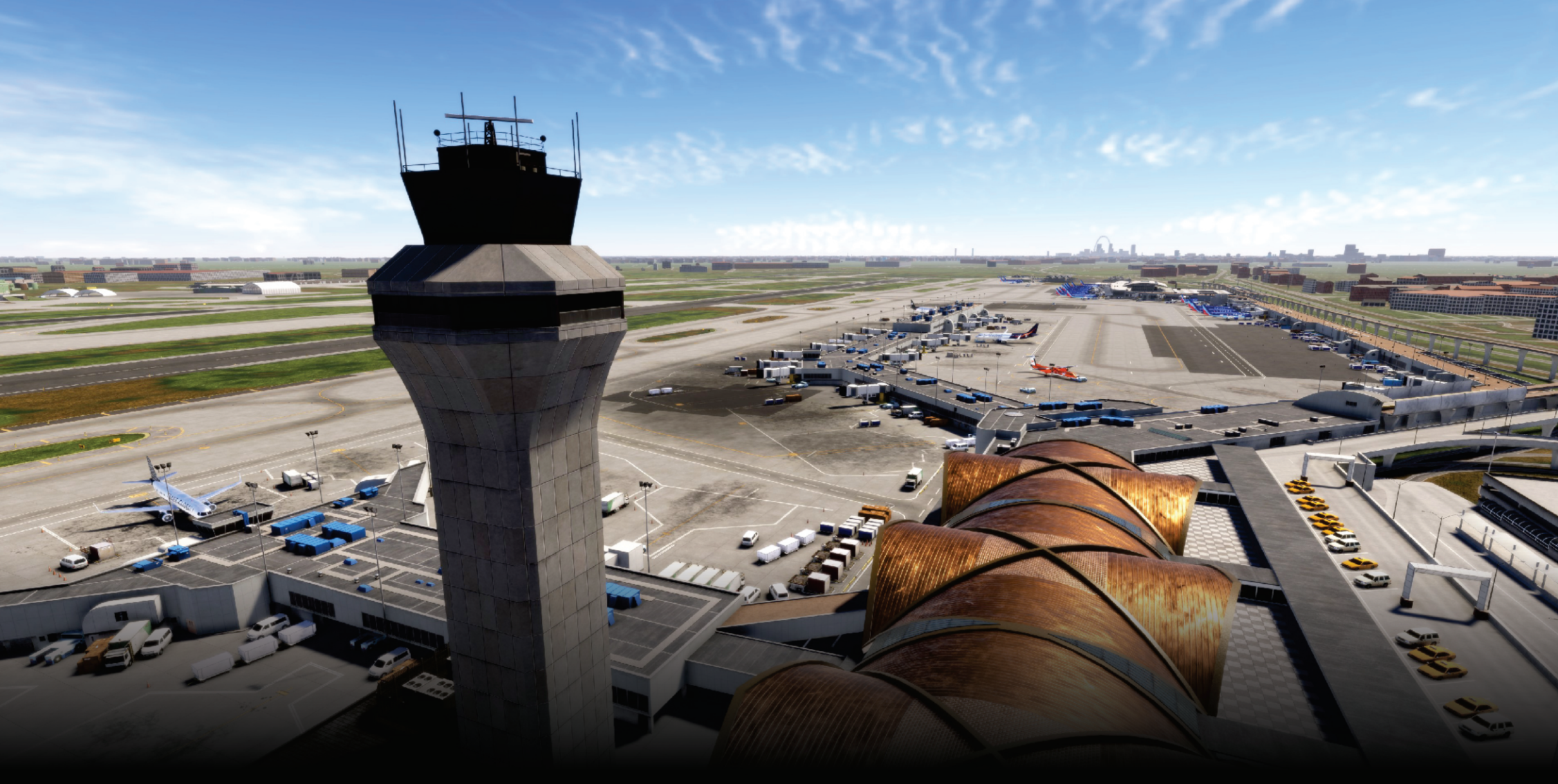


WELCOME! TOWER! SIMULATOR 3

START GUIDE BASICS



This software is an in depth Air Traffic Control simulation. If you skip at least this quickstart guide, likely you won't be able to enjoy this simulation. Please take the time before you jump into the controller's position and get the best ATC simulation experience!



ATC BASICS TOWER! SIMULATOR 3

START GUIDE BASICS

AIR TRAFFIC CONTROL (ATC) is the service that manages the **safe** and **efficient** movement of aircraft both on the ground and in the air. It's crucial for preventing collisions, organizing and expediting the flow of air traffic, and ensuring that aircraft are safely separated from one another.

Tower! Simulator 3 by FeelThere is programmed to follow, more or less, United States of America Federal Aviation Administration (FAA) and European (EUROCONTROL) guidelines for traffic control.

