New Voice Procedures – Audio for VATSIM (AFV)

DISTRIBUTION AND SCOPE
This document outlines the procedures to be used with Audio for VATSIM on the VATSIM network.

EXCLUSION OF LIABILITY
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INTRODUCTION
Audio for VATSIM launches on 14 October 2019. This is a new, highly detailed and sophisticated voice software which affects all elements of the VATSIM experience. For more information, visit audio.vatsim.net.

This document details the changes and procedures that we recommend controllers follow during the transition to new voice.

SOFTWARE REQUIREMENTS
All controllers will be required to download the Audio for VATSIM client from the audio.vatsim.net website - this will be made available after the 11th October.

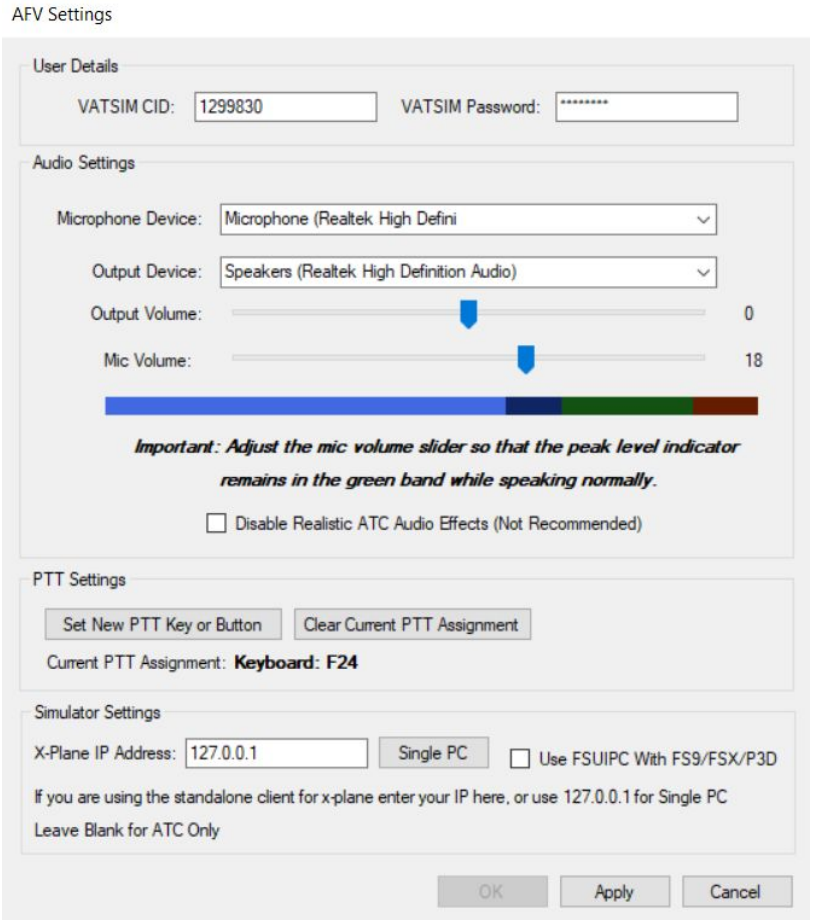
It is recommended to download the latest beta version of Euroscope also - available from https://www.euroscope.hu/wp/category/beta-release/

The Euroscope-AFV bridge plugin - available from:
github.com/AndyTWF/afv-euroscope-bridge/releases/latest/download/AfvEuroScopeBridge.dll

We may incorporate this Plugin in our Monthly Controller pack updates via GNG Aero website:
http://files.aero-nav.com/oiix

INITIAL CONFIGURATION

After installation, run the Audio for VATSIM client. If an update is required, you will be prompted to install it:

