to the south with {PHONETIC}
Request taxi south departure with {PHONETIC}
With {PHONETIC} request taxi departure to the south
With {PHONETIC} request taxi south departure
Request taxi departure to the east with {PHONETIC}
Request taxi east departure with {PHONETIC}
With {PHONETIC} request taxi departure to the east
With {PHONETIC} request taxi east departure
Request taxi departure to the west with {PHONETIC}
Request taxi west departure with {PHONETIC}
With {PHONETIC} request taxi departure to the west
With {PHONETIC} request taxi west departure
Taxi to and hold short of runway {RUNWAY} using {WILDCARD}
Request taxi IFR
Request taxi clearance IFR
Request taxi to the active
Request taxi clearance to the active
With {PHONETIC} request taxi IFR
With {PHONETIC} request taxi IFR to the active
With {PHONETIC} ready to taxi IFR
Progressive taxi on
Progressive taxi off
At runway {RUNWAY} ready for take off
At runway {RUNWAY} ready for departure
At runway {RUNWAY} ready for take-off north departure
At runway {RUNWAY} ready for departure to the north
Ready for north departure at runway {RUNWAY}
Ready for departure to the north at runway {RUNWAY}
At runway {RUNWAY} ready for take off south departure
At runway {RUNWAY} ready for departure to the south
Ready for south departure at runway {RUNWAY}
Ready for departure to the south at runway {RUNWAY}
At runway {RUNWAY} ready for take-off east departure
At runway {RUNWAY} ready for departure to the east

Ready for east departure at runway {RUNWAY}
Ready for departure to the east at runway {RUNWAY}
At runway {RUNWAY} ready for take-off west departure
At runway {RUNWAY} ready for departure to the west
Ready for west departure at runway {RUNWAY}
Ready for departure to the west at runway {RUNWAY}
Cleared for take-off runway {RUNWAY}
For touch and go
Request touch and go
With {PHONETIC} for touch and go
With {PHONETIC} requesting touch and go
To land
With {PHONETIC} to land
Request full stop landing
With {PHONETIC} request full stop landing
With {PHONETIC} requesting full stop landing
Request directions to the airport
Fly right base runway {RUNWAY}
Fly left base runway {RUNWAY}
Fly right downwind runway {RUNWAY}
Fly left downwind runway {RUNWAY}
Fly right upwind runway {RUNWAY}
Fly left upwind runway {RUNWAY}
Fly straight in runway {RUNWAY}
Enter right base runway {RUNWAY}
Enter left base runway {RUNWAY}
Enter right downwind runway {RUNWAY}
Enter left downwind runway {RUNWAY}
Enter right upwind runway {RUNWAY}
Enter left upwind runway {RUNWAY}
Make straight in runway {RUNWAY}
Cancel landing intentions
Request taxi to gate
Request taxi to parking
Request taxi to general aviation parking
Request taxi to fueling
Taxi to gate {WILDCARD} using {WILDCARD}
Taxi to gate {WILDCARD} via {WILDCARD}
Taxi to general aviation parking using {WILDCARD
Taxi to general aviation parking via {WILDCARD
Request alternative runway {RUNWAY}
Cleared through the Bravo airspace
Cleared through the Charlie airspace
Cleared through the Delta airspace
Cleared to land runway {RUNWAY}
Is going missed
Is missed approach at {ICAO}
Reset clearance delivery
Switch to clearance
Switch to clearance delivery
Resume own navigation
Proceed on course
Cancel IFR

Cancel IFR clearance
Climb and maintain {ALTITUDE}
Descend and maintain {ALTITUDE}
Climb and maintain flight level {FLIGHTLEVEL}
Descend and maintain flight level {FLIGHTLEVEL}
Turn right heading {BEARING}
Turn left heading {BEARING}
Altimeter {BAROMETRIC/MILLIBARS}
{WILDCARD} approach
{WILDCARD} center
{WILDCARD} clearance delivery
{WILDCARD} departure
{WILDCARD} ground
{WILDCARD} radio
{WILDCARD} tower

ATC
Toggle ATC
Air traffic control
{CALLSIGN} is with you
Copy {CALLSIGN}
Please repeat instructions for {CALLSIGN}
Will report clear {CALLSIGN}
Will report when clear {CALLSIGN}
Switch to i f r flight plan
Switch to v f r flight plan
Switch to no flight plan

NOTE: If you've successfully read back IFR clearance instructions, or a complex taxi clearance instruction, and upon completion, you receive a "beep" because another aircraft climbed on top of your frequency. Use these phrases for any incomplete read back or confirmation, due to deadlock on Comm:

"Repeat read back"
"Repeat confirmation"

IMPORTANT NOTE: The ATC window MUST be open before issuing either of these commands. If the window is closed, say, "*ATC*", "*Toggle ATC*", or "*Air Traffic Control*" to bring the ATC menu back into view.

Free Flight

Departing from a Non-Towered Airport

There's no need to specify the departing airport because the software automatically recognises the airport where the aircraft is located before departure. You'll note that in the Free Flight mode, we are not going to be defining the destination airport before departure; we will do this while in flight. However, there is nothing that precludes you from specifying the destination airport before departure.
In this example, we'll be departing from Chilliwack airport (CYCW).

Taxiing for Takeoff
First contact the traffic within the airport's general area by saying:

"Charlie Yankee Charlie Whiskey Traffic", or
"Chilliwack Traffic"

Next specify your Full Tail Number. If your Tail Number is N176CM, you'd say:

"Cessna November 176 Charlie Mike"

Now you'll tell the traffic you're taxiing to runway 7 for example. You'd say:

"Taxiing to runway 7"

You then terminate the communication by repeating the airport's ICAO or name:

"Charlie Yankee Charlie Whiskey", or simply,
"Chilliwack"

When you specify a runway, the IYP application "remembers" that you've done so. This is required in case you change your mind and decide to taxi to another runway. You'd repeat the same announcement as above, however the menu selections within the Microsoft ATC Window are now different.

NOTE: If you re-load the aircraft, causing the Microsoft ATC Window menu items to be reset to the point where no runway has been selected, then the SuperATC programme will be "out-of-sync" with the simulator. In this case say,

"Reset runway assignment"

This will reset the SuperATC system to a point where no runway has been specified.

Departing
Once you've taxied to the departing runway (e.g. runway 7), you'll make another announcement to the local traffic in the area of your planned departure parameters. Therefore, you'd say:

"Charlie Yankee Charlie Whiskey Traffic", or
"Chilliwack Traffic"

Next specify your Full Tail Number. Let's say your Tail Number is N176CM, you'd say:

"Cessna November 176 Charlie Mike"

Now you'll tell the traffic you're taking off from runway 7. You say:

"Taking off runway 7", or,
"Departing runway 7"

followed by the pattern you'll be using, for example:

"remain in pattern", used for doing touch-and-goes, or
"remaining in pattern", also used for doing touch-and-goes, or

"using the option", also used for doing touch-and-goes, or
"departing straight out", or
"departing the pattern to the north", or
"departure to the north", or
"departing the pattern to the south", or
"departure to the south", or
"departing the pattern to the east", or
"departure to the east", or
"departing the pattern to the west", or
"departure to the west"

You'll then typically specify your intended altitude. For example you'd say:

"Climbing to six thousand five hundred"

You then terminate the communication by repeating the airport's ICAO or name:

"Charlie Yankee Charlie Whiskey", or simply,
"Chilliwack" . . . and off you go!

NOTE: We will cover Touch and Go in a separate section later on!

Departing from a Towered Airport

There's no need to specify the departing airport, because the software automatically recognises the airport where the aircraft is located before departure. You'll note that in the Free Flight mode, we are not going to be defining the destination airport before departure; we will do this while in-flight. However, there is nothing that precludes you from specifying the destination airport before departure.

In this example, we'll be departing from Abbotsford International airport (CYXX).

Getting the ATIS Information

First you contact ATIS to get the weather conditions by saying to your co-pilot:

"Switch to A.T.I.S." or,
"Switch to ATIS" (pronounced eight tis)

This will change the radio frequency to that of the ATIS (Automatic Terminal Information System). Listen to the ATIS report, get the current barometric pressure, and set the Altimeter accordingly. Then listen for the active runway(s) and wait for the phrase from ATIS that will be something like this:

"Advise controller on initial contact you have India"

The word "*India*" is a handle for the latest ATIS update. The next update will likely use the word "*Juliet*", then "*Kilo*", and so on. Jot down all needed information, then say:

"Switch to Ground."

This will change the radio frequency to Ground Operations at (in this example) Abbotsford (CYXX).

NOTE: There will be a slight delay in changing frequencies. Please be patient.

Taxiing for Takeoff

You will first contact Ground Operations and identify your aircraft with your Full Registration by saying (in this case):

"Abbotsford Ground"
"Cessna November 176 Charlie Mike"

Then, make your request for taxi by saying one of the following:

"Request taxi touch and go with India"
"Request taxi for takeoff touch and go with India"
"With India request taxi touch and go"
"With India request taxi for takeoff touch and go"

"Request taxi to remain in pattern with India"
"Request taxi for takeoff to remain in pattern with India"
"With India request taxi to remain in pattern"
"With India request taxi for takeoff to remain in pattern"

"Request taxi using the option with India"
"Request taxi for takeoff using the option with India"
"With India request taxi using the option"
"With India request taxi for takeoff using the option"

"Request taxi departure to the north with India"
"Request taxi for takeoff departure to the north with India"
"Request taxi north departure with India"
"Request taxi for takeoff north departure with India"

"With India request taxi departure to the north"
"With India request taxi for takeoff departure to the north"
"With India request taxi north departure"
"With India request taxi for takeoff north departure"

"Request taxi departure to the south with India"
"Request taxi for takeoff departure to the south with India"
"Request taxi south departure with India"
"Request taxi for takeoff south departure with India"
"With India request taxi departure to the south"
"With India request taxi for takeoff departure to the south"
"With India request taxi south departure"
"With India request taxi for takeoff south departure"

"Request taxi departure to the east with India"
"Request taxi for takeoff departure to the east with India"
"Request taxi east departure with India"
"Request taxi for takeoff east departure with India"

"With India request taxi departure to the east"
"With India request taxi for takeoff departure to the east"
"With India request taxi east departure"
"With India request taxi for takeoff east departure"
"Request taxi departure to the west with India"
"Request taxi for takeoff departure to the west with India"

"Request taxi west departure with India"
"Request taxi for takeoff west departure with India"

"With India request taxi departure to the west"
"With India request taxi for takeoff departure to the west"
"With India request taxi west departure"
"With India request taxi for takeoff west departure"

The Microsoft ATC will respond with something like this:

"Cessna November 176 Charlie Mike"
"Taxi to and hold short of runway 7 using taxiway Charlie."
"Contact Tower on 119.4 when ready."

You acknowledge the foregoing ATC instruction by saying:

"Taxi to and hold short of runway seven using taxiway Charlie."

Then use your Short or Long Registration to terminate the communication with:

"6 Charlie Mike", or,
"Cessna November 176 Charlie Mike"

Requesting Take Off Clearance

You contact Tower by simply saying to your co-pilot:

"Switch to Tower"

Now you need to request Take Off Clearance by saying:

"Abbotsford Tower"
"Cessna 6 Charlie Mike", or
"Cessna November 176 Charlie Mike"

and one of the following (e.g., Runway 7 - East Departure):

"Ready for East departure at runway 7", or
"Ready for departure to the East at runway 7", or
"At runway 7, ready for takeoff", or
"At runway 7, ready for takeoff East departure", or
"At runway 7, ready for departure", or
"At runway 7, ready for departure to the East"

The Microsoft ATC will respond with something like this:

"Cessna 6 Charlie Mike"
"Cleared for takeoff Runway 7, East departure approved."

You need to acknowledge this by saying:

"Cleared for takeoff Runway 7, Cessna 6 Charlie Mike", or
"Cleared for takeoff Runway 7, Cessna November 176 Charlie Mike"

You're airborne!

Transitioning Through a Towered Airspace

Let's say you decided to fly free-form from Chilliwack (CYCW), BC en route to Vancouver International airport (CYVR), and after departing from Chilliwack, you DID NOT request Flight Following ATC support. You can fly without air traffic control during periods of light traffic, for example on weekday mornings, but typically only within regular opening hours.

Shortly after takeoff, you decided to do some sightseeing in Northern Washington State. Unfortunately, the most direct vector you wanted to use would have you traversing into the Abbotsford (CYXX), BC airspace. Here's where requesting a Transition into an airport's airspace is required. You set up this facility by saying to your trusty co-pilot:

"Prepare to transition through the airspace of Charlie Yankee X-Ray X-Ray"

Your co-pilot will respond with,

"Roger. Transitioning Charlie Yankee X-Ray X- Ray"
"Distance 24 miles."
"Airport altitude 190 feet."

If you are more than 20 miles from the Abbotsford airport, your co-pilot will say,

"Captain, as we approach the Abbotsford airspace, I will remind you to contact the Tower."

Shortly thereafter, your co-pilot will say,

"I need to do some calculations. I'll be back shortly."

During this brief period of time (typically about 15 to 20 seconds depending upon the number of airports in the general area), your co-pilot is looking at the charts and gathering the information for all airports that exist within a 50-mile radius of the aircraft's current position. When he or she is finished the analysis, you'll hear,

"Okay… I'm back"

As you get within 20 miles of the Abbotsford airport, your Co-pilot will say,

"Captain, you may wish to contact the tower at this time"

Once you're ready, you say to your Co-pilot,

"Switch to the Tower", or
"Contact the Tower"

Your Co-pilot will ripple through the Microsoft ATC menu system to locate Abbotsford airport in the list, and connect with the Tower. If your co-pilot cannot connect with the correct airport, she will try again. Once connected, the co-pilot will say,

"We're tuned to the Tower"

At this point you would say something like this,

"Abbotsford Tower"
"Cessna November 176 Charlie Mike"
"Twelve miles west of Charlie Yankee Charlie Whiskey"
"Request Transition through the Delta Airspace"

Abbotsford Tower will respond saying, for example,

"Cessna November 176 Charlie Mike"
"Transition approved"
"Report clear of Abbotsford airspace"

You acknowledge the instruction from ATC by saying,

"Will report clear"
"Cessna November 176 Charlie Mike"

So far, so good!

Continuing our story…. you're now clear of the Abbotsford airspace, so you'd say,

"Abbotsford Tower"
"Cessna November 176 Charlie Mike"
"Clear of the Abbotsford airspace"

Abbotsford Tower will respond saying,

"Cessna 6 Charlie Mike"
"Abbotsford Tower"
"Frequency change approved"

You're now back to the point where you can request Flight-Following if you so desire, or continue to fly Free Flight.

Specifying Destination Airport

You need to tell Michelle what the destination airport will be. In this example, let's say we'll be landing at the non-towered airport Orcas Island (KORS). You will say to Michelle,

"Make the Destination airport Kilo, Oscar, Romeo, Sierra"

NOTE: You can actually do this before you even leave the origination airport. However, as long as you tell Michelle at least 20-25 miles from the destination airport, things will be fine! She will respond with…

"Roger. Kilo, Oscar, Romeo, Sierra"
"Distance 25 miles."
"Airport altitude 23 feet."

If you specify the Destination airport before taking off, or during climb out before contacting ATC, Michelle will say…

"The airport name is Orcas Island"

If you have contacted ATC, then she'll say, (for example)…

"Kilo, Oscar, Romeo, Sierra is at our 10 o'clock"

Then, Michelle will say,

"Captain, as we approach the destination airport, I'll remind you to announce our landing intentions"

Once you are at a steady cruising level, Michelle will say…

"I need to do some calculations. I'll be with you shortly."

During this brief period of time (typically about 15 to 20 seconds depending upon the number of airports in the general area), she is looking at her charts and gathering the information for all airports that exist within a 50-mile radius of the aircraft's current position.

When she's finished her analysis, she'll say…

"Okay… I'm back."

Landing at a Non-Towered Airport

When you are approximately 24-miles from the Destination airport, Michelle will say,

"Captain, you may wish to announce our landing intentions at this time."

You comply when you are ready by saying (for example),

"Kilo Oscar Romeo Sierra traffic", or
"Orcas traffic"

"Cessna November 176 Charlie Mike"
"15 miles north east of Kilo Oscar Romeo Sierra. 3000"
"For Landing runway one six."
"Full stop", or "Touch and Go"

You terminate the communication with…

"Kilo Oscar Romeo Sierra" or simply, "Orcas"

Approaching a Non-Towered Airport

As you approach the airport, you can say, for example,

"Kilo Oscar Romeo Sierra traffic", or
"Orcas traffic"

"Cessna November 176 Charlie Mike"
"Entering Base for runway one six"
"Kilo Oscar Romeo Sierra" or "Orcas"

Then, as you turn onto Final, you would say,

"Kilo Oscar Romeo Sierra traffic", or
"Orcas traffic"

"Cessna November 176 Charlie Mike"
"On Final for runway one six"
"Kilo Oscar Romeo Sierra" or "Orcas"

If you are flying Touch and Go patterns, you might say…

"*Entering Upwind for runway one six*", or
"*Entering Crosswind for runway one six*", or
"Entering Downwind for runway *one six*"

After Landing at a Non-Towered Airport

Once you land and clear the runway, you say…

"Kilo Oscar Romeo Sierra traffic", or
"Orcas traffic"
"Cessna November 176 Charlie Mike"
"Clear of the runway"

That's It!

Landing at a Towered Airport

Let's say you'd decided to land at the Vancouver International airport (CYVR). Somewhere along the line, perhaps while you were still parked at the departure airport, or after you took off, you'd have said to Michelle,

"Make the Destination airport Charlie Yankee Victor Romeo"

Once you are within 25-miles of the Vancouver airport, Michelle will say something like this,

"Twenty- five miles. Eleven o'clock."

When you are approximately 24-miles from the Vancouver airport, Michelle will say,

"Captain, you may wish to contact the tower at this time."

When you're ready, you say to Michelle,

"*Switch to the Tower*", or
"Contact the Tower"

IMPORTANT NOTE: If by chance you had asked Michelle to prepare for a transition through (for example) the Abbotsford airspace, you must keep in mind that she is still looking for that airspace. Ergo, if you simply say, *"Switch to the Tower"* as per above, she'll think you're asking her to connect to the Abbotsford Tower. In this case, you would use either the phrase,

"Switch to the Destination Tower", or
"Contact the Destination Tower"

NOTE: As a practical matter, you can use the above phrases at all times when approaching the destination airport.

When you ask her to contact the Vancouver Tower, Michelle will ripple through the Microsoft ATC menu system in order to locate the airport within the list and connect with the Tower. If she cannot connect properly, she'll try again. Once connected, she'll say,

"We're tuned to the Tower."

At this point, in order to get the Vancouver weather conditions and the active runway(s), you would likely say,

"Switch to A. T. I. S." or,
"Switch to ATIS" (pronounced eight tis)

The Vancouver ATIS will respond with something like this:

"Vancouver information Kilo. 0002 ZULU. Wind 112 at 4. Visibility 12. Sky conditions few clouds at 1,100. 2,400 scattered. Temperature 17. Dew point 11. Altimeter 2999. ILS runway 8 Right. Visual Runway 8. ILS runway 8 Left. Landing and departing runway 8 Right, Runway 8 and runway 8 Left. VFR say direction of flight. All aircraft read back hold instructions. Advise Controller on initial contact you have Kilo."

From the foregoing, we know that the active runways are 8R, 8 and 8L, and the latest ATIS report has the moniker "*Kilo*". Once you've gathered the information, you'd say something like this,

"Vancouver Tower"
"Cessna November 176 Charlie Mike"
"17 miles southeast of Charlie Yankee Victor Romeo"
"With Kilo requesting full stop landing"

NOTE: We will cover Touch and Go in a separate section later on!

The Microsoft ATC system will respond with something like:

"Cessna November 176 Charlie Mike."
"Enter right-based Runway 8 Right."
"Altimeter 2999."

You respond with something like,

"Fly right downwind Runway 8 Right."
"Cessna November 176 Charlie Mike."

Here's a situation. Let's suppose that although Vancouver Tower has assigned you Runway 8 Right, you'd prefer to land on Runway 8 Left. You would say,

"Vancouver Tower"
"Cessna November 176 Charlie Mike"
"Request alternative Runway 8 Left"

NOTE the use of the word "*alternative*". The Microsoft ATC system will respond with something like:

> *"Cessna November 176 Charlie Mike."*
> *"Enter right-based Runway 8 Left."*
> *"Altimeter 2999."*

You respond with,

> *"Fly right downwind Runway 8 Left."*
> *"Cessna November 176 Charlie Mike."*

As you begin the descent down the natural glide slope towards the airport, the Tower will say,

> *"Cessna November 176 Charlie Mike."*
> *"Cleared to land Runway 8 Left."*

You respond with practically an echo,

> *"Cleared to land Runway 8 Left."*
> *"Cessna November 176 Charlie Mike."*

NOTE: If for some reason you lose communications with the Tower while on approach, then say…

> *"Reconnect with the Tower"*

After Landing

Once you've touched down and slowed the aircraft, the Microsoft ATC system will say something like:

> *"Cessna 6 Charlie Mike, exit runway when able",* or
> *"Cessna 6 Charlie Mike, turn next taxiway"*

As you exit the runway, the Microsoft ATC system will tell you to contact Ground Operations by saying something like,

> *"Cessna 6 Charlie Mike, contact Ground on 121.7."*

You will acknowledge the instruction by actually instructing Michelle to tune…

> *"Going to 121.7"*

Michelle will change to that assigned frequency and say to the Approach controller…

> *"Going to 121.7… Cessna November 176 Charlie Mike"*

The ATC window will likely have the following options:

1. Request Taxi to Gates
2. Request Taxi to Parking
3. Request Taxi to Fueling
4. [Taxi for Takeoff Options . . .]

NOTE: Request Taxi to Fueling is only present in FSX and P3D.

At this point you'd say:

"Vancouver Ground"
"Cessna November 176 Charlie Mike"

"Request Taxi to Gate", or
"Request Taxi to General Aviation Parking", or
"Request Taxi to Fueling"

or, if you're planning on leaving right away, perhaps you'd say,

"Switch to A. T. I. S." or*,*
"Switch to ATIS" (pronounced eight tis)

This will change the radio frequency to that of the ATIS. Listen to the ATIS report, get the current barometric pressure, and set the Altimeter accordingly. Then listen for the active runway(s) and wait for the phrase from ATIS that will be something like this:

"Advise controller on initial contact you have India"

The word "*India*" is a moniker for the latest ATIS update. The next update will likely use the word "Juliet", then "Kilo", and so on. Jot down all needed information, then say:

"Switch to Ground"

followed by,

"Vancouver Ground"
"Cessna November 176 Charlie Mike"
"With India, request taxi, departure to the east"

Let's assume we requested taxiing to General Aviation Parking. The Microsoft ATC system will say something like:

"Cessna 6 Charlie Mike"
"Taxi to General Aviation Parking using taxiway Hotel, Alpha"

Once again, you practically echo the instruction, by saying,

"Taxi to General Aviation Parking using taxiways Hotel, Alpha"
"Cessna 6 Charlie Mike"

If needed, you can then say, "*Turn Progressive Taxi On*" and if you want to turn it off, say, "*Turn Progressive Taxi Off*"

That's it!

VFR

Ensure a Flight Plan is Loaded

If upon starting the IYP programme, the system reports...

> *"No flight plan has been loaded"*

please do the following:

If FS2002 or FS2004 (FS9), with the simulator in view...

1. Click on the ALT key
2. Click on Flights, or press the F key
3. Click on Select a Flight, or press the F key
4. Select your previously saved flight.

If FSX or P3D, with the simulator in view...

1. Click on the ALT key
2. Click on Flights, or press the F key
3. Click on Load, or press the L key
4. Select your previously saved flight.

The system will report...

> *"It appears as though we have changed the flight plan."*

and the system will reload.

You're ready to go!

Specify a Destination Airport

Since we are flying VFR, typically Michelle will already know what the destination airport will be. However, it doesn't hurt to confirm this fact. In this example, let's say you've filed a VFR flight plan that will have you landing at the non-towered airport Orcas Island (KORS). You will say to Michelle,

> *"Make the Destination airport Kilo, Oscar, Romeo, Sierra"*

She will respond with something like…

> *"Roger. Kilo, Oscar, Romeo, Sierra"*
> *"Distance 25 miles."*
> *"Airport altitude 23 feet."*

Once you are within 50-miles of the destination airport and at a steady cruising level, Michelle will say…

> *"I need to do some calculations. I'll be with you shortly."*

During this brief period of time (typically about 15 to 20 seconds depending upon the number of airports in the general area), she is looking at her charts and gathering the information for all airports that exist within a 50-mile radius of the aircraft's current position. When she's finished her analysis, she'll say…

"Okay… I'm back."

When you get within about 24-miles of the Destination airport, Michelle will say,

"Captain, you may wish to announce our landing intentions at this time"

Departing from a Non-Towered Airport

In this example, we'll be departing from Chilliwack airport (CYCW).

