

Quick Start IFR Flight Guide



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Overview

Pilot2ATC is a companion Windows® application for use with any flight simulator (SIM) compatible with [FSUIPC](#) (Microsoft® Flight Simulator X, Prepar3D®) or [XPUIPC](#) (X-Plane). More complete details about all the functions of Pilot2ATC can be found in the *User Guide*. The *Quick Setup Guide* will give you the essential knowledge you'll need to get up and running quickly.

This *Quick Start IFR Flight Guide* will take you step-by-step through the process of setting up and completing a short IFR flight. It assumes you've already set up the program and been able to connect to the SIM.

Each flight in Pilot2ATC can be thought of as an organized set of activities structured as follows:

1	2	3	4	5	6	7
Flight Planning	Clearance Delivery	Start Up and Taxi Out	Takeoff and Departure	Enroute	Arrival and Departure	Taxi In and Shutdown

Each of these activities will be involved in completing this flight.

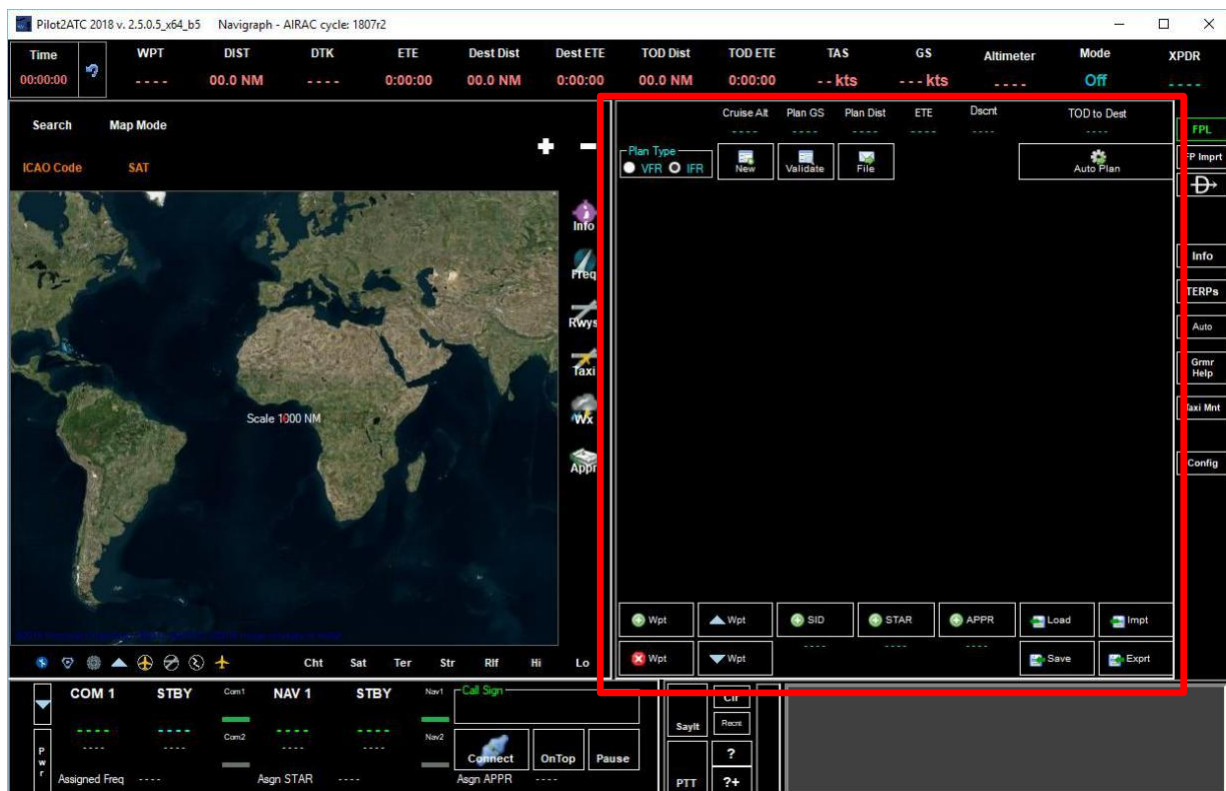


San Diego (KSAN) to Los Angeles (KLAX) – 103.4 NM

This flight will be a short IFR hop from San Diego, California to Los Angeles, California.

Flight Planning

Open Pilot2ATC. Your screen should look something like this:



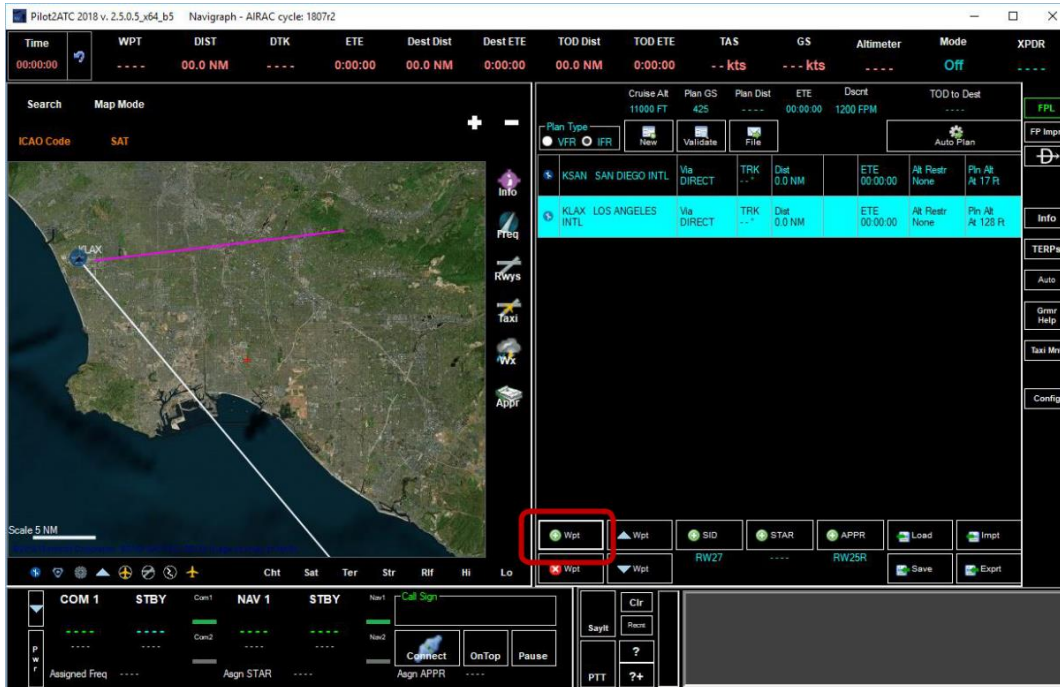
We'll build this simple flight plan on the right side of the screen in the Flight Plan Panel (red box above).

