CockpitStatus v. 1.5.4 – 11/2014
ATlasHold v. 1.5.4 – 11/2014

Updates 2014

October 2014

- Enhanced graphic driver for Airports display on Radar.

- The Radar Airport's Display has a **[L]** Button that is opening a ListBox listing all Airports within the selected Radar-Range.
  --- when you close the **[Apt]**Button the list is listing the airport's you can select, just click on a Item. [**L**] must be on before.
  --- the selected Apt-ICAO is only **copied** into the [**Find Airport**] Field and the [**Icao**] Field on the Flight Panel for easy access.
  --- This is the same as selecting a Airport explained on page: 'Local Radar enlarged'.

- Both / All Radar's, local and extern can be switched to: (use the **[N]** Buttons)
  --- **North** oriented
  --- **Map** display (useful also for Rwy-Approach at 20 nm distance when using the enlarged Radar-View (HSI, Glide-Slope visible).

- Flight Panel / Airport List – Right Click is closing the Flight Panel
- ATlasHold Program – The AP [Alt] button on the main view not closing AP anymore.
- Some enhancements x avoiding user errors like using the [V]irtual Rwy before loading the Airport Data (Flight Panel [Apt's])

November 2014
Version 1.5.5

- New Feature – the **Pilot Interface**

- New Feature - CockpitStatus is including the new **Mouse-Click-Interface** (Simcon is using the previous Mouse-Interface)
  Read the separate Mouse_Interface.pdf Manual

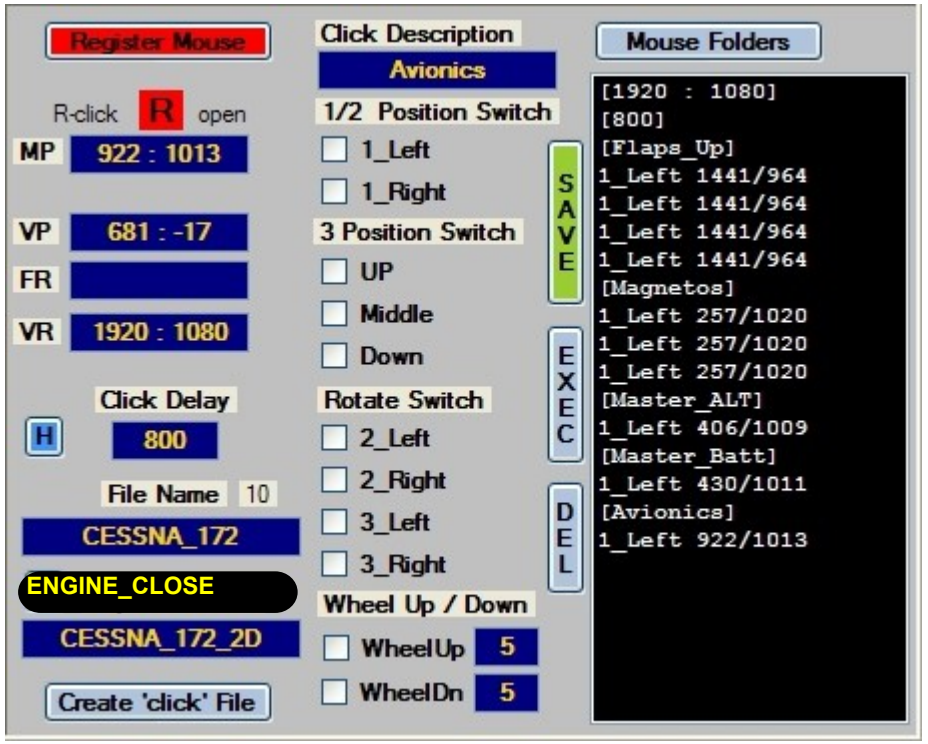
- Radar - Mouse Hoover/Enter Radar get Focus on Radar without mouse-click

CockpitStatus v. 1.5.5 – 11/2014

Updates 11/2014

Mouse-Click Interface

- Use the [**H**]elp Buttons
- You can simulate the Mouse-Wheel movement up + down. Default = 5 'ticks'.
- The [Mouse Folders] Button is opening the Windows Folder Dialog showing you where the saved Files you create are located.
- Now, saved Files can be selected + executed only with the new special Pilot Interface. (by Aircraft or as single generic File)
- Any File created can be saved/updated within a dedicated Airplane Folder.
- **Any File-Name, always, should show exactly what the Mouse-Clicks are doing like 'Flaps_Up_10', 'Engine_Close', Engine_Start, ecc...**
- **The Airplane Folder Name is identifying the single Airplane.**
  Any Airplane can include several single Mouse-Click Files.
  The Pilot Interface is listing all single Files for each Airplane. [**Apl**]
  The Pilot Interface is listing all single Files as generic Files you saved without a Airplane Folder. [**Files**]



Read the separate Mouse_Interface.pdf Manual

Next – the new Pilot Interface

CockpitStatus v. 1.5.5 – 11/2014

Updates 11/2014

The new Pilot Interface

- Any Airplane can include several single Mouse-Click Files.
- The Pilot Interface is listing all single Files for each Airplane. [**Apl**]
- The Pilot Interface is listing all single Files as generic Files you saved without a Airplane Folder. [**Files**]
- The [**Panels**] Button is listing access to the CockpitStatus 'Flight Panel' and the external smaller Radar.
  Close the Flight Panel and Radar with Mouse-Right-Click.
  All other selections are FSX commands you can use avoiding Keyboard or Joystick.

The [**C**] Button is connecting to Simconnect (by-pass Fsuipc)
The [**VC**] + [**2D**] Buttons are visible if FSX connected. From any actual FSX-View you switch to the Default Forward View VC or 2D.

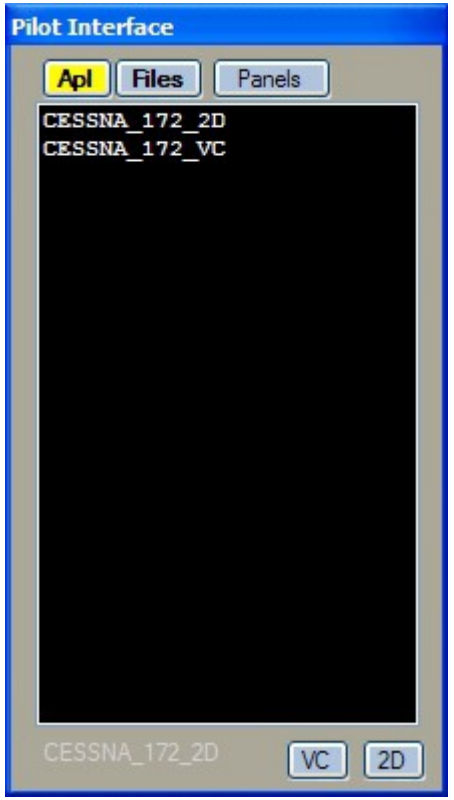
In case you place/move the Pilot Interface on top, or partly, of the mouse-click area you receive a alert-message.

NOZZLE LOW + NOZZLE HI
is moving the Harrier-Nozzles or similar step by step.

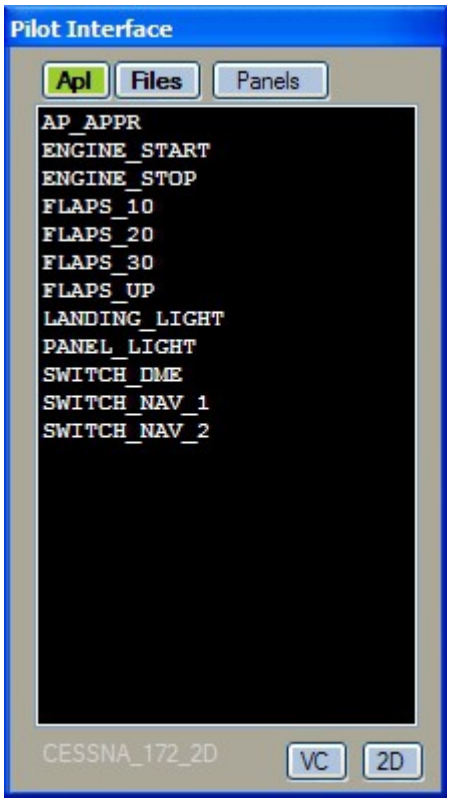
You should not use it with
Prop Engines as it is using the
PROP-Pitch; but you can use it.