Taxiing for Takeoff

First contact the traffic within the airport's general area by saying:

"Charlie Yankee Charlie Whiskey Traffic", or
"Chilliwack Traffic"

Next specify your Full Tail Number. Let's say your Tail Number is N176CM, you'd say:

"Cessna November 176 Charlie Mike"

NOTE: If you do not know your Tail Number, ask Michelle by saying,

"What is my call sign?"

Now you'll tell the traffic you're taxiing to runway 7 for example. You'd say:

"Taxiing to runway 7"

You then terminate the communication by repeating the airport's ICAO or name:

"Charlie Yankee Charlie Whiskey", or simply,
"Chilliwack"

When you specify a runway, the IYP application "remembers" that you've done so. This is required in case you change your mind and decide to taxi to another Runway. You'd repeat the same announcement as above, however the menu selections within the Microsoft ATC Window are now different.

NOTE: If you re-load the aircraft, causing the Microsoft ATC Window menu items to be reset to the point where no runway has been selected, then the SuperATC programme will be "out-of-sync" with the simulator.

In this case say,

"Reset runway assignment"

This will reset the SuperATC system to a point where no runway has been specified.

Departing

Once you've taxied to the departing runway (e.g. runway 7), you'll announce your planned departure parameters to the local traffic. Therefore, you'd say:

> *"Charlie Yankee Charlie Whiskey Traffic",* or
> *"Chilliwack Traffic"*

Next specify your Full Tail Number. Let's say your Tail Number is N176CM, you'd say:

> *"Cessna November 176 Charlie Mike"*

Now you'll tell the traffic you're taking off from runway 7. You'd say:

> *"Taking off runway 7",* or,
> *"Departing runway 7"*

followed by the pattern you'll be using, for example:

> *"remain in pattern"*, used for doing touch-and-goes, or
> *"remaining in pattern"*, also used for doing touch-and-goes, or
> *"using the option"*, also used for doing touch-and-goes, or
> *"departing straight out"*, or
> *"departing the pattern to the north"*, or
> *"departure to the north"*, or
> *"departing the pattern to the south"*, or
> *"departure to the south"*, or
> *"departing the pattern to the east"*, or
> *"departure to the east"*, or
> *"departing the pattern to the west"*, or
> *"departure to the west"*

You'll then typically specify your intended altitude. For example you'd say:

> *"Climbing to six thousand five hundred"*

You then terminate the communication by repeating the airport's ICAO or name:

> *"Charlie Yankee Charlie Whiskey",* or simply,
> *"Chilliwack"*

Off you go!

NOTE: We will cover Touch and Go in a separate section later on!

Departing from a Towered Airport

There's no need to specify the departing airport, because the software automatically recognises the airport where the aircraft is located before departure. You'll note that in the Free Flight mode, we are not going to be defining the destination airport before departure; we will do this while in-flight. However, there is nothing that precludes you from specifying the destination airport before departure.

In this example, we'll be departing from Abbotsford International airport (CYXX).

Getting the ATIS Information
First you contact ATIS to get the weather conditions by saying to your co-pilot:

"Switch to A.T.I.S." or,
"Switch to ATIS" (pronounced eight tis)

This will change the radio frequency to that of the ATIS (Automatic Terminal Information System). Listen to the ATIS report, get the current barometric pressure, and set the Altimeter accordingly. Then listen for the active runway(s) and wait for the phrase from ATIS that will be something like this:

"Advise controller on initial contact you have India"

The word "*India*" is a handle for the latest ATIS update. The next update will likely use the word "*Juliet*", then "*Kilo*", and so on. Jot down all needed information, then say:

"Switch to Ground."

This will change the radio frequency to Ground Operations at (in this example) Abbotsford (CYXX).

NOTE: There will be a slight delay in changing frequencies. Please be patient.

Taxiing for Takeoff
You will first contact Ground Operations and identify your aircraft with your Full Registration by saying (in this case):

"Abbotsford Ground"
"Cessna November 176 Charlie Mike"

then, make your request for taxi by saying one of the following:
"Request taxi touch and go with India"
"Request taxi for takeoff touch and go with India"
"With India request taxi touch and go"
"With India request taxi for takeoff touch and go"

"Request taxi to remain in pattern with India"
"Request taxi for takeoff to remain in pattern with India"
"With India request taxi to remain in pattern"
"With India request taxi for takeoff to remain in pattern"

"Request taxi using the option with India"
"Request taxi for takeoff using the option with India"
"With India request taxi using the option"
"With India request taxi for takeoff using the option"

"Request taxi departure to the north with India"
"Request taxi for takeoff departure to the north with India"
"Request taxi north departure with India"
"Request taxi for takeoff north departure with India"

"With India request taxi departure to the north"
"With India request taxi for takeoff departure to the north"
"With India request taxi north departure"

"With India request taxi for takeoff north departure"

"Request taxi departure to the south with India"
"Request taxi for takeoff departure to the south with India"
"Request taxi south departure with India"
"Request taxi for takeoff south departure with India"

"With India request taxi departure to the south"
"With India request taxi for takeoff departure to the south"
"With India request taxi south departure"
"With India request taxi for takeoff south departure"

"Request taxi departure to the east with India"
"Request taxi for takeoff departure to the east with India"
"Request taxi east departure with India"
"Request taxi for takeoff east departure with India"

"With India request taxi departure to the east"
"With India request taxi for takeoff departure to the east"
"With India request taxi east departure"
"With India request taxi for takeoff east departure"

"Request taxi departure to the west with India"
"Request taxi for takeoff departure to the west with India"
"Request taxi west departure with India"
"Request taxi for takeoff west departure with India"

"With India request taxi departure to the west"
"With India request taxi for takeoff departure to the west"
"With India request taxi west departure"
"With India request taxi for takeoff west departure"

The Microsoft ATC will respond with something like this:

"Cessna November 176 Charlie Mike"
"Taxi to and hold short of runway 7 using taxiway Charlie."
"Contact Tower on 119.4 when ready."

You acknowledge the foregoing ATC instruction by saying:

"Taxi to and hold short of runway seven using taxiway Charlie."

Then use either your Short or Long Registration to terminate the communication with:

"6 Charlie Mike", or,
"Cessna November 176 Charlie Mike"

Requesting Take Off Clearance
You contact the Tower by simply saying to your co-pilot:

"Switch to Tower"

Now you need to request Take Off Clearance by saying:

"Abbotsford Tower"

"Cessna 6 Charlie Mike", or
"Cessna November 176 Charlie Mike"

and one of the following (e.g., Runway 7 - East Departure):

"Ready for East departure at runway 7", or
"Ready for departure to the East at runway 7", or
"At runway 7, ready for takeoff", or
"At runway 7, ready for takeoff East departure", or
"At runway 7, ready for departure", or
"At runway 7, ready for departure to the East"

The Microsoft ATC will respond with something like this:

"Cessna 6 Charlie Mike"
"Cleared for takeoff Runway 7, East departure approved."

You need to acknowledge this by saying:

"Cleared for takeoff Runway 7, Cessna 6 Charlie Mike", or
"Cleared for takeoff Runway 7, Cessna November 176 Charlie Mike"

You're airborne!

Skip down to the section entitled **En Route ATC** …

After Takeoff from a Towered Airport

If you had originally requested taxi to the active runway for Touch and Go, then immediately after takeoff, the only Microsoft ATC menu item that will be apparent will be:

1 – Request Full Stop Landing

If you fly further away from the typical Touch and Go pattern area, the Microsoft ATC menu items will become:

1 – [Tune Abbotsford ATIS on 119.800]
2 – Request Full Stop Landing
3 – Request Airport Direction
4 – Cancel Landing Intentions

NOTE - **Microsoftism**: Unless you Cancel Landing Intentions, you can fly all the way to Los Angeles, California, and as far as the Microsoft ATC is concerned, you're still planning on coming back to Abbotsford, BC, Canada... DUH?

NOTE: We will cover Touch and Go in a separate section later on!

Leaving the Airport's Area

If you had requested taxi to the active runway for a departure to the North, South, East, West or straight out, then immediately after takeoff you'll have these options:

1 – Request Touch and Go
2 – Request Full Stop Landing

Since you're flying VFR and you're intending on leaving the area, the Abbotsford Tower will contact you as you leave their airspace and will say, for example:

"Cessna Six Charlie Mike"
"You're leaving my airspace."
"Frequency change approved."

Okay! We're still flying our Cessna Skyhawk (Registration N176CM) and we definitely want to comply with our VFR filed flight plan. Therefore, we need to contact an en route controller to request flight following. In order to identify the controller to speak with, you can simply say,

"*ATC*", or "*Toggle ATC*"

This will pop up the Microsoft ATC window. In this example, you will observe…

{Choose an option for Victoria Departure on 132.700}

Now that you know you'll be speaking with Victoria Departure, you repeat,

"*ATC*", or "*Toggle ATC*"

once again to close the Microsoft ATC window (although this is not necessary).

En Route ATC

VFR Flight Following

Now that we're airborne, you may wish to contact ATC to request Flight Following. VFR "Flight Following" is a service provided by air traffic control (ATC) and is available to all VFR pilots. Flight following can best be described as flight insurance. While receiving flight following, you're in radio contact with a controller at either Terminal Radar Approach Control (TRACON), or an Air Route Traffic Control Center (ARTCC).

ATC is designed to permit controllers to issue traffic information to pilots based upon radar contact information, so as to ensure that other aircraft in your flight path will not intersect with yours. By communicating with ATC, you have complete knowledge of the air traffic you are flying through. ATC controllers may use phraseology like, "traffic alert", or "low altitude alert", followed by a description of the alert and a recommendation for how to avoid it.

You may also request navigational assistance, or request separation from other aircraft. When flying VFR, you can request radar vectors... controllers typically will not initiate radar vectors for VFR G/A aircraft.

While using flight following, you'll have a greater chance of flying a more direct route to your destination because you can request a transition through an airport's airspace. For example, given proper clearance from ATC, you can fly through a class B and/or C airspace if they are not being heavily utilised. This saves time!

Here's a typical Request for Flight Following:

Let's say we're flying our Cessna Skyhawk (Registration C-IYPT) out of Chilliwack, BC, Canada (CYCW), and once we've climbed to an altitude of 2,000 feet, we want to request flight following. In order to identify the controller to speak with, you can simply say, "ATC", or "*Toggle ATC*". This will pop up the Microsoft ATC window. In this example, you observe…

{Choose an option for Victoria Approach on 132.700}

Now that you have established that you'll be speaking with Victoria Approach, you can say, "ATC", or "*Toggle ATC*" once again to close the Microsoft ATC window (not necessary).

Now let's contact Victoria Approach to request flight following. You'd say,

"Victoria Approach"
"Cessna November 176 Charlie Mike"
"8 miles west of CYCW"
"Request flight following"

The Microsoft ATC will respond with something like this…

"Cessna November 176 Charlie Mike, squawk 6375"

You would then say to your trusty Co-pilot, Michelle or Mike…

"Squawk 6375"

Once the transponder is set, Microsoft ATC will respond with something like …

"Cessna 6 Charlie Mike"
"Radar contact 8 miles east of Abbotsford, 2000."
"Altimeter, 3014"

You would then acknowledge the information by saying…

"Copy. Cessna 6 Charlie Mike."

ATC Hand- Off

While in the flight following mode, you will invariably be handed-off from one controller to another as you make your way to your destination. The Microsoft ATC controller will say something like this…

"Cessna November 176 Charlie Mike"
"Contact Vancouver Approach on 132.3"

You will acknowledge the instruction by actually telling Michelle to tune…

"Going to 132.3"

Michelle will change to that assigned frequency and say to the Approach controller…

"Going to 132.3… Cessna 6 Charlie Mike"

Then you contact Vancouver by giving the short form of your aircraft's Registration...

"Vancouver Approach."
"Cessna 6 Charlie Mike, is with you"

The Microsoft ATC controller will respond with something like this…

"Cessna 6 Charlie Mike"
"Vancouver Approach."
"Altimeter 3010."

Request to Cancel Flight Following
To cancel flight following, you'd say this…

"Victoria Approach. Cessna 6 Charlie Mike"
"Cancel flight following"

Microsoft ATC will respond with…

"Cessna 6 Charlie Mike, Victoria Approach"
"Cancellation received. Squawk 1200. Frequency change approved"

You say to Michelle,

"Squawk 1200" . . . That's it.

Specify Destination Airport

You need to tell Michelle what the destination airport will be. In this example, let's say we'll be landing at the non-towered airport Orcas Island (KORS). You will say to Michelle,

"Make the Destination airport Kilo, Oscar, Romeo, Sierra"

NOTE: You can actually do this before you even leave the origination airport. However, as long as you tell Michelle at least 20-25 miles from the destination airport, things will be fine! She will respond with…

"Roger. Kilo, Oscar, Romeo, Sierra"
"Distance 25 miles."
"Airport altitude 23 feet."

If you specify the Destination airport before taking off, or during climb out before contacting ATC, Michelle will say…

"The airport name is Orcas Island"

If you have contacted ATC, then she'll say, (for example)…

"Kilo, Oscar, Romeo, Sierra is at our 10 o'clock"

Then, Michelle will say,

> *"Captain, as we approach the destination airport, I'll remind you to announce our landing intentions"*

Once you are at a steady cruising level, Michelle will say…

> *"I need to do some calculations. I'll be with you shortly."*

During this brief period of time (typically about 15 to 20 seconds depending upon the number of airports in the general area), she is looking at her charts and gathering the information for all airports that exist within a 50-mile radius of the aircraft's current position.

When she's finished her analysis, she'll say…

> *"Okay… I'm back."*

Landing at a Non-Towered Airport

When you get within approximately 24-miles of the Destination airport, Michelle will say,

> *"Captain, you may wish to announce our landing intentions at this time."*

You comply when you are ready by saying (for example),

> *"Kilo Oscar Romeo Sierra traffic*", or
> *"Orcas traffic"*
>
> *"Cessna November 176 Charlie Mike"*
> *"15 miles north east of Kilo Oscar Romeo Sierra. 3000"*
> *"For Landing runway one six."*
> *"Full stop", or "Touch and Go"*

finally terminating the communication with…

> *"Kilo Oscar Romeo Sierra" or simply, "Orcas"*

Approaching a Non-Towered Airport

As you approach the airport, you can say, for example,

> *"Kilo Oscar Romeo Sierra traffic",* or
> *"Orcas traffic"*
>
> *"Cessna November 176 Charlie Mike"*
> *"Entering Base for runway one six"*
> *"Kilo Oscar Romeo Sierra" or "Orcas"*

Then, as you turn onto Final, you would say,

> *"Kilo Oscar Romeo Sierra traffic",* or
> *"Orcas traffic"*
>
> *"Cessna November 176 Charlie Mike"*

"On Final for runway one six"
"Kilo Oscar Romeo Sierra" or "Orcas"

If you are flying Touch and Go patterns, you might say…

"Entering Upwind for runway one six", or
"Entering Crosswind for runway one six", or
"Entering Downwind for runway *one six*"

After Landing at a Non-Towered Airport
Once you land and clear the runway, you say…

"Kilo Oscar Romeo Sierra traffic", or
"Orcas traffic"

"Cessna November 176 Charlie Mike"
"Clear of the runway"

That's It!

Landing at a Towered Airport

Let's say you'd decided to land at the Vancouver International airport (CYVR). Somewhere along the line, perhaps while you were still parked at the departure airport, or after you took off, you'd have said to Michelle,

"Make the Destination airport Charlie Yankee Victor Romeo"

Once you get within 25-miles of the Vancouver airport, Michelle will say something like this,

"Twenty- five miles. Eleven o'clock."

As you get within approximately 24-miles of the Vancouver airport, Michelle will say,

"Captain, you may wish to contact the tower at this time."

When you're ready, you say to Michelle,

"Switch to the Tower", or
"Contact the Tower"

IMPORTANT NOTE: If by chance you had asked Michelle to prepare for a transition through (for example) the Abbotsford airspace, you must keep in mind that she is still looking for that airspace. Ergo, if you simply say, *"Switch to the Tower"* as per above, she'll think you're asking her to connect to the Abbotsford Tower. In this case, you would use either the phrase,

"Switch to the Destination Tower", or
"Contact the Destination Tower"

NOTE: As a practical matter, you can use the above phrases at all times when approaching the destination airport.

When you ask her to contact the Vancouver Tower, Michelle will ripple through the Microsoft ATC menu system in order to locate the airport within the list and connect

with the Tower. If she doesn't get connected properly, she'll try again. Once connected, she'll say,

> *"We're tuned to the Tower."*

At this point, in order to get the Vancouver weather conditions and the active runway(s), you would likely say,

> *"Switch to A. T. I. S."* or,
> *"Switch to ATIS"* (pronounced eight tis)

The Vancouver ATIS will respond with something like this:

> *"Vancouver information Kilo. 0002 ZULU. Wind 112 at 4. Visibility 12. Sky conditions few clouds at 1,100. 2,400 scattered. Temperature 17. Dew point 11. Altimeter 2999. ILS runway 8 Right. Visual Runway 8. ILS runway 8 Left. Landing and departing runway 8 Right, Runway 8 and runway 8 Left. VFR say direction of flight. All aircraft read back hold instructions. Advise Controller on initial contact you have Kilo."*

From the foregoing, we know that the active runways are 8R, 8 and 8L, and the latest ATIS report has the moniker "*Kilo*". Once you've gathered the information, you'd say something like this,

> *"Vancouver Tower"*
> *"Cessna November 176 Charlie Mike"*
> *"17 miles southeast of Charlie Yankee Victor Romeo"*
> *"With Kilo requesting full stop landing"*

NOTE: We will cover Touch and Go in a separate section later on!

The Microsoft ATC system will respond with something like:

> *"Cessna November 176 Charlie Mike."*
> *"Enter right-based Runway 8 Right."*
> *"Altimeter 2999."*

You respond with something like,

> *"Fly right downwind Runway 8 Right."*
> *"Cessna November 176 Charlie Mike."*

Here's a situation. Let's suppose that although Vancouver Tower has assigned you Runway 8 Right, you'd prefer to land on Runway 8 Left. You would say,

> *"Vancouver Tower"*
> *"Cessna November 176 Charlie Mike"*
> *"Request alternative Runway 8 Left"*

NOTE the use of the word "*alternative*". The Microsoft ATC system will respond with something like:

> *"Cessna November 176 Charlie Mike."*

"Enter right-based Runway 8 Left."
"Altimeter 2999."

You respond with something like,

"Fly right downwind Runway 8 Left."
"Cessna November 176 Charlie Mike."

As you begin the descent down the natural glide slope towards the airport, the Tower will say,

"Cessna November 176 Charlie Mike."
"Cleared to land Runway 8 Left."

You respond with practically an echo,

"Cleared to land Runway 8 Left."
"Cessna November 176 Charlie Mike."

NOTE: If for some reason you lose communications with the Tower while on approach, then say…

"Reconnect with the Tower"

After Landing
Once you've touched down and slowed the aircraft, the Microsoft ATC system will say something like:

"Cessna 6 Charlie Mike, exit runway when able", or
"Cessna 6 Charlie Mike, turn next taxiway"

As you exit the runway, the Microsoft ATC system will tell you to contact Ground Operations by saying something like,

"Cessna 6 Charlie Mike, contact Ground on 121.7."

You will acknowledge the instruction by actually instructing Michelle to tune…

"Going to 121.7"

Michelle will change to that assigned frequency and say to the Approach controller…

"Going to 121.7… Cessna November 176 Charlie Mike"

The ATC window will likely have the following options:

1. Request Taxi to Gates
2. Request Taxi to Parking
3. Request Taxi to Fueling
4. [Taxi for Takeoff Options . . .]

NOTE: Request Taxi to Fueling is only present in FSX.

At this point you'd say:

"Vancouver Ground"
"Cessna November 176 Charlie Mike"

"Request Taxi to Gate", or
"Request Taxi to General Aviation Parking", or
"Request Taxi to Fueling"

or, if you're planning on leaving right away, perhaps you'd say,

"Switch to A. T. I. S." or,
"Switch to ATIS" (pronounced eight tis)

This will change the radio frequency to that of the ATIS. Listen to the ATIS report, get the current barometric pressure, and set the Altimeter accordingly. Then listen for the active runway(s) and wait for the phrase from ATIS that will be something like this:
"Advise controller on initial contact you have India"
The word "*India*" is a moniker for the latest ATIS update. The next update will likely use the word "Juliet", then "Kilo", and so on. Jot down all needed information, then say:

"Switch to Ground"

followed by,

"Vancouver Ground"
"Cessna November 176 Charlie Mike"
"With India, request taxi, departure to the east"

Let's assume we requested taxiing to General Aviation Parking. The Microsoft ATC system will say something like:

"Cessna 6 Charlie Mike"
"Taxi to General Aviation Parking using taxiway Hotel, Alpha"

Once again, you practically echo the instruction, by saying,

"Taxi to General Aviation Parking using taxiways Hotel, Alpha"
"Cessna 6 Charlie Mike"

If needed, you can then say, "*Turn Progressive Taxi On*" and if you want to turn it off, say, "*Turn Progressive Taxi Off*"

That's it!

IFR

Ensure a Flight Plan is Loaded - If upon starting the IYP programme, the system reports...

"No flight plan has been loaded"

please do the following:

If FS2002 or FS2004 (FS9), with the simulator in view...

1. Click on the ALT key
2. Click on Flights, or press the F key
3. Click on Select a Flight, or press the F key
4. Select your previously saved flight.

If FSX or P3D, with the simulator in view...

1. Click on the ALT key
2. Click on Flights, or press the F key
3. Click on Load, or press the L key
4. Select your previously saved flight.

The system will report...

"It appears as though we have changed the flight plan."

and the system will reload. You're ready to go!

Specify a Destination Airport

Since we are flying VFR, typically Michelle will already know what the destination airport will be. However, it doesn't hurt to confirm this fact. In this example, let's say you've filed a VFR flight plan that will have you landing at the non-towered airport Orcas Island (KORS). You will say to Michelle,

"Make the Destination airport Kilo, Oscar, Romeo, Sierra"

She will respond with something like…

"Roger. Kilo, Oscar, Romeo, Sierra"
"Distance 25 miles."
"Airport altitude 23 feet."

Departing from a Non-Towered Airport

In this example, we'll be departing from the non-towered airport at Chilliwack, BC (CYCW) in a Cessna Skyhawk aircraft with the Tail Number N176CM. Our destination is Nanaimo, BC, about 75 miles due west. We have created a flight plan in the Microsoft simulator and the details of the route, etc., are present and displayed in the GPS.

Getting the METAR Weather Report
If you were at a towered airport, you would say…

"Switch to A.T.I.S." or,
"Switch to ATIS" (pronounced eight tis)

to get the local weather conditions. However, the small airport at Chilliwack does not have ATIS facilities. Alternatively, (if you're flying under real-time conditions) you might say…

"Get the weather for Charlie Yankee Charlie Whiskey"

However, there's no automated weather support at Chilliwack either. So, you can use the closest Towered airport, Abbotsford, BC (CYXX) and say…

"Get the weather for Charlie Yankee X-Ray X-Ray"

Listen to the METAR weather report, get the current barometric pressure, set the Altimeter accordingly, and determine the runway you will be using for departure based upon the prevailing winds in the area.

Request IFR Clearance
Since there isn't a Tower at Chilliwack, you'll be requesting IFR Clearance from Victoria Approach. How do you know that it will be Victoria Approach? You discover this by opening the ATC window by pressing the tilde key (~), or IYP will open it for you if you say,

"ATC", or "Toggle ATC"

Now that you know that you'll be requesting IFR Clearance from Victoria Approach, you say...

"Victoria Approach"
"Cessna November 176 Charlie Mike"
"IFR Clearance to Charlie Yankee Charlie Delta"
"Ready to copy"

Victoria Approach will respond with something like this,

"Cessna November 176 Charlie Mike"
"Cleared to Charlie Yankee Charlie Delta airport as filed"
"Climb and maintain 4,000"
"Departure frequency is 132.7"
"Squawk 7746"
"Clearance void thirty minutes from now"

You will read back the confirmation by almost echoing the instructions...
"Cessna November 176 Charlie Mike"
"Cleared to Charlie Yankee Charlie Delta"
"Climb and maintain 4,000"
"Departure frequency is 132.7", or *"Departure on 132.7"*
"Squawk 7746"
"Clearance void thirty minutes from now"

ATC will respond with...

"Read back correct"

IMPORTANT NOTE: The Microsoft system does not provide you much time to confirm the instructions, before it starts nagging you for a response. Therefore, the IYP system will temporarily reduce the simulator rate to 1/4 speed in order to give you more time to respond. Even so, until you familiarize yourself with responding in a timely manner, the Microsoft ATC system will still keep nagging, despite the slower rate. Unfortunately, there's not much that can be done in this regard. Once you have completed the confirmation, the simulator's rate is set back to normal.