TAXIWAYS AND GENERAL AVIATION CALLSIGNS ARE IDENTIFIED USING THESE ICAO PRONUNCIATION CODES:

LETTER	CODE					
A	ALPHA	J	JULIET	S	SIERRA	
B	BRAVO	K	KILO	T	TANGO	
C	CHARLIE	L	LIMA	U	UNIFORM	
D	DELTA	M	MIKE	V	VICTOR	
E	ECHO	N	NOVEMBER	W	WHISKEY	
F	FOXTROT	O	OSCAR	X	X-RAY	
G	GOLF	P	PAPA	Y	YANKEE	
H	HOTEL	Q	QUEBEC	Z	ZULU	
I	INDIA	R	ROMEO			

NUMBERS USED IN CALLSIGNS, TAXIWAYS AND RUNWAYS ARE IDENTIFIED USING THESE ICAO PHONETIC PRONUNCIATION CODES:

NUMBER	CODE					
0	ZERO	4	FOUR	8	EIGHT	
1	ONE	5	FIVE	9	NINER	
2	TWO	6	SIX			
3	THREE	7	SEVEN			



As the Tower Controller your task is to provide guidance to all aircrafts within your control space. To achieve this, you will be issuing commands like entering or crossing a runway, assigning taxiway routes and clearing them for take off or landing with an appropriate and safe separation both in-air and on-ground.

Tower! Simulator 3 use fantasy airlines (Real airlines are available as add-on on our website).

AIRLINE CALLSIGNS:

3 LETTER CODE	CALLSIGN	FULL NAME
TAB	LESLIE	Trans American, United States
FRT	FIELD AIR	Feelthere International Airlines, United States
TGB	GLOBE	Trans Global, Europe
VAL	VALUE	Value, United States
BLA	LAKES	Big Lakes, United States
CBA	CHESHIRE	Cheshire Blue, Europe
BTV	WHITE SAND	Be There Vacation, Europe
DEN	DENALI	Denali Airlines, United States
RAA	RAINIER	Rainier Air, Europe
ANG	GOLDSUN	Gold Sun Air, Asia
LAW	LATITUDE	Latitude Airways, Europe
UAX	OZZY	Uluru, Australia
EMF	PACKAGE	Express Mail Freight, Europe
PAV	PATIENTE	Silent Valley Airline, Asia
MAX	MAGIC	Magic Express, United States

By default, the F1 key will put you into the controller's normal position, and various F keys will move you around preset radar views. You can overwrite them by moving to any position and hitting the CTRL+Function key wherever you want to save the view.

When in **Single-player mode** Tower places you simultaneously in two controller positions: Tower and Ground Controller.

Multiplayer mode allows you to designate who is the Ground and Tower controller. More than one controller can act as Tower as well as Ground. The primary responsibility of the Tower Controller is to oversee and ensure sufficient runway separation exists between landing and departing aircrafts. The Ground Controller is in charge of the safety of aircrafts that are taxiing on taxiways or inactive runways. Up to 6 frequencies can be used



Ordering an aircraft to take off as soon as they arrive at the runway isn't all there is to being a controller. Your role is to assure ample aircraft separation, and provide a reasonable and safe flow of traffic away from the airport to avoid conflicts with arriving aircraft. This is done by properly spacing inbound aircraft and sequencing departures into the traffic flow.

Aircraft separation is generally defined by the phase of flight the aircraft is currently in (takeoff, climb, cruise, descent, and landing) and the aircraft size.

Aircraft are categorized according to weight:

P	PROP	R	REGIONAL JET	C	CARGO
T	TURBOPROP	N	NARROW BODY JET		
B	BUSINESS	W	WIDE BODY JET		

Once the game starts you must select at least one arrival runway to receive arrivals. The various letters represent the various types of aircrafts which can be allowed to land on that runway.

LEADING/TRAILING	SUPER HEAVY	HEAVY	MEDIUM	LIGHT
SUPER HEAVY	MRS	6 NM	7 NM	8 NM
HEAVY	MRS	4 NM	5 NM	6NM
MEDIUM	MRS	MRS	MRS	5 NM
LIGHT	MRS	MRS	MRS	MRS

If time based separation is used you still need to maintain a minimum 1000' vertical separation between planes.

LEADING/TRAILING	SUPER HEAVY	HEAVY	MEDIUM	LIGHT
SUPER HEAVY	-	120 secs.	180 secs.	180 secs.
HEAVY	-	-	120 secs.	120 secs.
MEDIUM	-	-	-	120 secs.
LIGHT	-	-	-	-

After takeoff, normal practice is to transfer control to departure as soon as possible to reduce workload. It is your responsibility not to clear the next aircraft for takeoff until the departing aircraft is safely away. Once you are certain the flight is clear, you can instruct the pilot to contact Departure.



Tower! Simulator 3's AI TRACON (Terminal Radar Control) controller will lead the aircraft to final approach (you will not see or hear these commands) from cross-country flight control. You cannot manage arriving aircraft until the pilot contacts you stating, "With you." Even if you see her strip on your board, or see his aircraft return on your radar screen you must wait until the pilot calls for your control.

The Golden Rule:



NO AIRCRAFT MAY LAND WHEN ANOTHER AIRCRAFT IS ON THE RUNWAY!

You can request different distance based separation from the approach by selecting the corresponding button.



Planes landing and taking off from parallel runways must be separated also. Normally at least 3600 feet between the runways required for fully independent plane movements. Between 760' and 3600' of the runways it is allowed to land planes with 1,5 mile separation.

However there are certain airports where these rules don't apply so we implemented a selection where you can set the rules for the given airport.



SETTINGS TOWER! SIMULATOR 3

START GUIDE BASICS

One of the keys to success is to configure the simulator properly, going through the entire game main menu and setting the options to our liking to get the best of each session. We are also going to remember some important steps to set the **voice recognition system**, as well as introduce you to some new details.

First and very important, make sure you have installed and set the system in the United States English language. This will best understand your commands and work properly in the game.

