

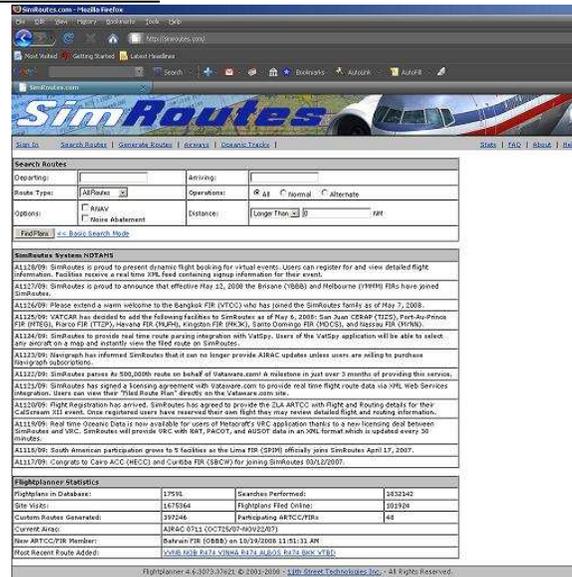
How To Talk To ATC On Fly Sim Server

By Wesrater

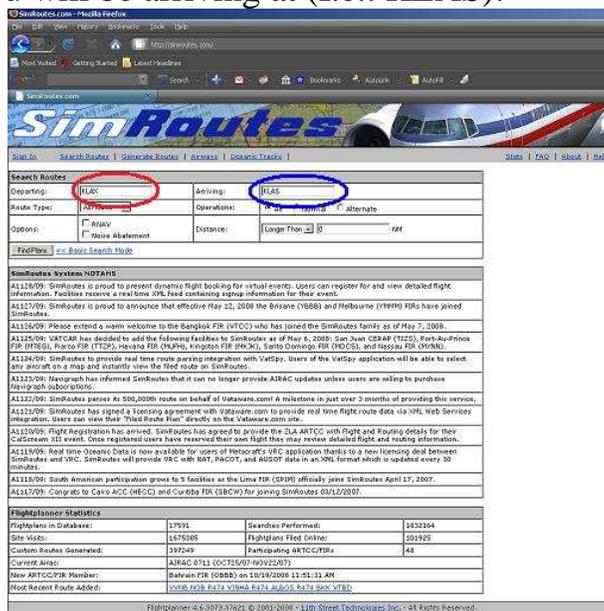
So you want to learn how to speak with Air Traffic Control on Fly Sim?...

1. (**BYPASS THIS PART IF YOU ARE JUST FLYING THE PATTERN VFR OR JUST FLYING IN THE AREA OF THE DEPARTING FIELD VFR**). First off, you have to find a flight plan that would suit you. To do this, simply:

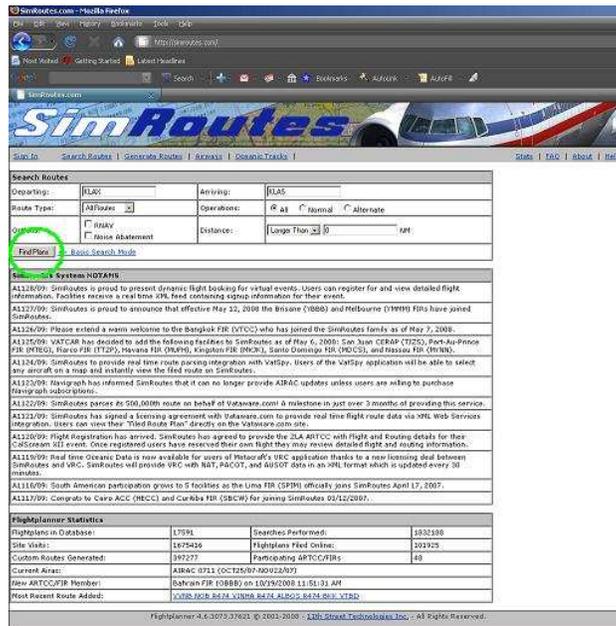
a. Go to <http://simroutes.com> :



