



# TOPLIS

## USER MANUAL

TopSky plugin for Portugal vACC

Version 2.1

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 TOPLIS User Manual	CONTENTS	<b>0.0</b> P2
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# Contents

<b>1</b>	<b>Introduction</b>	<b>7</b>
1.1	Disclaimer . . . . .	8
1.2	Foreword . . . . .	9
<b>2</b>	<b>Systems</b>	<b>10</b>
2.1	A-CDM . . . . .	11
2.1.1	Operation . . . . .	11
2.1.1.1	A-CDM Timeline . . . . .	11
2.1.1.2	Examples . . . . .	12
2.1.1.3	Commands . . . . .	13
2.1.2	A-CDM field descriptions . . . . .	14
2.2	Coordination . . . . .	17
2.2.1	PEL/COPN . . . . .	17
2.2.2	XFL/COPX . . . . .	18
2.2.3	HOP . . . . .	18
2.2.4	ROF . . . . .	20
2.2.5	RTI/TIP . . . . .	20
2.2.6	Coordinating more than one value . . . . .	22
2.2.7	Data stored in the flight strip annotation boxes . . . . .	22
2.3	Datalink . . . . .	24
2.3.1	Departure Clearance (DCL) . . . . .	25
2.3.1.1	Departure Clearance Request (RCD) . . . . .	25
2.3.1.2	Flight System Message (FSM) . . . . .	26
2.3.1.3	Departure Clearance Message (CLD) . . . . .	26
2.3.1.4	Departure Clearance Readback (CDA) . . . . .	26
2.3.1.5	Flight System Message (FSM) . . . . .	27
2.3.1.6	Abnormal operations . . . . .	27
2.3.2	Controller-Pilot Data Link Communications (CPDLC) . . . . .	27
2.3.2.1	Allowed message types . . . . .	27
2.3.2.2	Non-supported message types . . . . .	28
2.3.2.3	Uplink clearance sequence . . . . .	28
2.3.2.4	Downlink request sequence . . . . .	29
2.3.2.5	Free Text Messages . . . . .	30
2.3.2.6	Abnormal operations . . . . .	30

 TOPLIS User Manual	CONTENTS	<b>0.0</b> P3
---	----------	------------------

2.4	Flight Plan Conflict Probe . . . . .	33
2.4.1	MTCD (Medium Term Conflict Detection) . . . . .	33
2.4.2	SAP (Segregated Area Probe) . . . . .	34
2.5	Monitoring Aids . . . . .	36
2.5.1	CLAM (Cleared Level Adherence Monitoring) . . . . .	36
2.5.2	RAM (Route Adherence Monitoring) . . . . .	36
2.6	Safety Nets . . . . .	37
2.6.1	AIW (Airspace Infringement Warning) . . . . .	37
2.6.2	APW (Area Proximity Warning) . . . . .	37
2.6.3	MSAW (Minimum Safe Altitude Warning) . . . . .	37
2.6.4	STCA (Short Term Conflict Alert) . . . . .	38
2.7	Sector States . . . . .	39
2.8	Label field descriptions . . . . .	42
<b>3</b>	<b>User Interface</b>	<b>59</b>
3.1	Main Window . . . . .	60
3.2	Global Menu . . . . .	61
3.2.1	Setup Menu . . . . .	61
3.2.1.1	Unit Settings submenu . . . . .	62
3.2.1.2	CFL submenu . . . . .	65
3.2.1.3	Flight Leg submenu . . . . .	65
3.2.1.4	RR Main submenu . . . . .	66
3.2.2	AMS menu . . . . .	66
3.2.2.1	NAT submenu . . . . .	66
3.2.3	FData menu . . . . .	66
3.2.4	Tools menu . . . . .	67
3.2.4.1	Flight Plan Lists submenu . . . . .	67
3.2.4.2	CPDLC submenu . . . . .	68
3.2.5	MET menu . . . . .	68
3.2.6	[0] . . . . .	69
3.2.7	Info menu . . . . .	69
3.2.8	MSG menu . . . . .	69
3.2.8.1	Text notes submenu . . . . .	70
3.2.9	[x] [x] . . . . .	70
3.2.10	STS menu . . . . .	71
3.2.10.1	Plugin Status submenu . . . . .	71
3.2.10.2	Supervisory submenu . . . . .	72
3.2.11	RRxxx/Off . . . . .	72
3.2.12	Mxxx-yyy . . . . .	72
3.2.13	S000-999 . . . . .	72
3.3	Aircraft Position Symbol . . . . .	73
3.3.1	History dots . . . . .	73
3.3.2	Prediction Line . . . . .	73
3.3.3	Track filtering . . . . .	74
3.4	Track Labels . . . . .	75
3.4.1	Standard Track Label . . . . .	75
3.4.2	Reduced Track Label . . . . .	76
3.4.3	Extended Track Label . . . . .	76

 TOPLIS User Manual	CONTENTS	<b>0.0</b>  P4
--	----------	----------------------

3.4.4	Uncoupled Track Label . . . . .	77
3.4.5	Line 0 Construction . . . . .	78
3.4.6	Label Interaction . . . . .	80
3.4.6.1	Line 0 . . . . .	80
3.4.6.2	Line 1 . . . . .	80
3.4.6.3	Line 2 . . . . .	81
3.4.6.4	Line 3 . . . . .	81
3.4.6.5	Line 4 . . . . .	82
3.4.6.6	Extended Label . . . . .	82
3.4.6.7	Uncoupled Label . . . . .	83
3.4.7	Label Compaction . . . . .	83
3.5	Track Label Menus . . . . .	84
3.5.1	Callsign Menu . . . . .	84
3.5.2	Transfer menu . . . . .	87
3.5.3	Transfer Confirmation Window . . . . .	88
3.5.4	Request On Frequency message . . . . .	88
3.5.5	Hold/Susp Menu . . . . .	89
3.5.6	Manual Transfer Menu . . . . .	90
3.5.7	VCI Menu . . . . .	90
3.5.8	CPDLC Free Text Menu . . . . .	91
3.5.9	Prediction Line Menu . . . . .	91
3.5.10	Sequence Number Menu . . . . .	92
3.5.11	Waypoint Menu . . . . .	92
3.5.12	AFL Menu . . . . .	95
3.5.13	CFL Menu . . . . .	96
3.5.14	RFL Menu . . . . .	97
3.5.15	AHDG Menu . . . . .	98
3.5.16	Handover Proposal (HOP) . . . . .	99
3.5.17	Request Tactical Instructions (RTI) / Tactical Instructions Proposal (TIP) . . .	100
3.5.18	AHDG Vector . . . . .	101
3.5.19	ARC Menu . . . . .	101
3.5.20	ASP Menu . . . . .	102
3.5.21	ASSR Menu . . . . .	104
3.5.22	Combined Transfer Menu . . . . .	104
3.5.23	Tactical Transfer Menu . . . . .	105
3.5.24	Aerodrome Menu . . . . .	106
3.5.25	NPT Menu . . . . .	106
3.5.26	CPDLC Emergency Acknowledgement Menu . . . . .	107
3.5.27	CPDLC Pilot Late Acknowledgement Menu . . . . .	107
3.5.28	Time Menu . . . . .	108
3.5.29	Departure Sequence Menu . . . . .	109
3.6	Aircraft Lists . . . . .	110
3.6.1	Departure List . . . . .	110
3.6.2	Sector List . . . . .	111
3.6.3	Load Factor List . . . . .	113
3.6.4	Uncontrolled Lists . . . . .	113
3.6.5	ETWR List . . . . .	114
3.6.6	Resectorisation List . . . . .	115

3.6.7	Traffic Management Lists . . . . .	115
3.6.8	Lost List . . . . .	116
3.6.9	Holding List . . . . .	117
3.6.10	Unsupported Lists . . . . .	118
3.7	Windows . . . . .	119
3.7.1	Radar Menu . . . . .	120
3.7.2	QDM Vector . . . . .	121
3.7.3	Multi-QDM vector . . . . .	122
3.7.4	Scale Marker . . . . .	122
3.7.5	Minimum Separation Tool . . . . .	122
3.7.6	View Window . . . . .	124
3.7.7	Zoom Window . . . . .	124
3.7.8	Maps Windows . . . . .	124
3.7.9	Track Control Window . . . . .	125
3.7.10	Altitude Filtering Window . . . . .	126
3.7.11	CJI Filtering Window . . . . .	127
3.7.12	SSR Code Filtering Window . . . . .	128
3.7.13	Quick Look . . . . .	128
3.7.13.1	Individual Quick Look . . . . .	129
3.7.14	Oceanic Level highlight . . . . .	129
3.7.15	Brightness Control Window . . . . .	129
3.7.16	CPDLC Setting Window . . . . .	130
3.7.17	Raw Video Control Window . . . . .	131
3.7.18	Airspace Management Window . . . . .	131
3.7.19	Flight Plan Selection Window . . . . .	135
3.7.20	Flight Plan Window . . . . .	135
3.7.21	Complete Route Window . . . . .	139
3.7.22	Create APL Window . . . . .	139
3.7.23	Stack Manager Window . . . . .	140
3.7.24	CARD . . . . .	141
3.7.25	SAP Window . . . . .	143
3.7.26	Vertical Aid Window . . . . .	144
3.7.27	Message In Window . . . . .	145
3.7.28	Message Out Window . . . . .	147
3.7.29	Microphone Check Menu . . . . .	148
3.7.30	CPDLC Current Message Window . . . . .	148
3.7.31	Manual Reply Window . . . . .	150
3.7.32	CPDLC History Message Window . . . . .	150
3.7.33	Cursor Lat/Long Window . . . . .	150
3.7.34	Find Track . . . . .	151
3.7.35	Weather Messages Window . . . . .	151
3.7.36	QNH/TL Window . . . . .	152
3.7.37	General Information Window . . . . .	153
3.7.38	Document Viewer Window . . . . .	153
3.7.39	NOTAM List Window . . . . .	155
3.7.40	Aerodrome Window . . . . .	156
3.7.41	LFUNC Frequency Plan Window . . . . .	156
3.7.42	Notepad Window . . . . .	157

 TOPLIS User Manual	CONTENTS	<b>0.0</b> P6
---	----------	------------------

3.7.43	Personal Queue Window . . . . .	157
3.7.44	ATC / Primary Frequency Messages Window . . . . .	158
3.7.45	NAT Track Messages Window . . . . .	159
3.7.46	Safety Nets Status Window . . . . .	159
3.7.47	Divergence Detection Status Window . . . . .	161
3.7.48	MTCDD Status Window . . . . .	161
3.7.49	Runway in Use Window . . . . .	162
3.7.50	Operations Rate Window . . . . .	163
3.7.51	Predicted Traffic Window . . . . .	164
3.7.52	Runway Approach Line Window . . . . .	164
3.7.53	Tactical Info Window . . . . .	165
3.7.54	Pre-Departure Clearance Window . . . . .	165
3.7.55	Departure Coordination Window . . . . .	167
3.8	Flight Leg . . . . .	168
3.9	Keyboard Shortcuts . . . . .	169
3.10	Color Values . . . . .	170
<b>4</b>	<b>Known issues</b>	<b>181</b>
4.1	GitHub Repository . . . . .	182
4.2	Airport and area hotspots block screen panning . . . . .	183
4.3	ROF/RTI/TIP message availability limited . . . . .	184
4.4	Problems opening the Radar Menu . . . . .	185
<b>A</b>	<b>Figures</b>	<b>186</b>
<b>B</b>	<b>Tables</b>	<b>189</b>
<b>C</b>	<b>Bibliography</b>	<b>191</b>
	<b>Bibliography</b>	<b>192</b>

 TOPLIS User Manual	<b>INTRODUCTION</b>	<b>1.0</b>  P7
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## *Chapter 1*

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# Introduction

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 TOPLIS User Manual	<b>INTRODUCTION</b>  DISCLAIMER	<b>1.1</b>  P8
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## 1.1 Disclaimer

Although - as its name suggests - the TopSky plugin is based on TOPLIS and the TopSky ATM system, it is in no way affiliated with or endorsed by Thales Group or NAV Portugal. Similarities between plugin features and the real system are not entirely coincidental, but the plugin can not be used as a real world training aid.



 TOPLIS User Manual	<b>INTRODUCTION</b>  FOREWORD	<b>1.2</b>  P9
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## 1.2 Foreword

EuroScope, a controller client developed by Gergely Csernák for the VATSIM network, was first released for public use in September 2007. One of the biggest changes in version 3.1 was the possibility for the user community to customize the program to an even higher degree than was possible before by writing their own plugins that can be used to alter the way information is presented and even create completely new functionality into the program. This allowed creating very detailed simulations of all kinds of ATC systems without making the main program overly complex. Version 3.2 expands on these possibilities, making it possible to create even better plugins.

The base TopSky plugin is developed by Juha Holopainen. The TopSky plugin (a.k.a. The Plugin Formerly Known As “EUROCAT 2000 E”) started out as a very small project to create a couple of customized aircraft tag items, but as more information about the real system and the possibilities with the plugin development became available, it slowly grew to include an almost complete set of tag items, tag menus, graphical elements on the radar display and some additional functionality.[4]

The A-CDM plugin is developed by Roger Puig. CDM is an Euroscope plugin based on the real life CDM tool that allows us to improve the departure flows at airports.[6]

The IASsure plugin is developed and maintained by Nick Müller. This plugin allows you to make better informed decisions based on aircraft speed without relying on pilot reports.[5]

 TOPLIS User Manual	<b>SYSTEMS</b>	<b>2.0</b>  P10
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*Chapter 2*

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**Systems**

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 TOPLIS User Manual	<b>SYSTEMS</b>  A-CDM	<b>2.1</b>  P11
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## 2.1 A-CDM

Airport CDM (A-CDM) aims to improve the efficiency and resilience of airport operations by optimising the use of resources and improving the predictability of air traffic.

It also allows the exchange of more accurate departure information, particularly target take-off times, with the European ATFCM network, leading to improved en-route and sectoral planning.[1]

### 2.1.1 Operation

The A-CDM plugin operates in a Master-Slave topology, in which the "CDM Master" will calculate the required data and distribute it to the slaved CDM positions. Due to this, it is mandatory that the "Master" ATC is the one at the lowest position, such as Delivery.

<b>Warning</b>	IF THERE IS NO ACTIVE "CDM MASTER" A-CDM WILL NOT BE OPERATIONAL
<b>Warning</b>	IF MORE THAN ONE POSITION ASSIGNS ITSELF AS "CDM MASTER" A-CDM WILL NOT BE OPERATIONAL

At the end of a session or controller swap, the "CDM MASTER" ATC should return himself to "CDM SLAVE" before the next controller takes over.

#### 2.1.1.1 A-CDM Timeline



Figure 2.1: A-CDM timeline with delaying TSAT example

Each departure follows a timeline of events from the moment a Flight Plan is submitted until the flight is airborne. These events are called "Milestones".

The A-CDM calculation begins at Target Off Block Time (TOBT). TOBT is the time the aircraft is ready for startup, or push and start. This is typically the time at which the pilots reports "fully ready", or requests pushback or startup. In an optimal scenario this would match with the flight plan Estimated Off Block Time (EOBT, sometimes called ETD in other sources).

A-CDM will calculate a Target Take Off Time (TTOT) based on the TOBT, current departure rate, known traffic and Flow Restrictions. Each TTOT is separated from other TTOTs by the amount of time required to achieve the maximum defined departure rate. During moments of high traffic that, without a regulation, would exceed the airport departure rate capacity, the system will delay the TTOT in order to meet the required departure rate.

Different Stands have different Estimated Taxi Out Time (EXOT). A stand closer to the runway will have a shorter EXOT than another further away. The system adds EXOT to TOBT, to obtain TTOT.

 TOPLIS User Manual	<p style="text-align: center;"><b>SYSTEMS</b></p> <p style="text-align: center;">A-CDM</p>	<p style="text-align: center;"><b>2.1</b></p> <p style="text-align: center;">P12</p>
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Target Start-up Time (TSAT) is the time at which a flight may push back and start up.

If there is no delay, TSAT will be the same as TOBT.

If there is a delay, TSAT will be the difference from TTOT - EXOT.

A TSAT has a validity window of -5 to +5 minutes, within which start-up approval may be issued.

A TSAT within the validity window will be colored in color1, or if outside the validity window color2.

Additionally, it will be colored in color5 the minute it expires, as an attention getter.

If a flight misses its TSAT, a new one must be assigned by right clicking the TSAT value in order to set TOBT to present time and restart the CDM calculation for the concerned flight.

During times of extraordinary demand, a Calculated Take-Off Time (CTOT) may be issued for a certain flight. The A-CDM operation remains the same, with the exception that it will try to match TTOT to CTOT. A CTOT has a validity window of -5 to +10 minutes of CTOT, during which Take Off clearance must be issued.

During some events, a manually created list of callsign and CTOT pairs may be created. These are Event CTOT, or ECTOT. ECTOT on their own do not contribute to A-CDM calculations, unless manually added as a CTOT to the flight.

Once A-CDM is made aware of the assignment of a CTOT to a flight, it will keep the same CTOT locked until a Ready Message (REA) is sent, even if the external source of the CTOT is updated with an improvement.

### 2.1.1.2 Examples

The system first attempts to calculate a departure with no delay, by adding EXOT to TOBT it obtains TTOT. For example, TAP123 reports "fully ready" at 12:00 (TOBT 12:00), sitting on a stand with 15 minutes of taxi time (EXOT 15 minute), the system predicts TAP123 will be able to take off at 12:15 (TTOT 12:15). Because there is no conflict, TSAT is equal to TOBT (TSAT 12:00)

A second flight, RYR456, reports "fully ready" at the very next minute (TOBT 12:01), but is on a stand very close to the runway with a shorter taxi time (EXOT 5 minutes, for example), the system predicts RYR456 will be able to take off at 12:06 (TTOT 12:06). Because there is no conflict, TSAT is equal to TOBT (TSAT 12:01).

Notice how RYR456 was ready for push and start after TAP123, yet, because of the very short taxi time, it will take off much sooner than TAP123.

A third flight, IBE789, also reports "fully ready" at 12:01 (TOBT 12:01), sitting on a stand with 15 minutes of taxi time (EXOT 15 minute), the system predicts IBE789 will be able to take off at 12:16 (TTOT 12:16).

However, this TTOT is too close to TAP123 (TTOT 12:15) and must be delayed for separation.

The system calculates that according to the current departure rate, IBE789 must take off at 12:18 (TTOT 12:18). By subtracting the 15 minutes Estimated Taxi Out Time from the Target Take Off Time, the system obtains IBE789's Target Startup Time of 12:03 (TTOT - EXOT = TSAT, 12:18 - 15 = 12:03). This is a very small delay, in fact so small that it falls within the TSAT window. IBE789 TSAT is 12:03, and because the TSAT window is +/- 5 minutes (11:58 - 12:08). IBE789 may be pushed back at anytime within this window.

A fourth flight, EJU321, is departing to the same destination as IBE789. This destination has limited capacity and can only accept arrivals in 15 minute intervals. The system will take care of this limitation, no intervention should be required.

 TOPLIS User Manual	<b>SYSTEMS</b>  A-CDM	<b>2.1</b>  P13
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EJU321 reports "fully ready" at 12:01 (TOBT 12:01), sitting on a stand with 15 minutes of taxi time (EXOT 15 minute), the system predicts EJU321 will be able to take off at 12:16 (TTOT 12:16). Because of the restriction at destination, the earliest time that EJU321 can take off, while remaining separated of IBE789, is 12:33 (IBE789's TTOT, 12:18, + 15 minutes required separation at destination).

The system assigns a Calculated Take Off Time of 12:33 to EJU321 (CTOT 12:33). By subtracting the taxi time from this (EXOT 15 minutes), the system obtains TSAT 12:18 (CTOT - EXOT = TSAT, 12:33 - 15 = 12:18).

EJU321 must wait on the stand until the TSAT window (12:13 - 12:23) before being able to pushb and start.

### 2.1.1.3 Commands

Interaction with core A-CDM systems is done with classic command line inputs:

<code>.cdm reload</code>	Reloads all CDM configs
<code>.cdm refresh</code>	Forces a data refresh phase
<code>.cdm ctot</code>	Refreshes CTOT data
<code>.cdm save</code>	Saves data to <code>savedData.txt</code>
<code>.cdm load</code>	Loads <code>savedData.txt</code>
<code>.cdm master "airport"</code>	Become the master of the selected airport.
<code>.cdm slave "airport"</code>	Turn back to slave of the selected airport.
<code>.cdm refreshtime "seconds"</code>	Change refresh rate time in seconds (Default 30, MAX 99).
<code>.cdm customdelay "airport"/"runway" "time_start"</code>	Shifts all TSATs for selected airport and runway to start at the <code>time_start</code> . Wait some seconds to update after applied. (Ex. <code>.cdm customdelay LPPT/02 1100</code> All TSATs from LPPT runway 02 will start at 1100). To remove use <code>.cdm customdelay LPPT/02 9999</code> .
<code>.cdm lvo</code>	Toggle LVO on or off
<code>.cdm realmode</code>	Toggle realmode on or off
<code>.cdm remarks</code>	Toggle set TSAT to Euroscope scratchpad on or off
<code>.cdm rates</code>	Updates rates values from <code>rate.txt</code>
<code>.cdm flow</code>	Forces an update on ECFMP flow restrictions data, otherwise updated every 5 minutes.
<code>.cdm help</code>	Show all available commands

Table 2.1: A-CDM commands


 TOPLIS User Manual	<p style="text-align: center;"><b>SYSTEMS</b></p> <p style="text-align: center;">A-CDM</p>	<p style="text-align: center;"><b>2.1</b></p> <p style="text-align: center;">P14</p>
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## 2.1.2 A-CDM field descriptions

Data field	Description	Comments	Color
A	Alert	Flashes A if the aircraft is waiting for an action	color5
ASAT	Actual Start-Up Approval Time	Automatically records time of Start-Up Approval when inputting a Start-Up, Push-back, Taxi or DEPA Ground Status	color12
ASRT	Actual Start-Up Request Time	Used to record time of Ready or Start-Up Request	color10
CTOT	Calculated Take Off Time	Flow restrictions create CTOTs to planes affected with published MDIs from ECFMP	color11  If REA message has been sent: color2  If Manual or Event CTOT: color4  If Manual or Event CTOT, and Flow/CAD CTOT: color7
ECTOT	Event Calculated Take Off Time	Similar to CTOT, but originating from a manually compiled list of callsign and CTOT pairs. Needs to be manually added to CTOT to have an effect on A-CDM calculations.	color11
E	State	Depending on aircraft timing: P: EOBT more than 35 minutes in the future C: EOBT is less than 35min and TSAT not expired I: TSAT expired	color1

 TOPLIS User Manual	<b>SYSTEMS</b>  A-CDM	<b>2.1</b>  P15
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Data field	Description	Comments	Color
EOBT	Estimated Off Block Time	Same time as Flight Plan ETD or EOBT	<div>color8</div> If a new EOBT is submitted by the pilot, and EOBT is different than TOBT: <div>color4</div>
Flow Message	ECFMP Flow Message	Description of the restriction impacting the flight	color8
Ready	Ready State Flag	Used to signal Ready state. Setting Ready also records time of Ready or Start-Up Request	Ready: <div>color1</div> Not Ready: <div>color7</div>
TOBT	Target Off Block Time	On receipt of a new Flight Plan, TOBT is set to the same time as EOBT.  If the Flight Plan is updated with a new EOBT, TOBT will not change automatically. If required, TOBT may be manually updated using the Edit TOBT function	From TOBT-35 to TOBT-5 <div>color2</div> From TOBT-5 to TOBT+5: <div>color1</div>
TSAC	Target Start-Up Approval Communicated Time	Used to note down TSAT communicated to the flight	If TSAC within 5 minutes of TSAT: <div>color1</div> If TSAT changed by more than 5 minutes: <div>color4</div>
TSAT	Target Startup Time	TTOT - EXOT	From EOBT-35 to TSAT-5: <div>color2</div> From TSAT-5 to TSAT+5: <div>color1</div> From TSAT+5 to TSAT+6: <div>color5</div> After TSAT+6: <div>color2</div>

 TOPLIS User Manual	<b>SYSTEMS</b> A-CDM	<b>2.1</b> P16
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Data field	Description	Comments	Color
TTOT	Target Take Off Time		<div data-bbox="1034 344 1129 383">color9</div> <p>If TTOT is locked due to a CDT restriction:</p> <div data-bbox="1034 486 1129 524">color2</div>

Table 2.2: A-CDM field descriptions



 TOPLIS User Manual	<b>SYSTEMS</b>  COORDINATION	<b>2.2</b>  P17
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## 2.2 Coordination

TopSky provides various ways to coordinate information between controllers.

The example track labels do not represent any specific setup and are only meant to highlight the items specific to each function. In the examples, aircraft ABC123 is assumed by “transferring controller” and the next sector is referred to as “accepting controller”. For reference, the example labels would look like these before any coordination (coordination point TROIA, entry/exit level FL180):

Transferring controller:

```

ABC123  IDA
100      ▲   TROIA
180
  
```

Accepting controller:

```

ABC123  IDT
100      ▲   TROIA
180
  
```

Some of the coordination functions (ROF, RTI and TIP) require very specific conditions to exist to be able to send the necessary messages between the controllers. TopSky attempts to check for this and either disables the function (grey text in the menu button) or creates a warning message if the conditions are lost during a coordination, but in some cases the coordination messages can get lost. In this case try the coordination again or manually coordinate.

### 2.2.1 PEL/COPN

A coordination is displayed by coloring the proposed values **Proposition In** or **Proposition Out**, depending on whether the coordination was sent or received, in the track label and the flight lists. Additionally, a message is displayed in the *Message In Window* for received coordinations and in the *Message Out Window* for coordinations sent by you.

To send a PEL (Planned Entry Level) coordination, left-click on the PEL value in the track label or a flight list. This opens a menu to select a value. To send a COPN (Entry Point) coordination, left-click on the COPN value in the track label or a flight list. This opens the *Waypoint Menu*. Select “Probe”. This opens a menu to select the desired point. The response of the coordination can be a counter-proposal as well, in which case the color of the values remain **Proposition In**.

An example track label, showing both the PEL and COPN being coordinated:

```

ABC123  IDT
100      ▲   TROIA
180
  
```

To answer an incoming coordination, left-click on a proposed value or the corresponding message in the *Message In Window*. This opens a menu where you can select the response (Accept, Refuse or Change). After the response, the track label and lists display depend on the answer:

 TOPLIS User Manual	<div style="text-align: center;"> <b>SYSTEMS</b> </div> <div style="text-align: center;">         COORDINATION       </div>	<div style="text-align: center;"> <b>2.2</b> </div> <div style="text-align: center;">         P18       </div>
---	--	---

Accept: Accepted values, sector state color

Refuse: Original values, sector state color (EuroScope bug, should be **Warning**)

Change: New proposed values in **Proposition Out**

### 2.2.2 XFL/COPX

A coordination is displayed by coloring the proposed values **Proposition In** or **Proposition Out**, depending on whether the coordination was sent or received, in the track label and the flight lists. Additionally, a message is displayed in the *Message In Window* for received coordinations and in the *Message Out Window* for coordinations sent by you.

To send an XFL (Exit Flight Level) coordination, left-click on the XFL value in the track label or a flight list. This opens a menu to select a value. To send a COPX (Exit Point) coordination, left-click on the COPX value in the track label or a flight list. This opens the *Waypoint Menu*. Select "Probe". This opens a menu to select the desired point. The response of the coordination can be a counter-proposal as well, in which case the color of the values remain **Proposition In**.

An example track label, showing both the XFL and COPX being coordinated:



To answer an incoming coordination, left-click on a proposed value or the corresponding message in the *Message In Window*. This opens a menu where you can select the response (Accept, Refuse or Change). After the response, the track label and lists display depend on the answer:

Accept: Accepted values, sector state color

Refuse: Original values, sector state color (EuroScope bug, should be **Warning**)

Change: New proposed values in **Proposition Out**

### 2.2.3 HOP

The purpose of the HOP (Hand-Over Proposal) message is for the transferring controller to propose the flight for hand-over to the accepting controller, and/or to propose non-standard transfer conditions which require the approval of the accepting controller.

To send a HOP without any transfer conditions, select the *Handover Proposal (HOP)* option in the *Callsign Menu*.

To send a HOP with a transfer condition (assigned heading, direct-to point or assigned speed):

1. open the AHDG or ASP menu and select the "HOP" option (found in the "More" folder)
  - See *Handover Proposal (HOP)* for indications

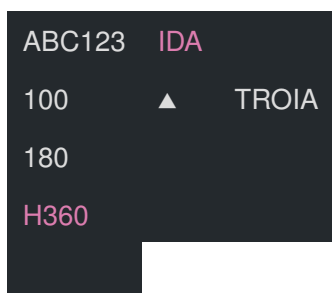
 TOPLIS User Manual	<div style="text-align: center;"> <b>SYSTEMS</b> </div> <div style="text-align: center;">         COORDINATION       </div>	<div style="text-align: center;"> <b>2.2</b> </div> <div style="text-align: center;">         P19       </div>
---	--	---

2. select the desired value (to select a direct-to point, select the “Point” option in the AHDG menu and then left-click on the point on the radar screen)

The example labels below show a HOP with an assigned heading proposal:

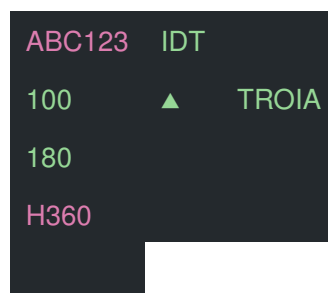
Transferring controller:

- SI item and any proposed values in **Proposition Out** color
- Message in Message Out Window



Accepting controller:

- Callsign item and any proposed values in **Proposition In** color
- Message in Message In Window



The transferring controller should monitor both the track label and the *Message In Window* as there are three ways for the accepting controller to answer a HOP. In order of preference, they are:

- From the *Callsign Menu*, select “ROF”. This sends a ROF message to the transferring controller.
  - See *Request On Frequency message* for indications
- Left-click on the AHDG, ASP or COPN item. This opens the *Combined Transfer Menu*. In it, select “Accept”. This sends an Accept message to the transferring controller.
  - The labels on both controllers’ screens return to normal sector state coloring
  - A message is put into the Message In Window for the transferring controller
  - A message is put into the Message Out Window for the accepting controller
- From the *Callsign Menu*, select “Assume”. This assumes the aircraft (with the other two answers the aircraft remains assumed by the transferring controller)
  - The labels on both controllers’ screens return to normal sector state coloring

#### Note

If a HOP is sent to a controller not using the TopSky plugin, it will only be displayed on your label. To the accepting controller it will look like a normal transfer. Any proposed values will be shown also on the accepting controller’s label but they will not be colored as proposals.

If a HOP is sent to a manually selected controller and is answered by either “Accept” or “ROF”, the next controller is reset to the automatically calculated one. The correct controller needs to be manually selected again before transferring the aircraft.

 TOPLIS User Manual	<b>SYSTEMS</b>  COORDINATION	<b>2.2</b>  P20
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## 2.2.4 ROF

The ROF (Request on Frequency) message is sent by the accepting controller to the transferring controller when a flight establishes radio contact but the label has not yet been transferred to the downstream sector. The upstream sector should then transfer the label. The message may also be used as a reply to HOP to signify the acceptance of the flight under the proposed conditions.

<b>Warning</b>	ROF should not be used to request an early handover of a flight. ROF is a coordination tool that is context dependent, using it outside the prescribed scenarios or in other unintended ways will cause unnecessary confusion.
----------------	--

To send a ROF message, select the “ROF” option in the *Callsign Menu* of the aircraft in question. The example labels below show the indications when the message is sent:

Transferring controller:

- ROF text in **Proposition In** color
- Message in Message In Window

```

ROF
ABC123  IDA
100      ▲   TROIA
180

```

Accepting controller:

- ROF text in **Proposition Out** color
- Message in Message Out Window

```

ROF
ABC123  IDT
100      ▲   TROIA
180

```

The indications are removed when a “Transfer” or “HOP” is performed.

<b>Note</b>	If a ROF is sent to a controller not using the TopSky plugin or the message fails to go through, an error message will be put into the Personal Queue Window. The message counter in the Global Menu will be highlighted in <b>Global Menu Highlight</b> color if the window is not open.
-------------	---

## 2.2.5 RTI/TIP

These messages are used to request/propose the transfer of a flight on an assigned heading, speed or rate of climb/descent. RTI (Request Tactical Instructions) is a request initiated by the accepting controller and TIP (Tactical Instructions Proposal) a proposal initiated by the transferring controller.

In the examples below the RTI message is used. For the TIP message, the indications and actions are the same, only the roles are reversed – the transferring controller sends and the accepting controller answers the message, so the message will appear in the other Message Window.

To send the RTI message:

1. open the AHDG, ASP or ARC menu and select the “RTI” option (found in the “More” folder)

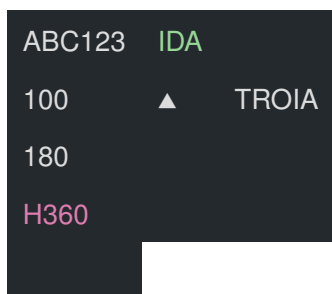
 TOPLIS User Manual	<div style="text-align: center;"> <b>SYSTEMS</b> </div> <div style="text-align: center;">         COORDINATION       </div>	<div style="text-align: center;"> <b>2.2</b> </div> <div style="text-align: center;">         P21       </div>
---	--	---

2. select the desired value in the list (“Point” option in the AHDG menu is not available)

When the message is sent, the following indications are shown:

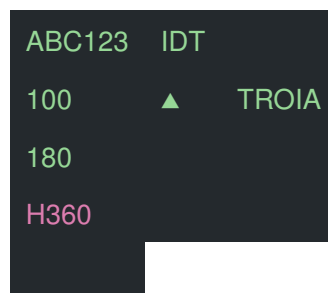
Transferring controller:

- Proposed value in **Negotiation In** color
- Message in Message In Window



Accepting controller:

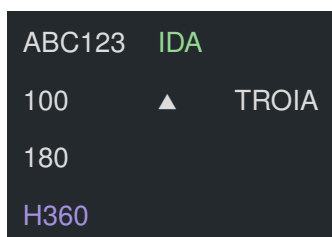
- Proposed value in **Negotiation Out** color
- Message in Message Out Window



To answer the message, left-click on the proposed value. This opens the *AHDG Menu*, *ASP Menu* or *ARC Menu* in a mode where you can either accept or reject the proposal. When clicking on “Ack”, the menu closes and the following indications are displayed:

Transferring controller:

- Relevant label field value in **Reminder** color (until the accepted value is set)
- Message in Message Out Window



Accepting controller:

- Relevant label field value in **Reminder** color (until the accepted value is set)
- Message in Message In Window



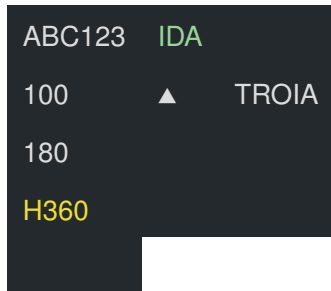
When the accepted value has been set, the label field returns to the sector state color. When replying to an RTI message, the menu also includes an “Accept” option which, in addition to accepting the coordination, also immediately sets the value. While the coordinated value is being shown in the label field, it is possible to display the currently set value temporarily by hovering the mouse cursor over the label and keeping the <ALT> key pressed.

On the other hand, if “Reject” is chosen, the menu closes the indications are as follows:

 TOPLIS User Manual	<div style="text-align: center;"> <b>SYSTEMS</b>           COORDINATION       </div>	<div style="text-align: center;"> <b>2.2</b>           P22       </div>
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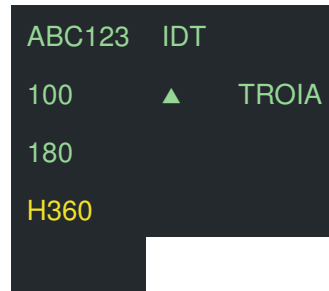
Transferring controller:

- Rejected value in **Warning** color
- Message in Message Out Window



Accepting controller:

- Rejected value in **Warning** color
- Message in Message In Window



A rejected coordination value will be removed from the label after 60 seconds or by right-clicking the value.

**Note**

If an RTI or TIP is sent to a controller not using the TopSky plugin or the message fails to go through, an error message will be put into the Personal Queue Window. The message counter in the Global Menu will be highlighted if the window is not open.

## 2.2.6 Coordinating more than one value

It is possible to coordinate more than one value, either before or after the previous proposal has been answered. However, if more than one proposal is active, clicking on “Ack” or “Reject” to one will send the same answer to all of them. Therefore, it is recommended to wait for an answer until sending another proposal unless the intention of the proposal is to get “all or nothing”.

For example, if you send an RTI with AHDG 360 (as in the above example) and then send another with ASP 300 (either immediately or after the first coordination is answered), the label field on line 0 will only show the ASP proposal. When opening the Tactical Transfer menu, all the proposals and accepted values are shown. If more than one proposal is active, clicking on “Accept” or “Reject” will send the same answer to all of them. Therefore, it is recommended to wait for an answer until sending another proposal unless the intention of the proposal is to get “all or nothing”.

## 2.2.7 Data stored in the flight strip annotation boxes

TopSky stores some data in the flight strip annotation boxes (the group of nine boxes in three columns on the right side of the strip). This enables you to send this data to the next controller, or any other controller by manually pushing the strip. In addition, TopSky automatically pushes the strip when a handoff proposal (HOP) is sent.

