CZEG Phraseology

IFR, VFR and Helicopter - Clearance, Ground And Tower

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We're grateful for the Input and guidance from
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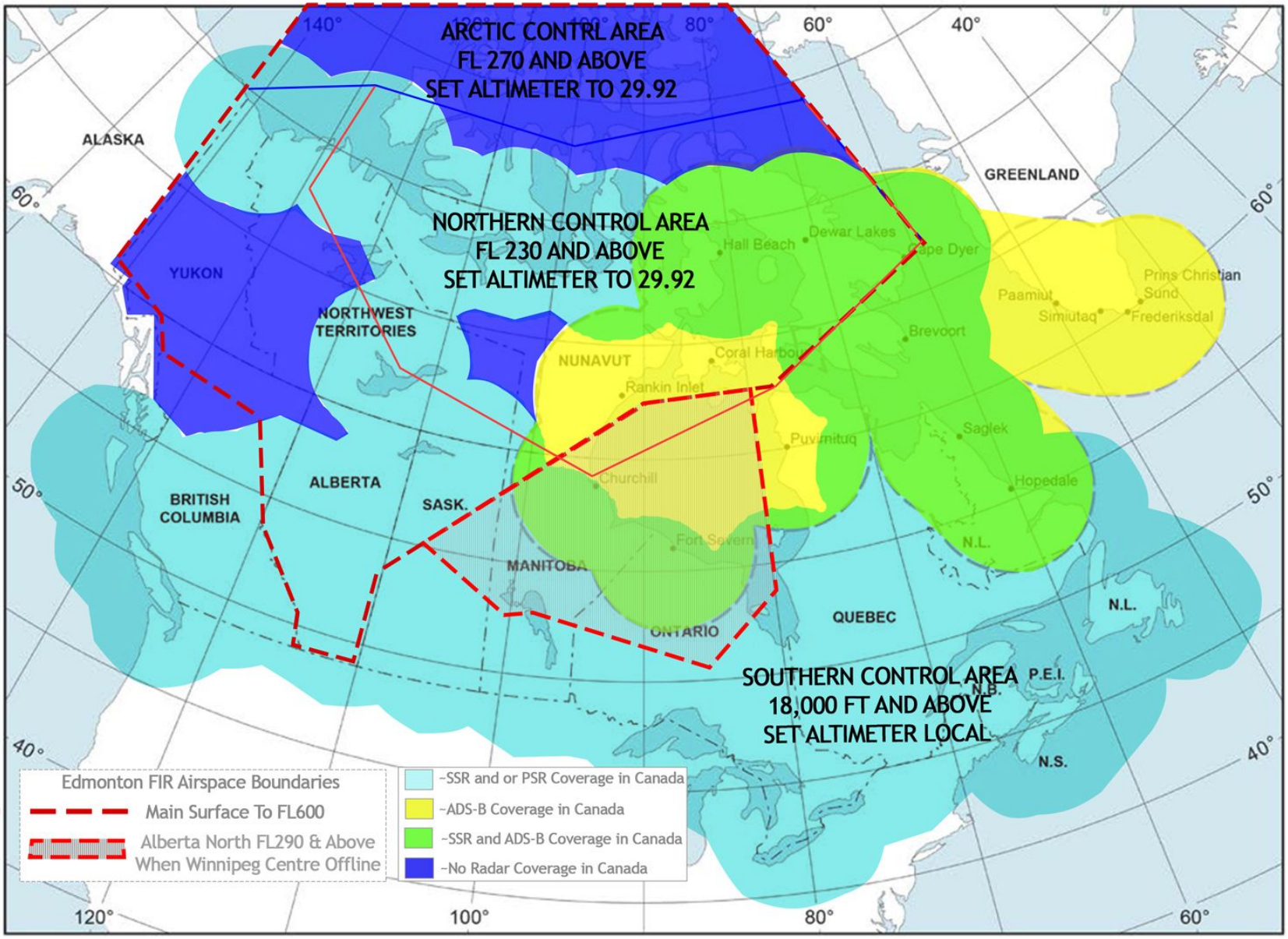
Revision Listing As Follows			
DATE	REVISION BY	VERSION	NOTES
July 14, 2018	Owen Kane	0.85	Initial Document Creation
July 28, 2018	Owen Kane	1.10	Added VFR and Helicopters
Aug 2, 2018	Owen Kane	1.10	Revised Takeoff Clearance - "Departure Frequency XXX.XX"
Jan 10, 2019	Josh Agins, Owen Kane	1.27	Minor Corrections To Phrases Created Smart Tags Descriptions

Any And All Content In This Document Is For Use With The Virtual Air Traffic Simulation Network (Vatsim) And May Not Be Used For Real-world Navigation Or Aviation Purposes. Doing So Could Be A Violation Of Federal Law.

Information In This Document Is Compiled From Various Sources Including Toronto FIR CYYZ Phraseology Document, and David Masons Phraseology Submissions, This Document is to be used in conjunction with the Edmonton FIR Delivery and Clearance and Tower Reference Manuals For Controllers.

EDMONTON FIR CONTROLLED AIRSPACE, RADAR COVERAGE & ALTIMETER SETTINGS



Controller Pre-Session Checklist And Resource LIst

We suggest and prefer that for each ATC session Edmonton Controllers schedule 60 minutes as a minimum.
Prior to beginning a CZEG Vatsim Session, Controllers should prepare for themselves a briefing if you will. This list of resources and suggestions will make for a better controlling experience for you and the other controllers and pilots you may encounter.
Controllers are asked to please report any broken links to info@czeg.ca