Read the separate Mouse_Interface.pdf Manual

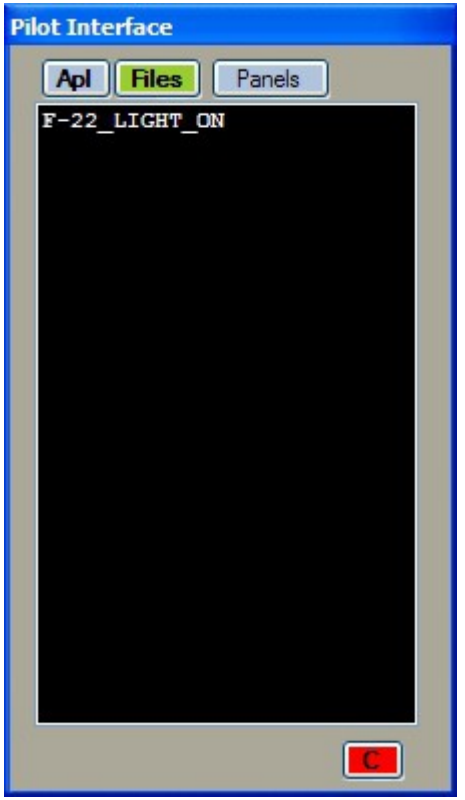
[**Apl**] List all Airplanes – Select



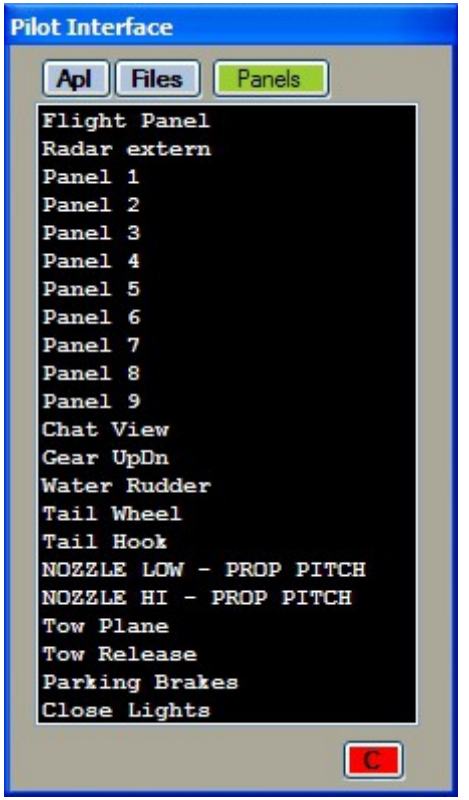
[**Apl**] List all single Click-Files



[**Files**] List all generic Click-Files



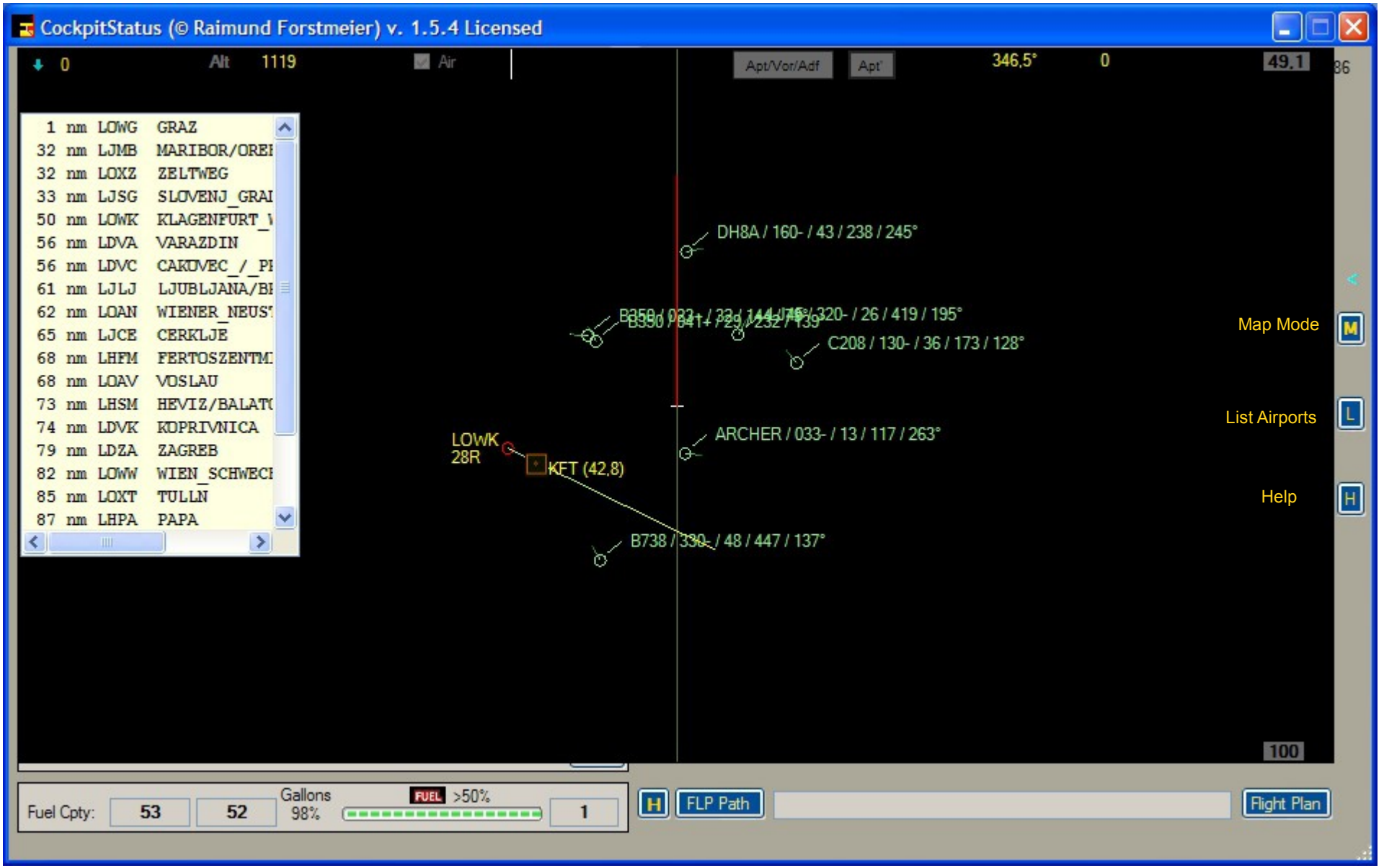
List all special direct connections



CockpitStatus v. 1.5.4 – 10/2014
ATlasHold v. 1.5.4 – 10/2014

Updates 10/2014

[N]orth [M]ap oriented



CockpitStatus v. 1.5.3 – 05/2014
ATIasHold v. 1.5.3 – 05/2014

Approach System 2014

Introduction

- All functions are working with FSX. Previous FS versions not testet.
- You should update your FSUIPC version to the latest issue ! (not registered)
- You should have installed Net Framework 3.5 or +
- The download Zip-File is including the 2. Program 'ATIashId Approach System' you install separately.
- You should not run both programs together.
- The CockpitStatus **ATIasHId** is a separate Stand-Alone program and is including a Graphic Approach System. Both programs are using the **Automatic Radar + Approach System.**
- **Assistance: Write to**: forstmeier@libero.it
- **Check the Home-Page for updates at:** http://intrasystem.it/FSX/FSX.html

FOR NETWORK USER

- CockpitStatus is running in a NetWork using 2 Pcs on 32 + 64 Bit machines.

- Connection is done via the WIDEFs interface by Pete Dowson.

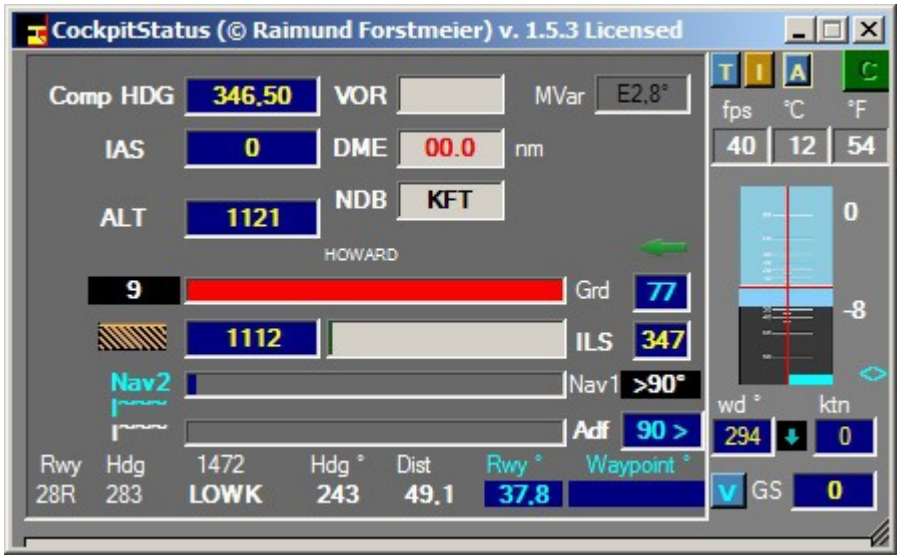
- CockpitStatus is using and connecting via FSUIPC.

- WideFS is connecting FSUIPC applications on PCs not running FS (the 'Client') to one running FS (the 'Server').

- A System Tray Icon is available with links for Readme, updates + Intrasystem-WebSite.
- **Credits to Paul Henty the Author of the FSUIPC Client DLL for .NET applications.**

CockpitStatus v. 1.5.3 – 05/2014
ATIasHold v. 1.5.3 – 05/2014

Approach System 2014



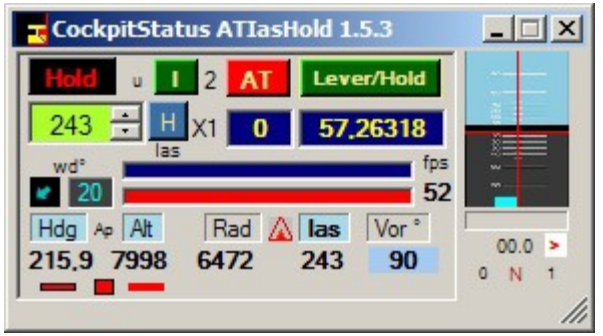
Install CockpitStatus

- Create a NEW FOLDER (example: 'CockpitStatus')
- Unzip the **CockpitStatus.zip** into the new Folder.
- Create a Desktop Connection x (CockpitStatus.exe)

Install the ATIasHld Approach System

- Create a NEW FOLDER (example: 'ATIasHld')
- Unzip the **ATIasHld.zip** into the new Folder
- Create a Desktop Connection x (ATIasHld.exe).
- **VIDEO + PROGRAM COLOR APPEARANCE**

  You should *USE THE* ***WINDOWS CLASSIC*** **Desktop appearance.**
- **A Autopilot must be present with your plane.** **(refer to page: Autopilot)**



READ THE NEXT PAGE "First thing to do".

CockpitStatus v. 1.5.3 – 05/2014
ATIasHold v. 1.5.3 – 05/2014

Approach System 2014

- Your aircraft must have a Autopilot with Hold(ALT) and Heading Gauge (Hdg).
- The aircraft.cfg file must include the following AP parameter section:

```
[ autopilot ]
autopilot_available=1
flight_director_available=1
```

- You can use the Default Cessna 172 autopilot – in Panel.cfg file add:
  //On Top under [Window Titles] write

```
Window??= AP

[Window??]   //in place of ?? use your own Window sequential Nr.
Background color=2.2.2
size_mm=156,48
window_size_ratio=1.000
position=8
visible=0
ident=RADIO_STACK_PANEL
zorder=3
gauge00=Bendix_King_Radio!Bendix-King Radio AP, 0,0,156,48
```

Free the Ailerons when approaching + using the CockpitStatus automatic Approach-System!

If your Autopilot is locking the Ailerons just open + re-close the [ALT] Button! Same procedure with Heading!
This is not depending on CockpitStatus!

- **Using CockpitStatus with Add-On airplanes**
  - Some add-ons are using a own AP-System. In that case you must verify if CockpitStatus can open the AP-Functions via Joystick or the CheckBox-Panel or you should use the Cockpit-AP-Switches first.
  - CockpitStatus has been tested with all major Add-on airplanes without problems.
  Example: Stratocruiser B377 = OK, Dash8 Q400 from Majestic can use all CockpitStatus AP-Commands.
  Example: For the CS B-52 do not forget to set the FD (flight Director) + the Mode Selector to “Tacan”.

CockpitStatus v. 1.5.3 – 05/2014
ATIasHold v. 1.5.3 – 05/2014

Approach System 2014

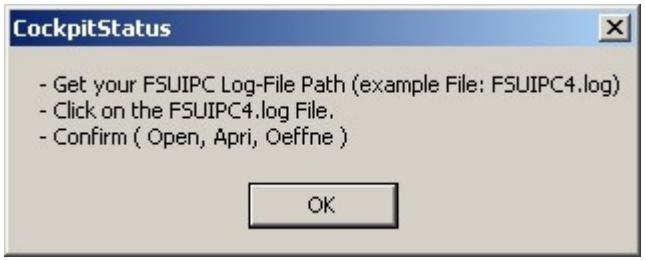
- Enlarge the CockpitStatus View
- Click on Button **[Flight Plan]**
- Click on Button **[H]**
- Follow instructions.
- When finished click on Button **[FLP Path]**

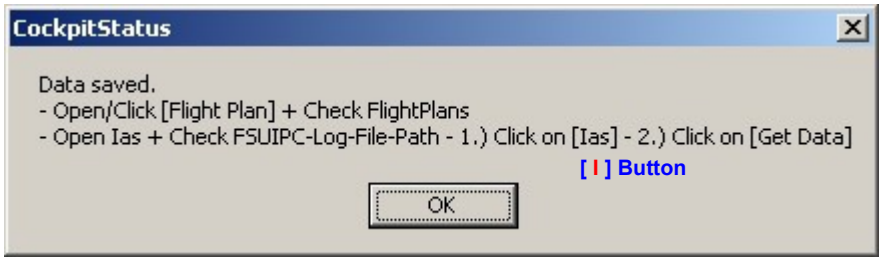
  Click on switch Button **[I]** Open Ias-Hold then click on Button **[Get Data]** check if your data is correct.
- Open your Flight-Plans, click on Button **[Flight Plan]**
- flppath.txt File - Example FSX: (no empty line in between - observe the quotation marks)