TopSky needs to be able to use three of the nine boxes for its functions. They are the boxes marked with X's in the picture below. Do not manually edit those boxes or use them to store any other data. The other boxes, marked by minus signs, are currently not used by TopSky in any way.

 TOPLIS User Manual	<div>SYSTEMS</div> <div>COORDINATION</div>	<div>2.2</div> <div>P23</div>
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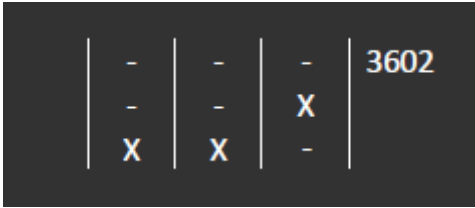



Figure 2.2: Unusable flight strip boxes

 TOPLIS User Manual	<b>SYSTEMS</b>  DATALINK	<b>2.3</b>  P24
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## 2.3 Datalink

TopSky uses *Hoppie's ACARS network*. A separate password (logon code) is needed, and it can be requested from that site.

TopSky supports Departure Clearance (DCL) and Controller-Pilot Data Link Communications (CPDLC).

To start using the data link functions, first connect to the VATSIM network. Then connect to the Hoppie network:

- Open the *CPDLC Setting Window*
- Enter/check the login callsign
- Enter/check your personal logon code
- Select whether to provide CPDLC or DCL services or both
- Left-click on the “Connect” button

The “Connect” button will change to “Online” with a green background. Wait at least 10 seconds to see if the connection is successful. Error messages regarding the connection will be shown in the *Personal Queue Window*.

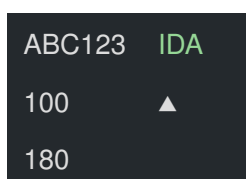
<b>Warning</b>	Attempting to connect with a CPDLC login callsign that is already in use will not fail instantly, and may take up to 10 seconds for the error message to be added to the <i>Personal Queue Window</i>
----------------	---

The Hoppie logon code expires after 120 days of inactivity. If that happens, the connection will fail and a new logon code has to be requested.

If the connection is lost, an error message dialog will be displayed in the center of the radar screen. Note that if multiple EuroScope instances are used, the proxy instances will not be able to access the CPDLC message windows or change the network connection status.

TopSky may sometimes fail to parse the message contents correctly. The longer the message, the more likely it is that the parsing will fail. When in doubt, open the message in the *CPDLC Current Message Window*.

The example track labels do not represent any specific setup and are only meant to highlight the items specific to each function. In the examples, aircraft ABC123 is assumed by you, the next controller is “IDA”, the aircraft is climbing through FL100, and its cleared level is FL180. This is the label before any messages arrive:





 TOPLIS User Manual	<b>SYSTEMS</b>  DATALINK	<b>2.3</b>  P25
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When the aircraft requests to start a CPDLC connection, it sends a “REQUEST LOGON” message. The message is displayed in the *CPDLC Current Message Window* and the Callsign field gets blinking square brackets around it (not on proxy ES instances). TopSky automatically denies requests for aircraft not entering your sector. To approve the request, use the “Start CPDLC” button in the *Callsign Menu*. To deny the request, left-click on the message in the *CPDLC Current Message Window* and select “UNABLE”. It is also possible to accept if necessary, but the *Callsign Menu* is the primary way to do it.

When the request has been accepted, the Callsign field will get steady square brackets around it. This indicates that the aircraft is CPDLC connected and available to exchange CPDLC messages with.



To terminate the CPDLC connection of an aircraft, use the “End CPDLC” button in the *Callsign Menu*.

<b>Note</b>	While it is possible to answer any message in the <i>CPDLC Current Message Window</i> using the “Manual Reply” option, the track label menus should always be used to answer correctly recognized messages, as using the manual reply method will not update the track label values.
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### 2.3.1 Departure Clearance (DCL)

ARINC-623 DCL is a service used in Europe and many other parts of the World. It is a direct ATC-to-pilot data link communication over the ACARS network.

The departure clearance functionality is built into the Departure List. A received clearance request is displayed in the list, and a clearance can be sent by opening the *Pre-Departure Clearance Window* via left clicking the RWY or SID fields of the Departure List.

A DCL follows a chronological sequence of events that must be completed in order to communicate a clearance.

#### 2.3.1.1 Departure Clearance Request (RCD)

The aircraft sends a clearance request message (RCD). The message is also shown in the *CPDLC Current Message Window*:

REQUEST PREDEP CLEARANCE ABC123 A320 TO ESSA AT LPPT STAND 221 ATIS  
PAPA

 TOPLIS User Manual	<b>SYSTEMS</b> DATALINK	<b>2.3</b> P26
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### 2.3.1.2 Flight System Message (FSM)

If the request is correctly formatted, TopSky will automatically send a flight system message (FSM) as a reply. Its content depends on whether all the requirements for a DCL are met (flight plan found, departure airport offers data link clearances, etc.). If so, the following reply message is sent to the aircraft:

DEPART MESSAGE STATUS FSM 1312 221113 LPPT ABC123 RCD RECEIVED  
REQUEST BEING PROCESSED STANDBY

The Clearance Flag tag item will show a “R” text in **Warning** color. If the request contained remarks text after the ATIS indicator, “R” alternates with “•”.

If a clearance is not sent before the timeout occurs, the data link clearance request is automatically rejected and a message is sent to the aircraft to revert to voice procedures.

RCD REJECTED REVERT TO VOICE PROCEDURES

### 2.3.1.3 Departure Clearance Message (CLD)

The clearance is sent using the **??**, opened by left clicking the RWY or SID fields of the Departure List.

#### Note

Due to system limitations, the current ATIS letter should be manually added to the RMK field of the DCL, in the "ATIS X" format.

The clearance is sent using the “Send MSG” button. “R/T” rejects the data link clearance request and sends a message to the aircraft to revert to voice procedures.

LPPT PDC 001 CLD 1314 221113 LPPT PDC 001 ABC123 CLRD TO ESSA OFF 02  
VIA IXIDA5N SQUAWK 3251 QNH 1012

Once the clearance is sent, the Clearance Flag item will change to “S”.

If there is still no answer from the aircraft when the timeout occurs, the data link clearance is automatically rejected and a message is sent to the aircraft informing it that the received clearance has been cancelled.

ACK NOT RECEIVED CLEARANCE CANCELLED REVERT TO VOICE PROCEDURES

### 2.3.1.4 Departure Clearance Readback (CDA)

A clearance can be answered to with either “WILCO” to accept it or “UNABLE” to reject it.

 TOPLIS User Manual	<b>SYSTEMS</b>  DATALINK	<b>2.3</b>  P27
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### 2.3.1.5 Flight System Message (FSM)

Once a reply is received, the Clearance Flag item changes to a filled box (for WILCO) or to "F" (for UNABLE). A message is automatically sent to the aircraft.

ATC REQUEST STATUS FSM 1317 221113 LPPT ABC123 CDA RECEIVED  
CLEARANCE CONFIRMED

If an UNABLE reply is received, clearance must then be negotiated and delivered by voice. A message is automatically sent to the aircraft.

CONTACT ATC BY VOICE REFUSE NOT SUPPORTED BY DATALINK

### 2.3.1.6 Abnormal operations

Most failure cases result from the message not being correctly formatted, and TopSky failing to recognize it correctly. Regardless of whether TopSky recognizes the message as belonging to a departure clearance sequence, it will be put into the *CPDLC Current Message Window*. In case the system fails, revert to voice communications.

## 2.3.2 Controller-Pilot Data Link Communications (CPDLC)

CPDLC is a means of communication between controller and pilot, using data link for ATC communications, and with the extra advantage of displaying data on the track labels and flight lists as well.


As the messages take significant amount of time to get through (receiving a reply to a clearance can take anything from seconds to a couple of minutes), using CPDLC should be limited to situations that are not time-critical. For this reason, it is mostly used in upper airspace area control sectors.

The messages are grouped to dialogues, with an opening message and subsequent replies. Some messages do not need a reply, while for others a specific reply is expected. The available replies are set automatically, so only the correct type of reply can be sent.

### 2.3.2.1 Allowed message types

TopSky supports for the following message types:

Uplink	Downlink
Level clearance	Level request
Heading clearance	Heading request
Direct-to clearance	Direct-to request
Speed clearance	Speed request
Squawk code assignment	MAYDAY/PAN/SQ7500
Squawk ident instruction	Free text

 TOPLIS User Manual	<b>SYSTEMS</b>  DATALINK	<b>2.3</b>  P28
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Uplink	Downlink
Voice contact instruction	
Free text	

Table 2.9: Supported CPDLC message types

### 2.3.2.2 Non-supported message types

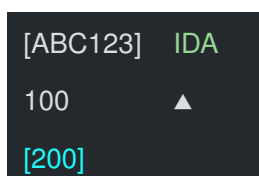
TopSky does not support the following downlink message types. They will be automatically closed and a reply sent informing that the system does not support the message type:

- Any requests containing “When can we expect”, “At pilots discretion” or “Own separation”
- Level requests for a cruise climb, block level, or any level request tied to a position or time
- Lateral requests for an offset, weather deviation or ground track
- Speed requests to maintain a speed range
- Voice contact requests
- Requests for a procedure name and/or type
- Position reports

Note that a non-allowed message type can be classified as “free text” by TopSky if the message parser doesn’t recognize it as a non-allowed type. In this case the automatic reply will not be sent and it is recommended to use the “MESSAGE NOT SUPPORTED BY THIS ATS UNIT” message from the *Free Text Messages* set, and archiving the dialogue.

### 2.3.2.3 Uplink clearance sequence

In this example a level clearance is used. The clearance is sent using the *CFL Menu*. To send the clearance using CPDLC, check that the “CPDLC” option is selected. Depending on the aircraft’s altitude, by default it may be selected or deselected. Send the clearance by selecting a level value. In this case FL200 was selected, and the CPDLC message “CLIMB TO FL200” was sent to the aircraft. The uplinked value is shown in brackets and in **CPDLC UM Clearance**

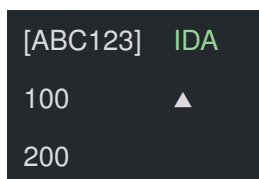


The aircraft has responded with “STANDBY”. The uplinked value changes to **CPDLC Standby** color, and a warning is inserted on line 0 of the label. The warning can be acknowledged by left-clicking on it:

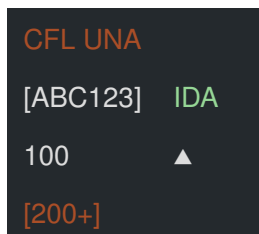
 TOPLIS User Manual	<b>SYSTEMS</b>  DATALINK	<b>2.3</b>  P29
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The aircraft then eventually answers with “WILCO”. The CFL value is updated accordingly and the label field colors return to normal:

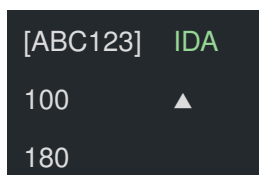


If the aircraft answers with “UNABLE”, a warning is inserted in line 0 of the label:



The “+” after the level indicates that there is a reason in the answer message, for example “DUE TO PERFORMANCE”. The reason given is only accessible from the *CPDLC Current Message Window*.

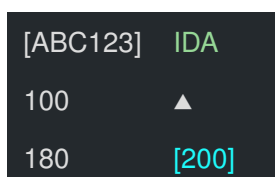
Left-clicking on the warning acknowledges it and the original CFL value is again shown in the label:



#### 2.3.2.4 Downlink request sequence

This example shows a level request.

The aircraft has sent a level request for FL200. The value is shown in the RFL field in brackets and in **CPDLC DM Request** color:

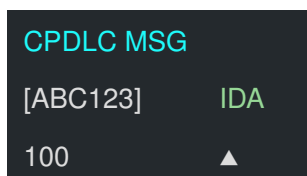


The responses to a level request are sent using the *RFL Menu* or *CFL Menu*. The *RFL Menu* offers the possibilities to respond with “STANDBY” or “UNABLE”, the *CFL Menu* with a level clearance

 TOPLIS User Manual	<b>SYSTEMS</b>  DATALINK	<b>2.3</b>  P30
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(to the requested level or some other level). In this case the sequence then changes to an uplink clearance – see above for details.

If a free text CPDLC message is received from the aircraft, “CPDLC MSG” will be inserted above the label in **CPDLC DM Request** color:



Left-clicking on the warning will clear it and close all related dialogues. Right-clicking will open the *CPDLC Current Message Window*.

### 2.3.2.5 Free Text Messages

A set of premade free text messages is included for use in the *CPDLC Free Text Menu* and is accessible via the *Callsign Menu* or *CPDLC Current Message Window*:

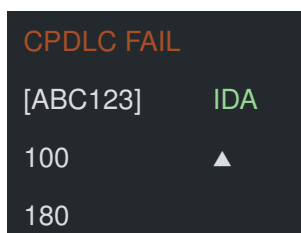
ATC Message Element	Purpose	Pilot Response
MESSAGE NOT SUPPORTED BY THIS ATS UNIT	Uncaught unsupported messages	NIL
SERVICE TERMINATED FREQ CHG APPROVED	Release to Unicom	ROGER
CONTACT ME VIA VOICE	Raise a flight on the frequency	ROGER
REQUEST AGAIN WITH NEXT ATC UNIT	Defer requests onto the next sector	NIL
IDENTIFICATION TERMINATED DUE SURVEILLANCE COVERAGE	Terminate surveillance service	ROGER
REPORT BY VOICE TOP OF DESCENT	Planning purposes	NIL
STOP SENDING CPDLC REQUESTS	Impose CPDLC Silence	NIL
RESUME NORMAL CPDLC OPERATIONS	Revoke CPDLC Silence	NIL


Table 2.10: CPDLC Free Text Messages

### 2.3.2.6 Abnormal operations

As with DCL messages, the most likely failure scenario is TopSky misinterpreting the contents of a received message, which can be verified on the *CPDLC Current Message Window*. Some other failure scenarios are presented below.

If TopSky has temporarily lost contact with the CPDLC server, “CPDLC FAIL” will be inserted in line 0 of the labels of all CPDLC connected aircraft in **CPDLC Failed** color.

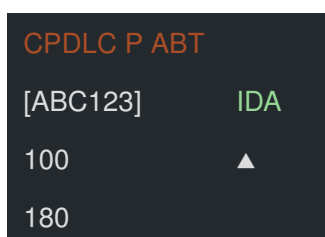


 TOPLIS User Manual	<div style="text-align: center;"> <b>SYSTEMS</b> </div> <div style="text-align: center;">         DATALINK       </div>	<div style="text-align: center;"> <b>2.3</b> </div> <div style="text-align: center;">         P31       </div>
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In case the server connection is not re-established within a certain time, the connection will be automatically closed and a warning message box will be presented. A new connection can be attempted at any time from the *CPDLC Setting Window*.

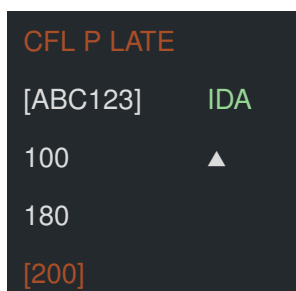
During temporary connection issues and also when the connection is automatically closed, the “AGCS” system label in the *General Information Window* will be displayed with **Warning** color until a connection is re-established.

If the CPDLC connection is terminated by the pilot, a “CPDLC P ABT” warning is inserted in line 0 of the label in **CPDLC Failed**



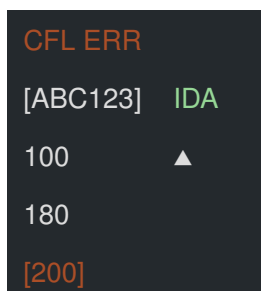
Left-clicking on the warning acknowledges it.

If an uplink clearance is not answered in time, a “<message type> P LATE” warning will be inserted in line 0 of the label in **CPDLC Pilot Late**




Left-clicking on it opens the *CPDLC Pilot Late Acknowledgement Menu* with options to either abort the clearance or manually mark it as answered with “WILCO”. Manually marking should be done only after a satisfactory readback is obtained by voice.

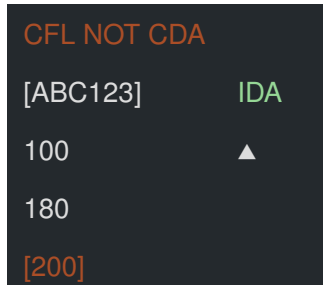
If sending an uplink clearance failed, a “<message type> ERR” warning will be inserted in line 0 of the label in **CPDLC Failed**



Left-clicking acknowledges the warning and aborts the clearance, displaying the previous value in the label.

 TOPLIS User Manual	<b>SYSTEMS</b>  DATALINK	<b>2.3</b>  P32
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If an uplink clearance is sent successfully but you are not the Current Data Unit in the aircraft's CPDLC system, a "<message type> NOT CDA" warning will be inserted in line 0 of the label in **CPDLC Failed**:



Left-clicking acknowledges the warning and aborts the clearance, displaying the previous value in the label.



 TOPLIS User Manual	<b>SYSTEMS</b>  FLIGHT PLAN CONFLICT PROBE	<b>2.4</b>  P33
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## 2.4 Flight Plan Conflict Probe

<b>Warning</b>	<p>The use of Safety Nets does not relieve the controller from manually identifying and correcting conflicts. Safety Nets are generally configured with conservative values in respect to minimum separations. Even so, the controller must be aware that it is impossible to configure Safety Nets to catch all possible conflict situations.</p>
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### 2.4.1 MTCD (Medium Term Conflict Detection)

#### General

The MTCD system is a tool that enables the controller to predict possible future conflicts between aircraft. The look-ahead time (prediction time) is set to 20 minutes and the separation distance that triggers the alert (prediction distance) to 7nm for sectors where 5nm separation is applied, and 10 where 8nm separation is applied.

In the lateral plane the system works by checking the aircraft's predicted route up to the defined prediction time and calculating if the separation with other aircraft will be less than the defined prediction distance.

In the vertical plane, TopSky predicts a climb or descent and accounts for buffer zones:



Figure 2.3: MTCD Vertical Path

- Conflicts (area with red shading)
  - detected within 4000ft around the predicted vertical path of the aircraft between AFL and CFL/PEL

 TOPLIS User Manual	<div style="text-align: center;"> <b>SYSTEMS</b> </div> FLIGHT PLAN CONFLICT PROBE	<div style="text-align: center;"> <b>2.4</b> </div> P34
---	---	--

- current clearances may lead to a loss of separation
- Conflict risks (area with yellow shading)
  - detected within 4000ft around the predicted vertical path of the aircraft between AFL and RFL/XFL
  - current clearances will not lead to a loss of separation, but modifying the clearance to the predicted path (CFL=RFL/XFL) will create a conflict
- Potential predicted conflicts (area with light red shading)
  - detected between tracks with equal CFL/PEL values, maintaining the same AFL, when the predicted path contains further climb/descent
  - current clearances result in a loss of separation if further climb/descent is not given
  - at least one of the tracks must be *Assumed*
- Potential risks of conflict (area with light yellow shading)
  - detected within 10000ft but within the minimum and maximum levels of the predicted vertical path
- Potential conflicts (area with light blue shading)
  - detected within 10000ft, outside of the minimum and maximum levels of the predicted vertical path

For the predictions to be accurate, it's very important to keep the CFL and the aircraft's route updated at all times. For aircraft that have an assigned heading or a RAM warning, the system assumes that it will continue on its present track and ground speed for a specified time and stops the prediction there. The system is always disabled for flight plan tracks with an assigned heading.

MTCD is not available for aircraft on the ground until their state is set to "DEPA".

### Conflict and Risk display on the track label

If there is a conflict or potential predicted conflict for the aircraft within the set warning parameters, a "•" in **Urgency** color is shown 10 minutes to loss of separation with a 7nm or 10nm separation minimum, depending on the sector.

The MTCD conflicts are also displayed in the *CARD*.

## 2.4.2 SAP (Segregated Area Probe)

### General

Much like the MTCD system predicts future conflicts between aircraft, the SAP system predicts future intrusions into active areas. The system uses the same look-ahead time as the MTCD system. The future position predictions are done at one-minute intervals which means a very short intrusion into an active area may not be noticed by the system. The classification into risks and conflicts is the same as in MTCD: a conflict means that the current clearance will lead to the aircraft entering an

 TOPLIS User Manual	<b>SYSTEMS</b>  FLIGHT PLAN CONFLICT PROBE	<b>2.4</b>  P35
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active area, whereas a risk means that the current clearance will not lead to that but clearing the aircraft to its XFL or some other level beyond the current CFL may do so.

As with MTCD, keeping the CFL and the aircraft's route updated is important for the system's operation. For aircraft that have an assigned heading or a RAM warning, the prediction logic is the same as in the MTCD case. SAP is disabled for non-altitude reporting traffic that do not have a manually set AFL.

### **Conflict and Risk display on the track label**

A conflict is shown by displaying the Military coordination indicator ("M"). Note that once the indicator is clicked and changes to inactive state, the system will not give further warnings for that aircraft as long as the indicator is in the inactive state. Click on the inactive indicator to re-arm the system once the aircraft has passed all the areas for which crossing clearance was given.

SAP conflicts are also shown in the *SAP Window*.

 TOPLIS User Manual	<b>SYSTEMS</b> MONITORING AIDS	<b>2.5</b> P36
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## 2.5 Monitoring Aids

<b>Warning</b>	<p>The use of Safety Nets does not relieve the controller from manually identifying and correcting conflicts. Safety Nets are generally configured with conservative values in respect to minimum separations. Even so, the controller must be aware that it is impossible to configure Safety Nets to catch all possible conflict situations.</p>
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### 2.5.1 CLAM (Cleared Level Adherence Monitoring)

#### General

The CLAM system warns if an aircraft is not maintaining its cleared level and its vertical rate is not towards the cleared level. The alert is inhibited when the cleared level is lower than 100ft, and for aircraft in level flight, for 30 seconds after a new cleared level is set.

#### Alert Display

An alert is shown by displaying a circle around the aircraft position symbol and the text “CLAM” in the *ALRT* track label field. MSAW, APW and AIW alerts will have priority over a CLAM alert in the track label.

### 2.5.2 RAM (Route Adherence Monitoring)

#### General

The RAM system warns if an aircraft is deviating from its route by more than 1nm. The alert is inhibited 30nm from the departure and destination, and a larger cross-track error (5nm) is allowed near waypoints where the route makes a turn over 10° course change.

For aircraft on a direct-to clearance, the alert is given if the difference between the aircraft’s track and the direct track to the cleared point exceeds 5°. After a direct-to clearance is given, the alert is inhibited for 60 seconds or until the aircraft’s track is towards the point, whichever happens first.

#### Alert Display

An alert is shown by displaying a circle around the aircraft position symbol and the text “RAM” in the *ALRT* track label field. MSAW, APW, AIW and CLAM alerts will have priority over a RAM alert in the track label.

 TOPLIS User Manual	<b>SYSTEMS</b>  SAFETY NETS	<b>2.6</b>  P37
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## 2.6 Safety Nets

<b>Warning</b>	The use of Safety Nets does not relieve the controller from manually identifying and correcting conflicts. Safety Nets are generally configured with conservative values in respect to minimum separations. Even so, the controller must be aware that it is impossible to configure Safety Nets to catch all possible conflict situations.
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### 2.6.1 AIW (Airspace Infringement Warning)

#### General

The AIW system warns if an uncontrolled aircraft is already inside or going to enter controlled airspace within a defined time. The system will only scan correlated radar tracks.

#### Alert display

An alert is shown by displaying the text “AIW” in the *ALRT* track label field. MSAW and APW alerts will have priority over an AIW alert. The AFL item is also colored **AIW intrusion** and a one minute long prediction line is displayed in **AIW intrusion** color regardless of the prediction line settings.

### 2.6.2 APW (Area Proximity Warning)

#### General

The APW system warns if an aircraft is inside or about to enter a Temporary Segregated Airspace without clearance. The position of the aircraft is only predicted in 30 second intervals for performance reasons so very short future intrusions may not be noticed by the system. The areas are defined in an external text file and activated in the *Airspace Management Window*.

#### Alert display

An alert is shown by coloring the *CALLSIGN* item background or the text itself in **Warning** color, unless the *CALLSIGN* item has been manually highlighted. “APW” is displayed in the *ALRT* track label field. An MSAW alert will have priority over an APW alert.

### 2.6.3 MSAW (Minimum Safe Altitude Warning)

#### General

<b>Note</b>	MSAW is currently not implemented
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The MSAW system alerts when an aircraft is flying at an altitude below the minimum safe altitude. The minimum safe altitude data is read from an external file. There is an adjustable buffer value in the system that allows some altitude variation below the safe altitude to inhibit nuisance alerts for aircraft flying at the minimum safe altitude and not staying exactly at that altitude.

#### Alert display

An alert is shown by displaying the text “MSAW” in the *ALRT* track label field.

 TOPLIS User Manual	<b>SYSTEMS</b> SAFETY NETS	<b>2.6</b> P38
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## 2.6.4 STCA (Short Term Conflict Alert)

### General

The STCA system is designed to alert the controller of a possible or actual loss of separation between aircraft. The alert is given between 60 seconds and 120 seconds before a loss of separation is predicted to happen, but it is dependent on the relative positions and movement of the aircraft. The alert will not be shown if both aircraft have STCA alerting inhibited (see the *Safety Nets Status Window*), are inside exclusion areas for parallel approaches, or when either aircraft is inside an active STCA inhibit area. LPPR, LPPT, LPCS, LPFR, LPMA and LPPS CTR are defined as STCA inhibit areas

In the vertical plane the STCA function will assume that an aircraft will level off at its cleared level. This will reduce the number of nuisance alerts caused by climbing and descending aircraft in busy airspace, but will delay the alert in case an aircraft continues through its cleared level. The alert will then be given only after the failure to level off is seen by the system.

### Alert display

An alert is shown by coloring the *CALLSIGN* item background or the text itself in **Urgency** color. A one minute long prediction line is displayed in **Urgency** color regardless of the prediction line settings.

In addition to the above, the radar position symbol and history dots are displayed in **Urgency** color.

An aural alert can also be generated if the corresponding setting is enabled in the *Global Menu*.

## 2.7 Sector States

Depending on a set of conditions and relationships, each Flight Plan is defined as being in a certain state relative to each airspace volume. This is the so called Sector State. As a given flight progresses along its route it will go through a series of different Sector States relative to a given airspace volume.

Track presentation coloring depends on the flight sector state:

State	Color	Condition
Initial (Unconcerned)	Unconcerned	Track will not enter the active sector
Free (Unconcerned)	Unconcerned	Track is not assumed or on-contact with anyone
Notified	Concerned	Track will enter the active sector (> 15 min)
Coordinated	Coordination	Track will enter the active sector (< 15 min)
Assumed	Assumed	Track is assumed
On Contact	Assumed	Track is on-contact with you. Flight is considered as Uncontrolled
Transfer Initiated	Assumed	Track is being transferred to the next controller. <i>CALLSIGN</i> and <i>SI</i> are colored in <b>Redundant</b> color
Redundant	Redundant	Track has been transferred to the next controller but is still inside the active sector
Informed	Informed 1	Track will not enter the active sector but is relevant to it

Sector States are used to control label construction, placement in lists, filtering, coloring, Safety Net parameters and availability. For example, a Flight Plan in the *On Contact* state will not trigger an APW warning until already being inside a TSA and will be shown in the *Uncontrolled Lists*. The same flight but in the *Assumed* state will trigger the APW warning when less than 3nm of a TSA and will not be shown in the *Uncontrolled Lists*.

*Coordinated* tracks that have not departed yet are displayed as *Notified*.

 TOPLIS User Manual	<b>SYSTEMS</b>  SECTOR STATES	<b>2.7</b>  P40
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## Examples

Sector	LEM	NORL	CENL	SULL
Aircraft Position	✈ >15 minutes			
Sector State	-	<i>Notified</i>	<i>Notified</i>	<i>Notified</i>

Table 2.11: Flight Plan still faraway inside LEM crossing NORL, CENL and SULL

Sector	LEM	NORL	CENL	SULL
Aircraft Position	✈ <15 minutes			
Sector State	-	<i>Coordinated</i>	<i>Notified</i>	<i>Notified</i>

Table 2.12: Flight Plan entering NORL in less than 15 minutes

Sector	NORL	CENL	SULL
Aircraft Position	✈		
Sector State	<i>Assumed</i>	<i>Notified</i>	<i>Notified</i>

Table 2.13: Flight Plan assumed by NORL


Sector	NORL	CENL	SULL
Aircraft Position	✈		
Sector State	<i>Assumed</i>	<i>Coordinated</i>	<i>Notified</i>

Table 2.14: Flight Plan assumed by NORL and less than 15 minutes to CENL

Sector	NORL	CENL	SULL
Aircraft Position	✈		
Sector State	<i>Redundant</i>	<i>Assumed</i>	<i>Notified</i>

Table 2.15: Flight Plan transferred from NORL to CENL but still inside of NORL airspace



 TOPLIS User Manual	<b>SYSTEMS</b> SECTOR STATES	<b>2.7</b> P41
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Sector	NORL	CENL	SULL
Aircraft Position		✈	
Sector State	<i>Unconcerned</i>	<i>Assumed</i>	<i>Notified</i>

Table 2.16: Flight Plan assumed by CENL and has left NORL airspace

Sector	LEM	NORL	CENL	SULL
Aircraft Position	✈ >15 minutes			
Sector State	-	<i>Unconcerned</i>	<i>Unconcerned</i>	<i>Notified</i>

Table 2.17: Flight Plan in LEM and will only cross SULL


Sector	LEM	NORL	CENL	SULL
Aircraft Position				
Sector State	-	<i>Unconcerned</i>	<i>Unconcerned</i>	<i>Unconcerned</i>

Table 2.18: Flight Plan does not enter any sector

 TOPLIS User Manual	<div>SYSTEMS</div> <div>LABEL FIELD DESCRIPTIONS</div>	<div>2.8</div> <div>P42</div>
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## 2.8 Label field descriptions

Data field	Description	Comments	Color
Frequency dot	Frequency	“•”, set from <i>Callsign Menu</i> Used to highlight a flight operating in a frequency other than the Sector Primary	Assumed
Mark dot	Mark	“•”, set from <i>Callsign Menu</i> Used to highlight a particular flight	Information
+	Field 18 information	“+” if “STS/” found in FPL remarks field	
*	Unit	“*” if label units are different from the system units	Warning
A	Manual alerts	“A” if Manual alert(s) active	Warning
a	Attitude indicator	Climbing: up arrow Descending: down arrow Level flight or unknown: blank	
ADEP	Departure aerodrome	ICAO code, 4 characters	
ADES	Destination aerodrome	ICAO code, 4 characters	
AFL	Actual Flight Level	FL's with 3 digits Altitudes “A”+ 2 digits Heights “E”+ 2 digits, in hundreds of feet	AIW: AIW intrusion  Manually set: Warning  Mark All: CARD Mark All  S-Highlight: Suite Highlight

 TOPLIS User Manual	<div>SYSTEMS</div> <div>LABEL FIELD DESCRIPTIONS</div>	<div>2.8</div> <div>P43</div>
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Data field	Description	Comments	Color
AHDG	Assigned heading	<p>List:</p> <p>Assigned heading (“H” + 3 digits) or direct-to point name</p> <p>Unselected label:</p> <ul style="list-style-type: none"> <li>- Assigned heading</li> <li>- Direct-to point name (hidden when direct to COPX)</li> </ul> <p>Selected label:</p> <ul style="list-style-type: none"> <li>- Assigned heading</li> <li>- Direct-to point name</li> </ul> <p>If a heading clearance or request is in progress via CPDLC, displays “[heading]”, followed by “+” if the request or answer contains a reason(i.e. DUE TO something).</p> <p>DEP list: Does not display the brackets for CPDLC status.</p>	<p>If a value is assigned and HOP:</p> <p><b>Proposition In</b></p> <p>If a tactical coordination value is accepted but not set:</p> <p><b>Information</b></p> <p>If a CPDLC uplink message has been sent:</p> <p><b>CPDLC UM Clearance</b></p> <p>If a CPDLC downlink message has been received:</p> <p><b>CPDLC DM Request</b></p> <p>If controller timeout has expired following a CPDLC downlink request:</p> <p><b>CPDLC Controller Late</b></p> <p>If a CPDLC warning has been raised: color of the warning</p>
AIW	AIW alert (see also ALRT)	“AIW”	<b>AIW intrusion</b>
ALRT	Alert message	“MSAW”, “APW”, “AIW”, “CLAM”, “RAM” or “DUPE” (in this priority order)	<p>MSAW and APW:</p> <p><b>Warning</b></p> <p>AIW:</p> <p><b>AIW intrusion</b></p>
ALT1	Alternate aerodrome 1	ICAO code, 4 characters	
ALT2	Alternate aerodrome 2	Second alternate can be set by inserting “ALT2/XXXX” into the FPL remarks field	
APW	APW alert (see also ALRT)	“APW”	<b>Warning</b>

 TOPLIS User Manual	<div>SYSTEMS</div> <div>LABEL FIELD DESCRIPTIONS</div>	<div>2.8</div> <div>P44</div>
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Data field	Description	Comments	Color
ARC	Assigned vertical rate	“R” + 2 digits, in 100’s of ft/min	<p>If a value is assigned and HOP: <b>Proposition In</b></p> <p>If a tactical coordination value is accepted but not set: <b>Information</b></p>
ARWY	Arrival runway	Arrival runway identifier	If manually assigned: Rwy Locked
ASP	Assigned speed	<p>Mach “M”+ 2 digits</p> <p>“HS” for high speed clearance</p> <p>Speed 2 digits, in 10’s of knots</p> <p>If a speed clearance or request is in progress via CPDLC, displays “[speed]”, followed by “+” if the request or answer contains a reason.</p>	<p>If a value is assigned and HOP: <b>Proposition In</b></p> <p>If a tactical coordination value is accepted but not set: <b>Information</b></p> <p>If a CPDLC uplink message has been sent: <b>CPDLC UM Clearance</b></p> <p>If a CPDLC downlink message has been received: <b>CPDLC DM Request</b></p> <p>If controller timeout has expired following a CPDLC downlink request: <b>CPDLC Controller Late</b></p> <p>If a CPDLC warning has been raised: color of the warning</p>

 TOPLIS User Manual	<div>SYSTEMS</div> <div>LABEL FIELD DESCRIPTIONS</div>	<div>2.8</div> <div>P45</div>
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Data field	Description	Comments	Color
ASSR	Assigned mode 3/A code	<p>4 digits or “A”+ 4 digits.</p> <p>If a SQUAWK SSR message is in progress via CPDLC, displays the code in brackets, followed by “+” if the answer contains a reason.</p> <p>DEP list: Does not display the brackets for CPDLC status.</p>	<p>If different than TSSR: <b>Warning</b></p> <p>If a CPDLC uplink message has been sent: <b>CPDLC UM Clearance</b></p> <p>If a CPDLC warning has been raised: color of the warning</p>
ATD	Actual Time of Departure	UTC time in “HHMM” format	
ATYP	Aircraft type	Type with max 4 characters	If highlighted: <b>Warning</b>
ATYP/W	Aircraft type / Wake Turbulence Category	Type with max 4 characters + “/” + WTC (“L”, “M”, “H”, “J” or “?”)	If highlighted: <b>Warning</b>
C	Inbound clearance	“C” if ADES needs inbound clearance	Active state: <b>Information</b>
CALLSIGN	Callsign	<p>If more than one aircraft, suffixed by “+”.</p> <p>If correlated to a primary track or to a secondary track with no ASSR code and a non-discrete TSSR code, suffixed by “*”.</p> <p>If the flight is CPDLC connected, the callsign is displayed in brackets.</p>	<p>Priority order: STCA alert: <b>Urgency</b></p> <p>HOP in: <b>Proposition In</b></p> <p>Mark Own: <b>CARD Mark Own</b></p> <p>Highlight: <b>Warning</b></p> <p>Mark All: <b>CARD Mark All</b></p> <p>S-Highlight: <b>Suite Highlight</b></p> <p>If none of the above: Transfer in: <b>Assumed</b></p> <p>Transfer out: <b>Redundant</b></p>

 TOPLIS User Manual	<div style="text-align: center;"> <b>SYSTEMS</b> </div> <div style="text-align: center;">         LABEL FIELD DESCRIPTIONS       </div>	<div style="text-align: center;"> <b>2.8</b> </div> <div style="text-align: center;">         P46       </div>
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Data field	Description	Comments	Color
CFL	Cleared Flight Level	<p>“CA” if Clear for App flag set “VA” if Visual App flag set</p> <p>See AFL field for number format.</p> <p>Unselected label: Not shown if equal to AFL</p> <p>If a level clearance is in progress via CPDLC, displays “[level]”, followed by “+” if the answer contains a reason (i.e. DUE TO something).</p> <p>DEP list: Does not display the brackets for CPDLC status.</p>	<p>DEP list: For CTR, if CFL &gt; PEL, for others if CFL &gt; XFL: <b>Warning</b></p> <p>If a CPDLC uplink message has been sent: <b>CPDLC UM Clearance</b></p> <p>If a CPDLC warning has been raised: color of the warning</p>
CFL/PEL	Cleared Flight Level or Planned Entry Level	<p>PEL is shown for flights in “coordinated” and “ongoing coordination” states, CFL otherwise.</p> <p>“CA” if Clear for App flag set “VA” if Visual App flag set See AFL field for number format.</p> <p>Unselected label: PEL: Not shown if equal to AFL and no ongoing coordination. CFL: Not shown if equal to AFL</p> <p>If a level clearance is in progress via CPDLC, displays “[level]”, followed by “+” if the answer contains a reason (i.e. DUE TO something).</p>	<p>PEL: Ongoing coordination: <b>Proposition In</b></p> <p>Change just before ETN: <b>Info Coord</b></p> <p>Coordination refused: <b>Warning</b></p> <p>CFL: If a CPDLC uplink message has been sent: <b>CPDLC UM Clearance</b></p> <p>If a CPDLC downlink message has been received: <b>CPDLC DM Request</b></p> <p>If a CPDLC warning has been raised: color of the warning</p>

 TOPLIS User Manual	<div>SYSTEMS</div> <div>LABEL FIELD DESCRIPTIONS</div>	<div>2.8</div> <div>P47</div>
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Data field	Description	Comments	Color
CLR	Clearance received flag	<p>If no clearance received and no data link clearance in progress: "□"</p> <p>If clearance requested via data link: "R"</p> <p>If waiting for answer from the aircraft for a sent data link clearance: "A"</p> <p>If clearance received: "■"</p> <p>"R" and "A" are blinking when less than 2 minutes are remaining to timeout</p>	<p>"R": When request contains free text: <b>Urgency</b></p> <p>Otherwise: <b>Warning</b></p> <p>"A": When blinking: <b>Warning</b></p>
COM	Communication type	"r" if voice receive only "t" if text only	<b>Warning</b>
COMP_CS	ICAO RTF call-sign	The decoded ICAO RTF callsign "???" if not in database	
COORD	Coordination message	<p>"ROF" if a Request On Frequency message has been received from the next sector</p> <p>The last changed tactical co-ordination parameter value (AHDG, ASP or ARC)</p>	<p>Proposed: <b>Proposition In</b></p> <p>Rejected: <b>Warning</b></p>
COPN	Entry point		<p>Ongoing coordination: <b>Proposition In</b></p> <p>Coordination refused: <b>Warning</b></p>

 TOPLIS User Manual	<p style="text-align: center;"><b>SYSTEMS</b></p> <p style="text-align: center;">LABEL FIELD DESCRIPTIONS</p>	<p style="text-align: center;"><b>2.8</b></p> <p style="text-align: center;">P48</p>
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Data field	Description	Comments	Color
COPX	Exit point	<p>DEP list: If logged in as CTR and flight not inside active sector, displays COPN</p> <p>(with holding): A holding clearance is displayed if there is no coordination. It shows the holding point name + “ H” or for lat/lon point holdings, “POS H”. For a TSA Hold clearance, the area name is shown.</p>	<p>Ongoing coordination: <b>Proposition In</b></p> <p>Coordination refused: <b>Warning</b></p>
COPN/COPX	Entry point or Exit point	<p>COPN is shown for flights in “coordinated” and “on-going coordination” states, COPX in “assumed”, “transfer initiated” and “redundant” phases.</p> <p>(with holding): A holding clearance is displayed if there is no coordination. It shows the holding point name + “ H” or for lat/lon point holdings, “POS H”. For a TSA Hold clearance, the area name is shown.</p>	<p>Ongoing coordination: <b>Proposition In</b></p> <p>Coordination refused: <b>Warning</b></p>
CPDLC_E	CPDLC Emergency	<p>CPDLC emergency messages: “SQ7500”, “[MAYDAY]”, or “[PAN]”</p>	<p><b>Urgency</b></p>



 TOPLIS User Manual	<b>SYSTEMS</b>  LABEL FIELD DESCRIPTIONS	<b>2.8</b>  P49
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Data field	Description	Comments	Color
CPDLC_W	CPDLC Warning	<p>CPDLC warning messages:</p> <p>“COMM FAIL” for network failure</p> <p>"&lt;type&gt; ERR" for message failure</p> <p>"&lt;type&gt; NOT CDA" for NOT CURRENT DATA AUTHORITY response</p> <p>"&lt;type&gt; P LATE" for timeout</p> <p>"&lt;type&gt; SBY" for STANDBY response</p> <p>"&lt;type&gt; UNA" for UNABLE response</p> <p>&lt;type&gt; is the type of message:</p> <p>“AHDG” for heading clearance</p> <p>“CFL” for level clearance</p> <p>“COF” for communication transfer</p> <p>“DCT” for direct-to clearance</p> <p>“SQI” for SQUAWK IDENT message</p> <p>“SSR” for SQUAWK SSR message</p> <p>“VCI” for communication transfer</p>	<p>“COMM FAIL”, “ERR” or “NOT CDA”:</p> <p><b>CPDLC Failed</b></p> <p>“UNA”:</p> <p><b>CPDLC Unable</b></p> <p>“SBY”:</p> <p><b>CPDLC Standby</b></p> <p>“P LATE”:</p> <p><b>CPDLC Pilot Late</b></p>
CRC	Computed vertical rate	2 digits, in 100's of ft/min Value preceded by “C” for climbing, “D” for descending	
DHDG	Downloaded heading	Magnetic heading as downloaded from the aircraft via mode S DAPs. “H” + 3 digits.	
DIAS	Downloaded indicated airspeed	Indicated airspeed as downloaded from the aircraft via mode S DAPs. If marked as unreliable, “DIAS”.	
DMACH	Downloaded Mach number	Mach number as downloaded from the aircraft via mode S DAPs. If marked as unreliable, “DMACH”.	

