Self-Loading Cargo

User Guide for version 1.52 – EARLY ACCESS EDITION

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Welcome to Self-Loading Cargo!

Before we get started, I would like to take the time to thank you for your support during the development of this software. With your help, hopefully we can make it great and something that everyone can enjoy, and I look forward to hearing your ideas as the software grows.

Technical Support

If you have any support queries, please email me directly using steve@lanilogic.com or please feel free to join the community Discord server at https://discord.gg/NcnwDKx.

Version

This document references **Self-Loading Cargo v1.52** and was last updated on **15 June 2020.**

Early Access

Self-Loading Cargo is, as I'm sure you're aware, in a steady state of flux during its development – while I've taken care to be as accurate as possible, please kindly forgive any errors in this documentation and feel free to let me know about them by e-mailing the above address with any details so that I can put it right.

Feedback & Ideas

As always, I actively encourage your feedback and ideas during development so, again, please feel free to contact me with your thoughts.

I am especially interested in hearing from those who have current or previous airline experience who may be able to advise me with regard to the correct procedures that airlines use during flights so that they might be incorporated more accurately into Self-Loading Cargo.

I would love to make the software as realistic as possible so feel free to drop me an e-mail at steve@lanilogic.com if you would like to help.

Getting Started

This section of the user-guide will instruct you on how to get started with Self-Loading Cargo – from installation, to first start-up.

Downloading and Installing the Software

Having received your user credentials by e-mail after payment for the software, you should log into your file area by visiting https://www.selfloadingcargo.com.

When the page loads:

1. Click on "My Account".
2. Enter your e-mail address.
3. Enter your website password.
4. Click on the "Login" button.

You will then enter the "My Account" section of the website.

To download Self-Loading Cargo, click on the "Download Self-Loading Cargo v1.5" link on the left-hand side of the page.

While it is downloading, please make a note of your serial number – you will need this when you first run Self-Loading Cargo.

Once Downloaded…

Once downloaded, you will need to extract the contents of the zip file to a temporary folder. Having done that, **double click on "setup.exe" to begin the installation process**.

Follow the instructions on the screen to complete the setup process – once done, Self-Loading Cargo will be available from your start menu.

After Installation…

Before you can use Self-Loading Cargo, you will need to ensure that FSUIPC or XPUIPC is installed, depending on whether you use FS2004, FSX, P3D or X-Plane.

FSUIPC and XPUIPC are pieces of software that run within your flight simulator and allows third-party applications access to the data within it - such as the status of seatbelt signs, whether engines are started, etc.

You may already have it installed; in which case you can skip this step – otherwise please follow the relevant instructions below.

FS2004, FSX and P3D Users

Please download FSUIPC from www.fsuipc.com – the free version works fine.

X-Plane Users

Please download XPUIPC from www.schiratti.com/xpuipc.html - download version 2.0.3.8.

First Run

To get started with Self-Loading Cargo, you will need to start your simulator and make sure your aircraft is ready. You can use the default scenario in either simulator for this part if you just wish to simply get up and running during the activation.

Once your simulator is running, you should start Self-Loading Cargo from your Start Menu.
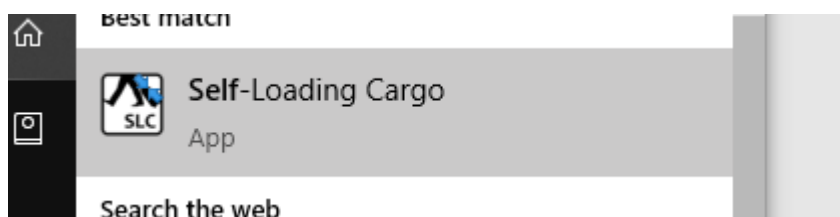
After a few seconds, the software will appear, and you must then activate it using your user information.

Activation

To activate your software, you will need two pieces of information which you should have received in your welcome e-mail: Your payment e-mail address, and your serial number.

Fill in the correct information then click on "Activate".

Once you have done that, Self-Loading Cargo will check your details and if they are correct your credentials will be saved so you will not have to do this again.

Congratulations – you are now ready to go!

Troubleshooting

Self-Loading Cargo will not connect to the simulator

If at any point you see the following message, it means that Self-Loading Cargo was unable to talk to either FSUIPC or XPUIPC (depending on your simulator). Please double check that they are installed correctly.

If you still have problems, try running your simulator as Administrator, and Self-Loading Cargo as Administrator by right-clicking on their respective icons and clicking "Run As > Administrator".

Simulator pauses when using the UI

If your simulator pauses when clicking on the Self-Loading Cargo User Interface, you must deselect the option "Pause On Task Switch" which can be found within the FSX or P3D settings screen.

X-Plane Time Zone and Zulu time bug

X-Plane does not understand the concept of the current year, and as such all timings (if taken from the simulator) are based on the year 2013 (because this is what XPUIPC reports as the current "in-sim" year).

This means that all leap years, days of week for a given date etc are incorrect in X-Plane.

There is also a related bug in X-Plane which causes the current date at your local position to advance a day if the current Zulu time in the simulator goes across Midnight – even if you are behind Zulu. Similarly, if you are in a time zone ahead of Zulu and this happens, you will now be placed one day ahead. Not good!

As such it is HIGHLY RECOMMENDED FOR X-PLANE USERS to select the option within Self-Loading Cargo entitled "Use SYSTEM Zulu Time instead of SIMULATOR Zulu time" on the Compatibility tab on the Settings screen.

This will fix the issue but will result in you being unable to use simulator time-acceleration or pausing.

FSX and P3D users can safely operate Self-Loading Cargo with the option either on or off as required.

The switches in my cockpit do not work with Self-Loading Cargo

Self-Loading Cargo relies on communication with FSUIPC / XPUIPC which acts as a proxy for the variables within the simulator. Unfortunately, certain addons (especially those with more complex flight models) do not always update the FSUIPC/XPUPC interface with information about their current status, i.e. if the seatbelt sign is on, or the doors are open/closed.

If that is the case, Self-Loading Cargo will be unable to react to a switch in the cockpit and you will be required to use the interface instead (for example to turn on the seatbelts).

I am currently exploring methods to improve this situation but if third party aircraft makers decide to update the simulator correctly in the future, Self-Loading Cargo is already ready to go. It may be the case that a separate plugin needs to be developed for FSX/P3D/X-Plane which can interface directly with each simulator and relay the correct information to Self-Loading Cargo – hopefully it will be resolved in the future.

In good news, the PMDG 737 and Airbus A3xx series of aircraft both seem to allow direct door control via their FMC's and Self-Loading Cargo responds as you would expect.

Landing lights on most aircraft also work fine.

It is unfortunate that this limitation is in place, but rest assured it will be worked on going forwards and if there is anything I can do to improve the situation then I will do so. In some cases, especially in X-Plane, assigning a keypress can perform the same function as the switch in the cockpit only it will let XPUIPC know as well as the aircraft model and Self-Loading Cargo will react accordingly.

I would be interested to hear your experiences with various add-on aircraft if you come across any that fail to work as you expect.

I cannot hear any of the sounds

Sometimes Windows outputs sound from applications to different audio devices, depending on your setup – this may result in sounds from Self-Loading Cargo not playing. They are in fact playing – it's just they are playing on a different output device so you may not be able to hear them.

To correct this, you can follow the instructions on the following website to direct the sound output from different applications (for example Self-Loading Cargo) to a specific audio device.

https://www.howtogeek.com/352787/how-to-set-per-app-sound-outputs-in-windows-10/

Introduction

In this section of the user-guide you can read about why Self-Loading Cargo exists and the ideas behind it.

What is Self-Loading Cargo?

The fundamental purpose of Self-Loading Cargo is to attempt to realistically simulate what it is like to have a living, breathing cabin within your flight-simulator aircraft - Passengers with different personalities and preferences, cabin crew with different tolerances for the general public and everything in between.

As a Pilot, it is your job to safely transfer these people from one place to another while remaining professional if things are not completely going to plan. Ultimately, their satisfaction is in your capable hands.

How it Works

Self-Loading Cargo simulates each passenger individually based on their own personality – in real time. Some people may be more nervous than others, some people may be more inclined to get annoyed if the flight is delayed. Each person on each flight is completely randomly generated as it would be in real-life to ensure that they react differently to events which transpire throughout the flight. Individual passenger reactions determine their satisfaction towards both the flight and you as a pilot – if you fly well, their satisfaction will probably increase. If not, they will usually be less happy.

However, it is not just your flying which affects how the passengers react – in-flight service availability, toilet availability, weather & turbulence, arrival & departure delays and numerous other factors will all be used to determine how happy a passenger is once the flight is over.

Sometimes factors are outside of your control – passengers will get nervous if the weather is bad for instance, which means that their satisfaction could go down even if you perform your duties perfectly. You may also have to decide whether to divert the aircraft during a medical emergency or technical issue – obviously, the passengers will not be happy, but it may be the right thing to do…

Additionally, because Self-Loading Cargo actually simulates a different cabin layout for each aircraft you use, the experience will be subtly different depending on how your aircraft is laid out, how many seats it has and how many crew members are available. Because the simulation runs based on the actual aircraft you are flying, you will find that in-flight services take much longer to complete on a 747-400 compared to an Airbus A319. There may also be less toilets available on smaller aircraft, and boarding/deboarding may take longer to complete on larger ones.

The End Goal

Ultimately, you as a pilot are graded by Self-Loading Cargo based on how well you handle the aircraft, how well you handle communication with the passengers and crew, how you handle any issues that transpire and how satisfied the passengers end up after the flight.

You can only do your best… you may not achieve 100% passenger satisfaction, but if the passengers end up happier than they were before you started, you have done your job and done it well.

Good luck 😊

Using Self-Loading Cargo

In this section of the user-guide you will find out how Self-Loading Cargo works, how to interact with it and what everything does.

The Main User Interface

The Self-Loading Cargo interface is designed to be minimalistic, while allowing access to as many features (and conveying as much information to you about your cabin) as possible.

A Quick Overview
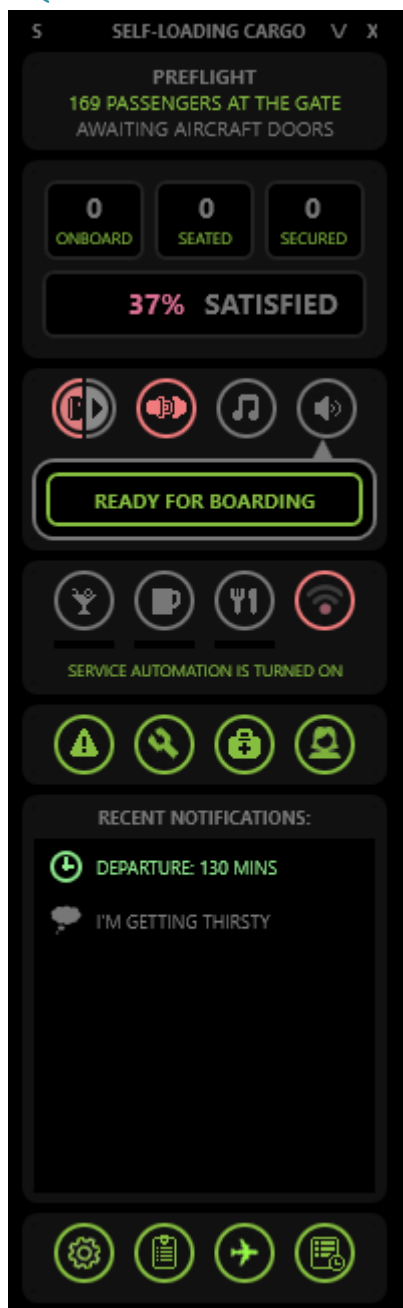
The user interface can be dragged around the screen and positioned wherever you like to make it the most convenient during your flying.

If you double click the title bar you can actually collapse the whole window into a thin black strip to keep it out of the way entirely. Just double click the strip again to bring the main interface back into view.

Below the title bar, the interface is divided into four distinct sections – an **information** area, an **interactivity** area, a **notification** area and a **utility** area.

We will go into each section in more depth in the following pages.

Each icon is colour-coordinated to its current state – for instance green represents "Good", "On", "Open" or "Ready" whereas red represents "Bad", "Off", "Closed" or "Not Ready".

This is important to remember because it allows you to instantly grasp what is happening with various aspects of the software so that you can investigate further.

Other colours include grey for "Disabled" or "Unavailable" whereas you may also see orange for "Warning", or "Broken".

Throughout the course of your flights, the SLC window may display other items in relevant sections – for instance after landing, your landing rate will show up underneath the Information area. It is hidden until it is required in order to save space.

The Information Area

The information area is designed to let you see exactly what is going on within the simulator for an "at a glance" overview of what Self-Loading Cargo is doing and what is expected of you for a particular phase of flight.
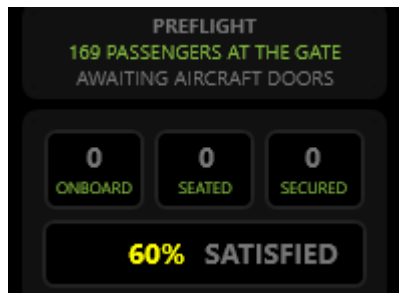
- The top line shows the current phase of flight, i.e. "Boarding", or "Cruise".
- The middle line shows relevant information about the flight phase, or instructions for you to follow.
- The bottom line shows what SLC is doing or waiting for you to do.

Underneath, the three boxes show how many passengers are onboard the aircraft, how many are seated and how many currently have their seatbelts fastened.

The bottom section shows the current passenger satisfaction rating, which is an average of all passengers who are onboard. There may be outliers who are upset, but you can deal with them individually if you wish (coming v1.6).

