



TOPLIS

TopSky plugin for Portugal vACC

User Manual Version 2.0

October 2022



---

# Contents

<b>1 Introduction</b>	<b>7</b>
1.1 Disclaimer . . . . .	7
1.2 Foreword . . . . .	7
<b>2 System Description</b>	<b>9</b>
2.1 Main Window . . . . .	9
2.2 Global Menu . . . . .	9
2.2.1 Setup Menu . . . . .	10
2.2.2 AMS menu . . . . .	12
2.2.3 FData menu . . . . .	12
2.2.4 Tools menu . . . . .	13
2.2.5 Tools menu . . . . .	13
2.2.6 MET menu . . . . .	14
2.2.7 [0] . . . . .	14
2.2.8 Info menu . . . . .	14
2.2.9 MSG menu . . . . .	15
2.2.10[x] . . . . .	15
2.2.11[x] . . . . .	15
2.2.12STS menu . . . . .	16
2.2.13RRxxx/Off . . . . .	17
2.2.14Mxxx-yyy . . . . .	17
2.2.15S000-999 . . . . .	17
2.3 Track Presentation . . . . .	17
2.3.1 Colors . . . . .	17
2.3.2 Aircraft position symbol . . . . .	18
2.3.3 History dots . . . . .	18
2.3.4 Prediction Line . . . . .	19
2.3.5 Track label . . . . .	19
2.4 Flight Leg . . . . .	19
2.5 Track Label Menus . . . . .	20
2.5.1 Callsign menu . . . . .	22

2.5.2	Transfer menu . . . . .	24
2.5.3	Transfer Confirmation Window . . . . .	24
2.5.4	Transfer & Release menu . . . . .	24
2.5.5	Request On Frequency message . . . . .	25
2.5.6	Hold Menu . . . . .	26
2.5.7	Manual Transfer Menu . . . . .	27
2.5.8	VCI Menu . . . . .	27
2.5.9	CPDLC Free Text Menu . . . . .	28
2.5.10	Prediction Line Menu . . . . .	28
2.5.11	Sequence Number Menu . . . . .	29
2.5.12	Waypoint Menu . . . . .	29
2.5.13	AFL Menu . . . . .	31
2.5.14	CFL Menu . . . . .	32
2.5.15	RFL Menu . . . . .	34
2.5.16	AHDG Menu . . . . .	34
2.5.17	Handover Proposal (HOP) . . . . .	36
2.5.18	Request Tactical Instructions (RTI) / Tactical Instructions Proposal (TIP) . . . . .	36
2.5.19	AHDG Vector . . . . .	37
2.5.20	ARC Menu . . . . .	38
2.5.21	ASP Menu . . . . .	39
2.5.22	ASSR Menu . . . . .	41
2.5.23	Combined Transfer Menu . . . . .	41
2.5.24	Tactical Transfer Menu . . . . .	42
2.5.25	Aerodrome Menu . . . . .	42
2.5.26	NPT Menu . . . . .	43
2.5.27	CPDLC Emergency Acknowledgement Menu . . . . .	43
2.5.28	CPDLC Pilot Late Acknowledgement Menu . . . . .	43
2.5.29	Time Menu . . . . .	44
2.5.30	Departure Sequence Menu . . . . .	44
2.6	Windows . . . . .	45
2.6.1	Radar Menu . . . . .	45
2.6.2	QDM Vector . . . . .	46
2.6.3	Scale Marker . . . . .	47
2.6.4	Minimum Separation Tool . . . . .	47
2.6.5	View Window . . . . .	49
2.6.6	Zoom Window . . . . .	49
2.6.7	Maps Windows . . . . .	49
2.6.8	Track Control Window . . . . .	51
2.6.9	Altitude Filtering Window . . . . .	53
2.6.10	CJI Filtering Window . . . . .	53
2.6.11	SSR Code Filtering Window . . . . .	54

2.6.12	Brightness Control Window . . . . .	54
2.6.13	CPDLC Setting Window . . . . .	55
2.6.14	Raw Video Control Window . . . . .	56
2.6.15	Airspace Management Window . . . . .	56
2.6.16	Flight Plan Selection Window . . . . .	59
2.6.17	Flight Plan Window . . . . .	59
2.6.18	Complete Route Window . . . . .	62
2.6.19	Create APL Window . . . . .	62
2.6.20	Stack Manager Window . . . . .	62
2.7	Lists . . . . .	64
2.7.1	NOTAM List . . . . .	64
2.8	Safety Nets . . . . .	65
2.9	Monitoring Aids . . . . .	65
2.10	Flight Plan Conflict Probe . . . . .	65
<b>A</b>	<b>Label field descriptions</b>	<b>67</b>
<b>B</b>	<b>Color Values</b>	<b>69</b>
<b>C</b>	<b>Keyboard Shortcuts</b>	<b>71</b>
	<b>Bibliography</b>	<b>73</b>



# Introduction

## 1.1 Disclaimer

Although - as its name suggests - the 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. [1]

## 1.2 Foreword

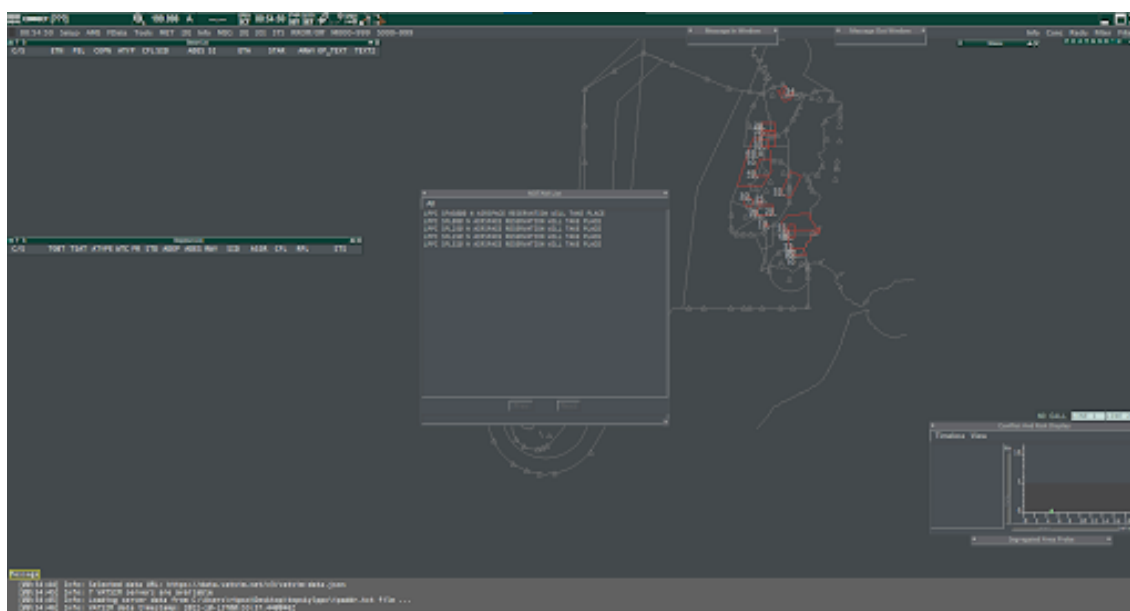
EuroScope, a controller client developed by Gergely Csernák for the VATSIM network, was first released for public use in September 2007. One of the biggest changes in version 3.1 was the possibility for the user community to customize the program to an even higher degree than was possible before by writing 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 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.





## System Description

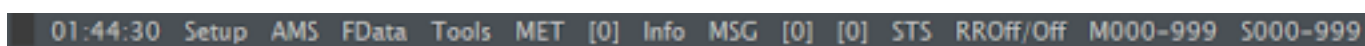
### 2.1 Main Window



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

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

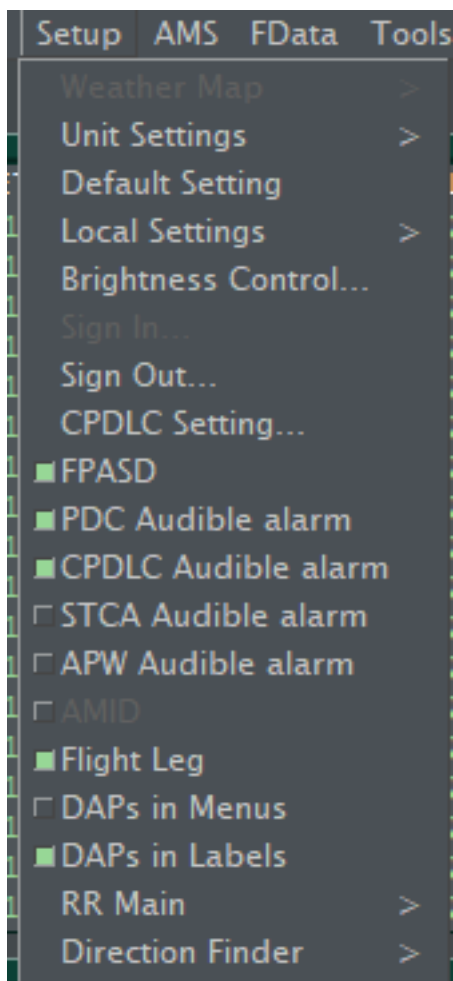
### 2.2 Global Menu



The Global Menu is located on the top edge of the radar screen. It displays the current

UTC time and contains a number of submenus which are explained below.