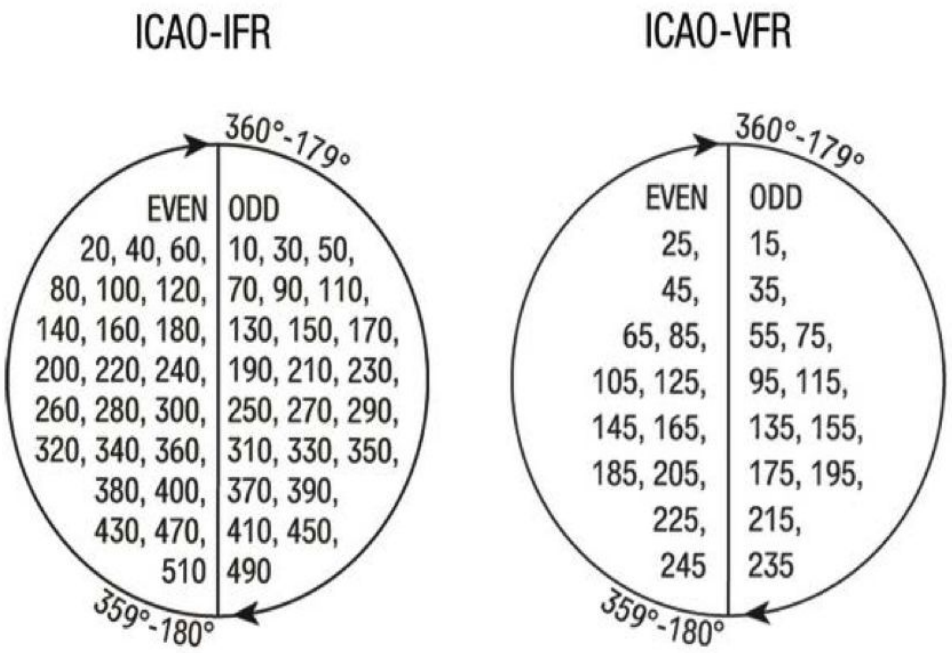
Item	Reason or Suggestion	Suggested Resource
1	Investigating who's online (Pilots & Controllers), will better prepare you for who and what you may encounter	***Vattastic***, ***Accumap*** ***or*** ***Vatspy*** Both a good programs it really comes down to a personal preference.
2	Once you have determined the position you plan on controlling or providing an ATIS for its a good idea to check Nav Canada Resources for Winds and Runway Usage (Major Airports)	Nav Canada Notams And Weather - Current Info Nav Canada Operational Information System - Updates On Minute Nav Canada IIDS WebView - Live RVR - Updates Every 15 Minutes Windy - CYYC - METAR and Maps
3	Jump On Vatcan Teamspeak, A great way to reach other controllers in Edmonton and Other FIR's.	Vatcan Teamspeak Server Use Your Full Vatsim Name No Password - Our Home Room Edmonton's Pipeline Dinner
4	Make Sure You Have The Latest CAP Charts Available. There are many resources including Nav Canada - Purchase Only	Flight Plans Dot Com - Its Free & Great - Sign Up For A Free Account Skyvector - No Canadian Charts Navigraph Charts - Good Alternative - Subscription Based
5	**CZEG Controller Resources - From CZEG and Other Sources**	
	Check Our Website For Updates You Can't Control Without The Latest Sector Files Know Those Aircraft Designations and Specifications Latest Canada Air Pilot IFR General Document Current Canada Airport Charts (Not IFR CAP) Current Calgary VFR Terminal Chart Backpage Current Edmonton VFR Terminal Chart Backpage Current CFS VFR Terminal Procedures (All Prov) CZEG Mandatory IFR Flight Plan Routes Euroscope WIKI - OnLine Manual	***CZEG Website*** ***Current CZEG Sector Files*** ***ICAO Aircraft Designations*** ***CAP IFR General*** ***Canada Airport Charts*** ***Calgary VFR VTA Back*** ***Edmonton VFR VTA Back*** ***CFS VFR Terminal Procedures*** ***CZEG Mandatory IFR Routes*** ***Euroscope Manual***

IFR - Clearance Delivery Phraseology

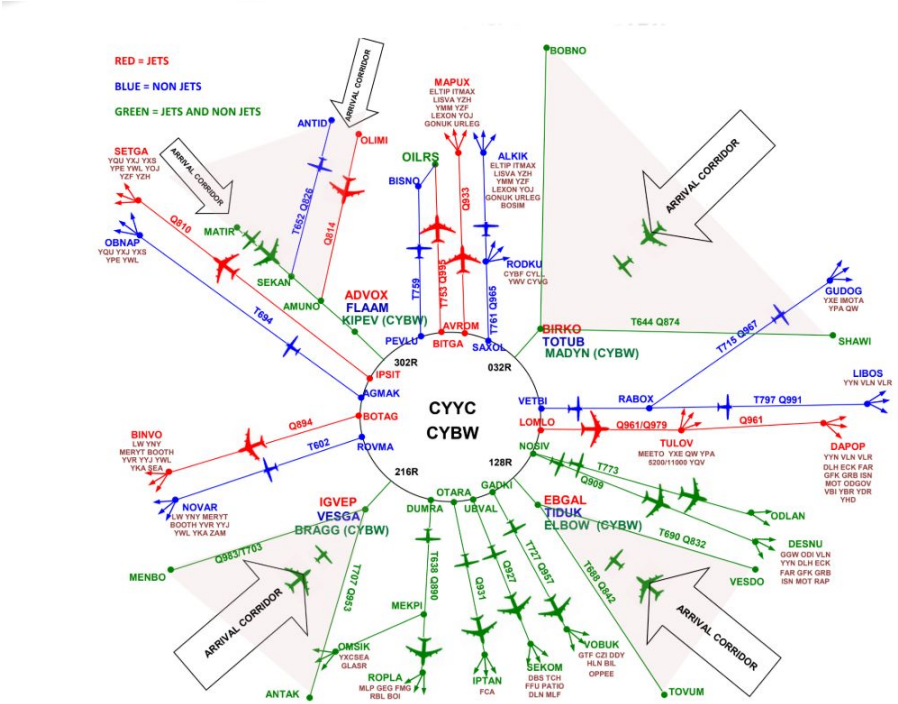
Item	Format Of Phrase and Instructions	Example Phrase
	IFR Clearances [Clearance Limit] is almost always the destination airport. **In the Edmonton FIR the apron is uncontrolled, and therefore aircraft movement on the apron is at Pilot's Discretion.**	
1	SID Verification - If SID Is required ask the pilot if he can fly it	***"Jazz 234, Are You Able To Fly The BANFF2 Departure"***
	If answer in 1 above is yes proceed with the IFR Clearance: RNAV SID (route unchanged) or IFR Clearance: RNAV SID (route changed). If the answer from 1 above is no proceed with IFR Clearance: No SID	
2	**IFR Clearance: SID (route unchanged)**	
	Cleared to [Destination]] via [SID], [Transition] , flight planned route. Depart runway [runway]. Squawk [code].	***"WestJet 123, Cleared to Vancouver Airport, Via BANFF2 Departure, Flight Planned Route, Depart Runway 35L, Squawk 6301"***
3	**IFR Clearance: SID (route changed) Controller MUST Update The Amended Route In The Route Portion Of The Pilots Flight Plan For It To Register On Vatsim.**	
	Cleared to [Destination]], via [SID], [Amended routing] flight planned route. Depart runway [runway]. Squawk [code].	***"WestJet 456, Cleared To FORT MCMURRAY Airport, Via BANFF2 Departure, Amended Routing "AVROM Q933 MAPUX" DAVEL, Flight Planned Route, Depart runway 35L, Squawk 6301"***
4	**IFR Clearance: No SID**	
	Cleared to [Clearance Limit], via flight planned route.. Climb[altitude]. Depart runway [runway]. On departure, fly runway heading. Squawk [code].	***"WestJet 1234, Cleared To Montreal Trudeau Airport, Flight Planned Route, Depart Runway 35L, On Departure, Fly Runway Heading, Climb 7000, Squawk 6301"***
5	**Readback Correct**	
	Readback correct. Information [ATIS] current. Pushback And Start your discretion. Call ready for taxi.	***"WestJet 567, Readback Correct. Information (Alpha) Current. Pushback and Start Your Discretion. Call Ready For Taxi."***
6	If Ground Controller Is Online Aircraft Ready For Taxi	***"Westjet 567, Contact Ground At 118.40"***