The percentage value is colour-coordinated and ranges from Red (low) to Green (high) so you can very quickly ascertain the current level of satisfaction during your flight.

To the left of the percentage you may periodically see a "Trend" arrow appear – if the satisfaction of your flight is trending down, it will be facing down. Conversely if the passengers are getting happier it will point up – again, this is to facilitate an "at a glance" feature so you do not have to dig too deep into Self-Loading Cargo while flying the aircraft.

TIP: You can turn off each line or in-fact this entire section in Settings if you wish.

The Interactivity Area

The interactivity area is one of the most used sections of SLC because it contains both visual notifications of what is currently happening in the cabin, as well as direct interaction with it.
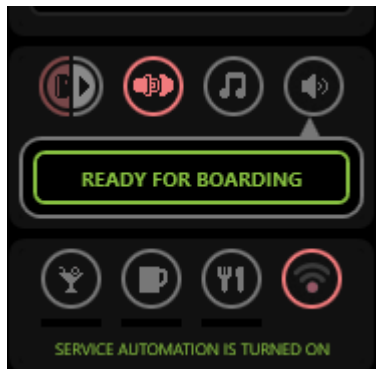
The first row of icons allows you to control various aspects of the cabin if they are not being controlled automatically.

From left to right, you can see:
- Door Control Button
- Boarding Control Button
- Seatbelts Button
- Cabin Music Button
- Cabin Address Button

Underneath the Cabin Address button in this screenshot, you can see a button that says "Ready for Boarding" – this button is one of many which are displayed based on the context of what is happening in the current phase of flight. We will go through these in more depth shortly.

The second line of buttons consists of the in-flight service interactions.

From left to right, you can see:

- Alcohol Service Button
- Drinks Service Button
- Food Service Button
- WIFI Status Button
- The WIFI Status button may be replaced by a Movie icon depending on service availability on the aircraft.

Underneath the first three you can see a progress bar – when each service is in progress, you can see how far it has progressed, again a helpful visual indicator for you when the cockpit is busy or you simply need an at-a-glance view of what is happening.

If WIFI is not available in the aircraft, its icon will be replaced by an Inflight Movie Button and accompanying progress indicator so that you can see how long a movie has left to run.

How To Use The Interactivity Area

Cabin Controls

THE DOOR CONTROL BUTTON

The Door control button is used to open or close the doors on the aircraft during the Boarding / Deboarding process.

- If it is Red, the doors are closed.
- If it is Green, the doors are open.
- If the doors are armed, they are unavailable and cannot be opened so will appear Grey.

If Self-Loading Cargo is awaiting your input, the door button will flash continuously until you click on it. *You can choose whether the doors are controlled by the cabin crew automatically in settings.*

THE BOARDING CONTROL BUTTON

The Boarding Control button is used to allow or disallow boarding or deboarding when the doors are open on the aircraft. This allows you to have the doors open at the stand without any passengers being able to come onboard, i.e. during turnaround.

- If it is Red, boarding or deboarding is not allowed.
- If it is Green, boarding or deboarding is in progress.
- If the doors are closed, boarding or deboarding is unavailable and the button will appear Grey.

You can choose whether boarding/deboarding is automated in the settings, and whether it should begin automatically when the doors are open.

THE SEATBELTS BUTTON

The seatbelts button is used to tell the passengers that they should be strapped into their seats for safety. In the air, pressing the button will cause a member of the cabin crew to instruct the passengers to either put on their seatbelts or allow their removal.

- If it is Red, the seatbelt sign is Off, and passengers can get out of their seats.
- If it is Green, the seatbelt sign is On and passengers are not allowed out of their seats.

If the seatbelts are turned on, passengers will not leave their seats once they're in them – but that means they won't be able to visit the toilet which may become a problem depending on how badly they need to go…

You can select seatbelt automation in settings which will set the seatbelts on/off at various flight phases, such as take-off and landing, but you will still be able to control them during cruise for instance when turbulence is being experienced.

TIP: You can adjust the ambient volume of the passengers in Settings, but you can also do it by hovering over this button and scrolling up and down with your mouse wheel.

THE CABIN MUSIC BUTTON

The cabin music button allows you to turn on or off the in-cabin music player, which is commonly used during boarding, taxi, taxi-to-gate and deboarding phases of a flight. It can help to alleviate any anxiety passengers might be feeling, so you may find that it helps with the satisfaction rating if it is turned on.

- If it is Red, the music is not playing.
- If it is Green, the music is playing.
- If it is Grey, the music is unavailable.

TIP: *You can adjust the volume of the cabin music in settings, but you can also do it by holding your mouse pointer over the button and scrolling up and down with your mouse wheel.*

THE PUBLIC ADDRESS (P.A.) BUTTON

The public address button allows you to manually address the cabin from the perspective of you as Captain – this allows you to make announcements such as "Welcome Aboard" or "We're currently cruising" depending on which phase of flight you're in, or whatever else is happening with the simulation (such as delays etc).

- If it is Grey, nothing is happening on the PA
- If it is Red, the Crew are talking
- If it is Green, the Captain is talking.

Upon clicking the cabin address button, you will notice that the UI expands to show options which are applicable to the current flight phase, or the current flight scenario (for instance an emergency). You click any one of the options to instruct the Captain to make a relevant announcement to the passengers in the cabin, or indeed the Crew if the action is applicable to them.
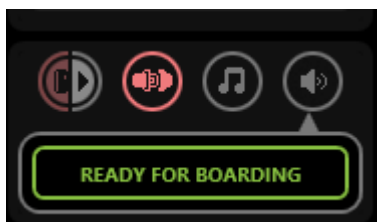
In this scenario, the button has been clicked to reveal an available announcement which is "Ready For Boarding".

In this case, clicking the "Ready For Boarding" button will instruct the Cabin Crew to begin the flight.

In most cases, once a button has been clicked it is no longer available so will not display until the next flight - although there are some which appear whenever they're relevant such as announcing a hold on the taxiway whenever the aircraft has stopped moving.

If no options are available, then you will see a greyed-out button instead – clicking the PA button again will cause the options to disappear.

Unless you automate the captain announcements in Settings, it is up to you to make sure that you make them at a relevant phase of flight and your Flight Report will be partially graded based on your communication skills.

Additionally, missing out on some announcements (such as instructing the cabin crew to take their seats for landing) will cause them to feel a little bit aggrieved that you do not care for their safety…

In-Flight Services Buttons

The in-flight services buttons allow you to tell the cabin crew to start serving alcohol, drinks, food and either play an in-flight movie or make WIFI available.

AUTOMATION CAPABILITIES

Self-Loading Cargo allows you to completely automate the in-flight services if you wish by selecting the relevant option in Settings.

However, you are also free to start the in-flight services at any point providing there is enough capacity amongst the cabin crew to begin serving.

If cabin crew are unavailable due to being busy elsewhere, or busy serving something else, then service buttons will be greyed out. If you are running automation, the same will apply – services will not automatically start until there are enough cabin crew members available to perform the duties required.

AUTOMATION TIMINGS

If automation of the in-flight services is turned on, Self-Loading Cargo will use a built-in schedule to determine when, and what, gets served to the passengers.

Services will only ever automatically start after at least 10 minutes have elapsed since Takeoff, regardless of what time it is.

Timeframe	Available Services	Conditions Applied
Midnight – 5am	Drinks Service	-
5am – 8am	Drinks Service Food Service	-
8am – 11am	Hot Drinks	-
11am – 2pm	Drinks Service Food Service Alcohol Service	Alcohol not served to under 18s
2pm – 5pm	Drinks Service Alcohol Service	Alcohol not served to under 18s
5pm – 8pm	Drinks Service Food Service Alcohol Service	Alcohol not served to under 18s
8pm – Midnight	Drinks Service Alcohol Service	Alcohol not served to under 18s

SERVING FREQUENCY

Service	Automatic Frequency
Drinks Service *(Only if Flight Time is > 30 minutes)*	Every 180 minutes (3 hours) after final drink is served, or 15 minutes after take-off.
Food Service *(Only if Flight Time is > 45 minutes)*	Every 240 minutes (4 hours), minimum of 20 minutes after final drink is served, or 15 minutes after take-off if drinks not served.
Alcohol Service *(Only if Flight Time is > 90 minutes)*	Every 240 minutes (4 hours), minimum of 20 minutes after final drink is served, or 15 minutes after take-off if drinks not served.
In-Flight Movie	Every 60 minutes after the last movie ended, or 10 minutes after take-off

THE ALCOHOL SERVICE BUTTON

The alcohol service button allows you to start the in-flight alcohol service manually.

- If it is Red, the service is not active.
- If it is Green, the service is active.
- If it is Grey, the service is unavailable due to cabin crew availability.
- If it is Orange, the service is currently paused (perhaps due to turbulence, or fear).

During the alcohol service, you can monitor the progress either by viewing the progress bar underneath the button, or (if it is turned on in Settings) by viewing the Aircraft Layout screen and monitoring the progress of Cabin Crew who are coloured WHITE.

THE DRINKS SERVICE BUTTON

The drinks service button allows you to start the in-flight drinks service manually.

- If it is Red, the service is not active.
- If it is Green, the service is active.
- If it is Grey, the service is unavailable due to cabin crew availability.
- If it is Orange, the service is currently paused (perhaps due to turbulence, or fear).

During the drinks service, you can monitor the progress either by viewing the progress bar underneath the button, or (if it is turned on in Settings) by viewing the Aircraft Layout screen and monitoring the progress of Cabin Crew who are coloured PINK.

THE FOOD SERVICE BUTTON

The food service button allows you to start the in-flight food service manually.

- If it is Red, the service is not active.
- If it is Green, the service is active.
- If it is Grey, the service is unavailable due to cabin crew availability.
- If it is Orange, the service is currently paused (perhaps due to turbulence, or fear).

During the food service, you can monitor the progress either by viewing the progress bar underneath the button, or (if it is turned on in Settings) by viewing the Aircraft Layout screen and monitoring the progress of Cabin Crew who are coloured PURPLE.

THE IN-FLIGHT MOVIE BUTTON (NON-WIFI EQUIPPED AIRCRAFT)

The in-flight movie button allows you to start the in-flight movie manually.

- If it is Red, the movie is not playing.
- If it is Green, the movie is playing.
- If it is Grey, the movie is unavailable.

During the in-flight movie, you can monitor how long is left to play by viewing the progress bar underneath the button.

IN-FLIGHT ENTERTAINMENT (WI-FI)

The In-flight entertainment system is designed to mimic the performance of something like Gogo™ and simulates connectivity of between 3Mbps and 12Mbps for passengers, depending on signal quality.

- If it is Red, the connection is bad.
- If it is Yellow the connection is limited.
- If it is Green the connection is good.
- If it is Grey the Wi-Fi is either turned off or disabled.
- You will find that the connection quality fluctuates throughout the flight – let us hope it is not too bad 😊

Signal Quality is affected by altitude – the higher you go, the better the connection will be – however it is shared between users, so if too many people connect then the throughput for each passenger will be slower and possibly cause them frustration – especially if they're a business user and require the use of the Wi-Fi for work.

You can hover your mouse over the icon to view the current connection speed and how many passengers are using the service. You can also view who is using the Wi-Fi on the Aircraft Layout screen by selecting the "Using Wi-Fi" filter.

You can turn off the Wi-Fi by clicking the button (you can turn it on again by doing it again) but remember that people will tend to get annoyed if the Wi-Fi is unavailable for too long.

The Notification Area

The notification area allows you to see real-time information about what is happening in the cabin, as well as information about events occurring during the flight.
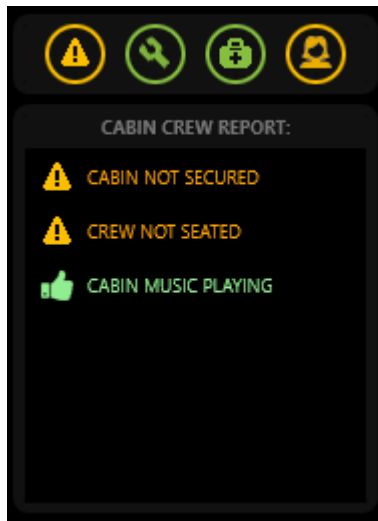
The first row of icons allows you change which notification area shows on the SLC window – think of them as "tabs" to select which bit you would like to see.

From left to right, you can see:
- General Notifications
- Technical Issues
- Medical Issues
- Cabin Crew Issues

By default, the second section (shown here as the Cabin Crew Report) is hidden from view until you select one of the buttons. Pressing the same button will hide the lower area to condense the interface a little when not in use.

As with other areas in the user interface, each button is colour coordinated to match what is displayed in each tab.

- When a button is Green, it contains no warnings or problems.
- When a button is Yellow, it contains at least one warning.
- When a button is Red, it contains at least one problem.

This colour coordination helps to draw your attention to the UI even if the tab area is closed – you simply respond to any warnings or problems as they appear on the buttons.

The General Notifications Button

This button allows you to view notifications that are related to the flight that are not especially related to the other areas – they are more "generic" notifications and information that you may wish to know about.

Examples include:
- Notifications to remind you to start your virtual airline flight (if enabled)
- Notifications regarding your specified departure time and expected arrival time (if applicable)

In this area you can also turn on (in Settings) an option to allow you to view a real-time list of the latest passenger thoughts as they happen. More on the passenger thoughts later in this document, but it allows you to get an overall "average" look at what each passenger is thinking – you may find this useful if you're wondering why your satisfaction rating is going down, perhaps if you're turning too quickly without realising.

The Technical Issues Button

This button allows you to view notifications causally related to the flight – perhaps from ground staff.