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Base Flight Plan

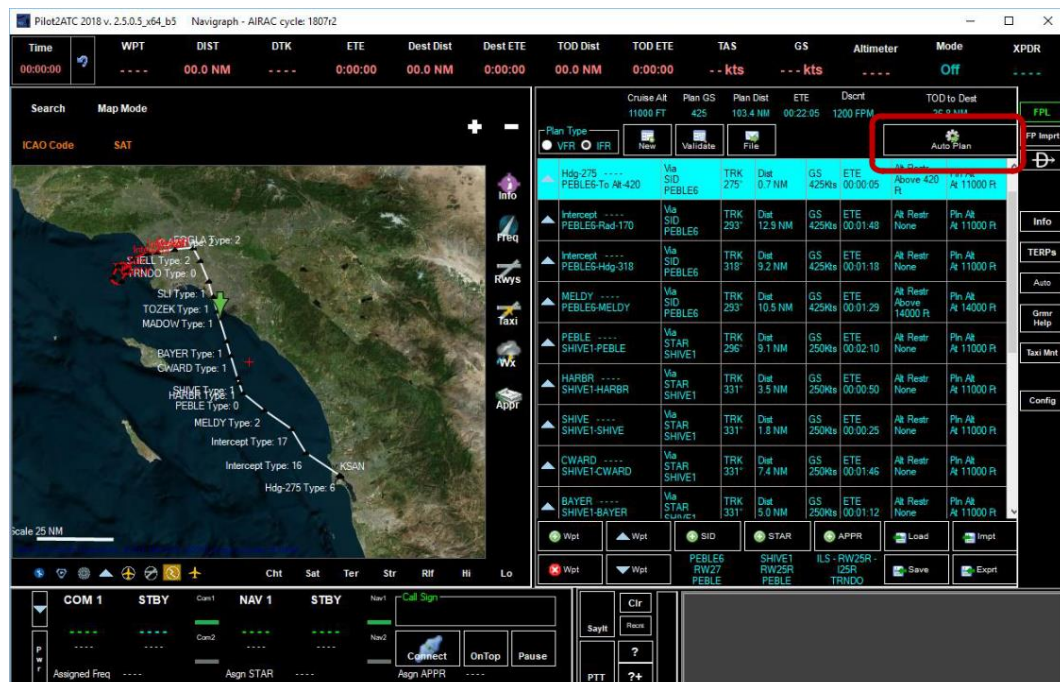
To begin, click the (+) *Wpt* button (red box below). Enter KSAN in the dialog box. Click the *Enter* button (red box in the dialog box) in the dialog box to add it to the flight plan. Click the (+) *Wpt* button again and enter KLAX in the dialog box. Click the *Enter* button to add it to the flight plan. The base flight plan for this simple and short flight is now complete.

COMMENT: For a longer flight, you would be adding additional waypoints and airways.



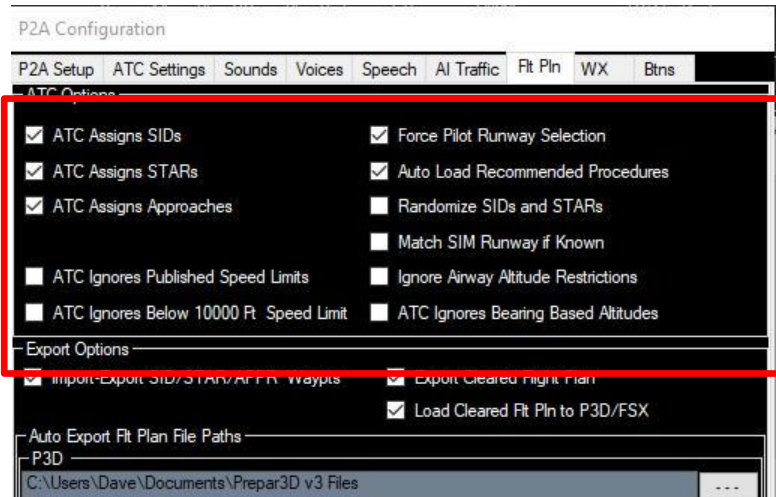
Add Departure and Arrival Procedures

Click the *Auto Plan* button. Pilot2ATC will then automatically select the SID, STAR and Approach.



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If you don't get similar results, check the Config panel to be sure your FltPln options look similar to the following:

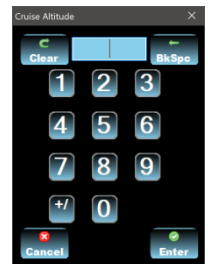


NOTE: The ones in the ATC Options box are the most critical.