Time & language > Language & region

Language



Windows display language

Windows features like Settings and File Explorer will appear in this language

English (United States) ▾

Preferred languages

Microsoft Store apps will appear in the first supported language in this list

Add a language



English (United States)

language pack, text-to-speech, speech recognition, handwriting, basic typing



Take the speech training on your computer. This training will have you read some text to improve its ability to understand your voice and your accent. This training can be found in the Control Panel.

Also make sure you have a good microphone and TowerRecog application is on the list that accesses it.

Privacy & security > Microphone



TowerRecog

Last accessed 5/30/2024 | 1:30:14 AM

IMPORTANT:

- Tower! Simulator 3. only recognizes typed or spoken English, the international language of ATC.
- A high quality microphone improves Speech's ability to interpret your voice.
- Keeping background noises to a minimum improves Speech's ability to interpret your voice.

Because of differences between an individual's speech or pronunciation, and limitations with Microsoft's Speech API, FeelThere doesn't guarantee that voice recognition will work flawlessly for all users.

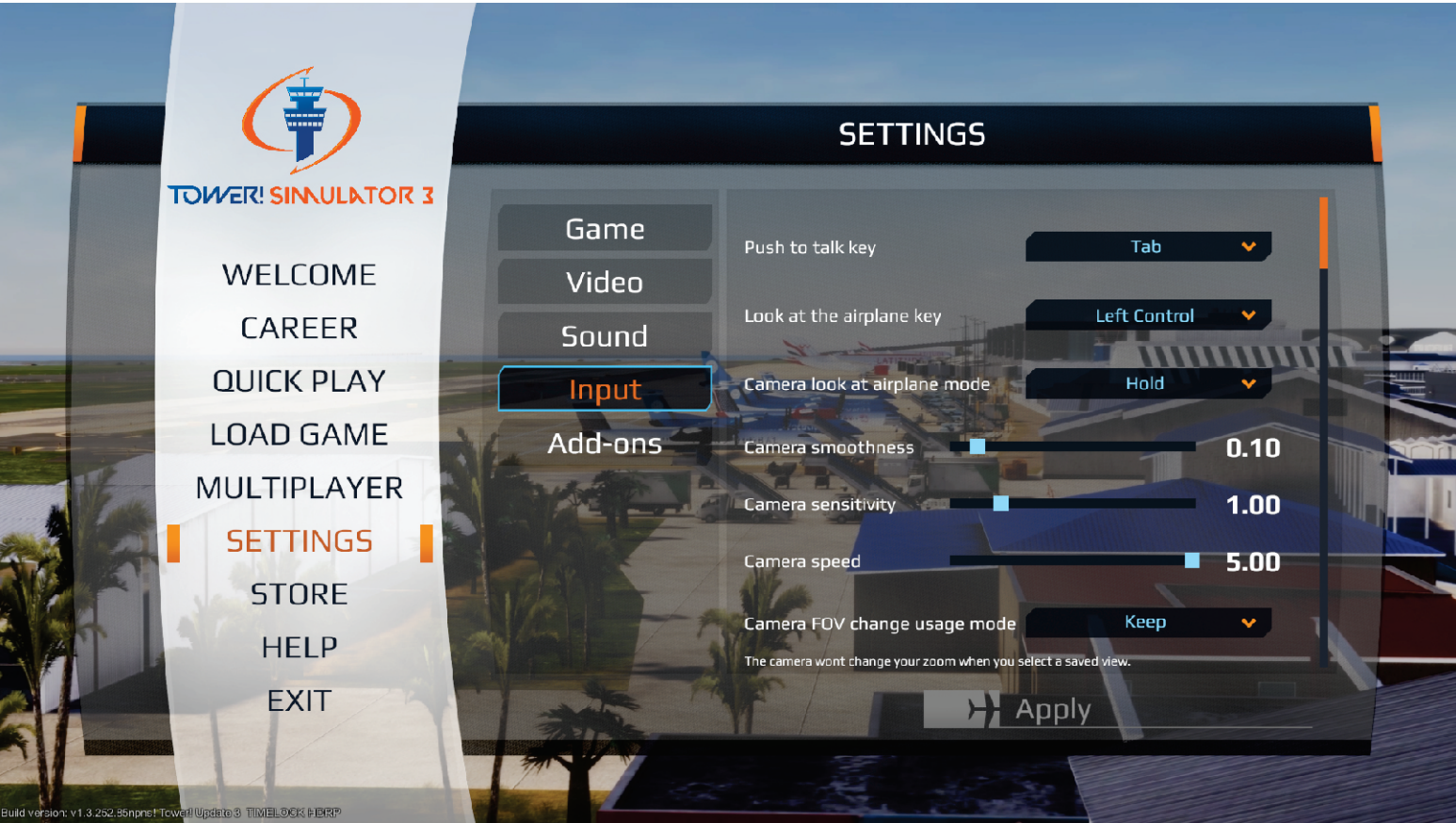
For Tower to 'listen' to your voice commands the < TAB > must be pressed and held using the left-mouse-button. When speaking commands Tower! will display the command the voice recognition believes you are stating on the Command screen panel. The entire command phrase must be stated for the instruction to be accepted by Tower! Simulator 3.

If Tower does not recognize your instruction and clears the Command screen line, it is best to release the <TAB> button before speaking again.

More details on how to configure and train the Speech API are available from Microsoft.