IFR - Direction Of Flight And Mandatory Flight Plan Routes

Correct Altitude For Direction Of Flight



Check For Mandatory Flight Plan Routes



IFR - Noise Abatement Procedures

Many airports in the Edmonton FIR have rather strict Noise Abatement Procedures (NABP). Clearance and Tower Controllers are responsible for determining runway configurations for arrivals and departures in accordance with NABP, and Winds. Keep in mind however that we are in a simulated environment with varying degrees of pilot skill, aircraft configurations, online weather and scenery.

When a Pilot asks for a particular runway configuration or approach we as controllers must accommodate their requests to the best of our ability.

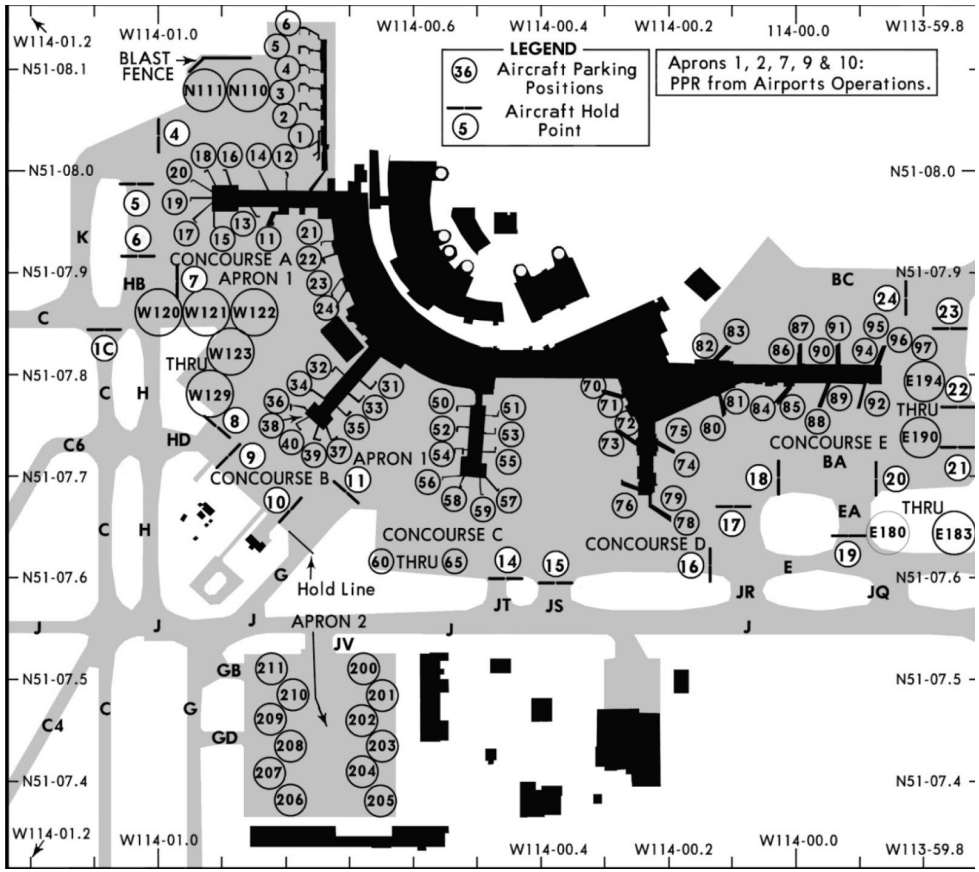
IFR - Clearance Delivery Corrections - Phraseology		
	IFR Clearances [Clearance Limit] is almost always the destination airport. **In the Edmonton FIR the apron is uncontrolled, and therefore aircraft movement on the apron is at Pilot's Discretion..**	
Item	**Format Of Phrase and Instructions**	**Example Phrase**
1	**Altitude Correction - Controllers Are Responsible To Ensure Correct Direction Of Flight**	
	Altitude is incorrect for direction of flight. Would you prefer [higher or lower altitude]	***"Jazz 123, Altitude Is Incorrect For Direction Of Flight. Would You Prefer Flight Level 210 or 230"***
2	**Non Conforming Runway On Request To Upline Controller**	
	I will put in a request for [runway]. Standby.	***"I will put in a request for Runway 11. Standby."***
3	**Amending Runway**	
	Re-cleared [SID] depart runway [runway], balance unchanged.	***"Jazz 567, Re-cleared RODEO2 Departure, Depart Runway 35R, Balance unchanged."***
4	**Clearance Delivery Notes**	
	Controller is to ensure that any Mandatory Routes are present in the Flight Planned Route. An amended Flight Plan is required. Some Airports (CYYC) require specific fixes exist in the Flight Planned Route.	