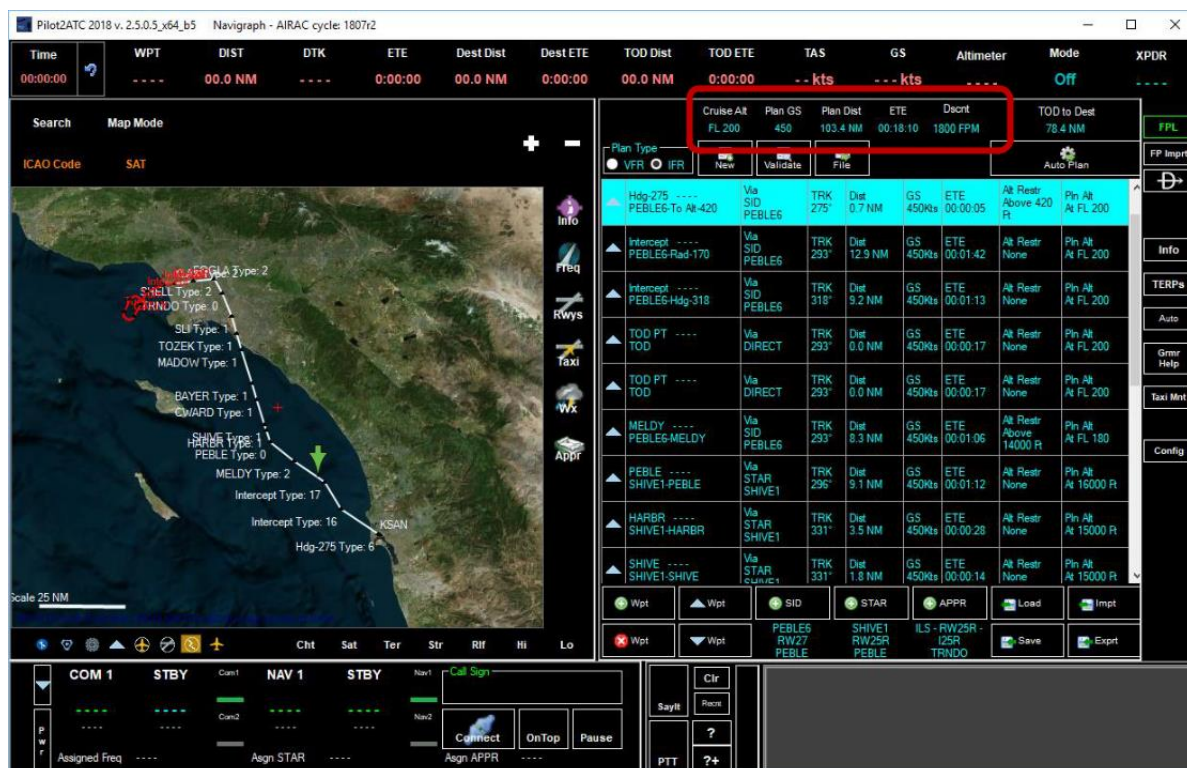
Altitude, Ground Speed and Descent Rate

Enter a cruise altitude (*Cruise Alt*), planned ground speed (*Plan GS*) and descent rate (*Dscnt*). To do so, click on the aqua-colored values beneath each item. Once the dialog box opens, enter the desired value and click the *Enter* button. Based upon your entries, Pilot2ATC will then calculate the *Top of Descent* (TOD) and *Estimated Time Enroute* (ETE).

COMMENT: The TOD is the point where you need to start descending at the specified descent rate and groundspeed in order to get down soon enough to fly the approach. The TOD calculation assumes your Groundspeed to be the Plan GS above 10,000 feet MSL and a maximum of 250 kts below 10,000 feet MSL.



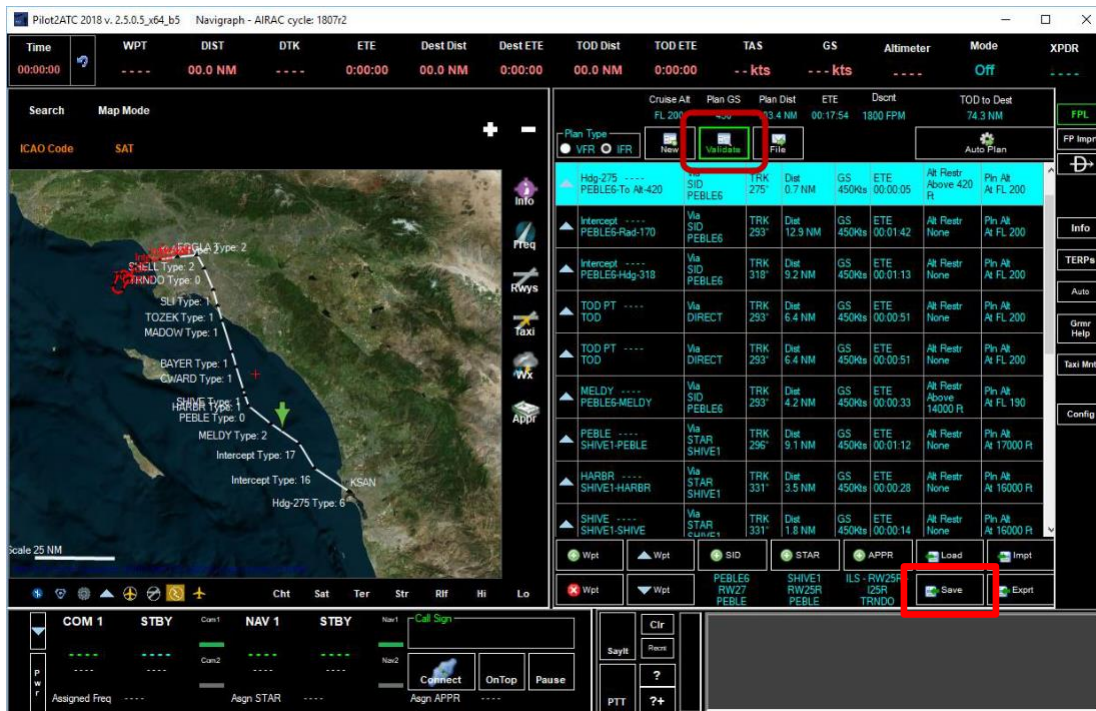
For the demonstration flight, the HondaJet will be used – an aircraft capable of achieving a ground speed of 450+ MPH and a descent rate of 1,800 feet per minute (FPM). The cruise altitude will be FL200.



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Validation and Filing

Click the *Validate* button at the top of the flight plan. Afterwards, review it to be sure it makes sense.

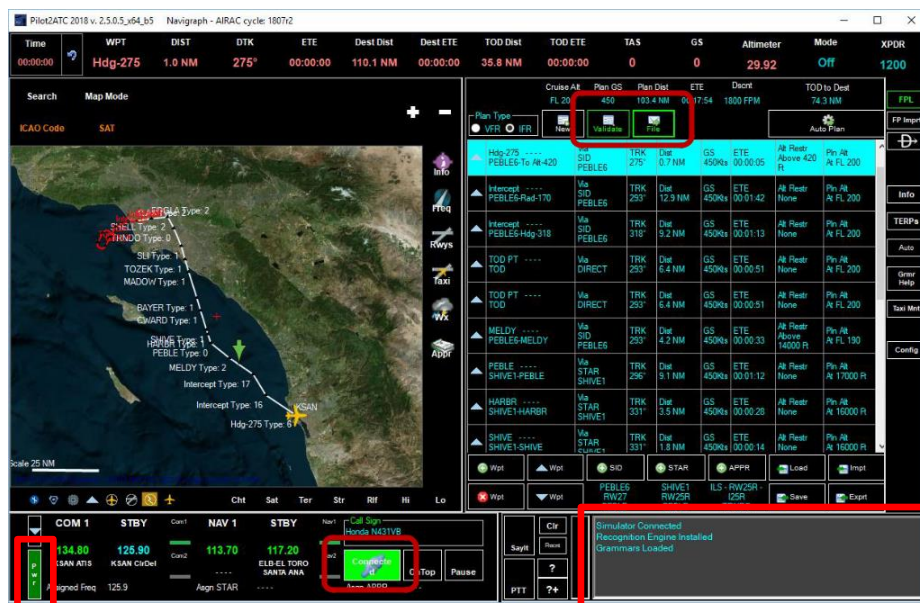


If it looks good, then click the *Save* button. While saving is **not** actually required, it's highly recommended. If something goes wrong, the flight plan can be quickly reloaded, thereby saving the time and effort to recreate it.

Clearance Delivery

Connect to the SIM

With the flight plan completed, it's time to connect to the SIM and File it with ATC. Click the *Connect* button (red box, lower middle screen). When connected, your screen should look like this:



The Connect button will turn green and three [3] lines will appear in the Speech Text Window (red box, lower right of the screen). The Power indicator in the bottom left of the screen should also turn green.
COMMENT: If this is your first connect since starting Pilot2ATC, the radios will tune ATIS. If you have the "Pilot2ATC provides ATIS" option checked, you will hear ATIS from the voice you selected for ATIS. If it says *Weather not available* at first, try swapping the frequencies and it should allow it to initialize the weather and start giving the ATIS report.

