

## PRO-ATC/X Update History...

- **Update 1.9.2.2 (25. Mar. 2018)**
  - Should you have a version below 1.8.7.0, please register to the forum. Verified forum users can always access the latest full setup and update from there.
  - With version 1.8.7.0 and above you'll be informed automatically if you have the according option ticked. Otherwise please check for updates manually under Options or Help.
  - Make sure you assign again admin rights to the new "proatcx.exe" file.
  - **New to version 1.9.2.2**
    - Many things have been corrected and many new functionalities have been added.
    - You can now define different language profiles for controller voices. Pre-Defined profiles are... 'English-US, English-GB, German, French, Spanish, Netherlands'. This is in preparation for all the voices going to be released very soon. This will make PRO-ATC/X even more realistic!
    - This version is compatible to P3D v4.2. But there is an issue, which has to be fixed by Lockheed Martin. When opening a PRO-ATC/X menu within P3D, it'll be closed as soon as you release the key. Please define under options all keys opening a menu as 'Ctrl+Key'. So instead of '0', 'Ctrl+0'. This will fix the issue for instance. The initial setup already has these keys predefined.
    - Please let us know if you find something to be adjusted. We have been hard at work on this version since the last release.
- **Update 1.8.7.9 (17. Mar. 2017)**
  - **New to version 1.8.7.9**
    - Stopping tracking a waypoint in some cases is fixed.
    - Requesting for different STAR/APP/Rwy works again
    - Fixed displaying the direction to rwy/gate while taxiing
    - PRO-ATC/X is now saving its state for the case of a CTD. If it happens, PRO-ATC/X will let you click Flight plan>Load last state after CTD.
    - A bug on the PMDG-NGX generated flight plan is fixed. This will lead to less heading corrections.
    - Descents below published data(AIRAC) on some approached is fixed with this one.
- **Update 1.8.7.0 (27. Nov. 2016)**
  - **New to version 1.8.7.0**
    - **Loading saved flight situations:** The issue on loading saved flight situations some users had is fixed. It was caused by situations saved with a very old version
    - **Generated FMC Flight Plans**
      - 1. The Aerosoft Airbus-X-Extended (AXE) now loads flight plans as it should. It is the only aircraft, which needs 10 characters for the flight plan name. Therefore please enter ICAO departure + ICAO destination + 01 under CoRoute. E.g. KLAX to KSFO will be 'KLAXKSFO01'.



- 1. PRO-ATC/X looks first if there is a SID procedure available, which ends at the first route waypoint. If it doesn't find any procedure, it is now looking for a procedure fitting to the route planned.
  - 2. Same with STARs: The first step is to find a STAR beginning at the last route waypoint.
  - 3. If not found, it'll look for a fitting STAR/Approach. However, even vectored departures and approaches are now much better calculated.
- **Clearance:** SIDs requested not having the same transition as the actual assigned can now be requested. The transition waypoints will be removed if the requested SID doesn't have the same transition!
  
- **Data -> Aircraft:** Max tailwind/Crosswind are now referencing the aircraft and not anymore the runway. To adjust simply edit the values under Data->Aircraft->Aircraft Details.
  
- **Data -> Airports**
  - 1. There is a new option: DATA > AIRPORTS > IMPORT AIRPORT. This allows airports not defined by AIRAC data to be imported into the database.
  - 2. Added the option "Prefer when wind at or below 5 Kts" to runways (default values are 10 Kts for tailwind and 35 Kts for crosswind). Please note that the option "Use the runway assigned for AI" has a higher priority!
- **Top Of Descend:** Moved slightly forward.
  
- **Flight plan Information**
  - 1. Transponder Code is now displayed.
  - 2. Cruising altitude is replaced by Altitude to set.
  - 3. Current frequency now displayed in the In-flight Menu. For users who use 'full screen' or do not use the moving map.
- **Flight Planning Window:** SID/SID-Transition and STAR/STAR-Transition are removed from the flight planning window. Users expected exactly the procedure selected to be assigned but that's up to the controllers, additionally it is weather dependent.
  