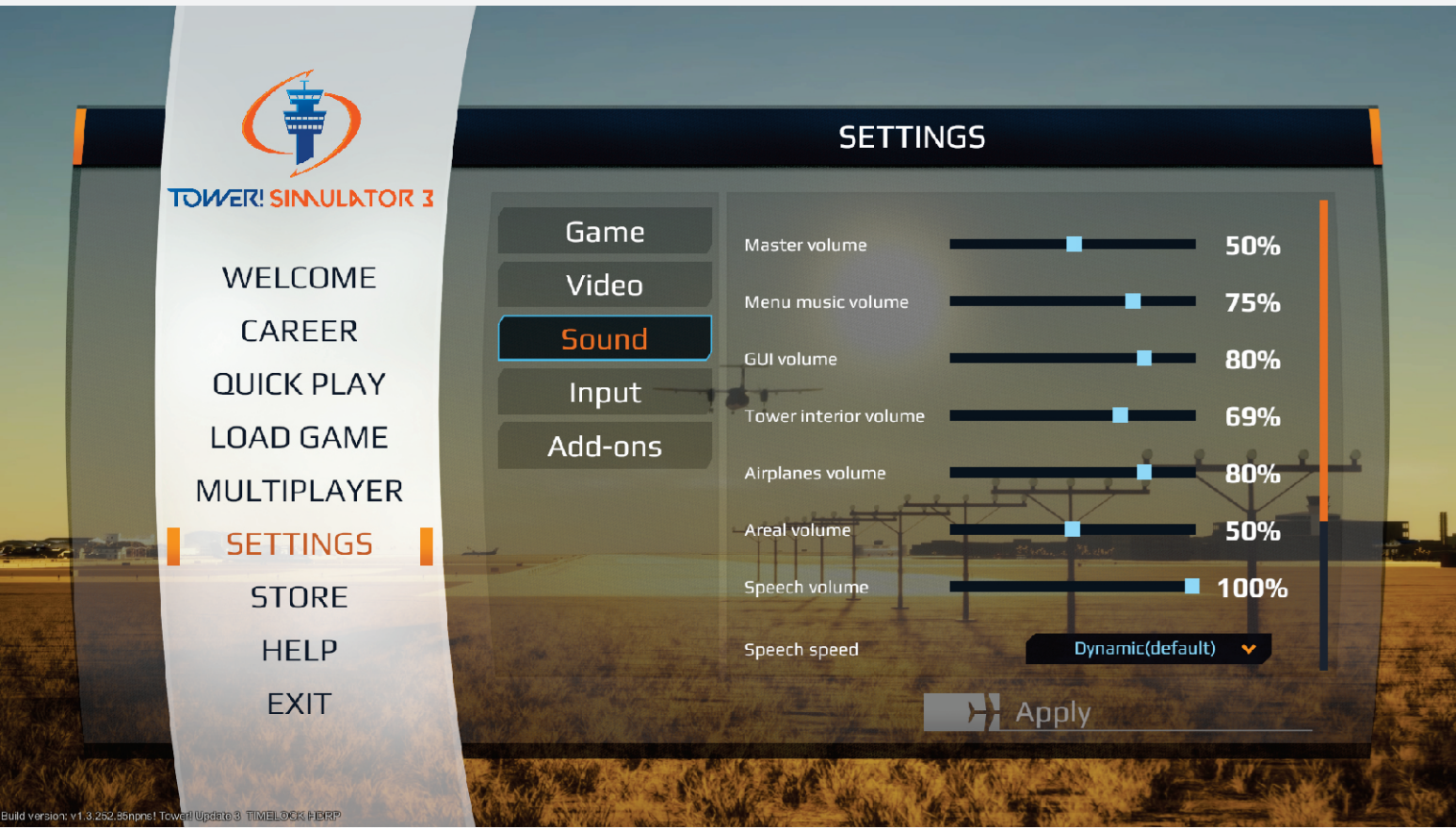
When you start the game, already at the airport, the system will check all the details while showing you the **Building recognition grammar** message. When this message goes away, in a few seconds, the system will be ready.


Remember set and press your PTT button to send the commands using the same words mentioned in this manual.



We recommend starting with a slow speed voice. Soon you will see how the system understands you better and better and you will be able to speed up your voice and commands like a real ATC does.


Remember that you can also configure the **Speech speed** to your liking and as you understand the communications better you can speed it up. The sound setting is particularly important so that you can take full advantage of the voice recognition and communication system.






SOUND SETTINGS TUTORIAL


By Chaz Draycott





MENU WALKTHROUGH TUTORIAL

By Chaz Draycott





GUI

TOWER! SIMULATOR 3

START GUIDE BASICS

The **GUI (Graphical User Interface)**, is a form of user interface that allows you to interact with electronic devices through graphical icons and visual indicators. It's the third one available in the game besides the Voice Recognition System or the Command Panel.

A **GUI (Graphical User Interface)** is a type of user interface that allows users to interact with software or hardware through graphical elements like buttons, icons, windows, and menus, rather than through text-based commands. It's designed to be user-friendly, often involving intuitive elements like visual feedback, and toolbars.



By double clicking on the airplane label, you can assign any command using this interface. The commands will be made available in a logical way, following the progress of each airplane on the ground or in flight. This interface allows you to manage all ATC tasks from any view, without having the command panel in sight and without even being in the tower view.



COMMANDS TOWER! SIMULATOR 3

START GUIDE BASICS

In Tower! Simulator 3 you can send commands to airplanes from your ATC station in several ways. Voice Recognition System, Command Screen or the new mouse commands directly on the aircraft. Here is a complete list of all the commands you can manage in-game.