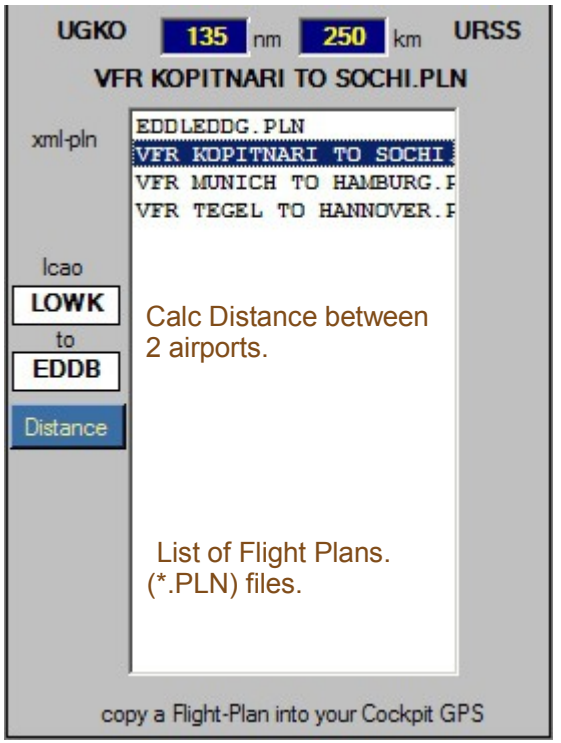
  "C:\Documents and Settings\Standard\Documenti\File di Flight Simulator X\"
  "C:\Programmi\Microsoft Games\Microsoft Flight Simulator X\Modules\FSUIPC4.log"

- On the same Panel you can calculate the distance between 2 airports.

First thing to do
Register your Flight Plan +
FSUIPC Log-File Path
create the flppath.txt file



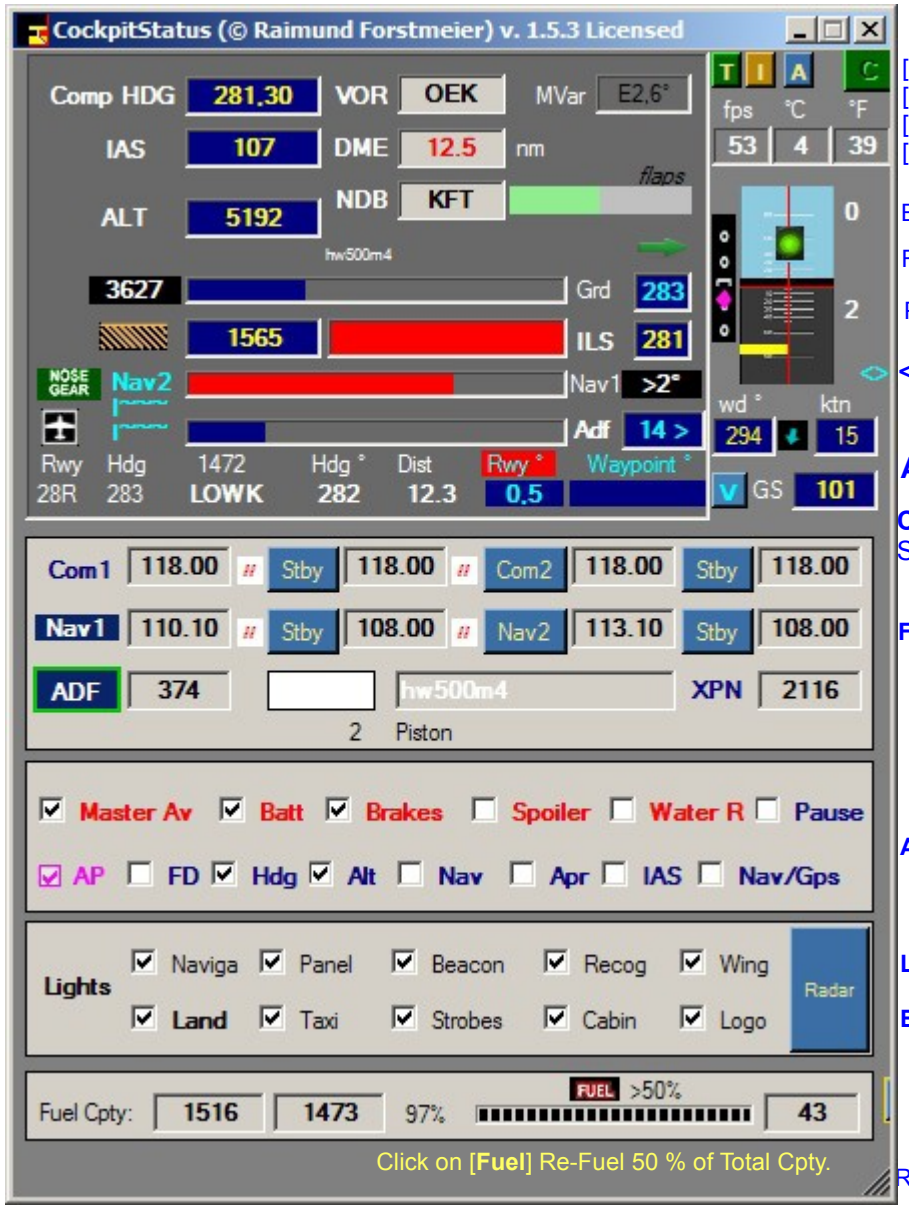




CockpitStatus v. 1.5.3 – 05/2014

Approach System 2014

CockpitStatus Instrument Data. Read + Set. (Left Side)



[**T**] Button. Toggle 'stay on Top Desktop'.
[**I**] Button. Open AT-IasHold.
[**A**] Button. Open Flight Panel.
[**C**] Button. Open CockpitStatus.

Bank

FD + Appr + Glidepath/Slope

Pitch

<> Full View, Resize.

Automatic Fly-To > [**Rwy °**] [**Waypoint °**]

Click [V] create a Virtual Rwy at any World Pos.
See: Fly-To System

Frequency Panel + Input Frequencies.

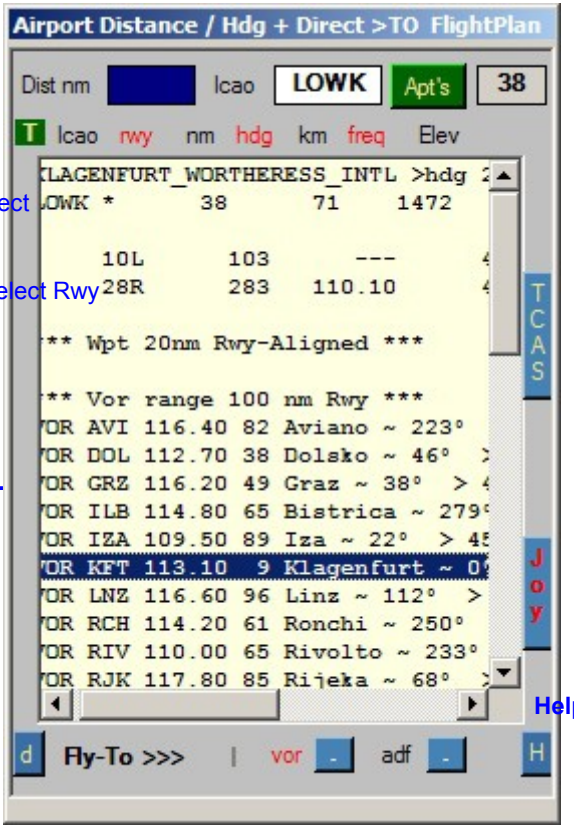
AP Panel.

Lights Panel.

Extern Radar.

Resize

The Flight-Panel.
Open with the [**A**] Button.



Toggle stay on Top

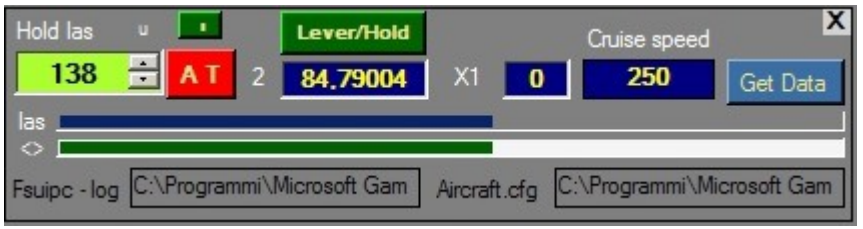
Click on LOWK >select Direct-To FPL > Into Apl Local GPS.

Click > Select Rwy

Select Vor or Adf

Automatic Fly-To > [**Vor**] [**Adf**]

The AT-Panel
Open with the [**I**] Button. Opens on Top of the Frequency Panel.



CockpitStatus v. 1.5.3 – 05/2014
ATlasHold v. 1.5.3 – 05/2014

Approach System 2014

CockpitStatus right Panel side.

- For using Airports first load all Apt's. Click on [**Load Apt's**].
- [**Radar**] open's the Local Radar.

The Airport View

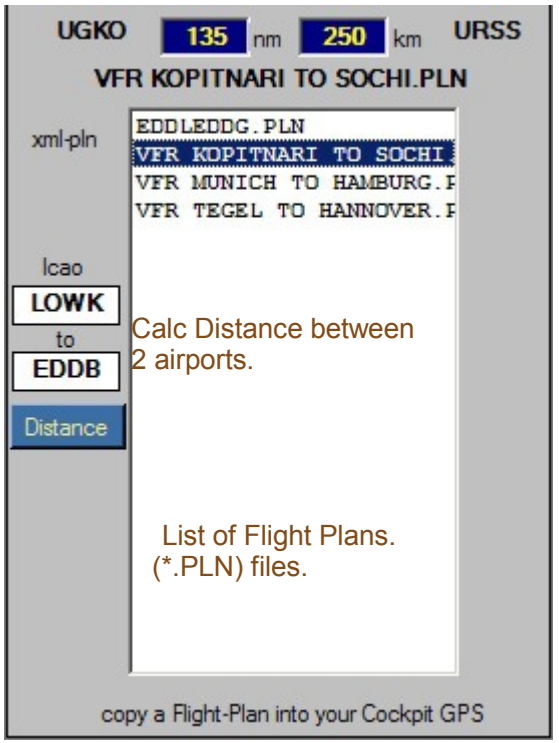
[**Airport Dist**] open the small Search Airport Panel.
Here, click on EDDB that is copied into the Icao-Field.

Click on [**Find Airport**] The Airport List is selecting EDDB.

The Field **ICAO** is reading Icao + any partial or full name as search value.

Selecting a Rwy here does not copy Frequencies. Only the "Flight Panel" is reading Frequencies.

Airport View Selections are not interfering with your actual Flight Data.