Examples include:
- Notifications of delayed loading
- Notifications regarding any aircraft faults
- Notifications of risky / fragile cargo

This area is still under development.

The Medical Issues Button

This button allows you to view notifications regarding the medical condition of the passengers onboard your flight.

Examples include:
- Notifications of passenger / crew illnesses
- Notifications of any potential risks to vulnerable passengers

This area is still under development.

The Cabin Crew Issues Button

This button allows you to view notifications regarding the aircraft cabin, and the cabin crew themselves.

Examples include:
- Notifications of whether the cabin is secure or not
- Notifications of how busy the crew are
- Notifications from the crew about the current passenger welfare

This area is still under development.

The Utility Area

The utility area allows you to switch to secondary windows within the application, for instance if you need to drill down into the simulation for more information about something.

From left to right, you can see:

- Settings Window
- Cabin Manifest Window
- Aircraft Layout Window
- Flight Logs Window

Settings Window

Under Development

The settings window is currently in a high-state of flux due to the development changes being made to the application – therefore this section has been intentionally left blank until such a time it is able to be documented.

Cabin Manifest Window

Under Development

The cabin manifest window shows the list of passengers on your current flight.

Passengers who are currently onboard the aircraft are shown brightly, whereas ones which are not currently onboard (either waiting to board or having been offloaded) are dimmed.

From this screen you can also view how much luggage the passenger is both carrying onboard as hand luggage, as well as how much they have stored in the hold. In both cases, they show as "orange" if not stored or loaded, and green when in the overhead bin or cargo area of the aircraft.

Tip: You may select a passenger on this screen to set them as the "active" passenger on the Aircraft Layout Window.

Aircraft Layout Window
Under Development

The aircraft layout screen is a unique feature that allows you to view the actual cabin simulation visually so you can see what is going on at any point in the flight.

It represents a top-down view of your current aircraft showing the seating arrangement, the positions of doors and whether they are open or not, galley locations, seat locations and serving status.
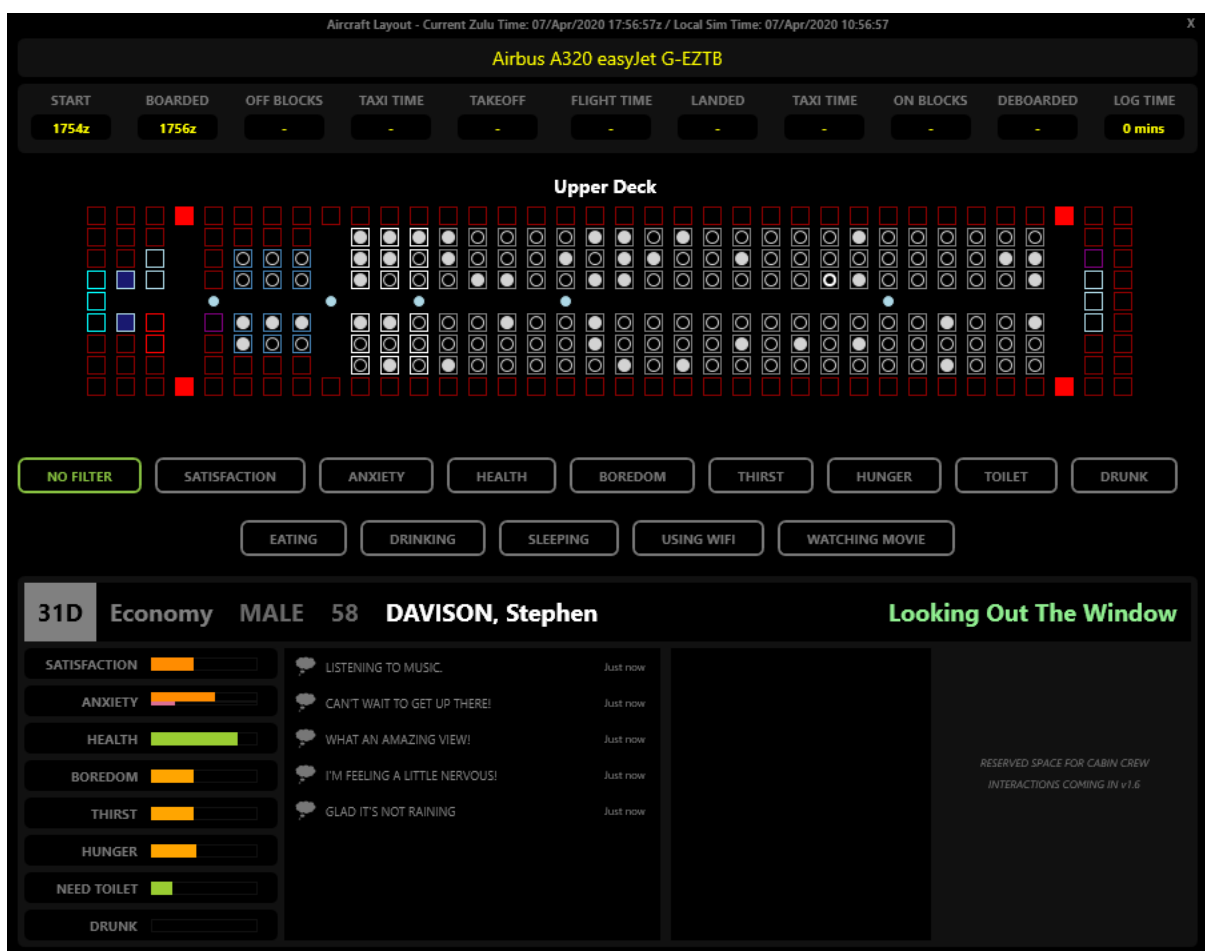
In this case, the representation is that of an Airbus A320 in a 3x3 layout – some first-class seats are showing, as well as some premium and normal economy seats in the back.

You may notice that some of the passengers are represented by filled-in dots, and others are not filled in. The ones that are filled, represent passengers who are currently wearing their seatbelts.

As the flight progresses, you can view passenger movements as they board, visit the toilet, etc as well as the actions of the cabin crew as they happen. The cabin crew are represented by pale blue dots.

Because the screen is based on the actual layout and size of your current aircraft, timings of services will change which may mean that in-flight services take longer to complete on larger aircraft, whereas smaller aircraft may mean that people have to wait longer to visit the toilets.

Additionally, when a passenger requires assistance from a flight attendant, it will take a varying amount of time for the crew member to reach their seat depending on what they are currently doing, and where they are onboard.

Viewing Passenger Information

If you wish to view detailed information about a specific passenger, you can click on them to open the bottom panel which is divided into three sections:

- Their current simulation statistics
- Their most recent thoughts
- Their most recent feelings about the flight

This will allow you to view detailed information about the passenger, and potentially alleviate any problems they might be experiencing before their satisfaction level drops too dramatically.
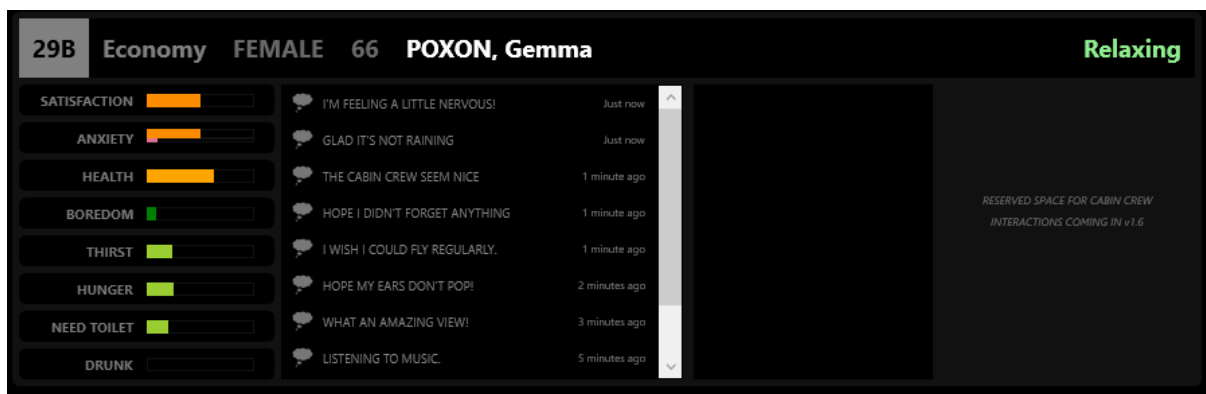
Tip: If a passenger is selected and is also moving around the cabin, you will see a blue highlight on the cabin layout area – this shows the path that the passenger is currently taking and where they are heading to.

In later versions of the software, a fourth panel will be activated which will allow you to interact directly with the passenger, such as offering them a pillow, some headphones and other scenarios such as offering them a better seat.

Filtering Passenger Information

To get a better understanding of the overall "mood" across the entire aircraft, you may filter the Aircraft Layout view by selecting one of the buttons underneath the seating layout. Perhaps you would like to view who is using the Wi-Fi? Simply click on the button "Using Wi-Fi". The passengers will then be coloured Green if they are using Wi-Fi, or Red if they are not.

Similarly, if you wish to view the overall Anxiety levels of your passengers, simply click on the button marked Anxiety. The passengers will then be coloured according to their anxiety levels ranging from Red (high anxiety) to Green (low anxiety). This will allow you to get a real taste for what is going on in the cabin, and home in on any issues before they start affecting the satisfaction levels of your flight.

Flight Logs Window
Under Development

The flight logs screen allows you to view a historical overview of your flying career with statistics and access to individual flight data.

Self-Loading Cargo is currently storing data about your flights, and more in-depth flight reporting functionality will be built upon soon. Any data about flights that you have conducted previously (and in the meantime) will be presented in their final format once this functionality has been completed.

Flight Logs as they appear on this window are obsolete and will be replaced with the new **Flight Report** functionality in due course. Any historical flight logs will be automatically imported into the new format once it is ready for use. Version 1.5 and above will automatically use the new Flight Report format to store flight data, whereas version 1.4 and below will need to have the flight logs automatically upgraded into the new format.

Flight Reports

Flight reports are online, shareable versions of your flight log – double click on one of the items in your flight logs to view it online.

Here is an example:
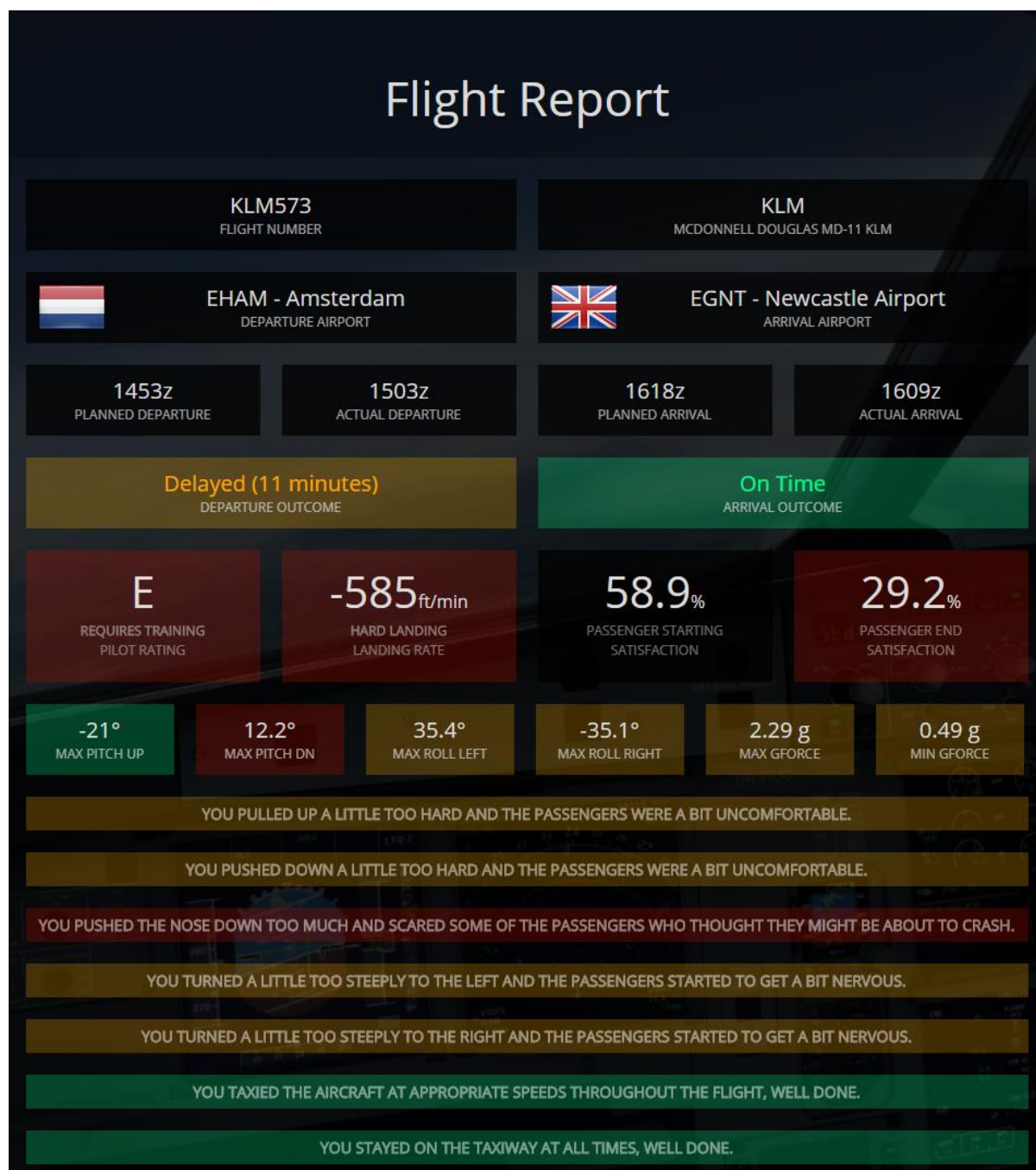
Understanding the Underlying Simulation

Self-Loading Cargo's simulation is built around two things:

- A cabin layout (i.e., your aircraft)
- The passengers within it

The Cabin Layouts

The cabin layout is used to represent the aircraft in which the passengers are simulated and thus influences the timings of certain events, which facilities are available, how many crew members there are and the efficiency of in-flight services.

