Kingston's Euro*scope* suite has been updated.

Change Log

Panama, Barranquilla and Port-Au-Prince CTRs frequency…….updated

Visual Approach options for MKJP & MKJS…………..added to FP List

VOR/DME Approach for MKJS……….Corrected

AIRAC 2005…….added

Alias File…..Created

Auto-Text Option for text pilots…….activated

The Auto-Text Option helps to ease controller workload when dealing with text pilots. The auto-text option pulls adjusted information from the data tag of the pilot concerned and automatically generates a text instruction for <u>altitude, heading</u> and <u>direct to</u> instructions in the chat box. "Enter" sends the instruction.

 To take advantage of this feature, the remarks section of a pilot's flight plan **must** contain the text only remark. This is shown as "**/T/**". Remember, you as a controller can adjust this indication to be able to take advantage of the Auto Text Option if necessary.
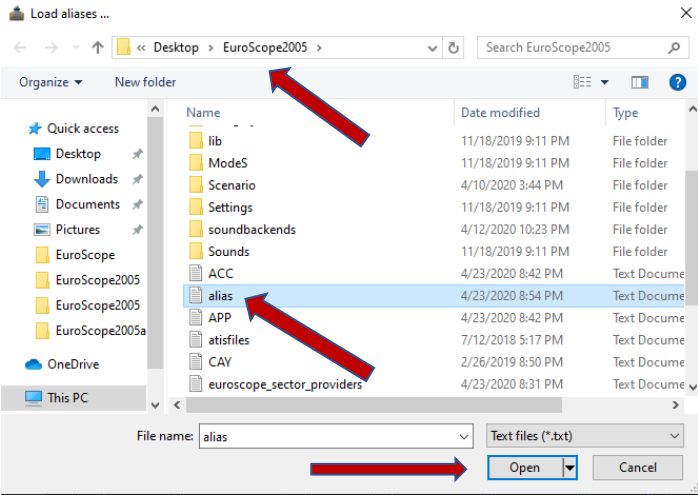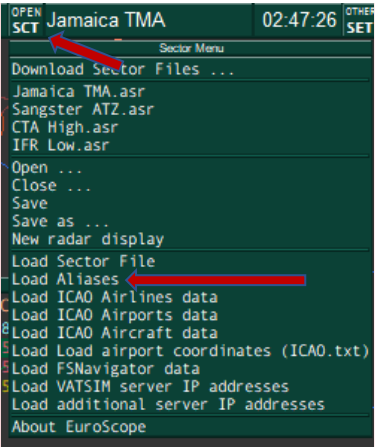
The alias file is similar to the auto text option. However, it is more versatile and customizable. The one provided was made for normal operations. To utilize it, one must first point Euroscope to the alias file as indicated in the figures 1A and 1B below.

The alias file is a Notepad of dot commands. These commands are broken up into several categories based on the phases of flight. Getting the most of dot commands requires the selection of options from the DEP/ARR columns of the FP list. Dot commands with a dollar sign followed by a number requires manual input from the controller (as indicated in figure 1E). Dot commands may have none or multiple dollar signs. Dot commands with a dollar sign followed by words pull their information from what is provided in Euroscope. Example: $SID in a dot command relies on the assigned SID from the DEP column of the FP List. A dot command may have none or multiple of these dot commands or a combination of both styles.

Example: DATM Olante feels lazy to type out an IFR clearance for DAL875 flying from MKJS-MKJP. Olantle simply starts by assigning a SID as shown in figure 1C.

He then assigns the squawk 0701, sets initial altitude to 5000 shown in figure 1D.

After, he references the alias command sheet (provided) for the appropriate clearance he wants to deliver via text, types the dot command in the chat box hits *space*, substitutes the highlighted dollar sign for a waypoint, then *enter* to send. See figures 1E and 1F below.