### 2.2.1 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 Setting to reset options.

- Unit Settings >	Opens the <i>Unit Settings submenu</i>
- Default Setting	Resets all settings to their default values (keeps login callsign specific)
- Local Settings >	Opens the <i>Local Settings submenu</i>
- Brightness Control >	Opens the <i>Brightness Control Window</i>
- Sign In. . .	Loads personal settings. The settings are specified in the TopSkySet
- Sign Out. . .	Clears any personal settings and resets all settings to their default v
- CPDLC Setting. . .	Opens the <i>CPDLC Setting Window</i>
- FPASD	Toggles on/off the display of flight plan tracks
- PDC Audible alarm	Toggles on/off playing a sound for received PDC messages
- CPDLC Audible alarm	Toggles on/off playing a sound for received CPDLC messages
- STCA Audible alarm	Toggles on/off playing a sound for STCA alerts
- APW Audible alarm	Toggles on/off playing a sound for APW alerts
- AMID	Not implemented
- Flight Leg	Toggles on/off the automatic display of the Flight Leg for a specified
- DAPs in Menus	Toggles on/off the display of DAPs in menus
- DAPs in Labels	Toggles on/off the display of DAPs in track labels
- RR Main >	Opens the RR Main submenu
- Direction Finder >	Opens the Direction Finder submenu

## Unit Settings submenu

This submenu can be used to change the units used in the plugin. 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 - Nautical (feet, feet per m
- Flight level	Selects the units for flight levels – only applicable with metric altitudes - Nautic
- Distance	Selects the units used for distances - Nautical (nautical miles) - Metric (kilomet
- Speed	Selects the units used for speeds - Nautical (knots) - Metric (kilometers per hou

## Local Settings submenu

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

- Vertical reference	Selects the pressure reference to be used at or below the transition
- Used equipment codes	Selects whether to use or disregard the equipment codes found in
- ASSR codes	Selects the transponder code source: • Plugin Plugin data file (reve
- Groundspeed	Selects whether to use pilot client reported ground speed or a plug
- Transfer confirmation	Selects when to display the Transfer Confirmation Window: • On A
- CFL menu default value	Selects the default value for the CFL menu when it is opened: • XF
- FPCP inhibit	FPCP calculations start when tracks are within this time from ente
- STCA alert	Selects which aircraft display the STCA alert: • All All aircraft • Ow
- STCA alert sound	Selects which STCA alerts trigger the alert sound: • All All alerts •
- APW alert	Selects which aircraft display the APW alert: • All All aircraft • Ow
- APW alert sound	Selects which STCA alerts trigger the alert sound: • All All alerts •
- METAR source	Selects the METAR data source for the plugin windows that displa
- FPASD filter	Allows filtering of displayed FPASD tracks based on sector state • C

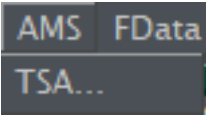
RR Main submenu

- [ ] Rings On/Off	Toggles the range rings on/off
- Point	Sets the rings centerpoint. Either click on the radar screen or enter the desired
- 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

Direction Finder submenu

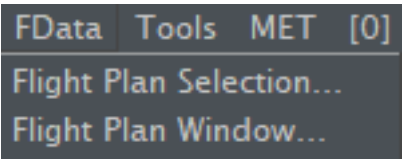
Not operational.

2.2.2 AMS menu



Opens the *Airspace Management Window*.

2.2.3 FData menu



Opens the ?? and ??.

## 2.2.4 Tools menu

## 2.2.5 Tools menu

- Flight Plan Lists > Opens the Flight Plan Lists submenu
- CARD... Opens the ??
- SAP... Opens the ??
- Vertical Aid Window... Opens the ??
- Message In... Opens the ??
- Message Out... Opens the ??
- CPDLC > Opens the CPDLC submenu
- LAT/LONG... Opens the ??

### Flight Plan Lists submenu

- [] List options bar Toggles the display of list options on the Global Menu
- Sector List... Opens the Sector List
- [] Informed Toggles the display of informed aircraft
- [] Concerned Toggles the display of concerned aircraft
- [] Redundant Toggles the display of redundant aircraft
- Load Factor List... Opens the ??
- ETWR List... Opens the ??
- <adep> ETWR List departure airports filter
- Uncont. List 1... Opens the ??
- <filter> Uncontrolled 1 List state filter
- <units> Uncontrolled 1 List units filter
- Uncont. List 2... Opens the ??
- <filter> Uncontrolled 2 List state filter
- <units> Uncontrolled 2 List units filter
- Lost List... Opens the ??
- Resectorisation List... Opens the ??
- <lfunc> Resectorisation List LFUNC filter
- Traffic Mgmt. List 1... Opens the ??
- <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 ??
- <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 “VFR” color when the corresponding Uncontrolled list is 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 its scratchpad (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).

## CPDLC submenu

- Microphone Check      Opens the ??
- Current Messages. . .   Opens the ??
- History Messages. . .   Opens the ??

## 2.2.6 MET menu

- Messages. . .      Opens the ??
- QNH/TL              Opens the ??

## 2.2.7 (0)

Not implemented (always shows a zero value).

## 2.2.8 Info menu

- General Information. . .      Opens the ??
- Document Viewer. . .      Opens the ??
- NOTAM. . .                      Opens the *NOTAM List*
- Aerodrome. . .                  Opens the *Aerodrome Menu*
- LFUNC Frequency Plan. . .      Opens the ??                      When holding <ALT>,
- [] Airport labels                  Toggles airport labels selection
- [] Fix labels                      Toggles fix labels selection
- [] NDB labels                    Toggles NDB labels selection
- [] VOR labels                    Toggles VOR labels selection

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.

### 2.2.9 MSG menu

- Notepad. . . Opens the ??
- Personal Queue. . . Opens the ??
- ATC Messages. . . Opens the ??
- Prim Freq Messages. . . Opens the ??
- NAT Track Messages. . . Opens the ??
- Text notes > Opens the Text notes submenu

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.

#### Text notes submenu

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

### 2.2.10 (x)

Shows the number of high priority messages in the personal message queue. These are critical failures in the plugin code. Open the Personal Queue Window to view the messages. The number is limited to 99, and is shown on “Global Menu Highlight” background when the window is not open.

### 2.2.11 (x)

Shows the number of low priority messages in the personal message queue. These are warnings about invalid data in the plugin data files. Open the Personal Queue Window to view the messages or see the 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 the window is not open.

## 2.2.12 STS menu

- |                                    |   |
|------------------------------------|---|
| - Plugin Status >                  | Opens the Plugin Status submenu         |
| - Safety Nets Status. . .          | Opens the ??                            |
| - Divergence Detection Status. . . | Opens the ??                            |
| - MTCD Status. . .                 | Opens the ??                            |
| - CPDLC Default Status [ON/OFF]    | Toggles the CPDLC Default Status On/Off |
| - Runway In Use                    | Opens the <i>Aerodrome Menu</i>         |
| - Supervisory >                    | Opens the Supervisory submenu           |
| - RWY line display. . .            | Opens the <i>Aerodrome Menu</i>         |

### Plugin Status submenu

Shows the version of the plugin 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 the plugin dll. If the file already exists, the plugin will ask for confirmation as the save operation will overwrite any existing data. 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 the plugin 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.



## Supervisory submenu

- Operations Rate... Opens the ??
- Predicted Traffic... Opens the ??