At a basic level, the simulation is based upon the layout of a specific aircraft and the number of seats it has. There may be more aisles on specific aircraft than others, more toilets available at a given time etc. This means you should have a subtlety different experience when flying a Boeing 747 than an Airbus A319 for instance – there are more exits, toilets and crew members on the former but there are also more passengers for the crew to serve.

Because the aircraft can be larger or smaller, this affects the amount of time it takes for a crew member to visit a specific seat and how long it takes for a passenger to reach the toilet. Small, but subtle differences to details like these all add up.

However, Self-Loading Cargo does not just simulate the layout of the aircraft - it also individually simulates the passengers themselves:

Individual Passengers

Each passenger has a list of parameters to create their personality – Satisfaction, Anxiety, Hunger, Thirst, Drunkenness, Health and How much they need to visit the toilet.

These parameters are constantly being recalculated as the simulation progresses and how well you fly the aircraft. They are calculated based on everyone's propensity to trend towards a certain facet of their personality – some people will get angrier more quickly, whereas some people will get more anxious than others for a given event, i.e. turning the aircraft too quickly.

Passenger Thoughts

Additionally, Self-Loading Cargo simulates randomised thoughts for each passenger which occur throughout the flight. Perhaps they are enjoying looking out the window. Perhaps they are nervous about the current simulator weather. Perhaps they are hungry – but need the toilet? As these thoughts occur, they influence specific areas of the passenger's personality to adjust the values either positively or negatively and may be more pronounced in some passengers than others.

These subtle differences all add up to a unique experience each time you fly the aircraft because passengers are generated randomly for every flight – you never know what you are going to get 😊

Anxiety Recovery

If you fly your aircraft in a manner otherwise than recommended, your passengers will become anxious – again, more pronounced in some than others.
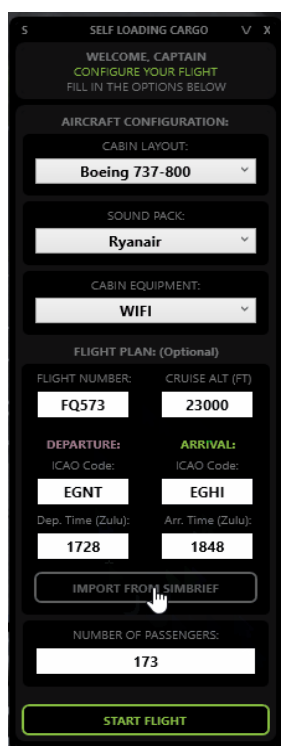
You should be aware though that they will not immediately recover just by feeding them well, or playing a movie and If you were to perform a questionable manoeuvre just after take-off, you may find that it takes a while for their anxiety levels to subside – as it would in real life. So you may find that even if you fly the last 95% of your flight perfectly, those steep turns on take-off will have set the passengers up to be nervous for quite a long time before they start to trust you again...

Starting A Flight

The very first screen you will see when starting Self-Loading Cargo is the flight configuration screen shown below. It allows you to select certain options which will determine how the application will simulate your passengers and crew, but also allow you to specify advanced options such as a flight plan.

Basic Configuration

If you would like to fly without a flight plan, then you can fill out the basic configuration.

- **Your Aircraft Type**
  This determines which cabin layout is used for the passenger simulation – it should ideally match the aircraft you're using in the simulator, but you can select any that you have installed by clicking the dropdown menu.
- **Your Sound Pack**
  Any sound packs which you have installed here will display in this dropdown – select the one you want to use on your flight
- **Cabin Equipment**
  Select what sort of equipment your aircraft has onboard – either WIFI or Movie Screens.
- **Number of Passengers**
  Enter the number of passengers you would like to simulate – if you add more than the available seats in your aircraft type, SLC will automatically remove the excess.

Advanced Configuration

If you wish to specify a flight plan for your flight, click on "Advanced" to show the optional Flight Plan section of the configuration screen. This allows you to enter advanced information about your flight, which in turn enables more advanced features of Self-Loading Cargo.

Flight Number

The flight number is used when recording your flight in your flight logs.

Cruising Altitude

If you specify a cruise altitude, Self-Loading Cargo will automatically play the "We have reached our cruising level" as soon as it is reached, rather than waiting for the aircraft to settle.

Departure ICAO Code:

The departure ICAO code is a 4-letter string of text which determines the airport you will be taking off from – for instance "EGNT" is "Newcastle Airport". You can get this from your flight plan.

Arrival ICAO Code:

This is the same as the departure ICAO code, only the airport you are arriving at. If you enter a departure code, you must enter an arrival code (and vice versa).

Departure Time

If you enter a departure time, you will be graded on how punctual you are on your departure. You should enter it in Zulu format, i.e. "2000" for 8pm.

Arrival Time

This is the same as the departure time only it allows you to be graded on how punctual you were on your arrival. Enter it in Zulu format, i.e. "0400" for 4am. It must be later than the Departure time.

SimBrief Integration

If you are a SimBrief user, you can automatically import your latest generated flight plan into Self-Loading Cargo by clicking on the "Import From SimBrief" button.

If you do so, all your advanced flight plan data will be filled in for you (including the number of passengers) – you are free to edit any of these once it has finished.

Before you can do this, you must enter your SimBrief username in settings.

Ready To Go!

Once you have selected your aircraft configuration and (optionally) your advanced flight plan, simply click on "Start Flight" to get going.

Flight Phases

Self-Loading Cargo tries to replicate each different phase of a typical flight, from boarding to deboarding and everything in between. During each phase, certain things will either be happening automatically, or be required for safe operation of the flight. In this section, we will see all the available phases and what you can expect to have to monitor during each flight.

Boarding

The boarding phase consists of the loading of the aircraft – luggage and the passengers. During the following phases, the passengers will board the aircraft and there may be communication with the ground staff if any technical issues occur.

Pre-Flight

This subphase allows you to begin setting up the aircraft without boarding any passengers – usually you will use this time to begin setting up the initial checklists, ensuring all power is turned on etc. Once you're ready, you can tell the Cabin Crew to start boarding the aircraft by clicking on "Ready For Boarding". Depending on your settings, you must open the doors manually to allow the passengers onboard, or the Cabin Crew will take care of it automatically.

Be advised that during this phase, although your passengers are not boarding, they will still experience boredom if you take too long to get started.

Luggage Loading

You will also notice that on the technical issues tab of the Notification Area, the ground crew will commence loading the passengers' luggage. This is a placeholder for future enhancement including luggage delays.

If the luggage loading finished before the passengers have boarded, the captain will tell the crew to close the doors when they're ready – if the opposite is true and the passengers board before the luggage finished, the captain will tell the crew that they are waiting for the cargo load-sheet.

If neither of the two are finished, you will be unable to close the doors.

Boarding

Once you have opened the doors, Self-Loading Cargo will enter the "Boarding" subphase. At this point, the passengers will start boarding the aircraft either randomly or at a fixed time interval depending on your chosen settings. If you have many passengers, this can take some time to complete. You can open the Aircraft Layout window to watch this in real-time if you wish.

Tip: You can "instant board" by right-clicking on the boarding icon if you do not wish to wait.

Before the boarding finishes, the captain will audibly let the crew know that they can close the doors once boarding has completed.

Once all passengers are onboard, close the doors (or, if selected, wait for the cabin crew to do it automatically).

You might see a notification in the General Notifications area instructing you to "Start your VA flight" – that is your cue to open up your ACARS system (such as SkyTrack if you fly with FlyUK) and begin recording your virtual airline flight (it's a handy reminder!).

Boarding Complete

Boarding is now completed, and it is up to you to begin the Push and Start phase of the departure. During this subphase, the captain will welcome the passengers onboard. If the flight is running a little late (or extremely late) the passengers will be notified.

Departure

The departure phase occurs once boarding has completed and takes us all the way to the Takeoff phase to get the aircraft in the air.

Push and Start

To begin the push and start subphase, you simply need to release the parking brakes and either start moving or start the engines. In practice, you will do this while pushing back (perhaps while using GSX or Better Pushback). Self-Loading Cargo will detect this automatically as you perform the required actions. Once you start moving, your "off block" time will be recorded for the flight log.

During pushback and/or engine start, the cabin crew will begin the flight safety announcement. You may also hear the captain tell the crew to arm the doors, and once this is done the crew will notify the captain that the cabin is secured, and they are ready for departure.

Once all engines are started, Self-Loading Cargo will enter the Taxi subphase automatically.

Taxi

Once you are in the taxi subphase, you are free to make your way to the runway. During taxi, you should make sure to stay on the taxiway and travel at a reasonable speed to keep your passengers comfortable.

If you are instructed by ATC to hold your current position, passengers may wonder what is going on and if you are already delayed, they might start to be a little less satisfied with your flight. You should therefore consider letting them know that you are going to be waiting for a little while to keep them in the loop. Look at the PA menu to see if there are any suitable options to broadcast.

Whenever you feel that Takeoff is getting closer, instruct the cabin crew to take their seats. Once the crew are seated, they will play the "Ding, Ding" sound over the PA to let you know that they're seated safely – please note that in larger aircraft this may take a while so try to plan ahead to minimise the delay in departing.

When you are finally ready for take-off, turn on the landing lights to switch into the take-off subphase. *If your aircraft does not support this functionality, right-click on the seatbelt icon on the main Self-Loading Cargo window.*

Once the crew have taken their seats (they will notify you audibly with two chimes). You may then take off safely.

Take-Off

Once in the take-off subphase, you should depart as normal down the active runway – if you need to abort your take off for any reason, Self-Loading Cargo will detect the issue and await further instructions as to whether or not the flight will be continuing, or if you will be returning to the gate. You can make these decisions (when they become available) using the PA icon.

If you do not reject your take-off, you will enter the "After Take Off" subphase once you are airborne.

In-Flight

The In-Flight phase consists of all airborne sections of the flight – from after take-off, to landing.

After Take-Off

After take-off you should fly your aircraft as normal – at this point, Self-Loading Cargo is monitoring your control inputs to make sure that you fly the aircraft properly so be sure to make smooth inputs, don't pitch up or down too quickly and don't roll too hard… passenger comfort is the goal.

After a short period of time, you will hear an audible "ding" at which point the cabin crew are released from their seats and will begin monitoring the passengers in the cabin.

Climb

Continue your climb as you normally would, paying close attention to your handling of the aircraft. After a short period of time you will hear an announcement from the cabin crew to passengers instructing them that they can use their electronic devices.

As you climb, you should pay attention to your altimeters, your landing lights etc and be sure to correctly manage the aircraft.

If Wi-Fi is a feature of your flight, you will notice that as you get to higher altitudes, the signal grows stronger – if you are on a long outward departure and you level off at low altitude for a while, don't be alarmed if the passenger satisfaction decreases – especially if you have a lot of business passengers onboard. They may be trying to use the Wi-Fi and could get a little frustrated if the signal is poor. This should improve once their aircraft climbs nearer to your cruise altitude and finally those e-mails will be able to be answered!

IN-FLIGHT SERVICES

During the climb phase and subsequently in the Cruise and Descent phases, In-Flight Services become available – if you are manually controlling the services than you will notice the buttons become "Red". Feel free to start the services whenever it is convenient. If you have automated services turned on, they will start automatically when appropriate based on the Automation Timings.

Cruise

Once you have reached your top of climb, you should level off the aircraft. After a short period of time, Self-Loading Cargo will detect that you have reached cruise and the captain will make a further announcement to the passengers.

If you have set a cruising altitude in your flight plan, and you level off early (perhaps during a step climb), you can make the announcement manually which will also switch to Cruise.

Once you are at cruise, there are several options available to you under the PA icon to keep the passengers in the loop. If you are about to enter a period of turbulence or bad weather you can choose to notify the cabin at which point the seatbelt signs will come on, and any penalties will be reduced if the turbulence affects the passengers negatively. The seatbelt signs will stay on between 5 and 10 minutes during which time no one will be allowed to visit the toilet which may have a negative effect of its own, so make the decision carefully.

Once you're getting close to the point where you will be starting your descent, you can also choose to inform the cabin by clicking on "Announce TOD" which stands for "Top Of Descent" – the captain will make a brief announcement instructing the passengers to prepare for the arrival.

Descent

Once you start descending, after a short period of time the flight phase will switch to "Descent" and the captain will be able to address the cabin letting them know that we are now descending to the arrival airport. If you have automation turned off, you will need to perform this action manually.

Once descent has started, no further in-flight services will start if automation is turned on so be sure not to start your descent too early.

You should also make sure to manage the aircraft correctly as you descend – for instance, remembering to maintain an appropriate speed for the altitude you're at, and turning on relevant lights will all count towards your final pilot grade.

Approach

As you get closer to the airport, Self-Loading Cargo will switch into Approach mode and an announcement will be made from the captain instructing the cabin crew to prepare the cabin for arrival. At this point, any in-flight services that were occurring will be cancelled because the crew don't have much time to get the aircraft ready for arrival – if someone did not receive a drink and is thirsty, you may find they get fairly annoyed so it's important to ensure your in-flight services are timed correctly.