IFR Ground - Phraseology

	In the Edmonton FIR the apron is uncontrolled, and therefore aircraft movement on the apron is at Pilot's Discretion. Ground Controller Should Advise Aircraft Of Conflicting Traffic Movements Around Them.	
Item	**Format Of Phrase and Instructions**	**Example Phrase**
1	**Initial Taxi Instructions**	
	[Callsign], Runway [runway], Altimeter [setting].Taxi [route]hold short runway [runway].	***"Transat 1234, Runway 35R, Altimeter 2979. Taxi Apron Your Discretion, HB, C, Cross 29, Hold Short Runway 26"***
2	**Subsequent Taxi Instructions**	
	[Callsign], Continue taxi [route] hold short runway [runway].	***"Transat 5678, Continue Taxi C, Cross 26 Hold Short Runway 35L"***
3	**Hold Short For Split**	
	[Callsign], Taxi [Route], hold short [hold point].	***"Transat 9012, Taxi C, Hold Short C3"***
4	**Frequency Change**	
	[Callsign], Contact [position] [frequency].	***"Transat 3456, Contact Tower, 118.40"***
5	**Runway Crossing Requests (Controller To Controller)**	
	[Callsign], Tower, Ground. [count] aircraft to cross [runway] at [intersection].	***"Tower, Ground, One Aircraft To Cross 29 At Charlie"***
6	**Runway Crossing Completed (Controller To Controller)**	
	[Callsign], Tower, Ground. [runway] your control.	***"Tower, Ground, 29, Your Control."***
7	**Next Upline Controller (Tower)**	
	Aircraft Holding Short Runway Ready For Departure No Upline Controller Online Send To Unicom TakeOff Pilot's Discretion	***"Transat 3456, Tower Controller Offline, Over To Unicom 122.80, Winds 310 at 15, Takeoff Pilot's Discretion"***
	Aircraft Holding Short Runway Ready For Departure Upline Controller Online Send To Tower Controller	***"Transat 3456, Contact Tower, 118.40"***

IFR Ground - The Pushing Tin Workflows

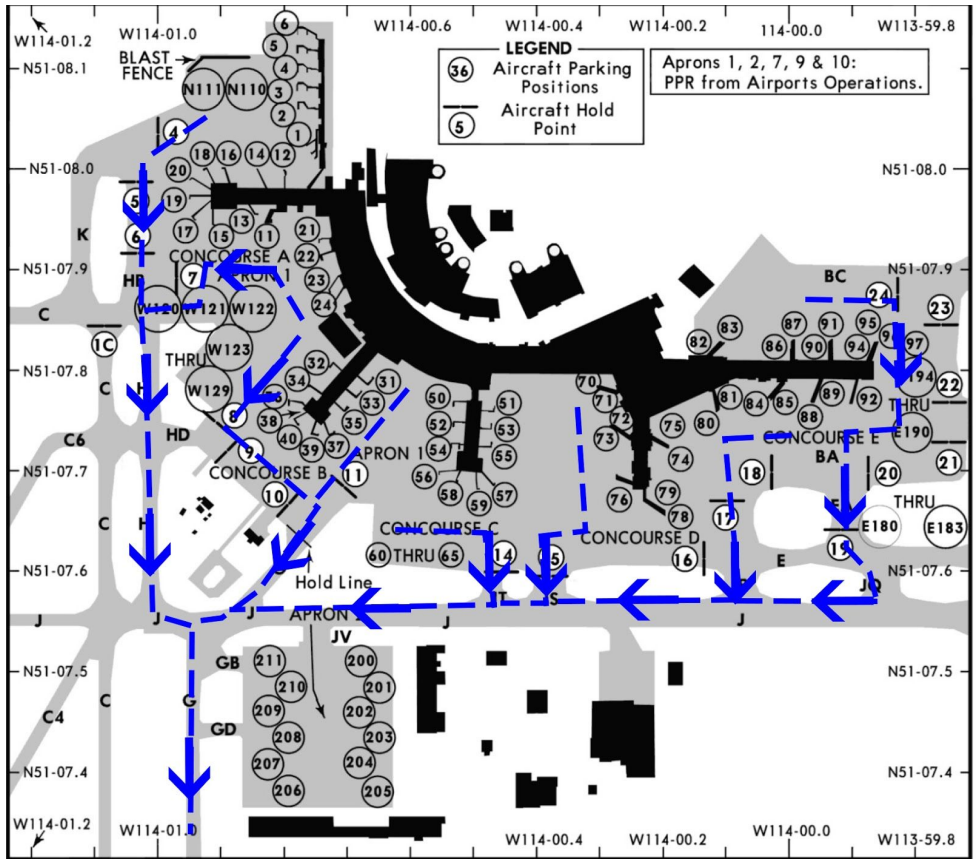
Airports Parking Positions And Apron Holding Points



Aircraft Parking Positions are modeled in the CZEG Sector Files for all Airports that have Ground and Tower Positions. You must become familiar with all of these airports especially as you move up in controller ratings such as S3 and C1.

Aircraft Apron Holding Reports are not modelled however you should be familiar with their locations at major airports such as CYYC and CYEG for during events Delivery and Ground may be separate positions. It become advantageous to apply apron holds.

CYYC Main Terminal WorkFlow Taxi Routes To Runway 35L



Instructions for Taxiing aircraft is important especially during events. Just like in the real world the workflow is important all around. Be sure to know yours especially at the major airports like CYEG and CYYZ!

IFR Tower - Phraseology

	Tower Controller is responsible for ensuring proper aircraft separation on departure Adherence to Noise Abatement when possible is mandatory. Tower Controller is responsible for ATIS setup and Runway Selection	
Item	**Format Of Phrase and Instructions**	**Example Phrase**
1	**Position Only**	
	[Callsign], Line up and wait runway [runway] (at intersection [intersection]), (reason). Reason is optional and should be generally omitted when the reason is obvious (eg. landing traffic has just passed in front of the aircraft).	***"Envoy 2198, Line Up And Wait Runway 35L"*** ***"Envoy 2198, Line Up And Wait, Runway 35L, at Intersection C3"*** ***"Envoy 2198, Line Up And Wait Runway 35L, At Intersection B, Traffic At Threshold Will Depart After You"***
2	**Takeoff Clearance, No Turn, No UpLine Controller**	
	[Callsign], [Cautions], [Instructions], [Winds], cleared takeoff runway [runway].	**"Delta 789, On Departure Monitor Unicom 122.80, Winds 290 At 7, Cleared Takeoff Runway 35L"** **"Delta 789, Traffic Ahead Is In The Left Turn, On Departure Monitor Unicom 122.80, Winds 290 At 7, Cleared Takeoff 35L"** **"Delta 789, Caution Wake Turbulence From 777 Departed 1 Minute Ago ,On Departure Monitor Unicom 122.80, Winds 080 At 12, Cleared Takeoff 06L"**
3	**Takeoff Clearance, No Turn, With Upline Controller (Same As 2 Above "Contact Upline Controller (Frequency)**	
	[Callsign], [Cautions], [Instructions], [Winds], cleared takeoff runway [runway].	***"Delta 789, On Departure contact Departure at 129.20, Winds 290 At 7, Cleared Takeoff Runway 35L"*** ***"Delta 789, Traffic Ahead Is In The Left Turn, On Departure contact Centre at 129.20, Winds 290 At 7, Cleared Takeoff 35L"***

