

Club Meet 28th May 2004

ARSC Information for Pilots

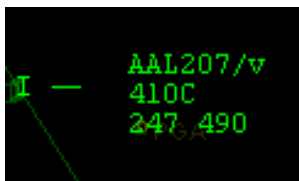
Some basic information about what a Vatsim Air Traffic Controller sees on his Radar screen to help interpret the Radar screenshots taken on the night.

By David Humble.

1.1 Top line info

Has the aircraft callsign followed by (optionally) /V to signify a voice-enabled aircraft.

1.2 Middle/Altitude line Info



This aircraft is a voice enabled aircraft (/v), level at its assigned cruise altitude of FL410 (410C), with a computer ID of 247, and a groundspeed of 490 KTS.



In this datablock we see that the aircraft is a voice enabled aircraft (/v), assigned a temporary altitude of 12000 (120T), currently at 12100 (121),



Note that VATPAC (Pacific Region of Vatsim), uses a temporarily assigned altitude of 001 for cleared to land, as shown above.



This aircraft was assigned a cruise altitude of FL260, was at that cruise altitude of FL260, and descended 300 feet or more below that altitude without a clearance without the controller having entered the descent into the computer. Notice the (-) sign. If he were more than 300 feet above the assigned altitude, and had already been at the assigned altitude, he would have a (+) sign between the two altitudes.

1.3 Bottom line Info

The LH 3 digits are a computer assigned code which makes it easier when typing commands for individual a/c

The right three toggle between

- A/C type – I don't think I caught one of these,
- Airspeed

- c) A scratchpad which normally has the destination airport but can be changed. We use it for assigned runway – this is clear on the approach to Bankstown where it is clear that one was for 29R , one for 29C and I hadn't decided what I was going to do with G-GYAV at the time. (See screen below)

The symbol at the A/C position and the bottom line also are used to indicate whether the plane is in your control or belongs to another controller (R9530-1W) above – but that's not important to Friday's flight.