Once you get close to the airport, remember to instruct the cabin crew to take their seats – if you're in a larger aircraft this may take some time so, again, make sure you leave enough time for them to finalise what they're doing before they take their seats. Once they are secured in their seats, the cabin crew will notify you with an audible "Ding, Ding!" on the PA – it is then safe to land.

Arrival

The arrival stage of the flight consists of your landing and subsequent journey to the gate – it is important to keep passengers informed of what they are supposed to do, especially if you are already delayed or late.

Landing

The Landing phase is triggered by lowering your landing gear during the approach phase. If you have not already done so, you should instruct the cabin crew to take their seats for landing, although ideally this would have been done a bit earlier than the final approach.

Once you've landed, Self-Loading Cargo will measure your landing rate and during rollout the interface will show how well you performed – be careful, you may hear some protests from the passengers if you touch down a little too hard!

MISSED APPROACH

If you are not satisfied with the stability of your landing approach, you may wish to perform a go-around and try it again.

To do this simply start your climb-out, and once you raise the landing gear Self-Loading Cargo will trigger the missed approach event allowing you to broadcast a message to the cabin letting them know what's going on. If you have the relevant option selected in settings, this will happen

automatically after a few moments. If you do not do this, the passengers may wonder what is happening and react accordingly.

Once the broadcast has been completed, you will be back in the Approach phase and ready to start a new approach.

Landed

After landing, Self-Loading Cargo will switch to the "Landed" phase and the cabin crew will make an announcement telling the passengers to remain in their seats until the aircraft reaches the gate. Depending on your settings, the crew may also automatically turn on the cabin music to help alleviate any anxiety felt by passengers.

Taxi To Gate

Shortly after landing, Self-Loading Cargo will switch to the Taxi To Gate phase - your job is to continue the journey to the terminal building, so taxi your aircraft at an appropriate speed and announce any relevant delays via the PA icon if required.

You should also tell the cabin crew to disarm the doors before you reach the gate.

Once you reach the gate, apply the parking brakes – follow the instructions on the Self-Loading Cargo interface and shut down your aircraft appropriately – you did start the APU, didn't you? If not, you will need to start it so that your aircraft has electrical power when the engines are turned off and sometimes it can take a while to start which will prevent you from being able to start deboarding. If there is a delay, passengers may start to get impatient (especially if you are already running behind schedule).

Once you are ready, cut the engines and wait for them to spool down. Once that happens, you will be ready for deboarding.

Deboarding

The deboarding phase involves allowing the passengers off the aircraft and starting a new flight.

Ready For Deboarding

Once Self-Loading Cargo is in the "Ready for Deboarding" phase, the captain will instruct the cabin crew that the aircraft is ready to be deboarded and that they should open the doors.

If automation is turned on, this will happen after a few seconds – if not, you must manually open the doors and allow the deboarding process to start.

Do not forget to turn off the seatbelt sign if automation is not turned on, otherwise passengers might stay in their seats and refuse to get off the aircraft.

Deboarding

Once the doors are opened you must wait until the passengers have vacated the aircraft, which may take a while depending on how many doors are open, how many passengers you have onboard and how large the aircraft is. Feel free to monitor the deboarding process by opening the Aircraft Layout window and remember that you can open more than one door to speed up deboarding.

Tip: you can also right-click the deboarding icon to "instant deboard" the aircraft if you do not wish to wait.

As the passengers begin to deboard, the captain will be able to broadcast a message thanking the passengers for flying with your airline – this will happen automatically if it is turned on in settings.

You might see a notification in the General Notifications area reminding you to "Save your VA flight" – that is your cue to open up your ACARS system (such as SkyTrack if you fly with FlyUK) and record your flight as having been completed.

Luggage Unloading

During the deboarding process you will be able to see (on the technical issues tab of the Notification Area) information regarding the unloading of luggage.

Deboarded

Once the last passenger leaves the aircraft, the deboarding process is complete. At this point your Flight Report becomes available via a button on the main Self-Loading Cargo window so you can see how well you performed.

If you have the relevant option selected in settings, your flight will also automatically be stored in the cloud ready for later viewing via the Flight Logs screen or sharing on social media *(both currently under development)*.

Well done! (Or perhaps, commiserations?)

Turnaround

During the turnaround phase you will hear airport staff cleaning your aircraft which can take several minutes. Use this time to plan your next flight and/or stretch your legs.

Once they are finished, you may start a new flight by clicking on "Reset Flight" to do it all over again.

Flight Report

Your flight report is generated as soon as deboarding has completed and your aircraft is ready for turnaround. It displays your pilot grade, landing rate and passenger satisfaction, along with a detailed breakdown of various portions of the flight for later analysis.

RyanAir FQ573 - Airbus A319, [EGNT] Newcastle International, UK to [LOWI] Innsbruck Airport, Austria

PILOT GRADE	LANDING RATE	PASSENGER RATING
C	**-427ft/min, +1.9G** **VERY FIRM LANDING**	**62% SATISFIED** 👎 **-26% IMPROVEMENT**

FLIGHT SUMMARY

A fairly average flight all things considered - Your landing, while not dangerous, wasn't exactly comfortable for the passengers. Try to remember to flare a little before touchdown! You were a little over-zealous on the controls which made the passengers uncomfortable at times, try to make smoother inputs rather than abrupt ones. Overall, the passengers were less satisfied than when they got onboard so you definitely have room for improvement but at least you got them to their destination on time.

🕐 **PUNCTUALITY**

SCHEDULED DEPARTURE	OFF BLOCKS	DELAY	SCHEDULED ARRIVAL	ON BLOCKS	DELAY
0000z	0003z	3 mins	0200z	0156z	-4 mins

👍 Great job - you departed slightly behind schedule, but you still managed to arrive at your destination on time.

🕹 **AIRMANSHIP**

GFORCE MAXIMUM	GFORCE MINIMUM	MAX ROLL (LEFT)	MAX ROLL (RIGHT)	MAX PITCH (UP)	MAX PITCH (DOWN)
+1.2G	+0.62G	31 degrees	27 degrees	19 degrees	9 degrees

👎 Passengers experienced excess negative g-force which made them feel really uncomfortable.

⚠ You forgot to tell the cabin crew to take their seats for takeoff.

👎 You took off while the cabin crew were still out of their seats.

👎 You did not turn the landing lights on for takeoff.

⚠ You forgot to turn the landing lights off after takeoff.

⚠ You forgot to turn the landing lights on before landing.

⚠ You forgot to tell the cabin crew to take their seats for landing.

👎 You took off while the cabin crew were still out of their seats.

Pilot Grades

Your pilot grade is based on your airmanship, punctuality and communication skills throughout the course of the flight. Please note that the passenger satisfaction rating has no effect on this grade because as we all know, you can fly perfectly, and some people will still find cause to complain...

The grade is calculated based on a starting score, with deductions added whenever you are deemed to have received a Warning, or a Failure on aspects of the flight (which we will go through in a moment).

Additionally your landing rate will affect your final grade – it's worth noting that a perfect landing can significantly improve your score, so regardless of any mistakes you make you can always try to get back some of your dignity by pulling off a comfortable, safe landing.

Your final grade will be anywhere between A+ and F- ... however you can also get a "☹" rating if you are particularly terrible at flying.

Penalties

As stated above, penalties are designed to reduce your overall pilot score based on how serious an error you make – smaller mistakes will cost you less points, but larger and more dangerous issues will cost you more.

Airmanship

FLIGHT COMFORT LIMITS

During your flight, the aircraft is being continuously monitored to record all the forces and interactions that affect it. You must ensure that passengers are not subjected to higher (or lower!) than normal g-forces by pitching up or down, as well as ensuring that they are comfortable during turns. Additionally, your climb and descent rates are tracked to ensure that you do not pitch the aircraft too steeply – remember, comfortable passengers are happy passengers.

LANDING RATES

Your landing rate is one of the most important aspects of the flight report and can have both a positive and negative effect on your pilot grade. A safe, comfortable landing is desired – but remember this does not mean that you should land at -1ft/min. Doing so would be dangerous as it could put the aircraft in difficulty by causing a "float" down the runway, a lack of spoiler deployment due to the wheel sensors not being triggered, or even just excess wear on the aircraft tyres as they scrub along the runway.

Similarly, slamming the aircraft down into the concrete will tend to result in upset passengers, and many expensive new parts for your service engineer to order – so it is a lot more desirable to find a happy medium between the two extremes.

That's not to say the passengers won't enjoy a super-smooth (but potentially dangerous) landing, but if it does affect your braking distance and you end up going off the end of the runway they may not be as cheerful…

Punctuality

Self-Loading Cargo allows you to specify a flight plan when starting your flight, and you can enter both a departure time and an expected arrival time.

These times represent "Off Blocks" to "On Blocks" meaning, the monitoring time starts between you pushing back, and when you shut down the engines after landing.

If you depart late, the onus is on you as a pilot to make sure you still make the arrival time if possible. Your grade will be affected based on how well you keep to the schedule.

If you arrive early, so much the better. If you depart late, but arrive early or on time, that is great too – in fact, some passengers will be extra happy, especially if they have a business meeting to attend.

Tip: if you do not specify a departure or arrival time, this section will not count against your pilot grade.

Communications

This section is still under construction but is used to determine how well you kept the cabin crew and passengers informed during certain events.

- Did you let passengers know you were going to be departing late? Arriving late?
- Did you instruct the cabin crew to take their seats at appropriate times?
- Did you welcome the passengers onboard?

All these types of events are used to influence your score.

Tip: If automation is turned on, most of these "checks" will be passed automatically – it is only warnings or failures which affect your grade. Just remember that even if automation is turned on, some notifications (such as those for putting belts on for turbulence) are not automated so you can still miss them.

Customising Self-Loading Cargo

Self-Loading Cargo is highly customisable – the underlying simulation runs based on a configuration file that represents the current aircraft, and the sound pack you select determines which sounds you hear during your flight. You can customise both, with unlimited sound effects available and any seating arrangement you like. In this section we will explore how to do both.

Aircraft Configuration Files

The aircraft configuration files form the basis of the simulation throughout your flight. They allow you to select an accurate representation of the aircraft you are currently flying, in any seating configuration, so that the cabin crew, passengers and facilities available are what you'd expect to see on an actual flight.

What this allows you to do is to control:

- The maximum passenger capacity of your aircraft
- The maximum number of cabin crew onboard
- The number of decks an aircraft has (i.e. a 747 has an upper deck and a lower deck).
- The number of in-flight service points available for efficiency control.
- The number of kitchens
- The number of toilets available for passengers
- The number of doors on the aircraft
- And much more to come.

Where are the configuration files stored?

The configuration files are a series of individual text files which are stored in the "CabinLayouts" folder of your Self-Loading Cargo installation folder, so normally:
"C:\Program Files (x86)\Lanilogic\Self-Loading Cargo\CabinLayouts"

If you open that folder in Windows Explorer, you will see all the default aircraft configuration files that ship out of the box with Self-Loading Cargo.

Any subsequent configuration file that you create must also be stored in this folder, and the filename will appear in the dropdown list that you see on the Flight Plan screen when you first start your flight.

A Word Of Caution

Creating a configuration file is a laborious and technical process which can be prone to error.

While there are plans to develop a visual editor to make the creation of cabin layouts far easier (and fool proof!) it is not available as of yet and as such I feel it is worth emphasising that if you do not get the configuration files exactly correct, then there is a high chance that Self-Loading Cargo may not operate correctly.

So please, tread carefully - and triple-check everything you have done before contacting support.

Getting Started

Creating the configuration file.

- Open your favourite text editor, and create a new, blank, UTF-8 text file.
- Before you do anything, save it in the correct location, i.e. "C:\Program Files (x86)\Lanilogic\Self-Loading Cargo\CabinLayouts\myfile.txt" - where "myfile.txt" is the name of the aircraft you wish to create.
- Remember, if you simply want to modify one of the existing configuration files you can always make a copy of one of them and give it a slightly different name – i.e. "Airbus A320 – Emirates Luxury Class.txt"

Tip: Remember to save often to prevent losing all your hard work!

The Airframe Structure

The airframe structure is how you define the number of individual decks on the aircraft – in most cases there will only be one, but for larger aircraft such as the Airbus A380 and the Boeing 747 there are two. You may even wish to go wild and create a triple-decker aircraft just for fun.

Either way, here is how it is done:

Each deck in your aircraft is separated by an "@" character which sits on its own line, so if you wish to have multiple decks then your configuration file should look like the following: (We'll work on the contents of [DECK 1] and [DECK 2] later, they are just placeholders to illustrate.

[DECK 1]
@
[DECK 2]
@

If you only have one deck, then you still need to define it using the separator character, as follows:

[DECK 1]
@

Fairly simple I am sure you will agree – so save your file once you've determined the number of decks you need, and we can then concentrate on creating the contents of the aircraft.

The Deck Structure

Each Deck Structure is defined using a grid of codes with each code containing five-characters that defines what that code represents. Each code is separated by a comma character (","").

Tip: If you think of the deck as an overhead view of the aircraft, with the nose at the left and the tail at the right then it will make this concept much easier to understand.

Illustration

CODE1,	CODE2,	CODE3,
CODE4,	CODE5,	CODE6,
CODE7,	CODE8,	CODE9,

In the example above we have defined 3 aisles of the aircraft, across three rows – perhaps the top and bottom row is the outer "sides" of the aircraft and the middle row is the seating arrangement – who knows.