Figure 1A

Figure 1B

Figure 1C

Figure 1D

Figure 1E

Figure 1F

DOT COMMAND REFERENCES

---Salutations/Housekeeping--

.on / Hello All, $radioname is online.

.off / $radioname is closing. See you next time.

.good Welcome! Proceed on course.

.rdrc Radar contact. Proceed on course

.sqc Squawk mode-C

.sqi Squawk Ident

.asq Hello, reset transponder squawk $asquawk

--DEL/GND---

.sclear= mkjs	.pclear= mkjp	.rclear= mwcr

.sclear Cleared to $arr airport via radar vectors $1, flight planned route. Climb to and maintain 5000 initally. Expect higher with radar. ROSTO1 departure. Squawk $asquawk.

.sclear1 Cleared to $arr airport via the $sid departure, flight planned route. Climb to and maintain 5000 initally. Expect higher with radar. Squawk $asquawk.

.pclear Cleared to $arr airport via radar vectors $1, flight planned route. Climb to and maintain 6000 initally. Expect higher with radar. Squawk $asquawk.

.pclear1 Cleared to $arr airport via the $sid departure; flight planned route. Climb to and maintain 6000 initally. Expect higher with radar. Squawk $asquawk.

.rclear Cleared to $arr airport via $sid departure, flight planned route. Climb FL240 initally. Squawk $asquawk

.clearok Readback correct. Push and start is at your discretion. Call fully ready for taxi.

.clearok1 Readback correct. Call when ready for push and start.

.clearok2 Readback correct. Advise starting.

.taxi Taxi via $1, holding point runway $deprwy.

.taxigc Taxi via $1, backtrack and line up runway $deprwy.

.taxigc1 Welcome to The Cayman Islands. Vacate when able and taxi to gate of choice

.taxija Welcome to Jamaica. Vacate when able.

.taxija1 Welcome to Jamaica. Vacate when able and contact ground, 121.7

.taxija2 Welcome to Jamaica. Vacate when able. Taxi via $1 to gate of choice.

--TWR--

.cto12=MKJP 12   .cto25=MKJS 25

.cto12 After departure, fly heading 125, cleared take off runway $deprwy. Wind $2 at $3

.cto12a After departure, fly heading 125, cleared take off runway $deprwy. Wind calm.

.cto12b Fly the $sid departure, Cleared take off runway $deprwy. Wind $2 at $3.

.cto12c Fly the $sid departure, Cleared take off runway $deprwy. Wind calm.

.cto30 After departure, fly heading 300, cleared take off runway $deprwy. Wind $2 at $3

.cto30a After departure, fly heading 300, cleared take off runway $deprwy. Wind calm.

.cto07 After departure, fly heading 030, cleared take off runway $deprwy. Wind $1 at $2

.cto07a After departure, fly heading 030, cleared take off runway $deprwy. Wind calm.

.cto07b Fly the $sid departure, Cleared take off runway $deprwy. Wind $1 at $2.

.cto07c Fly the $sid departure, Cleared take off runway $deprwy. Wind calm.

.cto25 After departure, fly heading 270, cleared take off runway $deprwy. Wind $1 at $2

.cto25a After departure, fly heading 270, cleared take off runway $deprwy. Wind calm.

.cto25b Fly the $sid departure, Cleared take off runway $deprwy. Wind $1 at $2.

.cto25c Fly the $sid departure, Cleared take off runway $deprwy. Wind calm.

.cto08 Fly the $sid departure, flight planned route. Cleared take off runway $deprwy. Wind $1 at $2.

.cto08a Fly the $sid departure, flight planned route. Cleared take off runway $deprwy. Wind calm.

.cto26 Fly the $sid departure, flight planned route. Cleared take off runway $deprwy. Wind $1 at $2.

.cto26a Fly the $sid departure, flight planned route. Cleared take off runway $deprwy. Wind calm.

.ctl Cleared to land runway $arrrwy. Wind $2 at $3

.ctl1 Cleared to land runway $arrrwy. Wind calm

.cont Continue approach. Expect late landing clearance.