Taxiing for Takeoff
Now that you have filed your flight plan and you have received clearance from ATC, you can proceed to inform the local traffic that you will be taxiing to the appropriate runway, based upon the weather report you obtained earlier.

First contact the traffic within the airport's general area by saying:

"Charlie Yankee Charlie Whiskey Traffic", or
"Chilliwack Traffic"

Next specify your Full Tail Number. Let's say your Tail Number is N176CM, you'd say:

"Cessna November 176 Charlie Mike"

NOTE: If you do not know your Tail Number, ask Michelle by saying,

"What is my call sign?"

Now you'll tell the traffic you're taxiing to runway 7 for example. You'd say:

"Taxiing to runway 7"

You then terminate the communication by repeating the airport's ICAO or name:

"Charlie Yankee Charlie Whiskey", or simply,
"Chilliwack"

When you specify a runway, the IYP application "remembers" that you've done so. This is required in case you change your mind and decide to taxi to another runway. You'd repeat the same announcement as above, however the menu selections within the Microsoft ATC Window are now different.

NOTE: If you re-load the aircraft, causing the Microsoft ATC Window menu items to be reset to the point where no runway has been selected, then the SuperATC programme will be "out-of-sync" with the simulator.

In this case say,

"Reset runway assignment"

This will reset the SuperATC system to a point where no runway has been specified.

Departing

Once you've taxied to the departing runway (e.g. runway 7), you'll make another announcement of your planned departure parameters to the local traffic in the area. Therefore, you'd say:

> *"Charlie Yankee Charlie Whiskey Traffic",* or
> *"Chilliwack Traffic"*

Next specify your Full Tail Number. Let's say your Tail Number is N176CM, you'd say:

"Cessna November 176 Charlie Mike"

Now you'll tell the traffic you're taking off from runway 7. You'd say:

> *"Taking off runway 7",* or,
> *"Departing runway 7"*

followed by the pattern you'll be using, for example:

> *"remain in pattern"*, used for doing touch-and-goes, or
> *"remaining in pattern"*, also used for doing touch-and-goes, or
> *"using the option"*, also used for doing touch-and-goes, or
> *"departing straight out"*, or
> *"departing the pattern to the north"*, or
> *"departure to the north"*, or
> *"departing the pattern to the south"*, or
> *"departure to the south"*, or
> *"departing the pattern to the east"*, or
> *"departure to the east"*, or
> *"departing the pattern to the west"*, or
> *"departure to the west"*

You'll then typically specify your intended altitude. For example you'd say:

> *"Climbing to six thousand five hundred"*

You then terminate the communication by repeating the airport's ICAO or name:

> *"Charlie Yankee Charlie Whiskey",* or simply,
> *"Chilliwack"*

Please skip down to the section entitled **En Route ATC** …

Departing from a Towered Airport

In this example, we'll be departing from Abbotsford International airport (CYXX).

Getting the ATIS Information

First you contact ATIS to get the weather conditions by saying to your co-pilot:

> *"Switch to A.T.I.S."* or,
> *"Switch to ATIS"* (pronounced eight tis)

This will change the radio frequency to that of the ATIS (Automatic Terminal Information System). Listen to the ATIS report, get the current barometric pressure,

and set the Altimeter accordingly. Then listen for the active runway(s) and wait for the phrase from ATIS that will be something like this:

> *"Advise controller on initial contact you have India"*

The word "*India*" is a handle for the latest ATIS update. The next update will likely use the word "*Juliet*", then "*Kilo*", and so on. Jot down all needed information, then say:

> *"Switch to Ground."*

This will change the radio frequency to Ground Operations at (in this example) Abbotsford (CYXX).

NOTE: There will be a slight delay in changing frequencies. Please be patient.

Request IFR Clearance
You request IFR clearance by saying (for example)...

> *"Abbotsford Ground"*
> *"Cessna November 176 Charlie Mike"*
> *"IFR Clearance to Charlie Yankee Charlie Delta"*
> *"Ready to copy"*

Abbotsford Tower will respond with something like this,

> *"Cessna November 176 Charlie Mike"*
> *"Cleared to Charlie Yankee Charlie Delta airport as filed"*
> *"Fly runway heading"*
> *"Climb and maintain 4,000"*
> *"Departure frequency is 132.7"*
> *"Squawk 7746"*

You will read back the confirmation by almost echoing the instructions...

> *"Cessna November 176 Charlie Mike"*
> *"Cleared to Charlie Yankee Charlie Delta"*
> *"Fly Runway Heading"*
> *"Climb and maintain 4,000"*
> *"Departure frequency is 132.7", or "Departure's on 132.7"*
> *"Squawk 7746"*

ATC will respond with...

> *"Read back correct"*

Taxiing for Takeoff
You will contact Abbotsford Ground Operations and say (in this case):

> *"Abbotsford Ground"*
> *"Cessna November 176 Charlie Mike"*
>
> *"With India request taxi IFR",* or
> *"Request taxi to the active",* etc.

Abbotsford Tower will respond with something like this,

"Cessna November 176 Charlie Mike"
"Taxi to, and hold short of Runway 25 via taxiway Alpha, Delta, Runway 7"
"Contact Tower on 121.0 when ready"

You will confirm these instructions by saying...

"Taxi to, and hold short of Runway 25 via taxiway Alpha, Delta, Runway 7"
"Cessna November 176 Charlie Mike"

Request Take Off Clearance
You contact Tower by simply saying to your co-pilot:

"Switch to Tower"

Now you need to request Take Off Clearance by saying:

"Abbotsford Tower"
"Cessna 6 Charlie Mike", or "Cessna November 176 Charlie Mike"

and one of the following (e.g., Runway 7):

"At runway 7, ready for takeoff", or
"At runway 7, ready for departure", or
"At runway 7, ready to go"

The Microsoft ATC will respond with something like this:

"Cessna 6 Charlie Mike"
"Cleared for takeoff Runway 7."

You need to acknowledge this by saying:

"Cleared for takeoff Runway 7"
"Cessna 6 Charlie Mike"

You're airborne!

En Route ATC
Now that you're airborne and flying IFR, you'll need to contact air traffic control (ATC) shortly after takeoff. Throughout your IFR flight you'll be in radio contact with a controller at either Terminal Radar Approach Control (TRACON), or an Air Route Traffic Control Center (ARTCC). ATC is designed to permit controllers to issue traffic information to pilots based upon radar contact information, to ensure that other aircraft will not intersect your flight path. By communicating with ATC, you have complete knowledge of the air traffic you are flying through. ATC controllers may use phraseology like, "traffic alert", or "low altitude alert", followed by a description of the alert and a recommendation for how to avoid it.

When flying IFR, the controllers will provide radar vectors throughout the entire flight.

Contacting ATC After Departing from a Non-Towered Airport
In this example, let's say that you're flying the runway heading as you depart from Chilliwack (CYCW) British Columbia, Canada en route to the non-towered airport at Nanaimo (CYCD) on Vancouver Island. Once you climb above approximately 300 feet, the ATC menu will change and display the following:

1 - Contact Victoria Approach

At this point you can say...

"Victoria Approach"
"Cessna November 176 Charlie Mike is with you."

or simply...

"Victoria Approach"
"Cessna 6 Charlie Mike is with you"

ATC will respond with something like this...

"Cessna November 176 Charlie Mike"
"Victoria Approach - Roger"
"Altimeter 29.96"

ATC En Route Vectoring and Alerts
ATC will say something like...

"Cessna 6 Charlie Mike"
"Turn left heading 265"
"Resume own navigation"
"Climb and maintain 4,000"

You acknowledge these instructions by saying (for example)...

"Turn left heading 265"
"Proceed on course"
"Climb and maintain 4,000"
"Cessna 6 Charlie Mike"
Shortly thereafter, ATC may say something like this...

"Cessna 6 Charlie Mike"
"Contact Vancouver Center on 125.95"

NOTE: Here you actually instruct your Co-pilot to change the frequency and have your Co-pilot respond to ATC.

So, you say...

"Going to 125.95"

Your Co-pilot will change to the assigned frequency and say to ATC...

"Going to 125.95"
"Cessna 6 Charlie Mike"

Now you contact Vancouver by saying (for example)...

"Vancouver Center"
"Cessna November 176 Charlie Mike is with you."

or simply say...

"Vancouver Center"
"Cessna 6 Charlie Mike is with you"

ATC will respond with something like this...

"Cessna November 176 Charlie Mike"
"Vancouver Center - Roger"
"Altimeter 29.97"

During the flight, ATC may advise you to increase your altitude in order to clear mountain terrain. They might say (for example)...

"Cessna 6 Charlie Mike"
"Climb and maintain 5,300"

You respond by echoing...

"Climb and maintain 5,300"
"Cessna 6 Charlie Mike"

Thereafter, ATC may advise you to decrease your altitude and say (for example)...

"Cessna 6 Charlie Mike"
"Descend and maintain 4,000"

You respond by echoing...

"Descend and maintain 4,000"
"Cessna 6 Charlie Mike"

Landing at a Non-Towered Airport
In this example, we'll be landing at the non-towered airport at Nanaimo (CYCD) on Vancouver Island, British Columbia, Canada.

As you approach the airport, ATC will say something like this...

"Cessna 6 Charlie Mike"
"You're 42 miles east."
"Turn right heading 305."
"Descend and maintain 2,300"
"Expect vectors visual runway 16 approach"

You acknowledge the instructions by saying,

"Turn right heading 305."
"Descend and maintain 2,300"
"Expect vectors runway 16 approach"
"Cessna 6 Charlie Mike"

NOTE: You **MUST** specify the correct runway number above.

After vectoring you towards the airport, ATC will finally say something like this...

"Cessna 6 Charlie Mike"
"Airport is 11 miles at your 10 o'clock"
"Turn left heading 180."
"Report runway in sight"

You acknowledge the instructions by saying,

"Turn left heading 180."
"Cessna 6 Charlie Mike"

Do Not Have the Runway in Sight
If you cannot see the runway, you would say...

"Victoria Approach"
"Cessna 6 Charlie Mike"
"Do not have the runway in sight"

ATC will respond with something like this...

"Cessna 6 Charlie Mike"
"Airport is at your 12 o'clock - 8 miles"
"Turn right heading 180."
"Report runway in sight"

You Have the Runway in Sight
Once you have the runway in sight, you'll say...

"Victoria Approach"
"Cessna 6 Charlie Mike"
"Have the runway in sight"
ATC will respond with something like this...

"Cessna 6 Charlie Mike"
"You are 9 miles north"
"Descend and maintain 2,100"
"Cleared visual runway 16 approach"
"Switch to advisory on 122.1"

You acknowledge the instructions by saying,

"Descend and maintain 2,100"
"Cleared visual runway 16"
"Advisory on 122.1"
"Cessna 6 Charlie Mike"

Contacting Local Traffic at a Non-Towered Airport
As you approach the airport, you can say, for example,

"Charlie Yankee Charlie Delta traffic", or
"Nanaimo traffic"

"Cessna November 176 Charlie Mike"
"Nine miles north of Charlie Yankee Charlie Delta"
"For Landing runway 16."
"Full stop"

"Charlie Yankee Charlie Delta", or simply
"Nanaimo"

followed by...

"Nanaimo traffic"
"Cessna 6 Charlie Mike"
"On final for runway 16"
"Nanaimo"

Missed Approach at a Non-Towered Airport
If you missed your approach, you will contact Victoria Approach by saying,

"Victoria Approach"
"Cessna 6 Charlie Mike"
"Missed Approach at Charlie Yankee Charlie Delta"

ATC will respond with something like this...

"Cessna 6 Charlie Mike"
"You are 2 miles northwest"
"Turn right heading 325"
"Climb and maintain 2,100"
"Expect vectors visual runway 16 approach"

You acknowledge the instructions by saying,

"Turn right heading 325"
"Climb and maintain 2,100"
"Expect vectors runway 16 approach"
"Cessna 6 Charlie Mike"

After Landing at a Non-Towered Airport
Once you land and clear the runway, you say…

"Charlie Yankee Charlie Delta traffic", or
"Nanaimo traffic"

"Cessna November 176 Charlie Mike"
"Clear of the runway"

Landing at a Towered Airport
In this example, you'll be landing at the towered airport at Abbotsford (CYXX), British Columbia, Canada.

As you approach the airport, ATC will say something like this...

"Cessna 6 Charlie Mike"
"You're 42 miles southwest"
"Turn right heading 115"
"Expect vectors ILS runway 7 approach"

You acknowledge the instructions by saying,

"Turn right heading 115"
"Expect vectors ILS runway 7 approach"
"Cessna 6 Charlie Mike"

NOTE: You **MUST** specify the correct runway number above.

As you approach the airport, you'll likely hear something like...

"Cessna 6 Charlie Mike"
"Descend and maintain 2,500"

You can respond by saying...

"Descend and maintain 2,500"
"Cessna 6 Charlie Mike"

As you approach the airport, ATC will say something like this...

"Cessna 6 Charlie Mike"
"You are 15 miles west"
"Turn left heading 115."
"Descend and maintain 2,500"
"Cleared ILS Runway 7 approach"
"Maintain 2,500 until established on the Localizer"
"Contact Abbotsford Tower on 119.4"

You acknowledge the instructions by saying,

"Turn right heading 115"
"Descend and maintain 2,500"
"Cleared ILS Runway 7 approach"
"Maintain 2,500 until established on the Localizer"
"Tower on 119.4"
"Cessna 6 Charlie Mike"

NOTE: You **MUST** specify the correct runway number above.

Next you contact Abbotsford Tower by saying,

"Abbotsford Tower"
"Cessna November 176 Charlie Mike"
"18 miles west of Charlie Yankee X-Ray X-Ray"
"To Land"

Abbotsford Tower will respond by saying something like,

"Cessna November 176 Charlie Mike"
"Abbotsford Tower"
"Fly straight in Runway 7"
"Altimeter 29.98"

You acknowledge the instruction by saying,

"Fly straight in Runway 7"
"Cessna 6 Charlie Mike"

When you get to about 6 miles from the airport, the Abbotsford Tower will say...

"Cessna 6 Charlie Mike"
"Abbotsford Tower"
"Cleared to land Runway 7"

You acknowledge the instruction by saying,

"Cleared to land Runway 7"
"Cessna 6 Charlie Mike"

After Landing at a Towered Airport
Once you've touched down and slowed the aircraft, the Microsoft ATC system will say something like:

"Cessna 6 Charlie Mike, exit runway when able", or
"Cessna 6 Charlie Mike, turn next taxiway"

As you exit the runway, the Microsoft ATC system will tell you to contact Ground Operations by saying something like,

"Cessna 6 Charlie Mike, contact Ground on 121.8."

You will acknowledge the instruction by actually instructing your Co-pilot to tune…

"Going to 121.8"

Your Co-pilot will change to that assigned frequency and say to the Tower controller…

"Going to 121.8… Cessna 6 Charlie Mike"

The ATC window will likely have the following options:

1. Request Taxi to Gates
2. Request Taxi to Parking
3. Request Taxi to Fueling
4. [Taxi for Takeoff Options . . .]

NOTE: Request Taxi to Fueling is only present in FSX.

At this point you'd say:

"Abbotsford Ground"
"Cessna November 176 Charlie Mike"

"Request Taxi to Gate", or
"Request Taxi to General Aviation Parking", or
"Request Taxi to Fueling"

or, if you're planning on leaving right away, perhaps you'd say,

"Switch to ATIS"
This will change the radio frequency to that of the ATIS. Listen to the ATIS report, get the current barometric pressure, and set the Altimeter accordingly. Then listen for the active runway(s) and wait for the phrase from ATIS that will be something like this:

"*Advise controller on initial contact you have India*". The word "*India*" is a handle for the latest ATIS update. The next update will likely use the word "*Juliet*", then "*Kilo*", and so on. Jot down all needed information, then say:

"Switch to Ground"

followed by,

"Abbotsford Ground"
"Cessna November 176 Charlie Mike"
"With India, request taxi, departure to the east"

Let's assume we requested taxiing to General Aviation Parking. The Microsoft ATC system will say something like:

"Cessna 6 Charlie Mike"
"Taxi to General Aviation Parking using taxiway Hotel, Alpha"

Once again, you practically echo the instruction, by saying,

"Taxi to General Aviation Parking using taxiways Hotel, Alpha"
"Cessna 6 Charlie Mike"

If needed, you can then say, "*Turn Progressive Taxi On*", and if you want to turn it off, say, "*Turn Progressive Taxi Off*"

That's it!

Special IYP Features

Slewing to a Runway

This feature was originally added for our blind and visually impaired (BVI) pilots so that they could run through the Pre-Flight, Before Start Up, Start Up, Before Taxi and Taxi checklists, then because they cannot see the taxiways, simply **SLEW** to the assigned runway. However, in many cases, even sighted simmers who decide to do a quick flight, simply select the Active Runway. Then, perhaps we change the weather and when we ask for takeoff clearance, we discover we're at the wrong runway. Here again, we can simply **SLEW** to the alternate runway by saying...

"Michelle, let's taxi to runway 3 4 right."
"Mike, let's taxi to runway 8 left."

or

"Michelle let's taxi to and hold short of runway 3 4 right."
"Mike let's taxi to and hold short of runway 3 4 right."

NOTE: The "hold short" voice commands pulls the aircraft short of the runway on the apron. This ensures that we don't drop the aircraft on top of another already on the taxiway. In this apron position, it is NOT on the runway as far as ATC is concerned.

Once our trusty and muscular co-pilot lifts our aircraft and moves us to the correct runway, she or he taxis into Position and Hold, and automatically resets the gyro.

What Runways Exist?

This feature was originally conceived as a tool for our blind and visually impaired (BVI) pilots so that they could find out what runways are available at a particular airport, and in particular those runways that are equipped with an ILS approach. Since its implementation, we have discovered that sighted users also find this facility extremely helpful.

So, for example, if you were approaching Vancouver International airport, you would say...

"Make the destination airport Charlie, Yankee, Victor, Romeo."

Michelle or Mike confirms the ICAO, reads back the airport name, indicates the airport's relative direction to the aircraft (*e.g., three o'clock*), the distance to the airport, and its altitude. Then, you ask...

"What runways exist?"

and your co-pilot reads back all of the runways, their length, course setting, surface type, and whether or not there is an ILS approach.

CLICK HERE to hear a sample co-pilot read back.

Speed Control

Taxi Speed

The IYP application can adequately control the Taxi Speed of most aircraft and typically keeps the ground speed just below 20 knots. To release the facility, you hold the brakes on.

NOTE: You will see the IYP application sometimes tap the brakes in order to maintain the proper ground speed. Obviously, this wouldn't let you win any extra credits from a flight instructor, but it was a technical necessity.

The ground speed will drop quite quickly as you make a turn on the ground… the tighter the turn, the more the speed will decrease. When you straighten out the direction, the speed will once again increase. You can also "tap" the brakes as you are approaching a sharp turn, but keep in mind, that if you "hold" the brakes on, the facility will release.

NOTE: If you are taxiing with a turboprop aircraft, please ensure that you have the fuel condition lever to high idle and/or decrease the prop pitch.

Air Speed

The IYP application can control the airspeed of most of the General Aviation (GA) type aircraft in the simulators. This is accomplished by saying, "*Airspeed*" followed by the desired speed. For example, in a Cessna C172 Skyhawk, you might say, "*Airspeed One Zero Five*." Your Co-pilot will maintain this airspeed for you.

NOTE: Some aircraft respond differently than others based upon their power plant.
NOTE: You cannot specify an airspeed that exceeds the aircraft's specifications.

Virtual Reality

Cabin Music

Whenever you are flying a jetliner, private jet or commercial turboprop, the IYP system will turn on Cabin Music (music that is played to the passengers to entertain them during pre-flight, taxiing for takeoff, taxiing to the gate after landing and until they depart the aircraft.) The IYP application automatically knows when to turn this music on and off during the various stages of the flight. The Cabin Music can be turned ON/OFF in-flight by saying, "*Cabin music on*" or "*Cabin music off*" respectively. It is played at a relatively low-level. After all, the Cockpit Crew cannot really hear it that well with the cockpit door closed.

Crew Announcements

The IYP application makes a series of Crew Announcements:

- Welcomes the passengers on board
- Safety Announcements during push back and taxiing before takeoff
- Announcements after reaching 13,000 feet
- Announcements after reaching Cruising
- In-flight Seat Belt Warnings based upon real weather conditions
- Preparation for Landing Announcement during descent
- Taxiing to the Gate/Ramp Announcements, etc.

Interactive Push Backs

There are two different push back mechanisms in IYP. When running through a checklist, if Michelle asks, "*Captain, do we require a push back?*" and you respond in the affirmative, the IYP application performs realistic aircraft-to-ground communications during the push back stage. You will hear Michelle communicating with ground operations, etc. As the Captain of the flight, you will be asked to specify the push back distance (in feet or metres) and the direction: tail left, tail right or straight back.

If you respond with "*Negative*" to the push back request because perhaps you are using your own third-party push back system, you can still execute a push back at any time by saying, "*Start push back please.*" You can then say, "*Push the tail left*" or "*Push the tail right*" as needed. To stop the push back you simply say, "*Stop push back*".

NOTE: Some aircraft do not support the more sophisticated IYP aircraft-to-ground system and will not even offer it as part of the checklist procedures, because the aircraft has built-in push back facilities.

Flight-Following Announcements

General Aviation Type Aircraft:

If you're flying a General Aviation (GA) type aircraft, then your trusty Co-pilot (Mike or Michelle) will be explaining what he or she can see from the right side of the aircraft and what you will be able to see to your left throughout the flight. These announcements only happen once the GA type aircraft has climbed above 3,000 feet. The announcements repeat every 20 minutes (or so) on a regular basis. Of course, you can always say,

> "*Make a Flight Following Announcement*"

at any time.

Jetliners and Commercial Props:

The First Officer (FO) begins Flight-Following Announcements once the aircraft climbs above Flight Level 200 (20,000 feet), and stops making announcements when the aircraft descends below 13,000' AGL. In keeping with IYP realism, the flight deck gets far too busy below 10,000' AGL! You will hear ambient cockpit noise behind the FO's announcements to the passengers and crew during flight.

If you're flying a commercial aircraft with passengers, your FO will announce to the passengers during boarding,

"*If you tune to channel 7 on your headset, I will be pointing out places of interest throughout our flight.*"

Then, once the aircraft climbs above FL200 he or she will make announcements to the passengers along the way… even giving them the Temperatures in both Celsius and Fahrenheit degrees.

To activate and deactivate this feature, you can simply say,

> "*Deactivate Flight Following Announcements*" or
> "*Activate Flight Following Announcements*"

The Flight Following Announcements are made randomly, but on average about every 20 to 25 minutes. You can always invoke an announcement by saying, "*Make a Flight Following Announcement*."

Please keep in mind that these announcements will only be made if there's something to announce! For example, attempting to invoke an announcement while flying over the Pacific Ocean will yield "silence."

MyMusic
Flying those long flights can get boring after a while. You can install your own MP3 files that you can listen to during these times.

Under the **Sound** folder beneath the ROOT folder of your simulator, you will see a folder entitled:

[FS9, FSX or P3D]\Sound\MyMusic

Place your own MP3 music files in this folder.

To switch this music service on and off during flight, simply say, "*My music on*," or "*My music off*" respectively.

Use the **My MP3 Music Volume** slider to adjust the volume to suit your taste.

NOTE: The MP3 volume automatically lowers whenever you speak to your co-pilot. After a slight delay, the volume is restored.

ACARS (Aircraft Communications Addressing and Reporting System)

What is ACARS?
In the real world, ACARS is a digital datalink system for the transmission of small messages between aircraft and ground stations via radio or satellite. Prior to the introduction of ACARS, all communication between the aircraft (the flight crew) and personnel on the ground was performed using voice communication. In an effort to reduce crew workload and improve data integrity, the major airlines introduced ACARS in the late 1980's. On the aircraft, the ACARS consists of an avionics computer called an ACARS Management Unit (MU) and a CDU (Control Display Unit). The MU is designed to send and receive digital messages from the ground using existing VHF radios. On the ground, the ACARS is made up of a network of radio transceivers, which receive and transmit datalink messages and routes them to various airlines on the network.

OOOI **(Pronounced... Oh Oh Oh Eye)**
One of the initial applications for ACARS was to automatically detect and report changes to the major flight phases (Out of the gate, Off the ground, On the ground and Into the Gate) - "OOOI." These OOOI events are determined by algorithms in the ACARS MUs that use aircraft sensors (such as doors, parking brakes and strut switch sensors) as inputs. At the start of each flight phase, the ACARS MU transmits a digital message to the ground containing the flight phase, the time at which it occurred and other related information such as fuel on board. origin and destination, etc.

What are Virtual Airlines?

A virtual airline ("VA") is a dedicated hobby organization that uses flight simulation to emulate the operations of a "real" airline. Virtual Airlines have Websites that are similar in many ways to a real airline site. A number of VAs use fictional names, while others take the name of a real-world airline (with approval of the actual airline they virtually represent).