Introducing The Euroscope vSMR Plugin Aircraft Tag For Ground And Tower

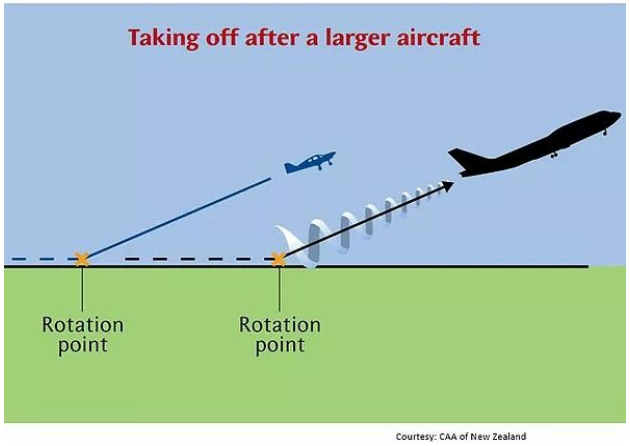
ROW	DEPARTURE			ARRIVALS			AIRBORNE		
Item	Tag Item 1	Tag Item 2	Tag Item 3	Tag Item 1	Tag Item 2	Tag Item 3	Tag Item 1	Tag Item 2	Tag Item 3
1	Callsign	Voice = Blank Text = /t Receive Only = /r	Aircraft Type Or Squawk Miss Match	Callsign	Voice = Blank Text = /t Receive Only = /r	Aircraft Type Or Squawk Miss Match	Callsign	Voice = Blank Text = /t Receive Only = /r	Aircraft Type Or Squawk Miss Match
2	Departure Rwy	Ground Speed Knots	SID First 3 Last 2 Chr	Gate Scratch Pad	Ground Speed Knots	Squawk	Squawk	Vert - Up - Down Arrow Symbol	Ground Speed Knots
3	Squawk	Wake Category S/M/H	Taxi Status Push/Taxi/Dep	Altitude Feet	Vert - U p - Down Arrow Symbol	Wake- S/M/H	Squawk	Wake Category S/M/H	Blank

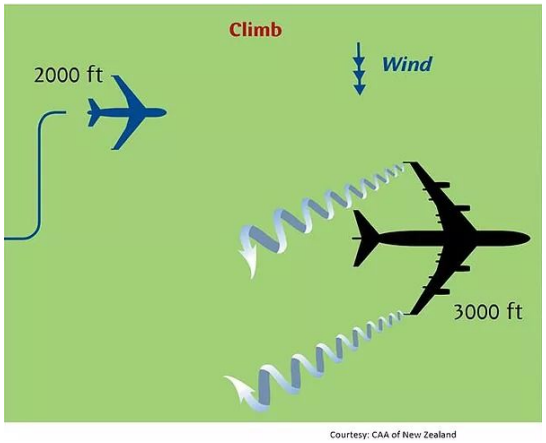
IFR Tower - Phraseology		
	Tower Controller is responsible for ensuring proper aircraft separation on departure Adherence to Noise Abatement when possible is mandatory. Tower Controller is responsible for ATIS setup and Runway Selection	
Item	**Format Of Phrase and Instructions**	**Example Phrase**
4	**Cancelled Takeoff Clearance**	
	Takeoff clearance cancelled, ([reason]). Note the phrase **"Abort Takeoff"** should be used if traffic has already started rolling. A controller initiated abort is a serious hazard that should be used only when absolutely necessary.	***"United 82, Takeoff Clearance Cancelled, Traffic Has Crossed The Hold Short Line At Uniform"*** ***"United 82, Abort Takeoff, Traffic Has Crossed The Hold Short Line At Foxtrot"***
5	**Wake Turbulence Cautions**	
	Caution wake turbulence from [traffic] [location].	***"United 82, Caution Wake Turbulence From Air Canada 777, Just Departed The Parallel"*** ***"United 82, Caution Wake Turbulence From Heavy Landed 1 Minute Ago."***
6	**Landing Clearance**	
	[Hazards]. [Instructions]. Winds [wind]. Cleared to land runway [runway].	***"Sunwing 625, Caution Wake Turbulence From 767 Just Landed, Winds 350 At 29, Cleared To Land Runway 35R"***

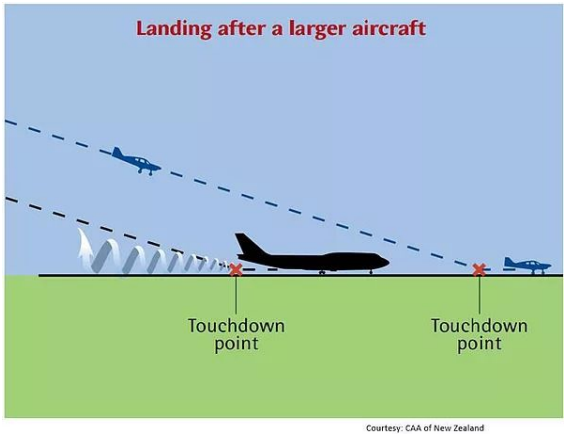
IFR Tower - Aircraft Takeoff Separation

Leader Aircraft		Following Aircraft Required Distance In Nautical Miles (Nm)			
	Types	Super	Heavy	Medium	Light
Super	A380	2	6	7	8
Heavy	B747, B777, B767, A340, A330, MD11	2	4	5	6
Medium	B757, B737, A320, ERJ145, TU154	2	4	2	4
Small	C172, PA28, etc.	2	2	2	2