.ga Go Around.

.ga1 Go Around. Climb to and maintain $1, fly heading $2

--Basic Altitude Adjustments-------------------------------------

.dmp Descend to and maintain $1. QNH $altim(MKJP)

.dms Descend to and maintain $1. QNH $altim(MKJS)

.dmr Descend to and maintain $1. QNH $altim(MWCR)

.dmb Descend to and maintain $1. QNH $altim(MWCB)

.cm Climb to and maintain $1.

.dm Descend to and maintain $1

.dmx Descend to cross $1 by $2

--Horizonal Adjustments--

.tl Turn left heading $1.

.tl1 Turn left heading $1, proceed direct $2.

.tr Turn right heading $1.

.tr1 Turn right heading $1, proceed direct $2.

.fh Fly heading $1.

.pdct Proceed direct $1

.sas Say airspeed.

.smn Say Mach Number

.reds Reduce speed $1 kias.

.redsl Reduce speed $1 kias or less.

.redmc Reduce to minimum clean speed.

.redfa Reduce to final approach speed.

.redma Reduce to Mach 0.$1

.incma Increase to Mach 0.$1

.incs Increase speed to $1 kias

--Terminal/Area Control---

.eils Expect ILS/DME approach runway $arrrwy.

.evdme Expect VOR/DME approach runway $arrrwy.

.evor Expect VOR approach runway $arrrwy.

.ernav Expect RNAV/GNSS approach runway $arrrwy.

.endb Expect NDB approach runway $arrrwy.

.evis Expect visual approach runway $1

.cils Cleared ILS/DME approach runway $arrrwy. Maintain $1 until established.

.cvdme Cleared VOR/DME approach runway $arrrwy. Maintain $1 until established.

.cvor Cleared VOR approach runway $arrrwy. Maintain $1 until established.

.crnav Cleared RNAV/GNSS approach runway $arrrwy. Maintain $1 until established.

.cndb Cleared NDB approach runway $arrrwy. Descend to $1. Report the procedural turn inbound.

.cvis Cleared Visual Approach Runway $arrrwy. Final descent is at your discretion.

.rfis $arr is at your $oclock($arr) $dist($arr) miles. Report in sight for the visual approach $arrrwy

.hold Hold at $1 at your discretion. Maintain $2 feet. Expect further clearance in $3 minutes

.hold2 Hold at $1 as published. Expect further clearance in $2 minutes.

.hold3 Conitnue descent to $1 feet. Remain in the hold

.leave Leave the holding pattern. Fly heading $1

.leave1 Leave the holding pattern. Fly direct $1

--Hand Offs---

.ctr Contact Kingston Radar on 125.4

.srdr Contact Sangster Radar on 120.8

.mrdr Contact Manley Radar on 120.6

.capp You're entering non-radar airspace. Radar services terminated. Contact Cayman Approach on 120.2 for further instructions.

.stwr Contact Sangster Tower on 118.75

.mtwr Contact Manley Tower on 118.65

.rtwr Contact Owen Roberts Tower on 118.0

.btwr Contact Brac Tower on 118.4

.gnd Contact ground on 121.7

.hav Contact Havana Centre on 124.55

.ghav Contact Havana Center on 133.7

.bhav Contact Havana Center on 123.7

.pana Contact Panama Control on 133.0

.cura Contact Curacao Control on 127.1

.bara Contact Barranquilla Control on 128.4

.paup Contact Port au Prince Control on 124.5

.cnmr Contact CenAmer Control on 124.1

.unic No further ATC available. Switch UNICOM on 122.8

--Emergency---

.emerg You emergency has been acknowledged. How much fuel and how many passengers do you have on board?

.problem Could you please confirm the problem ?

.priority You will get priority landing for the best available runway.

.tell We have an emergency aircraft, you may expect some delay and holding.