Even though virtual airlines are not "real," flying for VAs is considered a "serious hobby" and appeals to a surprisingly wide array of enthusiasts. Some VAs even simulate "real-world" airline operations to the point where flight dispatching and virtual compensations are part of their basic operations. The appeal varies. For those who are new to flight simulation, virtual airlines provide an environment to gain knowledge of the commercial corporate world of the airline industry. Even those who actually lack the "real-world" training to fly jetliners, nonetheless find themselves engrossed in this exciting "real-life" operation.

FSACARS

Nearly all of the virtual airlines in existence today, use a fantastic ACARS data link system developed by Pedro Sousa and José Oliveira, called FSACARS. FSACARS is a very mature software program that emulates real world ACARS in Microsoft Flight Simulator and uses the information it collects to create detailed pilot reports to Virtual Airlines; both in the form of LOG files as well as REAL-TIME data.

IYP ACARS

The following is an overview of the **fully integrated** It's Your Plane (IYP) Aircraft Communications Addressing and Reporting System (ACARS) and Pilot's Reporting system (PIREP).

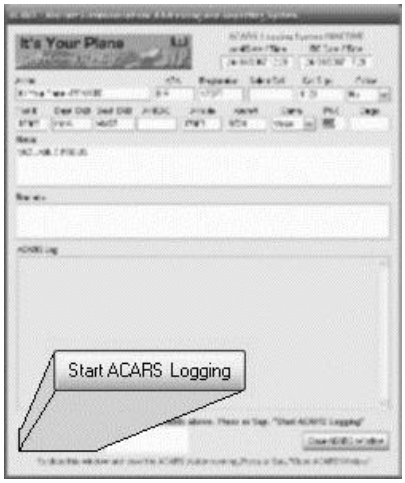
Activating the ACARS System

Please be advised, that when you initially launch the IYP application, ACARS is NOT ACTIVATED. Please say, "*Bring up the ACARS window*" to view your ACARS data (and *"Kill the ACARS window"* to close it). To ACTIVATE ACARS, simply say, "*Activate the ACARS system*." Your trusty Co-pilot will respond with, "*The ACARS system has been activated*."

The ACARS window will change from what is displayed on the LEFT to what is displayed on the RIGHT (above).

Logging ACARS Data

If the ACARS is ACTIVE when you launch the IYP application and if you have loaded a PRE-SAVED FLIGHT with defined Origination and Destination airports, then if you decide to run ACARS logging, then simply say, "*Start ACARS logging.*" Alternatively, you can say, "*Bring up the ACARS window*" and then click on the Start ACARS Logging button. (see image below)



While performing the Before Startup Checklist, the FO automatically asks, "Captain, do you wish to start the ACARS logging system at this time?" The conditions for this query are:

ACARS system Activated
Origination airport defined
Destination airport defined
Flight Plan with Route filed and loaded in GPS
Top of Climb Altitude (Cruise Altitude) declared
All engines shut down with Fuel Flow = 0

IMPORTANT NOTE: If you typically run IYP in the OFFLINE mode, please ensure that you switch to the ONLINE mode at least once to download the new checklists.

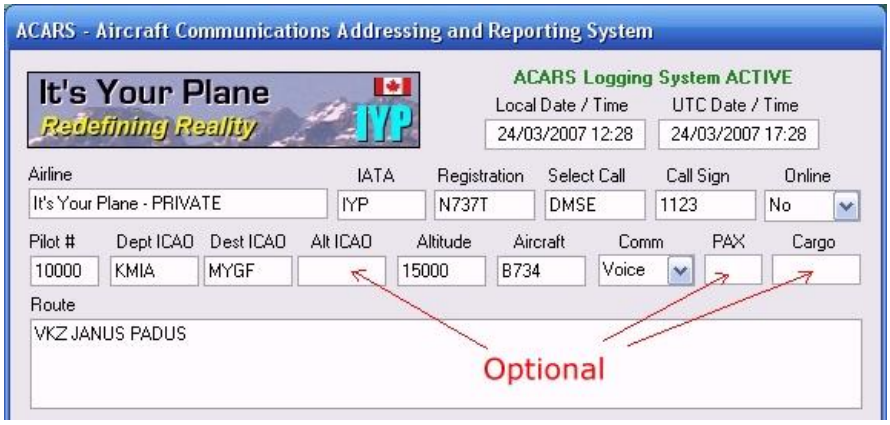
Requisite Information

All of the requisite data must be present before ACARS logging will start. Namely:

1. Airline - Will display It's Your Plane - PRIVATE unless flying with a Virtual Airline
2. IATA - Will display IYP unless flying with a Virtual Airline
3. Registration - Actual Tail (Registration) Number of the aircraft being flown
4. Select Call - A 4-character Selective Calling Code that is randomly generated by the IYP application
5. Call Sign - Is derived from the Flight Number of the aircraft being flown
6. Pilot # - The IYP User's Number, unless the pilot is flying with a Virtual Airline
7. Dept ICAO - The departure airport ICAO pulled from the Flight Plan
8. Dest ICAO - The destination airport ICAO pulled from the Flight Plan
9. Altitude - The planned Flight Level pulled from the Flight Plan
10. Aircraft - An IYP formulated 4-character code for the aircraft being flown

11. Route - pulled from the Flight Plan (unless it's a very short flight with no waypoints)

Here's what your ACARS window should look like if you are flying as an It's Your Plane user (i.e., not associated with a Virtual Airline)



Here's what your ACARS window should look like if you are flying as a pilot associated with a Virtual Airline (VA) like Air Canadian.

Set Alternate ICAO

You can set the Alternate ICAO by saying the phrase,

> *"Make the alternate destination airport Kilo Sierra Echo Alpha."*

Michelle will respond with, for example,

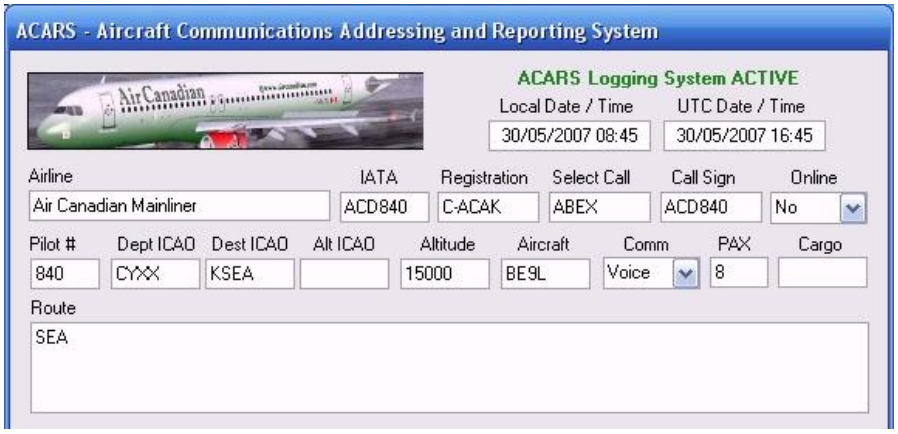
> *"The destination airport is Kilo Sierra Echo Alpha. Distance 93 miles. Airport altitude 433 feet."*

PAX (Passenger Count)

You can also set the Passenger Count by saying,

> *"Passenger Count equals zero eight two."*

NOTE: The passenger count must be expressed in three digits. e.g. if you have 8 passengers, express the count as zero zero eight.



You'll note that the Pilot # is NOT the users IYP Number. Rather, it is their actual Pilot # assigned to them by the VA, in this case, Air Canadian.
You'll also note that in the image above, the user has entered 8 in the PAX (Passengers) field. This will be recorded in the ACARS data file, but is OPTIONAL and not required for the proper operation of the PIREP system.

Saving ACARS Data

If you have STARTED ACARS LOGGING for a given flight, then upon arrival at the destination airport, the IYP application will ask you if you would like to SAVE your ACARS data. Assuming that you do so, your data is saved in the folder:

[SIMULATOR ROOT FOLDER]\IYPLogs\ACARS\

in the format:

YYYYMMDDhhmmss.TXT

e.g.

C:\Program Files\Microsoft Games\Microsoft Flight Simulator X\IYPLogs\ACARS\20071214083202.TXT

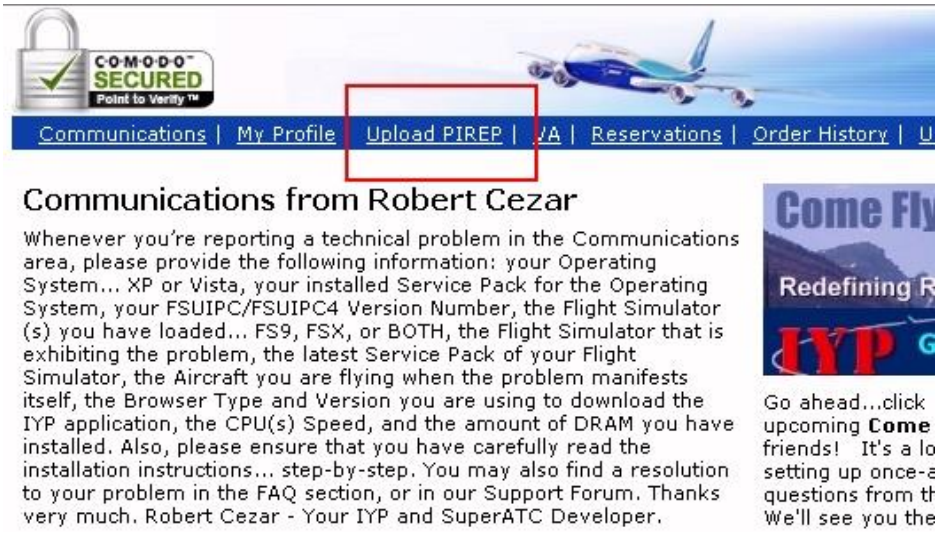
NOTE: If ACARS does not finish logging the entire flight, due to a crash or your spouse calling you to dinner, the phrase "ACARS INCOMPLETE" is included in the data and automatically saved in the ACARS folder under the IYPLogs folder.

Uploading ACARS Data

If you have SAVED your ACARS data as described above, IYP will ask you if you would like to UPLOAD your ACARS to the IYP servers. If you say, "*Yes please*," or "*Affirmative*," then the IYP application will send your ACARS data to our servers and create a Pilot's Report (PIREP) that can be seen by fellow pilots on our site.

PIREP (Pilot Reports)

If you elected not to file your ACARS data at that time, you can do it at a later time by logging into the IYP Dashboard (use the Login link on the IYP Website) and use the **Upload PIREP** link.



You can view filed Pilot Reports by clicking HERE.

IYP Flight Tracker

The IYP Flight Tracker is a logical and natural extension of the IYP ACARS (Aircraft Communications Addressing and Reporting System). To distinguish between the two systems, consider the ACARS as a LOGGING system that prints to your computer's file system a complete log of your flight once it is concluded. The Flight Tracker is a Real-Time IN-FLIGHT presentation of the same basic information, as the flight progresses from origination to destination.

The IYP Flight Tracker in not part of the IYP application that is installed on your PC. Rather, the Flight Tracker is a service facility of the IYP Web site that processes real-time data sent to it from your IYP programme. You can access it by clicking HERE.

Here is a typical Flight Tracker display:

Pilot	Orig	Dest	Type	SelCal	Current Flight Status	UTC	Dur	Ch	Ver	Cty
12300	KAVL	KCLT	B738	CTOV	Parked Before Takeoff	21:04	0:12		172	US
14090	CYYZ	KBUF	A321	TTGS	Pre-Flight	21:03	0:13		172	US
11777		EHLE	N/A	DBVF	Taxiing	21:00	0:16		172	NL
14129	LYBE	LWSK	C172			20:50	0:20		170	PT
14036	EHRD	EHAM	C172	NLFQ	Takeoff and Climbout	20:50	0:26		172	NL
12607	LFLL		C208			20:50	0:26		172	FR
14090	CYYZ		N/A			20:49	0:27		172	US
10981	KSEA		C172			20:47	0:29		172	US
12256	CYYC	CYQR	CRJ7	OHVG	Cruising	20:30	0:46	C	172	US
12423	YMML		PA28	LESD	Parked Before Takeoff	20:21	0:55		172	CA
14231	KSEA	0W0	C172			20:07	0:54		172	FR
10564			C172			20:06	1:10		172	NL
14026	LGAV		N/A			19:52	0:21		172	GR

The entries displayed with a green background and information under the column heading **Current Flight Status,** depict active IYP sessions. As can be seen in the image above, Pilot # 12300 is Parked Before Takeoff, Pilot # 14090 is running through the Pre-Flight checklist with his Co-pilot, etc.

Sessions that are displayed with a white background colour, like Pilot # 12300, are Registered IYP users. Those displayed with a PINK background colour, like Pilot # 14129, are those users who are taking advantage of the **IYP FREE version**. And, those displayed with a TEAL background colour, like Pilot # 14231, are taking advantage of the **FREE SuperATC** application.

You will notice that the background colour for Pilot # 12256 is YELLOW. Sessions displayed in this manner indicate that the IYP pilot is either taking part in an IYP **Come Fly With Me** session, or is communicating (or is willing to communicate) on the **IYP Central** system (please refer to the sections entitled Come Fly With Me and IYP Central for details).

Visitors to the IYP Website can pass their mouse over the **Pilot** number to view pilot's name, over **Orig** and **Dest** to see airport names, over the **Type** to see the aircraft's full description, and over the **Cty** to see the pilot's country of origin. e.g., Pilot # 12300 is from the USA, Pilot # 11777 resides in the Netherlands, etc.

Visitors can also click on the **Pilot** number and, after a short delay; all of the relevant flight information for that particular pilot is displayed in the **IYPing**. Here's an example...

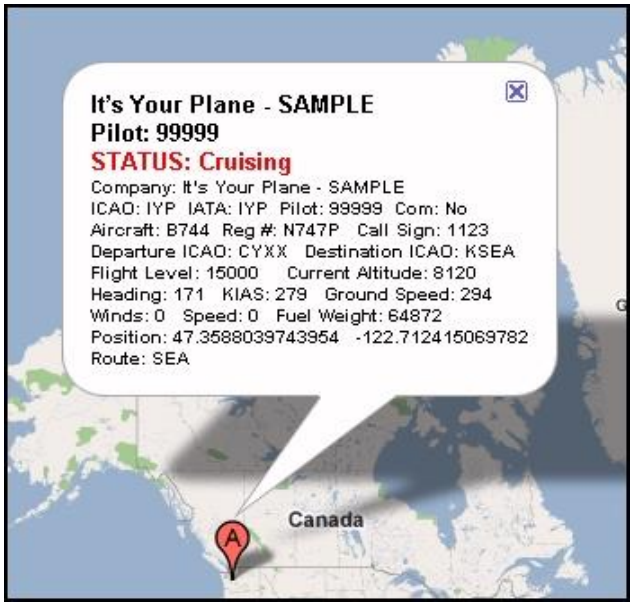
Please refer to the section entitled **IYPing** for more details about this IYP facility.

The Map

The **Flight Tracker** also has a tracking **map** that displays active sessions and employs the same colour schemes to denote the type of **IYP** or **SuperATC** users.

Visitors can pass their mouse over the **Flight Markers** to reveal the Pilot's Number and Screen Name. By clicking on the Flight Marker, a pop-up window appears with all of the relevant data about the pilot's flight. .

Here's a sample:



Many IYP users leave the IYP Flight Tracker up and in view on a second monitor or a laptop computer next to them, to get a real-time view of their progress, as well as to see who else is flying online. It's a great IYP tool. You might want to give it a try!

IYP Central

IYP Central is much like the Come Fly With Me (CFWM) feature in many respects. The primary difference is that in the IYP Central configuration, both IYP users and non-IYP users can send an Instant Message to pilots in flight, requesting that the pilot connect to IYP Central to converse. Naturally, IYPers who are in flight can also use this facility to contact another pilot without having to invoke the Multiplayer mode, as is the case with the CFWM facility. This means that you can continue flying your existing flight plan and converse with others who are both on the ground and in the air.

Here's How this All Works!

IMPORTANT NOTE:
Before getting into the specifics of how to use IYP Central, it is important to note that both the IYP pilot and the person signalling them via the IYP Central system, need to have a programme called **TeamSpeak 2** installed and properly set up on their PC. Please refer to the section entitled **Setting Up TeamSpeak** under the general area **Come Fly With Me,** for details on how to install and set up TeamSpeak 2.

ANOTHER NOTE:
The IYP Central facility is not available to FREE IYP or SuperATC users.

Okay... let's assume that both the person visiting the Flight Tracker facility on the IYP site, and you, the IYP pilot, have TeamSpeak 2 installed.

Here is a typical IYP **Flight Tracker** display on the IYP Website:

Pilot	Orig	Dest	Type	SelCal	Current Flight Status	UTC	Dur	Ch	Ver	Cty
12300	KAVL	KCLT	B738	CTOY	Parked Before Takeoff	21:04	0:12		172	US
14090	CYYZ	KBUF	A321	TTGS	Pre-Flight	21:03	0:13		172	US
11777		EHLE	N/A	DBVF	Taxiing	21:00	0:16		172	NL
14129	LYBE	LWSK	C172			20:50	0:20		170	PT
14036	EHRD	EHAM	C172	NLFQ	Takeoff and Climbout	20:50	0:26		172	NL
12607	LFLL		C208			20:50	0:26		172	FR
14090	CYYZ		N/A			20:49	0:27		172	US
10981	KSEA		C172			20:47	0:29		172	US
12256	CYYC	CYQR	CRJ7	OHVG	Cruising	20:30	0:46	C	172	US
12423	YMML		PA28	LESD	Parked Before Takeoff	20:21	0:55		172	CA
14231	KSEA	0W0	C172			20:07	0:54		172	FR
10564			C172			20:06	1:10		172	NL
14026	LGAV		N/A			19:52	0:21		172	GR

Let's say a visitor to the site, clicks on your four-character **SelCal** code. Incidentally, SelCal is the acronym for **Selective Calling**. This action causes an instant message to be sent to your IYP application. The visitor sees this:

Your Co-pilot will say...

"Someone would like to speak to you on IYP Central."

Given that you're not on final or doing something equally as tense, and wouldn't mind chatting with someone on this long flight, you can say to your Co-pilot:

"Connect to IYP Central"

She or he will automatically launch the TeamSpeak application and connect you to the IYP Central communications system. After connecting, you will notice that the background colour for your entry in the Flight Tracker (like that for Pilot # 12236 in the Flight Tracker display above) will turn to YELLOW. You will also notice that there will be the letter "**C**" in the **Ch** (Channel) column. This tells visitors to the site that you are currently on IYP Central.

Left Shift Key

To ensure that your Co-pilot does not inadvertently act upon phrases picked up from your IYP Central conversation, press the **Left Shift Key** to talk, and release it to once again converse with your Co-pilot.

Contact Other Pilots In-Flight

Naturally, IYPers who are in flight can also use this facility to contact another pilot without having to invoke the Multiplayer mode. This means that you can continue flying your flight plan and converse with others... both on the ground, and in the air.

Reversing the Logic

Rather than waiting for someone to contact you while in flight, you can tell visitors to the site, as well as other IYP pilots, that you're simply cruising along, and you wouldn't mind speaking to someone. In this case, simple connect to IYP Central without invocation. The presence of your Flight Tracker entry being highlighted with a YELLOW background colour, is like putting out the "Welcome Mat".

IYP Pilots Can Call IYP Central

In addition, IYP pilots can now use IYP Central to contact Robert, Lars, and other avid IYPers while in flight to ask questions... if we're awake and online!

The IYP Central facility is ON by default with new installations and upgrades, but can be turned ON or OFF by saying respectively,

"*Activate Selective Calling*"

or

"*Deactivate Selective Calling*".

Alternatively, the SelCal checkbox on the IYP Control Panel performs the same function as the voice commands detailed above.

IYPing (It's Your Ping)

Perhaps you have your own Website and you want to inform your visitors of your status on It's Your Plane. You can place you own IYPing image within signature areas of forums, on your own Web pages, in the signature area of your e-mails, etc., to let people know that you're flying. Simply use the following syntax to insert the IYPing image:

http://www.ItsYourPlane.com/#####.JPG

where ##### represents your IYP pilot number.

If you want to add an IYPing to your Profile signature on the IYP Support Forum at http://www.itsyourplane.eu/forums you would need to add the line below to the bottom of your Profile Signature block and then update your profile:

[img]http://www.itsyourplane.com/#####.jpg[/img]

After you have updated your profile, you can see what it will look like by looking at your Profile Summary.

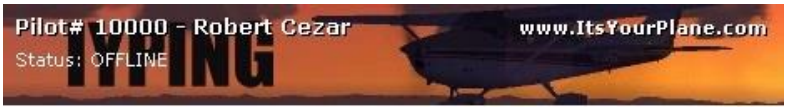
What flight information is displayed if I'm flying with Michelle?

If you are currently flying on It's Your Plane and a person visits your Website or a forum where you have the IYPing image included in your signature set-up, then people will see something like this:

1. Pilot Number
2. Pilot Screen Name
3. Flight Status
4. Current Latitude
5. Current Longitude
6. Origination ICAO
7. Destination ICAO
8. Type of Aircraft
9. Planned Flight Level
10. Current Altitude
11. Indicated Air Speed
12. Current Heading

How come Activate the IYPing Service
Simply click on the Secure Login button on the It's Your Plane Website, enter your e-mail and password, click on the My Profile link and set the IYPing option to ON.

If you are not currently flying and a person views your IYPing image, they will see this:



In-Flight Facilities

Co-pilot Loads ILS Approach Frequencies

You can ask Michelle to load the ILS approach frequency for a given runway at the destination airport by saying, for example,

> *"Load the ILS approach frequency for runway three four (34) left."*

Michelle will respond with, for example,

> *"Navigation 1 set to the ILS approach frequency of 111.7 for runway 34 left. Set the course to 341."*

At this point you would say,

> *"Make the course three four one."*

If you ask Michelle to load the ILS approach frequency for a specific runway but you have yet to define the Destination airport, she will say,

> *"A destination airport has not been declared. To set the destination airport say, 'Make the destination airport', followed by the I.C.A.O. Code; for example, 'Make the destination airport Charlie, Yankee, Victor, Romeo.'"*

You would then say,

> *"Make the destination airport Kilo Sierra Echo Alpha."*

Michelle will respond with, for example,

> *"The destination airport is Kilo Sierra Echo Alpha. Distance 93 miles. Airport altitude 433 feet."*

Cockpit Voice Recorder Transcript Files

Did you know that Michelle does a lot more than simply read out checklists and help you fly the aircraft? She is also an Executive Secretary and she types over 1,900 words per minute. How's that, eh! (Canadian). During each flight, Michelle takes the Voice Recorder, transcribes the entire recording, and stores it in a folder under your Flight Simulator's root folder, called "IYPLogs." For example,

C:\Program Files\Microsoft Games\Flight Simulator 9\IYPlogs\yyyymmddhhmmss.htm

In the log files, Michelle also includes notification of Internet Communications failures along with the Retry Number.

Take a look at the example below! These log files can be very helpful, especially in trying to figure out why your commands are being ignored or performed incorrectly. Keep in mind this is only a brief sample spanning 15 minutes of a 1-1/4 hour flight. If you would like to view the entire flight it can be found in the "Appendix" under…

IYP Voice Recorder Transcript Example
This is a sample of the Cockpit Voice Recorder Transcript file for a flight from Bowerman Airport (KHQM) in Hoquiam, WA, to Astoria Regional Airport (KAST), in Astoria, Oregon.

03.21:42 Mike said: The system has been initialized for a Cessna 172SP Skyhawk.
03:32:36 Mike said: If the departure airport is not kilo, hotel, quebec, mike, and the destination airport is not kilo, alpha, sierra, tango, then please load the correct flight.
03:32:38 Mike said: Captain! It's Your Plane. We're ready to go.
03:32:53 Mike said: Since ACARS is active, you may wish to start ACARS logging now.
03:32:58 **You said: bring up the ACARS window**
03:33:04 **You said: Start ACARS logging**
03:33:12 Mike said: The ACARS logging process has started.
03:33:14 **You said: Do all checklists**
03:33:44 Mike said: Captain. Do you want me to run through all of the checklists as required?
03:33:46 **You said: yes please**
03:33:53 Mike said: Roger. I will call out all of the checklists.
03:33:55 Mike said: Are we ready for the pre-flight checklist?
03:34:04 **You said: affirmative**
03:34:07 Mike said: Roger. I will run down the pre-flight checklist and you, as Captain, can verify the settings.
03:34:09 Mike said: Are certificates and documents aboard?
03:34:11 Mike said: Are certificates and documents aboard?
03:34:30 **You said: affirmative**
03:34:38 Mike said: We have the certificates and documents.
03:34:38 Mike said: Is the fuel selector set to both?
03:34:39 **You said: affirmative**
03:34:47 Mike said: The fuel selector is set to both.
03:34:49 Mike said: The engine mixture should be set to lean.
03:34:50 Mike said: The engine mixture is set to lean.
03:34:51 Mike said: Throttle idle?
03:34:52 Mike said: The throttle is idle.