### 2.2.13 RRxxx/Off

Opens the ???. If the rings are selected on, “xxx” displays the distance between consecutive rings, otherwise “Off”.

### 2.2.14 Mxxx-yyy

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

### 2.2.15 \$000-999

Not implemented (shows static values).

## 2.3 Track Presentation

The presentation of tracks consists of the following elements:

- Aircraft position symbol
- History dots
- Prediction line
- Track label, joined to the position symbol with a leader line

### 2.3.1 Colors

Most of the track presentation coloring depends on the flight sector state.

For controlled flights (any IFR flight or a VFR flight in ASSUMED state), the colors are as follows:

State	Color	Condition
Unconcerned	“Unconcerned”	Track will not enter the active sector
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
Transfer Initiated	“Assumed”	Track is being transferred to the next controller
Redundant	“Redundant”	Track has been transferred to the next controller but is still

An unconcerned track can be highlighted based on rules (a combination of departure airport, route and arrival airport) defined in plugin data files. In this case it is drawn

with one of the three “Informed” colors.

Coordinated tracks that have not departed yet will be shown as notified instead.

For uncontrolled flights (VFR flights not in ASSUMED state), the colors are as follows:

State	Color	Condition
On Contact	“Assumed”	Track is on-contact (a plugin custom state) with you
Free	“VFR”	Track is not assumed or on-contact with anyone
Otherwise	“Unconcerned”	

### 2.3.2 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. A number of different symbols are available. To begin with, there are basic shapes that tell what kind of track is in question:

- ✕ Flight plan track (position is not based on surveillance data but calculated by EuroScope)
- Coasted track (no position updates in over 30 seconds, position no longer reliable)
- Primary radar track
- ◊ Secondary or combined radar track (uncontrolled)
- Secondary or combined radar track (controlled)
- ADS-B only track

An indication of an SPI (transponder ident) can be added to the secondary radar and ADS-B symbols. It draws a cross over the symbol and prints the text “SPI” above and to the right of the symbol:



Secondary radar track without DAPs with Special Position Indication

For other than the flight plan and coasted track symbols, a divergence alert will be drawn in case of a RAM or CLAM alert. This is a circle drawn around the symbol (will not be drawn if SPI is active):



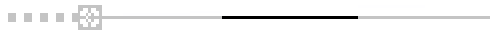
Secondary radar track without DAPs with divergence alert

### 2.3.3 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.

### 2.3.4 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 length of the prediction line can be changed for all tracks via the Track Control Window, or for a single track via the Prediction Line menu. The example below shows a selected track with 5 history dots and a 3-minute prediction line. Prediction lines are not displayed for flight plan tracks.



### 2.3.5 Track label

There are four types of track labels that can be displayed: Standard, Reduced, Extended and Uncorrelated. 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. Basically, the Standard label is shown for aircraft that are in or will enter the active sector and the Reduced label for aircraft that will not enter the active sector. The Extended label can be opened from the Standard or Reduced label and stays open as long as the cursor is within the label area. The Uncorrelated label is shown for radar tracks that aren't correlated with a flight plan. Refer to your setup specific documentation for detailed descriptions of the track labels.

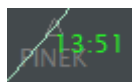
## 2.4 Flight Leg

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 and SAP

processing. The following colors are possible:	“Urgency FL”	MTCD and/or SAP conflict
	“Warning FL”	MTCD and/or SAP risk
	“Potential FL”	MTCD potential conflict
	“Information FL”	MTCD and/or SAP processing available
	“Flight Leg”	No MTCD or SAP processing available

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 label that's shown on each route point

includes the following predefined fields



Estimated Time Over the point



Top of Climb



Top of Descent

## 2.5 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. Menu items shown with (X) represent an item that has an activated and a deactivated state. With the item activated, the item name is shown prefixed with the letter “X”. 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.



## 2.5.1 Callsign menu

### Controlled Track

FIN535		
Callsign		
Assume	Assume	Assumes track
Transfer	Refuse	Refuses the incoming transfer
Trf & Release	Transfer	Initiates a transfer to the next sector
ROF	Trf & Release	Opens the ??
Freq	ROF	Sends a ??
Highlight	(X)Freq	Toggles the Freq indicator
S-Highlight	(X)Highlight	Toggles the Callsign highlight
PRL	(X)S-Highlight	Toggles the Callsign+AFL fields highlight
Hold	PRL	Opens the ??
▼ More	(X)Hold	“Hold” opens the <i>Hold Menu</i> , “XHold” cancels a given hold
Manual Transfer	▼ More	Shows additional less frequently used options
Inbound Est	Manual Transfer	Opens the ??
HOP	(X)Inbound Est	Toggles the “Inbound Est” manual alert
Mark	HOP	Initiates a ??
XCouple	(X)Mark	Toggles the Mark indicator
FPL...	(X)Couple	Uncorrelates/correlates the flight plan
Irregular	FPL. . .	Opens the ??
Start CPDLC	(X)Irregular	Toggles the “Irregular” manual alert
VCI	Start/End CPDLC	Starts/Ends CPDLC connection with the aircraft
Squawk Ident	VCI	Opens the <i>VCI Menu</i>
CPDLC Free Text	Squawk Ident	Sends a “SQUAWK IDENT” CPDLC message to the aircraft
On Contact	CPDLC Free Text	Opens the <i>CPDLC Free Text Menu</i>
Free	Free	Releases track
Missed App	On Contact	Sets track in On-Contact state*
	(X)Missed App	Toggles the “Missed App” manual alert

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 transmitted to the next controller when transferring the track. To correlate a flight plan, first click on the “Correlate” item, and then click on the radar position symbol of the desired radar track.

\*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

### Uncontrolled Track

FIN535
Callsign
On Contact
Free
Assume
Highlight
XCorrelate
Hold
FPL...
PRL

On Contact	Sets track in On-Contact state (“Assumed” color, can’t be fil
Free	Releases track
Assume	Assumes track*
(X)Highlight	Toggles the Callsign highlight
(X)S-Highlight	Toggles the Callsign+AFL fields highlight
(X)Couple	Uncorrelates/correlates the flight plan
(X)Hold	“Hold” opens the <i>Hold Menu</i> , “XHold” cancels a given holdin
FPL...	Opens the ??
PRL	Opens the ??

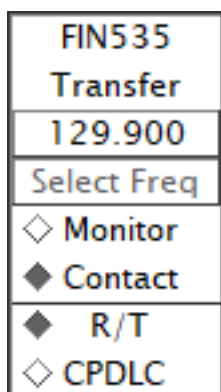
\*Clicking “Assume” for a track with “Y” or “Z” flight rules will also automatically change the flight rules in the VATSIM flight plan to IFR in order to make it controlled. The displayed flight rules are not affected.

### Uncorrelated Track

A1206
Callsign
Correlate
Create APL
PRL

Correlate	Correlates the radar track with the next clicked “Callsign” field
Create APL	Opens the <i>Create APL Window</i>
PRL	Opens the ??

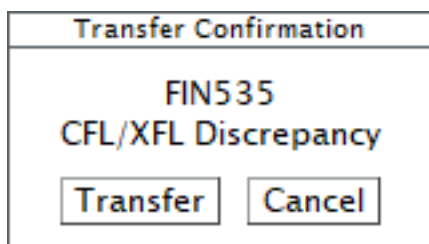
## 2.5.2 Transfer menu



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).

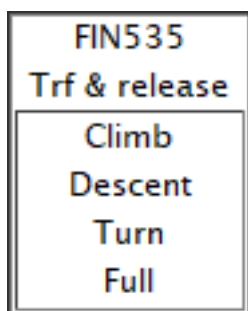
“Monitor” / “Contact” select which of the two CPDLC message types will be sent. “R/T” / “CPDLC” select whether the transfer instruction is given via radio or as a CPDLC message.

## 2.5.3 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.

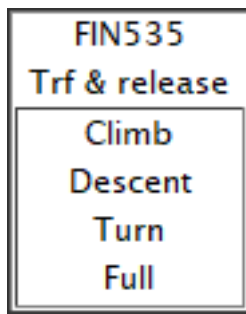
## 2.5.4 Transfer & Release menu



The Transfer & Release menu allows specifying a release condition for a track to be transferred. The transfer is initiated after selecting the desired condition (climb, descent, turn or full). The release will be shown on line 0 of the track label (C for climb, D for descent, T for turn and F for full). The transferring controller



will see the label item until the track becomes unconcerned. The receiving controller will see the item for 3 minutes after the track is assumed.