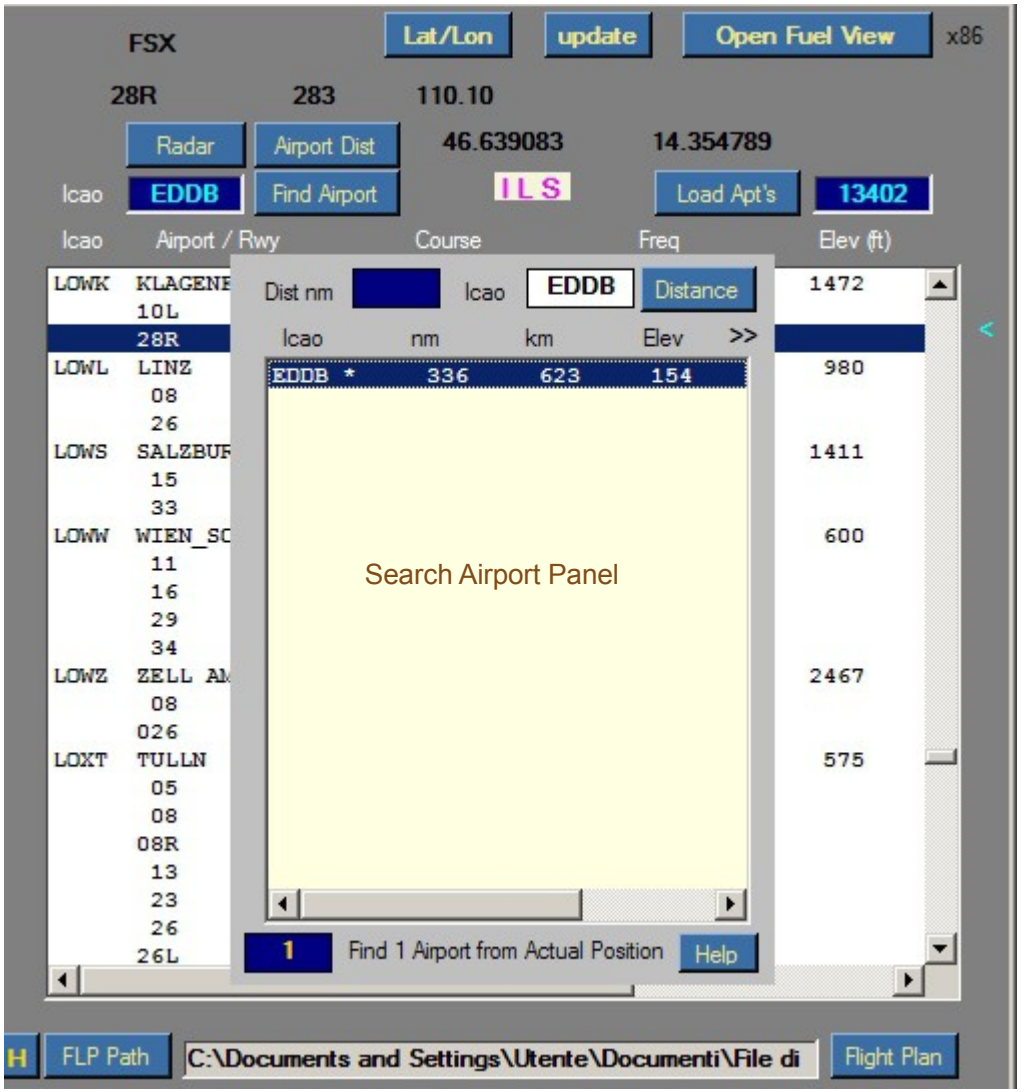


- **The [FLP Path]**
  Must be selected/started.

- **[Flight Plan]** Selection.
  Selected FLP is copied into your GPS.

  Refer to the page: "First thing to do".

- Calculate distance between 2 airports.



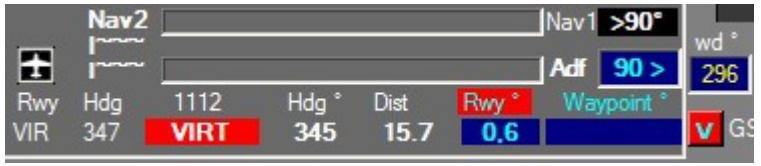
CockpitStatus v. 1.5.3 – 05/2014
ATIasHold v. 1.5.3 – 05/2014

Approach System 2014

The Automatic Fly-To System.

There are 5 different Fly-To possibilities.
- Approach any [Rwy °] selected. With or without IlsFrequency. Automatic is closing at 0,1nm before Rwy.
- Approach the virtual [Waypoint °] at 20 nm distance aligned with any Rwy you select including a virtual Rwy you can select.
  Flying via the virtual Waypoint you never get lost! Automatic is Off at 5nm before reaching the virtual Wpt.
- Approach Vor / automatic is closing 2nm before reaching the Vor.
- Approach Adf / automatic is closing 2nm before reaching the Adf.
- Approach the virtual Runway you can create at any World-Position [V].
  The virtual Rwy is always considering Position Lat/Lon + the AGL at GroundLevel.
  Fly over the Sea. Select the Virtual Rwy. Now your Rwy is below the aircraft at Sea-Level.
  Turn back to the virtual Waypoint and then change Hdg to the rwy created using the Rwy-Approach [Rwy °].
  All data is considering the virtual Rwy. The Radar-System is showing you the complete approach.
  Automatic Fly-To is possible for: [Rwy °] and virtual [Waypoint]

Main Panel Vor + Adf automatic can be selected / de-selected also here: click on [Nav2] or [Adf]



Virtual Rwy created at the Apl Position considering Ground Level.

Virtual Rwy selected.
This Rwy has been created at LOWG on Rwy 35C at 3.000 feet ALT.
Then back to the virtual Wpt [Waypoinrt °] at 20nm aligned with the Rwy and now approaching in automatic [Rwy °].
(Rwy deviation indicated with 0,6°)

The Flight Panel

Adf is selected. Red Color.
Click on Button [-] start Fly-To Adf automatic.

Use the Flight Panel for selecting a Vor or Adf.
Radar and the whole system is acting in base of your selections whatever it could be like:
Apt, Rwy, Vor, Adf

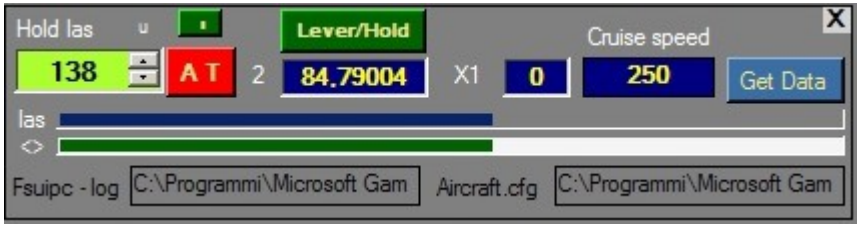
You are free to use your own AP Approach system included with the aircraft.
When you use the CockpitStatus Rwy-Approach you can use together the Apl AP-APPR that is overwriting the CockpitStatus automatic approach.

Remember:
CockpitStatus is never using any Frequency for automatic Heading.
You can use any Rwy without Ils or any created Virtual Rwy.
CockpitStatus is only using real world Mathe Formulas by Ed Williams.

CockpitStatus v. 1.5.3 – 05/2014
ATlasHold v. 1.5.3 – 05/2014

Approach System 2014

The ATlasHold System.
A unique Feature x any Airplane.



[I] is opening the AT las in place of the Freq-Panel.

- las-Hold is only based on a few known flight-data details. This is important to know in order to use it properly.
  las-Hold is using only the engine-pressure and does not know anything about your aircraft and engine type.
  Do not confuse the AT-Control with a N1-Control!

- The [**I**] Button. You Fix the Hold-Speed equal to the actual Speed or manually enter the speed.
- The [**Lever/Hold**] Button can interrupt/disengage the AT and, when closed again, engage the AT at the Actual Speed.

- **When airborn and at cruise Altitude:**

  - *Click on [Arm-AT].* (Button change color) – Disengage/Close AT-las, toggle this Button.

  Move Back your Throttle Lever to the Default "Null" Position.

  Engange/Click the [AT] Button.

  The AT-las Hold procedure is starting.

- If you change Altitude the speed will change accordingly as it is with any other Hold-Speed System.
- On Ground AT-lasHold is disengaged.
- The [**Lever/Hold**] Button can be used in any moment, with or without AT engaged. "Lever/Hold" will hold the actual engine-pressure in place of the Throttle-Lever.
- [**Lever/Hold**] can be enganged on Ground.
- If you need a real 100% pressure use the Cockpit Throttle or the "F4" key as a Joystick does not keep 100% pressure normally.
- The [**las**]Bar is indicating the selected speed in relation to your aircraft-cruise-speed.
- The [**<>**]Bar is indicating your actual speed + engine pressure. Background colors, yellow + white.
- The [Speed Field] here indicating '138' las is changing color to green when you reach the desired speed. (-/+ 1)
- You must keep your hand OFF the throttle lever in order to see speed + pressure correctly.

CockpitStatus v. 1.5.3 – 05/2014
ATlasHold v. 1.5.3 – 05/2014

Approach System 2014

Flight Panel

- You can search for any Airport from any Position by Icao or distance.
- With Distance + ICAO Field empty only Apt's in a Range of 50 nm around your actual Aircraft-Position are listed.
  On Ground your actual Apt is listed with the lowest distance.

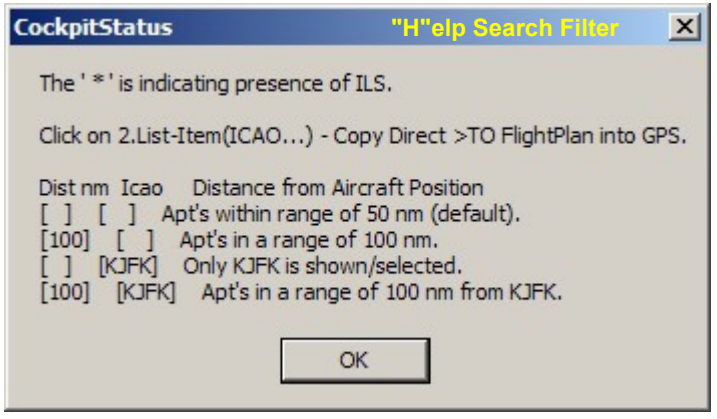
  Select 1 Apt
  Select 1 Rwy (Frequency copied into NAV1 if present)
  Select 1 Vor (Frequency copied into NAV2) **or**
  Select 1 Adf (Frequency copied into ADF1)

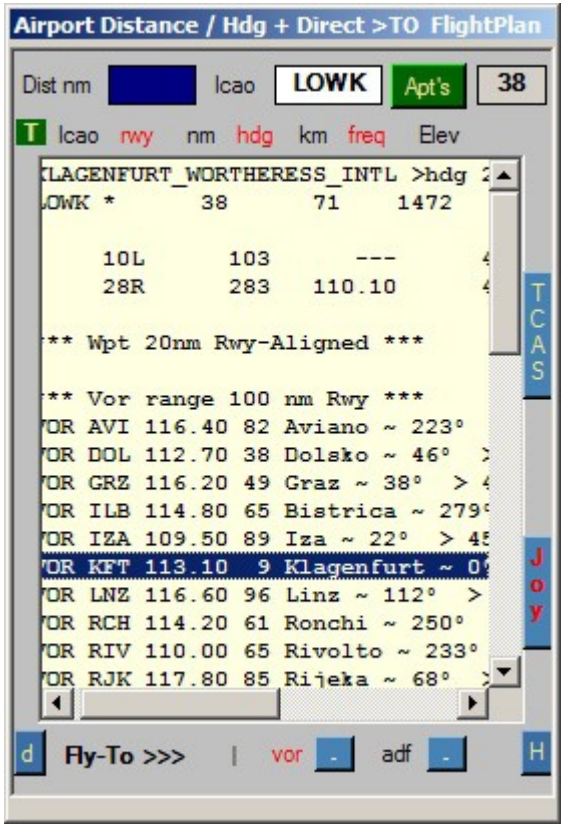
- **Select a Direct-To-Flightplan**
  - Click on the 2. Line, LOWK .....
  - Confirm Message
  - Flp including Destination + Vor or Adf whatever selected.
  - Copy into your Apl-GPS (Default Gps)

- The 1. List Item is including Apt-Name + Initial Bearing to Dest.