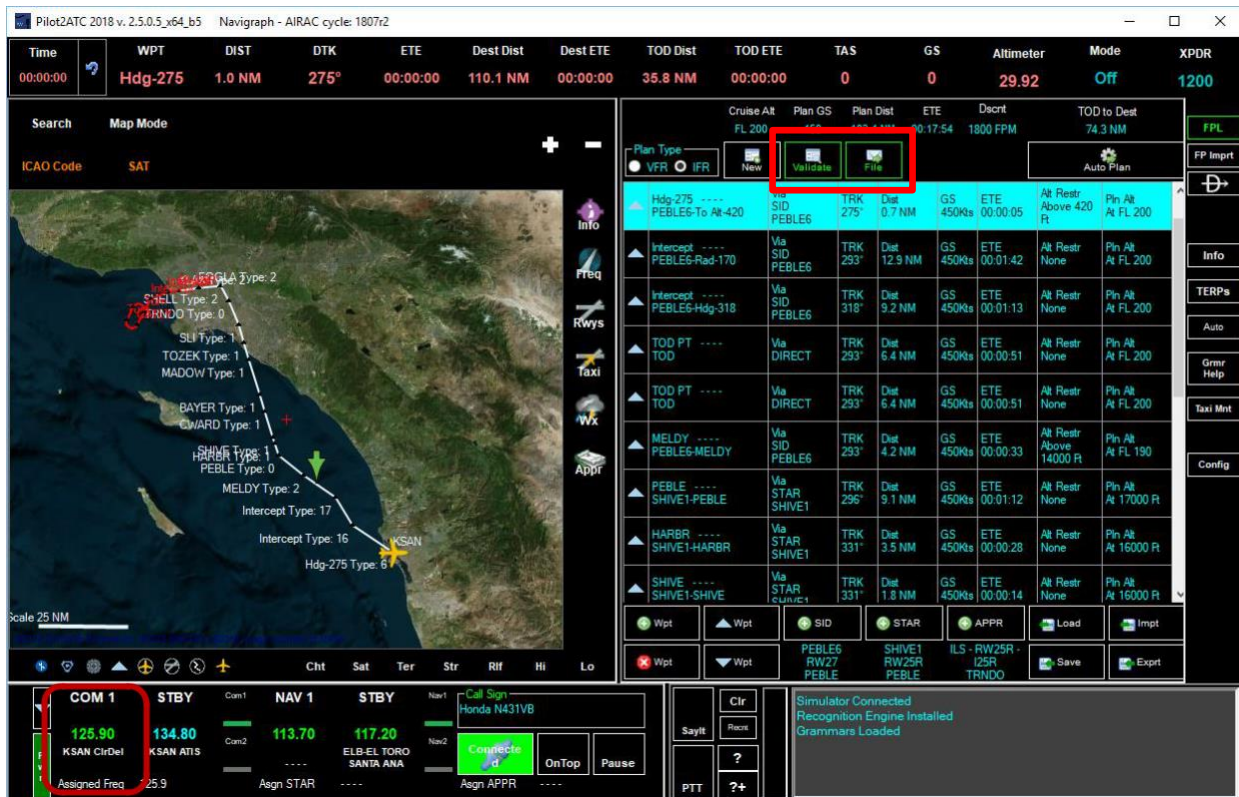
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File the Flight Plan

Click the *File* button (red box in the image below) at the top of the Flight Plan panel. Clicking it validates the flight plan again and sends it to ATC. This is the first time in the process Pilot2ATC's Controllers are aware of you having a flight plan. It may take a few seconds to complete all the calculations involved. When complete, the border of the *File* and *Validate* buttons will turn green (red box in the image below).

Call for Clearance

At larger airports, flight plan clearance is given by the Clearance Delivery Controller. Smaller airports may not have a dedicated Clearance Delivery channel, so you'll call Ground or Tower for clearance. At San Diego, there's a dedicated Clearance Delivery, so tune the radio to that frequency by swapping the Com radio. Click the Com 1 display (red box, lower left of the screen). The frequency will be swapped automatically by Pilot2ATC.



COMMENT: For all radio calls in this tutorial, **Honda One Victor Bravo** will be used as the call sign. Substitute your call sign for that when you see it in the transmissions. Text from the Speech Text window will be copied and pasted so you can follow along. In the transmission text, the colors mean the following:

White Text	Gold Text	Green Text
ATC Speaking	Suggested Response / SayIt Phrase	Recognized Speech
Honda One Victor Bravo	Honda One Victor Bravo	Honda One Victor Bravo

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Click the *PTT* Button and say “<CallSign> Ready to copy IFR clearance”. ATC will then give the very long IFR Clearance.

COMMENT: Notice the “~” character at the beginning of the Gold Text. That means this phrase is ready for SayIT. If you don’t have the Copilot set to handle the radios, just click the SayIT button to have Pilot2ATC handle the readback. There’s no sense in getting frustrated on the first call.

Honda One Victor Bravo Ready to Copy

Honda One Victor Bravo is cleared to Kilo Lima Alpha XRay, climb via the PEBLE6 departure , with the PEBLE transition, then direct to Hotel Alpha Romeo Bravo Romeo then as filed. Expect departure runway Two Seven. Climb to Flight Level One Niner Zero via the departure. Expect higher clearances Ten minutes after departure. Departure on One One Niner Point Six Squawk Three Zero One Zero

~Honda One Victor Bravo is cleared to Kilo Lima Alpha XRay, climb via the PEBLE6 departure, with the PEBLE transition, then direct to Hotel Alpha Romeo Bravo Romeo then as filed. Climb to Flight Level One Niner Zero via the departure. Expect higher clearances Ten minutes after departure. Departure on One One Niner Point Six Squawk Three Zero One Zero

Honda One Victor Bravo is cleared to Kilo Lima Alpha XRay climb via the PEBLE6 departure with the PEBLE transition then direct to Hotel Alpha Romeo Bravo Romeo then as filed Climb to Flight Level One Niner Zero via the departure Expect higher clearances Ten minutes after departure Departure on One One Niner Point Six Squawk Three Zero One Zero

After the clearance is read back correctly, we’re told by the Controller to contact Ground on 123.9.

Honda One Victor Bravo Readback Correct. Altimeter Three Zero Zero One Contact Ground on One Two Three Point Niner when ready to taxi. enjoy your morning

~ Altimeter Three Zero Zero One Ground on One Two Three Point Niner Honda One Victor Bravo

~ Altimeter Three Zero Zero One Ground on One Two Three Point Niner Honda One Victor Bravo

COMMENT: If you have the Copilot set up to handle the radios, they will enter that frequency and make it active so you’re ready for the next call.