For CPDLC connected aircraft, the menu contains options related to the transfer:

“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.

The “Trf & Release” option will show the release condition on the downstream side only if the next controller is using this plugin, in other cases the transfer will be shown as a normal transfer.

Warning

## 2.5.5 Request On Frequency message

The ROF message can be used to send a request to the controller currently tracking an aircraft to transfer it to your frequency. 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.

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.

Warning

1. A successfully sent message will be displayed in the ??
2. If there is an error or the message fails to go through, a message will be put into the ??

## 2.5.6 Hold Menu

FIN535
Hold
SUVIB
RIBVU
ASLUP
NEPIX
MIPGO
EKNOM
VEKIP
NIPAK
INSAR
EFRO
Here

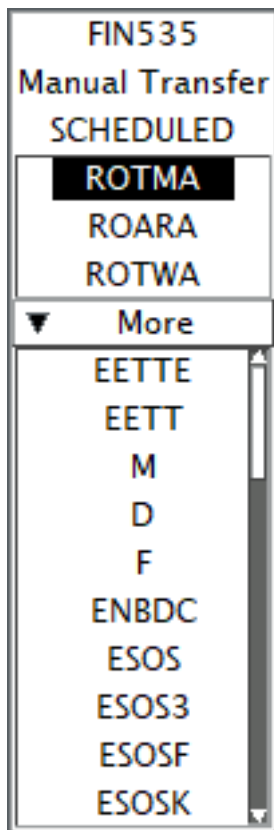
The Hold menu allows you to enter a holding clearance (add the aircraft to the holding list). It displays for selection the points in the aircraft's route that are ahead of its current position.

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 holding point is automatically sent to your other EuroScope instances with a small delay and can be sent to other controllers by pushing the flight strip as the information is stored there.

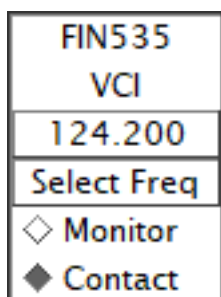
### 2.5.7 Manual Transfer Menu



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*

### 2.5.8 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.

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.

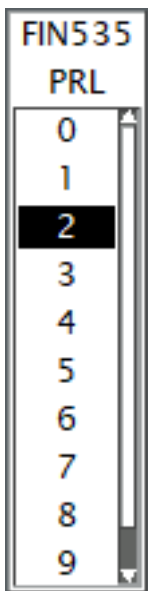
“Monitor” and “Contact” are used to select the type of message to be sent.

### 2.5.9 CPDLC Free Text Menu

The CPDLC Free Text menu is used to send a free text CPDLC message to the aircraft. The menu contains pre-defined messages from a data file. Left-clicking on a message sends it.

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

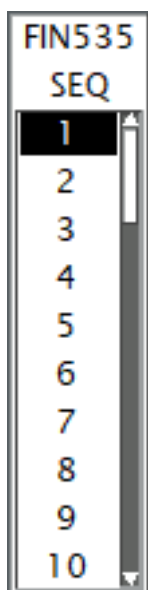
### 2.5.10 Prediction Line Menu



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 ?? or changing the PRL setting in the *Radar Menu* will delete all manually set PRL lengths.

### 2.5.11 Sequence Number Menu



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

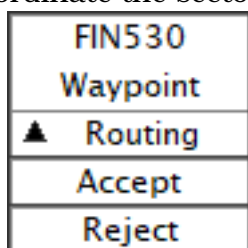
The sequence number will not be transmitted to other controllers except the next controller (during transfer) unless the flight strip is manually sent.

### 2.5.12 Waypoint Menu



- ▲ Routing Opens the “COPN point” or “COPX point” submenu (EuroScope default item)
- ▲ Arrival Opens the “Assign STAR” submenu (EuroScope default item)
- ▲ Departure Opens the “Assign SID” submenu (EuroScope default item)
- ▲ TSA Hold Opens the TSA Hold submenu (not available if a holding clearance is active)
- ▲ Hold Opens the Hold submenu (not available if a TSA holding clearance is active)

This menu gives access to functions related to the route of the aircraft. It is used to assign direct-to clearances, departure and arrival routes, holding clearances, and to coordinate the sector entry/exit point.

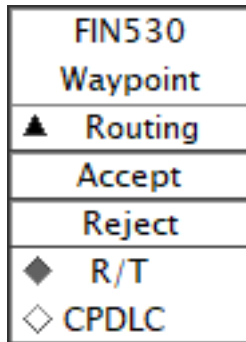


When an entry or exit coordination has been received, the menu

opens looking like this instead. The options are:

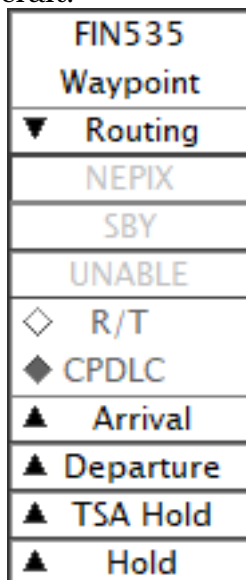
- ▲ Routing Opens the “COPN point” or “COPX point” submenu (EuroScope default item)
- Accept Accepts the coordination
- Reject Rejects the coordination

The submenu opened with “Routing” offers the same possibilities to accept or reject the coordination, but also the possibility to counter-propose a different point.



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 an accepted coordination is communicated to the aircraft.

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.



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.

## TSA Hold Submenu

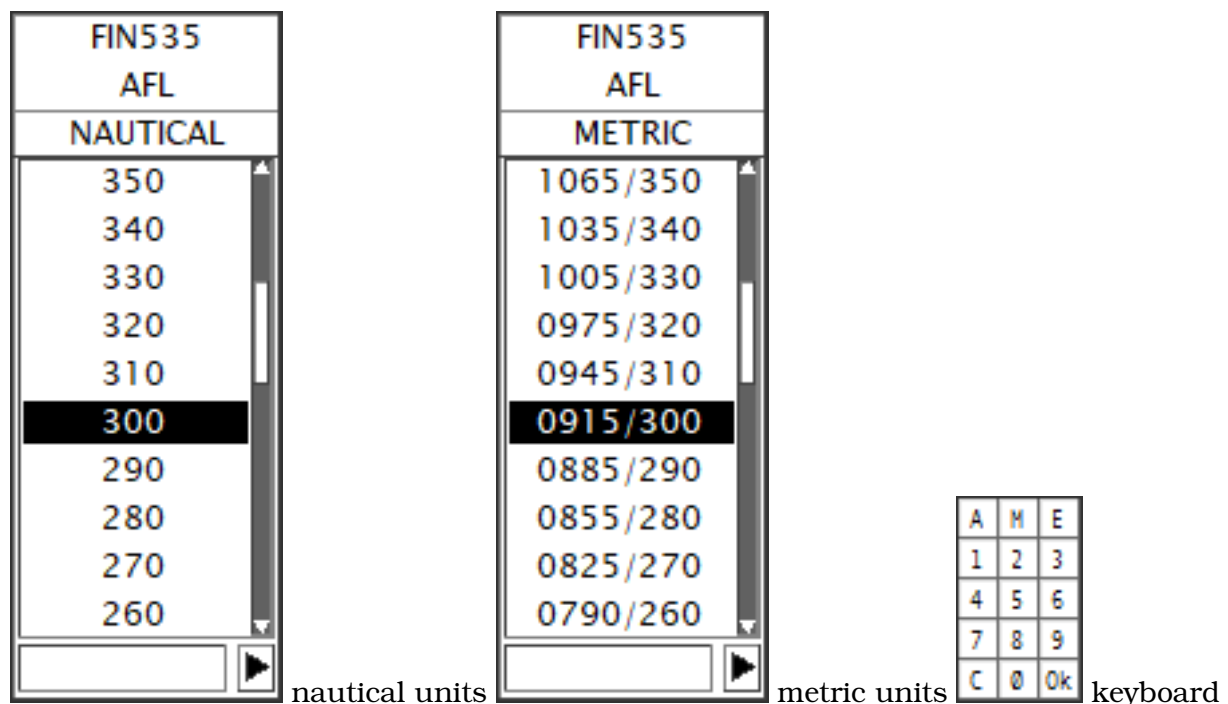
The TSA Hold submenu allows you to enter a clearance to enter an active military area. It displays the active and preactive TSA type areas. If a clearance already exists, the menu will only give the option to remove it with the “XHold” item.