  You can change Apt, Rwy, Vor or Adf whenever you want.
  The Automatic Fly-To System is acting immediately.

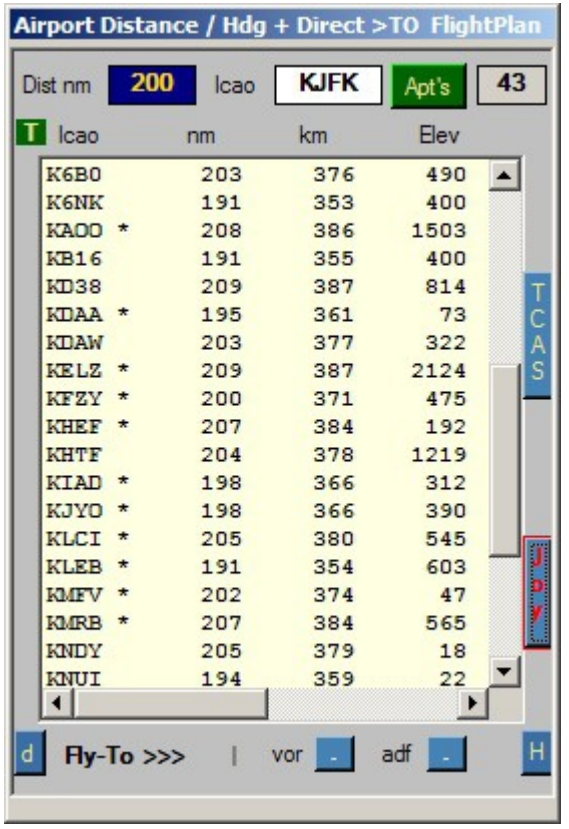
- With a Rwy selected the Virtual Wpt at 20 nm aligned with the Rwy is created you can Fly-To in Automatic.
  "You never get Lost"





Direct/automatic Fly-To – Vor or Adf if selected
[Joy]Button – open Joystick Connection

Apt's around KJFK – Range 200 nm.
* indicating ILS – Total Apt's found 43.



Vor + Adf Data listed:
ID, Frequency, Distance to Rwy, Name, Rwy-Deviation in Degree relativ to Rwy.

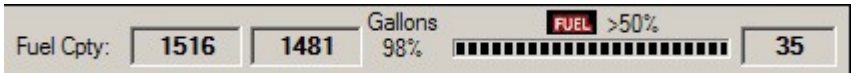
In this example Vor KFT deviation "0" aligned with Rwy 28R.

CockpitStatus v. 1.5.3 – 05/2014
ATIasHold v. 1.5.3 – 05/2014

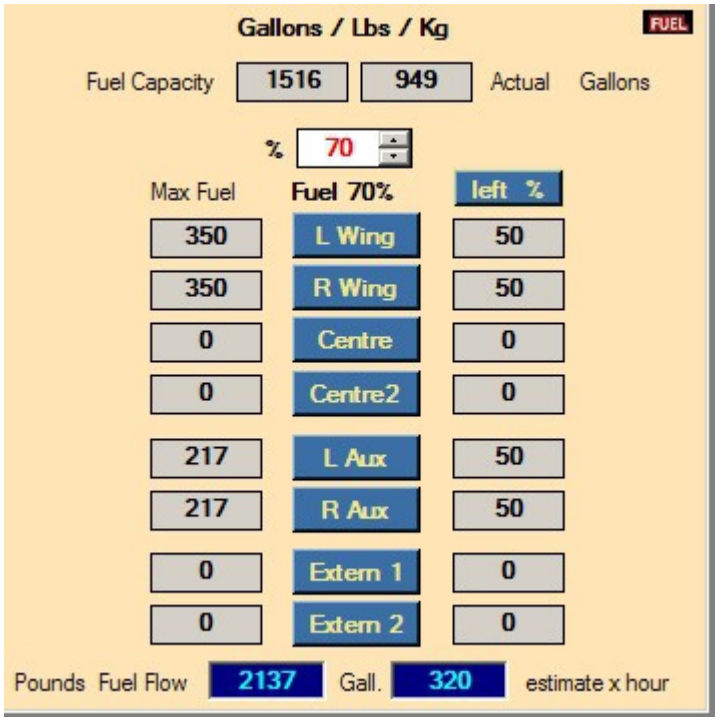
Approach System 2014

- Enlarge the program View to the right side.
- Use the blue buttons to refuel 1 or more tanks separately by 1% upto 100 %
- Use the Percentage choice selection [%] field.
- Read the actual Fuel-data - Click on the Button [left %]
- **Think about the airplane ASSET.**
  All tanks placed on (L) LEFT side + (R) RIGHT side
  must get the SAME amount of FUEL when you make a Re-Fuel of any amount!
- Less influencing the stability are the Center + Center2 Tanks.
- Less Fuel on Board, better you take off, better is your cruising speed.

- Below there is a separate Fuel Panel.
  When you click on the FUEL Image you Re-Fuel all tanks with 50% of the total capacity.
  Very useful for the Harrier or Heli.



Click on [Gallons / Lbs / Kg] change measure.



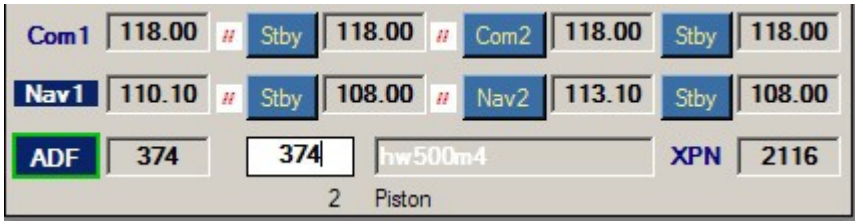
If your aircraft does not use the **Fuel-Dump** you can change the Aircraft.cfg file.

Under the [fuel] section add:
fuel_dump_rate = 0.00685

(the % of max Qty dump x sec)

CockpitStatus v. 1.5.3 – 05/2014
ATIasHold v. 1.5.3 – 05/2014

Approach System 2014



- Button: Nav1 standby / Nav2 / Nav2 standby
- Button: ADF

- Click on the small red on white ' // ' Label, exchange frequencies.

- When you click any of the frequency buttons, that frequency will replace the NAV1 or ADF Frequency.

- The Frequency Input Field (only numbers allowed but not the leading '1')
  Example: Freq 110.90 - Input [1090]
  Example: Freq 115.00 - Input [1500]
  Example: Freq 117.25 - Input [1725]
  Example: Freq 108.00 - Input [0800]
  Example: Freq 109.25 - Input [0925]

- Adf Example: Adf-Freq 290 - Input [290] Adf-Freq 1350 - Input [1350]

- When you press any of the Frequency Buttons, that frequency will change to the Frequency INPUT VALUE.

- If the Input-Field is EMPTY and you press any of the NAV-Frequency buttons then this frequency will replace the NAV1 Frequency. This is meaning that you could prepare several frequencies for later use with NAV1.

- COM1 + COM2 Freq Input same as Nav-Freq – Freq into 'Stby' then you should use the 'exchange' switches.

- Make short clicks on the Freq-Button!

- **Selecting Frequencies with the Flight Panel**
  - Rwy-ILS Freq. are copied directly into NAV1
  - Vor Freq are copied directly into NAV2
  - Adf Freq are copied directly into ADF1

CockpitStatus is never using Frequencies for any automatic approach or else.

Selecting a IIS Freq you see the Ils Deviation on the Radar and HSI just for your reference.

Selecting a Wpt with a Freq that Freq is copied into the Cockpit-Instrument.

You can approach in automatic any Wpt: Rwy, Wpt, Vor, Adf without Frequency. This is meaning that you could overwrite any Freq that is saved when you select a Wpt.

The whole system is only working with real world Coordinates + Mathe-Formulas by 'Ed Williams'.

Using CockpitStatus + ATlasHld with your Joystick

The Joystick reading is only done with the ATlasHld Flight-Panel. The created "joystick.ini" File must be copied into your CockpitStatus Folder. DO NOT CHANGE THE HEADERS like [RunwayHeading].

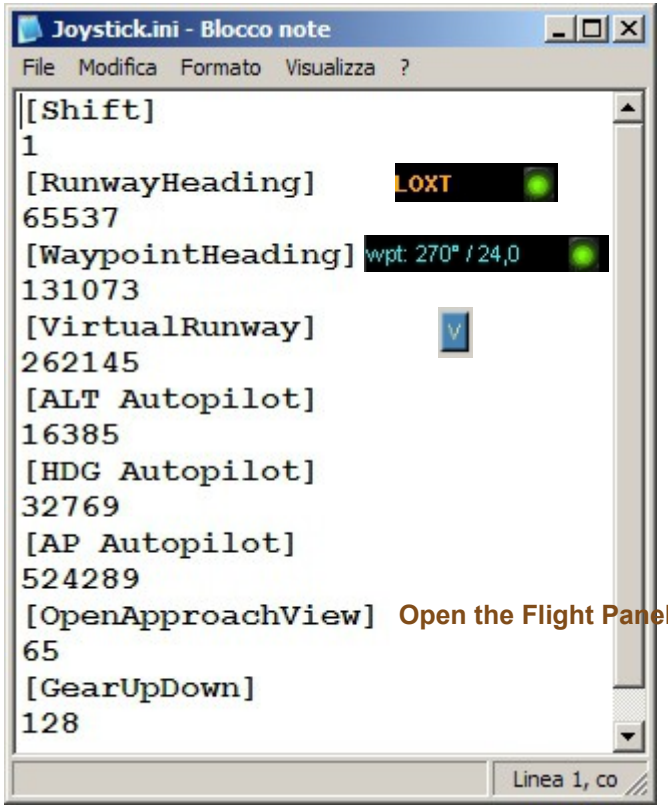
- For using a Joystick we must create the " joystick.ini " File.
- There is a basic joystick.ini File included using the Saitek Pro Flight Yoke.
- While Simcon has 39 Joy-Connections CockpitStatus is using only 9. For this reason the Joystick-Values you read must be written into the joystick.ini File manually. **Open this File only with your Notepad or equivalent.**
- For all other connections use your own system or the free HIDMacros program.
- Joystick connection ON = [**Joy**] - OFF = [**Joy**] (click / Toggle)
- Closing from ON to OFF a message is asking if you want to edit the Joy-Button-Values.
  "Yes" is listing the actual "joystick.ini" file data and on the Bottom the 'blue' Joystick-Value Field is visible.

- **You must follow the precise sequence!**

- ***If you don't use a Button, Input value '0' !***

- **The [Shift] button, if used, is normally the 'Brake'-button for assigning 2 commands to 1 Button only!**

Example using the Saitek Pro Flight Yoke. Only Total Values are used here.