SID Clearances

In this clearance, we were told to “Climb via the PEBLE6 departure with the PEBLE transition...” This tells us we’re to follow the lateral guidance (waypoint to waypoint) and vertical restrictions of the SID to FL 190. If ATC had said to “Fly the PEBLE6 departure...” that would mean that ATC will give us altitude instructions. In this case, we’re cleared to FL 190 and can expect to hear further climb instructions after approaching that altitude.

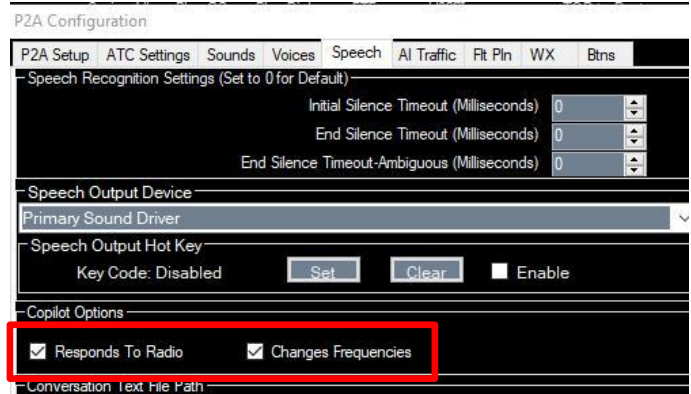
Normally, if you’re told to climb via the departure, you’ll be given a higher initial altitude. However, that means if there’s an “At or Below” altitude restriction at any of the waypoints, you can’t climb above that altitude until you’re beyond that waypoint. In this case, the only restriction is an “Above 14,000” at MELDY, so we can climb to FL190.

Start Up and Taxi Out

Taxi Out

With engines running, we’re ready to taxi out. If we were in an airliner, we’d call for pushback and engine start. We’re in our little HondaJet, though, so there’s no need for one.

RECOMMENDATION: Set the Copilot up to handle the radios by checking the two options in the Copilot Options box of the Speech tab of Config.



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Now let's call for taxi:

Honda One Victor Bravo Ready Taxi

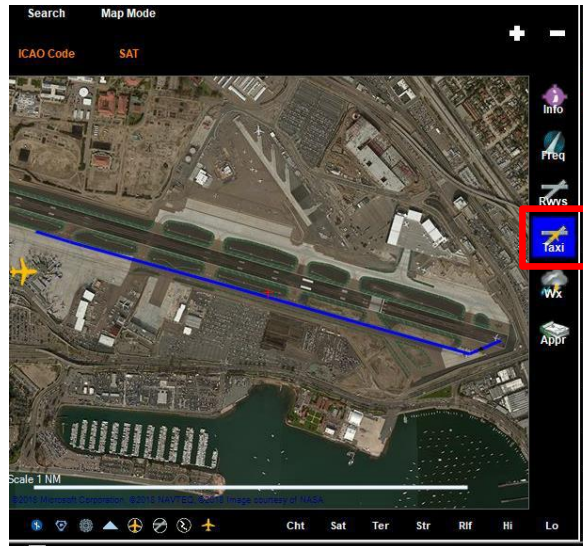
Honda One Victor Bravo Taxi to Runway Two Seven Via taxiways Bravo, Bravo One, Hold Short Runway Two Seven

~ Taxi to Runway Two Seven Via taxiways Bravo, Bravo One, Hold Short Runway Two Seven Honda One Victor Bravo One Victor Bravo

The Copilot will do the readback for you – or – [1], click the *Say/It* button, or [2], try completing the read back yourself. If it's recognized, you'll see this green text:

Taxi to Runway Two Seven via Taxiways Bravo Bravo One Hold Short Runway Two Seven Honda One Victor Bravo

If you don't receive any corrections, you're cleared to taxi to runway 27 by the route specified. Click the *Taxi* button (red box in the image below) and get a visual of the route to follow.



When near the departure runway, you'll be told to contact Tower.



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The Copilot will acknowledge the frequency change and switch to Tower frequency (118.3). If you've checked the option "Show ATC Assignments" in the Config – P2A Setup tab, you'll see the new frequency under the Com area.

Honda One Victor Bravo Contact Tower on One One Eight Point Three, have a good flight

~Tower on One One Eight Point Three Honda One Victor Bravo

Tower on One One Eight Point Three Honda One Victor Bravo

Takeoff and Departure

You're number 1 for departure. Complete your *Before Takeoff Checklist*. Afterwards, call Tower and let them know you're ready to go.

Tower Honda One Victor Bravo Ready for Departure Runway Zero Five

State Change to: ClearedForTakeoff Honda One Victor Bravo Ready for Departure

Honda One Victor Bravo Winds are One Eight Zero at Seven knots Altimeter Three Zero Zero Zero Cleared for takeoff, Runway Two Seven Squawk Three Zero One Zero

~Cleared for takeoff, Runway Two Seven Squawking Three Zero One Zero Honda One Victor Bravo

Be sure the:

- Transponder is set to Active; and,
- Autopilot is set up to engage the Navigation course *after* takeoff.

Begin your takeoff. Zoom the map out so you can see the first part of the route.

After takeoff – and on the departure course – zoom the map out further to have better situational awareness. We're climbing out to our initial clearance altitude of 19,000 feet (FL190) and waiting for Tower to transfer us to Departure Control or Center, depending on what's available in this area of the world.

The screenshot displays the Pilot2ATC 2018 v. 2.5.0.5_x64_b5 interface. The top status bar shows flight parameters: Time 00:00:00, WPT Intercept, DIST 12.2 NM, DTK 293°, ETE 00:03:16, Dest Dist 108.4 NM, Dest ETE 00:29:10, TOD Dist 34.1 NM, TOD ETE 00:09:11, TAS 226, GS 223, Altimeter 29.92, Mode Active, and XPDR 3010. The main map area shows a flight path starting from MELDY, passing through an Intercept point, and heading towards KSAN. The flight plan table on the right lists various waypoints and procedures, including PEBLE6-Rad-170, PEBLE6-Hdg-318, TOD PT, MELDY, PEBLE, SHIVE1-PEBLE, HARBR, SHIVE1-HARBR, SHIVE1-SHIVE, and CWARD. The bottom section contains communication controls, including COM 1 (118.30) and COM 2 (113.70), and a text area showing ATC messages: "Zero One Zero ~Cleared for takeoff, Runway Two Seven Squawking Three Zero One Zero Honda One Victor Bravo" and "Cleared for Takeoff Runway Two Seven Squawking Three Zero One Zero Honda One Victor Bravo".

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Here's our call to contact Departure. Acknowledge it and change the frequency – or – if you have the Copilot options set, let them do it for you.