(Continued in "Appendix" >> IYP Voice Recorder Transcript Example)

Request Flight Data from Your Co-pilot

You can say...

> *"Get the Flight Data"*

and Michelle will respond with...

> *"Current ground speed, 2-3-7 knots. Distance to next waypoint, 68 miles. Time to next waypoint, 17 minutes and 09 seconds. We'll arrive at the next waypoint at, 17:30. Estimated flying time to Echo, Hotel, Alpha, Mike, 53 minutes. Estimated time of arrival, 18:05. Distance to Echo, Hotel, Alpha, Mike, 229 miles. Airport altitude, -10 feet."*

You can also say...

> *"Get the distance to the next waypoint," or*
> *"Get the flying time to the next waypoint"*

and Michelle will deliver information like this...

> *"Distance to next waypoint, 68 miles. Time to next waypoint, one seven minutes and 9 seconds. We'll arrive at the next waypoint at, 17:30."*

You can say...

"Get the flying time to the Destination"

and Michelle will deliver information like this...

"Estimated flying time to Echo, Hotel, Alpha, Mike, 53 minutes. Estimated time of arrival, 18:05."

You can say...

"Get the distance to the Destination"

and Michelle or Mike will deliver information like this...

"Distance to Echo, Hotel, Alpha, Mike, 229 miles. Airport altitude, -10 feet."

You can now...

"Get the current ground speed"

and Michelle/Mike will deliver information like this...

"Current ground speed, 237 knots."

Request METAR Weather Reports

You can get the real-time weather reports for any airport that supports METAR data. For example, if we want the weather for Vancouver (CYVR), we would say,

"Get the weather for Charlie Yankee Victor Romeo."

Michelle will respond with, for example,

"Weather for Charlie Yankee Victor Romeo, 1247 Zulu. Winds 050 at 4. Visibility one-quarter mile. Runway 26 left, RVR 2000, variable to 2,400 and steady. Runway 26 right, RVR 2,400 variable to 3,000 and steady. Sky conditions, freezing fog. Vertical visibility 100 feet. Temperature –1. Dew point –6. Altimeter 3019."

Distance and Direction to Destination Airport

Upon approaching the destination airport, your Co-pilot will call out the distance and direction to the airport starting at approximately 25 miles out. For example,

"Eleven o'clock. 15 miles."

Originally implemented in IYP for the Blind Pilots Mode, this feature has become especially helpful to those flying VFR without the use of sophisticated instrumentation.

The FO calls out the distances approximately as follows:

25 miles
22 miles
20 miles
15 miles
12 miles
10 miles
8 miles
6 miles
4 miles
2 miles

Starting Our Descent Warnings

As you approach the destination airport (if defined) your Co-pilot will say:

- *"We should be starting our descent in about 10 miles."*
- *"We should be starting our descent shortly."*
- *"We should be starting our descent now."*

Passing Over Waypoints

When passing over a waypoint, the co-pilot calls out the information, e.g., "*Passing over Hotel Unicorn Hotel (HUH)*." Shortly after passing each waypoint, the co-pilot calls out the next waypoint and the distance to it, e.g., "*Next waypoint, Charlie Yankee Delta, distance 72 miles*."

Airport Database

A default IYP airport database is downloaded during the installation of the IYP application. Whenever we make changes to the database, and you then launch the IYP application, you will hear Michelle say,

> "*We must download the airport data file. This delay only happens during set-up or system upgrades. I will inform you when we are done. Please wait*."

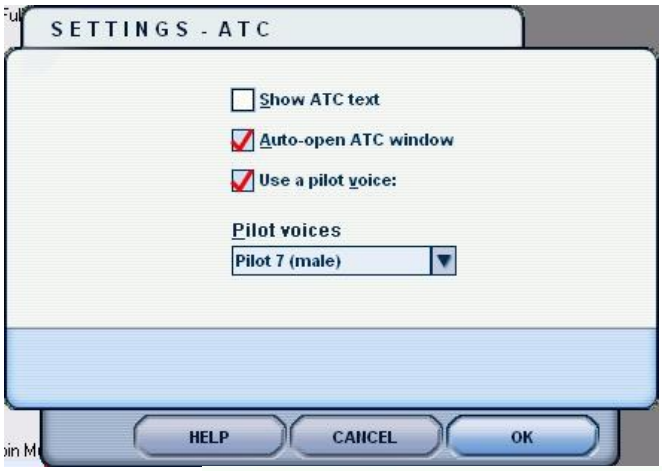
You can access the Airport database information by going to our Website:

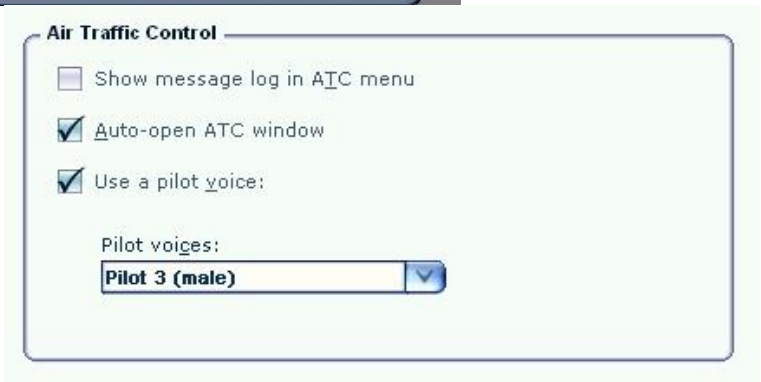
http://www.itsyourplane.com/html/airports.asp

You can obtain the information for any airport in the airport database by entering its ICAO code. Also, there's a list of Water Landings not shown in the Microsoft Simulators.

Communicating with the Microsoft ATC System

Let's assume that you either have the built-in Microsoft ATC system window continuously open on a second monitor, or you have set up your single-monitor system such that the ATC window pops up when ATC issues you a command to change frequencies. Here's a typical ATC set-up for FS2004 (FS9), P3D and FSX:





Under these conditions, when ATC instructs you to... "*Contact Departures on 133.5*," you can respond by saying:

"*Select One*"... to acknowledge the instruction

"*Select One*"... to change to the assigned frequency of 133.5

"*Select One*"... to contact Departures

or you can simply say:

"*Select One*"... to acknowledge the instruction

then say,

"*Going to 133.5*"... to change to the assigned frequency

"*Contact Departure*"... to contact Departure

IMPORTANT NOTE: As you well understand, if ATC is busy speaking to another aircraft, the above method can fail, in which case you can revert back to the first method shown above.

OK, let's take this realistic ATC response methodology to the next level. Let's assume that you are flying a Boeing 737-800, the Flight Number is 0 (admittedly a rather unlikely scenario) and the Tail Number is N737W.

Try saying this:

"*Acknowledge*"... to acknowledge the instruction

"*Going to 133.5*"... to change to the assigned frequency

then say,

"*November 737 Whiskey is with you*"... to contact Departures.

Alternatively, you can use the short-form of the Tail Number (last 3 characters)…

"*37 Whiskey is with you*"... to contact Departures.

Perhaps you are flying a Boeing 747-400 and the Flight Number is 1123.

Try saying this:

"*Acknowledge instruction*"... to acknowledge the instruction

"*Going to 133.5*"... to change to the assigned frequency

"*1123 Heavy is with you*"... to contact ATC

NOTE: A warning is issued if the Tail Number and/or the Flight Number (in the case of commercial flights) is missing.

Illogical Command Screening

There are literally hundreds of "tests" within the IYP logic system that have been implemented to eliminate the issuance of illogical commands; like saying, *"Landing Gear Up"* with a Cessna C172 Skyhawk, etc., etc., etc.

Visually Impaired and Handicapped Persons

Thanks to IYP's co-pilots Michelle and Mike, blind and visually impaired pilots can now enjoy the exciting world of flight simulation in a true, virtual environment, that includes all the cabin sounds as well as the usual flight and cockpit sounds. Just like other IYP users, blind and visually impaired pilots can work with their co-pilots to take off, cruise and land any aircraft to and from their chosen airports.

What makes IYP so special for blind and visually impaired pilots?

Developer Robert Cezar specifically designed a Blind Pilots' Mode for IYP that can be switched on and off by voice command, according to individual pilots' needs.

Command Confirmations: Sighted pilots can read the green speech bar that shows voice activity in real time so they know the system has heard their commands or comments. When the Blind Pilots' Mode is on, a gentle click lets the pilot know that the IYP system has understood their phrase or command.

From The Gate To The Runway: The only part of virtual flying with IYP that blind and visually impaired pilots cannot perform is taxiing to and from the hanger, gate or ramp. Instead they begin their flights either on the apron, or directly on the assigned runway. Blind pilots can say,

"Michelle let's taxi to and hold short of runway 34 left"

Apart from this minor slewing drawback, blind pilots can take full advantage of the numerous features of IYP and immerse themselves in the thrill of soaring up into the wild blue yonder.

Other Features and Advantages of the IYP Blind Pilots' Mode
As the aircraft runs down the runway, the IYP system does an automatic LIFT-OFF.

At 500 feet AGL, 1000 feet AGL and every 1000 feet thereafter, the co-pilot calls out the altitude and vertical rate of climb, e.g., "*1000, rate 1800.*"

When passing over a waypoint, the co-pilot calls out the information, e.g., "*passing over Hotel Unicorn Hotel."*

Shortly after passing each waypoint, the co-pilot calls out the next waypoint and the distance to it, e.g., "*Next waypoint, Charlie Yankee Delta, distance 72 miles*."

When the aircraft is at or within 25 miles of the destination airport, the co-pilot reports the distance and direction of the airport, e.g., "*11 o'clock. 22 miles*." The co-pilot continues to call out the distance and direction at various distances all the way into the destination airport, e.g., 22, 20, 18, 15 miles, etc.

At about 200 feet AGL the co-pilot turns off the autopilot (unless the aircraft supports CAT III auto landing).

At 80 feet AGL the co-pilot turns off the auto throttle and/or airspeed indicator, so that the blind or visually impaired pilot can simply nose up slightly to make a perfect 3 Point landing.

Upon landing, the co-pilot automatically extends the spoilers and applies reverse thrust (where applicable).

At about 80 knots, the co-pilot automatically releases the reverse thrust, at about 50 knots he or she automatically releases the auto-brakes and pulls the flaps up, and the Captain receives a round of applause from his appreciative passengers.

Robert Cezar and the Pacific Feelings Media team regard the Blind Pilots' Mode innovation to be of prime importance in enabling blind and visually impaired pilots to enjoy the flight simulation world as much as sighted pilots.

Changing Views

You can dynamically change your "view" from the cockpit as well as from outside the aircraft by issuing voice commands. Here are the basic 2D cockpit commands:

"*Look straight ahead*" (looks forward and resets the view)
"*Look Front*"
"*Look front left*"
"*Look left*"
"*Look left rear*"
"*Look rear*"
"*Look right rear*"
"*Look right*"
"*Look front right*"

The above commands will work equally as well in the Virtual Cockpit and Spot views with the FS2002 and FS2004 simulators; however, these will not work with FSX or P3D in the Virtual Cockpit and Spot views.

Similarly, the following commands will work with the FS2002 and FS2004 simulators, but not with FSX or P3D:

Look down or up, followed by the number of steps, e.g.

"*Look down two*"
"*Look up three*"

Push-To-Talk vs. Microphone Switch

First, let's start with what we've had up until now, then we'll talk about this new **FSUIPC** facility.

Here's one of the most commonly asked questions I receive...

> ***"Robert, what's the difference between Push-To-Talk and the Microphone Switch?"***

I have attempted to describe this every way I can, and yet it remains a very popular question! So, I'm going to seize this opportunity to go through it in great detail... one more time!

Assuming you are the Captain of an aircraft, there's a switch on the yoke (*or on your mic cable*) that is used in a cockpit environment to activate your microphone so that you can speak to Air Traffic Controllers (ATC). There is also another similar switch on a yoke that can be used to speak internally to the person sitting in the right seat... namely Michelle or Mike. (not mic)

So... to keep things simple...

- **The Push-To-Talk Facility is used to speak to ATC**
- **The Microphone Switch is used to speak Internally to the Co-pilot**

The Push-To-Talk Facility

When you say the phrase...

> ***"Activate Push-To-Talk"***

the **Scroll Lock** key is assigned the task of acting as a **TOGGLE** to change **MODES**. In other words, it's like a light switch... it's **ON** or **OFF** (*no dimmers allowed in the cockpit*). When the **Scroll Lock** is **ON** and you speak, you are conversing with **Michelle** or **Mike**. (*i.e., you're speaking internally*). When the **Scroll Lock** is **OFF** and you say something, you are communicating with **ATC**. To repeat...

- **SCROLL-LOCK ON = INTERNAL COMMUNICATIONS**
- **SCROLL-LOCK OFF = ATC COMMUNICATIONS**

Okay... so we can press the SCROLL-LOCK KEY ON and OFF... but that's not terribly convenient!

This now brings into play as **VERY IMPORTANT PHRASE** - namely the specific phrase...

"Toggle ATC"

With the **IYP Push-To-Talk** facility **DEACTIVATED** (**OFF**), when you say the phrase «Toggle ***ATC***", it brings up and/or closes the ATC window on the panel of the simulator; we all know that.

With the **IYP Push-To-Talk** facility **ACTIVATED** (**ON**), when you say the phrase " "***Toggle ATC***", the system switches modes and the **SCROLL-LOCK KEY** goes **ON/OFF**

So, here's how it's used. Let's say you are speaking to Michelle, and you now wish to speak with **VATSIM**. You simply say... "***Toggle ATC***". **Voila!** The system switches the **SCROLL-LOCK KEY OFF**, the **IYP Speech Bar** indicates…

"**ATC COMMUNICATIONS**"

Now Michelle ignores everything you say... well... **NOT EVERYTHING**. The **ONLY** phrase that Michelle or Mike will respond to while you are in the "**ATC COMMUNICATIONS**" mode, is the phrase "***Toggle ATC***". When you say... "***Toggle ATC***", the **SCROLL-LOCK KEY** goes **OFF**, the **Status Bar** switches to…

"**INTERNAL COMMUNICATIONS»**

NOTE: NOT IN WIDEFS MODE – IT GOES BLANK

and you are once again conversing with Michelle or Mike.

So, let's pull this all together.

Typically, one would assign the **SCROLL-LOCK KEY** as the **Push-To-Talk** key in (*for example*) **SquawkBox** to enable communications with VATSIM, IVAO, etc. You say, "***Toggle ATC***" and you're speaking to ATC - you say "***Toggle* ATC**" once again, and you are speaking with your Co-pilot. Basically, the IYP application is a...

HANDS-FREE Method for ATC Communications!

I hope this is clear.

IMPORTANT NOTE:

"I do not have a Scroll Lock key on my keyboard!"

If this is the case, please refer to the Flight Deck Doc for yet MORE information…

The Microphone Switch

The Microphone Switch is NOT a Push-To-Talk switch per se. It can more aptly be described as a Push-To-Speak-With-Michelle switch. Or, if you prefer, a Microphone Switch. With the Microphone Switch mode ACTIVATED, Michelle ignores everything you say until you press the assigned Microphone Switch Key. When you have finished speaking with her, you release the button. Typically, you would have separate KEY or button used to speak with ATC.

As you may already know, there is a facility in the **Options** panel that can be used to set up a **KEY** as the **Microphone Switch**.

When you press the **SET** button, Michelle says...

"Please press a key to be used as the microphone switch."

The most commonly used key is the **CONTROL** key. So let's say we pressed that key. Michelle will then say...

"Thank you for pressing the control key."

IMPORTANT NOTE: The aforementioned key assignment action does **NOT** activate the **Microphone Switch** facility... you need to place a **CHECKMARK** in the **Active** checkbox.

After the very lengthy preamble, we've finally arrived at the center point of this announcement...

The New FSUIPC Event Handler!

With the kind cooperation of **Pete Dowson**, developer of the **FSUIPC** Dynamic Link Library (DLL), you can now assign a **Button** on your yoke to activate the **It's Your Plane Microphone Switch** facility. Here's how.

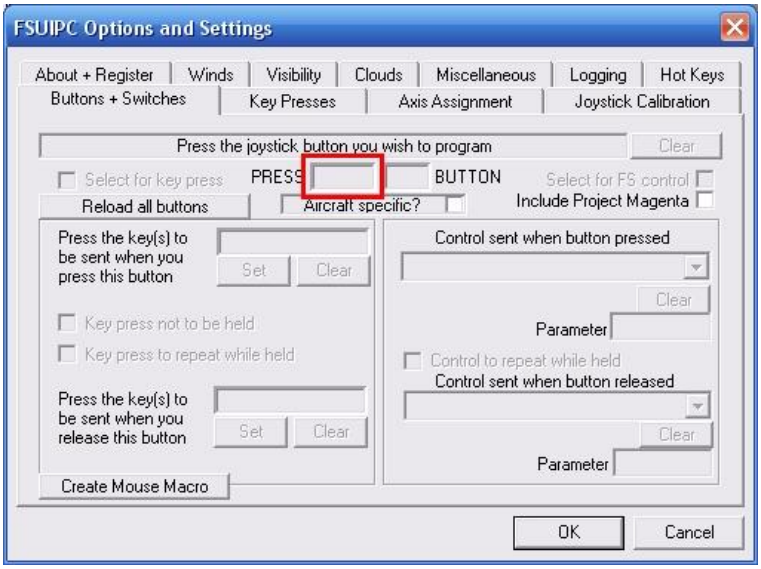
Launch the It's Your Plane programme and your simulator as you would normally do. Once you hear, "*Captain - It's Your Plane... we're ready to go!*", minimise your simulator and open the Options panel.

In the Microphone Switch Key Assignment area...

place a **CHECKMARK** in the **Active** checkbox. Leave the **Key Assignment** textbox **EMPTY**. If there is an entry present, then click the **Reset** button.

Now, restore your simulator, and if you are using **FS 2004** (FS9), click on the **Modules** link at the top right of your simulator. If you are using **FSX or P3D**, then click on the **Add-ons** link at the top right. In either case, you'll see the **FSUIPC** control panel.

NOTE: You require the **REGISTERED** version of **FSUIPC** to perform the following. Next, click on the **Buttons + Switches** tab and you'll see the panel shown below. Place you cursor in the **RED BOX** area, and press the button on your **Yoke** or **Joystick** that you would like to assign as the button to speak to Michelle or Mike.



The **Joystick** and **Button** numbers will magically appear in the boxes. Make sure that you have a **Checkmark** in the **Select for FS control** checkbox. (*see below*)

Next, using the dropdown list under the heading...

Control sent when button pressed

select the entry

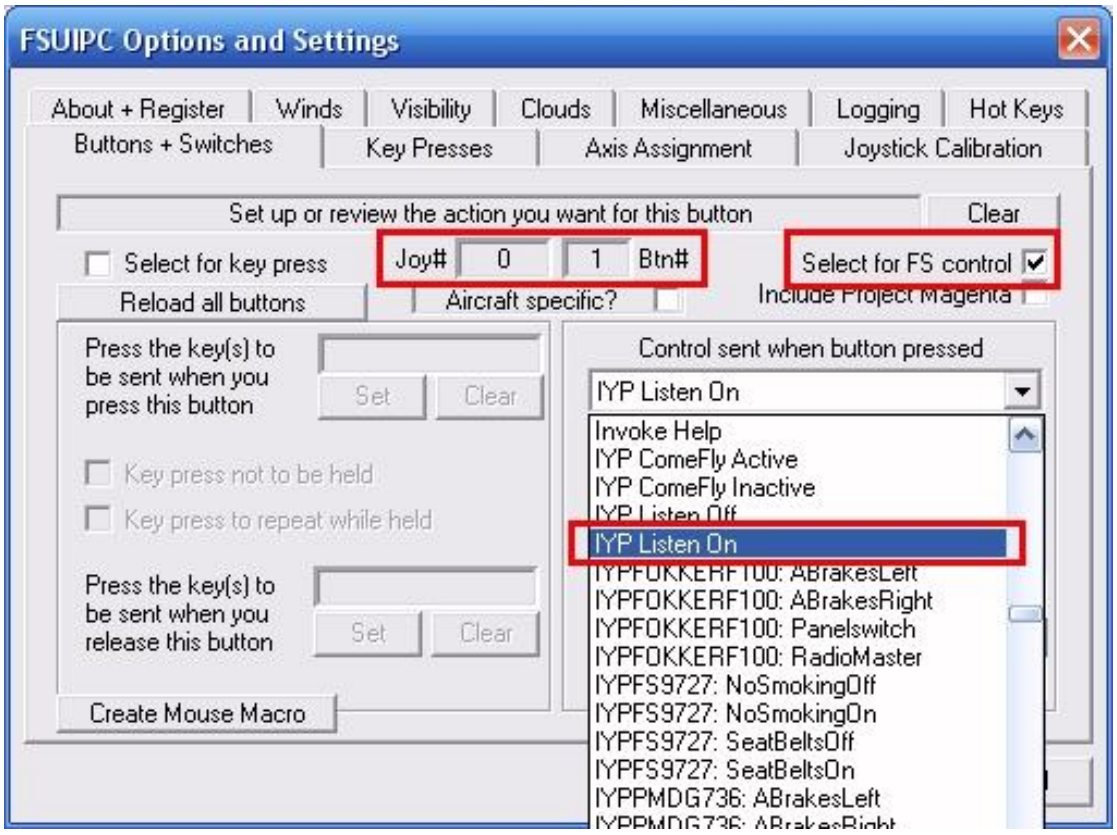
IYP Listen On

Then, using the dropdown list under the heading...

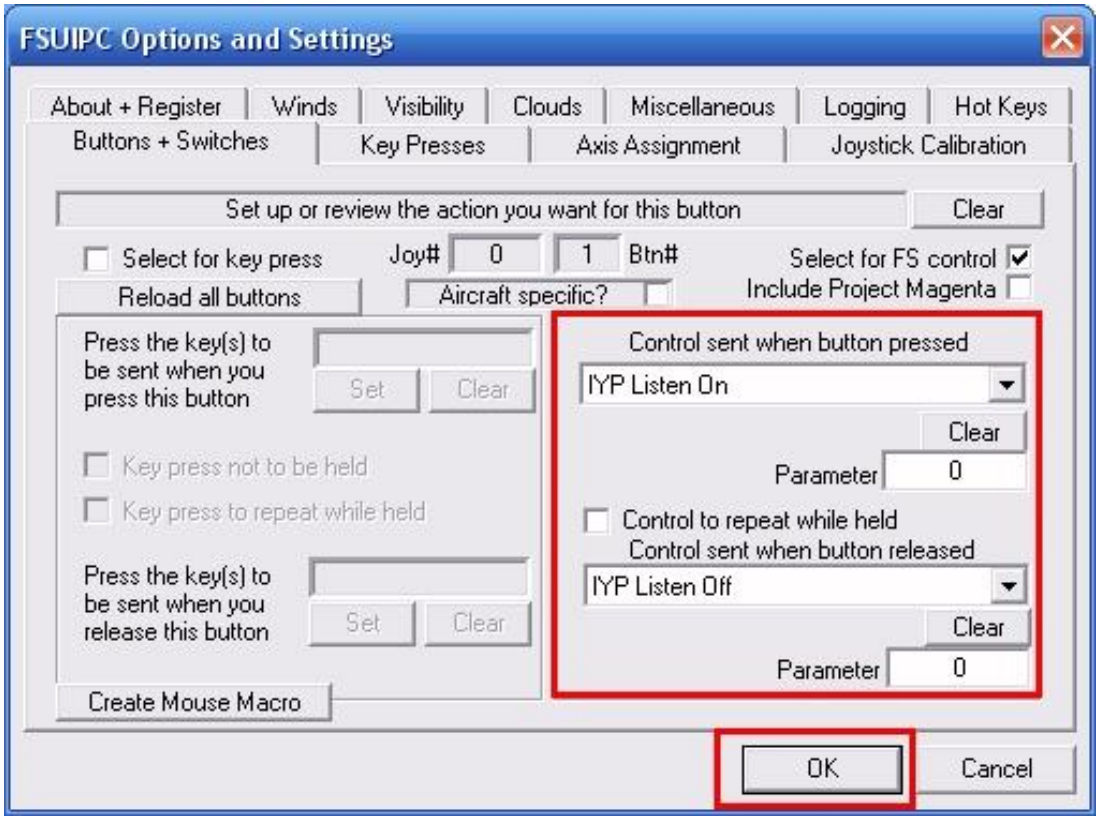
Control sent when button released

select the entry

IYP Listen Off



It should looks like this when you're done...



Now, when you press the Button, you'll be speaking with Michelle or Mike; when you release the Button, you're free to speak with your spouse, who is probably asking you...

"What in the heck are you doing now?"

The Come Fly With Me Button

For those of you who have used the powerful Come Fly With Me service that is integrated into the IYP programme, you already know that the **SHIFT KEY** is a reserved key used to speak with your buddies who are flying alongside you. Well, if you look at the list in the second image above, you'll also notice the...