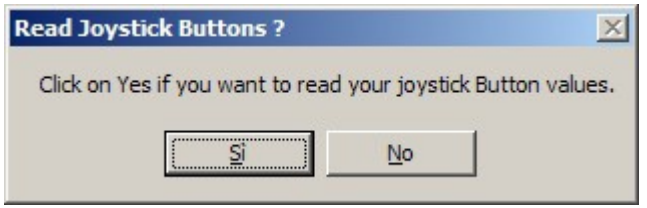


Open the Flight Panel

You can write the values in 2 different ways:

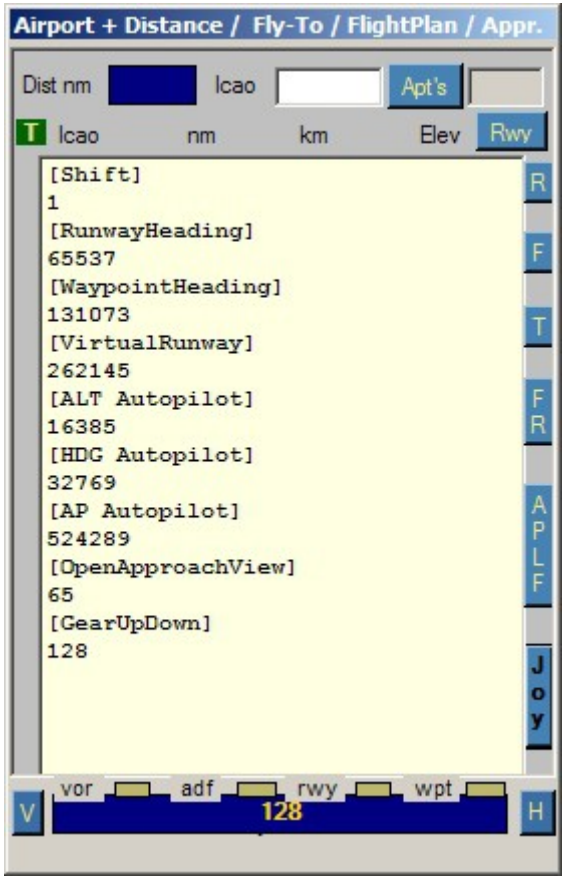
1.) With the 'Shift' value when using a combination of 2 buttons only: 64 +
(between 64 and '+' is 1 empty space)

2.) Using the Total-Value of 2 or more buttons.
Note this value and write it into the File.
The Value of case 1.) would be 65.
Shift-Value + 64 = 65.



For closing click again on the [**Joy**] Button.

The ATlasHld Flight Panel.



CockpitStatus v. 1.5.3 – 05/2014
ATIasHold v. 1.5.3 – 05/2014

Approach System 2014

- **2 Radars**. 1 on Main-Panel + 1 on separate Panel. There are 2 [Radar] Buttons. **Reference to the Page 'Radar System'**.
  - Changing Radar-Range on the Main-Panel-Radar (Local) is changing Radar-Range on external Radar.
  - On Ground with the external Radar you can select the Ground-Traffic. By Default both Radars are zoomed to 40nm Range.
  - With the external Radar you can De-Select / Select the Multiplayers shown on Radar.
  - Right-Click on Local-Radar – Radar-Size is changing.
  - Right-Click on external Radar – Radar is hidden.
  - **Use the Mouse-Scroll-Wheel for zooming the Radar Distance in 'nm' or use the Range-ComboBox.**
  - **On Air the Radar zooming is automatic based on the Distance to the Rwy selected.**
  - Automatic zooming can be excluded – Click on the 'Range' Label. (Toggle off/on)
  - At a Runway Distance of less then 20 nm the Glide-Paths Diamond is visible on the Radar with a Horizontal-Line.
  - Radar showing, Distance to Rwy, Heading, IAS.
  - All Radars are always showing the Virtual Waypoint at 20 nm aligned with the Rwy. **You never get lost.**

- **Open the Airport selection panel.** Click on the [**A**] button (on Top) – Click on the [H]Button for Help and Info how to use.
  - Click on the [Apt's] Button – without data and distance the actual Airport + all Airports ina range of 50 nm are shown/listed.
  - Select 1 Airport and 1 Runway – Frequencies are set – Radar is showing Airport if within Range.
  - Select 1 Vor or Adf – Frequency is set – Radar is showing the one selected. Vor or Adf available upto 100 nm distance from the selected Rwy.
  - When you select a Rwy (click on) Vor or Adf previously selected is de-selected.

- **Automatic Fly-To and Approach -** Check your Airplane Autopilot settings !
  On the Main Panel – HSI – there are 2 Fly-To Buttons.
  - [Rwy °] Automatic Rwy-Approach.
  - [Waypoint °] Automatic Virtual Waypoint (20nm from Rwy) Approach.

  On the Flight Panel [A] there are 2 Fly-To Buttons.
  - vor [**-**] and adf [**-**] Fly-To in automatic to the one selected.

Remember:
CockpitStatus is never using any Frequency for automatic Heading.
You can use any Rwy without Ils or any created Virtual Rwy.
CockpitStatus is only using real world Mathe Formulas by Ed Williams.

Fly-To Waypoint, Vor, Adf – automatic is closing 5 or 2 nm before reaching in order you have the possibility to adjust heading manually.
This is important due to the fact that the Apl Speed is influencing the Point where you should change Heading, for example to the Rwy.
Automatic Rwy-Approach is closing at 0,1 nm before Rwy.
Reference to the Page 'Radar System'.

- **Create a The Virtual Runway at any World-Position, Ground, Air, Sea – Just click on the [V] Button - Refer to the Page 'Fly-To System'.**
  - Any previous selected Data, Rwy, Apt, Vor, Adf is de-selected.
  - **With the Virtual Runway selected you can use the automatic Rwy-Approach + the Virtual Waypoint Approach.**

- **Create a Direct-TO Flightplan into your GPS – Refer to the Page ' Flight Panel '.**

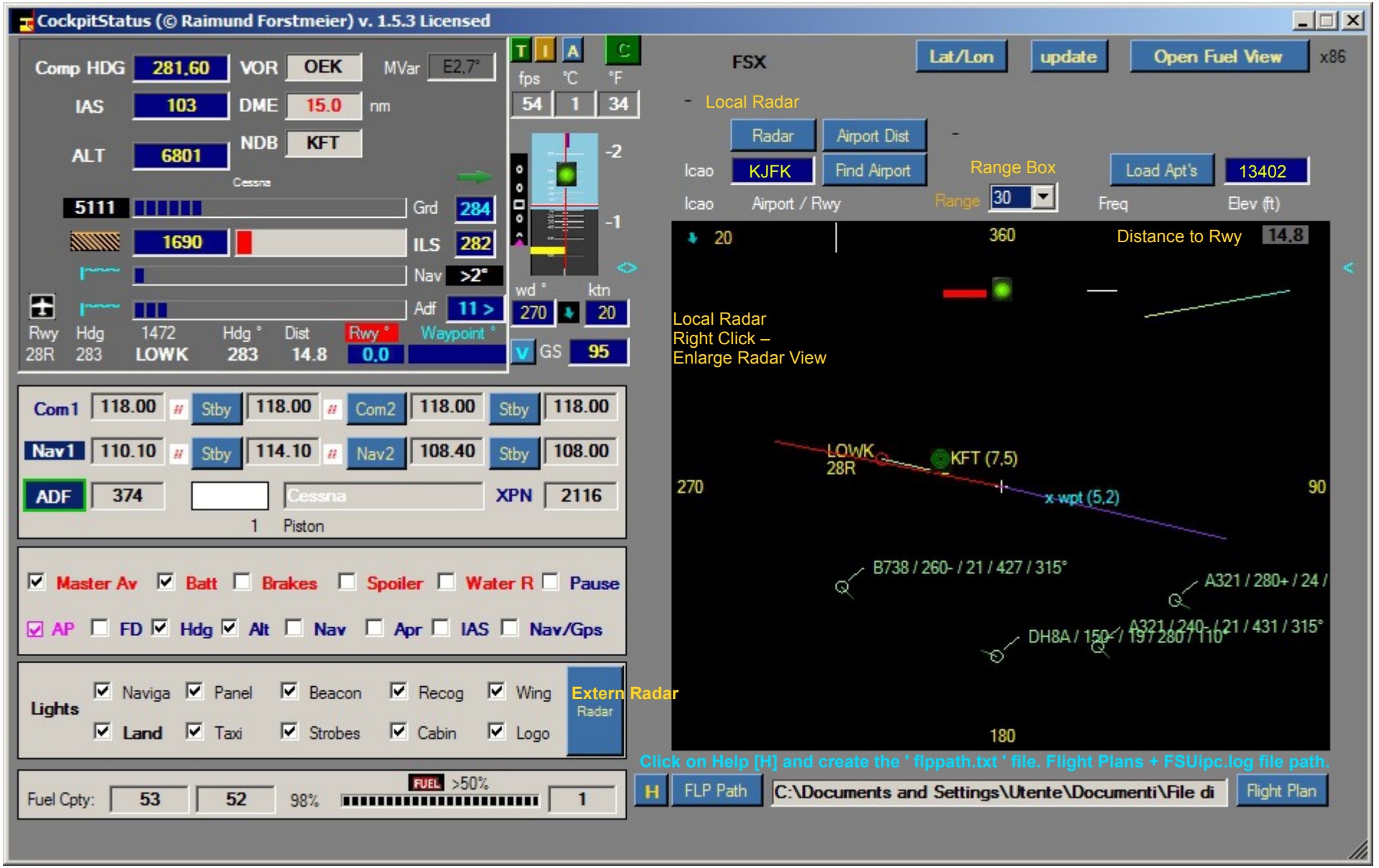
- **Copy a Flight-Plan into your GPS - Refer to the Page 'First thing to do'.**

CockpitStatus v. 1.5.3 – 05/2014

Approach System 2014

The **bright** yellow text is a comment only.

Open Local Radar. Automatic **Rwy °** Heading is ON. Red-Line = Apl-Heading, Blue-Viola-Line = Heading to virtual Waypoint at 20 nm from Rwy aligned with Rwy.
Apl. Is 7,5nm far from Vor KFT, 14,8nm far from Rwy and the virtual Wpt is at 5,2nm behind the Apl.
Apl. Is above Glide-Path-Slope. Rudder = Centered. Wind = 20 Ktn. Red-Bar indicating ILS Deviation (Keep Left). Green-Light = within Approach Rwy-Deviation.