COMMANDS

#airplane1; PUSHBACK APPROVED FACING #cardinal1

Example: LATITUDE 2625, PUSHBACK APPROVED FACING #cardinal1

#airplane1; APPROVED FACING #cardinal1

Example: GLOBE 7170, APPROVED FACING #cardinal1

#cardinal is N S E W NE NW SE SW (verbalized not abbreviated).

Approve pushback/start and instructing the airplane to perform it in a specific orientation.

#airplane1; RUNWAY ;#runway1

Example: LATITUDE 1234, RUNWAY 10

This is how you instruct the plane to taxi to the runway.

#airplane1; RUNWAY ;#runway1; VIA ;#taxiway1;#taxiway2;#taxiway3;#taxiway4;#taxiway5

Example: LATITUDE 1234, RUNWAY 10 via A B

This is same as above but at this time we give a specific routing to the runway.

#airplane1; RUNWAY ;#runway1; HOLD SHORT OF TAXIWAY ;#taxiway1; VIA;#taxiway2;

#taxiway3;#taxiway4;#taxiway5;#taxiway6

Example: LATITUDE 1234, RUNWAY 10 hold short of taxiway C via A B

This is same as above but at this time we give a specific routing to the runway but asking the pilot to hold short at taxiway C.

#airplane1; RUNWAY ;#runway1; AT ;#taxiway1; VIA ;#taxiway2;#taxiway3;#taxiway4;

#taxiway5;#taxiway6

Example: FIELD AIR 123, RUNWAY 10 AT F VIA A B G

This is a complex instruction asking the plane to take off from Runway 10 but at this time from the F intersection (instead of the end of the runway) and make sure it will taxi using taxiway A, B and G.

#airplane1; RUNWAY ;#runway1; AT ;#taxiway1

Example: FIELD AIR 123, RUNWAY 10 AT F

You Instruct the plane to take off from the intersection of Runway 10 and taxiway F instead of the end of the runway.

#airplane1; RUNWAY ;#runway1; CLEARED TO LAND

EXAMPLE: LESLIE 123 RUNWAY 10 cleared to land

Each arriving plane must receive a landing clearance before they can land.

#airplane1; RUNWAY ;#runway1; CLEARED FOR TAKEOFF

EXAMPLE: LATITUDE 2 RUNWAY 10 cleared for takeoff

This is the command to approve a takeoff clearance.

#airplane1; RUNWAY ;#runway1; CLEARED FOR IMMEDIATE TAKEOFF

EXAMPLE: LATITUDE 2 RUNWAY 10 cleared for immediate takeoff

This is the command to approve a takeoff clearance and telling the pilots to start their takeoff roll without hesitation or stopping on the runway.

**#airplane1; RUNWAY ;#runway1; CLEARED FOR TAKEOFF UPON REACHING ALTITUDE ;
#bignumber1;CONTACT DEPARTURE**

EXAMPLE: MAGIC 8, RUNWAY 10 cleared for takeoff upon reaching 2000 contact departure

Time saving command, instead of asking the plane to contact departure once it's airborne, you can ask the pilot to automatically switch over to departure upon reaching a certain altitude.

**#airplane1; RUNWAY ;#runway1; CLEARED FOR IMMEDIATE TAKEOFF UPON REACHING
ALTITUDE;#bignumber1; CONTACT DEPARTURE**

This is another version of the command above.

**#airplane1; RUNWAY ;#runway1; CLIMB TO ;#bignumber1; ON REACHING CONTACT
DEPARTURE CLEARED FOR TAKEOFF**

This is another version of the command above.

**#airplane1; RUNWAY ;#runway1; CLIMB TO ;#bignumber1; ON REACHING CONTACT
DEPARTURE CLEARED FOR IMMEDIATE TAKEOFF**

This is another version of the command above.

**#airplane1; RUNWAY ;#runway1; CLIMB TO ;#bignumber1; ON REACHING TURN LEFT
HEADING ;#number1;CONTACT DEPARTURE CLEARED FOR TAKEOFF**

EXAMPLE: VALUE 76, RUNWAY 10 climb to 1000 on reaching turn left heading 120, contact departure cleared for takeoff

This is a complex command asking the plane to turn to a certain direction after takeoff (for example for spacing) and then contact departure automatically.

**#airplane1; RUNWAY ;#runway1; CLIMB TO ;#bignumber1; ON REACHING TURN LEFT
HEADING ;#number1;CONTACT DEPARTURE CLEARED FOR IMMEDIATE TAKEOFF**

This is another version of the command above.

**#airplane1; RUNWAY ;#runway1; CLIMB TO ;#bignumber1; ON REACHING TURN RIGHT
HEADING ;#number1;CONTACT DEPARTURE CLEARED FOR TAKEOFF**

This is another version of the command above.

**#airplane1; RUNWAY ;#runway1; CLIMB TO ;#bignumber1; ON REACHING TURN RIGHT
HEADING ;#number1;CONTACT DEPARTURE CLEARED FOR IMMEDIATE TAKEOFF**

This is another version of the command in a previous page.

#airplane1; RUNWAY ;#runway1; LINE UP AND WAIT

EXAMPLE: LATITUDE 23 RUNWAY 10 line up and wait

This is a command for the plane to take it's takeoff position on the runway but don't start the takeoff roll, just wait.