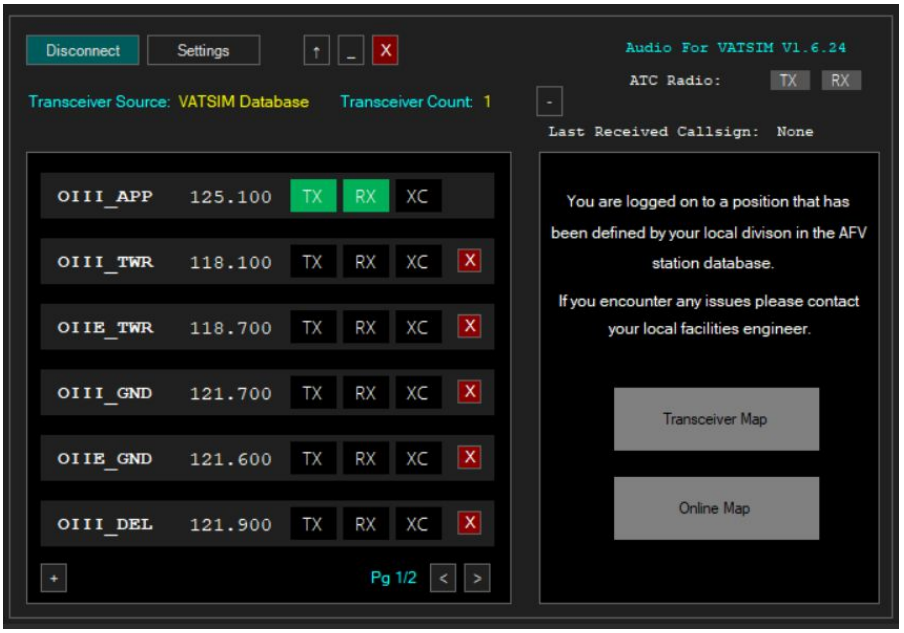


When you are running the latest version, visit the settings page and add your VATSIM account details, add the input and output devices you wish to use and complete the mic volume calibrations.

Here, also assign your push to talk key.

CONNECTING TO CONTROL ANY POSITION

Connect to Euroscope as normal, then return to the Audio for VATSIM client and press the connect button on the main page. All being well, your callsign will appear in the Audio for VATSIM client, the transceiver source shows the “VATSIM database” and your transmit and receive lights turn green to match your primary frequency in Euroscope.



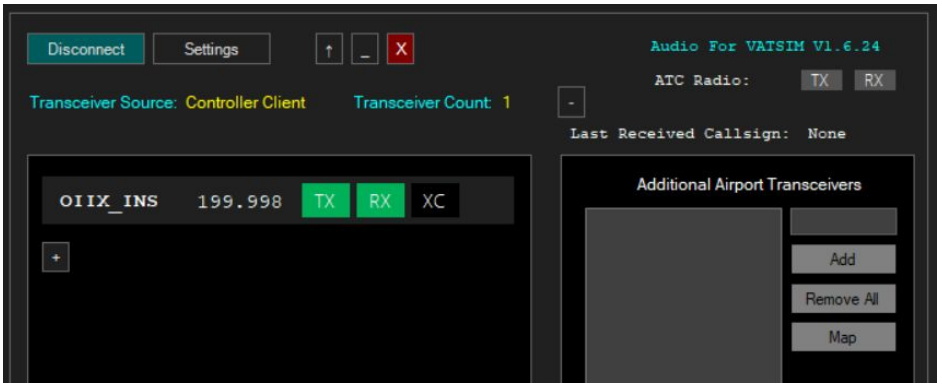
To complete your configuration, press the PTT one time to send your connection data to the network.

If using the plugin from page 1, Euroscope will open text channels for all frequencies selected in the AFV standalone client.

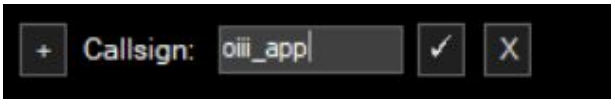
In case your transceiver source is not in the database, contact the *Iran vACC Facility Engineer* through helpdesk.vatir.ir to ask for it to be added. Note, that for any aerodrome, Audio for VATSIM will simply generate a transceiver at your aerodrome if it does not have any other data.