Wake Turbulence Profiles







Wake Turbulence Rule Of Thumb

- When a lead aircraft is airborne and over the threshold of the opposite end of the runway with the next departure ready to depart, the aircraft can be considered to be separated by 2 nm.
- When the second aircraft is cleared for takeoff, typically by the time it has accelerated and become airborne the lead aircraft will have increased their separation by one more mile. Therefore, when the controller wishes to create 3 miles of separation in the air, the second departure can be cleared for takeoff once the lead aircraft is overhead the opposite end of the runway.
- To create 4 miles of separation, the controller may clear the second aircraft for takeoff once the lead aircraft has flown one mile past the end of the depart

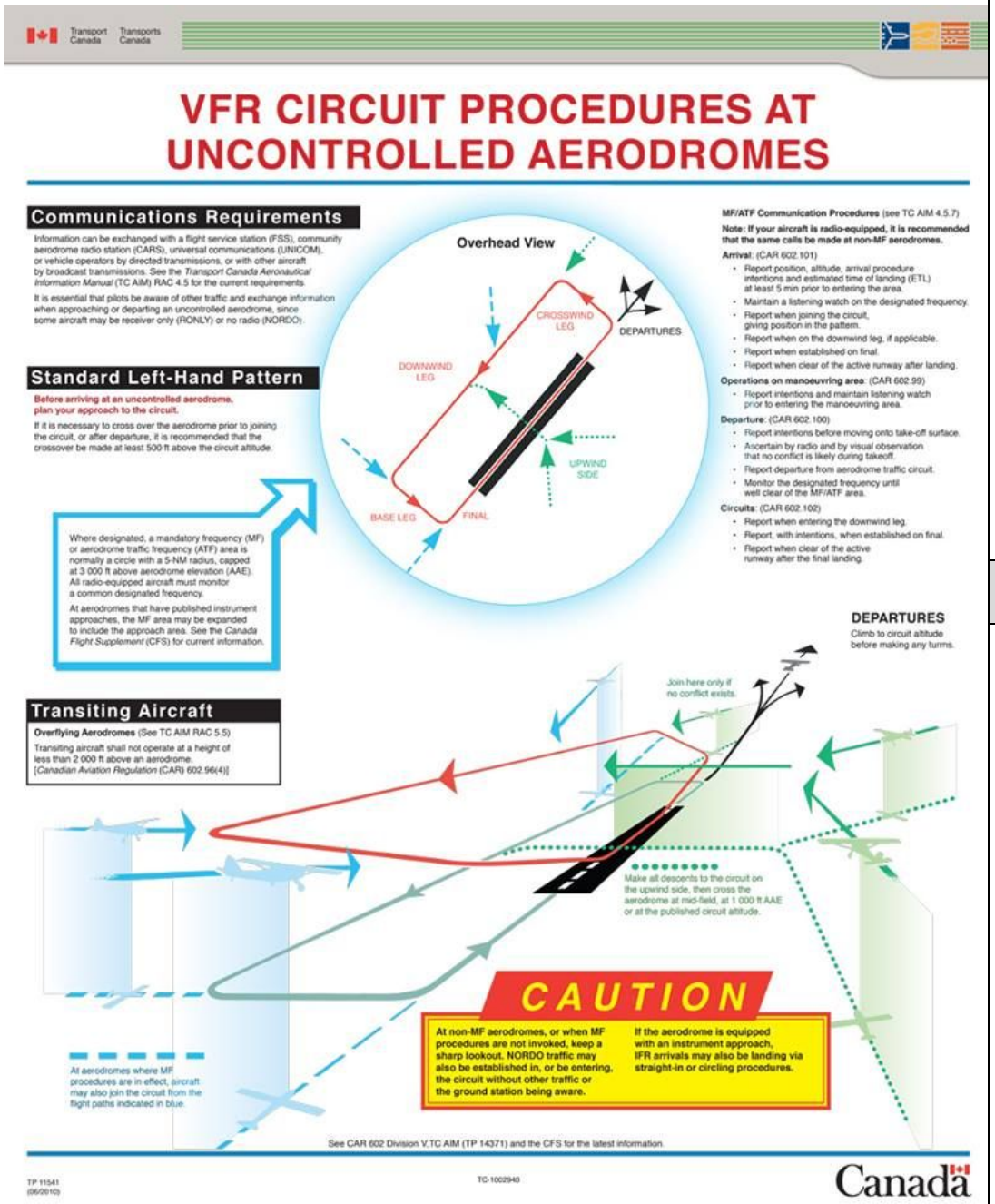
runway.

IFR Tower - Phraseology		
	Tower Controller is responsible for ensuring proper aircraft separation on departure Adherence to Noise Abatement when possible is mandatory. Tower Controller is responsible for ATIS setup and Runway Selection	
Item	**Format Of Phrase and Instructions**	**Example Phrase**
7	**Planned Exit Landing Clearance**	
	[Hazards]. [Instructions].Winds [wind]. Cleared to land runway [runway].	***"Sunwing 625, Plan To Exit On D4, Winds 300 At 15, Your Number 1, Cleared To Land Runway 35R" Sunwing 625, Plan to Exit On D4. Winds, 300 at 15, Your Number 2, Cleared to Land Runway 35R***
8	**Go Around**	
	If it looks like a go-around may be required, issue a warning to help a pilot prepare:	***Sunwing 625, Continue Approach, Possible Pull-up and Go-Around"***
	Once the go-around is necessary: Pull up and Go Around, [reason].	***"Sunwing 625, Pull Up And Go Around, Traffic Still On The Runway"***
9	**Runway Crossing Approved (Tower Controller To Ground Controller)**	
	[Number] Approved to cross [runway] at [intersection].	***"Two Approved To Cross 29 At Charlie"***
10	**Non-conforming Runway Request (Tower Controller To Departure (Upline) Controller)**	
	Request release [callsign] [aircraft type] off [runway].	***"Request Release Air Canada 007 A320 Off 29"***
11	**Tower Future Use**	