 TOPLIS User Manual	<div>SYSTEMS</div> <div>LABEL FIELD DESCRIPTIONS</div>	<div>2.8</div> <div>P50</div>
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Data field	Description	Comments	Color
DRC	Downloaded rate of climb/descent	Rate of climb/descent as downloaded from the aircraft via mode S DAPs. Not available on VATSIM (computed rate displayed instead, see CRC).	
DRWY	Departure runway	Departure runway identifier	Clearance flag not set: <span>Proposition In</span>  Clearance flag set: <span>Information</span>
DSFL	Downloaded selected flight level	Selected flight level as downloaded from the aircraft via mode S DAPs. Blank, not available on VATSIM.	
DSQ	Departure sequence number		
EET	Estimated Elapsed Time	“HHMM”	
EMRG	Emergency	“HI” for squawk 7500 “CF” for squawk 7600, “EM” for squawk 7700	<span>Urgency</span>
EQUIP	FPL equipment field	Rough conversion to ICAO FPL (COM/NAV): COM/NAV equipment (SUR): “/” + surveillance equipment	
EST/DEP/ABT	Manual departure	“EST” when clearance flag not set and ground state not “DEPA”  “DEP” when clearance flag set or ground state  “DEPA” but not yet departed  “ABT” when departed	

 TOPLIS User Manual	<div>SYSTEMS</div> <div>LABEL FIELD DESCRIPTIONS</div>	<div>2.8</div> <div>P51</div>
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Data field	Description	Comments	Color
ETA	Estimated Time of Arrival	UTC time in “HHMM” format or “HOLD” if flight in holding state	
ETD	Estimated Time of Departure	UTC time in “HHMM” format	
ETD/ATD	Estimated Time of Departure or Actual Time of Departure	For a departed aircraft, shows the actual departure, otherwise the estimated departure time. “HHMM”, both times taken from the FPL data	
ETN	Estimated time over COPN or sector entry time if no COPN	UTC time in “HHMM” format (sector entry): always entry time	
ETOHP	Estimated time over holding point or holding start time	UTC time in “HHMM” format	
ETX	Estimated time over COPX or sector exit time if no COPX	UTC time in “HHMM” format (sector exit): always exit time	
FCOPX	FIR COPX point		
FIELD15	Speed Level Route	The flight plan field 15 data (TAS, RFL and route). Max 360 characters	
FIELD18	Other information	The flight plan field 18 data (remarks). Max 360 characters	
FLTADD	Mode S transponder address	Mode S transponder hex address	
FLTID	Aircraft identification	Callsign as received via mode S	

 TOPLIS User Manual	<div style="text-align: center;"> <b>SYSTEMS</b> </div> <div style="text-align: center;">         LABEL FIELD DESCRIPTIONS       </div>	<div style="text-align: center;"> <b>2.8</b> </div> <div style="text-align: center;">         P52       </div>
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Data field	Description	Comments	Color
GS	Ground Speed	"N"+3 digits, in knots	If highlighted: <b>Warning</b>
HP	Holding point	Holding point name or for lat/lon point holdings, "POS". For a TSA Hold clearance, the area name is shown.	
I	Flight information	"I" if OP_TEXT has data	
Label	Label hidden flag	"■" if label displayed, "□" if label hidden	
M	Military coordination	"M" if military coordination is required	Active state: <b>Warning</b>
MALRT	Manual alerts	Displays alerts entered via the <i>Callsign Menu</i>	<b>Warning</b>
MSAW	MSAW alert (see also ALRT)	"MSAW"	<b>Warning</b>
MTCD	MTCD indicator	"•" if aircraft has an MTCD problem	<b>Urgency</b>
N/ATYP	Number of aircraft / Aircraft type	Unselected label: Number range 2 - 99  Selected label or List: Number range 1 - 99  Number can be set by prefixing the aircraft type in the FPL by "X/" where X is the number (max 99)	If highlighted: <b>Warning</b>

 TOPLIS User Manual	<div>SYSTEMS</div> <div>LABEL FIELD DESCRIPTIONS</div>	<div>2.8</div> <div>P53</div>
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Data field	Description	Comments	Color
NPT	Next route point	<p>When a DCT request or clearance via CPDLC is in progress: Displays the point name followed by “+” if the request contains a reason (i.e. DUE TO something)</p> <p>Otherwise: Next point on the route</p>	<p>If a CPDLC uplink message has been sent: <b>CPDLC UM Clearance</b></p> <p>If a CPDLC downlink message has been received: <b>CPDLC DM Request</b></p> <p>If controller timeout has expired following a CPDLC downlink request: <b>CPDLC Controller Late</b></p> <p>If a CPDLC warning has been raised: color of the warning</p>
NRAC	Number of aircraft	<p>Number from 2 to 99</p> <p>Extended label: “n” if 1 Other label or (List): blank if 1</p> <p>Number can be set by prefixing the aircraft type in the FPL by “X/” where X is the number (max 99).</p>	
NSSR	SSR warning	Displays ASSR if different from TSSR	<p>If a CPDLC uplink message has been sent: <b>CPDLC UM Clearance</b></p> <p>If a CPDLC warning has been raised: color of the warning</p>
OP_TEXT	Flight information message	User entered text, stored in the flight strip	
OP_TEXT2	OP_TEXT2 message	User entered text, stored in the scratchpad	
P	No P-RNAV/RNAV1 capability	“P” if aircraft equipment is not indicating P-RNAV/RNAV1 capability and destination has arrival procedures requiring it	<b>Information</b>

 TOPLIS User Manual	<div>SYSTEMS</div> <div>LABEL FIELD DESCRIPTIONS</div>	<div>2.8</div> <div>P54</div>
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Data field	Description	Comments	Color
PEL	Planned Entry Level	“CA” if Clear for App set “VA” if Visual App flag set See AFL field for number format.	Ongoing coordination: <b>Proposition In</b>  Change just before ETN: <b>Info Coord</b>  Coordination refused: <b>Warning</b>
PFREQ	Pilot monitored frequency	Displays your primary frequency when transfer of communications was done via CPDLC using the MONITOR option	CPDLC DM Request
PRFL	RFL requested by pilot via CPDLC	Displays “[requested level]”, followed by “+” if the request contains a reason (i.e. DUE TO something)	If a CPDLC downlink message has been received: <b>CPDLC DM Request</b>  If controller timeout has expired following a CPDLC downlink request: <b>CPDLC Controller Late</b>  If a CPDLC warning has been raised: color of the warning
PSSR	Previous mode 3/A code	If not known, shows ASSR if available. Format as ASSR field.	
R	No B-RNAV/RNAV5 capability	“R” if aircraft equipment is not indicating B-RNAV/RNAV5 capability	Not equipped: <b>Urgency</b>  Unknown: <b>Unknown</b>

 TOPLIS User Manual	<div>SYSTEMS</div> <div>LABEL FIELD DESCRIPTIONS</div>	<div>2.8</div> <div>P55</div>
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Data field	Description	Comments	Color
RFL	Requested Flight Level	<p>See AFL field for format</p> <p>List: If an RFL request is in progress via CPDLC, displays “[requested level]”, followed by “+” if the request contains a reason (i.e. DUE TO something).</p> <p>DEP list does not display the brackets for CPDLC status.</p>	<p>In flight lists: If a CPDLC downlink message has been received: <b>CPDLC DM Request</b></p> <p>If controller timeout has expired following a CPDLC downlink request: <b>CPDLC Controller Late</b></p> <p>If a CPDLC warning has been raised: color of the warning</p>
RI	Release Indicator	<p>“F” fully released “C” released for climb “D” released for descent “T” released for turns</p> <p>Incoming release disappears 3 min after track is assumed, outgoing when track is no longer redundant.</p>	<p>During transfer: <b>Proposition In</b></p>
ROUTE	Flight plan route	<p>DEP list</p> <ul style="list-style-type: none"> <li>- part 1 shows first 15 characters, part 2 characters 16-30</li> </ul> <p>If departing from defined airports:</p> <ul style="list-style-type: none"> <li>- first 30/45 characters (2 or 3 parts)</li> </ul> <p>If arriving at a clearance flag airport:</p> <ul style="list-style-type: none"> <li>- last 30/45 characters (2 or 3 parts)</li> </ul> <p>Else:</p> <ul style="list-style-type: none"> <li>- first 30/45 characters (2 or 3 parts)</li> </ul>	
S	Mode S mismatch indicator	<p>“S” if downloaded callsign is different than coupled flight plan callsign</p>	<b>Warning</b>


 TOPLIS User Manual	<div>SYSTEMS</div> <div>LABEL FIELD DESCRIPTIONS</div>	<div>2.8</div> <div>P56</div>
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Data field	Description	Comments	Color
SI	Sector Indicator	<p>Assumed track: Next sector identifier or frequency.</p> <p>Displayed in brackets if a communications transfer is in progress via CPDLC, followed by “+” if the answer contains a reason. The frequency display is forced on during a transfer via CPDLC.</p> <p>Other tracks: Tracking controller identifier or frequency.</p> <p>List: Frequency display is not possible</p> <p>DEP list: Does not display the brackets for CPDLC status.</p> <p>Current: Displays always the current tracking controller id</p> <p>Previous: Displays the current tracking controller id unless it is you or the track is in redundant state</p> <p>Next: Displays the next controller id when assumed, or current when in redundant state</p>	<p>Priority order:</p> <p>Outgoing HOP: <b>Proposition In</b></p> <p>Manually changed next sector: <b>Warning</b></p> <p>Normal next sector: <b>Coordination</b></p> <p>If a CPDLC communications transfer uplink message has been sent: <b>CPDLC UM Clearance</b></p> <p>If a CPDLC warning has been raised: color of the warning</p>
SID	Assigned or planned SID	SID identifier	<p>If automatically assigned: <b>Sid Star No Allocation</b></p> <p>If manually assigned: <b>Sid Star Allocation</b></p>
SQ	Arrival sequence number	A number from 1 to 50	



 TOPLIS User Manual	<div>SYSTEMS</div> <div>LABEL FIELD DESCRIPTIONS</div>	<div>2.8</div> <div>P57</div>
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Data field	Description	Comments	Color
STAR	Assigned or planned STAR	STAR identifier	If not transmitted to flight: <b>Sid Star No Allocation</b>  If readback received from flight: <b>Sid Star Allocation</b>
STS	Ground state	EuroScope default ground state	
TAS	Flight Plan TAS	See GS field for format	
TEXT2	OP-TEXT2 message	If more than 10 characters, then shows first 9 + ">"	
TRACK	Ground track	"T" + the aircraft's current ground track in degrees magnetic	
TSSR	Aircraft transponder mode 3/A code	4 digits or "A" + 4 digits	
V	Flight rules	"V" if VFR "Y" if first IFR and later VFR "Z" if first VFR and later IFR	
W	No RVSM capability	"W" if aircraft equipment is not indicating RVSM capability	Not equipped: <b>Urgency</b>  Exempt: <b>Information</b>  Unknown: <b>Unknown</b>
WTC	Wake turbulence category	"J" for Super "H" for Heavy "M" for Medium "L" for Light "?" for unknown  Unselected label: Only displayed if not medium unless the field is highlighted	If highlighted: <b>Warning</b>

 TOPLIS User Manual	<div style="text-align: center;"> <b>SYSTEMS</b> </div> <div style="text-align: center;">         LABEL FIELD DESCRIPTIONS       </div>	<div style="text-align: center;"> <b>2.8</b> </div> <div style="text-align: center;">         P58       </div>
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Data field	Description	Comments	Color
/WTC	Wake turbulence category	“/J” for Super “/H” for Heavy “/M” for Medium “/L” for Light “?” for unknown  Unselected label: Only displayed if not medium unless the field is highlighted	If highlighted: <b>Warning</b>
XFL	Exit Flight Level	“CA” if Clear for App set “VA” if Visual App flag set See AFL field for number format.  Unselected label: Not shown if equal to CFL/PEL and no ongoing coordination.  DEP list: If logged in as CTR and flight not inside active sector, displays PEL. Otherwise displays XFL.	Ongoing coordination: <b>Proposition In</b>  Coordination refused: <b>Warning</b>
Y	No 8.33kHz capability	“Y” if aircraft equipment is not indicating 8.33kHz capability	Not equipped: <b>Urgency</b>  Exempt: <b>Information</b>  Unknown: <b>Unknown</b>

Table 2.19: Label Field descriptions

 TOPLIS User Manual	<b>USER INTERFACE</b>	<b>3.0</b> P59
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## *Chapter 3*

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# User Interface

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 TOPLIS User Manual	<div>USER INTERFACE</div> <div>MAIN WINDOW</div>	<div>3.1</div> <div>P60</div>
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3.1 Main Window

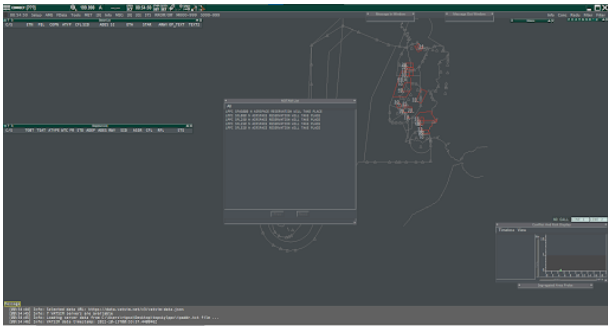


Figure 3.1: Main Window on initialization

TopSky should load with some preplaced windows similar to the above configuration

Note

Screen resolutions other than 1920x1080 will yield different results. Larger resolutions will bring preplaced windows towards the left and middle, while smaller resolutions may potentially place windows outside the screen. It is recommended for users experiencing difficulties related to their screen size to experiment and create custom settings in the TopSkySettingsLocal file containing revised window placements adjusted for their own screen. Refer to TopSky\_Developer\_Guide\_Settings.xlsx for available settings

On initialization TopSky will load the *Global Menu* on top, *Sector List* and *Departure List* on the top left, *Message In Window* and *Message Out Window* on the top center right, *NOTAM List Window* on center, *CARD* and *SAP Window* on bottom right, plus legacy weather and controller lists on top right as well.

 TOPLIS User Manual	<div>USER INTERFACE</div> <div>GLOBAL MENU</div>	<div>3.2</div> <div>P61</div>
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3.2 Global Menu

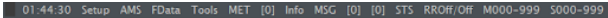


Figure 3.2: Global Menu

The Global Menu is located on the top edge of the radar screen. It displays the current UTC time (left-clicking opens the ??) and contains a number of submenus which are explained below.

3.2.1 Setup Menu

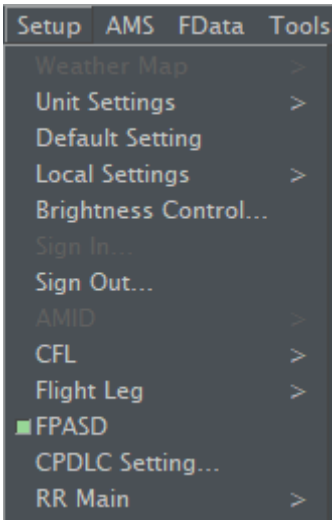


Figure 3.3: Setup Menu

Setup Menu allows for various adjustments. Each position will load its defined settings based on the active Primary Frequency.  
Most used options are CPDLC Setting for CPDLC operations and Default Settings to reset options. Personal settings can be defined in TopSky\_Developer\_Guide\_Settings.xlsx (see the Developer Guide).

Weather Map	Not installed.
Unit Settings >	Opens the <i>Unit Settings submenu</i>
Default Setting	Resets all settings to their default values (keeps login callsign specific ones if they are active at the time). When clicked, a confirmation window will open, asking to confirm the reset.
Local Settings >	Opens the <i>Local Settings submenu</i>
Brightness Control >	Opens the <i>Brightness Control Window</i>

 TOPLIS User Manual	<b>USER INTERFACE</b>  GLOBAL MENU	<b>3.2</b>  P62
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Sign In. . .	Loads personal settings (done automatically at startup).
Sign Out. . .	Clears any personal settings and resets all settings to their default values.
AMID	Not implemented.
CFL	Opens the <i>CFL submenu</i>
Flight Leg	Opens the <i>Flight Leg submenu</i>
FPASD	Toggles on/off the display of flight plan tracks
CPDLC Setting. . .	Opens the <i>CPDLC Setting Window</i>
RR Main >	Opens the RR Main submenu

### 3.2.1.1 Unit Settings submenu

This submenu can be used to change the units used in TopSky. Any changes to the settings are session specific only, so they will be lost when exiting EuroScope.

Altitude	Selects the units used for altitudes and vertical rates <ul style="list-style-type: none"> <li>• Nautical (feet, feet per minute)</li> <li>• Metric (meters, meters per second)</li> </ul>
Flight level	Selects the units for flight levels – only applicable with metric altitudes <ul style="list-style-type: none"> <li>• Nautical (hundreds of feet)</li> <li>• Metric (meters)</li> </ul>
Distance	Selects the units used for distances <ul style="list-style-type: none"> <li>• Nautical (nautical miles)</li> <li>• Metric (kilometers)</li> </ul>
Speed	Selects the units used for speeds <ul style="list-style-type: none"> <li>• Nautical (knots)</li> <li>• Metric (kilometers per hour)</li> </ul>

### Local Settings submenu

This submenu allows changing some of TopSky's settings. Any changes to the settings are session specific only, so they will be lost when exiting EuroScope.

 TOPLIS User Manual	<b>USER INTERFACE</b>  GLOBAL MENU	<b>3.2</b>  P63
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#### Vertical reference

Selects the pressure reference to be used at or below the transition altitude:

- QNH Altitude above mean sea level
- QFE Height above the aerodrome elevation

(set/check it in the adjacent box)

#### Used equipment codes

Selects whether to use or disregard the equipment codes found in the flight plans:

- All Use all codes in both ICAO and FAA formats
- ICAO Use all codes when specified in ICAO format
- FAA Use codes when specified in FAA format
- None Disregard all codes

Selects specific capabilities to be taken into account:

- R RNAV capability
- PBN PBN string from FPL remarks
- W RVSM capability
- Y 8.33 kHz capability
- AltRptg Transponder altitude reporting capability
- Mode S Transponder mode S capability
- EHS Mode S enhanced surveillance capability
- FLTID Mode S flight ID downlink capability

When taking into account a specific capability is deselected, all aircraft are assumed to have it. This inhibits track label alerts and also affects safety net processing.

#### ASSR codes


Selects the transponder code source:

- Plugin Plugin data file (reverts to ESE if no codes found)
- ESE ESE file

 TOPLIS User Manual	<b>USER INTERFACE</b> GLOBAL MENU	<b>3.2</b> P64
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Groundspeed	<ul style="list-style-type: none"> <li>• Range Fixed code range</li> </ul> <p>Selects whether to use pilot client reported ground speed or a plugin calculated value. Normally the reported value should be used as it is more accurate and stable, but some clients report wrong values. If that causes problems, you can try selecting TopSky calculated value instead</p>
Transfer confirmation	<p>Selects when to display the Transfer Confirmation Window:</p> <ul style="list-style-type: none"> <li>• On Always when CFL is not equal to XFL</li> <li>• NotRFL When CFL is not equal to XFL unless XFL = RFL</li> <li>• Off Never, any CFL value is OK</li> </ul>
CFL menu default value	<p>Selects the default value for the CFL menu when it is opened:</p> <ul style="list-style-type: none"> <li>• Auto CTR: RFL if not yet reached, otherwise as below</li> </ul> <p>Other: The XFL value, or current CFL value -1000ft with no XFL</p> <ul style="list-style-type: none"> <li>• CFL The current CFL value</li> <li>• RFL The RFL value</li> </ul>
FPCP inhibit	<p>FPCP calculations start when tracks are within this time from entering active sector</p>
STCA alert	<p>Selects which aircraft display the STCA alert:</p> <ul style="list-style-type: none"> <li>• All All aircraft</li> <li>• Own+Co Only <i>Assumed</i> and <i>Coordinated</i> aircraft</li> <li>• Own Only <i>Assumed</i> aircraft</li> </ul>
STCA alert sound	<p>Selects which STCA alerts trigger the alert sound:</p> <ul style="list-style-type: none"> <li>• All All alerts</li> <li>• Own+Co Only alerts for <i>Assumed</i> or <i>Coordinated</i> aircraft</li> <li>• Own Only alerts with <i>Assumed</i> aircraft</li> </ul>



 TOPLIS User Manual	<b>USER INTERFACE</b>  GLOBAL MENU	<b>3.2</b>  P65
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APW alert	Selects which aircraft display the APW alert: <ul style="list-style-type: none"> <li>• All All aircraft</li> <li>• Own+Co Only <i>Assumed</i> and <i>Coordinated</i> aircraft</li> <li>• Own Only <i>Assumed</i> aircraft</li> </ul>
APW alert sound	Selects which STCA alerts trigger the alert sound: <ul style="list-style-type: none"> <li>• All All alerts</li> <li>• Own+Co Only alerts for <i>Assumed</i> and <i>Coordinated</i> aircraft</li> <li>• Own Only alerts for <i>Assumed</i> aircraft</li> <li>• Off No alert sound</li> </ul>
METAR source	Selects the METAR data source for TopSky windows that display METAR data
FPASD filter	Allows filtering of displayed FPASD tracks based on sector state <ul style="list-style-type: none"> <li>• Coord Display tracks at least in the <i>Coordinated</i> state</li> <li>• Conc Display tracks at least in the <i>Notified</i> state</li> <li>• None Display all tracks</li> </ul>

### 3.2.1.2 CFL submenu

Reduced	The reduced length CFL menu is used
Extended	The extended length CFL menu is used

### 3.2.1.3 Flight Leg submenu

Assumed	Automatically displays Flight Leg when track is assumed
Potential Predicted	Displays potential predicted conflicts on flight leg

 TOPLIS User Manual	<b>USER INTERFACE</b>  GLOBAL MENU	<b>3.2</b>  P66
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Potential Risk	Displays potential risks of conflicts on flight leg
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#### 3.2.1.4 RR Main submenu

Rings On/Off	Toggles the range rings on/off
Point	Sets the rings centerpoint.
Separation	Sets the separation between adjacent rings
Number	Sets the number of rings drawn
Highlight	Toggles highlight (drawn with solid line) of specified rings
Step	Sets interval of highlighted rings

The rings centerpoint can be set either by clicking on the radar screen or entering the desired point in the text field. Fixes, VORs, NDBs and airports from the active sector file can be used as well as coordinates in the flight plan format (DD[N/S]DDD[E/W] or DDMM[N/S]DDMM[E/W], e.g. 60N025E or 0811S00300W). Entering an empty text string resets the rings to be shown at the radar screen centerpoint.

### 3.2.2 AMS menu

TSA...	Opens the <i>Airspace Management Window</i> .
NAT	Opens the <i>NAT submenu</i> .

#### 3.2.2.1 NAT submenu

Eastbound Map	Toggles display of eastbound tracks map.
Westbound Map	Toggles display of westbound tracks map.
NAT List...	Opens the <b>??</b> .

Opening the NAT submenu triggers downloading the NAT Track Message which is then updated hourly. The tracks extracted from the messages can be displayed on the radar screen. Any named waypoints in the tracks that cannot be found in the active sector file are just skipped so the displayed tracks may not be accurate.

### 3.2.3 FData menu

Opens the *Flight Plan Selection Window* and *Flight Plan Window*.

 TOPLIS User Manual	<b>USER INTERFACE</b> GLOBAL MENU	<b>3.2</b> P67
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### 3.2.4 Tools menu

Flight Plan Lists >	Opens the <i>Flight Plan Lists submenu</i>
CARD. . .	Opens the <i>CARD</i>
SAP. . .	Opens the <i>SAP Window</i>
Message In. . .	Opens the <i>Message In Window</i>
Message Out. . .	Opens the <i>Message Out Window</i>
Shortcut. . .	Opens the <b>??</b>
CPDLC >	Opens the CPDLC submenu

#### 3.2.4.1 Flight Plan Lists submenu

List options bar	Toggles the display of list options on the <i>Global Menu</i>
Sector List. . .	Opens the <i>Sector List</i>
Informed	Toggles the display of <i>Informed</i> aircraft
Concerned	Toggles the display of <i>Notified</i> and <i>Coordinated</i> aircraft
Redundant	Toggles the display of <i>Redundant</i> aircraft
Load Factor List. . .	Opens the <i>Load Factor List</i>
ETWR List. . .	Opens the <i>ETWR List</i>
<adep>	ETWR List departure airports filter
Uncont. List 1. . .	Opens the <i>Uncontrolled Lists</i>
<filter>	Uncontrolled 1 List state filter
<units>	Uncontrolled 1 List units filter
Uncont. List 2. . .	Opens the <i>Uncontrolled Lists</i>
<filter>	Uncontrolled 2 List state filter
<units>	Uncontrolled 2 List units filter
Lost List. . .	Opens the <i>Lost List</i>
Resectorisation List. . .	Opens the <i>Resectorisation List</i>
<lfunc>	Resectorisation List LFUNC filter
Traffic Mgmt. List 1. . .	Opens the <i>Traffic Management Lists</i>

 TOPLIS User Manual	<b>USER INTERFACE</b>  GLOBAL MENU	<b>3.2</b>  P68
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<state>	Traffic Management List 1 flight plan state filter
<ades>	Traffic Management List 1 destination airports filter
<via>	Traffic Management List 1 route points filter
Traffic Mgmt. List 2 . . .	Opens the <i>Traffic Management Lists</i>
<state>	Traffic Management List 2 flight plan state filter
<ades>	Traffic Management List 2 destination airports filter
<via>	Traffic Management List 2 route points filter

When enabled, the list options bar displays “Info Conc Redu Filter Filter” on the right edge of the *Global Menu*. The first three toggle the respective settings for the *Sector List* and are colored with the appropriate color when enabled, and the last two are displayed in **Redundant** color when the corresponding *Uncontrolled Lists* are somehow filtered. Clicking on them opens the *Flight Plan Lists submenu* to change the filtering options.

Left-clicking <filter> cycles through “ALL” (no filtering), “ON-CONTACT” (only tracks *On Contact* with anyone), “ON-CONTACT-PPOS” (only tracks *On Contact* with you) and “FREE” (only tracks in the *Free* state).

Left-clicking <units> opens a text entry box to enter a comma-separated list of aerodrome ICAO codes to filter the list. When entered, the list will display a flight only if one of the entered codes is its departure or destination, or the code is found in *OP TEXT2*.

Left-clicking <lfunc>, <adep>, <ades> and <via> open text entry boxes to enter comma-separated lists for controlled ID’s, ICAO codes and point names respectively to filter the affected lists.

Left-clicking <state> toggles between “ALL” (no filtering), “SIMUL+TERM” (not started flight plans filtered), “NOTST+SIMUL” (terminated flight plans filtered) and “SIMUL” (not started and terminated flight plans filtered).

#### 3.2.4.2 CPDLC submenu

- Microphone Check	Opens the <i>Microphone Check Menu</i>
- Current Messages. . .	Opens the <i>CPDLC Current Message Window</i>
- History Messages. . .	Opens the <i>CPDLC History Message Window</i>

#### 3.2.5 MET menu

- Messages. . .	Opens the <i>Weather Messages Window</i>
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 TOPLIS User Manual	<b>USER INTERFACE</b>  GLOBAL MENU	<b>3.2</b>  P69
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- Upper Winds. . . Opens the ??
- Airfield Data. . . Opens the ??

### 3.2.6 [0]

Shows the number of received SIGMET messages. The number is limited to 99, and is shown on **Global Menu Highlight** background when not zero and the *Weather Messages Window* is not open. Left-clicking the number will open the *Weather Messages Window* with the SIGMET option selected.

### 3.2.7 Info menu

- General Information. . . Opens the *General Information Window*
- Document Viewer. . . Opens the *Document Viewer Window*
- NOTAM. . . Opens the *NOTAM List Window*
- Small QNH/TL. . . Opens the ??
- LFUNC Frequency Plan. . . Opens the *LFUNC Frequency Plan Window*
- Airport labels Toggles airport labels selection
- Fix labels Toggles fix labels selection
- NDB labels Toggles NDB labels selection
- VOR labels Toggles VOR labels selection

When holding <ALT>, text labels will be displayed for airports, fixes, NDBs and VORs when the mouse cursor is placed over them. When one or more of the categories in the Info menu is selected, only those categories will display the labels. The “Label” buttons open submenus to select what information is shown on the corresponding labels. All the information is from the active sector file.

### 3.2.8 MSG menu

- Notepad. . . Opens the *Notepad Window*
- Personal Queue. . . Opens the *Personal Queue Window*
- ATC Messages. . . Opens the *ATC / Primary Frequency Messages Window*
- Prim Freq Messages. . . Opens the *ATC / Primary Frequency Messages Window*
- Text notes > Opens the Text notes submenu

 TOPLIS User Manual	<b>USER INTERFACE</b>  GLOBAL MENU	<b>3.2</b>  P70
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It is possible to insert text notes on the radar screen to act as reminders. They will stay fixed at the geographical coordinates they are inserted to, the coordinates defining the center point of the note.

When creating a note, a text entry field opens to enter the note text. When the [Enter] key is pressed, the note will be created at the current mouse cursor position.

The notes can be deleted one by one or all of them at the same time. When deleting one by one, the notes are boxed to display their click areas. Clicking on one will delete the note. Pressing the [Esc] key or selecting the “Delete...” menu item again will abort the operation.

### 3.2.8.1 Text notes submenu

Create. . .	Creates a new text note
Delete. . .	Deletes a single text note
Delete all	Deletes all text notes

### 3.2.9 [x] [x]

Shows x as the number of high priority messages on the left, and low priority messages on the right.

High priority messages are critical failures in TopSky code. Low priority messages are warnings about invalid data in TopSky data files

Open the *Personal Queue Window* to view the messages or see *Plugin Status submenu* for more detailed information on the problem(s). The number is limited to 99, and is shown on **Global Menu Highlight** background when not zero and the window is not open.

Left-clicking the number opens the *Personal Queue Window*.

 TOPLIS User Manual	<b>USER INTERFACE</b>  GLOBAL MENU	<b>3.2</b>  P71
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### 3.2.10 STS menu

Plugin Status >	Opens the <i>Plugin Status submenu</i>
Safety Nets Status...	Opens the <i>Safety Nets Status Window</i>
Divergence Detection Status...	Opens the <i>Divergence Detection Status Window</i>
MTCD Status...	Opens the <i>MTCD Status Window</i>
FPCA Status...	Opens the ??
CPDLC Default Status	Toggles the CPDLC Default Status On/Off
Runway In Use	Opens the <i>Aerodrome Menu</i>
RWY line display...	Opens the <i>Aerodrome Menu</i>
Supervisory >	Opens the <i>Supervisory submenu</i>
Flow Management...	Opens the ??
Current Operational Load...	Opens the ??
Operational Load Forecast...	Opens the ??

#### 3.2.10.1 Plugin Status submenu

Shows the version of TopSky as well as some information on the loaded data files. Each data file reports its state with one of the following indicators:

- OK            File contains usable information and no faults
- NO DATA    File not found or contains no usable information
- BAD DATA   File contains invalid data (in **Warning** color)

Depending on the file, there are one to three of the following buttons available:

- Reload                      Reloads the data file
- View                        Displays the data in the file on the radar display
- Save (Areas)                Saves a snapshot of the current area activation data
- Save set (Maps & MapsL)   Saves a list of currently active radar screen specific maps
- Load set (Maps & MapsL)   Loads a saved list of active screen specific maps

Left-clicking the Save button will save the currently set manual activation periods as well as the information if an area with automatic schedules is set to manual mode. The information is saved to the `TopSkyAreasManualAct.txt` file in the same folder as `TopSky.dll`. If the file already exists, TopSky will ask for confirmation as the save operation will overwrite any existing data.

 TOPLIS User Manual	<b>USER INTERFACE</b> GLOBAL MENU	<b>3.2</b> P72
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Depending on the maps data file setup, the display state of some or all of the maps may be specific to each radar screen. The Save set and Load set functions can be used to transfer the display state of these maps from one radar screen to another.