To illustrate what this would look like in terms of our aircraft layout, we should now have this in our text file:

CODE1,CODE2,CODE3,
CODE4,CODE5,CODE6,
CODE7,CODE8,CODE9,
@

As you can see, we are defining a single deck and there are now 9 codes which we need to define so that Self-Loading Cargo knows what each code is supposed to represent.

Code Reference

DEFINITION OF A CODE

In the example above, we can see how to correctly layout the individual codes to determine the way our deck operates. However, we must also now consider the structure of each individual code so that we can correctly identify what they are.

Each code consists of five characters, for example:

1	2	3	4	5

In some cases, one or more of those characters will be spaces, i.e. " " and appear blank – but they MUST be in place so in effect you end up with something like:

	2	3		5

If you do not follow this format when defining your codes, Self-Loading Cargo will not work with your custom configuration file.

You must also ensure that any code you define must adhere to the examples shown in the code reference on the following pages.

CODE REFERENCE

Use this section of the document as a reference to determine what each code in your aircraft layout represents as part of the aircraft.

STRUCTURAL ITEMS

		-			Walkable area (Aisle)	Used to allow passengers and crew to walk around the aircraft.
		C			Cockpit area	Unused at present.
		X			A wall, or impassable area	Used to build the airframe structure
	D	-	0		A door, with a number	The number represents the FSUIPC door number, so if you have for example "D-1" and open Door 1 in FSUIPC then this door will be activated.
		S			Stairwell	Unused at present, will be used by passengers to travel between decks during boarding/deboarding on a multi-deck aircraft (747/A380).

AIRCRAFT FACILITIES

		G			Galley (Crew Area)	This represents a seat for the cabin crew on the aircraft. The number of galley areas that are on the aircraft will determine the number of crew members.
		I			Intercom	Unused at present, will be used by crew when simulated
		T			Toilet	Where passengers go to use the toilet

SEATING

Seating is slightly different in that the five characters of the code are used to determine both the seating class, and the seat number.

B	-	0	1	F	Business Class	Business class, seat number 01F
E	-	3	2	B	Economy Class	Economy class, seat number 32B
F	-	0	4	E	First Class	First class, seat number 04E
P	-	1	8	A	Premium Economy Class	Premium Economy class, seat number 18A
R	-	2	7	C	Supersonic Class	Supersonic class, seat number 27C
U	-	2	2	H	Seat, but Unavailable	Unavailable seat (social distancing)

You should make sure that each seat number is unique when setting up your seating arrangement.

IN-FLIGHT SERVICES

		K			Kitchen area	Used to start in-flight services, clean the service trolleys
		<			Service START POINT	A position on an aisle or walkway where a cabin crew member will start their in-flight services from. Allows you to define service areas for different seating arrangements.
		>			Service END POINT	A position on an aisle or walkway where a cabin crew member will stop serving. Allows you to define service areas for different seating arrangements.

AN EXAMPLE CONFIGURATION FILE

Here is a small example of a configuration file showing a small aircraft with:

A wall structure (X)

Twelve seats with different classes,

 a door mapped to FSUIPC door index "0" (D-0)

a kitchen area (K)

a toilet (T)

two galley seats for cabin crew (G),

an aisle (-),

an Intercom (I)

service area definitions (< for start and > for end).

Cockpit area

X ,	X ,	X ,	X ,	X ,	X ,	X ,	X ,	X ,	X ,
X ,	G ,	F-01C,	B-02C,	T ,	P-04C,	E-05C,	G ,	X ,	X ,
C ,	- ,	F-01B,	B-02B,	- ,	P-04B,	E-05B,	- ,	T ,	X ,
C ,	- ,	< ,	- ,	- ,	- ,	> ,	- ,	I ,	X ,
X ,	- ,	F-01A	B-02B,	- ,	P-04A,	E-05A,	- ,	K ,	X ,
X ,	D-0 ,	X ,	X ,	X ,	X ,	X ,	X ,	X ,	X ,
@									

Also note the "@" on the final row, denoting the end of that deck.

Please also note – of vital importance, every item is accessible by the walkway / aisles, so can be reached by the passengers. Look at the code on the right above the toilet – notice that it is inaccessible because a passenger cannot walk through a Galley, or a Toilet code. **They cannot move diagonally in the simulation.**

Passengers however can cross over seats that are not theirs – if they are on their seating row.

IMPORTANT NOTES
- The number of start and end service points MUST match.
- The number of galley (G) items must equal or exceed the number of service start points – there must be enough cabin crew to start in-flight services.
- There must be at least one kitchen defined in order to start in-flight services.
- There must be at least one door in the aircraft.
- There must be a walkway to allow passengers to reach their seats and be served drinks
- If passengers are not within a service start and end point area, they will not be served.
- If you are defining a stairwell between decks, you will need to make sure that there is one defined in the same (X, Y) coordinates within the "grid" on each deck. Think of it as being the "top" and "bottom" of the stairs that you are defining.

As I have mentioned above, the production of aircraft configuration files can be quite a labour-intensive and error-prone task. What I have not mentioned is that it also relies on a fair amount of common sense from you, in that you should try to do things properly and ensure that, for instance, passengers can actually reach their seats and walkways / kitchens etc are not blocked by walls.

You are free to experiment but there is a certain level of onus on you to make the configuration file properly – remember, the computer is not as clever as you might hope, so passengers will not climb over a wall to get to their seats, nor will they use a toilet if it is hidden amongst a series of kitchen areas.

Sound Packs

Self-Loading Cargo uses sound packs to create a high level of immersion with your simulator, to simulate the captain, passengers, ground crew (under development) and airport environment during boarding and deboarding.

Not only that, but it allows you to have custom sounds based on your airline and the airports you are flying from and to.

Where are the sound packs stored?

Sound packs are a series of folders which are stored in the "Soundpacks" folder of your Self-Loading Cargo installation folder, so normally:
"C:\Program Files (x86)\Lanilogic\Self-Loading Cargo\Soundpacks"

If you open that folder in Windows Explorer, you will see the default sound pack which ships out of the box with Self-Loading Cargo, it is in the "Default" folder.

Any subsequent sound packs that you create must also be stored in their own folder such as "My Sound Pack" - the folder name you choose for each sound pack will appear in the dropdown list that you see on the Flight Plan screen when you first start your flight.

PLEASE DO NOT MODIFY ANY OF THE SOUNDS IN THE DEFAULT FOLDER.

How sound packs work

Sound packs contain several folders which correspond to events that happen during a flight. For example, when the captain greets the passengers after boarding, the event is called "captain-welcome" and a corresponding folder name is contained within the sound pack.

As an example, let us assume that we have created a sound pack called "Emirates".

We will have a folder within "Soundpacks" called "Emirates" which then also contains a folder called "Captain-Welcome".

Self-Loading Cargo will automatically detect the sound files contained within that folder and proceed to play one of them randomly when the "Captain-Welcome" event occurs during the flight.

If you place a lot of sound files for that event in the folder, you will increase the variety of sounds ensuring that every flight is slightly different.

What if a sound file is missing from my sound pack?

If you do not add a specific sound to your sound pack, by default Self-Loading Cargo will automatically use one from the Default sound pack. Think of your sound pack as an override of the default one – if a file exists, it will get used. If not, the default one will play instead.

This allows you to only customise some (or all) of the sounds for a particular airline as you wish – for example you may wish to only provide a new sound for "boarding music" or "safety announcement" in which case Self-Loading Cargo will play those for your airline but use all of the default sounds for captain and crew voices.

An Example Sound Pack

Here is an illustration of how your sound pack will work if you override only a few of the sounds. Your custom "Emirates" sound pack is on the right, with the default one on the left.

/SoundPacks Folder Contents:

Folder Name	Event Folder	File List	Folder Name	Event Folder	File List
Default/	Captain-Welcome/	File1.mp3 File2.mp3 File3.mp3	Emirates/	Captain-Welcome/	File1.mp3 File2.mp3
Default/	CabinMusic/	File1.mp3 File2.mp3			
Default/	Safety-Announcement/	File1.mp3 File2.mp3		Safety-Announcement/	File1.mp3

As you can see in this example showing three events, there are two overrides presented in the Emirates sound pack which will override the Default sound pack sounds.

All the sounds which are in GREEN will play during the flight – if multiple sounds are found for an event, as in the case of the "Captain-Welcome" event shown, one will be selected randomly.

Further Customisation

Simulating the cabin crew being quiet.

Self-Loading Cargo has an option in the Settings window allowing you to attempt to "muffle" certain sounds to try to simulate them being heard in the cockpit while the door is closed (which would obviously make the sound quieter).

If you would like to provide files for this option, turn it on and simply append "-muffled" to the filename of the sound you wish to quieten – for instance:

"crew-announcement-drinks.mp3" would become "crew-announcement-drinks-muffled.mp3".

Please note that if the option is turned on, if any files containing "-muffled" are found in a folder, all of the ones without "-muffled" in the filename will be ignored. So, if you want to have multiple options, they will all need to have "-muffled" attached to them. Turning off the muffle option will use any file regardless of whether it contains the suffix.

Sounds that play only at certain times of day

You can also add a restriction to only play sounds at certain times of the day – so for instance if you wanted the captain to have a sound that played in the morning (perhaps where he/she says "Good morning, welcome aboard" then you can simply append "-morning" to the filename.

Tip: Possible options are "-morning", "-afternoon" and "evening".

If you place a file with "-morning" in it and it is in fact morning in the simulator, all other sounds without "-morning" will be ignored for that particular event - so again, if you want multiple morning options, you will need to create multiple files with "-morning" attached to the filename.

Sounds that only play when departing or arriving at certain airports.

If you provide a departure and arrival airport in your flight plan, you can also play sounds relevant to them by appending the ICAO to the filename.

For instance, if you were departing Newcastle, you could have a captain's announcement specific to that airport by appending "-depEGNT" to the filename (EGNT is its ICAO code).

Similarly, if you were arriving at Ibiza (LEIB) you could append "-arrLEIB" to the filename.

Some Examples

The good news is you can combine all these customisation options to provide a tailored sound pack for specific arrivals, departures and times of day.

Captain-Welcome.mp3	Will play for ALL flights
Captain-Welcome-morning.mp3	Will play for all morning flights
Captain-Welcome-afternoon.mp3	Will play for all afternoon flights
Captain-Welcome-Evening.mp3	Will play for all evening flights
Captain-Welcome-morning-depEGNT.mp3	Will play for all morning flights out of Newcastle
Captain-Welcome-morning-depEGNT-arrLEBL.mp3	Will play for all morning flights out of Newcastle which are bound for Barcelona (LEBL).

Similarly, for another event we can do the same.

Crew-Announcement-Drinks.mp3	Will play for ALL flights
Crew-Announcement-Drinks-morning.mp3	Will play for all morning flights
Crew-Announcement-Drinks -afternoon.mp3	Will play for all afternoon flights
Crew-Announcement-Drinks -Evening.mp3	Will play for all evening flights
Crew-Announcement-Drinks -morning-depEGNT.mp3	Will play for all morning flights out of Newcastle
Crew-Announcement-Drinks -morning-depEGNT-arrLEBL.mp3	Will play for all morning flights out of Newcastle which are bound for Barcelona (LEBL).

Remember though, the filenames themselves can be anything, such as "my sound.mp3" as long as they contain the correct suffixes – the folder they are contained within is the one which needs to match the event in question so "crew-announcement-drinks/**myNewSound-morning-depEGNT.mp3**" is perfectly valid.

Additionally, if you DO specify a suffix, all files without the suffix will be ignored. The reason for that is that if you specify a morning sound, you will probably not want an afternoon one to be selected if it is indeed morning in the simulator.

Text To Speech Support

Self-Loading Cargo supports synthetic voices from the Windows® Text To Speech system if you'd prefer to use the over the digital voice files and sounds – you can select the relevant voices you wish to use for Captain, Cabin Crew and Ground Crew from the settings screen

They operate in the same way as the digital audio files regarding filenames and events, so if you want to have certain ones only play in the morning, append "-morning" to the filename.

One big difference is though that they must be TEXT files, ending in ".txt" – for instance "captain-welcome.txt".

This then allows you to write a script within the text file which will be read out by the Text To Speech system when an event occurs.

Better Text To Speech Voices?

Text To Speech can potentially sound much more realistic and immersive if you are able to purchase some bespoke quality voices over those which ship with Windows®.

While I cannot personally vouch for any of the following companies, I am told that the quality is far superior and as such I would encourage you to investigate further if you'd like to enjoy the Text To Speech functionality of Self-Loading Cargo to its fullest potential.

Cereproc:
www.cereproc.com

Neospeech:
www.neospeech.com

Acapela Group:
www.acapela-group.com

Dynamic Text To Speech Variables

One very powerful feature of Self-Loading Cargo is that it supports processing the Text To Speech files in your sound pack, and inject variables from your flight simulator into them before they are spoken.

For instance, to allow the Captain to announce the current altitude during one of his events, you could place the variable "{altitude}" into the text file. Quite simple, but useful for increasing the immersion factor because it feels like he is talking about your actual flight as things happen.

This, along with the capability of allowing multiple scripts to be chosen at random when an event plays, gives you a massive amount of potential for variation of speech during your flights.

TTS Variable Reference Chart

This functionality is under constant development, but here are some of the variables already implemented in Self-Loading Cargo at the time of writing.