The clearance is automatically sent to your other EuroScope instances with a small delay and can be sent to other controllers by pushing the flight strip as the information is stored there. A TSA hold clearance will exclude the aircraft from all APW and SAP processing.

## TSA Hold Submenu

If a holding clearance already exists, the menu will only give the option to remove it with the “XHold” item. See *Hold Menu* for other details.

### 2.5.13 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.

By default, the menu (as well as the AFL label item) is always showing nautical units, regardless of the system units or the selected units for the aircraft. If this behavior is selected off, the list units can be toggled with the “NAUTICAL” / “METRIC” item. There are three 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
- 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 also set the aircraft’s units to metric; a nautical value will set nautical units.

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
“Mnnnn” or “nnnn”	Altitude in tens of meters
“Mnnnnn” or “nnnnn”	Altitude in meters
“Ennn”	Height in hundreds of feet above aerodrome elevation
“Ennnn”	Height in tens of meters above aerodrome elevation
“Ennnnn”	Height in meters above aerodrome elevation

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

#### 2.5.14 CFL Menu

FIN535  
CFL  
NAUTICAL

150  
140  
130  
120  
110  
**100**  
090  
080  
070  
060

▶

Visual App  
Clear for App

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 menu. 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 FL510 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).

FIN535	
CFL	
NAUTICAL	
370	
360	
350	
340	
330	
320	
310	
300	
290	
280	
<input type="text"/>	
SBY	
UNABLE	
◇ R/T	
◆ CPDLC	
Visual App	
Clear for App	

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).

### **2.5.15 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.

### **2.5.16 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 DEP 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 below for more information). 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).

FIN535	
AHDG	
005	
360	
355	
350	
345	
340	
335	
330	
325	
320	
<input type="text"/>	
Clear	
◇ R/T	
◆ CPDLC	
SBY	
UNABLE	
▼ More	
Point	
HOP	
RTI	
TIP	

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.

Clicking a point on the radar screen will set the direct-to clearance without coordination

Warning

### 2.5.17 Handover Proposal (HOP)

A Handover Proposal can be used to propose non-standard transfer parameters (AHDG/Direct-to and ASP) to the next sector. For the receiving controller a HOP is identified by coloring the callsign data field with “Proposition” color in the label. For the sending controller the Callsign field remains “Assumed” color and the Sector Indicator field is shown in “Proposition” color. Additionally, if there are proposed parameters they are also colored “Proposition” 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 or to revert to standard ones. The available ways to accept the proposed parameters are:

- |                                    |                                      |
|------------------------------------|--------------------------------------|
| Callsign menu -> “Assume”          | Assumes the track                    |
| Callsign menu -> “ROF”             | Sends a Request On Frequency message |
| Combined Transfer menu -> “Accept” | Sends an Accept message              |

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.

#### Warning

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.

#### Warning

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.

### 2.5.18 Request Tactical Instructions (RTI) / Tactical Instructions Proposal (TIP)

Certain tactical data (AHDG, ASP and ARC) can be coordinated using the RTI and 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 for propose the parameters to the next sector when the aircraft is assumed. Contrary to the 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” color.

To answer the RTI/TIP, left-click on the requested parameter shown above the track label or the corresponding message in the **??**. This will open the *Tactical Transfer Menu*.

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 ?? 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 ??.

### 2.5.19 AHDG Vector

The AHDG vector is another 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.

## 2.5.20 ARC Menu

FIN535	
ARC	
100ft/mn	
50	
45	
40	
35	
30	
25	
20	
15	
10	
05	
<input type="checkbox"/>	-
<input checked="" type="checkbox"/>	+
Resume	
▼	More
RTI	
TIP	

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.

For "RTI" and "TIP" see the *AHDG Menu*.

### 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 the plugin, all assigned rate clearances will only show the rate value. Assigned rate clearances given by controllers not using the plugin will be displayed as minimum rate clearances.

### 2.5.21 ASP Menu

FIN535 ASP	FIN535 ASP
KNOTS	MACH
N350	M084
N340	M083
N330	M082
N320	M081
N310	M080
<b>N300</b>	<b>M079</b>
N290	M078
N280	M077
N270	M076
N260	M075
<input type="checkbox"/> -	<input type="checkbox"/> -
<input type="checkbox"/> +	<input type="checkbox"/> +
Resume	Resume
▼ More	▼ More
HOP	HOP
RTI	RTI
TIP	TIP

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 the plugin 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 the IAS/Mach altitude value defined in the Local Settings (FL275 by default), and in Mach mode if above it. The selectable values range from 100 to 400 knots and from Ma0.50 to Ma1.00.

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.

For "HOP", "RTI" and "TIP" see the *AHDG Menu*.

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 (see track label definition in the local setup documentation for how to clear a value). In other setups a "high speed" clearance will show a value of 999 knots. 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.

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

FIN535
ASP
MACH
M083
M082
M081
M080
<b>M079</b>
M078
M077
M076
M075
M074
<input type="checkbox"/> -
<input type="checkbox"/> +
Resume
<input type="checkbox"/> R/T
<input checked="" type="checkbox"/> CPDLC
SBY
UNABLE
▼ More
HOP
RTI
TIP

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.

#### 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 the plugin, all assigned speed clearances will only show the speed value. Assigned speed



clearances given by controllers not using the plugin will be displayed as exact speed clearances.

### 2.5.22 ASSR Menu

FIN535		
SSR		
1206		
1	2	3
4	5	6
7	8	9
C	0	Ok

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.

Depending on the configuration, the assigned code may be a mode S conspicuity code. To force a discrete code, make a new assignment – either manual or automatic. If an automatic assignment is requested for a flight with the conspicuity code currently assigned, the new assignment will be a discrete code.

### 2.5.23 Combined Transfer Menu

FIN535		
CTM		
none		
none		
none		
Accept		

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 ??.

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

### 2.5.24 Tactical Transfer Menu

FIN535	
TTM	
AHDG	360
ASP	250
Accept	
Reject	

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 (“Proposition” color) and accepted (sector state color) values.

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

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.

Once a value is accepted, the respective label field (e.g. AHDG) will be colored “Information” until the value is set to the accepted one.

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

### 2.5.25 Aerodrome Menu

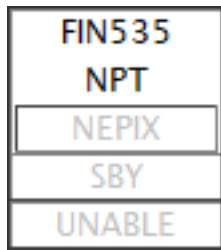
A/D
EETN
EFET
EFHA
EFHK
EFIV
All
Ok

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 **??**. 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.

### 2.5.26 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

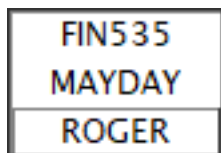
UNABLE Sends an “UNABLE” CPDLC message

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.

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

Warning

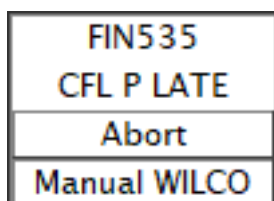
### 2.5.27 CPDLC Emergency Acknowledgement Menu



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.

### 2.5.28 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.

### 2.5.29 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.

### 2.5.30 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.

## 2.6 Windows

The plugin 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.

### 2.6.1 Radar Menu

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

<input type="checkbox"/>	Radar Menu
<input checked="" type="checkbox"/>	Vector On/Off
	QDM
	SEP
<input type="checkbox"/>	Quick Look
	Maps...
	Track Control...
	View...
	Range 350
	Altitude Filter OFF ...
	SSR Filter OFF ...
	CJI Filter OFF ...
	LAT/LONG...
	Find Track
<input type="checkbox"/>	Scale Marker
<input type="checkbox"/>	Direction Finder

Radar Menu	Toggles keeping the menu permanently displayed
Vector On/Off	Toggles all prediction lines on/off
QDM	Starts a new QDM vector
SEP	Starts a new Minimum separation tool
Quick Look	Toggles function to bypass all filters and show all track labels
Maps. . .	Opens the Maps Window
Track Control. . .	Opens the Track Control Window
View. . .	Opens the View Window
Range XXX	Opens the Zoom Window (XXX = distance: center -> right edge)
Altitude Filter X. . .	Opens the Altitude Filtering Window, displays the filter status
SSR Filter X. . .	Opens the SSR Code Filtering Window, displays the filter status
CJI Filter X. . .	Opens the CJI Filtering Window, displays the filter status
LAT/LONG. . .	Opens the Cursor Lat/Long Window
Find Track	Not implemented
Scale Marker	Toggles the Scale Marker on/off
Direction Finder	Toggles the Direction Finder position circles or lines on/off

The Radar Menu closes when a selection is made or the mouse cursor leaves the menu area (unless the “Radar Menu” option is selected on).