#airplane1; RUNWAY ;#runway1; LINE UP BEHIND NEXT LANDING AIRCRAFT

This is a variation of the above command, but you can issue it while another plane is on the final. Only once that traffic lands, the plane will take its position on the runway.

**#airplane1; RUNWAY ;#runway1; CLIMB VIA RUNWAY HEADING TO ;#bignumber1; ON
REACHING TURN LEFT TO HEADING ;#number1; CLEARED FOR TAKEOFF**

EXAMPLE: VALUE 45 RUNWAY 28 climb via runway heading to 1000, on reaching turn left to heading 320 cleared for takeoff

By this command we ask the pilot to continue the runways heading until a certain altitude where we ask to turn to heading 320 and we finish the command by a takeoff clearance.

**#airplane1; RUNWAY ;#runway1; CLIMB VIA RUNWAY HEADING TO ;#bignumber1; ON
REACHING TURN LEFT TO HEADING ;#number1; CLEARED FOR IMMEDIATE TAKEOFF**

This is another version of the command above.

**#airplane1; RUNWAY ;#runway1; CLIMB VIA RUNWAY HEADING TO ;#bignumber1; ON
REACHING TURN RIGHT TO HEADING ;#number1; CLEARED FOR TAKEOFF**

This is another version of the command above.

**#airplane1; RUNWAY ;#runway1; CLIMB VIA RUNWAY HEADING TO ;#bignumber1; ON
REACHING TURN RIGHT TO HEADING ;#number1; CLEARED FOR IMMEDIATE TAKEOFF**

This is another version of the command above.

#airplane1; WIND IS CALM RUNWAY ;#runway1 CLEARED TO LAND

EXAMPLE; VALUE 45, wind is calm RUNWAY 10 cleared to land

It's a variation of the landing clearance where you optionally tell the pilot about the calm winds.

#airplane1; WIND IS CALM RUNWAY ;#runway1 CLEARED FOR TAKEOFF

This is another version of the command in a previous page.

#airplane1; WIND IS ;#number1; AT ;#number2; KNOTS RUNWAY ;#runway1; CLEARED FOR TAKEOFF

EXAMPLE: MAGIC 878, wind is 276 at 15 knots, RUNWAY 15 cleared for takeoff
With this command you tell the pilot about a 15 kts wind coming from 276 degrees and you issue a takeoff clearance.

#airplane1; WIND IS ;#number1; AT ;#number2; KNOTS RUNWAY ;#runway1; CLEARED FOR IMMEDIATE TAKEOFF

This is another version of the command above.

#airplane1; PUSHBACK APPROVED EXPECT RUNWAY ;#runway1

EXAMPLE: LESLIE 23 pushback approved, expect runway 31
On initial contact the departing plane will ask for pushback. You approve it by this command and by telling the expected takeoff runway, the pushback truck will position the plane in the general direction of the runway.

#airplane1; APPROVED EXPECT RUNWAY ;#runway1

EXAMPLE: N345RT approved, expect runway 31
On initial contact the departing plane starting from a position without a pushback truck or a plane that doesn't need a pushback truck will ask you for startup instead of pushback. You approve it by this command allowing them to startup and get ready to taxi to the runway.

#airplane1; CONTACT DEPARTURE

EXAMPLE: VALUE 10 contact departure
This is the SIMPLE command you give in the air to send the plane over to the next air traffic controller after takeoff or after go around.

#airplane1; CONTACT DEPARTURE ON; #freq1

EXAMPLE: VALUE 10 contact departure on 124.0
This is the COMPLEX command you give in the air to send the plane over to the next air traffic controller after takeoff or after go around.

#airplane1; GO AROUND

EXAMPLE: MAGIC 218 go around
It's an instruction for a plane to abort it's landing and maintaining its present heading overfly the airport. You have a choice then to either (preferred) ask the pilot to contact departure and the next air traffic controller (computer controller) will guide the plane back to the runway again or you can also issue various commands to the pilot to make their landing again.

#airplane1; STANDBY

EXAMPLE: LATTITUDE 456, stand by
When an airplane calls you it expect you to answer within a relatively short period of time. If you are busy just answer by this command to let the pilot know, you heard the request and will return back to him.

#airplane1; CONTINUE TAXI

EXAMPLE: MAGIC234, Continue taxi
If you stop a plane during taxi by the HOLD SHORT command, you can approve further taxi clearance by this command.

#airplane1; FOLLOW COMPANY

DENALI46, Follow company
We can instruct a plane to follow the nearest same airline.

#airplane1; TAXI TO TERMINAL HOLD SHORT OF TAXIWAY ;#taxiway1; VIA;#taxiway2; #taxiway3;#taxiway4;#taxiway5;#taxiway6

#airplane1; TAXI TO TERMINAL VIA ;#taxiway1;#taxiway2;#taxiway3;#taxiway4;#taxiway5; #taxiway6

#airplane1; TAXI TO RAMP HOLD SHORT OF TAXIWAY ;#taxiway1; VIA ;#taxiway2;#taxiway3;#taxiway4;#taxiway5;#taxiway6

#airplane1; TAXI TO RAMP VIA ;#taxiway1;#taxiway2;#taxiway3;#taxiway4;#taxiway5;#taxiway6

#airplane1; TAXI TO APRON HOLD SHORT OF TAXIWAY ;#taxiway1; VIA;#taxiway2;#taxiway3; #taxiway4;#taxiway5;#taxiway6

#airplane1; TAXI TO APRON VIA ;#taxiway1;#taxiway2;#taxiway3;#taxiway4;#taxiway5;#taxiway6

#airplane1; TAXI TO TERMINAL CROSS RUNWAY ;#runway1

#airplane1; TAXI TO RAMP CROSS RUNWAY ;#runway1

#airplane1; TAXI TO APRON CROSS RUNWAY ;#runway1

These are variations of the TAXI TO TERMINAL/APRON/RAMP command.