Right-clicking the Reload button for Settings & SettingsL has a special purpose. It opens a text entry box to type in a callsign whose settings should be loaded instead of the real login callsign. When entered, the callsign will be displayed next to the “Reload” button, and whenever a VATSIM callsign change is detected, an information popup is displayed to remind that TopSky settings are still forced to the manually entered callsign. This feature can be used for example to use settings for different positions on different EuroScope instances when providing top-down services, or to use settings for a specific position when logged in with an observer/staff/supervisor callsign. Clearing the entered callsign reverts to using the settings based on the actual login callsign.

### 3.2.10.2 Supervisory submenu

- Operations Rate... Opens the *Operations Rate Window*
- Predicted Traffic... Opens the *Predicted Traffic Window*

### 3.2.11 RRxxx/Off

Opens the *RR Main submenu*. If the rings are selected on,

“xxx” displays the distance between consecutive rings, otherwise “Off”.

### 3.2.12 Mxxx-yyy

Displays the status of the altitude filters for the Main Radar Window. If enabled and Quick Look is not toggled on, the color of the text is **Global Menu Highlight**. “xxx” displays the Lower filter value and “yyy” the Upper filter value, in hundreds of feet.

Left-clicking the item opens the *Altitude Filtering Window*.

### 3.2.13 S000-999

Displays the status of the altitude filters for the Secondary Radar Window (not implemented, shows static values)



 TOPLIS User Manual	<div>USER INTERFACE</div> <div>AIRCRAFT POSITION SYMBOL</div>	<div>3.3</div> <div>P73</div>
---	---	-------------------------------

3.3 Aircraft Position Symbol

The position symbol is drawn at the latest known position of the aircraft. The color of the symbol is the flight sector color for an unselected track and **Track Highlight** for a selected one.

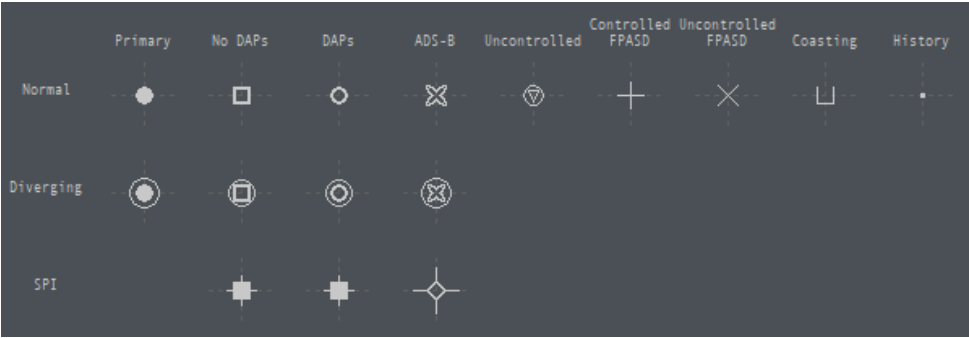


Figure 3.4: Track Symbology

If a surveillance track does not receive position updates in over 30 seconds it becomes a Coasted track, position is no longer reliable.

If a Coasted track does not receive position updates for long enough, or it has originated outside of surveillance coverage, it becomes a FPASD track. FPASD tracks are not based on surveillance data but estimated based on Flight Plan data.

Except for the FPASD and Coasted tracks, a divergence alert will be drawn in case of a RAM or CLAM alert. This is a circle drawn around the symbol. Tracks with SPI active will not display this symbol.

3.3.1 History dots

The history dots show the previous positions of the track. The number of displayed dots can be changed via the *Track Control Window*. The color of the dots is the flight sector color for an unselected track and **Track Highlight** for a selected one. History dots are not displayed for flight plan tracks.

3.3.2 Prediction Line

The prediction line draws the predicted ground track of the aircraft, based on its current track and ground speed. It is a two-color line, starting with **Track Default** at the position symbol and then alternating with **Track Highlight**, with every segment representing one minute of flying time. The default lenght of the prediction line is 2 minutes, and can be changed for all tracks via the *Track Control Window*, or for a single track via the *Prediction Line Menu*. Prediction lines are not displayed for flight plan tracks.

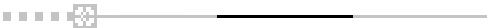


Figure 3.5: Selected track with 5 history dots and a 3-minute prediction line

 TOPLIS User Manual	<b>USER INTERFACE</b>  AIRCRAFT POSITION SYMBOL	<b>3.3</b>  P74
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### 3.3.3 Track filtering


For all the filters, it is only possible to filter out *Unconcerned* tracks. Aircraft with transponder codes 7500, 7600 and 7700 and tracks with an active STCA, MSAW, APW or DUPE alert are also excluded from filtering. If a filter is active, the filter title in the Radar Menu will be shown in **Selected** color.

All filters, with the exception of the CJI filter, remove all components of the tracks, nothing remains visible. The CJI filter leaves the track position symbol and history dots visible.

The filters can be overridden using the Quick Look (all filters), Quick Look Up/Down (altitude filter only) and Individual Quick Look (CJI filter only) functions.

For more details regarding filtering functions, see:

- *Altitude Filtering Window*
- *CJI Filtering Window*
- *SSR Code Filtering Window*

 TOPLIS User Manual	<b>USER INTERFACE</b>  TRACK LABELS	<b>3.4</b>  P75
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## 3.4 Track Labels

There are four types of track labels that can be displayed: Standard, Reduced, Extended and Uncoupled.

In addition, each label except the extended one has an unselected and a selected state, the selected state being shown when the mouse cursor is over the label.

The unselected Standard and Reduced labels can be minimized to display only some of their contents. When a label is minimized, the Callsign item is prefixed with a “<” to serve as a reminder.

### 3.4.1 Standard Track Label

The Standard label is shown for aircraft that are in or will enter the active sector.

#### Unselected Track

```

Line 0 * V ALRT COM W Y R P M Mark dot Frequency dot A + C I S EMRG RI COORD NSSR CPDLC
      W CPDLC E TEXT2
Line 1 MTCD CALLSIGN PFREQ SI N/ATYP WTC TSSR
Line 2 AFL a CFL/PEL GS NPT ADES RFL
Line 3 XFL TRACK AHDG ASP ARC COPN/COPX FCOPX
Line 4 DSFL DHDG DIAS DRC DMACH

```

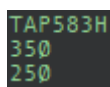


Figure 3.6: Unselected Standard Track

#### Selected Track

```

Line 0 * V ALRT COM W Y R P M Mark dot Frequency dot A + C I S EMRG RI COORD NSSR CPDLC
      W CPDLC E TEXT2
Line 1 MTCD CALLSIGN PFREQ SI N/ATYP WTC TSSR
Line 2 AFL a CFL/PEL GS NPT ADES RFL
Line 3 XFL TRACK AHDG ASP ARC COPN/COPX FCOPX
Line 4 DSFL DHDG DIAS DRC DMACH
Line 5 OP TEXT

```

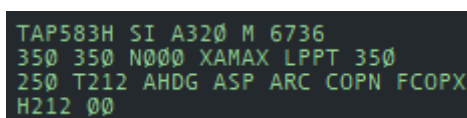


Figure 3.7: Selected Standard Track

 TOPLIS User Manual	<b>USER INTERFACE</b>  TRACK LABELS	<b>3.4</b>  P76
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### 3.4.2 Reduced Track Label

The Reduced label is shown for uncontrolled, unconcerned and notified tracks.

#### Unselected Track

Line 0 *V ALRT COM W Mark dot S EMRG*

Line 1 *MTCD CALLSIGN SI N/ATYP WTC TSSR*

Line 2 *AFL a GS NPT ADES*

Line 3 *TRACK FCOPX*

Line 4 *DSFL DHDG DIAS DRC DMACH*

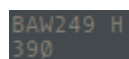


Figure 3.8: Unselected Reduced Track

#### Selected Track

Line 0 *\* V ALRT COM W Mark dot Y R P M A + C I S EMRG NSSR CPDLC E TEXT2*

Line 1 *MTCD CALLSIGN SI N/ATYP WTC TSSR*

Line 2 *AFL a CFL/PEL GS NPT ADES RFL*

Line 3 *TRACK AHDG ASP FCOPX*

Line 4 *DSFL DHDG DIAS DRC DMACH*

Line 5 *OP TEXT*

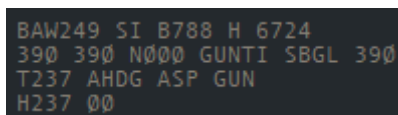


Figure 3.9: Selected Reduced Track

### 3.4.3 Extended Track Label

The Extended label can be opened from the Standard or Reduced label by right clicking on the *CALLSIGN* item, and stays open as long as the cursor is within the label area.

Line 0 *\* V ALRT COM W Y R P M Mark dot Frequency dot A + C I S EMRG RI COORD NSSR CPDLC W CPDLC E TEXT2*

Line 1 *MTCD CALLSIGN PFREQ SI N/ATYP WTC* *TSSR ASSR PSSR*

Line 2 *AFL a CFL/PEL TRACK GS NPT ADES RFL* *FLTID FLTADD*

 TOPLIS User Manual	<b>USER INTERFACE</b>  TRACK LABELS	<b>3.4</b>  P77
---	---	-----------------------

Line 3 *XFL TRACK AHDG ASP ARC COPN/COPX FCOPX*

Line 4 *DSFL DHDG DIAS DRC DMACH*

Line 5 *COMP CS*

Line 6 *ADEP ETD/ATD ADES EET*

Line 7 *FIELD15*

Line 8 *FILED18*

Line 9 *MALRT*

Line 10 *OP TEXT*

Line 11 *OP TEXT2*

```
TAP583H SI A320 M           6736 6736 6736
350 350 T211 N457 XAMAX LPPT 350 TAP583H FLTADD
250 T211 AHDG ASP ARC COPN FCOPX
H211 00
AIR PORTUGAL
EDDF ATD LPPT EET
N0420F350 VES DCT ABUPI DCT XAMAX
/v/
OP_TEXT
OP_TEXT2
```

Figure 3.10: Extended Track

**3.4.4 Uncoupled Track Label**

The Uncoupled label is shown for radar tracks that aren’t correlated with a flight plan.

**Unselected Track**

Line 0 *ALRT EMRG*

Line 1 *FLTID* or *TSSR*


Line 2 *AFL a GS*

Line 3 *DSFL DHDG DIAS DRC DMACH*



Figure 3.11: Unselected Uncoupled Track

<div>Note</div>	<i>FLTID</i> is displayed on line 1 only if a valid Mode-S Aircraft Identification is received. Otherwise, <i>TSSR</i> is displayed instead
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 TOPLIS User Manual	<b>USER INTERFACE</b>  TRACK LABELS	<b>3.4</b>  P78
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### Selected Track

Line 0 *ALRT EMRG*

Line 1 *FLTID TSSR*

Line 2 *AFL a GS*

Line 3 *DSFL DHDG DIAS DRC DMACH*

<b>Note</b>	<i>FLTID</i> is displayed on line 1 only if a valid Mode-S Aircraft Identification is received. Otherwise, only TSSR is displayed
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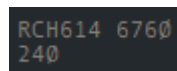


Figure 3.12: Selected Uncoupled Track

### 3.4.5 Line 0 Construction

Line 0 is constructed solely of indicators and warnings. Line 0 is only displayed when at least one of these indicators is active.

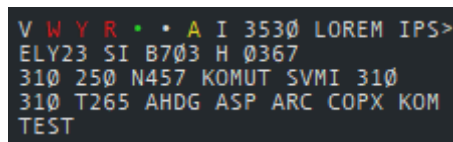



Figure 3.13: Example label with several line 0 alerts

Example Indication	Description	Label item
V	Y, Y or Z Flight Rules, same color as Track Label	V
MSAW	Minimum Safe Altitude Warning	ALRT
APW	Area Proximity Warning	ALRT
AIW	Area Intrusion Warning	ALRT
CLAM	Cleared Level Adherence Monitoring, same color as Track Label	ALRT
RAM	Route Adherence Monitoring, same color as Track Label	ALRT
DUPE	Duplicate SSR code	ALRT
/t	Communication Type Indicator	COM

 TOPLIS User Manual	<b>USER INTERFACE</b> TRACK LABELS	<b>3.4</b> P79
---	---------------------------------------	-------------------

<b>W</b>	RVSM Not Equipped	<i>W</i>
<b>W</b>	RVSM Exempt	<i>W</i>
<b>W</b>	RVSM Unknown	<i>W</i>
<b>Y</b>	8.33 Not Equipped	<i>Y</i>
<b>Y</b>	8.33 Exempt	<i>Y</i>
<b>Y</b>	8.33 Unknown	<i>Y</i>
<b>R</b>	RNAV5 Not Equipped	<i>R</i>
<b>R</b>	RNAV5 Unknown	<i>R</i>
<b>P</b>	RNAV1 Not Equipped	<i>P</i>
<b>M</b>	Military Coordination Required flag	<i>M</i>
<b>•</b>	Mark dot, used to highlight a certain flight by the ATC	<i>Mark dot</i>
<b>•</b>	Frequency dot, used to highlight a flight operating in a frequency other than the Sector Primary, same color as Track Label	<i>Frequency dot</i>
<b>A</b>	Manual alert(s) active	<i>A</i>
<b>+</b>	STS/ found in FPL remarks field, same color as Track Label	<i>+</i>
<b>I</b>	OP_TEXT has data, same color as Track Label	<i>I</i>
<b>S</b>	Mode S Callsign is different from coupled Flight Plan Callsign	<i>S</i>
<b>EM</b>	“HI” for A7500, “CF” for A7600, “EM” for A7700	<i>EMRG</i>
<b>H270</b>	Value in coordination, or ROF if a Request On Frequency message is received	<i>COORD</i>
<b>3223</b>	Displays ASSR if different from TSSR, same color as Track Label	<i>NSSR</i>
<b>CPDLC P LATE</b>	CPDLC Warning messages	<i>CPDLC W</i>
<b>[MAYDAY]</b>	CPDLC Emergency Downlink	<i>CPDLC E</i>
<b>TEXT2</b>	User entered text visible to everyone, same color as Track Label	<i>OP TEXT2</i>

Table 3.16: Line 0 Indications

3.4.6 Label Interaction

Label items may be interacted with either with a left or a right click.

3.4.6.1 Line 0

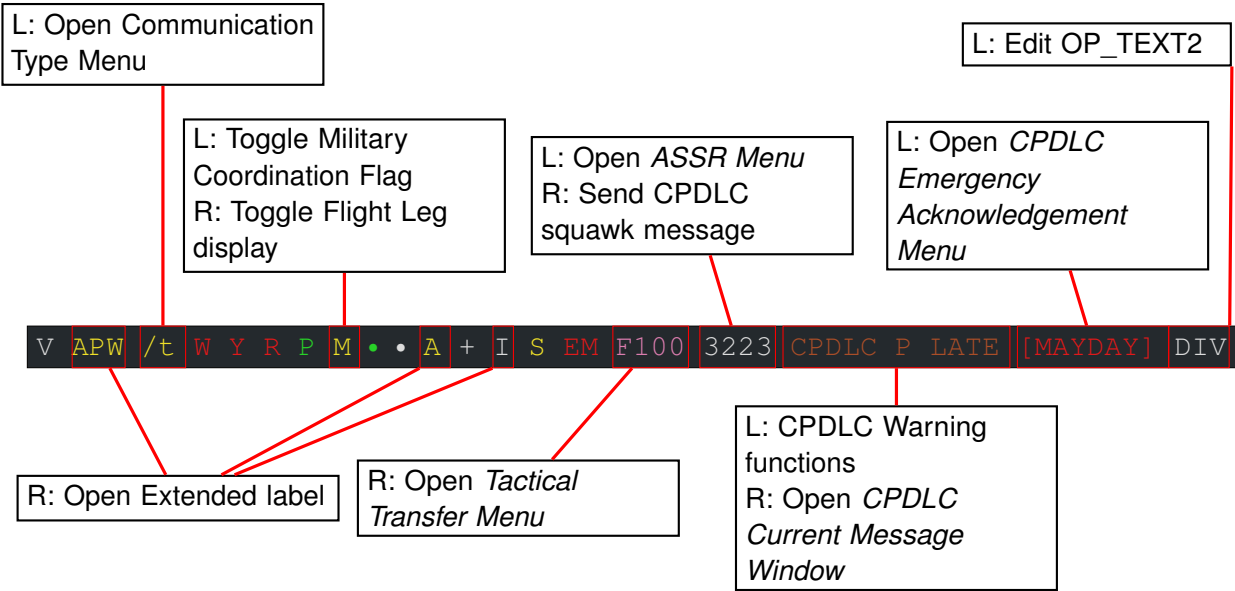


Figure 3.14: Line 0 label Interaction

3.4.6.2 Line 1

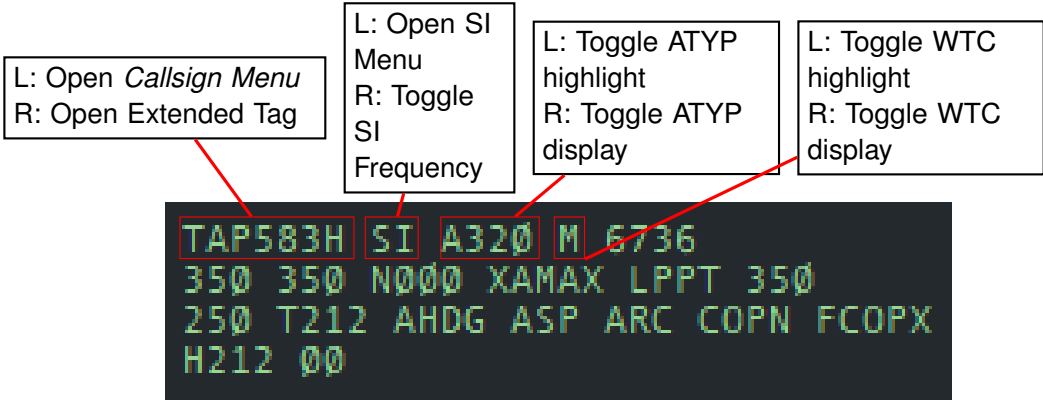


Figure 3.15: Line 1 label Interaction

Note	Not shown in the above example: When PFREQ is displayed R: Acknowledge PFREQ warning When MTCD is displayed R: Toggle Flight Leg display
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 TOPLIS User Manual	<div> <div>USER INTERFACE</div> <div>TRACK LABELS</div> </div>	<div> <div>3.4</div> <div>P81</div> </div>
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3.4.6.3 Line 2

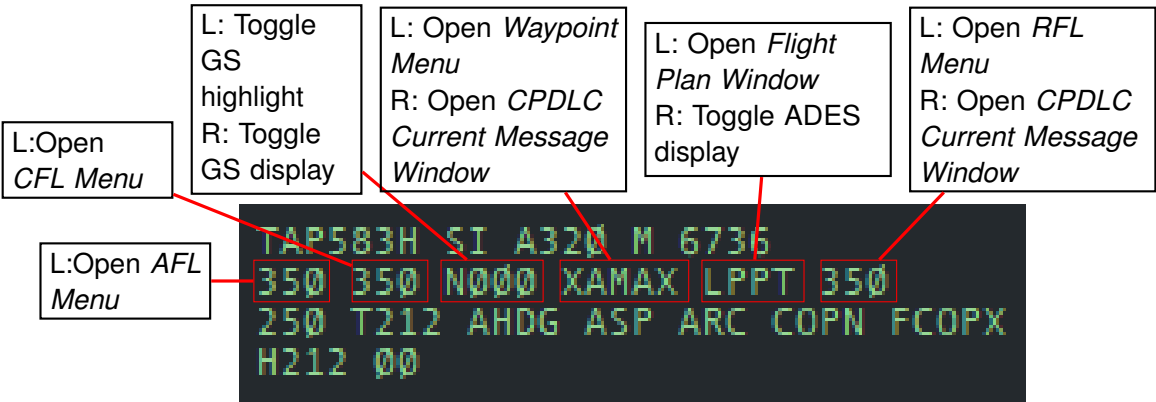


Figure 3.16: Line 2 label Interaction

3.4.6.4 Line 3

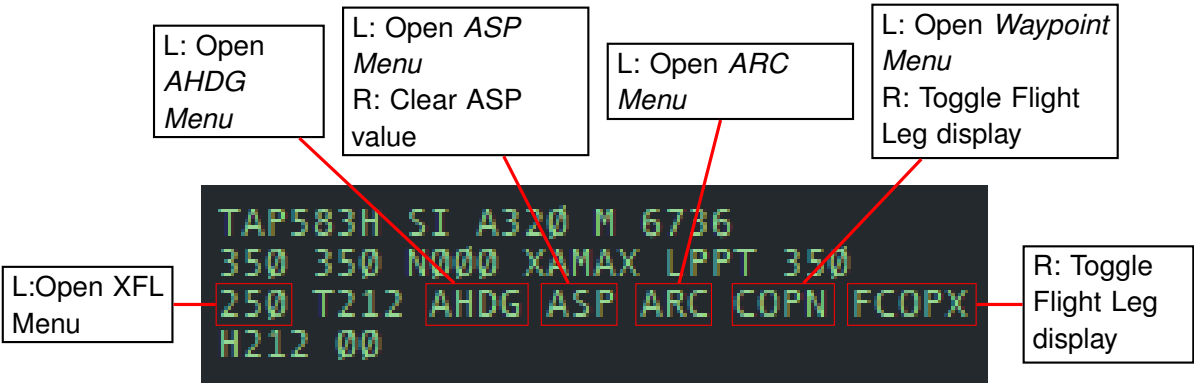



Figure 3.17: Line 3 label Interaction

 TOPLIS User Manual	<b>USER INTERFACE</b>  TRACK LABELS	<b>3.4</b>  P82
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### 3.4.6.5 Line 4

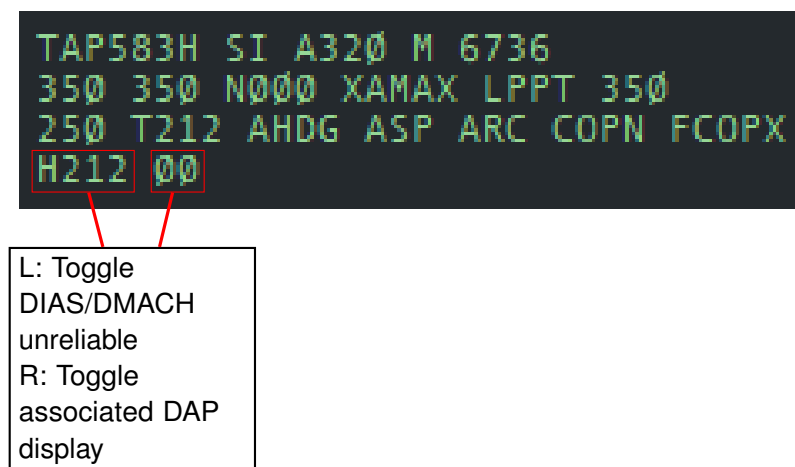


Figure 3.18: Line 4 label Interaction

### 3.4.6.6 Extended Label

The Extended label is constructed of extra elements when compared to a Standard Selected label, some of which are interactable. These extra elements that are interactable are detailed below. The remaining elements function the same as in the Standard Selected label.

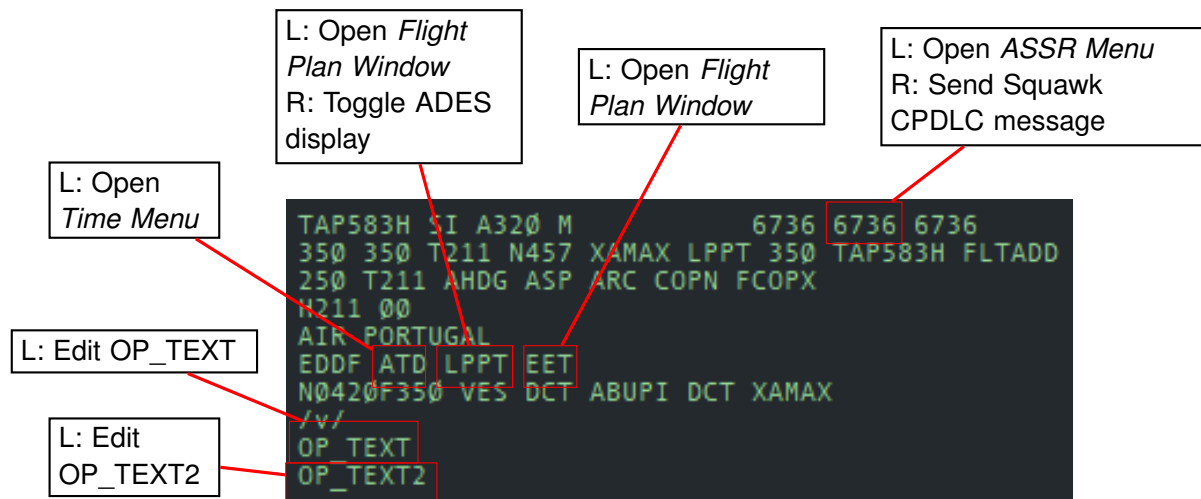


Figure 3.19: Extended Label Interaction

 TOPLIS User Manual	<b>USER INTERFACE</b>  TRACK LABELS	<b>3.4</b>  P83
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### 3.4.6.7 Uncoupled Label

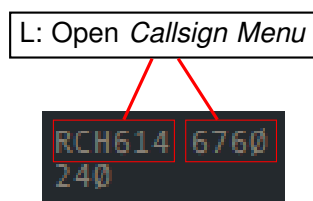


Figure 3.20: Uncoupled Label Interaction

### 3.4.7 Label Compaction

Label fields may be automatically suppressed in certain conditions. This is called Label Compaction. Label Compaction only occurs in unselected labels. When a field is suppressed, the remaining fields to the right will move left to the suppressed field position. If all fields in a line are suppressed, the next line is moved up to the suppressed line position. Values being coordinated are exempted from Label Compaction.

The following Label Compaction rules are in place:

- If a field is empty it is suppressed
- If AFL is the same as CFL, CFL is suppressed
- If AFL is the same as CFL and XFL, CFL and XFL are suppressed
- If AFL is the same as CFL, but different from XFL, only CFL is suppressed
- If AFL is different from CFL, and CFL is the same as XFL, XFL is suppressed
- If AFL is different from CFL, and CFL is different from XFL, no field is suppressed
- If FCOPX is the same as NPT, NPT is suppressed

3.5 Track Label Menus

These menus are opened from track label fields or flight lists. Except for the confirmation windows, they are closed automatically when a menu option is chosen or the mouse cursor leaves the menu area. The mouse wheel can be used to scroll the selection lists in the menus.

Many of the menus have a default item or value, displayed with inverse video. The menu usually opens so that the default value is located under the mouse cursor for easy selection. Some menus contain items that open folders within the menu. They show a filled triangle before the item name (upright if the folder is closed, inverted if the folder is open). The “More” folder is opened automatically when the mouse cursor is placed over it or if the default item is in the “More” folder, other folders must be left-clicked to open.

3.5.1 Callsign Menu


Items in the callsign menu that are currently not available (for example “Assume” for a track that is not free or being transferred in) are hidden to make the menu as small as possible, so the example images below do not show all the possible items. In the other menus the unavailable items are displayed with Arm color.

Controlled Track



Figure 3.21: Callsign Menu


Assume	Assumes track
Refuse	Refuses the incoming transfer
Transfer	Initiates a transfer to the next sector

 TOPLIS User Manual	<b>USER INTERFACE</b> TRACK LABEL MENUS	<b>3.5</b> P85
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ROF	Sends a <i>Request On Frequency</i> message
(X)Freq	Toggles the <i>Frequency dot</i>
(X)Highlight	Toggles the Callsign highlight
(X)S-Highlight	Toggles the Callsign+AFL fields highlight
Vector	Opens the <i>Prediction Line Menu</i>
QDM	Starts a QDM line from this track
(X)Hold	“Hold” opens the <i>Hold/Susp Menu</i> , “XHold” cancels a given holding clearance
▼ More	Shows additional less frequently used options
Man Trf	Opens the <i>Manual Transfer Menu</i>
HOP	Initiates a <i>Handover Proposal (HOP)</i>
(X)Mark	Toggles the <i>Mark dot</i>
FPL	Opens the <i>Flight Plan Window</i>
Start/End CPDLC	Starts/Ends CPDLC connection with the aircraft
VCI	Opens the <i>VCI Menu</i>
Squawk Ident	Sends a “SQUAWK IDENT” CPDLC message to the aircraft
CPDLC Free Text	Opens the <i>CPDLC Free Text Menu</i>
Free	Releases track
(X)Inbound Est	Toggles the “Inbound Est” manual alert
(X)Irregular	Toggles the “Irregular” manual alert
(X)Missed App	Toggles the “Missed App” manual alert
(X)Weather	Toggles the “Weather” manual alert
On Contact	Sets track <i>On Contact</i> <sup>1</sup>
(X)Couple	Uncorrelates/correlates the flight plan

Besides the manual alerts, none of the selectable toggle options in this menu will be transmitted to other controllers, but the “Mark”, “Freq” and highlight selections will be seen in your other EuroScope instances. A holding clearance is broadcast to all controllers in range when given, and additionally transmitted to the next controller when transferring the track. To correlate a flight plan, first click on the “Couple” item, and then click on the radar position symbol of the desired radar track.

<sup>1</sup> Clicking “On Contact” for a track with “Y” or “Z” flight rules will also automatically change the flight rules in the VATSIM flight plan to VFR in order to make it uncontrolled. The displayed flight rules are not affected.

 TOPLIS User Manual	<b>USER INTERFACE</b>  TRACK LABEL MENUS	<b>3.5</b>  P86
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## Uncontrolled Track



Figure 3.22: Uncontrolled Track Callsign Menu

On Contact	Sets track <i>On Contact</i>
Assume	Assumes track <sup>1</sup>
Vector	Opens the <i>Prediction Line Menu</i>
QDM	Starts a QDM line from this track
(X)Highlight	Toggles the Callsign highlight
(X)S-Highlight	Toggles the Callsign+AFL fields highlight
▼ More	Shows additional less frequently used options
(X)Hold	“Hold” opens the <i>Hold/Susp Menu</i> , “XHold” cancels a given holding clearance
(X)Mark	Toggles the Mark indicator
(X)Freq	Toggles the Freq indicator
Free	Releases track
FPL	Opens the <i>Flight Plan Window</i>
(X)Couple	Uncorrelates/correlates the flight plan

<sup>1</sup>Clicking “Assume” for a track with “Y” or “Z” flight rules will also automatically change the flight rules in the VATSIM flight plan to IFR in order to make it controlled. The displayed flight rules are not affected.

**Uncorrelated Track**

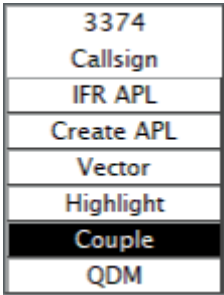


Figure 3.23: Uncorrelated Track Callsign Menu

- IFR APL      Opens the *Create APL Window* (with FRUL=I and S-Highlight on)
- Create APL    Opens the *Create APL Window*
- Vector        Opens the *Prediction Line Menu*
- (X)Highlight   Toggles the TSSR/FLTID highlight
- Couple        Correlates the radar track with the next clicked “Callsign” field
- QDM          Starts a QDM line from this track

**3.5.2 Transfer menu**

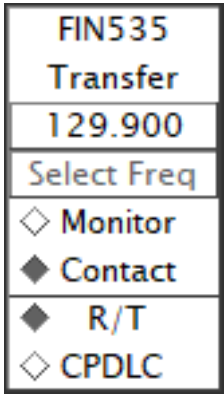



Figure 3.24: Transfer Menu

For CPDLC connected aircraft, the menu contains options related to the transfer. Left clicking on the frequency button initiates the transfer (and sends the CPDLC message if selected).

“Monitor” / “Contact” select which of the two CPDLC message types will be sent.

“R/T” / “CPDLC” select whether the transfer instruction is given via radio or as a CPDLC message.

 TOPLIS User Manual	<b>USER INTERFACE</b>  TRACK LABEL MENUS	<b>3.5</b>  P88
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### 3.5.3 Transfer Confirmation Window

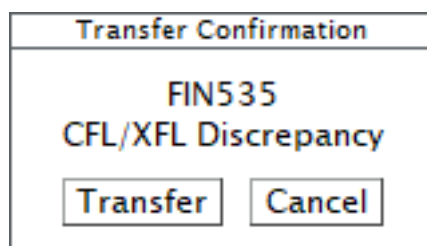


Figure 3.25: Transfer Confirmation Window


If an aircraft has a defined XFL value and hasn't been cleared to it (CFL is not equal to XFL), attempting to transfer the aircraft will open a Transfer Confirmation Window in the middle of the radar screen. While the window is open it will block all other attempts to click on items elsewhere on the radar screen. Either click on "Transfer" to transfer the aircraft regardless of the situation, or "Cancel" to cancel the transfer.

### 3.5.4 Request On Frequency message

See *ROF*. For the message to succeed, you must be seen as the next controller for the tracking controller. When sent, the text "ROF" is displayed in the track label on the tracking controller's screen.

<b>Warning</b>	<p>The "ROF" message is a feature specific to this plugin. It is an experimental feature and is not guaranteed to work all the time. When you send the message, check that it's sent properly.</p> <ol style="list-style-type: none"> <li>1. A successfully sent message will be displayed in the <i>Message Out Window</i></li> <li>2. If there is an error or the message fails to go through, a message will be put into the <i>Personal Queue Window</i></li> </ol>
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 TOPLIS User Manual	<b>USER INTERFACE</b>  TRACK LABEL MENUS	<b>3.5</b>  P89
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### 3.5.5 Hold/Susp Menu



Figure 3.26: Hold Menu

The Hold/Susp menu allows you to enter a holding clearance, adding the aircraft to the *Holding List*. It displays for selection the points in the aircraft's route that are ahead of its current position.

Left-clicking the empty box below the waypoint list opens a text entry box to enter any holding point name.

Left-clicking "Here" enters the present position coordinates as the holding point.

The "Suspend" folder contains a list of all currently active TSA areas. Left-clicking on one sets the aircraft to a TSA Hold. A TSA Hold clearance will exclude the aircraft from all APW and SAP processing.

 TOPLIS User Manual	<b>USER INTERFACE</b>  TRACK LABEL MENUS	<b>3.5</b>  P90
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### 3.5.6 Manual Transfer Menu

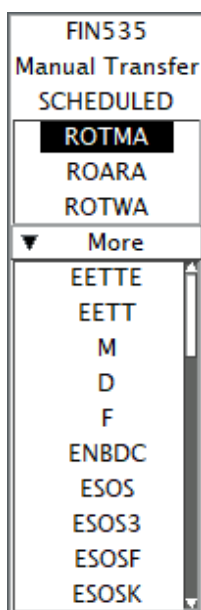


Figure 3.27: Manual Transfer Menu

The Manual Transfer menu allows transferring the aircraft to any controller. In the SCHEDULED list are the controllers that are in the current sector sequence sorted in the order the aircraft is planned to enter the controllers' sectors, with the next controller being the default item.

When opened, the "More" list displays all the other controllers for selection. Click on a controller ID to start the transfer. For CPDLC connected aircraft, clicking on a controller ID opens the *Transfer menu*

### 3.5.7 VCI Menu

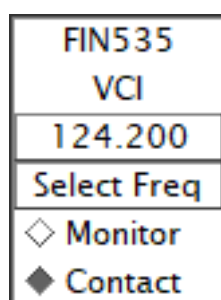


Figure 3.28: VCI Menu

Available only for CPDLC-connected aircraft and when more than one frequency has been set up by the controller, the VCI menu allows sending a CPDLC "contact" or "monitor" message without initiating a transfer.

The first button displays the primary frequency, left-clicking it will send the message with that frequency.

 TOPLIS User Manual	<b>USER INTERFACE</b>  TRACK LABEL MENUS	<b>3.5</b>  P91
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Left-clicking the “Select Freq” button will open a text entry box to enter any other frequency. If a valid frequency (set up as XMT TXT in EuroScope’s Voice communication setup dialog) is entered, the message will be sent with that frequency.

“Monitor” and “Contact” are used to select the type of message to be sent.

### 3.5.8 CPDLC Free Text Menu

See *Free Text Messages*. Left-clicking on a message sends it.

The menu closes when a message is sent or the cursor leaves the menu area.

### 3.5.9 Prediction Line Menu

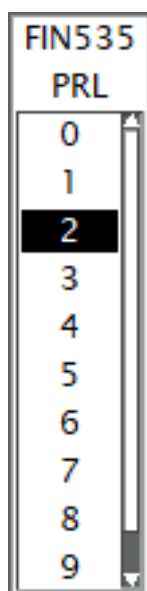


Figure 3.29: Prediction Line Menu

The Prediction Line menu allows displaying a PRL with a specific length for each aircraft even if the PRL selection is off in the Radar Menu.

The default value is the set PRL value if available, otherwise the PRL length value from the Track Control Window. Changing the PRL length value in the *Track Control Window* or changing the PRL setting in the *Radar Menu* will delete all manually set PRL lengths.

3.5.10 Sequence Number Menu

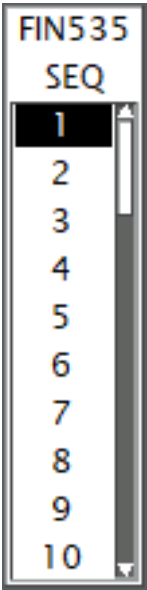


Figure 3.30: Sequence Number Menu

This menu is used to set an arrival sequence number. Values from 1 to 50 are available.