IYP Come Fly Active

and the

IYP Come Fly Inactive

Therefore, you can assign another button on your **Yoke** or **Joystick** to augment the **SHIFT KEY**.

Come Fly With Me

Overview

Many IYP users already fly together in the Multi-player Mode using programmes like FSHost and TeamSpeak. There's nothing new here! However, installation and set-up problems have continued to challenge less technically knowledgeable users. Setting up Multi-player sessions can become aggravating due to a myriad of technical considerations.

Do these questions sound familiar?

- "*Who's going to host the Multi-player Session this weekend?*" or
- "*Where's Bill? He was supposed to set up the session by 9 o'clock. Does anyone know where he is?*"

Here's a typical post you'll see within many forums on the Net...

"Can anybody help me? I have tried endless amounts of times to host a Multi-player session; however, once it loads up, nobody ever joins and I get dumped and asked if I want to choose single player mode! My set-up seems to be OK, so I'm confused. Please can somebody help me?"

So, in response to the question, "*What exactly is Come Fly With Me?*", the answer is...

"*Come Fly With Me is a dramatically simplified way to set up Multi-player flying, participation and enjoyment! A perfectly natural extension of the IYP experience."*

FSHosting Problems Gone!

Say "*Goodbye*" to hosting headaches that Home-Based Multi-player Sessions so often experience. You no longer need to e-mail others your latest "dynamic" IP address.

We have installed an FSHost service on our IYP servers with a static IP address that never changes! Therefore, you no longer have to struggle with installing and setting up an FSHost server application on a home-based PC. Our FSHost is running 24/7 with a dedicated IP address on one of our IYP servers.

What Exactly is FSHost?

It is an awesome freeware application developed for the flight sim community by Russel Gilbert. It is one of the best programs I've come across for interconnecting FS9, FSX and P3D simulators within a multiplayer environment. On behalf of all IYP simmers, I extend our sincere thanks to Russell for his tremendous contributions to the flight sim world. Russell also wrote a very comprehensive overview of multiplayer simulated flying entitled:

Flight Simulator Multi-player Tutorial

If you are new to this subject matter, I strongly suggest that you review the aforementioned tutorial.

FSHost Client-Side!

FS9: If you fly with FS9, just connect as you would normally through Microsoft's Multi-player feature; however, when you issue the voice command... "*Connect to Come Fly With Me*", the IYP application automatically enters all the requisite data and pushes all the necessary buttons for you. i.e. your connection to the IYP FSHost server is executed seamlessly!

FSX/P3D: If you are flying FSX/P3D, then you will need to use Russell Gilbert's FSClient, which basically emulates the FS9 connectivity. i.e. FS9 and FSX/P3D pilots are able to fly together in the same session. I have not been able to automate this process, therefore, you need to manually connect to the IYP FSHost server. This is explained in detail later on.

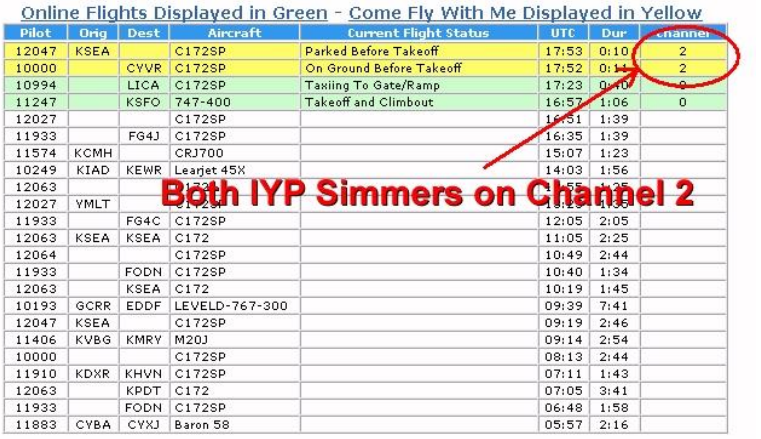
TeamSpeak Voice Communications!

IYP hosts a TeamSpeak server that permits IYP pilots to talk to each other while flying together in a session. IYP supports 16 session channels and there can be up to 16 pilots on any channel.

In traditional multiplayer set-up environments, a lot of details need to be addressed before anyone can take to the air. By contrast, IYP hosts both FSHost and TeamSpeak, and since IYP is a program based upon voice recognition, it permits you to simply say... "*Connect to Come Fly With Me!*"

Who's Flying Where? What Channel Are They On?

IYP's built-in Flight Tracker shows the current latitude and longitude of each pilot flying with IYP. The Session Chart on the IYP Home pages shows (in yellow) who is flying together and on what channel they are communicating.



Pilot	Orig	Dest	Aircraft	Current Flight Status	UTC	Dur	Channel
12047	KSEA		C172SP	Parked Before Takeoff	17:53	0:10	2
10000		CYVR	C172SP	On Ground Before Takeoff	17:52	0:11	2
10994		LICA	C172SP	Taxiing To Gate/Ramp	17:23	0:40	0
11247		KSFO	747-400	Takeoff and Climbout	16:57	1:06	0
12027			C172SP		16:51	1:39	
11933		FG4J	C172SP		16:35	1:39	
11574	KCMH		CRJ700		15:07	1:23	
10249	KIAD	KEWR	Learjet 45X		14:03	1:56	
12063							
12027	YMLT						
11933		FG4C	C172SP		12:05	2:05	
12063	KSEA	KSEA	C172		11:05	2:25	
12064			C172SP		10:49	2:44	
11933		FODN	C172SP		10:40	1:34	
12063		KSEA	C172		10:19	1:45	
10193	GCRR	EDDF	LEVELD-767-300		09:39	7:41	
12047	KSEA		C172SP		09:19	2:46	
11406	KVBG	KMRY	M20J		09:14	2:54	
10000			C172SP		08:13	2:44	
11910	KDXR	KHVN	C172SP		07:11	1:43	
12063		KPDT	C172		07:05	3:41	
11933		FODN	C172SP		06:48	1:58	
11883	CYBA	CYXJ	Baron 58		05:57	2:16	

To join any existing session, you launch IYP as usual and simply say...

"*Connect to Come Fly With Me!*"

Installation

Using Come Fly With Me with FS2002 and FS2004

You need to …

Install TeamSpeak Client so that you can communicate by voice with others!

Go Fly With Other IYP Simmers!

1. Start the It's Your Plane programme
2. Launch your Simulator
3. Park your aircraft at an airport
4. Wait till you hear, "*Captain, It's Your Plane... we're ready to go!*"
5. Say, "*Connect to Come Fly With Me*"
6. Michelle or Mike will ask you for the channel number
7. Say, "*channel one*" (or any other channel number up to 16)
8. You will hear, "*Link engaged*"
9. Minimize TeamSpeak
10. Connect to the Multi-player Mode (see set-up details below).
11. Hold down the Left Shift Key to speak with others
12. Say, "*Disconnect from Come Fly With Me*" to close the session.
13. Disconnect your simulator from the Multi-player mode (Flights > Multi-player > Disconnect).

IMPORTANT NOTE: DO NOT manually run the TeamSpeak client. Let IYP handle the launch!

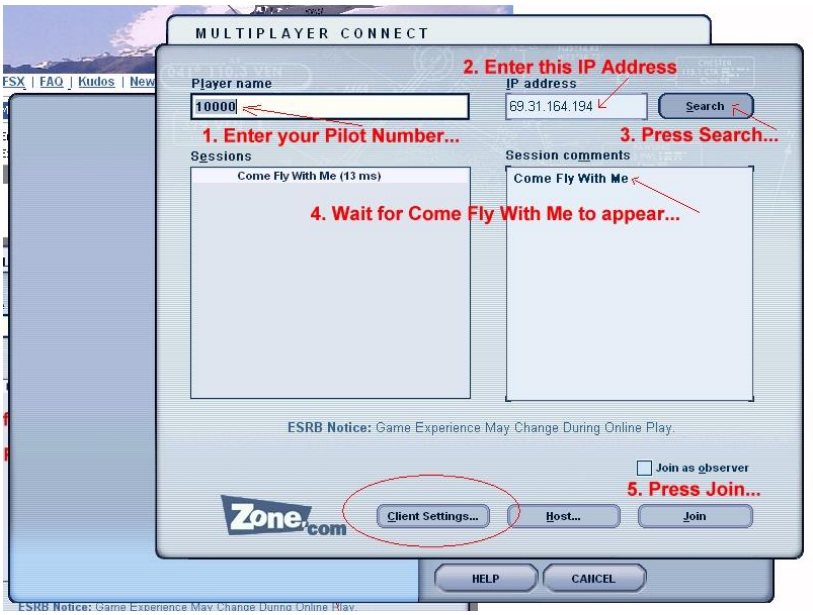
If you have pre-arranged a fly time with a few of your friends and you've agreed to meet on a certain channel at a certain time, then simply go to the departure airport and say, "*Connect to Come Fly With Me*."

Perhaps, on the IYP Home page, you've seen an IYP simmer displayed in YELLOW and you'd like to fly with them. Get their Channel Number from the Channel column and their general location by looking at them in the Flight Tracker, then hop in your plane and say, "*Connect to Come Fly With Me*."

Setting Up Your FSHost Connection
To connect your simulator to the Come Fly With Me FSHost server, click on

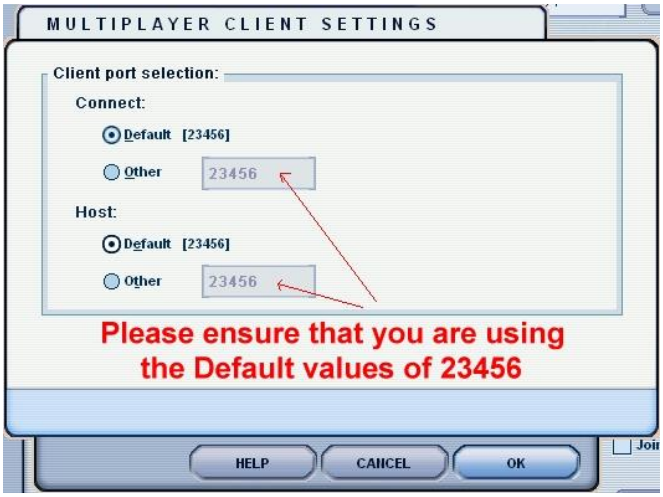
Flights > Multi-player > Connect (see images below)

Ensure that you have these values properly set...



Enter the Password

Client Settings
Click on the Client Settings button (see image above) and ensure that you are using the port values of 23456.

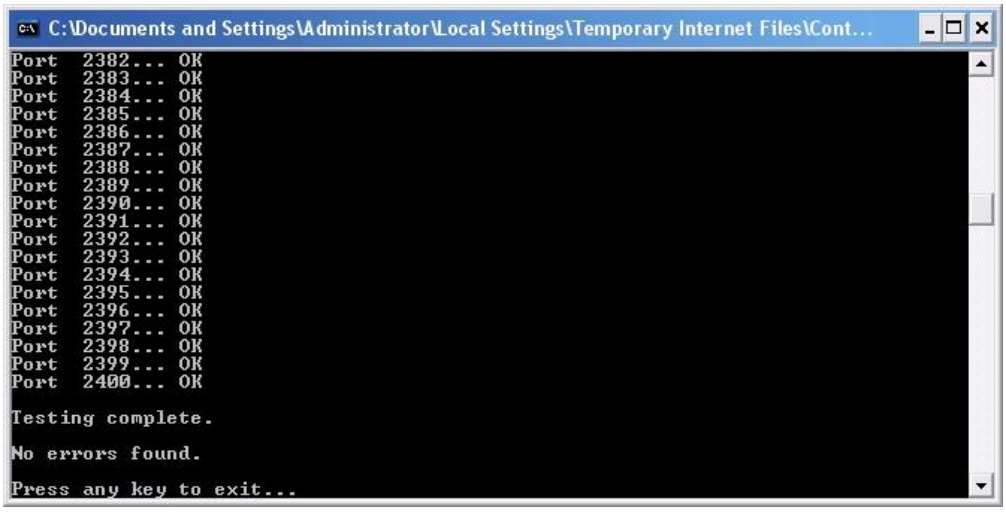


HYPER-IMPORTANT INFORMATION:

Please download and RUN this test application to ensure that your port settings and forwarding are properly set BEFORE joining a session:

http://www.chocolatesoftware.com/fshost/FSPortTest.exe

After running this test, this is what you should see:



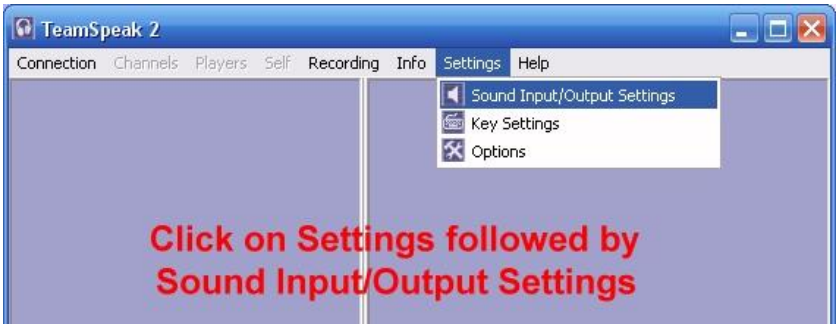
If you receive any errors, please click this link and follow the instructions on how to set up the ports:

http://www.chocolatesoftware.com/forum/index.php?topic=737.0

Setting Up TeamSpeak
Download and install the latest TeamSpeak 2 Client by clicking HERE.

After installing the TeamSpeak 2 Client, run the programme.

Once the application appears, select Settings, followed by Sound Input/Output Settings.



Enable the Push-To-Talk facility:

That's it... you're ready to go!

Using Come Fly With Me with FSX and P3D

You need to...

- Install FSHostClient.exe so that your simulator can connect to the IYP FSHost
- Install TeamSpeak Client so that you can communicate by voice with others!

Go Fly With Other IYP Simmers!

1. Start FSHostClient and Connect to the IYP FSHost
2. Start the It's Your Plane programme
3. Launch your Simulator
4. Park your aircraft at an airport
5. Wait till you hear, "*Captain, It's Your Plane... we're ready to go!*"
6. Say, "*Connect to Come Fly With Me*"
7. Michelle or Mike will ask you for the channel number
8. Say, "*channel one*" (or any other channel number up to 16)
9. You will hear, "*Link engaged*"
10. Michelle will then say, "Connect to FSHost – the Password is (e.g.) 123."
11. Hold down the Left Shift Key to speak with others
12. Say, "*Disconnect from Come Fly With Me*" to close the session.

IMPORTANT NOTE: DO NOT manually run the TeamSpeak client. Let IYP handle the launch!

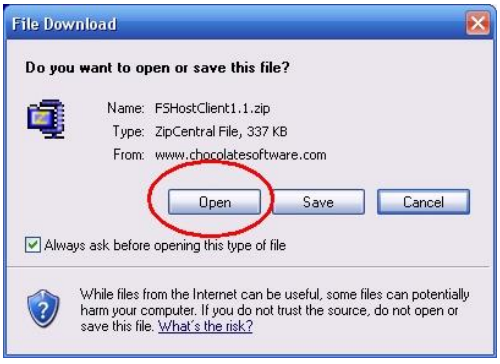
If you have pre-arranged a fly time with a few of your friends and you've agreed to meet on a certain channel at a certain time, then simply go to the departure airport and say, "*Connect to Come Fly With Me*."

Perhaps, on the IYP Home page, you've seen an IYP simmer displayed in YELLOW and you'd like to fly with them. Get their Channel Number from the Channel column and their general location by looking at them in the Flight Tracker, then hop in your plane and say, "*Connect to Come Fly With Me*."

Setting Up Your FSHost Connection

In order to use Come Fly With Me in FSX and P3D, you need to download and install Russell Gilbert's FSHostClient, which basically emulates the FS9 connectivity, i.e. FS9, P3D and FSX pilots are able to fly together in the same session.

I have been unable to automate this process. Hence, you need to manually connect to the FSHost server.



EXTREMELY IMPORTANT INFORMATION - PLEASE READ IT CAREFULLY!

After you download and install the FSHostClient, you will see a README.TXT file in the application folder. It reads:

FSHostClient 1.1
Copyright (c) 2006-2007 Russell Gilbert
Homepage: www.chocolatesoftware.com/fshost/?fshostclient.html
Contact: fshost@chocolatesoftware.com

Please see the web site for detailed information about what's new in each release.

Installation:

- Extract all files in the downloaded zip file to any directory. (For example: "C:\Program Files\FSHostClient" would be fine)

- Run the program (FSHostClient.exe) from the directory you extracted the files to.

- Make sure FSX/P3D is in "windowed" mode, not "Full Screen." At the moment, you need to have FSX/P3D in "windowed" mode in order to see the various pop-up windows from FSHostClient (chat, multiplayer connect, etc.). You can maximize the FSX/P3D window by clicking the middle button up in the right corner, but be sure the "Full Screen" option under the View menu is not checked. (press the Alt key if you don't see the menu bar in FSX/P3D).

- Disable local AI traffic in FSX/P3D. (Options / Settings / Display / Traffic tab, set "Airline" and "General Aviation" traffic to zero)

- Turn on player names over their aircraft. To do this in FSX/P3D, click the Options menu, select Settings, Display, then click the Traffic tab. You can turn information on and off in the "Aircraft labels" section on the right. Be sure to turn on "Tail number," in order to see the other players' names.

- Connect FSX/P3D to an FSHost server. There are two ways to do this. In FSX/P3D, start a flight so you're in a plane, then click the Add-ons menu, select FSHostClient and then "Multi-player Connect." If you want to connect before starting a flight, use the FSHostClient window, click the Multi-player menu and select "Connect to session" (Ctrl-M). To disconnect from within FSX/P3D, click the Add-ons menu, select FSHostClient and then "Multi-player Disconnect." In FSHostClient, click the Multi-player menu and select "Disconnect from session" (Ctrl-D). Works with existing FSHost servers, no upgrade is currently required for FSHost, although a new FSHost will be available later to take advantage of new features in FSX/P3D and FSHostClient.

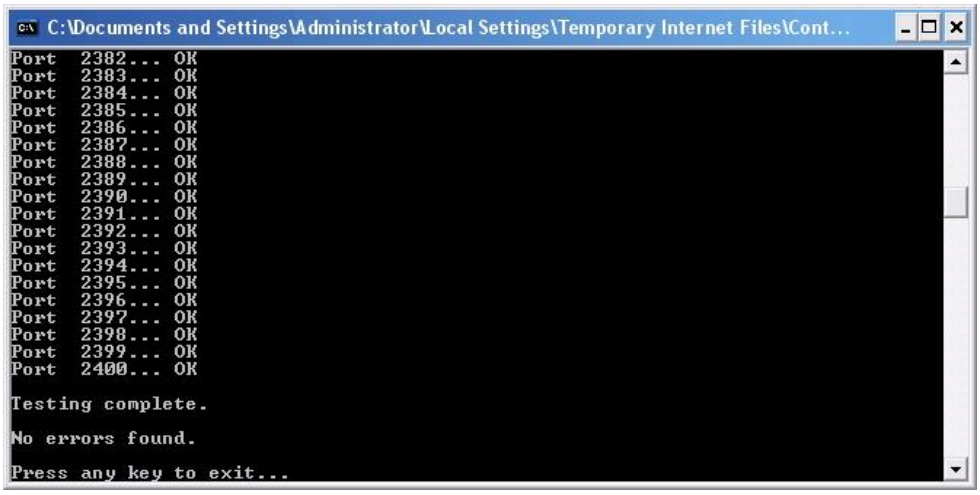
Please follow the above instructions to set up the FSHostClient.

HYPER-IMPORTANT INFORMATION:

Please download and RUN this test application to ensure that your port settings and forwarding are properly set BEFORE joining a session:

http://www.chocolatesoftware.com/fshost/FSPortTest.exe

After running this test, this is what you should see:



If you receive any errors, please click this link and follow the instructions on how to set up the ports:

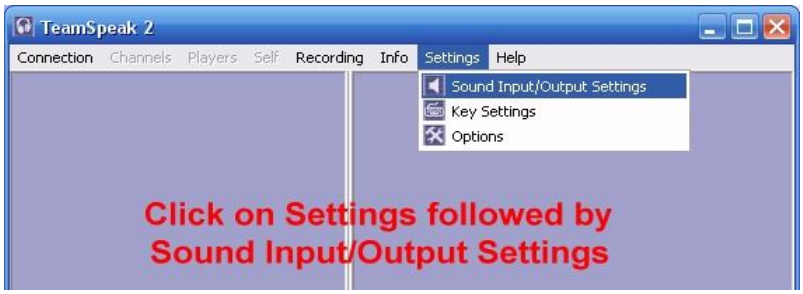
http://www.chocolatesoftware.com/forum/index.php?topic=737.0

Setting Up TeamSpeak

Download and install the latest TeamSpeak 2 Client by clicking HERE.

After installing the TeamSpeak 2 Client, run the programme.

Once the application appears, select Settings, followed by Sound Input/Output Settings.



Enable the Push-To-Talk facility:

That's it... you're ready to go!

Reservations

Join a Sponsored Session

Any registered IYP user can join a sponsored Come Fly With Me session. Click the Login link on the IYP Website and enter your E-Mail Address and Password to gain access to the IYP Dashboard:

Then, click on the Reservations link:

The following page will appear:

Select the aircraft you will be flying from the drop-down list, add any comments you'd like to add, then press the "Join the Session" button.

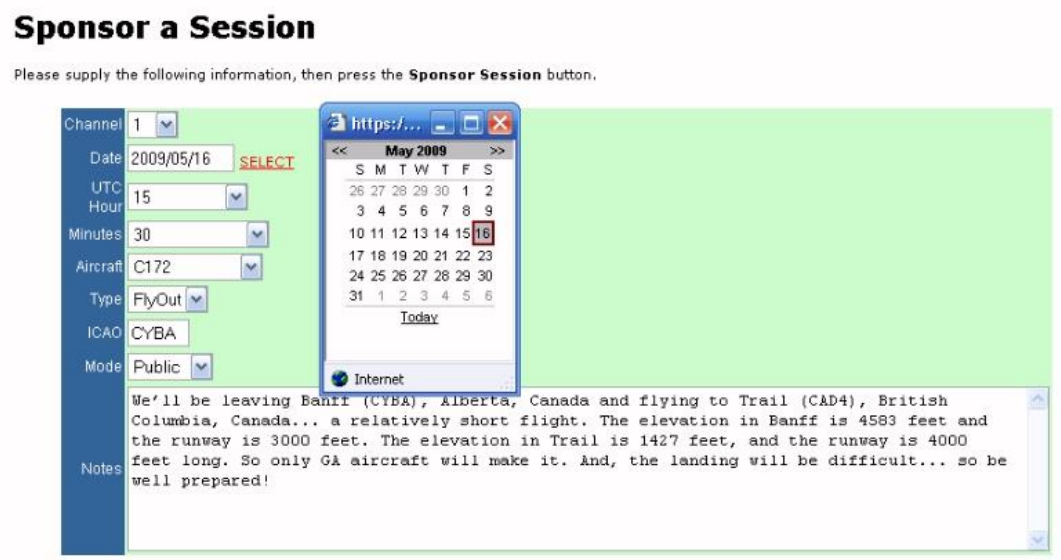
Sponsor a Session

Any registered IYP user can sponsor a Come Fly With Me session. Simply click the Login link on the IYP Website:

Enter your E-Mail Address and Password to gain access to the IYP Dashboard, then click on the Reservations link:

This page will appear:

Click on the Sponsor a Session button. Fill in the required information:



After entering the data and pressing the Sponsor Session button, and if the session is marked as "Public," then the system will ask you if you'd like the Reservation to be blasted out to ALL IYP users as an "invitation" to join in the scheduled flight.

Assuming you answered, yes, the following e-mail (sample) is sent to *all* IYP users!

Dear Fellow IYP'er

You are invited to join me in a FlyOut from CYBA on Saturday, May 16, 2009 at 15:30 UTC. I will be flying a Dakota aircraft.

NOTAM:
We'll be leaving Banff (CYBA), Alberta, Canada and flying to Trail (CAD4), British Columbia, Canada, a relatively short flight. The elevation in Banff is 4583 feet and the runway is 3000 feet. The elevation in Trail is 1427 feet and the runway is 4000 feet long. So only GA aircraft will make it and the landing will be difficult, so be well prepared!

Simply use the Login link on the IYP Web site to login to the Dashboard, click on the Reservations link to get to the Come Fly With Me Reservations page.

Click on Sess: 1001.

Regards,

IYP Pilot Number 10000
Come Fly With Me!

Other Stuff

The Ugly RED and GREEN Bar

You can change the It's Your Plane Speech Bar colour scheme from that UGLY default RED on GREEN, to a much easier on the eye, WHITE on GREEN through the FSUIPC.