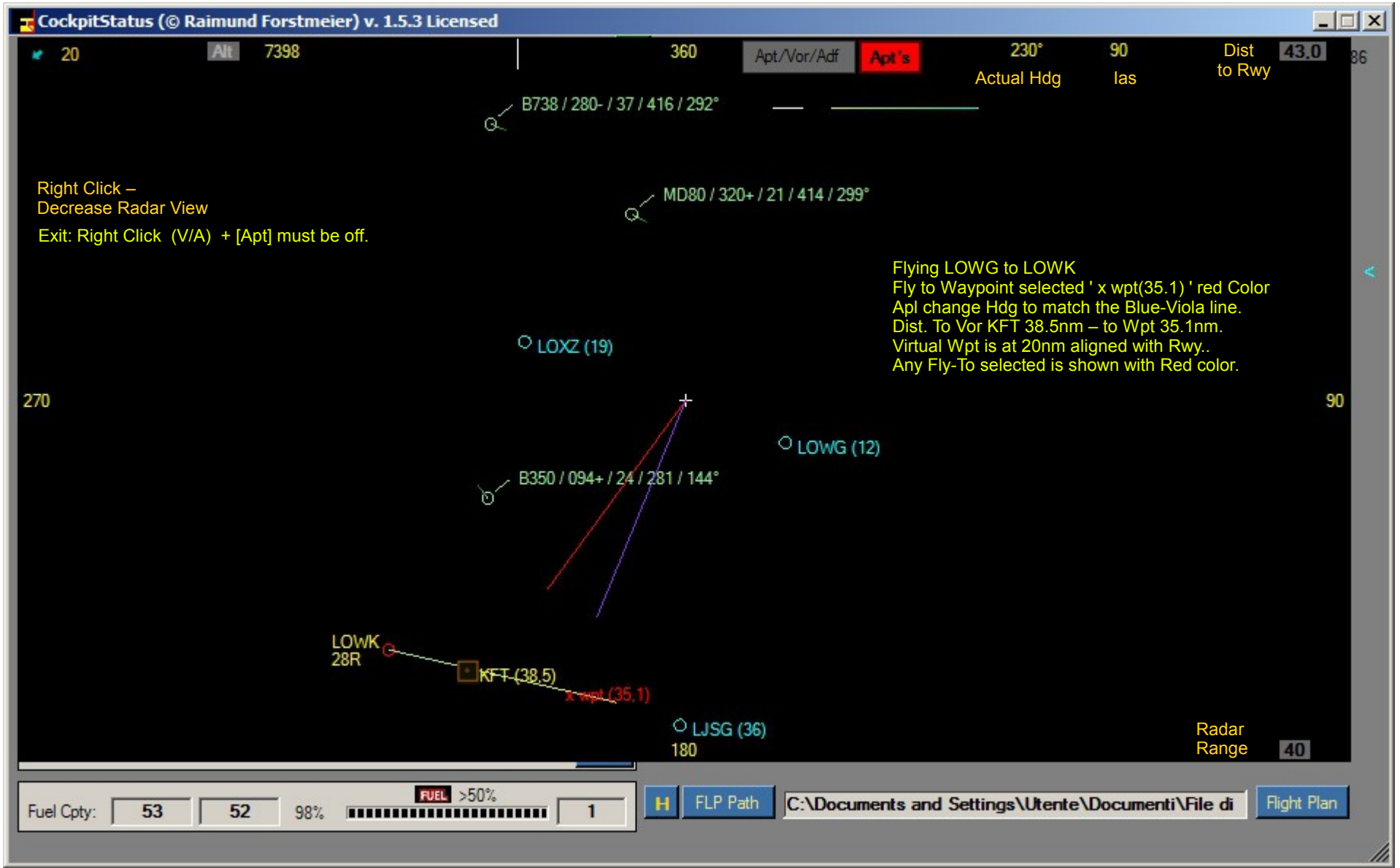
CockpitStatus v. 1.5.3 – 05/2014

Approach System 2014

Enlarged Local Radar with different functions.
The **bright** yellow text is a comment only.

[**Apt's**] show Airports in a Range of ?nm. Set Range-View with the Mouse Wheel or the Range-Box. On Air the automatic Range-Zoom should be off for this.
Select a Airport: Right-Click on/within the Airport-circle. The ICAO is copied into the local [Find Airport] Icao-Field + into the separate Flight-Panel.
[Apt/Vor/Adf]-Button must be on for a Airport selection.

Radar is showing all Airports in a Range of 1..280 nm around the actual Airplane Position.



CockpitStatus v. 1.5.3 – 05/2014

Approach System 2014

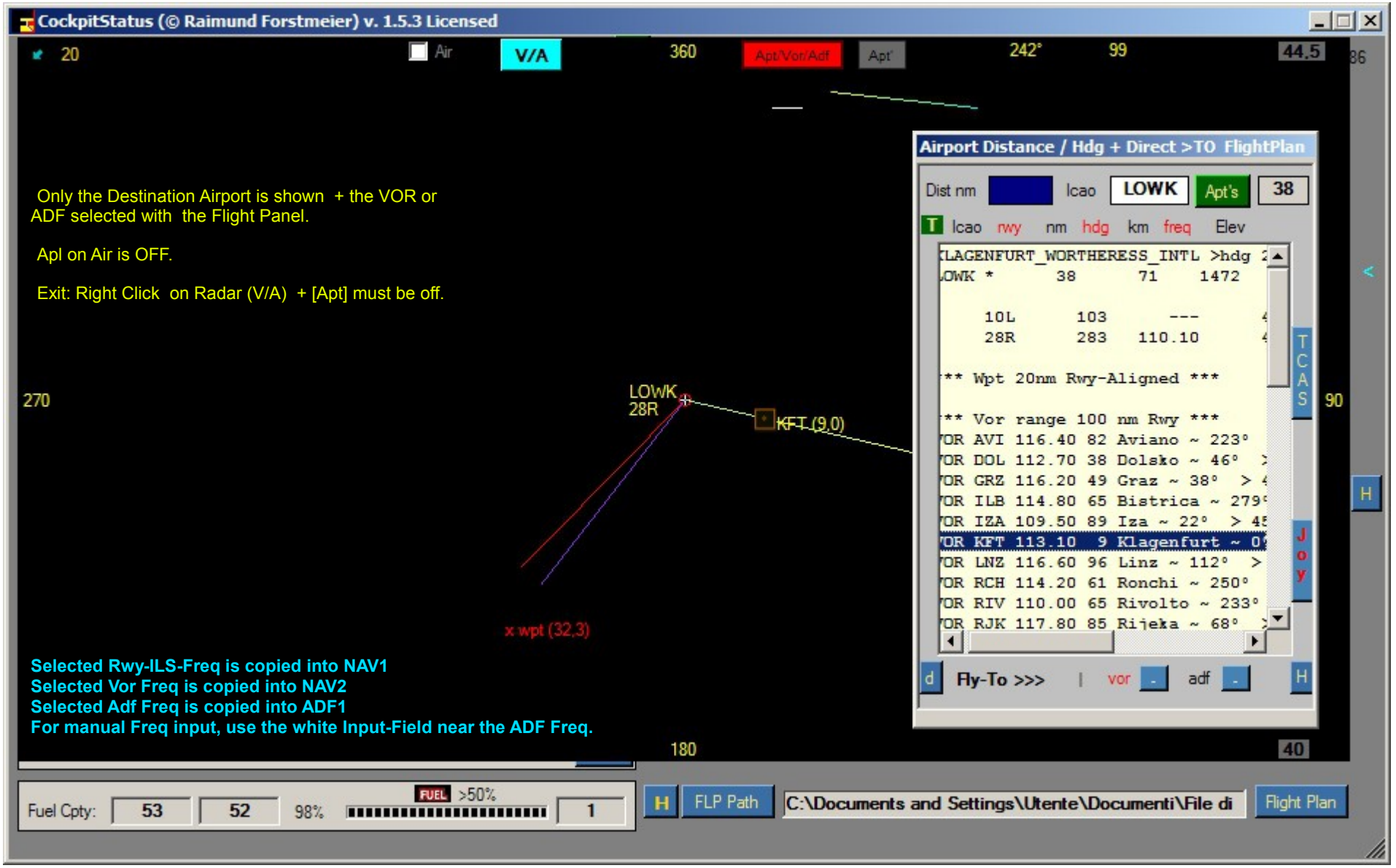
Enlarged Local Radar with different functions.
The **bright** yellow text is a comment only.

[**Apt/Vor/Adf**] is on (Red). Range-View, use Mouse-Wheel. **Show Destination Airport at any Distance.**

[**Apt**]-Button is Off.

[**V/A**]-Button is visible + Off (cyan)

Radar is showing the **Destination Airport / Runway + the VOR or ADF you selected**. Heading (Red) + Wpt-Hdg (Violet) = actual Flight-Data.



CockpitStatus v. 1.5.3 – 05/2014

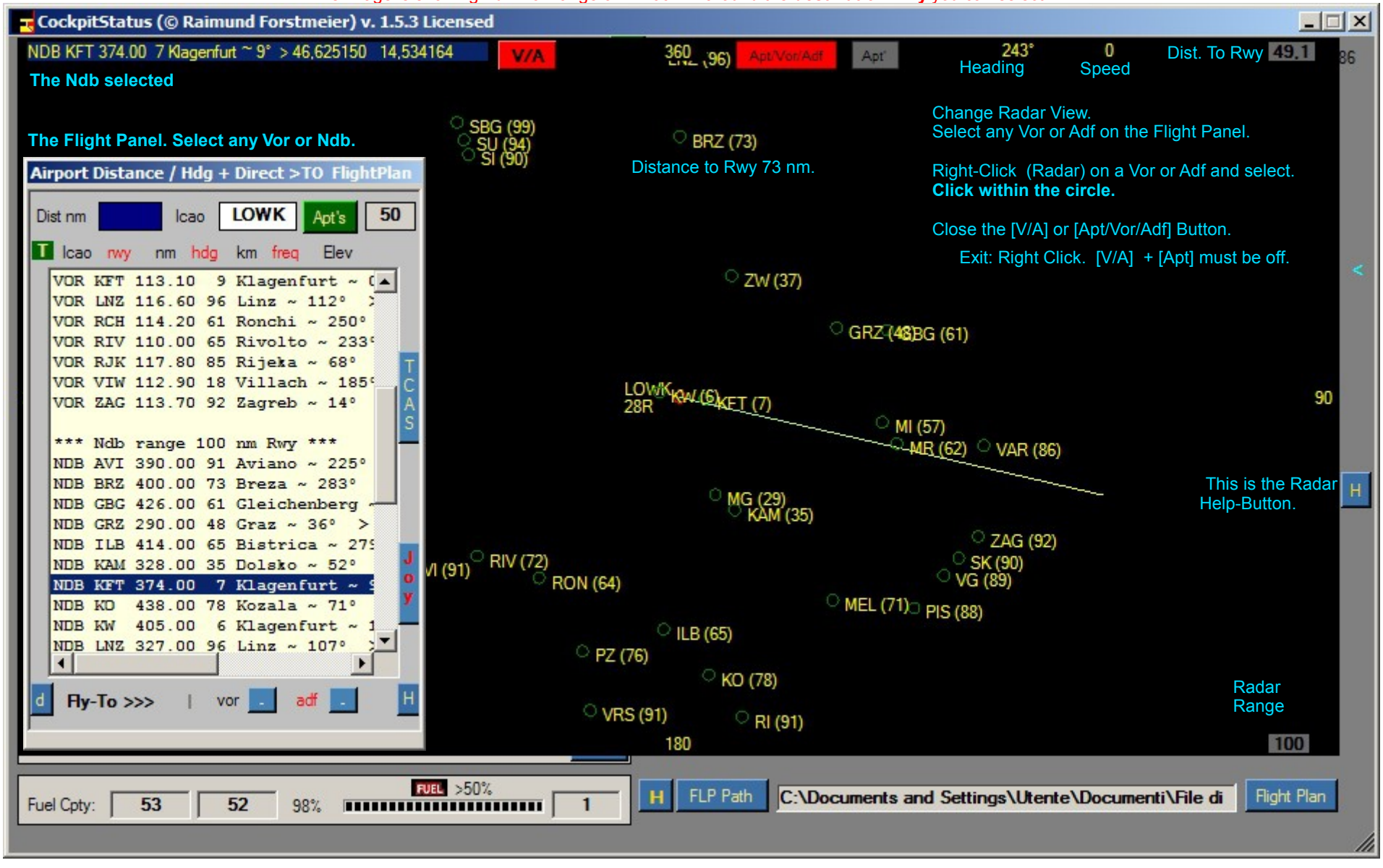
Approach System 2014

Cockpit Status MS FS AT-lasHold

Enlarged Local Radar with different functions.
The **bright** cyan-color text is a comment only.