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.

## 2.6.2 QDM Vector

To draw a new QDM vector:

- Left-click on the “QDM” menu item
- Left-click on the desired start point (radar track or fixed position)
- Left-click on the desired end point (radar track or fixed position)

The vector’s data label is located at the end of the line. 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 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 are the following, and are searched in this 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:

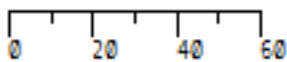
- Right-click on either end point of the line (midpoint of the line for lines between two radar tracks)

To adjust a QDM vector:

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

### 2.6.3 Scale Marker

Radar Menu -> [ ] Scale Marker



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

### 2.6.4 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.

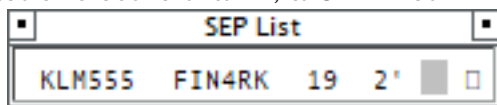
To draw minimum separation lines between two radar tracks:

- 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 (plus one from the CARD). When at least one set is drawn, a SEP List Window is opened:



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 for a set of lines to enable vertical separation display.
- Right-click again to hide the vertical separation labels
- Right-click once again to disable the vertical separation display

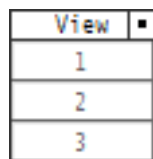
The letter “V” is shown inside the box when activated (“v” when labels have been hidden), and on both lines, two points are displayed, the first showing the point where the tracks' vertical separation is calculated to become smaller than an offline-defined value, and the second the point after that where 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 “C\_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.

### 2.6.5 View Window

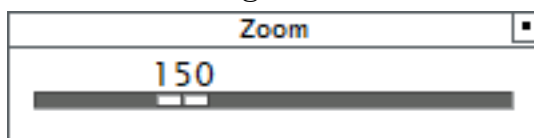


Radar Menu -> View...

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.

### 2.6.6 Zoom Window

Radar Menu -> Range XXX



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

### 2.6.7 Maps Windows

Radar Menu -> Maps...

Maps
TSA
ARTCC HIGH
ARTCC
ARTCC LOW
GEO
SID
STAR
FREE TEXT

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):

Name	Foreground text	Not displayed
Name	Foreground text, Foreground4 background	Automatic (not displayed)
Name	Foreground4 background	Automatic (displayed)
Name	Foreground background	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.

The “AD\_Hotspots” map in the “Aerodromes” folder is an automatically created map that contains aerodrome symbols that are used to open the ?? and ??.

The “AIRPORTS”, “FIXES” (fixes with numbers filtered out), “FIXES ALL”, “NDBS” and “VORS” maps (and their “+ L” counterparts) in the “MISC” folder are automatically generated maps that contain the corresponding items with and without text labels from the active sector file. The color used for the symbols is “Auto Map Symbol” and for the labels “Auto Map Label”. Depending on the sector file setup, there can also be one or more maps named “FIXES GRP” (where “GRP” is a group name given in the sector file). These are actually NDBs or VORs in the sector file. To create such a group, put a fake navaid with the name “!GRP!” in the sector file, where “GRP” is the desired group name. All following navaid of that type will be put in the “FIXES GRP” map. The same group name can only be used once in a sector file. The items in these maps will look like the items in the “NDBS” or “VORS” maps, depending on which section the items are placed in the sector file.

In addition to plugin defined maps, the window can be used to toggle the visibility of some elements from the active sector file. These are “ARTCC HIGH”, “ARTCC”, “ARTCC

LOW", "AIRWAYS H", "AIRWAYS L", "SID", "STAR", "GEO", "REGIONS" and "FREE TEXT". The elements from the sector file will not show the black background when active as the plugin does not know their state. The names of these elements will be shown in grey letters to serve as reminders about this limitation.

The "AIRWAYS L" and "AIRWAYS H" folders present the airways organized into groups. The default group is "PERM". An airway can be assigned to a custom named group by having the group name in parentheses in the airway name. Airways with "[1]", "[2]" or "[3]" found in their names will be assigned to groups "CDR 1", "CDR 2" and "CDR 3" respectively. Custom group names and the CDR numbers can be combined, for example airway segments named "A1(GRP)[1]" and "A2(GRP)[1]" in the sector file would be labeled "GRP CDR 1" in the maps list. Additionally, one map with the group's name is created that contains all airways in the group regardless of the PERM or CDR status.

NAT tracks extracted from downloaded track messages (see **??**) can be found in the "NAT" folder. Eastbound tracks are colored East NAT Map, westbound ones West NAT Map.

The plugin data files may include additional data to the abovementioned sector file. If present, the data is activated and deactivated together with the sector file item when done via the Maps Window.

## **2.6.8 Track Control Window**

Radar Menu -> Track Control...

The Track Control Window is used to set track and track label related options. Note that the PRL/Vector selection must be on in the Radar Menu 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.

Track Control					
Vector	<input type="text" value="1"/>				
History	<input type="text" value="5"/>				
Text	<input type="text" value="1"/>				
▼ Unselected Label Fields					
Co	Ass	Red	No	All	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	SQ
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	ATYP
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	WTC
				<input checked="" type="checkbox"/>	N
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	GS
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	ADES
<input type="checkbox"/>				<input type="checkbox"/>	COPN
	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	COPX
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	NRAC
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	XFL
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	AHDG
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	ASP
<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	PEL
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TSSR
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	RFL
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	NPT
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	FCOPX
▼ Unselected Label DAPs Fields					
Co	Ass	Red	No	All	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	DSFL
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	DHDG
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	DIAS
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	DMACH
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	DRC
▼ Selected Label DAPs Fields					
Co	Ass	Red	No	All	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	DSFL
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	DHDG
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	DIAS
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	DMACH
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	DRC

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 fight plan (Coordinated, Assumed, Redundant or Notified/Unconcerned).

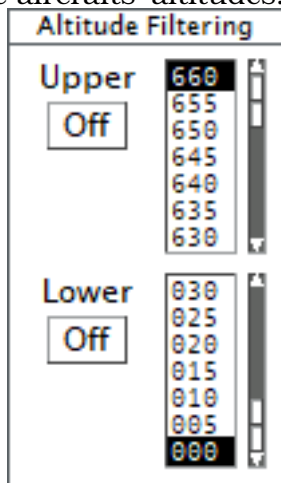
The “All” buttons toggle all the state buttons for that field on/off.

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). The default label field selections are as displayed in the image.

### 2.6.9 Altitude Filtering Window

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

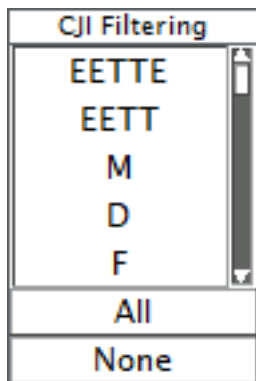
The Altitude Filtering Window is used to filter the displayed track labels based on the aircrafts' altitudes. It closes when the mouse cursor leaves the window area.



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).

### 2.6.10 CJI Filtering Window

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



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

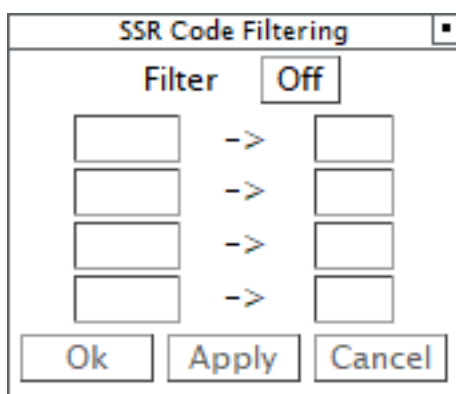
The CJI Filtering Window is used to filter the displayed track labels based on controller ID's. The window shows the currently online controllers. To filter a

controller's tracks, click on the controller ID in the list. A filtered ID will be shown in inverse video.

Clicking "All" will filter all controllers, and clicking "None" will clear all controller ID filters.