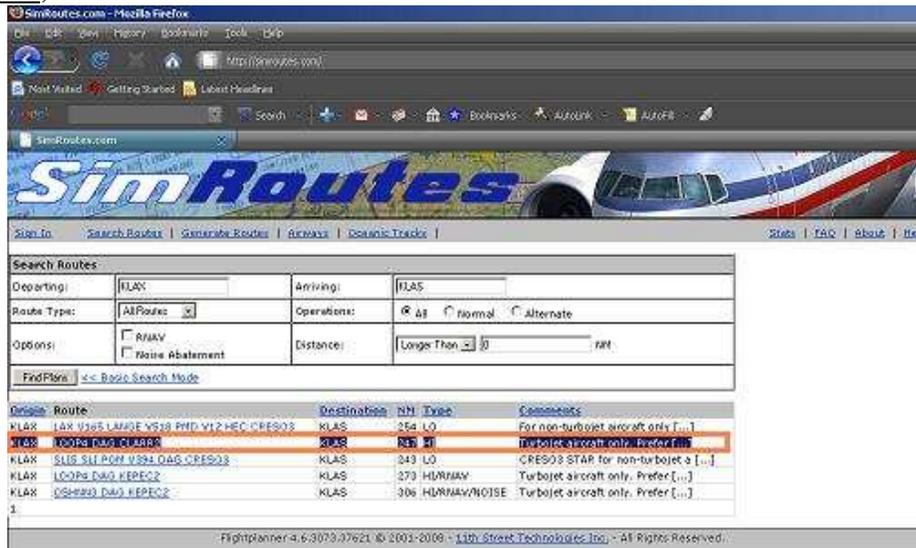
b. Type in the 'Departing' box, the ICAO code of the airport you will be departing from (I.e.: KLAX) and in the 'Arriving' box, the ICAO code of the airport that you will be arriving at (I.e.: KLAS):



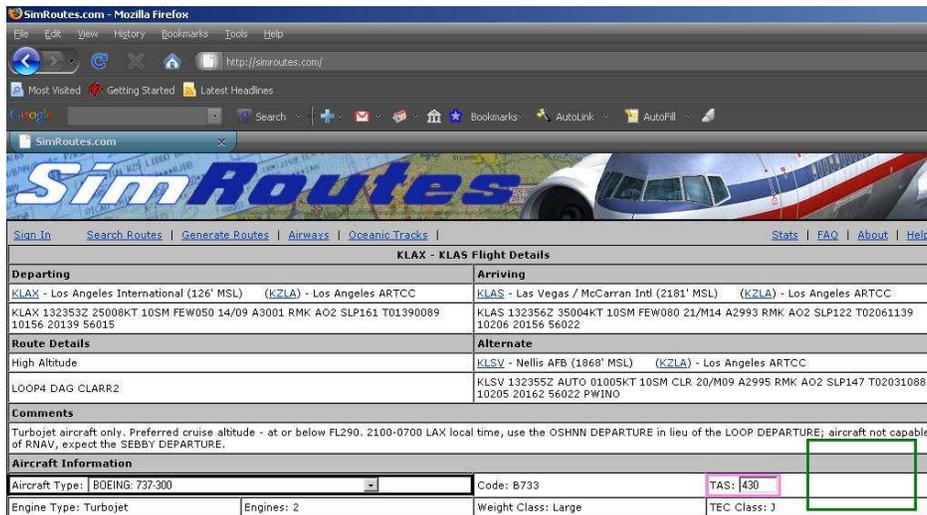
c. Click 'Find Plans':



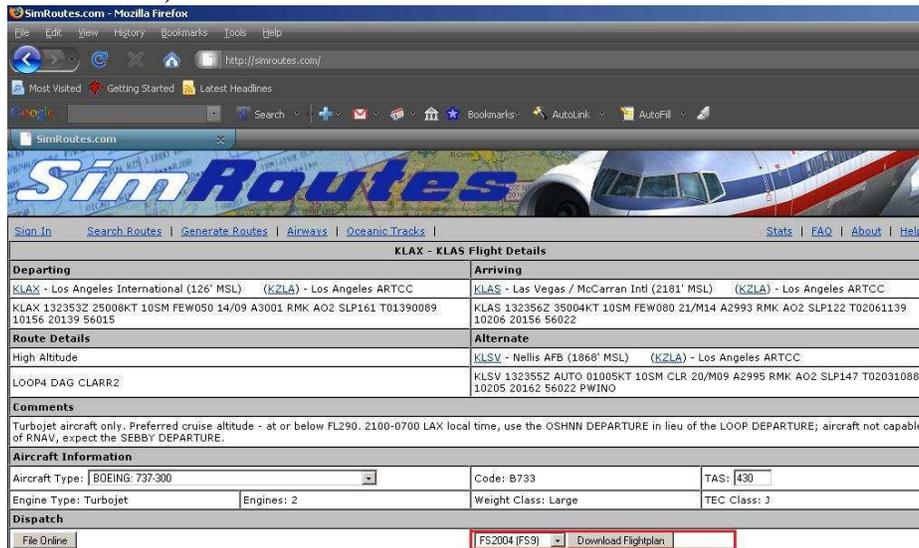
d. Choose a 'route' from the list that suits you best... I.e. LOOP4 DAG CLARR2, Then click on the link that is in the route:



e. Then, first choose your 'Aircraft Type'. Second, choose your estimated 'TRUE Airspeed (TAS)'. Third, click 'outside of the TAS window' so the estimated time resets:



d. (**OPTIONAL**) 'Choose the simulator that you use', then hit download (For FS2004, you need to save it to your Flight Simulator Files in your My Documents folder):



e. It is recommended that you print out this page to be able to look back at it for reference...

Congratulations, you have finished getting an official flight plan (Route)!

2. First, get your flight plan ready in Flight Sim... Then, spawn in !!!AT A GATE!!!. If your aircraft has an FMC, there is a tutorial utilizing the FMC of the PMDG 737: <http://www.youtube.com/watch?v=PqWZdfiyDxE> .

a. First decide whether you are flying VFR or IFR and then decide your cruising altitude, then file your flight plan on Flight Sim by typing +fp <IFR/VFR>, <DEP AIRPORT ICAO>, <ARR AIRPORT ICAO>, <CRUISING ALT> . I.e: +fp IFR, KLAX, KLAS, 32000



b. Then file your flight route, which are each of the waypoints on the Sim Routes site by doing +fr <ROUTE>



Congratulations, you have finished filing your flight plan and flight route!

c. Then retrieve the local ATIS report, which is really the local weather and airport announcements by typing `.atis, <AIRPORT ICAO>`



d. (**BYPASS THIS PART IF YOU ARE JUST FLYING THE PATTERN VFR OR JUST FLYING IN THE AREA OF THE DEPARTING FIELD VFR**) Then contact ATC. To do this, just... Say, "<Departure Airport> Clearance Delivery, <Callsign>, ready to copy IFR to <Arrival Airport> as filed with information <Current ATIS Information 'Letter'>." Then they should reply something like, "<Callsign> Roger, You are cleared to <Destination> as filed via <SID (The departure route... Usually the first thing in the route. I.e. LOOP4)> departure. Expect <Cruising Altitude> one zero minutes after departure. Contact departure when passing through <Altitude>. Departure is <Dep Frequency (or "With Me")>. Squawk <Squawk Number>..." I.e. "Los Angeles Clearance Delivery, AirTran 9905, ready to copy IFR to Mc Carran (Las Vegas) as filed with information Delta." Then they'll say, "AirTran 9905 roger. You are cleared through the Bravo airspace to Mc Carran as filed via the LOOP4 departure. Expect FL 320 one zero minutes after departure. Contact departure when passing through 2000. Departure is 120.35. Squawk 3426." Then you would say, "Roger AirTran 9905, cleared through the Bravo airspace to Mc Carran as filed via the LOOP4 departure. Expect FL 320 one zero minutes after departure. Contact departure when passing through 2000. Departure is 120.35. Squawk 3426."

WRITE THIS INFORMATION THEY GIVE YOU DOWN LIKE SO:

(C: Clearance to Airport)

R: Route

A: Altitude (When to contact Dep, and cruising altitude)

F: Frequency (Of departure)

T: Squawk Code

Then read back everything they said to you to verify that you have received the information correctly by saying something like, "<Callsign> cleared to <Destination Airport> as filed. Expect <Cruising Altitude> one zero minutes after departure. Contact departure when passing through

<Altitude>. Departure is <Frequency or “With You”>. Squawk <Squawk Number>.” Then they *should* clear you for the push and start. When they do, push back the aircraft out of the gate using SHIFT + P or Slewing, and start your engines. Once this is all completed, contact ground...

e. (**IF YOU ARE FLYING VFR AND FLYING TO ANOTHER AIRPORT, SAY**)... “<Departure Airport> ground. <Callsign> ready to taxi, VFR to <Destination Airport>. With information <Current ATIS Information ‘Letter’>.” Then they should say something like, taxi to and hold short of <Runway> via <Taxiways To Take>. Squawk <Squawk Number>.” Then you say, “Roger, taxi to and hold short of <Runway> via <Taxiways To Take>. Squawk <Squawk Number>. <Callsign>.”