Honda One Victor Bravo Contact SOCAL Departure on One One Niner Point Six, have a good morning
~Departure on One One Niner Point Six Honda One Victor Bravo
Departure on One One Niner Point Six Honda One Victor Bravo

Initial Departure Call

After changing to 119.6, make the initial contact call:

Departure Honda One Victor Bravo Climbing to Flight Level One Niner Zero
Honda One Victor Bravo good morning. Radar Contact.

Each initial contact with a new Controller is essentially the same. You tell them your altitude or the altitude to which you're climbing/descending, and they'll respond with your call sign and "Radar Contact" or a salutation like "Good morning" – or perhaps both. No reply is necessary unless they also ask you to do something.

We should now expect further altitude clearances and a transfer to ATC Center.

Honda One Victor Bravo Contact LOS ANGELES Center on One Two Eight Point One Five, enjoy your morning
~Center on One Two Eight Point One Five take care Honda One Victor Bravo
Center on One Two Eight Point One Five take care Honda One Victor Bravo
Honda One Victor Bravo good morning . Radar Contact. Altimeter Two Niner Niner Niner
~Altimeter Two Niner Niner Niner Honda One Victor Bravo
Altimeter Two Niner Niner Niner Honda One Victor Bravo

Enroute

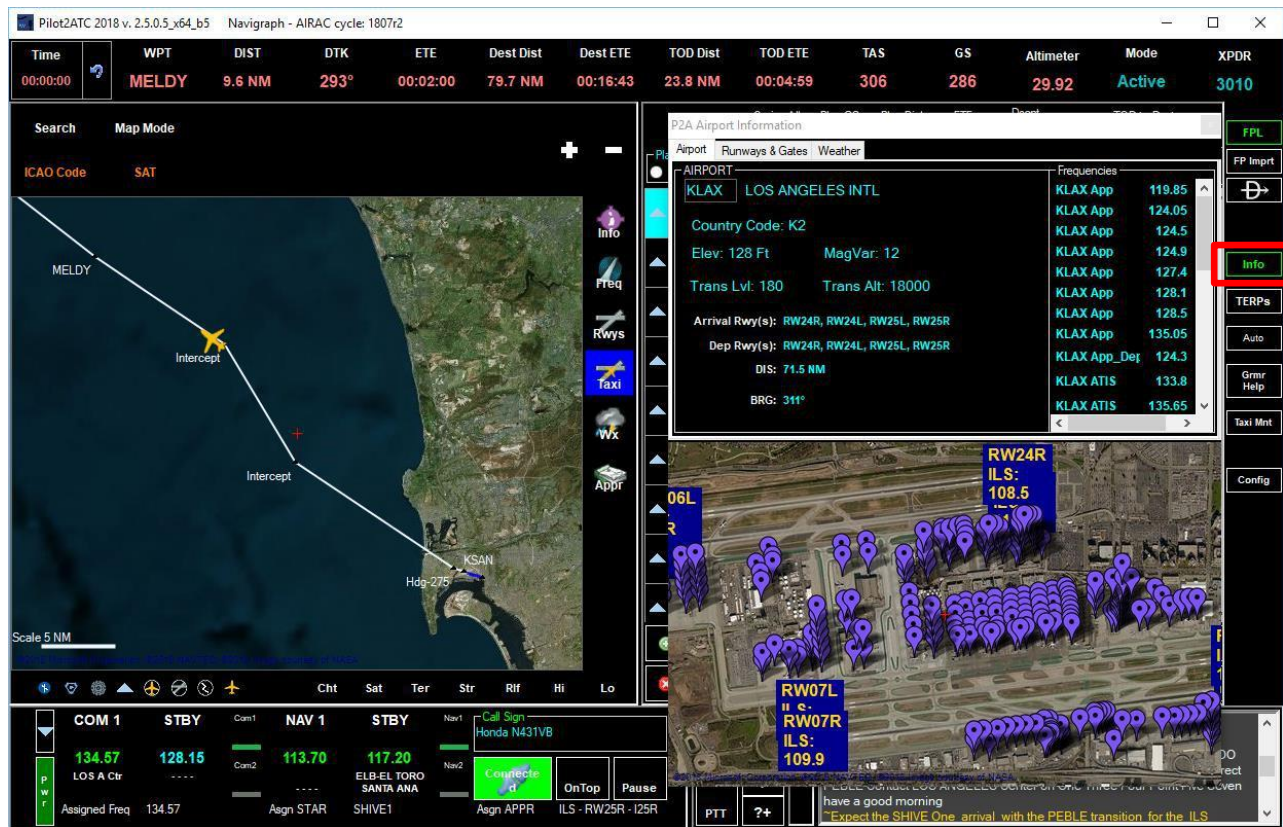
Because this is a very short flight, we'll soon be getting a call telling us what to expect at the arrival airport. In the meantime, we can enjoy the scenery for just a few moments.

Honda One Victor Bravo Expect the SHIVE One arrival with the PEBLE transition for the ILS approach to runway Two Five Right with the TRNDO transition at LOS ANGELES INTERNATIONAL After MELDY Cleared direct PEBLE Contact LOS ANGELES Center on One Three Four Point Five Seven have a good morning
~Expect the SHIVE One arrival with the PEBLE transition for the ILS approach to runway Two Five Right with the TRNDO transition After MELDY Cleared direct PEBLE Center on One Three Four Point Five Seven Honda One Victor Bravo
Center Honda One Victor Bravo Climbing to Flight Level One Niner Zero
Honda One Victor Bravo good morning . Radar Contact. Altimeter Two Niner Niner Eight
~Altimeter Two Niner Niner Eight Honda One Victor Bravo
Altimeter Two Niner Niner Eight Honda One Victor Bravo

Now knowing what Arrival and Approach to expect, the Nav system can be set up.

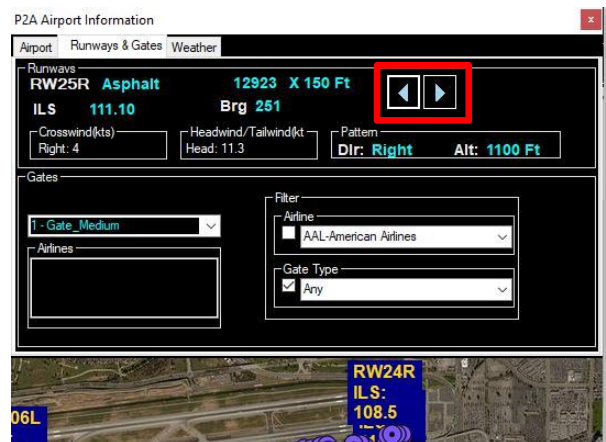
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Set up the Nav radios for the ILS approach to runway 25R. Click on the *Info* button (red box below) and the *Airport Info* pane will open:



KLAX is already selected; however, if it wasn't automatically selected, double-click on the airport identifier, change it to KLAX and the information will be updated.