Warning

The sequence number will not be transmitted to other controllers except the next controller (during transfer) unless the flight strip is manually sent.

3.5.11 Waypoint Menu

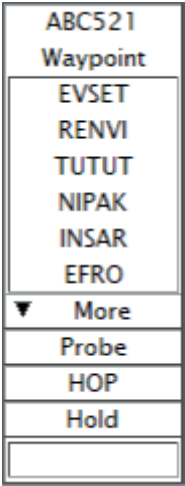



Figure 3.31: Waypoint Menu

 TOPLIS User Manual	<b>USER INTERFACE</b>  TRACK LABEL MENUS	<b>3.5</b>  P93
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This menu gives access to functions related to the route of the aircraft. It is used to assign direct-to clearances, holding clearances, and to coordinate the sector entry/exit point.

Left-clicking on a point in the list sets a direct-to clearance to that point. Any point name can be manually entered in the box at the bottom of the menu.

<b>Warning</b>	Note that no coordination is performed. If coordination is necessary, right-click any point name to open the EuroScope “COPN/COPX point” popup list or use the “Probe” button instead.
----------------	--

When the aircraft is CPDLC-connected and the coordination is an exit coordination, the menu offers a choice between “R/T” and “CPDLC”. The chosen option decides how a clearance is communicated to the aircraft.

“Probe” opens the EuroScope “COPN point” or “COPX point” popup list and draws the Flight Leg for the flight. Moving the mouse cursor over the points in the popup can be used to probe the effects of possible route changes. Allow up to 5 seconds after each point change for FPCP to update. The popup is also used to start point coordinations.

For “HOP” see *AHDG Menu*.

Left-clicking “Hold” opens the *Hold/Susp Menu*. If a holding clearance already exists, the button will read “XHold” and clicking it will remove the clearance.

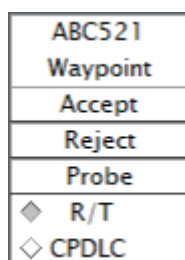


Figure 3.32: Waypoint Menu in Coordination

When an entry or exit coordination has been received, the menu options are:

Accept	Accepts the coordination
Reject	Rejects the coordination
Probe	Opens EuroScope popup to counter-propose another point

With “CPDLC” selected, when “Accept” is clicked, in addition to the coordination being accepted, a “PROCEED DIRECT TO <point>” CPDLC message is sent to the aircraft.



Figure 3.33: CPDLC Waypoint Menu

When a direct-to downlink request has been received, the menu can be used to answer it.


Point name	Sends a “PROCEED DIRECT TO <point>” CPDLC message
SBY	Sends a “STANDBY” CPDLC message
UNABLE	Sends an “UNABLE” CPDLC message

The “R/T” / “CPDLC” selection is fixed to “CPDLC”.

Warning

Clicking the point name will set the direct-to clearance without coordination

When there is no request in process and the aircraft has a direct-to point set, the menu can be used to send the clearance via CPDLC. In this case the menu opens like this except without the “SBY” and “UNABLE” buttons. Clicking the point name will send the “PROCEED DIRECT TO <point>” CPDLC message.

 TOPLIS User Manual	<b>USER INTERFACE</b>  TRACK LABEL MENUS	<b>3.5</b>  P95
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### 3.5.12 AFL Menu

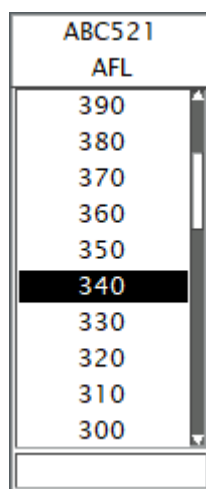


Figure 3.34: AFL Menu

This menu can be used to set the AFL value for aircraft that don't have an altitude reporting transponder.

The default value is the previously set manual AFL value if set, otherwise the CFL value.

There are two ways to set the AFL using this menu:

- Clicking a level value in the list
- Clicking the text entry box below the level list and entering the value there

The accepted manual level entry formats for the AFL, CFL and RFL menus are as follows ("n" is a number):

"Annn" or "nnn"	Altitude in hundreds of feet
"Ennn"	Height in hundreds of feet above aerodrome elevation

Regardless of whether the entered value is an altitude or height, it will be converted to altitude in feet and the result is then rounded to the nearest 100 feet.

 TOPLIS User Manual	<b>USER INTERFACE</b>  TRACK LABEL MENUS	<b>3.5</b>  P96
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### 3.5.13 CFL Menu

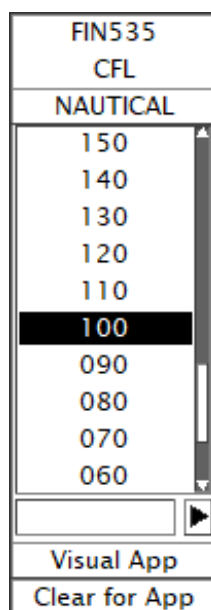


Figure 3.35: CFL Menu

In the track label the CFL menu is combined with the COPN altitude coordination menu and the CFL menu opens only when the aircraft is assumed. The default value is by default the XFL, but it can be changed to the current CFL or the RFL in the *Local Settings submenu*. Altitudes up to the transition altitude are prefixed with “A” in the nautical units list and with “M” in the metric units list. QFE heights are prefixed with “E” in both lists. Selectable values are from 500ft to FL650 with 500ft intervals up to the transition altitude, then 1000ft intervals up to FL410 and 2000ft intervals above it.

“Visual App” / “VA” and “Clear for App” / “CA” set the corresponding approach clearances.

The list units can be toggled with the “NAUTICAL” / “METRIC” item. There are three ways to set the CFL using this menu:

- Clicking a level value in the list or one of the two approach clearance items
- Clicking the text entry box between the level list and the approach clearance item and entering the value there
- Clicking the right-pointing triangle to open a keyboard that can be used to type in the value using the mouse. “C” clears the entry and “Ok” sets the value.

Entering a metric value will set the aircraft’s units to metric; a nautical value will set nautical units.

The aircraft’s RFL is displayed in the place of the “NAUTICAL”/“METRIC” item with format “R<RFL>”. Left-clicking the button still has the same effect (changes the displayed units).



 TOPLIS User Manual	<div style="text-align: center;"> <b>USER INTERFACE</b> </div> <div style="text-align: center;"> <b>TRACK LABEL MENUS</b> </div>	<div style="text-align: center;"> <b>3.5</b> </div> <div style="text-align: center;">         P97       </div>
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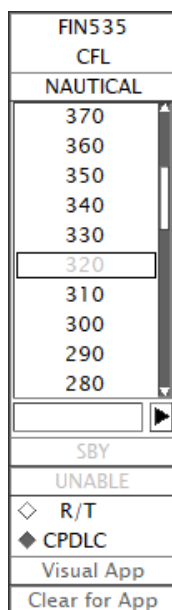


Figure 3.36: CPDLC CFL Menu

For CPDLC connected aircraft, the menu contains “R/T” and “CPDLC” options to select whether a level clearance is to be sent via radio or as a CPDLC message.

If a level request has been received from the aircraft, there are also “SBY” and “UNABLE” buttons to send those messages as a reply.

- When a level request downlink has been received, the “R/T” option is deselected and cannot be selected. The request must be replied to using CPDLC.
- When a level clearance uplink has been sent, the “CPDLC” option is deselected and cannot be selected. If a new level clearance must be sent before there is an answer to the uplink, it must be given via radio (doing so also closes the open uplink message).

#### 3.5.14 RFL Menu

The RFL menu allows setting the requested flight level. The operation is similar to the AFL and CFL menus. The function for the “NEXT” button is not implemented.

 TOPLIS User Manual	<b>USER INTERFACE</b>  TRACK LABEL MENUS	<b>3.5</b>  P98
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### 3.5.15 AHDG Menu

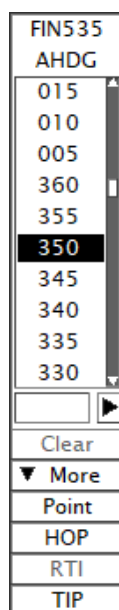


Figure 3.37: AHDG Menu

This menu includes items to set or clear an assigned heading or a direct route and to send a HOP. The initially highlighted heading value will be the closest one to the assigned heading if the aircraft has one, otherwise the closest one to the aircraft ground track, or the departure runway heading if the menu is opened from the *Departure List*. Clicking on a heading value will set it as the assigned heading. The assigned heading can also be set by typing it into the entry box, using the pop-up keyboard or by using the AHDG vector.

“Clear” removes an assigned heading or a direct route. For CPDLC connected aircraft, it sends the “RESUME OWN NAVIGATION” CPDLC message if the “CPDLC” option is selected.

“Point” lets you pick a direct-to point from the radar screen. Left-click on any point to set it as the direct-to point (available points are VORs, NDBs and waypoints, in that priority order). Pressing the [Esc] key or clicking on any clickable data field will abort the operation.

“HOP”, “RTI” and “TIP” are coordination functions (see *Handover Proposal (HOP)*, *Request Tactical Instructions (RTI)* / *Tactical Instructions Proposal (TIP)*). To use them, first click on the function’s button and then select the desired value from the list (for HOP also “Point” is available).

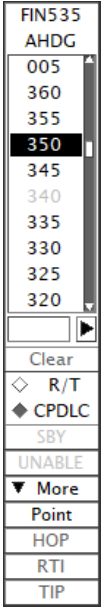


Figure 3.38: CPDLC AHDG Menu

For CPDLC connected aircraft, the menu contains additional buttons:

“R/T” and “CPDLC” select whether a heading/direct-to clearance is to be sent via radio or as a CPDLC message.

- When a heading request downlink has been received, the “R/T” option is deselected and cannot be selected. The request must be replied to using CPDLC.
- When a heading/direct-to clearance uplink has been sent, the “CPDLC” option is deselected and cannot be selected. If a new heading/direct-to clearance must be sent before there is an answer to the uplink, it must be given via radio (doing so also closes the open uplink message).


“SBY” and “UNABLE” send the corresponding answers to a downlink heading request message.

<b>Warning</b>	Clicking a point on the radar screen will set the direct-to clearance without coordination
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### 3.5.16 Handover Proposal (HOP)

See *HOP*. For the receiving controller a HOP is identified by coloring the *CALLSIGN* field with **Proposition In** color in the label. For the sending controller the *CALLSIGN* field remains **Assumed** color and the *SI* field is shown in **Proposition In** color. Additionally, if there are proposed parameters they are also colored **Proposition In** in both controllers’ labels.

There are three ways to answer a HOP and all of them involve accepting all proposed parameters. If one or more parameters are not acceptable, coordination must be done to find acceptable parameters

 TOPLIS User Manual	<b>USER INTERFACE</b> TRACK LABEL MENUS	<b>3.5</b> P100
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or to revert to standard ones. The available ways, in order of preference, to accept the proposed parameters are:

*Callsign Menu* -> "ROF"                      Sends a Request On Frequency message

*Combined Transfer Menu* ->   Sends an Accept message  
"Accept"

*Callsign Menu* -> "Assume"                Assumes the track

If the parameters are unacceptable to the receiving controller, the sending controller has the possibility to modify or clear them using the appropriate menus, or to cancel the whole HOP by assuming the track.

<b>Warning</b>	A HOP will only be shown correctly for controllers using this plugin. To other controllers it will be shown as a normal transfer without any special coloring of any data fields. This combined with the three possible ways to answer the HOP require the sending controller to pay special attention to the track to see what the result is.
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<b>Warning</b>	If a HOP is sent to a manually selected controller, the next controller selection will be reset to the automatically calculated controller when an "ROF" or "Accept" answer is received. The correct controller must then be manually selected again for the transfer.
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### 3.5.17 Request Tactical Instructions (RTI) / Tactical Instructions Proposal (TIP)

Certain tactical data (AHDG, ASP and ARC) can be coordinated using the *RTI/TIP* functions. Their only difference is that RTI is used for requesting the parameters when the aircraft is inbound to your sector and your sector is the next in the sector sequence, and TIP to propose the parameters to the next sector when the aircraft is assumed. Contrary to the *Handover Proposal (HOP)* function, these coordinations can be refused using the system, and they do not offer the aircraft for transfer.

When sent, the RTI/TIP is displayed on both controllers' screens by displaying the requested parameter on line 0 of the track label in **Proposition In** color.

To answer the RTI/TIP, left-click on the requested parameter on line 0 of the track label or the corresponding message in the *Message In Window*. This will open the *Tactical Transfer Menu*.

Warning

The “RTI” and “TIP” messages are features specific to this plugin. They are experimental features not guaranteed to work all the time. When you send these messages, check that they are sent properly.

- A successfully sent message will be displayed in the *Message Out Window* and the requested parameter being shown above the track label
- If there is an error or the message fails to go through, a message will be put into the *Personal Queue Window*.

3.5.18 AHDG Vector

The AHDG vector is a way of setting an assigned heading for an aircraft. To use the vector, left-click on the radar position symbol of the aircraft. This will start drawing the vector. When you’re satisfied with the heading value, left-click again to set it. Right-clicking will abort drawing the vector.

When the cursor is over a known point (VOR, NDB or waypoint), the name of that point is displayed instead of the heading value, and left-clicking will set a direct-to clearance to that point. To temporarily disable the known points functionality, keep the <ALT> key pressed while using the vector.

3.5.19 ARC Menu

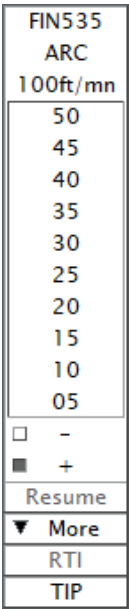


Figure 3.39: ARC Menu

The ARC menu allows assigning a rate of climb or descent to the flight plan. Selectable rates are 500-5000 ft/min (displayed in 100’s of ft/min), or 5-25 m/s. The menu units are always the same as the units used for the aircraft in general.

Left-clicking on a value assigns it. An assigned rate can be cleared by selecting the “Resume” item.

By default, the “+” option is selected, meaning that the clearance is a minimum rate of climb or descent. Deselecting the “+” makes the clearance an exact rate, and selecting the “-” option makes the clearance a maximum rate.

“RTI” and “TIP” are coordination functions (see *Request Tactical Instructions (RTI)* / *Tactical Instructions Proposal (TIP)*). To use them, first click on the function’s button and then select the desired value from the list.

Warning

The exact and maximum rate clearances are a feature specific to this plugin (the additional information is stored in the flight strip). To controllers not using TopSky, all assigned rate clearances will only show the rate value.  
Assigned rate clearances given by controllers not using TopSky will be displayed as minimum rate clearances.

3.5.20 ASP Menu

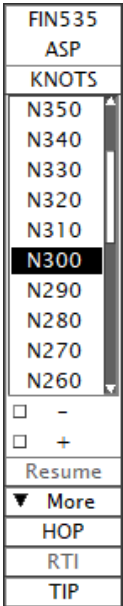


Figure 3.40:  
ASP Menu

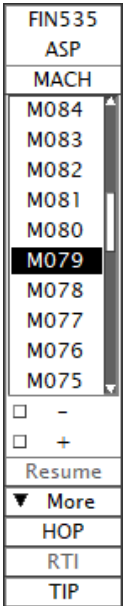


Figure 3.41:  
ASP Menu  
Mach option

The ASP menu allows setting an assigned speed or Mach number. The default value will be the closest value to the assigned one if set, otherwise TopSky will suggest the closest value to the aircraft’s present speed based on the ground speed (zero wind will be assumed). The menu will initially open in IAS mode if the aircraft’s CFL is below FL285, and in Mach mode if above it. The selectable values range from 100 to 400 knots and from M0.50 to M1.00.

The “+” and “-” options can be used to specify the clearance as a minimum/maximum speed.

The “Resume” item clears an assigned value. For CPDLC connected aircraft, it sends the “RESUME NORMAL SPEED” CPDLC message if the “CPDLC” option is selected.

 TOPLIS User Manual	<div>USER INTERFACE</div> <div>TRACK LABEL MENUS</div>	<div>3.5</div> <div>P103</div>
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When the “Resume” button below the list is replaced by a “HS” button, clicking it will set a clearance for “high speed”, displayed as “HS” in the ASP label field. For CPDLC connected aircraft, it sends the “NO SPEED RESTRICTION” CPDLC message if the “CPDLC” option is selected. The “Resume” button can be found at the bottom of the “More” list.

“HOP”, “RTI” and “TIP” are coordination functions (see *Handover Proposal (HOP)*, *Request Tactical Instructions (RTI)* / *Tactical Instructions Proposal (TIP)*). To use them, first click on the function’s button and then select the desired value from the list (for HOP also “Point” is available).

Entering a metric value will set the aircraft’s units to metric, a nautical value will set nautical units.

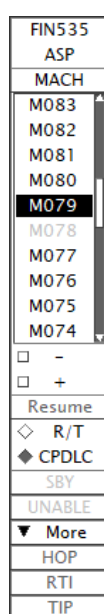


Figure 3.42: CPDLC ASP Menu

For CPDLC connected aircraft, the menu contains additional buttons:

R/T” and “CPDLC” select whether a speed clearance is to be sent via radio or as a CPDLC message.

- When a speed request downlink has been received, the “R/T” option is deselected and cannot be selected. The request must be replied to using CPDLC.
- When a speed clearance uplink has been sent, the “CPDLC” option is selected and cannot be deselected. If a new speed clearance must be sent before there is an answer to the uplink, it must be given via radio (doing so also closes the open uplink message).

SBY” and “UNABLE” send the corresponding answers to a downlink speed request.

 TOPLIS User Manual	<b>USER INTERFACE</b>  TRACK LABEL MENUS	<b>3.5</b>  P104
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Warning

The minimum and maximum speed clearances are a feature specific to this plugin (the additional information is stored in the flight strip). To controllers not using TopSky, all assigned speed clearances will only show the speed value. Assigned speed clearances given by controllers not using TopSky will be displayed as exact speed clearances.

3.5.21 ASSR Menu

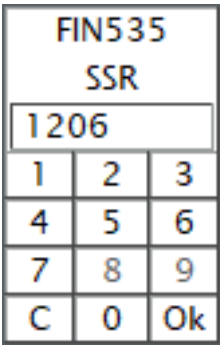


Figure 3.43: ASSR Menu

The ASSR menu allows assigning an SSR code to the flight plan. To enter a new code, type it by left-clicking the numbers. “C” clears the entered value and “Ok” assigns the code if it’s a valid one. To get an automatically assigned code, clear the value and then left-click on “Ok” with the entry box left empty.

3.5.22 Combined Transfer Menu

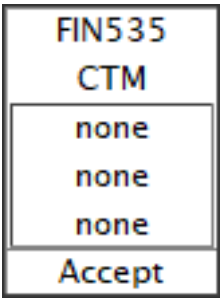


Figure 3.44: Combined Transfer Menu

The Combined Transfer menu displays the proposed transfer parameters for a *HOP*. It is opened by clicking on the *AHDG*, *ASP* or *COPN/COPX* items in the track label or flight list, or the list row displaying the HOP message in the *Message In Window*.

From top to bottom, the displayed values are the direct-to point, speed/Mach value, and the assigned heading value. If one or more of them are not proposed, the value will be replaced by the string “none” (the image above shows the menu for a HOP without any proposed parameters). Clicking on



 TOPLIS User Manual	<b>USER INTERFACE</b>  TRACK LABEL MENUS	<b>3.5</b>  P105
---	--	------------------------

“Accept” will send a message to the upstream controller that the proposed parameters, if any, are all acceptable.

### 3.5.23 Tactical Transfer Menu

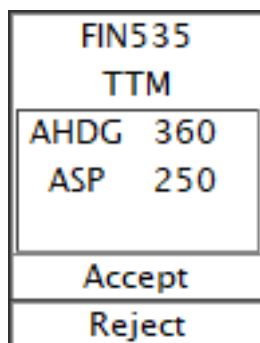


Figure 3.45: Tactical Transfer Menu

The Tactical Transfer menu is used to accept, reject or apply tactical data (*AHDG*, *ASP* and/or *ARC*). It is opened by left-clicking on a proposed or accepted parameter in the track label. The menu displays all proposed (in **Proposition In** color) and accepted (in sector state color) values.

Clicking on “Accept” will accept all proposed values and “Reject” will reject them. The menu is then closed.

Once a value is accepted, the respective label field will be colored **Information** until the value is set to the accepted one.

Note that the menu displays both sent and received coordinations, but you can naturally only accept/reject the received ones and apply values for aircraft that are assumed.

All tactical data coordinations (also any rejected ones) can be viewed in the *Tactical Info Window*, but they cannot be answered or applied there.

 TOPLIS User Manual	<b>USER INTERFACE</b>  TRACK LABEL MENUS	<b>3.5</b>  P106
---	--	------------------------

### 3.5.24 Aerodrome Menu



Figure 3.46: Aerodrome Menu

The Aerodrome menu is used to select the aerodrome(s) for aerodrome related windows and functions. The list contains all aerodromes with runways defined in the active sector file. To select an aerodrome, left-click on it or type its identifier into the text entry box below the list.

Selection of more than one aerodrome is possible when the menu was opened from the *Weather Messages Window*. In this case the “All” button is available and clicking on it will select all the aerodromes in the list.

Clicking on “Ok” will confirm the selection(s) and close the menu.

### 3.5.25 NPT Menu

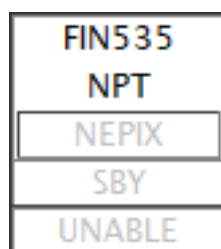


Figure 3.47: NPT Menu

The NPT menu is used to answer a direct-to downlink request using CPDLC. The menu contains three options:

Point name	Sends a “PROCEED DIRECT TO <point>” CPDLC message
SBY	Sends a “STANDBY” CPDLC message

 TOPLIS User Manual	<b>USER INTERFACE</b>  TRACK LABEL MENUS	<b>3.5</b>  P107
---	--	------------------------

UNABLE

Sends an “UNABLE” CPDLC message

The menu closes when an option is selected or the cursor leaves the menu area. If the aircraft cannot be cleared direct to the requested point but to another one, the request must be answered with “UNABLE” and a separate direct-to clearance must be given.

<b>Warning</b>	Clicking the point name will set the direct-to clearance without coordination
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### 3.5.26 CPDLC Emergency Acknowledgement Menu

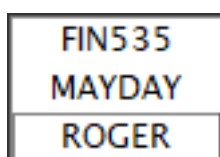


Figure 3.48: CPDLC Emergency Acknowledgement Menu

When a CPDLC emergency message has been received, this menu is used to respond to it (if applicable), and then acknowledge the situation. When a reply is required, the menu button will read “ROGER”. Left-clicking on it will send the “ROGER” CPDLC message and close the menu. When opening the menu again (or when a reply was not required), the button reads “Ack”. Left-clicking on it will acknowledge the emergency.

The menu is closed when the “ROGER”/“Ack” button is clicked or the cursor leaves the menu area.

### 3.5.27 CPDLC Pilot Late Acknowledgement Menu

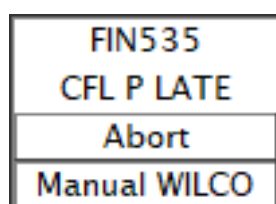


Figure 3.49: CPDLC Pilot Late Acknowledgement Menu

When there is no answer to a CPDLC uplink clearance, this menu can be used to resolve the situation. “Abort” discards the uplink and “Manual WILCO” simulates reception of a WILCO message.

 TOPLIS User Manual	<b>USER INTERFACE</b> TRACK LABEL MENUS	<b>3.5</b> P108
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3.5.28 Time Menu



Figure 3.50: Time Menu

The Time menu is used to set/change the time value for ATD, EOBT, ETD and SLOT fields. Default values are:

ATD	Current time
EOBT	Current time
ETD	Current field value
SLOT	Current field value if any (ATD if different from ETD), current time otherwise

The up/down arrows are used to change the value, “Ok” sets the time.

 TOPLIS User Manual	<b>USER INTERFACE</b>  TRACK LABEL MENUS	<b>3.5</b>  P109
---	--	------------------------

### 3.5.29 Departure Sequence Menu




Figure 3.51: Departure Sequence Menu

The DSQ menu is used to select a specific departure sequence number to a flight. The list includes the possible numbers, and the current number is highlighted. Left-clicking on a number sets it, “Clear” removes the flight from the departure sequence.

**Note**

The departure sequence number is only stored locally, it is not sent to other controllers or even to other EuroScope instances.


 TOPLIS User Manual	<b>USER INTERFACE</b> AIRCRAFT LISTS	<b>3.6</b> P110
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## 3.6 Aircraft Lists

### 3.6.1 Departure List

The Departure List contains all departures still on the ground of the controlled aerodromes.

Item	Left Mouse	Right Mouse	Default Visibility
<i>CALLSIGN</i>	Open <i>Callsign Menu</i>	Toggle Flight Leg display	✓
<i>EOBT</i>	Edit EOBT	Edit EOBT	
<i>TOBT</i>	Edit TOBT	Edit TOBT	✓
<i>TSAT</i>	Ready TOBT	Set TOBT to now	✓
<i>TSAC</i>	Add TSAT to TSAC	Edit TSAC	
<i>ASRT</i>	Toggle ASRT	Toggle ASRT	
<i>ASAT</i>			
<i>TTOT</i>			
<i>CTOT</i>	Open CTOT Option list	Open CTOT Option list	
<i>ECTOT</i>	Add ECTOT to CTOT	ECTOT Option list	
<i>Flow Message</i>	Open <i>AHDG Menu</i>		
<i>Ready</i>	Toggle Ready		
<i>ATYP</i>			✓
<i>WTC</i>			✓
<i>V</i>			✓
Departure stand			✓
<i>QNH</i>	Edit OP TEXT	Edit OP TEXT	
<i>ADEP</i>	Open <i>Flight Plan Window</i>	Toggle Flight Leg display	✓
<i>ADES</i>	Open <i>Flight Plan Window</i>	Toggle Flight Leg display	✓
<i>DRWY</i>	Open <i>Pre-Departure Clearance Window</i>	Open <i>Pre-Departure Clearance Window</i>	✓
<i>SID</i>	Open <i>Pre-Departure Clearance Window</i>	Open <i>Pre-Departure Clearance Window</i>	✓
<i>ASSR</i>	Open <i>ASSR Menu</i>	Open <i>ASSR Menu</i>	✓
<i>CFL</i>	Open <i>CFL Menu</i>	Open <i>CFL Menu</i>	✓

 TOPLIS User Manual	<b>USER INTERFACE</b>  AIRCRAFT LISTS	<b>3.6</b>  P111
---	---	------------------------

Item	Left Mouse	Right Mouse	Default Visibility
<i>RFL</i>	Open <i>RFL Menu</i>	Open <i>RFL Menu</i>	✓
<i>CLR</i>	Toggle Clearance Acknowledged flag		✓
Ground state	Open Ground State Menu	Open Ground State Menu	✓
<i>OP TEXT2</i>	Edit OP TEXT2	Edit OP TEXT2	✓

Table 3.24: Departure List Construction

### 3.6.2 Sector List

*Global Menu* Tools -> Flight Plan Lists -> Sector List...


The Sector List contains all departed controlled aircraft in the following states:

- Informed<sup>1</sup>
- Concerned<sup>1,2</sup>
- Coordinated
- Transfer to me initiated
- Assumed
- Transfer from me initiated
- Redundant<sup>1</sup>

Item	Left Mouse	Right Mouse	Default Visibility
<i>CALLSIGN</i>	Open <i>Callsign Menu</i>	Open Extended Label	✓
<i>ETN</i>			✓
<i>PEL</i>	Open PEL Menu		✓
<i>COPN</i>	Open <i>Waypoint Menu</i>	Toggle Flight Leg display	✓
<i>NRAC</i>			
<i>ATYP</i>			✓

<sup>1</sup>If corresponding selection made in the Global menu


<sup>2</sup>The display of concerned aircraft is limited to those entering the sector within 60 minutes

 TOPLIS User Manual	<b>USER INTERFACE</b> <b>AIRCRAFT LISTS</b>	<b>3.6</b> P112
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Item	Left Mouse	Right Mouse	Default Visibility
WTC			
V			
CFL	Open CFL Menu		✓
AHDG	Open AHDG Menu		
ASP	Open ASP Menu	Clear ASP value	
TAS			
ETX			
XFL	Open XFL Menu		
COPX	Open Waypoint Menu		
RFL	Open RFL Menu		
ASSR	Open ASSR Menu	Send CPDLC Squawk message	
NSSR	Open ASSR Menu	Send CPDLC Squawk message	
ADEP			
SID	Open SID list		✓
DRWY	Open Runway list		
FCOPX		Toggle Flight Leg display	
ETX			
ADES	Open Flight Plan Window		✓
SI	Open SI list	Toggle SI frequency	
ADES	Open Flight Plan Window		✓
ETA			✓
STAR	Open STAR list		✓
ARWY	Open Runway list		✓
OP TEXT	Edit OP_TEXT		✓
OP TEXT2	Edit OP_TEXT2		✓

Table 3.25: Sector List Construction



 TOPLIS User Manual	<b>USER INTERFACE</b> <b>AIRCRAFT LISTS</b>	<b>3.6</b> P113
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### 3.6.3 Load Factor List

*Global Menu Tools -> Flight Plan Lists -> Load Factor List. . .*

The Load Factor List contains all departed controlled aircraft in the concerned state and all non-departed controlled aircraft in the concerned and coordinated states expected to enter the sector within 4 hours.

Item	Left Mouse	Right Mouse	Default Visibility
<i>CALLSIGN</i>	Open <i>Callsign Menu</i>	Open Extended Label	✓
<i>ETN</i>			✓
<i>PEL</i>	Open PEL Menu		✓
<i>COPN</i>	Open <i>Waypoint Menu</i>	Toggle Flight Leg display	✓
<i>ADEP</i>			✓
<i>ADES</i>	Open <i>Flight Plan Window</i>		✓
<i>RFL</i>	Open <i>RFL Menu</i>	Open <i>CPDLC Current Message Window</i>	✓
<i>ASSR</i>	Open <i>ASSR Menu</i>	Send CPDLC Squawk message	✓

Table 3.26: Load Factor List Construction


### 3.6.4 Uncontrolled Lists

*Global Menu Tools -> Flight Plan Lists -> Uncontrolled List 1/2. . .*

The Uncontrolled List contains all or a subset of Uncontrolled aircraft, depending on whether filters are set up.

Up to 2 lists can be displayed. Each list may be configured with different filtering options.

Item	Left Mouse	Right Mouse	Default Visibility
<i>CALLSIGN</i>	Open <i>Callsign Menu</i>	Open Extended Label	✓
<i>ASSR</i>	Open <i>ASSR Menu</i>	Send CPDLC Squawk message	✓
<i>ADEP</i>			✓
<i>ATD</i>	Open <i>Time Menu</i>		✓
<i>ADES</i>	Open <i>Flight Plan Window</i>	Toggle Flight Leg display	✓

 TOPLIS User Manual	<b>USER INTERFACE</b>  AIRCRAFT LISTS	<b>3.6</b>  P114
---	---	------------------------

Item	Left Mouse	Right Mouse	Default Visibility
SI <sup>1</sup>	Open SI list	Toggle SI frequency	✓
OP TEXT2	Edit OP_TEXT2		✓
C	Toggle Inbound clearance flag		

Table 3.27: Uncontrolled List Construction

### 3.6.5 ETWR List


Global Menu Tools -> Flight Plan Lists -> ETWR List...

The ETWR List contains notified and coordinated flights departing from specified airports

Item	Left Mouse	Right Mouse	Default Visibility
<i>CALLSIGN</i>	Open <i>Callsign Menu</i>	Open Extended Label	✓
<i>ETN</i>			✓
<i>PEL</i>	Open PEL Menu		✓
<i>COPN</i>	Open <i>Waypoint Menu</i>	Toggle Flight Leg display	✓
<i>SID</i>	Open <i>Pre-Departure Clearance Window</i>		✓
<i>DRWY</i>	Open <i>Pre-Departure Clearance Window</i>		✓
<i>ATYP</i>			✓
<i>RFL</i>	Open <i>RFL Menu</i>	Open <i>CPDLC Current Message Window</i>	✓
<i>ASSR</i>	Open <i>ASSR Menu</i>	Send CPDLC Squawk message	✓
<i>ADEP</i>			✓
<i>ADES</i>	Open <i>Flight Plan Window</i>		✓

Table 3.28: ETWR List Construction

<sup>1</sup>Labeled as LFUNC

 TOPLIS User Manual	<b>USER INTERFACE</b> <b>AIRCRAFT LISTS</b>	<b>3.6</b> P115
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### 3.6.6 Resectorisation List

*Global Menu* Tools -> Flight Plan Lists -> Resectorisation List. . .

The Resectorisation List contains all flights assumed or on-contact with specified LFUNCs.

Item	Left Mouse	Right Mouse	Default Visibility
<i>CALLSIGN</i>	Open <i>Callsign Menu</i>		✓
<i>CFL</i>	Open <i>CFL Menu</i>	Toggle Flight Leg display	✓

Table 3.29: Resectorisation List Construction


### 3.6.7 Traffic Management Lists

*Global Menu* Tools -> Flight Plan Lists -> Traffic Management List 1/2. . .

The Traffic Management List contains all Uncontrolled and Controlled flights at least in Coordinated State with specified destinations, and routing via specified points. The ETO over the point (or ETA if no point specified) must be within 30 minutes, and the destination must be specified to include uncontrolled flights in the list.

Up to 2 lists can be displayed. Each list may be configured with different filtering options.

Item	Left Mouse	Right Mouse	Default Visibility
<i>COPN</i>	Open <i>Waypoint Menu</i>	Toggle Flight Leg display	
<i>PEL</i>	Open <i>PEL Menu</i>		
<i>SI</i>	Open <i>SI List</i>	Toggle <i>SI</i> frequency	
<i>CALLSIGN</i>	Open <i>Callsign Menu</i>	Open Extended Label	✓
<i>ASSR</i>	Open <i>ASSR Menu</i>	Send CPDLC Squawk message	
<i>AFL</i>	Open <i>AFL Menu</i>		✓
<i>a</i>			
<i>CFL</i>	Open <i>CFL Menu</i>		
<i>ATYP</i>			✓
<i>WTC</i>			✓
<i>TAS</i>			

 TOPLIS User Manual	<b>USER INTERFACE</b>  AIRCRAFT LISTS	<b>3.6</b>  P116
---	---	------------------------

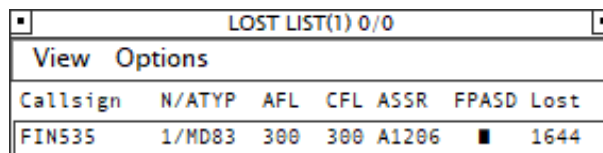
Item	Left Mouse	Right Mouse	Default Visibility
<i>RFL</i>	Open <i>RFL Menu</i>	Open <i>CPDLC Current Message Window</i>	
<i>ETOHP</i> <sup>1</sup>			✓
<i>OP TEXT2</i> <sup>2</sup>	Edit OP_TEXT2		✓
<i>STAR</i>	Open STAR list		✓
<i>ARWY</i>	Open Runway list		✓
<i>HP</i>	Open <i>Waypoint Menu</i>		✓

Table 3.30: Traffic Management List Construction

### 3.6.8 Lost List

*Global Menu* Tools -> Flight Plan Lists -> Lost List. . .

The list includes assumed flights that have previously been correlated to a radar track but radar contact has been lost. The list opens automatically whenever a flight is added into it, and will be closed automatically when empty. If manually opened, the list cannot be manually closed until it is empty.



Callsign	N/ATYP	AFL	CFL	ASSR	FPASD	Lost
FIN535	1/MD83	300	300	A1206	■	1644

Figure 3.52: Lost List

Item	Type	Left Mouse	Right Mouse
Callsign	mandatory	Open <i>Callsign Menu</i>	
N/ATYP	optional		
AFL (last received)	optional		Toggle Flight Leg display

<sup>1</sup>Labeled as ETO

<sup>2</sup>Labeled as EAT

Item	Type	Left Mouse	Right Mouse
CFL	optional	Open <i>CFL Menu</i>	Toggle Flight Leg display
ASSR	mandatory	Open <i>ASSR Menu</i>	
FPASD	optional	Toggle FPASD track (when globally off)	
Lost (time)	optional		

Table 3.31: Lost List Construction

“View” opens the View menu:

Header	Toggle visibility of the list header line
Standard	Set the list in Standard mode (only mandatory fields shown)
Extended	Set the list in Extended mode

“Options” opens the Options menu to select which optional fields are shown in Extended mode. The “All” selection shows all fields without affecting the individual selections.

The rows are sorted based on “Lost” time in descending order.


When a flight is added into the Lost List, its FPASD selection is initially set to “on” regardless of the FPASD setting in the *Global Menu*.

### 3.6.9 Holding List

The Holding List contains aircraft in the *Assumed*, *Transfer Initiated* and *On Contact* states that have been given a holding clearance. The list is automatically displayed whenever there is at least one aircraft in the list.

HOLDING LIST(2) 0/0					
View	Options	ETO on Holding point			
Label	Callsign	AFL	CFL	HPT	ETO
■	LOT3EG	350	270	RIBVU	1703
■	FIN535	300	300	RIBVU	1707

Figure 3.53: Holding List

 TOPLIS User Manual	<b>USER INTERFACE</b>  AIRCRAFT LISTS	<b>3.6</b>  P118
---	---	------------------------

“View” opens the View menu which contains only one item, “Header”. It toggles the visibility of the list’s header line.