#airplane1; HOLD SHORT OF RUNWAY ;#runway1;#runway2

#airplane1; HOLD SHORT OF TAXIWAY ;#taxiway1;#taxiway2;#taxiway3;#taxiway4;#taxiway5;#taxiway6

EXAMPLE: DENALI345 Hold short of taxiway A/ runway 32L

By this command we ask the pilot to stop at a certain point of their taxi and wait for further instruction.

#airplane1; HOLD SHORT OF RUNWAY ;#runway1;#runway2

#airplane1; HOLD SHORT OF TAXIWAY ;#taxiway1;#taxiway2;#taxiway3;#taxiway4;#taxiway5;#taxiway6

EXAMPLE: DENALI345 Hold short of taxiway A/ runway 32L

By this command we ask the pilot to stop at a certain point of their taxi and wait for further instruction.

#airplane1; HOLD POSITION

EXAMPLE: MAGIC456 hold position

The plane will stop as soon it can during any movement.

#airplane1; REPORT HEADING

#airplane1; REPORT POSITION

#airplane1; REPORT AIRSPEED

EXAMPLE: MAGIC3545 report heading/position/airspeed

The plane will report you the requested information.

#airplane1; TURN LEFT HEADING ;#number1

#airplane1; TURN RIGHT HEADING ;#number1

EXAMPLE: DENALI 4353 turn left/right heading two eight five

The heading must be between 001 and 360. By this command you ask the plane to turn to a certain heading.

#airplane1; TURN LEFT ;#number1; DEGREES

#airplane1; TURN RIGHT ;#number1; DEGREES

EXAMPLE: LATITUDE5453 turn left/right one five degrees

Similar to the previous command however the plane will turn relative to it's present heading.

#airplane1; ENTER FINAL RUNWAY ;#runway1

#airplane1; CHANGE TO RUNWAY ;#runway1

By these commands you can ask the pilot to change the landing runway. This is not recommended as if the pilot is too close to landing it might reject it or will take some unexpected turn.

#airplane1; AFTER DEPARTURE FLY HEADING ;#number1; RUNWAY ;#runway1; CLEARED FOR TAKEOFF

#airplane1; AFTER DEPARTURE FLY HEADING ;#number1; RUNWAY ;#runway1; CLEARED FOR IMMEDIATE TAKEOFF

#airplane1; AFTER DEPARTURE TURN LEFT ;#number1; DEGREES RUNWAY ;#runway1; CLEARED FOR TAKEOFF

#airplane1; AFTER DEPARTURE TURN LEFT ;#number1; DEGREES RUNWAY ;#runway1; CLEARED FOR IMMEDIATE TAKEOFF

#airplane1; AFTER DEPARTURE TURN RIGHT ;#number1; DEGREES RUNWAY ;#runway1; CLEARED FOR TAKEOFF

#airplane1; AFTER DEPARTURE TURN RIGHT ;#number1; DEGREES RUNWAY ;#runway1; CLEARED FOR IMMEDIATE TAKEOFF

These are combinations of previously explained commands. They are to be used to ensure separation between departing airplanes on parallel runways.

#airplane1; EXIT AT TAXIWAY ;#taxiway1

EXAMPLE: N123FT exit at taxiway A

If the command is issued on time and if the plane can slow down after landing it will exit at the requested taxiway.

#airplane1; VACATE RUNWAY LEFT ONTO TAXIWAY ;#taxiway1

#airplane1; VACATE RUNWAY RIGHT ONTO TAXIWAY ;#taxiway1

These commands are the variations of the above this time telling in which direction to vacate the runway if the certain taxiway is crossing it so it can be taken in both ways.

#airplane1; RUNWAY ;#runway1; CLEARED TO LAND HOLD SHORT OF TAXIWAY ;#taxiway1; FOR CROSSING TRAFFIC

#airplane1; RUNWAY ;#runway1; CLEARED TO LAND HOLD SHORT OF TAXIWAY ;#taxiway1; FOR CROSSING TRAFFIC

#airplane1; RUNWAY ;#runway1; CLEARED TO LAND HOLD SHORT OF RUNWAY ;#runway2; FOR CROSSING TRAFFIC

#airplane1; RUNWAY ;#runway1; CLEARED TO LAND HOLD SHORT OF RUNWAY ;#runway2; FOR CROSSING TRAFFIC

EXAMPLE: DENALI 345 runway 25L cleared to land, hold short of taxiway A for crossing traffic
You instruct the plane to try to stop before a certain taxiway after landing. If the distance is too short the pilot answer will be “negative”.

#airplane1; TAKE NEXT AVAILABLE EXIT ON LEFT

#airplane1; TAKE NEXT AVAILABLE EXIT ON RIGHT

EXAMPLE: MAGIC789 take next available exit on left/right
Must be issued no later than the arriving plane descends below 500 feet. It will then take the exit in the direction it was requested to. Note: it will not take the first exit as it needs a certain distance to slow down.