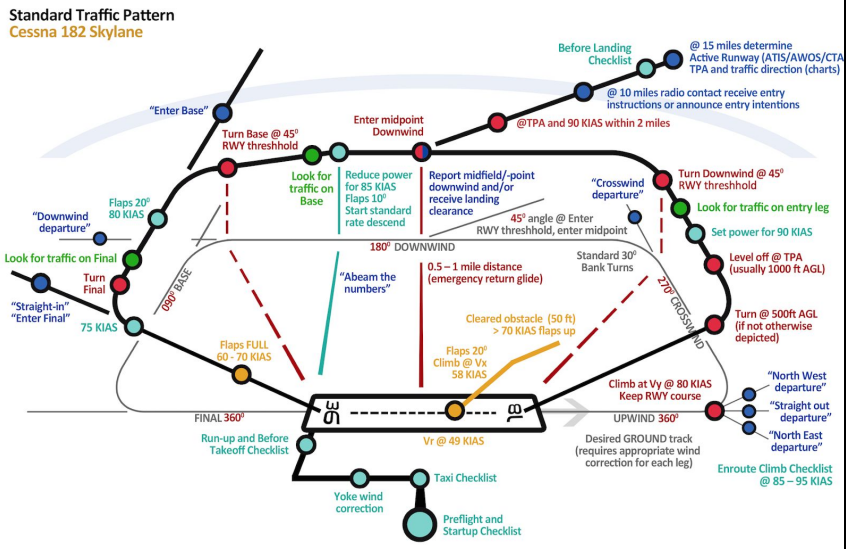
VFR - Clearance Delivery Phraseology		
Item	**Format Of Phrase and Instructions**	**Example Phrase**
1	**VFR Clearances**	
	VFR to [destination/direction] Approved. Depart runway [runway]. Climb runway heading, not above 4500. Squawk [code].	***"CGABC, VFR To Medicine Hat Approved, Depart Runway 26, Climb Runway Heading, Not Above 4500, Squawk 1201"*** ***"CGPHQ, VFR Circuits Approved, Runway 35L, Left hand circuits, Not Above 4500, Squawk 0162"*** ***"CGABC, VFR Circuits Approved, runway 26, Right Hand Circuits, Climb Runway Heading, Not Above 4500, Squawk 1391"***
2	**VFR Readback Correct**	
	Readback correct.Information [ATIS] current. Pushback And Start your discretion. Call ready for taxi.	***"CGPHQ, readback Correct. Information A Is Current. Pushback And Start At Your Discretion. Call Ready For Taxi."***
	If Ground Controller Is Online Aircraft Ready For Taxi	***"CGHPQ, Contact Ground At 118.40"***
3	**VFR Ground - In the Edmonton FIR the apron is uncontrolled**	
	[Callsign]], runway [XX], Winds[], Altimeter [], taxi via [Route], hold short runway [XX]. ***[Callsign], taxi via [Route] to [Parking].***	***"CGPHQ, Runway 35L Winds 340 At 6 Gusting 10, Altimeter 2978, Taxi Via A, Hold Short Runway 35L"*** ***"CGHPQ, Taxi Via A1, A, To Parking, Your Discretion"***
4	**Next Upline Controller (Tower)**	
	Aircraft Holding Short Runway Ready For Departure No Upline Controller Online Send To Unicom TakeOff Pilot's Discretion	***"CG-HPQ, Tower Controller Offline, Over To Unicom 122.80, Takeoff Pilot's Discretion)."***
	Aircraft Holding Short Runway Ready For Departure Upline Controller Online Send To Tower Controller	***"CGHPQ, Contact Tower 118.40, Holding Short"***
	Notes - Ground Instructions do not require Winds and Altimeter if Pilot has ATIS Information	

VFR - Tower Phraseology		
Item	**Format Of Phrase and Instructions**	**Example Phrase**
4	**VFR Takeoff Clearances**	
	On Departure: [Callsign], [Instructions], report clear of the zone, cleared for takeoff runway [XX].	***CGPHQ, Fly Runway Heading, not above 4.500, report clear of the zone, Cleared for takeoff Runway 29***
	Circuits: [Callsign], [instructions], report midfield downwind, cleared for takeoff runway [XX].	***CGYET, Left Turnout Approved, Report Midfield Downwind, Cleared for Takeoff Runway 17L***
5	**VFR Enroute**	
	Reports clear: [Callsign], radar service terminated, squawk VFR, frequency change approved, cleared on route.	***"CGYET, Radar Services Terminated, Squawk 1200, Over To Unicom 122.80***
	Flight Following [Callsign], Squawk [Code] maintain [Altitude], advised me before any altitude changes	***"CHPHQ, Squawk 1276, Not above 5500 Ft,"***
	Traffic: (Callsign) TRAFFIC (position based on 12hr clock, direction, aircraft type, altitude)	***"CGPHQ Traffic 2 O'Clock, Five Miles, Northbound Cessna 172, 5,500 ft"***
	Frequency Change: (Callsign) (change to enroute frequency/leaving terminal airspace/radar terminated etc.) AT (time)/OVER (location)	***CGPHQ Contact Edmonton Terminal 119.34,***
6	**VFR Circuits**	
	(Callsign) (runway in use) (wind) (current altimeter setting) Cleared To The Circuit/Left Base/Downwind Etc. (specific requested reporting points, i.e. report final)	***"CGBCC, Runway 17L, Winds 140 at 10, Altimeter 29.78, Make left Downwind, Report Final"***
	Reports midfield: [Callsign], number [Sequence number], cleared [Intentions] runway [XX] / continue.	***"CGPHQ, Number 2, Cleared For The Touch and Go, Runway 17L, Continue,***

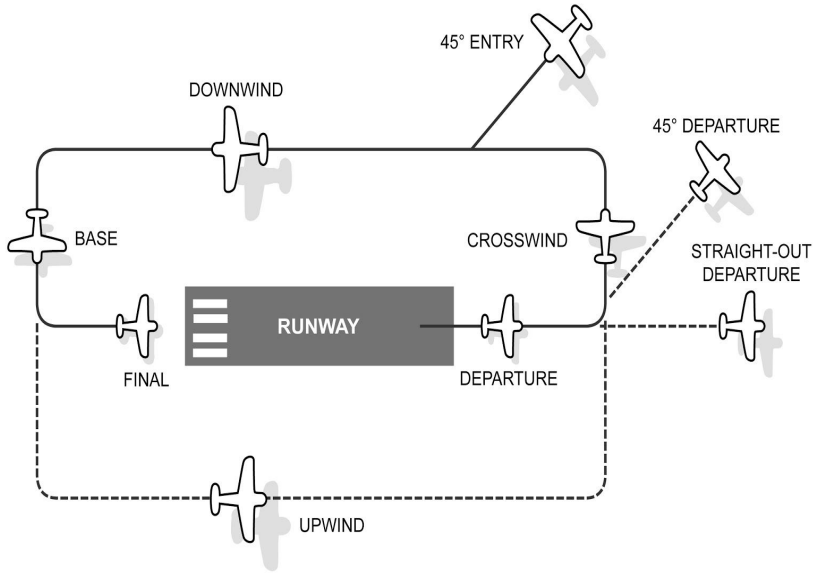
Canadian Standard Left Hand VFR Circuits