“Options” is inaccessible as there are no selectable options in the holding list.

The list sorting option is displayed next to the “Options” label. Clicking on it opens a menu to select between the following sorting options:

“ETO on Holding point”	ETO at the holding point -> Holding point name -> Callsign
“Holding point”	Holding point name -> CFL -> Callsign

The ETO column initially displays the estimated time over the holding fix. Once the aircraft enters the holding, the displayed time is fixed to the holding start time. For present position holds and holding points whose positions are unknown, the time when the holding clearance was given is displayed.

Item	Left mouse	Right mouse
Label	Hide/display track label	
Callsign	Open <i>Callsign Menu</i>	
AFL	Open <i>AFL Menu</i>	Toggle Flight Leg display
(attitude indicator)		
CFL	Open <i>CFL Menu</i>	Toggle Flight Leg display
HPT	Open <i>Stack Manager Window</i>	
ETO		

Table 3.34: Holding List Construction

If a track label has been hidden, it will be automatically unhidden if the aircraft is cleared to leave the holding or an incoming coordination message for the flight is received.

### 3.6.10 Unsupported Lists

EuroScope’s default Sector Inbound, Sector Exit, Arrival, Startup, Taxi Out, Take-Off, ADC Sector, Taxi In, Flight Plan, and Conflict lists are not supported and should not be used.

 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P119
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## 3.7 Windows

TopSky includes a number of windows that are discussed in this chapter. All windows have the following common features:

- Dragging the title bar using the left mouse button will move the window
- Dragging the box in the bottom right corner with the left mouse button will resize the window
- Left-clicking the top right corner will close the window
- Left-clicking the title bar will position the window on the top of other windows
- Right-clicking the title bar will position the window below other windows

While resizing the windows always starts from the bottom right corner, it is also possible to resize the window to the direction of the top and/or left edges. To do this, continue dragging the bottom right corner until the cursor goes past the top or left edge. As all windows have a defined minimum size, nothing will seem to happen once you reach the minimum size until the cursor crosses the opposite edge, but then the resize operation will continue normally.

Some windows contain scrollbars to select values or change the items that are displayed:

- Dragging a scroll bar slider using the left mouse button will move the slider
- Left-clicking on the scrollbar background area outside the slider will move the slider by a predefined amount (in list windows, the view will be scrolled by the number of visible items)
- Right-clicking on the scrollbar background area outside the slider will position the slider to the clicked position
- Left-clicking on the arrow at the end of the slider will scroll the list by one line
- The mouse wheel can be used to scroll some scrollbars (most of the ones that have defined steps for scrolling, i.e. those with the arrows at the ends)

Other window-specific mouse function areas are explained below. All functions use the left mouse button unless otherwise specified. For each window, the way(s) to open it are listed below the chapter title.

3.7.1 Radar Menu

<ALT> + Right-click anywhere on the radar screen background

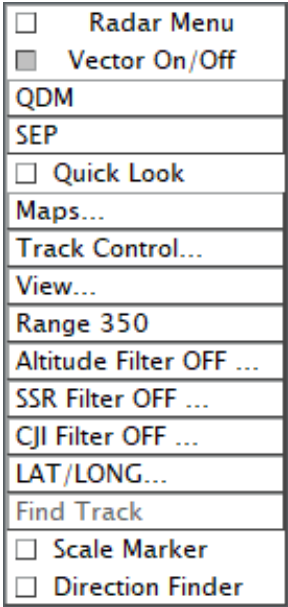


Figure 3.54: Radar Menu

Radar Menu	Locks/unlocks the menu display
Vector On/Off	Toggles all prediction lines on/off
QDM	Starts a new <i>QDM Vector</i>
SEP	Starts a new <i>Minimum Separation Tool</i>
Quick Look	Toggles function to bypass all filters and show all track labels
Maps...	Opens the <i>Maps Windows</i>
Track Control...	Opens the <i>Track Control Window</i>
View...	Opens the <i>View Window</i>
Range XXX	Opens the <i>Zoom Window</i> (XXX = distance: center -> right edge)
Altitude Filter X...	Opens the <i>Altitude Filtering Window</i> , displays the filter status
SSR Filter X...	Opens the <i>SSR Code Filtering Window</i> , displays the filter status



 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P121
---	--------------------------------------	------------------------

CJI Filter X. . .	Opens the <i>CJI Filtering Window</i> , displays the filter status
LAT/LONG. . .	Opens the <i>Cursor Lat/Long Window</i>
Find Track	Opens the ?? for the ??
Scale Marker	Toggles the Scale Marker on/off

When unlocked, the Radar Menu closes when a selection is made or the cursor leaves the menu area.

### 3.7.2 QDM Vector

To draw a new QDM vector:

- Left-click on the “QDM” *Radar Menu* item, or;
- Left-click on the “QDM” *Callsign Menu* item, or;
- Use the keyboard shortcut key combination for a new QDM vector.

Then, left-click on the desired start point (radar track or fixed position), and then left-click on the desired end point (radar track or fixed position).

The start point is automatically set to the radar position symbol of the track when starting the vector from the callsign menu

The vector’s data label is located at the end of the line. Its position relative to the line end can be adjusted by middle-clicking the line end or the label itself. The available click spots for a radar track are the radar track position symbol and all its label items that have a TopSky plugin left-click mouse function.

The line end positions will attach to defined points more easily than for a random position (there is a small click area centered on the defined points). The defined points have the following priority order:

- Radar track position symbols
- VORs in the active sector file
- NDBs in the active sector file
- Fixes in the active sector file
- Airports in the active sector file

Right-clicking will abort drawing the vector.

To remove a QDM vector:

- Right-click on either end point or the midpoint of the line or the label

To adjust a QDM vector:

- Left-click on either end point. The selected end of the line will attach to the mouse cursor.
- Left-click on the new desired end point (radar track or fixed position)

 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P122
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### 3.7.3 Multi-QDM vector

When the start point of a QDM vector is a fixed point and the end point a track, the system automatically starts another QDM vector from the same start point. If it is attached to another track, the vectors are grouped together as a multi-QDM, and another vector is again automatically started from the same start point. This happens until the right mouse button is clicked to abort drawing a new vector (or the maximum number of QDM vectors is reached).

The advantage of the multi-QDM vectors is that when hovering over a track label of one of the tracks, a relative distance indication is added to the labels of all other vectors belonging to the same multi-QDM group, showing in parentheses the difference in the distance value compared to the selected track.

### 3.7.4 Scale Marker

*Radar Menu -> Scale Marker*

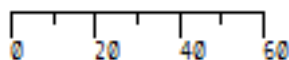


Figure 3.55: Scale Marker

Displays a range scale in the bottom right corner of the radar screen.

### 3.7.5 Minimum Separation Tool

The minimum separation tool displays the predicted minimum lateral separation between two radar tracks within the next 30 minutes, assuming both of them maintain their present ground tracks and speeds. Lines are drawn from the tracks' present positions to the positions where the tracks are predicted to be at the time of the minimum separation.

To draw minimum separation lines between two radar tracks:

- Left-click on the "SEP" menu item
- Left-click on the first radar track
- Left-click on the second radar track

Right-clicking will abort drawing the lines. The available click spots for a radar track are the radar track position symbol and all its label items that have a mouse function.

The minimum separation distance is by default displayed near the end of one of those lines. If the tracks are not converging, the lines will be drawn with an offline-defined length, and the label will display "DIV".

7 sets of lines can be simultaneously drawn. When at least one set is drawn, a SEP List Window is opened:

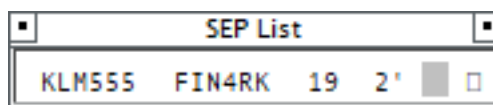


Figure 3.56: SEP List

The window lists the tracks, the minimum predicted separation, the time to the minimum separation, the line color and a locked/unlocked indicator for each set of lines. To remove the minimum separation lines:

- Left-click on the colored box for that set of lines in the SEP List Window
- Right-click on a line's end point
- Close the SEP List Window (this removes all minimum separation lines)

The lines will be automatically removed if one of the tracks is no longer available, or for unlocked lines, if the tracks start to diverge. If the tracks are diverging at the time the lines are created, they will be automatically locked.

To lock/unlock a set of lines:

- Left-click on the box right of the color indicator for that set of lines to toggle the locked/unlocked status. For a locked set of lines, the box will be filled.

To display vertical separation information on the lines, right-click on the colored box.

Right-clicking on the colored box for a set of lines cycles through:

"V"	Vertical separation display enabled
"v"	Vertical separation display enabled without the vertical separation labels
blank	Vertical separation display disabled

When vertical separation display is enabled, on both lines two points are displayed, the first showing the point where the tracks' vertical separation is calculated to become smaller than an offline-defined value, and the second the point after that where it is calculated to become greater. The calculation is done using the tracks' current vertical speeds.

- The vertical separation labels, when displayed, are similar to the minimum separation label but prefixed with "V".
- If one or both points are beyond the minimum separation point, their calculation is extended forward up to an offline-defined time value.
- If a point is already passed or beyond the maximum displayed time, it will not be drawn.
- If the end point is beyond the maximum displayed time, a line will be drawn using **SEP Vert** color from the CPA to the end point or the maximum displayed time whichever is earlier.
- If the tracks are not predicted to be separated by less than the defined value within the prediction time, "V=" is displayed left of the minimum separation label.

### 3.7.6 View Window

*Radar Menu -> View...*

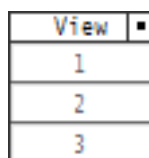


Figure 3.57: View Window

The View Window lists the available views. To select a view, left-click on it. The radar screen will be refreshed to show the required area. The first three views, labeled “1”, “2” and “3” are views that can be defined on the fly. To define a view for one of them, set the screen area as desired and then right-click on the number. The number will then change to **Foreground** color to indicate that it has a view defined for it. An already defined view (“1”, “2” or “3”) can be redefined to show a different screen area just by defining it again with a right-click.

### 3.7.7 Zoom Window

*Radar Menu -> Range XXX*

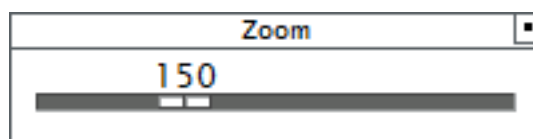


Figure 3.58: Zoom Window

The Zoom Window displays and enables to change the radar screen range.

### 3.7.8 Maps Windows

*Radar Menu -> Maps...*

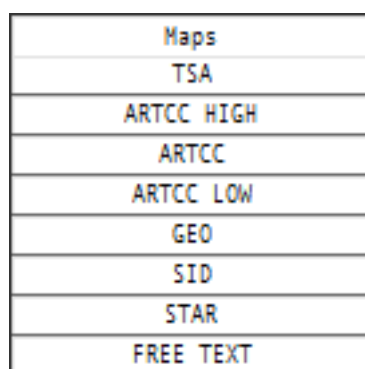


Figure 3.59: Maps Windows

 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P125
---	--------------------------------------	------------------------

The Maps Window closes when the mouse cursor leaves the window area. If this is not desired, there is a hidden click spot in the top right corner of the menu (where the “close” button would be). Left-clicking in that area will disable the automatic closure of the menu and display the close button, which is then used to close the menu.

The Maps Window enables the display of predefined maps on the radar screen, some of which may be set up with automatic activation rules. The maps are arranged to folders. Clicking on a folder name shows the maps in that folder below the folder list.

The map names are displayed with the following colors (automatic options only available for maps with that capability):

sid_35	Not displayed
ppor_gnss_35	Automatic (not displayed)
ppor_17_d	Displayed

Left-clicking on a map name will change the state of a map one step  
not displayed → automatic (if applicable) → displayed

Right-clicking in the other direction. Left or right double-clicking on any map name will change the states of all maps in that folder.

### 3.7.9 Track Control Window

*Radar Menu* -> Track Control...

The Track Control Window is used to set track and track label related options. Note that the “Vector” selection must be on (see Radar Menu/Shortcut Window) to see the prediction lines. The Track Control Window closes when the mouse cursor leaves the window area. The selections are specific to the radar screen they are made on, but whenever the plugin settings are reloaded either automatically (sign in/out, login callsign change when signed in) or manually the selections on all radar screens will revert to the default values.

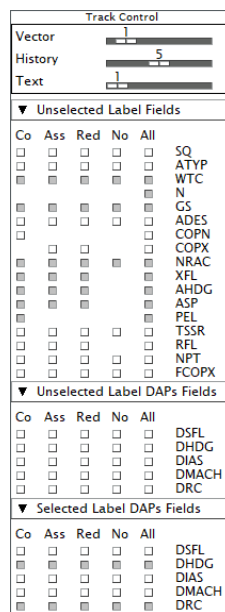


Figure 3.60: Track Control Window

Vector	Sets the length of the prediction line in minutes
History	Sets the number of history dots
Text	Changes the track label text size
X Label Fields	Opens/closes the corresponding Label Fields section

The Label Fields sections allow controlling the visibility of certain track label fields in the unselected label, and for DAP items, also in the selected label. The visibility can be set depending on the state of the flight plan (*Coordinated, Assumed, Redundant* or *Notified/Unconcerned*).

The “All” buttons toggle all the state buttons for that field on/off.

Regardless of the settings here, the necessary label fields will be displayed in certain cases (for example in case of a COPX coordination request, the COPX field will be displayed).

### 3.7.10 Altitude Filtering Window

*Global Menu* -> “Mxxx-yyy” item

*Radar Menu* -> Altitude Filter [ON/OFF]...

The Altitude Filtering Window is used to filter the displayed track labels based on the aircrafts’ altitudes. It closes when the mouse cursor leaves the window area.

 TOPLIS User Manual	<div> <div>USER INTERFACE</div> <div>WINDOWS</div> </div>	<div> <div>3.7</div> <div>P127</div> </div>
---	---	---

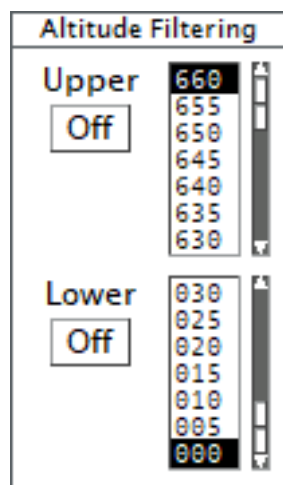


Figure 3.61: Altitude Filtering Window

To set the filtering limits, values from -1200ft to FL660 are available with 100ft steps up to 5000ft, then with 500ft steps up to FL660. Select the level and click on the filter on/off button to activate the limit. There are separate on/off buttons for the upper and lower limits, and it is possible to activate either one or both of them. Values at or below the transition altitude are considered to be altitudes (for example with a transition altitude of 5000ft, “050” means 5000ft and “055” means FL55).

### 3.7.11 CJI Filtering Window

*Radar Menu* -> CJI Filter [ON/OFF]...

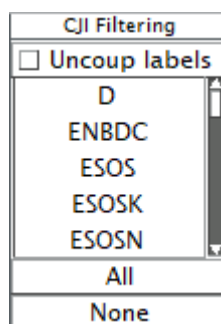


Figure 3.62: CJI Filtering Window

The CJI Filtering Window is used to filter the displayed track labels based on controller ID’s. The window shows the currently online controllers. To filter a controller’s tracks, click on the controller ID in the list. A filtered ID will be shown in inverse video.

Clicking “All” filters all controllers, “None” clears all controller ID filters.

The CJI Filtering Window closes when the mouse cursor leaves the window area.

The “Uncoup labels” button controls filtering for uncoupled labels (this function is available also in Shortcut Window).

### 3.7.12 SSR Code Filtering Window

*Radar Menu* -> SSR Filter [ON/OFF]...

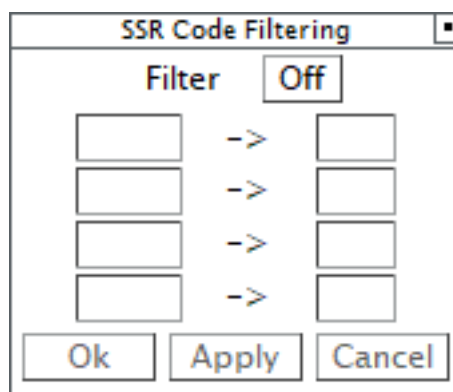


Figure 3.63: SSR Code Filtering Window

The SSR Code Filtering Window is used to filter the displayed track labels based on the aircrafts' SSR codes. Four different codes or code ranges can be set. The boxes on the left side of the window are the code range start boxes. The input syntax is a valid SSR code to be filtered. If filtering a range of codes is needed, enter the last two digits of the last code in the range to the box on the right. Entering an empty string will clear the box. For example, to filter codes 1400-1427, enter "1400" into one of the four boxes on the left and then "27" into the box next to it. Set the filter on by clicking on the filter on/off button.

All changes to the window must be applied using the buttons in the bottom of the window to take effect.

Ok	Applies the changes, closes the window
Apply	Applies the changes
Cancel	Cancels the changes

### 3.7.13 Quick Look

*Radar Menu* - > "Quick Look" button

**??** -> "Quick Look" button

*Keyboard Shortcuts*

The Quick Look function can be used to override all filters. It is a toggle function and will stay active until toggled off.



 TOPLIS User Manual	<div>USER INTERFACE</div> <div>WINDOWS</div>	<div>3.7</div> <div>P129</div>
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### 3.7.13.1 Individual Quick Look

Middle-click aircraft position symbol

The Individual Quick Look function can be used to override the CJI filter for a specific track and to display labels for uncoupled primary tracks which are normally automatically hidden. It is a toggle function, middle-clicking again will hide the labels again.

Level Band Highlight

Right click AFL track label item

While active, this function highlights the callsigns of the referenced flight and the callsigns of all other flights within the level band of the referenced flight. The prediction line is forced on for these flights.

All other flights will be filtered out to display just their track position symbols and history dots unless they have an active STCA, APW, MSAW or AIW warning or are squawking 7500, 7600 or 7700. Tracks without a valid AFL will be filtered out.

### 3.7.14 Oceanic Level highlight

Right click OFL track label item

While active, this function highlights the callsigns of the referenced flight and the callsigns of all other flights having the same OAN and OFL. The prediction line is forced on for these flights.

All other flights will be filtered out to display just their track position symbols and history dots unless they have an active STCA, APW, MSAW or AIW warning or are squawking 7500, 7600 or 7700.

### 3.7.15 Brightness Control Window

*Global Menu Setup -> Brightness Control...*

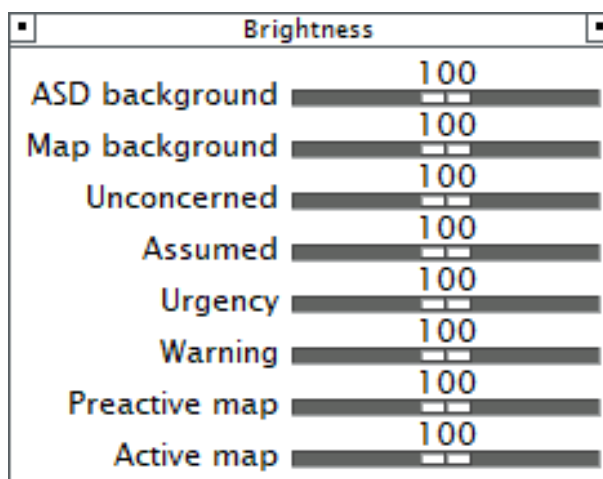


Figure 3.64: Brightness Control Window

The Brightness Control Window allows setting the brightness for some screen colors. The Map background slider only controls TopSky created maps.

 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P130
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### 3.7.16 CPDLC Setting Window

*Global Menu Setup -> CPDLC Setting...*

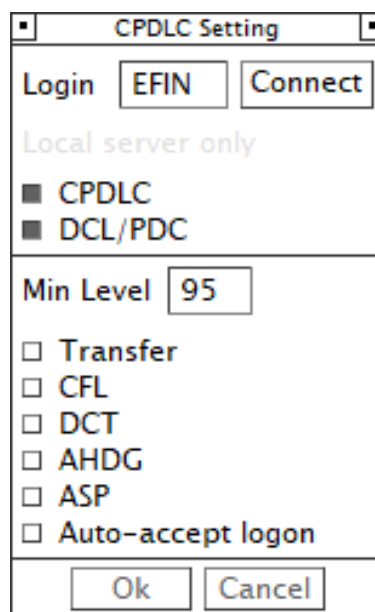


Figure 3.65: CPDLC Setting Window

The CPDLC Setting Window is used to begin/end the connection to the CPDLC network, and change some CPDLC related settings.

The “Connect” button becomes available once you are connected to the VATSIM network as a controller and both the Login (four-character callsign used for the CPDLC connection) and the Logon Code (your personal password to the Hoppie network) have been entered. Left-clicking on it connects TopSky to the CPDLC network. Once a connection has been established, the button background color changes to Information and the button text changes to “Online”. Once connected, left-clicking on the button disconnects TopSky from the CPDLC network.

<b>Note</b>	It is possible to have the Logon Code pre-filled by creating a text file called “TopSkyCPDLCChoppieCode.txt” in the same folder as the plugin dll (TopSky.dll). The file should contain only the logon code, nothing else. As the file contains your personal logon code, do not share it.
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If the VATSIM callsign is known when the window is opened, the CPDLC login callsign is pre-selected based on it. If necessary, the CPDLC login can be changed.

The “CPDLC” and “DCL” selections are used to define the offered services.

 TOPLIS User Manual	<div>USER INTERFACE</div> <div>WINDOWS</div>	<div>3.7</div> <div>P131</div>
---	--	--------------------------------

Sending a clearance via CPDLC can be the default setting in some of TopSky menus. For this to happen, the aircraft must be above the “Min Level” (FL) specified here, the selection button for the menu in question must be on, and the CPDLC Default Status (in *Global Menu->STS menu*) must be “On”. The “DCT” option does not do anything at the moment (DCT clearance via CPDLC is given using the “Point” option in the AHDG menu, so the “AHDG” option controls that as well). “Auto-accept logon” automatically accepts valid logon requests from tracks above “Min Level”.

When making changes to the “Min Level” or the menu selections, the “Ok” and “Cancel” buttons become active. Left-click on “Ok” to apply the changes or “Cancel” to abort.

### 3.7.17 Raw Video Control Window

*Global Menu Setup -> Raw Video Control...*

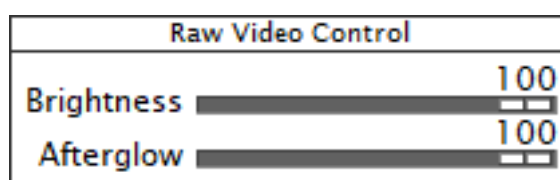


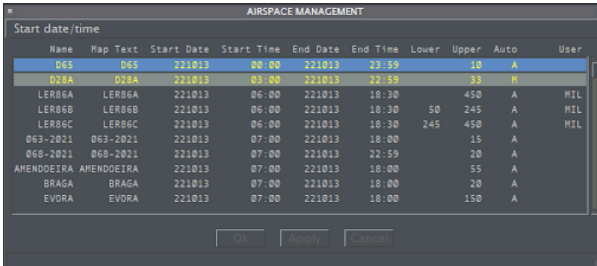
Figure 3.66: Raw Video Control Window

The Raw Video Control Window closes when the mouse cursor leaves the window area.

The Raw Video Control Window controls the brightness (in general) and afterglow (how fast the radar returns fade) of the raw video radar data.

### 3.7.18 Airspace Management Window

*Global Menu AMS -> TSA...*



Name	Map Text	Start Date	Start Time	End Date	End Time	Lower	Upper	Auto	User
D65	D65	221013	00:00	221013	23:59	10		A	
D2EA	D2EA	221013	03:00	221013	22:59	33		M	
LER86A	LER86A	221013	06:00	221013	18:30	450		A	MIL
LER86B	LER86B	221013	06:00	221013	18:30	50	245	A	MIL
LER86C	LER86C	221013	06:00	221013	18:30	245	450	A	MIL
063-2021	063-2021	221013	07:00	221013	18:00	15		A	
068-2021	068-2021	221013	07:00	221013	22:59	20		A	
ARENDSETRA	ARENDSETRA	221013	07:00	221013	18:00	55		A	
BRAGA	BRAGA	221013	07:00	221013	18:00	20		A	
EVORA	EVORA	221013	07:00	221013	18:00	150		A	

Figure 3.67: Airspace Management Window

This window is used for the activation and deactivation of the areas for the APW and SAP functionality. Each area can have a start time and/or an end time defined for its activation, or it can be activated without any time limits, making it active until deactivated manually. Additionally, lower and upper altitude limits are given. An area can have activation schedules defined in the area data file. Such areas will be automatically activated as long as their “Auto” option is selected ( “A” in the “Auto”

 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P132
---	--------------------------------------	------------------------

column). The “Auto” option cannot be selected for areas that don’t have an activation schedule defined in the area data file.

Dates will be shown in the format “yymmdd” and times in “hh:mm” and they must be entered in the same format. Entering an empty string for a date will clear it and the related time value and vice versa. When entering a time or date value to an empty field, the other value is automatically set to the current time/date value. Entering an empty string to the Map Text, Lower or Upper fields will reset the value to the default one from the data file.

Altitudes are shown in hundreds of feet if at or below the transition altitude, otherwise in flight levels. They must be entered in the same format.

An area’s activation status can be inactive, pre-active or active. A pre-active area is an area that will become active within 30 minutes and is shown in **Selected Period** text on a **TSA Preactive** background. An active area is shown with **Selected Period** text on a **TSA Active** background. The APW system will not alert for a pre-active area, but for the SAP system a pre-active area is considered as being active.

The mouse click areas of the Airspace Management Window:

- Sorting option text (e.g. “Start date/time”) Opens a pop-up menu to select a sorting option for the list
- Right-click to open an area pop-up menu
- Other fields Left-click to edit field (when edit function active)
- “Ok” button Applies the changes, closes the window
- “Apply” button Applies the changes
- “Cancel” button Cancels the changes

The sorting pop-up menu contains the following items:

- Start Date Sorts based on the Start Date/Time, earliest first
- Name Sorts alphabetically based on the Name field
- Map Text Sorts alphabetically based on the Map Text field

With the area pop-up menu opened, the area text row background changes to black. The menu contains the following items:

- ACTIVATE Clears any activation times and activates the area
- DEACTIVATE Clears any activation times and deactivates the area
- AUTO If an activation schedule is found in the area data file, sets the area to be activated automatically

 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P133
---	--------------------------------------	------------------------

- VALIDATE Not implemented
- EDIT Allows to change the area parameters
- COPY Not implemented
- DELETE Clears any activation times, returns label and altitude limits to their default values and deactivates the area

After any selection from the pop-up menu, “Ok”, “Apply” or “Cancel” must be selected to apply or cancel the selection.

Preactive and active areas are displayed on the radar screen. A preactive area border is drawn in **Preactive Map**. An active area border is drawn in **Active Map Type 4** border and, for areas with high operational impact, filled in a transparent **Active RD Infill Map**.

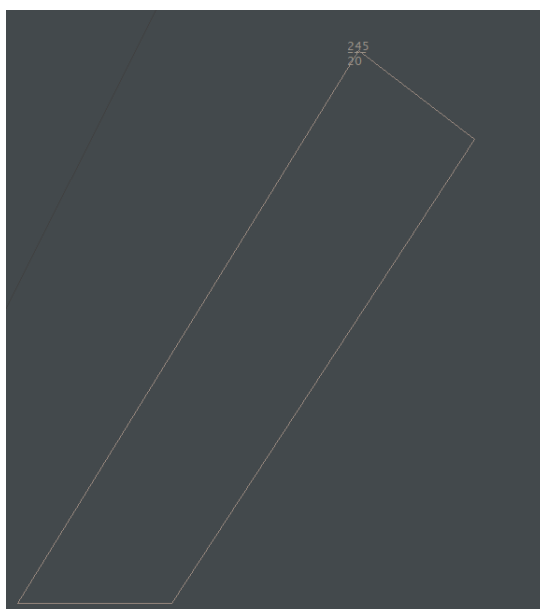


Figure 3.68: Preactive Area

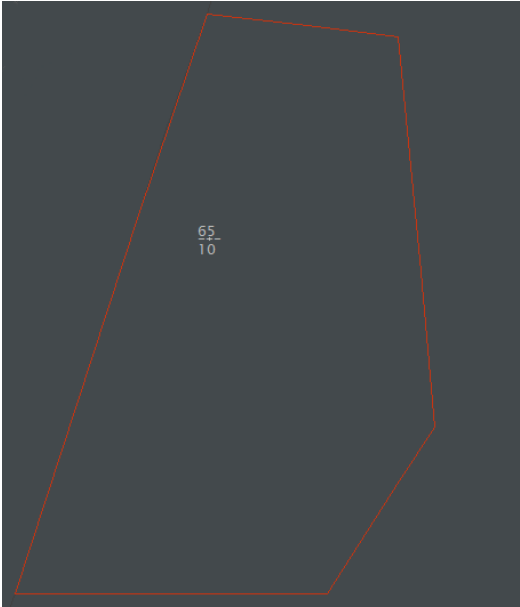


Figure 3.69: Active Area

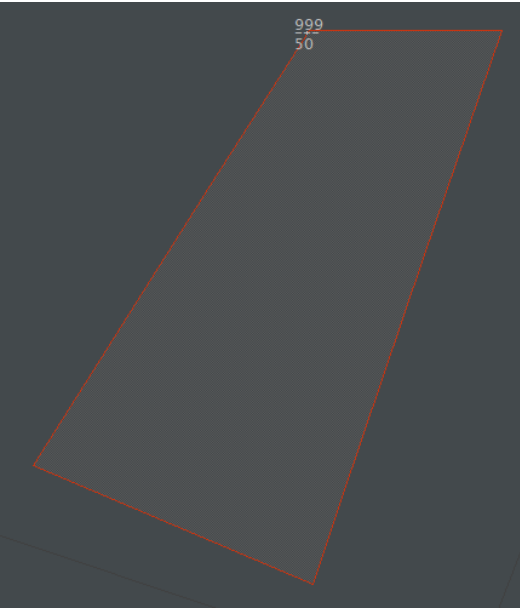


Figure 3.70: Active High Operational Impact Area

A predefined text label may also be displayed, showing information about the area. A very small “+” symbol will be drawn at that location. By holding the left mouse button down on that symbol, a full area label will be displayed, showing:

Name  
 Map text  
 Upper level limit  
 Start time — End time

 TOPLIS User Manual	<div> <div>USER INTERFACE</div> <div>WINDOWS</div> </div>	<div> <div>3.7</div> <div>P135</div> </div>
---	---	---

Lower level limit  
time in minutes until the area becomes active

### 3.7.19 Flight Plan Selection Window

*Global Menu* FlightData/FData -> Flight Plan Selection...

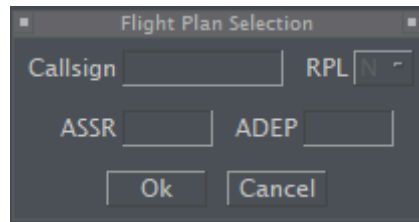


Figure 3.71: Flight Plan Selection Window

The Flight Plan Selection window is used to search for flight plans based on any combination of callsign, assigned transponder code and departure airport. All flight plans that are a match with all given information will be listed in the *Flight Plan Window*. and can be viewed using its “Prev” and “Next” buttons.

Clicking “Ok” will do the search and open the Flight Plan Window if it was closed, “Cancel” will clear the fields as well as any previously created flight plan list for the Flight Plan Window.

### 3.7.20 Flight Plan Window

*Global Menu* FData -> Flight Plan Window. . .

*Flight Plan Selection Window* -> Create a list of one or more flight plans

*Callsign Menu* -> More -> FPL. . .

“Open FPL Window” label function

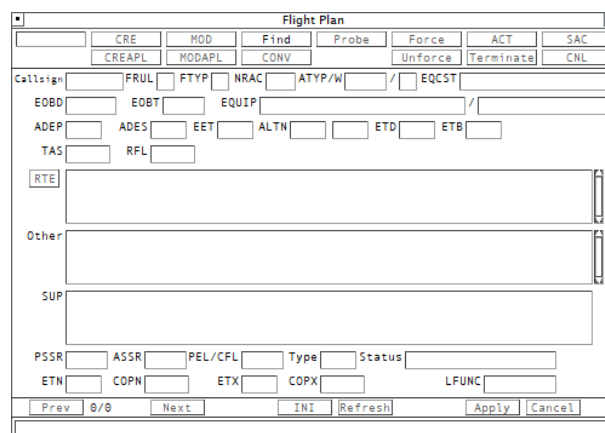


Figure 3.72: Flight Plan Window

 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P136
---	--------------------------------------	------------------------

The Flight Plan Window displays flight plan data as well as some system data related to the flight plan. It also allows creating new flight plans and modifying existing ones. The data in the window is not refreshed automatically; the time when the data was fetched is displayed in the top left corner.

The data fields show the following information:

Callsign	Callsign of the aircraft
FRUL	Flight rules (I, V, Y or Z)
FTYP	not available
NRAC	Number of aircraft
ATYP/W	Aircraft type and wake turbulence category
EQCST	Displays aircraft equipment status for certain equipment (W, Y, U, R and P) - "EQ" equipped, "NO" not equipped, "UN" unknown.
EOBD	Estimated Off-Block Date
EOBT	Estimated Off-Block Time
EQUIP	Equipment list - For flight plans with FAA equipment codes, a rough conversion to ICAO is shown in parentheses
ADEP	Departure aerodrome
ADES	Destination aerodrome
EET	Estimated Elapsed Time
ALTN	Alternate aerodrome(s)
ETD	Estimated Time of Departure
ETB	Estimated time to enter your sector
TAS	True Air Speed
RFL	Requested Flight Level
RTE	Route
Other	Flight plan remarks field
SUP	Supplementary information (endurance, PIC name)

The following system information regarding the flight plan is shown unless the initial plan is displayed:

PSSR	Previous SSR code
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 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P137
---	--------------------------------------	------------------------

ASSR	Assigned SSR code
PEL/CFL	Planned Entry Level or Cleared Flight Level, depending on the flight's state
Type	Type of flight plan (APL or FPL)
Status	Status of the flight plan
ETN	Estimated time to COPN
COPN	Entry coordination point
ETX	Estimated time to COPX
COPX	Exit coordination point
LFUNC	Controller who is currently tracking the aircraft
O/O	Number of the displayed FPL in the list / total number of flight plans in the list

The following buttons are available:

CRE	Create a new full flight plan (FPL)  Editable fields will be highlighted  If a flight plan is being displayed, all data fields keep their values so a new flight plan can be created using an existing one as a base. If not, default values will be set to FRUL, NRAC, EQUIP and Other fields  “Apply” creates the FPL, “Cancel” aborts the operation
MOD	Modify the currently displayed FPL  Available fields will be highlighted  “Apply” modifies the FPL, “Cancel” aborts the operation
Find	Find a flight plan  Enter Callsign to find the flight plan, “Cancel” aborts the operation
Probe	Not implemented
Force	Force this aircraft to be included in the MTCD and SAP processing regardless of its sector state or any inhibition settings in the MTCD Status Window
ACT	Not implemented
SAC	Enter a slot time

 TOPLIS User Manual	<b>USER INTERFACE</b>  <b>WINDOWS</b>	<b>3.7</b>  P138
---	---	------------------------

	Enter the time to the ETD field, “Cancel” aborts the operation
CREAPL	Create a new abbreviated flight plan (APL)
	Editable fields will be highlighted
	“Apply” creates the APL, “Cancel” aborts the operation
MODAPL	Modify the currently displayed APL
	Editable fields will be highlighted
	“Apply” modifies the APL, “Cancel” aborts the operation
CONV	Convert an APL to an FPL
	Editable fields will be highlighted
	Default values will be set to FRUL, NRAC, EQUIP and Other fields
	“Apply” converts the APL, “Cancel” aborts the operation
Unforce	Cancel the forced inclusion of this aircraft in the MTCD and SAP processing
Terminate	Not implemented
CNL	Not implemented
RTE	Opens the Complete Route Window
Prev	Selects the previous flight plan in the list (see Flight Plan Selection Window)
Next	Selects the next flight plan in the list (see Flight Plan Selection Window)
INI	View the initial flight plan
	Complete Route Window is closed if it was opened
	Flight plan refresh time and system information will not be shown
	“CRE” starts to create a new flight plan based on the displayed initial flight plan, “Refresh” or “Cancel” shows the current flight plan again
Refresh	Refreshes the displayed information
Apply	Apply changes that were made
	Any errors will be displayed in the bottom row of the window
Cancel	Cancel any changes and quit the current operation

In TopSky the only difference between an APL and an FPL is that an APL can only contain the Callsign. If it contains any other information (controller-assigned values such as ASSR, CFL, etc. are

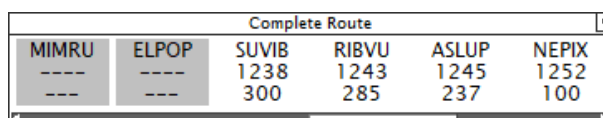
 TOPLIS User Manual	<div>USER INTERFACE</div> <div>WINDOWS</div>	<div>3.7</div> <div>P139</div>
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not taken into account), it will be considered to be an FPL.

For the accepted CFL entry formats, see *AFL Menu*.