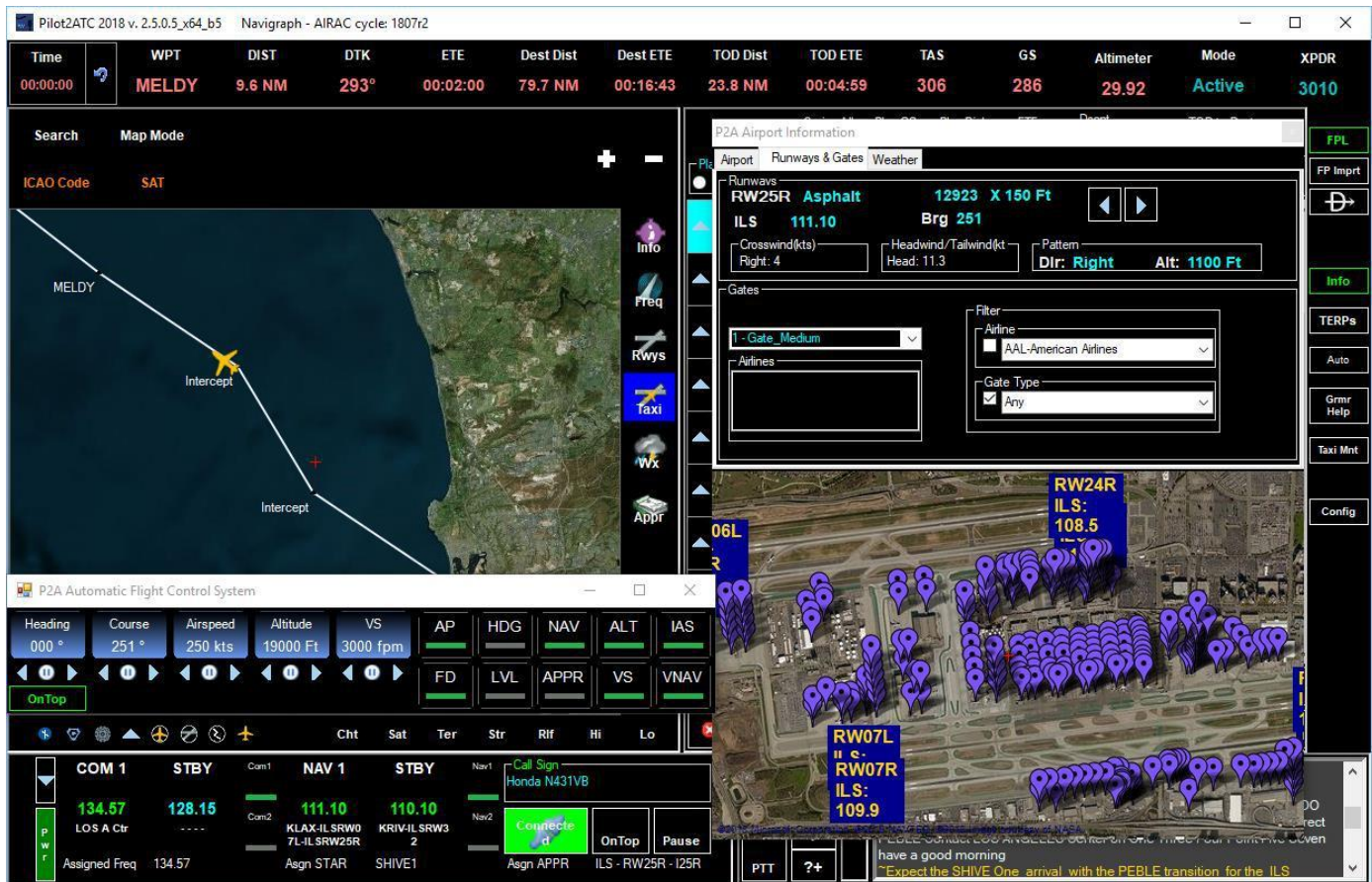
Click on the *Runways & Gates* tab. Then, use the *Arrow* buttons (red box in the image) to reach Runway 34.



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You now have the frequency (111.10) for the ILS approach and the Bearing (251°). Enter the frequency in the Nav1 Standby window and then swap it to active.

COMMENT: You can also enter 251 into the course window of the Autopilot.



Next, we get our final altitude clearance:

Honda One Victor Bravo Climb and Maintain Flight Level Two Zero Zero
~ Climb and Maintain Flight Level Two Zero Zero Honda One Victor Bravo
Climb and Maintain Flight Level Two Zero Zero Honda One Victor Bravo

Set the Autopilot to climb to FL200.

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Arrival and Approach

In this flight, TOD (red box in the image below) is *after* the first STAR waypoint. As you arrive at PEBLE, you'll get a call to descend via the STAR.

Flight Data Table:

Waypoint	Distance	Altitude	Speed	Time	Altitude	Time
PEBLE	6.9 NM	296°	00:01:13	68.0 NM	00:12:04	12.1 NM
TOD	12.1 NM	00:02:08	359	338	29.92	Active

Map Data:

Waypoint	Distance	Altitude	Speed	Time	Altitude	Time
PEBLE	6.9 NM	296°	00:01:13	68.0 NM	00:12:04	12.1 NM
TOD	12.1 NM	00:02:08	359	338	29.92	Active

Honda One Victor Bravo Descend via the SHIVE1 arrival with the PEBLE transition Altimeter Two Niner Niner Six at LOS ANGELES INTERNATIONAL

~Descend via the SHIVE1 arrival with the PEBLE transition Altimeter Two Niner Niner Six Honda One Victor Bravo
Descend via the SHIVE One arrival with the PEBLE transition Altimeter Two Niner Niner Six Honda One Victor Bravo

You can start down at PEBLE – the first STAR waypoint – or wait a short while until you reach TOD. Either way, adjust your descent rate and speed to arrive at TRNDO at 5,000 feet to begin the ILS. Usually, if you start down right before the TOD mark at the planned descent rate, you'll reach the correct altitude in time.

Set your altitude to 5,000 and wait until after PEBLE to start your descent.

COMMENT: I started mine at PEBLE with a slightly lower than planned descent rate (1,600 FPM). I will check my altitudes at CWARD (17,000) and BAYER (15,000) to see if I need to adjust it.

The next call will be to switch us to Approach control. We also need to slow to 250 knots below 10,000 feet.

Honda One Victor Bravo Contact LOS ANGELES Center on One Three Two Point Eight Five goodday
~Center on One Three Two Point Eight Five Honda One Victor Bravo
Center on One Three Two Point Eight Five Honda One Victor Bravo
Center Honda One Victor Bravo Descending to Five Thousand Feet
Honda One Victor Bravo good morning. Radar Contact.

Nope, we got one more transfer to Center.

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Here's the Approach call.