If you have a Registered version of FSUIPC, then from within the Flight Simulator, click on Modules on the top menu bar, then click on FSUIPC. Under the Miscellaneous Tab, place a check in the box entitled:

Non Scrolling FS msg to be white

If you do not have a registered version of FSUIPC, you can achieve the same functionality by editing the FSUIPC.INI file in the Modules folder under the Root folder of your simulator with Notepad, and inserting the following text within the [General] section:

WhiteMessages=Yes

Auto-Feather Key Assignment

Using your simulator's Key Assignments facility, assign the keys:

Ctrl + Shift + Tab + F

to the Auto-Feather control.

Appendix

IYP Cockpit Voice Recorder Transcript Example

Here's the complete Cockpit Voice Recorder Transcript file for a flight from Bowerman Airport (KHQM) in Hoquiam, WA, to Astoria Regional Airport (KAST), in Astoria, Oregon.

03.21:42 Mike said: The system has been initialized for a Cessna 172SP Skyhawk.
03:32:36 Mike said: If the departure airport is not kilo, hotel, quebec, mike, and the destination airport is not kilo, alpha, sierra, tango, then please load the correct flight.
03:32:38 Mike said: Captain! It's Your Plane. We're ready to go.
03:32:53 Mike said: Since ACARS is active, you may wish to start ACARS logging now.
03:32:58 **You said: bring up the ACARS window**
03:33:04 **You said: Start ACARS logging**
03:33:12 Mike said: The ACARS logging process has started.
03:33:14 **You said: Do all checklists**
03:33:44 Mike said: Captain. Do you want me to run through all of the checklists as required?
03:33:46 **You said: yes please**
03:33:53 Mike said: Roger. I will call out all of the checklists.
03:33:55 Mike said: Are we ready for the pre-flight checklist?
03:34:04 **You said: affirmative**
03:34:07 Mike said: Roger. I will run down the pre-flight checklist and you, as Captain, can verify the settings.
03:34:09 Mike said: Are certificates and documents aboard?
03:34:11 Mike said: Are certificates and documents aboard?
03:34:30 **You said: affirmative**
03:34:38 Mike said: We have the certificates and documents.
03:34:38 Mike said: Is the fuel selector set to both?
03:34:39 **You said: affirmative**
03:34:47 Mike said: The fuel selector is set to both.
03:34:49 Mike said: The engine mixture should be set to lean.
03:34:50 Mike said: The engine mixture is set to lean.
03:34:51 Mike said: Throttle idle?
03:34:52 Mike said: The throttle is idle.
03:34:54 Mike said: Battery master switch on?
03:34:54 **You said: battery master switch on**
03:35:02 Mike said: The battery master switch is on.
03:35:03 Mike said: Confirm that you have reset the Hobbs meter.
03:35:05 **You said: affirmative**
03:35:13 Mike said: The Hobbs meter has been reset.
03:35:15 Mike said: The magnetos starter switch should be off.
03:35:17 Mike said: Verify fuel quantity.
03:35:18 **You said: checked**
03:35:25 Mike said: Roger. The fuel quantity has been checked.
03:35:28 Mike said: Avionics on?
03:35:29 **You said: avionics on**
03:35:34 Mike said: Avionics are now on, and checked.
03:35:36 Mike said: Captain, please ensure that all breakers are in.
03:35:38 Mike said: Please check the status of the annunciators and radio stack.
03:35:43 Mike said: Avionics off?
03:35:45 **You said: avionics off**
03:35:56 Mike said**:** Avionics off?
03:35:56 Mike said: The fuel pump should be off.
03:35:58 Mike said: Landing lights off?
03:36:01 Mike said: Taxi lights off.
03:36:04 Mike said: Navigation lights off?
03:36:05 Mike said: Beacon and Strobe lights off?
03:36:08 Mike said: Pitot heater off?
03:36:10 Mike said: Battery master switch off?
03:36:13 **You said: battery master switch off**
03:36:17 Mike said: The battery master switch is off.
03:36:19 Mike said: Captain, the pre-flight checklist has been completed.
03:36:24 Mike said: Are we ready for the before start-up checklist?
03:36:29 **You said**: **yes please**
03:36:39 Mike said**:** Roger. I will run down the before start-up checklist please verify the settings.
03:36:41 Mike said: Are the passenger seat belts adjusted and locked?
03:36:43 **You said: affirmative**
03:36:47 Mike said: All passenger seat belts are adjusted and locked.
03:36:48 Mike said: Confirm that all entry and cargo doors are secure.
03:36:49 **You said: Close doors**
03:36:52 Mike said: Closing doors.
03:36:54 Mike said: All of the entry and cargo doors have been secured.
03:36:58 Mike said: Passengers secured and briefed?
03:36:59 **You said: affirmative**
03:37:02 Mike said: The passengers are secured and have been briefed.
03:37:04 Mike said: The parking brakes are on.
03:37:06 Mike said: Captain, the before start-up checklist has been completed.
03:37:12 Mike said: Are we ready for the start-up checklist?
03:37:17 **You said: affirmative**
03:37:20 Mike said: Roger. I will run down the start-up checklist. Please verify the settings.

03:37:22 Mike said: The engine mixture should be set to lean.
03:37:23 Mike said: The engine mixture is set to lean.
03:37:25 Mike said: Gradually open the throttle to about ten percent.
03:37:25 Mike said: Thank you.
03:37:33 Mike said: Battery master switch on?
03:37:34 **You said: battery master switch on**
03:37:43 Mike said: The battery master switch is on.
03:37:45 Mike said: Beacon and Strobe lights on?
03:37:46 **You said: beacon strobe lights on**
03:37:51 Mike said: Beacon and Strobe lights on.
03:37:52 Mike said: Navigation lights on?
03:37:53 **You said: navigation lights on**
03:37:57 Mike said: The navigation lights are on.
03:37:58 Mike said: Is the fuel selector set to both?
03:38:00 **You said: affirmative**
03:38:02 Mike said: The fuel selector is set to both.
03:38:05 Mike said: The fuel pump should be on.
03:38:05 **You said: fuel pump on**
03:38:10 Mike said: Fuel pump on.
03:38:11 Mike said: The engine mixture should be set to rich.
03:38:13 **You said: Set the engine mixture rich**
03:38:17 Mike said: The engine mixture is set to rich.
03:38:19 Mike said: The fuel pump should be off.
03:38:21 **You said: fuel pump off**
03:38:24 Mike said: The fuel pump is off.
03:38:25 Mike said: Are the engine and propeller areas clear?
03:38:27 **You said: affirmative**
03:38:30 Mike said: The engine and propeller areas are clear.
03:38:32 Mike said: Start engine
03:38:33 **You said: start engine**
03:38:37 Mike said: Start engine
03:38:39 Mike said: The engine has been started.
03:38:40 Mike said: Adjust the throttle for a reading of one thousand R.P.M.
03:38:41 Mike said: Thank you.
03:38:43 Mike said: Confirming fuel flow.
03:38:44 Mike said: The fuel flow has been confirmed.
03:38:50 Mike said: Master alternator switch on?
03:38:51 **You said: master alternator switch on**
03:38:55 Mike said: The master alternator switch is on.
03:38:57 Mike said: Confirming oil pressure.
03:38:59 Mike said: Oil pressure confirmed.
03:39:01 Mike said: Confirming that the battery is charging.
03:39:02 Mike said: The battery is charging.
03:39:04 Mike said: Check engine instruments.
03:39:05 **You said: the checked**
03:39:10 Mike said: The engine instruments are functioning properly.
03:39:12 Mike said: Captain, the start-up checklist has been completed.
03:39:18 Mike said: Are we ready for the before taxi checklist?
03:39:23 **You said: affirmative**
03:39:30 Mike said: Roger. I will run down the before taxi checklist.
03:39:33 Mike said: Taxi lights on?
03:39:34 **You said: taxi lights on**
03:39:39 Mike said: The taxi lights are on.
03:39:40 Mike said: The flaps are fully retracted.
03:39:41 Mike said: Avionics on?
03:39:42 **You said: avionics on**
03:39:45 Mike said: Avionics are now on, and checked.
03:39:46 Mike said: Check weather.
03:39:49 **You said: we have the weather**
03:40:03 Mike said: The weather information has been obtained.
03:40:06 Mike said: Altimeter setting?
03:40:07 **You said: affirmative**
03:40:11 Mike said: The altimeter has been set.
03:40:12 Mike said: Set altitude
03:40:17 **You said: Climb and maintain four thousand**
03:40:23 Mike said: Climb and maintain 4 thousand, Roger
03:40:24 Mike said: Navigation equipment?
03:40:25 **You said: the checked**
03:40:29 Mike said: The navigation equipment is functioning properly.
03:40:31 Mike said: Flight instruments.
03:40:32 **You said: checked**
03:40:36 Mike said: The flight instruments have been checked.
03:40:38 Mike said: Check engine instruments.
03:40:39 **You said: the checked**
03:40:42 Mike said: The engine instruments are functioning properly.
03:40:45 Mike said: Captain, the before taxi checklist has been completed.
03:40:51 Mike said: Are we ready for the taxi checklist?
03:40:56 **You said: affirmative**
03:41:03 Mike said: Roger. I will run down the taxi checklist.
03:41:05 Mike said: Request taxi clearance.
03:41:06 **You said: we have taxi clearance**
03:41:18 Mike said: Roger, taxi clearance has been obtained.
03:41:19 Mike said: Heading indicator set to runway heading?
03:41:20 **You said: Make the heading two four zero**
03:41:25 Mike said: Heading set to 240. Roger
03:41:25 Mike said: Bearing two four zero
03:41:26 Mike said: Captain. We are clear on the right. Are we clear on the left?
03:41:27 **You said: all clear on the left**

03:41:32 Mike said: Release brakes.
03:41:34 Mike said: The brakes have been released.
03:41:38 Mike said: Captain, we are ready to taxi. You can set the flaps to the take off setting at your discretion. Once we reach the assigned runway, say, resume checklists. If you would like me to control the taxi speed until you apply the brakes, simply say, maintain taxi speed.
03:41:39 Mike said: Captain, the taxi checklist has been completed.
03:42:00 **You said: Maintain taxi speed**
03:42:08 Mike said: Aye, aye Captain, I'll maintain the taxi speed till you apply and hold the brakes.
03:42:09 **You said: Resume checklists**
03:43:08 Mike said: Are we ready for the before take-off checklist?
03:43:10 **You said: affirmative**
03:43:14 Mike said: Roger. I will run down the before take-off checklist.
03:43:17 Mike said: The parking brakes are on.
03:43:19 Mike said: Flight controls?
03:43:20 **You said: checked**
03:43:25 Mike said: The flight controls free and correct.
03:43:27 Mike said: Is the fuel selector set to both?
03:43:29 **You said: affirmative**
03:43:32 Mike said: The fuel selector is set to both.
03:43:35 Mike said: The elevator trim is properly set for take off.
03:43:36 Mike said: The engine mixture should be set to rich.
03:43:37 Mike said: The engine mixture is set to rich.
03:43:39 Mike said: Captain. I am checking the magnetos.
03:43:39 Mike said: Checking the right magneto. Checked
03:43:52 Mike said: Checking the left magneto. Checked
03:43:56 Mike said: Magneto test completed successfully.
03:44:00 Mike said: Captain. I am checking the alternator.
03:44:01 Mike said: Alternator switch is off.
03:44:03 Mike said: The battery voltage has dropped as expected.
03:44:06 Mike said: Alternator switch is back on. Check completed successfully.
03:44:09 Mike said: Is the vacuum gauge reading proper?
03:44:14 **You said: affirmative**
03:44:18 Mike said: Check engine instruments.
03:44:21 **You said: checked**
03:44:23 Mike said: The engine instruments are functioning properly.
03:44:26 Mike said: Confirm that the annunciator readings are correct, then say, Checked or Roger.
03:44:27 **You said: checked**
03:44:38 Mike said: The auto pilot is off.
03:44:43 Mike said: Pitot heater set as required?
03:44:44 **You said: affirmative**
03:44:49 Mike said: Pitot heater is set as required.
03:44:51 Mike said: Are the passenger seat belts adjusted and locked?
03:44:53 **You said: affirmative**
03:44:55 Mike said: All passenger seat belts are adjusted and locked.
03:44:57 Mike said: All of the entry and cargo doors have been secured.
03:44:59 Mike said: Ensure that the flaps are set for take off.
03:45:00 **You said: flaps ten**
03:45:09 Mike said: Flaps set to 10.
03:45:09 Mike said: Radios set?
03:45:11 **You said: yes they are**
03:45:16 Mike said: The radios are properly set.
03:45:17 Mike said: Avionics set for departure?
03:45:18 **You said: affirmative**
03:45:21 Mike said: The avionics are set for departure.
03:45:24 Mike said: Navigation equipment?
03:45:25 **You said: checked**
03:45:28 Mike said: The navigation equipment is functioning properly.
03:45:31 Mike said: Verify fuel quantity.
03:45:33 **You said: confirmed**
03:45:37 Mike said: Roger. The fuel quantity has been checked.
03:45:39 Mike said: Master alternator switch on?
03:45:40 Mike said: The master alternator switch is on.
03:45:42 Mike said: Confirming oil temperature.
03:45:43 Mike said: Oil temperature confirmed.
03:45:44 Mike said: Request take off clearance.
03:45:45 **You said: we have takeoff clearance**
03:45:55 Mike said: Roger.
03:45:55 Mike said: Is the mixture set as required?
03:45:57 **You said: affirmative**
03:46:00 Mike said: Landing lights on?
03:46:02 **You said: landing lights on**
03:46:06 Mike said: The landing lights are on.
03:46:07 Mike said: Beacon and Strobe lights on?
03:46:10 Mike said: Captain, the before take-off checklist has been completed.
03:46:15 Mike said: Do you want me to perform the take off and climb out checklists, and assist you in the take off?
03:46:18 **You said: affirmative**
03:46:25 Mike said: Roger, I will execute the take off and climb out checklists and execute the commands as necessary.
03:46:27 Mike said: Release brakes.
03:46:28 Mike said: The brakes have been released.
03:46:38 Mike said: Position the aircraft on the center line and apply full power. When you hear me say, Rotate, pull the nose up.
03:46:39 Mike said: Once airborne, you can set the airspeed by saying, for example, 'Airspeed 105."
03:46:49 Mike said: V1
03:47:05 Mike said: Rotate
03:47:08 Mike said: V2
03:47:13 **You said: Air speed one zero five**
03:47:16 Mike said: Roger. Air speed 105
03:47:17 Mike said: I will maintain this airspeed until you touch the brake switch.
03:47:17 **You said: going to one two eight point three**

03:47:43 Mike said: Going to one two eight point three
03:47:43 Mike said: Flaps up and trim. Aircraft clean.
03:47:45 Mike said: Captain. I suggest that you engage the auto pilot at this time.
03:47:48 **You said: autopilot on**
03:47:54 Mike said: The auto pilot is on.
03:47:56 **You said: Turn left heading one seven eight**
03:48:08 Mike said: Heading set to 178. Roger
03:48:08 Mike said: one seven eight Roger
03:48:09 **You said: select one**
03:48:09 **You said: select one**
03:48:26 **You said: bring up the GPS**
03:48:32 **You said: set nav gee pea es on gee pea es**
03:48:49 Mike said: The navigation G P S switch, is set to G P S, and checked.
03:48:51 **You said: set nav v o r on**
03:48:59 Mike said: Nav/VOR activated. Roger.
03:48:59 **You said: Set the vertical rate of climb to five hundred**
03:49:11 Mike said: Vertical speed 5 hundred and checked.
03:49:11 Mike said: The taxi lights are off.
03:49:15 Mike said: The landing lights are off.
03:49:16 **You said: kill the ACARS window**
03:49:39 **You said: Turn right heading one nine zero**
03:50:25 Mike said: Heading set to 190. Roger
03:50:25 Mike said: Captain. I have set the Navigation/G.P.S. switch to Navigation.
03:50:26 Mike said: Bearing one niner zero
03:50:26 **You said: Turn right heading two one zero**
03:50:56 Mike said: Heading set to 210. Roger
03:50:57 Mike said: two one zero
03:50:57 **You said: Load the I L S approach frequency for runway eight**
03:51:25 Mike said: The chosen runway does not have an I L S approach; however, Navigation one is set to the back course frequency of one one zero point zero eight zero zero for runway zero eight
03:51:25 Mike said: Set the course to 077.
03:51:37 **You said: Make course zero seven seven**
03:51:43 Mike said: Course 77. Set and checked.
03:51:43 **You said: bring up the ACARS window**
03:52:08 **You said: get the flight data**
03:52:52 Mike said: Current ground speed, 100 knots.
03:52:53 Mike said: Distance to next waypoint, 42 miles.
03:52:53 Mike said: Time to next waypoint, two five minutes and 11 seconds. .
03:52:53 Mike said: We'll arrive at the next waypoint at, 17 16.
03:52:53 Mike said: Estimated flying time to kilo, alpha, sierra, tango, 25 minutes and 24 seconds. .
03:52:53 Mike said: Estimated time of arrival, 17 16.
03:52:53 Mike said: Distance to kilo, alpha, sierra, tango, 48 miles.
03:52:54 Mike said: Airport altitude, 15 feet.
03:52:54 **You said: Air speed one one zero**
03:54:27 Mike said: Roger. Air speed 110
03:54:27 Mike said: Captain. We just flew over Hoquiam. On your side of the aircraft, you should be able to see the city of South Bend-Raymond.
03:54:52 Mike said: Captain, I recommend that we execute the cruise checklist.
03:55:29 Mike said: Do you want me to run through the short cruise checklist?
03:55:31 **You said: affirmative**
03:55:37 Mike said: Roger. I will perform the cruise checklist.
03:55:39 Mike said: Check airspeed.
03:55:40 **You said: the checked**
03:55:45 Mike said: Airspeed checked.
03:55:47 Mike said: Flight instruments.
03:55:48 **You said: checked**
03:55:52 Mike said: The flight instruments have been checked.
03:55:54 Mike said: Check engine instruments.
03:55:55 **You said: checked**
03:55:59 Mike said: The engine instruments are functioning properly.
03:56:01 Mike said: Check engine temperatures.
03:56:03 **You said: checked**
03:56:08 Mike said: Engine temperatures have been checked.
03:56:11 Mike said: Verify fuel quantity.
03:56:12 **You said: confirmed**
03:56:20 Mike said: Roger. The fuel quantity has been checked.
03:56:22 Mike said: Radios set?
03:56:24 **You said: yes they are**
03:56:29 Mike said: The radios are properly set.
03:56:32 Mike said: Check auto pilot.
03:56:33 **You said: checked**
03:56:37 Mike said: Auto pilot checked.
03:56:39 Mike said: Checklist completed.
03:56:40 Mike said: Captain If this is an I L S or back course approach, please ensure that navigation one is set to the correct frequency.
04:01:33 Mike said: Captain. We just headed over Westport. On your side of the aircraft, you should be able to see the area of Ilwaco. coming up soon, where the current temperature is slightly on the cool side at ten degrees Celsius or fifty degrees Fahrenheit.
04:01:42 **You said: going to one two four point two**
04:04:35 Mike said: Going to one two four point two
04:04:35 **You said: november one seven six charlie mike is with you**
04:04:46 **You said: altimeter three zero five four**
04:05:05 Mike said: Altimeter 3054. Roger.
04:05:05 Mike said: The localizer's alive
04:06:10 **You said: going to one two two point eight**
04:06:31 Mike said: Going to one two two point eight
04:06:32 **You said: select two**
04:06:40 **You said: select one**
04:06:45 **You said: select two**
04:06:52 **You said: select two**

04:06:56 **You said: Turn left heading one seven zero**
04:07:25 Mike said: Heading set to 170. Roger
04:07:26 Mike said: Bearing one seven zero
04:07:26 **You said: Descend and maintain one thousand eight hundred**
04:08:02 Mike said: Descend and maintain 1 thousand, 8 hundred Roger.
04:08:02 **You said: Set the rate of descent to five hundred**
04:08:10 Mike said: Vertical speed 5 hundred and checked.
04:08:11 Mike said: Captain. Do you want me to go through the descent checklist?
04:08:28 **You said: yes please**
04:08:35 Mike said: Roger. I will perform the descent checklist as required.
04:08:38 Mike said: Captain. On your side of the aircraft, you should be able to see the city of Ilwaco. coming up shortly, where the current temperature is slightly on the cool side at nine degrees Celsius or forty eight degrees Fahrenheit.
04:08:44 Mike said: Setting air speed to 100
04:08:45 Mike said: Are the passenger seat belts adjusted and locked?
04:08:46 **You said: affirmative**
04:09:02 Mike said: All passenger seat belts are adjusted and locked.
04:09:04 Mike said: Is the fuel selector set to both?
04:09:05 **You said: affirmative**
04:09:09 Mike said: The fuel selector is set to both.
04:09:10 Mike said: Is the mixture set as required?
04:09:11 **You said: affirmative**
04:09:18 Mike said: Pitot heater set as required?
04:09:20 **You said: affirmative**
04:09:25 Mike said: Pitot heater is set as required.
04:09:27 Mike said: Flight instruments.
04:09:28 You said: set checked
04:09:33 Mike said: The flight instruments have been checked.
04:09:35 Mike said: Check engine instruments.
04:09:36 **You said: checked**
04:09:46 Mike said: The engine instruments are functioning properly.
04:09:48 Mike said: Radios set?
04:09:49 **You said: yes they are**
04:09:53 Mike said: The radios are properly set.
04:09:54 Mike said: Passengers secured and briefed on approach?
04:09:55 **You said: affirmative**
04:10:05 Mike said: Prepare the A.T.I.S. data for kilo, alpha, sierra, tango,
04:10:09 Mike said: Captain, the descent checklist has been completed.
04:10:17 **You said: Set the rate of descent to three hundred**
04:10:19 Mike said: Vertical speed 3 hundred and checked.
04:10:20 Mike said: Do you want me to go through the approach and landing checklists and assist you with the landing?
04:13:24 **You said: yes please**
04:13:31 Mike said: Roger. I will perform the approach and landing checklists as requested.
04:13:34 Mike said: Are the passenger seat belts adjusted and locked?
04:13:35 **You said: affirmative**
04:13:46 Mike said: All passenger seat belts are adjusted and locked.
04:13:48 Mike said: Is the fuel selector set to both?
04:13:50 **You said: yes it is**
04:13:57 Mike said: The fuel selector is set to both.
04:14:00 Mike said: Check engine instruments.
04:14:01 **You said: checked**
04:14:05 Mike said: The engine instruments are functioning properly.
04:14:07 Mike said: Magnetos switch set to both?
04:14:09 **You said: affirmative**
04:14:15 Mike said: The magnetos switch is set to both.
04:14:17 Mike said: Setting air speed to 75
04:14:19 Mike said: Landing lights are on.
04:14:21 Mike said: Flaps 10.
04:14:29 Mike said: Flaps 20.
04:14:43 Mike said: Captain. I recommend that you turn the Altitude Hold Off on final, so that you can control the rate of descent.
04:14:45 **You said: Turn left heading one one zero**
04:16:59 Mike said: Heading set to 110. Roger
04:16:59 Mike said: Heading set to one one zero
04:16:59 **You said: Turn right heading one three zero**
04:17:41 Mike said: Heading set to 130. Roger
04:17:41 Mike said: one three zero Roger
04:17:42 Mike said: Back course approach mode has been selected, and checked.
04:21:21 Mike said: Locked on the localizer
04:21:28 **You said: altitude hold off**
04:24:11 Mike said: Altitude hold is off.
04:24:13 Mike said: Flaps 30.
04:25:43 Mike said: One thousand
04:26:36 Mike said: Five hundred
04:27:29 Mike said: Four hundred
04:27:45 Mike said: Three hundred
04:28:02 Mike said: Approaching minimums
04:28:14 Mike said: Two hundred
04:28:17 Mike said: Auto-Pilot off (below 150 feet)
04:28:21 Mike said: One hundred
04:28:32 Mike said: Captain, I am no longer controlling the airspeed (below 80 feet)
04:28:33 Mike said: Fifty
04:28:38 Mike said: Forty
04:28:40 Mike said: Thirty
04:28:41 Mike said: Twenty
04:28:44 Mike said: Retard
04:28:45 Mike said: Flaps up
04:29:06 Mike said: Captain, the approach and landing checklists have been completed.
04:29:12 **You said: select two**
04:29:15 Mike said: Do you want me to run through the taxi to the gate or ramp checklist?