[**Apt/Vor/Adf**] + [**V/A**] Buttons are ON. Show VOR or ADF in a Range of 100 nm. Set View-Range with the Mouse Wheel or use the Range-Box.

This image is showing Adf in a Range of 1..100 nm around the **destination Rwy** you can select.

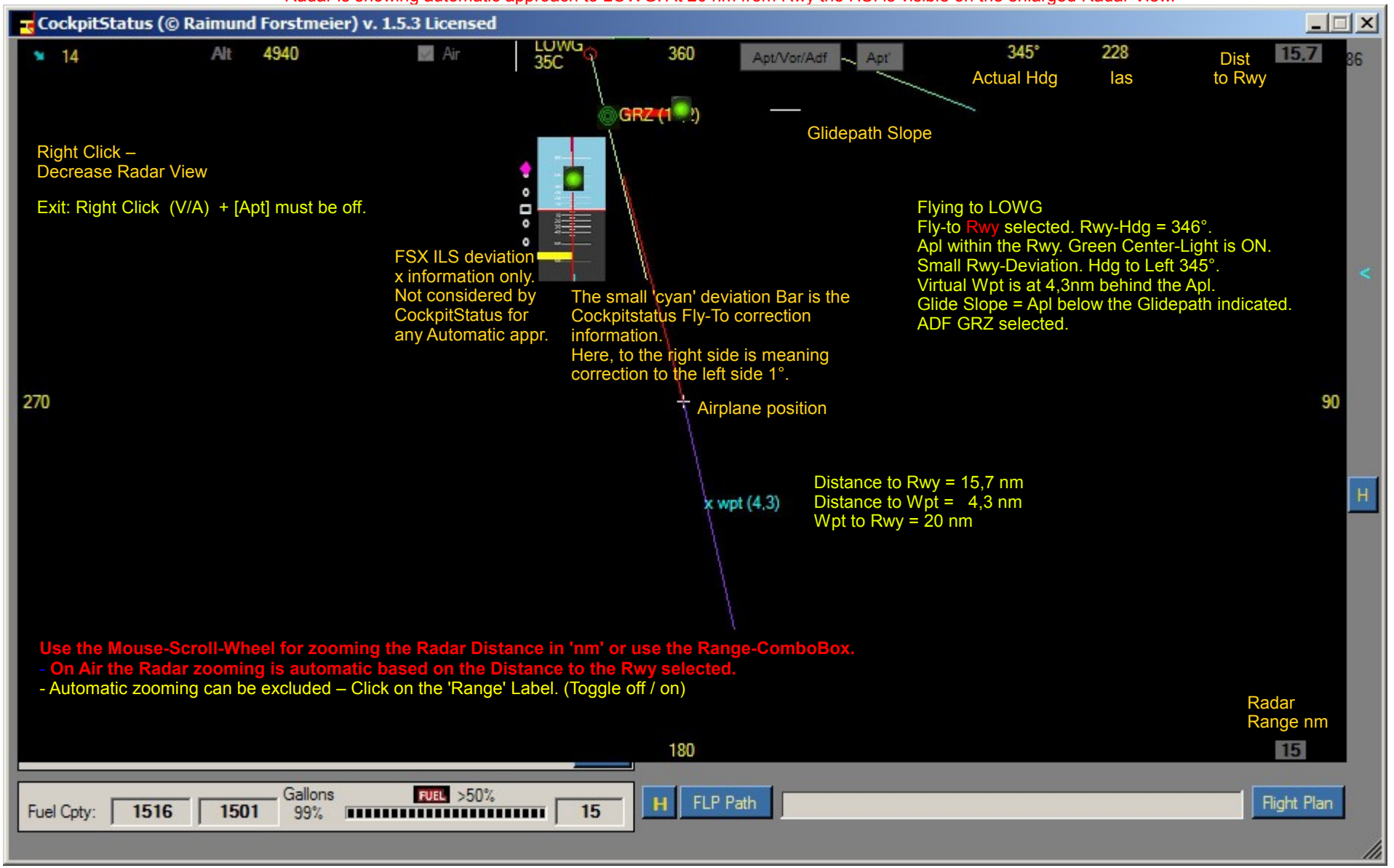


CockpitStatus v. 1.5.3 – 05/2014

Approach System 2014

Enlarged Local Radar with different functions.
The **bright** yellow text is a comment only.

Radar is showing automatic approach to LOWG. At 20 nm from Rwy the HSI is visible on the enlarged Radar View.



CockpitStatus v. 1.5.3 – 05/2014
ATIasHold v. 1.5.3 – 05/2014

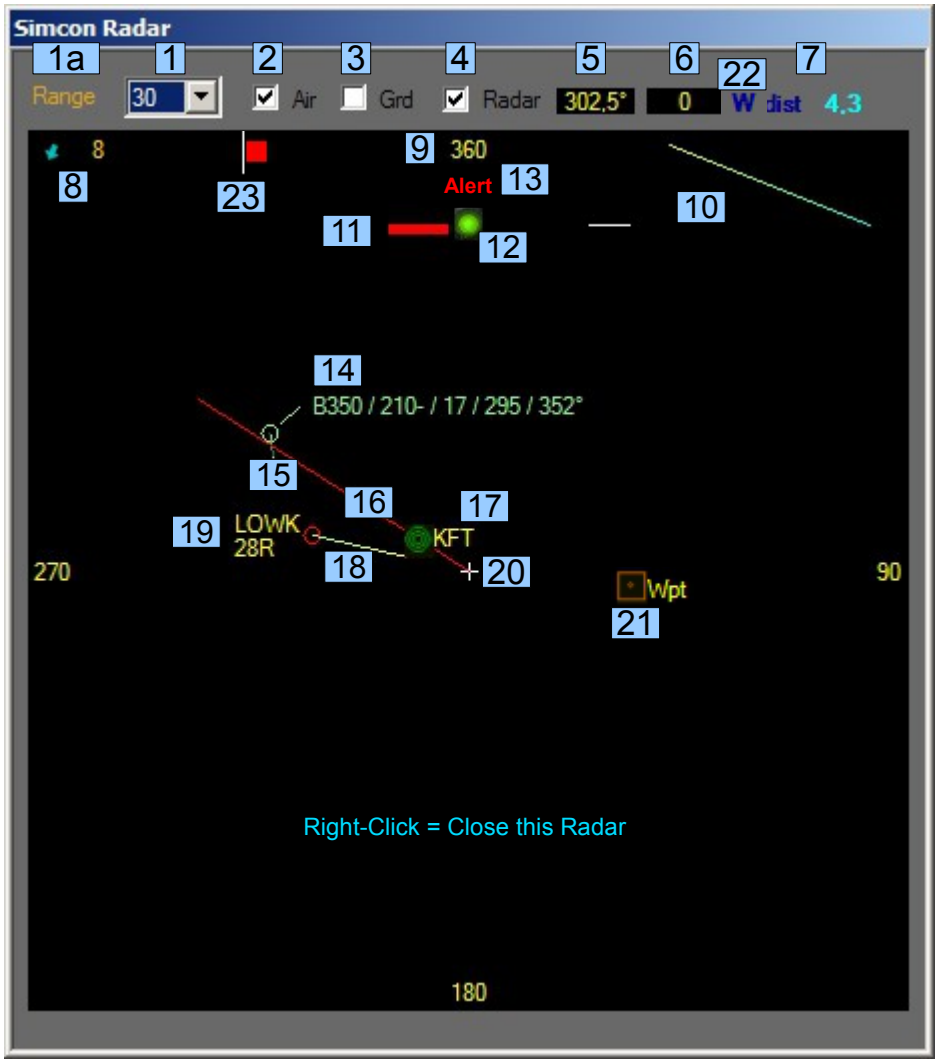
Approach System 2014

Radar

Open [A]irport Panel – select Apt + Rwy – selected Vor or Adf shown on Radar – select a Rwy = cancel prev. selections.

External / separate Radar View

1) Radar Range upto 280 nm ~
   Zoom is automatic, Dist. to Rwy.
   1a) Click on Range, the automatic Zoom is excluded (toggle)
   On Ground select best Zoom.
2) Show multiplayer on Air.
3) Show multiplayer on Ground.
4) Radar on or off.
5) Actual Apl-Heading
6) Actual Speed – Knots or Ground-Sp
7) Distance to Rwy or Virtual Wpt.
   The Virtual Wpt is at 20 nm on the Rwy-Radial.
8) Wind-Direction + Wind-Speed
9) North 360° - The Radar is always **North** oriented.
10) The HSI Diamond Glide-Path-Height - Glide Slope
11) The ILS lateral Deviation Bar. (Gps) CockpitStatus is not using Ils freq.
12) The CockpitStatus Glide-Path-Center Light signal.
13) Alert-Signal if a Apl is at 2nm dist.
14) Multiplayer on Air.
    Apl-Type
    Height +/- Ascending / Descending
    Distance
    Speed
    Heading to
15) Indicating Multiplayers Flight-Direction
16) Your Heading Reference (Red)



17) Vor, Adf
    Show only the one selected.

18) The Runway-Heading

19) Airport + Rwy-ID

20) Your Airplane is here!

21) The Virtual Wpt at 20 nm aligned with the Rwy.
    You never get Lost.

22) Automatic Headings:
    Rwy
    Wpt
    Virtual Rwy
    Fly-To Headings:
    A – Adf
    V – Vor

23) Rudder Center. Out of Center = Yellow L/R
    Useful for Pro Flight Yoke user without Pedals using Throttle 'Blue Lever' ecc...
    (visible also on HSI – 'cyan color')

LOWK – 28R as Virtual Rwy


Microsoft Flight Simulator X
CockpitStatus Approach System
Arm
AT
Lever/Hold
112
las
-2
83,49609
wd°
fps
25
Hdg
Alt
Rad
las
Cruise
112,7
1636
1068
112
180
90
0 A 0
This is the ATIasHld Approach System.
Using 2 Radars.
Here, the Graphic Approach View is selected.
This small appearing System is the most advanced.
Approach System / Airport Dist / FlightPlan
Heading
112,7
Rad
1068
Apt's
las
112
T
ADF
90
Rwy
10 nm Range
LOWW
11
600
0,3°
113°
UP
Align to Runway
LOWW
113°/3,2
TUN vor
294°/21,5
TUN-11
114°/24,8
wpt: 292° /12,9
(0)
84 + (0)
TUN (Out of Range)
MgVr: E 3,1°
293°
Rwy Radial 0°

CockpitStatus

Cockpit Status MS FS AT-lasHold

ADD Airports/change Data

Download the new ADDAirports program 09 / 2012 - Freeware
Now with a complete Data Editor + Manual