(**IF YOU ARE FLYING VFR AND PRACTICING MANEUVERS TO A CERTAIN DIRECTION FROM THE FIELD (NORTH, SOUTH, EAST, OR WEST**))... say, “<Callsign> ready to taxi VFR. Practicing maneuvers to the <Direction>. With information <Current ATIS Information ‘Letter’>.” Then they should say something like, “<Callsign> roger, taxi to and hold short of <Runway> via <Taxiways To Take>.” Then you say, “Roger, taxi to and hold short of <Runway> via <Taxiways To Take>. Squawk <Squawk Number>. <Callsign>.”

(**IF YOU ARE FLYING VFR AND FLYING THE PATTERN**))... say, “<Callsign> requesting VFR to remain in the pattern at <Departure Airport>. With information <Current ATIS Information ‘Letter’>.” Then they’ll say, “<Callsign> roger, cleared <Left or Right Traffic> to remain in the pattern at <Departure Airport>. Squawk <Squawk Number>.” Then you say, “Roger, cleared <Left or Right Traffic> to remain in pattern at <Departure Airport>.” Then request permission to taxi by saying, “<Callsign> ready to taxi VFR to remain in pattern. Then they should say something like, “<Callsign> roger, taxi to and hold short of <Runway> via <Taxiways To Take>.” Then you say, “Roger, taxi to and hold short of <Runway> via <Taxiways To Take>. <Callsign>.”

f. Once you get to the runway and are holding short, you need to contact tower. Say, “<Departure Airport>, <Callsign>, ready for takeoff at <Runway>. [**VFR/IFR to <Arrival Airport>** (IF YOU’RE FLYING TO ANOTHER AIRPORT)]” Then they’ll give you information that you need to write down that’s specific to your situation at that airport. After they give that information to you, you need to read it back, just as you did for the clearance delivery if you are flying IFR.

g. After you take off, and you follow all of ATC’s requests, contact departure when you pass through the altitude that they asked you to contact departure at by saying, “<Callsign>, with you at <Current Altitude>, for

<Cruising Altitude> (**If flying VFR, add to the end of that, “request flight following”**). They’ll acknowledge you contacting them and tell you to turn a specific heading, or climb to a certain altitude... ALWAYS, say back what they tell you to do! After a few minutes, and around reaching your cruising altitude, they’ll tell you to contact center. When you contact center, give them a general idea where you are (“5 miles south west of a VOR, or Airport”, etc.), tell them your current altitude, and what your next waypoint is. If you are ever going to do anything different than what your +fr (Route) says, YOU NEED TO LET THEM KNOW!!!

h. Center *should* get you on your general descent into the area of your arrival airport and eventually tell you to contact approach. When you contact approach, give them a general area where you are, as you did for center, your altitude, and the altitude that center told you to go to. After you do this, Approach should tell you to descend to a certain altitude, or turn to a certain heading... As you get closer to the airport, Approach will give you vectors for the approach of the active landing runway. They’ll turn you to about a 45 degree angle on the ILS, (or if you’re flying VFR, a straight final for the runway). When you are at the outer marker, they’ll have you contact tower. (Or if you’re flying VFR; when you turn final). When you contact Tower, tell them which runway you’re final for, and whether you are flying a VFR approach or an ILS approach. They’ll tell you whether you need to descend, turn, etc. If you are flying VFR, they’ll ask you when you have the runway in sight. If you are flying an ILS approach, they’ll ask you to let them know when you’ve ‘intercepted the localizer’ for the runway (this is pretty much when you can hear the beeping from the ILS from the NAV and autopilot is taking you on final). When you have done either of these things, they’ll clear you to land. After you land, contact ground.

i. When you contact ground, tell them which runway you have just exited and which taxiway you are currently on and where you want to taxi to (General Aviation Parking, Gates, etc.). They’ll tell you to taxi to where you asked via specific taxiways... WRITE THESE DOWN! Read back where they tell you to go, and which taxiways to use. When you get to the gate, put your parking break on, shut down your engines, then type –fp . This deletes the flight plan from the Controller’s Radar Screen, so they know that you aren’t expecting to fly. Then, either thank the controller and leave, or create a new flight plan all over again and do another flight.

Thank you all for reading
the Fly Sim ATC Guide
by Wesrater.

Not all controllers are the
same, so this guide isn't
going to be always 100%
accurate to every
controller, so don't get
mad at me :P. If you
have any suggestions or
comments, contact me,
Wesrater, on TeamSpeak.