04:29:25 **You said: Maintain taxi speed**
04:29:26 Mike said: Aye, aye Captain
04:29:26 **You said: affirmative**
04:29:30 Mike said: Roger. Here's the taxi to the gate or ramp checklist.
04:29:33 Mike said: The taxi lights are on.
04:29:36 Mike said: Landing lights off?
04:29:38 Mike said: The elevator trim is properly set for take off.
04:29:43 Mike said: The transponder has been set to one two zero zero.
04:29:47 Mike said: Once we reach the gate or ramp, you can say resume checklists, and I will run down the shutdown checklist. If you would like me to control the taxi speed until you apply the brakes, simply say, Maintain taxi speed.
04:29:49 Mike said: Captain, the taxi to the gate or ramp checklist has been completed.
04:30:08 **You said: Resume checklists**
04:31:54 Mike said: Do you want me to go through the shutdown checklist?
04:31:57 **You said: bring up the ACARS window**
04:32:05 Mike said: Do you want me to go through the shutdown checklist?
04:32:12 **You said: affirmative**
04:32:13 Mike said: Roger. Shut down checklist.
04:32:16 Mike said: Parking brakes set?
04:32:17 **You said: parking brakes on**
04:32:23 Mike said: Parking brakes on.
04:32:24 Mike said: You may wish to save your ACARS data now.
04:32:31 Mike said: Throttle idle?
04:32:32 Mike said: The throttle is idle.
04:32:34 Mike said: The fuel pump should be off.
04:32:35 Mike said: Avionics off?
04:32:38 **You said: avionics off**
04:32:42 Mike said: Avionics off?
04:32:44 Mike said: Taxi lights off.
04:32:46 **You said: taxi lights off**
04:32:51 Mike said: Taxi lights off.
04:32:52 Mike said: Navigation lights off?
04:32:54 **You said: navigation lights off**
04:33:00 Mike said: The navigation lights are off.
04:33:02 Mike said: Pitot heater off?
04:33:04 Mike said: The engine mixture should be set to lean.
04:33:09 **You said: Set the engine mixture to lean**
04:33:14 Mike said: The engine mixture is set to lean.
04:33:16 Mike said: The magnetos starter switch should be off.
04:33:18 **You said: magneto starter switch off**
04:33:24 Mike said: The magneto starter switch is off.
04:33:26 Mike said: Beacon and Strobe lights off?
04:33:28 Mike said: Mark down the Hobbs meter and tachometer values. Once done, say Checked or Roger.
04:33:31 **You said: checked**
04:33:38 Mike said: Battery master switch off?
04:33:41 **You said: battery master switch off**
04:33:45 Mike said: The battery master switch is off.
04:33:47 Mike said: Captain, the shutdown checklist has been completed.
04:33:52 **You said: Save ACARS data**
04:33:56 Mike said: The ACARS data has been saved to your local drive. Please check the ACARS folder, under I.Y.P. Logs.
04:33:58 Mike said: Would you like to file your ACARS data to the It's Your Plane Pilot's Log.
04:34:06 **You said: yes please**
04:34:13 Mike said: Please wait.
04:34:06 Mike said: Your ACARS data has been uploaded to the It's Your Plane pilot's log. You will receive a report by e-mail shortly.
Captain, It's Your Plane.

Level-D 767-300ER Interface

IMPORTANT NOTES:
This version of It's Your Plane designed for the Level-D 767-300ER does NOT provide step-by-step instructions for programming the FMC. This may become available in a subsequent release. Thank you.

Typical Launching Sequence for the IYP Programme with the Level-D:

1. Bring up your Simulator
2. Load the Level-D 767-300ER positioned at the Departure Gate
3. Minimize the Simulator
4. Run the It's Your Plane application
5. Restore the Simulator
6. Wait for the phrase... "*It's Your Plane, we're ready to go.*"
7. Say, "*Restart Cold and Dark*" to reset the aircraft
8. Next say, "*Do all checklists*."

Understanding the Limitations of "Open-Loop" Designs

There are a few switches and rotary knobs that have been designed as Open-Loop objects with the LVLD panels.

What does "Open-Loop" mean?

In simple terms, it means that a few of the aircraft's functions CANNOT BE DETERMINED by an external programme like IYP. This manifests itself by prohibiting an Add-On designer from determining the disposition of the aircraft at any given time.

Because of this, in some cases within the checklists, your Co-pilot will ask you to confirm that switches are set properly. If the switch is incorrectly set, you need to set it to the correct position, then say, "*Confirmed*," "*Affirmative*," "*Yes it is*," "*Yes they are,*" etc.

In other cases, the only way for the IYP application to be certain of an object's disposition, is to set it to a commanded position, and hold it in that position so that its setting can be subsequently "read". e.g. If you say, "*Number 1 Fuel OFF*," the Fuel Cutoff valve will move to the OFF position. If you attempt to physically move it to the ON position, it will snap back to OFF because it is being held OFF by the IYP programme. The only way to move the switch in this example is to say, "*Number 1 Fuel On*."

This takes some getting used to, but before long, you'll get the hang of it.

The FSConv Plug-In by Nico Kaan

The IYP application communicates via Pete Dowson's FSUIPC with Nico Kaan Plug-In, which in turn talks to the Level-D SDK to control the Level-D 767-300ER. The rationale for this design approach centered around the fact that ALL the previous IYP aircraft interfaces had been done via FSUIPC, and to design a specific IYP to Level-D SDK interface made little sense.

Therefore, in order to control the Level-D 767-300ER you need to download and install the FSCONV programme from Nico Kaan's site located at:

http://www.lekseecon.nl/phpbbv2/index.php
You are required to REGISTER in his forum in order to download FSCONV.
After you have successfully installed the FSCONV in a suitable folder, you need to DOWNLOAD, UNZIP and INSTALL the FSCONV.INI file located here:

http://www.itsyourplane.com/db/fsconv.zip

into your FSCONV folder.

When you double-click on the fsconv.exe file, you should see this:

If you have any problems installing FSCONV, please speak with Nico Kaan... he's always ready to assist others.

FSUIPC - PLEASE READ THIS CAREFULLY:

- Please ensure that you have FSUIPC Version 3.85 (or greater) installed in an FS9 application.
- Please ensure that you have FSUIPC Version 4.40 (or greater) installed in an FSX or P3D application.

If you have any problems installing FSUIPC, please go to their forum located at:

http://forums.simflight.com/viewforum.php?f=54

Voice Commands

The operational CHECKLIST commands are:
Do all Checklists
Pre-Flight Checklist
Before Startup Checklist
Startup Checklist
Before Taxi Checklist
Taxi Checklist
Before Takeoff Checklists
Takeoff / Climb out Checklist
Cruise Checklist
Descent Checklist
Approach / Landing Checklists
Taxi to the Gate Checklist
Parking Checklist
Shut Down Checklist

The operational GENERAL commands are:
Left seat view / Captain's view
Right seat view / First Officer's View
Display Captain's Overhead / Lose Captain's Overhead
Display First Officer's Overhead / Lose First Officer's Overhead

Display Overhead Panel / Lose Overhead Panel
Display (Throttle) Quadrant/Lose (Throttle) Quadrant
Display FMC / Lose FMC
Display Auto Pilot / Lose Auto Pilot
Display Standby Instruments / Lose Standby Instruments

The operational MAIN PANEL commands are:
Make the range 10
Make the range 20
Make the range 40
Make the range 80
Make the range 160
Make the range 320
Mode selector to full ILS
Mode selector to full VOR
Mode selector to expanded VOR
Mode selector to expanded ILS
Mode selector to map
Mode selector to plan

The operational AUTO PILOT commands are:
Flight Director [ON] [OFF]
Auto Throttle [ON] [OFF]
Airspeed (nnn)
Make the Heading (nnn)
Turn [Left] [Right] Heading (nnn)
Climb and Maintain (nnnnn)
Climb and Maintain Flight Level (nnn)
Descend and Maintain (nnnnn)
Descend and Maintain Flight Level (nnn)
Speed [ON] [OFF]
N1 [ON] [OFF]
Level Change [ON] [OFF]
VS [ON] [OFF]/Vertical Speed Selector [ON] [OFF]
L NAV [ON] [OFF]
V NAV [ON] [OFF]
Heading Hold [ON] [OFF]
Press heading selector
Approach [ON] [OFF]
Localizer [ON] [OFF]
Autopilot [ON] [OFF]
Left CMD [ON] [OFF]
Center CMD [ON] [OFF]
Right CMD [ON] [OFF]
Disengage Bar [UP] [DOWN]

The operational OVERHEAD PANEL commands are:
IRS Mode Selectors [OFF] [Align] [Navigation] [Attitude]
Left IRS [OFF] [Align] [Navigation] [Attitude]
Center IRS [OFF] [Align] [Navigation] [Attitude]
Right IRS [OFF] [Align] [Navigation] [Attitude]
Yaw Dampers [ON] [OFF]
Left Yaw Damper [ON] [OFF]

Right Yaw Damper [ON] [OFF]
EEC Switches [ON] [OFF]
Left EEC (switch) [ON] [OFF]
Right EEC (switch) [ON] [OFF]
Hydraulic Pumps [ON] [OFF]
Left Hydraulic Pump [ON] [OFF]
Right Hydraulic Pump [ON] [OFF]
Electric Hydraulic Pumps [ON] [OFF]
Left Electric Hydraulic Pump [ON] [OFF]
Right Electric Hydraulic Pump [ON] [OFF]
Hydraulic Demand Switches [OFF] [on Auto] [ON]
Left Hydraulic Demand (switch) [OFF] [on Auto] [ON]
Center Hydraulic Demand (switch) [OFF] [on Auto] [ON]
Right Hydraulic Demand (switch) [OFF] [on Auto] [ON]
Left H F Radio [OFF] [on USB] [on AM]
Right H F Radio [OFF] [on USB] [on AM]
Battery Master Switch [ON] [OFF]
Standby Power [OFF] [Auto] [Battery]
APU Switch [ON] [OFF]
Bus Ties [ON] [OFF]
Left Bus Tie [ON] [OFF]
Right Bus Tie [ON] [OFF]
Utility Bus Ties [ON] [OFF]
Left Utility Bus Tie [ON] [OFF]
Right Utility Bus Tie [ON] [OFF]
Generator Controls [ON] [OFF]
Left Generator Control [ON] [OFF]
Right Generator Control [ON] [OFF]
Start APU / Shut Down APU
Emergency Exit Light [ON] [OFF]
Ignition Switch to [Left] [Number 1] [Both] [Right] [Number 2]
Number 1 Starter [on Ground] [on Auto] [OFF] [on Continuous Ignition] [on Flight]
Fuel Jettison (switch) [ON] [OFF]
All Fuel Pumps [ON] [OFF]
Forward and Aft Fuel Pumps [ON] [OFF]
Number 1 (center) Fuel Pump [ON] [OFF]
Number 2 (center) Fuel Pump [ON] [OFF]
Wing Anti-Ice [ON] [OFF]
Number 1 Anti-Ice [ON] [OFF]
Number 2 Anti-Ice [ON] [OFF]
Cargo Heat (switches) [ON] [OFF]
Window Heat Switches [ON] [OFF]
No Smoking [OFF] [Auto] [ON]
Seat Belts [OFF] [Auto] [ON]
Cabin Altitude Control on [Auto 1] [Auto 2] [Manual]
Equipment Cooling on [Auto] [Standby] [Override]
Trim Air [ON] [OFF]
Left Recirculating Fan [ON] [OFF]
Right Recirculating Fan [ON] [OFF]
Left pack [OFF] [on Auto] [on N] [on C] [on W]
Right pack [OFF] [on Auto] [on N] [on C] [on W]
Left Isolation (switch) [ON] [OFF]
Right Isolation (switch) [ON] [OFF]

Center/APU Isolation (switch) [ON] [OFF]
Left Engine/Number 1 Bleed [ON] [OFF]
Right Engine/Number 2 Bleed [ON] [OFF]

The operational THROTTLE QUADRANT commands are:
Number 1 Fuel [ON] [OFF]
Number 2 Fuel [ON] [OFF]
Fire up Number 1
Fire up Number 2
Parking Brakes [ON] [OFF]
Auto Spoilers [ON] [OFF]
Retracted Spoilers
Spoiler 25 percent
Spoiler 50 percent
Spoiler 75 percent
Spoiler to the Maximum
Flaps 1
Flaps 5
Flaps 15
Flaps 20
Flaps 25
Flaps 30

PMDG 737-600/700 Interface

Launching It's Your Plane
PMDG suggests that the best way to initialize the PMDG aircraft is to load a Cessna C172, shut everything off, then load the PMDG aircraft. It is CRITICALLY IMPORTANT that you only launch the IYP application AFTER the PMDG-737-600/700 is fully loaded and sitting at a gate/ramp.

Understanding the Limitations of the PMDG "Open-Loop" Design
The PMDG Boeing 737 aircraft was designed in a manner that makes it extremely difficult to create effective Add-On programmes because of its "Open-Loop" conceptual approach.

What is an "Open-Loop" Design?
In simple terms, it means that an external programme like IYP CANNOT DETERMINE about 95% of the aircraft's functions. This manifests itself by prohibiting an Add-On designer from determining the disposition of the aircraft at any given time. Therefore, for example, if an ON/OFF switch is in the ON position and you say, "*Turn it ON*," it will turn it OFF. Failing to recognize the shortcoming of "Open-Loop" designs can become particularly precarious when executing a CHECKLIST sequence with your IYP Co-pilot.

For example, if during a checklist procedure your Co-pilot calls for "Standby Power ON" and the switch is already in the ON position, you need to say, "Confirmed," "Checked," "Affirmative," "Yes it is," etc. DO NOT SAY, "*Standby Power ON*," if it is already ON, because the IYP application will switch it to the OFF position. Why? Because the PMDG design provides no mechanism for the IYP application to "READ" the current position of the switch. By contrast, if the switch is in the OFF position,

then you will say, "*Standby Power ON*" to cause IYP to flip the switch. This takes some getting used to, but before long, you'll get the hang of it.

My First Encounter with the PMDG 737-600

I remember the first time I jumped into the Captain's seat of a PMDG-737-600. Wow! I had absolutely no idea where to start. After flying the default Microsoft jetliners for a few years, to say that the PMDG 737 was intimidating would be a huge understatement. Nonetheless, fearlessly I started messing around with things to see what this beautiful aircraft was all about. After spending about 4 or 5 hours playing around (and getting nowhere fast), that old, all-too-familiar expression rattled around in my head..."*When all else fails... read the manual." S*o I did and with a substantial amount of help from other PMDG experts, I finally got the aircraft in the air.

Then Came It's Your Plane!

After I developed the IYP programme and had added most of the Microsoft default aircraft, along with some planes from Carenado, etc., I received numerous requests to interface IYP to the PMDG aircraft. Not fully understanding the magnitude of the undertaking, I started down a long and arduous road to have Michelle or Mike sitting in the right seat.

Are You a PMDG Newbie?

As I was implementing the checklists of the PMDG aircraft, I quickly realized that I couldn't be the only newbie who was ever intimidated by the PMDG! With that in mind I decided that I would not only provide facilities for my First Officer (Co-pilot) to help me by running through all the checklists, I also decided to incorporate Newbie Help to the basic design as well.

Take a look at this Video Presentation for a better understanding of Newbie Help!

Simulating Mouse Clicks

PMDG did not provide third-party vendors with "hooks" to the numerous buttons on their various panels. Therefore, in order to perfect an interface, the It's Your Plane application needed to employ a design that would simulate mouse clicks. Pete Dowson expanded his FSUIPC DLL that, amongst other things, provides for interfacing the PMDG panel by simulating mouse clicks.

Recalibration Facilities

Typically, the PMDG 737-600/700 aircraft comes up with the following default settings:

Airspeed = 100
Course=0
Heading=0
Altitude=10000

Because of the aforementioned "OPEN-LOOP" PMDG design restrictions, if during the flight you manually change a setting on the panel (e.g., you change the Airspeed from 250 to 280), then it is necessary that you execute an AIRSPEED CALIBRATION so that the IYP application can remain SYNCHRONIZED. Using the above scenario, since you changed the Airspeed "manually," instead of simply saying, "*Airspeed 280*" and letting Michelle or Mike do it, the IYP application believes the Airspeed remains set at 250. Therefore, you need to say, "*Airspeed calibration 280*," to tell the IYP

application that you "manually" changed the setting. The same scenario exists with the other settings set forth below.

Airspeed calibration 'nnn'
Course calibration 'nnn'
Heading calibration 'nnn'
Altitude calibration 'nnnnn' or Flight Level calibration 'nnn'

PMDG Voice Commands

The operational GENERAL commands are:
Display Main Panel
Display Zoom Panel
Display Landing Panel
Display Approach Panel
Display (Throttle) Quadrant/Lose (Throttle) Quadrant
Display Radio Stack/Lose Radio Stack
Display FMC/Lose FMC
Display PFD/Lose PFD
Display ND/Lose ND
Display EICAS/Lose EICAS
Display E-Cass/Lose E-Cass

The operational MAIN PANEL commands are:
Reset Master Caution
Reset Fire Warning (Alarm)
Reset Auto Pilot Caution
Reset Auto Throttle Alert
Reset FMC Alert
Airspeed Calibration 'nnn'
Course Calibration 'nnn'
Heading Calibration 'nnn'
Altitude Calibration 'nn,nnn' or Flight Level Calibration 'nnn'
Execute Fire Warning System Test
Make the Course 'nnn'
Course Calibration 'nnn' Synchronize Panel Gauge with IYP
Airspeed Calibration 'nnn'
Airspeed 'nnn' (Synchronize Panel Gauge with IYP)
Make the Heading 'nnn'/Turn LEFT/RIGHT Heading 'nnn'
Heading Calibration 'nnn' (Synchronize Panel Gauge with IYP)
Climb and Maintain 'n,nnn'
Climb and Maintain Flight Level 'nnn'
Descend and Maintain 'n,nnn'
Descend and Maintain Flight Level 'nnn'
Altitude Calibration 'n,nnn' (Synchronize Panel Gauge with IYP)
Flight Level Calibration 'nnn' (Synchronize Panel Gauge with IYP)
Auto-Throttle [ON] [OFF]
Flight Director [ON] [OFF]
N1 (Selector) [ON] [OFF]
Speed (Selector) [ON] [OFF]
Level Change (Selector) [ON] [OFF]

Heading (Selector) [ON] [OFF]
Approach (Selector) [ON] [OFF]
VS (Selector) [ON] [OFF]/Vertical Speed Selector [ON] [OFF]
L NAV (Selector) [ON] [OFF]
V NAV (Selector) [ON] [OFF]
Autopilot [ON] [OFF]
C M D A (Selector) [ON] [OFF] (same as above)
C M D B (Selector) [ON] [OFF]
C W S A (Selector) [ON] [OFF]
C W S A (Selector) [ON] [OFF]
Set (the) Auto Brakes to RTO
Set (the) Auto Brakes to OFF
Set (the) Auto Brakes to Postion1
Set (the) Auto Brakes to Position2
Set (the) Auto Brakes to Position3
Set (the) Auto Brakes to Maximum
Parking Brakes [ON] [OFF]
Landing Gear UP/DOWN
Reset Minimums
Set Minimums to (e.g., 300) / Make Minimums (e.g., 300)
Press CTR / Press Center
Press FPV / Press Flight Path Vector
Press Metres
Select Pressure
Mode Selector to Approach
Mode Selector to VOR
Mode Selector to Map
Mode Selector to Plan
Make the Range 5
Make the Range 10
Make the Range 20
Make the Range 40
Make the Range 80
Make the Range 160
Make the Range 320
Make the Range 640
VOR 1 OFF/ON
VOR 2 OFF/ON
ADF1 ON
Speed Intervention [ON] [OFF]
Altitude Intervention [ON] [OFF]
N1 on 2/1/AUTO/BOTH
Speed Ref on AUTO/V1/VR/WT/V Ref/Set
Fuel Flow Reset/Rate/Used
Display Weather [ON] [OFF]
Display Stations [ON] [OFF]
Display Airports [ON] [OFF]
Display Data [ON] [OFF]
Display Positions [ON] [OFF]
Standby Attitude OFF/on Approach/on Back Course
Landing Gear UP/DOWN

The operational OVERHEAD PANEL commands are:
Ground Power [ON] [OFF]
Standby Power [ON] [OFF]
Battery Master Switch [ON] [OFF]
No Smoking [ON] [OFF]/On AUTO
Seat Belts [ON] [OFF]/On AUTO
Start (the) APU
Shut Down (the) APU
APU Bleed [ON] [OFF]
Left Engine Bleed [ON] [OFF] or Number 1 Bleed [ON] [OFF]
Right Engine Bleed [ON] [OFF] or Number 2 Bleed [ON] [OFF]
Number 1 Center Fuel Pump [ON] [OFF]
Number 2 Center Fuel Pump [ON] [OFF]
Number 1 Aft Fuel Pump [ON] [OFF]
Number 1 Forward Fuel Pump [ON] [OFF]
Number 2 Aft Fuel Pump [ON] [OFF]
Number 2 Forward Fuel Pump [ON] [OFF]
Number 1 Electric Hydraulic Pump [ON] [OFF]
Number 2 Electric Hydraulic Pump [ON] [OFF]
Number 1 Hydraulic Pump [ON] [OFF]
Number 2 Hydraulic Pump [ON] [OFF]
Number 1 Generator [ON] [OFF]
Number 2 Generator [ON] [OFF]
Number 1 APU Generator [ON] [OFF]
Number 2 APU Generator [ON] [OFF]
Number 1 Ground Ignition
Number 1 Ignition OFF
Number 1 Continuous Ignition
Number 1 Flight Ignition
Number 2 Ground Ignition
Number 2 Ignition OFF
Number 2 Continuous Ignition
Number 2 Flight Ignition
Galley Power [ON] [OFF] or Cab Util Power [ON] [OFF]
(Passenger) In Flight Entertainment [ON] [OFF]
Window Heat Switches [ON] [OFF]
Window Heat Test
Select Left Ignition Switch
Select Right Ignition Switch
Yaw Damper [ON] [OFF]
Emergency Exit Lights [ON] [OFF]
Probe Heat Switches [ON] [OFF]
Isolation Valve Open/Closed/On Auto
Equipment Cooling Supply Normal
Equipment Cooling Supply Alternate
Equipment Cooling Exhaust Normal
Equipment Cooling Exhaust Alternate
Left Pack OFF/On Auto/On High
Right Pack OFF/On Auto/On High
Cycle Fuel Crossfeed
Number 1 Air Conditioning on Very Cool
Number 1 Air Conditioning on Cool

Number 1 Air Conditioning on Auto
Number 1 Air Conditioning on Warm
Number 1 Air Conditioning on Very Warm
Number 2 Air Conditioning on Very Cool
Number 2 Air Conditioning on Cool
Number 2 Air Conditioning on Auto
Number 2 Air Conditioning on Warm
Number 2 Air Conditioning on Very Warm
Wing Anti-Ice [ON] [OFF]
Number 1 Anti-Ice [ON] [OFF]
Number 2 Anti-Ice [ON] [OFF]
Left Wiper on PARK/INTERMITTENT/LOW/HIGH
Right Wiper on PARK/INTERMITTENT/LOW/HIGH

The operational THROTTLE QUADRANT commands are:
Number 1 Fuel [ON] [OFF]
Number 2 Fuel [ON] [OFF]
Fire up Number 1
Fire up Number 2
Parking Brakes [ON] [OFF]
Auto Spoilers [ON] [OFF]
Retracted Spoilers
Spoiler 25 percent
Spoiler 50 percent
Spoiler 75 percent
Spoiler to the Maximum
Flaps 1
Flaps 2
Flaps 5
Flaps 10
Flaps 15
Flaps 25
Flaps 30
Flaps 40

The operational FMC commands are:

Finished Programming the F M C - Exits from the FMC mode during checklists and continues...

Data Entry Voice Commands:
Period, Point
Zero
One
Two
Three
Four
Five
Six
Seven
Eight
Nine
Plus, Minus

Alpha
Bravo
Charlie
Delta
Echo
Foxtrot
Golf
Hotel
India
Juliet
Kilo
Lima
Mike
November
Oscar
Papa
Quebec
Romeo
Sierra
Tango
Uniform
Victor
Whiskey
X-Ray
Yankee
Zulu
Space
Slash
Delete
Clear Entry
Erase All Data

LSK SELECTION VOICE COMMANDS:
LSK One Left
LSK Two Left
LSK Three Left
LSK Four Left
LSK Five Left
LSK Six Left
LSK One Right
LSK Two Right
LSK Three Right
LSK Four Right
LSK Five Right
LSK Six Right

MENU SELECTION VOICE COMMANDS:
Select Init Ref
Select Route
Select Climb
Select Cruise
Select Descend
Select Menu

Select Legs
Select Departures and Arrivals
Select Hold
Select Progress
Select Execute
Select N One Limit
Select Fix
Select Previous Page
Select Next Page
Select Keyboard

Summary

It's Your Plane is very special in many ways, not the least being that it is constantly evolving and being expanded! Which is a perfect segue to the following:

> Robert Cezar really enjoys hearing from IYP users with suggestions on how to improve the product. So, don’t be shy… let him know what you have in mind.

I am sure you'll enjoy reading the It's Your Plane Newsletters that are published from time to time, and in which you will discover new and exciting flight sim and IYP innovations.

All right… I'll not keep you any longer.

Go Fly… After all…

It's Your Plane!