### 3.7.21 Complete Route Window

Flight Plan Window -> “RTE” button



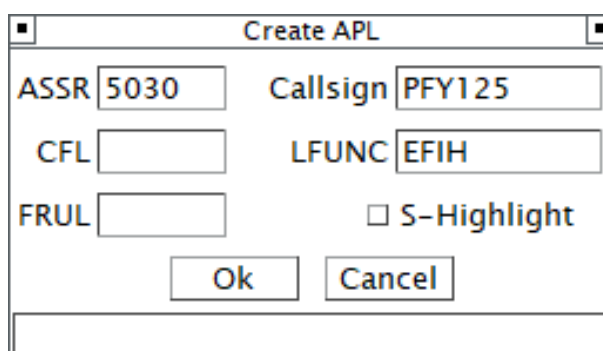
Complete Route					
MIMRU	ELPOP	SUVIB	RIBVU	ASLUP	NEPIX
---	---	1238	1243	1245	1252
---	---	300	285	237	100

Figure 3.73: Complete Route Window

Displays the expanded route of the FPL currently shown in the *Flight Plan Window*. Already passed points are shown with **Overflown** color background. Points still ahead show the estimated time over the point and the calculated flight level below the point name.

### 3.7.22 Create APL Window

*Callsign Menu* (uncorrelated track only) -> “Create APL” item



ASSR	5030	Callsign	PFY125
CFL		LFUNC	EFIH
FRUL		<input type="checkbox"/> S-Highlight	
Ok		Cancel	

Figure 3.74: Create APL Window

The bottom area of the window will show status and error messages.

Enter all the available information (the only required field is the callsign) and click “Ok” to create the APL. “Cancel” will clear all the fields.

If the SSR field is left empty, a code will be automatically assigned from a dedicated APL code range. If no codes are available, an error message will be shown and a code must be manually entered.

For the accepted CFL entry formats, see *AFL Menu*.

Left-clicking on the FRUL field toggles the flight rules between “I” (IFR) and “V” (VFR). When the APL is successfully created, it is automatically assumed.

3.7.23 Stack Manager Window

Holding List... -> “HPT” item

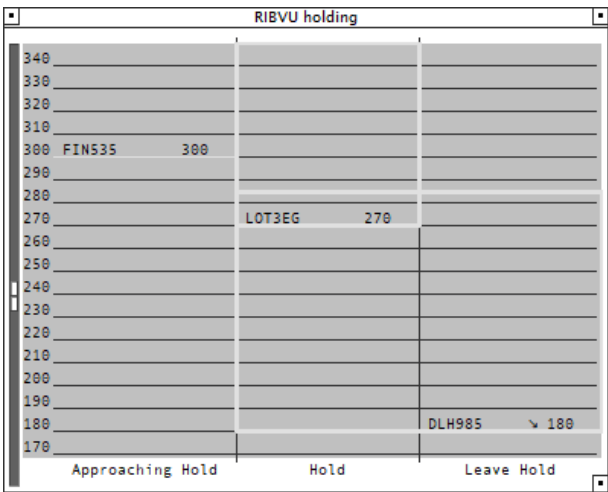


Figure 3.75: Stack Manager Window

The Stack Manager Windows give a quick look into the vertical positions of aircraft that have been given a holding clearance to the holding fix associated with the window in question.

The window is split into three columns:

- |             |   |
|-------------|---|
| Approaching | Aircraft approaching the holding area                       |
| Hold:       | (more than 5 minutes flying time away from the holding fix) |
| Hold:       | Aircraft in the holding area                                |
| Leave Hold: | Aircraft cleared to leave the holding                       |

The window displays the aircraft labels at their cleared flight levels. For each aircraft the callsign, the vertical speed arrow if not in level flight (“#” in **Warning** color for aircraft without altitude information), the RVSM capability indicator if applicable, and the *CFL* is displayed. If there are more than one aircraft with the same *CFL*, only one callsign will be shown. A “+” symbol in **SMW Overlap Box** color after the *CFL* value indicates that there are more flights to be displayed. Clicking on the symbol will display a window with all the callsigns with that *CFL*.

For each aircraft an altitude box will be drawn that extends from *AFL* to *CFL*. Normally the color of the box is **SMW Level Band**, but in the Hold and Leave Hold columns if it is closer than 300ft or overlaps any other aircraft’s box, the color will be **SMW Overlap**. For an aircraft with a CLAM alert, the box will be in **SMW Overshoot** color. A flight level reserved for an overflight is shown in **SMW Overflight** color. The altitude box of aircraft in the Leave Hold column extends into the Hold column as well.

<div>Warning</div>	If two Hold volumes overlap (such as PILIM and ABUSU), each Stack Manager Window will show only it's own traffic, the adjacent interfering traffic will not be displayed
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Aircraft will be automatically removed from the Leave Hold column after 10 minutes, but they can also be manually removed by right-clicking the callsign.

Any number of Stack Manager Windows can be opened to monitor multiple holdings at the same time. For *CFL* at or below the transition altitude, the aircraft label is placed on the numerical value of the *CFL*, but the altitude box is always based on flight levels.

The mouse click areas of the Stack Manager Window:

Slider or view background area	Drag to adjust the lowest shown FL
Aircraft callsigns	Open <i>Callsign Menu</i> <sup>1</sup>
CFL	Open <i>CFL Menu</i> <sup>2</sup>
+ symbol	Open window to view all callsigns with that <i>CFL</i>
FL numbers	Toggle overflight status for that level

3.7.24 CARD

Global Menu Tools -> CARD..

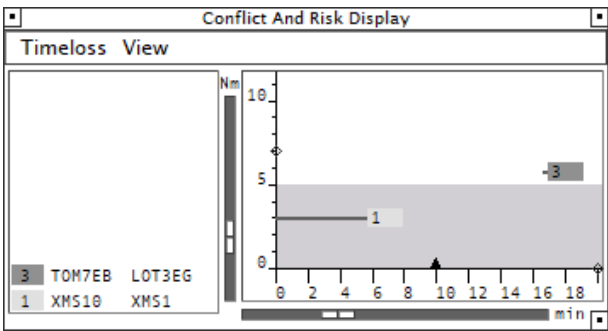


Figure 3.76: CARD

<sup>1</sup>Right-clicking a callsign in the Leave Hold column immediately removes the aircraft from display.  
<sup>2</sup>When opened from a Stack Manager Window, the default value in the CFL menu is the current CFL regardless of the setting in the *Local Settings submenu*.

 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P142
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See *MTCD (Medium Term Conflict Detection)*. The CARD window presents the MTCD conflicts and conflict risks. It also allows setting some of the related parameters. It is divided into two parts:

On the left is the list area which includes all the detected conflicts and shows the concerned aircrafts' callsigns. A conflict or potential predicted conflict has an **Urgency** colored label and a risk or potential risk of conflict has a **Warning** one. Potential conflicts are displayed with **Potential** colored labels. The conflict numbers are shown in **CARD Conflict Number** color. An **Urgency** colored background on a callsign means that the aircraft also has a Short Term Conflict Alert. A highlighted callsign will be highlighted in this list as well. An acknowledged conflict (shown in **Unconcerned** color) will not display the MTCD warning in the track label. An acknowledged problem will be automatically de-acknowledged if the predicted minimum separation decreases by 1nm.

Hovering the mouse cursor over a conflict label will display the conflict on the radar screen.

On the right is the graphical display area that gives an overview to the severity and timeframe for each conflict. On the vertical (distance) axis the conflicts are placed to the predicted minimum separation and on the horizontal (time) axis the label is placed so that the left edge of the conflict number is at the time of closest point of approach. A line in **CARD Time Vector** color, extending to the left from the label, marks the time when the separation will decrease below the prediction distance. For fast closure rates the time from prediction distance to CPA may be too short to display the line. The conflict labels have the same mouse functions as the ones in the list area. If the label position would be outside the maximum time displayed in the window, the label is positioned at the maximum displayed time with a **Foreground** colored edge. The area below 5nm distance is drawn in **Field Highlight** color.

The mouse click areas of the CARD window:

"Timeloss" / "Distance"	Opens a pop-up menu to select the sorting option (Time to start of conflict / Predicted minimum separation)
"View" menu label	Toggle the View menu.
Vertical slider	Drag to adjust the distance scale
Horizontal slider	Drag to adjust the time scale
Diamond on vertical axis	Drag to adjust prediction distance
Diamond on horizontal axis	Drag to adjust prediction time
Triangle on horizontal axis	Drag to adjust warning time
Conflict number labels	Left-click to open Mark/ACK menu Right-click to toggle SEP (minimum separation lines)

From the "View" menu it is possible to toggle various MTCD related options:

 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P143
---	--------------------------------------	------------------------

List	Toggles display of the list area
Graphic	Toggles display of the graphical area
Grid	Toggles a nm/min grid on the graphical area
Risk	Toggles display of MTCD risks of conflict
Potential Predicted	Toggles display of MTCD potential predicted conflicts
Potential Risk	Toggles display of MTCD potential risks of conflict
Potential	Toggles display of MTCD potential conflicts
PLC	Toggles display of planner controller conflicts (conflict starts later than the triangle displayed on the time axis)
MTCD Ind	Toggles the display of the <i>MTCD</i> Mark on the track label
Notif	Toggles whether tracks in the <i>Notified</i> state are considered for MTCD
Unco	Toggles whether <i>Unconcerned</i> tracks are considered for MTCD
Future	Toggles whether FPASD tracks are considered for MTCD (flight plan tracks must be at least in the <i>Coordinated</i> state regardless of the “Notif” and “Unco” selections)

From the “Mark/ACK” menu it is possible to toggle conflict-specific options:

Mark All	Toggles marking the <i>CALLSIGN</i> and <i>AFL</i> 's of the concerned tracks with <b>CARD Mark All</b> color
Mark Own	Toggles marking the Callsigns of the concerned tracks with <b>CARD Mark Own</b> color
ACK	Toggles acknowledgement status
Address	Not implemented

### 3.7.25 SAP Window

*Global Menu Tools -> SAP...*

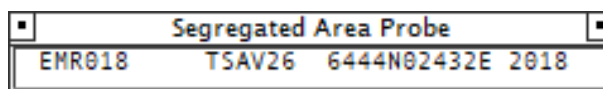


Figure 3.77: SAP Window

See *SAP (Segregated Area Probe)*. The SAP window lists the aircraft that have SAP conflicts. The list shows the aircraft callsign, the area it will enter and the coordinates and the time when it will enter it. Only the first entered area will be shown if the aircraft is predicted to enter more than one active area. Placing the mouse cursor over an aircraft line will show the aircraft's route on the radar screen up to the first point of entering an active area or the first point where there is a risk of doing so if risks are selected to be displayed on the window. The list is sorted according to the entry time field, with the earliest time on top.

### 3.7.26 Vertical Aid Window

*Global Menu Tools -> Vertical Aid Window...*

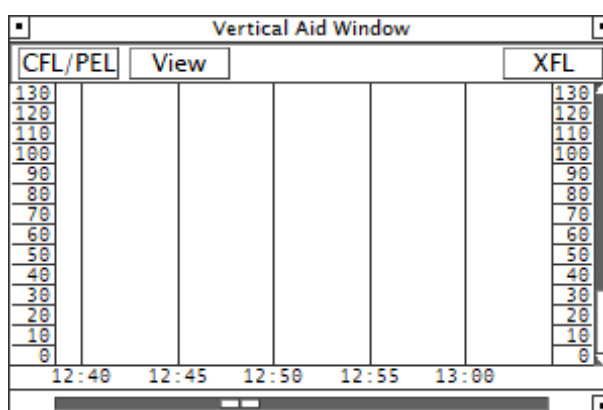


Figure 3.78: Vertical Aid Window

The Vertical Aid Window shows the predicted vertical trajectory of the selected aircraft (ASEL), starting from its current position (marked with a dot in **VAW Track Position** color), and the trajectories of all aircraft conflicting with it. The trajectories are displayed as calculated by EuroScope. The background color of the path area is by default the **Inactive Sector** color, but for the time the aircraft is predicted to be inside your sector the color will be the **Active Sector** color. Other sector boundary crossings are displayed with vertical lines in **VAW Sector Limits** color. The trajectory of the ASEL aircraft is drawn in **VAW Profile** color and the conflicting aircrafts' trajectories in **Urgency** (conflict or potential predicted conflict), **Warning** (risk or potential risk of conflict) or **Potential** (potential).

It is also possible to send PEL and XFL coordinations and set the CFL from this window using the two buttons:



 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P145
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CFL/PEL	Opens the PEL or <i>CFL Menu</i> depending on sector state
View	Toggles the View menu
XFL	Opens the XFL menu

From the “View” menu it is possible to toggle various MTCD related:

Risk	Toggles display of MTCD risks
Potential Pre- dicted	Toggles display of MTCD potential predicted conflicts
Potential Risk	Toggles display of MTCD potential risks of conflict
Potential	Toggles display of potential conflicts
Notif	Toggles whether <i>Notified</i> tracks are shown
Unco	Toggles whether <i>Unconcerned</i> tracks are shown

The PEL and XFL values are displayed in **Coordination** color, or in **Proposition In** if being coordinated. After a refused coordination, the original value is shown in **Warning** color. The CFL value is displayed as a horizontal line across the screen.

### 3.7.27 Message In Window

*Global Menu Tools* -> Message In...

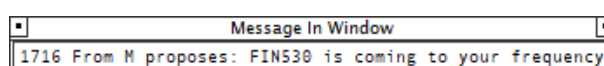


Figure 3.79: Message In Window

The Message In Window shows received coordination messages, sorted by time, with the newest ones at the top of the list. For the ones requiring an answer, it is possible to send it either from this window, the aircraft track label or any aircraft list where the relevant items are displayed. The messages will be automatically removed from the list when the track becomes *Unconcerned*, or for some messages, also based on a specific event.

The available message types are:

- “From <SI> proposes: <Callsign> is coming to your frequency”
  - Displayed when the track is being transferred to you
  - Removed when the transfer is complete or cancelled

 TOPLIS User Manual	<b>USER INTERFACE</b> WINDOWS	<b>3.7</b> P146
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- “From <SI> for <Callsign> proposes Request on downstream frequency”
  - Displayed when the next controller has sent a *ROF* message
  - Left-clicking on the line manually removed
  - Removed when a transfer is started
- “From <SI> for <Callsign> proposes Handover [HDG xxx] [DCT xxxxx] [SP xxx]”
  - Displayed when there is a *HOP* in progress
  - Left-clicking on the line opens the *Combined Transfer Menu*
  - Removed when the transfer is complete or cancelled
- “From <SI> for <Callsign> RTI [HDG xxx] [SP xxx] [ARC xx]”
  - Displayed when an *RTI/TIP* message has been received
  - Left-clicking on the line opens the *Tactical Transfer Menu*
- “From <SI> for <Callsign> TIP [HDG xxx] [SP xxx] [ARC xx]”
  - Displayed when a *RTI/TIP* message has been received
  - Left-clicking on the line opens the *Tactical Transfer Menu*
  - Removed when the track becomes *Assumed*
- “From <SI> for <Callsign> proposes HOP/RTI/TIP Accepted”
  - Displayed when an Accept message has been received to HOP, RTI or TIP
  - Left-clicking on the line manually removes it
- “From <SI> for <Callsign> proposes RTI/TIP rejected [by timeout]”
  - Displayed when a reject message has been received to RTI or TIP
  - Left-clicking on the line manually removes it
- “From <SI> for <Callsign> proposes [COPN xxxxx] [PEL xxx]”
  - Displayed when an entry coordination has been received
  - Left-clicking on a value opens the EuroScope default menu to answer
  - Removed when the track becomes *Assumed*
- “From <SI> for <Callsign> proposes [COPX xxxxx] [XFL xxx]”
  - Displayed when an exit coordination has been received
  - Left-clicking on a value opens the EuroScope default menu to answer an active coordination
- “From <SI>: <Callsign> will be squawking <ASSR>”
  - Displayed when a previous controller assigns a new SSR code for a track
  - Left-clicking on the line manually removes it

 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P147
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### 3.7.28 Message Out Window

Global Menu Tools -> Message Out...

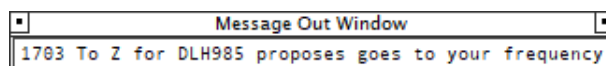


Figure 3.80: Message Out Window

The Message Out Window shows the coordination messages you have sent, sorted by time, with the newest ones at the top of the list. The messages will be automatically removed when the track becomes Unconcerned. To manually remove a line, left-click on it.

The available message types are:

- “To <SI> for <Callsign> proposes goes to your frequency”
  - Displayed when you transfer a track
- “To <SI> Request <Callsign> on frequency”
  - Displayed when you have sent a *ROF* message
- “To <SI> for <Callsign> proposes Handover [HDG xxx] [DCT xxxxx] [SP xxx]”
  - Displayed when you have sent a *HOP*
- “To <SI> for <Callsign> RTI [HDG xxx] [SP xxx] [ARC xx]”
  - Displayed when you have sent an *RTI/TIP* message
- “To <SI> for <Callsign> TIP [HDG xxx] [SP xxx] [ARC xx]”
  - Displayed when you have sent a *RTI/TIP* message
- “To <SI> for <Callsign> proposes HOP/RTI/TIP Accepted”
  - Displayed when you have sent an Accept message to HOP, RTI or TIP
- “To <SI> for <Callsign> proposes RTI/TIP rejected [by timeout]”
  - Displayed when you have sent a Reject message to RTI or TIP. “Rejected by timeout” will be sent automatically if the coordination is not answered within a specified time.
- “To <SI> for <Callsign> proposes [COPN xxxxx] [PEL xxx]”
  - Displayed when you have sent an entry coordination
- “To <SI> for <Callsign> proposes [COPX xxxxx] [XFL xxx]”
  - Displayed when you have sent an exit coordination
- “To <SI> for <Callsign> proposes will squawk <ASSR>”
  - Displayed when you have assigned a new SSR code and there is a next controller online for the track

### 3.7.29 Microphone Check Menu

*Global Menu* Tools -> CPDLC -> Microphone Check

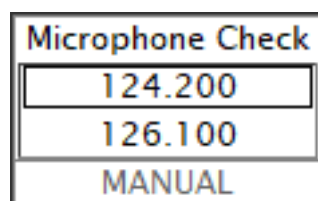


Figure 3.81: Microphone Check Menu

The Microphone Check menu is used to send a “CHECK STUCK MICROPHONE <frequency>” CPDLC message to all CPDLC connected aircraft when a stuck mic is suspected. The menu lists all frequencies selected for XMT TXT in EuroScope. Left-clicking on one sends the messages. Manual frequency entry is not available.

The menu closes when a frequency is selected or the cursor leaves the menu area.

### 3.7.30 CPDLC Current Message Window

*Global Menu* Tools -> CPDLC -> Current Messages...

CPDLC Current Message Window(5) 0/0			
TIME/CS			
TIME	Callsign		MESSAGE
1830	FIN535	▼	REQUEST LOGON
1830	FIN535	▲	LOGON ACCEPTED
1830	FIN535	▲	CURRENT ATC UNIT EFIN HELSINKI CTL
1830	FIN535	▲	CLIMB TO FL320
1831	FIN535	▼	WILCO

Figure 3.82: CPDLC Current Message Window

The *CPDLC Current Message Window* displays all sent and received CPDLC messages that have not been archived. Each line corresponds to one message, and contains the time the message was sent/received, the callsign of the aircraft, a filled triangle (pointing upward for uplink messages, downward for downlink messages) and the message text. If the message is too long to fit in the window, “...” is used to mark that there is more text in the message. Right-clicking on the message will open a small window that displays the entire message. The window will close automatically when the mouse cursor leaves its area.

The messages (for uplink clearances, also the responses) are color coded to display their status:

- **Urgency** for CPDLC emergency messages that have not been replied to
- **CPDLC Failed** for failed uplink messages

 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P149
---	--------------------------------------	------------------------

- **CPDLC Unable** for uplink clearances replied to with “UNABLE”
- **CPDLC Standby** for uplink clearances replied to with “STANDBY”, and not timed out
- **CPDLC UM Clearance** for uplink clearances waiting for reply, and not timed out
- **CPDLC Pilot Late** for timed out uplink clearances
- **CPDLC Discarded** for discarded messages
- **CPDLC DM Request** for downlink requests waiting for controller reply, and not timed out
- **CPDLC Controller Late** for timed out downlink requests
- **Foreground** for other messages

Left-clicking on the current sorting option opens a popup to select the sorting order:

TIME/CS	Messages sorted according to send/receive time (default option)
DIALOG/CS	Messages grouped to dialogues, dialogues sorted by time of first message
CS/DIALOG	Messages sorted by callsign, messages with same callsign sorted by time

Left-clicking on a message opens a popup to select some actions for the message:

Archive	Closes the message dialogue if open, archives all messages in that dialogue
Discard	Closes the message dialogue and discards all the messages in it

If the message is “REQUEST LOGON”:

ACCEPT	Accepts the logon request
UNABLE	Denies the logon request

For other messages:

Manual	Reply Opens <i>Manual Reply Window</i>
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Dialogues are never archived automatically, so make sure to manually archive dialogues when they are no longer relevant to keep the window from getting cluttered with messages.

 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P150
---	--------------------------------------	------------------------

Always reply to downlink requests using the relevant menu as it ensures correct formatting and type of message, and keeps the track label indications correct. The reply options here should only be used when a menu cannot be used, for example when the downlink was not parsed correctly and the request is therefore not shown on the track label.

### 3.7.31 Manual Reply Window

This window is used to send a manually composed reply to a CPDLC message (max 99 characters). Left-click on the area below the “Message text” label to enter the message and select one of the “Expected reply” options. Then left-click on “Send” to send the message.

The window closes automatically when the message is sent or the mouse cursor leaves the window area.

<b>Warning</b>	When replying to a downlink request using the Manual Reply Window, the track label is not updated accordingly. If the downlink had been recognized as a request, the request information is removed from the label, and if the reply is a clearance, it is not shown on the label, and the label values are not updated. Always use the label menus to answer a recognized downlink
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### 3.7.32 CPDLC History Message Window

*Global Menu* Tools -> CPDLC -> History Messages...

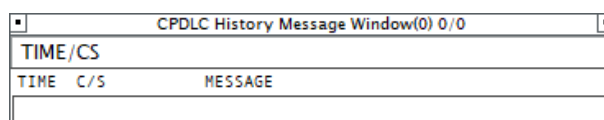


Figure 3.83: CPDLC History Message Window

The CPDLC History Message Window contains CPDLC messages that have been archived from the *CPDLC Current Message Window*.

### 3.7.33 Cursor Lat/Long Window

*Radar Menu* -> LAT/LONG...

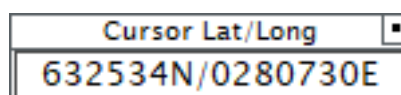


Figure 3.84: Cursor Lat/Long Window

Displays the latitude and longitude values of the cursor position.

 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P151
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### 3.7.34 Find Track

*Radar Menu* -> Find Track

The Find Track function highlights for a specified time all labels matching the specified TSSR, ASSR or PSSR with Temp Track Highlight color.

### 3.7.35 Weather Messages Window

*Global Menu* MET -> Messages...

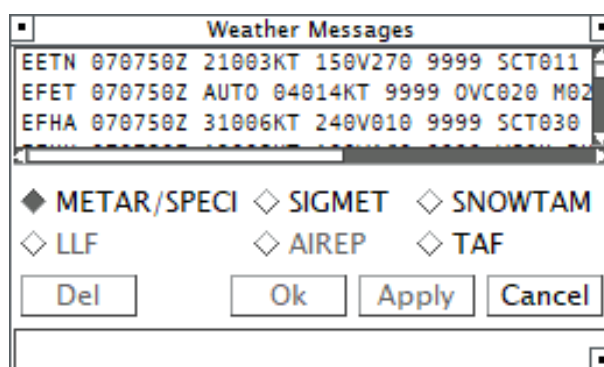


Figure 3.85: Weather Messages Window

The Weather Messages Window displays weather related messages. By default, METAR/SPECI messages are shown. To view other types of messages, left-click on the desired option button (the “LLF” and “AIREP” options are not available).

By default, with the “METAR/SPECI” option button chosen, this window displays the METARs you have requested to TopSky. Whenever a new METAR is received from the server it is added to the list (an old METAR is removed when a newer one is received from the same station). New METARs and TAFs are displayed in **Warning** color until the mouse cursor is positioned on them (for the decoded METAR, this applies only for the first row).

In addition, the window can display SIGMETs, SNOWTAMs and TAFs. The SIGMETs are retrieved when the “SIGMET” button is selected for the first time. Selecting the “SNOWTAM” or “TAF” option will open the *Aerodrome Menu* where the desired stations must be selected. Messages are automatically updated at 15 minute intervals - the status bar at the bottom displays the remaining time to the next automatic update when the mouse cursor is over the window area.

The messages are sorted alphabetically by the station identifier in the list.

The messages can be viewed in three modes (decoded only available for METARs):

- List (the default mode, showing one message per line)
- Single (showing only a single message)
- Single decoded (showing a single METAR in a decoded format)

To view a single message:

- Left-click on a METAR/SIGMET/SNOWTAM/TAF in the list
- Left-click on a decoded METAR

To view a single METAR in the decoded format:

- Right-click on a METAR in the list
- Right-click on a single METAR

To return to the list view:

- Left-click on a single METAR/SIGMET/SNOWTAM/TAF
- Right-click on a decoded METAR

To remove a METAR/SIGMET/TAF from the window:

- Display the METAR/SIGMET/TAF in the single or decoded mode
- Left-click on the “Del” button
- Left-click “Yes” in the confirmation window that opens (“No” cancels the operation)

### 3.7.36 QNH/TL Window

*Global Menu* MET -> QNH/TL...

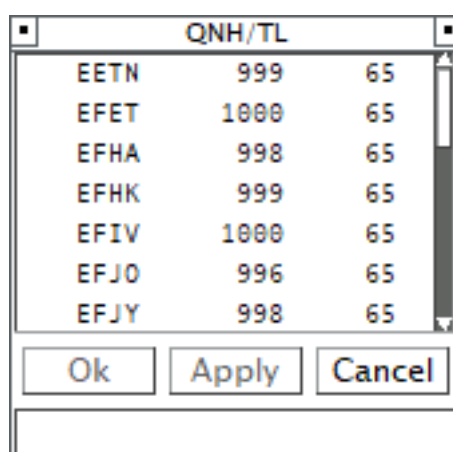


Figure 3.86: QNH/TL Window

The window displays the QNH values and corresponding transition levels for those airports that have a METAR displayed in the *Weather Messages Window*. The transition level tables are defined in a data file, and if a table can't be found for an airport in the list, a transition level will not be shown. The buttons in the window have no functionality.



 TOPLIS User Manual	<div style="text-align: center;"> <b>USER INTERFACE</b>           WINDOWS       </div>	<div style="text-align: center;"> <b>3.7</b>           P153       </div>
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### 3.7.37 General Information Window

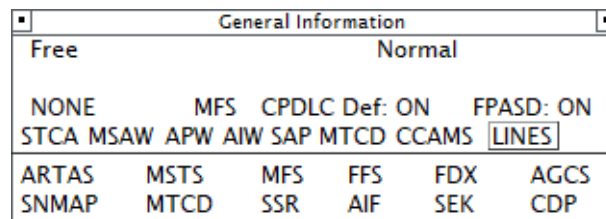


Figure 3.87: General Information Window

The General Information Window displays basic information on the system state. The following functionality is implemented in TopSky:

mode	“Free”, “Operational”, “Proxy”, “Replay” or “Training” depending on the connection method
role	Own controller ID (between the mode and the “Normal” item)
QNH	Shows the local QNH value (below the “Normal” item when available)
CPDLC Def	Displays the state of the CPDLC Default setting
FPASD	Displays the state of the FPASD setting
Alert functions	Status of the alert functions. The function name is shown in <b>Warning</b> color if selected off or there’s a fault in the data file.
CCAMS	Plugin selected as the code source: <ul style="list-style-type: none"> <li>• <b>Urgency</b> color if the SSR data file contains no codes</li> <li>• <b>Warning</b> color if simulated traffic is not downloaded or ESE file or fixed range selected as the code source</li> </ul>
AGCS	<b>Warning</b> color if Hoppie datalink comms are failed
MTCD	<b>Warning</b> color if prediction time is set to zero

### 3.7.38 Document Viewer Window

*Global Menu -> Info -> Document Viewer...*

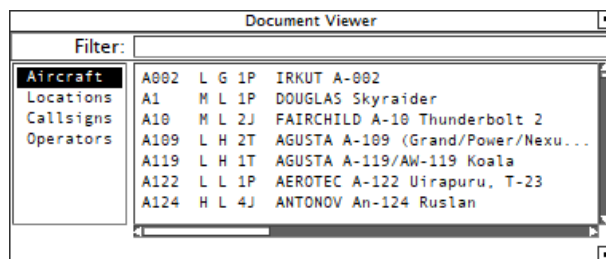


Figure 3.88: Document Viewer Window

The Document Viewer Window is used to browse and search for information in specific data files

- Aircraft - Information about aircraft types
  - Type designator
  - Wake turbulence category
  - Description (Amphibian, Gyrocopter, Helicopter, Landplane, Seaplane, Tiltrotor)
  - Engine count and type (Electric, Jet, Piston, Rocket, Turboprop/turboshaft)
  - Manufacturer and model
- Locations - Information about aerodromes
  - Location indicator
  - Location name
  - (State/Territory)
- Callsigns - Information about aircraft operators
  - Three-letter designator
  - Telephony designator
  - (Aircraft operating agency and notifying state)
- Operators - Information about aircraft operators
  - Three-letter designator
  - Aircraft operating agency and notifying state
  - (Telephony designator)

The information can be filtered using the “Filter” box. The list will only display lines containing the entered text string (case insensitive).

 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P155
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### 3.7.39 NOTAM List Window

*Global Menu -> Info -> NOTAM...*

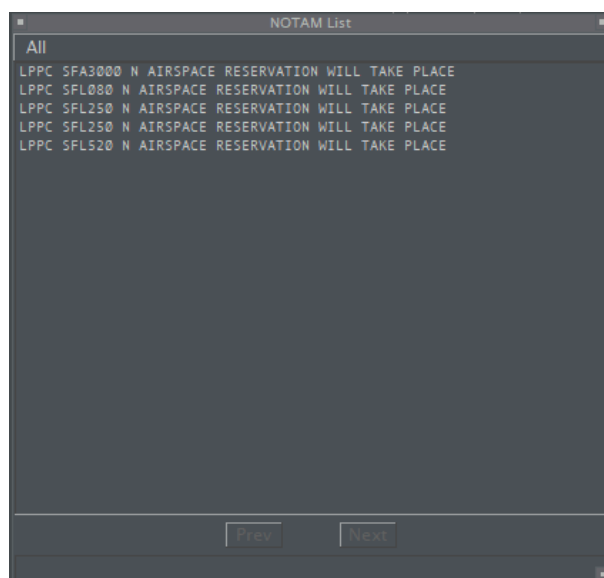


Figure 3.89: NOTAM List Window

The NOTAM List Window displays a list of received NOTAMs. The NOTAMs are retrieved when the window is first opened and the list will take a couple of seconds to populate. The NOTAMs are automatically updated every two hours. Each NOTAM shows the following information:

- Location ID (ICAO designator)
- Serial number
- Type (“N” = new, “R” = replaces earlier NOTAM, “C” = cancels earlier NOTAM)
- Abbreviated form of the NOTAM message contents

To see the actual NOTAM contents, left-click on a NOTAM line. To return back to the NOTAM list, left-click on the single NOTAM.

By default, the window displays all received NOTAMs. Left-clicking on the “All” label opens a menu where the displayed NOTAMs can be filtered by their validity periods. The other available options are “Today” and “Tomorrow”.

The NOTAM List is automatically displayed at startup in order to fetch the current FUA. It may be closed after loading.

 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P156
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### 3.7.40 Aerodrome Window

*Global Menu -> Info -> Aerodrome...*

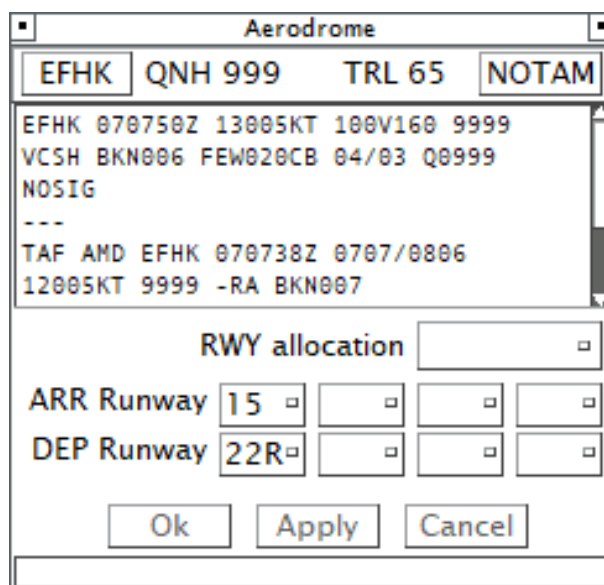


Figure 3.90: Aerodrome Window

The Aerodrome Window displays information about the selected airport.

Left-clicking on the airport ICAO code opens the *Aerodrome Menu* to select another airport, and left-clicking on the “NOTAM” button opens the *NOTAM List Window*, showing only the NOTAMs for the selected airport.

Below the header, the latest METAR and TAF for the airport are displayed. The QNH and TRL in the header are based on the METAR data.

The bottom part of the window displays the arrival and departure runway allocation at the selected airport. The runway selections are read-only in this window.

### 3.7.41 LFUNC Frequency Plan Window

*Global Menu -> Info -> LFUNC Frequency Plan...*

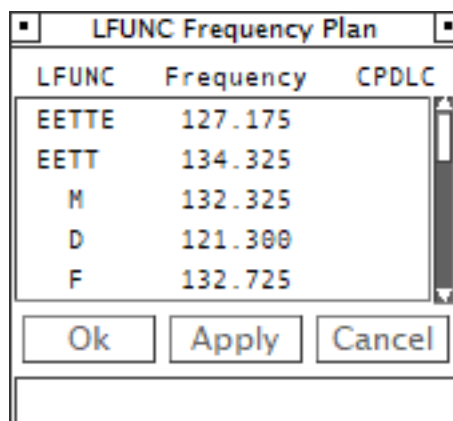


Figure 3.91: LFUNC Frequency Plan Window

The LFUNC Frequency Plan Window displays the currently online controllers and their primary frequencies as well as their CPDLC logon callsigns where applicable.

### 3.7.42 Notepad Window

*Global Menu* MSG -> Notepad...

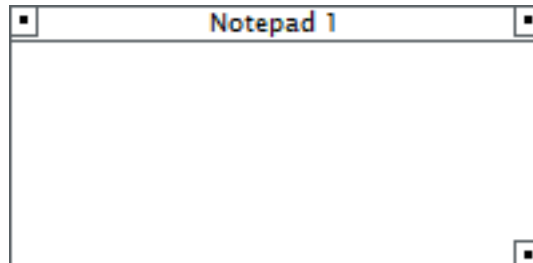


Figure 3.92: Notepad Window

The Notepad Windows can be used to display any user entered text. Multiple Notepad Windows can be opened simultaneously. To enter new text or edit the existing one, click on the window area. The text will be automatically wrapped, and if necessary, the “|” character can be used to force a line break. If the window is not large enough to fit all the entered text, it will display “...” in the end to indicate that there is more information.

### 3.7.43 Personal Queue Window

*Global Menu* MSG -> Personal Queue...

 TOPLIS User Manual	<div style="text-align: center;"> <b>USER INTERFACE</b> </div> <div style="text-align: center;">         WINDOWS       </div>	<div style="text-align: center;"> <b>3.7</b> </div> <div style="text-align: center;">         P158       </div>
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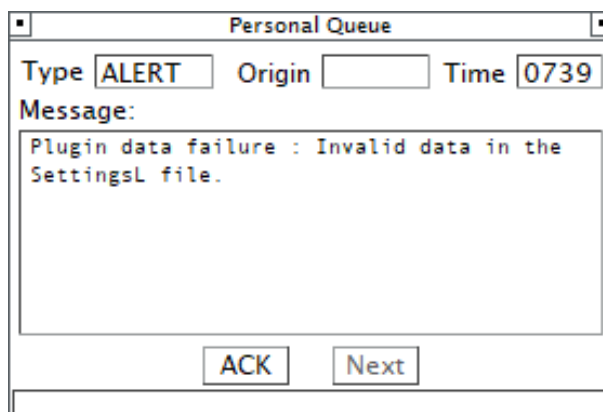


Figure 3.93: Personal Queue Window

The Personal Queue Window displays warning messages related to TopSky's operation: high priority messages informing about potential critical failures in TopSky code, and low priority messages informing about faults in TopSky's external data files or timeout alerts for coordination messages.

The window currently only displays "ALERT" type messages, and the origin for them is always empty. The time field displays the UTC time when the currently viewed message was created.

The high priority messages are always displayed first. Only when there are no more high priority messages in the list, are the low priority ones shown. To acknowledge a message, click on the "ACK" button. This removes the message from the list and displays the next one. The "Next" button moves the currently viewed message to the back of the list and displays the next message of the same priority.