- **Flight Simulation used**
  - 1. In case you have FSX/FSX-SE and P3D installed at the same time, you may now select the simulation you want to fly So no need to open the Options window. Transponder Code is now displayed.
  - 2. Additionally you may save paths for FSX/FSX-SE and P3D separately.
- **Fly Now...:** The options on the screen when you 'fly now' has also changed. Hopefully it is very easy to understand the options. If you tick the correct ones

then once you have received clearance the flight plan will be auto loaded into the SIM; Handy for weather programs that need a FP.

- **FMC Flight Plans** All FMC Flight Plans are now saved to ICAO-Departure + ICAO-Destination. E.g. KLAX to KJFK will be "KLAXKJFK".
  
- **Flight Situations saved** Flight situations saved before this version shouldn't be used anymore. Sorry for that.
  
- **GUI** Multiple selections are now possible in the main window for erasing flight plans. Either mark the FPs to erase by pressing CTRL + left mouse button or press shift + key down.
  
- **Heading Corrections** PRO-ATC/X now recognizes and re-acts much better when a waypoint has been missed or if you are off-course.
  
- **Holdings**
  - 1. If you ever see AIRAC holdings when you go to DATA > SID STARS Procedures ; you will notice that they have two zero fields; do not worry they are set during runtime.
  - 2. The next point expected is now displayed as a green dot on the moving map. Additionally the heading bug in the HSI is pointing to the heading you are expected to fly to get to the next point.
  - 3. Entering methods are now considered (Direct/Parallel/TearDrop).
  - 4. Holdings are now announced a bit earlier (now 20 NM before reaching the holding).
- **In-Flight**
  - 1. Missed waypoints are now recognized as long as the distance to the waypoint is below 10 NM (it was 5 before).
  - 2. Requesting for 'Repeat last message' now works multiple times.
  - 3. Added a direct key for the in-flight information, which is key '6' by default.
  - 4. You may now request for a different SID-Transition if assigned and available.
  - 5. In USA/Canada altitudes between FL170 and FL190 are not anymore assigned (Transition Altitude/Level routes).
  - 6. When Requesting for a different SID or STAR and more than 9 procedures are available, you may now click Next (>>) and Back (<<) to see all precedures. Note that only procedures compatible to the route are displayed!

- 7. Requesting for an alternate now works as it should, even while executing a missed approach. Same with emergencies.
    - **In-Flight Menu**
      - 1. In the inflight menu the items 'Request to initialize Descent' and 'Cabin Crew prepare for take-off/landing' have been moved to 'Other Requests'.
      - 2. Added Authentic ATC On/Off as the Options menu is not accessible anymore during a flight.
    - **Max Tailwind/Crosswind:** Max tailwind/Crosswind are now referencing the aircraft and not anymore the runway. To adjust simply edit the values under Data->Aircraft->Aircraft Details.
  - **Options Window**
    - 1. Added the option "Slower PC/Faster PC" to the options window. If you're having issues with CTDs during the flight, you may set the slider according to your hardware. If you don't have any issues, simply leave it at 50%.
    - 2. Flight situations can now be auto saved. Simply define a file name to be used and the interval in minutes. Note that the file is overwritten and that saving only works when airborne while not cleared for the approach. This is to avoid conflicts with different weather when re-loading the situation.
    - 3. On the 'Path to folders' tab you may now define additional paths for a default flight plan. Very handy if you have Add-Ons using those flight plans.
    - 4. The NAV-Radio now has an own option. If un-ticked, the Copilot will not set VOR/NDB/ILS frequencies he will also not set the NAV-Course and the Transponder.
  - **Supported Addon Aircraft**
    - 1. Added Wilco Falcon 7.
    - 2. Aerosoft Airbus und Aerosoft AXE can now be saved and selected separately.
- **New to version 1.7.2.0**
  - 1. There was still a bug on importing FSX formatted flight plans. Sorry for that. (Definitely fixed now).
  - 2. Some users reported that they don't like how airport, waypoint and procedure ICAOs are pronounced. You may now decide by yourself how they are pronounced. You find the option under Options/Sound.
  - 3. A few users reported issues when aligning the scenery with AIRACs. This one is not easy to fix as we can not reproduce the same. We hope it is now done. Please make sure you re-install if there is a DB inconsistency.
- **Update 1.7.0.1 (05. Okt. 2015)**
  - **New to version 1.7.0.1**
    - 1. In the moving map window wind direction was always displayed as "VRB" (Fixed).
    - 2. Altitude restrictions on departure are now taken into account when assigning the initial altitude. (Fixed)
- **Update 1.7**
  - **New to version 1.7**