Sample Cessna 182 In Pattern



Simplified VFR Circuit With Upwind



VFR - Tower Phraseology		
Item	**Format Of Phrase and Instructions**	**Example Phrase**
7	**VFR Arrivals (If Aircraft Has ATIS No Need To State Winds)**	
	Runway [runway]. Winds [wind]. Altimeter [altimeter]. Cleared [Clearance Limit]. Report [report point]. [Sequence information].	***"CGYAP, Runway 29, Winds 270 At 5, Altimeter 2989, Cleared Left Base. Report Turning Final"***
	(call sign) ORBIT NORTH/EAST/SOUTH/WEST OF (location/checkpoint etc.)	***"CGYET, Orbit North Of Chestermere Lake, Left Turns, Expect 10 Minute Delay"***
	(Call sign), Winds at ( ), Altimeter( ), You Are NUMBER (number in sequence) (approach instructions)	***"CHPHQ, Altimeter 30.14, You Are Number 2, Cleared Left Base Runway 34L, Follow The Piper On Base"***
8	**VFR Landings**	
	(Call sign) (traffic/hazard/obstacle information if necessary) (landing and exit instructions) (wind),CLEARED (land/touch-and-go/etc.) RUNWAY (runway number)	***"CGYET, Exit When Able, Winds 165 At 3, Cleared To Land, Runway 17R"***
	(Call sign) (runway exit instructions) CONTACT GROUND (frequency)	***"CHPHQ, Exit Left On Delta, Contact Ground 114.5***
	(Call sign) PULL UP AND GO AROUND (reason)	***"CGPHQ, Pull Up And Go Around, Aircraft On Runway"***
9	**VFR Notes and Suggestions**	

Helicopter Phraseology		
Item	**Format Of Phrase and Instructions**	**Example Phrase**
1	**Helicopter Clearances (Same As IFR or VFR Clearances - Mostly VFR Type Clearance)**	
2	**Helicopter Ground Or Air Taxi**	
	(Call sign) GROUND TAXI/AIR TAXI VIA (route), TO (location) (restrictions or special instructions), (traffic and hazard information), (wind information)	***"Helicopter CGXAC, Air Taxi, Via P, E, D, Hold Short Runway 29"*** ***"Helicopter CGXAC, Ground, Taxi Via P, E, D, Hold Short Runway 29"***
3	**Helicopter Departure**	
	(Call sign) (hazard/obstruction information) (control instruction: a required turn or heading after takeoff) (wind information) CLEARED FOR TAKEOFF/TAKE OFF AT YOUR DISCRETION FROM (location)	***"Helicopter, CGYET, there is a tower northwest of your location one hundred feet, wind calm, cleared for take off, Your Discretion From Apron"*** ***"Helicopter, CGYET, there Is A Tower Northwest Of Your Location One Hundred Feet, Wind Calm, Cleared For Takeoff Taxiway C"*** ***"Helicopter, CGYET, There Is A Tower Northwest Of Your Location One Hundred Feet, Wind Calm, Cleared For Takeoff Runway 17L"***
	(Call sign) PULL UP AND GO AROUND (reason)	***"CGPHQ, Pull Up And Go Around, Aircraft On Runway"***
4	**Helicopter Landings**	
	(Call sign) CLEARED TO LAND/LAND AT YOUR DISCRETION (location)	***"Helicopter, CGYET, Wind 290 At 12, Cleared To Land Taxiway A"*** ***"Helicopter, CGYET, Land At Your Discretion Northwest Of Taxiway Golf"***
5	**Helicopter Notes and Suggestions**	

EUROSCOPE CHEAT SHEET

	Parameters	Action
F2	+ 4 letter ICAO Code(s)	Add/Remove METARs
F3	+ Click Aircraft Tag	Track Aircraft/Accept Handoff
F4	+ Click Aircraft Tag	Drop Aircraft/Reject Handoff/Initiate Handoff
F5	+ Altitude (hundreds) + Click Aircraft Tag	Change Final Altitude (Flightplanned altitude)
F6		Show Flight Strip for current aircraft
F7		Cycle through open Radar Views
F8	+ Altitude (hundreds) + Click Aircraft Tag	Change Temporary Assigned Altitude
F9	+ Click Aircraft Tag	Automatically Assign a squawk code
	+ 4 digit code + Click Aircraft Tag	Manually assign specified squawk code
	+ V/R/T + Click Aircraft Tag	Set the communication type (voice/receive only/text)
F11		Zoom In Radar
F12		Zoom Out Radar

	Command	Parameters	Action
F1 + a	.am	+ Click Aircraft Tag	Amend flight plan
F1 + c	.chat	+ Click Aircraft Tag	Open chat window
F1 + d	.distance	+ Click Aircraft Tag + Click Aircraft Tag/Point	Displays continually updated distance between aircraft and aircraft/point
F1+f	.find	+ type any Aircraft/Fix	Display line from centre of screen to that point
F1+p	.point	+ Controller ID Tag + Click Aircraft Tag	Highlights the specified aircraft on the specified controller's screen (*"Point Out"*)
F1+s	.sep	+ Click Aircraft Tag + Click Aircraft Tag	Displays continually updated prediction of closest point between aircraft
F1+0			Close current ASR view
F1+1 -> F1+9			Opens the pre-defined ASR views (defined in General Settings, pg 2)

Command	Parameters	Action
.break		Changes colour of your callsign (as seen by other controllers) to indicate you need a break/relief.
.center	+ Specify fix/aircraft	Centre the current radar view on the specified fix/aircraft
.contactme		Sends a text message to a pilot to "Contact me on frequency ###.###". Shortcut Key: HOME
.nobreak		Cancel the previous .break command
.qs	+ Contents of scratchpad	Change the aircraft scratchpad. Shortcut Key: INS
.rings	+ centre + spacing + number	Displays range rings about the centre point, the spacing (in miles) and number of rings are specified. .rings with no parameters clears the rings
.showvis		Shows the range of airspace where VATSIM aircraft information is visible
.vis	+ up to 4 fixes	Sets the centres of the VATSIM visibility range
.vis1, .vis2, .vis3, .vis4	+ fix	Specify individual centres of VATSIM visibility ranges
.wallop	message	Send a message to all online SUPervisors

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