### 3.7.44 ATC / Primary Frequency Messages Window

*Global Menu MSG -> ATC Messages...*

*Global Menu MSG -> Prim Freq Messages...*

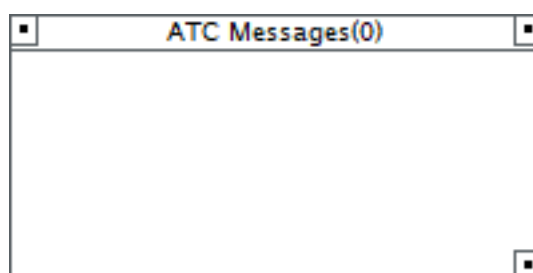


Figure 3.94: ATC / Primary Frequency Messages Window

These windows display up to 99 last messages transmitted on the relevant text channel ("ATC" or the primary frequency). Each message line displays a time stamp, the sender callsign (blank if you) and the message itself.

 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P159
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New incoming messages are displayed in **Warning** color until left-clicked to mark them as read. Left-double-clicking on any message will mark all messages in the window read. The windows do not resize automatically to show all the messages in them, but the number in the title bar shows the total number of messages in the window. If the window is not wide enough to fit a complete message, it will display “...” in the end to indicate that there is more information. Holding a mouse button down on a message will display the entire message.

### 3.7.45 NAT Track Messages Window

*Global Menu* MSG -> NAT Track Messages...

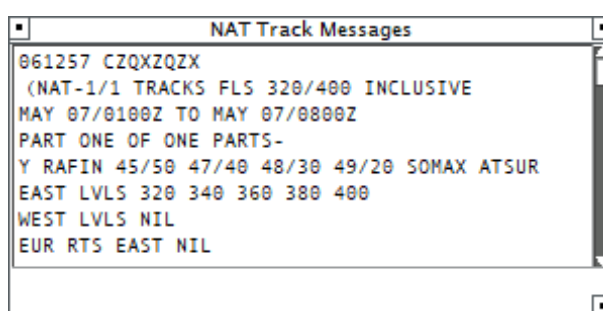


Figure 3.95: NAT Track Messages Window

The NAT Track Messages Window displays the downloaded track messages. The messages are downloaded when the window is opened the first time and then updated hourly. The tracks extracted from the messages can be displayed on the radar screen – they are placed to a “NAT” folder in the *Maps Windows*. Any named waypoints in the tracks that cannot be found in the active sector file are just skipped so the displayed tracks may not be accurate. The track letter is added to the name of the first and last waypoints in parentheses, so a missing track letter is a sure sign of at least some waypoints missing.

### 3.7.46 Safety Nets Status Window

*Global Menu* STS -> Safety Nets Status...

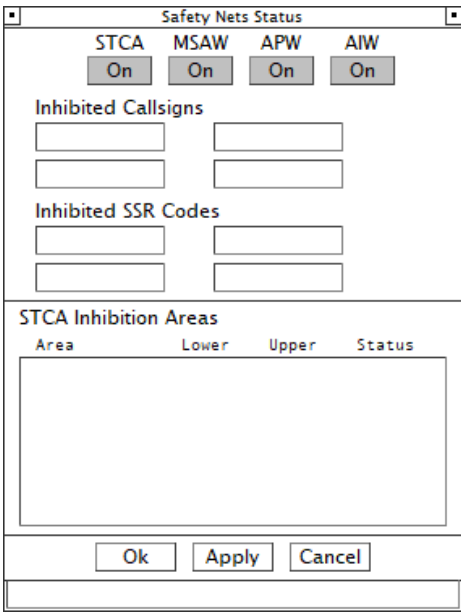


Figure 3.96: Safety Nets Status Window

Allows setting the status for the *STCA* (*Short Term Conflict Alert*), *MSAW* (*Minimum Safe Altitude Warning*), *APW* (*Area Proximity Warning*) and *AIW* (*Airspace Infringement Warning*) systems. The “On/Off” buttons control the corresponding system’s status.

Below them, there are four entry boxes for callsigns to exclude specific callsigns from all the safety nets. The “\*” wildcard can be used to match multiple callsigns. It causes all the callsigns that match up to the “\*” to be a match (i.e. “ABC\*” will match all callsigns that start with “ABC”, but “\*ABC” will match all callsigns as any characters after the “\*” will be ignored).

Below the callsign fields, there are four SSR code boxes that can be used to exclude specific SSR codes from all the safety nets. The entered values must be 1-4 octal digits, and the system will match the number of digits entered (i.e. “2000” will match only code 2000, whereas “20” will match all codes in the range 2000-2077).

If there are STCA inhibition areas defined in the area data file, they will be listed in the area in the bottom part of the window. The area vertical limits (displayed in 100’s of feet or meters+“m” depending on system units) can be edited by clicking on the values, and the area activation can be toggled by clicking on the area status.

All changes to the window must be applied using the buttons in the bottom of the window to take effect.

Ok	Applies the changes if any, closes the window
Apply	Applies the changes
Cancel	Cancels the changes



3.7.47 Divergence Detection Status Window

Global Menu STS -> Divergence Detection Status...

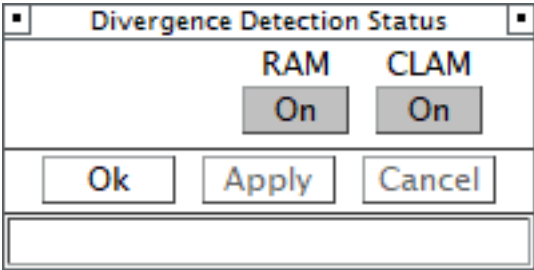


Figure 3.97: Divergence Detection Status Window

Allows setting the status for the *RAM* (*Route Adherence Monitoring*) and *CLAM* (*Cleared Level Adherence Monitoring*) alerting. The “On/Off” buttons control the corresponding system’s status. All changes must be applied using the buttons below to take effect.

- Ok

Applies the changes if any, closes the window
- Apply

Applies the changes
- Cancel

Cancels the changes

3.7.48 MTCD Status Window

Global Menu STS -> MTCD Status...

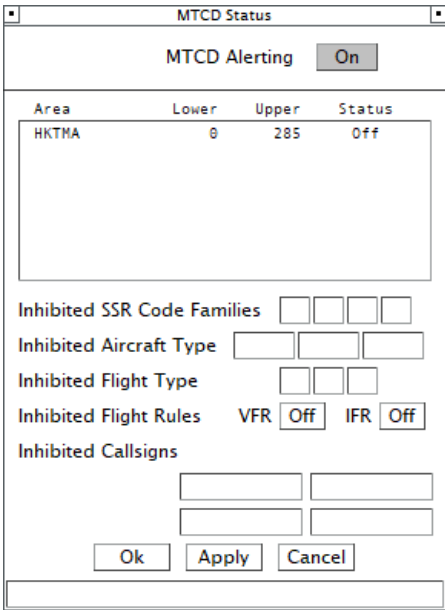


Figure 3.98: MTCD Status Window

 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P162
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Allows setting the status for the *MTCD (Medium Term Conflict Detection)* system. The “On/Off” button controls the system’s status.

If there are MTCD inhibition areas defined in the area data file, they will be listed in the area below the “On/Off” button. The area vertical limits (displayed in 100’s of feet or meters+”m” depending on system units) can be edited by clicking on the values, and the area activation can be toggled by clicking on the area status.

The rest of the inhibition settings affect both *MTCD (Medium Term Conflict Detection)* and *SAP (Segregated Area Probe)* systems:

Below the inhibit areas, there are four SSR code boxes that can be used to exclude specific SSR codes from MTCD/SAP processing. The entered values must be 1-2 octal digits, and the system will match the number of digits entered (i.e. “2” will match codes 2000-2777, whereas “20” will match codes 2000-2077).

Below the SSR codes, there are four ATYP boxes to exclude specific aircraft types. The entered text strings must be exact ICAO aircraft type designators (no partial matches or wildcards).

The flight type inhibit is not available due to network restrictions.

VFR or IFR flights can be excluded by selecting the respective “Inhibited Flight Rules” button to “On”.

Finally, there are four entry boxes to exclude specific callsigns. The “\*” wildcard can be used to match multiple callsigns. It causes all the callsigns that match up to the “\*” to be a match (i.e. “ABC\*” will match all callsigns that start with “ABC”, but “\*ABC” will match all callsigns as any characters after the “\*” will be ignored).

All changes must be applied using the buttons below to take effect.

Ok	Applies the changes if any, closes the window
Apply	Applies the changes
Cancel	Cancels the changes

### 3.7.49 Runway in Use Window

Global Menu STS -> Runway In Use...

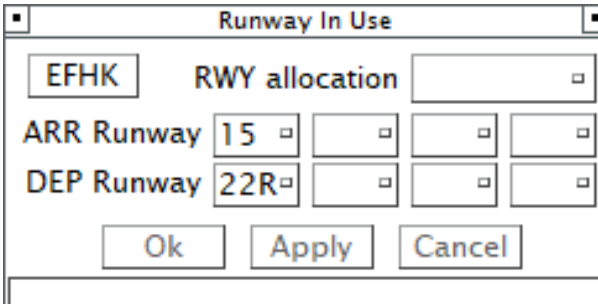


Figure 3.99: Runway in Use Window

The Runway In Use Window displays the arrival and departure runway allocation at the selected airport. Left-clicking on the airport ICAO code opens the *Aerodrome Menu* to select another airport. The runway selections are read-only in this window.

3.7.50 Operations Rate Window

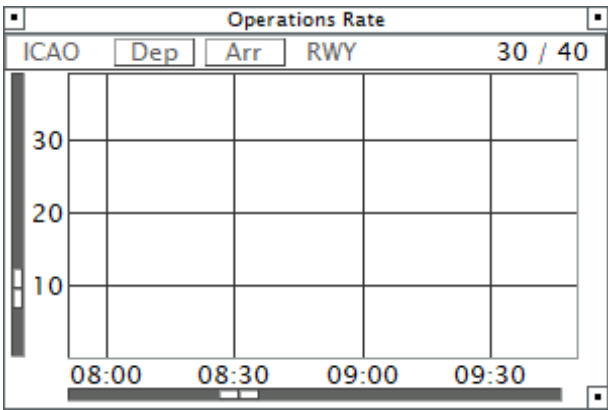


Figure 3.100: Runway in Use Window

The Operations Rate Window displays the predicted hourly operations rate at a specified airport. The data is displayed in 5-minute steps and shown up to 5 hours into the future. The arrival prediction is based on aircraft tracks as calculated by EuroScope. The departures are predicted to depart immediately if their ground status is set to “DEPA”, earliest in 5 minutes if “TAXI” and earliest in 10 minutes if “PUSH”, with a maximum departure rate of one aircraft per minute.

A number of these windows can be opened to simultaneously view multiple combinations of airport, departure/arrival state and runway(s).

In the area below the title bar, on the left is the ICAO identifier of the airport whose traffic is being monitored (a gray label “ICAO” is shown if no airport is selected yet).

The “Dep” and “Arr” buttons control whether departures and/or arrivals should be shown on the display (button background is shown in **Selected** color if selected on).

The “RWY” label allows entering one or more runway identifiers to filter traffic based on the assigned runway.

The numbers on the right side are the caution and warning limits. The rates are color coded so that a rate at or below the caution limit will be shown in **Information** color, a rate above that but at or below the warning limit in **Warning** and a rate above that in **Urgency**. When both arrivals and departures are selected for display, the departures are shown with a hatched color.

- ICAO                      Enter airport identifier
- Dep                      Toggle departures on/off

 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P164
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Arr	Toggle arrivals on/off
RWY	Enter runways
XX / XX	Enter caution and warning limits
Sliders	Change the rate number and time scales

### 3.7.51 Predicted Traffic Window

*Global Menu* STS -> Supervisory -> Predicted Traffic...

The Predicted Traffic Window shows the number of aircraft that are predicted to be inside a specified controller's airspace. The data is displayed in 5-minute steps and shown up to 5 hours into the future. The prediction is based on the sector ownership and the aircraft tracks are as calculated by EuroScope.

A number of these windows can be opened to simultaneously view multiple controllers' situation. In the area below the title bar, the left side shows the controller ID whose traffic is being monitored (a gray label "ID" is shown if no controller ID is selected yet). Left-click on the text to enter a new ID.

The numbers on the right side are the caution and warning limits. To change them, left-click on them and re-enter in the same format (warning can't be lower than caution, numbers must be separated by a forward slash). The traffic numbers are color coded so that a number at or below the caution limit will be shown in **Information** color, a number above that but at or below the warning limit in **Warning** and a number above that in **Urgency**.

The two sliders change the traffic number and time scales.

### 3.7.52 Runway Approach Line Window

*Global Menu* STS -> RWY line display... (opens the *Aerodrome Menu* for airport selection)

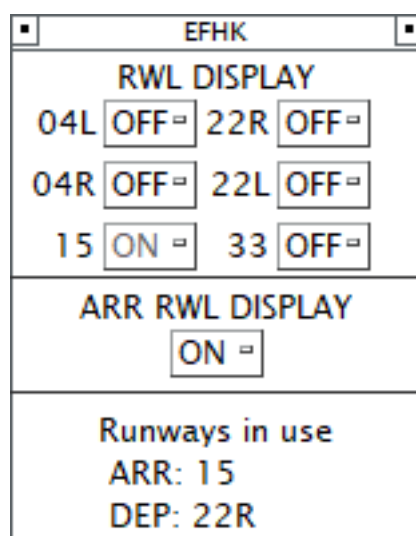


Figure 3.101: Runway Approach Line Window

 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P165
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The window contains selection buttons to toggle the display of the approach lines for the airport's runways, and a listing of the currently active runways for the airport. The "ARR RWL DISPLAY" option toggles the automatic display of all approach lines for runways that are selected active for arrival. The setting is global for all airports. The runway approach line is by default 20nm long and has 5 distance markers at 2nm intervals. The color of the line is different depending on whether the runway is active for arrivals or not.

### 3.7.53 Tactical Info Window

"Open Tactical Info Window" tag function

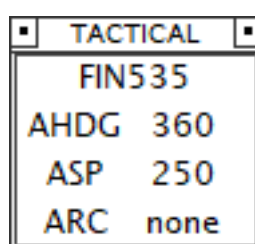


Figure 3.102: Tactical Info Window

The Tactical Info Window displays coordinated tactical data (AHDG, ASP and/or ARC). Proposed data is in **Proposition In**, rejected data in **Warning** and accepted data in sector state color. This window only displays the information, to answer or apply the data use the *Tactical Transfer Menu*.

### 3.7.54 Pre-Departure Clearance Window

"Open PDC Window" tag function

DEP CLEARANCE	
FIN633	
RWY	21
SID	RENV13A
AHDG	
CFL	350
ASSR	A1352
Ok	
Cancel	

Figure 3.103: Pre-Departure Clearance Window

The Pre-Departure Clearance Window is used to issue departure clearances, either via R/T or datalink. The following data fields are displayed for review:

 TOPLIS User Manual	<div style="text-align: center;"> <b>USER INTERFACE</b> </div> <div style="text-align: center;"> <b>WINDOWS</b> </div>	<div style="text-align: center;"> <b>3.7</b> </div> <div style="text-align: center;">         P166       </div>
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RWY	Departure runway (left-click to open RWY setup popup list)
SID	Assigned SID (left-click to open SID setup popup list)
AHDG	Assigned heading (left-click to open <i>AHDG Menu</i> )
NPT	Next route point (left-click to edit)
CFL	Cleared level (left-click to open <i>CFL Menu</i> )
ASSR	Assigned transponder code (left-click to open <i>ASSR Menu</i> )
START	Start-up clearance (left-click to toggle between “YES” and “NO”)
NFREQ	Next frequency (left-click to edit)
DFREQ	Departure frequency (left-click to edit)
RMK	Free text remarks to send with a datalink clearance (left-click to edit)

The NPT, NFREQ, DFREQ, START and RMK fields are only displayed if a datalink clearance has been requested and the clearance format (defined in the CPDLC data file) includes them.

The RWY field text is displayed in **Proposition In** color if the clearance has not yet been issued and the selected runway is not active for departure. The CFL level background is displayed in **Warning** color for DEL/GND/TWR/APP/DEP controllers when it is above XFL, and for CTR/FSS controllers when it is above PEL.

When the datalink clearance format includes the possibility to switch between “track” and “heading” modes, the “AHDG” label is displayed as a button. Left-click on it to toggle between “AHDG” and “TRACK”.

When the RMK field contains text, the window displays the full text if it is not longer than 8 characters, otherwise the 7 first characters + “...”. Left-click to edit the text.

When the aircraft has requested a clearance via datalink, the two buttons in the window are:

Send DCL	Sends a departure clearance via datalink, closes the window
Voice	Sends an error message “REVERT TO VOICE PROCEDURE”, closes the window

When the aircraft has not requested a clearance via datalink, not enough data is entered, or the controller has used the “Voice” option above to abort the datalink clearance process, the buttons are:

Ok	Sets the clearance flag “On”, closes the window
----	---

 TOPLIS User Manual	<b>USER INTERFACE</b>  WINDOWS	<b>3.7</b>  P167
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Cancel	Sets the clearance flag “Off”, closes the window
--------	--

The “Send DCL” and “Ok” buttons are active when at least the “RWY”, “CFL”, “ASSR”, all displayed frequency fields and the “NPT” field, if displayed, contain data.

### 3.7.55 Departure Coordination Window

“Toggle EST/DEP/ABT” function (when clearance flag not set and ground state not “DEPA”)

<b>DEP COORD</b>	
FIN633	
21	
RENV13A	
CFL	350
ASSR	A1352
EOBT	1710
Cancel	
Ok	

Figure 3.104: Departure Coordination Window

The Departure Coordination Window can be used to set the clearance flag. The window displays the aircraft call sign, departure runway and SID and allows setting the *CFL*, *ASSR* and *EOBT* values.

CFL	Opens the <i>CFL Menu</i>
ASSR	Opens the <i>ASSR Menu</i>
EOBT	Opens the <i>Time Menu</i>
Cancel	Disregards any changes, closes the window
Ok	Applies any changes, sets the clearance flag and closes the window

### 3.8 Flight Leg

The Flight Leg displays the aircraft's planned track in one-minute steps. Each one-minute-long part of the path is colored according to the results of the *MTCD* (*Medium Term Conflict Detection*) and *SAP* (*Segregated Area Probe*) processing. The following colors are possible:

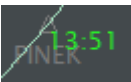


<b>Urgency FL</b>	MTCD conflict or potential predicted conflict, SAP conflict
<b>Warning FL</b>	MTCD risk, SAP risk
<b>Potential FL</b>	MTCD potential risk
<b>Conflict Ack FL</b>	MTCD acknowledged conflict
<b>Information FL</b>	MTCD and/or SAP processing available, no conflicts or risks detected
<b>Flight Leg</b>	No MTCD or SAP processing available for this part of the Flight Leg

If the aircraft has an assigned heading or is not following its route, the predictions only go up to 10 minutes and assume the aircraft continues on its present ground track. In this case the predicted track is shown as a dashed line when the flight leg is displayed.


The Flight Leg is displayed by clicking on various track label and list items depending on the setup and is either automatically removed from display when the mouse cursor leaves the label area or must be manually toggled off, depending on the function that was used to display it.

The Flight Leg line is one pixel thick, except when it is showing only SAP conflicts (opened from the SAP Window) or showing also MTCD information (any conflicting aircraft legs). In that case the FLEG for the referenced flight is three pixels thick and the possible other FLEGs one pixel thick.

The label that's shown on each route point includes the following predefined fields:

	Estimated Time Over the point
	Top of Climb
	Top of Descent



 TOPLIS User Manual	<b>USER INTERFACE</b> KEYBOARD SHORTCUTS	<b>3.9</b> P169
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## 3.9 Keyboard Shortcuts

Some TopSky functions can be accessed using a keyboard shortcut. The available shortcuts and their keys are:














<ALT+F>	Open FPL Window for the selected flight
<ALT+E>	Open FPL Selection Window
<ALT+Q>	Start new QDM line
<ALT+U>	Inhibit active filters (Quick Look)
<ALT+S>	Start a new minimum separation line
<ALT+C>	Reposition cursor at the center of the radar screen


Table 3.65: keyboard Shortcuts
















“Selected flight” in the above means that the mouse cursor is over that flight’s track label. For the timed functions, activating the shortcut while the timer is running restarts the timer from zero.


 TOPLIS User Manual	<b>USER INTERFACE</b> COLOR VALUES	<b>3.10</b> P170
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## 3.10 Color Values


Color name	Color	Usage
<b><i>Aircraft colors</i></b>		
Assumed		Labels, Tracks
CARD Mark All		Labels
CARD Mark Own		Labels
Concerned		Labels, Tracks
Coordination		Labels, Tracks
Freq Indicator		Labels
Info Coord		Labels
Information		Labels, Windows
Informed 1		Labels, Tracks
Informed 2		Labels, Tracks
Informed 3		Labels, Tracks
Proposition Accepted		Labels
Proposition In		Labels
Proposition Out		Labels
Redundant		Labels, Tracks
















 TOPLIS User Manual	<b>USER INTERFACE</b> COLOR VALUES	<b>3.10</b> P171
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






Color name	Color	Usage
Rwy Locked		Labels
Sid Star Allocation		Labels
Sid Star No Allocation		Labels
Suite Highlight		Labels
Track Default		Tracks
Track Highlight		Tracks (when selected)
Unconcerned		Labels, Tracks
Unknown		Labels
Urgency		Labels, STCA callsign background on plugin windows/lists
VFR		Labels, Tracks
Warning		Labels, APW callsign background on plugin windows/lists, Windows
<b>CPDLC colors</b>		
CPDLC Controller Late		Labels, Windows
CPDLC Discarded		Windows
CPDLC DM Request		Labels, Windows
CPDLC Failed		Labels, Windows


 TOPLIS User Manual	<b>USER INTERFACE</b> COLOR VALUES	<b>3.10</b> P172
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Color name	Color	Usage
CPDLC Pilot Late		Labels, Windows
CPDLC Standby		Labels, Windows
CPDLC UM Clearance		Labels, Windows
CPDLC Unable		Labels, Windows
CPDLC Urgency		Labels, Windows
<b><i>Aircraft related items on the radar screen</i></b>		
AIW intrusion		AIW alert related items
CARD Min Sep		CARD SEP Tool
Flight Leg		Part of flight leg without MTCD and SAP coverage
FPLSEP Tool 1		Flight plan separation tool 1
FPLSEP Tool 2		Flight plan separation tool 2
FPLSEP Tool 3		Flight plan separation tool 3
FPLSEP Tool 4		Flight plan separation tool 4
FPLSEP Tool 5		Flight plan separation tool 5
Heading Vector		Heading vector
Information FL		Part of flight leg with no MTCD or SAP problems


 TOPLIS User Manual	<b>USER INTERFACE</b>  COLOR VALUES	<b>3.10</b>  P173
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Color name	Color	Usage
Potential FL		Part of flight leg with MTCD or SAP potential conflict
QDM		QDM vector
SEP Tool 1		Minimum separation tool 1
SEP Tool 2		Minimum separation tool 2
SEP Tool 3		Minimum separation tool 3
SEP Tool 4		Minimum separation tool 4
SEP Tool 5		Minimum separation tool 5
SEP Tool 6		Minimum separation tool 6
SEP Tool 7		Minimum separation tool 7
SEP Vert		Extensions of minimum separation tools
System Calculated TOC		TOC symbol on flight leg
System Calculated TOD		TOD symbol on flight leg
Urgency FL		Part of flight leg with MTCD or SAP conflict
Warning FL		Part of flight leg with MTCD or SAP risk
<b>Map colors</b>		
Active Map		Active TSA map border

Color name	Color	Usage
Active Map Type 1		TSA map border/fill
Active Map Type 2		TSA map border/fill
Active Map Type 3		TSA map border/fill
Active Map Type 4		TSA map border/fill
Active Map Type 5		TSA map border/fill
Active Map Type 6		TSA map border/fill
Active Map Type 7		TSA map border/fill
Active Map Type 8		TSA map border/fill
Active Map Type 9		TSA map border/fill
Active Map Type 10		TSA map border/fill
Active Map Type 11		TSA map border/fill
Active Map Type 12		TSA map border/fill
Active Map Type 13		TSA map border/fill
Active Map Type 14		TSA map border/fill
Active Map Type 15		TSA map border/fill
Active Map Type 16		TSA map border/fill


 TOPLIS User Manual	<b>USER INTERFACE</b> COLOR VALUES	<b>3.10</b> P175
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







Color name	Color	Usage
Active Map Type 17		TSA map border/fill
Active Map Type 18		TSA map border/fill
Active Map Type 19		TSA map border/fill
Active Map Type 20		TSA map border/fill
Active RD Infill Map		Active R or D map fill
Active RD Map		Active R or D map border
Active Text Map		Active TSA map text
Auto Map Label		Auto-generated maps
Auto Map Symbol		Auto-generated maps
East NAT Map		Auto-generated maps, maps
Map 1		Maps
Map 2		Maps
Map 3		Maps
Map 4		Maps
Map Hotspot		Map hotspots
Map Border		Maps


 TOPLIS User Manual	<b>USER INTERFACE</b>  COLOR VALUES	<b>3.10</b>  P176
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Color name	Color	Usage
Map Info		Range rings, range marker
Map Land		Maps
Map Symbol		Maps
Preactive Map		Pre-active map border
Preactive Text Map		Pre-active map text
Predisplay Map		Pre-display map border
Rwy App Line Inuse		Runway approach line for runways in use
Rwy App Line Not Inuse		Runway approach line for runways not in use
TSA Border Highlight		Highlighted TSA map border
Weather Map		Weather radar data
West NAT Map		Auto-generated maps, maps
<b>Window and menu colors</b>		
Arm		Inactive window texts
Map Bright		Stack Manager Window, VAW
Background		Background
Border		Various lines in windows

















 TOPLIS User Manual	<b>USER INTERFACE</b> COLOR VALUES	<b>3.10</b> P177
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Color name	Color	Usage
BottomShadow		3D effects in windows
CARD Conflict Number		CARD conflict numbers
CARD Time Vector		CARD time vectors
Field Highlight		Selected field
Flight Highlight		Selected item
Foreground		Window titles, menu items, active texts, close/min/resize boxes
Global Menu Highlight		Highlighted items in the Global Menu
Inactive Sector		CARD and VAW background
LatLong Info		Coordinate value in Lat/Long Window
Overflown		Overflown points in Complete Route Window
Potential		Potential conflicts in CARD/VAW
Select		Selected radio buttons and selection boxes
Selected		Active filters in Radar menu
Selected Group		Group of TSA areas in multi edit mode
Selected Period		Active areas text in area window
SMW Level Band		AFL-CFL boxes in SMW

 TOPLIS User Manual	<b>USER INTERFACE</b>  COLOR VALUES	<b>3.10</b>  P178
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Color name	Color	Usage
SMW Overflight		Overflight lines in SMW
SMW Overlap		Overlapping AFL-CFL boxes in SMW
SMW Overlap Box		Multiple same CFL's box in SMW
SMW Overshoot		Level bust AFL-CFL boxes in SMW
TopShadow		3D effects in windows
Trough		Slider area background
TSA Active		Active areas background in area window
TSA Filter		Active categories in area window
TSA Preactive		Pre-active areas background in area window
VAW Profile		Selected aircraft profile in VAW
VAW Sector Limits		Sector boundaries in VAW
VAW Track Position		Selected aircraft position in VAW
WM Active Fg		Active window title text
WM Bg		Window title bar background
WM Border		Window border line
WM Fg		Window texts

Color name	Color	Usage
WM Frame		Window frame when dragging
<b>Other colors</b>		
Standard Line RDF		Direction Finder position circle or direction line
Text Notes		Text notes
<b>A-CDM colors</b>		
color1		
color2		
color3		
color4		
color5		
color6		
color7		
color8		
color9		
color10		
color11		

 TOPLIS User Manual	<b>USER INTERFACE</b> COLOR VALUES	<b>3.10</b> P180
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Color name	Color	Usage
color12		

Table 3.66: Color Names


 TOPLIS User Manual	<b>KNOWN ISSUES</b>	<b>4.0</b> P181
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## *Chapter 4*

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# Known issues

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 TOPLIS User Manual	<b>KNOWN ISSUES</b> GITHUB REPOSITORY	<b>4.1</b> P182
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## 4.1 GitHub Repository

TOPLIS is maintained in the *topsky/ppc GitHub repository*. An up to date list of known issues can be checked on the *issues page*, aswell as reporting new ones.

 TOPLIS User Manual	<b>KNOWN ISSUES</b>  AIRPORT AND AREA HOTSPOTS BLOCK SCREEN PANNING	<b>4.2</b>  P183
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## 4.2 Airport and area hotspots block screen panning


If you happen to drag one of the airport or area hotspot symbols when trying to move the screen, the screen will not move.

 TOPLIS User Manual	<b>KNOWN ISSUES</b> ROF/RTI/TIP MESSAGE AVAILABILITY LIMITED	<b>4.3</b> P184
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### 4.3 ROF/RTI/TIP message availability limited

As there is no real plugin-to-plugin communication available, the availability and success of sending the ROF, RTI and TIP messages is somewhat limited.



 TOPLIS User Manual	<b>KNOWN ISSUES</b>  PROBLEMS OPENING THE RADAR MENU	<b>.0</b>  P185
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## 4.4 Problems opening the Radar Menu

The default method of opening the Radar Menu (<ALT>+right-click) may not always work on Mac hardware. It's possible to adjust TopSky settings to try another combination, but the easiest way is to insert the following line to the TopSkySettingsLocal.txt file:

```
Shortcut\RadarMenu\Combo=0x00
```


The Radar Menu is then opened by right-clicking anywhere on the Global Menu.

Appendix A


Figures

List of Figures

2.1	A-CDM timeline with delaying TSAT example . . . . .	11
2.2	Unusable flight strip boxes . . . . .	23
2.3	MTCD Vertical Path . . . . .	33
3.1	Main Window on initialization . . . . .	60
3.2	Global Menu . . . . .	61
3.3	Setup Menu . . . . .	61
3.4	Track Symbology . . . . .	73
3.5	Selected track with 5 history dots and a 3-minute prediction line . . . . .	73
3.6	Unselected Standard Track . . . . .	75
3.7	Selected Standard Track . . . . .	75
3.8	Unselected Reduced Track . . . . .	76
3.9	Selected Reduced Track . . . . .	76
3.10	Extended Track . . . . .	77
3.11	Unselected Uncoupled Track . . . . .	77
3.12	Selected Uncoupled Track . . . . .	78
3.13	Example label with several line 0 alerts . . . . .	78
3.14	Line 0 label Interaction . . . . .	80
3.15	Line 1 label Interaction . . . . .	80
3.16	Line 2 label Interaction . . . . .	81

 TOPLIS User Manual	<b>FIGURES</b> LIST OF FIGURES	<b>A.0</b> P187
--	-----------------------------------	--------------------

3.17	Line 3 label Interaction . . . . .	81
3.18	Line 4 label Interaction . . . . .	82
3.19	Extended Label Interaction . . . . .	82
3.20	Uncoupled Label Interaction . . . . .	83
3.21	Callsign Menu . . . . .	84
3.22	Uncontrolled Track Callsign Menu . . . . .	86
3.23	Uncorrelated Track Callsign Menu . . . . .	87
3.24	Transfer Menu . . . . .	87
3.25	Transfer Confirmation Window . . . . .	88
3.26	Hold Menu . . . . .	89
3.27	Manual Transfer Menu . . . . .	90
3.28	VCI Menu . . . . .	90
3.29	Prediction Line Menu . . . . .	91
3.30	Sequence Number Menu . . . . .	92
3.31	Waypoint Menu . . . . .	92
3.32	Waypoint Menu in Coordination . . . . .	93
3.33	CPDLC Waypoint Menu . . . . .	94
3.34	AFL Menu . . . . .	95
3.35	CFL Menu . . . . .	96
3.36	CPDLC CFL Menu . . . . .	97
3.37	AHDG Menu . . . . .	98
3.38	CPDLC AHDG Menu . . . . .	99
3.39	ARC Menu . . . . .	101
3.40	ASP Menu . . . . .	102
3.41	ASP Menu Mach option . . . . .	102
3.42	CPDLC ASP Menu . . . . .	103
3.43	ASSR Menu . . . . .	104
3.44	Combined Transfer Menu . . . . .	104
3.45	Tactical Transfer Menu . . . . .	105
3.46	Aerodrome Menu . . . . .	106
3.47	NPT Menu . . . . .	106
3.48	CPDLC Emergency Acknowledgement Menu . . . . .	107
3.49	CPDLC Pilot Late Acknowledgement Menu . . . . .	107
3.50	Time Menu . . . . .	108
3.51	Departure Sequence Menu . . . . .	109
3.52	Lost List . . . . .	116
3.53	Holding List . . . . .	117
3.54	Radar Menu . . . . .	120
3.55	Scale Marker . . . . .	122
3.56	SEP List . . . . .	123
3.57	View Window . . . . .	124
3.58	Zoom Window . . . . .	124
3.59	Maps Windows . . . . .	124
3.60	Track Control Window . . . . .	126
3.61	Altitude Filtering Window . . . . .	127
3.62	CJI Filtering Window . . . . .	127
3.63	SSR Code Filtering Window . . . . .	128
3.64	Brightness Control Window . . . . .	129

 TOPLIS User Manual	<p style="text-align: center;"><b>FIGURES</b></p> <p style="text-align: center;">LIST OF FIGURES</p>	<p style="text-align: center;"><b>A.0</b></p> <p style="text-align: center;">P188</p>
--	--	---

3.65	CPDLC Setting Window . . . . .	130
3.66	Raw Video Control Window . . . . .	131
3.67	Airspace Management Window . . . . .	131
3.68	Preactive Area . . . . .	133
3.69	Active Area . . . . .	134
3.70	Active High Operational Impact Area . . . . .	134
3.71	Flight Plan Selection Window . . . . .	135
3.72	Flight Plan Window . . . . .	135
3.73	Complete Route Window . . . . .	139
3.74	Create APL Window . . . . .	139
3.75	Stack Manager Window . . . . .	140
3.76	CARD . . . . .	141
3.77	SAP Window . . . . .	144
3.78	Vertical Aid Window . . . . .	144
3.79	Message In Window . . . . .	145
3.80	Message Out Window . . . . .	147
3.81	Microphone Check Menu . . . . .	148
3.82	CPDLC Current Message Window . . . . .	148
3.83	CPDLC History Message Window . . . . .	150
3.84	Cursor Lat/Long Window . . . . .	150
3.85	Weather Messages Window . . . . .	151
3.86	QNH/TL Window . . . . .	152
3.87	General Information Window . . . . .	153
3.88	Document Viewer Window . . . . .	154
3.89	NOTAM List Window . . . . .	155
3.90	Aerodrome Window . . . . .	156
3.91	LFUNC Frequency Plan Window . . . . .	157
3.92	Notepad Window . . . . .	157
3.93	Personal Queue Window . . . . .	158
3.94	ATC / Primary Frequency Messages Window . . . . .	158
3.95	NAT Track Messages Window . . . . .	159
3.96	Safety Nets Status Window . . . . .	160
3.97	Divergence Detection Status Window . . . . .	161
3.98	MTCD Status Window . . . . .	161
3.99	Runway in Use Window . . . . .	162
3.100	Runway in Use Window . . . . .	163
3.101	Runway Approach Line Window . . . . .	164
3.102	Tactical Info Window . . . . .	165
3.103	Pre-Departure Clearance Window . . . . .	165
3.104	Departure Coordination Window . . . . .	167

 TOPLIS User Manual	<b>TABLES</b>	<b>B.0</b>  P189
---	---------------	------------------------

## *Appendix B*

# Tables

## List of Tables

2.1	A-CDM commands . . . . .	13
2.2	A-CDM field descriptions . . . . .	16
2.9	Supported CPDLC message types . . . . .	28
2.10	CPDLC Free Text Messages . . . . .	30
2.11	Flight Plan still faraway inside LEM crossing NORL, CENL and SULL . . . . .	40
2.12	Flight Plan entering NORL in less than 15 minutes . . . . .	40
2.13	Flight Plan assumed by NORL . . . . .	40
2.14	Flight Plan assumed by NORL and less than 15 minutes to CENL . . . . .	40
2.15	Flight Plan transferred from NORL to CENL but still inside of NORL airspace . . . . .	40
2.16	Flight Plan assumed by CENL and has left NORL airspace . . . . .	41
2.17	Flight Plan in LEM and will only cross SULL . . . . .	41
2.18	Flight Plan does not enter any sector . . . . .	41
2.19	Label Field descriptions . . . . .	58
3.16	Line 0 Indications . . . . .	79
3.24	Departure List Construction . . . . .	111
3.25	Sector List Construction . . . . .	112
3.26	Load Factor List Construction . . . . .	113
3.27	Uncontrolled List Construction . . . . .	114
3.28	ETWR List Construction . . . . .	114
3.29	Resectorisation List Construction . . . . .	115

 TOPLIS User Manual	<p><b>TABLES</b></p> <p>LIST OF TABLES</p>	<p><b>B.0</b></p> <p>P190</p>
---	--	-------------------------------

3.30	Traffic Management List Construction . . . . .	116
3.31	Lost List Construction . . . . .	117
3.34	Holding List Construction . . . . .	118
3.65	keyboard Shortcuts . . . . .	169
3.66	Color Names . . . . .	180

 TOPLIS User Manual	<b>BIBLIOGRAPHY</b>	<b>C.0</b> P191
---	---------------------	--------------------

## *Appendix C*

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# Bibliography

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 TOPLIS User Manual	<b>BIBLIOGRAPHY</b>  BIBLIOGRAPHY	<b>C.0</b>  P192
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