TTS Variable	Explanation	TTS Output
{greeting}	Adds a greeting based on the current phase of day	"Good morning"
{timeofday}	Adds the current phase of day into the script	"evening"
{food}	Adds the current food service type based on the time of day that it is being served	"breakfast" "a selection of snacks" "our lunch menu" "our dinner menu"
{drinks}	Adds the current drink service type based on the time of day that it is being served	"tea and coffee" "our drinks selection…"
{alcohol}	Adds the current alcohol service type based on the time of day that it is being served	"our alcoholic drinks menu, and soft drinks for children"
{airline}	The current airline name (if entered as part of the flight plan)	"Easyjet"
{for flying with}	To prefix the airline name (removed if airline not available)	"For flying with"
with {airline}	To prefix the airline name (removed if airline not available)	"with Easyjet"
{to} {arrivalCity} {in} {arrivalCity} {into} {arrivalCity} {arrivalCity}	If an arrival city is specified, then it will play – if not, the phrase will be removed.	"to Barcelona" "in Barcelona" "into Barcelona" "Barcelona"
{to} {arrivalAirport} {in} {arrivalAirport} {into} {arrivalAirport} {arrivalAirport}	If an arrival airport is specified, then it will play – if not, the phrase will be removed.	"to Barcelona International" "in Barcelona International" "into Barcelona International" "Barcelona International"
{to} {departureCity} {from} {departureCity} {in} {departureCity} {into} {departureCity} {departureCity}	If a departure city is specified, then it will play – if not, the phrase will be removed.	"to Newcastle" "from Newcastle" "in Newcastle" "into Newcastle" "Newcastle"
{to} {departureAirport} {from} {departureAirport} {in} {departureAirport} {into} {departureAirport} {departureAirport}	If a departure city is specified, then it will play – if not, the phrase will be removed.	"to Newcastle International" "from Newcastle International" "in Newcastle International" "into Newcastle International" "Newcastle International"
{altitude}	The current altitude in feet	"32,000"
{cruiseAltitude}	The specified cruising altitude	"34,000"
{flightLevel}	The current flight level	"32,000" (known issue, should be "FL320".

{flightNumber}	The current flight number	if not 4 characters long, i.e. "384", will be converted to "3 8 4".
		If 4 characters long, it will be divided into two sections, i.e. "4582" will become "45 82" which should result in TTS saying "forty-five eighty-two".
{localHour}	The current local hour in the simulator time	"12"
{localMinute}	The current local minute in the simulator time	"48"
{localSecond}	The current local second in the simulator time	"27"
{currentTemperatureC}	The temperature in Celsius at the present location.	"8"
{currentTemperatureF}	The temperature in Celsius at the present location	"66"
{weatherDeparture}	A commentary based on weather at the departure airport.	"It looks as though the wind has picked up so please remember to keep your seatbelt fastened during take-off until we get into the smoother air higher up."
{weatherDescent}	A commentary based on weather expected at the arrival airport	"According to the weather radar we're expecting it to be a little windy during landing so please make sure you have your seatbelts fastened during the approach."
{weatherArrival}	A commentary based on weather at the arrival airport after landing	"I'm pleased to inform you that the temperature is currently a balmy…"

Upgrading Old Sound Packs

If you have a sound pack from an older version than 1.5, you will need to upgrade it to the new format, or it will no longer work.

There are two ways to do this.

1) Manually create folders with the same name as the files in your sound pack folder but omit the ".wav" from the end. Example: "captain-welcome.wav" would become a folder called "captain-welcome". Then place your captain-welcome.wav" file within the new folder.

2) [Expert Users Only!] You can run the following script from a **batch file** to automatically upgrade the sound pack to the current version for you.

WARNING – YOU DO THIS AT YOUR OWN RISK. MAKE SURE YOU RUN IT FROM WITHIN THE

CORRECT FOLDER, OR POTENTIAL SYSTEM PROBLEMS MAY OCCUR.

Navigate to your sound pack folder, i.e.
"C:\Program Files (x86)\Lanilogic\Self-Loading Cargo%\Soundpacks\MySoundpack"

Create and run the following script from a batch file (*.bat):

```
rem ---- SNIP ---
@echo off
for %%i in (*.mp3 *.wav) do (
  md "%%~ni" && move "%%~i" "%%~ni"
)
rem ---- END SNIP ----
```

All MP3 and WAV files within your folder will have folders created and then be moved into them.

Glossary of Sound Events for Sound Packs

The following sound events are implemented within Self-Loading Cargo for use in sound packs – please note that this is under review and subject to change between versions however every attempt at backwards compatibility will be made going forwards.

Remember for each event you can use unlimited files which will be chosen randomly when playing that sound.

Captain Sounds

These sound events are used by the Captain when addressing passengers, cabin and ground crew.

FOLDER NAME	EXAMPLE TRANSCRIPT	RADIO STYLE
CAPTAIN-WELCOME	Ladies and Gentlemen, from the cockpit this is your captain speaking and I'd like to welcome you onboard the aircraft. I'm not anticipating any delays so we should be arriving bang on time at our destination. The guys on the ground are loading the final bits of luggage into the aircraft, so I expect us to be on our way very shortly. If you could help the cabin crew by getting yourselves sat comfortably with seatbelts fastened we should be ready to depart in just a few minutes. For now though, I'd like to thank you for choosing to fly with us today and I hope you enjoy the flight.	NORMAL
CAPTAIN-PLANE-GONE-TECH	Ladies and Gentlemen, From the cockpit, unfortunately it looks as though we might be a little bit delayed in heading off due to a small technical issue with the aircraft. We currently have an engineer working on the problem so we'll be on our way as quickly as possible. Thank you for your patience.	NORMAL
CAPTAIN-PLANE-GONE-TECH-CONTINUED	Ladies and Gentlemen, From the cockpit, just to keep you updated on the issue with the aircraft - it is taking a little longer than originally anticipated to fix the problem, although the engineers are continuing to work and we hope to have it rectified very shortly. Thank you once again for your patience and we hope to be departing as soon as possible.	NORMAL
CAPTAIN-PLANE-GONE-TECH-FINISHED	Ladies and Gentlemen, From the cockpit, you'll be delighted to know that the issue we were having with the aircraft has been rectified and we'll be on our way in a few moments once we've ran our final checks. Thank you once again for your patience.	NORMAL

CAPTAIN-CABINCREW-SEATS-FOR-TAKEOFF	Cabin Crew, seats for takeoff please.	NORMAL
CAPTAIN-ABORTED-TAKEOFF	Ladies and Gentlemen, From the cockpit - as you will have noticed we have aborted our takeoff. Please give us a few moments while we try rectify the problem and please also keep your seatbelts securely fastened as we should be be on our way again very shortly. Thank you for your patience.	NORMAL
CAPTAIN-ABORTED-TAKEOFF-TRY-AGAIN	Ladies and Gentlemen, From the cockpit - just to let you know we've rectified the problem that occurred during our aborted takeoff and will shortly be taxing to the runway to get going again. We're just about finished running through our checks up here so expect to be departing in a few moments. Thank you.	NORMAL
CAPTAIN-ABORTED-TAKEOFF-RETURNING-TO-GATE	Ladies and Gentlemen, From the cockpit - Unfortunately the problem that was identified during takeoff requires further checks by an engineer and for safety reasons we will not be able to depart at the present time. We'll be returning to the gate in a few moments where ground staff will direct you back to the terminal to await further instructions. I'd like to apologise for any inconvenience this may cause but obviously the safety of everyone onboard the aircraft has to be our priority. Thank you very much for your understanding, and remember to please remain seated until the aircraft has reached the gate.	NORMAL
CAPTAIN-CABINCREW-PREPARE-FOR-LANDING	Cabin Crew, please prepare the cabin for landing.	NORMAL
CAPTAIN-CABINCREW-SEATS-FOR-LANDING	Cabin Crew, please take your seats for landing.	NORMAL
CAPTAIN-CRUISE-LEVEL	Ladies and Gentlemen, from the cockpit - just to let you know we've reached our cruise level and we're not anticipating any major delays so hope to have you at your destination on time as planned. As the cabin crew make their way around the aircraft please make sure the aisles are clear of any items and I invite you to please sit back, relax and enjoy the flight. Thank you.	NORMAL
CAPTAIN-DESCENT-STARTED	Ladies and Gentlemen from the cockpit - you may have noticed we have begun descending to our destination. We're not expecting any delay so should have you on the ground in the next twenty minutes. If you could assist the cabin crew by tidying your tray and handing them any litter as they come around it would be most appreciated and make sure to fasten your seatbelt. For safety reasons, please turn off all electronic devices or switch them to "airplane" mode until after we have landed. Please also note that the aircraft toilets will shortly be out of use. Thank you.	NORMAL
CAPTAIN-CLEAR-TO-DEBOARD	Cabin Crew, the aircraft is secure - please open doors.	NORMAL
CAPTAIN-DISEMBARK-NOTICE	Ladies and Gentlemen, from the cockpit once again I hope you enjoyed your flight with us today. On behalf of myself, the first officer and the cabin crew, we wish you a safe and pleasant journey from the airport and hope to see you again soon. Thanks for flying with us.	NORMAL
CAPTAIN-GO-AROUND	Ladies and Gentlemen, from the cockpit once again just to let you know that we decided to perform a go-around procedure due to adverse landing conditions at the airport. There's absolutely nothing to worry about and is a perfectly normal procedure which we perform to ensure the safety of the aircraft if we feel a landing cannot be performed safely. We'll be setting up for another landing attempt shortly and hopefully this time conditions will have improved so that we can get you on the ground. We apologise for the slight inconvenience this may cause but if you can keep your seatbelts fastened ready for landing we can get down as quickly as possible. Thank you.	NORMAL

CAPTAIN-MEDICALDIVERSION-START	OK no problem - if you can just keep us informed of any updates, we'll keep one eye on diverting the flight in case they start feeling any worse.	NORMAL
CAPTAIN-MEDICALDIVERSION-CONTINUE	Ok, I think since the passenger appears to be doing okay we'll continue for the moment - but if there's any change then obviously let us know and we'll take it from there.	NORMAL
CAPTAIN-MEDICALDIVERSION-ABORT	OK I think at this point the responsible thing to do would be to get them medical attention as quickly as possible so we'll inform ATC and plan to divert the flight. If you guys can start preparing the cabin for landing now we'll let the passengers know and get on the ground.	NORMAL
CAPTAIN-MEDICALDIVERSION-NOTIFYCABIN	Ladies and Gentlemen, from the cockpit - we have been made aware that one of our passengers is suffering from a medical condition that requires prompt attention and have made the decision to divert this flight so we will be landing earlier than anticipated. We apologise for the inconvenience and will be making every effort to coordinate your onward journey with ground staff at the airport - we will of course let you know more accurate information about that as soon as we have it. In the meantime, thank you for your patience and understanding while we take the aircraft down and please assist the cabin crew as we prepare for landing. Thank you.	NORMAL
CAPTAIN-MEDICALDIVERSION-DEBOARDING	Ladies and Gentlemen, from the cockpit - if you could please remain seated while cabin crew assist the passenger off the aircraft it would be most appreciated. You may be able to see emergency vehicles outside as a precaution which is standard procedure for this type of incident so please do not be alarmed. We expect to start deboarding the aircraft in just a few moments. Thank you.	NORMAL
CAPTAIN-MEDICALDIVERSION-END	Ladies and Gentlemen from the cockpit - the doors have been opened so you may now exit the aircraft. You will be met by representatives from the airline who will discuss your onward travel arrangements with you. I'd like to thank you for your assistance and patience in dealing with the diversion today, and wish you a safe onward journey.	NORMAL
CAPTAIN-CREWDIVERSION-CONTINUE	Hi - I think at this point we're happy to continue as we are with the flight but if you could let us know if the situation changes that would be great.	NORMAL
CAPTAIN-CREWDIVERSION-DIVERT	Hi - I think at this point we'll inform air traffic control that we have an issue with one of our passengers and we'll be requesting to land so that they can be offloaded. If you could start working to secure the cabin ready for an early arrival, we'll get started up here and make an announcement to the cabin.	NORMAL
CAPTAIN-CREWDIVERSION-ANNOUNCEDIVERT	Ladies and Gentlemen, from the cockpit once again - it's come to my attention that one of our passengers is unfortunately causing issues in the cabin and in the interests of safety we have decided to divert to a nearby airfield so that the situation can be dealt with on the ground. We apologise for the inconvenience, but if you could assist the cabin crew as we prepare for our unscheduled arrival it would be most appreciated. Thank you.	NORMAL
CAPTAIN-CREWDIVERSION-DEBOARDING	Ladies and Gentlemen, from the cockpit once again - due to the incident earlier we'd like you to make way for the officers coming down the aisle before we continue with deboarding so that they can deal with the passenger responsible for our diversion. Once again we apologise for the unscheduled change of destination and airport staff will be available to explain the next steps for your connecting flight. Thank you for your patience and understanding, we'll be as quick as we can.	NORMAL