Honda One Victor Bravo Contact SOCAL Approach on One Two Four Point Zero Five, enjoy your morning

~Approach on One Two Four Point Zero Five Honda One Victor Bravo

Approach on One Two Four Point Zero Five Honda One Victor Bravo;

Approach Honda One Victor Bravo Descending to Five Thousand Feet;

Honda One Victor Bravo good morning . Radar Contact. Continue descent via the SHIVE One arrival. for the ILS approach to runway Two Five Right with the TRNDO transition at LOS ANGELES INTERNATIONAL

~Continue descent via the SHIVE One arrival. for the ILS approach to runway Two Five Right with the TRNDO transition Honda One Victor Bravo

COMMENT: Notice that our readback was not recognized in green text. That's okay. When approaches have names, the green text does not normally appear, though ATC knows we got it.

We should get transferred to Tower soon. Be sure you're set up to switch to Nav1 to fly the ILS once you get clearance.

The screenshot displays the Pilot2ATC 2018 v. 2.5.0.5_x64_b5 software interface. The top section shows flight data: Time 00:00:00, WPT TOZEK, DIST 0.9 NM, DTK 331°, ETE 00:00:12, Dest Dist 29.3 NM, Dest ETE 00:06:16, TOD Dist ----, TOD ETE 00:00:00, TAS 287, GS 280, Altimeter 29.92, Mode Active, XPDR 3010. The left panel shows a map with a flight path from TOZEK to SHIVE HARBR to PEBLE. The right panel shows a list of approaches with columns for Plan Type, Plan Name, Via, TRK, Dist, GS, ETE, Alt Restr, and Pin Alt. The bottom panel shows COM 1, STBY, NAV 1, STBY, and various frequency and mode settings.

There's our clearance for the ILS.

Honda One Victor Bravo Altimeter Two Niner Niner Six Cleared for the ILS approach to Runway Two Five Right with the TRNDO transition at LOS ANGELES INTERNATIONAL

~ Altimeter Two Niner Niner Six Cleared for the ILS approach to Runway Two Five Right with the TRNDO transition Honda One Victor Bravo

Again, there's no green text due to the names.

Now, maybe we'll get the Tower transfer call... In the meantime, just fly the aircraft and set up for the ILS.

Honda One Victor Bravo Altimeter Two Niner Niner Six at LOS ANGELES INTERNATIONAL Contact Tower on One Two Zero Point Niner Five, have a good morning

~ Altimeter Two Niner Niner Six Tower on One Two Zero Point Niner Five Honda One Victor Bravo

Honda One Victor Bravo good morning . Radar Contact. Continue ILS to Runway Two Five Right Call when established on Final

~Continue ILS to Runway Two Five Right Will call when established on final Honda One Victor Bravo

Slow down and get configured for the ILS – gear, flaps etc.

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Once you're established on final, make the call to Tower. You should be cleared to land.

Honda One Victor Bravo established on Final Runway Two Five Right;
Honda One Victor Bravo Whinds are Two Five Zero at One Five knots Cleared to Land Runway Two Five Right
~Cleared to land runway Two Five Right Honda One Victor Bravo

Now, just fly the ILS final to a smooth touchdown.

The screenshot displays the Pilot2ATC 2018 v. 2.5.0.5_x64_b5 interface. The top section shows flight parameters: Time 00:00:00, WPT KLAX, DIST 4.4 NM, DTK 251°, ETE 00:02:01, Dest Dist 4.4 NM, Dest ETE 00:02:01, TOD Dist ---, TOD ETE 00:00:00, TAS 132, GS 132, Altimeter 29.92, Mode Active, and XPDR 3010. The map shows the Los Angeles area with a flight path from FOGLA to SHELL. The right panel lists various flight plans and procedures, including STAR, SHIVE1, and ILS. The bottom section shows communication logs and a list of frequencies.

At touchdown, you should hear Tower ask you to exit runway when able. You don't need to respond to that call. Stay focused on the perfect landing you have going.

Honda One Victor Bravo exit runway when able.

Taxi In

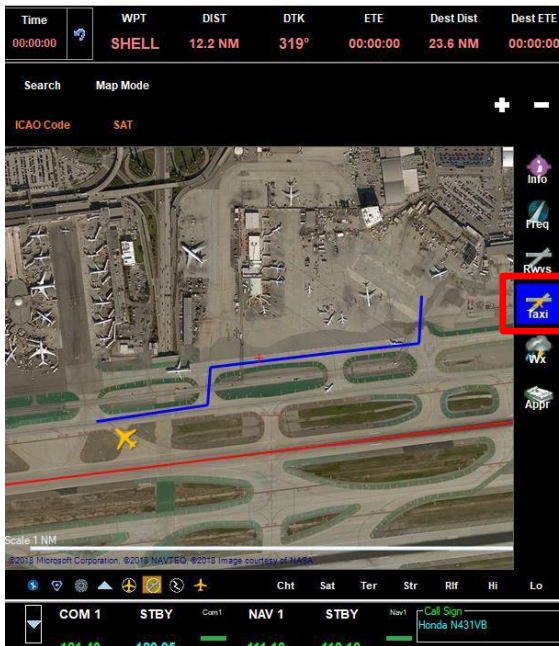
After clearing the active runway, call Tower and let them know you're clear of the active runway. Tower will pass you over to Ground where you can ask for permission to Taxi to the Gate.

Honda One Victor Bravo Welcome to LOS ANGELES INTERNATIONAL contact ground on One Two One Point Four, have a good stay
~Ground on One Two One Point Four Honda One Victor Bravo
Ground on One Two One Point Four Honda One Victor Bravo

If you like, open the Info window and select the gate you want – or – just let Pilot2ATC assign a gate or parking spot. In our case, we'll just ask for permission to taxi to the GA Ramp.

Honda One Victor Bravo Request Taxi to General Aviation Ramp;
Honda One Victor Bravo Taxi to General Aviation Parking Via taxiways Bravo, Charlie Five, Charlie, Charlie Three
~ Taxi to General Aviation Parking Via taxiways Bravo, Charlie Five, Charlie, Charlie Three, Honda One Victor Bravo
Taxi to General Aviation Parking via Taxiways Bravo Charlie Five Charlie Charlie Three Honda One Victor Bravo

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After you read back the taxi clearance – or click the *Say/It* button and let Pilot2ATC do it for you – click the *Taxi* button (red box in the image). An approximate Taxi Route will be drawn on the airport map. While this drawn route is not perfect, in most cases like ours, it provides a good indication of the route to be followed to reach the GA ramp.

Taxi in to the ramp and shut down.

Congratulations!! You've completed your first flight in Pilot2ATC.

Support

At Pilot2ATC, we're flight sim enthusiasts and we genuinely want you to enjoy our product as part of your immersive SIM experience. If you need assistance getting something to work, please review the *User Guide* – it might be covered there. Before you get frustrated over something, though, email us at admin@pilot2atc.com and we'll do our best to answer your question.

Thanks for flying with us! Enjoy!