### 2.6.11 SSR Code Filtering Window

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



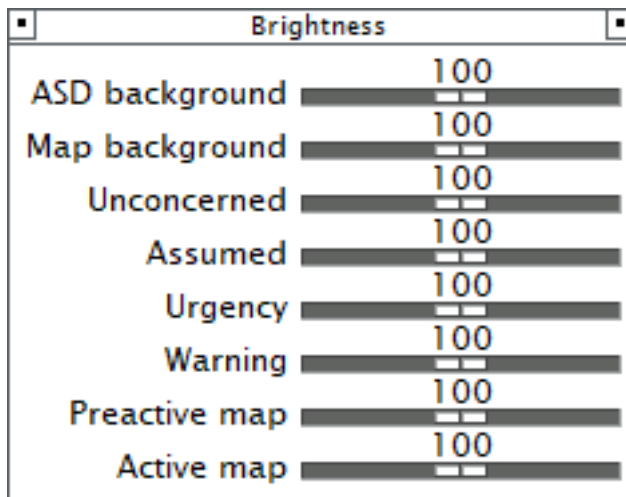
The SSR Code Filtering Window is used to filter the displayed track labels based on the aircrafts' SSR codes. Four different codes or code ranges can be set. The boxes on the left side of the window are the code range start boxes. The input syntax is a valid SSR code to be filtered. If filtering a range 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

### 2.6.12 Brightness Control Window

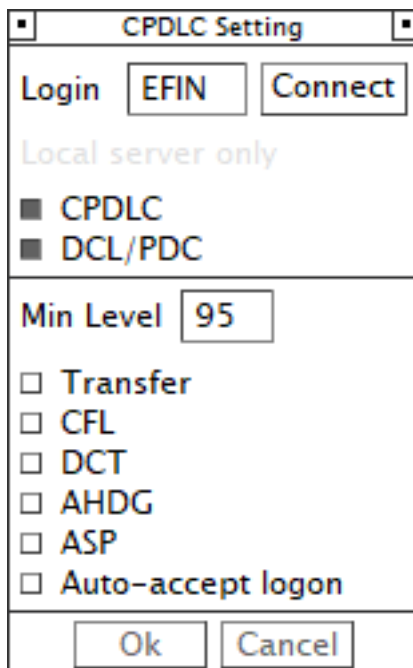
Global Menu -> Setup -> Brightness Control...



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

### 2.6.13 CPDLC Setting Window

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



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 the plugin 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 the plugin from the CPDLC network.

**Note**

It is possible to have the Logon Code pre-filled by creating a text file called "TopSkyCPDLChoppieCode.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.

If the VATSIM callsign is known when the window is opened, the CPDLC login callsign is pre-selected based on it. For CTR and FSS logins, the CPDLC login comes from a data file, and for others it is the beginning of the VATSIM login (which usually is the airport code). If necessary, the CPDLC login can be changed.

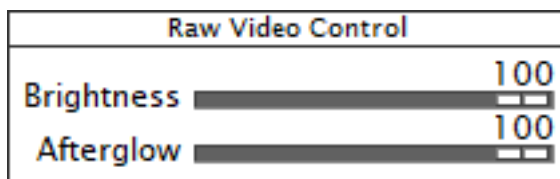
The "CPDLC" and "DCL/PDC" selections are used to define the offered services. For CTR and FSS logins both are selected by default, for others only "DCL/PDC" is selected.

Sending a clearance via CPDLC can be the default setting in some of the plugin 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->Status/STS) 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.

## 2.6.14 Raw Video Control Window

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



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.

## 2.6.15 Airspace Management Window

Global Menu -> AMS -> TSA...



AIRSPACE MANAGEMENT										
Start date/time										
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		
D28A	D28A	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		
AMENDOEIRA	AMENDOEIRA	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		

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” 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 yellow text on a gray background. An active area is shown with yellow text on a blue 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
- 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

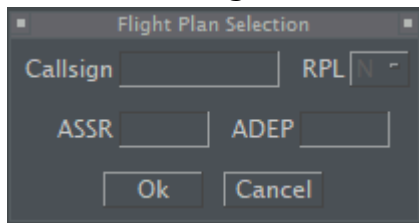
After any selection from the pop-up menu, “Ok”, “Apply” or “Cancel” must be selected to apply or cancel the selection.

Preactive and active areas are displayed on the radar screen. The area border is drawn using a predefined color and it may be filled as well. 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  
 Lower level limit  
 time in minutes until the area becomes active

## 2.6.16 Flight Plan Selection Window

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

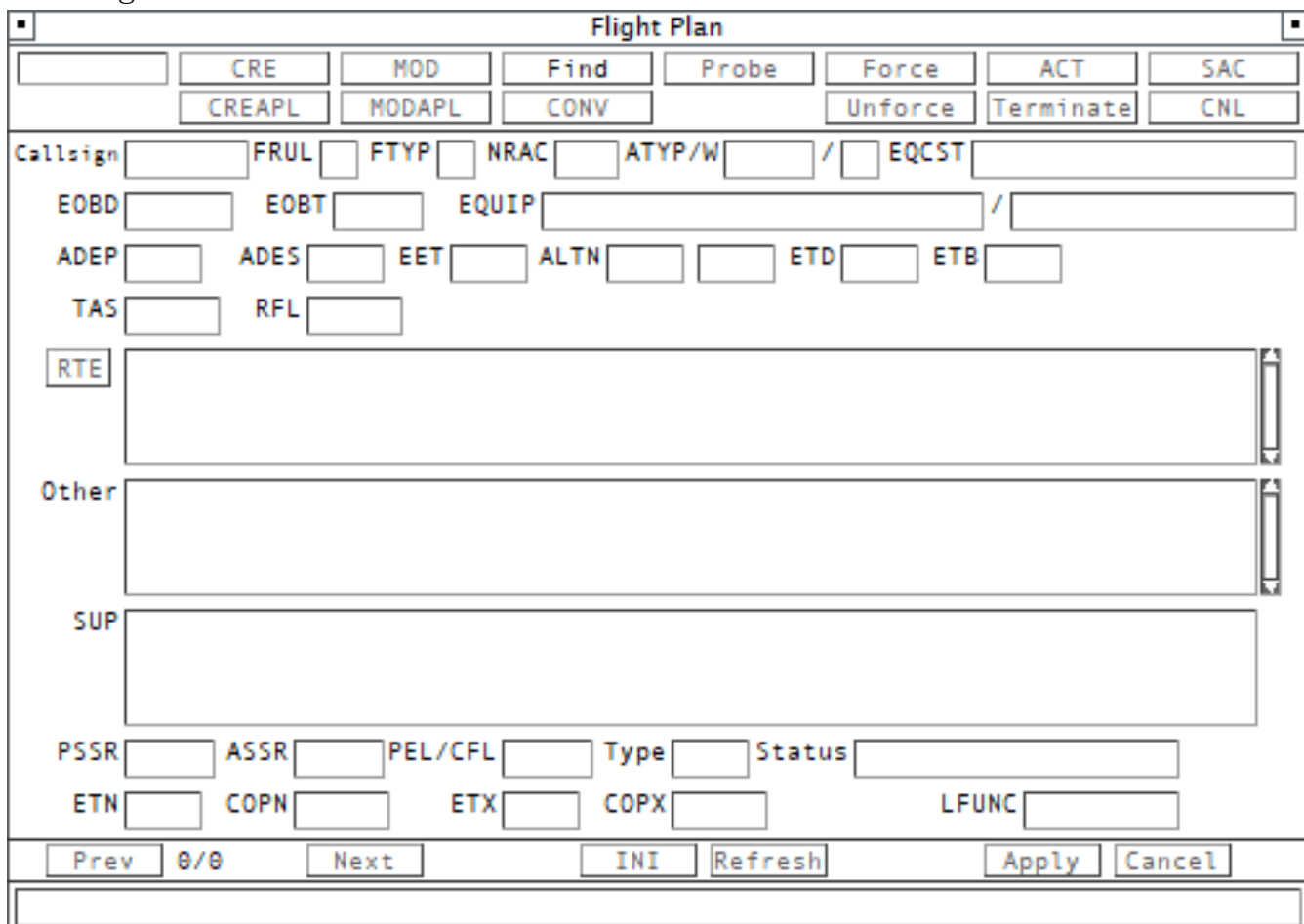


The Flight Plan Selection window is used to search for flight plans based on any combination of callsign, assigned transponder code and departure airport. All flight plans that are a match with all given information will be listed in the *Flight Plan Window*. and can be viewed using its “Prev” and “Next”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

## 2.6.17 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” tag function



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" c
EOBD	Estimated Off-Block Date
EOBT	Estimated Off-Block Time
EQUIP	Equipment list - For flight plans with FAA equipment codes, a rough conversion to I
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
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
0/0	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 “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 status
ACT	Not implemented
SAC	Enter a slot time 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, “Cancel” aborts the operation
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 the plugin 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 not taken into account), it will be considered to be an FPL.