CAPTAIN-GONE-TECH-1	OK that's no problem, just keep us informed while we carry on with what we need to do up here and we'll hopefully hear from you shortly. Thanks.	NORMAL
CAPTAIN-GONE-TECH-2	OK understood we'll let the cabin know there's a short delay but if you could keep as informed that would be great. Thanks.	NORMAL
CAPTAIN-GONE-TECH-3	Ah Fantastic, that's great news - thanks for letting us know and we'll get prepared for pushback. Thanks a lot.	NORMAL
CAPTAIN-DEPARTURE-DELAY	Ladies and Gentlemen from the cockpit, just to let you know that we're expecting a short delay while we finalise some of the paperwork up here but we should be departing in a few minutes, thank you.	NORMAL
CAPTAIN-DEPARTURE-LATE	Ladies and gentlemen from the cockpit once again and I'd like to apologise for the extended delay so far - we're not expecting it to take much longer and we'lll have you on your way as soon as possible. Thanks for your patience.	NORMAL
CAPTAIN-RETURN-TO-GATE	Ladies and gentlemen, unfortunately it appears that we need to return to the gate due to an unforeseen issue with the aircraft. Please reman seated until the belt signs are turned off while we taxi back. We'd like to apologise for any inconvenience this may cause and advise you to contact the service desk once you deboard the aircraft for further information.	NORMAL
CAPTAIN-TAXI-HOLD	Ladies and gentlemen, we've been instructed by air traffic control to hold our current position for a few moments but will be on our way very shortly. Thanks for your patience and please remain seated as we prepare for departure.	NORMAL
CAPTAIN-DIVERT-FLIGHT	Ladies and gentlemen, from the cockpit - unfortunately it looks like we won't in fact be able to make it to our planned destination today and will shortly be making our way to our alternative airport instead. We'll be starting our descent in a moment, so please make sure your seat area is clear and tidy as we prepare for our arrival. We apologise for any inconvenience that this may cause but you will receive further guidance from the travel desk once we arrive at the airport. Thank you.	NORMAL
CAPTAIN-RETURN-TO-AIRPORT	Ladies and gentlemen, from the cockpit - unfortunately due to a technical problem that's just occurred with the aircraft, we will shortly be heading back to the airport. I'd just like to reassure you that there is nothing to worry about at this stage but we do of course have to take every precaution we can when it comes to ensuring the safety of yourselves and the aircraft and so have decided that the best course of action is to get back on the ground. Please note that this may mean an extended delay for you once we reach the airport, but please contact the travel desk on arrival and they will give you further instructions regarding your travel arrangements. Thank you for your patience and understanding while we deal with the incident and get you safely back on the ground.	NORMAL
CAPTAIN-ARRIVAL-DELAY	Ladies and gentlemen, from the cockpit once again - unfortunately it looks as though we may be a little bit delayed in our arrival. We'd like to apologise in advanced for any inconvenience this may cause, but please be assured we're doing our very best to get you on the ground as quickly as we can. Thanks for your patience.	NORMAL
CAPTAIN-ARRIVAL-LATE	Ladies and gentlemen, from the cockpit once again - unfortunately it does look like we're going to be a little late to arrive at our destination. Please accept our apologies and we'll do our very best to make sure the delay is as short as possible. Thank you.	NORMAL
CAPTAIN-DISEMBARK-NOTICE-DIVERTED	Ladies and Gentlemen, from the cockpit once again - On behalf of myself, the first officer and the cabin crew, I'd like to apologise for the diversion today and would advise you to head to the company desk in the terminal for further information about continuing your journey. We do appreciate the frustration you must be feeling and would like to thank you for your patience in dealing with this matter and hope to see you some other time. Have a safe onward journey.	NORMAL

CAPTAIN-DISEMBARK-NOTICE-ABORTED	Ladies and Gentlemen, from the cockpit once again - I'd like to extend our sincere apologies for the disruption to your travel arrangements. If you head to the company desk inside the terminal, colleagues will advise you on any further details to get you on your way again. Thank you for your patience and we wish you a safe onward journey.	NORMAL
CAPTAIN-DISEMBARK-NOTICE-DIVERTED-MEDICAL	Ladies and Gentlemen, from the cockpit once again - On behalf of myself, the first officer and the cabin crew, I'd like to thank you for your patience and support during the in-flight emergency - hopefully the person affected will receive the medical assistance they require and I'm sure we all extend our best wishes to them and their family. However, the aircraft doors are now open, so you are free to deboard and head inside the terminal - once again, thank you for your patience and if you have any questions concerning any onward travel please visit the company desk for more information. Thank you.	NORMAL
CAPTAIN-DISEMBARK-NOTICE-DIVERTED-TECH	Ladies and Gentlemen, from the cockpit once again - On behalf of myself, the first officer and the cabin crew I'd like to thank you for your assistance during the incident we experienced while in the air, it is much appreciated. The aircraft doors are now open, so you are free to deboard, head inside the terminal and our colleagues will assist with any information you require. Thank you.	NORMAL
CAPTAIN-DISEMBARK-NOTICE-DIVERTED-CABINCREW	Ladies and Gentlemen, from the cockpit once again - On behalf of myself, the first officer and the cabin crew I'd like to thank you for your assistance during the incident we experienced while in the air, it is much appreciated. The aircraft doors are now open, so you are free to deboard, head inside the terminal and our colleagues will assist with any information you require. Thank you.	NORMAL
CAPTAIN-DISEMBARK-NOTICE-DELAYED	Ladies and Gentlemen, from the cockpit once again - we apologies for the slight delay in getting you to your destination but you are now free to deboard and we look forward to seeing you soon. Thank you.	NORMAL
CAPTAIN-DISEMBARK-NOTICE-LATE	Ladies and Gentlemen, from the cockpit once again - thank you for your patience after our late arrival. The doors are now open so you may safely deboard the aircraft. Please accept our apologies and if you require any further assistance please contact one of our colleagues at the service desk within the terminal . We hope to see you again soon. Thank you.	NORMAL
CAPTAIN-ANNOUNCETOD	Ladies and Gentleman from the cockpit once again, you will be delighted to know that we will shortly be starting our descent, at which point the cabin crew will start preparing for our arrival. If you could make sure all aisles are clear for the cabin crew as they start making their way around the aircraft it would be most appreciated, thank you.	NORMAL
CAPTAIN-CRUISE-LEVEL-DELAYED	Ladies and Gentlemen, from the cockpit - just to let you know we've now reached our cruising flight level. We were slightly delayed in taking off so we are running a little bit behind schedule but we'll do our best to catch up and see if we can get you to our destination on time as planned. As the cabin crew make their way around the aircraft please make sure the aisles are clear of any items and I invite you to please sit back, relax and enjoy the flight. Thank you.	NORMAL
CAPTAIN-CRUISE-LEVEL-LATE	Ladies and Gentlemen, from the cockpit - just to let you know we've reached our cruise level - It's looking likely that we will be slightly behind schedule when we arrive at our destination due to our late departure, but we will be doing our best to make up as much time as possible to minimise any disruption to your journey. As the cabin crew make their way around the aircraft please make sure the aisles are clear of any items and I invite you to please sit back, relax and enjoy the flight. Thank you.	NORMAL

CAPTAIN-WELCOME-DELAYED	Ladies and Gentlemen, from the cockpit this is your captain speaking and I'd like to welcome you onboard the aircraft. We're running slightly behind schedule but we should be able to make up the time once we get up in the air. The guys on the ground are loading the final bits of luggage into the aircraft, so I expect us to be on our way very shortly. If you could help the cabin crew by getting yourselves sat comfortably with seatbelts fastened we should be ready to depart in just a few minutes. For now though, I'd like to thank you for choosing to fly with us today and I hope you enjoy the flight.	NORMAL
CAPTAIN-WELCOME-LATE	Ladies and Gentlemen, from the cockpit this is your captain speaking and I'd like to welcome you onboard the aircraft. As you will have noticed, we are currently a bit behind schedule but we'll do everything we can to make up as much time as possible once we're up in the air. The guys on the ground are loading the final bits of luggage into the aircraft, so I expect us to be on our way very shortly. If you could help the cabin crew by getting yourselves sat comfortably with seatbelts fastened we should be ready to depart in just a few minutes. For now though, I'd like to thank you for your patience and I hope you enjoy the flight.	NORMAL
CAPTAIN-DISEMBARK-NOTICE-RETURNED	Ladies and Gentlemen, from the cockpit once again - I'd like to extend our sincere apologies for the disruption to your travel arrangements. If you head to the company desk inside the terminal, colleagues will advise you on any further details to get you on your way again. Thank you for your patience and we wish you a safe onward journey.	NORMAL
CAPTAIN-TURBULENCE-EXPECTED	Ladies and Gentlemen, from the cockpit once again just to let you know we're expecting a small amount of turbulence up ahead and as such I've turned on the seatbelt sign. For your safety please remain seated for a few minutes until the light is turned off. Thank you.	NORMAL
CAPTAIN-BAD-WEATHER-AHEAD	Ladies and Gentlemen, from the cockpit once again and I want to let you know that we're about to encounter some rough weather up ahead so I've turned on the seatbelt sign. We'll do our best to keep any disturbances to a minimum but for your safety please make sure you remain seated with your belts fastened for the next 10 minutes or so until the lights are turned off. Thank you.	NORMAL

Cabin Crew

These sound events are used by the cabin crew when communicating via the PA system

FOLDER NAME	EXAMPLE TRANSCRIPT	RADIO STYLE
CREW-BOARDING-COMPLETE	Hi Captain, all passengers are onboard and doors have been closed.	NORMAL
CREW-CABIN-IS-SECURED	Hi Captain, the cabin is secured, all doors cross-checked. We're ready to go.	NORMAL
ANNOUNCEMENT-INFLIGHT-MOVIE	Ladies and gentlemen, we are about to start our inflight movie. If you'd like to watch, please plug in your headphones and select channel 3 from your armrest remote. Thank you, and enjoy the film.	CABIN
ANNOUNCEMENT-DRINKS	Ladies and gentlemen, we are about to start serving drinks. Please make sure your tray table is in the down position, and clear any items from the aisles. Thank you.	CABIN

ANNOUNCEMENT-ALCOHOL	Ladies and gentlemen, we are about to start serving alcoholic drinks. Please make sure your tray table is in the down position, and clear any items from the aisles. Thank you.	CABIN
ANNOUNCEMENT-FOOD	Ladies and gentlemen, we are about to start serving food. Please make sure your tray table is in the down position, and clear any items from the aisle.	CABIN
CREW-PLEASE-FASTEN-SEATBELTS	Ladies and gentlemen, the captain has turned on the seatbelt sign. Please fasten your seatbelts as soon as possible, thank you.	CABIN
CREW-SEATBELT-SIGN-IS-OFF	Ladies and gentlemen, the captain has turned off the seatbelt sign so you are free to move about the cabin. However, please note that we do recommend you fasten your seatbelts at all times when you are seated in case of turbulence. Thank you.	CABIN
CREW-FINAL-APPROACH	Ladies and gentleman, we are about to land. Please make sure you are seated with your belts fastened, and your trays in the upright position. Any items should be safely stored and remember to turn off all electronic devices until after landing. Thank you.	CABIN
CREW-PLEASE-REMAIN-SEATED-UNTIL-GATE	Ladies and gentlemen, please remain seated until the aircraft has arrived at the gate. You are reminded that all electronic devices should remain turned off until you are in the terminal building. Thank you.	CABIN
CREW-YOU-MAY-NOW-USE-ELECTRONICS	Ladies and gentlemen, you may now use your electronic devices.	CABIN
CREW-MEDICALDIVERSION-START	Hi Captain, we've been made aware that one of the passengers is feeling fairly unwell. There's actually a registered nurse onboard who's dealing with the situation but we thought you should be made aware in case their condition gets any worse.	NORMAL
CREW-MEDICALDIVERSION-QUESTION	Hi Captain, okay we've monitored the ill passenger and it looks as though they're doing okay now - the nurse has said that they're satisfied with how well they're responding but obviously they'd prefer to have that verified by someone on the ground - how would you like to proceed?	NORMAL
CREW-MEDICALDIVERSION-DETERIORATION	Hi Captain, okay the condition of our ill passenger appears to be deteriorating and the nurse is getting a little concerned.	NORMAL
CREW-CREWDIVERSION-START	Hi Captain, Sorry to bother you but it appears we have a problem with one of the passengers and we were wondering how you would like to deal with the issue?	NORMAL
crew-crewdiversion-improved	Hi Captain, it looks like the problematic passenger has decided to start behaving so we're happy and everything is back to normal.	NORMAL
crew-crewdiversion-deterioration	Hi Captain, the passenger we spoke to you about earlier is continuing to cause problems for us in the cabin, as well as other passengers. We'll let you decide the best course of action though, the situation is still under control but getting quite difficult to deal with.	NORMAL

Ground Crew

These sound events are spoken by the ground crew when addressing the captain.

FOLDER NAME	EXAMPLE TRANSCRIPT	RADIO STYLE
GROUND-GONE-TECH-1	GROUND TO COCKPIT…. [GO AHEAD] … WE'RE HAVING AN ISSUE DOWN HERE WITH ONE OF THE PANELS, WE MIGHT NEED A FEW MINUTES TO RESOLVE IT BEFORE WE CAN RELEASE THE AIRCRAFT FOR PUSHBACK.	OUTSIDE
GROUND-GONE-TECH-2	GROUND TO COCKPIT… [GO AHEAD] … ONE OF OUR ENGINEERS IS STILL WORKING ON THE PROBLEM - WE'VE GOT THE NECESSARY PARTS IN PLACE, BUT WE STILL NEED A FEW MORE MINUTES TO SOLVE THE PROBLEM SO UNFORTUNATELY THERE WILL BE A FURTHER DELAY - WE'LL LET YOU KNOW ONCE WE'RE READY, AS SOON AS POSSIBLE.	
GROUND-GONE-TECH-3	GROUND TO COCKPIT… [GO AHEAD] … WE'VE MANAGED TO SOLVE THE PROBLEM SO YOU'RE FREE TO PUSHBACK AT YOUR DISCRETION. ALL PANELS ARE SECURE, THE AIRCRAFT IS RELEASED. THANKS FOR YOUR PATIENCE AND I HOPE YOU HAVE A SAVE ONWARD FLIGHT.	

Development Roadmap

Please find details of future development plans for Self-Loading Cargo by visiting https://www.selfloadingcargo.com/roadmap - your feedback, ideas and bug reports are all very much welcomed – please feel free to email steve@lanilogic.com and let me know.

Technical Support

If you require technical support please email steve@lanilogic.com with specific details about your problem. Also be sure to check the Troubleshooting section of this document.

You can also join the Discord server where a friendly and helpful community awaits.

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