OBSERVING, MENTORING, EXAMINING

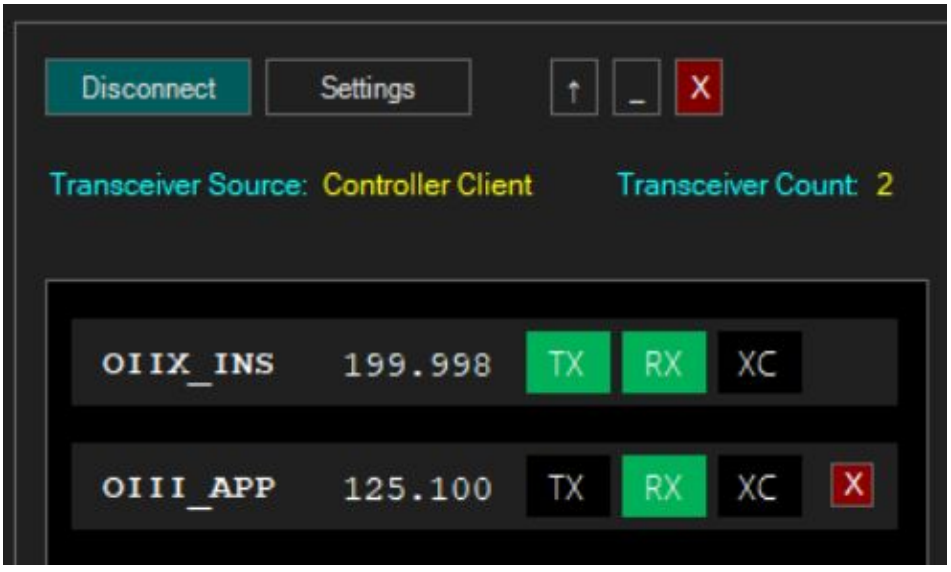
Connect to Euroscope as normal, then return to the Audio for VATSIM client and press the connect button on the main page. All being well, your callsign will appear in the Audio for VATSIM client, the transceiver source shows the “Controller Client” and your transmit and receive lights turn green to match your frequency 199.998 in Euroscope.



In order to observe another frequency, use the small white “+” and add the normal (not relief) callsign of the position you want to monitor:

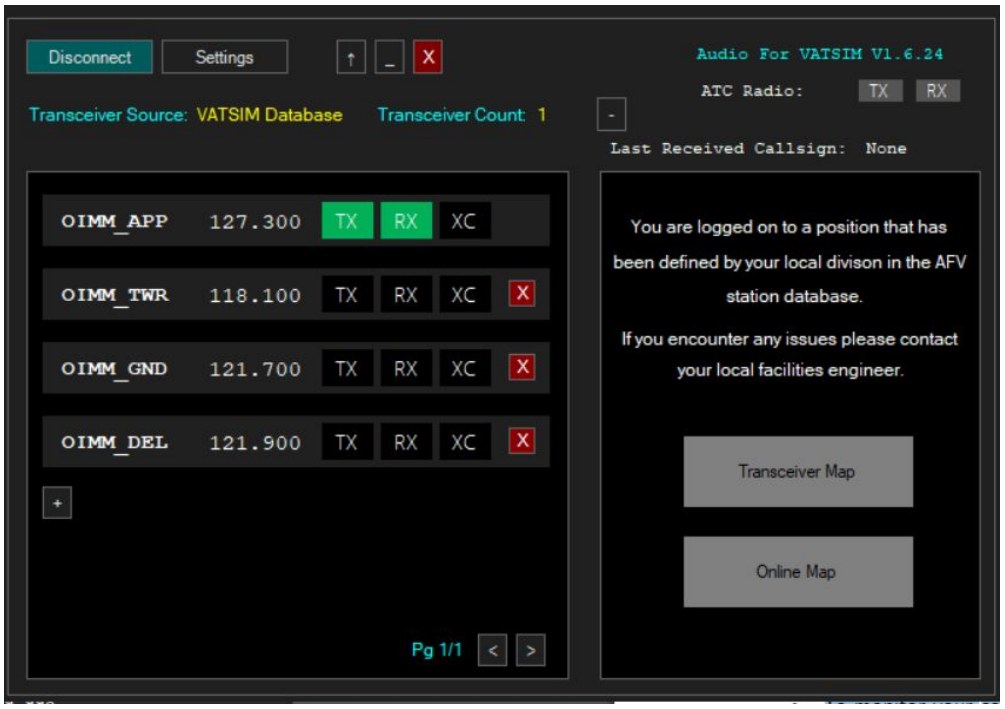


The Audio for VATSIM panel will replicate this controller’s panel for you and clicking on RX for each frequency you want to monitor will allow you to listen to the transmissions on that frequency:



AERODROME AND APPROACH CONTROLLERS

When you login to a position your audio panel will populate with many frequencies:



The purpose is to provide you with access to all frequencies relevant to you; but not to transmit on these frequencies.