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

## 2.6.18 Complete Route Window

Flight Plan Window -> "RTE" button

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

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 (as calculated by EuroScope) below the point name.

## 2.6.19 Create APL Window

Callsign menu (uncorrelated track only) -> "Create APL" item

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

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.

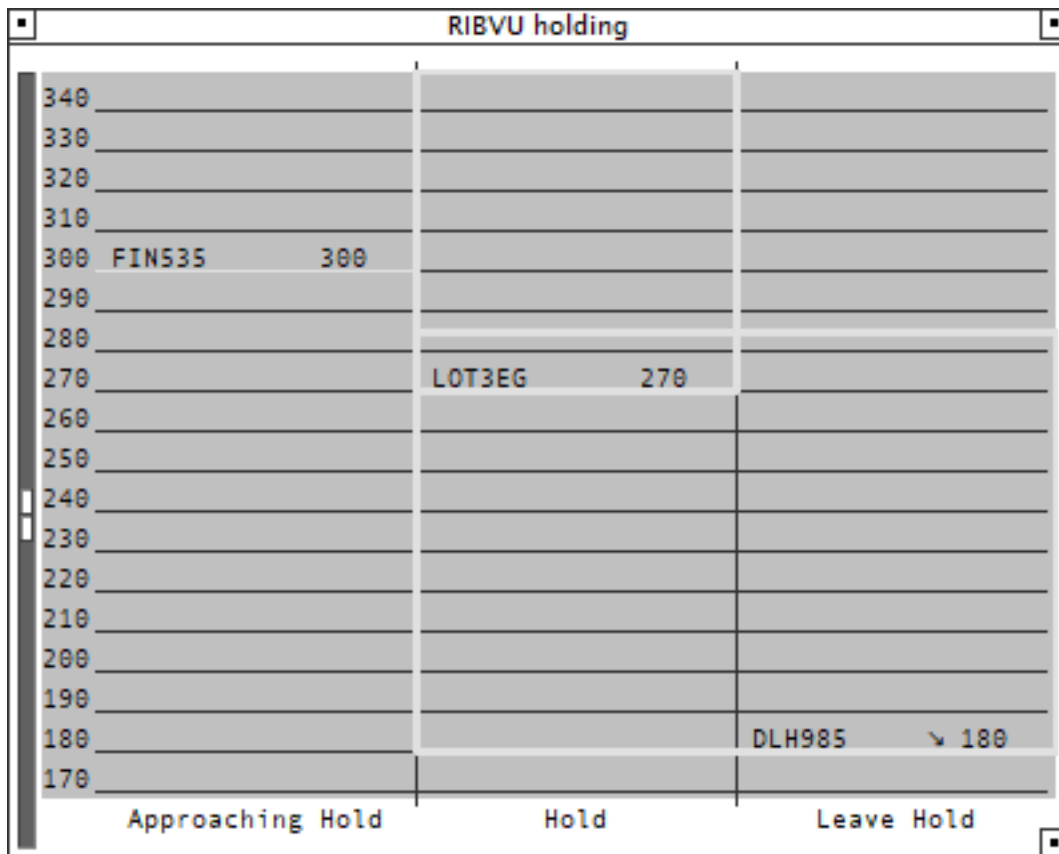
If the SSR field is left empty, a code will be automatically assigned from a dedicated APL code range. If no codes are available, an error message will be shown and a code must be manually entered.

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 or set as on-contact depending on the plugin setup.

## 2.6.20 Stack Manager Window

Holding List... -> "HPT" item



To help with controlling holding aircraft, Stack Manager Windows can be opened. They 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 Hold: Aircraft approaching the holding area  
(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.

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 CFLs 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 *Callsign menu* \*

CFL    Open *CFL Menu* \*\*

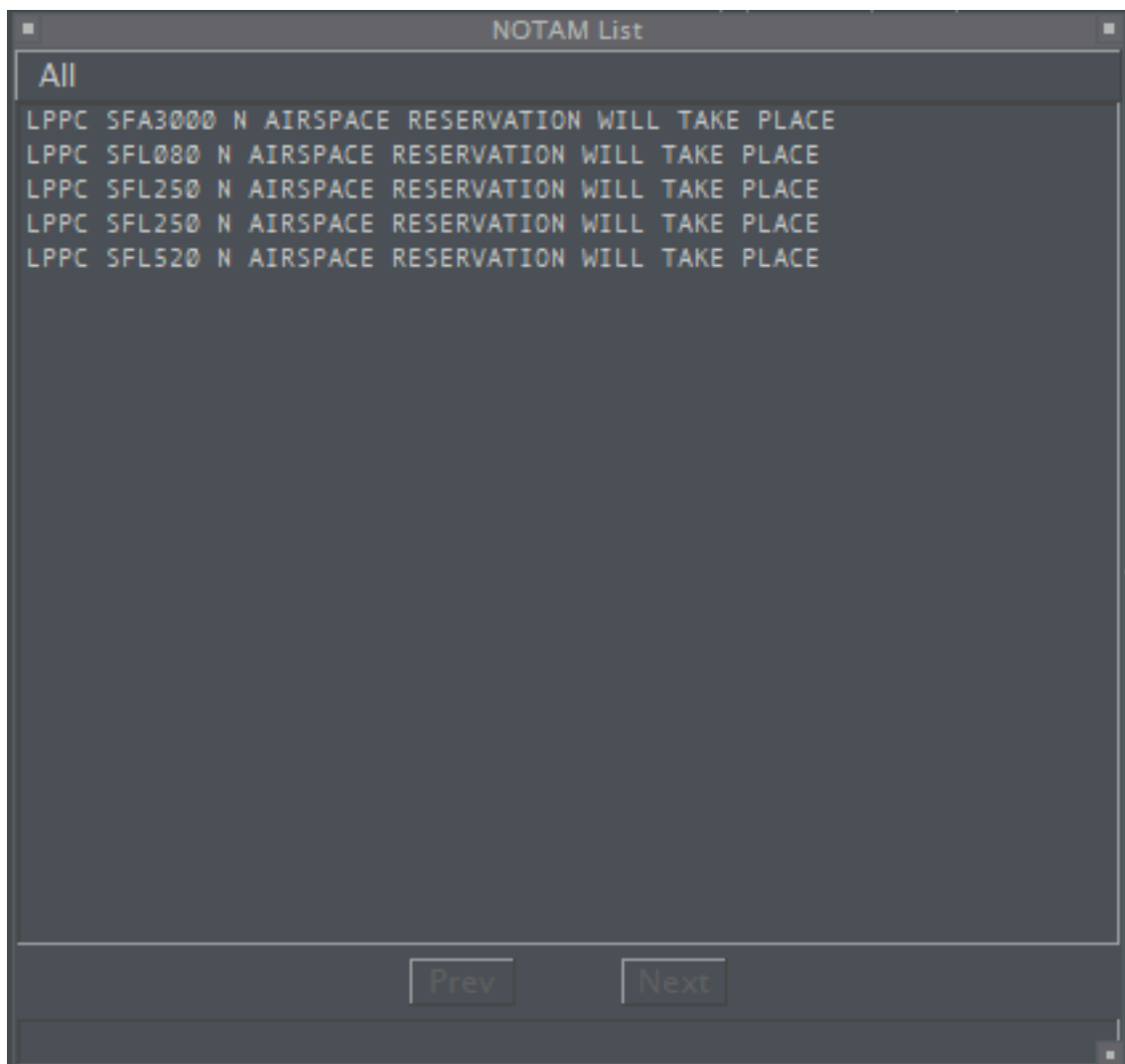
+ symbol    Open window to view all callsigns with that CFL

FL numbers    Toggle overflight status for that level

\* Right-clicking a callsign in the Leave Hold column immediately removes the aircraft from display. \*\* 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*.

## 2.7 Lists

### 2.7.1 NOTAM List





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

## **2.8 Safety Nets**

## **2.9 Monitoring Aids**

## **2.10 Flight Plan Conflict Probe**



---

## Label field descriptions



## Color Values



---

## Keyboard Shortcuts





---

## Bibliography

- [1] TopSky plugin for Portugal vACC. <https://github.com/pinatacolada/topskylppc#disclamer>.