- 1. Handover to approach moved back 10nm: This is to allow the user time to request a different runway/approach if required. This does not affect the TOD.(FIXED)
- 2. ALL approaches are now correctly selected as per the STAR and AIRAC data using reverse lookup (ZYX). (NEW)
- 3. All approach altitude restriction are met as per AIRAC data. (NEW)
- 4. [OPTION]"Try to assign the runway used by AI": This was causing the user receiving no clearances in certain situations. (FIXED)
- 5. Missed approaches as per AIRAC data, if no AIRAC data then assigned vectors back to the FAF/IAF (FIXED)
- 6. Take off from here option from inflight menu. To allow intersection departures or to accommodate AFCAD inaccuracies. YOU must change to the correct Tower Frequency. Ground will remind you to switch. This will happen even if you have ticked 'co-pilot will operate comms'. (NEW)
- 7. Approach Selection:
  - - Order without 'Prefer ILS' option (default):
  - - ILS, GLS, LOC, RNAV, VOR, NDB: The first having a matching transition is selected. Same order again if no transition found!
- 8. New option to the flight planning window:
  - - 'Prefer ILS/GLS/LOC Approaches, even without transition'. It is flight plan specific and it is by default un-ticked(NEW)
  - - When Prefer ILS is ticked:
    - - ILS, GLS, LOC with transition
    - - ILS, GLS, LOC without transition
    - - RNAV, VOR, NDB with transition
    - - RNAV, VOR, NDB without transition
- 9. Better recognition of missed waypoints.(FIXED)
- 10. A better assignment of descend initialization. .(FIXED)
- 11. A smother descend .(FIXED)
- 12. Enhancements to the moving map window (NEW)
- 13. The automatically inserted alternate airport in the planning window should now always be found, even if the distance is greater than 70 NM. (Changed)
- 14. The approach clearance is now assigned when reaching the last STAR waypoint (if assigned, else the last route waypoint) (Changed)
- 15. No more approach clearance when intercepting the FAF but a clearance to intercept the runway. (Fixed/Changed)
- 16. Reworked the altitude assignments completely (Fixed/Changed)
- 17. Holdings:
  - - The entry method to a holding is now considered. Depending on the holding heading and the heading you are approaching the holding, you'll have to enter by a DIRECT, PARALLEL or OFFSET/TEARDROP entry (Updated)
  - - While flying a holding the NAV1 course is always set to the heading expected by PRO-ATC/X, regardless of the copilot options you have set. The autopilot heading is of course only set if the options are set accordingly.
  - - We suggest to set the autopilot on HDG-SEL and LVL-CHG when entering a holding and to leave it there until being assigned to exit the holding. This will make sure the airplane is flying an expected holding.

- 18. Moving Map
- - The altitude displayed in the moving map now begins with "!" if it is defined by AIRAC data, which means it is strictly followed. If the altitude restriction is "at or above" the altitude is extended by "A", if it is "at or below" it is extended by "B". If it is "at" no extension is added. (New)
- 19. The expected STAR/Approach is now displayed on the moving map screen (left side) as soon as you are cleared for the flight.(New)
- 20. Wind conditions and selected runways:
  - - If wind direction is unknown or variable, the longest runway will be selected. ILS supported runways are preferred. (New)
- 21. Approach Corrections due to weather/AI
  - - YouÆll not receive any more a correction once you are cleared for the Approach (not an expected Approach!) or the aircraft distance to the airport (direct) is below 25 NM. THIS COULD CHANGE ON RECEIVING APPROACH CLEARANCE (New)