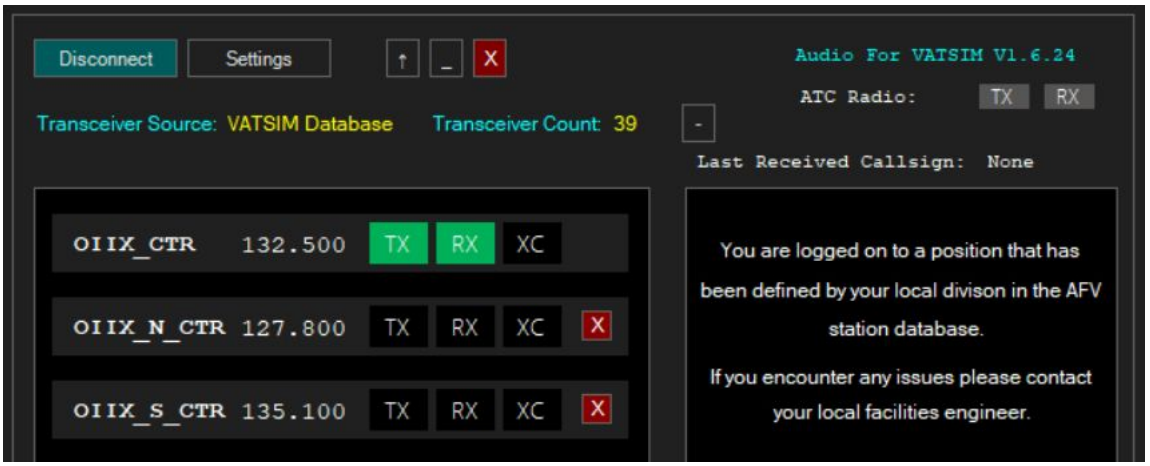
Examples of appropriate usage:

- To monitor your colleague's frequencies - just click the RX buttons to green and you'll be monitoring them.
- To cover for a colleague on a short (<5 minute) break - click TX RX and XC on their frequency and XC on your own - this will ensure that pilots on for example the ground frequency and the tower frequency can hear each other.
- When a colleague closes their (underlying) position - you can take over their frequency until each aircraft is transferred to your frequency (e.g. as they reach the holding point) - click TX RX and XC on their frequency and XC on your own - this will ensure that pilots on for example the ground frequency and the tower frequency can hear each other. **Note:** in any case, the underlying frequency should not be used for more than 10 minutes after a controller has disconnected.

When a colleague arrives to operate an underlying position that you are transmitting on, they will hear you and the aircraft on their frequency. Once the handover is complete, you should remove the TX from that frequency.

ENROUTE CONTROLLERS

When you login to a position your audio panel will populate with many frequencies:



Typically this will include several sub-sector frequencies, as well as some adjacent frequencies.

These are provided for several reasons:

- You may have coverage issues utilising only the main bandbox frequency (e.g. in airports far from a transmitter when the pilots are at a low height above the transmitter. This can be solved by using the frequency and transmitter of the airport the pilot is near (e.g. OISS_APP). You may need to add this position using the small white “+” at the bottom of the list.
- As above, to listen to adjacent or underlying sectors.
- To split traffic onto two (or more) frequencies in preparation for or following sector splitting and bandboxing or if you want to operate multiple frequencies (but please note the remarks below).

Note: Any secondary frequencies will not appear in pilot clients or adjacent ATC clients. Therefore this operation may cause more confusion than it is worth. In future it will be possible to operate (for example) OIIX_S_CTR Bandbox as a combination of the South frequency and the Central frequency and each position will appear for adjacent ATC and pilots as if each was online separately. You should also pay attention to XC mode below.

When a colleague arrives to operate an underlying position which shares a frequency that you are transmitting on, they will hear you and the aircraft on their frequency when they connect the standalone client. Once the handover is complete, you should remove the TX (and XC as needed) from that frequency.

The XC button

The XC button should be used by enroute controllers (only). XC, or cross-coupling, enables more than one frequency to be operated simultaneously by a single sector, by rebroadcasting aircraft and controller transmission on selected frequencies, such that all aircraft on all cross-coupled frequencies can hear one another. This is especially helpful when pilots are far apart as they won't (necessarily) hear one another directly. By rebroadcasting transmissions, you reduce the risk of two aircraft transmitting while being unable to hear one another.
It is recommended to operate with XC selected, unless you intentionally wish to separate aircraft between two frequencies. In testing, some unintended behaviour has occurred using the XC mode, but this is broadly speaking resolved.

ANNEX A
AMENDMENT HISTORY

Revision	Amendment	Amended Sections	Date
1	First Publication	All	11th Oct. 2019