#airplane1; CONTACT GROUND

#airplane1; CONTACT TOWER

EXAMPLE: DENALI 3443 contact/ground/tower on one two four point eight
During multiplayer this command is to be used to transfer airplane from one frequency to the other.

#airplane1; CANCEL TAKEOFF

#airplane1; READ YOU ;#number1; BY FIVE

EXAMPLE: MAGIC 242 read you four by five
From time to time a plane might ask you about how do you hear it. You can answer by the numbers between one by five (the worst) to five by five (perfect).

#airplane1; CROSS RUNWAY ;#runway1

EXAMPLE: DENALI 3443 cross runway 23L
If a plane needs to cross a runway during taxi it will always stop and ask you a permission to cross it.

#airplane1; YOUR ARRIVAL GATE IS OCCUPIED TAXI AND HOLD AT THE INTERSECTION OF TAXIWAY;#taxiway1; AND ;#taxiway2; VIA ;#taxiway3;#taxiway4;#taxiway5;#taxiway6

#airplane1; TAXI AND HOLD AT THE INTERSECTION OF TAXIWAY ;#taxiway1; AND ;#taxiway2; VIA;#taxiway3;#taxiway4;#taxiway5;#taxiway6

EXAMPLE: GLOBE 343 taxi and hold short of the intersection of taxiway A and V via taxiway B and C

If for any reason you want a plane to taxi to a certain point without issuing a takeoff clearance or a taxi to terminal command.

#airplane1; CONTACT ;#freq1

EXAMPLE: DENALI 232 contact ground/tower on XXX.X
During multiplayer this is the command you need to use to send the plane from one controller to the other.

LAST PLANE CALLED

EXAMPLE: Last plane called
The last plane who called will repeat the last transmission.

TOWER! UPDATE 5



VFR TRAFFIC TOWER! SIMULATOR 3

START GUIDE BASICS

The new **TOWER! UPDATE 5** incorporates **VFR traffic** on departure, arrival or local. These traffics are managed through new specific commands, including aircraft in instruction or training flights performing touch and go.

#airplane1; ENTER LEFT [DOWNWIND/BASE/UPWIND/CROSSWIND]; #runway1

VFR traffic enter the selected left traffic pattern leg, the command order is exchangeable (You can start with the runway).

#airplane1; ENTER RIGHT [DOWNWIND/BASE/UPWIND/CROSSWIND]; #runway1

VFR traffic enter the selected right traffic pattern leg, the command order is exchangeable (You can start with the runway).

#airplane1; STRAIGHT IN APPROACH

VFR airplane just go to final.

#airplane1; REPORT TURNING BASE

VFR airplane will report starting turn to the base leg.

#airplane1; EXTEND LEFT [DOWNWIND/UPWIND/CROSSWIND]; #runway1 BY 1...50 MILES

Extend VFR pattern leg by max 50 miles.

#airplane1; EXTEND RIGHT [DOWNWIND/UPWIND/CROSSWIND]; #runway1 BY 1...50 MILES

Extend VFR pattern leg by max 50 miles.

ROGER, CONTINUE

Roger confirmation and continue approach.

#airplane1; REPORT SHUTTING DOWN

Got message from airplane when parking.

#airplane1; TURN #direction1 ON COURSE

Send any departure to facing the to the target airport. It works like the TURN LEFT , TURN HEADING commands, and you can combine it with the AFTER DEPARTURE command.

#airplane1; CLEARED AS FILED MAINTAIN VFR ADVISE WHEN READY TO TAXI

VFR starter command part for DEPARTURE or LOCAL traffic.

#airplane1; EXPECT RUNWAY #runway1

VFR starter command part 2, you can mix it, or you can use only this one for shorter communication.

#airplane1; RADAR CONTACT

VFR radar contact message.

#airplane1; EXTEND #direction1 #patternpos1

Extend a part of the pattern. You can use this part with or without "BY #number1 MILES"

#airplane1; BY #number1 MILES

Second part of the EXTEND command.

#airplane1; ROGER CONTINUE, CONTINUE APPROACH, CONTINUE NUMBER #number1, ROGER

Simple messages for VFR traffics to continue their approach.

#airplane1; MAKE #direction1 TRAFFIC

EXAMPLE: N1234F MAKE LEFT/RIGHT TRAFFIC

Send the local traffic to the pattern when takeoff.

#airplane1; #direction1 CLOSED TRAFFIC APPROVED

EXAMPLE: N1234F LEFT/RIGHT CLOSED TRAFFIC APPROVED

Send the local traffic close pattern instructions.

#airplane1; MAKE #direction1 360 FOR SPACING

EXAMPLE: N1234F MAKE LEFT/RIGHT 360 FOR SPACING

Send the local traffic 360 instructions.

#airplane1; MAKE TURN #patternpos1

EXAMPLE: N1234F MAKE TURN DOWNWIND/CROSSWIND/BASE/DOWNWIND

Send the local traffic instructions to expedite turn on pattern.

#airplane1; CLEARED FOR LOW APPROACH, CLEARED FOR TOUCH AND GO, CLEARED FOR STOP AND GO, CLEARED FOR THE OPTION

Local VFR traffic commands.



BASICS COMMANDS TUTORIAL

By Chaz Draycott



COMMAND SCREEN TUTORIAL

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PORTAL! by FEELTHERE TUTORIAL

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